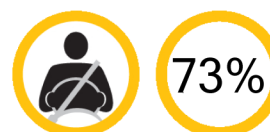


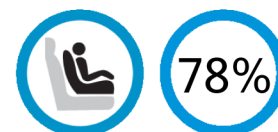
Peugeot iOn

Tested model: Mitsubishi i-MiEV, LHD

2011



ADULT OCCUPANT



CHILD OCCUPANT



PEDESTRIAN



SAFETY ASSIST

ADULT OCCUPANT

Total 26 pts | 73%

FRONTAL IMPACT

9,9 pts



Driver



Passenger

SIDE IMPACT CAR

7 pts

SIDE IMPACT POLE

6 pts



Car



Pole

REAR IMPACT (WHIPLASH)

3,3 pts



FRONTAL IMPACT

HEAD

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

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

Total 38 pts | 78%

18 MONTH OLD CHILD

Restraint Britax Römer DUO Plus ISOFIX
Group 0, 0+, 1
Facing forward
Installation ISOFIX anchorages and top tether



PERFORMANCE **10 pts**
 INSTRUCTIONS **4 pts**
 INSTALLATION **2 pts**

FRONTAL IMPACT

Head forward movement protected
 Head acceleration good
 Chest load good

SIDE IMPACT

Head containment protected
 Head acceleration good

3 YEAR OLD CHILD

Restraint Britax Römer DUO Plus ISOFIX
Group 0, 0+, 1
Facing forward
Installation ISOFIX anchorages and top tether



PERFORMANCE **12 pts**
 INSTRUCTIONS **4 pts**
 INSTALLATION **2 pts**

FRONTAL IMPACT

Head forward movement protected
 Head acceleration good
 Chest load good

SIDE IMPACT

Head containment protected
 Head acceleration good

VEHICLE BASED ASSESSMENT

4 pts

Airbag warning Label

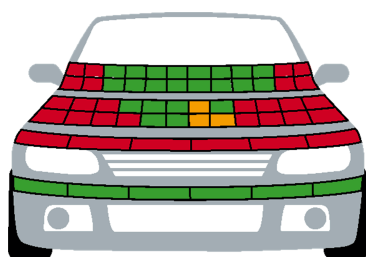
Permanently attached text and pictogram label on both sides of the passenger sun visor

PEDESTRIAN

Total 17 pts | 48%

SAFETY ASSIST

Total 6 pts | 86%



GOOD
 MARGINAL
 POOR

HEAD 11,2 pts
 PELVIS 0 pts
 LEG 6 pts

SPEED LIMITATION ASSISTANCE 0 pts

- 0, not available

ELECTRONIC STABILITY CONTROL (ESC) 3 pts

- 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 3 pts

- driver Pass
 - passenger Pass
 - rear Pass

DETAILS OF TESTED CAR

SPECIFICATIONS

Tested model	Tested model: Mitsubishi i-MiEV, LHD
Body type	5 door hatchback
Year of publication	2011
Kerb weight	1120kg
VIN from which rating applies	applies to all iOns of the specification tested

SAFETY EQUIPMENT

Front seatbelt pretensioners	
Front seatbelt load limiters	
Driver frontal airbag	single stage
Front passenger frontal airbag	single stage
Side body airbags	
Side head airbags	
Speed Limitation Assistance	
Electronic Stability Control	
Seatbelt Reminder	driver, passenger and rear seats

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.