



DS 9
Standard Safety Equipment

2022



Adult Occupant



79%

Child Occupant



86%

Vulnerable Road Users



67%

Safety Assist



67%

SPECIFICATION

Tested Model	DS 9 1.6 hybrid, LHD
Body Type	- 5 door hatchback
Year Of Publication	2022
Kerb Weight	1869kg
VIN From Which Rating Applies	- all DS 9s
Class	Large Family Car

SAFETY EQUIPMENT

	Driver	Passenger	Rear
FRONTAL CRASH PROTECTION			
Frontal airbag	●	●	—
Belt pretensioner	●	●	●
Belt loadlimiter	●	●	●
Knee airbag	✘	✘	—
LATERAL CRASH PROTECTION			
Side head airbag	●	●	●
Side chest airbag	●	●	✘
Side pelvis airbag	●	●	✘
Centre Airbag	●	—	—

Version 081122

SAFETY EQUIPMENT (NEXT)

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

OTHER SYSTEMS	
Active Bonnet	●
AEB Vulnerable Road Users	●
AEB Pedestrian - Reverse	✘
AEB Car-to-Car	●
Speed Assistance	●
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 30.4 Pts / 79%

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

Frontal Impact 12.3 / 16 Pts

Mobile Progressive Deformable Barrier Full Width Rigid Barrier

Lateral Impact 15.3 / 16 Pts

Side Mobile Barrier Side Pole Far-Side Excursion Occupant Interaction


Rear Impact 2.2 / 4 Pts

Rear Seat Front Seat


 ADULT OCCUPANT

Total 30.4 Pts / 79%

GOOD ADEQUATE MARGINAL WEAK POOR

Rescue and Extrication		0.5 / 2 Pts
Rescue Sheet	Available, ISO compliant	
Advanced eCall	Available	
Multi Collision Brake	Available	

Comments

The passenger compartment of the DS 9 remained stable in the frontal offset test. Dummy readings indicated good protection of the knees and femurs of both the driver and passenger. DS demonstrated that a similar level of protection would be provided to occupants of different sizes and to those sitting in different positions. Analysis of the deceleration of the impact trolley during the test, and analysis of the deformable barrier after the test, revealed that the DS 9 would be an aggressive impact partner in a frontal collision and the score was penalised accordingly. In the full-width rigid barrier test, protection of the driver's chest was rated as marginal, based on measured values of dummy chest compression. In both the side barrier test and the more severe side pole impact, protection of all critical body areas was good or adequate. Control of excursion (the extent to which a body is thrown to the other side of the vehicle when it is hit from the far side) was found to be good. The DS 9 has a counter-measure to mitigate against occupant to occupant injuries in such impacts. The system performed well in Euro NCAP's test, with good protection of occupants' heads. Tests on the front seats and head restraints demonstrated marginal protection against whiplash injuries in the event of a rear-end collision. A geometric analysis of the rear seats indicated good whiplash protection. The DS 9 has an advanced eCall system which alerts the emergency services in the event of a crash but it lacks a system to prevent secondary collisions in the event of an accident.

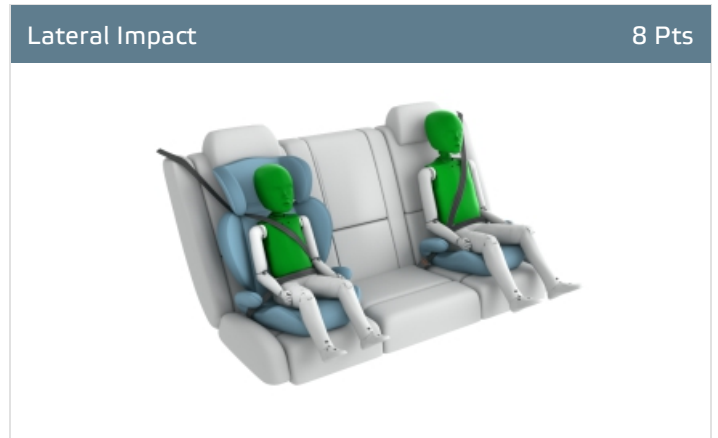
CHILD OCCUPANT

Total 42.2 Pts / 86%

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

Crash Test Performance based on 6 & 10 year old children

24.0 / 24 Pts



Restraint for 6 year old child: *Britax Römer KIDFIX2 R*
 Restraint for 10 year old child: *GRACO Booster*

Safety Features

7.0 / 13 Pts

	Front Passenger	2nd row outboard	2nd row center
Isofix	●	●	✘
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 / 12 Pts

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

■ i-Size CRS

<p>Maxi Cosi 2way Pearl & 2wayFix (i-Size)</p> 	<p>Maxi Cosi 2way Pearl & 2wayFix (i-Size)</p> 	<p>BeSafe iZi Kid X2 i-Size (i-Size)</p> 
<p>Britax Römer TriFix2 i-Size (i-Size)</p> 	<p>BeSafe iZi Flex FIX i-Size (i-Size)</p> 	
<p>BeSafe iZi Combi X4 ISOfix (ISOfix)</p> 	<p>Cybex Solution Z i-Fix (ISOfix)</p> 	

■ ISOfix CRS

 CHILD OCCUPANT

Total 42.2 Pts / 86%

■ Universal Belted CRS

Maxi Cosi Cabriofix (Belt)



Maxi Cosi Cabriofix & EasyFix (Belt)



Britax Römer King II LS (Belt)



Cybex Solution Z i-Fix (Belt)



CHILD OCCUPANT

Total 42.2 Pts / 86%

	Seat Position			
	Front	2nd row		
	PASSENGER	LEFT	CENTER	RIGHT
Maxi Cosi 2way Pearl & 2wayFix (i-Size)	●	●	—	●
Maxi Cosi 2way Pearl & 2wayFix (i-Size)	●	●	—	●
BeSafe iZi Kid X2 i-Size (i-Size)	●	●	—	●
Britax Römer TriFix2 i-Size (i-Size)	●	●	—	●
BeSafe iZi Flex FIX i-Size (i-Size)	●	●	—	●
BeSafe iZi Combi X4 ISOfix (ISOFIX)	●	●	—	●
Cybex Solution Z i-Fix (ISOFIX)	●	●	—	●
Maxi Cosi Cabriofix (Belt)	●	●	●	●
Maxi Cosi Cabriofix & EasyFix (Belt)	●	●	✘	●
Britax Römer King II LS (Belt)	●	●	●	●
Cybex Solution Z i-Fix (Belt)	●	●	●	●

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

— Not available

Comments

The DS 9 provided good protection for all critical body regions of both the 6 and 10 year dummies in the frontal offset and side barrier tests, and scored maximum points in this part of the assessment. The front passenger airbag can be disabled to allow a rearward-facing child restraint to be used in that seating position. The installation of child restraints which make use of the adult seatbelt is not allowed in the rear centre seating position. Otherwise, child restraints could be properly installed and accommodated.

 **VULNERABLE ROAD USERS**

Total 36.4 Pts / 67%

GOOD
 ADEQUATE
 MARGINAL
 WEAK
 POOR

Pedestrian

28.4 / 36 Pts



Head Impact	16.7 Pts
Pelvis Impact	5.7 Pts
Leg Impact	6.0 Pts

Vulnerable Road Users


8.0 / 18 Pts

System Name	Active Safety Brake
Type	Auto-Brake with Forward Collision Warning
Operational From	5 km/h

 VULNERABLE ROAD USERS

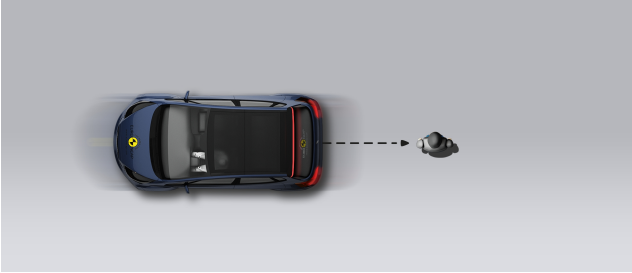
Total 36.4 Pts / 67%

AEB Pedestrian

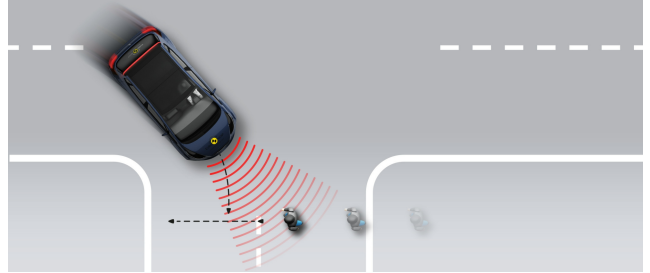
 4.0 / 9 Pts

■ Day time

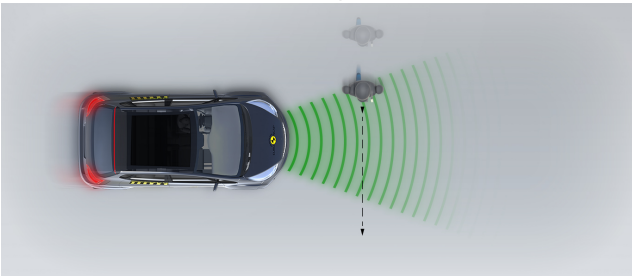
Vehicle reversing into standing pedestrian



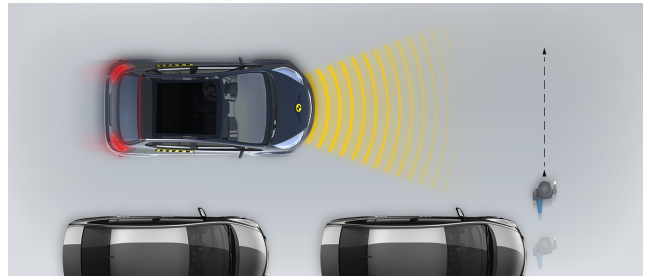
Pedestrian crossing a road into which a car is turning



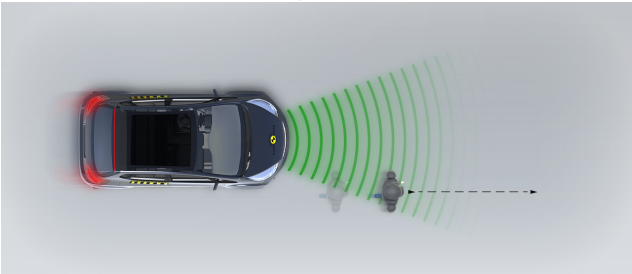
Adult crossing the road



Child running from behind parked vehicles

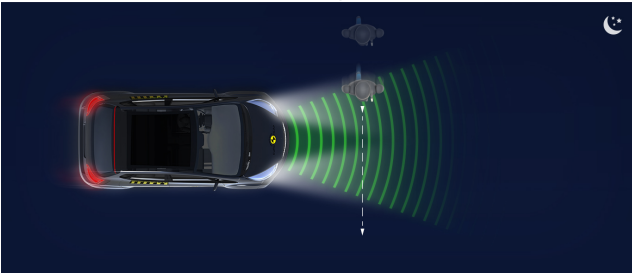


Adult along the roadside

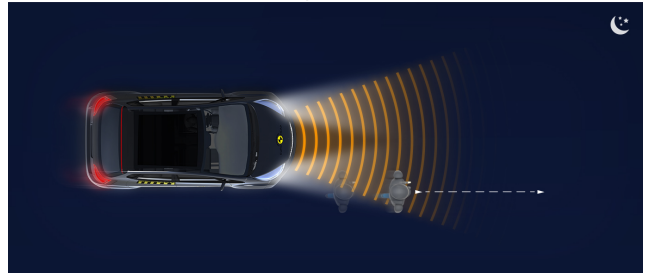


■ Night time

Adult crossing the road



Adult along the roadside



VULNERABLE ROAD USERS

Total 36.4 Pts / 67%

AEB Cyclist
4.0 / 9 Pts

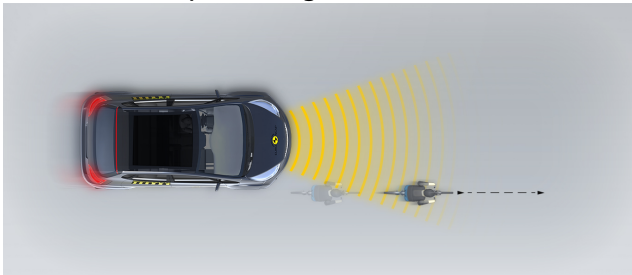
Cyclist from nearside, obstructed view



Approaching a crossing cyclist



Cyclist along the roadside

**Comments**

The DS 9 has an 'active' bonnet. Sensors in the bumper detect when a pedestrian has been struck and actuators lift the bonnet to create more space to the hard structures in the engine compartment. DS showed that the system worked robustly for different pedestrian statures and across a range of speeds and the car was tested with the bonnet in the raised 'deployed' position. Protection of the head of struck pedestrian was almost entirely good or adequate. The bumper offered good protection to pedestrians' legs and protection of the pelvis region was also good or adequate. The autonomous emergency braking (AEB) system of the DS 9 can respond to vulnerable road users as well as to other vehicles. The system performed only marginally in tests of its response to pedestrians and cyclists.

SAFETY ASSIST

Total 10.7 Pts / 67%

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

Speed Assistance

■ 2.7 / 3 Pts

System Name	Traffic Assist
Speed Limit Information Function	Camera & Map, subsigns supported
Speed Limitation Function	System advised (accurate to 5km/h)

Occupant Status Monitoring

■ 2.0 / 3 Pts

> Seatbelt Reminder

■ 2.0 / 2 Pts

Applies To	Front and rear seats		
	Driver Seat	Front Passenger(s)	Rear Passenger(s)
Warning			
Visual	●	●	●
Audible	●	●	●
Occupant Detection	—	●	●

● Pass
 ● Fail
 — Not available

> Driver Monitoring

0.0 / 1 Pts

System Name	Driver Attention Warning
Type	Lane position
Operational From	60 km/h

SAFETY ASSIST

Total 10.7 Pts / 67%

Lane Support

3.5 / 4 Pts

System Name	Lane Assist + ELK	
Type	LKA and ELK	
Operational From	60 km/h	
PERFORMANCE		
Emergency Lane Keeping		GOOD
Lane Keep Assist		GOOD
Human Machine Interface		GOOD

AEB Car-to-Car

2.6 / 6 Pts

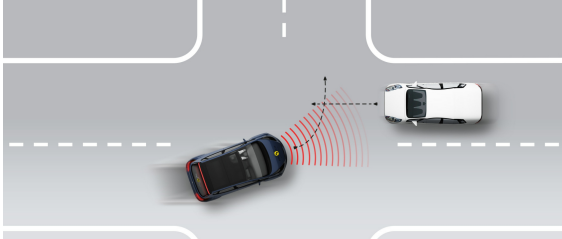
System Name	Active Safety Brake	
Type	Autonomous emergency braking and forward collision warning	
Operational From	5 km/h	
Sensor Used	camera and radar	

 SAFETY ASSIST

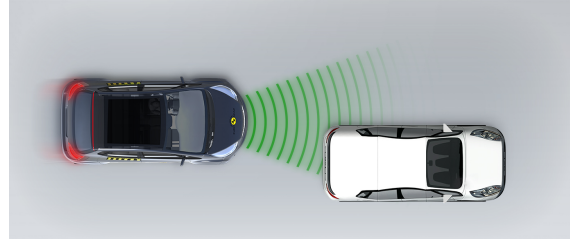
Total 10.7 Pts / 67%

■ Autobrake function only

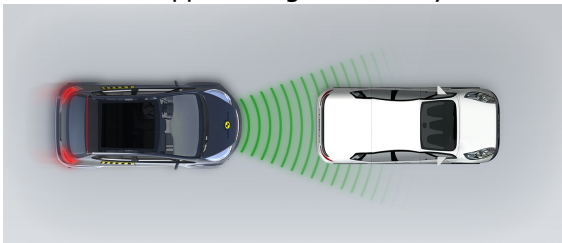
Car turning across the path of an oncoming car



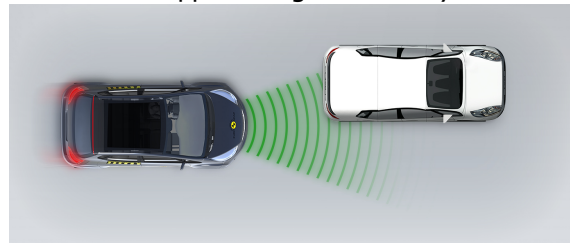
Approaching a stationary car



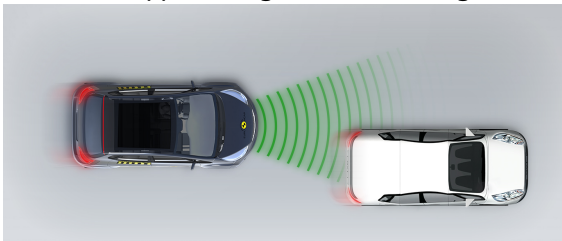
Approaching a stationary car



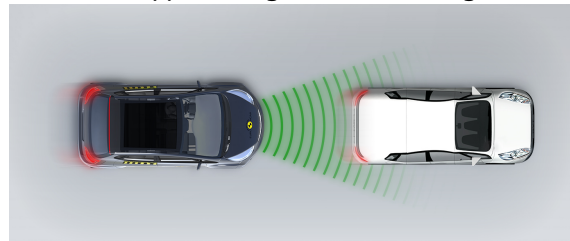
Approaching a stationary car



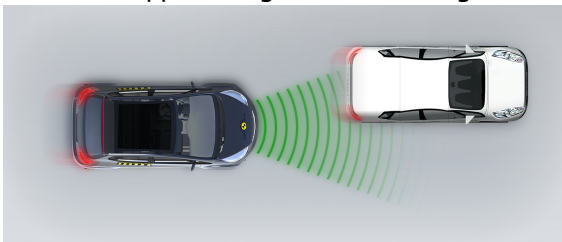
Approaching a slower moving car



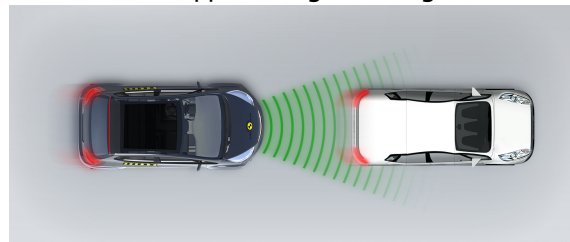
Approaching a slower moving car



Approaching a slower moving car



Approaching a braking car

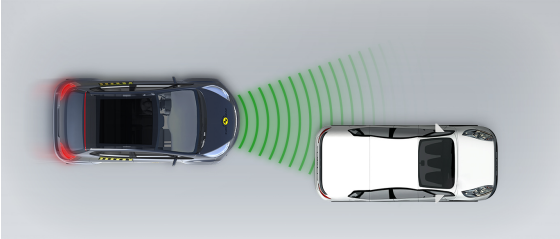


 SAFETY ASSIST

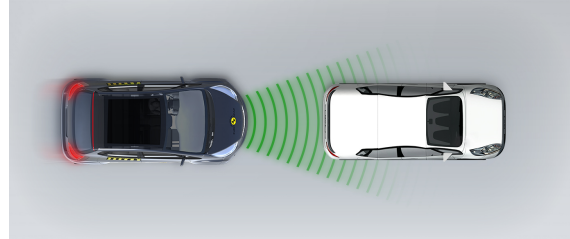
Total 10.7 Pts / 67%

■ Driver reacts to warning

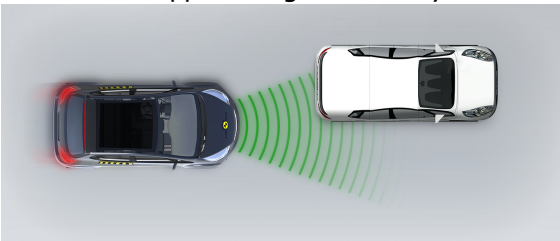
Approaching a stationary car



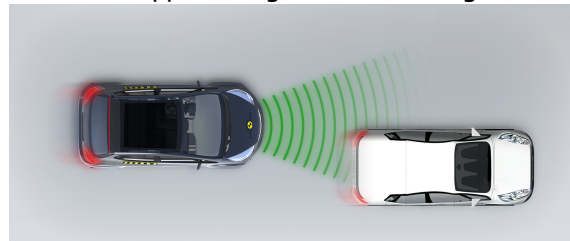
Approaching a stationary car



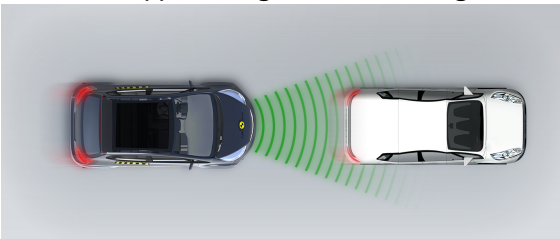
Approaching a stationary car



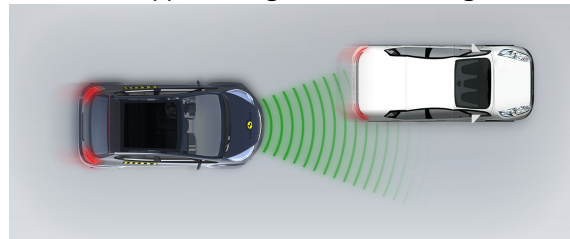
Approaching a slower moving car



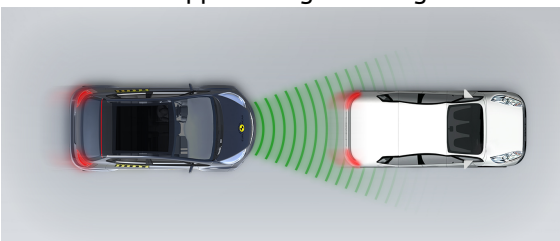
Approaching a slower moving car



Approaching a slower moving car



Approaching a braking car





SAFETY ASSIST

Total 10.7 Pts / 67%

Comments

The DS 9's autonomous emergency braking (AEB) system performed marginally in tests of its reaction to other vehicles. It lost all points for the low-speed tests against a stationary car. This scenario checks primarily for whiplash protection, to see if the system preventing the car from hitting the rear of another vehicle, but points can be scored only if the car's own front-seat whiplash protection is good. A seatbelt reminder system is fitted as standard to the front and rear seats. The car has a system to detect driver fatigue but, as this not on by default at the start of the journey, it did not meet Euro NCAP's requirements. The lane support system gently corrects the vehicle's path if it is drifting out of lane, and also intervenes in some more critical situations. A speed assistance system detects the local speed limit and the driver can choose to set the limiter or let the system do so automatically.

RATING VALIDITY

Variants of Model Range

Body Type	Engine & Transmission	Model Name/Code	Drivetrain	Rating Applies	
				LHD	RHD
4 door saloon	1.6 Petrol 225	Puretech 225 Automatic	4 x 2		
4 door saloon	1.6L Petrol Hybrid 225	E-TENSE 225 - PHEV *	4 x 2		
4 door saloon	1.6L Petrol Hybrid 225	E-TENSE 250 - PHEV	4 x 2		
4 door saloon	1.6L Petrol Hybrid 360	E-TENSE 4X4 360 - PHEV	4 x 4		

*Tested variant

Annual Reviews and Facelifts

Date	Event	Outcome
September 2022	Rating Published	2022