



Peugeot 406

RATING	SCORE	Front: 5 Side: 10
ADULT OCCUPANT ★★☆☆☆	15	
PEDESTRIAN ★☆☆☆☆	N/A	Pre 2002 rating

Adult occupant protection



Frontal impact driver



Frontal impact passenger



Side impact driver

- GOOD
- ADEQUATE
- MARGINAL
- WEAK
- POOR

Child restraints

18 month old Child	No information available
3 year old Child	No information available

Safety equipment

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

Pedestrian protection

No image car front available

Car details

Hand of drive	RHD
Tested model	Peugeot 406 1.8 LX
Body type	4 door saloon
Year of publication	1997
Kerb weight	1362

Comments

The 406 was awarded two stars but, with just a little improvement, the car would have earned a third. In frontal impact, its main failings related to the amount of intrusion into the passenger compartment and the stiff structures behind the lower fascia that were struck by the driver's knees. These presented a serious risk of injury to his knees, thighs and pelvis. The amount that the steering wheel was pushed back during the impact also gave cause for concern. However, the 406 performed well in the side-impact test, meeting the criteria for next year's legislation, which is applicable to all newly launched models.

Front impact

The driver's screen pillar was pushed back by 132mm (5.2in) but the passenger compartment remained structurally stable. The driver's door could be opened by hand after the impact, though it needed extreme force: the passenger's door opened normally, though. The steering wheel moved backwards by 140mm (5.5in) and upwards by 59mm, or 2.3in. There was moderate intrusion into the driver's footwell and the brake pedal was pushed backwards by 181mm (7.2in). The driver's head and neck protection was rated as good, and driver's head contact on the airbag stable. The movement of the steering wheel might have created a greater hazard for different-sized drivers, so the head result was down-graded. The restraint system kept the driver's chest away from the wheel, but forces acting on the seat belt posed some risk of chest injury, as did the degree of fascia intrusion that the car suffered. The driver's left knee struck the column cladding with sufficient force to fracture the column adjustment lever and if the knee had struck in a slightly different position horizontally, the steering column mounting bracket could also have been hit. What's more, if the knee had penetrated the fascia any further, injury

risk would have increased sharply. The driver's right knee hit the fascia just to the right of the column. Had this knee been positioned slightly higher at the moment of impact, it would have struck the steering column lock or the stiff tubular structure supporting the column. Again, if it had penetrated the fascia to a greater extent, injury risks would have risen still further. The protection for both feet and ankles was rated as weak as a result of the moderate amount of intrusion into the footwell. The driver's head and neck protection was rated as good, and driver's head contact on the airbag stable. The movement of the steering wheel might have created a greater hazard for different-sized drivers, so the head result was down-graded. The restraint system kept the driver's chest away from the wheel, but forces acting on the seat belt posed some risk of chest injury, as did the degree of fascia intrusion that the car suffered. The driver's left knee struck the column cladding with sufficient force to fracture the column adjustment lever and if the knee had struck in a slightly different position horizontally, the steering column mounting bracket could also have been hit. What's more, if the knee had penetrated the fascia any further, injury risk would have increased sharply. The driver's right knee hit the fascia just to the right of the column. Had this knee been positioned slightly higher at the moment of impact, it would have struck the steering column lock or the stiff tubular structure supporting the column. Again, if it had penetrated the fascia to a greater extent, injury risks would have risen still further. The protection for both feet and ankles was rated as weak as a result of the moderate amount of intrusion into the footwell.

Side impact

The Peugeot saloon's side was pushed inwards and struck the dummy's ribs and pelvis. This impact posed a risk of serious injury to the driver's chest, so protection for this part of his body was rated as 'weak'. The side-impact did not present any particular problems for his head and abdomen, so both were rated as good, though the pelvis was assessed as being at risk.

Pedestrian

Child head impact Two of six test locations met proposed legislation, one above the air filter housing, the other above a bonnet cross-member. Two points performed better than average, one came close to satisfying requirements. Two points were worse: one above a suspension strut cover, the other above the bonnet stay mounting. **Upper leg impact** None of the three tests met proposed legislation, but two were better than average. One was worse than average, in line with the towing eye bracket. **Adult head impact** No tests met proposed legislation. Only one was better than average. Five points were worse than average, the most hazardous situated above the bonnet hinge pivot. **Leg impact** None of the three tests met proposed requirements. One test, on the bumper leading edge at the car's centre-line, was better than average, but two were worse.