

Crash Tests

New Car Safety

PEUGEOT 306

1997 on

Driver's airbag

Overall Evaluation*



Overall score*

17.76 out of 32

Variant: 5 door hatch.
Kerb weight: 1110 kg
Vehicles built: 1997

Engine: 4 Cyl. 1.6 litre.
Category: SMALL CAR
Tested by EuroNCAP

Important note: The seat belt system of the Peugeot 306 was upgraded in 1998. The current Australian vehicle is likely to provide different levels of protection to those described on this page.

OVERALL EVALUATION : 3 Stars

The PEUGEOT 306(E) perform marginally in the offset crash test (score 7.72 out of 16). The passenger compartment was moderately deformed. There was a moderate risk serious chest injury for the driver.

The vehicle performed better in the side impact crash (score 10.04 out of 16) but there was a moderate risk of life threatening chest injury for the driver.

Safety features

A driver's airbag is standard equipment in Australia. A passenger airbag is standard on some variants and optional on others. Side airbags are also available.

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. The front seat belts have pretensioners to reduce slack in the event of a severe crash.

STRUCTURE: MARGINAL

Offset crash test

The passenger compartment was moderately deformed in the offset crash test. The brake pedal moved rearwards 13cm. The roof buckled upwards above the driver and the width of the driver's doorway shortened by 17cm. All doors remained closed during the crash. After the crash high manual effort was required to open the driver's door.

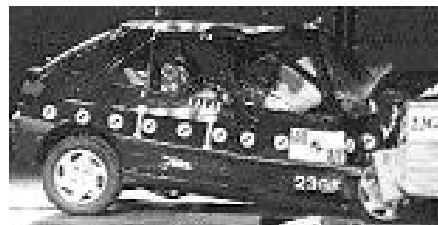
Side impact crash test

The centre pillar and the side doors were pushed inwards moderately.

RESTRAINTS: GOOD

Offset crash test

The airbag cushioned the head of the driver and protection was good. The head started to roll off the side of the airbag but recovered. The passenger's head did not hit anything.



Offset crash test at 64km/h

Side impact crash test (no front passenger)

The driver's chest hit a hard region of the door trim and protection was marginal. The abdomen hit the arm rest.

INJURY MEASUREMENTS

Refer to the information sheet "How the test are done"	Offset Crash Test at 64km/h		Side Impact Crash Test at 50km/h
	Driver	Passn	Driver
Head HIC	479	277	156.2
Acceleration (g for 3ms)	56	41	58
Neck - Shear (kN)	0	0	-
Tension (kN)	0	0	-
Extension (Nm)	14	21	-
Chest Accln (g for 3ms)	41	39	-
Compression (mm)	34	32	39
Viscous criterion (m/s)	0.3	0.1	0.6
Abdomen - Force (kN)	-	-	1.7
Pelvis - Force (kN)	-	-	3.52
Upper legs Force			
(kN) Left	5.2	0	
(kN) Right	0	0	
Knee displ (mm) Left	1.16	0.4	
Right	0.7	0.4	
Lower legs Force			
(kN) Left	1.4	1.1	
(kN) Right	0.9	0.6	
Index (Upper/Low) Left	0.5/0.5	0.31/0.24	
Right	0.5/0.4	0.26/0.13	
Injury Risk#	9.5%	7.1%	

#"Injury risk" is the probability of receiving a life-threatening injury. It is based on dummy head and chest measurements in the offset test.

Modifiers for offset test scores

Head	Steering col. movement	1 pt penalty
Chest	A-pillar movement	1.46 pt penalty
Upper leg	Variable & conc. loading	2 pt penalty L & R
Foot score	Brake pedal movement	2.96 score

Head restraint position rating: Not assessed

PEDESTRIAN RATING: ★

1 Star (17.4%)

A series of tests are carried out to replicate crashes involving child and adult pedestrians where impacts occur at 40kph. Impact sites are assessed and rated out of a possible 4 stars.

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