



Citroën C3 Aircross
Standard Safety Equipment

2017



Adult Occupant



85%

Child Occupant



82%

Pedestrian



64%

Safety Assist



60%

SPECIFICATION

Tested Model	Citroën C3 Aircross Feel Puretech 82, LHD
Body Type	- 5 door MPV
Year Of Publication	2017
Kerb Weight	1126kg
VIN From Which Rating Applies	- all C3 Aircross
Class	Small MPV

SAFETY EQUIPMENT

	Driver	Passenger	Rear
FRONTAL CRASH PROTECTION			
Frontal airbag	●	●	✘
Belt pretensioner	●	●	●
Belt loadlimiter	●	●	●
Knee airbag	✘	✘	✘
SIDE CRASH PROTECTION			
Side head airbag	●	●	●
Side chest airbag	●	●	✘
Side pelvis airbag	✘	✘	✘

SAFETY EQUIPMENT (NEXT)

	Driver	Passenger	Rear
CHILD PROTECTION			
Isofix	—	✘	●
Integrated CRS	—	✘	✘
Airbag cut-off switch	—	●	—
SAFETY ASSIST			
Seat Belt Reminder	●	●	●

OTHER SYSTEMS	
Active Bonnet (Hood)	✘
AEB Pedestrian	○
AEB City	○
AEB Inter-Urban	○
Speed Assistance System	●
Lane Assist System	●

Note: Other equipment may be available on the vehicle but was not considered in the test year.

- Fitted to the vehicle as standard ○ Fitted to the vehicle as part of the safety pack
 ○ Not fitted to the test vehicle but available as option or as part of the safety pack ✘ Not available — Not applicable

ADULT OCCUPANT

Total 32.6 Pts / 85%

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

Frontal Offset Deformable Barrier 7.8 Pts

Passenger Driver

Frontal Full Width 7.7 Pts

Rear Passenger Driver

Whiplash Rear Impact 1.6 Pts

Front seat Rear seat

Lateral Impact 15.5 Pts

Car Pole

AEB City 0.0

Performance:

 ADULT OCCUPANT

Total 32.6 Pts / 85%



 ADULT OCCUPANT

Total 32.6 Pts / 85%

Comments

The passenger compartment of the C3 Aircross remained stable in the frontal offset test. Dummy readings indicated good protection of the knees and femurs of both the driver and passenger. Citroën showed that a similar level of protection would be provided to occupants of different sizes and to those sat in different positions. In the full-width rigid barrier test, protection of the driver and rear seat passenger was good or adequate for all critical parts of the body. In the side barrier test, protection was good for all main body areas and the C3 Aircross scored maximum points. Even in the more severe side pole test, protection of the chest was adequate and that of other body areas was good. Tests on the front seats and head restraints demonstrated good protection against whiplash injuries in the event of a rear-end collision. However, a geometric assessment of the rear seats indicated poor whiplash protection. An autonomous emergency braking system is available but, as it is an option, it is not included in this assessment.

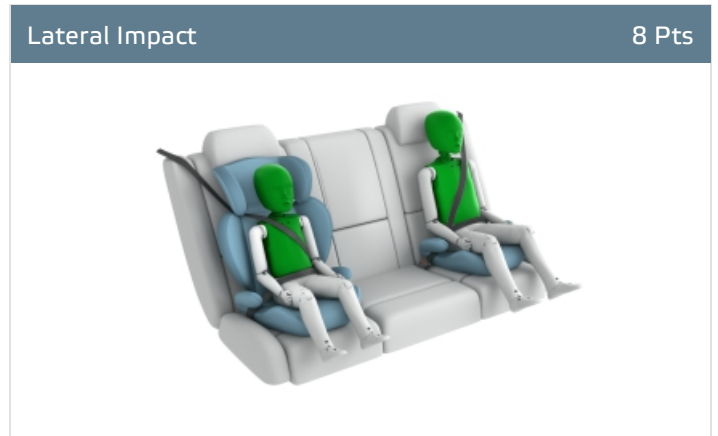
CHILD OCCUPANT

Total 40.5 Pts / 82%

GOOD
 ADEQUATE
 MARGINAL
 WEAK
 POOR

Crash Test Performance based on 6 & 10 year old children

23.3 Pts



Restraint for 6 year old child: *Britax Römer Kidfix XP*
 Restraint for 10 year old child: *Graco Booster*

Safety Features

6.0 Pts

	Front Passenger	2nd row outboard	2nd row center
Isifix	✘	●	✘
i-Size	✘	●	✘
Integrated CRS	✘	✘	✘

Fitted to test car as standard
 Not on test car but available as option
 ✘ Not available

CRS Installation Check

11.3 Pts


- Install without problem
- Install with care
- Safety critical problem
- ✗ Installation not allowed

■ i-Size CRS



■ ISOFIX CRS



 CHILD OCCUPANT

Total 40.5 Pts / 82%

■ Universal Belted CRS

Maxi Cosi Cabriofix (Belt)



Maxi Cosi Cabriofix & EasyBase2 (Belt)



Britax Römer King II LS (Belt)



Britax Römer KidFix XP (Belt)



CHILD OCCUPANT

Total 40.5 Pts / 82%

	Seat Position			
	Front	2nd row		
	PASSENGER	LEFT	CENTER	RIGHT
Maxi Cosi 2way Pearl & 2wayFix (rearward) (iSize)	—	●	—	●
Maxi Cosi 2way Pearl & 2wayFix (forward) (iSize)	—	●	—	●
BeSafe iZi Kid X2 i-Size (iSize)	—	●	—	●
Maxi Cosi Cabriofix & FamilyFix (ISOFIX)	—	●	—	●
BeSafe iZi Kid X4 ISOfix (ISOFIX)	—	●	—	●
Britax Römer Duo Plus (ISOFIX)	—	●	—	●
Britax Römer KidFix XP (ISOFIX)	—	●	—	●
Maxi Cosi Cabriofix (Belt)	●	●	●	●
Maxi Cosi Cabriofix & EasyBase2 (Belt)	●	●	✘	●
Britax Römer King II LS (Belt)	●	●	●	●
Britax Römer KidFix XP (Belt)	●	●	●	●

● Install without problem
 ● Install with care
 ● Safety critical problem
 ✘ Installation not allowed

— Not available

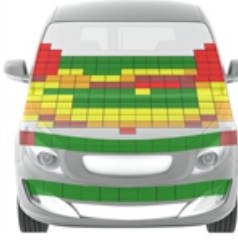
Comments

In the frontal offset test, protection of both the 6 and 10 year dummies was good or adequate. In the side barrier test, protection was good for all critical body areas. The front passenger airbag can be disabled to allow a rearward-facing child restraint to be used in that seating position. Clear information is provided to the driver regarding the status of the airbag and the system was rewarded. Universal restraints which use the adult seatbelt should not be used in the rear centre seating position but, otherwise, restraints could be properly installed and accommodated.

 PEDESTRIAN

Total 27.0 Pts / 64%

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

Pedestrian	27.0 Pts						
	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="padding: 5px;">Head Impact</td> <td style="text-align: right; padding: 5px;">15.6 Pts</td> </tr> <tr> <td style="padding: 5px;">Pelvis Impact</td> <td style="text-align: right; padding: 5px;">5.4 Pts</td> </tr> <tr> <td style="padding: 5px;">Leg Impact</td> <td style="text-align: right; padding: 5px;">6.0 Pts</td> </tr> </table>	Head Impact	15.6 Pts	Pelvis Impact	5.4 Pts	Leg Impact	6.0 Pts
Head Impact	15.6 Pts						
Pelvis Impact	5.4 Pts						
Leg Impact	6.0 Pts						

AEB Pedestrian	0.0 Pts
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Comments

The bonnet provided good or adequate protection over much of its surface, with some weak or poor results recorded along the base of the windscreen and on the stiff windscreen pillars. The bumper provided good protection to pedestrians' legs and scored maximum points in Euro NCAP's tests. Protection of the pelvis was, for the most part, good with some weak areas. The autonomous emergency braking system can detect pedestrians but is not included in this assessment as it is not standard equipment.

 SAFETY ASSIST

Total 7.2 Pts / 60%

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

Speed Assistance

2.5 Pts

System Name	Speed Limiter with speed limit recognition
Speed Limit Information Function	Camera based, subsigns supported
Warning Function	System advised
Speed Limitation Function	System advised (accurate to 5km/h)

Seatbelt Reminder

3.0 Pts

Applies To	All seats		
	Driver Seat	Front Passenger(s)	Rear Passenger(s)
Warning			
Visual	●	●	●
Audible	●	●	●

● Pass
 ● Fail
 — Not available

Lane Support

1.7 Pts

System Name	Lane Departure Warning
Type	Lane Departure Warning
Operational From	60 km/h
Warning	Audible and Visual
PERFORMANCE	
LDW Confirmation Test	Pass

AEB Inter-Urban

0 Pts

 SAFETY ASSIST

Total 7.2 Pts / 60%

Comments

A seatbelt reminder is standard for the front and rear seats. The speed assistance system uses a camera to recognise local speed limits and allows the driver to easily set the limiter appropriately. A lane assistance system warns the driver when the car is drifting out of lane. An autonomous emergency braking system is available but, as it is an option, it is not included in this assessment.

RATING VALIDITY

Annual Reviews and Facelifts

Date	Event	Outcome
November 2017	Rating Published	2017 ★ ★ ★ ★ ★ ✓
November 2018	Annual Review	2017 ★ ★ ★ ★ ★ ✓
November 2019	Annual Review	2017 ★ ★ ★ ★ ★ ✓
February 2021	Facelift Review	2017 ★ ★ ★ ★ ★ ✓