

PEUGEOT - 207 Compact 5P 1.4 - Without Airbag



TECHNICAL SHEET



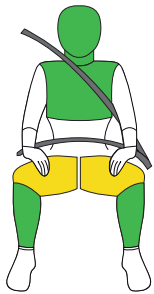
6.32 max. 17.00 - Adult Occupant



16.25 max. 49.00 - Ocupante Niño



ADULT OCCUPANT PROTECTION



FRONT PASSENGER



DRIVER

PROTECTION

- GOOD
- ADEQUATE
- MARGINAL
- WEAK
- POOR



CHILD RESTRAINT SYSTEM

	CHILD RESTRAINT	HEAD / CHEST	CRS TYPE	ADJUST	POSITION
18 month old child		Protected / Poor	1	Belted	Rearward facing
3 year old child		Protected / Poor	1	Belted	Forward facing



CAR DETAILS

Tested model: Peugeot 207 Compact,
XS 2009, 1.4 petrol, LHD
Body type: 5 door Hatchback

Year of publication: 2010

Crash test weight: 1243 kg

SAFETY EQUIPMENT

Front seatbelt pretensioners	NO	Driver knee airbag	NO
Driver frontal airbag	NO		
Front passenger frontal airbag	NO		
Side body airbags	NO		
Side head airbags	NO		



COMMENTS

Adult occupant: The rating for the vehicle was limited to 1 star due to the unacceptably high risk of life threatening injury to the driver's head presented by the steering wheel. The protection offered to the driver's lower legs was weak due to high rearward clutch and break pedal displacement. There were hazardous structures in the area of the fascia that could be impacted by an occupants knees. The body shell was not capable of withstanding further loading. The ruptures to the footwell threatened the driver's feet. The car has an airbag control tell-tale (light) in the instrument panel which will be illuminated after turning the ignition key and making contact. Unfortunately there were NO AIRBAGS in this car. The tell-tale may mislead consumers.

Child occupant: The protection offered to the 18 month child in the forward-facing child seat was poor due to extremely high neck loads. The head of the 3 year old suffered anomalies during the impact, the data of this child passenger was taken from the same child passenger of the same car fitted with airbags. The installation instructions on the child seats contained sufficient information to correctly instruct a user to safely install the seat. The instruction were permanently attached and are expected to last the lifetime of the seat.

(*) Side impact test under UNECE95 and passing the test is required for the 5 stars. OEMs can request the mentioned test voluntarily and its result to be published along with the other results of the model. For Latin NCAP, certain level of safety provided by a car, is considered only when it has been demonstrated in a crash test.

