



Citroen C2

RATING	SCORE	Front: 13	Side: 14	Seatbelt reminder: 1
 ADULT OCCUPANT ★★☆☆☆	29			
 CHILD OCCUPANT ★★☆☆☆	29			
 PEDESTRIAN ★★☆☆☆	12			

Adult occupant protection



Frontal impact driver



Frontal impact passenger



Side impact driver

- GOOD
- ADEQUATE
- MARGINAL
- WEAK
- POOR

Child restraints

18 month old Child	Kiddy Life, forward facing
3 year old Child	Kiddy Life, 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 type="checkbox"/>
Driver knee airbag	<input type="checkbox"/>
ISOfix front	<input type="checkbox"/>
ISOfix rear	<input checked="" type="checkbox"/>

Car details

Hand of drive	LHD
Tested model	Citroën C2 1.1 SX
Body type	SUPERMINI
Year of publication	2003
Kerb weight	932
VIN from which rating applies	Applies to all applies C2s

Comments

The C2 has a strong and stable passenger safety cage. Its restraint systems and airbags kept the driver's chest and head away from the steering wheel and protected occupants well. The C2 had seat-mounted (thorax) airbags that performed adequately. But protection for children was patchy and that for pedestrians was only average.

Front impact

The C2 survived the impact well, suffering minimal distortion around its sills and screen pillars and only minor intrusion into the driver's footwell. Its restraint system uses single-stage non-tethered airbags combined with belts fitted with pre-tensioners and load limiters. The driver's and front passenger's chests were well protected. As with any small car, it is difficult to provide room to protect the driver's knees fully. Here the steering column and ignition lock presented hazards but other threats had been cleared away. The C2 has rear seating for two, each protected by a three-point belt.

Side impact

The seat mounted (thorax) airbag worked efficiently. The car's performance was relatively good throughout, although significant levels of force from the airbag reached the driver's chest. The door trim below the arm rest was pushed in and could have resulted in chest injuries.

Child occupant

Kiddy Life restraints were used for both children. These were placed forward facing and were secured using the car's belts. These protected their heads from hitting the inside of the car in the frontal impact but both children risked head injuries in the side impact. Chest loads reaching the younger child were also on the high side. The passenger frontal airbag has an on/off switch. This

was explained by a pictogram and a text label on the passenger's end of the fascia, but this could be peeled off and lost. Eye-catching text labels fixed to both sides of the passenger's sun visor warned against fitting a rear-facing restraint opposite a 'live' airbag.

Pedestrian

The bonnet top gave some protection where a child's or adult's head might strike but the car's bumper was 'unfriendly'.