

Crash Tests

New Car Safety

CITROEN C5 (LHD)

Feb 2005 on Front+side+head airbags

Overall Evaluation 

Overall score **35.93 out of 37**

Variant: SEDAN Eng: 2litre Diesel
Kerb weight: 1490 kg Category: LARGE/MEDIUM CAR
Vehicles built: 2004 Test by Euro NCAP

Important note: The *left-hand-drive* European model was tested by Euro NCAP. 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 February 2005. It is known unofficially as the "C5 Restyled" or "C5 R" model.

Dual front airbags, side airbags and head-protecting side curtains are standard equipment. ABS brakes and electronic stability control are also standard. Advanced seat belt reminders are fitted to all seats.

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. Pre-tensioners 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 : 5 Stars

The Citroen C5 scored 15.95 out of 16 in the offset crash test. There was a slight risk of serious lower leg injury for the driver.

The vehicle scored 14.98 out of 16 in the side impact crash test. There was a slight risk of serious chest 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 4pts, upper legs 4pts, lower legs 3.95pts.

The passenger compartment held its shape very well in the offset crash test. The clutch pedal moved rearwards by 48mm and upwards 21mm. The steering wheel hub moved forwards 28mm and downwards 23mm. The front ("A") pillar moved 3mm rearwards. The width of the driver's doorway shortened by 4mm. All doors remained closed during the crash. After the crash all doors could be opened with normal effort.

The airbag cushioned the head of the driver and contact was stable. Knee protection was good.

SIDE IMPACT CRASH TEST

Body region scores out of 4 points each: Head 4pts, chest 3.98pts, abdomen 4pts, pelvis 4pts.

A rear door opened during the crash, resulting in a 1pt deduction from the overall score. Euro NCAP reports that Citroen is investigating this problem.

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



Offset crash test at 64km/h

INJURY MEASUREMENTS

Refer to the information sheet "How the test are done"	Offset Crash Test at 64km/h (v4.1)		Side Impact Crash Test at 50km/h (v4.1)
	Driver	Passn	Driver
Head HIC	361	204	72
Acceleration (g for 3ms)	48.01	37.09	25.6
Neck - Shear (kN)	0.5	0.16	-
Tension (kN)	1.11	1.2	-
Extension (Nm)	6.23	7.64	-
Chest Accln (g for 3ms)	-	-	-
Compression (mm)	18.5	14.87	22.09
Viscous criterion (m/s)	0.04	0.05	0.19
Abdomen - Force (kN)	-	-	0.77
Pelvis - Force (kN)	-	-	2.87
Upper legs Force Left	0.85	0.49	
(kN) Right	0.88	0.3	
Knee displ (mm) Left	0.19	0	
Right	1.39	0	
Lower legs Force Left	1.76	1.6	
(kN) Right	2.07	1.03	
Index (Upper/Low) Left	0.32/0.37	0.4/0.16	
Right	0.15/0.22	0.26/0.12	

Bonus points (maximum 5)

Pole Test: 2 pts Seat belt reminders: 3 pts

Modifiers - offset test scores

Head No deduction
Chest No deduction
Upper leg Variable & conc. loading No deduction
Lower leg No deduction
Foot score Score 4 points

Modifiers - side impact test scores

Chest No deduction
Overall Door opened 1pt deduction

Pedestrian rating (v4.1)

7.65 points out of 36.



Child head impacts 6.65pts; adult head impacts 1pt; upper leg zero pts and lower leg impacts zero pts.



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