



Citroën Jumpy (Dispatch)

2.0 HDI



BRONZE 2021

SAFETY ASSIST PERFORMANCE



37%

SPECIFICATION

TESTED MODEL	Citroën Jumpy (Dispatch) – 2.0 HDI
BODY TYPE / CATEGORY	Monocoque / N1
KERB / PAYLOAD / TEST WEIGHT	1824 kg / 1276 kg / 2019 kg
APPLIES TO	3 rd generation 2016 to present

SAFETY EQUIPMENT

SAFETY ASSIST	Driver	Passenger
Seat Belt reminder	●	●

ADVANCED DRIVER ASSISTANCE SYSTEMS (ON TESTED VARIANT)	
AEB Car-to-Car	○
AEB Pedestrian	○
AEB Cyclist	✗
Lane Support Systems	○
Speed Assist Systems	●
Attention Assist	●

● STANDARD ○ FITTED AS OPTION ✗ NOT AVAILABLE

Verdict

The Jumpy (Dispatch) offers the consumer some choice of safety equipment, but there are better vans available. The overall result is let down by poor implementation of basic systems like SBR and lane support. More care in these areas might have elevated the vehicle beyond its current bronze medal ranking.

For detailed comments see below.

SAFETY ASSIST PERFORMANCE

Total 37%

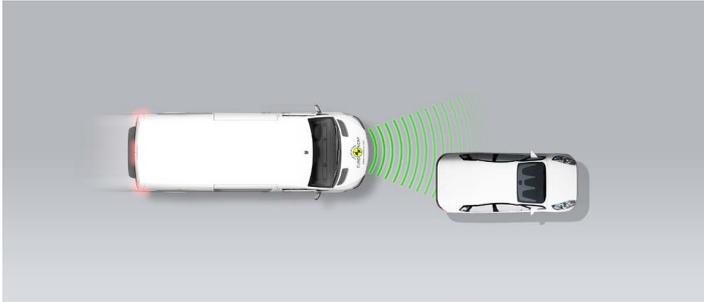
AEB CAR-TO-CAR

20.6 / 30 Pts

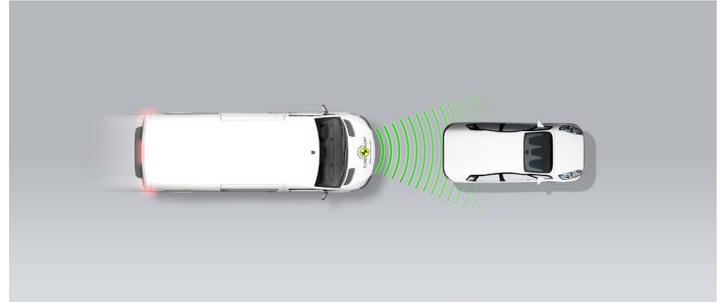
Type	AEB & FCW
Operational From	0 km/h

Autobrake function only

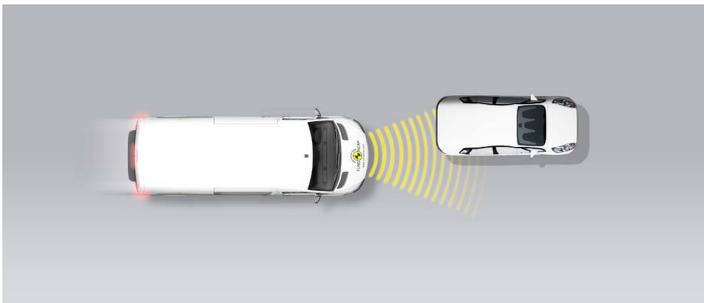
Approaching a stationary car



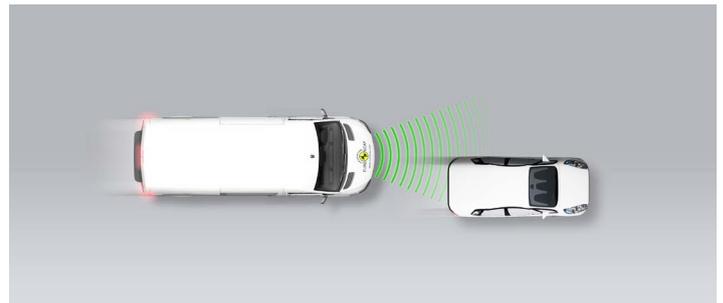
Approaching a stationary car



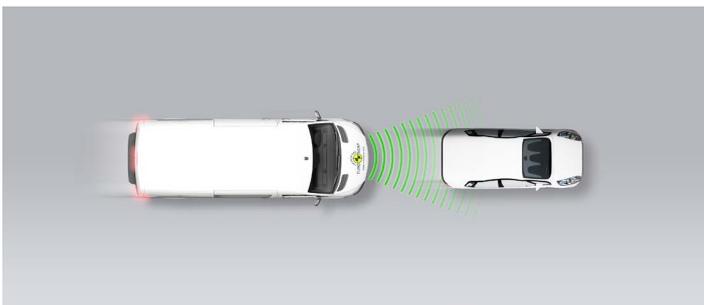
Approaching a stationary car



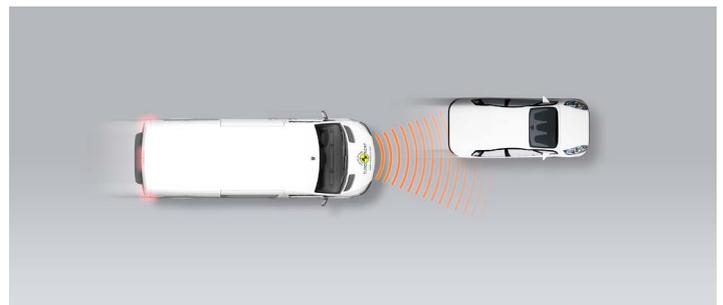
Approaching a slower moving car



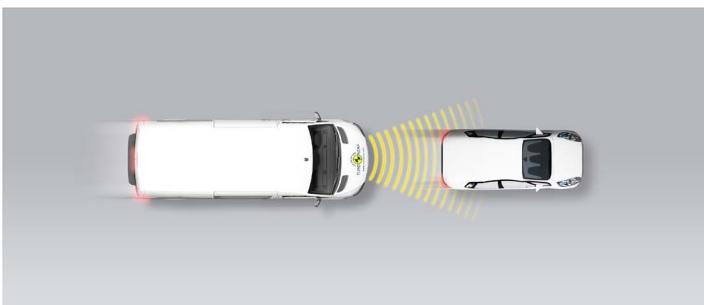
Approaching a slower moving car



Approaching a slower moving car



Approaching a braking car



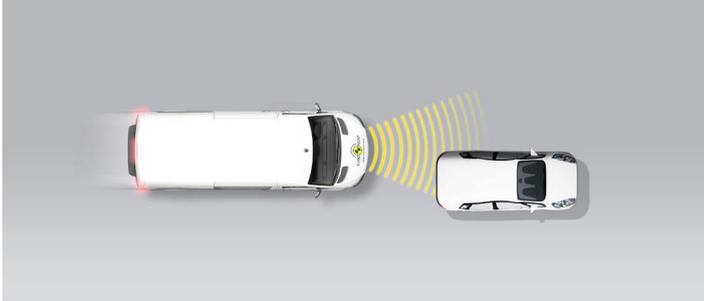
GOOD
 ADEQUATE
 MARGINAL
 WEAK
 POOR

SAFETY ASSIST PERFORMANCE

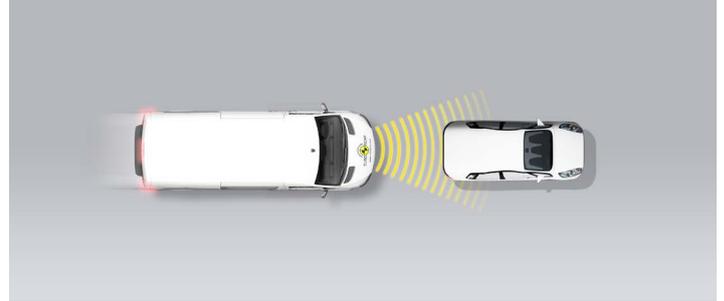
Total 37%

Driver reacts to warning (Forward Collision Warning - FCW)

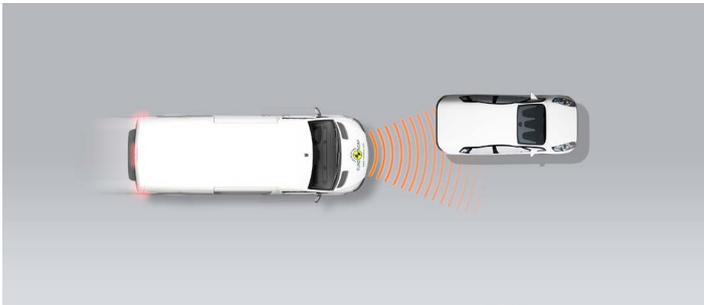
Approaching a stationary car



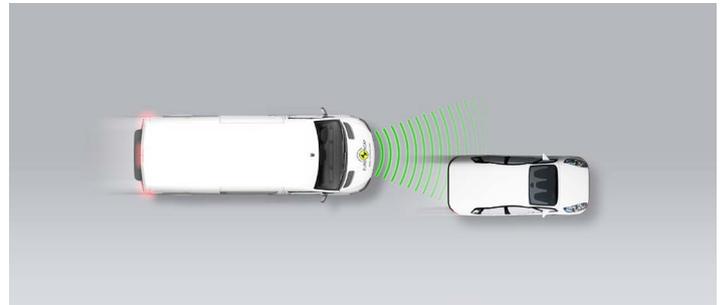
Approaching a stationary car



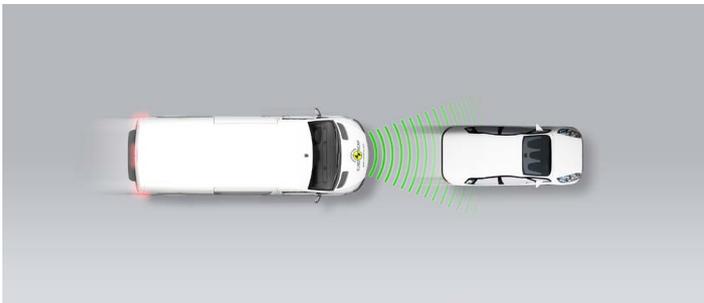
Approaching a stationary car



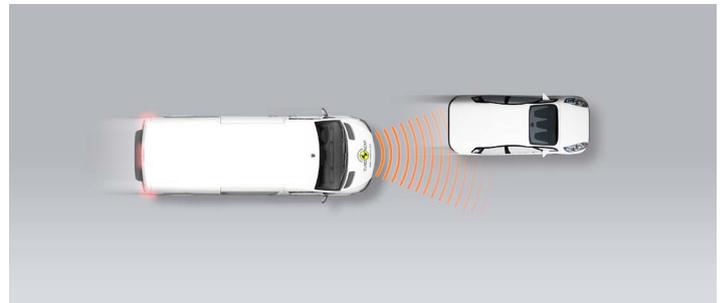
Approaching a slower moving car



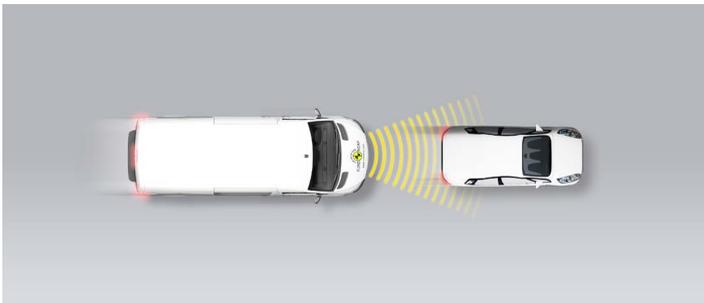
Approaching a slower moving car



Approaching a slower moving car



Approaching a braking car



	GOOD		ADEQUATE		MARGINAL		WEAK		POOR
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SAFETY ASSIST PERFORMANCE

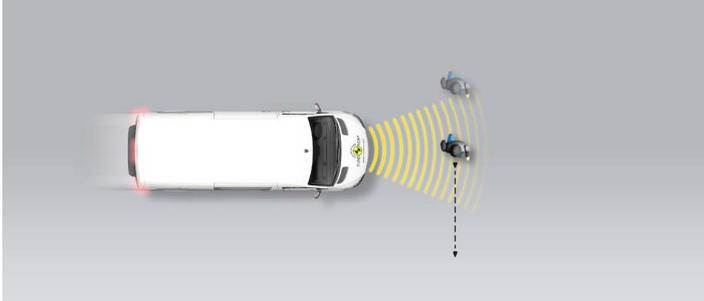
Total 37%

AEB PEDESTRIAN

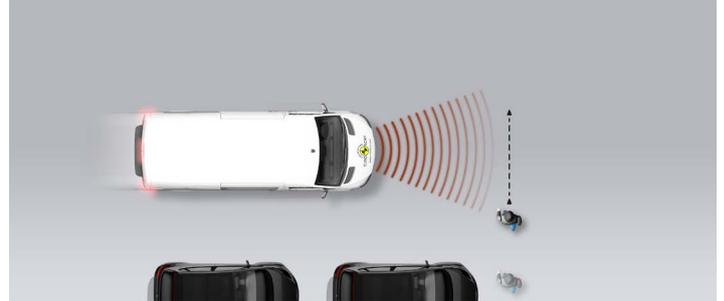


4.8 / 10 Pts

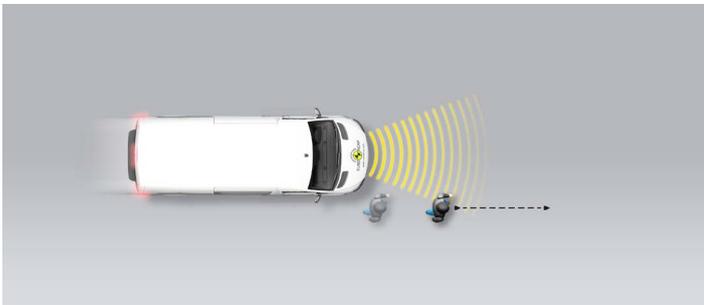
Adult crossing the road



Child running from behind parked vehicles



Adult along the roadside

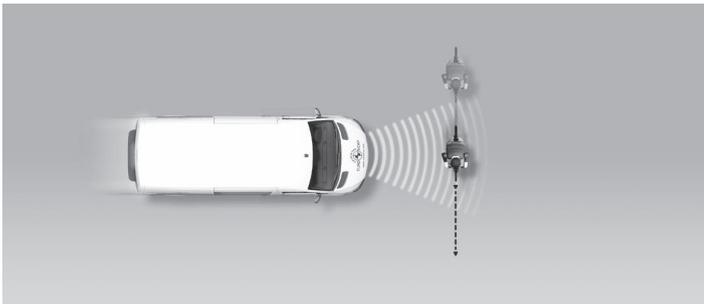


AEB CYCLIST

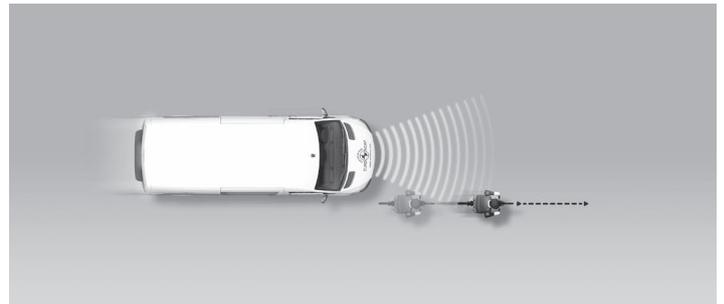


N/A

Cyclist crossing



Cyclist along the roadside



GOOD

ADEQUATE

MARGINAL

WEAK

POOR

SAFETY ASSIST PERFORMANCE

Total 37%

LANE SUPPORT

1.3 / 20 Pts

Type	LDW & BLIS
Operational From	80 km/h
PERFORMANCE	
Emergency Lane Keeping (ELK) / Lane Keep Assist (LKA)	—
Lane Departure Warning (LDW)	
Blind Spot Information System (BLIS)	

SPEED ASSISTANCE

5.4 / 15 Pts

Speed Limit Information Function	Camera & Map
Speed Limitation Function	Manually set

OCCUPANT STATUS MONITORING

5.0 / 15 Pts

DRIVER MONITORING	
Attention Assist Driver	

SEATBELT REMINDER	Driver Seat	Front Passenger
Visual Warning		
Audible Warning		

PASS FAIL — NOT AVAILABLE

GOOD ADEQUATE MARGINAL WEAK POOR

 SAFETY ASSIST PERFORMANCE

Total 37%

Comment

Like many other vehicles in this sector, almost all safety equipment on the Jumpy (known as 'Dispatch' in the UK) is offered only as an option. Autonomous emergency braking (AEB) incorporating forward collision warning (FCW) is one such option. Up to a certain speed, the system performed well in tests where the Jumpy was approaching the rear of a stationary car, with collisions avoided or mitigated in most cases. However, at the higher tests speeds the FCW did not react. When approaching a slower-moving car, performance was better, and was considered adequate even at the higher test speeds. However, it was noticeable that the AEB/FCW performance was very asymmetric. If the target car was offset significantly to the right/left, good performance was maintained. However, if the target was offset significantly to the right/left, there was no reaction from the system and no degree of collision mitigation. The system showed marginal performance in its response to pedestrians. In the case of a child running from behind parked cars on the nearside, performance was poor. The system does not react to cyclists.

Lane departure warning is the only lane assistance system on offer. The system met Euro NCAP's requirements when tested but was not rewarded as it is operational only at speeds above 80 km/h. A blind-spot information system is available as an option.

A speed-limit information system utilises a camera and digital mapping to inform the driver of the local speed limit. This system performed well but the driver-set limiter was unable to maintain the set speed with sufficient accuracy to meet Euro NCAP's requirements and was not rewarded.

A seatbelt reminder is standard for the driver's seat and the passenger seat. However, the system failed Euro NCAP's requirements on the passenger side and was not rewarded. A driver-state monitoring system warns the driver if steering inputs characteristic of fatigued or impaired driving is detected. However, this system does not switch on by default at the beginning of each journey so no points were scored.

 GOOD

 ADEQUATE

 MARGINAL

 WEAK

 POOR

FITMENT

	FRANCE	GERMANY	ITALY	LUXEMBOURG	SPAIN	SWEDEN	THE NETHERLANDS	UNITED KINGDOM
AUTONOMOUS EMERGENCY BRAKING SYSTEMS								
AEB Car-to-Car	○	○	○	○	○	○	○	○
AEB Pedestrian	○	○	○	○	○	○	○	○
AEB Cyclist	✗	✗	✗	✗	✗	✗	✗	✗
LANE SUPPORT SYSTEMS								
Emergency Lane Keeping / Lane Keep Assist	✗	✗	✗	✗	✗	✗	✗	✗
Lane Departure Warning	○	○	○	○	○	○	○	○
Blind Spot Information System	○	○	○	○	○	○	○	○
SPEED ASSIST SYSTEMS								
Speed Limit Information Function	○	○	○	○	○	○	○	○
Speed Limitation Function	●	●	●	●	●	●	●	●
OCCUPANT STATUS MONITORING SYSTEMS								
Seatbelt Reminder - Driver	●	●	●	●	●	●	●	●
Seatbelt Reminder - Passenger	●	●	●	●	●	●	●	●
Attention Assist	●	●	●	●	●	●	●	●
● STANDARD ○ FITTED AS OPTION ✗ NOT AVAILABLE								

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