

Crash Tests

New Car Safety

Citroen C5

07/2001 on 06/2006 - Frontal+Side+Head

Overall Evaluation



Overall Score
Variant: 5 DR Hatch

30.44 out of 37
Engine: 1.8 Litre
Category: Medium Car

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

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 4pts, 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 ahead with the pole test and the vehicle earned a further two points.

Pedestrian rating (v4)



Tested to previous protocol

Offset crash test at 64km/hr



Injury Measurements

Refer to the information sheet 'How the tests are done'	Offset Crash Test at 64km/h (v4.1)		Side Impact Crash Test aa 50km/h (v4.1) Driver
	Driver	Passn	
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			
- Acceleration (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 (kN)			
- Left	0.16	0.11	
- Right	1.11	0.08	
Knee Displacement (kN)			
- Left	0.59	0.28	
- Right	0.18	0.1	
Lower Legs Force (kN)			
- Left	1.57	1.03	
- Right	1.57	0.98	
Index (Upper Lower)			
- 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 points

Seat Belt Reminders: None fitted - zero points

Modifiers for offset test scores

Head	No deduction
Chest	1pt deduction
Upper leg	Variable & conc. loading
Lower leg	No deduction
Foot score	score 4 pts
Structure	

Modifiers for side impact test scores

Head
Chest
Upper leg
Lower leg
Foot score
Structure



Version 1, Published on: 29/09/2006
Published by
New Car Assessment Program
PO Box 1555
Canberra ACT Australia 2601