

2019





Adult Occupant



87%

Child Occupant



86%

Vulnerable Road Users



58%



Safety Assist

75%

SPECIFICATION

Tested Model	Citroen C5 Aircross 1,5l Hdi Live, LHD
Body Type	- 5 door SUV
Year Of Publication	2019
Kerb Weight	1495kg
VIN From Which Rating Applies	- all C5 Aircross
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	×	×	×



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



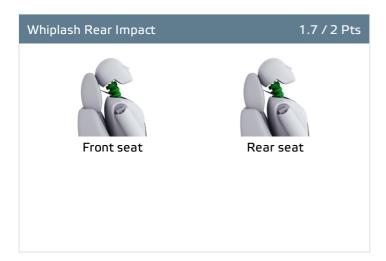


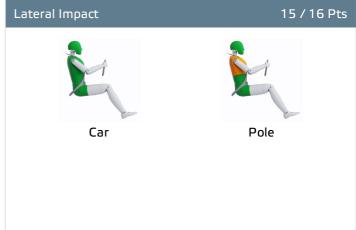
Total 33.4 Pts / 87%















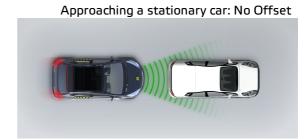
Total 33.4 Pts / 87%

GOOD ADEQUATE MARGINAL WEAK POOR

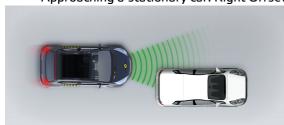
AEB City 3.3 / 4 Pts

Approaching a stationary car: Left Offset





Approaching a stationary car: Right Offset







Total 33.4 Pts / 87%

Comments

The passenger compartment of the C5 Aircross remained stable in the frontal 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 standard-fit 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.

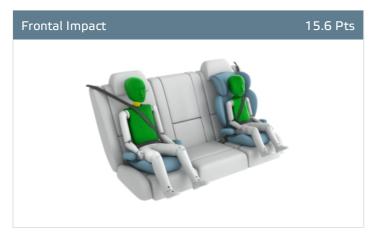


Total 42.6 Pts / 86%



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

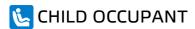
i-Size CRS











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





Total 27.9 Pts / 58%

COOD	ADEQUATE	MARCIN	A.I.	LVALEVIC	POOD		
GOOD	ADEQUATE	MARGIN	AL	WEAK	POOR		
Pedestrian Impact P	Protection					25.7 / 36	Pts
	2						
			Head Impact	t		13.7 Pts	
			Pelvis Impac	it		6 Pts	
			Leg Impact			6 Pts	
		'					

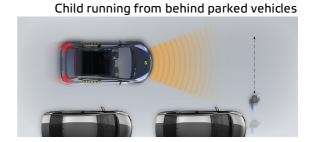
Vulnerable Road Users	2.2 / 12 Pts
System Name	Safety Pack
Туре	Auto-Brake with Forward Collision Warning
Operational From	10 km/h
Operational From	10 km/h

AEB Pedestrian

Day time

Adult crossing the road



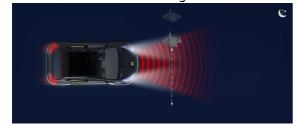


Adult along the roadside

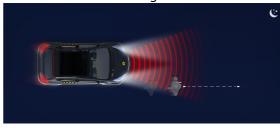


Night time

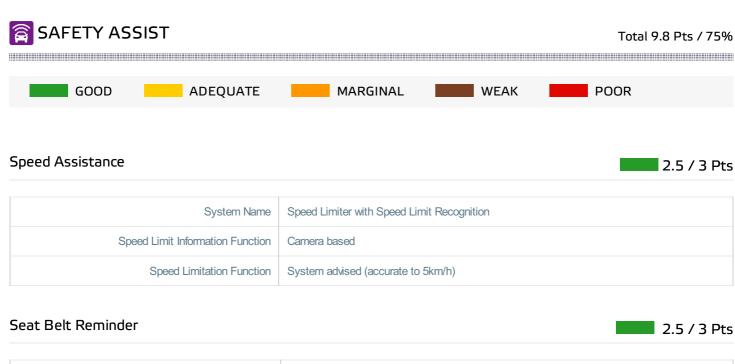
Adult crossing the road



Adult 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 9.8 Pts / 75%

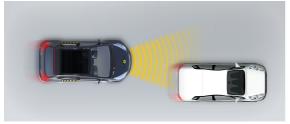
AEB Interurban



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

Autobrake function only

Approaching a slower moving car



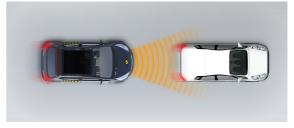
Approaching a slower moving car



Approaching a slower moving car



Approaching a braking car

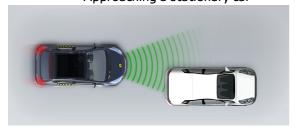




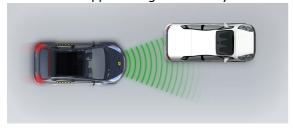
Total 9.8 Pts / 75%

Driver reacts to warning

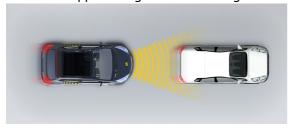
Approaching a stationary car



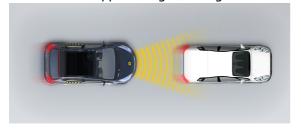
Approaching a stationary car



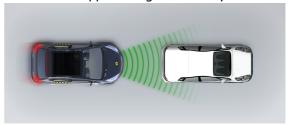
Approaching a slower moving car



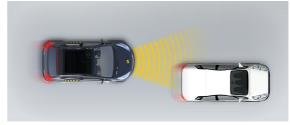
Approaching a braking car



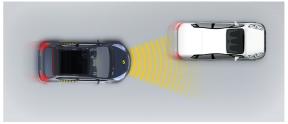
Approaching a stationary car



Approaching a slower moving car



Approaching a slower moving car





RATING VALIDITY

Annual Reviews and Facelifts

Date	Event	Outcome	
April 2019	Rating Published	2019 ★ ★ ★ ★ ☆	✓