Peugeot iOn
Tested model: Mitsubishi i-MiEV. LHD

ADULT OCCUPANT
Total 26 pts | 73%

FRONTAL IMPACT
9,9 pts
- Driver airbag contact: stable
- Passenger airbag contact: stable

CHEST
- Passenger compartment: unstable
- Windscreen pillar rearward: 65mm
- Steering wheel rearward: 43mm
- Steering wheel upward: none
- Chest contact with steering wheel: none

UPPER LEGS, KNEES AND PELVIS
- Stiff structures in dashboard: Steering column and lock; metal bracket; centre console; glovebox lid
- Concentrated loads on knees: Steering column and lock; metal bracket; centre console

LOWER LEGS AND FEET
- Footwell collapse: rupture
- Rearward pedal movement: brake - 103mm
- Upward pedal movement: brake - 28mm

SIDE IMPACT
- Head protection airbag: Yes
- Chest protection airbag: Yes

REAR IMPACT (WHIPLASH)
3,3 pts
- GOOD
- ADEQUATE
- MARGINAL
- WEAK
- POOR

WHIPLASH
- Seat description: Standard cloth 6 way manual
- Head restraint type: Reactive
- Geometric assessment: 0,9 pts

TESTS
- High severity: 2,3 pts
- Medium severity: 2,7 pts
- Low severity: 2,3 pts
## CHILD OCCUPANT

### 18 MONTH OLD CHILD

<table>
<thead>
<tr>
<th>Restraint</th>
<th>Britax Römer DUO Plus ISOFIX</th>
</tr>
</thead>
<tbody>
<tr>
<td>Group</td>
<td>0, 0+, 1</td>
</tr>
<tr>
<td>Facing</td>
<td>forward</td>
</tr>
<tr>
<td>Installation</td>
<td>ISOFIX anchorages and top tether</td>
</tr>
</tbody>
</table>

**FRONTAL IMPACT**

- Head forward movement: protected
- Head acceleration: good
- Chest load: good

**SIDE IMPACT**

- Head containment: protected
- Head acceleration: good

### 3 YEAR OLD CHILD

<table>
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<th>Restraint</th>
<th>Britax Römer DUO Plus ISOFIX</th>
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**FRONTAL IMPACT**

- Head forward movement: protected
- Head acceleration: good
- Chest load: good

**SIDE IMPACT**

- Head containment: protected
- Head acceleration: good

### VEHICLE BASED ASSESSMENT

- PERFORMANCE: 10 pts
- INSTRUCTIONS: 4 pts
- INSTALLATION: 2 pts

**VEHICLE BASED ASSESSMENT**

- Airbag warning Label: Permanently attached text and pictogram label on both sides of the passenger sun visor

## PEDESTRIAN

### Total 17 pts | 48%

<table>
<thead>
<tr>
<th>Body Part</th>
<th>Score</th>
</tr>
</thead>
<tbody>
<tr>
<td>HEAD</td>
<td>11.2 pts</td>
</tr>
<tr>
<td>PELVIS</td>
<td>0 pts</td>
</tr>
<tr>
<td>LEG</td>
<td>6 pts</td>
</tr>
</tbody>
</table>

## SAFETY ASSIST

### Total 6 pts | 86%

**SPEED LIMITATION ASSISTANCE**

- 0 pts

**ELECTRONIC STABILITY CONTROL (ESC)**

- Electronic Stability Program - ESP: Pass
  - Yaw rate ratio (1.00s): 2.86%
  - Yaw rate ratio (1.75s): 2.38%
  - Lateral displacement (1.07s): 3.21 m

**SEATBELT REMINDER**

- driver: Pass
- passenger: Pass
- rear: Pass
DETAILS OF TESTED CAR

SPECIFICATIONS

<table>
<thead>
<tr>
<th>Tested model</th>
<th>Tested model: Mitsubishi i-MiEV, LHD</th>
</tr>
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<tbody>
<tr>
<td>Body type</td>
<td>5 door hatchback</td>
</tr>
<tr>
<td>Year of publication</td>
<td>2011</td>
</tr>
<tr>
<td>Kerb weight</td>
<td>1120kg</td>
</tr>
<tr>
<td>VIN from which rating applies</td>
<td>applies to all iOns of the specification tested</td>
</tr>
</tbody>
</table>

SAFETY EQUIPMENT

<p>| | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
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<tbody>
<tr>
<td>Front seatbelt pretensioners</td>
<td></td>
</tr>
<tr>
<td>Front seatbelt load limiters</td>
<td></td>
</tr>
<tr>
<td>Driver frontal airbag</td>
<td>single stage</td>
</tr>
<tr>
<td>Front passenger frontal airbag</td>
<td>single stage</td>
</tr>
<tr>
<td>Side body airbags</td>
<td></td>
</tr>
<tr>
<td>Side head airbags</td>
<td></td>
</tr>
<tr>
<td>Speed Limitation Assistance</td>
<td></td>
</tr>
<tr>
<td>Electronic Stability Control</td>
<td></td>
</tr>
<tr>
<td>Seatbelt Reminder</td>
<td>driver, passenger and rear seats</td>
</tr>
</tbody>
</table>

COMMENTS

Euro NCAP is informed that the Peugeot iOn is structurally identical to the Mitsubishi i-MiEV and has the same interior fittings and levels of safety equipment. Accordingly, Euro NCAP believes that the star rating of the i-MiEV can also be applied to the Peugeot iOn.

Adult occupant

Inspection of the car after the frontal impact showed that several structures had reached the limit of their load-bearing capacity. The passenger compartment was judged to be unstable as the vehicle might not be able to withstand an impact at a higher speed. As a consequence, the score for the driver's chest was penalised and protection of this body region was rated as marginal. Most of the floor in the driver's footwell was heavily distorted and this too was penalised, leading to a marginal rating for protection of the driver's feet and ankles. Structures in the dashboard posed a risk of injury to the knees and femurs of both the driver and passenger. In the side barrier impact, the driver's door opened and the car was penalised, although dummy readings showed protection was at least adequate. However, in the more severe side pole test, dummy readings of rib compression indicated poor protection of the chest. Protection against whiplash injury in the event of a rear collision was good. No problems were experienced with the high voltage electrical system which powers the vehicle: the battery was properly isolated from the bodyshell and was not damaged during the tests.

Child occupant

Based on dummy readings, the car was awarded maximum points for its protection of the 3 year dummy in the dynamic tests. The passenger airbag can be disabled to allow a rearward facing child restraint to be used in that seating position. However, information provided to the driver regarding the status of the airbag is not sufficiently clear. A permanently attached label clearly warns of the dangers of using a rearward facing restraint in that seat without first disabling the airbag.

Pedestrian

The bumper provided good protection and scored maximum points in Euro NCAP's tests. The front edge of the bonnet scored no points, offering poor protection to pedestrians' legs. The bonnet provided predominantly poor protection in those areas likely to be struck by the head of a child. However, the bonnet provided good protection in most of the areas where an adult's head would strike.

Safety assist

Electronic stability control is standard equipment on the iOn, together with a seatbelt reminder system for the front and rear seats.