



Citroën C5 X
Standard Safety Equipment

2022



Adult Occupant



82%

Child Occupant



87%

Vulnerable Road Users



69%

Safety Assist



66%

SPECIFICATION

Tested Model	Citroën C5 X 1.6 petrol hybrid, LHD
Body Type	- 5 door hatchback
Year Of Publication	2022
Kerb Weight	1734kg
VIN From Which Rating Applies	- all C5 X's
Class	Executive

SAFETY EQUIPMENT

	Driver	Passenger	Rear
FRONTAL CRASH PROTECTION			
Frontal airbag	●	●	—
Belt pretensioner	●	●	●
Belt loadlimiter	●	●	●
Knee airbag	✘	✘	—
LATERAL CRASH PROTECTION			
Side head airbag	●	●	●
Side chest airbag	●	●	✘
Side pelvis airbag	✘	✘	✘
Centre Airbag	✘	—	—

Version 260922

SAFETY EQUIPMENT (NEXT)

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

OTHER SYSTEMS	
Active Bonnet	●
AEB Vulnerable Road Users	●
AEB Pedestrian - Reverse	✗
AEB Car-to-Car	●
Speed Assistance	●
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 31.2 Pts / 82%

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

Frontal Impact 13.2 / 16 Pts

Mobile Progressive Deformable Barrier

Full Width Rigid Barrier

Lateral Impact 12.3 / 16 Pts

Side Mobile Barrier

Side Pole

Far-Side Excursion

Occupant Interaction

Rear Impact 3.8 / 4 Pts

Rear Seat

Front Seat

ADULT OCCUPANT

Total 31.2 Pts / 82%

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

Rescue and Extrication		2.0 / 2 Pts
Rescue Sheet	Available, ISO compliant	
Advanced eCall	Available	
Multi Collision Brake	Available	

Comments

The passenger compartment of the C5 X remained stable in the frontal offset test. Dummy numbers demonstrated good protection of the knees and femurs of both the driver and passenger. Citroën showed that a similar level of protection would be provided to occupants of different sizes and to those sitting in different positions. Analysis of the deceleration of the impact trolley during the test, and analysis of the deformable barrier after the test, revealed that the C5 X would be a moderately benign impact partner in a frontal collision. In the full-width rigid barrier test, protection of the chest was rated as marginal both for the driver and the rear passenger, based on dummy readings of compression. In the side barrier test, protection of all critical body areas was good and the car scored maximum points. In the more severe side pole impact, protection of the chest was rated as marginal, based on rib compression. Control of excursion (the extent to which a body is thrown to the other side of the vehicle when it is hit from the far side) was found to be marginal. The C5 X has no counter-measure to mitigate against occupant to occupant injuries in such impacts. Tests on the front seats and head restraints demonstrated good protection against whiplash injuries in the event of a rear-end collision. A geometric analysis of the rear seats also indicated good whiplash protection. The C5 X has an advanced eCall system which alerts the emergency services in the event of a crash. The car also has a system which applies the brakes after an impact to avoid secondary collisions.

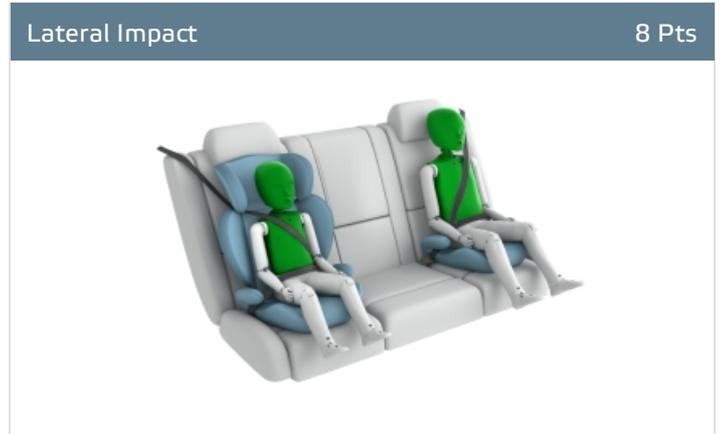
CHILD OCCUPANT

Total 42.7 Pts / 87%

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

Crash Test Performance based on 6 & 10 year old children

23.7 / 24 Pts



Restraint for 6 year old child: *Britax Römer KidFix 2R*
 Restraint for 10 year old child: *Graco Junior*

Safety Features

7.0 / 13 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

12.0 / 12 Pts

- Install without problem
- Install with care
- Safety critical problem
- ✗ Installation not allowed

■ i-Size CRS

Maxi Cosi 2way Pearl & 2wayFix (i-Size)



Maxi Cosi 2way Pearl & 2wayFix (i-Size)



BeSafe iZi Kid X2 i-Size (i-Size)



Britax Römer TriFix2 i-Size (i-Size)



BeSafe iZi Flex FIX i-Size (i-Size)



■ ISOFIX CRS

BeSafe iZi Combi X4 ISOfix (ISOFIX)



Cybex Solution Z i-Fix (ISOFIX)



 CHILD OCCUPANT

Total 42.7 Pts / 87%

■ Universal Belted CRS

Maxi Cosi Cabriofix (Belt)



Maxi Cosi Cabriofix & EasyFix (Belt)



Britax Römer King II LS (Belt)



Cybex Solution Z i-Fix (Belt)



CHILD OCCUPANT

Total 42.7 Pts / 87%

	Seat Position			
	Front	2nd row		
	PASSENGER	LEFT	CENTER	RIGHT
Maxi Cosi 2way Pearl & 2wayFix (i-Size)	—	●	—	●
Maxi Cosi 2way Pearl & 2wayFix (i-Size)	—	●	—	●
BeSafe iZi Kid X2 i-Size (i-Size)	—	●	—	●
Britax Römer TriFix2 i-Size (i-Size)	—	●	—	●
BeSafe iZi Flex FIX i-Size (i-Size)	—	●	—	●
BeSafe iZi Combi X4 ISOfix (ISOFIX)	—	●	—	●
Cybex Solution Z i-Fix (ISOFIX)	—	●	—	●
Maxi Cosi Cabriofix (Belt)	●	●	●	●
Maxi Cosi Cabriofix & EasyFix (Belt)	●	●	✘	●
Britax Römer King II LS (Belt)	●	●	●	●
Cybex Solution Z i-Fix (Belt)	●	●	●	●

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

— Not available

Comments

In the frontal offset, protection was good or adequate for all critical body areas of both child dummies. In the side barrier test, protection of all critical body areas was good for both the child dummies. The front passenger airbag can be disabled to allow a rearward-facing child 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 C5 X is designed could be properly installed and accommodated.

 **VULNERABLE ROAD USERS**

Total 37.8 Pts / 69%

GOOD
 ADEQUATE
 MARGINAL
 WEAK
 POOR

Pedestrian

24.2 / 36 Pts



Head Impact	18.2 Pts
Pelvis Impact	0.0 Pts
Leg Impact	6.0 Pts

Vulnerable Road Users

13.6 / 18 Pts

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

 VULNERABLE ROAD USERS

Total 37.8 Pts / 69%

AEB Pedestrian

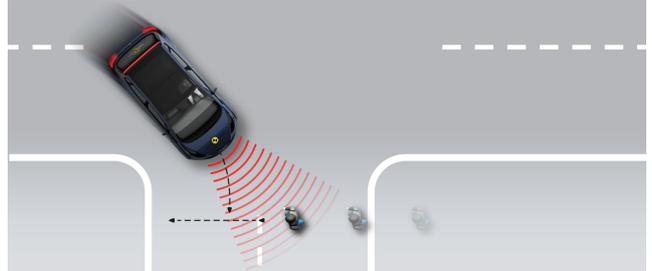
 5.1 / 9 Pts

■ Day time

Vehicle reversing into standing pedestrian



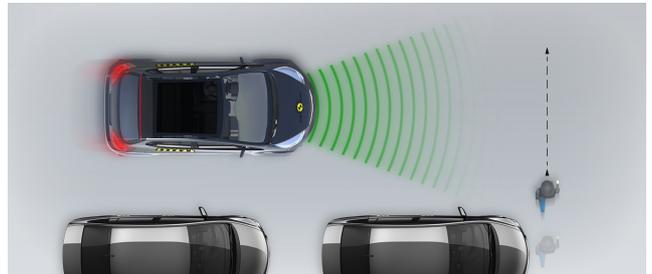
Pedestrian crossing a road into which a car is turning



Adult crossing the road



Child running from behind parked vehicles



Adult along the roadside



■ Night time

Adult crossing the road



Adult along the roadside




VULNERABLE ROAD USERS

Total 37.8 Pts / 69%

AEB Cyclist

8.5 / 9 Pts

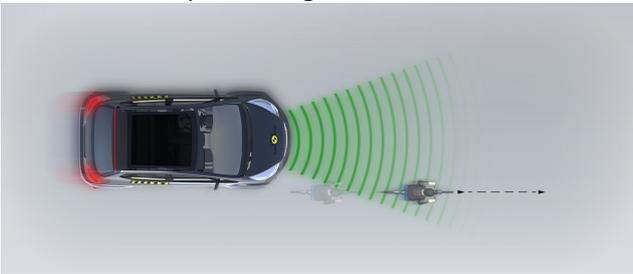
Cyclist from nearside, obstructed view



Cyclist crossing



Cyclist along the roadside

**Comments**

The C5 X has an 'active' bonnet for pedestrian protection. Sensors in the bumper detect when a pedestrian has been struck and actuators lift the bonnet to provide greater clearance to hard structures in the engine compartment. Citroën showed that the system recognised a variety of pedestrian statures over a range of speeds and the car was tested with the bonnet in the raised, 'deployed' position. The protection of pedestrians' heads was almost completely good.. The bumper offered good protection or adequate to pedestrians' legs but protection of the pelvis region was entirely poor. The autonomous emergency braking (AEB) system of the C5 X can respond to vulnerable road users, as well as to other vehicles. The system performed adequately in tests of its response to pedestrians and well when tested with a cyclist target, with collisions avoided or mitigated in most scenarios.

SAFETY ASSIST

Total 10.6 Pts / 66%

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

Speed Assistance ■ 2.5 / 3 Pts

Speed Limit Information Function	Camera based, subsigns supported
Speed Limitation Function	System advised (accurate to 5km/h)

Occupant Status Monitoring ■ 2.0 / 3 Pts

> Seatbelt Reminder ■ 1.0 / 2 Pts

Applies To	Front and rear seats		
	Driver Seat	Front Passenger(s)	Rear Passenger(s)
Warning			
Visual	●	●	●
Audible	●	●	●
Occupant Detection	—	●	—

● Pass
 ● Fail
 — Not available

> Driver Monitoring ■ 1.0 / 1 Pts

System Name	Driver Attention Warning
Type	Lane position
Operational From	60 km/h

SAFETY ASSIST

Total 10.6 Pts / 66%

Lane Support

3.5 / 4 Pts

System Name	Lane Keeping Assist	
Type	LKA and ELK	
Operational From	65 km/h	
PERFORMANCE		
Emergency Lane Keeping		GOOD
Lane Keep Assist		GOOD
Human Machine Interface		GOOD

AEB Car-to-Car

2.6 / 6 Pts

System Name	Active Safety Brake	
Type	Autonomous emergency braking and forward collision warning	
Operational From	5 km/h	
Sensor Used	camera and radar	

 SAFETY ASSIST

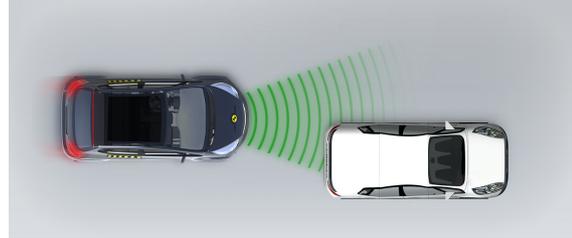
Total 10.6 Pts / 66%

■ Autobrake function only

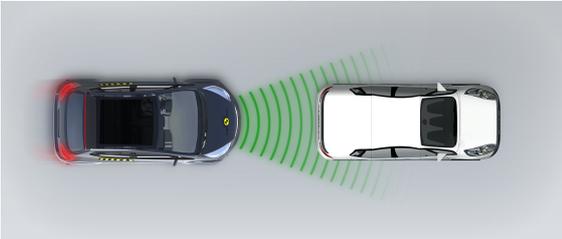
Test car turns across the path of an approaching car



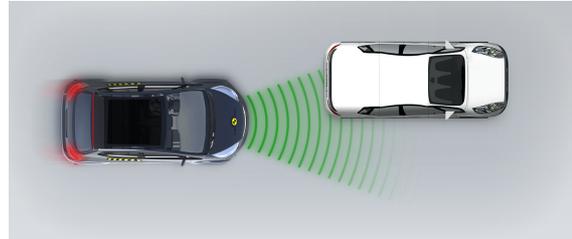
Approaching a stationary car



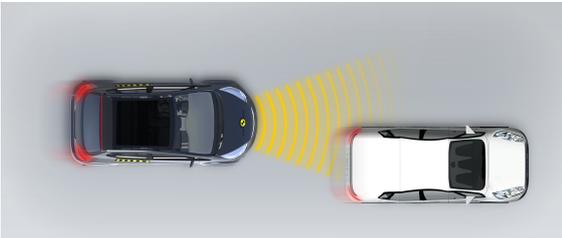
Approaching a stationary car



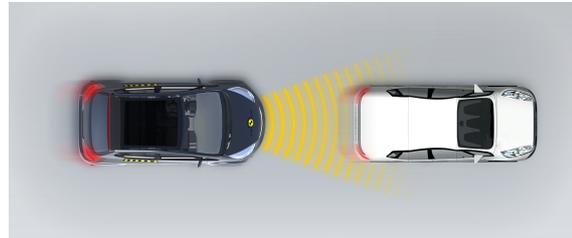
Approaching a stationary car



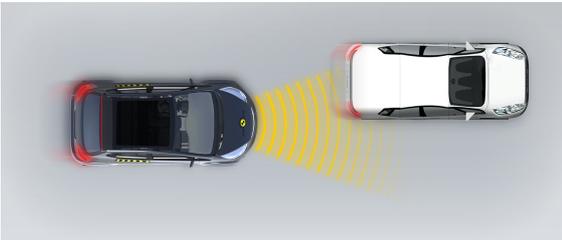
Approaching a slower moving car



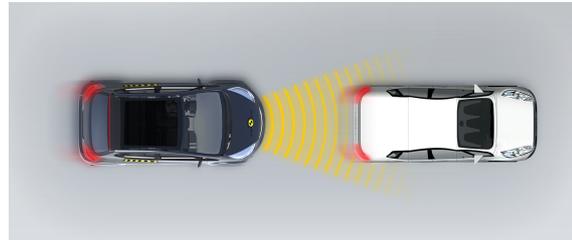
Approaching a slower moving car



Approaching a slower moving car



Approaching a braking car

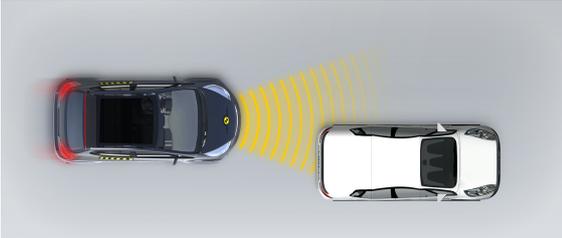


 SAFETY ASSIST

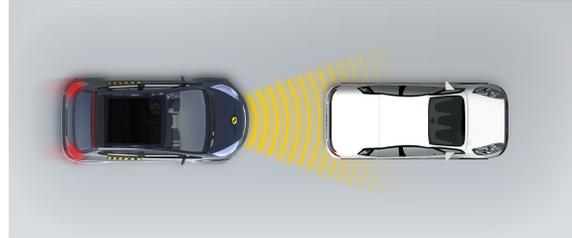
Total 10.6 Pts / 66%

■ Driver reacts to warning

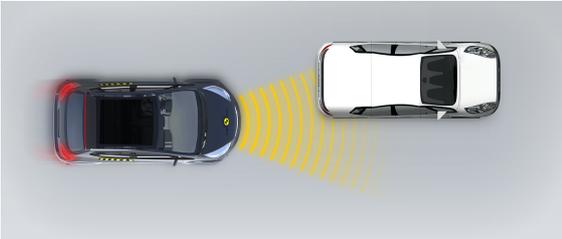
Approaching a stationary car



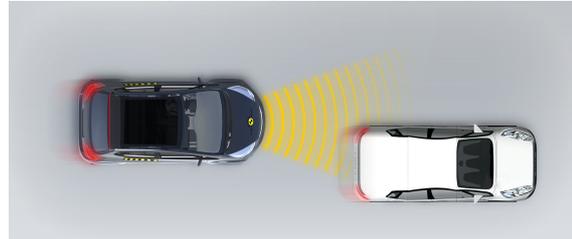
Approaching a stationary car



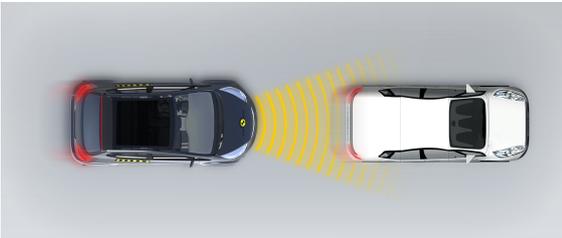
Approaching a stationary car



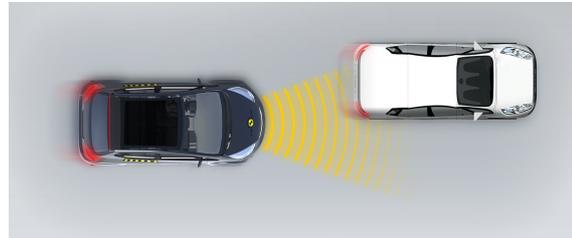
Approaching a slower moving car



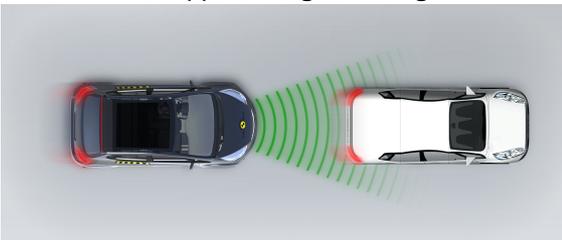
Approaching a slower moving car



Approaching a slower moving car



Approaching a braking car





SAFETY ASSIST

Total 10.6 Pts / 66%

Comments

The C5 X's autonomous emergency braking (AEB) system performed marginally in tests of its reaction to other vehicles. A seatbelt reminder system is fitted as standard to the front and rear seats and the car is equipped with a system to detect driver fatigue. The lane support system gently corrects the vehicle's path if it is drifting out of lane, and also intervenes in some more critical situations. The speed assistance system detects the local speed limit and the driver can choose to allow the maximum speed of the car to be automatically set by the system.

RATING VALIDITY

Variants of Model Range

Body Type	Engine & Transmission	Model Name/Code	Drivetrain	Rating Applies	
				LHD	RHD
5 door hatchback	1.6 petrol hybrid	Plug in Hybrid 225*	4 x 2		
5 door hatchback	1.6 petrol	Puretech 180	4 x 2		
5 door hatchback	1.6 petrol	Puretech 130	4 x 2		

*Tested variant

Annual Reviews and Facelifts

Date	Event	Outcome
September 2022	Rating Published	2022