



DS 7 Crossback
Standard Safety Equipment

2017 ★★★★★



Adult Occupant



91%

Child Occupant



87%

Pedestrian Impact Protection



73%

Safety Assist



76%

SPECIFICATION

Tested Model	DS 7 Crossback BlueHDi 1,5l Manual 6 'Be Chic', LHD
Body Type	- 5 door SUV
Year Of Publication	2017
Kerb Weight	1420kg
VIN From Which Rating Applies	- all DS 7 Crossbacks
Class	Small Off-Road

SAFETY EQUIPMENT

	Driver	Passenger	Rear
FRONTAL CRASH PROTECTION			
Frontal airbag	●	●	✘
Belt pretensioner	●	●	●
Belt loadlimiter	●	●	●
Knee airbag	✘	✘	✘
SIDE CRASH PROTECTION			
Side head airbag	●	●	●
Side chest airbag	●	●	○
Side pelvis airbag	✘	✘	✘

Version 300419

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 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 35.0 Pts / 91%

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

Frontal Offset Deformable Barrier 7.6 Pts

Passenger Driver

Frontal Full Width 7.8 Pts

Rear Passenger Driver

Whiplash Rear Impact 2.5 Pts

Front seat Rear seat

Lateral Impact 14.5 Pts

Car Pole

AEB City 2.6

Performance: ■ Good

 ADULT OCCUPANT

Total 35.0 Pts / 91%



GOOD



ADEQUATE



MARGINAL



WEAK



POOR

 ADULT OCCUPANT

Total 35.0 Pts / 91%

Comments

The passenger compartment of the DS 7 Crossback remained stable in the frontal offset test. Dummy numbers indicated good protection of the knees and femurs of the driver and passenger. DS demonstrated that a similar level of protection would be provided to occupants of different sizes and to those sat in different positions. In the full-width rigid barrier test, protection of the driver and rear passenger was good or adequate for all critical areas of the body. In the side barrier test, protection was good and the DS 7 Crossback scored maximum points in this test. However, in the more severe side pole test, protection of the chest was rated as weak, based on dummy readings of rib compression. 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 DS 7 Crossback has an autonomous emergency braking system as standard. In tests of its functionality and the low speeds, typical of city driving, at which many whiplash injuries are caused the system showed good performance with collisions avoided or mitigated at all test speeds.

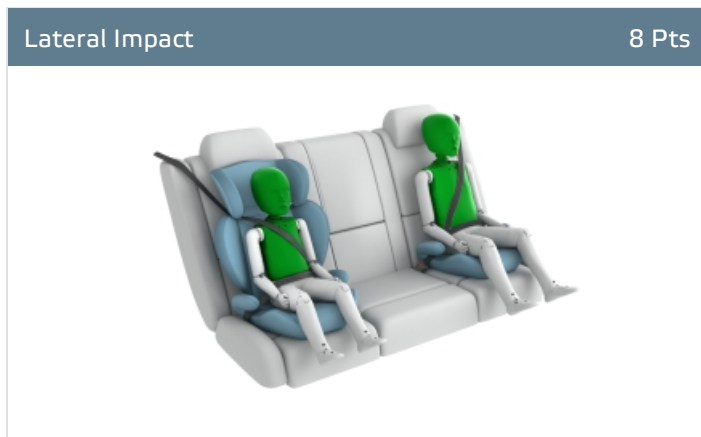
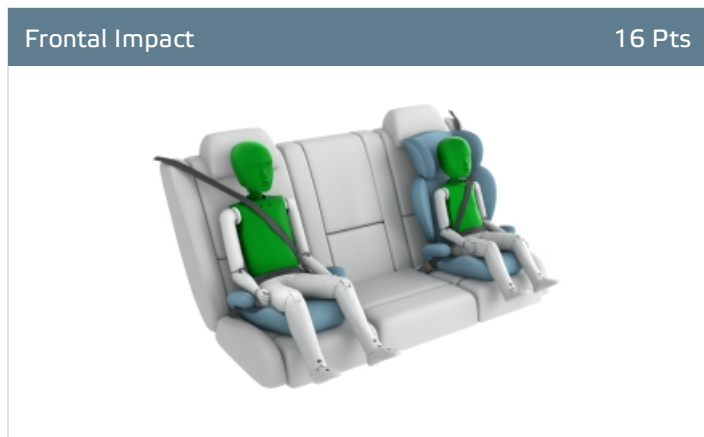
CHILD OCCUPANT

Total 43 Pts / 87%

GOOD ADEQUATE MARGINAL WEAK POOR

Crash Test Performance based on 6 & 10 year old children

24 Pts



Restraint for 6 year old child: *Britax Römer Kidfix XP*

Restraint for 10 year old child: *Graco Booster*

Safety Features

7 Pts

	Front Passenger	2nd row outboard	2nd row center
Isofix	○	●	✗
i-Size	○	●	✗
Integrated CRS	✗	✗	✗

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

CRS Installation Check

12 Pts

● Install without problem ○ Install with care ● Safety critical problem ✗ Installation not allowed

■ i-Size CRS



CHILD OCCUPANT

Total 43 Pts / 87%

■ **ISOFIX CRS**

Maxi Cosi Cabriofix & FamilyFix (ISOFIX)



BeSafe iZi Kid X4 ISOfix (ISOFIX)



Britax Römer Duo Plus (ISOFIX)



Britax Römer KidFix XP (ISOFIX)



■ **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 43 Pts / 87%

	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)	□	●	□	●
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

The DS 7 Crossback scored maximum points for its protection of 6 year and 10 year children in Euro NCAP's tests. Protection of all critical body areas was good in both the frontal offset and side barrier tests. The front passenger airbag can be disabled to allow a rearward-facing restraint 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 DS 7 Crossback is designed could be properly installed and accommodated in the car.

PEDESTRIAN IMPACT PROTECTION

Total 30.8 Pts / 73%

GOOD
 ADEQUATE
 MARGINAL
 WEAK
 POOR

Pedestrian Impact Protection	26 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;">14 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	14 Pts	Pelvis Impact	6 Pts	Leg Impact	6 Pts
Head Impact	14 Pts						
Pelvis Impact	6 Pts						
Leg Impact	6 Pts						

AEB Pedestrian		4.8 Pts
System Name	Active Safety Brake	
Type	Auto-Brake with Forward Collision Warning	
Operational From	5 km/h	
Additional Information	Defaults on for every journey; operates above 40km/h and in low ambient light	

PERFORMANCE		
	Autobrake Function	
	Avoidance	Mitigation
Running Adult crossing from Farside	Collision avoided up to 35 km/h	Impact mitigated up to 50 km/h
Walking Adult crossing from Nearside -25%	Collision avoided up to 30 km/h	Impact mitigated up to 60 km/h
Walking Adult crossing from Nearside -75%	Collision avoided up to 40 km/h	Impact mitigated up to 60 km/h
Running Child from behind parked vehicles	Collision avoided up to 30 km/h	Impact mitigated up to 45 km/h

Comments

The protection provided by the bonnet to the head of a struck pedestrian was predominantly good or adequate. Poor results were recorded along the base of the windscreen and on the stiff windscreen pillars. The bumper scored maximum points in tests of the protection offered to pedestrians' legs, with good results at all locations. Similarly, the protection provided to the pelvis area was also good. The autonomous emergency braking system can detect pedestrians as well as other vehicles and performed well in tests of this functionality, with collisions avoided or mitigated in most scenarios and test speeds.

SAFETY ASSIST

Total 9.2 Pts / 76%

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

Speed Assistance

2.5 Pts

System Name	Speed Limiter with speed limit recognition
Speed Limit Information Function	Camera based, subsigns supported
Warning Function	System advised
Speed Limitation Function	System advised (accurate to 5km/h)

Seat Belt Reminder

3 Pts

Applies To	All seats		
Warning	Driver Seat	front passenger(s)	rear passenger(s)
Visual	●	●	●
Audible	●	●	●

● Pass
 ● Fail
 — Not available

Lane Support

1.7 Pts

System Name	Lane Departure Warning
Type	Lane Departure Warning
Operational From	60 km/h
Warning	Audible and Visual

PERFORMANCE	
LDW Confirmation Test	Pass

 SAFETY ASSIST

Total 9.2 Pts / 76%

AEB Interurban

2 Pts

System Name	Active Safety Brake
Type	Forward Collision Warning with Auto-Brake
Operational From	5 km/h
Additional Information	Default On

PERFORMANCE | 

	Autobrake Function Only	Driver reacts to warning
Operational Speed	5-85 km/h	5-250 km/h
Approaching a stationary car	See AEB City	Crash avoided up to 55km/h. Crash speed reduced up to 80km/h.
Approaching a slower moving car	Crash avoided up to 40km/h. Crash speed reduced up to 70km/h.	Crash avoided up to 80km/h.
FOLLOWING A CAR AT SHORT DISTANCE		
Car in front brakes gently	Mitigation	Avoidance
Car in front brakes harshly	Mitigation	Mitigation
FOLLOWING A CAR AT LONG DISTANCE		
Car in front brakes gently	Mitigation	Avoidance
Car in front brakes harshly	Mitigation	Avoidance

Comments

Tests of the autonomous emergency braking system at highway speeds demonstrated good performance. The speed assistance system uses a camera to recognise the local speed limit and allows the driver to easily set the limiter appropriately. The lane assistance system warns the driver when the car is drifting out lane. A seatbelt reminder system is also standard and covers the front and rear seats.

RATING VALIDITY

Variants of Model Range

Body Type	Engine & Transmission	Drivetrain	Rating Applies	
			LHD	RHD
5 door SUV	1.2 petrol, manual	4 x 2	✓	✓
5 door SUV	1.6 petrol (180 & 225), auto	4 x 2	✓	✓
5 door SUV	1.5 diesel, manual* and auto	4 x 2	✓	✓
5 door SUV	2.0 diesel, auto	4 x 2	✓	✓

* Tested variant

Annual Reviews and Facelifts

Date	Event	Outcome
November 2017	Rating Published	2017 ★★★★★ ✓