






Citroen C5

RATING	SCORE	Front: 16 Side: 15	Seatbelt reminder: 3 Pole: 2
 ADULT OCCUPANT ★★★★★	36		
 CHILD OCCUPANT ★★★☆☆	36		
 PEDESTRIAN ★☆☆☆☆	8		

Adult occupant protection



Frontal impact driver



Frontal impact passenger



Side impact driver

■	GOOD
■	ADEQUATE
■	MARGINAL
■	WEAK
■	POOR

Child restraints

18 month old Child	Britax Roemer Baby-safe, rearward facing
3 year old Child	Britax Roemer Duo Plus, forward facing

Pedestrian protection

No image car front available

Safety equipment

Front seatbelt pretensioners	<input checked="" type="checkbox"/>
Front seatbelt load limiters	<input checked="" type="checkbox"/>
Driver frontal airbag	<input checked="" type="checkbox"/>
Front passenger frontal airbag	<input checked="" type="checkbox"/>
Side body airbags	<input checked="" type="checkbox"/>
Side head airbags	<input checked="" type="checkbox"/>
Driver knee airbag	<input checked="" type="checkbox"/>

Car details

Hand of drive	LHD
Tested model	Citroën C5 2.0 HDi
Body type	large family car
Year of publication	2004
Kerb weight	1488
VIN from which rating applies	Applies to all applies C5s

Comments

The C5 performed strongly. The stable passenger cell protected all occupants. The car achieved almost a maximum score in the frontal, side and pole tests. However, a rear door opened in the side impact, reducing the score. The car protected its child occupants reasonably but pedestrians fared poorly.

Front impact

The body shell suffered minimal deformation and the driver's door opened normally afterwards. The dual-stage airbags, driver's knee airbag and belt pre-tensioners (dual pre-tensioner for the front passenger) worked well with the load limiters and the stable structure, keeping loads low on the chest and legs. The footwell suffered little deformation. Extensive foam padding protected front passengers' feet and control of pedals was good.

Side impact

A very impressive side impact protection system includes seat mounted thorax airbags and a head curtain airbag, the latter also providing protection for rear seated occupants. The C5 would have achieved maximum points in the side and pole impact but a rear door opened during testing; this is under investigation by Citroën.

Child occupant

The recommended restraints used were a Britax Romer Duo Plus for the 3-year-old and a Britax Romer BabySafe Plus for the 18-month-old. The Duo Plus was installed forward facing using the ISOFIX anchorages, while the BabySafe was fitted rear-facing using the adult belts. Both children were protected although the older child's chest load just qualified as 'poor' in the frontal impact. A manual on/off switch operates the passenger frontal airbag. Its presence is indicated by a non-permanent pictogram and text label on the passenger's end of the fascia. Permanent labels to both sides of the passenger's sun visor warned of the dangers of fitting a rear-facing child seat opposite an active airbag.

Pedestrian

Pedestrian protection has not improved in the same manner as occupant protection. Only the areas where a child's head might strike provide any cushioning. The bumper and leading edge of the bonnet were very unfriendly as was the adult head impact area.