



Peugeot 807

RATING	SCORE	Front: 13 Side: 16	Seatbelt reminder: 2 Pole: 2
ADULT OCCUPANT ★ ★ ★ ★ ★	33		
PEDESTRIAN ★ ☆ ☆ ☆ ☆	6		

Adult occupant protection



Frontal impact driver



Frontal impact passenger



Side impact driver

■	GOOD
■	ADEQUATE
■	MARGINAL
■	WEAK
■	POOR

Child restraints

18 month old Child	Kiddy Reboard, rearward facing
3 year old Child	Kiddy Reboard, 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 type="checkbox"/>

Car details

Hand of drive	LHD
Tested model	Peugeot 807 2.0 HDi
Body type	MPV
Year of publication	2003
Kerb weight	1700

VIN from which rating applies

Fiat Ulysse:
ZFA17900013071982, Lancia Phedra: ZLA17900013073120, Peugeot 807: VF7EBRHTB13072261 and Citroen C8: VF3EBRHTB13072526

Comments

The Peugeot 807 and the technically identical sister cars Citroen C8, Fiat Ulysse and Lancia Phedra have been awarded extra points that now give them five star crashworthiness ratings. These are the first MPVs to achieve this level of protection. These models now have intelligent reminders for the driver and front seat passenger to buckle up their seatbelts. The car has performed extremely well in the front and side impacts providing good protection for those inside. It scored full marks in the side impact. In the frontal test, however, testers found that the 807's fascia had hard points beneath it which could injure those in the front. Child protection was good, their restraints meeting most Euro NCAP performance limits, although the chest loading was a little high for the 3-year-old. Protection for pedestrians was poor. Peugeot says it intends to improve this on future models.

Front impact

The frontal airbags had two-stage inflation to provide increased cushioning in severe accidents. The stable body and a lack of movement from the steering column provided a safe environment for the driver. But the front occupants risked knee injuries from stiff structures beneath the fascia. The driver's footwell suffered very little intrusion and his feet were well protected. The centre rear seat has a three-point belt that is much safer than a lap-only belt. All outboard seat belts were fitted with pre-tensioners.

Side impact

Side impact protection was impressive and included a thorax side airbag and a head curtain for those in the front and rear. The 807 lost no marks in the tests.

Child occupant

The passenger frontal airbag had a manual on/off switch. A pictogram (which was non-permanent) and a text label on the passenger's end of the fascia showed how it worked. Warnings against placing a child in a rear-facing restraint opposite an airbag were inadequate. The 3-year-old was placed in a forward facing restraint and the 18-month-old in the same type of restraint but rear-facing. Both children's heads were protected, but impact forces fed through to the 3-year-old child's chest were assessed as on the high side.

Pedestrian

Protection for this vulnerable group of road users does not match the level of safeguard that the 807 offers to its occupants. The bumper and sides of the bonnet proved to be particularly unfriendly.