PEUGEOT 408

AUGUST 2023 - ONWARDS
ALL VARIANTS

ANCAP SAFETY

TESTED 2022

★ ★ ★ ★ ☆

RATING YEAR	2022
VEHICLE TYPE	Medium Car
ENGINE TYPE	Hybrid + PHEV
BUILT FROM	June 2023
ON SALE FROM	August 2023
SERIES	N/A
AIRBAGS	Dual frontal, side chest, side head

The Peugeot 408 was introduced in Australia in August 2023. This ANCAP safety rating applies to all variants.

The ANCAP safety rating for the Peugeot 408 is based on testing of its partner model, the Peugeot 308. ANCAP was provided with technical information and additional test data to show that the test results of the 308 also apply to the 408. Additional pedestrian impact testing was conducted on the 408.

Dual frontal, side chest-protecting and side head-protecting (curtain) airbags are standard. A centre airbag to prevent occupant-to-occupant interaction is not available.

Autonomous emergency braking (Car-to-Car, Vulnerable Road User and Junction Assist) as well as a lane support system with lane keep assist (LKA), lane departure warning (LDW) and emergency lane keeping (ELK), and an advanced speed assistance system (SAS) are standard.

79% ADULT OCCUPANT PROTECTION

86% CHILD OCCUPANT PROTECTION

78% VULNERABLE ROAD USER PROTECTION

82% SAFETY ASSIST

RATING APPLICABILITY

VARIANT	BODY TYPE	ENGINE	DRIVETRAIN	AUS	NZ
Peugeot 408 GT Premium	5 door hatch	1.2 litre hybrid	2WD	✓	-
Peugeot 408 GT Sport	5 door hatch	1.6 litre PHEV	2WD	✓	-

ADULT OCCUPANT PROTECTION

79%
30.09 POINTS
OUT OF 38

The passenger compartment remained stable in the frontal offset (MPDB) test. Dummy readings indicated WEAK protection for the driver's chest, and MARGINAL protection for the lower legs. Protection of the front passenger chest and lower legs was ADEQUATE. GOOD protection was seen for all other critical body regions.

The front structure of the vehicle presented a moderate risk to occupants of an oncoming vehicle in the MPDB test (which evaluates vehicle-to-vehicle compatibility), and a 1.36 point penalty was applied.

In the full width frontal test, protection of the drivers' neck was ADEQUATE and protection of the chest was rated MARGINAL. Protection was ADEQUATE for the neck and chest of the rear passenger otherwise GOOD protection was offered to all other critical body regions for both the driver and rear passenger.

In the side impact test, protection offered to all critical body regions of the driver was GOOD.

In the oblique pole test, protection was ADEQUATE for the chest of the driver and GOOD for all other critical body regions.

A centre airbag to prevent contact between the heads of front seat occupants in side impacts is not available. Prevention of excursion (movement towards the other side of the vehicle) in the far side impact tests was assessed as MARGINAL for both the vehicle-to-vehicle impact scenario and the vehicle-to-pole scenario.

A Rescue Sheet, providing information for first responders in the event of a crash is available, and a multi-collision braking system is fitted.

FRONTAL OFFSET (MPDB)#	4.47	(out of 8)
FULL WIDTH FRONTAL#	7.29	(out of 8)
SIDE IMPACT#	6.00	(out of 6)
OBLIQUE POLE#	5.93	(out of 6)
WHIPLASH PROTECTION	3.53	(out of 4)
FAR SIDE IMPACT	0.87	(out of 4)
RESCUE & EXTRICATION	2.00	(out of 2)

Scaled scores. Total test scored out of 16.00 points.

FRONTAL OFFSET (MPDB) (50km/h)

DRIVER

Head / neck:	4.00 pts
Chest:	0.83 pts
Upper legs:	4.00 pts
Lower legs:	1.47 pts
Deductions:	Nil

FRONT PASSENGER

Head / neck:	4.00 pts
Chest:	3.64 pts
Upper legs:	4.00 pts
Lower legs:	3.41 pts
Deductions:	Nil

COMPATIBILITY

Deductions: -1.36 pts

FULL WIDTH FRONTAL (50km/h)

DRIVER

Head:	4.00 pts
Neck:	3.78 pts
Chest:	2.63 pts
Upper legs:	4.00 pts
Deductions:	Nil

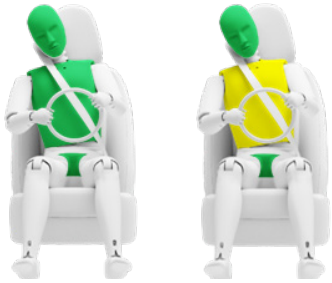
REAR PASSENGER

Head:	4.00 pts
Neck:	3.80 pts
Chest:	2.95 pts
Upper legs:	4.00 pts
Deductions:	Nil

RESCUE & EXTRICATION

Rescue Sheet	●	No penalty
Door Opening / Extrication	●	No penalty
Multi-Collision Braking	●	1.00 pt
Advanced eCall	✕	1.00 pt default

SIDE IMPACT OBLIQUE POLE



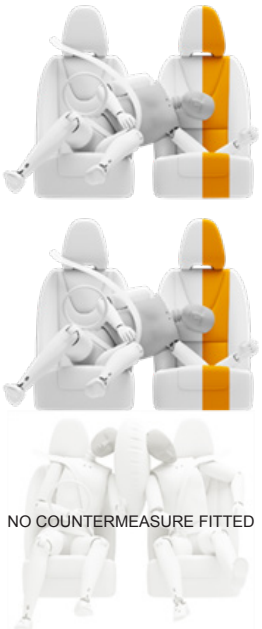
SIDE IMPACT (MDB) (60km/h)

Head:	4.00 pts
Chest:	4.00 pts
Abdomen:	4.00 pts
Pelvis:	4.00 pts
Deductions:	Nil

OBLIQUE POLE (32km/h)

Head:	4.00 pts
Chest:	3.81 pts
Abdomen:	4.00 pts
Pelvis:	4.00 pts
Deductions:	Nil

FAR SIDE IMPACT



NO COUNTERMEASURE FITTED

SIDE IMPACT (MDB)

Head:	1.00 pts
Neck:	0.50 pts
Chest & Abdomen:	1.00 pts
Pelvis:	No penalty

OBLIQUE POLE

Head:	1.00 pts
Neck:	0.72 pts
Chest & Abdomen:	1.00 pts
Pelvis:	No penalty

OCCUPANT-TO-OCCUPANT

Head contact: [NOT ASSESSED]

WHIPLASH (REAR IMPACT) PROTECTION

Driver / front passenger: 2.53 pts
Rear passenger: 1.00 pts

CHILD OCCUPANT PROTECTION

86%
42.20 POINTS
OUT OF 49

In the frontal offset test, protection of the neck of the 10 year dummy was MARGINAL and chest was ADEQUATE, while protection of the neck of the 6 year dummy was ADEQUATE. Otherwise, protection of both dummies was GOOD.

In the side impact test, protection of all critical body areas was GOOD for both dummies, and maximum points were scored.

The Peugeot 408 is fitted with lower ISOFix anchorages on the rear outboard seats and top tether anchorages for all rear seating positions.

Installation of typical child restraints available in Australia and New Zealand showed most child restraints could be accommodated in most rear seating positions, though the Type A capsule and the Type E booster could not be correctly installed in the centre rear position.

DYNAMIC TEST (FRONT)	14.58	(out of 16)
DYNAMIC TEST (SIDE)	8.00	(out of 8)
RESTRAINT INSTALLATION	11.62	(out of 12)
ON-BOARD SAFETY FEATURES	8.00	(out of 13)

FRONTAL OFFSET (MPDB) (50km/h)

6 YEAR OLD 10 YEAR OLD

SIDE IMPACT (60km/h)

10 YEAR OLD 6 YEAR OLD

ON-BOARD SAFETY FEATURES

FEATURE	FRONT PASSENGER	2nd ROW OUTBOARD	2nd ROW CENTRE	3rd ROW OUTBOARD	3rd ROW CENTRE
ISOFix	×	●	×	-	-
Integrated child restraints	×	×	×	-	-
Top tether anchorage	×	●	●	-	-
Airbag disabling	●	-	-	-	-

● FITTED TO TEST CAR AS STANDARD ● NOT FITTED TO TEST CAR BUT AVAILABLE AS AN OPTION × NOT AVAILABLE - NOT APPLICABLE

GOOD ADEQUATE MARGINAL WEAK POOR

NOTE: The child restraints fitted to vehicles tested by Euro NCAP are relevant to the European market. For Australasian consumers, this information should be used as a guide to vehicle features only. The Child Restraint Evaluation Program (CREP) provides an independent assessment on the safety of Australasian child restraints - see www.childcarseats.com.au.

86%
42.20 POINTS
OUT OF 49

CHILD RESTRAINT INSTALLATION*

	CHILD RESTRAINT (CRS) TYPE^		FRONT ROW	2nd ROW			3rd ROW		
			PASSENGER	LEFT	CENTRE	RIGHT	LEFT	CENTRE	RIGHT
BELTED	TYPE A	Rearward facing capsule	✕	●	●	●	–	–	–
		Rearward facing with harness - convertible (Model A)	✕	●	●	●	–	–	–
		Rearward facing with harness - convertible (Model B)	✕	●	●	●	–	–	–
	TYPE B	Forward facing with harness - convertible (Model A)	✕	●	●	●	–	–	–
		Forward facing with harness - convertible (Model B)	✕	●	●	●	–	–	–
	TYPE E	Booster - 4 to 8 years	✕	●	●	●	–	–	–
	TYPE F	Booster - 4 to 10 years	✕	●	●	●	–	–	–
ISOFIX	TYPE A	Rearward facing capsule	✕	●	–	●	–	–	–
		Rearward facing with harness - convertible (Model A)	✕	●	–	●	–	–	–
		Rearward facing with harness - convertible (Model B)	✕	●	–	●	–	–	–
	TYPE B	Forward facing with harness - convertible (Model A)	✕	●	–	●	–	–	–
		Forward facing with harness - convertible (Model B)	✕	●	–	●	–	–	–

* Installation of each child restraint is assessed separately in each position. Installation of multiple restraints has not been assessed and may not be possible.

^ The above list of child restraints has been selected to provide a general indication of the rated vehicle's ability to accommodate various CRS types. ANCAP does not endorse or recommend any one CRS brand or model, nor does it rate the safety of child restraints.

● INSTALL WITHOUT PROBLEM ● INSTALL WITH CARE ● CANNOT BE FITTED SAFELY ✕ INSTALLATION NOT ALLOWED – NOT APPLICABLE / NOT ASSESSED

VULNERABLE ROAD USER PROTECTION

78%
42.19 POINTS
OUT OF 54

The Peugeot 408 has an 'active' bonnet. Sensors detect when a pedestrian is struck and actuators lift the bonnet to provide greater clearance from stiff components in the engine bay. The vehicle was tested with the bonnet in the raised position and GOOD or ADEQUATE results were recorded over most of the bonnet area with some MARGINAL and WEAK results recorded on the windscreen pillars.

The bumper provided GOOD protection to pedestrians' legs and protection of the pelvis was also GOOD.

The autonomous emergency braking (AEB) system is capable of detecting and reacting to pedestrians and cyclists. The AEB system offered ADEQUATE performance in pedestrian test scenarios. The AEB system on the tested vehicle does not react to vulnerable road users in reverse (AEB Backover) or turning scenarios, and hence these tests were not conducted. A more advanced system able to detect vulnerable road users in turning scenarios is standard on all variants in Australia and New Zealand.

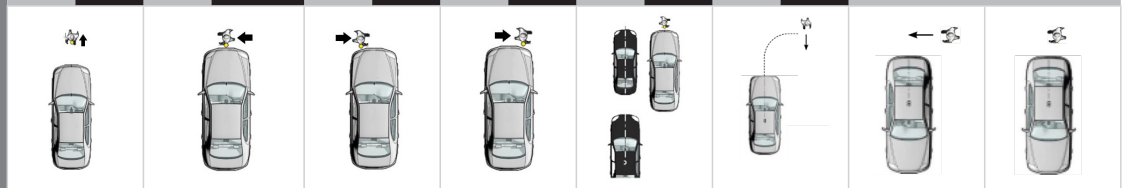
GOOD performance was seen in AEB cyclist test scenarios.

HEAD IMPACTS	16.00	(out of 24)
UPPER LEG IMPACTS	6.00	(out of 6)
LOWER LEG IMPACTS	6.00	(out of 6)
AEB - Pedestrian (forward)	5.60	(out of 7)
AEB - Pedestrian (backover)	NOT TESTED	(out of 2)
AEB - Cyclist	8.59	(out of 9)

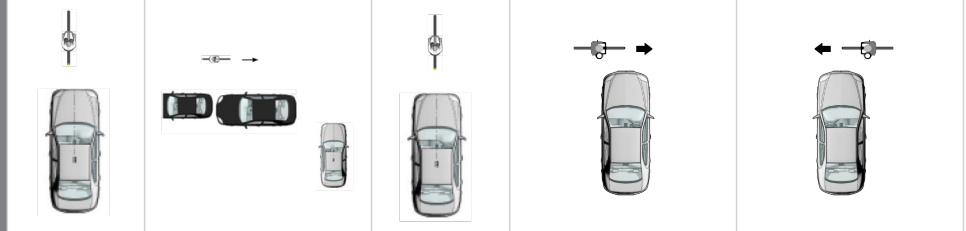
AUTONOMOUS EMERGENCY BRAKING (PEDESTRIAN, CYCLIST & BACKOVER)

SYSTEM NAME: Emergency Safety Brake
TYPE: Autonomous emergency braking with forward collision warning
OPERATIONAL FROM: 7-140 km/h
DESCRIPTION: System functions in the daytime and night

AUTONOMOUS EMERGENCY BRAKING - PEDESTRIAN

	AEB + FCW	FORWARD						BACKOVER	
	Adult walking along road	Adult crossing towards kerb (50%)	Adult crossing from kerb (25%)	Adult crossing from kerb (75%)	Child running (obstructed)	Adult crossing side road, vehicle turning		Adult walking behind reversing vehicle	Adult standing behind reversing vehicle
	DAY / NIGHT	DAY / NIGHT	DAY / NIGHT	DAY / NIGHT	DAY / NIGHT	DAY / NIGHT		DAY	DAY
TEST SCENARIO									
PERFORMANCE		–				–	–		
	ADEQUATE								

AUTONOMOUS EMERGENCY BRAKING - CYCLIST

	FCW	FORWARD			
	Cyclist travelling along road (25%)	Cyclist crossing from kerb (obstructed)	Cyclist travelling along road (50%)	Cyclist crossing (nearside)	Cyclist crossing (farside)
	DAY	DAY	DAY	DAY	DAY
TEST SCENARIO					
PERFORMANCE					
	GOOD				

PEDESTRIAN IMPACT TEST (40 KM/H)

GOOD ADEQUATE MARGINAL WEAK POOR NOT TESTED

82%
13.27 POINTS
OUT OF 16

The Peugeot 408 is fitted with an autonomous emergency braking (AEB) system capable of functioning at highway speeds, a lane support system (LSS) with lane keep assist (LKA) and emergency lane keeping (ELK) functionality, and blind spot monitoring (BSM).

A camera/radar fusion AEB system is fitted as standard to vehicles supplied in Australia and New Zealand. This system provides better performance for Car-to-Car scenarios than the camera-only system standard in Europe. Peugeot provided evidence that the camera/radar fusion system and vehicle performance for the Australian specification 408 is the same as the closely related DS 4, for which official tests were conducted by Euro NCAP, and this is reflected in the 408 scoring.

Tests of the AEB (Car-to-Car) system showed GOOD performance, with collisions avoided or mitigated in all scenarios, including AEB Junction Assist where the test vehicle can autonomously brake to avoid crashes when turning across the path of an oncoming vehicle or pedestrian.

Tests of LSS functionality showed some GOOD performance, including in several of the more critical emergency lane keeping test scenarios. A more advanced system with ELK Overtaking functionality is standard on all variants in Australia and New Zealand, but its performance has not been tested.

A standard-fit speed assistance system (SAS) is provided, which identifies the local speed limit and allows the driver to set the speed accordingly.

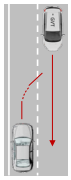
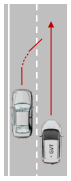
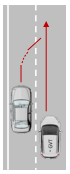
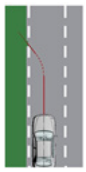
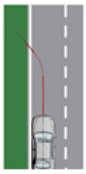
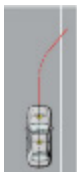
A seatbelt reminder system is fitted for all front and rear seating positions, however occupant detection is not available for rear seats. A driver drowsiness monitor system is fitted as standard.

OCCUPANT STATUS		
- Seat belt reminders	1.00	(out of 2)
- Driver monitoring	1.00	(out of 1)
SPEED ASSISTANCE SYSTEMS	2.57	(out of 3)
LANE SUPPORT SYSTEMS	3.50	(out of 4)
AEB - Car-to-Car	3.20	(out of 4)
AEB - Junction Assist	2.00	(out of 2)

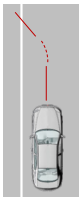
LANE SUPPORT SYSTEMS (LSS)

SYSTEM NAME: Lane Keeping Assist
OPERATIONAL FROM: 70-180 km/h

EMERGENCY LANE KEEPING (ELK)

	Oncoming vehicle	Overtaking vehicle (GVT at 72 km/h)		Overtaking vehicle (GVT at 80 km/h)		Road edge				Solid line	
		UNINTENTIONAL	INTENTIONAL	UNINTENTIONAL	INTENTIONAL						
TEST SCENARIO											
PERFORMANCE											
	GOOD										

LANE KEEP ASSIST (LKA)

	Dashed Line		Solid Line	
TEST SCENARIO				
PERFORMANCE				
	GOOD			

HUMAN MACHINE INTERFACE (HMI)

FUNCTION	Lane Departure Warning (LDW)	PASS
	Blind Spot Monitoring (BSM)	PASS

GOOD ADEQUATE MARGINAL WEAK POOR NOT TESTED

82%
13.27 POINTS
OUT OF 16

AUTONOMOUS EMERGENCY BRAKING (CAR-TO-CAR)

SYSTEM NAME: Emergency Safety Brake
TYPE: Autonomous emergency braking with forward collision warning
OPERATIONAL FROM: 10-85 km/h
DESCRIPTION: Defaults ON for every journey

HUMAN MACHINE INTERFACE (HMI)		
FUNCTION	Supplementary warning	[NOT FITTED]
	Restraint activation / dynamic retractors	[NOT FITTED]

AUTONOMOUS EMERGENCY BRAKING - CAR-TO-CAR

TEST SCENARIO	Driving towards a stationary car				
	-50% OFFSET	-75% OFFSET	100% OFFSET	75% OFFSET	50% OFFSET
AEB (10-50 km/h)					
FCW (30-80 km/h)					
PERFORMANCE	GOOD				

TEST VEHICLE SPEED	Turning across the path of oncoming vehicle TARGET VEHICLE SPEED		
	30 KM/H	45 KM/H	55 KM/H
10 KM/H			
15 KM/H			
20 KM/H			
	GOOD		

AUTONOMOUS EMERGENCY BRAKING - CAR-TO-CAR

TEST SCENARIO	Toward car braking lightly		Toward car braking heavily		Driving towards a slower moving car*				
	12m HEADWAY	40m HEADWAY	12m HEADWAY	40m HEADWAY					
AEB (10-50 km/h)									
FCW (50*-80 km/h)									
PERFORMANCE	GOOD								

OCCUPANT STATUS

WARNING TYPE	DRIVER	FRONT PASSENGER	REAR PASSENGERS
Occupant Detection	-	●	✕
Seat Belt Reminder (Visual)	●	●	●
Seat Belt Reminder (Audible)	●	●	●
Driver Monitoring	●	-	-

SPEED ASSISTANCE SYSTEMS (SAS)

SAS FEATURE	DESCRIPTION
Speed Limit Information Function	Camera & map
Speed Limitation Function	System advised

● PASS ● FAIL ✕ NOT AVAILABLE - NOT APPLICABLE

GOOD ADEQUATE MARGINAL WEAK POOR NOT TESTED

SAFETY FEATURES & TECHNOLOGIES

TESTED MAKE / MODEL	Peugeot 308 LHD / Peugeot 408 LHD / DS 4 E-tense LHD
TESTED VEHICLE(S) BUILT	2022 / 2021
TESTED BODY TYPE	5 door sedan / 5 door hatchback
TESTED VEHICLE ENGINE	1.2 litre petrol / 1.6L petrol hybrid
RATING PUBLISHED	August 2025
RATING UPDATED	n/a

FEATURE / TECHNOLOGY~	AVAILABILITY	
	AUS	NZ
Seat belts (three-point) for all forward-facing seats	●	–
Seat belt pre-tensioners (front)	●	–
Seat belt pre-tensioners (rear outboard) - 2nd row	●	–
Seat belt pre-tensioners (rear centre) - 2nd row	●	–
Seat belt pre-tensioners (rear outboard) - 3rd row	–	–
Intelligent seat belt reminder (driver)	●	–
Intelligent seat belt reminder (front passenger)	●	–
Intelligent seat belt reminder (2nd row seats)	●	–
Intelligent seat belt reminder (3rd row seats)	–	–
Airbag - frontal (driver)	●	–
Airbag - frontal (passenger)	●	–
Airbags - side, chest protection (front seats)	●	–
Airbags - side, chest protection (2nd row seats)	✕	–
Airbags - side, chest protection (3rd row seats)	–	–
Airbags - side, head protection (front seats)	●	–
Airbags - side, head protection (2nd row seats)	●	–
Airbags - side, head protection (3rd row seats)	–	–
Airbag - centre	✕	–
Airbag - knee (driver)	✕	–
Airbag - knee (front passenger)	✕	–
Airbag disabling switch - automatic (front passenger)	●	–
Airbag disabling switch - manual (front passenger)	✕	–
Head restraints for all seats	●	–
Active bonnet	●	–
Adaptive cruise control (ACC)	●	–
Anti-lock braking system (ABS)	●	–
Autonomous emergency braking (AEB) - Car-to-Car	●	–
Autonomous emergency braking (AEB) - VRU	●	–
Autonomous emergency braking (AEB) - Backover	✕	–
Autonomous emergency braking (AEB) - Junction Assist	●	–
Automatic emergency call (eCall)	✕	–
Blind spot monitor (BSM)	●	–
Child presence alert	✕	–
Electronic brakeforce distribution (EBD)	●	–
Event data recorder (EDR)	●	–
Electronic stability control (ESC)	●	–
Emergency brake assist (EBA)	●	–
Emergency stop signal (ESS)	●	–
Fatigue reminder	●	–
Fatigue monitor / detection	●	–
Forward collision warning (FCW)	●	–
ISOFix	●	–
Lane departure warning (LDW)	●	–
Lane keep assist (LKA)	●	–
Pre-crash systems	●	–
Rear cross-traffic alert (RCTA)	●	–
Reversing collision avoidance (camera)	●	–
Roll stability system	●	–
Secondary / multi-collision brake	●	–
Speed assistance - auto / intelligent speed limiter	●	–
Speed assistance - manual speed limiter	●	–
Speed assistance - speed sign recognition & warning	●	–
Smart (intelligent) key	✕	–
Vehicle-to-infrastructure communication (V2I)	✕	–
Vehicle-to-vehicle communication (V2V)	✕	–

MODEL VARIANTS:

ANCAP safety ratings do not automatically extend to variants that have different body styles, engine configurations, driven wheels or occupant restraint systems (e.g. fewer airbags). In these cases, ANCAP considers technical evidence submitted by manufacturers before deciding on the extension of a rating to additional variants of a model.

RATING YEAR (DATESTAMP):

The Rating Year denotes the year requirements against which a vehicle has been assessed. The Rating Year is determined by ANCAP and, for vehicles rated from 2018, the Rating Year is the year in which the vehicle was tested.

~ Specifications & availability subject to change. Please check with the vehicle manufacturer for confirmation of vehicle specification.

● STANDARD ○ OPTIONAL ✕ NOT AVAILABLE

● NOT AVAILABLE ON BASE VARIANT BUT STANDARD OR OPTIONAL ON HIGHER VARIANTS