

TEST RESULTS

Citroen C5

RATING

SCORE



ADULT OCCUPANT
★★★★★

30

Front: 13
Side: 16

Pole: 2



PEDESTRIAN
★★★★

16

Pre 2002 rating



Adult occupant protection



Frontal impact driver



Frontal impact passenger



Side impact driver



Child restraints

18 month old Child	Roemer Prince, forward facing
3 year old Child	Roemer Prince, forward facing

Pedestrian protection

No image car front available

Safety equipment

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

Car details

Hand of drive	LHD
Tested model	Citroën C5 1.8i 16v SX
Body type	5 door hatchback
Year of publication	2001
Kerb weight	1330
VIN from which rating applies	VF7DCZB6219701

Comments

During testing, one of the C5's door opened. Euro NCAP allowed Citroën to submit a modified car. The changes were partly successful: during a re-test of its side impact performance, the C5's door moved onto its secondary latch but remained closed. Otherwise, the car's strong passenger cell provided a safe survival space that remained intact. The driver's door could be opened normally after the frontal impact and the footwell retained its shape. The driver's chest hit the steering wheel, increasing the injury risk to this vulnerable body area.

Front impact

The body proved very strong and the driver's screen pillar showed no distortion after the impact. However the driver's chest struck the steering wheel and the rim of the wheel was distorted by the driver's head. The footwell was virtually undisturbed and protected the driver's feet, but hard structures behind the fascia were likely to injure his knees and legs. The centre rear seat was fitted with a three-point belt, which provides superior protection to that of a two-point, lap-only belt.

Side impact

The car offered impressive levels of protection and its restraint systems included four airbags plus a head curtain. It gained full marks in this test. The only problem testers noted was that, even after modifications were carried out, a door moved from fully closed to its secondary latch position.

Child occupant

A switch operated by the ignition key can be used to turn off the passenger airbag, to allow a restraint facing rearwards to be installed on the front passenger's seat. A second key could be used to turn it off (but not on) while the engine is running. However, should this happen, a warning illuminates and so provides a safety check. Even so, there is too little warning of the dangers of an active airbag. Both restraints faced forward and gave some protection, but not in all situations.

Pedestrian

The areas where an adult's or child's head might strike provided a reasonable degree of protection, but the bumper and the leading edge of the bonnet were uncompromising.