

# Citroen Jumpy

Vehicle tested: FIAT Scudo 2.0 diesel, Combi, LHD

TEST 2012



ADULTI



BAMBINI



PEDONI



SAFETY ASSIST



Totale 21 punti | 59%



Conducente  Passeggero

**IMPATTO FRONTALE** 13.4 punti



Vettura

**IMPATTO LATERALE CONTRO VETTURA** 7.4 punti

**IMPATTO LATERALE CONTRO PALO** 0.0 punti



**TAMPONAMENTO (COLPO DI FRUSTA)** 0.5 punti

- Buona
- Adeguata
- Marginale
- Scarsa
- Insufficiente

Totale 42 punti | 86%



**RESTAZIONI** 12.0 punti

**ISTRUZIONI** 4.0 punti

**INSTALLAZIONE** 2.0 punti

**Bambino di 18 mesi**

- Seggiolino** Britax-Römer Baby Safe
- Gruppo** 0, 0+
- Posizione** All'indietro
- Installazione** Cintura di sicurezza per adulti



**RESTAZIONI** 12.0 punti

**ISTRUZIONI** 4.0 punti

**INSTALLAZIONE** 2.0 punti

**Bambino di 3 anni**

- Seggiolino** Britax-Römer Duo Plus
- Gruppo** 1
- Posizione** In avanti
- Installazione** Ancoraggi ISO FIX e punto d'aggancio

**VALUTAZIONE BASATA SUL VEICOLO** 6.0 punti

Totale 8 punti | 26%



**TESTA** 7.8 punti

**GAMBA** 0.0 punti

Totale 2 punti | 26%

**DISPOSITIVI DI LIMITAZIONE VELOCITÀ** 0.8 punti  
Attivo Approvato

**CONTROLLO ELETTRONICO DELLA STABILITÀ (ESC)** 0.0 punti  
ESP (not assessed) Non valutato

**SISTEMA SBR** 1.0 punti  
conducente Approvato

[Vedi commenti](#)

## Dettagli della vettura testata

### Specifiche

<b>Modello testato</b>	Vehicle tested: FIAT Scudo 2.0 diesel, Combi, LHD
<b>Tipo carrozzeria</b>	Van-based people carrier
<b>Anno di pubblicazione</b>	2012
<b>Peso</b>	1801kg
<b>Numero di identificazione veicolo (VIN) a cui si riferisce la valutazione</b>	all Jumpys of the specification tested

### Safety equipment

<b>Pretensionatori della cintura di sicurezza sedile anteriore</b>	
<b>Limitatori di carico cinture di sicurezza anteriori</b>	
<b>Airbag anteriore conducente</b>	
<b>Airbag anteriore passeggero</b>	meeting fitment requirements
<b>Dispositivi di limitazione velocità</b>	meeting fitment requirements
<b>Segnalazione di cintura di sicurezza non allacciata</b>	driver only

## Commenti

### Protezione dei adulti

The passenger compartment remained stable in the frontal impact. Although the car tested had two separate front seats, the passenger airbag is wide enough to protect a third, centre occupant in cars fitted with a bench-style passenger seat. Dummy readings indicated good protection of the knees and femurs of the driver and front passenger. For the outboard leg of the front passenger, the facia end posed a risk of injury but the dashboard was otherwise considered to provide good protection to those of other sizes and those sat in different positions. In the side barrier test, protection of the chest was adequate and that of other body regions was good. No pole test was done as a head-protecting airbag did not meet fitment requirements. A geometric assessment of the front and rear seats revealed poor protection against whiplash injury in the event of a rear-end collision.

### Bambini

Based on dummy readings in the front and side impact tests, the vehicle scored maximum points for its protection of both the 18 month and 3 year infants. In the frontal test, forward movement of the 3 year dummy, sat in a forward-facing seat, was not excessive. In the side impact, both dummies were properly contained by their restraints, minimising the likelihood of head contacts with the vehicle interior. The front passenger airbag can be disabled to allow a rearward-facing restraint to be used in that seating position. However, information provided to the driver regarding the status of the airbag is not sufficiently clear, and the system was not rewarded. The dangers of using a rearward-facing restraint in that seat without first disabling the airbag are clearly indicated inside the vehicle.

### Pedoni

The bumper provided poor protection to pedestrians' legs in all areas tested and scored no points. Assessment of the front edge of the bonnet was not appropriate owing to the shape and height of the vehicle. In those areas likely to be struck by the head of a child or that of an adult, protection was predominantly poor.

### Dispositivi di sicurezza

Electronic stability control is available as an option but did not meet Euro NCAP's fitment requirements, and was not assessed. There is a seatbelt reminder system for the driver's seat and a driver-set speed limitation device is standard equipment on more than half of vehicles sold, and met Euro NCAP's technical requirements.

