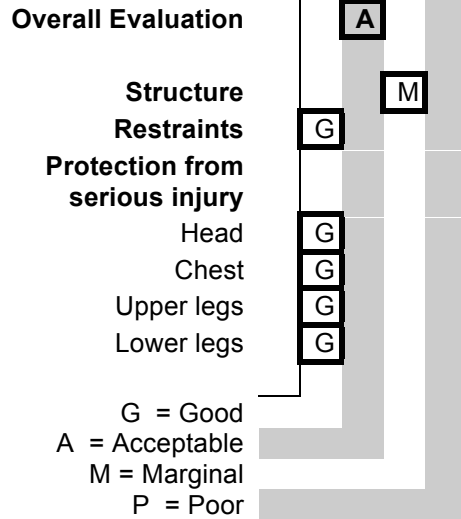


Small Car Crash Tests

1997 Peugeot 306

5 Door, Driver's Airbag

OFFSET CRASH TEST PERFORMANCE



Kerb weight: 1110 kg Vehicle built: July 1997
 Test by Euro-NCAP



Offset crash test at 64km/h

OVERALL EVALUATION : ACCEPTABLE

The passenger compartment of the Peugeot 306 was moderately deformed in the offset crash test. Protection from serious injury was good for both the driver and passenger.

Safety features

A driver's airbag is standard in Australia. A passenger airbag is available as an option on some variants in Australia.

The front seat belt buckles are mounted on the seats and the upper anchorages are adjustable. These features improve the fit of the seat belt.

STRUCTURE : MARGINAL

Offset crash test

The passenger compartment was moderately deformed. The roof was starting to buckle upwards above the drivers. The brake pedal was pushed back 13cm. The steering wheel moved 15cm rearwards and the width of the driver's doorway shortened by 17cm.

All doors remained closed during the crash. After the crash the driver's door could only be opened with a great deal of effort. The other doors could be easily opened.

RESTRAINTS : GOOD

Offset crash test

The driver's head was cushioned by the airbag. The driver's head started to roll off the right side of the airbag and during rebound came close to the centre pillar. The passenger's head did not hit anything. Protection from serious head injury was good for both the driver and passenger.

INJURY MEASUREMENTS

Refer to the information sheet "How the evaluations are performed" for more details

	OFFSET CRASH TEST AT 64km/h	
	Driver	Passn
Head (HIC)	479	277
Chest (mm)	34	32
Chest (g)	41	39
Upper legs (kN)	low	low
Lower leg index	0.5	0.31
Injury Risk %	10%	7%

Injury risk is the probability of receiving a life-threatening injury. It is based on dummy head & chest measurements.

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