

Citroën Jumpy

Vehicle tested: FIAT Scudo 2.0 diesel, Combi, LHD

2012



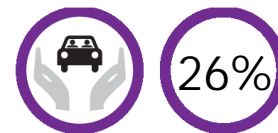
ADULT OCCUPANT



CHILD OCCUPANT



PEDESTRIAN



SAFETY ASSIST

ADULT OCCUPANT

Total 21 pts | 59%

FRONTAL IMPACT

13,4 pts



Driver



Passenger

SIDE IMPACT CAR

7,4 pts



Car

REAR IMPACT (WHIPLASH)

0,5 pts



FRONTAL IMPACT

HEAD

Driver airbag contact	stable
Passenger airbag contact	stable

CHEST

Passenger compartment	stable
Windscreen Pillar rearward	5mm
Steering wheel rearward	none
Steering wheel upward	13mm
Chest contact with steering wheel	none

UPPER LEGS, KNEES AND PELVIS

Stiff structures in dashboard	Passenger side facia
Concentrated loads on knees	Passenger side facia

LOWER LEGS AND FEET

Footwell Collapse	none
Rearward pedal movement	clutch - 53mm
Upward pedal movement	none

SIDE IMPACT

Head protection airbag	No
Chest protection airbag	No

WHIPLASH

Seat description	
Head restraint type	
Geometric assessment	0 pts

TESTS

- High severity	0 pts
- Medium severity	0 pts
- Low severity	0 pts

TEST RESULTS

CHILD OCCUPANT

Total 42 pts | 86%

18 MONTH OLD CHILD

Restraint Britax-Römer Baby Safe
Group 0, 0+
Facing rearward
Installation Adult seatbelt



PERFORMANCE 12 pts
INSTRUCTIONS 4 pts
INSTALLATION 2 pts

FRONTAL IMPACT

Head forward movement protected
Head acceleration good
Chest load good

SIDE IMPACT

Head containment protected
Head acceleration good

3 YEAR OLD CHILD

Restraint Britax-Römer Duo Plus
Group 1
Facing forward
Installation ISOFIX anchorages and top tether



PERFORMANCE 12 pts
INSTRUCTIONS 4 pts
INSTALLATION 2 pts

FRONTAL IMPACT

Head forward movement protected
Head acceleration good
Chest load good

SIDE IMPACT

Head containment protected
Head acceleration good

VEHICLE BASED ASSESSMENT

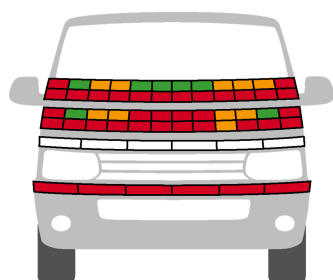
6 pts

Airbag warning Label

Regulation-compliant label on both sides of the passenger sun visor

PEDESTRIAN

Total 8 pts | 26%



GOOD
MARGINAL
POOR

HEAD 7,8 pts
PELVIS 0 pts
LEG 0 pts

SAFETY ASSIST

Total 2 pts | 26%

SPEED LIMITATION ASSISTANCE 0,8 pts

- active, optional Pass

ELECTRONIC STABILITY CONTROL (ESC) 0 pts

Not assessed

Yaw rate ratio (1.00s) 0,00 %

Yaw rate ratio (1.75s) 0,00 %

Lateral displacement (1.07s) m

SEATBELT REMINDER 1 pts

- driver Pass

- passenger Not assessed

- rear Not assessed

DETAILS OF TESTED CAR

SPECIFICATIONS

Tested model	Vehicle tested: FIAT Scudo 2.0 diesel, Combi, LHD
Body type	Van-based people carrier
Year of publication	2012
Kerb weight	1801kg
VIN from which rating applies	all Jumpys of the specification tested

SAFETY EQUIPMENT

Front seatbelt pretensioners	
Front seatbelt load limiters	
Driver frontal airbag	
Front passenger frontal airbag	meeting fitment requirements
Speed Limitation Assistance	meeting fitment requirements
Seatbelt Reminder	driver only

COMMENTS

Adult occupant

The passenger compartment remained stable in the frontal impact. Although the car tested had two separate front seats, the passenger airbag is wide enough to protect a third, centre occupant in cars fitted with a bench-style passenger seat. Dummy readings indicated good protection of the knees and femurs of the driver and front passenger. For the outboard leg of the front passenger, the fascia end posed a risk of injury but the dashboard was otherwise considered to provide good protection to those of other sizes and those sat in different positions. In the side barrier test, protection of the chest was adequate and that of other body regions was good. No pole test was done as a head-protecting airbag did not meet fitment requirements. A geometric assessment of the front and rear seats revealed poor protection against whiplash injury in the event of a rear-end collision.

Child occupant

Based on dummy readings in the front and side impact tests, the vehicle scored maximum points for its protection of both the 18 month and 3 year infants. In the frontal test, forward movement of the 3 year dummy, sat in a forward-facing seat, was not excessive. In the side impact, both dummies were properly contained by their restraints, minimising the likelihood of head contacts with the vehicle interior. The front passenger airbag can be disabled to allow a rearward-facing restraint to be used in that seating position. However, information provided to the driver regarding the status of the airbag is not sufficiently clear, and the system was not rewarded. The dangers of using a rearward-facing restraint in that seat without first disabling the airbag are clearly indicated inside the vehicle.

Pedestrian

The bumper provided poor protection to pedestrians' legs in all areas tested and scored no points. Assessment of the front edge of the bonnet was not appropriate owing to the shape and height of the vehicle. In those areas likely to be struck by the head of a child or that of an adult, protection was predominantly poor.

Safety assist

Electronic stability control is available as an option but did not meet Euro NCAP's fitment requirements, and was not assessed. There is a seatbelt reminder system for the driver's seat and a driver-set speed limitation device is standard equipment on more than half of vehicles sold, and met Euro NCAP's technical requirements.