

# CITROEN C5 AIRCROSS

AUS: AUGUST 2019 - OCTOBER 2024

NZ: JULY 2019 - DECEMBER 2025

ALL VARIANTS



TESTED  
2019



CITROEN C5 AIRCROSS

## OVERVIEW

The Citroen C5 Aircross was introduced in Australia in August 2019 and New Zealand in July 2019. This ANCAP safety rating applies to all variants.

Dual frontal, side chest-protecting and side head-protecting (curtain) airbags are standard.

Autonomous emergency braking (City, Interurban and Vulnerable Road User), and a lane support system with lane keep assist (LKA), lane departure warning (LDW) and emergency lane keeping (ELK), are standard on all variants.

### ANCAP SAFETY RATING



### RATING YEAR (DATESTAMP)

2019

### VEHICLE TYPE

MEDIUM SUV

### AIRBAGS

Dual frontal, side chest, side head

## RATING APPLICABILITY

VARIANT	BODY TYPE	ENGINE	DRIVETRAIN	AUS	NZ
Citroen C5 Aircross Feel	5 door SUV	1.6 litre petrol	2WD	✓	✓
Citroen C5 Aircross Shine	5 door SUV	1.6 litre petrol	2WD	✓	✓

✓ COVERED BY THIS RATING

✗ NOT COVERED BY THIS RATING

◆ TESTED VARIANT

# ADULT OCCUPANT PROTECTION



87%

33.37 POINTS  
OUT OF 38

The passenger compartment remained stable in the frontal offset test. Dummy readings indicated ADEQUATE protection for the driver's chest and the passenger's lower legs while protection for the driver's lower legs was WEAK. Protection for all other critical body regions was GOOD.

In the full width frontal test, protection of the driver dummy was ADEQUATE for the chest and GOOD for all other critical body regions. Protection of the rear passenger was MARGINAL for the head and ADEQUATE for the neck and chest.

In the side impact test, protection offered to all critical body regions was GOOD.

In the oblique pole test, protection was MARGINAL for the chest of the driver and GOOD for all other critical body regions.

The autonomous emergency braking system (AEB) showed GOOD performance in low speed test scenarios typical of city driving, with collisions avoided or mitigated in most test scenarios.

## FRONTAL OFFSET TEST (64 KM/H)



Driver

Head / neck: 4.00 pts  
Chest: 3.70 pts  
Upper legs: 4.00 pts  
Lower legs: 0.98 pts  
Deductions: Nil



Front Passenger

Head / neck: 4.00 pts  
Chest: 4.00 pts  
Upper legs: 4.00 pts  
Lower legs: 3.42 pts  
Deductions: Nil

## SIDE IMPACT TEST (50 KM/H)



Driver

Head: 4.00 points  
Chest: 4.00 points  
Abdomen: 4.00 points  
Pelvis: 4.00 points  
Deductions: Nil

## WHIPLASH (REAR IMPACT) PROTECTION TEST



Rear Passenger

Rear: 0.50 points  
Front: 1.18 points



Driver / Front Passenger

## FRONTAL OFFSET<sup>#</sup>

6.34 (out of 8)

## FULL WIDTH FRONTAL<sup>#</sup>

7.00 (out of 8)

## SIDE IMPACT<sup>#</sup>

8.00 (out of 8)

## OBIQUE POLE<sup>#</sup>

7.04 (out of 8)

## WHIPLASH PROTECTION

1.68 (out of 2)

## AEB - City

3.32 (out of 4)

<sup>#</sup> Scaled scores. Total test scored out of 16.00 points.

## FULL WIDTH FRONTAL TEST (50 KM/H)



Driver

Head: 4.00 pts  
Neck: 4.00 pts  
Chest: 3.62 pts  
Upper legs: 4.00 pts  
Deductions: Nil



Rear Passenger

Head: 2.38 pts  
Neck: 3.03 pts  
Chest: 2.95 pts  
Upper legs: 4.00 pts  
Deductions: Nil

## OBIQUE POLE TEST (32 KM/H)



Driver

Head: 4.00 points  
Chest: 2.07 points  
Abdomen: 4.00 points  
Pelvis: 4.00 points  
Deductions: Nil

## AEB - CITY (10-50 KM/H)

Score: 3.32 points

OVERLAP	-50%	-75%	100%	75%	50%
PERFORMANCE					
GOOD					

GOOD ADEQUATE MARGINAL WEAK POOR

# CHILD OCCUPANT PROTECTION



88%

43.61 POINTS  
OUT OF 49

In the frontal offset test, protection of the neck of the 10 year dummy was ADEQUATE, while the protection offered to all other critical body regions of both the 6 and 10 year dummies was GOOD.

In the side impact test, protection of all critical body areas was GOOD for both child dummies.

The Citroen C5 Aircross is fitted with lower ISOFix anchorages on the rear outboard seats and top tether anchorages for all rear seating positions.

Installation of typical child restraints available in Australia and New Zealand showed that all of the selected child restraints could be accommodated in each of the rear seating positions and full points were scored for this assessment.

DYNAMIC TEST (FRONT)	15.61 (out of 16)
DYNAMIC TEST (SIDE)	8.00 (out of 8)
RESTRAINT INSTALLATION	12.00 (out of 12)
ON-BOARD SAFETY FEATURES	8.00 (out of 13)

## FRONTAL OFFSET TEST (64 KM/H)



6 year old

10 year old

## SIDE IMPACT TEST (50 KM/H)



10 year old

6 year old

## ON-BOARD SAFETY FEATURES

FEATURE	FRONT PASSENGER	2nd ROW OUTBOARD	2nd ROW CENTRE	3rd ROW OUTBOARD	3rd ROW CENTRE
ISOFix	✗	●	✗	-	-
Integrated child restraints	✗	✗	✗	-	-
Top tether anchorage	✗	●	●*	-	-
Airbag disabling	✗	-	-	-	-

● FITTED TO TEST CAR AS STANDARD

● NOT FITTED TO TEST CAR BUT AVAILABLE AS AN OPTION

✗ NOT AVAILABLE

- NOT APPLICABLE

\* Not available on some New Zealand variants.

**NOTE:** The child restraints fitted to vehicles tested by Euro NCAP are relevant to the European market. For Australasian consumers, this information should be used as a guide to vehicle features only. The Child Restraint Evaluation Program (CREP) provides an independent assessment on the safety of Australasian child restraints - see [www.childcarseats.com.au](http://www.childcarseats.com.au).

GOOD ADEQUATE MARGINAL WEAK POOR

# CHILD OCCUPANT PROTECTION



88%

43.61 POINTS  
OUT OF 49

## CHILD RESTRAINT INSTALLATION\*

CHILD RESTRAINT (CRS) TYPE <sup>^</sup>		FRONT ROW		2nd ROW			3rd ROW		
		PASSENGER	LEFT	CENTRE	RIGHT	LEFT	CENTRE	RIGHT	
BELTED	Rearward facing capsule	✗	●	●	●	—	—	—	
	TYPE A Rearward facing with harness - convertible (Model A)	✗	●	●	●	—	—	—	
	Rearward facing with harness - convertible (Model B)	✗	●	●	●	—	—	—	
TYPE B	Forward facing with harness - convertible (Model A)	✗	●	●	●	—	—	—	
	Forward facing with harness - convertible (Model B)	✗	●	●	●	—	—	—	
TYPE E	Booster - 4 to 8 years	✗	●	●	●	—	—	—	
TYPE F	Booster - 4 to 10 years	✗	●	●	●	—	—	—	
ISOFIX	Rearward facing capsule	✗	●	—	●	—	—	—	
	TYPE A Rearward facing with harness - convertible (Model A)	✗	●	—	●	—	—	—	
	Rearward facing with harness - convertible (Model B)	✗	●	—	●	—	—	—	
	TYPE B Forward facing with harness - convertible (Model A)	✗	●	—	●	—	—	—	
	Forward facing with harness - convertible (Model B)	✗	●	—	●	—	—	—	

\* Installation of each child restraint is assessed separately in each position. Installation of multiple restraints has not been assessed and may not be possible.

<sup>^</sup> The above list of child restraints has been selected to provide a general indication of the rated vehicle's ability to accommodate various CRS types. ANCAP does not endorse or recommend any one CRS brand or model, nor does it rate the safety of child restraints.

● INSTALL WITHOUT PROBLEM    ● INSTALL WITH CARE    ● CANNOT BE FITTED SAFELY    ✗ INSTALLATION NOT ALLOWED    — NOT APPLICABLE / NOT ASSESSED

# VULNERABLE ROAD USER PROTECTION



58%

27.92 POINTS  
OUT OF 48

The bonnet of the Citroen C5 Aircross provided GOOD or ADEQUATE protection to the head of a struck pedestrian over most of its surface, with WEAK and POOR results recorded on the stiff windscreen pillars, the base of the windscreen and the front edge of the bonnet. The bumper provided GOOD protection to pedestrians' legs and protection of the pelvis was also GOOD.

The autonomous emergency braking (AEB) system is capable of detecting and reacting to vulnerable road users. The AEB system offered MARGINAL performance in tests of its effectiveness in pedestrian test scenarios, with ADEQUATE performance recorded in daylight scenarios and POOR performance in night-time scenarios.

The AEB system offered as standard in Australia and New Zealand is unable to detect cyclists. Shine variants in New Zealand have an improved system, however this system was not scored as it is not available as standard or part of an option pack on all variants. The system's overall performance was classified as WEAK.

## PEDESTRIAN IMPACT TEST (40 KM/H)



HEAD IMPACTS	13.72 (out of 24)
UPPER LEG IMPACTS	6.00 (out of 6)
LOWER LEG IMPACTS	6.00 (out of 6)
AEB - Pedestrian	2.20 (out of 6)
AEB - Cyclist	0.00 (out of 6)

## AUTONOMOUS EMERGENCY BRAKING (PEDESTRIAN & CYCLIST)

**SYSTEM NAME:** Autonomous emergency braking  
**TYPE:** Autonomous emergency braking with forward collision warning  
**OPERATIONAL FROM:** 10-80 km/h  
**DESCRIPTION:** System functions in the daytime only

TEST SCENARIO	AEB - Pedestrian										AEB - Cyclist			
	Adult crossing towards kerb (50%)		Adult crossing from kerb (25%)		Adult crossing from kerb (75%)		Child running (obstructed)		Adult walking along road		FORWARD COLLISION WARNING	FORWARD COLLISION WARNING		
	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT		DAY	DAY	DAY
PERFORMANCE		—									—	—	—	—
	MARGINAL										[NOT FITTED]			

GOOD ADEQUATE MARGINAL WEAK POOR



73%

9.58 POINTS  
OUT OF 13

# SAFETY ASSIST

The Citroen C5 Aircross is fitted as standard with a range of safety assist features including autonomous emergency braking (AEB), a lane support system (LSS) with lane keep assist (LKA) and emergency lane keeping (ELK) functionality, and blind spot monitoring (BSM).

Tests of the AEB system showed MARGINAL performance with collisions avoided or mitigated in most test scenarios. Overall, effectiveness of the AEB system performance in highway speed scenarios was rated MARGINAL.

Tests of LSS functionality showed GOOD performance, with the system intervening in some of the more critical ELK test scenarios.

A speed assistance system (SAS) is also standard. This system identifies the local speed limit and allows the driver to set the speed accordingly.

A seatbelt reminder system is fitted for all front and rear seating positions, however occupant detection is not available for rear seats.

## SPEED ASSISTANCE SYSTEMS

2.05 (out of 3)

## SEAT BELT REMINDERS

2.50 (out of 3)

## LANE SUPPORT SYSTEMS

3.75 (out of 4)

## AEB - Interurban

1.28 (out of 3)

## LANE SUPPORT SYSTEMS (LSS)

**SYSTEM NAME:** Lane Keeping Assist  
**OPERATIONAL FROM:** 65-180 km/h

### EMERGENCY LANE KEEPING (ELK)

TEST SCENARIO	Oncoming vehicle	Overtaking vehicle (GVT at 72 km/h)		Overtaking vehicle (GVT at 80 km/h)		Road edge
	UNINTENTIONAL	INTENTIONAL	UNINTENTIONAL	INTENTIONAL		
PERFORMANCE		-	-	-	-	
	GOOD					

### LANE KEEP ASSIST (LKA)

TEST SCENARIO	Dashed Line				Solid Line		Road Edge	
PERFORMANCE								
	GOOD							

### HUMAN MACHINE INTERFACE (HMI)

FUNCTION	Lane Departure Warning (LDW)	PASS
	Blind Spot Monitoring (BSM)	PASS

GOOD ADEQUATE MARGINAL WEAK POOR

# SAFETY ASSIST



73%

9.58 POINTS  
OUT OF 13

## AUTONOMOUS EMERGENCY BRAKING (INTERURBAN)

**SYSTEM NAME:** Auto-Brake with Forward Collision Warning  
**TYPE:** Autonomous emergency braking with forward collision warning  
**OPERATIONAL FROM:** 5-140 km/h  
**DESCRIPTION:** Defaults ON for every journey

FUNCTION	HUMAN MACHINE INTERFACE (HMI)									
	Supplementary warning					[NOT FITTED]				
	Restraint activation / dynamic retractors					[NOT FITTED]				
FORWARD COLLISION WARNING (FCW)										
TEST SCENARIO	Driving towards a stationary car					Driving towards a slower moving car				
PERFORMANCE	Good	Good	Good	Good	Good	Adequate	Adequate	Adequate	Adequate	Adequate

TEST SCENARIO	AUTONOMOUS EMERGENCY BRAKING - Interurban									
	Toward car braking lightly		Toward car braking heavily		Driving towards a slower moving car					
	12m HEADWAY	40m HEADWAY	12m HEADWAY	40m HEADWAY						
PERFORMANCE	Good	Good	Good	Good	Good	Adequate	Adequate	Adequate	Adequate	Adequate

## SPEED ASSISTANCE SYSTEMS (SAS)

**SYSTEM NAME:** Speed Limiter with Speed Limit Recognition

SAS FEATURE	DESCRIPTION
Speed Limit Information Function (SLIF)	Camera & map
Speed Limitation Function	System advised

## SEAT BELT REMINDERS (SBR)

WARNING TYPE	DRIVER	FRONT PASSENGER	REAR PASSENGERS
Occupant Detection	-	●	✗
Visual	●	●	●
Audible	●	●	●

● PASS   ● FAIL   ✗ NOT AVAILABLE   - NOT APPLICABLE

■ GOOD ■ ADEQUATE ■ MARGINAL ■ WEAK ■ POOR

# SAFETY FEATURES & TECHNOLOGIES

FEATURE / TECHNOLOGY~	AVAILABILITY	
	AUS	NZ
Seat belts (three-point) for all forward-facing seats	●	●
Seat belt pre-tensioners (front)	●	●
Seat belt pre-tensioners (rear outboard) - 2nd row	●	●
Seat belt pre-tensioners (rear centre) - 2nd row	✗	✗
Seat belt pre-tensioners (rear outboard) - 3rd row	—	—
Intelligent seat belt reminder (driver)	●	●
Intelligent seat belt reminder (front passenger)	●	●
Intelligent seat belt reminder (2nd row seats)	●	●
Intelligent seat belt reminder (3rd row seats)	—	—
Airbag - frontal (driver)	●	●
Airbag - frontal (passenger)	●	●
Airbags - side, chest protection (front seats)	●	●
Airbags - side, chest protection (2nd row seats)	✗	✗
Airbags - side, chest protection (3rd row seats)	—	—
Airbags - side, head protection (front seats)	●	●
Airbags - side, head protection (2nd row seats)	●	●
Airbags - side, head protection (3rd row seats)	—	—
Airbag - knee (driver)	✗	✗
Airbag - knee (front passenger)	✗	✗
Airbag disabling switch - automatic (front passenger)	✗	✗
Airbag disabling switch - manual (front passenger)	✗	✗
Head restraints for all seats	●	●
Active bonnet	✗	✗
Adaptive cruise control (ACC)	✗	●
Adaptive headlights	✗	✗
Anti-lock braking system (ABS)	●	●
Autonomous emergency braking (AEB) - City	●	●
Autonomous emergency braking (AEB) - Interurban	●	●
Autonomous emergency braking (AEB) - VRU	●	●
Automatic emergency call (eCall)	✗	✗
Automatic headlights	●	●
Automatic high beam	✗	●

FEATURE / TECHNOLOGY~	AVAILABILITY	
	AUS	NZ
Blind spot monitor (BSM)	●	●
Child presence alert	✗	✗
Daytime running lights (DRL)	●	●
Electronic brakeforce distribution (EBD)	●	●
Electronic data recorder (EDR)	✗	✗
Electronic stability control (ESC)	●	●
Emergency brake assist (EBA)	●	●
Emergency stop signal (ESS)	●	●
Fatigue reminder	●	●
Fatigue detection	✗	●
Forward collision warning (FCW)	●	●
Hill launch assist	●	●
Integrated child seat / restraint	✗	✗
ISOFix	●	●
Lane departure warning (LDW)	●	●
Lane keep assist (LKA)	●	●
Pre-crash systems	✗	✗
Rear cross-traffic alert (RCTA)	✗	✗
Reversing collision avoidance (camera)	●	●
Reversing collision avoidance (auto brake)	✗	✗
Roll stability system	✗	✗
Secondary / multi-collision brake	✗	✗
Speed assistance - auto / intelligent speed limiter	●	●
Speed assistance - manual speed limiter	●	●
Speed assistance - speed sign recognition & warning	●	●
Smart (intelligent) key	✗	✗
Trailer stability control	●	●
Tyre pressure monitoring system (TPMS)	●	●
Vehicle-to-infrastructure communication (V2I)	✗	✗
Vehicle-to-vehicle communication (V2V)	✗	✗

~ Specifications & availability subject to change. Please check with the vehicle manufacturer for confirmation of vehicle specification.

● STANDARD    ● NOT AVAILABLE ON BASE VARIANT BUT STANDARD OR OPTIONAL ON HIGHER VARIANTS    ○ OPTIONAL    ✗ NOT AVAILABLE

## MODEL VARIANTS:

ANCAP safety ratings do not automatically extend to variants that have different body styles, engine configurations, driven wheels or occupant restraint systems (e.g. fewer airbags). In these cases, ANCAP considers technical evidence submitted by manufacturers before deciding on the extension of a rating to additional variants of a model.

## RATING YEAR (DATESTAMP):

The Rating Year denotes the year requirements against which a vehicle has been assessed. The Rating Year is determined by ANCAP and, for vehicles rated from 2018, the Rating Year is the year in which the vehicle was tested.

## ASSESSMENT DETAILS

TESTED MAKE / MODEL	Citroen C5 Aircross 1.5Hdi Live LHD
TESTED VEHICLE(S) BUILT	2019
TESTED BODY TYPE	5 door SUV
TESTED VEHICLE ENGINE	1.5 litre petrol
RATING PUBLISHED	September 2019
RATING UPDATED	n/a