

Crash Tests

New Car Safety

Citroen C4

2007 to 02/2014 - Frontal+Side+Head

Overall Evaluation



Overall Score
Variant: Grand Picasso

34.69 out of 37
Engine: 1.6 litre diesel
Category: MPV

The diesel left-hand-drive European model was tested by Euro NCAP. Australasian specifications may vary and therefore models sold in Australasia might provide different levels of protection to those described on this page.

Model History and Safety Features

The tested model of the Citroen C4 Picasso was introduced in Australia during 2007.

Dual front airbags, side airbags, driver knee airbag and head-protecting side curtains are standard equipment. Antilock brakes (ABS), electronic brake distribution (EBD) and electronic stability control (ESC) are also standard. Intelligent seat belt reminders are fitted to front seats.

The front seat belt buckles are mounted on the seats and the upper anchorages are adjustable. These features improve the fit of the seat belt. Pre-tensioners are fitted to the front seat belts to reduce slack in the event of a crash. A three point seat belt is fitted to the centre rear seat. This provides better protection than a two point (lap) seat belt.

Overall Evaluation: 5

The Citroen C4 Picasso scored 14.87 out of 16 in the offset crash test. The passenger compartment held its shape well. There was a slight risk of serious leg injury for the driver and passenger.

The vehicle scored 15.83 out of 16 in the side impact crash test and a further two points in the optional pole test.

Frontal Offset Crash Test

Body region scores out of 4 points each: Head/neck 4 pts, chest 4pts, upper legs 3pts, lower legs 3.87pts.

The passenger compartment held its shape well in the offset crash test. The brake pedal moved rearward by 38mm. The steering wheel hub moved rearwards 6mm, upwards 16mm and sideways 17mm. The front ("A") pillar moved 9mm rearwards. All doors remained closed during the crash. After the crash high manual effort was needed to open the rear door on the driver's side. All other doors opened with normal effort.

The airbag cushioned the head of the driver and contact was stable. Steering column components were a potential source of injury for the driver's knees. The passenger's head was cushioned by the airbag.

Side Impact Crash Test

Body region scores out of 4 points each: Head 4pts, chest 3.83pts, abdomen 4pts, pelvis 4pts.

The vehicle was eligible for an optional pole impact test, since it had head-protecting side airbags and scored four points for the head in the side impact test. The manufacturer decided to go ahead with the pole test and the vehicle earned a further two points.

Pedestrian rating (v4.1)



Child head impacts: 8.
Adult head impacts: zero.
Upper leg impacts: 2.4.
Lower leg impacts: 6.
Total (out of 36): 16.4.

Offset crash test at 64km/hr



Injury Measurements

Refer to the information sheet 'How the tests are done'	Offset Crash Test at 64km/h (v4.1)		Side Impact Crash Test aa 50km/h (v4.1) Driver
	Driver	Passn	
Head			
- HIC	211	214	43
- Acceleration (g for 3ms)	35.3	37.1	22.9
Neck			
- Shear (kN)	0.41	0.59	
- Tension (kN)	0.98	1.43	
- Extension (Nm)	4.3	5.3	
Chest			
- Acceleration (g for 3ms)			
- Compression (mm)	21.2	18.9	22.87
- Viscous Criterion (m/s)	0.07	0.05	0.13
Abdomen			
- Force (kN)			0.48
Pelvis			
- Force (kN)			2.27
Upper Legs Force (kN)			
- Left	0.85	0.56	
- Right	0.64	0.6	
Knee Displacement (kN)			
- Left	0.9	0	
- Right	2.5	0.7	
Lower Legs Force (kN)			
- Left	2.12	2.2	
- Right	1.4	1.79	
Index (Upper Lower)			
- Left	0.27 0.25	0.26 0.25	
- Right	0.39 0.35	0.23 0.22	

Bonus points (maximum 5)

Pole Test: 2 points
Seat Belt Reminders: Fitted to both front seats - 2 points

Modifiers for offset test scores

Head	no deduction
Chest	no deduction
Upper leg	Variable & Conc. loading
Lower leg	1 pt deduction L & R
Foot score	no deduction
Structure	4 points

Modifiers for side impact test scores

Head	
Chest	no deduction
Upper leg	
Lower leg	
Foot score	
Structure	



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New Car Assessment Program
PO Box 1555
Canberra ACT Australia 2601