

Crash Tests

New Car Safety

Citroen C5

03/2008 on 01/0001 - Frontal+Side+Head+Knee

Overall Evaluation



Overall Score

Variant: Dynamic 5 dr hatch LHD

34.58 out of 37

Engine: 2 litre diesel

Category: Medium Car

The diesel left-hand-drive European model with manual transmission 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 C5 was introduced in Australia in September 2008.

Dual front airbags, side airbags, head-protecting side curtains and a driver knee airbag are standard equipment. Antilock brakes (ABS), electronic brake distribution (EBD), brake assist and electronic stability control (ESC) are also standard. Chest-protecting side airbags are available for outboard rear seats. Intelligent seat belt reminders are fitted to both front seats.

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 (lap) seat belt.

Overall Evaluation: 5

5 Stars. The C5 scored 14.58 out of 16 in the offset crash test. The passenger compartment held its shape well. There was a slight risk of serious chest injury for the driver and passenger.

The vehicle scored 16 out of 16 in the side impact crash test and a further two points in the optional pole test.

Frontal Offset Crash Test

Body region scores out of 4 points each: Head/neck 4 pts, chest 3.2 pts, upper legs 4 pts, lower legs 3.38 pts.

The passenger compartment held its shape well in the offset crash test. The clutch pedal moved forwards by 101mm and downwards 19mm. The steering wheel hub moved 38mm forward, 13mm downward and 2 mm sideways. The front ("A") pillar moved 9mm rearwards. 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. A knee airbag protected 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 4 pts, chest 4 pts, abdomen 4 pts, pelvis 4 pts.

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 (v4.1)



The C5 was awarded no points for the protection offered by the front edge of the bumper to pedestrians' legs. The bonnet surface was also rated as predominantly poor in the area likely to be struck by an adult's head. However, the bumper scored maximum points.

Child head impacts	4.51
Adult head impacts	0.88
Upper leg impacts	Zero
Lower leg impacts	6
Total (out of 36)	11.39

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	166	161	13
- Acceleration (g for 3ms)	32.6	36.7	13.1
Neck			
- Shear (kN)	0.4	0.08	
- Tension (kN)	1.2	0.75	
- Extension (Nm)	9.4	7.5	
Chest			
- Acceleration (g for 3ms)			
- Compression (mm)	25.72	27.58	16.61
- Viscous Criterion (m/s)	0.08	0.21	0.07
Abdomen			
- Force (kN)			0.52
Pelvis			
- Force (kN)			1.46
Upper Legs Force (kN)			
- Left	0.42	0.23	
- Right	0.54	0.21	
Knee Displacement (kN)			
- Left	0.3	1.4	
- Right	1.6	0.6	
Lower Legs Force (kN)			
- Left	1.51	1.2	
- Right	1.54	1.36	
Index (Upper Lower)			
- Left	0.4 0.22	0.21 0.54	
- Right	0.2 0.16	0.34 0.12	

Bonus points (maximum 5)

Pole Test: 2 pts

Seat Belt Reminders: 2

Modifiers for offset test scores

Head	No deduction
Chest	No deduction
Upper leg	Variable & Conc. Loading
Lower leg	No deduction
Foot score	No deduction
Structure	4 pts

Modifiers for side impact test scores

Head	
Chest	No deduction
Upper leg	
Lower leg	
Foot score	
Structure	



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