



**Citroën C5 Aircross**  
Standard Safety Equipment

2019



Adult Occupant



87%

Child Occupant



86%

Vulnerable Road Users



58%

Safety Assist



75%

## 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
<b>FRONTAL CRASH PROTECTION</b>			
Frontal airbag	●	●	✘
Belt pretensioner	●	●	●
Belt loadlimiter	●	●	●
Knee airbag	✘	✘	✘
<b>SIDE CRASH PROTECTION</b>			
Side head airbag	●	●	●
Side chest airbag	●	●	✘
Side pelvis airbag	✘	✘	✘

Version 041019

## SAFETY EQUIPMENT (NEXT)

	Driver	Passenger	Rear
CHILD PROTECTION			
Isofix	—	●	●
Integrated CRS	—	✗	✗
Airbag cut-off switch	—	●	—
SAFETY ASSIST			
Seat Belt Reminder	●	●	●

OTHER SYSTEMS	
Active Bonnet (Hood)	✗
AEB Pedestrian	●
AEB Cyclist	○
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   
 ○ Fitted to the vehicle as part of the safety pack  
○ Not fitted to the test vehicle but available as option or as part of the safety pack   
 ✗ Not available   
 — Not applicable

 ADULT OCCUPANT

Total 33.4 Pts / 87%

 GOOD     ADEQUATE     MARGINAL     WEAK     POOR

Frontal Offset Deformable Barrier 6.3 / 8 Pts



Passenger Driver

Detailed description: This panel shows the results for the Frontal Offset Deformable Barrier test. It features two side-view illustrations of a crash test dummy. The Passenger dummy is shown with a green torso and yellow legs, indicating a 'GOOD' rating. The Driver dummy is shown with a yellow torso, green legs, and a brown right leg, indicating an 'ADEQUATE' rating.

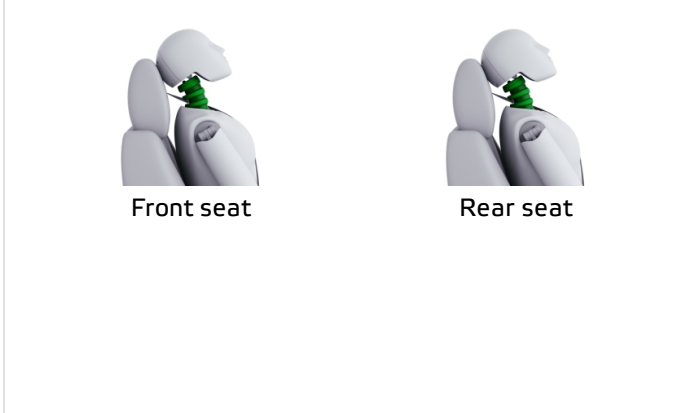
Frontal Full Width 7 / 8 Pts



Rear Passenger Driver

Detailed description: This panel shows the results for the Frontal Full Width test. It features two side-view illustrations of a crash test dummy. The Rear Passenger dummy is shown with a yellow torso and green legs, indicating an 'ADEQUATE' rating. The Driver dummy is shown with a yellow torso and green legs, indicating an 'ADEQUATE' rating.

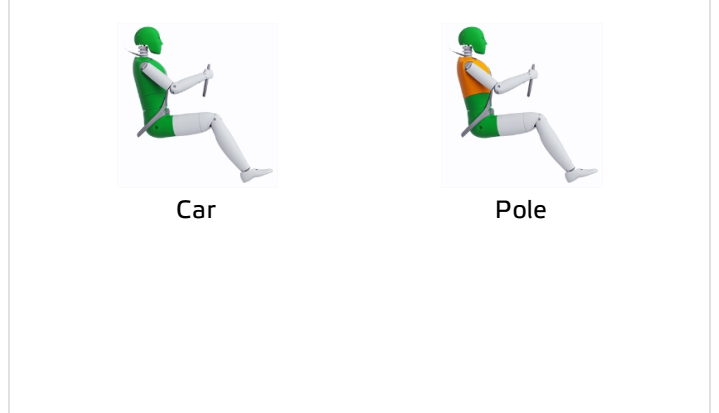
Whiplash Rear Impact 1.7 / 2 Pts



Front seat Rear seat

Detailed description: This panel shows the results for the Whiplash Rear Impact test. It features two side-view illustrations of a crash test dummy's head and neck. The Front seat dummy is shown with a green neck, indicating a 'GOOD' rating. The Rear seat dummy is shown with a green neck, indicating a 'GOOD' rating.

Lateral Impact 15 / 16 Pts



Car Pole

Detailed description: This panel shows the results for the Lateral Impact test. It features two side-view illustrations of a crash test dummy. The Car dummy is shown with a green torso and green legs, indicating a 'GOOD' rating. The Pole dummy is shown with a yellow torso and green legs, indicating an 'ADEQUATE' rating.

 ADULT OCCUPANT

Total 33.4 Pts / 87%

 GOOD     ADEQUATE     MARGINAL     WEAK     POOR

AEB City

 3.3 / 4 Pts

Approaching a stationary car: Left Offset



Approaching a stationary car: No Offset



Approaching a stationary car: Right Offset



 ADULT OCCUPANT

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.

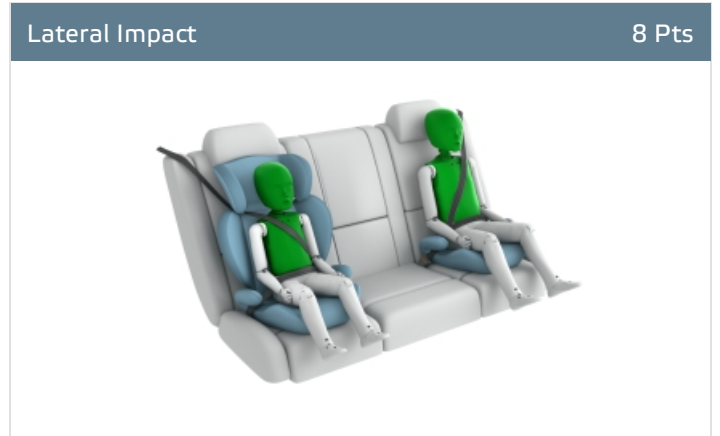
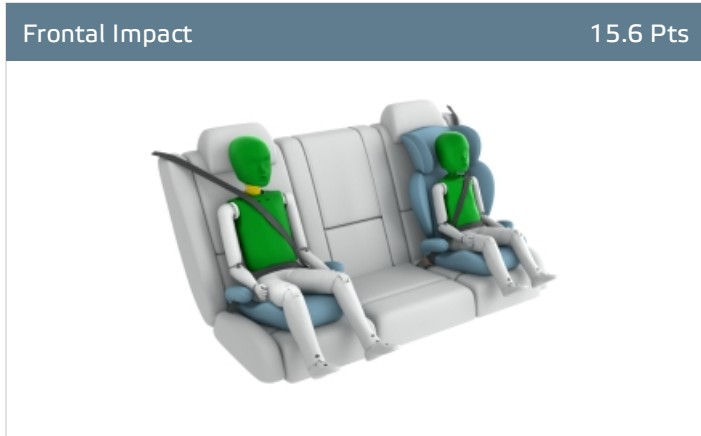
**CHILD OCCUPANT**

Total 42.6 Pts / 86%

■ GOOD   
 ■ ADEQUATE   
 ■ MARGINAL   
 ■ WEAK   
 ■ POOR

Crash Test Performance based on 6 & 10 year old children

23.6 / 24 Pts



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
Isifix	●	●	✘
i-Size	●	●	✘
Integrated CRS	✘	✘	✘

● Fitted to test car as standard   
 ○ Not on test car but available as option   
 ✘ Not available

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 (iSize)



BeSafe iZi Flex FIX i-Size (iSize)



**ISOFIX CRS**

Maxi Cosi Cabriofix & FamilyFix (ISOFIX)



BeSafe iZi Kid X4 ISOfix (ISOFIX)



Britax Römer Duo Plus (ISOFIX)



Britax Römer KidFix XP (ISOFIX)



 CHILD OCCUPANT

Total 42.6 Pts / 86%

■ Universal Belted CRS

Maxi Cosi Cabriofix (Belt)



Maxi Cosi Cabriofix & EasyBase2 (Belt)



Britax Römer King II LS (Belt)



Britax Römer KidFix XP (Belt)





## CHILD OCCUPANT

Total 42.6 Pts / 86%

	Seat Position			
	Front	2nd row		
	PASSENGER	LEFT	CENTER	RIGHT
Maxi Cosi 2way Pearl & 2wayFix (rearward) (iSize)	●	●	□	●
Maxi Cosi 2way Pearl & 2wayFix (forward) (iSize)	●	●	□	●
BeSafe iZi Kid X2 i-Size (iSize)	●	●	□	●
BeSafe iZi Flex FIXi-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)	●	●	●	●
Maxi Cosi Cabriofix & EasyBase2 (Belt)	●	●	✘	●
Britax Römer King II LS (Belt)	●	●	●	●
Britax Römer KidFix XP (Belt)	●	●	●	●

● Install without problem   
 ● Install with care   
 ● Safety critical problem   
 ✘ Installation not allowed

## 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.

**VULNERABLE ROAD USERS**

Total 27.9 Pts / 58%

■ GOOD   
 ■ ADEQUATE   
 ■ MARGINAL   
 ■ WEAK   
 ■ POOR

Pedestrian	25.7 / 36 Pts						
	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="padding: 5px;">Head Impact</td> <td style="text-align: right; padding: 5px;">13.7 Pts</td> </tr> <tr> <td style="padding: 5px;">Pelvis Impact</td> <td style="text-align: right; padding: 5px;">6 Pts</td> </tr> <tr> <td style="padding: 5px;">Leg Impact</td> <td style="text-align: right; padding: 5px;">6 Pts</td> </tr> </table>	Head Impact	13.7 Pts	Pelvis Impact	6 Pts	Leg Impact	6 Pts
Head Impact	13.7 Pts						
Pelvis Impact	6 Pts						
Leg Impact	6 Pts						

Vulnerable Road Users	2.2 / 12 Pts
System Name	Safety Pack
Type	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.

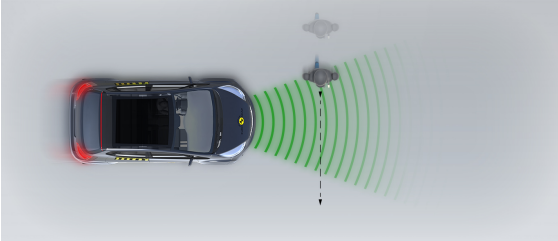
 VULNERABLE ROAD USERS

Total 27.9 Pts / 58%

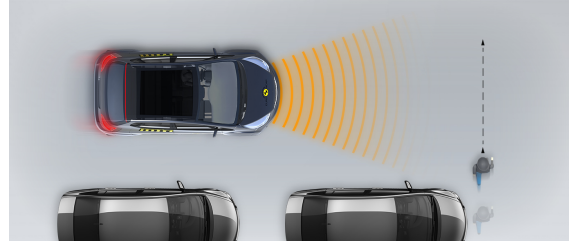
AEB Pedestrian

■ Day time

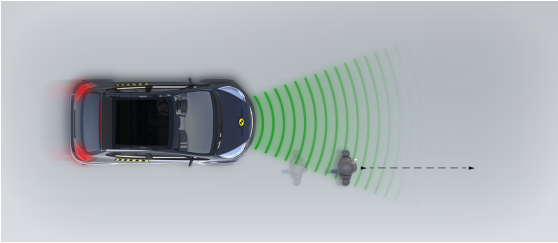
Adult crossing the road



Child running from behind parked vehicles

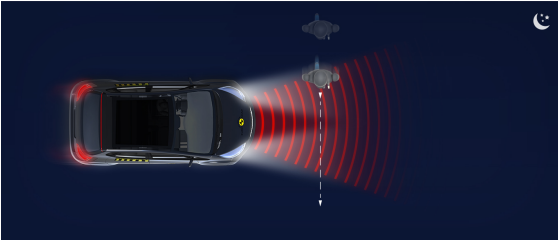


Adult along the roadside

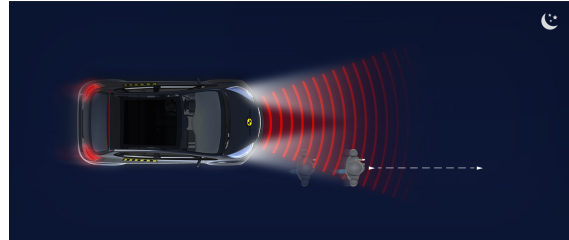


■ Night time

Adult crossing the road



Adult along the roadside



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SAFETY ASSIST

Total 9.8 Pts / 75%

GOOD    ADEQUATE    MARGINAL    WEAK    POOR

Speed Assistance

2.5 / 3 Pts

System Name	Speed Limiter with Speed Limit Recognition
Speed Limit Information Function	Camera based
Speed Limitation Function	System advised (accurate to 5km/h)

Seat Belt Reminder

2.5 / 3 Pts

Applies To	Not available		
	Driver Seat	front passenger(s)	rear passenger(s)
Warning			
Visual			
Audible			
Occupant detection			

Pass    Fail    Not available

Lane Support

3.5 / 4 Pts

System Name	Lane Keeping Assist
Type	LKA (including LDW) and ELK
Operational From	65 km/h

PERFORMANCE	
Emergency Lane Keeping	GOOD
Lane Keep Assist	GOOD
Human Machine Interface	ADEQUATE

SAFETY ASSIST

Total 9.8 Pts / 75%

AEB Inter-Urban

1.3 / 3 Pts

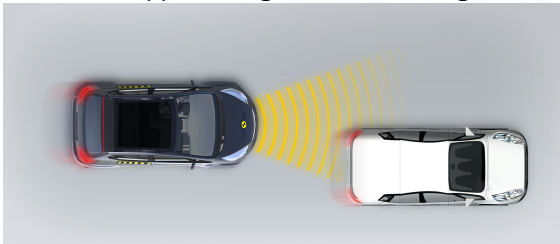
System Name	Autonomous Emergency Braking
Type	Autonomous Emergency Braking and Forward Collision Warning
Operational From	5 km/h

Comments

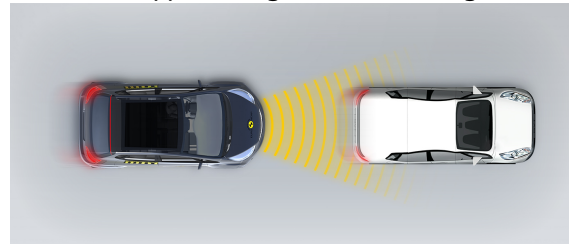
The C5 Aircross has a seatbelt reminder system as standard for the front and rear seats. A camera-based speed assistance system is also standard. Local speed limits are identified and the information is provided to the driver, who can set the speed limiter appropriately. A lane support system helps to 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

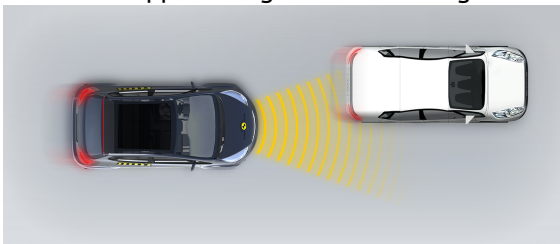
Approaching a slower moving car



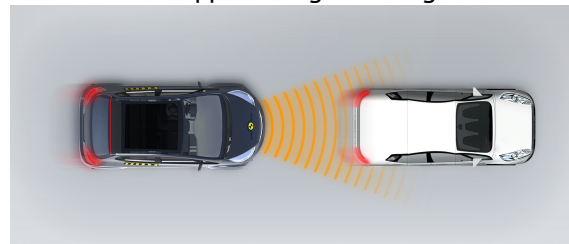
Approaching a slower moving car



Approaching a slower moving car



Approaching a braking car

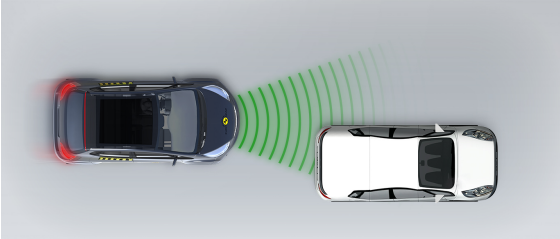


 SAFETY ASSIST

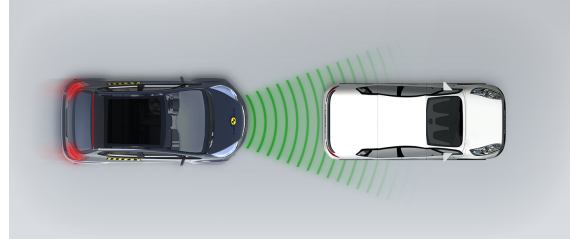
Total 9.8 Pts / 75%

■ Driver reacts to warning

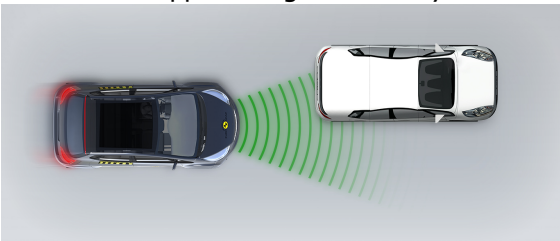
Approaching a stationary car



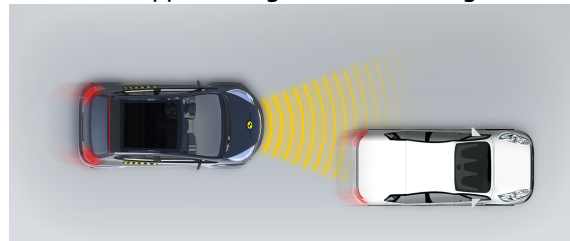
Approaching a stationary car



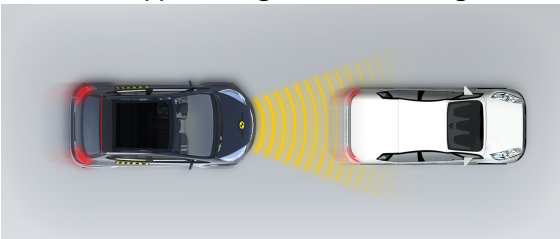
Approaching a stationary car



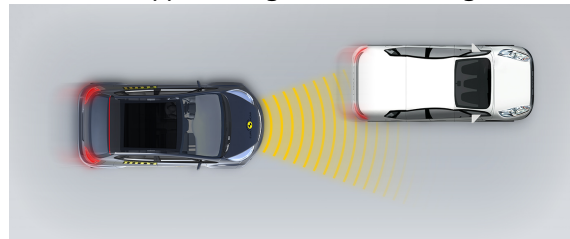
Approaching a slower moving car



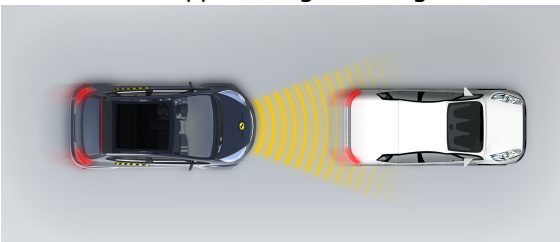
Approaching a slower moving car



Approaching a slower moving car



Approaching a braking car



## RATING VALIDITY

## Annual Reviews and Facelifts

Date	Event	Outcome
April 2019	Rating Published	2019 ★ ★ ★ ★ ☆ 