

Crash Tests

New Car Safety

PEUGEOT 407 COUPE (LHD)

2006 on Front+side & head airbags

Occupant Protection



Occupant Protection Score 35.41 out of 37

Variant: - Eng: 2.2L manual
Kerb weight: 1530 kg Category: LUXURY
Vehicles built: 2005 Test by Euro NCAP

Important note: The *left-hand-drive* European model was tested by Euro NCAP. 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 407 Coupe was introduced in Australia during 2006. Available engines are 2.9L petrol and 2.7L diesel.

Dual front airbags, side airbags and head-protecting side curtains are standard equipment. ABS/EBD brakes, electronic stability control, active head restraints and tyre pressure sensors are also standard. Advanced seat belt reminders are fitted to both front seats.

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. Pre-tensioners are fitted to the front seat belts to reduce slack in the event of a crash. Three point seat belts are fitted to both rear seats.

OCCUPANT PROTECTION: 5 Stars

The 407 Coupe scored a perfect 16 out of 16 in the offset crash test. The passenger compartment held its shape. There was good protection from serious injury for both the driver and passenger.

The vehicle scored 15.41 out of 16 in the side impact crash test. There was a slight risk of serious chest injury for the driver. A further 2 points were scored in the optional pole test

FRONTAL OFFSET CRASH TEST

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

The passenger compartment held its shape well in the offset crash test. The brake pedal moved rearwards by 17 mm and downwards 6mm. The steering wheel hub moved forwards 31mm, upwards 10 mm and sideways 5mm. The front ("A") pillar moved 4 mm rearwards. All doors remained closed during the crash. After the crash all doors could be opened with normal effort.

The airbag cushioned the head of the driver and contact was stable. There were no knee hazards. The passenger's head was cushioned by the airbag.

SIDE IMPACT CRASH TEST

Body region scores out of 4 points each: Head 4 pts, chest 3.41 pts, abdomen 4 pts, pelvis 4 pts.

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.



Offset crash test at 64km/h

INJURY MEASUREMENTS

Refer to the information sheet "How the test are done"	Offset Crash Test at 64km/h (v4.1)		Side Impact Crash Test at 50km/h (v4.1)
	Driver	Passn	Driver
Head HIC	203	242	32
Acceleration (g for 3ms)	35.5	37.9	17.3
Neck - Shear (kN)	0.34	0.07	-
Tension (kN)	1.25	1.38	-
Extension (Nm)	5.2	14.0	-
Chest Accln (g for 3ms)	-	-	-
Compression (mm)	17.20	14.80	24.95
Viscous criterion (m/s)	0.04	0.06	0.19
Abdomen - Force (kN)	-	-	0.780
Pelvis - Force (kN)	-	-	2.250
Upper legs Force (kN)	Left 0.77 Right 1.27	0.54 0.31	
Knee displ (mm)	Left 1.09 Right 2.92	0.11 0.27	
Lower legs Force (kN)	Left 1.77 Right 1.62	1.74 1.46	
Index (Upper/Low)	Left 0.23 / 0.26 Right 0.22 / 0.25	0.36 / 0.18 0.29 / 0.14	

Bonus points (maximum 5)

Pole Test: 2 pts Seat belt reminders: 2

Modifiers - offset test scores

Head No deduction
Chest No deduction
Upper leg No deduction
Lower leg No deduction
Foot score Score 4 points

Modifiers - side impact test scores

Chest No deduction

PEDESTRIAN PROTECTION RATING (v4.1)

Child head impacts	6.08	Upper leg impacts	5.43
Adult head impacts	0.54	Lower leg impacts	2.69
Total (out of 36)	14.74		



ANCAP

Crash testing for safety

AUSTRALASIAN
NEW CAR ASSESSMENT
PROGRAM

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