


 Citroën C5 Aircross  
 With Safety Pack

2019



## Adult Occupant



89%

## Child Occupant



86%

## Vulnerable Road Users



67%

## Safety Assist



82%

## SPECIFICATION

Tested Model	Citroen C5 Aircross 1,5l Hdi Live
Safety pack	Safety+ Pack
Body Type	- 5 door SUV
Year Of Publication	2019
Kerb Weight	1495kg
VIN From Which Rating Applies	- C5 Aircross with optional safety pack
Class	Small SUV

 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 Cyclist	○		
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 34.1 Pts / 89%

GOOD

ADEQUATE

MARGINAL

WEAK

POOR

## Frontal Offset Deformable Barrier 6.3 / 8 Pts



Passenger



Driver

## Frontal Full Width 7 / 8 Pts



Rear Passenger



Driver

## Whiplash Rear Impact 1.7 / 2 Pts



Front seat



Rear seat

## Lateral Impact 15.0 / 16 Pts



Car



Pole

 ADULT OCCUPANT

Total 34.1 Pts / 89%

 GOOD ADEQUATE MARGINAL WEAK POOR

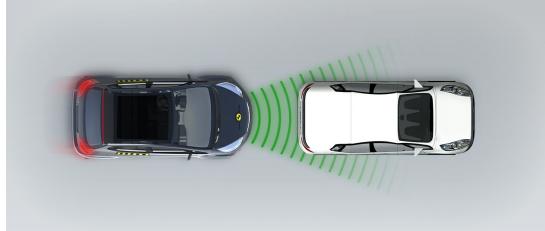
AEB City

 4.0 / 4 Pts

Approaching a stationary car: Left Offset



Approaching a stationary car: No Offset



Approaching a stationary car: Right Offset





## ADULT OCCUPANT

Total 34.1 Pts / 89%

## Comments

The passenger compartment of the C5 Aircross remained stable in the frontal offset test. Dummy readings indicated good protection of the knee and femurs of the driver and dummy. Citroën showed that a similar level of protection would be provided to occupants of different sizes and to those sitting in different positions. Readings in the tibia indicated weak protection of the lower leg for the driver but all other body regions were protected well or adequately. In the full-width, rigid barrier test, protection of the driver was good or adequate for all critical body areas. For the rear passenger dummy, head deceleration indicated marginal protection. In the side barrier impact, protection of all critical parts of the body was good and the car scored maximum points. In the more severe side pole test, rib compressions indicated marginal protection for the chest. 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 autonomous emergency braking (AEB) system performed well in tests of its functionality at the low speeds, typical of city driving, at which many whiplash injuries occur.


 CHILD OCCUPANT

Total 42.6 Pts / 86%


 GOOD ADEQUATE MARGINAL WEAK POOR

Crash Test Performance based on 6 &amp; 10 year old children

23.6 / 24 Pts

Frontal Impact	15.6 Pts	Lateral Impact	8 Pts
			

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

## 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 &amp; 2wayFix (rearward) (iSize)



Maxi Cosi 2way Pearl &amp; 2wayFix (forward) (iSize)



BeSafe iZi Kid X2 i-Size (iSize)



BeSafe iZi Flex FIX i-Size (iSize)



## ■ ISOFIX CRS

Maxi Cosi Cabriofix &amp; FamilyFix (ISOFIX)



BeSafe iZi Kid X4 ISOfix (ISOFIX)



Britax Römer Duo Plus (ISOFIX)



Britax Römer KidFix XP (ISOFIX)



 CHILD OCCUPANT

Total 42.6 Pts / 86%

## ■ Universal Belted CRS

Maxi Cosi Cabriofix (Belt)



Maxi Cosi Cabriofix &amp; EasyBase2 (Belt)



Britax Römer King II LS (Belt)



Britax Römer KidFix XP (Belt)



## Comments

In the frontal offset test, protection was good or adequate for both the 6 and 10 year dummies. In the side barrier test, protection was good for all critical body areas. The front passenger airbag can be disabled to allow a rearward-facing passenger 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 Aircross is designed could be properly installed and accommodated in the car.

 CHILD OCCUPANT

Total 42.6 Pts / 86%

	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)	●	●	—	●
BeSafe iZi Flex FIX 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

In the frontal offset test, protection was good or adequate for both the 6 and 10 year dummies. In the side barrier test, protection was good for all critical body areas. The front passenger airbag can be disabled to allow a rearward-facing passenger 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 Aircross is designed could be properly installed and accommodated in the car.



## VULNERABLE ROAD USERS

Total 32.6 Pts / 67%

 GOOD

 ADEQUATE

 MARGINAL

 WEAK

 POOR

### VRU Impact Protection

25.7 / 36 Pts



#### Head Impact

13.7 Pts

#### Pelvis Impact

6.0 Pts

#### Leg Impact

6.0 Pts

### Vulnerable Road Users

6.9 / 12 Pts

System Name	Safety+ Pack
Type	Auto-Brake with Forward Collision Warning
Operational From	10 km/h

### Comments

The protection provided to the head of a struck pedestrian was predominantly good or adequate on the bonnet surface but was poor along the base of the windscreen and on the stiff windscreen pillars. Protection of pedestrians' legs and of the pelvis was good at all test locations and maximum points were scored. As standard, the C5 Aircross has a camera-only AEB system which can detect and respond to pedestrians. The camera + radar system included with the optional safety pack can also detect cyclists. In pedestrian tests, the system performed marginally, with some collisions avoided and some mitigated. In cyclist tests, the system performance was adequate.





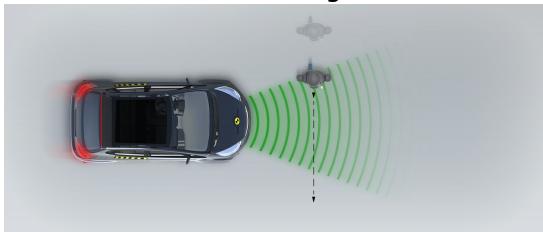
## VULNERABLE ROAD USERS

Total 32.6 Pts / 67%

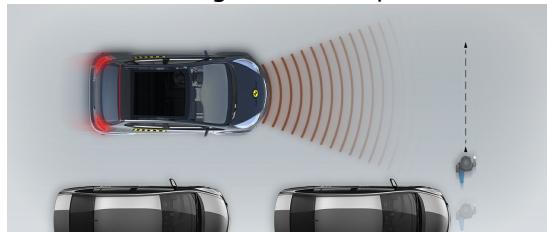
## AEB Pedestrian

## ■ Day time

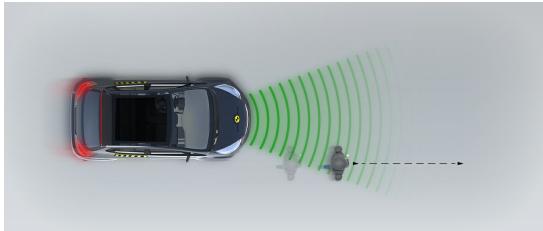
Adult crossing the road



Child running from behind parked vehicles



Adult along the roadside



## ■ Night time

Adult crossing the road



Adult along the roadside



## AEB Cyclist

Approaching a crossing cyclist



Cyclist along the roadside



 **SAFETY ASSIST**

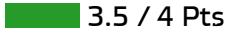
Total 10.8 Pts / 82%


**Speed Assistance**
 2.5 / 3 Pts

System Name	Speed Limiter with Speed Limit Recognition
Speed Limit Information Function	Camera based
Speed Limitation Function	System advised (accurate to 5km/h)

**Seatbelt Reminder**
 2.5 / 3 Pts

Applies To	Not available		
Warning	Driver Seat	Front Passenger(s)	Rear Passenger(s)
Visual	●	●	●
Audible	●	●	●
Occupant Detection	—	●	—

 Pass    Fail    Not available
**Lane Support**
 3.5 / 4 Pts

System Name	Lane Keeping Assist
Type	LKA (including LDW) and ELK
Operational From	65 km/h

**PERFORMANCE**

Emergency Lane Keeping	 GOOD
Lane Keep Assist	 GOOD
Human Machine Interface	 ADEQUATE

 SAFETY ASSIST

Total 10.8 Pts / 82%

## AEB Inter-Urban

 2.3 / 3 Pts

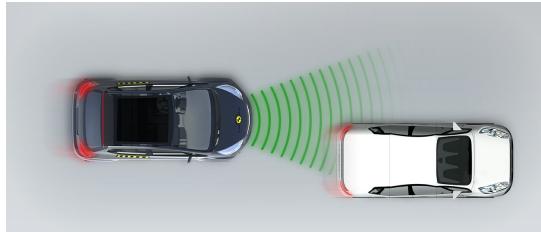
System Name	Safety+ Pack
Type	Autonomous Emergency Braking and Forward Collision Warning
Operational From	5 km/h

## Comments

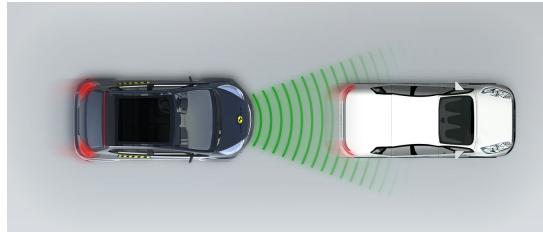
The C5 Aircross has a seatbelt reminder system as standard for the front and rear seats. A camera-based speed assistance system is also standard. Local speed limits are identified and the information is provided to the driver, who can set the speed limiter appropriately. A lane support system helps to prevent inadvertent drifting out of lane and can also assist in some more critical situations. The camera + radar AEB system which is part of the optional safety pack demonstrated adequate performance when tested at highway speeds, an improvement on the marginal performance shown by the standard camera-only system.

 Autobrake function only

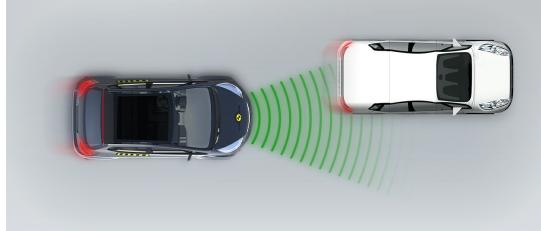
Approaching a slower moving car



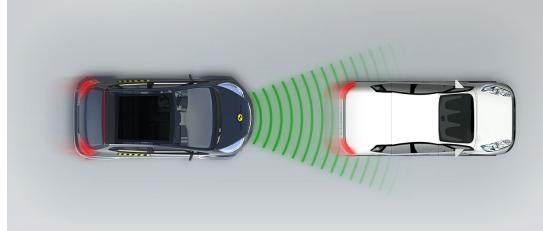
Approaching a slower moving car



Approaching a slower moving car



Approaching a braking car

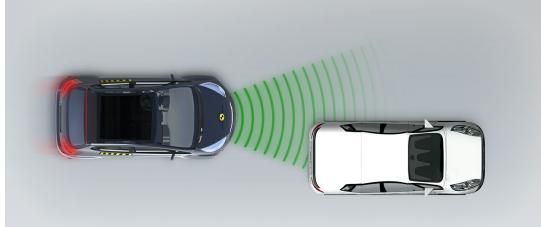


 SAFETY ASSIST

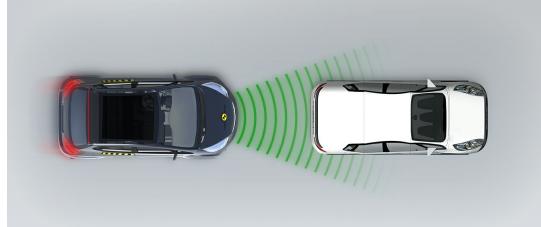
Total 10.8 Pts / 82%

## ■ Driver reacts to warning

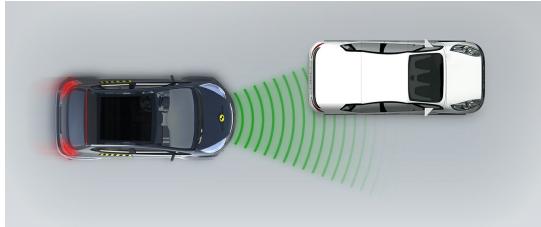
Approaching a stationary car



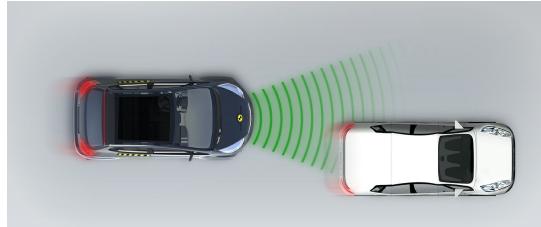
Approaching a stationary car



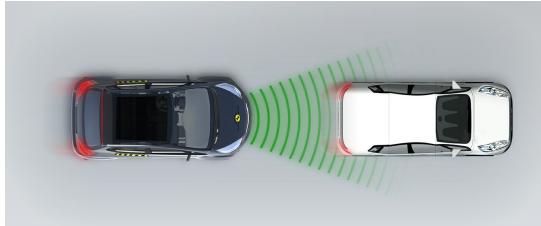
Approaching a stationary car



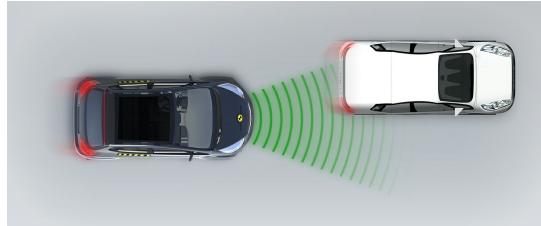
Approaching a slower moving car



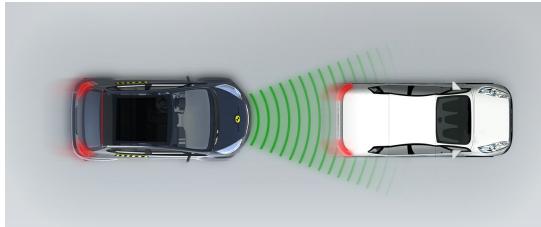
Approaching a slower moving car



Approaching a slower moving car



Approaching a braking car



## RATING VALIDITY

## Variants of Model Range

## Annual Reviews and Facelifts

Date	Event	Outcome
	Rating Published	2019  