



Peugeot 301 + 4 Airbags



23.26 max. 34.00 - Adult Occupant



34.10 max. 49.00 - Child Occupant

FRONTAL 9.50 Points (max. 16.00)

SIDE 13.25Points (max. 16.00)

CAR

CAR DETAILS

Tested model: Peugeot 301

Year of publication: 2019

Made in: España

Body type: 4 door Sedan

Crash test weight: 1373 kg

Test valid for: Latin NCAP market

SAFETY

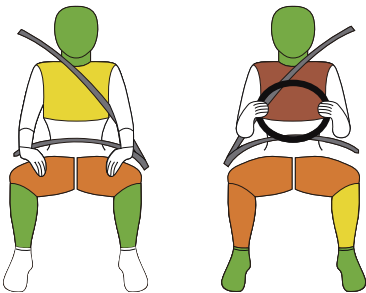
SAFETY EQUIPMENT

Driver frontal airbag	YES	Driver knee airbag	NO
Front passenger frontal airbag	YES	Front seatbelt pretensioners	YES
Side head airbags DRIVER	YES	Front seatbelt pretensioners pass	YES
Side head airbags PASSENGER	YES	SBR	Driver
Side body airbags DRIVER	Thorax-Head	ISOFIX anchorages	YES
Side body airbags PASSENGER	Thorax-Head	ABS (4 channel)	YES
Side Curtain airbags	NO	ESC (UN13 or GTR8)	YES



ADULT OCCUPANT PROTECTION

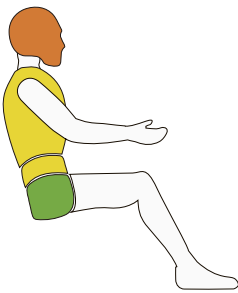
ODB FRONTAL



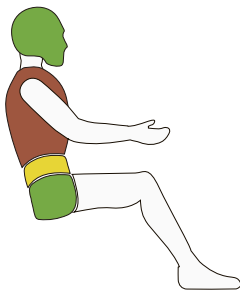
FRONT
PASSENGER

DRIVER

MBD SIDE



POLE SIDE



PROTECTION GOOD ADEQUATE MARGINAL WEAK POOR

BODYSHELL INTEGRITY UNSTABLE

SIDE IMPACT PROTECTION (STRUCTURAL) YES

Adult occupant: Frontal impact: The protection offered to the driver's and passenger's head and neck was good. Driver chest received weak protection while passenger chest received adequate protection from the restraint systems. Driver and passenger knees showed marginal protection as they can impact dangerous areas behind the fascia. Driver tibias showed marginal and adequate protection, and Passenger's tibias showed good protection. Footwell area was rated as stable and showed insignificant deformation. Feet protection is good. The body shell was rated as unstable. Side impact: The car offered good protection to pelvis, abdomen and thorax showed adequate protection while head showed marginal protection. Side Pole Impact: Head and pelvis showed good protection while abdomen showed adequate protection and chest showed weak protection. Head protection met Latin NCAP top star requirements. Thorax head airbags are standard and for this reason, they were tested although the car does not have SBR passenger side and a frontal performance enough to achieve top stars. ESC: The ESC was tested and its performance met the regulatory requirements of Latin NCAP. The car offers only driver SBR and this is limiting the result to a maximum of three stars for Adult Occupant Protection.



CHILD OCCUPANT PROTECTION

Dynamic score: 22.10 (max 24)	Installation score: 12.00 (max 12)	Vehicle assessment score: 0.00 (max 13)
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CHILD RESTRAINT SYSTEM

	CHILD RESTRAINT	DYNAMIC SCORE	CRS TYPE	ADJUST	POSITION
18 month old child	Römer BabySafe + ISOFIX Base	Frontal 8.00 (8 max) Side 4.00 (4 max)	0+/I	ISOFIX/LEG	RWF
3 year old child	Römer Duo Plus	Frontal 6.10 (8 max) Side 4.00 (4 max)	0+/I	ISOFIX/TT	FWF

CRS INSTALLATION ASSESSMENT

REFERENCE LIST		2ND ROW			
		RIGHT	LEFT	CENTER	RIGHT
Group 0+	Peg Perego Viaggio Switchable	Pass	Pass	Exempt	Pass
Group 0+	Roemer Baby Safe	Exempt	Pass	Exempt	Pass
Group 0+	Bébé Confort Streety Fix / Maxi Cosi Citi SPS	Pass	Pass	Exempt	Pass
Group I	Peg Perego Viaggio Switchable FWF	Pass	Pass	Exempt	Pass
Group I	Graco Cadeira Nautilus FWF	Pass	Pass	Exempt	Pass
Group II/III	Burigotto Multipla 1,2,3	Pass	Pass	Exempt	Pass
Group II/III	Graco Cadeira Nautilus	Pass	Pass	Exempt	Pass
MANUFACTURER		RIGHT	LEFT	CENTER	RIGHT
Q1.5	Römer BabySafe + ISOFIX Base	Exempt	Pass	Exempt	Pass
Q3	Römer Duo Plus	Exempt	Pass	Exempt	Pass

Child occupant: -The child seat for the 3-year-old child was installed forward facing using the ISOFIX anchorages and top tether and showed good protection to the head and chest and limited protection to the neck during the frontal impact. The Q1.5 was installed rearward facing using ISOFIX anchorages and the support leg while it offered good protection during the frontal impact. Side impact: both child dummies were well protected in the side impact. All CRSs that were assessed for installation passed. The marking and instructions in the car in relation to CRS use meet Latin NCAP requirements. ISOFIX marking did not meet Latin NCAP requirements. The passenger airbag disabling is not possible. The car offers 2-point belts in rear centre position as standard. It also offers ISOFIX anchorages with top tether in both rear outboard seating positions as standard. All the above explains the three stars for Child Occupant Protection.



Latin NCAP

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