CITROEN C4

NZ: OCTOBER 2021 - ONWARDS
AUS: NOVEMBER 2021 - ONWARDS
ALL VARIANTS

ANCAP SAFETY

TESTED 2021 ★★★★☆

RATING YEAR	2021
VEHICLE TYPE	Small car
ENGINE TYPE	Petrol + Battery Electric Vehicle
BUILT FROM	July 2021
ON SALE FROM	AUS: November 2021 NZ: October 2021
SERIES	C41
AIRBAGS	Dual frontal, side chest, side head

The Citroen C4 was introduced in New Zealand in October 2021 and Australia in November 2021. This ANCAP safety rating applies to all variants.

Dual frontal, side chest, and side head-airbags are standard. A centre airbag to prevent occupant-to-occupant interaction in side impact crashes is not available.

Autonomous emergency braking (Car-to-Car and Vulnerable Road User) and a lane support system with lane keep assist (LKA), lane departure warning (LDW) and emergency lane keeping (ELK) are standard on all variants.

76%	81%	57%	62%
ADULT OCCUPANT PROTECTION	CHILD OCCUPANT PROTECTION	VULNERABLE ROAD USER PROTECTION	SAFETY ASSIST

RATING APPLICABILITY

VARIANT	BODY TYPE	ENGINE	DRIVETRAIN	AUS	NZ
Citroen C4 Shine	5 door hatch	1.2 litre petrol	2WD	✓	✓
Citroen ë-C4 Shine	5 door hatch	Battery Electric Vehicle	2WD	-	✓

✓ COVERED BY THIS RATING ✗ NOT COVERED BY THIS RATING ◆ TESTED VARIANT - NOT APPLICABLE

ADULT OCCUPANT PROTECTION

76%
29.26 POINTS
OUT OF 38

The passenger compartment remained stable in the frontal offset (MPDB) test. Protection of the driver chest was ADEQUATE and lower legs was MARGINAL while protection of the passenger chest was ADEQUATE and lower legs was POOR. GOOD protection was seen for all other critical body regions.

The front structure of the Citroen C4 presented a moderate risk to occupants of an oncoming vehicle in the MPDB test (which evaluates vehicle-to-vehicle compatibility), and a 1.14 point penalty was applied.

In the full width frontal test, protection was ADEQUATE for the chest of both the driver and the rear passenger, with GOOD protection of all other critical body areas.

In the side impact test and the oblique pole test, protection offered to all critical body regions was GOOD and the Citroen C4 scored maximum points in these tests.

Prevention of excursion (movement towards the other side of the vehicle) in the far side impact tests was assessed as POOR for both the vehicle-to-vehicle impact scenario and the vehicle-to-pole scenario.

There was significant excursion of the dummy in both far-side tests, resulting in a POOR rating for this assessment. A centre airbag or other countermeasure to prevent contact between the heads of front seat occupants in side impacts is not available on the Citroen C4, and therefore no occupant-to-occupant head contact test was conducted.

FRONTAL OFFSET (MPDB) (50km/h)

DRIVER

Head / neck:	4.00 pts
Chest:	2.76 pts
Upper legs:	4.00 pts
Lower legs:	2.44 pts
Deductions:	Nil

FRONT PASSENGER

Head / neck:	4.00 pts
Chest:	3.96 pts
Upper legs:	4.00 pts
Lower legs:	0.00 pts
Deductions:	Nil

COMPATIBILITY

Deductions:	-1.14 pts

FULL WIDTH FRONTAL (50km/h)

DRIVER

Head:	4.00 pts
Neck:	4.00 pts
Chest:	3.37 pts
Upper legs:	4.00 pts
Deductions:	Nil

REAR PASSENGER

Head:	4.00 pts
Neck:	4.00 pts
Chest:	3.54 pts
Upper legs:	4.00 pts
Deductions:	Nil

RESCUE & EXTRICATION

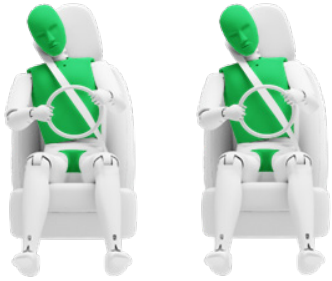
Rescue Sheet	●	No penalty
Door Opening	●	No penalty
Multi-Collision Braking	✕	Failed assessment
Advanced eCall	✕	1.00 pt default

A Rescue Sheet, providing information for first responders in the event of a crash is available. A multi-collision braking system is fitted but but did not meet the protocol requirements and was not rewarded.

FRONTAL OFFSET (MPDB)#	4.81	(out of 8)
FULL WIDTH FRONTAL#	7.73	(out of 8)
SIDE IMPACT#	6.00	(out of 6)
OBLIQUE POLE#	6.00	(out of 6)
WHIPLASH PROTECTION	3.59	(out of 4)
FAR SIDE IMPACT	0.12	(out of 4)
RESCUE & EXTRICATION	1.00	(out of 2)

Scaled scores. Total test scored out of 16.00 points.

SIDE IMPACT OBLIQUE POLE



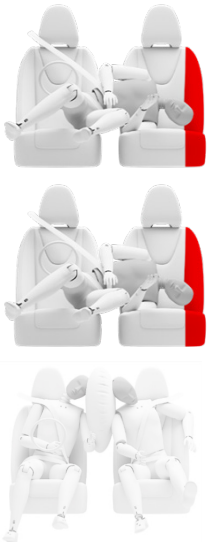
SIDE IMPACT - MDB (60km/h)

Head:	4.00 pts
Chest:	4.00 pts
Abdomen:	4.00 pts
Pelvis:	4.00 pts
Deductions:	Nil

OBLIQUE POLE (32km/h)

Head:	4.00 pts
Chest:	4.00 pts
Abdomen:	4.00 pts
Pelvis:	4.00 pts
Deductions:	Nil

FAR SIDE IMPACT



SIDE IMPACT (MDB)

Head:	0.00 pts
Neck:	0.57 pts
Chest & Abdomen:	0.00 pts
Pelvis:	No penalty

OBLIQUE POLE

Head:	0.00 pts
Neck:	0.17 pts
Chest & Abdomen:	0.00 pts
Pelvis:	No penalty

OCCUPANT-TO-OCCUPANT

Head contact: [NOT ASSESSED]
No centre airbag

WHIPLASH (REAR IMPACT) PROTECTION

Driver / front passenger:	2.59 pts
Rear passenger:	1.00 pts

CHILD OCCUPANT PROTECTION

81%
39.88 POINTS
OUT OF 49

In the frontal offset test, protection of the head and neck of the 6 year dummy was ADEQUATE and protection of the neck of the 10 year dummy was MARGINAL, while the protection offered to all other critical body regions of both the 6 and 10 year dummies was GOOD.

In the side impact test, protection of all critical body areas was GOOD for both dummies, and maximum points were scored.

The Citroen C4 is fitted with lower ISOFix anchorages on the rear outboard seats and top tether anchorages for all rear seating positions.

Installation of typical child restraints available in Australia and New Zealand showed most child restraints could be accommodated in all rear seating positions, however care is needed to correctly install ISOFix restraints, as the ISOfix anchorages are located deep within the seat cushion, making it difficult to latch and unlatch the ISOfix attachments.

DYNAMIC TEST (FRONT)	13.88 (out of 16)
DYNAMIC TEST (SIDE)	8.00 (out of 8)
RESTRAINT INSTALLATION	10.00 (out of 12)
ON-BOARD SAFETY FEATURES	8.00 (out of 13)

FRONTAL OFFSET (MPDB) (50km/h)

6 YEAR OLD 10 YEAR OLD

SIDE IMPACT (60km/h)

10 YEAR OLD 6 YEAR OLD

ON-BOARD SAFETY FEATURES

FEATURE	FRONT PASSENGER	2nd ROW OUTBOARD	2nd ROW CENTRE	3rd ROW OUTBOARD	3rd ROW CENTRE
ISOFix	×	●	×	-	-
Integrated child restraints	×	×	×	-	-
Top tether anchorage	×	●	●	-	-
Airbag disabling	×	-	-	-	-

● FITTED TO TEST CAR AS STANDARD ● NOT FITTED TO TEST CAR BUT AVAILABLE AS AN OPTION × NOT AVAILABLE - NOT APPLICABLE

GOOD ADEQUATE MARGINAL WEAK POOR

NOTE: The child restraints fitted to vehicles tested by Euro NCAP are relevant to the European market. For Australasian consumers, this information should be used as a guide to vehicle features only. The Child Restraint Evaluation Program (CREP) provides an independent assessment on the safety of Australasian child restraints - see www.childcarseats.com.au.

81%
39.88 POINTS
OUT OF 49

CHILD RESTRAINT INSTALLATION*

	CHILD RESTRAINT (CRS) TYPE^		FRONT ROW	2nd ROW			3rd ROW		
			PASSENGER	LEFT	CENTRE	RIGHT	LEFT	CENTRE	RIGHT
BELTED	TYPE A	Rearward facing capsule	✕	●	●	●	–	–	–
		Rearward facing with harness - convertible (Model A)	✕	●	●	●	–	–	–
		Rearward facing with harness - convertible (Model B)	✕	●	●	●	–	–	–
	TYPE B	Forward facing with harness - convertible (Model A)	✕	●	●	●	–	–	–
		Forward facing with harness - convertible (Model B)	✕	●	●	●	–	–	–
	TYPE E	Booster - 4 to 8 years	✕	●	●	●	–	–	–
	TYPE F	Booster - 4 to 10 years	✕	●	●	●	–	–	–
ISOFIX	TYPE A	Rearward facing capsule	✕	●	–	●	–	–	–
		Rearward facing with harness - convertible (Model A)	✕	●	–	●	–	–	–
		Rearward facing with harness - convertible (Model B)	✕	●	–	●	–	–	–
	TYPE B	Forward facing with harness - convertible (Model A)	✕	●	–	●	–	–	–
		Forward facing with harness - convertible (Model B)	✕	●	–	●	–	–	–

* Installation of each child restraint is assessed separately in each position. Installation of multiple restraints has not been assessed and may not be possible.

^ The above list of child restraints has been selected to provide a general indication of the rated vehicle's ability to accommodate various CRS types. ANCAP does not endorse or recommend any one CRS brand or model, nor does it rate the safety of child restraints.

● INSTALL WITHOUT PROBLEM ● INSTALL WITH CARE ● CANNOT BE FITTED SAFELY ✕ INSTALLATION NOT ALLOWED – NOT APPLICABLE / NOT ASSESSED

VULNERABLE ROAD USER PROTECTION

57%
30.89 POINTS
OUT OF 54

The bonnet of the Citroen C4 provided GOOD or ADEQUATE protection to the head of a struck pedestrian over most of its surface, with WEAK and POOR results recorded at the base of the windscreen and on the stiff windscreen pillars.

The bumper provided GOOD protection to pedestrians' legs and protection of the pelvis was also GOOD.

The tested Autonomous Emergency Braking (AEB) system uses a camera only. It offered MARGINAL performance in tests of its effectiveness in pedestrian test scenarios, with GOOD performance recorded in daylight scenarios and MARGINAL performance in some night-time scenarios.

The AEB system does not react to vulnerable road users in reverse (AEB Backover) or turning scenarios and so was not tested in these scenarios. The system does not react to cyclists and was not tested. The system's overall performance was classified as WEAK.

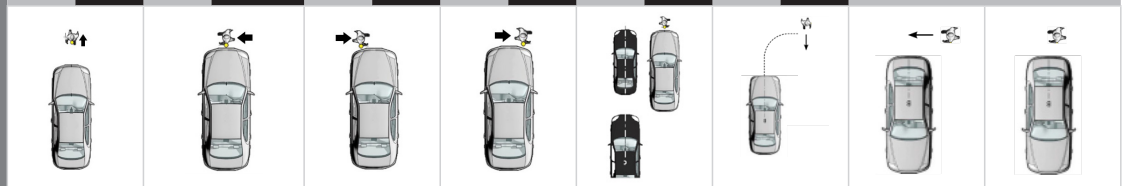
The AEB system provided in Australian and New Zealand vehicles uses camera and radar which is likely to improve performance, however the performance of this system has not been tested.

HEAD IMPACTS	15.26	(out of 24)
UPPER LEG IMPACTS	6.00	(out of 6)
LOWER LEG IMPACTS	6.00	(out of 6)
AEB - Pedestrian (forward)	3.63	(out of 7)
AEB - Pedestrian (backover)	0.00	(out of 2)
AEB - Cyclist	0.00	(out of 9)

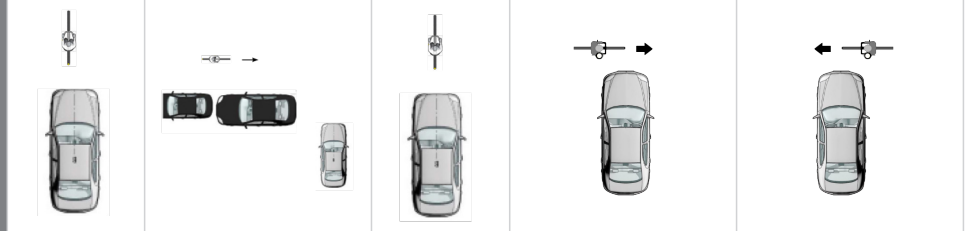
AUTONOMOUS EMERGENCY BRAKING (PEDESTRIAN & CYCLIST)

SYSTEM NAME: Active Safety Brake
TYPE: Autonomous emergency braking with forward collision warning
OPERATIONAL FROM: 10-85 km/h
DESCRIPTION: System functions in the daytime and night

AUTONOMOUS EMERGENCY BRAKING - PEDESTRIAN

	AEB + FCW	FORWARD						BACKOVER	
	Adult walking along road	Adult crossing towards kerb (50%)	Adult crossing from kerb (25%)	Adult crossing from kerb (75%)	Child running (obstructed)	Adult crossing side road, vehicle turning	Adult walking behind reversing vehicle	Adult standing behind reversing vehicle
	DAY / NIGHT	DAY / NIGHT	DAY / NIGHT	DAY / NIGHT	DAY / NIGHT	DAY / NIGHT	DAY	DAY
TEST SCENARIO								
PERFORMANCE								
	MARGINAL							

AUTONOMOUS EMERGENCY BRAKING - CYCLIST

	FCW	FORWARD			
	Cyclist travelling along road (25%)	Cyclist crossing from kerb (obstructed)	Cyclist travelling along road (50%)	Cyclist crossing (nearside)	Cyclist crossing (farside)
	DAY	DAY	DAY	DAY	DAY
TEST SCENARIO					
PERFORMANCE					
	[NOT TESTED]				

PEDESTRIAN IMPACT TEST (40 KM/H)

GOOD ADEQUATE MARGINAL WEAK POOR

62%
9.96 POINTS
OUT OF 16

The Citroen C4 is fitted with autonomous emergency braking (AEB) and a lane support system (LSS) with lane keep assist (LKA) and emergency lane keeping (ELK) functionality, and blind spot monitoring (BSM).

Tests of the AEB (Car-to-Car) system showed ADEQUATE and GOOD performance with collisions avoided or mitigated in most test scenarios. AEB Junction Assist, where the test vehicle can autonomously brake to avoid crashes when turning across the path of an oncoming vehicle or pedestrian, is not available so tests of these scenarios were not conducted. Overall, effectiveness of the AEB (Car-to-Car) system performance was rated as MARGINAL.

Tests of the LSS functionality showed GOOD performance in LKA tests, with the system intervening in some of the more critical ELK test scenarios. Overall performance of the LSS system was classified as GOOD.

A speed assistance system (SAS) is also standard equipment on the Citroen C4. This system identifies the local speed limit and allows the driver to set the speed accordingly.

A seatbelt reminder system is fitted to all seating positions with occupancy detection available for the front passenger and rear outboard seating positions, but not the centre rear position.

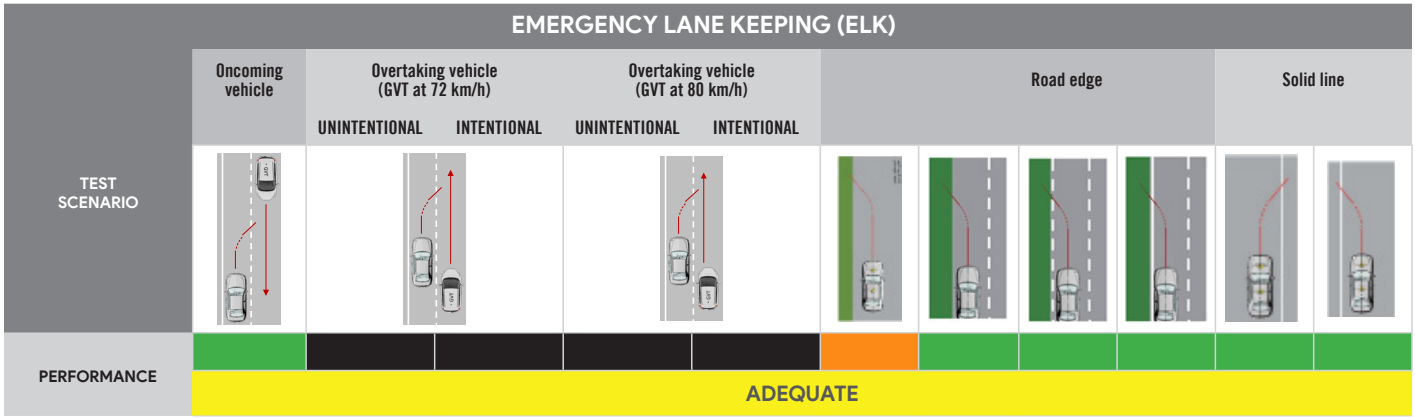
A driver drowsiness monitor system is fitted as standard.

OCCUPANT STATUS	
- Seat belt reminders	1.00 (out of 2)
- Driver monitoring	1.00 (out of 1)
SPEED ASSISTANCE SYSTEMS	2.35 (out of 3)
LANE SUPPORT SYSTEMS	3.25 (out of 4)
AEB - Car-to-Car	2.36 (out of 4)
AEB - Junction Assist	0.00 (out of 2)

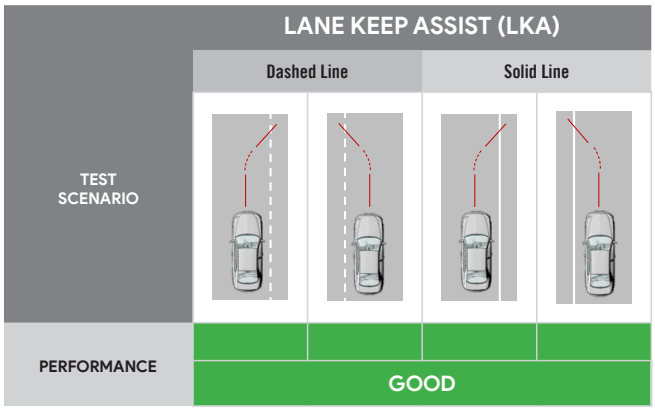
LANE SUPPORT SYSTEMS (LSS)

SYSTEM NAME: Lane Keeping Assist
OPERATIONAL FROM: 65-250 km/h

EMERGENCY LANE KEEPING (ELK)



LANE KEEP ASSIST (LKA)



HUMAN MACHINE INTERFACE (HMI)

FUNCTION		
	Lane Departure Warning (LDW)	PASS
	Blind Spot Monitoring (BSM)	PASS

GOOD ADEQUATE MARGINAL WEAK POOR

62%
9.96 POINTS
OUT OF 16

AUTONOMOUS EMERGENCY BRAKING (CAR-TO-CAR)

SYSTEM NAME: Active Safety Brake
TYPE: Autonomous emergency braking with forward collision warning
OPERATIONAL FROM: 10-85 km/h
DESCRIPTION: Defaults ON for every journey

HUMAN MACHINE INTERFACE (HMI)		
FUNCTION	Supplementary warning	[NOT FITTED]
	Restraint activation / dynamic retractors	[NOT FITTED]

AUTONOMOUS EMERGENCY BRAKING - CAR-TO-CAR

TEST SCENARIO	Driving towards a stationary car				
	-50% OFFSET	-75% OFFSET	100% OFFSET	75% OFFSET	50% OFFSET
AEB (10-50 km/h)					
FCW (30-80 km/h)					
PERFORMANCE	GOOD				

TEST VEHICLE SPEED	Turning across the path of oncoming vehicle TARGET VEHICLE SPEED		
	30 KM/H	45 KM/H	55 KM/H
10 KM/H			
15 KM/H			
20 KM/H			
[NOT TESTED]			

AUTONOMOUS EMERGENCY BRAKING - CAR-TO-CAR

TEST SCENARIO	Toward car braking lightly		Toward car braking heavily		Driving towards a slower moving car*				
	12m HEADWAY	40m HEADWAY	12m HEADWAY	40m HEADWAY					
AEB (10-50 km/h)									
FCW (50*-80 km/h)									
PERFORMANCE	ADEQUATE								

OCCUPANT STATUS

WARNING TYPE	DRIVER	FRONT PASSENGER	REAR PASSENGERS
Occupant Detection	-	●	✕
Seat Belt Reminder (Visual)	●	●	●
Seat Belt Reminder (Audible)	●	●	●
Driver Monitoring	●	-	-

SPEED ASSISTANCE SYSTEMS (SAS)

SAS FEATURE	DESCRIPTION
Speed Limit Information Function	Camera based
Speed Limitation Function	System advised

● PASS ● FAIL ✕ NOT AVAILABLE - NOT APPLICABLE

GOOD ADEQUATE MARGINAL WEAK POOR

SAFETY FEATURES & TECHNOLOGIES

FEATURE / TECHNOLOGY~	AVAILABILITY	
	AUS	NZ
Seat belts (three-point) for all forward-facing seats	●	●
Seat belt pre-tensioners (front)	●	●
Seat belt pre-tensioners (rear outboard) - 2nd row	●	●
Seat belt pre-tensioners (rear centre) - 2nd row	✕	✕
Seat belt pre-tensioners (rear outboard) - 3rd row	–	–
Intelligent seat belt reminder (driver)	●	●
Intelligent seat belt reminder (front passenger)	●	●
Intelligent seat belt reminder (2nd row seats)	●	●
Intelligent seat belt reminder (3rd row seats)	–	–
Airbag - frontal (driver)	●	●
Airbag - frontal (passenger)	●	●
Airbags - side, chest protection (front seats)	●	●
Airbags - side, chest protection (2nd row seats)	✕	✕
Airbags - side, chest protection (3rd row seats)	–	–
Airbags - side, head protection (front seats)	●	●
Airbags - side, head protection (2nd row seats)	●	●
Airbags - side, head protection (3rd row seats)	–	–
Airbag - centre	✕	✕
Airbag - knee (driver)	✕	✕
Airbag - knee (front passenger)	✕	✕
Airbag disabling switch - automatic (front passenger)	✕	✕
Airbag disabling switch - manual (front passenger)	✕	✕
Head restraints for all seats	●	●
Active bonnet	✕	✕
Adaptive cruise control (ACC)	●	●
Anti-lock braking system (ABS)	●	●
Autonomous emergency braking (AEB) - Car-to-Car	●	●
Autonomous emergency braking (AEB) - VRU	●	●
Autonomous emergency braking (AEB) - Backover	✕	✕
Automatic emergency call (eCall)	✕	✕
Blind spot monitor (BSM)	●	●
Child presence alert	✕	✕
Electronic brakeforce distribution (EBD)	●	●
Electronic data recorder (EDR)	✕	✕
Electronic stability control (ESC)	●	●
Emergency brake assist (EBA)	●	●
Emergency stop signal (ESS)	●	●
Fatigue reminder	●	●
Fatigue monitor / detection	●	●
Forward collision warning (FCW)	●	●
ISOFix	●	●
Lane departure warning (LDW)	●	●
Lane keep assist (LKA)	●	●
Pre-crash systems	●	●
Rear cross-traffic alert (RCTA)	✕	✕
Reversing collision avoidance (camera)	●	●
Roll stability system	✕	✕
Secondary / multi-collision brake	●	●
Speed assistance - auto / intelligent speed limiter	●	●
Speed assistance - manual speed limiter	●	●
Speed assistance - speed sign recognition & warning	●	●
Smart (intelligent) key	✕	✕
Vehicle-to-infrastructure communication (V2I)	✕	✕
Vehicle-to-vehicle communication (V2V)	✕	✕

TESTED MAKE / MODEL	Citroen C4 LHD
TESTED VEHICLE(S) BUILT	2021
TESTED BODY TYPE	Small car
TESTED VEHICLE ENGINE	1.2 litre petrol
RATING PUBLISHED	November 2021
RATING UPDATED	February 2023

MODEL VARIANTS:

ANCAP safety 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 the extension of a rating to additional variants of a model.

RATING YEAR (DATESTAMP):

The Rating Year denotes the year requirements against which a vehicle has been assessed. The Rating Year is determined by ANCAP and, for vehicles rated from 2018, the Rating Year is the year in which the vehicle was tested.

~ Specifications & availability subject to change. Please check with the vehicle manufacturer for confirmation of vehicle specification.

● STANDARD ○ OPTIONAL ✕ NOT AVAILABLE

● NOT AVAILABLE ON BASE VARIANT BUT STANDARD OR OPTIONAL ON HIGHER VARIANTS