

2019





Adult Occupant



89%

Child Occupant



Safety Assist

86%

Vulnerable Road Users



67%



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 Off-Road	

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	×	Citröen C5 Aircro	×



SAFETY EQUIPMENT (NEXT)

	Driver	Passenger	Rear
CHILD PROTECTION			
Isofix		•	•
Integrated CRS		×	×
Airbag cut-off switch	_	•	_
SAFETY ASSIST			
Seat Belt Reminder	•	•	•

OTHER SYSTEMS	
Active Bonnet (Hood)	×
AEB Pedestrian	•
AEB Cyclist	0
AEB City	•
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
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O Not fitted to the test vehicle but available as option or as part of the safety pack X Not available — Not applicable



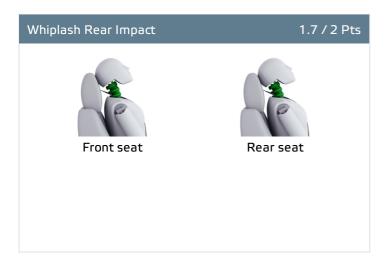


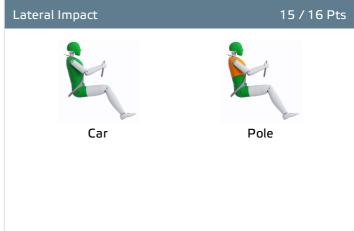
Total 34.1 Pts / 89%













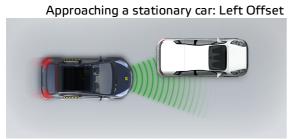


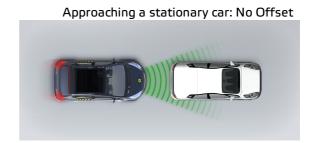
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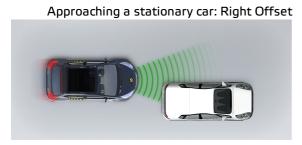


AEB City

4 / 4 Pts







Version 030419





Total 34.1 Pts / 89%

Comments

The passenger compartment of the C5 Aircross remained stable in the front al 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.



Total 42.6 Pts / 86%



Crash Test Performance based on 6 & 10 year old children

23.6 / 24 Pts





Restraint for 6 year old child: *Britax Römer Kidfix* Restraint for 10 year old child: *Britax Römer Kidfix* **Safety Features**

7 / 13 Pts

	Front Passenger	2nd row outboard	2nd row center
Isofix	•	•	×
i-Size	•	•	×
Integrated CRS	×	×	×

Fitted to test car as standard

O Not on test car but available as option

🗶 Not available

CRS Installation Check

12 / 12 Pts

Install without problem
Install with care
Safety critical problem
Installation not allowed

i-Size CRS











Total 42.6 Pts / 86%

ISOFIX CRS







Britax Römer KidFix XP (ISOFIX)



Universal Belted CRS







Britax Römer KidFix XP (Belt)





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)	•	•		•
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)	•	•	•	•

Install without problem

Install with care

Safety critical problem

🗶 Installation not allowed

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.





Total 32.6 Pts / 67%

6 Pts

GOOD	ADEQUATE	MARGINAL	WEAK	POOR	
Pedestrian Impact	Protection			25.7 / 36	5 Pts
		Н	ead Impact	13.7 Pts	
		Pe	elvis Impact	6 Pts	

Leg Impact

6.9 / 12 Pts
Safety+ Pack
Auto-Brake with Forward Collision Warning
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.



Total 32.6 Pts / 67%

AEB Pedestrian

Day time

Adult crossing the road



Child running from behind parked vehicles

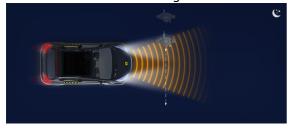


Adult along the roadside

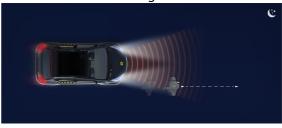


Night time

Adult crossing the road

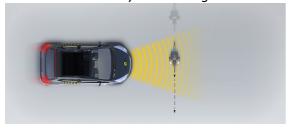


Adult along the roadside



AEB Cyclist

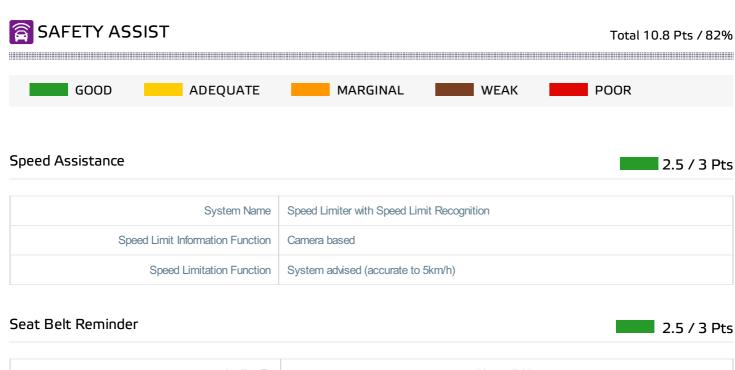
Cyclist crossing



Cyclist along the roadside







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
Туре	LKA and ELK
Operational From	65 km/h
PERFORMANCE	
Emergency Lane Keeping	GOOD
Lane Keep Assist	GOOD
Human Machine Interface	ADEQUATE





Total 10.8 Pts / 82%

AEB Interurban 2.3 / 3 Pts

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

Comments

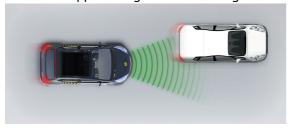
The C5 Aircross has a seatbelt reminder system as standard for the front and rear seats. A camera-based speed assistance system is also standard. Local speed limits are identified and the information is provided to the driver, who can set the speed limiter appropriately. A lane support system helps to 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

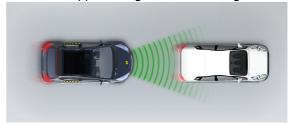
Approaching a slower moving car



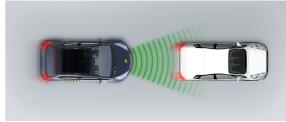
Approaching a slower moving car



Approaching a slower moving car



Approaching a braking car

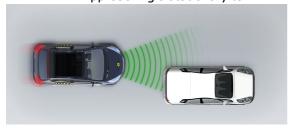




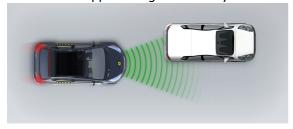
Total 10.8 Pts / 82%

Driver reacts to warning

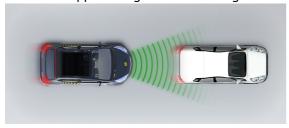
Approaching a stationary car



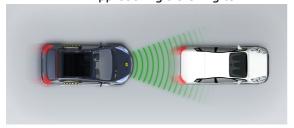
Approaching a stationary car



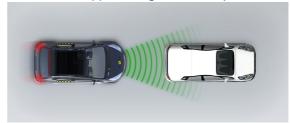
Approaching a slower moving car



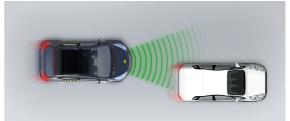
Approaching a braking car



Approaching a stationary car



Approaching a slower moving car



Approaching a slower moving car





RATING VALIDITY

Variants of Model Range

Body Type	Engine	Drivetrain	Rating Applies		
			LHD	RHD	
			✓		
5 door SUV	1.2 petrol	4 x 2		✓	
5 door SUV	1.6 petrol	4 x 2	✓	✓	
5 door SUV	1.5 diesel*	4 x 2	✓	~	
5 door SUV	2.0 diesel	4 x 2	✓	✓	

^{*} Tested variant

Annual Reviews and Facelifts

Date	Event	Outcome	
	Rating Published	2019 * * * * *	✓