

PEUGEOT PARTNER

AUGUST 2019 - ONWARDS
ALL VARIANTS



TESTED
2018



PEUGEOT PARTNER

OVERVIEW

The Peugeot Partner was introduced in Australia in August 2019. This ANCAP safety rating applies to all variants.

The ANCAP rating of the Peugeot Partner light commercial van is based on testing of the Peugeot Rifter passenger van, available in other markets. ANCAP has confirmed that the test results of the Rifter are applicable to the Partner.

Dual frontal, side chest-protecting and side head-protecting (curtain) airbags are standard.

Autonomous emergency braking (City, Interurban and Vulnerable Road User), and lane keep assist (LKA) with lane departure warning (LDW) and emergency lane keep (ELK), are standard on all variants.

NOTE: The Partner does not have rear seats or child restraint anchorages and is therefore not suitable for carrying children under 36kg.

ANCAP SAFETY RATING



RATING YEAR (DATESTAMP)

2018

VEHICLE TYPE

VAN


AIRBAGS

Dual frontal, side chest, side head

RATING APPLICABILITY

VARIANT	BODY TYPE	ENGINE	DRIVETRAIN	AUS	NZ
Peugeot Partner 110 Standard	Van	1.2 litre petrol	FWD	✓	-
Peugeot Partner 92 HDI Long	Van	1.6 litre diesel	FWD	✓	-

ADULT OCCUPANT PROTECTION



90%
34.21 POINTS
OUT OF 38

The passenger compartment of the Peugeot Partner remained stable in the frontal offset test. Dummy readings indicated protection of the driver's chest was ADEQUATE, the front passenger chest was MARGINAL and the driver's and front passenger's lower legs was ADEQUATE.

In the full width frontal test, protection was MARGINAL for the neck and chest of the driver with GOOD protection of all other critical body areas.

In the side impact test, protection offered to all critical body regions of the driver was GOOD.

In the more severe oblique pole test, protection for the head and pelvis was GOOD and chest protection was ADEQUATE.

The autonomous emergency braking system (AEB) showed GOOD performance in low speed test scenarios typical of city driving.

FRONTAL OFFSET#	7.01 (out of 8)
FULL WIDTH FRONTAL#	6.57 (out of 8)
SIDE IMPACT#	8.00 (out of 8)
OBLIQUE POLE#	7.58 (out of 8)
WHIPLASH PROTECTION	1.62 (out of 2)
AEB - City	3.43 (out of 4)

Scaled scores. Total test scored out of 16.00 points.

FRONTAL OFFSET TEST (64 KM/H)



Driver

Head / neck: 4.00 pts
Chest: 3.13 pts
Upper legs: 4.00 pts
Lower legs: 3.94 pts
Deductions: Nil



Front Passenger

Head / neck: 4.00 pts
Chest: 2.38 pts
Upper legs: 4.00 pts
Lower legs: 3.64 pts
Deductions: Nil

FULL WIDTH FRONTAL TEST (50 KM/H)



Driver

Head: 4.00 pts
Neck: 2.52 pts
Chest: 2.62 pts
Upper legs: 4.00 pts
Deductions: Nil

SIDE IMPACT TEST (50 KM/H)



Driver

Head: 4.00 points
Chest: 4.00 points
Abdomen: 4.00 points
Pelvis: 4.00 points
Deductions: Nil

OBLIQUE POLE TEST (32 KM/H)



Driver

Head: 4.00 points
Chest: 3.16 points
Abdomen: 4.00 points
Pelvis: 4.00 points
Deductions: Nil

WHIPLASH (REAR IMPACT) PROTECTION TEST

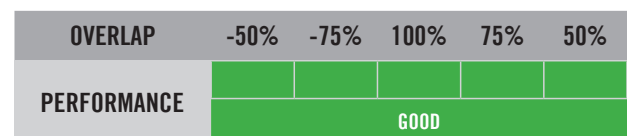


Driver / Front Passenger

Rear: N/A
Front: 1.62 points


AEB - CITY (10-50 KM/H)

Score: 3.43 points



GOOD ADEQUATE MARGINAL WEAK POOR

VULNERABLE ROAD USER PROTECTION



58%
28.23 POINTS
OUT OF 48

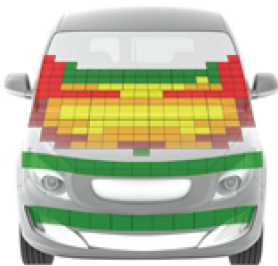
The bonnet provided predominantly ADEQUATE or MARGINAL protection to the head of a struck pedestrian, while POOR results were recorded at the rear of the bonnet, at the base of the windscreen and on the stiff windscreen pillars.

The leading edge of the bonnet and the bumper provided GOOD protection to pedestrians' legs.

The Peugeot Partner is fitted with an autonomous emergency braking system capable of recognising and reacting to pedestrians. The AEB system showed ADEQUATE performance in testing of pedestrian scenarios with MARGINAL performance in low light scenarios. The system does not react to cyclists and was not tested. The system's overall performance was classified as MARGINAL.

HEAD IMPACTS	12.66 (out of 24)
UPPER LEG IMPACTS	6.00 (out of 6)
LOWER LEG IMPACTS	6.00 (out of 6)
AEB - Pedestrian	3.56 (out of 6)
AEB - Cyclist	0.00 (out of 6)

PEDESTRIAN IMPACT TEST (40 KM/H)



AUTONOMOUS EMERGENCY BRAKING (PEDESTRIAN & CYCLIST)

SYSTEM NAME: Active Safety Brake
TYPE: Autonomous emergency braking with forward collision warning
OPERATIONAL FROM: 10-80 km/h
DESCRIPTION: System functions in the daytime and night

TEST SCENARIO	AEB - Pedestrian										AEB - Cyclist					
	Adult crossing towards kerb (50%)		Adult crossing from kerb (25%)		Adult crossing from kerb (75%)		Child running (obstructed)		Adult walking along road		Adult walking along road		FORWARD COLLISION WARNING	Cyclist crossing from kerb	Cyclist travelling along road (50%)	Cyclist travelling along road (25%)
	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT	DAY	DAY	DAY	
	[Icon: Car with pedestrian crossing towards kerb]		[Icon: Car with pedestrian crossing from kerb]		[Icon: Car with pedestrian crossing from kerb]		[Icon: Car with child running]		[Icon: Car with adult walking]		[Icon: Car with adult walking]		[Icon: Car with pedestrian crossing]	[Icon: Car with cyclist crossing]	[Icon: Car with cyclist travelling]	[Icon: Car with cyclist travelling]
PERFORMANCE	GOOD	-	GOOD	MARGINAL	GOOD	ADEQUATE	MARGINAL	-	GOOD	MARGINAL	GOOD	POOR	-	-	-	
	ADEQUATE										NOT AVAILABLE					

GOOD ADEQUATE MARGINAL WEAK POOR

SAFETY ASSIST



74%

9.68 POINTS
OUT OF 13

The Peugeot Partner is fitted as standard with a range of safety assist features including autonomous emergency braking (AEB) and a lane support system (LSS) with lane keep assist (LKA) and emergency lane keeping (ELK) functionality. A blind spot monitoring system (BSM) is not available.

Tests of the AEB system showed ADEQUATE performance, with collisions avoided or mitigated in most scenarios. Overall, effectiveness of the AEB system performance in highway speed scenarios was rated MARGINAL.

A lane support system (LSS) with lane keep assist (LKA) and lane departure warning (LDW) is standard. A blind spot monitoring system (BSM) is not available. Tests of LSS functionality showed GOOD performance, including in the more critical emergency lane keeping test scenarios, with overall performance classified as GOOD.




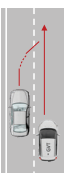

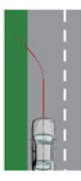
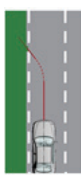

SPEED ASSISTANCE SYSTEMS	1.95 (out of 3)
SEAT BELT REMINDERS	3.00 (out of 3)
LANE SUPPORT SYSTEMS	3.25 (out of 4)
AEB - Interurban	1.48 (out of 3)



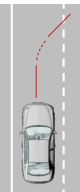


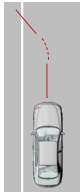
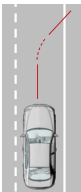
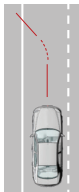
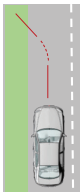
A speed assistance system (SAS) is also standard on the Peugeot Partner. This system identifies the local speed limit and allows the driver to set the speed accordingly.

A seatbelt reminder system is fitted to all seating positions with occupancy detection available for the front passenger seating position.

LANE SUPPORT SYSTEMS (LSS)

SYSTEM NAME: Lane Keeping Assist
OPERATIONAL FROM: 60-180 km/h

		EMERGENCY LANE KEEPING (ELK)						
TEST SCENARIO	Oncoming vehicle	Overtaking vehicle (GVT at 72 km/h)		Overtaking vehicle (GVT at 80 km/h)		Road edge		
		UNINTENTIONAL	INTENTIONAL	UNINTENTIONAL	INTENTIONAL			
								
PERFORMANCE	GOOD	-	-	-	-	GOOD	GOOD	GOOD

		LANE KEEP ASSIST (LKA)								
TEST SCENARIO	Dashed Line				Solid Line				Road Edge	
										
PERFORMANCE	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	MARGINAL

HUMAN MACHINE INTERFACE (HMI)		
FUNCTION	Lane Departure Warning (LDW)	PASS
	Blind Spot Monitoring (BSM)	NOT AVAILABLE

GOOD ADEQUATE MARGINAL WEAK POOR

SAFETY ASSIST



74%

9.68 POINTS
OUT OF 13

AUTONOMOUS EMERGENCY BRAKING (INTERURBAN)

SYSTEM NAME: Active Safety Brake
TYPE: Autonomous emergency braking with forward collision warning
OPERATIONAL FROM: 5-85 km/h
DESCRIPTION: Defaults ON for every journey

HUMAN MACHINE INTERFACE (HMI)																																																	
FUNCTION	<table border="1"> <tr> <td>Supplementary warning</td> <td>NOT FITTED</td> </tr> <tr> <td>Restraint activation / dynamic retractors</td> <td>NOT FITTED</td> </tr> </table>	Supplementary warning	NOT FITTED	Restraint activation / dynamic retractors	NOT FITTED																																												
Supplementary warning	NOT FITTED																																																
Restraint activation / dynamic retractors	NOT FITTED																																																
FORWARD COLLISION WARNING (FCW)																																																	
TEST SCENARIO	<table border="1"> <thead> <tr> <th colspan="5">Driving towards a stationary car</th> <th colspan="5">Driving towards a slower moving car</th> </tr> </thead> <tbody> <tr> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td colspan="10">PERFORMANCE</td> </tr> <tr> <td colspan="10">ADEQUATE</td> </tr> </tbody> </table>	Driving towards a stationary car					Driving towards a slower moving car															PERFORMANCE										ADEQUATE																	
	Driving towards a stationary car					Driving towards a slower moving car																																											
PERFORMANCE																																																	
ADEQUATE																																																	
AUTONOMOUS EMERGENCY BRAKING - Interurban																																																	
TEST SCENARIO	<table border="1"> <thead> <tr> <th colspan="2">Toward car braking lightly</th> <th colspan="2">Toward car braking heavily</th> <th colspan="5">Driving towards a slower moving car</th> </tr> <tr> <th>12m HEADWAY</th> <th>40m HEADWAY</th> <th>12m HEADWAY</th> <th>40m HEADWAY</th> <th colspan="5"></th> </tr> </thead> <tbody> <tr> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td colspan="10">PERFORMANCE</td> </tr> <tr> <td colspan="10">ADEQUATE</td> </tr> </tbody> </table>	Toward car braking lightly		Toward car braking heavily		Driving towards a slower moving car					12m HEADWAY	40m HEADWAY	12m HEADWAY	40m HEADWAY																PERFORMANCE										ADEQUATE									
	Toward car braking lightly		Toward car braking heavily		Driving towards a slower moving car																																												
	12m HEADWAY	40m HEADWAY	12m HEADWAY	40m HEADWAY																																													
PERFORMANCE																																																	
ADEQUATE																																																	

SPEED ASSISTANCE SYSTEMS (SAS)

SYSTEM NAME: Speed Sign Recognition with recommendation

SAS FEATURE	DESCRIPTION
Speed Limit Information Function (SLIF)	Camera based
Speed Limitation Function	System advised

SEAT BELT REMINDERS (SBR)

WARNING TYPE	DRIVER	FRONT PASSENGER	REAR PASSENGERS
Occupant Detection	-	●	-
Visual	●	●	-
Audible	●	●	-

● PASS ● FAIL ✗ NOT AVAILABLE - NOT APPLICABLE

GOOD ADEQUATE MARGINAL WEAK POOR

SAFETY FEATURES & TECHNOLOGIES

FEATURE / TECHNOLOGY~	AVAILABILITY	
	AUS	NZ
Seat belts (three-point) for all forward-facing seats	●	-
Seat belt pre-tensioners (front)	●	-
Seat belt pre-tensioners (rear outboard) - 2nd row	-	-
Seat belt pre-tensioners (rear centre) - 2nd row	-	-
Seat belt pre-tensioners (rear outboard) - 3rd row	-	-
Intelligent seat belt reminder (driver)	●	-
Intelligent seat belt reminder (front passenger)	●	-
Intelligent seat belt reminder (2nd row seats)	-	-
Intelligent seat belt reminder (3rd row seats)	-	-
Airbag - frontal (driver)	●	-
Airbag - frontal (passenger)	●	-
Airbags - side, chest protection (front seats)	●	-
Airbags - side, chest protection (2nd row seats)	-	-
Airbags - side, chest protection (3rd row seats)	-	-
Airbags - side, head protection (front seats)	●	-
Airbags - side, head protection (2nd row seats)	-	-
Airbags - side, head protection (3rd row seats)	-	-
Airbag - knee (driver)	✗	-
Airbag - knee (front passenger)	✗	-
Airbag disabling switch - automatic (front passenger)	✗	-
Airbag disabling switch - manual (front passenger)	✗	-
Head restraints for all seats	●	-
Active bonnet	✗	-
Adaptive cruise control (ACC)	✗	-
Adaptive headlights	✗	-
Anti-lock braking system (ABS)	●	-
Autonomous emergency braking (AEB) - City	●	-
Autonomous emergency braking (AEB) - Interurban	●	-
Autonomous emergency braking (AEB) - VRU	●	-
Automatic emergency call (eCall)	✗	-
Automatic headlights	●	-
Automatic high beam	✗	-

FEATURE / TECHNOLOGY~	AVAILABILITY	
	AUS	NZ
Blind spot monitor (BSM)	✗	-
Child presence alert	✗	-
Daytime running lights (DRL)	●	-
Electronic brakeforce distribution (EBD)	●	-
Electronic data recorder (EDR)	✗	-
Electronic stability control (ESC)	●	-
Emergency brake assist (EBA)	●	-
Emergency stop signal (ESS)	●	-
Fatigue reminder	●	-
Fatigue detection	✗	-
Forward collision warning (FCW)	●	-
Hill launch assist	✗	-
Integrated child seat / restraint	✗	-
ISOFix	✗	-
Lane departure warning (LDW)	●	-
Lane keep assist (LKA)	●	-
Pre-crash systems	✗	-
Rear cross-traffic alert (RCTA)	✗	-
Reversing collision avoidance (camera)	●	-
Reversing collision avoidance (auto brake)	✗	-
Roll stability system	✗	-
Secondary / multi-collision brake	✗	-
Speed assistance - auto / intelligent speed limiter	✗	-
Speed assistance - manual speed limiter	●	-
Speed assistance - speed sign recognition & warning	●	-
Smart (intelligent) key	✗	-
Trailer stability control	✗	-
Tyre pressure monitoring system (TPMS)	●	-
Vehicle-to-infrastructure communication (V2I)	✗	-
Vehicle-to-vehicle communication (V2V)	✗	-

~ Specifications & availability subject to change. Please check with the vehicle manufacturer for confirmation of vehicle specification.

● STANDARD ● NOT AVAILABLE ON BASE VARIANT BUT STANDARD OR OPTIONAL ON HIGHER VARIANTS ○ OPTIONAL ✗ NOT AVAILABLE

MODEL VARIANTS:

ANCAP safety ratings do not automatically extend to variants that have different body styles, engine configurations, driven wheels or occupant restraint systems (e.g. fewer airbags). In these cases, ANCAP considers technical evidence submitted by manufacturers before deciding on the extension of a rating to additional variants of a model.

RATING YEAR (DATESTAMP):

The Rating Year denotes the year requirements against which a vehicle has been assessed. The Rating Year is determined by ANCAP and, for vehicles rated from 2018, the Rating Year is the year in which the vehicle was tested.

ASSESSMENT DETAILS

TESTED MAKE / MODEL	Peugeot Rifter Allure LHD
TESTED VEHICLE(S) BUILT	2018
TESTED BODY TYPE	VAN
TESTED VEHICLE ENGINE	1.5 litre diesel
RATING PUBLISHED	December 2019
RATING UPDATED	N/A