



DS 7 Crossback
Standard Safety Equipment

2017



Adult Occupant



91%

Child Occupant



87%

VRU 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 |

✗ Rating Expired

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 | ✘ | ✘ | ✘ |
| | Driver | Passenger | Rear |
| CHILD PROTECTION | | | |
| Isofix/i-Size | — | ○ | ● |
| Integrated CRS | — | ✘ | ✘ |
| Airbag cut-off switch | — | ● | — |
| SAFETY ASSIST | | | |
| Seat Belt Reminder | ● | ● | ● |

SAFETY EQUIPMENT (NEXT)

| | Driver | Passenger | Rear |
|-----------------------|--------|-----------|------|
| CHILD PROTECTION | | | |
| Isofix/i-Size | — | ○ | ● |
| 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.

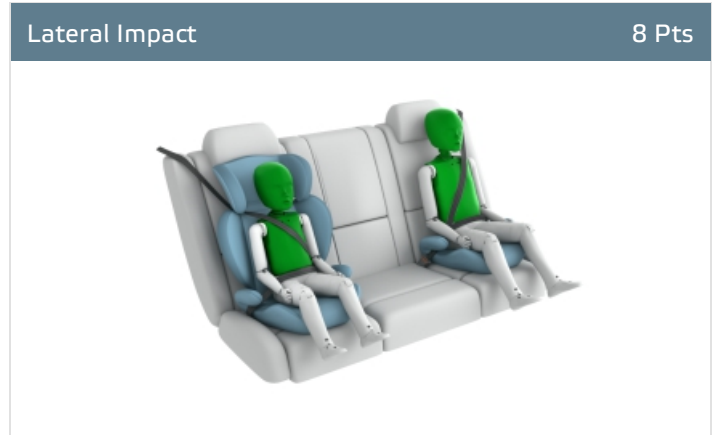
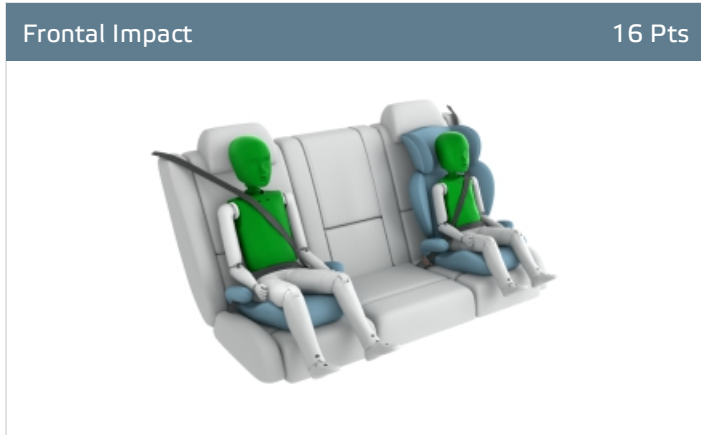
CHILD OCCUPANT

Total 43.0 Pts / 87%

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

Crash Test Performance based on 6 & 10 year old children

24.0 Pts



Restraint for 6 year old child: *Britax Römer Kidfix XP*
 Restraint for 10 year old child: *Graco Booster*

Safety Features

7.0 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 Pts


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

■ i-Size CRS



■ ISOFIX CRS



 CHILD OCCUPANT

Total 43.0 Pts / 87%

■ Universal Belted CRS

Maxi Cosi Cabriofix (Belt)



Maxi Cosi Cabriofix & EasyBase2 (Belt)



Britax Römer King II LS (Belt)



Britax Römer KidFix XP (Belt)



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.

CHILD OCCUPANT

Total 43.0 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) | ● | ● | ● | ● |

● Easy
 ● Difficult
 ● Safety critical
 ✘ Not allowed
 — Not available

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.

VRU IMPACT PROTECTION

Total 30.8 Pts / 73%

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

| VRU Impact Protection | 26.0 Pts | | | | | | |
|-----------------------|---|-------------|----------|---------------|---------|------------|---------|
| | <table border="1"> <tr> <td>Head Impact</td> <td style="text-align: right;">14.0 Pts</td> </tr> <tr> <td>Pelvis Impact</td> <td style="text-align: right;">6.0 Pts</td> </tr> <tr> <td>Leg Impact</td> <td style="text-align: right;">6.0 Pts</td> </tr> </table> | Head Impact | 14.0 Pts | Pelvis Impact | 6.0 Pts | Leg Impact | 6.0 Pts |
| Head Impact | 14.0 Pts | | | | | | |
| Pelvis Impact | 6.0 Pts | | | | | | |
| Leg Impact | 6.0 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) |

Seatbelt Reminder

3.0 Pts

| Applies To | All seats | | |
|------------|-------------|--------------------|-------------------|
| | Driver Seat | Front Passenger(s) | Rear Passenger(s) |
| Warning | | | |
| 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 Inter-Urban

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 ★★★★★ ✓ |