

# Crash Tests

## New Car Safety

### PEUGEOT 307 CC(LHD)

2003 on

Front+side+head airbags

#### Overall Evaluation



**Overall score** 29.33 out of 37

Variant: Convertible Eng: 2 litre.  
Kerb weight: 1440 kg Category: SPORTS  
Vehicles built: 2003 Test by Euro NCAP

**Important note:** The *left-hand-drive* European model was tested by EuroNCAP. Australasian specifications may vary and therefore models sold in Australasia might provide different levels of protection to those described on this page.

#### Model History and Safety Features

The tested model of Peugeot CC was introduced in Australia during 2003.

Dual front airbags and side airbags with head-protection are standard equipment. ABS brakes and electronic stability control are also standard. Active head restraints and a self-deploying rear rollover bar are also fitted.

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. Pretensioners are fitted to the front seat belts to reduce slack in the event of a crash.

#### OVERALL EVALUATION : 4 Stars

The Peugeot 307CC scored 13.08 out of 16 in the offset crash test. The passenger compartment held its shape well. Protection from serious upper leg injury was marginal for the driver. There was a slight risk of serious chest injury for the passenger.

The vehicle scored 15.26 out of 16 in the side impact crash test. There was a slight risk of serious chest injury for the driver.

#### FRONTAL OFFSET CRASH TEST

*Body region scores out of 4 points each:* Head/neck 4pts, chest 3.39pts, upper legs 2pts, lower legs 3.69pts.

The passenger compartment held its shape well in the offset crash test. The footwell had very little deformation. The clutch pedal moved rearwards by 79mm and upwards 31mm. The steering wheel hub moved rearwards 9mm, downwards 10mm and sideways 12mm. The front ("A") pillar moved 18mm rearwards. The width of the driver's doorway shortened by 17mm. All doors remained closed during the crash. After the crash both doors could be opened with normal effort.

The airbag cushioned the head of the driver and contact was stable. Steering column components were a potential source of injury for the driver's knees. The passenger's head was cushioned by the airbag.

#### SIDE IMPACT CRASH TEST

*Body region scores out of 4 points each:* Head 4pts, chest 3.26pts, abdomen 4pts, pelvis 4pts.

The vehicle was eligible for an optional pole impact test, since it had head-protecting side airbags and scored four points for the head in the side impact test. However, the manufacturer decided not to go ahead with the pole test. The pole test can earn a further two points.



Offset crash test at 64km/h

#### 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	252	236	41
Acceleration (g for 3ms)	40.7	39.6	18.1
Neck - Shear (kN)	0.54	0.96	-
Tension (kN)	1.33	1.4	-
Extension (Nm)	30.5	30.8	-
Chest Accln (g for 3ms)	-	-	-
Compression (mm)	18.5	26.3	25.7
Viscouc criterion (m/s)	0.06	0.07	0.16
Abdomen - Force (kN)	-	-	0.44
Pelvis - Force (kN)	-	-	2.91
Upper legs Force			
Left (kN)	0.18	0.18	
Right (kN)	0.54	0.12	
Knee displ (mm)			
Left	0.73	0.57	
Right	2.37	0.95	
Lower legs Force			
Left (kN)	2.02	1.17	
Right (kN)	1.29	0.54	
Index (Upper/Low)			
Left	0.42/0.28	0.47/0.39	
Right	0.3/0.35	0.29/0.17	

#### Bonus points (maximum 5)

Pole Test: Not tested      Seat belt reminders: 1pt

#### Modifiers for offset test scores

Head      No deduction  
Chest      No deduction  
Upper leg Variable & conc. loading      2 pt deduction L & R  
Lower leg      No deduction  
Foot score      Score 4 points

#### Pedestrian rating (2002 protocol)



9.66 points out of 36 (27%)

Child head impacts 5.66pts; adult head impacts 4pts; upper leg zero pts and lower leg impacts zero pts.



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