





Peugeot 307

RATING	SCORE	Front: 12	Side: 16	Pole: 2
 ADULT OCCUPANT ★ ★ ★ ★ ☆	30			
 PEDESTRIAN ★ ★ ★ ☆ ☆	14	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	Kiddy 2000, forward facing
3 year old Child	Kiddy 2000, forward facing

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 type="checkbox"/>

Pedestrian protection

No image car front available

Car details

Hand of drive	LHD
Tested model	Peugeot 307 1.6e 16V
Body type	5 door hatchback
Year of publication	2001
Kerb weight	1230
VIN from which rating applies	Applies to all applies 307s

Comments

The 307's strong safety cell for passengers remained intact in the tests. The driver's door opened normally after the frontal impact and the footwell retained its shape. During the impact, the driver's chest hit the steering wheel and the passenger's head struck the fascia. Both events increased the injury risk to vulnerable body areas. The results for the side impact test were very good, however. The passenger's frontal airbag can be de-activated via a switch so that a rear-facing child restraint can be installed on the front passenger's seat. A second key could be used to deactivate the airbag while the engine is running. Even so, the warning given on the instrument panel remained correct.

Front impact

The body proved very strong after the impact and showed no distortion of its screen pillars. The footwell remained virtually undisturbed, too. However, structures behind the fascia increased the risks for the driver. The centre rear seat was fitted with a three-point belt that provides superior protection to that of a lap belt. The front belts had reel-mounted pre-tensioners and were load limited, reducing the risk of injury for occupants.

Side impact

All-round protection was provided, including a head curtain airbag. Full marks were achieved, which is impressive for a car of this size.

Child occupant

Peugeot-branded Kiddy Reboard restraints were chosen for testing, facing forwards for the older child and rearwards for the younger. Each used ISOFIX mountings. The children's heads were protected in the frontal impact but exposed in the side impact. The passenger airbag could be turned off using a key-operated switch. A pictogram and text label on the end of the fascia and on the stowed passenger's sun visor mentioned the switch, but neither warned that injury or death could result from using a rear-facing restraint opposite a 'live' airbag.

Pedestrian

The car provided reasonable protection where an adult's or child's head might strike, but the bumper and the leading edge of the bonnet were uncompromising.