





Citroen Xsara

RATING	SCORE
 ADULT OCCUPANT ★★☆☆☆	20 Front: 7 Side: 13
 PEDESTRIAN ★☆☆☆☆	16 Pre 2002 rating

Adult occupant protection



Frontal impact driver



Frontal impact passenger



Side impact driver

■	GOOD
■	ADEQUATE
■	MARGINAL
■	WEAK
■	POOR

Child restraints

18 month old Child	No information available
3 year old Child	No information available

Safety equipment

Front seatbelt pretensioners	<input checked="" type="checkbox"/>
Front seatbelt load limiters	<input type="checkbox"/>
Driver frontal airbag	<input checked="" type="checkbox"/>
Front passenger frontal airbag	<input type="checkbox"/>
Side body airbags	<input checked="" type="checkbox"/>
Side head airbags	<input type="checkbox"/>
Driver knee airbag	<input type="checkbox"/>

Pedestrian protection

No image car front available

Car details

Hand of drive	LHD
Tested model	Citroën Xsara 1.4i
Body type	5 door hatchback
Year of publication	1998
Kerb weight	1080

Comments

Citroën has told Euro NCAP that every Xsara 1.4i will be fitted with side airbags from the launch of these results. Accordingly, the car chosen for testing had seat-mounted side airbags. In the side-impact test, however, the seat-mounted airbag did not deploy correctly, resulting in a lower level of protection to the driver's chest than expected from this safety feature. Otherwise, the Xsara performed reasonably well in the frontal-impact test and gave above-average results in the pedestrian safety tests.

Front impact

The cabin just remained stable but the driver's door lost much of its structural strength. Meanwhile, the driver's airbag fired late and towards the centre of the car. Head contact on the airbag was unstable and head and neck protection was marginal. Chest protection for the front passenger was weak and his belt pre-tensioner did not appear to have operated. Tightening of the driver's belt was also limited. There were structures within the fascia which could generate loads on the driver's knees during an impact, increasing injury risks for his upper legs and pelvis, or damage to his knees. A deflector is fitted within the steering column shroud but its effectiveness would be limited.

Side impact

The driver's head hit the seat belt swivel and also the centre door pillar but suffered quite low loads. There was a problem with airbag deployment, though. The piping on the seat cover caught the airbag as it broke through the fabric and much of its lower section remained within the seat cover. And as the floor collapsed in the impact the driver's seat was crushed and its base was displaced downwards near his door.

Child occupant

Citroën recommend the same forward-facing restraint as suitable for three-year-olds and 18-month-olds, and its locating points proved compatible with the car's rear belts. However, in the frontal impact, the three-year-old was allowed to move too far forward, while in the side impact his head was not retained within the seat shell.

Pedestrian

Protection for pedestrian legs was above average. The car also met the proposed legislative requirements for half of the child's head-impact sites tested. Unfortunately, the majority of the adult test impact sites rated as poor. Overall, the Xsara earned a high two-star rating for pedestrian protection.