



Peugeot 208
Standard Safety Equipment

2019 ★★★★★



Adult Occupant



91%

Child Occupant



86%

Vulnerable Road Users



56%

Safety Assist



71%

SPECIFICATION

Tested Model	Peugeot 208 1.2L Puretech 75, LHD
Body Type	- 5 door hatchback
Year Of Publication	2019
Kerb Weight	1053kg
VIN From Which Rating Applies	- all 208s
Class	Supermini

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	✘	✘	✘

Version 300919

SAFETY EQUIPMENT (NEXT)

	Driver	Passenger	Rear
CHILD PROTECTION			
Isofix	—	○	●
Integrated CRS	—	✘	✘
Airbag cut-off switch	—	●	—
SAFETY ASSIST			
Seat Belt Reminder	●	●	●

OTHER SYSTEMS	
Active Bonnet (Hood)	✘
AEB Pedestrian	●
AEB Cyclist	○
AEB City	●
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 34.7 Pts / 91%


■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

Frontal Offset Deformable Barrier 7.5 / 8 Pts




Passenger Driver

Frontal Full Width 7.4 / 8 Pts




Rear Passenger Driver

Whiplash Rear Impact 1.2 / 2 Pts



Front seat Rear seat

Lateral Impact 15.2 / 16 Pts



Car Pole

 ADULT OCCUPANT

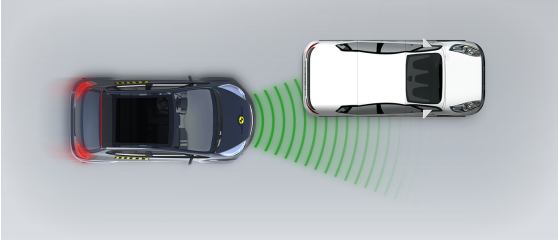
Total 34.7 Pts / 91%

 GOOD  ADEQUATE  MARGINAL  WEAK  POOR

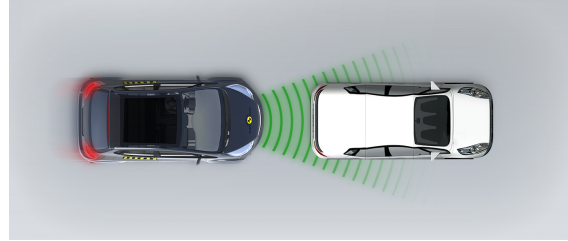
AEB City

 3.4 / 4 Pts

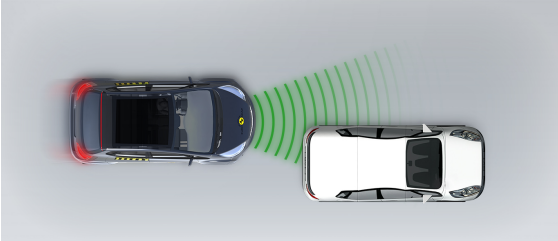
Approaching a stationary car: Left Offset



Approaching a stationary car: No Offset



Approaching a stationary car: Right Offset



 ADULT OCCUPANT

Total 34.7 Pts / 91%

Comments

The passenger compartment of the 208 remained stable in the frontal offset test. Dummy readings showed good protection of the knees and femurs of the driver and passenger. Peugeot demonstrated 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, readings of chest compression in the driver dummy indicated a marginal level of protection for this body area. Otherwise, protection was good or adequate for all critical body regions, for both the driver and rear passenger. In the side barrier test, the 208 scored maximum points with good protection of all critical body areas. In the more severe side pole impact, protection of the chest was marginal and that of other 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. However, the rear seat row was ineligible for scoring because the centre seat is not equipped with a head restraint on some trim levels. The 208 has autonomous emergency braking (AEB) as standard equipment. In tests against another car at the low speeds, typical of city driving, at which many whiplash injuries occur, the system performed well with collisions avoided or mitigated in all scenarios.

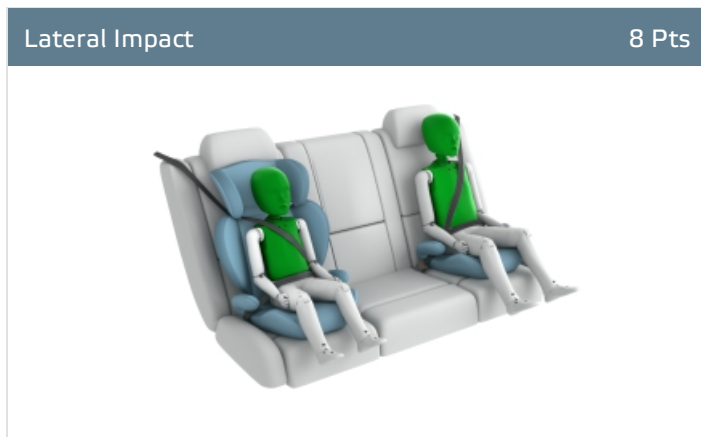
CHILD OCCUPANT

Total 42.5 Pts / 86%

GOOD ADEQUATE MARGINAL WEAK POOR

Crash Test Performance based on 6 & 10 year old children

24 / 24 Pts



Restraint for 6 year old child: *RÖMER Kidfix XP*
 Restraint for 10 year old child: *Booster Cushion*
 Safety Features

7 / 13 Pts

	Front Passenger	2nd row outboard	2nd row center
Isofix	○	●	✗
i-Size	○	●	✗
Integrated CRS	✗	✗	✗

● Fitted to test car as standard ○ Not on test car but available as option ✗ Not available


CRS Installation Check

11.5 / 12 Pts

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

■ i-Size CRS



 CHILD OCCUPANT

Total 42.5 Pts / 86%

BeSafe iZi Flex FIT i-Size (iSize)



CHILD OCCUPANT

Total 42.5 Pts / 86%

ISOFIX CRS

Maxi Cosi Cabriofix & FamilyFix (ISOFIX)



BeSafe iZi Kid X4 ISOfix (ISOFIX)



Britax Römer Duo Plus (ISOFIX)



Britax Römer KidFix XP (ISOFIX)



Universal Belted CRS

Maxi Cosi Cabriofix (Belt)



Maxi Cosi Cabriofix & EasyBase2 (Belt)



Britax Römer King II LS (Belt)



Britax Römer KidFix XP (Belt)



CHILD OCCUPANT

Total 42.5 Pts / 86%

	Seat Position			
	Front	2nd row		
	PASSENGER	LEFT	CENTER	RIGHT
Maxi Cosi 2way Pearl & 2wayFix (rearward) (iSize)	●	●	□	●
Maxi Cosi 2way Pearl & 2wayFix (forward) (iSize)	●	●	□	●
BeSafe iZi Kid X2 i-Size (iSize)	●	●	□	●
BeSafe iZi Flex FIT 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)	●	●	●	●

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

Comments

In both the frontal offset and the side barrier tests, protection was good for all critical body areas for both the 6- and 10-year dummies, and the 208 scored maximum points for this part of the assessment. The front passenger airbag can be disabled to allow a rearward-facing child restraint to be used in that seating position. The Maxi Cosi Easybase2 could not be properly installed in the second row outboard seats owing to the position of the buckle tongue-stop belt webbing loop, which prevented the lock-off being engaged. Otherwise, all restraints could be properly installed and accommodated.

VULNERABLE ROAD USERS

Total 26.9 Pts / 56%

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

Pedestrian	23.2 / 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;">13 Pts</td> </tr> <tr> <td style="padding: 5px;">Pelvis Impact</td> <td style="text-align: right; padding: 5px;">4.2 Pts</td> </tr> <tr> <td style="padding: 5px;">Leg Impact</td> <td style="text-align: right; padding: 5px;">6 Pts</td> </tr> </table>	Head Impact	13 Pts	Pelvis Impact	4.2 Pts	Leg Impact	6 Pts
Head Impact	13 Pts						
Pelvis Impact	4.2 Pts						
Leg Impact	6 Pts						

Vulnerable Road Users	3.7 / 12 Pts
System Name	Active Safety Brake
Type	Auto-Brake with Forward Collision Warning
Operational From	10 km/h

Comments

The protection provided by the bonnet was predominantly good or adequate over its surface but poor results were recorded along the base of the windscreen and on the stiff windscreen pillars. The bumper offered good protection to pedestrians' legs but protection of the pelvis was mixed, with good and poor results recorded. The AEB system of the 208 can detect pedestrians, as well as other vehicles. In tests, the system performed adequately. The standard system is camera-based and cannot respond to faster-moving vulnerable road-users like cyclists. A radar-based system is available as an option which offers enhanced AEB performance and functionality, but was not assessed here.

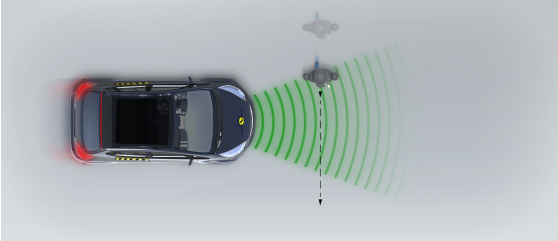
 VULNERABLE ROAD USERS

Total 26.9 Pts / 56%

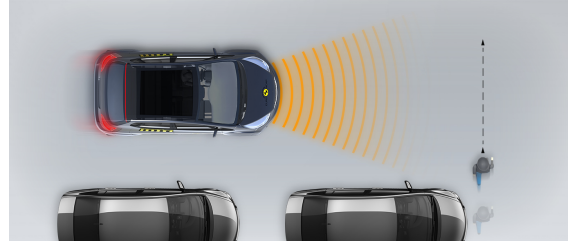
AEB Pedestrian ■

■ Day time

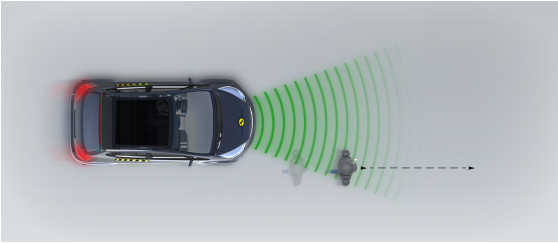
Adult crossing the road



Child running from behind parked vehicles



Adult along the roadside

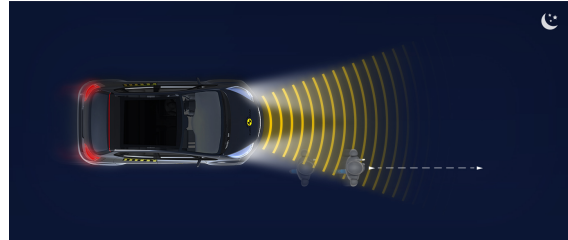


■ Night time

Adult crossing the road



Adult along the roadside



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SAFETY ASSIST

Total 9.2 Pts / 71%

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

Speed Assistance

■ 2.5 / 3 Pts

System Name	Speed Limiter with Speed Limit Recognition
Speed Limit Information Function	Camera based
Speed Limitation Function	System advised (accurate to 5km/h)

Seat Belt Reminder

■ 2.5 / 3 Pts

Applies To	All Seats		
	Driver Seat	front passenger(s)	rear passenger(s)
Warning			
Visual	●	●	●
Audible	●	●	●
Occupant detection	—	●	—

● Pass
 ● Fail
 — Not available

Lane Support

■ 2.3 / 4 Pts

System Name	Active Lane Departure Warning
Type	LKA (including LDW)
Operational From	70 km/h

PERFORMANCE	
Lane Keep Assist	■ GOOD
Human Machine Interface	■ ADEQUATE

SAFETY ASSIST

Total 9.2 Pts / 71%

AEB Inter-Urban

2 / 3 Pts

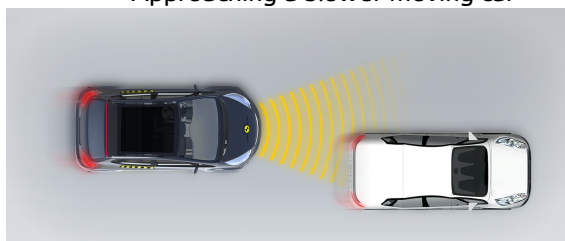
System Name	Active Safety Brake
Type	Autonomous Emergency Braking and Forward Collision Warning
Operational From	10 km/h
Additional Information	Supplementary warning

Comments

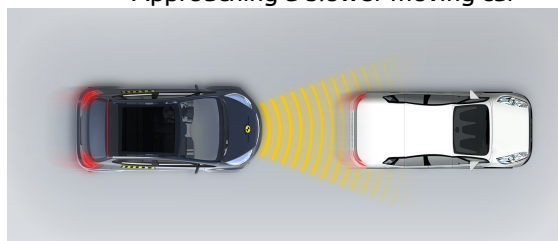
A seatbelt reminder is standard for the front and rear seats. A camera-based lane support system helps to prevent inadvertent drifting out of lane by alerting the driver and by gently applying corrective steering. The system does not intervene in more critical situations, as some other vehicles do. A speed assistance system detects the local limit and presents the information to the driver, allowing the limiter to be manually set to the appropriate speed. The AEB system performed adequately in tests of its response to other vehicles at highway speeds.

Autobrake function only

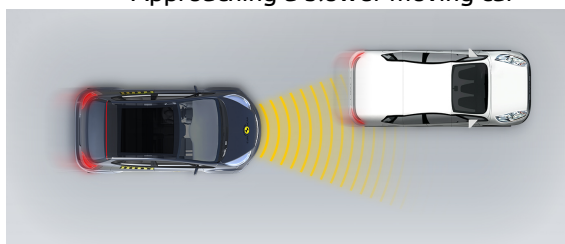
Approaching a slower moving car



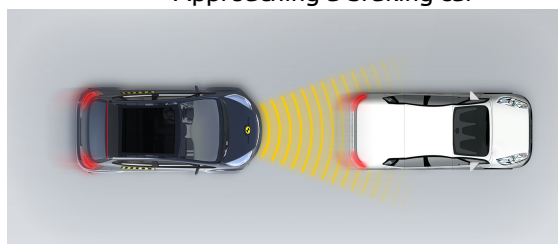
Approaching a slower moving car



Approaching a slower moving car



Approaching a braking car

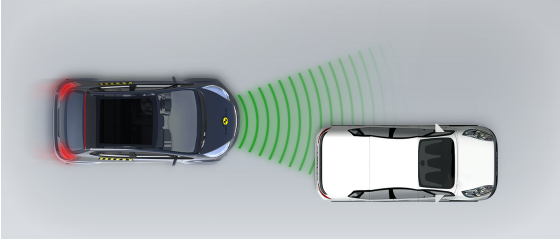


 SAFETY ASSIST

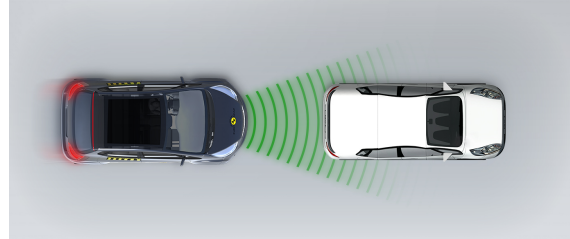
Total 9.2 Pts / 71%

■ Driver reacts to warning

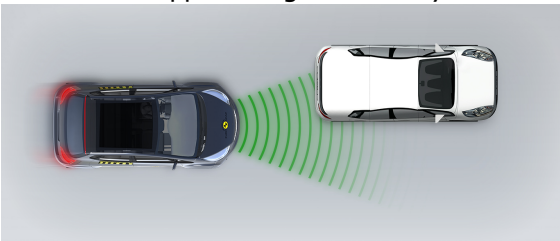
Approaching a stationary car



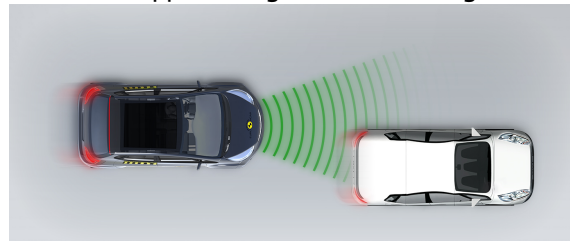
Approaching a stationary car



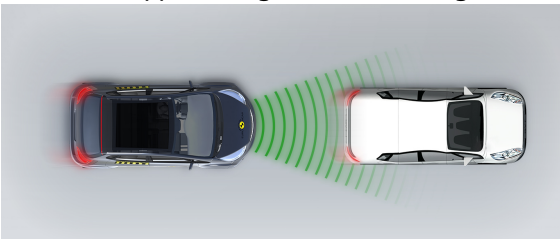
Approaching a stationary car



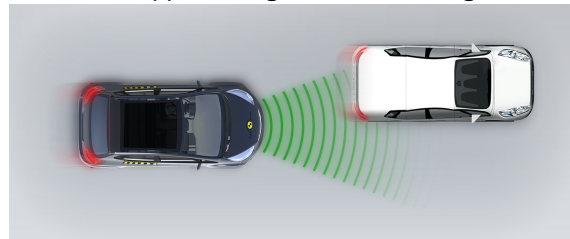
Approaching a slower moving car



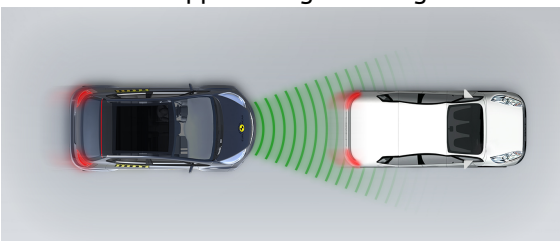
Approaching a slower moving car



Approaching a slower moving car



Approaching a braking car



RATING VALIDITY

Variants of Model Range

Body Type	Engine & Transmission	Model Name/Code	Drivetrain	Rating Applies	
				LHD	RHD
5 door hatchback	1.2 Puretech	Puretech 75*	4 x 2	✓	✓
		Puretech 100			
		Puretech 130			
5 door hatchback	1.5 BlueHDi	BlueHDi 100	4 x 2	✓	✓

* Tested variant

Annual Reviews and Facelifts

Date	Event	Outcome
October 2019	Rating Published	2019 ✓