

## **SEE FOR YOURSELF: DELIVERIES OF CITROËN'S AWARD-WINNING NEW MODEL START**

Australian Citroën dealers will be chasing demand for the new Citroën C4 when it arrives in showrooms this week (18 April 2005) following its launch at the Melbourne International Motor Show last month.

"Sales of the Citroën C4 started at the Melbourne Motor Show last month and we have been overwhelmed by demand," says Miles Williams, General Manager for Citroën in Australia. "This means that most of the first shiploads of the Citroën C4 have been already sold and we are now placing additional orders for the C4."

"The C4 is not just bringing existing Citroën customers back to our showrooms, we are seeing a repeat of the European experience, where more than 25 per cent of customers are coming to Citroën for the first time. This supports our plans for the C4 to provide Citroën with its next major leap forward in the Australian market, following the growth provided by C2, C3, C5 and Berlingo," says Mr Williams.

Following its launch across Europe last year, the Citroën C4 has collected awards for innovation and safety, as well as being acclaimed as a class-leading addition to the car market.

Citroën has brought together a unique style for both the Citroën C4 Coupe and five door hatch, a level of technology and equipment that sets it above its rivals and a host of safety features that have provided it with not just a five star EuroNCAP crash test rating, but also the highest ever rating for pedestrian safety.

"The Citroën C4 proves that it is possible to combine style with responsibility," says Miles Williams. "So while the Citroën C4 VTS has the performance of a 130 kW engine, it also has a speed limiter that allows the driver to set the car not exceed speed limits, allow the driver to concentrate on the road and not the speedometer. It has a five star crash test rating for occupants in the C4 and a host of technology to look after any pedestrian unlucky to be involved in an accident with the new C4."

“It is this blend of abilities that we believe is proving so attractive to car buyers, as well as, of course, the price, which means that there is no penalty in owning this technology,” says Mr Williams. “We have even made the entry-level Coupe and Hatch the same price,, making the Coupe’s fresh, dynamic style easy to own.”

The Citroen C4 range opens at \$25,990 for both the Citroen C4 hatchback and the Citroen C4 Coupé with the 1.6 litre engine and a manual gearbox. The automatic version of the C4 hatchback is priced at \$27,990. The range toping hatch is powered by the 2.0 litre engine and has a recommended retail price of \$33,990. The top C4 is Coupe VTS, with a wealth of standard equipment and the performance of a 130 kW engine, it is priced at \$36,990.

The Citroen C4 is being launched in Australia under the banner “Alive with technology” and using, as well as the usual print media, the “Dancing Robot” advertisement that became the most downloaded advertisement on the Internet when it burst onto the internet late last year.

“Alive with technology is much more than a slogan for the Citroen C4,” explains Miles Williams. “It is a clear statement that that the Citroen C4, like so many Citroens before it, uses innovative technology to provide solutions to real world problems, from how to make the driver’s airbag more efficient to keeping the interior of a car smelling fresh and clean. This is not technology for technology’s sake, this is technology to save lives, make life more comfortable and to reduce the stress of driving on today’s crowded roads.”

The technology in the new Citroën C4 includes:

- ✚ The Citroën C4 has not just got five stars for occupant safety in the EuroNCAP tests; it also has the highest ever score for saving the lives of pedestrians with innovative bonnet and bumper design. Even the windscreen wipers are designed to protect pedestrians.
- ✚ Citroën have solved the problem of reflections making LCD screens hard to read by using the very daylight that causes the problem to illuminate the LCD instruments in the C4, making them the epitome of clarity.



- ✚ A traditional steering wheel stops all other cars having the ideal airbag to protect the driver in accident, so the C4 has a fixed hub steering wheel that means not just an ideally shaped airbag, but also the perfect place for switchgear.
- ✚ Personal safety is growing issue, so the C4 has remote control headlights so owners can see if it's safe to go back to their car and use the lights to illuminate their walk away from the car to safety, as well as auto locks, dead locks and panic buttons.
- ✚ No need for an ugly air freshener in the C4, every version has a built in perfume diffuser with a choice of three standard perfumes and an option range of a further six flavours.
- ✚ Not only is a cruise control standard, it also features a speed limiter to stop accidental speed limit infractions.
- ✚ Multiplex electrics mean fault finding and servicing can be done over the internet.
- ✚ No more loose objects rolling around the boot. The Citroën C4 comes with a useful device that subdivides the boot as required and holds loose objects in place.
- ✚ Standard on the Coupe VTS and an option on the 2.0 litre hatch back, steerable headlights allow the Citroën C4 to literally look around corners at night.
- ✚ Set to become an option later in the year, the innovative Lane Departure Warning System (LDWS) warns drivers that they suffering from fatigue or distractions that are causing them to wander across freeways.

But this technology is not at the expense of style. Indeed, the Citroën C4 sets a new standard for stand-out style in its class with not one, but two shapes, a true coupe and a spacious five door hatchback.

Both share the new Citroën look debuted on the new Citroën C5, a strong new version of the classic Citroën Chevrons, then they both use clearly defined curved lines to produce a distinctive



and unique shape, one long, low and sleek with a dynamic tail that truly befits a sports coupe, and the other more arched to provide a light, spacious interior, as well as a no less distinct tail.

Inside the harmonious shapes, curves and lines continue.

The centre mounted instrument panel enables the dashboard to be one continuous curve, while the fixed hub steering wheel means that much of the most commonly used switchgear is moved to the steering wheel, where it is both easier to use and a cleaner design.

Under the stylish bonnet, made from aluminum and shaped to protect pedestrians in the event of an accident, are a range of engines designed to offer optimum performance, economy and low emissions. The range opens with the 1.6 litre 80 kW engine in the hatch and coupe matched to either a manual or four speed electronically controlled automatic gearbox. This provides a top speed of 194 kmh in manual form and 188 kmh with the self-shifting gearbox. The top C4 hatchback is powered by the 2.0 litre 103 kW engine with an automatic gearbox as standard, providing a top speed of 206 kmh and the ability to do the zero to 100 kmh dash in a handy 10.1 seconds. The range topper is the Citroën C4 Coupe VTS with its 130 kW engine. Top speed for this lusty coupe is 227 kmh and it can blast to 100 kmh in just 8.3 seconds.

Joining the Citroën C4 range later in the year will be the Citroën C4 HDi. Following in the footsteps of the Citroën C5 HDi, which has changed so many people's options on diesel cars, the C4 HDi is set to do the same in its category. Powered by a 1.6 litre turbo diesel direct injection common rail engine, it has 80 kW and an epic 260 Nm of torque. This translates into a 0-100 time of just 11.2 seconds.

Yet, despite this performance, the C4 HDi still scores when it comes to fuel bowser and the environment. Euro standard figures show that this remarkable car will average just 4.0 litres per 100 km on the open road and around town still achieve an average fuel consumption of 6.0 litres per 100 km. The fact that it's a diesel means very low CO<sup>2</sup> - the greenhouse gas - emissions of just 125 g/km and its self cleaning particulate filter effectively removes particulates to below measurable levels.

The Citroen C4 has a long list of standard equipment. As well as all the innovative features, it has as ABS brakes with EBD and EBA, standard variable assistance power steering, power windows and mirrors, remote central locking, CD based audio system with automatic sound control, cruise control and speed limiter, Air Conditioning with climate control in the 2.0 litre versions and six air bags.

This level of technology, the breadth of the equipment packaged and the quality design and style would mean for most other car makers that the C4 would be a car priced out of most people's ability to afford it. But this is not the Citroen way. The French car maker has always believed not



just in developing new technology and providing their cars with unique styling, but also making it affordable.

Citroen has enjoyed a renaissance worldwide over the past seven years, not just in Australia, with the marque setting five new world sales records in successive years. This has been driven by new models that have, in the case of the Berlingo, redefined their market sector, or become market leaders, in the case of the Citroen Xsara Picasso. They have dominated their market sectors, such as the C5 and set new safety standards, with the C5 being the safest car in the world and the C2, C3 and C4 leading their categories in the EuroNCAP testing. Awareness of Citroen is also at an all-time high, not just because of these new models, but also because of the domination of the World Rally Championship by the Citroen Xsara WRC, which won the World Rally Championship Manufacturers' title in its debut season and both the drivers' and manufacturers' title in 2004.

Citroen plans to grow its sales, once again, in 2005 to a total of 3000 units, with a target of 3500 next year. To achieve this, Citroen plans to sell a total of 900 C4s this year, rising to 1200 in 2006. Of these, Citroen expects a split of 75 per cent C4 Hatch/25 per cent C4 Coupé. As with the Xsara, Citroen expects the top versions of the C4 to account for the majority of sales, with the VTS accounting for 60 per cent of Coupé sales, with the 1.6 litre Coupé taking a 40 per cent share. The 2.0 litre version of the C4 Hatch will be top seller in the five door range, with 60 per cent of sales, and the 1.6 Hatch taking 40 per cent. When it is launched, Citroen is planning for the C4 HDi to take 10 to 15 per cent of sales.

"The Citroen C4 is a remarkably important car for Citroen in Australia," says Miles Williams, General Manager for Citroen in Australia. "Over the past eight years Citroen's position in the Australian market has transformed, with a ten fold increase in sales and our model range going from one model to five. Citroen has moved into new market sectors, such as small cars with C2 and C3, while the Berlingo has introduced businesses to Citroen's commercial vehicle expertise."

"Now it is time for Citroen to move to a new level in Australia," explains Mr Williams. "Our target for the end of the decade is for Citroen to have one per cent of the Australian market place and it is the C4 that will drive the majority of that growth. We fully expect, once the entire range of Citroen C4 variants are on sale, that the C4 will not just become the most popular model in the Citroen range, it will ultimately double Citroen sales in Australia."





## CITROEN C4: ONE MODEL, TWO CARS

The Citroen C4 is available in two very distinct versions, a spacious five door hatchback and a true coupé that is much more than a two door version of the five door, from the base of the 'A' pillar back, the Coupé is an entirely different car in style, character and image. But they both share a strong clarity and decisiveness of styling that makes both models clearly Citroens.

### THE C4 STYLE: FLUID LINES AND STRONG AERODYNAMICS

The C4 Saloon and the C4 Coupé have very different styling, while also sharing a number of features that identify them as members of the same family.

The style of the C4 is characterised by decisive architectural choices. Its height is limited in order to optimise aerodynamics, road behaviour and fuel consumption. In consequence, powerful and fluid design lines emerge as the key traits qualifying the C4.

However, the real signature of the C4 can be read in its strong exterior features, some of which are common to both the saloon and the coupé.

These distinctive signs can be seen on the front end in particular, with the chrome chevrons spanning the full width of the radiator grille, and the boomerang-shaped lights extending up to the vehicle wings. Other distinctive features include the flag-shaped rear-view mirrors on the front doors, which give prominence to the sides of the C4.

Looking beyond these shared attributes, Citroën is offering two clearly differentiated body styles :

- A saloon of fluid, dynamic lines with strong curves
- A coupé of longer, sharper lines with a plunging tail line.

In both cases: smoothly flowing contours with an ever-present emphasis on aerodynamics.

### A SALOON OF ASSERTIVE DESIGN

The C4 Saloon boasts smooth, protective bodywork, with unique exterior styling. Its profile is traced in a single line, with a strongly raked windscreen that extends the taut lines of the bonnet, before moving smoothly on to the curve of the roof.

Similarly, the high, arched waist line reinforces the feeling of safety and protection enjoyed by the passengers.

The harmonious design is combined with a long window line, which draws out the cabin and enhances the fluid lines of the saloon.



The body style of the C4 Saloon shows distinctive lines of force, which underline its dynamic character. In addition to the headlamps placed either side of the double chevron on the radiator grille, other particularly striking styling features include:

- Rear lights whose geometric shape expresses dynamic power. The lower part underlines the vehicle's stability, while the upper part runs along the rear window up to the lip at the top of the tailgate,
- Quarter windows and a waist line suggesting controlled power.

## **A COUPÉ WITH A DIFFERENCE**

The exterior styling of the C4 Coupé owes its force to its dynamic and fluid body lines, combining a long wheelbase and long front overhang with a short rear overhang.

The coupé's profile reflects the quest for optimised aerodynamics. The receding lines converging towards the rear of the vehicle suggest movement and fluidity. The waist line – slightly curved towards the rear – and the prominent wings, suggest stability and good roadholding.

The tight lines of the roof flowing towards the rear end with a sharply falling rear window offer a perfect fit between the geometric shape of the rear lights and the fluid lines of the coupé.

The C4 Coupé possesses a distinctive style, with a flowing, easily recognisable profile, and a reverse-sloping rear window with an astonishingly spacious passenger compartment. Its styling combines sportiness and interior space.

## **C4 COMBINES AERODYNAMIC DESIGN & GENEROUS SPACE**

The C4 was designed to meet stringent aerodynamic targets, while also offering class-leading space at front and rear.

## **BEST Cd IN ITS CATEGORY**

Easily identifiable as Citroën vehicles through their design lines and proportions, the C4 Saloon and C4 Coupé also embody one of the Marque's traditional strengths: aerodynamics.

Extensive aerodynamic studies were conducted on the C4 in order to obtain a drag coefficient of from 0.28 for the coupé, a record in this segment. The saloon boasts a Cd from 0.29.

These values promise acoustic comfort, along with reduced fuel consumption and lower pollutant emissions.

They are achieved by:





The exceptionally fluid body styles featuring:

- Limited height (1.46 m),
- A windscreen placed well to the front, continuing the line of the bonnet,
- A long roof with a dramatic drop at the rear,
- Sides narrowing at the rear.

The presence of exterior features designed to smooth air flow:

- Flag-shaped exterior rear-view mirrors,
- Aerodynamic undertrays to smooth out the airflow under the body,
- A rear spoiler extending the flow-line of the roof to the maximum extent,
- Bumpers designed to improve the air flow over the wheels,
- Front windscreen wipers integrated in the scuttle aperture to avoid disrupting the air flow.

## **CLASS-BEATING INTERIOR SPACE**

In both saloon and coupé form, the C4 combines style and aerodynamics with a level of interior space that ranks it among the best in its segment.

### **Identical interior space on the saloon and the coupé**

Although the C4 Saloon and the C4 Coupé are very different in terms of styling, they share the same interior space.

They have the same dimensions, viewed from the side, with a wheel base of 2.61 m and a height of 1.46 m. Only their length differs slightly (by 1.3 cm) owing to the style of the rear bumper.

### **Generous interior dimensions**

The interior dimensions of both vehicles meet customer requirements concerning the essentials of on-board comfort.

The two C4s are references in their segment concerning knee room for passengers at the rear (17 cm when the front seat is pushed back to maximum).

In terms of elbow room at the front (1.44 m) and rear (1.43 m), the C4 is on a par with most of its competitors in this segment.







## **INNOVATIONS FOR ON-BOARD COMFORT AND RELAXED DRIVING**

The interior of the C4 boasts a host of innovations in driving ergonomics, life on-board and functional convenience.

### **DRIVING ERGONOMICS**

The C4 features a dashboard of clean design lines with a fixed-centred controls steering wheel that places driving aids within easy reach of the driver. At the same time, some of the controls are positioned in the centre of the dashboard so that the passengers can control the features that affect passenger comfort.

With the C4, onboard comfort means safety and well-being.

### **The multifunctional fixed-hub steering wheel**

The fixed centre of the steering wheel features the main comfort functions and driving aids. This layout places the emphasis on ergonomics and easy use, thus promoting driving pleasure.

### **A balanced distribution of controls**

The steering wheel controls are split into four different areas, each with four buttons and a knob:

- The top right-hand area groups the radio controls, with volume and station settings, the memorised station search function, and the mute function;
- The bottom right-hand area provides access to the multifunction screen.
- The top left-hand area is dedicated to the speed limiter and cruise control. If the driver opts for one of these driving aids, a pictogram will appear on the translucent instrument cluster, showing the mode selected and the programmed speed;
- The bottom left-hand area groups the controls for vehicle options. For example, the driver-configured button offering “black panel” lighting as the default function, or the air recycling function.
- The horn is on the lower part of the steering wheel.

Conventional driving functions (lighting and wiping) maintain their usual layout, with standard stalk switches.



### **Driver-dedicated steering-wheel display**

Driving information intended specifically for the driver is displayed immediately in front of him. This is the case, for example, of the rev counter, the indicator and headlamp settings, and the mode/gear speed selected on versions equipped with an automatic gearbox.

The background of the rev counter turns red to show that the engine has reached its maximum speed.

Fitted on the steering column, this display unit moves with the steering wheel to remain easily legible at all times.

### **A host of advantages**

The multifunctional fixed-centred controls steering wheel offers the following advantages:

- Controls are grouped in the centre of the steering wheel, thus freeing up space on the dashboard, and giving it a simpler, uncluttered look;
- Significant improvements in ergonomics, since the controls are grouped in a stable and easily accessible position, so that the driver does not have to take his hands off the wheel;
- With the controls are on the steering wheel, they remain easily visible, even at night, thanks to the use of illuminated pictograms;
- In terms of safety, the fixed-centre design of the steering wheel makes it possible to install a shape-optimised driver airbag for improved driver protection.

### **Easy operation**

The main characteristic of the C4 steering wheel is its fixed hub. The centre of the wheel no longer turns with the rim. The technical principle is simple: a toothed ring linked to the steering wheel engages an inner pinion, itself linked to the steering column. The space between the ring and the pinion is used to couple the fixed components: the steering wheel hub and the steering column mounting.

### **A dashboard designed to promote relaxed driving and shared information**

The clean, soft lines of the dashboard create an uncluttered look that is relaxing on the eye. Enhancing this effect, curves and relief are kept to a minimum. The choice of colours and materials reflects the same approach to design.

The dashboard is designed to share information, in the same way as on the Citroen C8 MPV. The centre features three display units:

- A translucent instrument cluster,
- A multifunction screen with the on-board computer,
- An air-conditioning display unit.



## **The central translucent instrument cluster**

The instrument cluster displays information on a translucent strip located in the centre of the dashboard.

The translucent instrument cluster provides the following information:

- Vehicle speed,
- Petrol gauge and range,
- Water temperature
- Total and partial mileage,
- Information on the oil level,
- Speed settings for the cruise control and speed limiter,
- Maintenance indicator.

Indicators corresponding to the child safety function, the seatbelt warning lights for the five seats, and ESP disablement are displayed on either side of the translucent instrument cluster.

As the instrument cluster is located in the centre of the dashboard, the translucent strip captures the light perfectly. As the display contrast adjusts instantly to the light, legibility is perfect in all circumstances, by day and night, in full sunlight or in darkness.

## **LIFE ON BOARD**

The cabin of the C4 is designed to optimise passenger comfort. The cabin layout, the ergonomics and characteristics of the seats and the soundproofing – essential vehicle qualities – have all been addressed in such a way as to create a relaxing interior ambience.

In addition, the C4 features a range of equipment to create a feel-good ambience, such as the optional glazed panoramic roof and the standard scented air freshener.

### **The scented air freshener**

A scented air freshener, styled to match the dashboard design, also contributes to the relaxed onboard atmosphere.

The air freshener is available with a choice of nine fragrances: Citrus and Passion, Amber and Sandalwood, Cinnamon and Ginger, Lotus flower, Vanilla, Jasmin and Mimosa, Soft Lavander, Mint and Musk, Ylang and Bamboo.

All these fragrances were developed by Robertet, a company specialising in the creation of perfumes.



Customers will receive a kit with three fragrances (Vanilla, Mint and Musk, Ylang and Bamboo) on delivery of their car.

Placed on the central air vent, the scented air freshener diffuses the fragrance selected through the air conditioning system. A knob lets the user switch the system off or adjust the quantity of perfumed air.

The perfumes come in the form of sealed, individual cartridges, so the fragrance can be changed at any time.

A cartridge lasts around 45 days, based on three hours of daily use.

Refills are available from the Citroën network.

### **Seats tailored to a full range of tastes and body shapes**

Looking beyond their styling, which is an explicit statement of their qualities, the seats of the C4 are designed to ensure an outstanding level of comfort as well as excellent support.

To reflect customers' tastes more effectively, the C4 is equipped with "comfort" or "sport" seats, depending on the trim level selected.

"Comfort" seating ensures excellent damping and also provides sufficient support to hold the occupant firmly in place without becoming restrictive. Placing the emphasis on comfort in use, it is perfect for smooth, relaxed driving.

"Sport" seating, which is fitted as standard to the Coupé, is firmer to the touch with more pronounced support. It corresponds to the pursuit of stronger driving sensations and a more dynamic driving style.

In addition to the conventional seat settings (fore-and-aft adjustment, angle of back rest), the C4 also includes a number of other settings to ensure that all the occupants can find a position to suit their body shape and driving habits:

- Steering wheel adjustable for height and reach,
- A driver's seat adjuster that can be raised over 50 mm,
- Manual lumbar adjustment on the driver's seat.

The C4 can also be equipped with an electrically controlled driver's seat. In this case, the settings of the seats and exterior rear-view mirrors can be memorised to enable different drivers to immediately find their preferred settings.



### **Focus on acoustic comfort**

To optimise acoustic comfort on board the C4, extensive studies were conducted on sealing, and sources of wind noise.

The main factors contributing to sound insulation are:

- The flag-shaped exterior rear-view mirrors,
- The laminated windscreen with a damping film between two sheets of glass,
- The thick glass used for the side windows (3.82 mm instead of the 3 mm usually found on vehicles in this segment),
- The windscreen wipers integrated with the scuttle aperture,
- The anti-turbulence windscreen seal,
- The double door seals,
- The treating and filling of box sections.

### **Individual thermal comfort**

To satisfy requests for individual comfort functions at the front, the 2.0 litre versions of the C4 feature automatic two-zone air conditioning. The driver and front passenger can then choose their own temperature settings.

The automatic air conditioning system is equipped with:

- A particulate and pollutant gas filter,
- An air recycling function, activated using controls on the steering wheel and air conditioning panel,
- A heat-reflecting windscreen, which considerably increases the reflection of infrared rays.

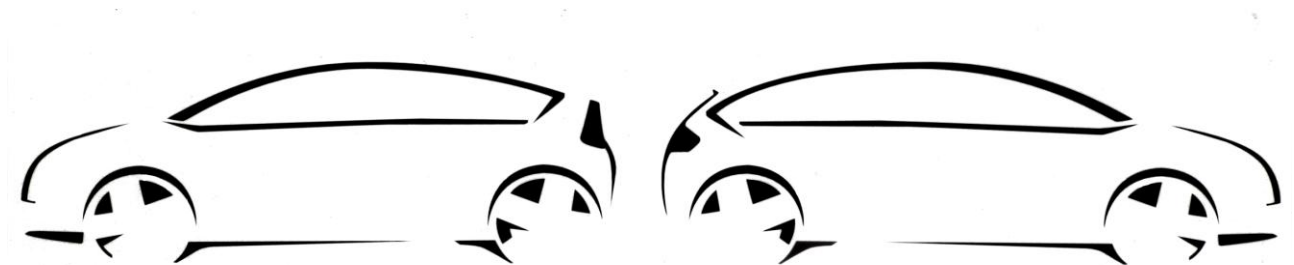
## **PRACTICAL CONVENIENCE**

With its many stowage compartments, easily adaptable, modular passenger compartment and boot foldaway partition, the C4 is an easygoing car that adapts to the requirements and needs of the moment.

### **A host of practical and well designed stowage compartments**

From the dashboard to the consoles and door panels, the interior of the C4 possesses generous stowage, including: a vast glove box, bins in the doors, can-holders, a drawer under the front passenger seat and nets on the backs of the front seats.

Evenly distributed around the passenger compartment, these stowage compartments were designed for practical use. The closed stowage compartments have a damped opening, the drawers are of the push/pull type and the ash tray is illuminated, as is the glovebox, which may also be



cooled. Some stowage compartments are even intended for specific purposes, such as the bag hook on the passenger side of the central console or the overhead eyewear holder on the driver's side.

A number of stowage compartments are closed in order to maintain the ambient, uncluttered atmosphere. For example, the front central armrest, with fore-and-aft adjustment, has a stowage compartment for CDs or the CD stacker. The console is also equipped with a 12V socket and a cigarette lighter.

### **Easy flexibility**

The C4 features a 60/40 split-folding rear seat back and cushions. Simple attachments make it easy to take advantage of the C4's modular interior.

The seat backs unlock easily and can be folded down:

- Directly onto the seat cushions,
- With the seat cushions raised, in order to obtain additional space and a virtually flat load floor,
- Using clips, after the fast-fit seat cushions are removed. In this configuration, the loading space extends up to the front seats.

### **A new boot foldaway partition**

The boot of the C4 features a new partitioning system. This system is designed to isolate and securely hold the objects placed in the boot.

A simple function lets the user fold out the partitions integrated in the boot sill to create three separate compartments.

When folded, these partitions disappear totally into the thickness of the boot sill. When partitioning is not used, the boot regains its full loading volume.

The boot of the C4 can also be fitted with a closed stowage bin on the sides, a stowage net and a range of hooks to hang bags up.





## **CITROËN C4: ENJOYABLE, RELAXED DRIVING**

On-board comfort also means enjoyable, relaxed driving in all circumstances. For this reason, in addition to its wide range of new-generation engines, the C4 boasts a range of technological innovations designed to enhance driving comfort and so promote better vehicle control.

With its advanced equipment and features, the C4 also offers highlevel active and passive safety, along with exceptionally polished road manners. New technologies have been applied systematically in all these areas, in order to develop new services and functions that provide the driver with more information, while letting him concentrate on the road.

### **INNOVATIVE AND MODERN DRIVING AIDS**

The C4 driver has access to a range of modern and innovative driving aids which, combined with the interior comfort and uncluttered design of the cabin, let him take to the road with a relaxed mind.

#### **The lane departure warning system**

Set to become an option on the Australian C4 later in the year, the lane departure warning system detects a lane change on a motorway or fast road from speeds of 80 kph. It warns the driver if the car crosses a continuous or dotted lane marking, if the indicator is not activated. A vibrating mechanism mounted in the car seat is activated on the side corresponding to the direction of vehicle drift, enabling the driver – who may have suffered a moment's distraction – to take corrective action in time.

Six pairs of infrared sensors located under the front bumper – three on either side – monitor and detect a lane change. Each pair is made up of an infrared emitting diode and a detection cell. The detection function relies on variations in the infrared beam reflected by the diode on the road surface.

A control unit receives the information and activates a vibration mechanism in the driver's seat, on the side corresponding to the drift. Alerted by the vibrations on the left- or right-hand side, the driver can then steer the car back on course. This system, which can be activated or deactivated from the dashboard does not disturb the passengers, and leaves the driver free to perform manoeuvres.





Taking a significant step forward in terms of safety, this innovation is one of the solutions developed to make up for a loss of concentration or a moment's distraction on the part of the driver.

### **Xenon dual-function directional headlamps**

Standard in the Coupe VTS, the Citroën C4 is available with a feature that remains rare in this segment: Xenon dual function directional headlamps (low beam and high beam).

When the car takes a corner, the beam lights up the inside of the curve, illuminating areas that were previously in darkness. The beam is angled by up to 15° (8° for the headlamp on the outside of the bend, and up to 15° for the headlamp on the inside). This feature allows the driver to see where he is going and to distinguish other road users and possible obstacles. This is an important advantage in terms of safety since, at a speed of 110 kph, the car covers more than 30 metres every second. When Citroën developed this function for the Citroën DS, the controls were mechanical. Today, they rely on electronics.

This swivelling beam enhances the lighting quality of the Xenon dual-function discharge lamps, which are active in both the low-and high-beam positions.

By improving driver visibility and reducing visual fatigue, this feature brings significant gains in safety and driving pleasure.

### **Front and rear parking assistance**

The C4 brings customers an effective parking aid, with the introduction of optional front parking assistance, alongside the rear parking assistance function. Rear parking assistance is standard on the Coupe VTS versions and the front assistance is a factory-fitted option.

The sensors work in the same way at the front as at the back. Four sensors located in the bumper inform the driver that an obstacle is present in their detection area when vehicle speed is lower than around 10 kph. Depending on the position of the obstacle, the system emits a series of beeps that gradually become more frequent as the car approaches the obstacle, becoming a continuous signal when it is just a few centimetres away.

The system lets the driver view the distance separating the car from the obstacles at both front and rear. The multifunction screen displays the silhouette of the vehicle, along with six detection areas.

The parking assistance function can be disabled from the dashboard.



## **Cruise control and the speed limiter**

Cruise control and the speed limiter round out the list of new comfort and safety equipment. Cruise control lets the driver keep the car going at a programmed speed without using the accelerator pedal.

With the speed limiter, the driver defines a maximum speed not to be exceeded, whatever the position of his foot on the accelerator. If he wishes to exceed this speed from time to time, he stamps down on the pedal in order to pass the hard spot marking the end-of-travel point of the accelerator.

For the cruise control and the speed limiter, the driver simply programmes a required speed using the function on the fixed-centred controls steering wheel. A readout on the translucent instrument cluster then shows the programmed speed and the status (active/inactive) of each system.

## **The low tyre-pressure warning system**

Standard C4 Coupe VTS, the low tyre-pressure warning function enhances the range of safety equipment present on the C4. This system measures the pressure of all four tyres.

Each tyre is fitted with an emitter and a pressure sensor, which sends information to the central control unit. When one of the tyres drops below its preset pressure level, a message immediately flashes up on the multifunction screen to warn the driver. At the same time, a buzzer sounds. In the event of a puncture, the “Stop” indicator will also come on. In this way, this feature detects any under-inflation that could have an adverse impact on the car’s stability and on the safety of the occupants.

In addition to improving safety, this function also encourages the driver to check tyres regularly and to correct inflation levels. These checks bring gains in terms of reduced driving noise, fuel consumption and tyre wear.





## CITROEN C4; ADVANCED ENGINE CHOICE

The Citroen C4 is offered with a choice of four engines ideally suited to Australian conditions with the 1.6 litre, 2.0 litre and 2.0 litre high performance engines available at launch and a high technology diesel engine arriving later in 2005.

**The 1.6i 16V engine** develops 80 kW EEC (110 bhp DIN) at 5,800 rpm and maximum torque of 147 Nm at 4,000 rpm. Highly responsive from the lowest engine speeds, this engine offers torque of 132 Nm –90% of the maximum amount – from 2,000 rpm. This mid-range engine strikes an excellent balance between performance and fuel consumption in combined use (7.1 l/100 km over a standard combined cycle).

**The 2.0i 16V engine** with the C4 Saloon offers output of 103 kW EEC (143 bhp DIN) at 6,000 rpm. It is coupled with an automatic gearbox. Recently introduced on the C5, this new version of the 2.0i 16V engine offers maximum torque of 200 Nm at 4,000 rpm. It features continuously variable valve timing (VVT) to optimise filling of the combustion chambers at all engine speeds. This engine offers torque of 170 Nm from 2,000 rpm, almost 85 % of the maximum torque available. It also meets the requirements of the Euro IV emission standard.

**The 2.0i 16V engine**, developing 130 kW EEC (180 bhp DIN) at 7,000 rpm is the most powerful engine in the range. The C4 Coupé is the first Citroën vehicle to offer this engine. This engine combines dynamic driving thrills with a high level of safety and daily comfort of use. Maximum torque is 202 Nm at 4,750 rpm. On this engine, the intake camshaft is also equipped with a continuously variable valve timing system. This characteristic makes for a powerful, responsive engine.

### THE DIESEL C4

The C4's HDi engine is equipped with second generation common-rail. The characteristics and performance of this compact, low weight engine is exceptional driving pleasure, reduced fuel consumption and pollutant emissions are combined with acoustic comfort and vibration control.

The engine is also remarkable for its verve and for the temporary torque increase of 20 Nm made available by the overboost function.

**The 1.6 HDi engine** offers an output of 80 kW EEC (110 bhp) at 4,000 rpm and was introduced on the Xsara Picasso in February 2004.



It supplies maximum torque of 240 Nm at 1,750 rpm. Torque can be increased to 260 Nm at 1,750 rpm on the three highest gears, thanks to the overboost function.

For strong bursts of acceleration, the “overboost” function kicks in, delivering up to 20 Nm of additional torque by increasing the fuel injection rate. This new engine therefore combines a fast response with a linear increase in power, and excellent acceleration at low engine speeds.

The HDi 110 features a second-generation injection system delivering injection pressure of 1,650 bars, controlled by piezoelectric-type injectors. A variable-geometry turbocharger enhances driving pleasure and performance. This engine makes full use of the potential offered by the common-rail system with its multiple injection technology and the enhanced management of fuel injection into each cylinder, providing four injections per engine cycle:

- Two pilot injections to reduce combustion noise
- Two main injections to reduce nitrogen oxide emissions at source.

Moreover, two additional post-injections improve the regeneration efficiency of the particulate filter.

As a result of its low fuel consumption – 4.7 l/100 km over a standard combined cycle – and its 60-litre tank, this engine offers a range of more than 1,200 km. CO<sub>2</sub> emissions are also very low, at 125 g/km.

The Euro IV version is equipped with the diesel particulate filter system (DPFS), which traps and destroys particulates.

## **IMPECCABLE ROAD MANNERS**

To keep the car under control at all times, the C4 driver can rely on efficient running gear, along with high-performance braking functions for advanced safety.

### **Efficient running gear**

The running gear of the C4 offers precise handling, while also effectively contributing to active safety. The front suspension features a MacPherson type strut with lower wishbones and an anti-roll bar. The rear suspension features a flexible transverse beam associated with an anti-roll bar. Damping control is adapted to optimise the balance between comfort and handling.

Depending on the level of trim and the engine, the C4 is available 16-inch wheels with 205/55R16 tyres or 17-inch wheels with 205/50R17 tyres.





Variable-assistance power steering is standard. The level of assistance is linked to engine speed in order to obtain a level of power adapted to conditions of vehicle use. Power steering is firmer at high engine speeds for increased safety, and lighter at low engine speeds for easy manoeuvring.

### **High-performance brakes**

The C4's braking system features ventilated discs at the front and discs at the rear, combined with ABS and electronic brakeforce distribution (EBD).

To further improve braking safety, the C4 is fitted as standard with emergency braking assistance (EBA) and automatic hazard warning lights.

ESP (electronic stability programme) is fitted as standard to the 2.0 litre versions. It is coupled with traction control to prevent skidding. This system can be disconnected with the 130 kW 2.0i 16V engine.

### **HIGH-LEVEL PASSIVE SAFETY**

The C4 boasts a wide array of passive safety features. It boasts the world's first shape-optimised driver airbag. This feature, which relies on the fixed central section of the steering wheel, improves driver protection. The C4 also offers reinforced protection in the event of frontal impact, and a design that reflects efforts to address pedestrian impact.

For increased security, the C4 is also well protected against theft and break-in.

### **A complete, reliable range of passive safety equipment**

The C4 offers the following main passive safety features:

- A shape-optimised driver airbag for improved driver protection;
- Driver and passenger dual-stage front airbags.

This system adapts to the severity of impact: if impact is minor, only one stage of the airbag will deploy, for high-level protection.

- Curtain airbags standard at front and rear;
- Driver and passenger front airbags standard;
- Seatbelts with three anchor points, a force limiter and a warning light for all seats.

The front seatbelts are fitted with pyrotechnic pretensioners and are height adjustable on the saloon.



## **A PROTECTIVE, REINFORCED STRUCTURE**

### **Improved cabin protection in the event of frontal impact**

To satisfy the most stringent passive safety evaluation requirements, Citroën conducted extensive studies on protection from frontal impact.

- The C4 features an additional impact absorbing system on the lower part of the front end to dissipate energy more effectively in the event of frontal impact.
- This absorbing system is made up of a lower front bumper beam, along with subframe extensions.
- The mechanical resistance of the front suspension and the lower subframe has been optimised to enable, for example, energy to be transmitted under the body in the event of frontal impact.
- Studies were conducted on the movement of hard incompressible parts in the engine compartment in order to limit intrusions into the cabin.
- The front doors have been reinforced in order to better stiffen the whole structure.

Moreover, to reduce repair costs following minor impacts, the C4 features plastic front wings and an aluminium front upper bumper beam, which is integral with the impact absorbers. In the event of impact, the beam and impact absorbers crumple, without damaging the cantrails. The same is true for the lower bumper beam, which will crumple without damaging the engine subframe or its extensions.

### **Focus on pedestrian protection**

The C4 is designed to reduce the consequences of possible pedestrian impact.

The subframe is equipped with two impact absorbers (one on the top part of the front end, the other on the lower part) to limit knee injury.

Studies also focused on achieving a non-aggressive front end.

For example, the boomerang-shaped headlamps are not only a key styling trait on the C4. They also contribute to pedestrian protection, since the headlamps are no longer on the top part of the bonnet, which is made of aluminium in order to absorb energy more effectively.

### **Increased protection against theft and break-in**

The C4 offers excellent protection against theft and break-in. Key features are as follows:

- Deadlocking,
- An optional perimetric and volumetric alarm,
- An engine immobiliser and transponder,



- An unpickable electric boot lock,
- Antitheft nuts on each alloy wheel,
- Automatic relocking thirty seconds after the vehicle is unlocked if no door is opened,
- Automatic locking of the doors and boot as soon as the car starts to move.







## Citroën C4 technical Specifications

	CITROEN C4 HATCH			CITROEN C4 COUPE			
Version	1.6 litre	2.0 litre	1.6 HDi	1.6 litre	VTS 2.0 litre		
Gearbox options	Manual/Automatic	Automatic	Manual	Manual	Manual		
<b>ENGINE</b>							
Version	TU5JP4	EW10A	DV6ATED4	TU5JP4	EW10J4S		
Number of cylinders	4	4	4	4	4		
Bore/stroke (mm)	878.5/82	85/88	75/88.3	878.5/82	85/88		
Capacity (cc)	1587	1997	1560	1587	1997		
Power (kW/rpm)	80/5750	103/6000	80/4000	80/5750	130/7000		
Torque (Nm/rpm)	147/4000	200/4000	240-260/1750	147/4000	202/4750		
Engine Management System	Bosch ME 7.4.5	Bosch Magnetti Marelli 6LPB	Bosch EDC16C34	Bosch ME 7.4.5	Magnetti Marelli 6LP		
<b>TRANSMISSION</b>							
Speed in kmh per 100 rpm	1 <sup>st</sup>	7.2	9	9.45	8.86	7.2	9.28
	2 <sup>nd</sup>	13.6	16.37	17.19	16.4	13.6	14.43
	3 <sup>rd</sup>	19.21	24.55	25.78	26.48	19.21	19.85
	4 <sup>th</sup>	25.24	34.55	36.28	37.23	25.24	25.8
	5 <sup>th</sup>	32.06	~	~	46.42	32.06	31.52
	Reverse						
Gear ratios	1 <sup>st</sup>						
	2 <sup>nd</sup>						
	3 <sup>rd</sup>						
	4 <sup>th</sup>						
	5 <sup>th</sup>						
	Reverse						
<b>WHEELS AND TYRES</b>							
Wheels	Steel/16 x 6J	Alloy/17 x 6.5J	Steel/16 x 6.5J	Steel/16 x 6J	Alloy17 x 6.5J		
Tyres	205/55 R16	205/55 R17	205/55 R16	205/55 R16	205/50 R17		
Rolling Circumference (mm)	1924	1924	1924	1924	1941		
<b>STEERING</b>							
Steering Ratio	16:1	16:1	16:1	16:1	16:1		
Turns lock to lock	2.88	2.88	2.88	2.88	2.88		
Steering wheel dia. (mm)	380	380	380	380	380		
<b>SUSPENSION</b>							
Front	MacPherson Strut						
Rear	Flexible Torsion beam						
<b>BRAKES</b>							
Front, Type	Ventilated Disks						
Rear, Type	Solid Disks						
Front, Diameter/thickness	266/22	283/26	266/22	266/22	302/26		



Rear, Diameter/thickness	249/9	249/9	249/9	249/9	249/9
<b>DIMENSIONS (mm)</b>					
Length	4260			4273	
Width	1773			1769	
Height (16in/17inch wheels)	1456/1471			1456/1471	
Wheelbase	2608			2608	
Track: front/rear	1502/1510			1502/1510	
Turning Circle (m)	11.46			11.46	
Boot length/width	794/1034			794/1034	
Boot volume, seats up (l)	390			385	
Boot volume, seats down (l)					
<b>WEIGHTS (kg)</b>					
Kerb weight	1200/1274	1292	1292	1200	1337
Total weight when loaded	1732/1794	1812	1812	1732	1768
Front/rear distribution	733-467/801-473	815/477	796/484	733-467	838/499
Gross train weight	2932/2994	3112	3100	2932	2868
Payload	532/520	520	520	532	431
Towing capacity					
Braked	1200/1200	1300	1300	1200	1300
Unbraked	637/674	683	677	637	683
<b>CAPACITIES</b>					
Fuel Tank	60				
Oil	3.36	4.35	4.35	3.36	5.55
Coolant					
<b>AERODYNAMICS</b>					
Cd	0.31	0.32	0.31	0.30	0.31
Cd.A (m <sup>2</sup> )	0.69	0.69	0.69	0.66	0.68
<b>PERFORMANCE</b>					
0-400 metres	17.4/19.0	17.3	17.8	17.4	15.9
0-1000 metres	32.1/34.3	31.3	32.6	32.1	28.9
0 to 100 kmh	10.6/13.1	10.1	11.2	10.6	8.3
Top Speed	194/188	206	192	194	227
<b>FUEL CONSUMPTION</b>					
Australian Standard Figures	7.1/7.6	8.1	TBC	7.1	8.4
Urban	9.5/11.3	11.7	6	9.5	11.7
Extra Urban	5.7/5.8	6.1	4	5.7	6.5
Combined	7.1/7.9	8.1	4.7	7.1	8.4
Co <sup>2</sup> (g/km)	194/188	193	125	194	200





## Citroën C4 technical Specifications

S: Standard; Opt: Optional; Dealer: Dealer-fit option; TBC: Availability to be confirmed

Version	CITROËN C4 HATCH			CITROËN C4 COUPE	
	1.6 litre	2.0 litre	1.6 HDi	1.6 litre	VTS 2.0 litre
Gearbox options	Manual/Automatic	Automatic	Manual	Manual/Automatic	Manual
<b>STYLE</b>					
Body colour painted bumper inserts	<b>S</b>	<b>S</b>	<b>S</b>	<b>S</b>	<b>S</b>
Body colour side rubbing strips	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>S</b>
Body colour door handles	<b>NA</b>	<b>S</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>
Brushed Chrome door handles	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>S</b>
Body painted door mirrors	<b>S</b>	<b>S</b>	<b>S</b>	<b>S</b>	<b>S</b>
Large rear wing	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>S</b>
Rear lip wing	<b>NA</b>	<b>S</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>
Chrome tipped exhaust pipe	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>S</b>
Alloy wheels	<b>NA</b>	<b>S</b>	<b>NA</b>	<b>NA</b>	<b>S</b>
Aluminum drilled pedals	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>S</b>
Leather steering wheel	<b>NA</b>	<b>S</b>	<b>NA</b>	<b>OPT</b>	<b>NA</b>
Leather steering wheel/chrome inserts	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>S</b>
<b>COMFORT AND CONVEINCE</b>					
Audio system, CD, digital radio, remote controls on steering wheel	<b>S</b>	<b>S</b>	<b>S</b>	<b>S</b>	<b>S</b>
Upholstery, cloth	<b>S</b>	<b>S</b>	<b>S</b>	<b>S</b>	<b>NA</b>
Upholstery, sports cloth	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>S</b>
Upholstery, Leather Pack, inc. heated sports leather seats, dipping door mirrors, electric seat operation in hatch	<b>NA</b>	<b>Opt</b>	<b>NA</b>	<b>NA</b>	<b>OPT</b>
Audio volume control Speed sensitive	<b>S</b>	<b>S</b>	<b>S</b>	<b>S</b>	<b>S</b>
CD auto stack in centre armrest	<b>Opt</b>	<b>Opt</b>	<b>Opt</b>	<b>Opt</b>	<b>opt</b>
Multi function steering wheel controls	<b>S</b>	<b>S</b>	<b>S</b>	<b>S</b>	<b>S</b>
Steering wheel, height/reach adjustable	<b>S</b>	<b>S</b>	<b>S</b>	<b>S</b>	<b>S</b>
AirCon, manual	<b>S</b>	<b>NA</b>	<b>S</b>	<b>S</b>	<b>NA</b>
AirCon, Twin Zone Climate Control	<b>NA</b>	<b>S</b>	<b>NA</b>	<b>NA</b>	<b>S</b>
Scented Air Freshener	<b>S</b>	<b>S</b>	<b>S</b>	<b>S</b>	<b>S</b>
Panoramic Sunroof	<b>Opt</b>	<b>Opt</b>	<b>Opt</b>	<b>Opt</b>	<b>Opt</b>
Power Steering, variable assist	<b>S</b>	<b>S</b>	<b>S</b>	<b>S</b>	<b>S</b>
Tinted windows	<b>S</b>	<b>S</b>	<b>S</b>	<b>S</b>	<b>S</b>
Electric front windows, one touch	<b>S</b>	<b>S</b>	<b>S</b>	<b>S</b>	<b>S</b>
Electric rear windows, one touch	<b>NA</b>	<b>S</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>
Electric door mirrors	<b>S</b>	<b>S</b>	<b>S</b>	<b>S</b>	<b>NA</b>
Electric, folding door mirrors	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>S</b>
Automatic rear view mirror	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>S</b>
Rain sensing wipers	<b>Opt</b>	<b>S</b>	<b>S</b>	<b>Opt</b>	<b>S</b>
Cruise Control/Speed limiter	<b>S</b>	<b>S</b>	<b>S</b>	<b>S</b>	<b>S</b>
Sun visors with mirrors, map holder	<b>S</b>	<b>S</b>	<b>S</b>	<b>S</b>	<b>NA</b>



Sun visors with lights, mirrors, map holder	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>S</b>
Seat height adjustment, Driver	<b>S</b>	<b>S</b>	<b>S</b>	<b>S</b>	<b>S</b>
Seat lumbar adjustment,	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>S</b>
Front head rests, height adjustable	<b>S</b>	<b>S</b>	<b>S</b>	<b>S</b>	<b>S</b>
Split folding rear seats, 3 headrests	<b>S</b>	<b>S</b>	<b>S</b>	<b>S</b>	<b>S</b>
Sports seats	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>S</b>
Foldaway boot partitions	<b>S</b>	<b>S</b>	<b>S</b>	<b>S</b>	<b>S</b>
Front centre armrest	<b>S</b>	<b>S</b>	<b>S</b>	<b>S</b>	<b>S</b>
Rear centre armrest with storage box	<b>NA</b>	<b>S</b>	<b>NA</b>	<b>NA</b>	<b>S</b>
<b>LIGHTING</b>					
Xenon dual function directional headlights	<b>NA</b>	<b>Opt</b>	<b>NA</b>	<b>NA</b>	<b>S</b>
Halogen headlights	<b>S</b>	<b>S</b>	<b>S</b>	<b>S</b>	<b>NA</b>
Automatic headlights	<b>Opt</b>	<b>S</b>	<b>Opt</b>	<b>opt</b>	<b>S</b>
Interior light delay	<b>S</b>	<b>S</b>	<b>S</b>	<b>S</b>	<b>S</b>
Guide me headlights	<b>S</b>	<b>S</b>	<b>S</b>	<b>S</b>	<b>S</b>
Boot light	<b>S</b>	<b>S</b>	<b>S</b>	<b>S</b>	<b>S</b>
Door sill and footwell lighting	<b>NA</b>	<b>S</b>	<b>NA</b>	<b>NA</b>	<b>S</b>
Height adjustable lights	<b>S</b>	<b>S</b>	<b>S</b>	<b>S</b>	<b>S</b>
<b>SAFETY AND SECURITY</b>					
ABS brakes with EBD	<b>S</b>	<b>S</b>	<b>S</b>	<b>S</b>	<b>S</b>
Emergency Brake Assistance	<b>S</b>	<b>S</b>	<b>S</b>	<b>S</b>	<b>S</b>
Electronic Stability Programme	<b>NA</b>	<b>S</b>	<b>S</b>	<b>NA</b>	<b>S</b>
Airbags, Front adaptive	<b>S</b>	<b>S</b>	<b>S</b>	<b>S</b>	<b>S</b>
Airbags, Curtain	<b>S</b>	<b>S</b>	<b>S</b>	<b>S</b>	<b>S</b>
Airbags, side lateral	<b>S</b>	<b>S</b>	<b>S</b>	<b>S</b>	<b>S</b>
Lane departure warning system	<b>NA</b>	<b>TBC</b>	<b>NA</b>	<b>NA</b>	<b>TBC</b>
Tyre pressure warning system	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>S</b>
Energy absorbing side impact system	<b>S</b>	<b>S</b>	<b>S</b>	<b>S</b>	<b>S</b>
Automatic hazard warning light activation	<b>S</b>	<b>S</b>	<b>S</b>	<b>S</b>	<b>S</b>
Seatbelt warning lights for all five seats	<b>S</b>	<b>S</b>	<b>S</b>	<b>S</b>	<b>S</b>
Front seatbelt pretensioners	<b>S</b>	<b>S</b>	<b>S</b>	<b>S</b>	<b>S</b>
Height adjustable front seatbelts	<b>S</b>	<b>S</b>	<b>S</b>	<b>NA</b>	<b>NA</b>
Force limiters, outer rear seat belts	<b>S</b>	<b>S</b>	<b>S</b>	<b>S</b>	<b>S</b>
Child lock indicator	<b>S</b>	<b>S</b>	<b>S</b>	<b>S</b>	<b>S</b>
High frequency multifunctional remote central locking with dead locks	<b>S</b>	<b>S</b>	<b>S</b>	<b>S</b>	<b>S</b>
Automatic boot locks	<b>S</b>	<b>S</b>	<b>S</b>	<b>S</b>	<b>S</b>
Automatic re-lock after 30 seconds	<b>S</b>	<b>S</b>	<b>S</b>	<b>S</b>	<b>S</b>
Security pack: Alarm, laminated side windows	<b>Opt</b>	<b>Opt</b>	<b>Opt</b>	<b>Opt</b>	<b>opt</b>
<b>DRIVER INFORMATION</b>					
Central translucent instrument display	<b>S</b>	<b>S</b>	<b>S</b>	<b>S</b>	<b>S</b>
Multi function trip computer	<b>S</b>	<b>S</b>	<b>S</b>	<b>S</b>	<b>S</b>
Rev counter on steering column	<b>S</b>	<b>S</b>	<b>S</b>	<b>S</b>	<b>S</b>





Exterior temperature display	<b>S</b>	<b>S</b>	<b>S</b>	<b>S</b>	<b>S</b>
Black panel function	<b>S</b>	<b>S</b>	<b>S</b>	<b>S</b>	<b>S</b>
Front parking sensor	<b>NA</b>	<b>Opt</b>	<b>NA</b>	<b>NA</b>	<b>Opt</b>
Rear parking sensor	<b>NA</b>	<b>Opt</b>	<b>NA</b>	<b>Opt</b>	<b>S</b>

