

**DS 4**
With Safety Pack

2022



Adult Occupant



85%

Child Occupant



86%

Vulnerable Road Users



74%

Safety Assist



82%

SPECIFICATION

Tested Model	DS4 1.6 hybrid, LHD
Safety pack	Safety Pack Plus
Body Type	- 5 door hatchback
Year Of Publication	2022
Kerb Weight	1660kg
VIN From Which Rating Applies	- all DS4s with Safety Pack Plus
Class	Small Family Car

SAFETY EQUIPMENT

	Driver	Passenger	Rear
FRONTAL CRASH PROTECTION			
Frontal airbag	●	●	—
Belt pretensioner	●	●	●
Belt loadlimiter	●	●	●
Knee airbag	✗	✗	—
LATERAL CRASH PROTECTION			
Side head airbag	●	●	●
Side chest airbag	●	●	✗
Side pelvis airbag	✗	✗	✗
Centre Airbag	●	●	—

Version 140422

SAFETY EQUIPMENT (NEXT)

	Driver	Passenger	Rear
CHILD PROTECTION			
Isofix/i-Size	—	✗	●
Integrated CRS	—	✗	✗
Airbag cut-off switch	—	●	—
SAFETY ASSIST			
Seat Belt Reminder	●	●	●

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 ○ 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



ADULT OCCUPANT

Total 32.6 Pts / 85%

GOOD

ADEQUATE

MARGINAL

WEAK

POOR

Frontal Impact

12.8 / 16 Pts



Mobile Progressive Deformable Barrier



Full Width Rigid Barrier

Lateral Impact

15.3 / 16 Pts



Side Mobile Barrier



Side Pole



Far-Side Excursion



Occupant Interaction

Rear Impact

3.5 / 4 Pts



Rear Seat



Front Seat



ADULT OCCUPANT

Total 32.6 Pts / 85%

 GOOD  ADEQUATE  MARGINAL  WEAK  POOR

Rescue and Extrication		1.0 / 2 Pts
Rescue Sheet	Available, ISO compliant	
Advanced eCall	Available as an option	
Multi Collision Brake	Available	

Comments

The passenger compartment of the DS 4 remained stable in the frontal offset test. Dummy numbers showed good protection of the knees and femurs of both the driver and passenger. DS showed that a similar level of protection would be provided to occupants of different sizes and to those sitting in different positions. Dummy readings of compression indicated marginal protection of the driver's chest. Analysis of the deceleration of the impact trolley during the test, and analysis of the deformable barrier after the test, revealed that the DS 4 would be a moderately aggressive impact partner in a frontal collision. In the full width rigid barrier test, readings of chest compression in the front seat dummy indicated a marginal level of protection for this body area, but that of all others was good or adequate for both the driver and rear seat passenger. In the side barrier test, protection of all critical body areas was good and the car scored maximum points in this part of the assessment. In the more severe side pole impact, protection of the chest was rated as marginal. Control of excursion (the extent to which a body is thrown to the other side of the vehicle when it is hit from the far side) was found to be good. The DS 4 has a counter-measure to mitigate against occupant to occupant injuries in such impacts and this performed well in Euro NCAP's test. Tests on the front seats and head restraints demonstrated good protection against whiplash injuries in the event of a rear-end collision. A geometric analysis of the rear seats also indicated good whiplash protection. The DS 4 has an advanced eCall system which alerts the emergency services in the event of a crash but, as this is part of 'Safety Pack Plus' and not standard across the model range, it is not included in this assessment. The car also has a system which applies the brakes after an impact to avoid secondary collisions.



CHILD OCCUPANT

Total 42.4 Pts / 86%

GOOD

ADEQUATE

MARGINAL

WEAK

POOR

Crash Test Performance based on 6 & 10 year old children

23.6 / 24 Pts

Frontal Impact

15.6 Pts



Lateral Impact

8 Pts

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

Safety Features

7.0 / 13 Pts

	Front Passenger	2nd row outboard	2nd row center
Isofix	✗	●	✗
i-Size	✗	●	✗
Integrated CRS	✗	✗	✗

● Fitted to test car as standard
 ○ Not on test car but available as option
 ✗ Not available

CRS Installation Check

11.8 / 12 Pts

● Install without problem
 ● Install with care
 ● Safety critical problem
 ✗ Installation not allowed

■ i-Size CRS

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)



■ ISOFIX CRS

BeSafe iZi Combi X4 ISOfix (ISOFIX)



Cybex Solution Z i-Fix (ISOFIX)





CHILD OCCUPANT

Total 42.4 Pts / 86%

■ Universal Belted CRS

Maxi Cosi Cabriofix (Belt)



Maxi Cosi Cabriofix & EasyFix (Belt)



Britax Römer King II LS (Belt)



Cybex Solution Z i-Fix (Belt)





CHILD OCCUPANT

Total 42.4 Pts / 86%

	Seat Position			
	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)	●	●	●	●

● Install without problem ● Install with care ● Safety critical problem ✗ Installation not allowed
 — Not available

Comments

In the frontal offset test, the protection of all critical body areas was good or adequate. In the side barrier test, protection of all body areas was good for both dummies and the car scored maximum points in this part of the assessment. The front passenger airbag can be disabled to allow a rearward-facing child restraint to be used in that seating position. Clear information regarding the status of the airbag is provided to the driver and the system was rewarded. The user manual does not identify the rear centre seat as suitable for the Group II/III universal restraint but, otherwise, maximum points were scored for the installation of restraints.



VULNERABLE ROAD USERS

Total 40.4 Pts / 74%



GOOD



ADEQUATE



MARGINAL



WEAK



POOR

Pedestrian

26.7 / 36 Pts



Head Impact	16.6 Pts
Pelvis Impact	4.1 Pts
Leg Impact	6.0 Pts

Vulnerable Road Users

13.8 / 18 Pts


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



VULNERABLE ROAD USERS

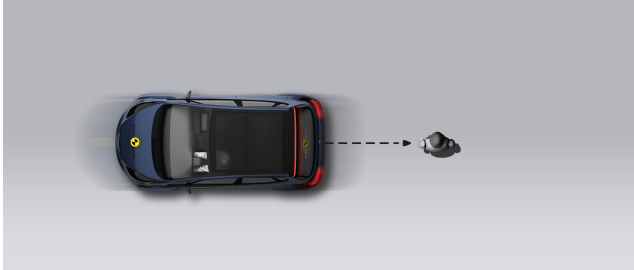
Total 40.4 Pts / 74%

AEB Pedestrian

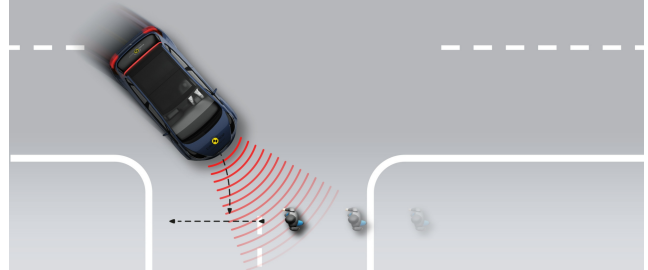
 5.3 / 9 Pts

■ Day time

Vehicle reversing into standing pedestrian



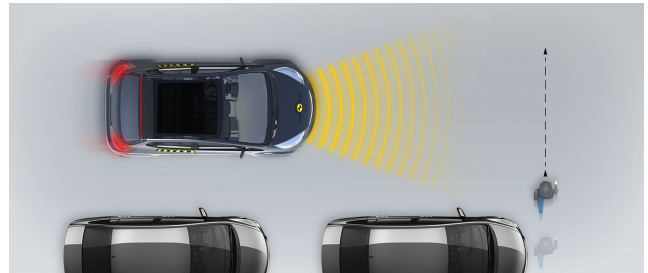
Pedestrian crossing a road into which a car is turning



Adult crossing the road



Child running from behind parked vehicles



Adult along the roadside

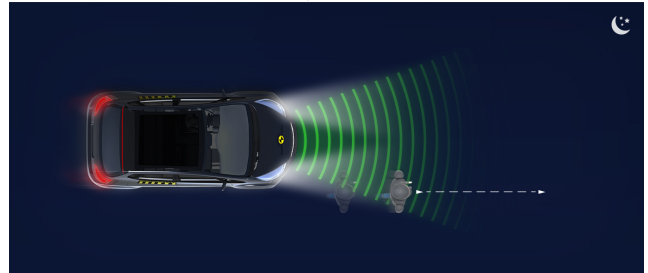


■ Night time

Adult crossing the road



Adult along the roadside





VULNERABLE ROAD USERS

Total 40.4 Pts / 74%

AEB Cyclist

8.5 / 9 Pts

Cyclist from nearside, obstructed view



Cyclist crossing



Cyclist along the roadside



Comments

The DS 4 has an 'active bonnet'. Sensors in the bumper recognise when a pedestrian has been hit and actuators lift the bonnet surface to provide greater clearance to stiff structure in the engine compartment. DS showed that the system worked robustly for different pedestrian statures and across a range of speeds and, accordingly, the car was tested with the bonnet in the raised, deployed position. The bonnet surface provided good or adequate protection over almost all of its surface, with poor results recorded at the base of the windscreen and on the stiff windscreen pillars. The bumper provided good protection to pedestrians' legs at all test locations. However, the protection provided to the pelvis was more mixed. The autonomous emergency braking system of the DS 4 can recognise vulnerable road users, as well as other vehicles. The system reacted adequately to pedestrians and performed well in tests of its response to cyclists.



SAFETY ASSIST

Total 13.2 Pts / 82%

 GOOD


 ADEQUATE

 MARGINAL

 WEAK


 POOR

Speed Assistance


 2.5 / 3 Pts








System Name	Speed Limit Recommendation
Speed Limit Information Function	Camera based, subsigns supported
Speed Limitation Function	System advised (accurate to 5km/h)




Occupant Status Monitoring

 2.0 / 3 Pts


> Seatbelt Reminder

 1.0 / 2 Pts

Applies To	Front and rear seats		
Warning	Driver Seat	Front Passenger(s)	Rear Passenger(s)
Visual			
Audible			
Occupant Detection	—		—

 Pass
  Fail
  Not available

> Driver Monitoring

 1.0 / 1 Pts

System Name	Driver Attention Warning
Type	Steering input and lane position
Operational From	65 km/h



SAFETY ASSIST

Total 13.2 Pts / 82%



Lane Support 3.5 / 4 Pts

System Name	LANE KEEPING ASSIST
Type	LKA and ELK
Operational From	60 km/h
PERFORMANCE	
Emergency Lane Keeping	 GOOD
Lane Keep Assist	 GOOD
Human Machine Interface	 GOOD

AEB Car-to-Car 5.2 / 6 Pts

System Name	Emergency Safety Brake
Type	Autonomous emergency braking and forward collision warning
Operational From	5 km/h
Sensor Used	camera and radar

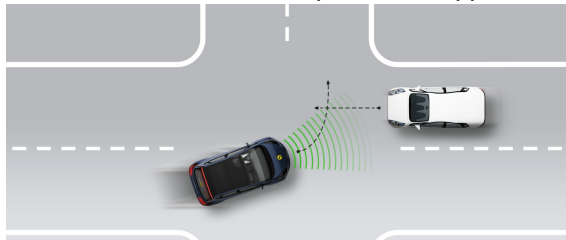


SAFETY ASSIST

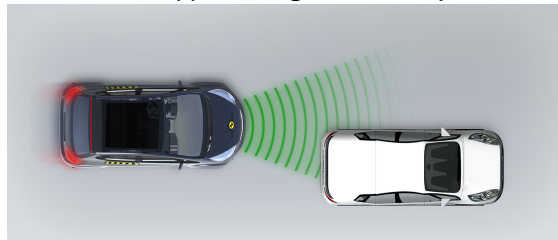
Total 13.2 Pts / 82%

■ Autobrake function only

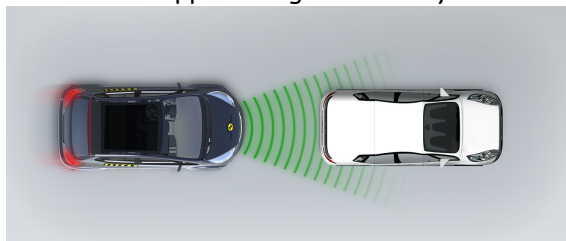
Test car turns across the path of an approaching car



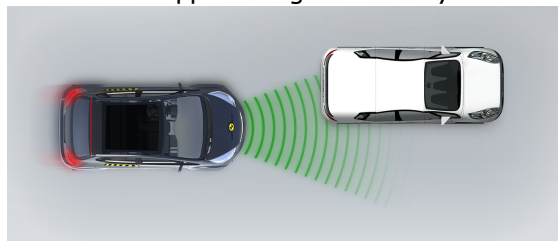
Approaching a stationary car



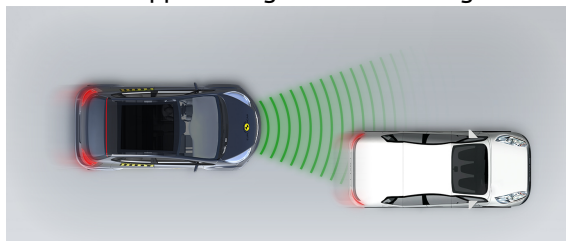
Approaching a stationary car



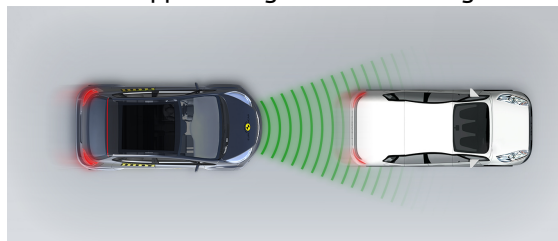
Approaching a stationary car



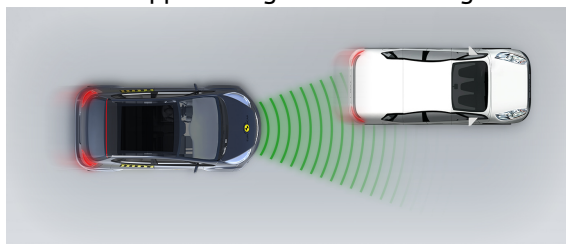
Approaching a slower moving car



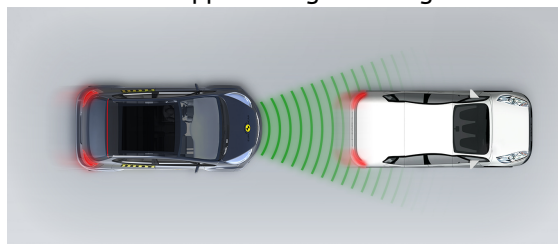
Approaching a slower moving car



Approaching a slower moving car



Approaching a braking car



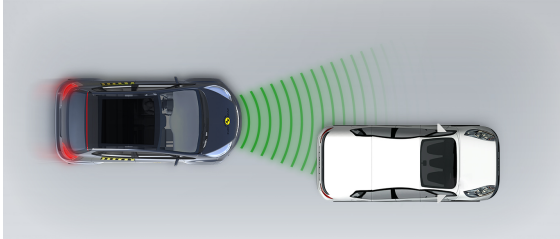


SAFETY ASSIST

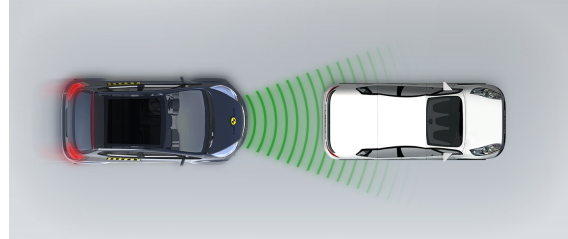
Total 13.2 Pts / 82%

■ Driver reacts to warning

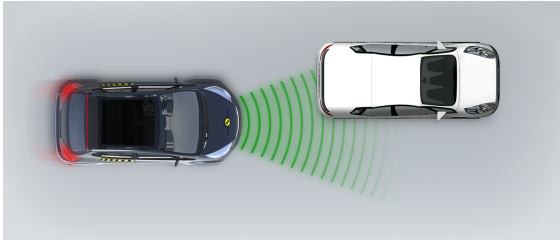
Approaching a stationary car



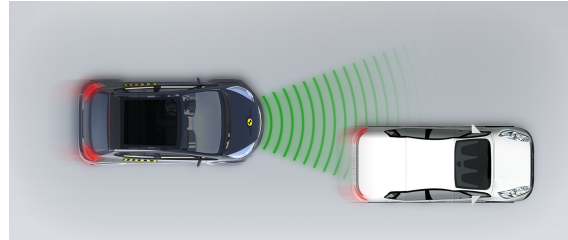
Approaching a stationary car



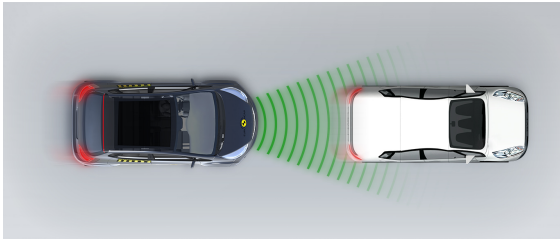
Approaching a stationary car



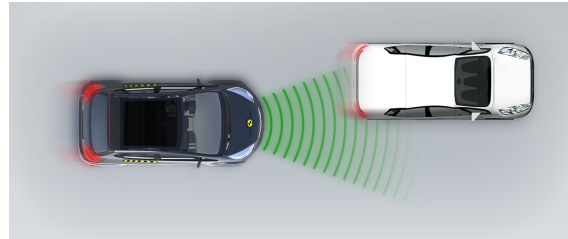
Approaching a slower moving car



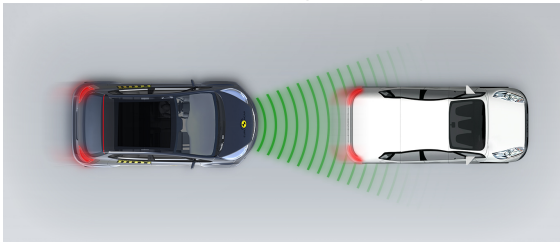
Approaching a slower moving car



Approaching a slower moving car



Approaching a braking car





SAFETY ASSIST

Total 13.2 Pts / 82%

Comments

The DS 4 has a seatbelt reminder system for the front and rear seats. With the optional 'Safety Pack Plus', which uses camera-radar fusion instead of the standard car's camera-only arrangement, the AEB system performed well in tests of its reaction to other cars. A lane support system gently corrects the vehicle's path if it is drifting out of lane and also intervenes in some more critical situations. Speed assistance is provided by a system which recognises the local limit, allowing the speed limiter to be set as appropriate.

RATING VALIDITY

Variants of Model Range

Body Type	Engine	Model Name/Code	Drivetrain	Rating Applies	
				LHD	RHD
5 door hatchback	1,6 petrol hybrid*	DS 4 E-tense	4 x 2	✓	✓
5 door hatchback	1.6 petrol	DS 4	4 x 2	✓	✓
5 door hatchback	1,2 petrol	DS 4	4 x 2	✓	✓
5 door hatchback	1.5 diesel	DS 4	4 x 2	✓	✓

* Tested variant

Annual Reviews and Facelifts

Date	Event	Outcome	
	Rating Published	2022 ★ ★ ★ ★ ★	✓