

TEST RESULTS

Citroën C1

Tested Car: Toyota Aygo 1.0 High Grade, LHD

2012 ★★☆☆☆



68%

ADULT OCCUPANT



73%

CHILD OCCUPANT



53%

PEDESTRIAN



71%

SAFETY ASSIST

ADULT OCCUPANT

Total 25 pts | 68%

FRONTAL IMPACT

10,8 pts



Driver



Passenger

SIDE IMPACT CAR

6,3 pts

SIDE IMPACT POLE

6,5 pts



Car



Pole

REAR IMPACT (WHIPLASH)

1,1 pts



	GOOD
	ADEQUATE
	MARGINAL
	WEAK
	POOR

FRONTAL IMPACT

HEAD

Driver airbag contact	stable
Passenger airbag contact	stable

CHEST

Passenger compartment	stable
Windscreen Pillar rearward	24mm
Steering wheel rearward	39mm
Steering wheel upward	45mm
Chest contact with steering wheel	yes

UPPER LEGS, KNEES AND PELVIS

Stiff structures in dashboard	Steering column, adjuster lever and shroud; ignition lock; facia ends
Concentrated loads on knees	Steering column, adjuster lever and shroud; ignition lock

LOWER LEGS AND FEET

Footwell Collapse	none
Rearward pedal movement	brake - 140mm
Upward pedal movement	clutch - 12mm

SIDE IMPACT

Head protection airbag	Yes
Chest protection airbag	Yes

WHIPLASH

Seat description	Standard cloth, 4 way manual
Head restraint type	Passive
Geometric assessment	0 pts

TESTS

- High severity	1,4 pts
- Medium severity	0,9 pts
- Low severity	0,7 pts

TEST RESULTS

CHILD OCCUPANT

Total 36 pts | 73%

18 MONTH OLD CHILD

Restraint Britax-Römer BabySafe
Group 0+
Facing rearward
Installation Adult seatbelt



PERFORMANCE 8,6 pts
INSTRUCTIONS 4 pts
INSTALLATION 2 pts

FRONTAL IMPACT

Head forward movement protected
Head acceleration good
Chest load fair

SIDE IMPACT

Head containment protected
Head acceleration good

3 YEAR OLD CHILD

Restraint Britax-Römer Duo ISOFIX plus
Group I
Facing forward
Installation ISOFIX anchorages and top tether



PERFORMANCE 12 pts
INSTRUCTIONS 4 pts
INSTALLATION 2 pts

FRONTAL IMPACT

Head forward movement protected
Head acceleration good
Chest load good

SIDE IMPACT

Head containment protected
Head acceleration good

VEHICLE BASED ASSESSMENT

3 pts

Airbag warning Label

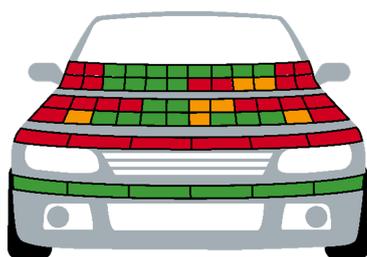
Text and pictogram on both sides of passenger sun visor

PEDESTRIAN

Total 19 pts | 53%

SAFETY ASSIST

Total 5 pts | 71%



GOOD
MARGINAL
POOR

HEAD 13,2 pts
PELVIS 0 pts
LEG 6 pts

SPEED LIMITATION ASSISTANCE

0 pts

Not assessed

ELECTRONIC STABILITY CONTROL (ESC)

3 pts

- ESP Pass
 Yaw rate ratio (1.00s) 1,87 %
 Yaw rate ratio (1.75s) 1,75 %
 Lateral displacement (1.07s) 3,01 m

SEATBELT REMINDER

2 pts

- driver Pass
 - passenger Pass
 - rear Not assessed

DETAILS OF TESTED CAR

SPECIFICATIONS

Tested model	Tested Car: Toyota Aygo 1.0 High Grade, LHD
Body type	5 door hatchback
Year of publication	2012
Kerb weight	845kg
VIN from which rating applies	see comments

SAFETY EQUIPMENT

Front seatbelt pretensioners	
Front seatbelt load limiters	
Driver frontal airbag	
Front passenger frontal airbag	
Side body airbags	Standard from July 2013
Side head airbags	Standard from July 2013
Electronic Stability Control	Standard from July 2013
Seatbelt Reminder	Driver standard, passenger standard from July 2013

COMMENTS

Adult occupant

In terms of frontal impact performance, the current C1 is the same as the car tested in 2005 and the results of that test have been used here. The passenger compartment remained stable in the frontal test. However, the driver's chest struck the steering wheel during the impact and the score for that body region was penalised. Dummy readings indicated good protection of the knees and femurs of both the driver and passenger. However, inspection of the dashboard showed that some structures might pose a risk of injury to occupants of different sizes and to those sat in different positions. There was little deformation at the footwell but testers noted that the brake pedal was displaced rearward and was blocked, increasing the risk of injury to the driver's lower legs and feet. In the side barrier and more severe side pole impacts, the car was equipped with side impact head and thorax airbags which are available as an option now on some variants but become standard on all variants in July 2013. In both tests, dummy readings indicated marginal protection of the chest. The seat and head restraints provided poor protection against whiplash injury in the event of a rear-end collision.

Child occupant

Based on dummy readings in the frontal and side tests, the car scored maximum points for its protection of the 3 year infant. That dummy was sat in a forward-facing seat, using ISOFIX anchorages which are not currently standard equipment but which will become so in July 2013. Forward movement of the head was not excessive and, in the side impact, both dummies were properly contained by the shells of their restraints, minimising the likelihood of head contact with parts of the car interior. The passenger airbag can be disabled to allow a rearward-facing child restraint to be used in that seating position. However, information provided to the driver regarding the status of the airbag is not clear and the system was not rewarded. The dangers of using a rearward-facing restraint in that seating position without first disabling the airbag are clearly indicated on the inside of the car.

Pedestrian

The bumper scored maximum points, providing good protection to pedestrians' leg in all areas tested. However, the front edge of the bonnet was poor and scored no points. In most areas likely to be struck by the head of a child or of an adult, protection was poor or marginal with some areas offering good protection.

Safety assist

Electronic stability control is currently optional on some variants but becomes standard equipment on all variants in July 2013. The system met Euro NCAP's test requirements. A seatbelt reminder is standard equipment now but a passenger reminder does not become standard until July 2013. The systems met Euro NCAP's requirements. A reminder for the rear seat belts is not available and there is no speed limitation device on the C1.