



**Peugeot Rifter**  
Standard Safety Equipment

2018



Adult Occupant



91%

Child Occupant



81%

Vulnerable Road Users



58%

Safety Assist



68%

## SPECIFICATION

Tested Model	Peugeot Rifter BlueHDi 100 Allure, LHD
Body Type	- 5 door MPV
Year Of Publication	2018
Kerb Weight	1510kg
VIN From Which Rating Applies	- all Rifters, including e-Rifter
Class	Small MPV

**✗** Rating Expired

## 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	✘	✘	✘
CHILD PROTECTION			
Isofix/i-Size	—	✘	●
Integrated CRS	—	✘	✘
Airbag cut-off switch	—	●	—
SAFETY ASSIST			
Seat Belt Reminder	●	●	●

## SAFETY EQUIPMENT (NEXT)

	Driver	Passenger	Rear
<b>CHILD PROTECTION</b>			
Isofix/i-Size	—	✗	●
Integrated CRS	—	✗	✗
Airbag cut-off switch	—	●	—
<b>SAFETY ASSIST</b>			
Seat Belt Reminder	●	●	●

<b>OTHER SYSTEMS</b>	
Active Bonnet (Hood)	✗
AEB Pedestrian	●
AEB City	●
AEB Cyclist	✗
AEB Inter-Urban	●
Speed Assistance System	●
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 34.9 Pts / 91%

 GOOD     ADEQUATE     MARGINAL     WEAK     POOR

Frontal Offset Deformable Barrier 7 / 8 Pts




Passenger                      Driver

Frontal Full Width 7.2 / 8 Pts




Rear Passenger                      Driver

Whiplash Rear Impact 1.7 / 2 Pts



Front seat                      Rear seat

Lateral Impact 15.6 / 16 Pts




Car                      Pole

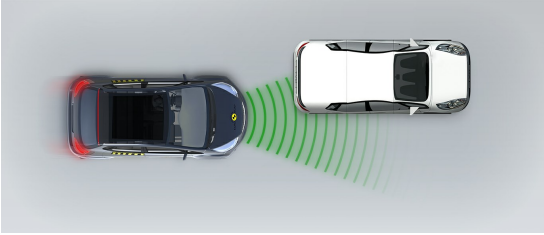
 ADULT OCCUPANT

Total 34.9 Pts / 91%

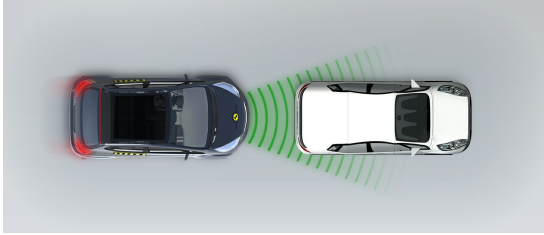
 GOOD     ADEQUATE     MARGINAL     WEAK     POOR

AEB City  3.4 / 4 Pts

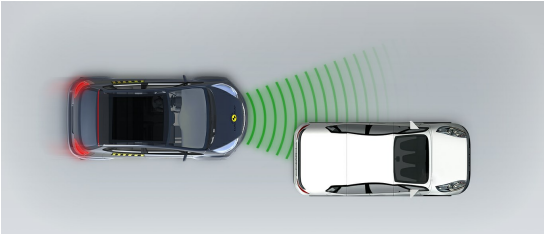
Approaching a stationary car: Left Offset



Approaching a stationary car: No Offset



Approaching a stationary car: Right Offset



 ADULT OCCUPANT

Total 34.9 Pts / 91%

## Comments

The passenger compartment of the Rifter remained stable in the frontal offset test. Dummy readings showed good protection for 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. In the full-width rigid barrier test, protection of the driver dummy was marginal for the chest and neck and good for other critical body areas. Protection of the rear passenger was good or adequate. In the side barrier test, protection of all critical body areas was good and the Rifter scored maximum points. Even in the more severe side pole impact, protection of the chest was adequate and that of other critical body areas was good. Tests on the front seats and head restraints demonstrated good protection against whiplash injury in the event of a rear-end collision. A geometric assessment of the rear seats also indicated good whiplash protection. The standard-fit autonomous emergency braking (AEB) system performed well in tests of its functionality at the low speeds, typical of city driving, at which many whiplash injuries are caused.

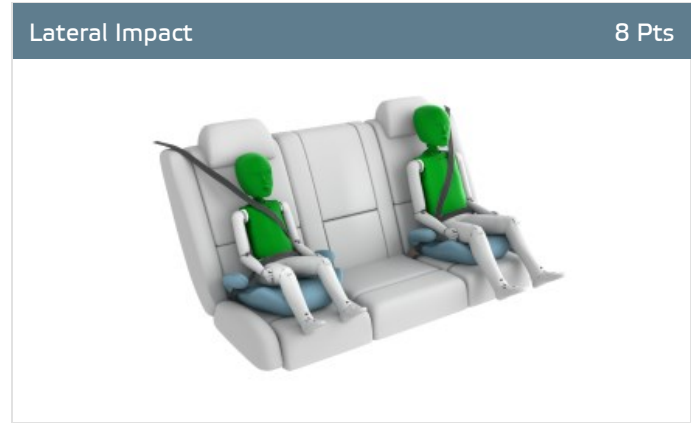
**CHILD OCCUPANT**

Total 39.8 Pts / 81%

GOOD
  ADEQUATE
  MARGINAL
  WEAK
  POOR

Crash Test Performance based on 6 & 10 year old children

23.8 / 24 Pts



Restraint for 6 year old child: *Britax Römer KidFix XP*  
 Restraint for 10 year old child: *Graco Booster*

**Safety Features**

7.0 / 13 Pts

	Front Passenger	2nd row outboard	2nd row center	3rd row outboard *
Isofix	✘	●	○	✘
i-Size	✘	●	○	✘
Integrated CRS	✘	✘	✘	✘

\* Third row seats available as option

Fitted to test car as standard
  Not on test car but available as option
  Not available

CRS Installation Check

9.0 / 12 Pts

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

■ i-Size CRS

Maxi Cosi 2way Pearl & 2wayFix (rearward) (iSize)



Maxi Cosi 2way Pearl & 2wayFix (forward) (iSize)



BeSafe iZi Kid X2 i-Size (iSize)



■ ISOFIX CRS

Maxi Cosi Cabriofix & FamilyFix (ISOFIX)



BeSafe iZi Kid X4 ISOfix (ISOFIX)



Britax Römer Duo Plus (ISOFIX)



Britax Römer KidFix XP (ISOFIX)





## CHILD OCCUPANT

Total 39.8 Pts / 81%

- Universal Belted CRS

Maxi Cosi Cabriofix (Belt)



Maxi Cosi Cabriofix &amp; EasyBase2 (Belt)



Britax Römer King II LS (Belt)



Britax Römer KidFix XP (Belt)



## Comments

With the exception of the neck of the 6 year dummy, protection of which was adequate, dummy results in both the frontal offset and the side barrier impacts showed good protection for all critical body areas for the 6 and 10 year children. The front passenger airbag can be deactivated 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. All of the restraint types for which the Rifter is designed could be properly installed and accommodated in the car. However, ISOFIX/i-Size anchorages are optional in the second-row centre seating position in some countries and buyers should ensure they order these if they are needed. The optional third row seats are not suitable for child restraints.

CHILD OCCUPANT

Total 39.8 Pts / 81%

	Seat Position					
	Front	2nd row			3rd row	
	PASSENGER	LEFT	CENTER	RIGHT	LEFT	RIGHT
Maxi Cosi 2way Pearl & 2wayFix (rearward) (iSize)	—	●	●	●	—	—
Maxi Cosi 2way Pearl & 2wayFix (forward) (iSize)	—	●	●	●	—	—
BeSafe iZi Kid X2 i-Size (iSize)	—	●	●	●	—	—
Maxi Cosi Cabriofix & FamilyFix (ISOFIX)	—	●	●	●	—	—
BeSafe iZi Kid X4 ISOfix (ISOFIX)	—	●	●	●	—	—
Britax Römer Duo Plus (ISOFIX)	—	●	●	●	—	—
Britax Römer KidFix XP (ISOFIX)	—	●	●	●	—	—
Maxi Cosi Cabriofix (Belt)	●	●	●	●	●	●
Maxi Cosi Cabriofix & EasyBase2 (Belt)	●	●	●	●	✘	✘
Britax Römer King II LS (Belt)	●	●	●	●	●	●
Britax Römer KidFix XP (Belt)	●	●	●	●	●	●

● Easy   ● Difficult   ● Safety critical   ✘ Not allowed   — Not available


Comments

With the exception of the neck of the 6 year dummy, protection of which was adequate, dummy results in both the frontal offset and the side barrier impacts showed good protection for all critical body areas for the 6 and 10 year children. The front passenger airbag can be deactivated 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. All of the restraint types for which the Rifter is designed could be properly installed and accommodated in the car. However, ISOFIX/i-Size anchorages are optional in the second-row centre seating position in some countries and buyers should ensure they order these if they are needed. The optional third row seats are not suitable for child restraints.

 VULNERABLE ROAD USERS

Total 28.2 Pts / 58%

GOOD
  ADEQUATE
  MARGINAL
  WEAK
  POOR

VRU Impact Protection	24.7 / 36 Pts						
	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="padding: 5px;">Head Impact</td> <td style="text-align: right; padding: 5px;">12.7 Pts</td> </tr> <tr> <td style="padding: 5px;">Pelvis Impact</td> <td style="text-align: right; padding: 5px;">6.0 Pts</td> </tr> <tr> <td style="padding: 5px;">Leg Impact</td> <td style="text-align: right; padding: 5px;">6.0 Pts</td> </tr> </table>	Head Impact	12.7 Pts	Pelvis Impact	6.0 Pts	Leg Impact	6.0 Pts
Head Impact	12.7 Pts						
Pelvis Impact	6.0 Pts						
Leg Impact	6.0 Pts						

Vulnerable Road Users	3.6 / 12 Pts
System Name	Active Safety Brake
Type	Auto-Brake with Forward Collision Warning
Operational From	10 km/h

**Comments**

The protection provided to the head of a struck pedestrian was predominantly adequate or marginal, with poor results recorded along the base of the windscreen and on the stiff windscreen pillars. The bumper provided good protection to pedestrians' legs and protection of the pelvis was also good at all test locations. The AEB system performed well in some tests of its reaction to pedestrians but its performance overall was rated as marginal. The system does not respond to faster-moving road-users like cyclists.



 VULNERABLE ROAD USERS

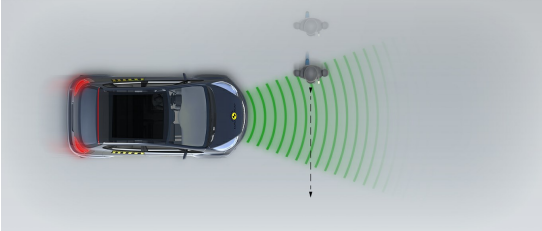
Total 28.2 Pts / 58%

AEB Pedestrian

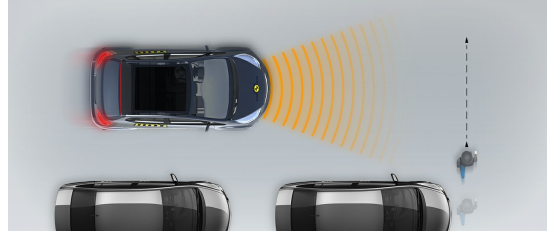


Day time

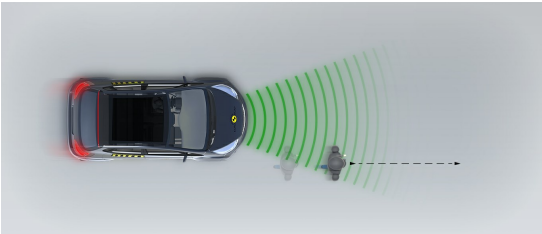
Adult crossing the road



Child running from behind parked vehicles



Adult along the roadside

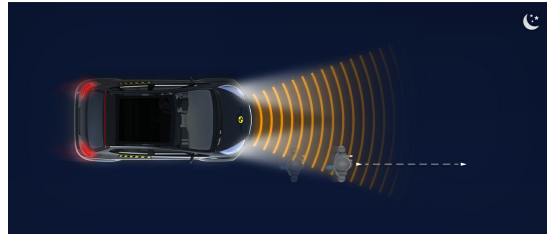


Night time

Adult crossing the road



Adult along the roadside



Version 060125

SAFETY ASSIST

Total 8.9 Pts / 68%

GOOD
  ADEQUATE
  MARGINAL
  WEAK
  POOR

Speed Assistance

2.3 / 3 Pts

System Name	SLIF & ISA
Speed Limit Information Function	Camera based
Speed Limitation Function	System advised (accurate to 5km/h)

Seatbelt Reminder

1.9 / 3 Pts

Applies To	Not available		
	Driver Seat	Front Passenger(s)	Rear Passenger(s)
Warning			
Visual	●	●	●
Audible	●	●	●
Occupant Detection	—	●	●

Pass
  Fail
  Not available

Lane Support

3.3 / 4 Pts

System Name	Lane Keeping Assist
Type	LKA and ELK
Operational From	60 km/h

PERFORMANCE

Emergency Lane Keeping	<span style="display: inline-block; width: 15px; height: 15px; background-color: green; margin-right: 5px;"></span> GOOD
Lane Keep Assist	<span style="display: inline-block; width: 15px; height: 15px; background-color: green; margin-right: 5px;"></span> GOOD
Human Machine Interface	<span style="display: inline-block; width: 15px; height: 15px; background-color: yellow; margin-right: 5px;"></span> ADEQUATE

**SAFETY ASSIST**

Total 8.9 Pts / 68%

**AEB Inter-Urban**

**1.5 / 3 Pts**

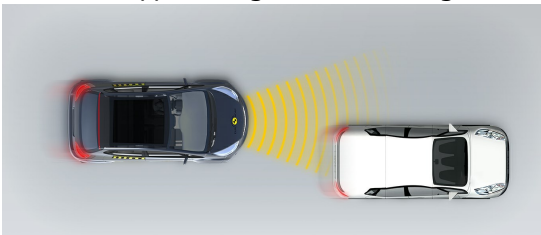
System Name	Active Safety Brake
Type	Autonomous Emergency Braking and Forward Collision Warning
Operational From	5 km/h

**Comments**

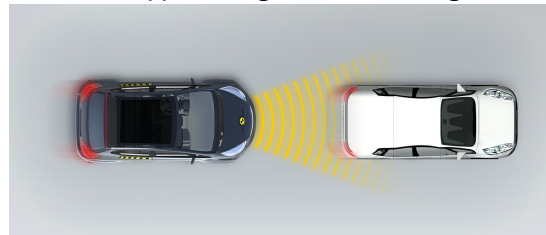
The AEB system gave marginal performance when tested at highway speeds. The Rifter has a seatbelt reminder for the front and rear seats but not for the optional third-row seats. A speed assistance system is also standard and informs the driver of the local speed limit, allowing the driver to set the limiter appropriately. A lane keeping assist system helps prevent inadvertent drifting out of lane, and also intervenes in some more critical emergency situations.

■ **Autobrake function only**

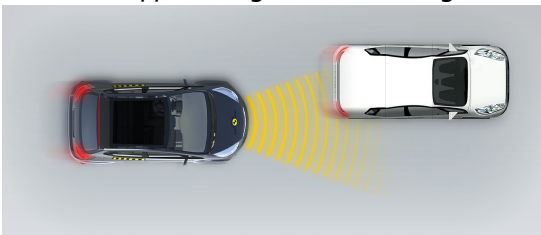
Approaching a slower moving car



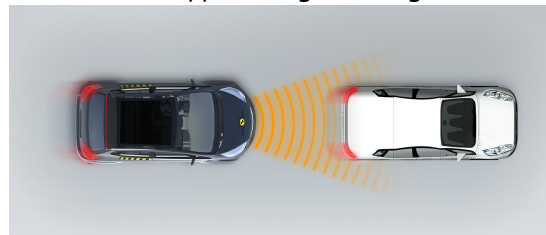
Approaching a slower moving car



Approaching a slower moving car



Approaching a braking car

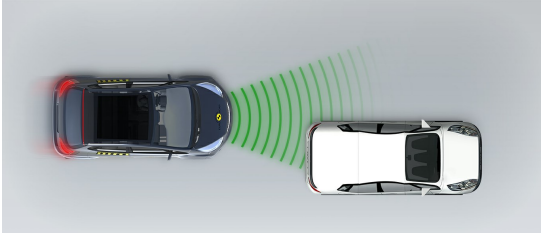


 SAFETY ASSIST

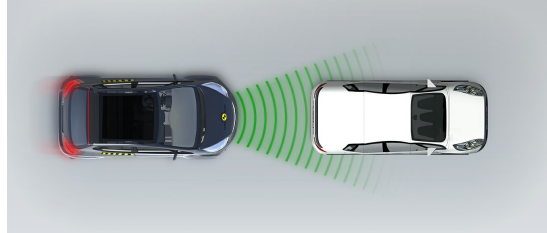
Total 8.9 Pts / 68%

■ Driver reacts to warning

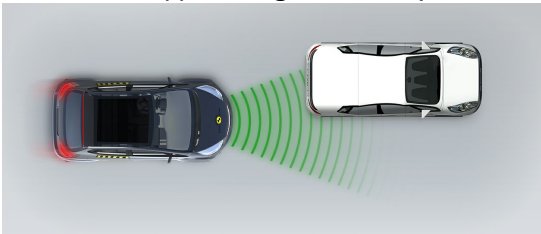
Approaching a stationary car



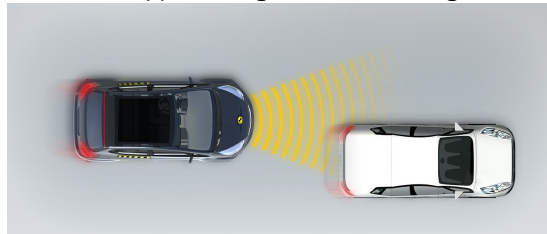
Approaching a stationary car



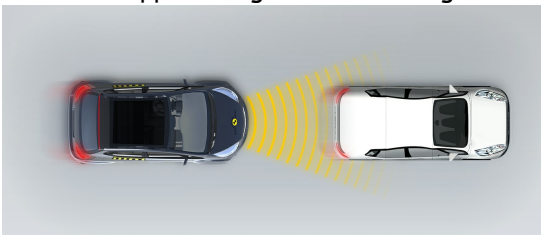
Approaching a stationary car



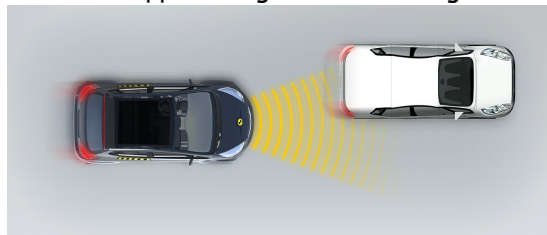
Approaching a slower moving car



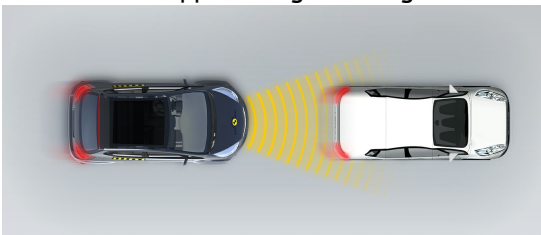
Approaching a slower moving car



Approaching a slower moving car



Approaching a braking car





## RATING VALIDITY

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### Variants of Model Range

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### Annual Reviews and Facelifts

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Date	Event	Outcome
October 2018	Rating Published	2018 ★ ★ ★ ★ ☆ 