

ANCAP Safety Rating

CITROEN C4 GRAND PICASSO

(from 2014)



Test Vehicle(s).

Tested Variant:	Citroen C4 Picasso DV6 LHD
Kerb Mass:	1410 kg
Built:	2013
Engine:	1.6 diesel
Category:	People Mover
Variant Applicability*:	All variants

Note: The diesel left-hand-drive European C4 Picasso was tested by Euro NCAP. Euro NCAP extended the C4 Picasso rating to the Grand Picasso. ANCAP was provided with information which showed that the Euro NCAP results apply to all Grand Picasso variants.



Frontal offset test at 64 km/h (Euro NCAP test of C4 Picasso)

Airbags	ESC	Frontal Offset	Side Impact	Pole	Whiplash	Pedestrian	Seat Belt Reminders	Overall Score	ANCAP Safety Rating
Frontal + Side + Head	Standard	13.53 (out of 16)	16.00 (out of 16)	2 (out of 2)	GOOD	ACCEPTABLE	3 (out of 3)	34.53 (out of 37)	★★★★★

The Citroen C4 Grand Picasso was introduced in Australia and New Zealand in 2014. This ANCAP safety rating applies to all Grand Picasso variants.

Dual frontal, side chest and side head airbags (curtains) are standard. Antilock brakes (ABS), electronic brake distribution (EBD) and electronic stability control (ESC) are also standard. Advanced seat belt reminders are fitted to all seats, including the third row.

In the frontal offset crash test, driver chest protection was acceptable and leg protection was marginal. Passenger chest and leg protection was acceptable. All body regions were well protected in the side impact test. Head protection in the side pole test was good.

OCCUPANT PROTECTION

Frontal Offset Test.

Each body region is scored out of 4 points

Head / neck:	4.00 points
Chest:	3.31 points
Upper legs:	4.00 points
Lower legs:	2.22 points

The passenger compartment held its shape well in the frontal offset test. Pedal and steering wheel displacements were well controlled. Driver and passenger contact with the airbags was stable. All doors remained closed during the crash.

Side Impact Test.

Each body region is scored out of 4 points

Head:	4.00 points
Chest:	4.00 points
Abdomen:	4.00 points
Pelvis:	4.00 points

Good protection was provided for the driver in the side impact test. The side airbags performed well.

Pole Test.

Scored out of 2 points

The vehicle was eligible for a side pole test because it has side curtain airbags. The vehicle scored the maximum 2 points for head protection in this test.

Whiplash Protection Test.

Whiplash protection is assessed to the RCAR Protocol

Geometric test:	Good
Dynamic test:	Good
Overall whiplash rating:	Good

Injury Outcomes.

Frontal Offset
Driver

Passenger

Side Impact & Pole
Driver



Whiplash



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PEDESTRIAN PROTECTION

Pedestrian Test.

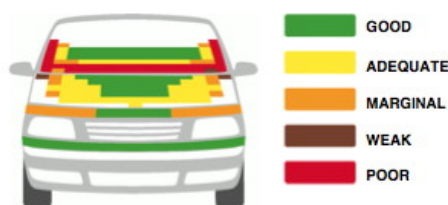
ACCEPTABLE - Scored 24.58 out of 36 points

Child & adult head impacts: 15.26 points

Upper leg impacts: 3.32 points

Lower leg impacts: 6.00 points

The C4 Picasso scored maximum points for the protection provided by the bumper to pedestrians' legs. The front edge of the bonnet was also good in places but provided mostly marginal protection to the pelvis area. The protection provided to the head of a struck pedestrian was poor along the base of the windscreen and on the windscreen pillars but was otherwise largely good or adequate.



(Tested by Euro NCAP v6.0)



Citroen C4 Grand Picasso

SAFETY FEATURES

These specifications are subject to change. Please check with manufacturer for the latest specifications. For a description of these safety features and safety rating requirements see the ANCAP Rating Road Map[^].

Safety Assist Technology (SAT)	Availability
Front airbag - driver	S
Front airbag - passenger	S
Side airbags (chest protection) - front seats	S
Side airbags (head protection) - front seats	S
Side airbags (head protection) - 2nd / 3rd row seats	S / X
Knee airbag - driver	X
Three-point seat belts for all forward facing seats	S
Seat belt pretensioners (front / rear outboard)	S / X
Intelligent seat belt reminder - driver	S
Intelligent seat belt reminder - front passenger	S
Intelligent seat belt reminder - 2nd & 3rd row seats	S
Head restraints for all seats	S
Antilock brakes (ABS)	S
Electronic brake distribution (EBD)	S
Emergency brake assist (EBA)	S
Electronic stability control (ESC)	S
Adaptive cruise control (ACC)	O
Autonomous emergency braking (AEB)	X
Lane support system	O
Daytime running lights	S
Emergency stop signal (ESS)	S
Hill launch assist	S
Automatic headlights	S
Blind spot monitoring	S
Reversing collision avoidance	S
Manual speed limiter	S

S = Standard on all variants.

O = Optional on base variant. May be standard on higher variants.

V = Not available on base variant but standard or optional on higher variants.

X = Not available on any variant.

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INJURY MEASUREMENTS

Body Region	Frontal offset test at 64 km/h (v5.1)		Side impact test at 50 km/h (v5.1)
	Driver	Passenger	Driver
Head			
HIC	406.00	356.00	19.00
Acceleration (g for 3ms)	46.40	50.30	18.90
Neck			
Shear (kN)	0.76	0.66	-
Tension (kN)	1.59	1.31	-
Extension (Nm)	15.50	12.90	-
Chest			
Acceleration (g for 3ms)	-	-	-
Compression (mm)	26.84	25.57	18.11
Viscous criterion (m/s)	0.11	0.09	0.08
Abdomen			
Force (kN)	-	-	0.53
Pelvis			
Force (kN)	-	-	1.41
Upper legs			
Femur force left (kN)	0.11	0.62	
Femur force right (kN)	0.03	0.70	
Knee displacement left (mm)	0.37	0.00	
Knee displacement right (mm)	0.24	0.01	
Lower legs			
Force left (kN)	2.27	2.16	
Force right (kN)	1.65	1.86	
Index (upper / lower) left	0.32 / 0.35	0.29 / 0.22	
Index (upper / lower) right	0.57 / 0.80	0.42 / 0.36	

INTRUSION MEASUREMENTS

Steering Column

Forwards:	9mm
Upwards:	11mm
Sideways:	12mm

Pedals

Brake (rearwards):	23mm
Brake (upwards):	3mm

A-Pillar (rearwards):	2mm
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SCORE DEDUCTIONS

Deductions from frontal offset test scores

No deductions for frontal offset test.

Deductions from side impact test score

No deductions for side impact test.

Deductions from pole test score

No deductions for pole test.

* For information about the application of ANCAP ratings to model variants see the ANCAP Variant Policy. In brief, ratings do not automatically extend to variants that have different body styles, engine configurations, driven wheels or occupant restraint systems (e.g. fewer airbags). In these cases ANCAP considers technical evidence submitted by manufacturers before deciding on extending a rating to additional variants of a model.

^ Refer ANCAP Rating Road Map (www.ancap.com.au/media).

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