Crash Tests

New Car Safety

Peugeot 307

01/2003 on 12/2009 - Frontal+Side+Head

Overall Evaluation

Overall Score **29.33 out of 37**
Variant: CC Convertible
Engine: 2 litre.
Category: Sports

Important note: The left-hand-drive European model was tested by EuroNCAP. Australasian specifications may vary and therefore models sold in Australasia might provide different levels of protection to those described on this page.

Model History and Safety Features

The tested model of Peugeot CC was introduced in Australia during 2003.
Dual front airbags and side airbags with head-protection are standard equipment. ABS brakes and electronic stability control are also standard. Active head restraints and a selfdeploying rear rollover bar are also fitted.

The front seat belt buckles are mounted on the seats and the upper anchorages are adjustable. These features improve the fit of the seat belt. Pretensioners are fitted to the front seat belts to reduce slack in the event of a crash.

Overall Evaluation: 4

The Peugeot 307CC scored 13.08 out of 16 in the offset crash test. The passenger compartment held its shape well. Protection from serious upper leg injury was marginal for the driver. There was a slight risk of serious chest injury for the passenger.

The vehicle scored 15.26 out of 16 in the side impact crash test. There was a slight risk of serious chest injury for the driver.

Frontal Offset Crash Test

Body region scores out of 4 points each: Head/neck 4pts, chest 3.39pts, upper legs 2pts, lower legs 3.69pts.

The passenger compartment held its shape well in the offset crash test. The footwell had very little deformation. The clutch pedal moved rearwards by 79mm and upwards 31mm. The steering wheel hub moved rearwards 9mm, downwards 10mm and sideways 12mm. The front ("A") pillar moved 18mm rearwards. The width of the driver's doorway shortened by 17mm. All doors remained closed during the crash. After the crash both doors could be opened with normal effort.

The airbag cushioned the head of the driver and contact was stable. Steering column components were a potential source of injury for the driver's knees. The passenger's head was cushioned by the airbag.

Side Impact Crash Test

Body region scores out of 4 points each: Head 4pts, chest 3.26pts, abdomen 4pts, pelvis 4pts.

The vehicle was eligible for an optional pole impact test, since it had head-protecting side airbags and scored four points for the head in the side impact test. However, the manufacturer decided not to go ahead with the pole test. The pole test can earn a further two points.

Pedestrian rating (v4)

9.66 points out of 36 (27%)
Child head impacts 5.66pts;
Adult head impacts 4pts;
Upper leg zero pts;
Lower leg impacts zero pts.

Offset crash test at 64km/hr



Injury Measurements

Refer to the information sheet 'How the tests are done'	Offset Crash Test at 64km/h (v4)		Side Impact Crash Test aa 50km/h (v4)
	Driver	Passn	Driver
Head			
- HIC	252	236	41
- Acceleration (g for 3ms)	40.7	39.6	18.1
Neck			
- Shear (kN)	0.54	0.96	
- Tension (kN)	1.33	1.4	
- Extension (Nm)	30.5	30.8	
Chest			
- Acceleration (g for 3ms)			
- Compression (mm)	18.5	26.3	25.7
- Viscous Criterion (m/s)	0.06	0.07	0.16
Abdomen			
- Force (kN)			0.44
Pelvis			
- Force (kN)			2.91
Upper Legs Force (kN)			
- Left	0.18	0.18	
- Right	0.54	0.12	
Knee Displacement (kN)			
- Left	0.73	0.57	
- Right	2.37	0.95	
Lower Legs Force (kN)			
- Left	2.02	1.17	
- Right	1.29	0.54	
Index (Upper | Lower)			
- Left	0.42 | 0.28	0.47 | 0.39	
- Right	0.3 | 0.35	0.29 | 0.17	

Bonus points (maximum 5)
Pole Test: Not tested
Seat Belt Reminders: 1pt

Modifiers for offset test scores

Head		No deduction
Chest		No deduction
Upper leg	Variable & conc. loading	2pt deduction L & R
Lower leg		No deduction
Foot score		Score 4 points
Structure		

Modifiers for side impact test scores
Head
Chest
Upper leg
Lower leg
Foot score
Structure

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