

TEST RESULTS

Peugeot 1007



RATING	SCORE	Front: 16	Side: 15	Seatbelt reminder: 3	Pole: 2
ADULT OCCUPANT ★★★★★	36				
CHILD OCCUPANT ★★★★★	34				
PEDESTRIAN ★★☆☆☆	10				

Adult occupant protection



Frontal impact driver



Frontal impact passenger



Side impact driver

GOOD	★
ADEQUATE	★
MARGINAL	★
WEAK	★
POOR	★

Child restraints

18 month old Child Britax Roemer Duo Plus, forward facing

3 year old Child Britax Roemer Duo Plus, forward facing

Pedestrian protection

No image car front available

Safety equipment

Front seatbelt pretensioners	<input checked="" type="checkbox"/>
Front seatbelt load limiters	<input checked="" type="checkbox"/>
Driver frontal airbag	<input checked="" type="checkbox"/>
Front passenger frontal airbag	<input checked="" type="checkbox"/>
Side body airbags	<input checked="" type="checkbox"/>
Side head airbags	<input checked="" type="checkbox"/>
Driver knee airbag	<input checked="" type="checkbox"/>
ISOfix front	<input type="checkbox"/>
ISOfix rear	<input checked="" type="checkbox"/>

Car details

Hand of drive	LHD
Tested model	Peugeot 1007 1.4 Vitamine
Body type	3 Doors
Year of publication	2005
Kerb weight	1185
VIN from which rating applies	Applies to all applies 1007s

Comments

Peugeot's 1007 becomes only the second super-mini to gain the Euro NCAP five star occupant protection rating and also achieves the highest points score by a super-mini. Its body proved to be extremely strong, protecting adults well in the frontal and side impacts. It also had belt reminders for all occupants. Child protection for the three-year-old was good but for the younger child it was quite poor. Finally, the protection it gave to pedestrians was rated as only average.

Front impact

The car's body suffered minimal deformation at its screen and at the footwell. The dual-stage frontal airbags, knee airbag and belt pre-tensioners with load limiters controlled and limited forward movement. These devices and the 1007's stable body worked well, keeping loads on the front occupants' chests and legs very low. There has been much design effort to safeguard the driver's and passenger's knees and upper legs. Finally, the footwell suffered little deformation or intrusion.

Side impact

The car has an impressive protection system that includes seat mounted thorax airbags and a head curtain airbag. However, forces transferred unrealistically up the driver dummy's spine, reducing slightly the forces recorded by its chest instrumentation, so the 1007 just failed to gain maximum points.

Child occupant

An on/off switch for the passenger frontal airbag was fitted. Its presence was indicated by a non-permanent pictogram and a written label on the passenger's door pillar, while a light on the dash showed when it was inactive. Good warnings against a placing a child in a rear-facing restraint opposite an active airbag were given on both sides of the passenger's sun visor. Peugeot-branded Britax Romer

Duo Plus restraints were fitted forward-facing using the ISOFIX mounting points and top tethers. The younger child's head and chest loads were high but the restraints contained both children well.

Pedestrian

The bonnet gave some cushioning where an adult's head might strike but less protection for the child head zone. The car's wings and the bonnet's front edge offered little protection. The bumper provided some protection.