



Peugeot 308
Standard Safety Equipment

2022



Adult Occupant



76%

Child Occupant



84%

Vulnerable Road Users



68%

Safety Assist



65%

SPECIFICATION

Tested Model	Peugeot 308 Allure PureTech 130, LHD
Body Type	- 5 door wagon
Year Of Publication	2022
Kerb Weight	1397kg
VIN From Which Rating Applies	- all 308 and 308 SW, including PHEV
Class	Small Family Car

SAFETY EQUIPMENT

	Driver	Passenger	Rear
FRONTAL CRASH PROTECTION			
Frontal airbag	●	●	—
Belt pretensioner	●	●	●
Belt loadlimiter	●	●	●
Knee airbag	✘	✘	—
LATERAL CRASH PROTECTION			
Side head airbag	●	●	●
Side chest airbag	●	●	✘
Side pelvis airbag	✘	✘	✘
Centre Airbag	✘	✘	—

Version 160522

SAFETY EQUIPMENT (NEXT)

	Driver	Passenger	Rear
CHILD PROTECTION			
Isifix/i-Size	—	✘	●
Integrated CRS	—	✘	✘
Airbag cut-off switch	—	●	—
SAFETY ASSIST			
Seat Belt Reminder	●	●	●

OTHER SYSTEMS	
Active Bonnet	✘
AEB Vulnerable Road Users	●
AEB Pedestrian - Reverse	✘
AEB Car-to-Car	●
Speed Assistance	●
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 29.1 Pts / 76%

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

Frontal Impact 11.8 / 16 Pts

Mobile Progressive Deformable Barrier Full Width Rigid Barrier

Lateral Impact 12.8 / 16 Pts

Side Mobile Barrier Side Pole Far-Side Excursion Occupant Interaction

Rear Impact 3.5 / 4 Pts

Rear Seat Front Seat

ADULT OCCUPANT

Total 29.1 Pts / 76%

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

Rescue and Extrication		1.0 / 2 Pts
Rescue Sheet	Available, ISO compliant	
Advanced eCall	Not available	
Multi Collision Brake	Available	

Comments

The passenger compartment of the 308 remained stable in the frontal offset test. Dummy numbers showed good protection of the knees and femurs of both the driver and passenger. Peugeot showed that a similar level of protection would be provided to occupants of different sizes and to those sitting in different positions. For the driver, dummy readings of chest compression indicated a weak level of protection for that part of the body, and protection of the lower leg was marginal. Analysis of the deceleration of the impact trolley during the test, and analysis of the deformable barrier after the test, revealed that the 308 would be a moderately benign impact partner in a frontal collision. In the full-width rigid barrier test, protection of the driver's chest was rated as marginal, based on dummy readings of chest compression, with that of all other critical body areas rated as good or adequate. In the side barrier test, protection of all critical body areas was good and the car scored maximum points in this part of the assessment. Even in the more severe side pole impact, protection of the chest was adequate and that of other body areas good. Control of excursion (the extent to which a body is thrown to the other side of the vehicle when it is hit from the far side) was found to be marginal. The 308 does not have a counter-measure, such as a centre airbag, to mitigate against occupant to occupant injuries in such impacts. Tests on the front seats and head restraints demonstrated good protection against whiplash injuries in the event of a rear-end collision. A geometric analysis of the rear seats also indicated good whiplash protection. The 308 has an advanced eCall system which alerts the emergency services in the event of a crash. The car also has a system which applies the brakes after an impact, to avoid secondary collisions.

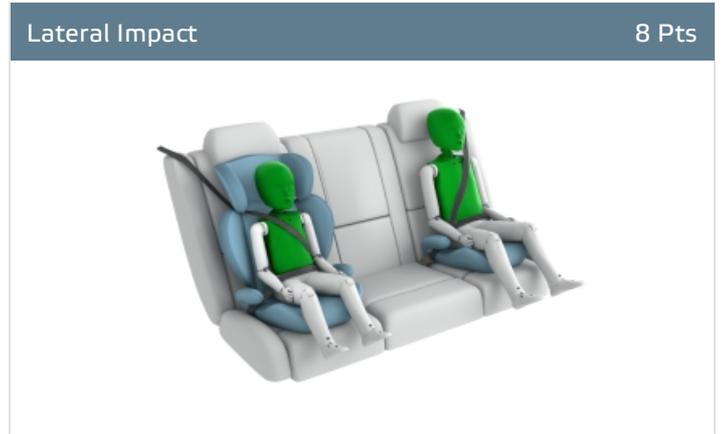
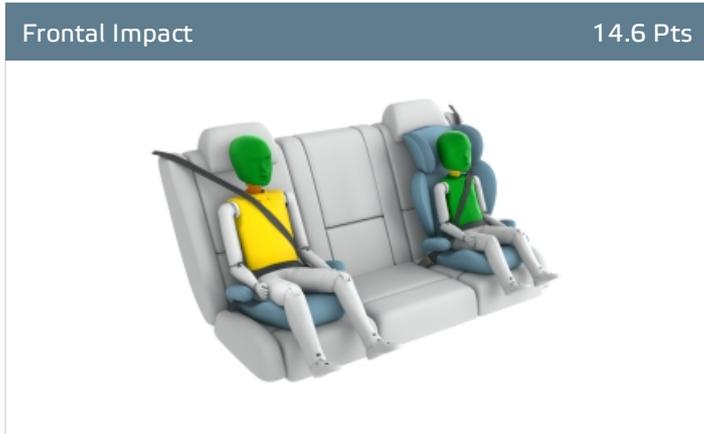
CHILD OCCUPANT

Total 41.3 Pts / 84%

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

Crash Test Performance based on 6 & 10 year old children

22.6 / 24 Pts



Restraint for 6 year old child: *RÖMER Kidfix XP 2R*
 Restraint for 10 year old child: *GRACO Booster*

Safety Features

7.0 / 13 Pts

	Front Passenger	2nd row outboard	2nd row center
Isifix	✘	●	✘
i-Size	✘	●	✘
Integrated CRS	✘	✘	✘

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

CRS Installation Check

11.8 / 12 Pts

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

■ i-Size CRS

Maxi Cosi 2way Pearl & 2wayFix (i-Size)



Maxi Cosi 2way Pearl & 2wayFix (i-Size)



BeSafe iZi Kid X2 i-Size (i-Size)



Britax Römer TriFix2 i-Size (i-Size)



BeSafe iZi Flex FIX i-Size (i-Size)



■ ISOFIX CRS

BeSafe iZi Combi X4 ISOfix (ISOFIX)



Cybex Solution Z i-Fix (ISOFIX)



 CHILD OCCUPANT

Total 41.3 Pts / 84%

■ Universal Belted CRS

Maxi Cosi Cabriofix (Belt)



Maxi Cosi Cabriofix & EasyFix (Belt)



Britax Römer King II LS (Belt)



Cybex Solution Z i-Fix (Belt)



CHILD OCCUPANT

Total 41.3 Pts / 84%

	Seat Position			
	Front	2nd row		
	PASSENGER	LEFT	CENTER	RIGHT
Maxi Cosi 2way Pearl & 2wayFix (i-Size)	—	●	—	●
Maxi Cosi 2way Pearl & 2wayFix (i-Size)	—	●	—	●
BeSafe iZi Kid X2 i-Size (i-Size)	—	●	—	●
Britax Römer TriFix2 i-Size (i-Size)	—	●	—	●
BeSafe iZi Flex FIX i-Size (i-Size)	—	●	—	●
BeSafe iZi Combi X4 ISOfix (ISOFIX)	—	●	—	●
Cybex Solution Z i-Fix (ISOFIX)	—	●	—	●
Maxi Cosi Cabriofix (Belt)	●	●	●	●
Maxi Cosi Cabriofix & EasyFix (Belt)	●	●	✘	●
Britax Römer King II LS (Belt)	●	●	●	●
Cybex Solution Z i-Fix (Belt)	●	●	●	●

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

— Not available

Comments

In the frontal offset test, protection of the neck of the 10-year dummy was rated as marginal, based on dummy readings of tensile forces. Otherwise, for this test, protection of critical body areas was good or adequate. In the side barrier test, protection of all critical body areas was good. The front passenger airbag can be disabled to allow a rearward-facing child restraint to be used in that seating position. Clear information is provided to the driver regarding the status of the airbag and the system was rewarded. With the exception of the large universal CRS, which was unstable in the rear centre seat, all of the child restraint types for which the car is designed could be properly installed and accommodated.

 **VULNERABLE ROAD USERS**

Total 37.0 Pts / 68%

GOOD
 ADEQUATE
 MARGINAL
 WEAK
 POOR

Pedestrian

22.8 / 36 Pts



Head Impact	10.8 Pts
Pelvis Impact	6.0 Pts
Leg Impact	6.0 Pts

Vulnerable Road Users

14.2 / 18 Pts

System Name	Emergency Safety Brake
Type	Auto-Brake with Forward Collision Warning
Operational From	10 km/h

 VULNERABLE ROAD USERS

Total 37.0 Pts / 68%

AEB Pedestrian

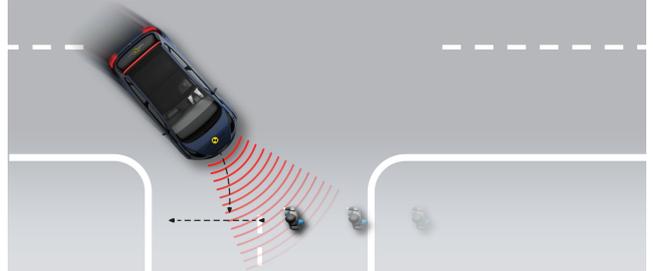
 5.6 / 9 Pts

■ Day time

Vehicle reversing into standing pedestrian



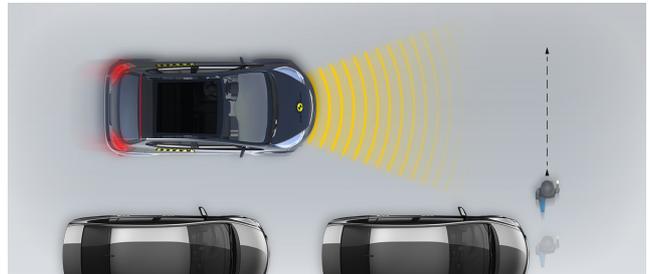
Pedestrian crossing a road into which a car is turning



Adult crossing the road



Child running from behind parked vehicles



Adult along the roadside



■ Night time

Adult crossing the road



Adult along the roadside



VULNERABLE ROAD USERS

Total 37.0 Pts / 68%

AEB Cyclist
8.6 / 9 Pts

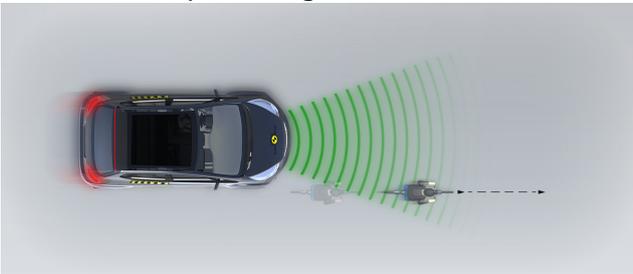
Cyclist from nearside, obstructed view



Cyclist crossing



Cyclist along the roadside

**Comments**

Apart from the centre of the bonnet, where it was good, the protection offered by the bonnet to the head of a struck pedestrian was mixed, with large regions where it was poor. The bumper provided good protection to pedestrians' legs at all test points and the protection provided to the pelvis by the front edge of the bonnet was also good across the width of the car. The 308 has an autonomous emergency braking (AEB) system which can respond to vulnerable road users as well as to other vehicles. The system performed adequately in tests of its response to pedestrians. The system's response to cyclists was good, with collisions avoided in many test scenarios.

SAFETY ASSIST

Total 10.5 Pts / 65%

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

Speed Assistance

■ 2.5 / 3 Pts

System Name	Speed limit recognition
Speed Limit Information Function	Camera based, subsigns supported
Speed Limitation Function	System advised (accurate to 5km/h)

Occupant Status Monitoring

■ 2.0 / 3 Pts

> Seatbelt Reminder

■ 1.0 / 2 Pts

Applies To	Front and rear seats		
	Driver Seat	Front Passenger(s)	Rear Passenger(s)
Warning			
Visual	●	●	●
Audible	●	●	●
Occupant Detection	—	●	—

● Pass
 ● Fail
 — Not available

> Driver Monitoring

■ 1.0 / 1 Pts

System Name	Driver Attention Warning
Type	Lane position, steering input
Operational From	60 km/h

SAFETY ASSIST

Total 10.5 Pts / 65%

Lane Support

3.5 / 4 Pts

System Name	Lane Keeping Assist	
Type	LKA and ELK	
Operational From	65 km/h	
PERFORMANCE		
Emergency Lane Keeping		GOOD
Lane Keep Assist		GOOD
Human Machine Interface		GOOD

AEB Car-to-Car

2.5 / 6 Pts

System Name	Emergency Safety Brake	
Type	Autonomous emergency braking and forward collision warning	
Operational From	5 km/h	
Sensor Used	camera and radar	

 SAFETY ASSIST

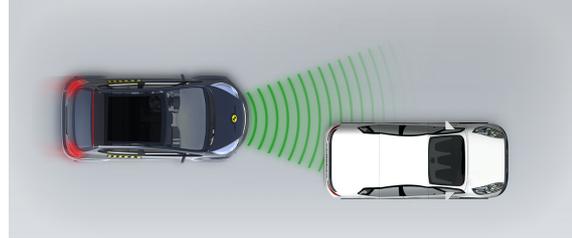
Total 10.5 Pts / 65%

■ Autobrake function only

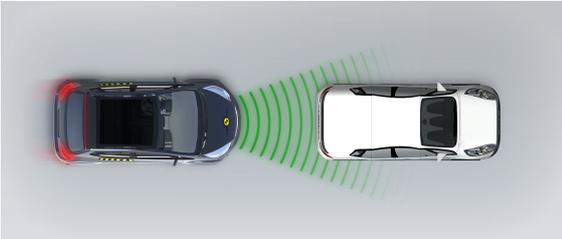
Test car turns across the path of an approaching car



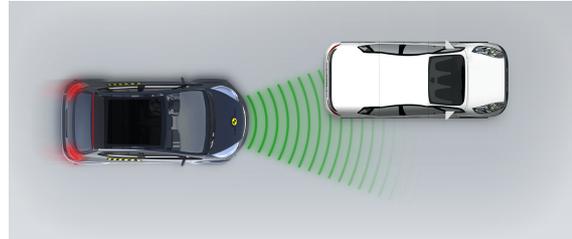
Approaching a stationary car



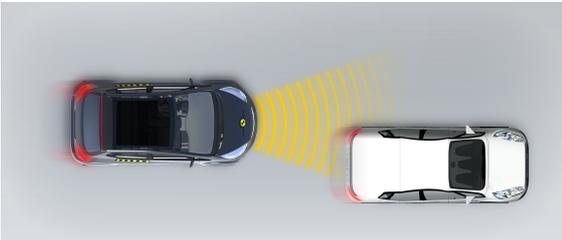
Approaching a stationary car



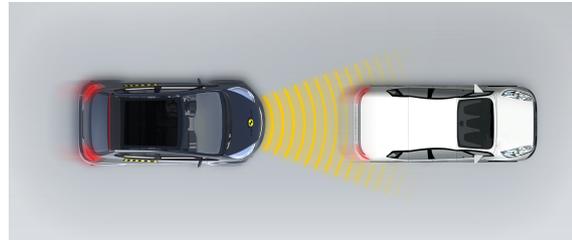
Approaching a stationary car



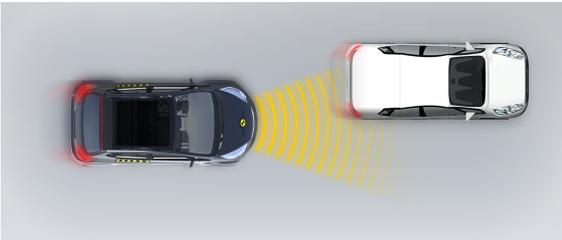
Approaching a slower moving car



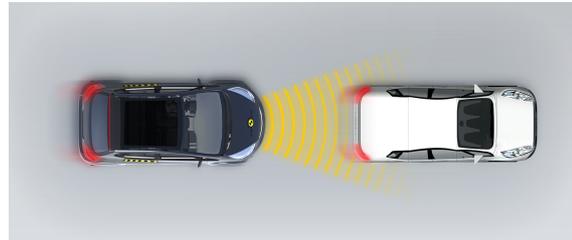
Approaching a slower moving car



Approaching a slower moving car



Approaching a braking car

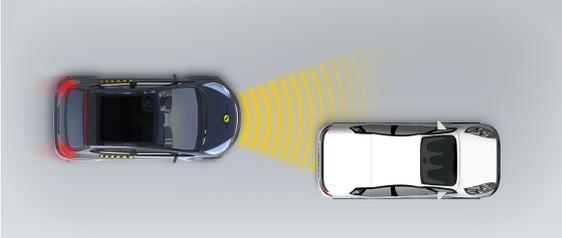


 SAFETY ASSIST

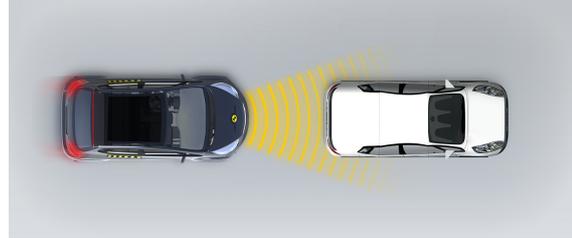
Total 10.5 Pts / 65%

■ Driver reacts to warning

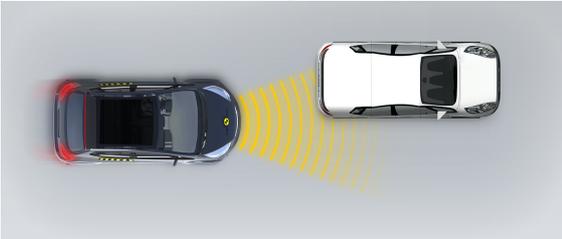
Approaching a stationary car



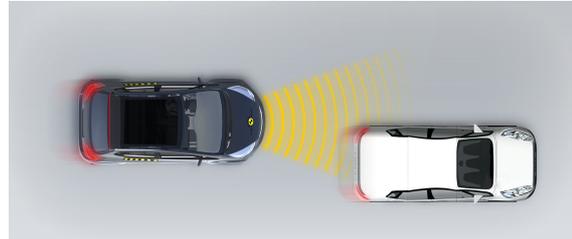
Approaching a stationary car



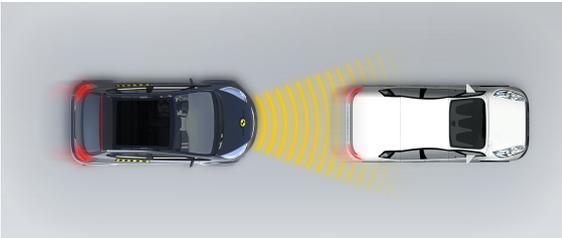
Approaching a stationary car



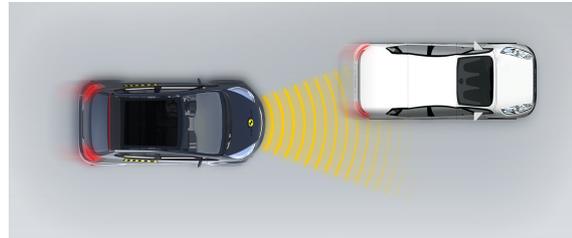
Approaching a slower moving car



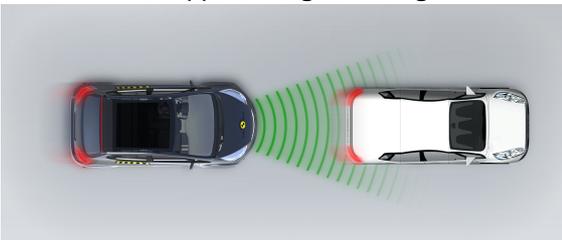
Approaching a slower moving car



Approaching a slower moving car



Approaching a braking car





SAFETY ASSIST

Total 10.5 Pts / 65%

Comments

The 308 has a seatbelt reminder system on the front and rear seating positions. The AEB system performed only marginally in tests of its response to other vehicles. A camera-based speed assistance system identifies the local speed limit and provides the information to the driver, allowing the limiter to be set appropriately. A lane support system gently corrects the vehicle's path if it is drifting out of lane and intervenes more aggressively in some more critical situations.

RATING VALIDITY

Variants of Model Range

Body Type	Engine & Transmission	Model Name/Code	Drivetrain	Rating Applies	
				LHD	RHD
5 door hatchback	1.6 petrol hybrid	GT Hybrid 180 e-EAT8	4 x 2	✓	✓
5 door hatchback	1.2 petrol	GT PureTech 130 S&S EAT8 *	4 x 2	✓	✓
5 door hatchback	1.2 petrol	GT PureTech 130 S&S MB6	4 x 2	✓	✓
5 door hatchback	1.5 diesel	GT BlueHdi 130 S&S e-EAT8	4 x 2	✓	✓
5 door estate	1.6 petrol hybrid	GT Hybrid 180 e-EAT8	4 x 2	✓	✓
5 door estate	1.2 petrol	GT PureTech 130 S&S EAT8	4 x 2	✓	✓
5 door estate	1.2 petrol	GT BlueHdi 130 S&S e-EAT8	4 x 2	✓	✓
5 door estate	1.5 diesel	GT Hybrid 180 e-EAT8	4 x 2	✓	✓

* Tested variant

Annual Reviews and Facelifts

Date	Event	Outcome
May 2022	Rating Published	2022 ★ ★ ★ ★ ☆ ✓