TEST RESULTS

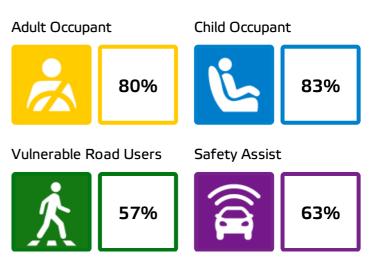


Citroën C4 Standard Safety Equipment



2021 🔶 🛧 🛧 🛧 🏠





SPECIFICATION

Tested Model	Citroën C4 1.2 petrol 'Feel Pack', LHD
Body Type	- 5 door hatchback
Year Of Publication	2021
Kerb Weight	1305kg
VIN From Which Rating Applies	- all C4s
Class	Small Family Car



SAFETY EQUIPMENT

	Driver	Passenger	Rear
FRONTAL CRASH PROTECTION			
Frontal airbag	•	•	—
Belt pretensioner	•		•
Belt loadlimiter	•		٠
Knee airbag	×	×	_
LATERAL CRASH PROTECTION			
Side head airbag	•		٠
Side chest airbag	•		×
Side pelvis airbag	×	×	×
Centre Airbag	×	×	×

Euro NCAP © Citroën C4 May 2021 2/18



SAFETY EQUIPMENT (NEXT)

	Driver	Passenger	Rear
CHILD PROTECTION			
Isofix	_	×	٠
Integrated CRS		×	×
Airbag cut-off switch	_		_
SAFETY ASSIST			
Seat Belt Reminder	•		٠

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.

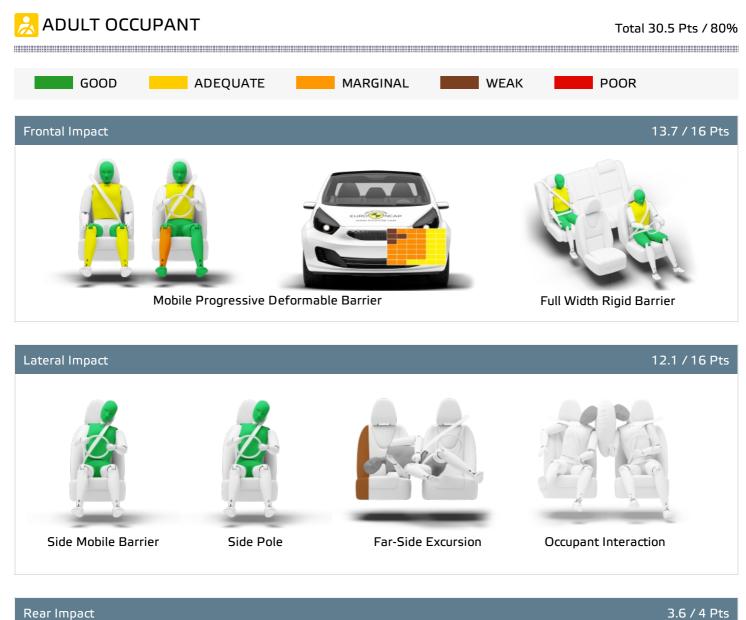
Fitted to the vehicle as standard

 \bigcirc 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





Rear Impact



Rear Seat



Front Seat

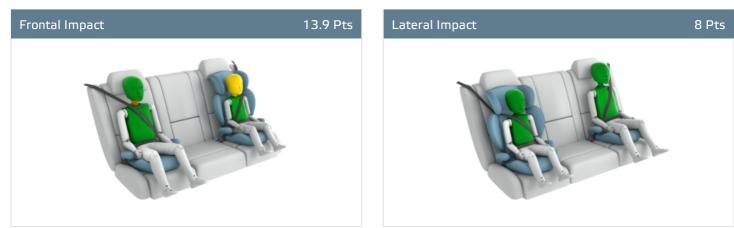




Comments

The passenger compartment of the C4 remained stable in the frontal offset test. Dummy readings demonstrated good protection of the knees and femurs of both the driver and passenger dummies. Citroën showed that the same level of protection would be provided to the upper legs of occupants of different statures to the test dummy and to those sitting in different positions. However, dummy readings also indicated marginal protection of the front passenger's lower leg. Analysis of decelerations of the impact trolley and of the deformed impact barrier after the test indicated that the C4 would be a reasonably benign collision partner. In the full-width rigid barrier test, good or adequate protection was provided to all critical parts of the body. The C4 scored maximum points in both the side barrier and side pole impacts, with good protection of all critical body regions. The extent to which sideways excursion (movement of the occupant to the opposite side of the car) was mitigated was rated as [poor] [weak], and no counter-measure is fitted to prevent occupant to occupant injuries in side impacts. Tests on the front seats and head restraints demonstrated good protection. The C4 is equipped with 'In-Crash Braking', a system designed to prevent secondary impacts after a collision. However, the system did not meet Euro NCAP's requirements and was not rewarded.





Restraint for 6 year old child: *Britax Römer Kidfix*² *R* Restraint for 10 year old child: *GRACO Booster*

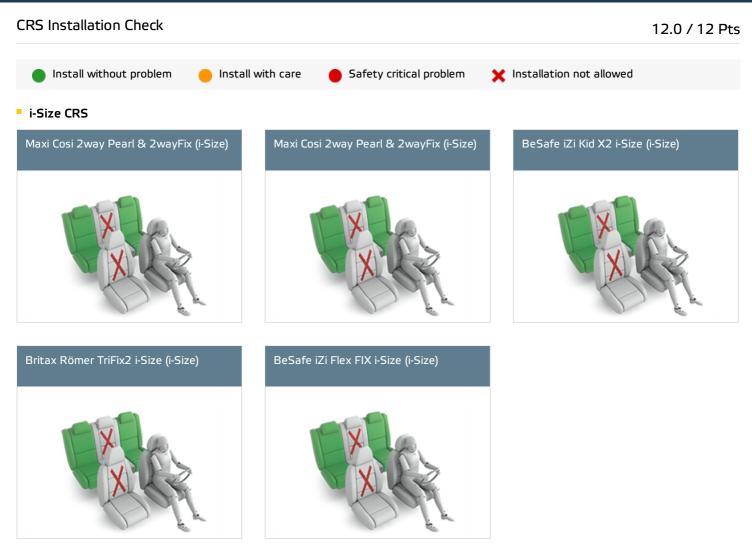
Safety Features

7.0 / 13 Pts

	Passenger	outboard	center
Isofix	×		×
i-Size	×	•	×
Integrated CRS	×	×	×







ISOFIX CRS





😉 CHILD OCCUPANT

Total 40.9 Pts / 83%

Universal Belted CRS



Cybex Solution Z i-Fix (Belt)



Maxi Cosi Cabriofix & EasyFix (Belt)







💪 CHILD OCCUPANT

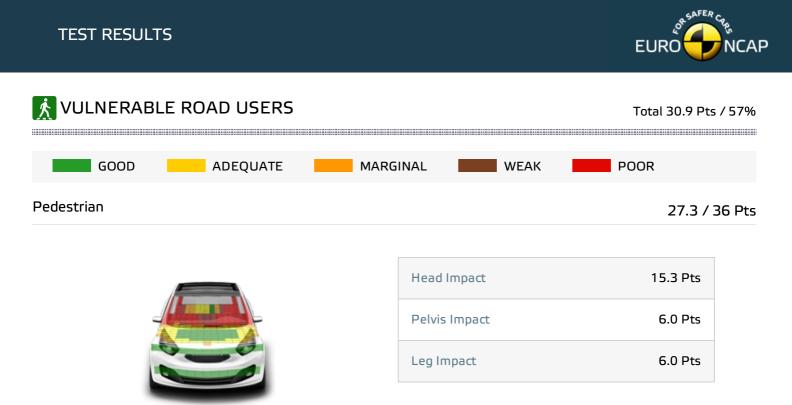
Total 40.9 Pts / 83%

		Seat Position			
	Front	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)					

Not available

Comments

In the frontal offset test, protection of the neck of the 10 year dummy was rated as marginal, based on readings of tensile forces. Otherwise, protection of the 10 and 6 year dummies was good or adequate. In the side barrier impact, protection of all critical body areas was good for both child dummies. 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. All of the child restraint types for which the C4 is designed could be properly installed and accommodated.



Vulnerable Road Users

3.6 / 18 Pts

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



K VULNERABLE ROAD USERS

Total 30.9 Pts / 57%

AEB Pedestrian 3.6 / 9 Pts

Day time

Vehicle reversing into standing pedestrian



Adult crossing the road



Adult along the roadside



Night time



Adult along the roadside





Child running from behind parked vehicles



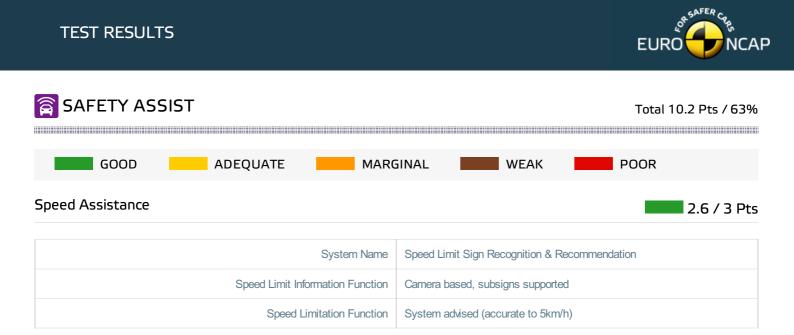


🕺 VULNERABLE ROAD USERS

Total 30.9 Pts / 57%

Comments

The protection provided by the bonnet to the head of a struck pedestrian was predominantly good or adequate over the bonnet surface but tests on areas around the base of the windscreen and on the stiff windscreen pillars indicated poor protection. The bumper provided good protection to pedestrians' legs and the pelvis area was also well protected, the C4 scoring maximum points in both of these areas. The autonomous emergency braking (AEB) system of the C4 detects some vulnerable road users as well as other vehicles. In tests of its response to pedestrians, the AEB system showed marginal performance, with avoidance or mitigation only in some of the test scenarios.



Occupant Status Monitoring

2.0 / 3 Pts

Applies To		Front	and many aportal including this	
Applies To		Front a	and rear seats, including third	Irow
Warning	Driver Sea	at	Front Passenger(s)	Rear Passenger(s)
Visual	•		٠	•
Audible	٠		٠	
Occupant Detection			•	•
Pass Fail _ Not available		1		
Driver Monitoring				1.0 / 1
S	System Name	Driver Attenti	on Warning	
	Туре	Steering inpu	t and standard deviation of la	ne positioning



SAFETY ASSIST

Total 10.2 Pts / 63%

Lane Support	3.3 / 4 Pts
System Name	Lane Keeping Assist
Туре	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

2.4 / 6 Pts

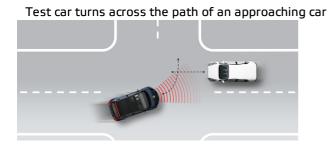
System Name	Active Safety Brake
Туре	Autonomous emergency braking and forward collision warning
Operational From	10 km/h
Sensor Used	camera only





Total 10.2 Pts / 63%

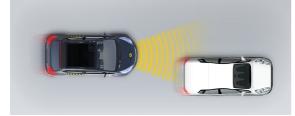
Autobrake function only



Approaching a stationary car

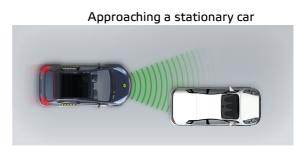


Approaching a slower moving car



Approaching a slower moving car





Approaching a stationary car



Approaching a slower moving car



Approaching a braking car

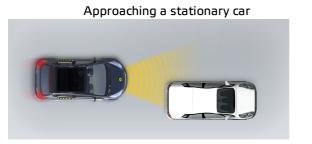






Total 10.2 Pts / 63%

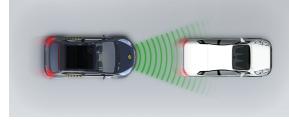
Driver reacts to warning



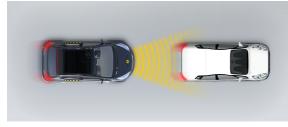
Approaching a stationary car

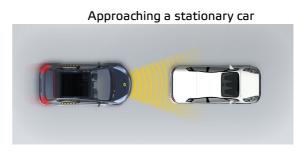


Approaching a slower moving car

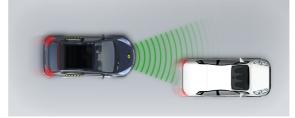


Approaching a braking car

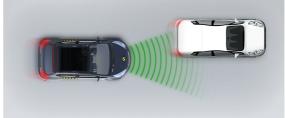




Approaching a slower moving car



Approaching a slower moving car





RATING VALIDITY

Variants of Model Range

Body Type	Engine & Transmission	Model Name/Code	Drivetrain	Rating	Applies
				LHD	RHD
5 door hatchback	1.2 petrol*	C4	4 x 2	\checkmark	\checkmark
5 door hatchback	1.5 diesel	C4	4 x 2	\checkmark	~
5 door hatchback	pure electric	ë-C4	4 x 2	\checkmark	~

* Tested variant



Annual Reviews and Facelifts

Date	Event	Outcome	
May 2021	Rating Published	2021 🚖 🚖 🚖 🏠	✓

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