

# Crash Tests

## New Car Safety

### PEUGEOT 307 (LHD)

2001 on

Front+side+head airbags

#### Overall Evaluation



Overall score

29.6 out of 34

Variant: 5 DR HATCH

Eng: 1.6 litre.

Kerb weight: 1230 kg

Category: LIGHT/SMALL CAR

Vehicles built: 2001

Tested by EuroNCAP

**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 Peugeot 307 was introduced in Australia during 2001.

Dual airbags, side airbags and head-protecting side curtains are standard equipment.

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. These seat belts also have load limiters.

A three point seat belt is fitted to the centre rear seat. This provides better protection than a two point seat belt.

#### OVERALL EVALUATION : 4 Stars

The Peugeot 307 scored 11.602 out of 16 in the offset crash test. The passenger compartment remained intact during this test. There was a slight risk of serious chest and lower leg injury for the driver and a slight risk of serious head and chest injury for the passenger.

The vehicle scored 16 out of 16 in the side impact crash test and an extra two points in the optional pole impact test.

#### FRONTAL OFFSET CRASH TEST

*Body region scores out of 4 points each:* Head/neck 3pts, chest 2.82pts, upper legs 2pts, lower legs 3.78pts.

The passenger compartment held its shape well in the offset crash test. The footwell remained virtually undisturbed. The brake pedal moved rearwards by 81mm and upwards 29mm. The steering wheel hub moved slightly forwards and downwards. The front ("A") pillar moved 6mm rearwards. All doors remained closed during the crash. After the crash the driver's door opened normally.

The airbag cushioned the head of the driver and contact was stable. However the chest of the driver hit the steering wheel. Components within the knee impact zone were found to be hazardous to the driver's knees. The passenger's head hit the dash through the airbag and there was a slight risk of serious head and chest injury.



Offset crash test at 64km/h

#### SIDE IMPACT CRASH TEST

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

All injury measurements were good.

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. The manufacturer decided to go ahead with the pole test and the vehicle earned a further two points.

#### INJURY MEASUREMENTS

Refer to the information sheet "How the test are done"	Offset Crash Test at 64km/h		Side Impact Crash Test at 50km/h
	Driver	Passn	Driver
Head HIC	230.3	261.4	31.6
Acceleration (g for ms)	39.3	54.8	23.5
Neck - Shear (kN)	0.45	0.75	-
Tension (kN)	1.42	1.46	-
Extension (Nm)	16.36	17.82	-
Chest Accln (g for 3ms)			-
Compression (mm)	23.23	28.15	9.32
Viscous criterion (m/s)	0.08	0.23	0.04
Abdomen - Force (kN)	-	-	0.63
Pelvis - Force (kN)	-	-	2.65
Upper legs Force Left (kN)	0.16	0.01	
Right (kN)	0.02	0.48	
Knee displ (mm) Left	0.05	0	
Right	0.02	0.01	
Lower legs Force Left (kN)	2.16	1.54	
Right (kN)	1.6	1.11	
Index (Upper/Low) Left	0.45/0.23	0.37/0.21	
Right	0.35/0.25	0.39/0.3	

#### Modifiers for offset test scores

Head	Pas. airbag bottomed out	1 pt penalty
Chest	Driver's chest hit str wheel	1 pt penalty
Upper leg	Variable & conc. loading	2pt penalty L&R
Lower leg		No penalty
Foot score	Brake pedal rearward	Score 4 pts

#### Pedestrian rating

14.04 points out of 36 (39%)



Child head impacts 7.95pts; adult head impacts 6pts; upper leg 0.09pts and lower leg impacts zero pts.

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