



Citroën C4

Standard Safety Equipment

2021



Adult Occupant



80%

Child Occupant



83%

Vulnerable Road Users



57%

Safety Assist



63%

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 C4 and C4X
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	✘	✘	✘

SAFETY EQUIPMENT (NEXT)

	Driver	Passenger	Rear
CHILD PROTECTION			
Isifix/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 30.5 Pts / 80%

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

Frontal Impact 13.7 / 16 Pts

Mobile Progressive Deformable Barrier Full Width Rigid Barrier

Lateral Impact 12.1 / 16 Pts

Side Mobile Barrier Side Pole Far-Side Excursion Occupant Interaction


Rear Impact 3.6 / 4 Pts

Rear Seat Front Seat


 ADULT OCCUPANT

Total 30.5 Pts / 80%

GOOD ADEQUATE MARGINAL WEAK POOR

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

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 against whiplash injuries in the event of a rear-end collision. A geometric analysis of the rear seats also indicated good whiplash 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.

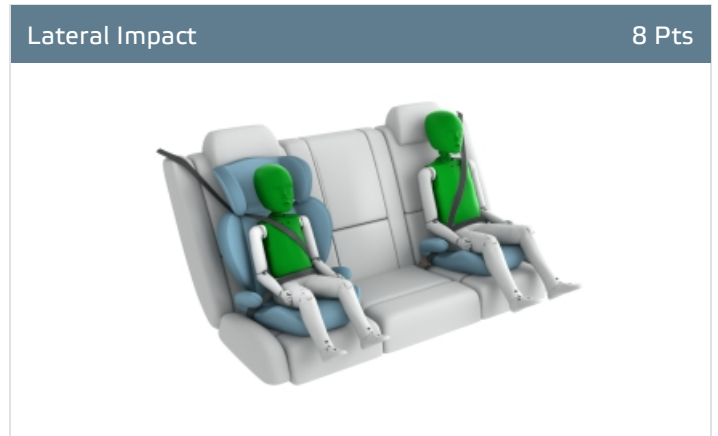
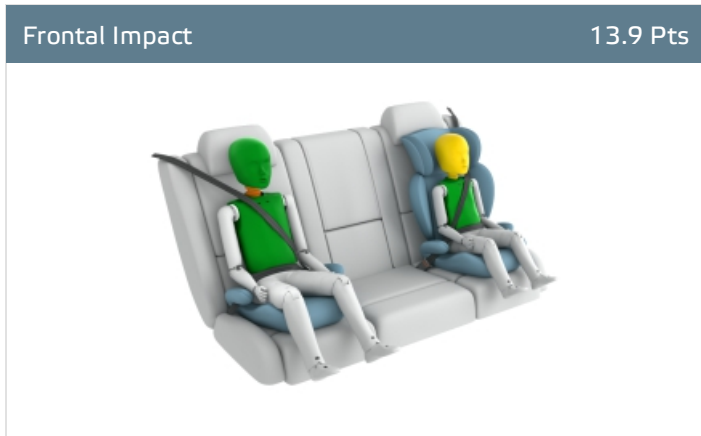
CHILD OCCUPANT

Total 40.9 Pts / 83%

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

Crash Test Performance based on 6 & 10 year old children

21.9 / 24 Pts



Restraint for 6 year old child: *Britax Römer Kidfix² R*
 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

12.0 / 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 40.9 Pts / 83%

■ 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 40.9 Pts / 83%

	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, 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**

Total 30.9 Pts / 57%

GOOD
 ADEQUATE
 MARGINAL
 WEAK
 POOR

Pedestrian

27.3 / 36 Pts



Head Impact	15.3 Pts
Pelvis Impact	6.0 Pts
Leg Impact	6.0 Pts

Vulnerable Road Users


3.6 / 18 Pts

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

 VULNERABLE ROAD USERS

Total 30.9 Pts / 57%

AEB Pedestrian

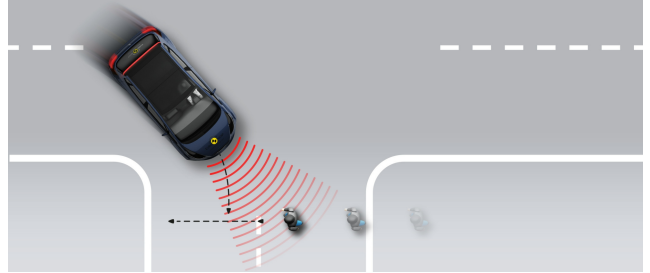
 3.6 / 9 Pts

■ 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

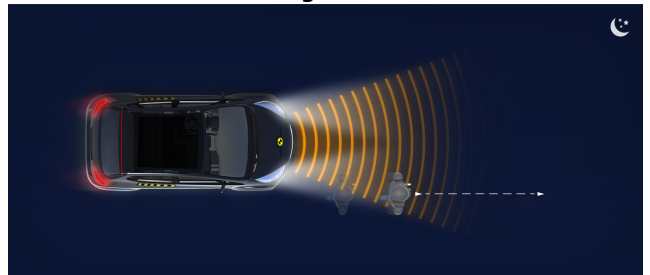


■ Night time

Adult crossing the road



Adult along the roadside





VULNERABLE ROAD USERS

Total 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.

SAFETY ASSIST

Total 10.2 Pts / 63%

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

Speed Assistance

■ 2.6 / 3 Pts

System Name	Speed Limit Sign Recognition & 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, including third row		
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 standard deviation of lane positioning
Operational From	65 km/h

SAFETY ASSIST

Total 10.2 Pts / 63%

Lane Support

3.3 / 4 Pts

System Name	Lane Keeping Assist	
Type	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

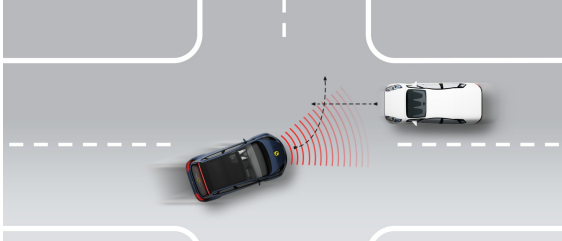
System Name	Active Safety Brake	
Type	Autonomous emergency braking and forward collision warning	
Operational From	10 km/h	
Sensor Used	camera only	

 SAFETY ASSIST

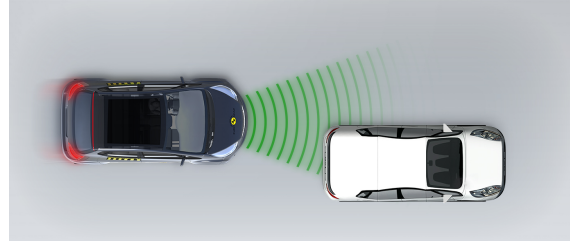
Total 10.2 Pts / 63%

■ Autobrake function only

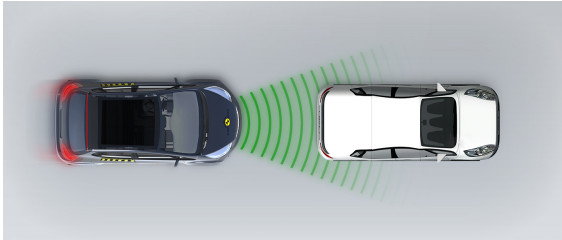
Car turning across the path of an oncoming car



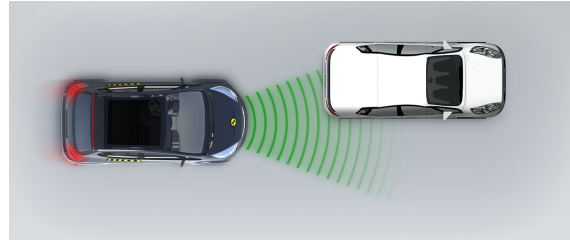
Approaching a stationary car



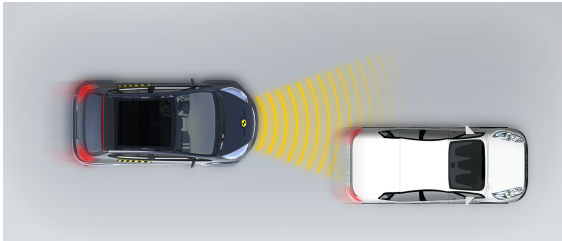
Approaching a stationary car



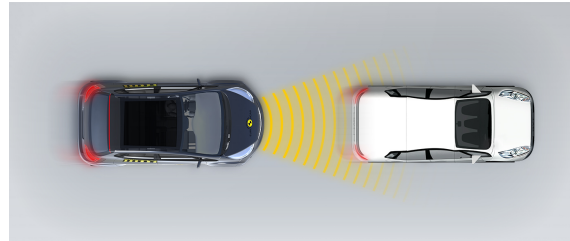
Approaching a stationary car



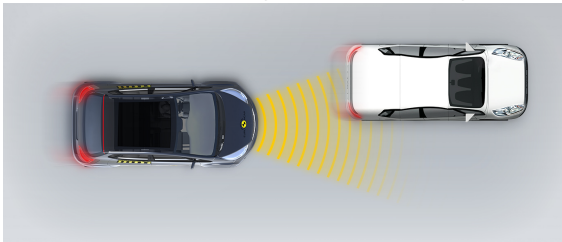
Approaching a slower moving car



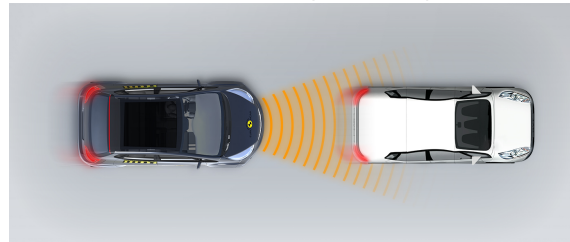
Approaching a slower moving car



Approaching a slower moving car



Approaching a braking car

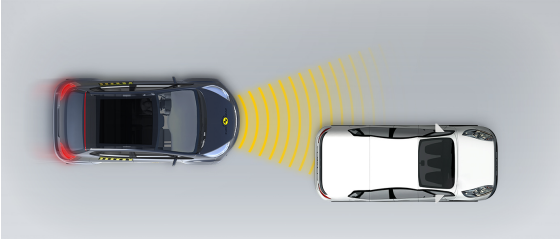


 SAFETY ASSIST

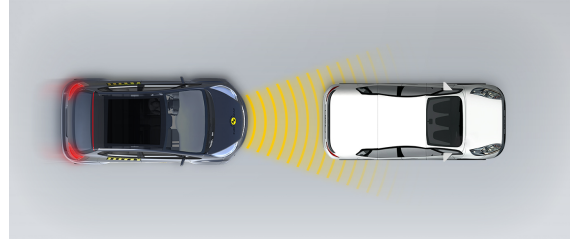
Total 10.2 Pts / 63%

■ Driver reacts to warning

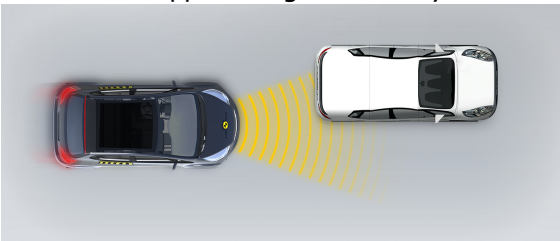
Approaching a stationary car



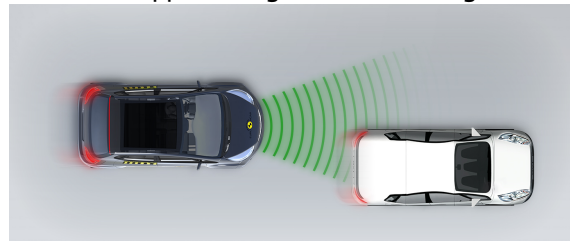
Approaching a stationary car



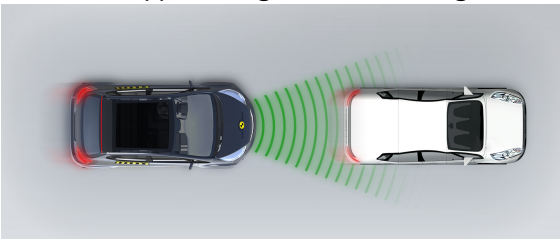
Approaching a stationary car



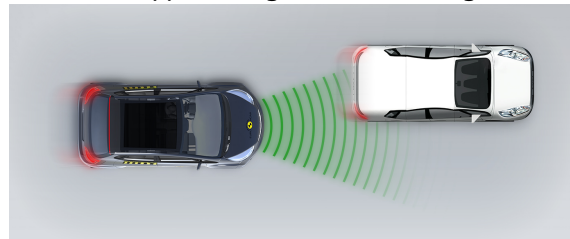
Approaching a slower moving car



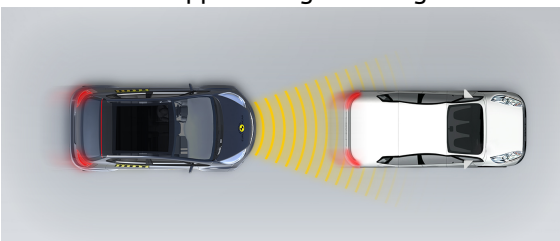
Approaching a slower moving car



Approaching a slower moving car



Approaching a braking car



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, C4X	4 x 2	✓	✓
5 door hatchback	1.5 diesel	C4, C4X	4 x 2	✓	✓
5 door hatchback	pure electric	ë-C4, ë-C4X	4 x 2	✓	✓

*Tested variant

Annual Reviews and Facelifts

Date	Event	Outcome
May 2021	Rating Published	2021 ★★☆☆☆ ✓