

# Crash Tests

## New Car Safety

### PEUGEOT 406 (LHD)

2001 on

Front+side+head airbags

#### Overall Evaluation



#### Overall score

18.44 out of 37

Variant: SEDAN

Eng: 2 litres.

Kerb weight: 1315 kg

Category: LUXURY

Vehicles built: 2001

Test by Euro NCAP

**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 406 (LHD) was introduced in Australia during the late 1990s.

Dual front airbags, side airbags with head-protection are standard equipment. ABS brakes are also standard.

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

#### OVERALL EVALUATION : 3 Stars

The PEUGEOT 406 (LHD) scored 8 out of 16 in the offset crash test. The passenger compartment failed to maintain its structure. Protection from serious leg injury was marginal for the driver.

The vehicle scored 10.44 out of 16 in the side impact crash test. Protection from serious head and chest injury was marginal for the driver.

#### FRONTAL OFFSET CRASH TEST

*Body region scores out of 4 points each:* Head/neck 3pts, chest 3pts, upper legs 2pts, lower legs 0pts.

The passenger compartment failed to maintain its structural integrity in the offset crash test. The footwell ruptured. The brake pedal moved rearwards by 186mm and upwards 14mm. The steering wheel hub moved rearwards 34mm, upwards 54mm and sideways 8mm. The front ("A") pillar moved 25mm rearwards. The roof buckled upwards above the driver. The width of the driver's doorway shortened by 38mm. All doors remained closed during the crash. After the crash tools were required to open the driver's door.

The airbag cushioned the head of the driver but contact was unstable. Under-dash 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 2.48pts, chest 0.46pts, abdomen 4pts, pelvis 3.493pts.

The side airbag failed to protect the driver's head and chest from a risk of serious injury. Although the airbags were designed to protect the head the vehicle scored less than four



Offset crash test at 64km/h

points for the head in the side impact test. Therefore it was not eligible for the optional pole impact test that can earn 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	192.6	208.4	323.8
Acceleration (g for 3ms)	35.87	37.99	78.08
Neck - Shear (kN)	0.36	0.66	-
Tension (kN)	0.03	0.04	-
Extension (Nm)	18.12	18.23	-
Chest Accln (g for 3ms)			-
Compression (mm)	21.2	25.66	39.69
Viscous criterion (m/s)	0.11	0.12	0.39
Abdomen - Force (kN)	-	-	0.98
Pelvis - Force (kN)	-	-	3.38
Upper legs Force Left	3.4	1.1	
(kN) Right	1.15	0.24	
Knee displ (mm) Left	0.3	0.55	
Right	0.64	0.59	
Lower legs Force Left	0.69	0.71	
(kN) Right	2.47	1.25	
Index (Upper/Low) Left	0.32/0.95	0.41/0.21	
Right	0.63/0.4	0.39/0.29	

#### Bonus points (maximum 5)

Pole Test: Not eligible

Seat belt reminders: Not eligible

#### Modifiers for offset test scores

Head Unstable airbag contact 1pt deduction

Chest Loss of structure 1pt deduction

Upper leg Variable & conc. loading 2 pt deduction L & R

Lower leg No deduction

Foot score Pedal rearward movement and footwell rupture Score 0 points

**Pedestrian rating** – tested to previous protocol



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PO Box 1555

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