



Citroën Jumpy (Dispatch) 2.0 HDI





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	0			
AEB Pedestrian	0			
AEB Cyclist	×			
Lane Support Systems	0			
Speed Assist Systems				
Attention Assist	0			

STANDARD

FITTED AS OPTION

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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.



Туре

Operational From

Version 210223

SCENARIO	Autobrake function only	Driver reacts to warning
Approaching a stationary car		
Approaching a slower moving car		
Approaching a braking car		
Turning across the path of an oncoming car		

AEB & FCW

Autobrake

Driver reacts to

0 km/h

AEB PEDESTRIAN

AEB CAR-TO-CAR

SCENARIO	Day time	Night time
Adult crossing the road		
Child running from behind parked vehicles		
Adult along the roadside		
Vehicle reversing into standing pedestrian		
Pedestrian crossing a road into which a van is turning		

AEB CYCLIST

SCENARIO	Day time
Cyclist crossing	
Cyclist along the roadside	
Cyclist from nearside, obstructed view	



24%

13.7 / 30 Pts

Total

1.3 / 10 Pts

N/A



24%

0.0 / 15 Pts

Total

SAFETY ASSIST PERFORMANCE

LANE SUPPORT 2.5 / 20 Pts

Туре	LDW & BLIS
Operational From	0 km/h
PERFORMANCE	
Emergency Lane Keeping (ELK) / Lane Keep Assist (LKA)	—
Lane Departure Warning (LDW)	•
Blind Spot Information System (BLIS)	

SPEED ASSISTANCE 6.6 / 15 Pts Speed Limit Information Function Camera & Map Speed Limitation Function System advised

OCCUPANT STATUS MONITORING

DRIVER MONITORING	
Attention Assist Driver	

SEATBELT REMINDER	Driver Seat	Front Passenger	
Visual Warning			
Audible Warning			





SAFETY ASSIST PERFORMANCE

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's response to pedestrians was rated as marginal against Euro NCAP's 2023 protocols. 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. In 2022, 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. Citroen state that the accuracy of the system has since been improved but Euro NCAP has not been able to verify these claims.

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.





FITMENT

	AUTONOMOUS EMERGENCY BRAKING SYSTEMS		LANE SUPPORT SYSTEMS		SPEED ASSIST SYSTEMS		OCCUPANT STATUS MONITORING SYSTEMS				
	AEB Car-to-Car	AEB Pedestrian	AEB Cyclist	Emergency Lane Keeping / Lane Keep Assist	Lane Departure Warning	Blind Spot Information System	Speed Limit Information Function	Speed Limitation Function	Seat Belt Reminder - Driver	Seat Belt Reminder - Passenger	Attention Assist
Austria	0	0	×	×	0	0	0				0
Belgium	0	0	×	×	0	0	0				0
Bulgaria	0	0	×	×	0	0	0				0
Croatia	0	0	×	×	0	0	0				0
Cyprus	0	0	×	×	0	0	0				0
Czech Republic	0	0	×	×	0	0	0				0
Denmark	0	0	×	×	0	0	0				0
Estonia	0	0	×	×	0	0	0				0
Finland	0	0	×	×	0	0	0				0
France	0	0	×	×	0	0	0				0
Germany	0	0	×	×	0	0	0				0
Greece	0	0	×	×	0	0	0				0
Hungary	0	0	×	×	0	0	0				0
Ireland	0	0	×	×	0	0	0				0
Italy	0	0	×	×	0	0	0				0
Latvia	0	0	×	×	0	0	0				0
Lithuania	0	0	×	×	0	0	0				0
Luxembourg	0	0	×	×	0	0	0				0
Malta	0	0	×	×	0	0	0				0
The Netherlands	0	0	×	×	0	0	0				0
Norway	0	0	×	×	0	0	0				0
Poland	0	0	×	×	0	0	0				0
Portugal	0	0	×	×	0	0	0				0
Romania	Ο	0	×	×	0	0	0				0
Slovakia	Ο	0	×	×	0	0	0				0
Slovenia	0	0	×	×	0	0	0				0
Spain	Ο	0	×	×	0	0	0				0
Sweden	0	0	×	×	0	0	0				0
United Kingdom	0	0	×	×	0	0	0				

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X NOT AVAILABLE

VEHICLE NOT SOLD