Citroën C5 Aircross

Standard Safety Equipment

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	✗	✗	✗

Version 100419

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	○
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

○ Not fitted to the test vehicle but available as option or as part of the safety pack ✖ Not available — Not applicable

ADULT OCCUPANT

Total 33.4 Pts / 87%

GOOD ADEQUATE MARGINAL WEAK POOR

Frontal Offset Deformable Barrier 6.3 / 8 Pts

Passenger

Driver

Frontal Full Width 7 / 8 Pts

Rear Passenger

Driver

Whiplash Rear Impact 1.7 / 2 Pts

Front seat

Rear seat

Lateral Impact 15 / 16 Pts

Car

Pole

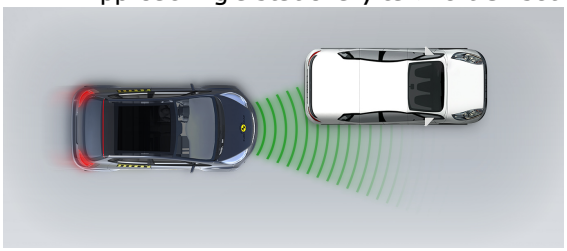
ADULT OCCUPANT

Total 33.4 Pts / 87%

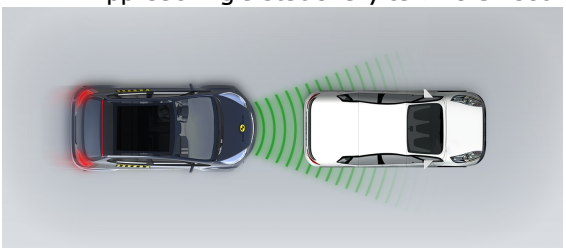
GOOD | ADEQUATE | MARGINAL | WEAK | POOR

AEB City — 3.3 / 4 Pts

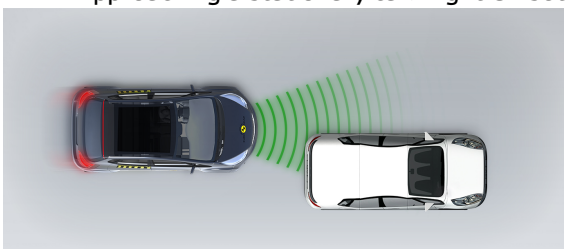
Approaching a stationary car: Left Offset



Approaching a stationary car: No Offset



Approaching a stationary car: Right Offset



ADULT OCCUPANT

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.

CHILD OCCUPANT

Total 42.6 Pts / 86%

GOOD | ADEQUATE | MARGINAL | WEAK | POOR

Crash Test Performance based on 6 & 10 year old children

23.6 / 24 Pts

Frontal Impact	15.6 Pts

Lateral Impact	8 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 ○ 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

Maxi Cosi 2way Pearl & 2wayFix (rearward) (iSize)	Maxi Cosi 2way Pearl & 2wayFix (forward) (iSize)	BeSafe iZi Kid X2 i-Size (iSize)

CHILD OCCUPANT

Total 42.6 Pts / 86%

ISOFIX CRS

Maxi Cosi Cabriofix & FamilyFix (ISOFIX)

BeSafe iZi Kid X4 ISOfix (ISOFIX)

Britax Römer Duo Plus (ISOFIX)

Britax Römer KidFix XP (ISOFIX)

Universal Belted CRS

Maxi Cosi Cabriofix (Belt)

Maxi Cosi Cabriofix & EasyBase2 (Belt)

Britax Römer King II LS (Belt)

Britax Römer KidFix XP (Belt)

CHILD OCCUPANT

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.

VULNERABLE ROAD USERS

Total 27.9 Pts / 58%

GOOD ADEQUATE MARGINAL WEAK POOR

Pedestrian Impact Protection — 25.7 / 36 Pts

Head Impact	13.7 Pts
Pelvis Impact	6 Pts
Leg Impact	6 Pts

Vulnerable Road Users — 2.2 / 12 Pts

System Name	Safety Pack
Type	Auto-Brake with Forward Collision Warning
Operational From	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 but not cyclists. In pedestrian tests, the system performed marginally, with some collisions avoided and some mitigated.

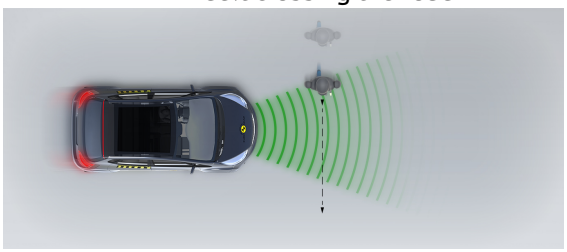
VULNERABLE ROAD USERS

Total 27.9 Pts / 58%

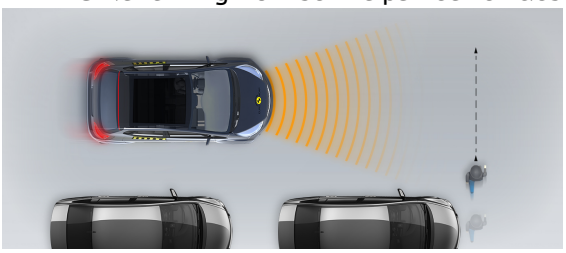
AEB Pedestrian

- **Day time**

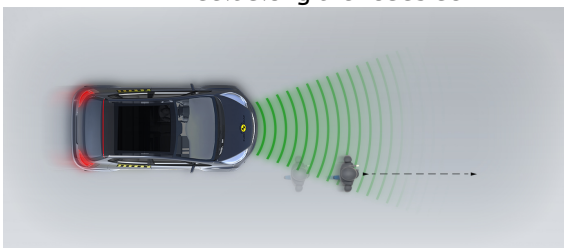
Adult crossing the road



Child running from behind parked vehicles

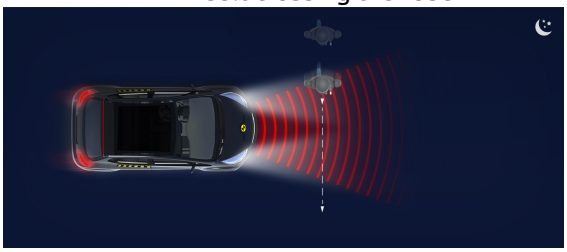


Adult along the roadside

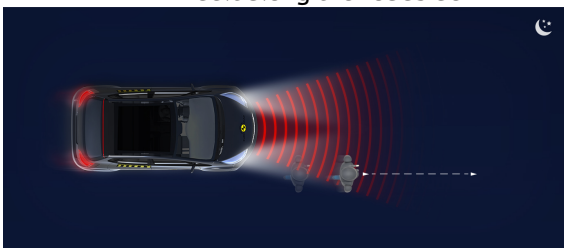


- **Night time**

Adult crossing the road



Adult along the roadside



SAFETY ASSIST

Total 9.8 Pts / 75%

GOOD ADEQUATE MARGINAL WEAK POOR

Speed Assistance

2.5 / 3 Pts

System Name	Speed Limiter with Speed Limit Recognition
Speed Limit Information Function	Camera based
Speed Limitation Function	System advised (accurate to 5km/h)

Seat Belt Reminder

2.5 / 3 Pts

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

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SAFETY ASSIST

Total 9.8 Pts / 75%

AEB Interurban

1.3 / 3 Pts

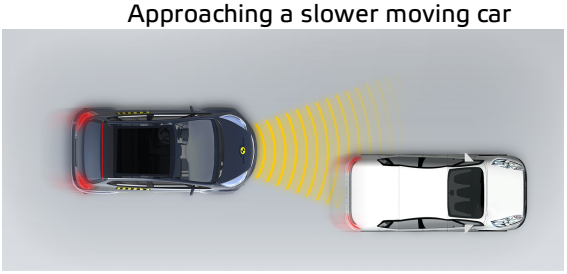
System Name	Autonomous Emergency Braking
Type	Autonomous Emergency Braking and Forward Collision Warning
Operational From	5 km/h

Comments

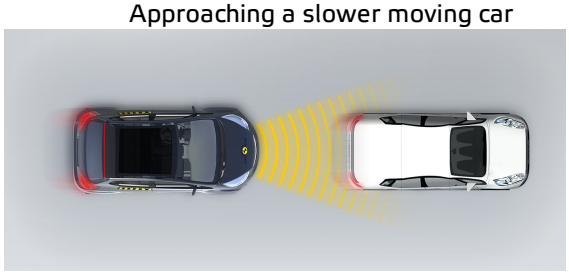
The C5 Aircross has a seatbelt reminder system as standard for the front and rear seats. A camera-based speed assistance system is also standard. Local speed limits are identified and the information is provided to the driver, who can set the speed limiter appropriately. A lane support system helps to prevent inadvertent drifting out of lane and can also assist in some more critical situations. The AEB system demonstrated marginal performance when tested at highway speeds.

- **Autobrake function only**

Approaching a slower moving car



Approaching a slower moving car



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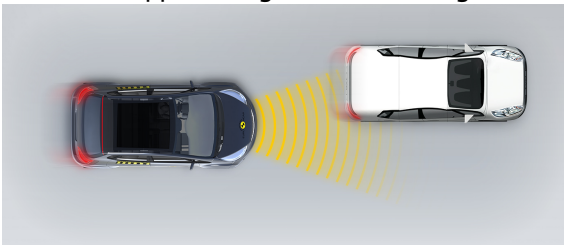
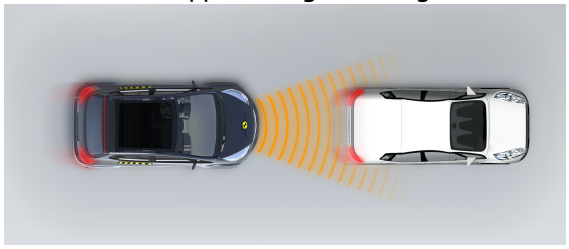


Approaching a braking car

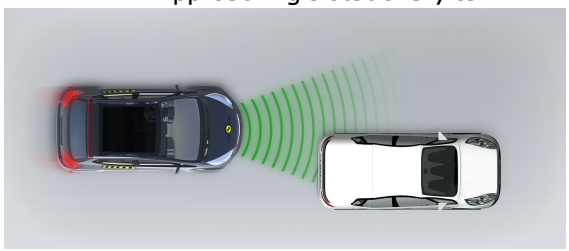


SAFETY ASSIST

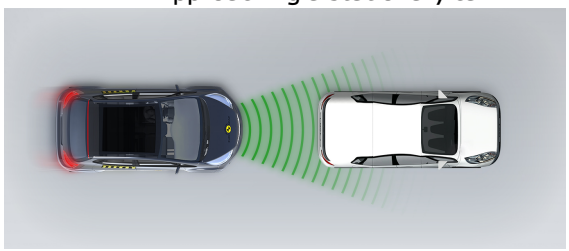
Total 9.8 Pts / 75%

- **Driver reacts to warning**

Approaching a stationary car



Approaching a stationary car



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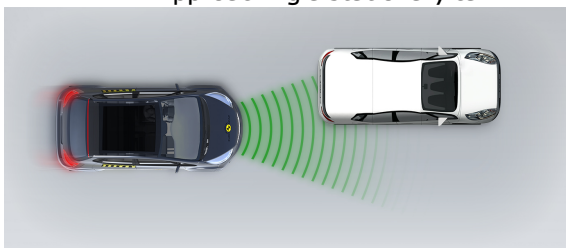
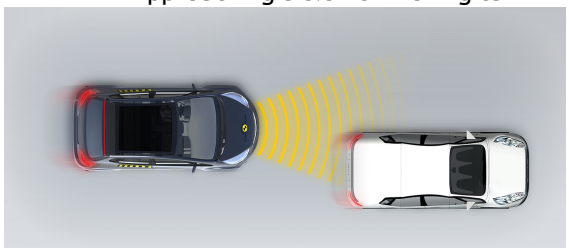


Approaching a slower moving car



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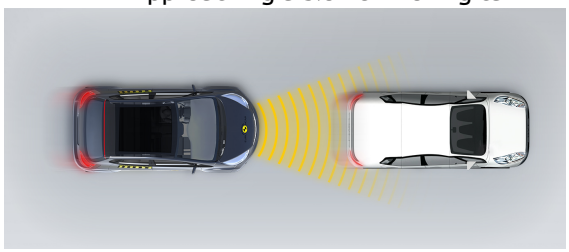
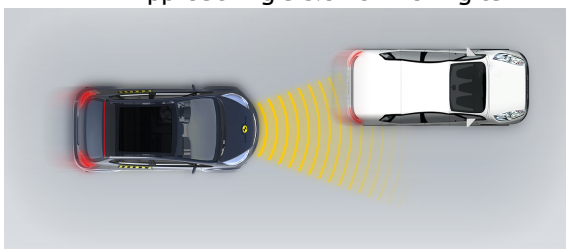
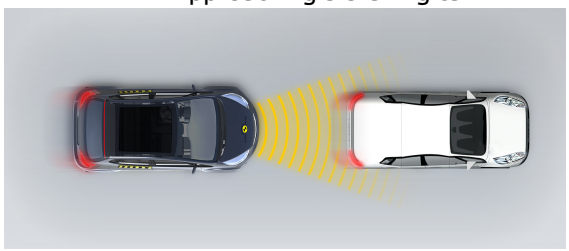


Approaching a slower moving car



Approaching a braking car



RATING VALIDITY

Annual Reviews and Facelifts

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