

Crash Tests

New Car Safety

PEUGEOT 407 (LHD)

2004 on

Front+side+head airbags

Overall Evaluation



Overall score

33.66 out of 37

Variant: SEDAN

Eng: 2 litre.

Kerb weight: 1440 kg

Category: LARGE/MEDIUM CAR

Vehicles built: 2004

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 was introduced in Australia during 2004.

Dual front airbags, side airbags and head-protecting side curtains are standard equipment. A driver knee airbag, ABS brakes and electronic stability control 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. A three point seat belt is fitted to the centre rear seat. This provides better protection than a two point seat belt.

OVERALL EVALUATION : 5 Stars

The Peugeot 407 scored 15.34 out of 16 in the offset crash test. There was a slight risk of serious lower leg injury for the driver.

The vehicle scored 14.32 out of 16 in the side impact crash test. There was a slight risk of serious chest and abdomen 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 4pts, chest 4pts, upper legs 4pts, lower legs 3.34pts.

The passenger compartment held its shape very well in the offset crash test. The clutch pedal moved rearwards by 69mm and upwards 5mm. The steering wheel hub moved forwards 41mm, downwards 6mm and sideways 9mm. The front ("A") pillar moved 13mm rearwards. The width of the driver's doorway shortened by 15mm. All doors remained closed during the crash. After the crash high manual effort was required to open the driver's door.

The airbag cushioned the head of the driver and contact was stable. Knee protection was good.

SIDE IMPACT CRASH TEST

Body region scores out of 4 points each: Head 4pts, chest 2.84pts, abdomen 3.84pts, pelvis 3.64pts.

A dummy spine (T12) loading of 1.72kN resulted in a 0.88pt deduction from the chest score, to account for increased risk of injury to a real person.



Offset crash test at 64km/h

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 (v4.1)		Side Impact Crash Test at 50km/h (v4.1)
	Driver	Passn	Driver
Head HIC	264	150	33
Acceleration (g for 3ms)	44	34.5	18.9
Neck - Shear (kN)	0.32	0.56	-
Tension (kN)	1.22	1.43	-
Extension (Nm)	11	26	-
Chest Accln (g for 3ms)	-	-	-
Compression (mm)	20.9	17.3	23.42
Viscous criterion (m/s)	0.12	0.06	0.16
Abdomen - Force (kN)	-	-	1.06
Pelvis - Force (kN)	-	-	3.27
Upper legs Force (kN)	Left 0.93 Right 1.05	0.46 0.14	
Knee displ (mm)	Left 0.09 Right 1.38	0.99 0.16	
Lower legs Force (kN)	Left 2.99 Right 2.23	2.16 1.4	
Index (Upper/Low)	Left 0.39/0.31 Right 0.27/0.41	0.44/0.27 0.32/0.17	

Bonus points (maximum 5)

Pole Test: 2 pts Seat belt reminders: 2 pts

Modifiers - offset test scores

Head No deduction
Chest No deduction
Upper leg Variable & conc. loading No deduction
Lower leg No deduction
Foot score Score 4 points

Modifiers - side impact test scores

Chest T12 force 0.88pt deduction

Pedestrian rating (v4.1)

14.87 points out of 36.



Child head impacts 6.96pts; adult head impacts zero pts; upper leg 3.03pts and lower leg impacts 4.88pts.



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