

# Crash Tests

## New Car Safety

### CITROEN C5 (LHD)

2001 on

Front+side+head airbags

#### Overall Evaluation



#### Overall score

30.44 out of 37

Variant: 5 DR HATCH

Eng: 1.8 litre.

Kerb weight: 1330 kg

Category: LUXURY

Vehicles built: 2001

Test by: Euro NCAP

**Important note:** The *left-hand-drive* European model was tested by EuroNCAP. Australasian specifications may vary and therefore models sold in Australasia might provide different levels of protection to those described on this page.

#### Model History and Safety Features

The tested model of Citroen C5 was introduced in Australia during 2001. Dual front airbags, side airbags and head-protecting side curtains are standard equipment. ABS brakes are also standard.

The front seat belt buckles are mounted on the seats and the upper anchorages are adjustable. These features improve the fit of the seat belt. Pretensioners are fitted to the front seat belts to reduce slack in the event of a crash. A three point seat belt is fitted to the centre rear seat. This provides better protection than a two point seat belt.

#### OVERALL EVALUATION : 4 Stars

The Citroen C5 scored 12.59 out of 16 in the offset crash test. The passenger compartment held its shape well. Protection from serious chest and upper leg injury was marginal for the driver.

The vehicle scored 15.85 out of 16 in the side impact crash test. There was a slight risk of serious pelvis injury for the driver. A further 2 points were scored in the optional pole test

#### FRONTAL OFFSET CRASH TEST

*Body region scores out of 4 points each:* Head/neck 4pts, chest 2.63pts, upper legs 2pts, lower legs 3.96pts.

The passenger compartment held its shape well with very little roof or footwell deformation. The brake pedal moved rearwards by 50mm and upwards 12mm. The steering wheel hub moved rearwards 21mm and downwards 11mm. The front ("A") pillar moved 23mm rearwards. The width of the driver's doorway shortened by 10mm. All doors remained closed during the crash. After the crash all doors could be opened normally.

The airbag cushioned the head of the driver and contact was stable but the driver's chest contacted the steering wheel through the airbag. Interior components were a potential source of injury for the driver's knees. The passenger's head was cushioned by the airbag..

#### SIDE IMPACT CRASH TEST

*Body region scores out of 4 points each:* Head 4pts, chest 4ts, abdomen 4pts, pelvis 3.85pts.

The vehicle was eligible for an optional pole impact test, since it had head-protecting side airbags and scored four points for the head in the side impact test. The manufacturer decided to go



Offset crash test at 64km/h

ahead with the pole test and the vehicle earned a further two points.

#### INJURY MEASUREMENTS

Refer to the information sheet "How the test are done"	Offset Crash Test at 64km/h		Side Impact Crash Test at 50km/h
	Driver	Passn	Driver
Head HIC	274	220	71
Acceleration (g for 3ms)	40.2	37.9	26.6
Neck - Shear (kN)	0.13	0.09	-
Tension (kN)	1.02	0.63	-
Extension (Nm)	7.3	11.1	-
Chest Accln (g for 3ms)			-
Compression (mm)	24.6	28	19.7
Viscous criterion (m/s)	0.16	0.21	0.16
Abdomen - Force (kN)	-	-	0.82
Pelvis - Force (kN)	-	-	3.11
Upper legs Force			
Left (kN)	0.16	0.11	
Right (kN)	1.11	0.08	
Knee displ (mm)			
Left	0.59	0.28	
Right	0.18	0.1	
Lower legs Force			
Left (kN)	1.57	1.03	
Right (kN)	1.57	0.98	
Index (Upper/Low)			
Left	0.39/0.32	0.26/0.11	
Right	0.41/0.38	0.34/0.14	

#### Bonus points (maximum 5)

Pole Test: 2 pts

Seat belt reminders: Not eligible

#### Modifiers for offset test scores

Head	No deduction
Chest	1 pt deduction
Upper leg Variable & conc. loading	2 pt deduction L & R
Lower leg	No deduction
Foot score	Score 4 points

**Pedestrian rating** - tested to previous protocol



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