

ANCAP Safety Rating

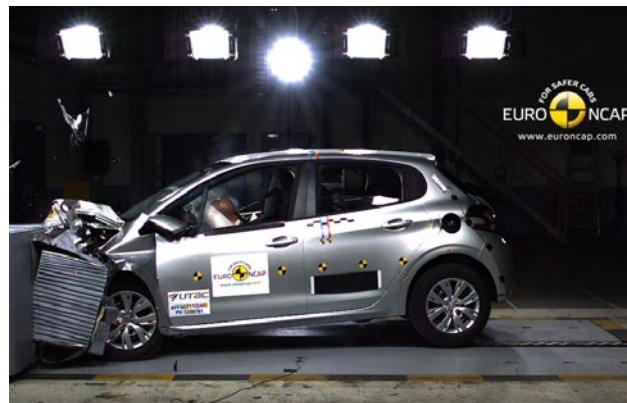
PEUGEOT 208 (from 2012)



Test Vehicle(s).

Variant:	Peugeot 208 1.4 diesel Active LHD
Kerb Mass:	1090 kg
Built:	2012
Engine:	1.4 diesel
Category:	Small Car
Variant Applicability*:	5 door hatches with 4 cyl engine

Note: The diesel left-hand-drive European model was tested by Euro NCAP. ANCAP was provided with information which showed that the Euro NCAP results apply to 5 door hatches with a 4 cylinder diesel or petrol engine.



Frontal offset test at 64 km/h

Airbags	ESC	Frontal Offset	Side Impact	Pole	Whiplash	Pedestrian	Seat Belt Reminders	Overall Score	ANCAP Safety Rating
Frontal + Side + Head	Standard	14.22 (out of 16)	15.81 (out of 16)	2 (out of 2)	ACCEPTABLE	ACCEPTABLE	2 (out of 3)	34.03 (out of 37)	★★★★★

The tested model of Peugeot 208 was introduced in Australia and New Zealand in 2012. This ANCAP safety rating applies to 5 door hatches with a 4 cylinder engine. Other variants are unrated.

Dual frontal, side chest and side head airbags (curtains) are standard. Antilock brakes (ABS), electronic brake distribution (EBD) and electronic stability control (ESC) are also standard. Advanced seat belt reminders are fitted to both front seats.

In the frontal offset crash test, driver chest and leg protection were acceptable. Passenger chest protection was also acceptable. In the side impact crash test, driver chest protection was acceptable. Head protection in the side pole test was good.

OCCUPANT PROTECTION

Frontal Offset Test.

Each body region is scored out of 4 points

Head / neck:	4.00 points
Chest:	2.78 points
Upper legs:	4.00 points
Lower legs:	3.44 points

The passenger compartment held its shape well in the frontal offset test. Pedal and steering wheel displacements were well controlled. Driver and passenger contact with the airbags was stable. All doors remained closed during the crash.

Side Impact Test.

Each body region is scored out of 4 points

Head:	4.00 points
Chest:	3.81 points
Abdomen:	4.00 points
Pelvis:	4.00 points

There was a slight risk of serious chest injury for the driver in the side impact test.

Pole Test.

Scored out of 2 points

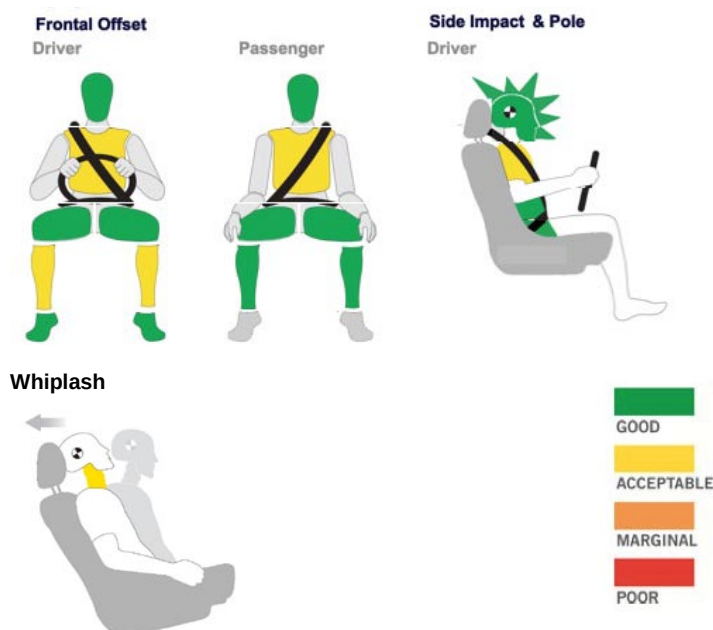
The vehicle was eligible for a side pole test because it has side curtain airbags. The vehicle scored the maximum 2 points for head protection in this test.

Whiplash Protection Test.

Whiplash protection is assessed to the RCAR Protocol

Geometric test:	GOOD
Dynamic test:	ACCEPTABLE

Injury Outcomes.



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PEDESTRIAN PROTECTION

Pedestrian Test.

Acceptable - Scored 21.98 out of 36 points

Child head impacts: 8.52 points
 Adult head impacts: 4.00 points
 Upper leg impacts: 3.46 points
 Lower leg impacts: 6.00 points

The bumper provided good protection to pedestrians and the car scored maximum points in this area. The front edge of the bonnet was at best marginal in the protection offered to pedestrians. In most areas where a child's head might strike, the bonnet provided good protection but was predominantly poor in those areas likely to be struck by an adult's head.



PASS
 MARGINAL
 FAIL

(Tested by Euro NCAP v5.3)



Peugeot 208

SAFETY FEATURES

These specifications are subject to change. Please check with manufacturer for the latest specifications. For a description of these safety features and safety rating requirements see the ANCAP Rating Road Map.

Safety Assist Technology (SAT)	Availability
Front airbag - driver	S
Front airbag - passenger	S
Side airbags (chest protection) - front seats	S
Side airbags (head protection) - front seats	S
Side airbags (head protection) - 2nd row seats	S
Knee airbag - driver	X
Three-point seat belts for all forward facing seats	S
Seat belt pretensioners (front / rear outboard)	S / X
Intelligent seat belt reminder - driver	S
Intelligent seat belt reminder - front passenger	S
Intelligent seat belt reminder - 2nd row seats	X
Head restraints for all seats	S
Antilock brakes (ABS)	S
Electronic brake distribution (EBD)	S
Emergency brake assist (EBA)	S
Electronic stability control (ESC)	S
Adaptive cruise control (ACC)	X
Autonomous emergency braking (AEB)	X
Lane support system	X
Daytime running lights	V
Automatic headlights	V

S = Standard on all variants.
 O = Optional on base variant. May be standard on higher variants.
 V = Not available on base variant but standard or optional on higher variants.
 X = Not available on any variant.

INJURY MEASUREMENTS

Body Region	Frontal offset test at 64 km/h (v5.1)		Side impact test at 50 km/h (v5.1)
	Driver	Passenger	Driver
Head			
HIC	338.00	467.00	35.00
Acceleration (g for 3ms)	52.80	53.60	20.20
Neck			
Shear (kN)	0.84	0.42	-
Tension (kN)	1.69	1.35	-
Extension (Nm)	14.50	11.90	-
Chest			
Acceleration (g for 3ms)			-
Compression (mm)	30.56	24.21	22.94
Viscous criterion (m/s)	0.14	0.09	0.13
Abdomen			
Force (kN)	-	-	0.82
Pelvis			
Force (kN)	-	-	0.97
Upper legs			
Femur force left (kN)	0.12	0.10	
Femur force right (kN)	0.72	0.10	
Knee displacement left (mm)	0.00	0.30	
Knee displacement right (mm)	0.30	0.20	
Lower legs			
Force left (kN)	1.56	1.53	
Force right (kN)	2.84	1.48	
Index (upper / lower) left	0.51 / 0.34	0.34 / 0.22	
Index (upper / lower) right	0.45 / 0.50	0.40 / 0.25	

INTRUSION MEASUREMENTS

Steering Column

Forwards:	17mm
Upwards:	0mm
Sideways:	2mm

Pedals

Clutch (rearwards):	29mm
Accelerator (downwards):	23mm
A-Pillar (rearwards):	15mm

SCORE DEDUCTIONS

Deductions from frontal offset test scores

No deductions for frontal offset test.

Deductions from side impact test score

No deductions for side impact test.

Deductions from pole test score

No deductions for pole test.

* For information about the application of ANCAP ratings to model variants see the ANCAP Variant Policy. In brief, ratings do not automatically extend to variants that have different body styles, engine configurations, driven wheels or occupant restraint systems (e.g. fewer airbags). In these cases ANCAP considers technical evidence submitted by manufacturers before deciding on extending a rating to additional variants of a model.

^ Refer ANCAP Rating Road Map (www.ancap.com.au/media).

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