

# ANCAP Safety Rating

## PEUGEOT 308 (from Oct 2014)



### Test Vehicle(s).

<b>Test Variant:</b>	Peugeot 308 1.6 diesel LHD
<b>Kerb Mass:</b>	1327 kg
<b>Built:</b>	2013
<b>Engine:</b>	1.6L Diesel
<b>Category:</b>	Small Car
<b>Variant Applicability*:</b>	Diesel variants only

**Note:** The diesel left-hand-drive European model was tested by Euro NCAP. ANCAP was provided with information which showed that the Euro NCAP results apply to the 2.0 litre diesel. Petrol variants are unrated.



Frontal offset test at 64 km/h (Euro NCAP)

Airbags	ESC	Frontal Offset	Side Impact	Pole	Whiplash	Pedestrian	Seat Belt Reminders	Overall Score	ANCAP Safety Rating
Frontal + Side + Head	Standard	<b>14.82</b> (out of 16)	<b>16.00</b> (out of 16)	<b>2</b> (out of 2)	<b>GOOD</b>	<b>ACCEPTABLE</b>	<b>3</b> (out of 3)	<b>35.82</b> (out of 37)	<b>★★★★★</b>

The tested model of Peugeot 308 was introduced in Australia and New Zealand in October 2014. This ANCAP safety rating applies to 2.0 litre diesel variants only. Petrol variants are unrated.

Dual frontal, side chest and side head airbags (curtains) are standard. Antilock brakes (ABS), electronic brake distribution (EBD) and electronic stability control (ESC) are also standard. Advanced seat belt reminders are fitted to all seats.

In the frontal offset crash test, driver chest and leg protection was acceptable. Passenger chest and leg protection was also acceptable. There was good protection for the driver in the side impact test. Head protection in the side pole test was good.

## OCCUPANT PROTECTION

### Frontal Offset Test.

Each body region is scored out of 4 points

Head / neck:	4.00 points
Chest:	3.22 points
Upper legs:	4.00 points
Lower legs:	3.60 points

The passenger compartment held its shape well in the frontal offset test. Pedal and steering wheel displacements were well controlled. Driver and passenger contact with the airbags was stable. All doors remained closed during the crash.

### Side Impact Test.

Each body region is scored out of 4 points

Head:	4.00 points
Chest:	4.00 points
Abdomen:	4.00 points
Pelvis:	4.00 points

Good protection was provided for the driver in the side impact test. The side airbags performed well.

### Pole Test.

Scored out of 2 points

The vehicle was eligible for a side pole test because it has side curtain airbags. The vehicle scored the maximum 2 points for head protection in this test.

### Whiplash Protection Test.

Whiplash protection assessed to the Euro NCAP Protocol

Geometric test:	Good
Dynamic test:	Good

Overall whiplash rating: Good

### Injury Outcomes.

Frontal Offset  
Driver



Passenger



Side Impact & Pole  
Driver



Whiplash



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### PEDESTRIAN PROTECTION

#### Pedestrian Test.

**ACCEPTABLE - Scored 23.39 out of 36 points**

Child & adult head impacts: 12.18 points  
 Upper leg impacts: 5.22 points  
 Lower leg impacts: 6.00 points

The bumper scored maximum points for the protection provided to pedestrians' legs. The protection provided by the front edge of the bonnet was also predominantly good. The bonnet surface showed adequate protection over most of its surface, with poor results recorded along the base of windscreen and on the stiff windscreen pillars (Euro NCAP v6.0).



Peugeot 308

### SAFETY FEATURES

These specifications are subject to change. Please check with manufacturer for the latest specifications. For a description of these safety features and safety rating requirements see the ANCAP Rating Road Map.

Safety Assist Technology (SAT)	Availability
Front airbag - driver	S
Front airbag - passenger	S
Side airbags (chest protection) - front seats	S
Side airbags (head protection) - front seats	S
Side airbags (head protection) - 2nd row seats	S
Knee airbag - driver	X
Three-point seat belts for all forward facing seats	S
Seat belt pretensioners (front / rear outboard)	S / X
Intelligent seat belt reminder - driver	S
Intelligent seat belt reminder - front passenger	S
Intelligent seat belt reminder - 2nd row seats	S
Head restraints for all seats	S
Antilock brakes (ABS)	S
Electronic brake distribution (EBD)	S
Emergency brake assist (EBA)	S
Electronic stability control (ESC)	S
Adaptive cruise control (ACC)	V
Autonomous emergency braking (AEB)	V
Lane support system	X
Daytime running lights	S
Speed limiter (manual)	S
Automatic headlights	V
Blind spot monitoring	V
Hill launch assist	V
Reversing collision avoidance (camera)	V
Tyre pressure monitoring	V

S = Standard on all variants.  
 O = Optional on base variant. May be standard on higher variants.  
 V = Not available on base variant but standard or optional on higher variants.  
 X = Not available on any variant.  
 E = Available in Europe but not available on any Australasian variant.



## INJURY MEASUREMENTS

Body Region	Frontal offset test at 64 km/h (v6)		Side impact test at 50 km/h (v6)
	Driver	Passenger	Driver
<b>Head</b>			
HIC	549.00	444.00	16.00
Acceleration (g for 3ms)	56.90	56.70	13.30
<b>Neck</b>			
Shear (kN)	0.95	0.79	-
Tension (kN)	1.71	0.81	-
Extension (Nm)	13.20	5.30	-
<b>Chest</b>			
Acceleration (g for 3ms)	-	-	-
Compression (mm)	27.03	27.43	20.14
Viscous criterion (m/s)	0.09	0.14	0.12
<b>Abdomen</b>			
Force (kN)	-	-	0.70
<b>Pelvis</b>			
Force (kN)	-	-	1.35
<b>Upper legs</b>			
Femur force left (kN)	0.07	0.34	
Femur force right (kN)	0.08	0.61	
Knee displacement left (mm)	0.54	0.32	
Knee displacement right (mm)	0.78	0.45	
<b>Lower legs</b>			
Force left (kN)	2.29	2.00	
Force right (kN)	1.41	1.61	
Index (upper / lower) left	0.48 / 0.27	0.49 / 0.22	
Index (upper / lower) right	0.47 / 0.29	0.48 / 0.24	

## INTRUSION MEASUREMENTS

### Steering Column

Forwards:	31mm
Upwards:	10mm
Sideways:	3mm

### Pedals

Brake (rearwards):	12mm
Clutch (upwards):	9mm

A-Pillar (rearwards):	2mm
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## SCORE DEDUCTIONS

### Deductions from frontal offset test scores

No deductions for frontal offset test.

### Deductions from side impact test score

No deductions for side impact test.

### Deductions from pole test score

No deductions for pole test.

\* For information about the application of ANCAP ratings to model variants see the ANCAP Variant Policy. In brief, 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 extending a rating to additional variants of a model.

^ Refer ANCAP Rating Road Map ([www.ancap.com.au/media](http://www.ancap.com.au/media)).

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**ANCAP**

Crash testing for safety

AUSTRALASIAN  
 NEW CAR ASSESSMENT  
 PROGRAM