

Crash Tests

New Car Safety

PEUGEOT 206

2000 on

Dual front airbags

Overall Evaluation



Overall score

24.93 out of 34

Variant: 3 Door Hatch LHD Engine: 4 Cyl. 1.3 litre.
Kerb weight: 940 kg Category: SMALL CAR
Vehicles built: 2000 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.

Safety features

Dual airbags are standard equipment on the XT and GTi variants. A driver's airbag is standard on the XR.

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. These reduce slack in the event of a crash.

OVERALL EVALUATION : 4 Stars

The PEUGEOT 206 performed reasonably well in the offset crash test (score 10.51 out of 16). Head protection was good but there was a moderate risk of serious chest injury for the passenger and moderate risk of serious leg injury for both the driver and passenger.

The vehicle performed better in the side impact crash (score 14.41 out of 16). However, the driver's head movement was excessive.

FRONTAL OFFSET CRASH TEST

The passenger compartment held its shape very well in the offset crash test. However, the brake pedal moved rearwards by 15cm. The width of the driver's doorway shortened by 4cm. All doors remained closed during the crash. After the crash both doors could be easily opened.

The airbag effectively cushioned the head of the driver and contact was stable. The knee impact area had hard areas which would give higher loads than those experienced in the test if knees impacted directly onto them. There was some padding which will help to spread the loads, although this was not sufficient to avoid penalties for the upper leg score.

SIDE IMPACT CRASH TEST

The centre pillar and the side doors were pushed inwards moderately.

The dummy's head contacted the front edge of the centre pillar as well as the bottom edge of the window. Although this did not have sufficient force to cause serious injury the large movement of the head is a cause for concern. The abdomen had some loading from the armrest and the pelvis was contacted by a foam block in the door trim



Offset crash test at 64km/h

The vehicle was not eligible for a Pole Impact Test since it did not have head-protecting side airbags. This test can earn eligible vehicles an extra two points, giving a maximum possible overall score of 34 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	483.4	238.6	222.4
Acceleration (g for 3ms)	53.47	36.73	52.86
Neck - Shear (kN)	0.11	0.12	-
Tension (kN)	1.09	1.33	-
Extension (Nm)	16.54	9.42	-
Chest Accln (g for 3ms)	-	-	-
Compression (mm)	24.92	32.68	22.47
Viscous criterion (m/s)	0.1	0.1	0.2
Abdomen - Force (kN)	-	-	1.28
Pelvis - Force (kN)	-	-	3.56
Upper legs Force			
Left (kN)	1.86	2.36	
Right (kN)	3.4	2.2	
Knee displ (mm)			
Left	0.7	3.46	
Right	1.35	0.78	
Lower legs Force			
Left (kN)	0.97	1.4	
Right (kN)	2.86	0.91	
Index (Upper/Low)			
Left	0.26/0.27	0.28/0.12	
Right	0.64/0.39	0.24/0.15	

Modifiers for offset test scores

Head		No penalty
Chest		No penalty
Upper leg	Variable & conc. loading	Driver 1 pt penalty L, 2pt penalty R; Pass. 2 pts L & R.
Foot score	Brake pedal movement	2.04 score

Pedestrian rating:

11.3 out of 36 (31.4%)

Child head impacts 3.9 pts; adult head impacts 6 pts; upper leg impacts 1.39 pts; lower leg impacts zero pts.



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