

TEST RESULTS

[Comparabile](#)

Citroen C1

Tested Car: Toyota Aygo 1.0 High Grade, LHD

TEST 2012



ADULTI



BAMBINI



PEDONI



SAFETY ASSIST



Totale 25 punti | 68%



Conducente Passeggero

IMPATTO FRONTALE 10.8 punti



Vettura Palo

IMPATTO LATERALE CONTRO VETTURA 6.3 punti

IMPATTO LATERALE CONTRO PALO 6.5 punti



TAMPONAMENTO (COLPO DI FRUSTA) 1.1 punti



Totale 36 punti | 73%



RESTAZIONI 8.6 punti

ISTRUZIONI 4.0 punti

INSTALLAZIONE 2.0 punti

Bambino di 18 mesi

Seggiolino Britax-Römer BabySafe
Gruppo 0+
Posizione All'indietro
Installazione Cintura di sicurezza per adulti



RESTAZIONI 12.0 punti

ISTRUZIONI 4.0 punti

INSTALLAZIONE 2.0 punti

Bambino di 3 anni

Seggiolino Britax-Römer Duo ISOFIX plus
Gruppo I
Posizione In avanti
Installazione Ancoraggi ISOFIX e punto d'aggancio

VALUTAZIONE BASATA SUL VEICOLO 3.0 punti

Totale 19 punti | 53%



TESTA 13.2 punti

BACINO 0.0 punti

GAMBA 6.0 punti

Totale 5 punti | 71%

DISPOSITIVI DI LIMITAZIONE VELOCITÀ 0.0 punti

Non valutato

CONTROLLO ELETTRONICO DELLA STABILITÀ (ESC) 3.0 punti

ESP Approvato

SISTEMA SBR 2.0 punti

[Vedi commenti](#)

Dettagli della vettura testata

Specifiche

Modello testato	Tested Car: Toyota Aygo 1.0 High Grade, LHD
Tipo carrozzeria	5 porte portello posteriore
Anno di pubblicazione	2012
Peso	845kg
Numero di identificazione veicolo (VIN) a cui si riferisce la valutazione	see comments
Classe	Supermini.

Safety equipment

Pretensionatori della cintura di sicurezza sedile anteriore	
Limitatori di carico cinture di sicurezza anteriori	
Airbag anteriore conducente	
Airbag anteriore passeggero	
Airbag laterali	Standard from July 2013
Airbag laterale per la testa	Standard from July 2013
Controllo elettronico della stabilità	Standard from July 2013
Segnalazione di cintura di sicurezza non allacciata	Driver standard, passenger standard from July 2013

Commenti

Protezione dei adulti

In terms of frontal impact performance, the current C1 is the same as the car tested in 2005 and the results of that test have been used here. The passenger compartment remained stable in the frontal test. However, the driver's chest struck the steering wheel during the impact and the score for that body region was penalised. Dummy readings indicated good protection of the knees and femurs of both the driver and passenger. However, inspection of the dashboard showed that some structures might pose a risk of injury to occupants of different sizes and to those sat in different positions. There was little deformation at the footwell but testers noted that the brake pedal was displaced rearward and was blocked, increasing the risk of injury to the driver's lower legs and feet. In the side barrier and more severe side pole impacts, the car was equipped with side impact head and thorax airbags which are available as an option now on some variants but become standard on all variants in July 2013. In both tests, dummy readings indicated marginal protection of the chest. The seat and head restraints provided poor protection against whiplash injury in the event of a rear-end collision.

Bambini

Based on dummy readings in the frontal and side tests, the car scored maximum points for its protection of the 3 year infant. That dummy was sat in a forward-facing seat, using ISOFIX anchorages which are not currently standard equipment but which will become so in July 2013. Forward movement of the head was not excessive and, in the side impact, both dummies were properly contained by the shells of their restraints, minimising the likelihood of head contact with parts of the car interior. The passenger airbag can be disabled to allow a rearward-facing child restraint to be used in that seating position. However, information provided to the driver regarding the status of the airbag is not clear and the system was not rewarded. The dangers of using a rearward-facing restraint in that seating position without first disabling the airbag are clearly indicated on the inside of the car.

Pedoni

The bumper scored maximum points, providing good protection to pedestrians' leg in all areas tested. However, the front edge of the bonnet was poor and scored no points. In most areas likely to be struck by the head of a child or of an adult, protection was poor or marginal with some areas offering good protection.

Dispositivi di sicurezza

Electronic stability control is currently optional on some variants but becomes standard equipment on all variants in July 2013. The system met Euro NCAP's test requirements. A seatbelt reminder is standard equipment now but a passenger reminder does not become standard until July 2013. The systems met Euro NCAP's requirements. A reminder for the rear seat belts is not available and there is no speed limitation device on the C1.