



Peugeot 408

Standard Safety Equipment

2022



Adult Occupant



76%

Child Occupant



84%

Vulnerable Road Users



78%

Safety Assist



65%

SPECIFICATION

Tested Model	Peugeot 308 Allure PureTech 130, LHD
Body Type	- 5 door wagon
Year Of Publication	2022
Kerb Weight	1397kg
VIN From Which Rating Applies	- all 408s
Class	Small Family Car

General comments

The Peugeot 408 is very closely related to the 308 tested earlier in 2022. Some additional tests have been performed on the 408 but the rating is largely based on the results of the 308.

SAFETY EQUIPMENT

	Driver	Passenger	Rear
FRONTAL CRASH PROTECTION			
Frontal airbag	●	●	—
Belt pretensioner	●	●	●
Belt loadlimiter	●	●	●
Knee airbag	✗	✗	—
SIDE CRASH PROTECTION			
Side head airbag	●	●	●
Side chest airbag	●	●	✗
Side pelvis airbag	✗	✗	✗
Centre Airbag	✗	✗	—
CHILD PROTECTION			
Isofix/i-Size	—	✗	●
Integrated CRS	—	✗	✗
Airbag cut-off switch	—	●	—
SAFETY ASSIST			
Seat Belt Reminder	●	●	●

OTHER SYSTEMS	
Active Bonnet	●
AEB Vulnerable Road Users	●
AEB Pedestrian - Reverse	✗
AEB Car-to-Car	●
Speed Assistance	●
Lane Assist System	●

Note: Other equipment may be available on the vehicle but was not considered in the test year.

● Fitted to the vehicle as standard

○ Fitted to the vehicle as part of the safety pack

○ Not fitted to the test vehicle but available as option or as part of the safety pack

✗ Not available

— Not applicable



ADULT OCCUPANT

Total 29.1 Pts / 76%

GOOD

ADEQUATE

MARGINAL

WEAK

POOR

Frontal Impact

11.8 / 16 Pts



Mobile Progressive Deformable Barrier



Full Width Rigid Barrier

Lateral Impact

12.8 / 16 Pts



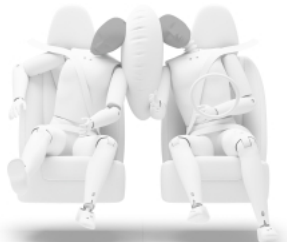
Side Mobile Barrier



Side Pole



Far-Side Excursion



Occupant Interaction

Rear Impact

3.5 / 4 Pts



Rear Seat



Front Seat



ADULT OCCUPANT

Total 29.1 Pts / 76%

 GOOD  ADEQUATE  MARGINAL  WEAK  POOR

Rescue and Extrication		1.0 / 2 Pts
Rescue Sheet	Available, ISO compliant	
Advanced eCall	Not available	
Multi Collision Brake	Available	

Comments

The passenger compartment remained stable in the frontal offset test. Dummy numbers showed good protection of the knees and femurs of both the driver and passenger. Peugeot showed that a similar level of protection would be provided to occupants of different sizes and to those sitting in different positions. For the driver, dummy readings of chest compression indicated a weak level of protection for that part of the body, and protection of the lower leg was marginal. Analysis of the deceleration of the impact trolley during the test, and analysis of the deformable barrier after the test, revealed that the car would be a moderately benign impact partner in a frontal collision. In the full-width rigid barrier test, protection of the driver's chest was rated as marginal, based on dummy readings of chest compression, with that of all other critical body areas rated as good or adequate. In the side barrier test, protection of all critical body areas was good and the car scored maximum points in this part of the assessment. Even in the more severe side pole impact, protection of the chest was adequate and that of other body areas good. Control of excursion (the extent to which a body is thrown to the other side of the vehicle when it is hit from the far side) was found to be marginal. There is no counter-measure, such as a centre airbag, to mitigate against occupant to occupant injuries in such impacts. Tests on the front seats and head restraints demonstrated good protection against whiplash injuries in the event of a rear-end collision. A geometric analysis of the rear seats also indicated good whiplash protection. The 408 lacks an advanced eCall system which alerts the emergency services in the event of a crash. The car also has a system which applies the brakes after an impact, to avoid secondary collisions.



CHILD OCCUPANT

Total 41.3 Pts / 84%

GOOD

ADEQUATE

MARGINAL

WEAK

POOR

Crash Test Performance based on 6 & 10 year old children

22.6 / 24 Pts

Frontal Impact

14.6 Pts



Lateral Impact

8 Pts

Restraint for 6 year old child: *RÖMER Kidfix XP 2R*Restraint for 10 year old child: *GRACO Booster*

Safety Features

7.0 / 13 Pts

	Front Passenger	2nd row outboard	2nd row center
Isofix	✗	●	✗
i-Size	✗	●	✗
Integrated CRS	✗	✗	✗

● Fitted to test car as standard ○ Not on test car but available as option ✗ Not available

CRS Installation Check

11.8 / 12 Pts

● Install without problem ● Install with care ● Safety critical problem ✗ Installation not allowed

■ i-Size CRS

Maxi Cosi 2way Pearl & 2wayFix (i-Size)



Maxi Cosi 2way Pearl & 2wayFix (i-Size)



BeSafe iZi Kid X2 i-Size (i-Size)



Britax Römer TriFix2 i-Size (i-Size)



BeSafe iZi Flex FIX i-Size (i-Size)



■ ISOFIX CRS

BeSafe iZi Combi X4 ISOfix (ISOFIX)



Cybex Solution Z i-Fix (ISOFIX)





CHILD OCCUPANT

Total 41.3 Pts / 84%

■ Universal Belted CRS

Maxi Cosi Cabriofix (Belt)



Maxi Cosi Cabriofix & EasyFix (Belt)



Britax Römer King II LS (Belt)



Cybex Solution Z i-Fix (Belt)





CHILD OCCUPANT

Total 41.3 Pts / 84%

	Seat Position			
	Front	2nd row		
	PASSENGER	LEFT	CENTER	RIGHT
Maxi Cosi 2way Pearl & 2wayFix (i-Size)	—	●	—	●
Maxi Cosi 2way Pearl & 2wayFix (i-Size)	—	●	—	●
BeSafe iZi Kid X2 i-Size (i-Size)	—	●	—	●
Britax Römer TriFix2 i-Size (i-Size)	—	●	—	●
BeSafe iZi Flex FIX i-Size (i-Size)	—	●	—	●
BeSafe iZi Combi X4 ISOfix (ISOFIX)	—	●	—	●
Cybex Solution Z i-Fix (ISOFIX)	—	●	—	●
Maxi Cosi Cabriofix (Belt)	●	●	●	●
Maxi Cosi Cabriofix & EasyFix (Belt)	●	●	✗	●
Britax Römer King II LS (Belt)	●	●	●	●
Cybex Solution Z i-Fix (Belt)	●	●	●	●

● Install without problem ● Install with care ● Safety critical problem ✗ Installation not allowed
 — Not available

Comments

In the frontal offset test, protection of the neck of the 10-year dummy was rated as marginal, based on dummy readings of tensile forces. Otherwise, for this test, protection of critical body areas was good or adequate. In the side barrier test, protection of all critical body areas was good. The front passenger airbag can be disabled to allow a rearward-facing child restraint to be used in that seating position. Clear information is provided to the driver regarding the status of the airbag and the system was rewarded. With the exception of the large universal CRS, which was unstable in the rear centre seat, all of the child restraint types for which the car is designed could be properly installed and accommodated.



VULNERABLE ROAD USERS

Total 42.2 Pts / 78%



GOOD



ADEQUATE



MARGINAL



WEAK



POOR

Pedestrian

28.0 / 36 Pts



Head Impact	16.0 Pts
Pelvis Impact	6.0 Pts
Leg Impact	6.0 Pts

Vulnerable Road Users

14.2 / 18 Pts

System Name	Emergency Safety Brake
Type	Auto-Brake with Forward Collision Warning
Operational From	10 km/h



VULNERABLE ROAD USERS

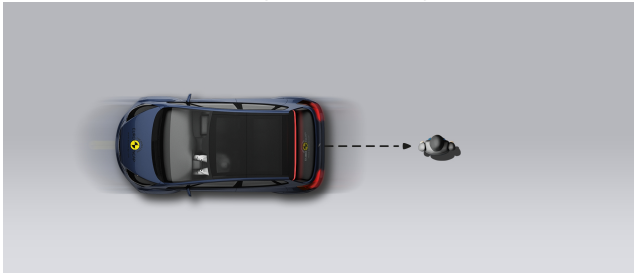
Total 42.2 Pts / 78%

AEB Pedestrian

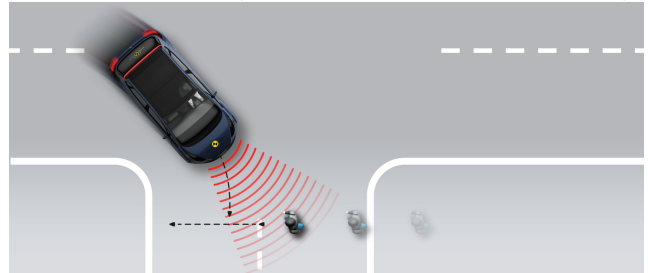
5.6 / 9 Pts

■ Day time

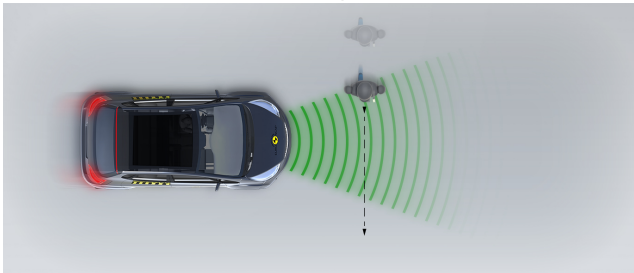
Vehicle reversing into standing pedestrian



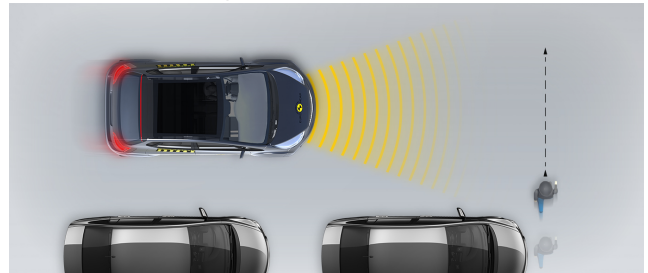
Pedestrian crossing a road into which a car is turning



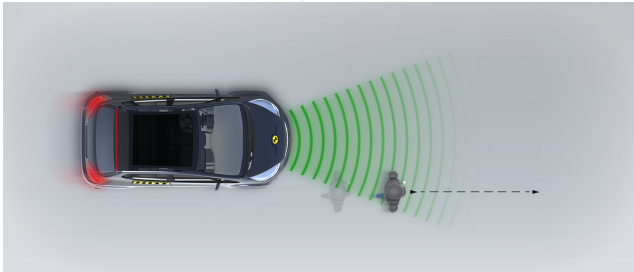
Adult crossing the road



Child running from behind parked vehicles



Adult along the roadside

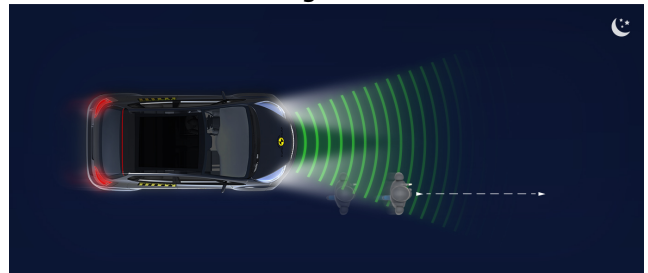


■ Night time

Adult crossing the road



Adult along the roadside





VULNERABLE ROAD USERS

Total 42.2 Pts / 78%

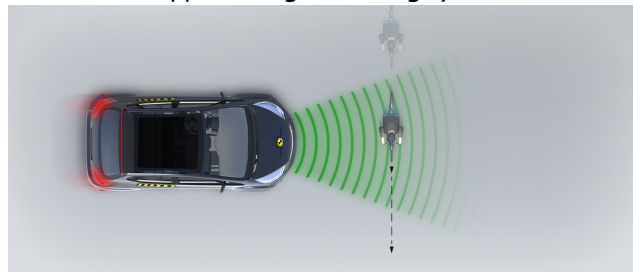
AEB Cyclist

8.6 / 9 Pts

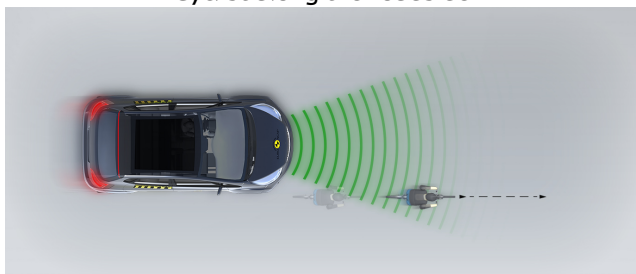
Cyclist from nearside, obstructed view



Approaching a crossing cyclist



Cyclist along the roadside



Comments

The 408 has an 'active' bonnet. Sensors in the bumper detect when a pedestrian has been struck and actuators lift the bonnet to increase clearance to hard structures in the engine compartment. Peugeot showed that the system worked robustly for different pedestrian statures and over a range of speeds. Accordingly, the car was tested with the bonnet in the raised, 'deployed' position. The protection offered to the head of a struck pedestrian was mostly good over the bonnet surface, with some poor results recorded elsewhere. The bumper provided good protection to pedestrians' legs at all test points and the protection provided to the pelvis by the front edge of the bonnet was also good across the width of the car. The autonomous emergency braking (AEB) system can respond to vulnerable road users as well as to other vehicles. The system performed adequately in tests of its response to pedestrians. The system's response to cyclists was good, with collisions avoided in many test scenarios.



SAFETY ASSIST

Total 10.5 Pts / 65%

 GOOD


 ADEQUATE

 MARGINAL

 WEAK


 POOR

Speed Assistance


 2.5 / 3 Pts








System Name	Speed limit recognition
Speed Limit Information Function	Camera based, subsigns supported
Speed Limitation Function	System advised (accurate to 5km/h)




Occupant Status Monitoring

 2.0 / 3 Pts


> Seatbelt Reminder

 1.0 / 2 Pts

Applies To	Front and rear seats		
Warning	Driver Seat	Front Passenger(s)	Rear Passenger(s)
Visual			
Audible			
Occupant Detection	—		—

 Pass
  Fail
  Not available

> Driver Monitoring

 1.0 / 1 Pts

System Name	Driver Attention Warning
Type	Lane position, steering input
Operational From	60 km/h



SAFETY ASSIST

Total 10.5 Pts / 65%



Lane Support 3.5 / 4 Pts

System Name	Lane Keeping Assist
Type	LKA and ELK
Operational From	65 km/h
PERFORMANCE	
Emergency Lane Keeping	 GOOD
Lane Keep Assist	 GOOD
Human Machine Interface	 GOOD

AEB Car-to-Car 2.5 / 6 Pts

System Name	Emergency Safety Brake
Type	Autonomous emergency braking and forward collision warning
Operational From	5 km/h
Sensor Used	camera and radar

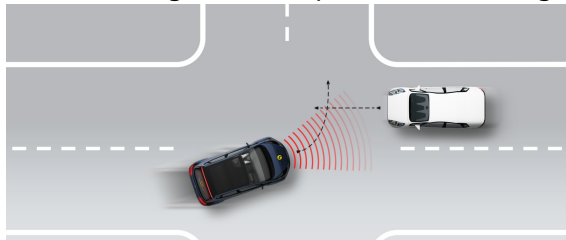


SAFETY ASSIST

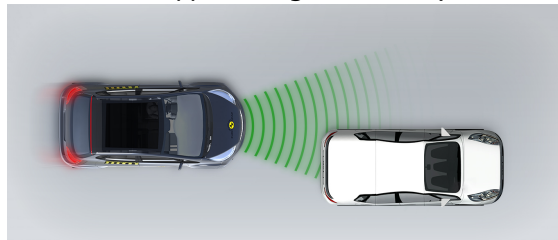
Total 10.5 Pts / 65%

■ Autobrake function only

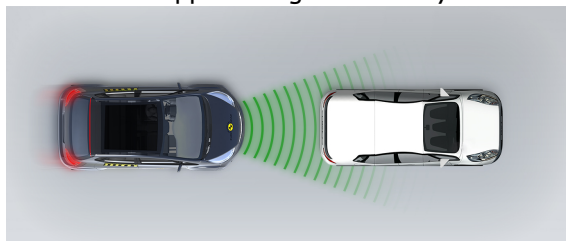
Car turning across the path of an oncoming car



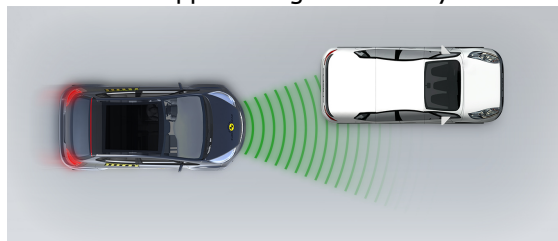
Approaching a stationary car



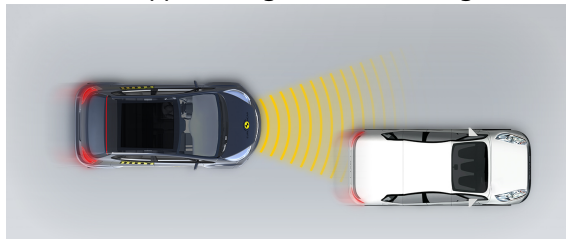
Approaching a stationary car



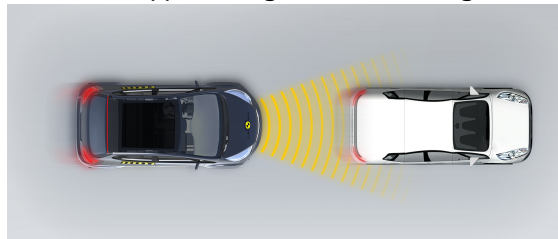
Approaching a stationary car



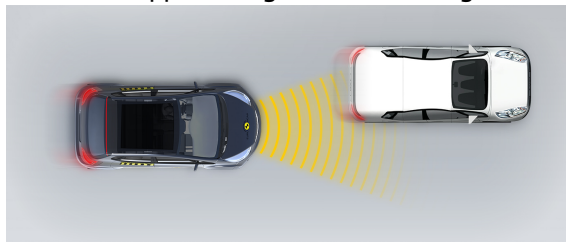
Approaching a slower moving car



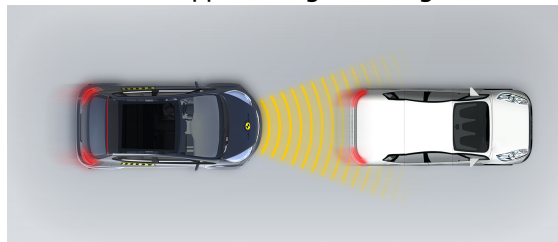
Approaching a slower moving car



Approaching a slower moving car



Approaching a braking car



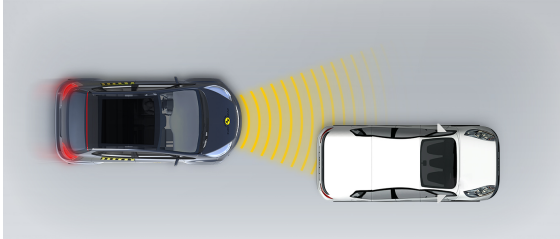


SAFETY ASSIST

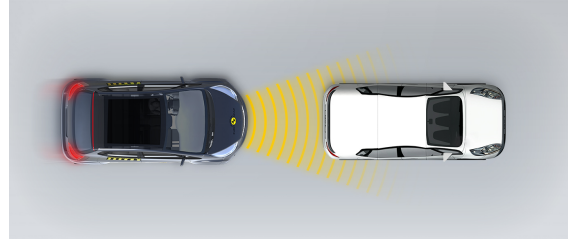
Total 10.5 Pts / 65%

■ Driver reacts to warning

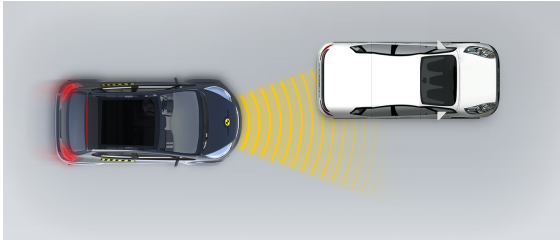
Approaching a stationary car



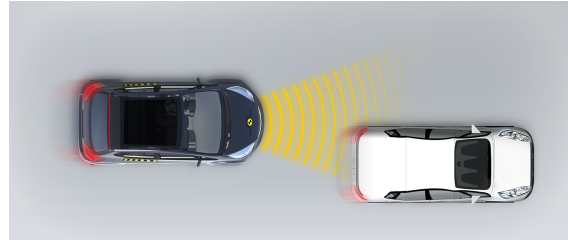
Approaching a stationary car



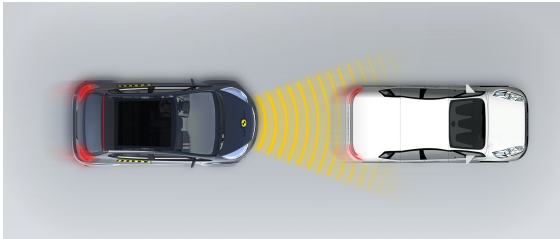
Approaching a stationary car



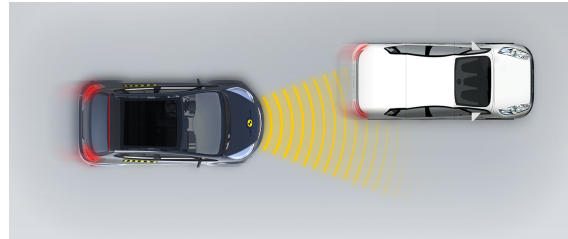
Approaching a slower moving car



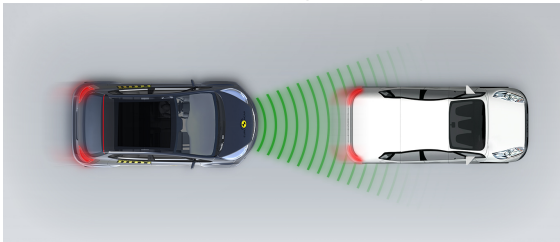
Approaching a slower moving car



Approaching a slower moving car



Approaching a braking car





SAFETY ASSIST

Total 10.5 Pts / 65%

Comments

A seatbelt reminder system is standard on the front and rear seating positions. The AEB system performed only marginally in tests of its response to other vehicles. A camera-based speed assistance system identifies the local speed limit and provides the information to the driver, allowing the limiter to be set appropriately. A lane support system gently corrects the vehicle's path if it is drifting out of lane and intervenes more aggressively in some more critical situations.

RATING VALIDITY

Variants of Model Range

Body Type	Engine	Model Name/Code	Drivetrain	Rating Applies	
				LHD	RHD
5 door hatchback	1.6 petrol hybrid	GT Hybrid 180 e-EAT8	4 x 2	✓	✓
5 door hatchback	1.2 petrol	GT PureTech 130 S&S EAT8 *	4 x 2	✓	✓

Tested variant = Peugeot 308 Allure PureTech 130, LHD (with some additional tests on 408)

Annual Reviews and Facelifts

Date	Event	Outcome	
December 2022	Rating Published	2022 ★★☆☆☆	✓