## **TEST RESULTS**

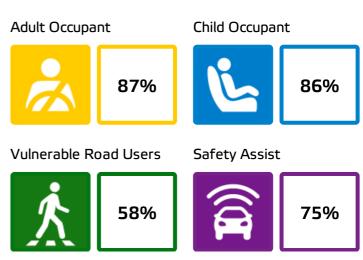




## Citroën C5 Aircross Standard Safety Equipment







# SPECIFICATION

Tested Model	Citroen C5 Aircross 1,5l Hdi Live, LHD
Body Type	- 5 door SUV
Year Of Publication	2019
Kerb Weight	1495kg
VIN From Which Rating Applies	- all C5 Aircross
Class	Small Off-Road

# SAFETY EQUIPMENT

	Driver	Passenger	Rear
FRONTAL CRASH PROTECTION			
Frontal airbag	•	•	×
Belt pretensioner	•	•	٠
Belt loadlimiter	•	•	٠
Knee airbag	×	×	×
SIDE CRASH PROTECTION			
Side head airbag	•	•	•
Side chest airbag	•	•	×
Side pelvis airbag	×	×	×



# SAFETY EQUIPMENT (NEXT)

	Driver	Passenger	Rear
CHILD PROTECTION			
Isofix		•	٠
Integrated CRS		×	×
Airbag cut-off switch		•	_
SAFETY ASSIST			
Seat Belt Reminder	•		•

OTHER SYSTEMS	
Active Bonnet (Hood)	×
AEB Pedestrian	•
AEB Cyclist	0
AEB City	•
AEB Inter-Urban	•
Speed Assistance System	•
Lane Assist System	•

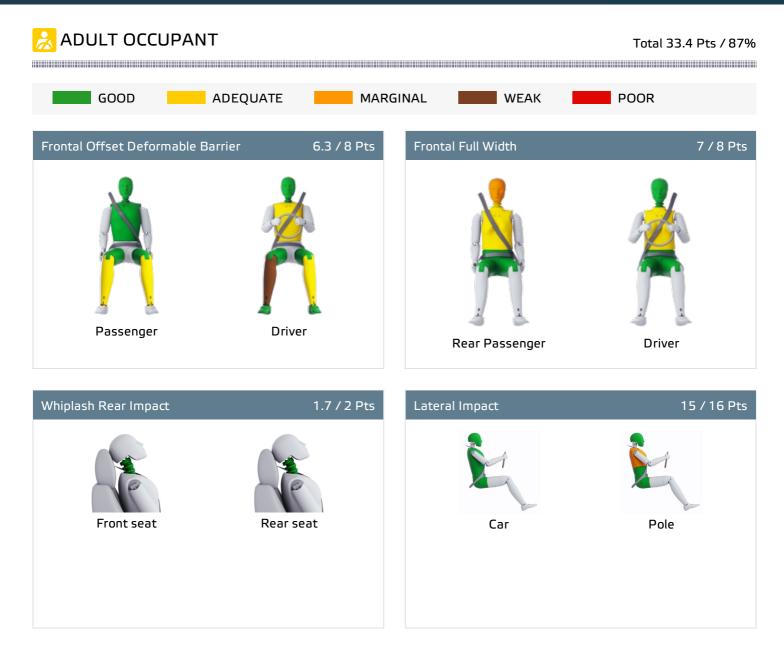
Note: Other equipment may be available on the vehicle but was not considered in the test year.

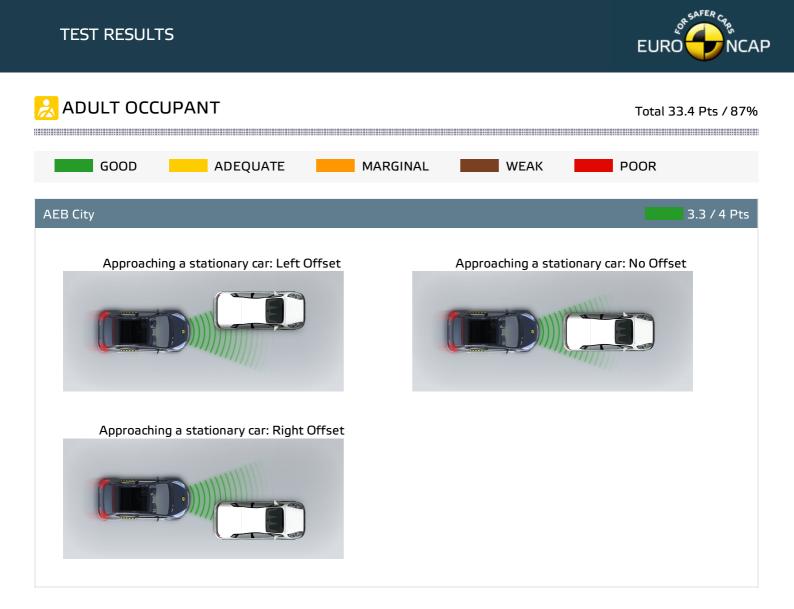
- Fitted to the vehicle as standard
- O Not fitted to the test vehicle but available as option or as part of the safety pack

— Not applicable

🗙 Not available









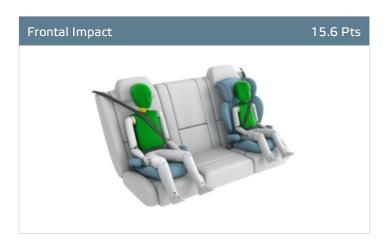
# <u> ADULT OCCUPANT</u>

Total 33.4 Pts / 87%

#### Comments

The passenger compartment of the C5 Aircross remained stable in the frontal offset test. Dummy readings indicated good protection of the knee and femurs of the driver and dummy. Citroën showed that a similar level of protection would be provided to occupants of different sizes and to those sitting in different positions. Readings in the tibia indicated weak protection of the lower leg for the driver but all other body regions were protected well or adequately. In the full-width, rigid barrier test, protection of the driver was good or adequate for all critical body areas. For the rear passenger dummy, head deceleration indicated marginal protection. In the side barrier impact, protection of all critical parts of the body was good and the car scored maximum points. In the more severe side pole test, rib compressions indicated marginal protection for the chest. Tests on the front seats and head restraints demonstrated good protection against whiplash injuries in the event of a rear-end collision. A geometric assessment of the rear seats also indicated good whiplash protection. The standard-fit autonomous emergency braking (AEB) system performed well in tests of its functionality at the low speeds, typical of city driving, at which many whiplash injuries occur.







Restraint for 6 year old child: *Britax Römer Kidfix* Restraint for 10 year old child: *Booster Cushion* **Safety Features** 

### 7 / 13 Pts

		Front Passenger	2nd row outboard	2nd row center		
	Isofix		•	×		
	i-Size	•	•	×		
	Integrated CRS	×	×	×		
Fitted to test car as standard O	Not on test car but available as option 🛛 🗙 🛛	Not available				
CRS Installation Check	CRS Installation Check 12 / 12 Pts					
🔵 Install without problem 🛛 😑 Install with care 🛛 🔴 Safety critical problem 🗙 Installation not allowed						
i-Size CRS						
Maxi Cosi 2way Pearl & 2wayFix (rearward) (iSize)	Maxi Cosi 2way Pearl & 2wayFix (forward) (iSize)	BeSafe iZi	Kid X2 i-Size (iS	ize)		
			X			



# 📞 CHILD OCCUPANT

#### Total 42.6 Pts / 86%

## ISOFIX CRS



### Britax Römer KidFix XP (ISOFIX)

BeSafe iZi Kid X4 ISOfix (ISOFIX)







#### Universal Belted CRS



#### Britax Römer KidFix XP (Belt)



Maxi Cosi Cabriofix & EasyBase2 (Belt)



Britax Römer King II LS (Belt)







Total 42.6 Pts / 86%

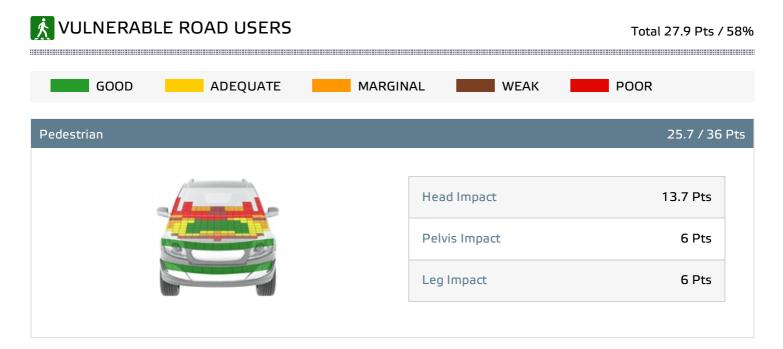
	Seat Position			
	Front		2nd row	
	PASSENGER	LEFT	CENTER	RIGHT
Maxi Cosi 2way Pearl & 2wayFix (rearward) (iSize)	•	•		٠
Maxi Cosi 2way Pearl & 2wayFix (forward) (iSize)	•			•
BeSafe iZi Kid X2 i-Size (iSize)	•	•		•
Maxi Cosi Cabriofix & FamilyFix (ISOFIX)	•	•		•
BeSafe iZi Kid X4 ISOfix (ISOFIX)	•	•		•
Britax Römer Duo Plus (ISOFIX)	•	•		•
Britax Römer KidFix XP (ISOFIX)	•	•		•
Maxi Cosi Cabriofix (Belt)	•	•	٠	•
Maxi Cosi Cabriofix & EasyBase2 (Belt)	•	•	×	•
Britax Römer King II LS (Belt)	•	•	•	•
Britax Römer KidFix XP (Belt)	•		٠	

#### Comments

In the frontal offset test, protection was good or adequate for both the 6 and 10 year dummies. In the side barrier test, protection was good for all critical body areas. The front passenger airbag can be disabled to allow a rearward-facing passenger to be used in that seating position. Clear information is provided to the driver regarding the status of the airbag and the system was rewarded. All of the restraint types for which the C5 Aircross is designed could be properly installed and accommodated in the car.

Euro NCAP © Citroën C5 Aircross April 2019 8/14





Vulnerable Road Users	2.2 / 12 Pts
System Name	Safety Pack
Туре	Auto-Brake with Forward Collision Warning
Operational From	10 km/h

#### Comments

The protection provided to the head of a struck pedestrian was predominantly good or adequate on the bonnet surface but was poor along the base of the windscreen and on the stiff windscreen pillars. Protection of pedestrians' legs and of the pelvis was good at all test locations and maximum points were scored. As standard, the C5 Aircross has a camera-only AEB system which can detect and respond to pedestrians but not cyclists. In pedestrian tests, the system performed marginally, with some collisions avoided and some mitigated.

Euro NCAP © Citroën C5 Aircross April 2019 9/14

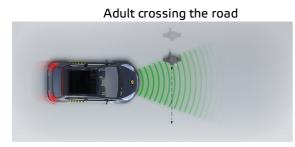


Total 27.9 Pts / 58%

# Ҟ VULNERABLE ROAD USERS

AEB Pedestrian

Day time



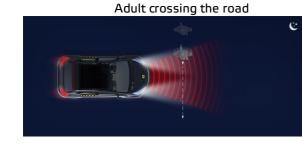
Child running from behind parked vehicles



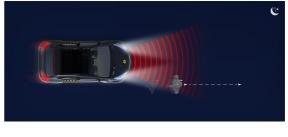
Adult along the roadside



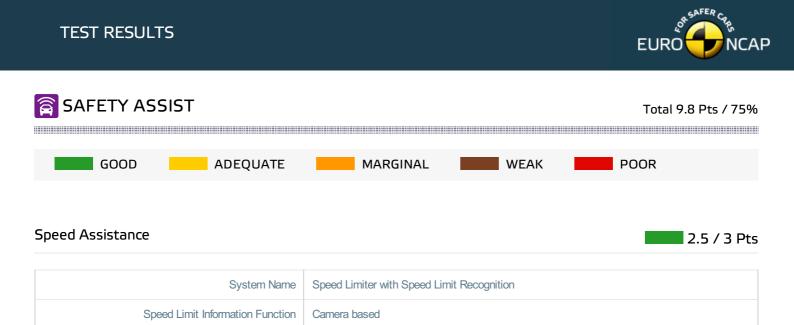
#### Night time



Adult along the roadside



Euro NCAP © Citroën C5 Aircross April 2019 10/14



### Seat Belt Reminder

Speed Limitation Function

## 2.5 / 3 Pts

Applies To	Not available		
Warning	Driver Seat	front passenger(s)	rear passenger(s)
Visual	•	•	۲
Audible	•	•	٠
Occupant detection	_	•	—

System advised (accurate to 5km/h)

🔵 Pass 🛛 🛑 Fail 🛛 🗕 Not available

### Lane Support

3.5 / 4 Pts

System Name	Lane Keeping Assist
Туре	LKA and ELK
Operational From	65 km/h
PERFORMANCE	
Emergency Lane Keeping	GOOD
Lane Keep Assist	GOOD



# 🛜 SAFETY ASSIST

Total 9.8 Pts / 75%

1.3 / 3 Pts

**AEB** Interurban

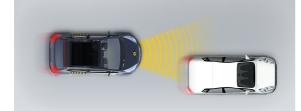


#### Comments

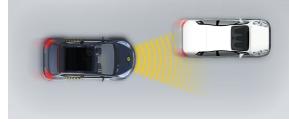
The C5 Aircross has a seatbelt reminder system as standard for the front and rear seats. A camera-based speed assistance system is also standard. Local speed limits are identified and the information is provided to the driver, who can set the speed limiter appropriately. A lane support system helps to prevent inadvertent drifting out of lane and can also assist in some more critical situations. The AEB system demonstrated marginal performance when tested at highway speeds.

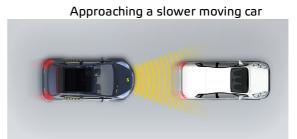
#### Autobrake function only

Approaching a slower moving car



Approaching a slower moving car





Approaching a braking car

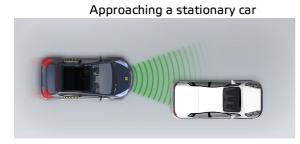




Total 9.8 Pts / 75%

# SAFETY ASSIST

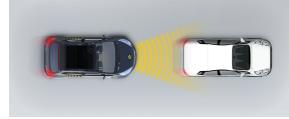
Driver reacts to warning



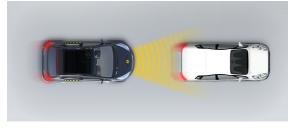
Approaching a stationary car

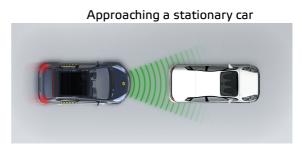


Approaching a slower moving car



Approaching a braking car





Approaching a slower moving car



Approaching a slower moving car





# RATING VALIDITY

## Annual Reviews and Facelifts

Date	Event	Outcome	
April 2019	Rating Published	2019 \star 🛧 🛧 🏠	~