



CITROËN C4 CACTUS



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1- INTRODUCTION

1-1: CITROEN INTRODUCES AUSTRALIAN CACTUS

CITROEN has an answer to the questions of the day with the C4 Cactus being a real alternative to conventional compact hatchbacks. In the fiercely competitive C-segment, with its apparently immutable design cues, the CITROEN C4 CACTUS stands apart with a unique design that is both functional and attractive. This original vehicle, based on a "design to value" approach, meets a specific challenge: to bring customers more of what really matters.

This approach sought to integrate the latest generations of powertrains and to significantly reduce weight in order to increase efficiency and thus reduce the fuel consumption of the CITROEN C4 CACTUS.

The CITROEN C4 CACTUS also stands apart for its wide range of innovative technologies, designed to make every day driving easier.

1-2: CITROEN CACTUS MODEL RANGE AND PRICING

Citroen Australia has launched its Cactus compact SUV in February with two models featuring extensive standard equipment and sharp pricing.

The highly specified Cactus range will be available from a recommended retail price of \$26,990* for the turbocharged PureTech petrol manual, while the semi-automatic diesel variant will carry an RRP of \$29,990*.

A significant range of personalisation options will be available at extra cost and include: coloured Airbumps, coloured roof rails and door mirrors, wheel rims, colour body highlights, interior options and a range of vibrant exterior colours.

Taking into account all possible combinations a total 23,184 Cactii combinations exist – with all being offered by Citroen Australia to customers that pre-order their vehicle before the end of the year.

The Cactus will also bring with it a range of innovative technologies paired to unparalleled customisation and Citroen's leading 6 year warranty, service and support program.

Locally, C4 Cactus will be offered with two drivetrains, featuring stop-start technology as well as:

- PSA's highly awarded PureTech 81kW, 205Nm 1.2L turbo-petrol three-cylinder engine paired to a five speed manual transmission or,
- A 68kW, 230Nm 1.6L turbo-diesel paired to a 6 speed semi-automatic transmission.

Drivetrains aside, Citroen designers and engineers aimed to develop a vehicle that turns convention on its head, delivering unique solutions to issues surrounding modern motoring.

The response to the design brief is captured in five key developments:

- Airbump®, an innovation by CITROEN. Useful, attractive and customisable, this graphic feature enhances vehicle design while protecting the bodywork;



- A fully digital, intuitive interface and airy, connected driving position with controls grouped around a 7-inch touch screen, fitted as standard;
- Wide sofa-style seats at the front;
- Front passenger airbag transferred to the roof (Airbag In Roof technology), an exclusive that creates more room and storage space for the front passenger;
- An optional panoramic glazed roof with advanced heat protection;

As standard Exclusive petrol models will feature:

- 81kW, 205Nm 1.2-litre turbo petrol PureTech drivetrain with manual transmission;
- 7" Touch Screen with eMyWay Satellite Navigation;
- Reverse camera with rear parking sonar;
- DAB+ Digital Radio with 6 Speakers and ARKAMYS Digital Amplifier;
- Bluetooth connectivity and USB input;
- Automatic Lights & Wipers with Magic Wash;
- Climate control air conditioning;
- Cruise Control & Speed Limiter with Favourite Speed Memory;
- Cornering Fog Lights;
- 17" Bi-tone Cross alloy wheels with 15" Steel spare tyre;
- Tyre pressure monitors;
- Electronic assistants (ABS/EBD/EBA/ESC/HSA);
- Six airbags (front driver, roof passenger, front sides & two curtain);
- Bi-tone leather steering wheel with chrome insert & controls;
- Height adjustable driver's seat;
- Electric front windows and pop out (6cm) rear windows;
- Electronically adjustable mirrors;
- PLIP with central locking;
- Seatbelt unfastening warning on all seats;
- Piano black roof bars, mirrors, blank rear insert & rear spoiler surround;
- Centre console and armrest with storage;
- Ventilated disc brakes front and drum brakes rear;
- Top box 8.5L storage compartment;
- Black Airbump;
- 12 volt socket and cup holder in cabin;
- Front sun-visors with driver's courtesy mirror;
- 60/40 split rear seats;
- Guide-me-home lighting, selective unlocking and auto rear wiper in reverse;
- LED Courtesy and Map Lights.

Exclusive diesel models will feature the following over the Exclusive petrol:

- A 68kW, 230Nm 1.6-litre turbo-diesel drivetrain with six-speed semi-automatic;
- "Easy Push" Gear Selector and paddle shifters on steering wheel;
- Aircraft-style manual handbrake;
- Bench seat with armrest.



A variety of optional equipment will be available across both models including; exterior colour, interior trim, panoramic sunroof, coloured bumps (includes front and rear highlights), roof rails, side mirror caps, C-Pillar highlights and wheels.

**Manufacturer's recommended retail price is provided for media purposes only and does not include statutory charges or other on-road costs.*



ENDS



1-3: CITROËN CACTUS OPTIONS AND PERSONALISATION

Citroën Cactus will bring with it one of the broadest arrays of customisation options to the Australian compact SUV segment.

With 23,184 possible colour and trim combinations, Cactus enables owners a seemingly endless array of personalisation options with over 60 per cent of all pre-orders featuring some degree of customisation, while 5 per cent of all vehicles specified with every option available to them.

Other interesting numbers resulting from Cactus pre-orders:

- Black is the most popular bump colour with 80% of vehicles specified with the standard colour
- Chocolate is the second most popular colour with 10% of vehicles ordered with this colour
- 25% of owners have opted for black rims of over the standard polished alloy
- 20% of customers have specified C-Pillar decals
- 0% of customers have specified a silver or blue lagoon vehicle with brown bumps

In total, the CITROËN C4 CACTUS in Australia can be offered with one of:

- 21 possible exterior combination
- 10 exterior colour options
- 6 interior trim options
- 5 exterior "C-Pillar" highlights
- 4 Airbump colours
- 3 side mirror shell colours
- 2 roof bar colours
- 2 wheel colours
- 2 drivetrains
- 1 panoramic roof

Exterior colours (Premium colours optional at \$800)

- Blanc Banquise (White) – (standard)
- Hello Yellow (optional)
- Blue Lagoon (Aqua) (optional)
- Rouge Aden (Red) (optional)
- Deep Purple (optional)
- Olive Brown (optional)
- Gris Shark (Metallic Grey) (optional)
- Gris Aluminium (Silver) (optional)
- Noir Obsidien (black) (optional)
- Blanc Nacre (Premium white) (optional at \$1000)

Bump Colours (Optional colours for \$400)

- Black (standard)
- Chocolate (Brown) (optional)
- Dune (Off white) (optional)
- Grey (Optional)



Interior colours (Optional cloth available for \$800, half-leather for \$1600)

- Black and grey cloth (Standard)
- Purple and grey cloth (optional)
- Brown and black cloth (optional)
- Half black cloth with grey leather (grey dash) (optional)
- Half black cloth with grey leather (purple dash) (optional)
- Half black cloth with brown leather (brown dash) (optional)

C-Pillar highlights (Optional items available for \$100)

- Black with no lettering (standard)
- Black with white Cactus letters (optional)
- Black with chocolate Cactus letters (optional)
- White with black Cactus letters (optional)
- Red with black Cactus letters (optional)

Mirror shells (Optional items available for \$150)

- Black (standard)
- White (optional)
- Red (optional)

Roof rails (Optional items available for \$250)

- Black (standard)
- White (optional)

Wheels (Optional items available for \$1000)

- 17" polished cross alloys (standard)
- 17" black cross alloys (optional)

Roof (optional at \$1250)

- Panoramic Ceilo glass roof

Customers wishing to build their own Cactus will be able to do so via an interactive build tool on the Citroen website.

Following the initial launch phase, Citroen Australia will commence removal of less popular Cactus colour combinations.

ENDS



1-4: CITROËN CACTUS ONE HIGHLY AWARDED COMPACT SUV

The CITROËN C4 CACTUS is a breakthrough in automotive design with more design, more useful technology, more efficiency and a greater emphasis on what really matters to customers.

This ground breaking vehicle arrives on the Australian market with a slew of international awards including:

- 2014 – Production Car of The Year award – Car Design News (INT)
- 2014 – Top Gear Hatchback of the Year Award – Top Gear Magazine (UK)
- 2014 – Car of The Year – Next Green Car Magazine (UK)
- 2014 – Red Dot Design Award (INT)
- 2015 – Car of The Year – Diesel Car Magazine (UK)
- 2015 – UK Car of The Year (UK)
- 2015 – World Car Design of The Year (INT)
- 2015 – Car of The Year – WhatCar Magazine (UK)
- 2015 – Best design of the year – Telva Magazine (Spain)
- 2015 – Best light tow car – Tow Car Magazine (UK)
- 2015 – Car of The Year – Carbuyer magazine (UK)



ENDS



2- ENGINES

2 – 1: THE E-HDi 92 TURBO-DIESEL

Fitted on the majority of brand models, this engine has been significantly upgraded in order to reduce its eco-footprint and boost performance. With a capacity of 1,560 cm³, the e-HDi 92 engine delivers maximum power of 68 kW (92 bhp) at 4,000 rpm with maximum torque of 230 Nm at 1,750 rpm.

This variant of the HDi engine is equipped with a 1,600 bar high-pressure fuel system and 7-hole injectors, a fixed-geometry turbocharger and an air/air intercooler. It has been upgraded to reduce mechanical friction, particularly relating to the rotating assembly and timing.

The Stop&Start version with an alternator-starter, available on the e-HDi 92 ETG6 diesel engine, offers the same benefits as the version with the reinforced starter: silent standstill, and lower fuel consumption and greenhouse gas emissions.

The alternator-starter ensures a fast restart in around 300ms. It can even restart the engine before the car comes to a complete standstill if it is moving at less than 8km/h, in neutral or with the brake pedal pressed down, as soon as the driver releases the brake pedal or engages a gear.

Operation is transparent for drivers, when the engine cuts out or when it starts up again. The alternator starter is more efficient than a conventional starter and thus delivers further reductions in fuel consumption and greenhouse gas emissions.

For example, the e-HDi 92 ETG6 engine consumes 3.5l/100 km over a combined cycle for CO₂ emissions of 92g/km with ultra-low rolling resistance (ULRR) tyres on the CITROËN C4 CACTUS .

2 – 2: PureTech e-THP 110 TURBO-PETROL

The C4 CACTUS is also available with the turbocharged version of the 3-cylinder engine family, the PureTech 110 S&S developing maximum power of 81kW at 5500 rpm with torque of 205Nm at 1500 rpm. Mated to the 5-speed manual gearbox with Stop & Start technology and the reinforced starter, this engine combines advanced driveability and performance with consumption of 4.7l/100 km over a combined cycle for 107g of CO₂ per km with ultra-low rolling resistance (ULRR) tyres.

Based on the 3-cylinder architecture of the naturally aspirated PureTech 82 and PureTech 68, the turbocharged version features a new-generation advanced efficiency turbocharger (240,000rpm) along with high-pressure direct central injection (200bar). To support the significant demands made of this turbocharged version, a number of engine parts have been reinforced:

- the aluminium cylinder head is copper doped for heavy loads
- the engine block is made of aluminium (as for the naturally aspirated version) and heat-treated, while the liners (cast-in as for the naturally aspirated version) are aluminium-coated in order to improve heat dissipation
- the crankshaft is made of steel, rather than cast iron as for the naturally aspirated engines
- the valves are hollow and filled with sodium in order to cool the valve head more effectively
- the con rods are made of high-specification steel (high yield strength, high tensile strength, high fatigue strength)
- the engine is lubricated by a variable displacement oil pump: the engine ECU adjusts flow and pressure to the required level.

ENDS



3 - TRANSMISSIONS

The CITROËN C4 CACTUS features a choice of two gearboxes: a 5-speed manual paired with the PureTech 1.2 or a 6-speed semi-automatic paired with the turbo diesel drivetrain.

3 – 1: 5-SPEED MANUAL GEARBOX

The CITROËN C4 CACTUS turbo petrol is available with a proven 5-speed manual gearbox rated to a torque capacity of 205Nm that is specifically developed for the PureTech 110 S&S drivetrain.

The gearbox and shift has been developed to offer simple to execute shifts with easy identification of gear selection and lock-out for reverse.

3 – 2: 6-SPEED SEMI-AUTOMATIC

Lighter and more efficient than automatic gearboxes, clutchless gearboxes give customers used to manual gearboxes a taste of automation. The new-generation gearboxes feature has been extensively upgraded compared with the last-generation clutchless gearboxes:

- The “creep” function
The creep function, which is also present on automatic gearboxes, makes vehicle manoeuvres much easier, enabling motorists to drive at idling speed, without using the accelerator pedal (in first, second and reverse gears).
- Reviewed gear shift management and use
New gear shift patterns have been developed to better reflect driver expectations and increase comfort, in particular with fewer, and smoother, shifts between first and second gear.
- Optimised gear shift patterns for reduced fuel consumption and CO2 emissions in “economical” driving with gentle acceleration.
This reduction was also achieved by using a new, more efficient type of gearbox oil.

The intuitive and simple “Easy Push” clutchless control feature frees up space at the front. Steering wheel paddles let drivers anticipate gear changes.





4 - WEIGHT REDUCTION

Reducing the running costs of the CITROËN C4 CACTUS (with particular emphasis on fuel consumption), also involves making the car lighter and doing away with superfluous features. The immediate and virtuous result of these efforts to cut vehicle weight is a significant reduction in fuel consumption. Overall, the C4 CACTUS is 200kg lighter than the CITROËN C4: 175kg saved by selecting and optimising platform 1, and 25kg saved through technical choices reflecting the thinking behind this new car.

As a result, the first version of the CITROËN C4 CACTUS weighs less than one tonne, which is particularly light for a C segment vehicle.

ENDS



4 - 1: OPTIMISING PLATFORM 1 AND VEHICLE MATERIALS

- Platform 1: a pertinent choice for the CITROEN C4 CACTUS

With the optimized lighter platform 1 the CITROEN C4 CACTUS makes significant weight savings over the CITROEN C4 while delivering features worthy of a C-segment vehicle.

With its long wheelbase (2.60m) and wide track, the upgraded platform 1 was a natural choice for the CITROEN C4 CACTUS given the expected level of performance and engine range.

Based on the platform/powertrain/body style, 61% of the components used by the CITROEN C4 CACTUS are carried over (67% based on the platform/powertrain).

The front seats with their wider cushion use a seat frame with 80% carry-over from the new EMP2 platform. The touch tablet is also borrowed from the EMP2 platform but with a vehicle-specific "floating" mount.

- Lightweight vehicle materials of advanced performance

Through the virtuous association of a platform 1 design with efficient, more lightweight materials and latest-generation powertrains (in particular the new, more compact, lighter 3-cylinder engines from the PureTech family), engineers were able to optimise the sizing of powertrain components.

For example:

- aluminium for the bonnet and front and rear beams (savings of 5.4kg)
- high yield-strength steel
- a half cross-member for the dashboard (savings of 1.5kg)
- application of a laser welding process for the roof (savings of 1kg).

Overall, with the optimised platform 1 and powertrains, and the use of efficient lighter materials, the weight of the CITROEN C4 CACTUS was reduced by 175 kg.

ENDS



4 - 2: PRODUCT CHOICES CONTRIBUTING TO EFFICIENCY

To make the C4 CACTUS lighter, CITROËN made a number of radical product choices reflecting efforts to cut fuel consumption. Weight savings of a further 25kg were made by opting for:

- an innovative panoramic roof with heat treated glass that makes a sunblind unnecessary, for weight savings of 6kg (cf chapter 6 on innovations)
- pop-out rear windows with a simplified mechanism and design for weight savings of 11kg (for both windows). This choice also frees up storage space in the door panels and enhances styling with the continuous line of the window/quarter-light;
- a folding one-piece rear seat with a simplified frame as standard, for weight savings of 6kg ;
- the Magic Wash system (described in chapter 5), making it possible to halve the size of the windscreen washer fluid tank, for weight savings of 1.5 kg.



ENDS



5 – RUNNING GEAR MATCHED TO THE CAR

The running gear of the CITROEN C4 CACTUS was designed to deliver an outstanding ride, as on all brand vehicles.

5 - 1: BENEFITS OF PLATFORM 1

Based on platform 1, the CITROEN C4 CACTUS is 200kg lighter than the CITROEN C4. Its running gear has been sized in consequence. Along with MacPherson type front suspension at the front and a torsion beam at the rear, the CITROEN C4 CACTUS features a lighter anti-roll bar, shock absorbers and springs.

The CITROEN C4 CACTUS is available as standard with 205/50 R 17, very-low rolling resistance (TBRR) by Goodyear®

With its compact, efficient powertrains and well matched running gear, the CITROEN C4 CACTUS combines performance, comfort and driveability. It is a lightweight, easy-to-drive car meeting high standards of performance.

5 - 2: VARIABLE ELECTRIC POWER STEERING

The full-electric power steering system conveys a strong impression of safety while providing plenty of feedback from the road.

Variable assistance makes the car easy to drive, with driver input increasing gradually as the speed increases. This function is particularly smooth when manoeuvring at low speeds.

The 17:1 ratio, related to the variable input, makes the CITROEN C4 CACTUS a lively drive, with no excesses or risk of oversteer in dynamic driving phases.

With its low turning circle of 10.9m between kerbs the CITROEN C4 CACTUS makes light work of manoeuvres in tight spaces.

5 - 3: A BRAKING SYSTEM

Both Cactus models offered in Australia feature a braking system comprising 266 x 22 mm vented discs and a floating calliper at the front and 8" drum brakes at the rear.

As the CITROEN C4 CACTUS is 200kg lighter than the CITROEN C4, the diameter of the disc brakes could be reduced, while also aiding efforts to bring down vehicle weight: yet another virtuous effect of weight savings!

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6 – ON BOARD TECHNOLOGY

The intuitive use of the CITROËN C4 CACTUS, its driving aids and connectivity all contribute to vehicle comfort.

6 - 1: A SIMPLIFIED MMI (MAN-MACHINE INTERFACE)

The 7" touch tablet is an infotainment feature that places the CITROËN C4 CACTUS squarely in the connected, digital and modern world. A fully digital interface groups all controls, with a digital screen replacing the instrument cluster. With its simpler, clean graphics, the touch tablet is intuitive and easy to use for a relaxing drive.

The touch screen ships with a number of connection options and wide range of features (depending on versions).

- Smartphone connectivity:
 - the Bluetooth function lets you use a hands-free telephone kit
 - audio streaming lets you listen to music with a wireless connection
 - USB/iPod compatibility.
- Management of driving aid systems: Park Assist and reversing camera
- Air conditioning controlled via the touch screen:
 - automatic single-zone air conditioning
 - position, intensity
- Telephone:
 - hands-free connection (Bluetooth technology)
 - access to telephone directory
 - in-car function to create photo contact sheets and display photos
 - double call management
- Media:
 - store music on the vehicle hard disk (16Gb)
 - connect portable devices via the USB/iPod port
 - display album covers and use touch scroll function
 - audio streaming from Smartphone
 - display your own photos on the in-car screen
- Radio management: AM, FM radio and digital radio

DAB (Digital Audio Broadcasting) delivers:

 - better sound quality (five loudspeakers and one subwoofer)
 - better coverage
 - more stations than on FM
 - new audio functions (pause, rewind, etc.)
 - resistance to interference in mobile reception
 - interactivity



Onboard comfort with Arkamys sound spatialisation technology: Arkamys sound spatialisation is a sound processing system delivering additional depth and relief. This technology creates a "made-to-measure" sound adapted to the vehicle interior. It conveys a realistic, high-precision effect by creating a sound stage that effectively positions the instruments. The audio processing software and customised settings improve the distribution of both music and vocals around the cabin.

The digital audio processing algorithms correct the imperfections created by the physical limits of the loudspeakers and the constraints of the cabin, restoring the sound to its full range and clarity. This audio performance considerably improves the comfort of both driver and passengers.

- Navigation system:
 - 2.5D Birdview-type navigation for an overhead perspective
 - Displays speed information for main roads
 - Takes account of RDS/TMC traffic information in order to avoid traffic jams
 - An ecological drive that lets you select the most fuel-efficient route (for the other routes, the difference with respect to additional fuel consumption is expressed as a %).
- Display of the interactive onboard manual: tile-based home page with icons to select a command. The steering-wheel controls provide direct access to most of these functions (pre-set stations, audio source, directory and recent calls, etc.). The top strip of the touch screen provides access to a number of settings (temperature, audio source, radio station, etc.) without leaving the current page (navigation, for example).

6 - 2: DRIVING AIDS

- Reversing camera

The reversing camera makes light work of everyday parking manoeuvres with the visual assistance provided by the 7" touch screen. When the driver puts the car into reverse, the camera provides a view of the rear end of the car and surrounding area, with lines to ensure easy manoeuvring.

- Hill assist

Present across the range, hill-start assist makes manoeuvres easy when parked on a slope. It holds the CITROËN C4 CACTUS steady for around two seconds when the driver releases the brake pedal, on slopes with a gradient of more than around 3 degrees. This gives the driver time to transfer a foot to the accelerator pedal and start the car moving

- Static cornering lights

Static cornering lights provide an additional beam of light to light up the inside of bends and improve visibility and safety at corners and junctions. Depending on the steering wheel angle, the fog lights come on at the same time as the low-beam lights, covering an angle of up to 75° on the right or left of the vehicle.

This lighting function works at speeds of between 0 and 40 kph and can be activated in two ways:

- on the request of the driver, using the corresponding directional indicator
- automatically, when the steering wheel is at an angle of 60°. It is deactivated for an angle of under 30°.

- Programmable speed limiter/cruise control



The speed limiter and cruise control functions are programmable, for a relaxing drive in all circumstances.

Two functions are provided:

- cruise control maintains the car at a set speed without use of the accelerator
- the speed limiter prevents the driver from exceeding a set speed.

On the CITROËN C4 CACTUS, drivers can enter up to six personalised speed settings for both the cruise control and speed limiter functions, using the interface of the 7" touch screen.



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7 – INNOVATION

7 - 1: AIRBUMPS: A CITROËN EXCLUSIVE (STANDARD)

Airbumps® are a design feature, combining style with function. Fitted on the sides of the CITROËN C4 CACTUS , they enhance its looks and provide real day-to-day protection for the bodywork.

Each Airbump® comprises a stiff plastic surface and a second softer surface. The air encapsulated between the two cushions and soaks up any impacts, protecting the bodywork from minor collisions at speeds of less than 4km/h (trolleys, doors of other cars.).

The material used for the softer surface of the Airbump® belongs to the family of aliphatic thermoplastic polyurethanes (TPU). It is a supple, elastic material of exceptional qualities and durability, available in four colours: black, Dune, Chocolate and Grey. The Airbumps® include 1% of glass fibre in order to ensure shape stability.

The two surfaces are connected by a mechanical process exclusive to the CITROËN brand. Each Airbump® is fixed to the doors of the C4 Cactus by means of plastic clips secured by a vandal-proof screw accessible from the interior only, but without removing the trim panel, to make any subsequent replacements easier.

Several requirements had to be met in selecting the material and developing the flexible part of the Airbump®: resistance to ultra-violet rays and micro-scratches, ability of the material to return to its initial shape (springback) and suitability for cleaning.

To find the right formulation, tests were conducted to study accelerated ageing and verify springback when hot. Once the material had been selected, the Airbumps® underwent a series of quality approval tests including their resistance to sunshine, varying temperatures, all types of liquid, micro-scratches, etc.

Airbumps® require no specific maintenance and play a direct role in cutting servicing and repair costs.

Airbumps® are a CITROËN exclusive. Ten patents have been filed for the development of the material and process.



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7 - 2: PANORAMIC ROOF WITH ADVANCED HEAT PROTECTION (OPTIONAL)

The CITROËN C4 CACTUS is available with a panoramic roof with advanced heat protection, a world first.

The roof comprises four layers:

- The first three are made up of an external glass layer and internal glass layer bonded together by an acoustic polyvinyl butyral (PVB) film, treated to reduce light transmission.
- The fourth is a low-emissivity layer on the interior glass.

This treatment reflects two essential functions:

- Minimise direct incoming heat and ultra-violet rays (filtering quality equivalent to category 4 sunglasses)
- Ensure that energy absorbed by the glass is not re-emitted towards the vehicle interior.

For passengers, the qualities of this panoramic roof in terms of heat and acoustics are similar to those of a roof with a blind. At the same time, the roof is lighter and more aerodynamic with more effective weight distribution, since the vehicle and centre of gravity are lower, for an improved ride with no trade-off in interior space. At the same time, the glazed area is bigger.

All these benefits have been obtained while respecting passenger privacy (interior not visible from the outside).

7 - 3: AIRBAG FITTED IN THE ROOF FOR ENHANCED INTERIOR COMFORT (STANDARD)

In order to slim down the dashboard and free up storage space in the top part of the dashboard, the front passenger airbag has been transferred to the roof. This innovation makes it possible to fit a top-opening glovebox, enabling passengers to view the contents at a glance.

The airbag in the roof provides the same level of protection as an airbag in the dashboard. A comma-shape ensures that it inflates correctly regardless of the passenger's position. At the same time, the volume has been increased to 120-litres to cover the touch screen area.

7 - 4: MAGIC WASH (STANDARD)

This simple and ingenious innovation (standard on all types) does away with problems of visibility when washing the windscreen. The windscreen washer nozzles are built into the tips of the flat wipers. When the driver activates the windscreen washing function, just a small quantity of fluid is deposited over the length of the blade.

This technology has a number of advantages:

- visibility is maintained throughout the windscreen washing process for greater driver safety
- the quantity of liquid required is halved compared with a conventional system; this also delivers weight savings since the reservoir capacity is halved (1.5l instead of 3l)
- no more dirty marks sprayed onto the bonnet or panoramic roof.

ENDS



8 – QUALITY

The arrival of a new vehicle demands the respect of a number of key requirements in order to ensure customer satisfaction. These include perceived quality, quality in use and reliability.

In terms of perceived quality, particular emphasis was placed on gap and flush between body parts and the interior.

The slush skin coating of the dashboard is attractive and pleasant to touch. The interior trim is elegant with touches of black lacquer and satin chrome. The aim is to give the cabin a harmonious appearance. The opening panels (doors, dashboard cubby) are designed to make a soft thud when closing, indicating quality.

The driving position and simplified MMI were designed to reflect high standards of quality and perceived quality. The mountings of the floating central screen rank among the best on the market for their stiffness.

In terms of quality in use, extensive approval tests were carried out on the Airbumps[®] to assess both the material and the process.

The issue of spurious noise was addressed from the design stage. Specific, reinforced tests ensure that the CITROEN C4 CACTUS meets the highest standards.

The CITROEN C4 CACTUS was driven over some 2.5 million kilometres during the various stages of development, in all driving conditions (cold countries, hot countries, temperate climates), through to the pre-series models that travelled the roads over a number of months to identify the slightest flaws before the start of mass production.

From launch, the CITROEN C4 CACTUS will undergo special inspection procedures to ensure that vehicles leaving the plant meet the requisite standards of quality. Visual inspections and checks on geometry, compliance, sealing, quality and functionality are conducted more frequently and with more stringent standards.

Each vehicle is test driven on a track to check the smooth running of all sub-systems and equipment, both functional and comfort.



ENDS



9 – SPECIFICATIONS

CITROËN C4 CACTUS SPECIFICATIONS					
Model		Cactus		Cactus	
Engine		PureTech 1.2 e-THP 110		1.6 Hdi 92	
Capacity		1190cc		1560cc	
Engine type					
Type	Turbo-charged and intercooled, all-alloy, inline 3 cylinder, with strengthened internals, direct injection and stop-start.		Turbo-charged and intercooled, inline 4 cylinder, with common rail fuel injection and stop-start.		
Fuel	95 RON (PULP) or higher (recommended)		Diesel		
Bore x stroke (mm)	75 x 90.5		75 x 88.3		
Compression ratio	10.5:1		16:1		
Max power					
Petrol engine	81kW@5500rpm		68kW@4000rpm		
Max. torque	205Nm@1500rpm		230Nm@1750rpm		
Transmission					
Type	Five-speed manual		Six-speed, semi-automatic		
Gear Ratios					
1st	11/38		13/46		
2nd	15/28		25/48		
3rd	32/37		31/41		
4th	45/37		40/39		
5th	50/33		46/35		
6th			52/31		
Final Drive	71/19		77/19		
Suspension					
Type	Front	Psuedo MacPherson Strut, coil springs with hydraulic dampers			
	Rear	Deformable crossmember			
Driveline					
Driven wheels			FWD		
Brakes					
Front	266mm x 22mm ventilated rotors front with single piston callipers.				
Rear	8-inch drums rear				
Additional features	ABS				
	Electronic Brake-force Distribution				
	Brake Assist				
	Active Traction Control				
	Hill Hold				

Model		Cactus	
Steering			
Type	Variable electric power-assisted steering		
Turns lock-to-lock	3.02		
Minimum turning diameter tyre (m)	10.9		
Wheels and tyres			
Rims	17 x 7J		
Tyres	Goodyear EfficientGrip 205/50 R17		
Body/exterior dimensions			
Overall length (mm)	4157		
Overall width (mm)	1729 (1946 mirrors out)		
Overall height (mm)	1530 (incuding roof rails)		
Wheelbase (mm)	2595		
Front track (mm)	1497		
Rear track (mm)	1480		
Cd	0.32		
Weights/loads			
Kerb weight (kg)	1020	1055	
Capacities			
Fuel tank (L)	50		
Seating	Five		
Boot Space (L)	358 (1170 rear seats folded - below parcel shelf)		
Towing (braked/unbraked)	825/545	825/565	
Performance			
Max. speed (km/h)	188	182	
0-100 km/h (sec)	9.3	11.4	
Fuel consumption (L/100 km)*			
Combined	4.7	3.6	
Urban	5.8	3.9	
Extra urban	4	3.5	
CO ₂ emissions (g/km)*			
Combined	107g/km	92g/km	

*Fuel consumption will vary depending on driving conditions/style, vehicle conditions and options/accessories. Source of fuel consumption data: ADR81/02 combined cycle. Figures quoted for 17" tyre package.

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