



Citroën C5 Aircross
Standard Safety Equipment

2025



Adult Occupant



80%

Child Occupant



85%

Vulnerable Road Users



79%

Safety Assist



62%

SPECIFICATION

Tested Model	Peugeot e3008, 73kWh, LHD
Body Type	- 5 door SUV
Year Of Publication	2025
Kerb Weight	2104kg
VIN From Which Rating Applies	- all Citroën C5 Aircross
Class	Small SUV

General comments

The Citroën C5 Aircross is a 'corporate twin' to the Peugeot 3008. Safety equipment and performance is identical between the two cars, so this rating is based on an assessment of the Peugeot.

SAFETY EQUIPMENT

OTHER SYSTEMS		
Active Bonnet		✖
AEB Vulnerable Road Users		●
AEB Pedestrian - Reverse		✖
Cyclist Dooring Prevention		✖
AEB Motorcyclist		●
AEB Car-to-Car		●
Speed Assistance		●
Lane Assist System		●
Fatigue / Distraction Detection		●

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 32.4 Pts / 80%

GOOD ADEQUATE MARGINAL WEAK POOR

Frontal Impact

13.2 / 16 Pts



Mobile Progressive Deformable Barrier



Full Width Rigid Barrier

Lateral Impact

12.7 / 16 Pts



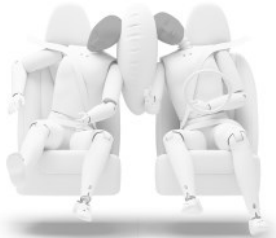
Side Mobile Barrier



Side Pole



Far-Side Excursion



Occupant Interaction

Rear Impact

4.0 / 4 Pts



Rear Seat



Front Seat

 ADULT OCCUPANT

Total 32.4 Pts / 80%

GOOD

ADEQUATE

MARGINAL

WEAK

POOR

Rescue and Extrication		2.5 / 4 Pts
Rescue Sheet	Available, ISO compliant	
Advanced eCall	Available	
Multi Collision Brake	Available	
Submergence Check	Partially Compliant	

Comments

The passenger compartment remained stable in the frontal offset test. Dummy readings indicated good protection of the knees and femurs of both the driver and the front seat 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 car would be a moderately benign impact partner in a frontal collision. In the full-width rigid barrier test, protection was good or adequate for all critical body regions of the driver rear seat passenger. In both the side barrier test and the more severe side pole impact, good protection was provided to all critical body areas and the car scored maximum points in this part of the assessment. 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 Citroën C5 Aircross does not have a countermeasure 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 car has an advanced eCall system which alerts the emergency services in the event of a crash, and a system to prevent secondary impacts after the car has been in a collision. Citroën demonstrated that the doors would be openable to allow occupants to escape in the event of vehicle submergence.

 CHILD OCCUPANT

Total 42.0 Pts / 85%

 GOOD	 ADEQUATE	 MARGINAL	 WEAK	 POOR
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Crash Test Performance based on 6 & 10 year old children 24.0 / 24 Pts

Frontal Impact 16 Pts	Lateral Impact 8 Pts
	

Restraint for 6 year old child: *Britax Römer Kidfix i-Size OEM*
 Restraint for 10 year old child: *Britax Römer Kidfix i-Size OEM*

Safety Features 6.0 / 13 Pts

	Front Passenger	2nd row outboard	2nd row center
Isofix	✗	●	✗
i-Size	✗	●	✗
Integrated CRS	✗	✗	✗
Top tether	✗	●	✗
Child Presence Detection	✗	✗	✗

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

CRS Installation Check 12.0 / 12 Pts

 i-Size	Seat Position				
	Front		2nd row		
			Left	center	Right
	—	—	●	—	●

● Easy ● Difficult ● Safety critical ✗ Not allowed
 Airbag ON Rearward facing restraint installation not allowed  Airbag OFF

 CHILD OCCUPANT

Total 42.0 Pts / 85%

 Isofix	Seat Position				
	Front		2nd row		
			Left	center	Right
	—	—	●	—	●
	—	—	●	—	●
	—	—	●	—	●
	—	—	●	—	●
	—	—	●	—	●
	—	—	●	—	●

● Easy ● Difficult ● Safety critical ✖ Not allowed

 Airbag ON Rearward facing restraint installation not allowed  Airbag OFF

Seatbelt Attached	Seat Position				
	Front		2nd row		
			Left	center	Right
	✖	●	●	●	●
	●	●	●	●	●
	●	●	●	●	●
	●	●	●	●	●
	●	●	●	✖	●
	✖	●	●	✖	●

● Easy ● Difficult ● Safety critical ✖ Not allowed

 Airbag ON Rearward facing restraint installation not allowed  Airbag OFF

 CHILD OCCUPANT

Total 42.0 Pts / 85%

Comments

In both the frontal offset and the side barrier tests, protection was good for all critical body areas for both child dummies, and the C5 Aircross scored maximum points in this part of the assessment. 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. The C5 Aircross has no 'child presence detection', a system which can alert others if children have been left in the car. All of the child restraint types for which the Citroën C5 Aircross is designed could be properly installed and accommodated in the car.



VULNERABLE ROAD USERS

Total 50.2 Pts / 79%

GOOD

ADEQUATE

MARGINAL

WEAK

POOR

VRU Impact Protection

28.9 / 36 Pts



Pedestrian & Cyclist Head	10.9 Pts
Pelvis	4.5 Pts
Femur	4.5 Pts
Knee & Tibia	9.0 Pts

VRU Impact Mitigation

21.2 / 27 Pts

System Name	Active Safety Brake
Type	Auto-Brake with Forward Collision Warning
Operational From	8 km/h
PERFORMANCE	

AEB Pedestrian

5.7 / 9 Pts

Scenario	Day time	Night time
Car reversing into adult or child		—
Adult crossing a road into which a car is turning		—
Adult crossing the road		
Child running from behind parked vehicles		
Adult along the roadside		

— Currently not tested

AEB Cyclist

7.5 / 8 Pts

Scenario	Day time
Approaching cyclist crossing from behind parked vehicles	
Turning across path of an oncoming cyclist	
Approaching a crossing cyclist	
Approaching a cyclist along the roadside	



VULNERABLE ROAD USERS

Total 50.2 Pts / 79%



GOOD



ADEQUATE



MARGINAL



WEAK



POOR

Cyclist Dooring Prevention

0.0 / 1 Pts

Scenario	
Dooring a passing cyclist	

AEB Motorcyclist

6.0 / 6 Pts

Scenario	Autobrake function only	Driver reacts to warning
Approaching a stationary motorcyclist		
Approaching a braking motorcyclist		
Turn across the path of an oncoming motorcyclist		—

— Currently not tested

Lane Support Motorcyclist

2.0 / 3 Pts

Scenario	Day time
Changing lane across the path of an oncoming motorcyclist	
Changing lane across the path of an overtaking motorcyclist	

Comments

Protection of the head of a struck pedestrian or cyclist was largely good or adequate, with poor results recorded on the stiff windscreen pillars and at the base and top of the screen. Protection of the pelvis was good at all test locations. Protection of the femur was good at all test locations, while that of the knee and tibia was good at all test locations. The autonomous emergency braking system responds to vulnerable road users such as pedestrians and cyclists, as well as to other vehicles. In tests of its response to pedestrians, the system performed adequately. The system performed well in tests of its reaction to cyclists, and its response to motorcyclists was also good.

 SAFETY ASSIST

Total 11.3 Pts / 62%

GOOD

ADEQUATE

MARGINAL

WEAK

POOR

Speed Assistance 2.0 / 3 Pts

System Name	Speed limiter with Speed limit recognition
Speed Limit Information Function	Camera & Map, subsigns supported
Speed Limitation Function	Intelligent Speed Limiter not default ON (accurate to 5km/h)

Occupant Status Monitoring 0.4 / 3 Pts

> Seatbelt Reminder

 0.0 / 1 Pts

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

Pass Fail Not available

> Driver Monitoring

 0.4 / 2 Pts

System Name	Driver Attention Assist
Type	Indirect monitoring
Operational From	65 km/h
Fatigue	Drowsiness

Version 090925

 SAFETY ASSIST

Total 11.3 Pts / 62%

Lane Support 2.5 / 3 Pts

System Name	Lane departure warning and 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 6.5 / 9 Pts

System Name	Active Safety Brake	
Type	Autonomous emergency braking and forward collision warning	
Operational From	8 km/h	
Sensor Used	camera and radar	

Scenario	Autobrake function only	Driver reacts to warning
Approaching a car crossing a junction		
Approaching a car head-on		
Turning across the path of an oncoming car		
Approaching a stationary car		
Approaching a slower moving car		
Approaching a braking car		

 Currently not tested

 SAFETY ASSIST

Total 11.3 Pts / 62%

Comments

Overall, the performance of the autonomous emergency braking (AEB) system was adequate in tests of its reaction to other vehicles. A seatbelt reminder system is fitted as standard to the front and rear seats. However, the rear seats are not equipped with occupant detection and fail Euro NCAP's assessment. The car has an indirect driver status monitoring system as standard, detecting driver fatigue but not distraction. 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 identifies the local speed limit. The driver can choose to allow the limiter to be set automatically by the system.

RATING VALIDITY



Variants of Model Range

Body Type	Engine	Drivetrain	Rating Applies	
			LHD	RHD
5 door SUV	Electric 73 kWh 210	4 x 2	✓	✓
5 door SUV	Electric 97 kWh 230	4 x 2	✓	✓
5 door SUV	Plug-in Hybrid 195 e-DSC7	4 x 2	✓	✓
5 door SUV	Hybrid 145 e-DSC6	4 x 2	✓	✓

* Tested variant: Peugeot 3008

Annual Reviews and Facelifts

Date	Event	Outcome	
September 2025	Rating Published	2025 ★ ★ ★ ★ ☆	✓