

# Peugeot 806

RATING	SCORE	Front: 7	Side: 15
 <b>ADULT OCCUPANT</b> ★★☆☆☆	<b>22</b>		
 <b>PEDESTRIAN</b> ★☆☆☆☆	<b>8</b>	Pre 2002 rating	



Adult occupant protection



Frontal impact driver



Frontal impact passenger



Side impact driver

- GOOD
- ADEQUATE
- MARGINAL
- WEAK
- POOR

Child restraints

<b>18 month old Child</b>	No information available
<b>3 year old Child</b>	No information available

No image car front available

Pedestrian protection

Safety equipment

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

Car details

<b>Hand of drive</b>	LHD
<b>Tested model</b>	Peugeot 806 2.0
<b>Body type</b>	7-seat MPV
<b>Year of publication</b>	1999
<b>Kerb weight</b>	1550
<b>VIN from which rating applies</b>	VF3221RB212541100

Comments

Peugeot's 806 shares its body and major parts with the Citroën Synergie and Fiat Ulysse. Though not tested, they are expected to give near-identical protection. In the frontal impact the 806's cabin kept its structural stability, which is vital for delivering good crash protection. The driver's door could have resisted even higher forces than the impact exerted. The steering wheel moved upwards, however, posing an injury risk. Its airbag worked effectively but it contacted the driver's head before deploying fully, adding to the risks. The 806 coped with the side impact well although a protruding arm rest increased the risk of injury. Children would be reasonably protected by the recommended restraints.

**Front impact**

The distance that the steering column moved backwards and the loading from the seat belt and its anchors compromised protection provided for the driver's upper body. The footwell was ruptured by the impact and that, and hard areas around the steering column, increased the chances of the driver injuring his right leg and feet. During the impact, the driver's head restraint came adrift and flew out of the car. Euro NCAP also noted that the centre rear seat is equipped only with a static lap belt that can be removed and stowed in a pocket on the rear of the driver's seat. Doing so may discourage that passenger from strapping in.

### **Side impact**

Damage to the door and resulting intrusion into the cabin happened mostly low down. The driver's head struck the top of the centre pillar and his belt anchorage but not hard enough to cause injury. His abdomen was put at risk by the protruding arm rest, though. Protection was generally good.

### **Child occupant**

Twin front airbags are standard so there is a real danger of death for a child placed in a rear-facing restraint on the front seat. Labelling to warn of this is inadequate and Euro NCAP believes Peugeot needs to take this risk more seriously. Children carried correctly in the recommended restraints would be protected and in particular their heads should be safe from hitting the front seat backs.

### **Pedestrian**

The 806's performance was generally weak – hence its one-star rating – and Euro NCAP has told Peugeot that much more work is needed in this vital safety area. Tests showed that the low-set windscreen offered better protection than did the Peugeot's bonnet or bumper.