

PEUGEOT 2008

NZ: JULY 2020 - DECEMBER 2025

AUS: DECEMBER 2020 - DECEMBER 2025

ALL PETROL VARIANTS



TESTED
2019



93%

ADULT OCCUPANT
PROTECTION



87%

CHILD OCCUPANT
PROTECTION



73%

VULNERABLE ROAD USER
PROTECTION



72%

SAFETY
ASSIST



PEUGEOT 2008

OVERVIEW

The Peugeot 2008 was introduced in New Zealand in July 2020 and Australia in December 2020. This ANCAP safety rating applies to all Australian and New Zealand petrol variants. The Peugeot e-2008 has not been tested and is unrated.

Dual frontal airbags, side chest-protecting airbags for the first row seating positions, and side head-protecting airbags (curtains) for the first and second row are standard. Side chest-protecting airbags for the second row outboard seating positions are standard in Australia and optional* in New Zealand.

Autonomous emergency braking (City, Interurban and Vulnerable Road User) and a lane support system with lane keep assist (LKA) and lane departure warning (LDW) are standard on all variants.

ANCAP SAFETY RATING

★★★★★

RATING YEAR (DATESTAMP)

2019

VEHICLE TYPE

SMALL SUV

AIRBAGS

Dual frontal, side chest (1st & 2nd row*), side head (1st & 2nd row)

RATING APPLICABILITY

VARIANT	BODY TYPE	ENGINE	DRIVETRAIN	AUS	NZ
Peugeot 2008 Active	5 door SUV	1.2 litre petrol	2WD	-	✓
Peugeot 2008 Allure	5 door SUV	1.2 litre petrol	2WD	✓	✓
Peugeot 2008 GT	5 door SUV	1.2 litre petrol	2WD	✓	✓
Peugeot 2008 GT Sport	5 door SUV	1.2 litre petrol	2WD	✓	-
Peugeot e-2008	5 door SUV	100kW BEV	2WD	✗	-
Peugeot e-2008 GT Premium	5 door SUV	100kW BEV	2WD	-	✗

✓ COVERED BY THIS RATING

✗ NOT COVERED BY THIS RATING

◆ TESTED VARIANT

- NOT APPLICABLE

ADULT OCCUPANT PROTECTION



93%

35.42 POINTS
OUT OF 38

The passenger compartment remained stable in the frontal offset test. Dummy readings indicated ADEQUATE protection for the driver's chest and the lower legs of both the driver and front passenger. GOOD protection was offered to all other critical body regions.

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

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.

The autonomous emergency braking (AEB) system scored maximum points with GOOD performance in low-speed test scenarios typical of city driving.

FRONTAL OFFSET#	7.56 (out of 8)
FULL WIDTH FRONTAL#	6.61 (out of 8)
SIDE IMPACT#	8.00 (out of 8)
OBLIQUE POLE#	7.61 (out of 8)
WHIPLASH PROTECTION	1.65 (out of 2)
AEB - City	4.00 (out of 4)

Scaled scores. Total test scored out of 16.00 points.

FRONTAL OFFSET TEST (64 KM/H)



Driver

Head / neck:	4.00 pts
Chest:	3.46 pts
Upper legs:	4.00 pts
Lower legs:	3.65 pts
Deductions:	Nil



Front Passenger

Head / neck:	4.00 pts
Chest:	4.00 pts
Upper legs:	4.00 pts
Lower legs:	3.78 pts
Deductions:	Nil

FULL WIDTH FRONTAL TEST (50 KM/H)



Driver

Head:	4.00 pts
Neck:	2.61 pts
Chest:	2.24 pts
Upper legs:	4.00 pts
Deductions:	Nil



Rear Passenger

Head:	4.00 pts
Neck:	3.66 pts
Chest:	1.91 pts
Upper legs:	4.00 pts
Deductions:	Nil

SIDE IMPACT TEST (50 KM/H)



Driver

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



Driver

Head:	4.00 points
Chest:	3.22 points
Abdomen:	4.00 points
Pelvis:	4.00 points
Deductions:	Nil

WHIPLASH (REAR IMPACT) PROTECTION TEST



Rear Passenger

Rear:	0.50 points
Front:	1.15 points



Driver / Front Passenger

AEB - CITY (10-50 KM/H)

Score: 4.00 points

OVERLAP	-50%	-75%	100%	75%	50%
PERFORMANCE	GOOD	GOOD	GOOD	GOOD	GOOD

GOOD ADEQUATE MARGINAL WEAK POOR

CHILD OCCUPANT PROTECTION



87%

42.89 POINTS
OUT OF 49

In the frontal offset test, protection of the neck of both the 10 year and 6 year dummies was ADEQUATE, while the protection offered to all other critical body regions was GOOD.

In the side impact test, protection of the chest of the 10 year dummy was POOR while that of other body areas of both the 6 year and 10 year dummies was GOOD.

The Peugeot 2008 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 that all of the selected child restraints could be accommodated in each of the rear seating positions and full points were scored for this assessment.

DYNAMIC TEST (FRONT)	15.89 (out of 16)
DYNAMIC TEST (SIDE)	7.00 (out of 8)
RESTRAINT INSTALLATION	12.00 (out of 12)
ON-BOARD SAFETY FEATURES	8.00 (out of 13)

FRONTAL OFFSET TEST (64 KM/H)



6 year old

10 year old

SIDE IMPACT TEST (50 KM/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

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.

GOOD ADEQUATE MARGINAL WEAK POOR

CHILD OCCUPANT PROTECTION



87%

42.89 POINTS
OUT OF 49

CHILD RESTRAINT INSTALLATION*

CHILD RESTRAINT (CRS) TYPE^		FRONT ROW PASSENGER	2nd ROW			3rd ROW		
			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	×	●	●	●	–	–
ISOFIX	TYPE F	Booster - 4 to 10 years	×	●	●	●	–	–
	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



73%

35.20 POINTS
OUT OF 48

The bonnet of the Peugeot 2008 provided GOOD or ADEQUATE protection to the head of a struck pedestrian over most of its surface, with MARGINAL and POOR results recorded at the base of the windscreen and on the stiff 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 vulnerable road users such as pedestrians and cyclists. The AEB system offered ADEQUATE performance in pedestrian test scenarios, with GOOD performance recorded in daylight scenarios and performance in night-time scenarios varying from MARGINAL to POOR. In cyclist test scenarios, the AEB system offered GOOD performance.































HEAD IMPACTS	14.57	(out of 24)
UPPER LEG IMPACTS	6.00	(out of 6)
LOWER LEG IMPACTS	6.00	(out of 6)
AEB - Pedestrian	3.22	(out of 6)
AEB - Cyclist	5.41	(out of 6)

PEDESTRIAN IMPACT TEST (40 KM/H)



AUTONOMOUS EMERGENCY BRAKING (PEDESTRIAN & CYCLIST)

SYSTEM NAME:	Active Safety Brake
TYPE:	Autonomous emergency braking with forward collision warning
OPERATIONAL FROM:	10-80 km/h
DESCRIPTION:	System functions in the daytime and night

TEST SCENARIO	AEB - Pedestrian										AEB - Cyclist				
											FORWARD COLLISION WARNING				
	Adult crossing towards kerb (50%)		Adult crossing from kerb (25%)		Adult crossing from kerb (75%)		Child running (obstructed)		Adult walking along road		Adult walking along road		Cyclist crossing from kerb	Cyclist travelling along road (50%)	Cyclist travelling along road (25%)
	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT	DAY	DAY	DAY
															
PERFORMANCE															
	ADEQUATE										GOOD				

GOOD ADEQUATE MARGINAL WEAK POOR

SAFETY ASSIST



72%

9.41 POINTS
OUT OF 13

The Peugeot 2008 is fitted with autonomous emergency braking (AEB) and a lane support system (LSS) with lane keep assist (LKA) and lane departure warning (LDW). A blind spot monitoring system (BSM) is available on some variants.

Tests of the AEB system in highway speed scenarios showed GOOD performance, with collisions avoided or mitigated in all scenarios. Overall, effectiveness of the AEB system in highway speed scenarios was rated as GOOD.

Tests of LSS functionality showed some GOOD performance, however the system does not intervene in more critical emergency lane keeping (ELK) test scenarios. Overall performance of the LSS system was classified as ADEQUATE.

A speed assistance system (SAS) is standard - informing the driver of the local speed limit and allowing 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.

SPEED ASSISTANCE SYSTEMS	2.38 (out of 3)
SEAT BELT REMINDERS	2.50 (out of 3)
LANE SUPPORT SYSTEMS	2.25 (out of 4)
AEB - Interurban	2.29 (out of 3)

LANE SUPPORT SYSTEMS (LSS)

SYSTEM NAME: Active Lane Departure Warning
OPERATIONAL FROM: 65-180 km/h

EMERGENCY LANE KEEPING (ELK)								
TEST SCENARIO	Oncoming vehicle	Overtaking vehicle (GVT at 72 km/h)		Overtaking vehicle (GVT at 80 km/h)		Road edge		
		UNINTENTIONAL	INTENTIONAL	UNINTENTIONAL	INTENTIONAL			
PERFORMANCE	-	-	-	-	-	-	-	-
[NOT FITTED]								

LANE KEEP ASSIST (LKA)									
TEST SCENARIO	Dashed Line				Solid Line				Road Edge
PERFORMANCE	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
GOOD									

HUMAN MACHINE INTERFACE (HMI)		
FUNCTION	Lane Departure Warning (LDW)	PASS
	Blind Spot Monitoring (BSM)	[NOT STANDARD]

GOOD ADEQUATE MARGINAL WEAK POOR

SAFETY ASSIST




72%

9.41 POINTS
OUT OF 13

AUTONOMOUS EMERGENCY BRAKING (INTERURBAN)

SYSTEM NAME: Active Safety Brake
TYPE: Autonomous emergency braking with forward collision warning
OPERATIONAL FROM: 5-140 km/h
DESCRIPTION: Defaults ON for every journey

HUMAN MACHINE INTERFACE (HMI)										
FUNCTION	Supplementary warning					[NOT FITTED]				
	Restraint activation / dynamic retractors					[NOT FITTED]				
FORWARD COLLISION WARNING (FCW)										
TEST SCENARIO	Driving towards a stationary car					Driving towards a slower moving car				
										
PERFORMANCE	GOOD									
AUTONOMOUS EMERGENCY BRAKING - Interurban										
TEST SCENARIO	Toward car braking lightly		Toward car braking heavily		Driving towards a slower moving car					
	12m HEADWAY	40m HEADWAY	12m HEADWAY	40m HEADWAY						
										
PERFORMANCE	GOOD									

SPEED ASSISTANCE SYSTEMS (SAS)

SYSTEM NAME: Speed Limiter with Speed Limit Recognition

SAS FEATURE	DESCRIPTION
Speed Limit Information Function (SLIF)	Map based
Speed Limitation Function	System advised

SEAT BELT REMINDERS (SBR)

WARNING TYPE	DRIVER	FRONT PASSENGER	REAR PASSENGERS
Occupant Detection	-	●	✗
Visual Warning	●	●	●
Audible Warning	●	●	●

● PASS ● FAIL ✗ NOT AVAILABLE - NOT APPLICABLE

GOOD ADEQUATE MARGINAL WEAK POOR

SAFETY FEATURES & TECHNOLOGIES

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 - 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)	○	○
Adaptive headlights	✗	✗
Anti-lock braking system (ABS)	●	●
Autonomous emergency braking (AEB) - City	●	●
Autonomous emergency braking (AEB) - Interurban	●	●
Autonomous emergency braking (AEB) - VRU	●	●
Automatic emergency call (eCall)	✗	✗
Automatic headlights	●	●
Automatic high beam	✗	○

FEATURE / TECHNOLOGY~	AVAILABILITY	
	AUS	NZ
Blind spot monitor (BSM)	○	○
Child presence alert	✗	✗
Daytime running lights (DRL)	●	●
Electronic brakeforce distribution (EBD)	●	●
Electronic data recorder (EDR)	✗	✗
Electronic stability control (ESC)	●	●
Emergency brake assist (EBA)	●	●
Emergency stop signal (ESS)	●	●
Fatigue reminder	●	●
Fatigue detection	●	○
Forward collision warning (FCW)	●	●
Hill launch assist	●	●
Integrated child seat / restraint	✗	✗
ISOFix	●	●
Lane departure warning (LDW)	●	●
Lane keep assist (LKA)	●	●
Pre-crash systems	✗	✗
Rear cross-traffic alert (RCTA)	✗	✗
Reversing collision avoidance (camera)	●	●
Reversing collision avoidance (auto brake)	✗	✗
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	✗	✗
Trailer stability control	●	●
Tyre pressure monitoring system (TPMS)	●	●
Vehicle-to-infrastructure communication (V2I)	✗	✗
Vehicle-to-vehicle communication (V2V)	✗	✗

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

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

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.

ASSESSMENT DETAILS

TESTED MAKE / MODEL
TESTED VEHICLE(S) BUILT
TESTED BODY TYPE
TESTED VEHICLE ENGINE
RATING PUBLISHED
RATING UPDATED

Peugeot 2008 Allure LHD
2019
SUV
1.2 litre Puretech
May 2021
September 2023