



CITROËN C5

C5

A stylish tourer of luxurious design and cutting-edge technology

The Citroën C5 is the latest illustration of the Marque's renewed vitality, expressed notably by the Xsara Picasso, the C3 and C6 concept cars and the Pluriel demonstrator vehicle. Reflecting the same strategy, the C5 features innovations in styling, architecture, living space and technological content. The styling of the C5, designed to evoke power, vitality and strength, is the work of Citroën's Styling Centre. Through its proportions, and more particularly its exceptional height – this being the most visible illustration of the new architecture – the C5 breaks with conventional saloon styling to take a major step forward in concepts of saloon design.

Consumer requirements have changed considerably since the start of the 1990s, particularly with respect to interior space, comfort and safety. In this way, **the external dimensions of the Citroën C5 place it at the top end of the M2 (upper mid-range) segment on the borderline with the H (luxury) segment.** In terms of length and width (4.62 m and 1.77 m respectively), the C5 is closer to the XM than the Xantia, but **its real originality lies in its height (1.48 m).** These dimensions and the flat floor pan make the C5 more spacious than any vehicle to date in this segment. It combines a range of storage compartments with a vast boot (456 dm³). The large volume also provides space for a semi-raised driving position, offering increased comfort and a improved view of the road.

Technology also features strongly in the Citroën C5, which offers a host of customer benefits. **The 3rd generation Hydractive suspension sets new standards in comfort and roadholding.** Its intelligent control system manages the two suspension settings, comfort and dynamic, to vary springing and damping simultaneously as necessary. Moreover, the new-generation suspension is fitted with an innovative function that adapts the height of the vehicle to its speed. This function improves stability by lowering the centre of gravity (by 15 mm at the front and 11 mm at the rear) and reducing fuel consumption. When the road surface is badly damaged, vehicle height can increase by 13 mm. A system of innovative design, 3rd generation Hydractive requires no maintenance for the first 5 years or 200,000 km.

The C5 also uses multiplex electrics, paving the way for innovative functions offering increased comfort and safety such as : black panel function, automatic windscreen wipers, multifunctional onboard computer, automatic lights and hazard warning lights, detection of low tyre pressure and satellite navigation. The C5 boasts the latest in onboard technology.

The pursuit of optimised safety, both active and passive, remains a central concern at Citroën. With its 3rd generation Hydractive suspension and wide range of safety equipment (including ABS, emergency braking assistance, traction control and six airbags of which two are curtain), the C5 becomes the new safety reference in its segment.

The C5 reflects **a new naming policy**, which goes hand in hand with the revitalisation of the marque Citroën. The names based on this new approach include the letter C and a figure. The letter marks them as belonging to the Citroën family, while the figure indicates their position in the range. These names give the Marque a higher profile and set its models further apart from the names used by the competition. Initiated in 1998 with the C3 concept car, this policy was continued in 1999 with the presentation of the C6. The positive response from members of the public and automotive specialists confirmed the choices made. This approach also reflects the history of the Marque, which baptised two models C4 and C6 in 1928. Moreover, this new policy will make it possible to give personalised names to models with specific targeting, for example the Pluriel.

As of the launch date, **the range** comprises two levels of trim and two new engines: the 136 bhp 2.2 HDi equipped with the particle filter (PF), and the 210 bhp 3.0 V6. Both can be coupled to a manual gearbox or a sequential control auto-active automatic gearbox. Other powerplants will become available at a later date (the 2.0 HDi, 2.0i petrol...). At the same time, a Xantia range with a limited number of models will remain in production.

The Citroën C5 was developed in three years in line with Citroën's product development charter. The first vehicle to be developed following the reorganisation of the PSA Peugeot Citroën Group, the C5 sees the first use of platform 3. This will be the basis for all vehicles in the M2 and H segments, notably Citroën's luxury model heralded by the C6.

A total FF 6.9 billion (€ 1.05 billion) was invested for the C5 programme as a whole, of which FF 3.2 billion (€ 488 million) in development costs. The installed production capacity at the Rennes-la-Janais site over a full year is 920 vehicles/day, of which almost one-third will be for France.

General description

Generous dimensions

Breaking away from conventional saloon styling, the C5 takes a major step forward in concepts of saloon design. Its unusual dimensions and exceptional height are the most visible sign of the progress made in saloon design, with a view to meeting new customer requirements. The C5 does not simply offer all the advantages of a saloon, it goes one step further with its new and exceptionally spacious structural design.

A style conveying power, vitality and strength

The styling of the C5 is the work of Citroën's Styling Centre at Vélizy, on the outskirts of Paris.

A vehicle of generous proportions, the C5 conveys authentic quality through its styling.

A vehicle of great presence with a long wheelbase and wide track, the C5 evokes power, vitality and strength.

Rounding out this general impression, other details place the C5 squarely at the top end of the market: stylised front and rear lights, wheel and door handle design, exterior body fittings.

The front end of the C5 marks a break with conventional saloon styling through the choice of proportions. The lines are clean, with no sharp break between the bonnet and windscreen. The design is contemporary, aerodynamic and sporty. These characteristics are underlined by the large headlamps of complex shape and surface, which draw attention to the grille on which the double chevron occupies a prominent position. The contours of the bonnet and front wings, and the solid strength of the bumpers put the finishing touches to the whole.

The rear end of the C5 reminds us that this is a comfortable, spacious, high-status car with all the functional features expected of a truly great tourer. The boot, which is conventional in appearance, is typical of this category of vehicle, the separation between the cabin and luggage compartment is clearly marked. Nevertheless, the C5 has all the advantages of a tailgate, with its large opening and easy loading. These functions are very much appreciated by users, even if they do not necessarily want them to be immediately visible.

The profile of the C5 – strong but protective, aerodynamic and spacious – captures the strong points of the car. Fluid lines running from the front bumper to the rear end of the roof give an impression of continuity. The design underpins the dynamic power and air penetration of the C5, while the height of the doors and the large glazed area point to visibility and interior space. This impression is reinforced by the third side window. The robust design and superlative safety of the C5 are reflected in the contours of the metal parts and side mouldings.

Interior styling placing the emphasis on space

With its clean, harmonious, well shaped lines, the interior styling of the C5 is spacious, modern and vibrant. A double curve gives structure to the dashboard and clearly defines the areas dedicated to the driver, the passenger and to the functions shared by all the occupants. The inner panels of the doors are also curved, giving the interior of the C5 a sense of homogeneity.

The upholstery reflects the focus of the styling. The patterns of the velours and leather fabrics are both relaxing and modern. The luxurious appearance and feel of the materials show their quality. Considerable attention has been given to their use in the car: the choice of materials (slush-moulded upper dashboard, luxury feel window surround, soft-look paintwork, metal door handles, chunky, illuminated air-vent knobs), and the quality of the seats and inner panels of the doors clearly position the C5 as a car in which comfort is of supreme importance.

Exceptional living space

The Citroën C5 is exceptionally spacious compared with other vehicles in its segment. The interior, for example, offers elbow room of 1.54 m at the front and 1.52 m at the rear, a useful width, frequently found in vehicles from the next segment up. However, the main improvement offered by the C5 lies in its height (1.48 m), which is exceptional for a vehicle of this type. Styling engineers used this feature to rethink the interior architecture, drawing upon the Marque's experience in the design of its most recent vehicles. Although the driving position is higher and more vertical than usual, headroom remains generous. With its semi-raised driving position and useful length of 1.72 m, the C5 ranks among the most spacious vehicles at the top end of the range. Features such as the flat floor pan, providing extra foot space, make sure that all the passengers have room to relax, in both the front and rear. The vast living area comes with generous luggage space and a huge, easy-to-access boot. The boot offers a capacity of 456 dm³ with significant height under the parcel shelf (55 cm). The distance between the wheel arches is optimised by the compact dimensions of the suspension system. With the cleverly designed boot, the rear parcel shelf can be stored vertically against the back of the rear seat.

The C5 combines record-beating living space with a generous array of storage options. The many convenient and roomy storage compartments also contribute to the pleasure of travelling.

The glovebox with its chilled compartment has a capacity of 17 litres. The lid can be used to store glasses, pens and notes.

On the console, a central dashboard compartment can hold two cans or everyday objects such as a mobile phone. The phone can be recharged on a 12V socket on the central console. A cubby to the left of the driver can hold gloves and a bunch of keys.

Both front doors are equipped with two large bins, of which one has a lid. The rear doors are also fitted with a roomy, open bin. The storage compartment in the rear console is removable. It can be used as an ashtray, a cubby or a bin. Also provided are a cup-holder on the driver's side, a central armrest with a cubby at the rear and a sliding can-holder. Two additional compartments in the side of the boot enhance the functional convenience of the car.



Onboard well-being with the C5

Innovative features and equipment of up-market design

Consumers expect an increasingly wide array of functions and features in their cars. The C5 has developed a response of exceptionally high quality. It redefines the standards governing onboard comfort and quality of life in its category, through constant references to the category above. Offering superlative roadholding and comfort, the new 3rd generation Hydractive suspension illustrates Citroën's expertise in running gear technology. The quality of finish, the seat design, acoustic and thermal comfort and level of equipment express a new concept in comfort: to meet the needs of vehicle occupants and anticipate their wishes for exceptional simplicity of use.

The requirements of the customer are at the very heart of vehicle design. The considerable efforts made to improve well-being are reflected in the many comfort and safety features.

3RD GENERATION HYDRACTIVE: INNOVATION IN SUSPENSION

Citroën has always been a pioneer in its ability to strike a balance between roadholding and comfort. In 1989, the Citroën XM became the world's first production vehicle to be fitted with intelligent hydraulic suspension. Named Hydractive, the system adapted to the driver. Soft or firm as required, with variable springing and damping, it combined comfort and driving pleasure with excellent roadholding. The suspension was managed by a computer receiving information from five sensors. The driver could activate a command on the central console in order to keep the suspension firm ("sport" mode). In this case, it would no longer be managed by the computer.

In 1993, the Xantia was equipped with Hydractive II. The second-generation version had triple the computing power. With Hydractive II, the driver was able to modify the rules governing the automatic changeover from one mode to the other. This changeover could be made according to two strategies and no longer just one, as on the first Hydractive system. He could select :

- the automatic "comfort" position for a smooth ride,
- the automatic "sport" position managed by the computer for a sportier and more dynamic ride.

With 3rd generation Hydractive, Citroën has once more proved its commitment to bringing customers the benefits of the Marque's cutting-edge technology in running gear design.

Combining the latest developments in electronics with a revised and simplified hydraulic architecture, 3rd generation Hydractive is the most comfortable, reliable and efficient suspension system around. With its "auto-adaptive" capabilities, it is able to make a precise analysis of road conditions and the driver's style, adapting vehicle height to the state of the road and the current speed.

This new suspension comprises:

- a built-in hydroelectronic unit (BHI) at the heart of the system,
- four carrier elements with suspension spheres developed using new technology for exceptional durability,
- front and rear stiffness regulators with their sphere,
- electric height sensors linked to the anti-roll bars,
- a fluid reservoir,
- a simplified hydraulic network with new-generation connections.

Endowed with new electronic sensors linked by the multiplexed network to a built-in systems interface (BSI) with considerable computing power, the new “auto-adaptive” suspension is able to make a precise analysis of the state of the road and the driving style of the person behind the wheel.

3rd generation Hydractive suspension gives the driver a choice between two settings: comfort and sport. The independent, intelligent control system automatically adjusts springing and damping at the same time. The system is designed to switch in real time from a soft mode, with the emphasis on comfort, to a firm mode, with the emphasis on roadholding according to road conditions and the driver’s style. Through an analysis of the driver’s style, the system is able to customise the changeover from one mode to the other to strike a perfect balance between comfort and roadholding. The driver can also activate the sports setting manually in order to switch more frequently to a firm suspension and thus place the emphasis on sporting performance.

This new suspension features an innovative function: the height of the vehicle varies automatically according to its speed. This function enhances stability by lowering the centre of gravity (by 15 mm at the front and 11 mm at the rear) and reducing fuel consumption by improving Cd. On badly damaged road surfaces, Third-generation Hydractive can increase road clearance by 13 mm for greater ease of movement. The driver can also modify clearance manually by means of an electronic push button.

The fluidity of the new synthetic hydraulic fluid reduces friction and so brings further improvements in comfort. A system of innovative design, 3rd generation Hydractive requires no maintenance for the first five years or 200,000 km. During this period, the suspension system maintains the same high levels of comfort and safety.

Third-generation Hydractive is uncompromising in its quest for superlative roadholding and comfort.

SEATS DESIGNED FOR ENHANCED COMFORT

To optimise comfort on the C5, Citroën made seat design a special priority. The semi-raised architecture of the seats and the upright seating position provide better support for the occupant’s back. The raised position also gives the driver a good view of the road.

The seats are designed to provide comfort at every level:

- Pleasant contact. The sitting position is extremely comfortable. Discreet side supports make it easy to slip into the seat, while the soft fabrics and firm padding ensure good support.
- Good support for maximum comfort. Everyone will be able to seat themselves squarely on the long, wide seat cushion. The seat back is wide, high and slightly arched at the base for lumbar support. The seat back curves forward at shoulder level, providing good lateral support for the upper part of the back.
- Adjustments for passengers of all shapes and sizes. The driver and passenger seats are fitted with “pseudo-parallel” height-adjustable systems, i.e. they are linked to the rake setting of the seat base. This ensures good thigh support for all passengers, from the smallest to the tallest. The seat height adjustment and rake/reach adjustment of the back rest offer a sufficiently wide range of settings to ensure that all passengers can find the most comfortable travelling position.
- Headrests are height-adjustable and rake-adjustable at the front. The height can be modified without pressing the adjust button. A locking system stops the headrest from dropping down, notably in the event of impact. The rear headrests can be placed in two positions: a retracted position for increased visibility and a raised position for the comfort and safety of adult passengers.
- Filtering of vertical impact. The seat padding has been designed to absorb the residual effects of vertical impact transmitted through the suspension to the vehicle body.
- Gently rounded forms ensure ease of movement. Passengers can easily turn around and move their limbs in order to find the most comfortable position.

The steering wheel is height- and reach-adjustable and the armrests are height adjustable for a relaxing and safe driving position.

ACOUSTICS AND VIBRATION CONTROL WORTHY OF A TOP-OF-THE-RANGE MODEL

Acoustics were a major priority in the design of the C5. A two-pronged approach was adopted to noise. The first task was to eliminate or reduce noises at source. The second was to put in place high-performance soundproofing to prevent the transmission of residual noise.

Wind noise has been reduced to a minimum by the seals on the opening panels and windows, the short, twisted roof aerial, the concealed windscreen wipers and the carefully designed external rearview mirrors.

Particular attention was given to controlling and reducing engine and road noise, and to filtering the noise and vibrations generated by the suspension, power steering and air conditioning.

Soundproofing materials fitted in the bonnet, opening panels, engine and dashboard increase the filtration of noise entering the cabin.

These characteristics work together to create a comfortable environment for the driver and passengers, where they can chat, listen to music and cover several hundred kilometres without becoming stressed or tired.

Climate comfort is excellent, thanks to the heat-reflecting windscreen, tinted windows and fully automatic air conditioning with separate right/left temperature control and built-in sun sensor.

The heat-reflecting windscreen is composed of a sheet of metal inserted between two sheets of glass. The metal effectively refracts external heat and can ensure that the interior temperature is up to 30°C lower than with a conventional tinted windscreen.

The sun sensor measures the strength of the sun's rays, enabling the air conditioning system to compensate almost instantaneously for the effects of direct sunshine on passengers.

Adding to passengers' comfort, the air blower controls the temperature in total silence. The sun sensor is also capable of distinguishing between day and night. At night, the A/C system automatically raises the temperature slightly, because the human body requires an additional 1° C at night to feel the same comfort as during the daytime. In addition, the air conditioning system has separate right/left temperature settings, so that both front occupants can adjust the temperature independently. The air temperature on the passenger's side is calculated on the basis of the setting entered by the driver. The system continuously monitors the temperature of the air in circulation, checking that it is at the level required to maintain the cabin at the correct temperature. If this is not the case, the system immediately adjusts the temperature before the passengers notice any change.

Two air-conditioning management software programmes have been developed to meet the specific requirements associated with different types of climate. Physiological requirements in terms of temperature control vary with the climate. People in hot regions want a lower ambient temperature than people living in temperate areas. The different software control programmes have therefore been adapted to the specific requirements of these two main population groups.

A double sun visor allows occupants to shield themselves from sun coming in from the front, the side, or from both directions at once. This makes it unnecessary to carry out awkward and dangerous adjustments when cornering.

USER-FRIENDLY AND ERGONOMIC

The C5's dashboard forms a double arch intersecting in the centre. A clear distinction is made between the two areas dedicated to the driver and the front passenger and the central section, which is easily accessible to both. This central section contains the shared functions. All the materials used for the dashboard were selected for their qualities in terms of luxury, comfort and well-being.

The dashboard respects the highest possible standards in ergonomics. The objective is to make functions easy to use and to enhance safety. For example, the multi-function screen is located at the top of the dashboard, where it is accessible to the passenger and where the driver can see it without taking his eyes off the road. The audio and air conditioning controls

are mounted on the front of the console, within easy reach. The commands for the power windows and electrically controlled rearview mirrors are placed on the elbow rest of the driver's door for maximum convenience. And to reach the door handle the driver simply raises an arm.

All comfort functions have simple, practical controls so that the driver can use them while keeping his attention on the road. They include two-way window controls, twist knobs for the temperature setting, and audio, phone and cruise control commands at the top of the steering column, just below the steering wheel.

The knob for the sunroof is fitted with a one-touch system to open, tilt and close the roof. An anti-pinch mechanism is also provided. Different opening positions can be programmed in advance and the driver then simply turns the knob to one of the pre-programmed settings to open the sunroof. The roof closes automatically if the control is returned to the 0 position.

ONBOARD INTELLIGENCE

The new horizons opened by the use of the sensors, multiplexing and the BSI (built-in systems interface) have made it possible to develop a broad range of features to enhance comfort, driving pleasure and safety.

The black panel function reduces the light given off by the instruments to make night driving less tiring on the eyes. The speed of the intermittent front and rear wipers varies with vehicle speed. The front wipers are fitted with a rain sensor and so come on automatically. The automatic lights-on system is equipped with two light sensors, one pointing upwards and one pointing towards the front of the vehicle. These sensors transmit information to the BSI, enabling it to identify night, day, a tunnel or an underpass. In this way, the dipped-beam headlamps come on automatically at nightfall or when the car enters a tunnel, but not when it is in an underpass. They are switched off automatically at daybreak. The headlamps also come on automatically if the BSI detects sweeping movements of the windscreen wipers activated by rain. When the windscreen wipers are no longer in use, the lights switch off automatically during the daytime.

The main headlamps of the C5 are fitted with wide-surface reflectors for maximum efficiency. The foglamps are built into the headlamps, which are fitted with H4 lamps for dipped-beam and fog functions, and H7 lamps for the high beam function. The Exclusive models have xenon lamps for the dipped-beam cornering lights and an H1 lamp for the high-beam function. The hazard lights come on automatically if the car suddenly brakes at medium or high speed. They switch off when the vehicle accelerates again or if the driver presses the hazard lights button.

The 2.2 HDi models are equipped with power steering that varies with engine speed. The C5 V6 is fitted with continually variable speed-linked power steering. The power steering circuit is independent of the suspension circuit. ABS with an electronic braking force distributor and emergency braking assistance are standard on the C5.



The electric windows are raised or lowered by a one-touch function. They are also fitted with an anti-pinch mechanism. The sunroof has the same features. It also has six programmable slide settings and three tilt settings. The windows and roof close automatically if it rains.

The C5 has an electronic parking aid to help drivers manoeuvre safely. Four sensors on the rear bumper detect any obstacles. At the same time, a beep sounds at the rear of the vehicle. The frequency of the beep increases as the vehicle approaches the obstacle, changing into a constant tone when the object is just a few centimetres away. The system is automatically activated when the C5 is put into reverse gear.

The C5 detects low tyre pressure, a safety-enhancing and reassuring feature for occupants. Each tyre valve is fitted with a sensor. If one of these sensors detects a fall in pressure, an alarm is triggered and a message appears on the central multi-function screen.

The C5 is equipped with three-button HF plip control. The first button is used to lock and locate the vehicle, the second unlocks the vehicle, while the third operates the windows and sunroof. By pressing the third button several times in succession, the user can close all the electric windows and the sunroof, open them slightly to air the car, or open them wide.

If the vehicle is unlocked using the plip and none of the doors or the boot is opened in the next 30 seconds, the vehicle locks again automatically. This protects the car if it is opened accidentally.

As soon as the vehicle starts to move, the boot locks automatically to protect against theft. When the car stops, the boot remains locked until a door is opened or the plip control is used.

When the driver switches the engine off, the electric window and seat controls remain active for 30 seconds.

The multiplex electrics provide a host of features to enhance comfort and safety, for example: interior lighting control, radio volume varied according to vehicle speed, external rearview passenger mirror indexed to the reverse gear, external rearview mirrors that fold away automatically when the vehicle is locked, windscreen wipe function activated after the wash function, front wiper rate adjusted when the car comes to a halt, automatic cut-off of energy-consuming functions such as the radio and lighting 30 minutes after the engine is switched off.

A COMMUNICATING CAR

Placed in an ergonomic position on the dashboard, the multi-function screen supplies radio information as well as data from the onboard computer. Moreover, with a view to giving the driver an increased sense of responsibility, a speed warning can be programmed to go off when the speed is reached. The screen also shows the functions activated and displays clear messages to explain the meaning of warnings. A buzzer also sounds.

Users increasingly want to be able to receive information in their cars and to be



able to communicate with other people. Responding to this need, the C5 is fitted with two high-performance navigation systems.

The navigation system with a black and white screen uses voice synthesis to guide the driver, who is therefore able to keep his eyes on the road. The directions are also displayed on the multifunction screen. With its clear and simple menu, the system is eminently user-friendly.

The navigation system with a 7-inch colour screen in 16/9 format displays a map showing the position of the car. A powerful computer displays a high-quality colour image in a very short time. A video input in the glovebox makes it possible to watch a video when the car is at a standstill.

Extending the system developed on the Xsara Windows CE, an Auto PC will be optional on the C5. In this case, the car will be equipped with a PC running under Windows CE. A system of voice recognition and synthesis will control several functions : hands-free telephone use, navigation, radio, CD player and address book.

The C5 is also fitted with a radiophone (in the space usually occupied by the single CD player). The car radio includes a tuner and telephone unit with a microphone in the cabin roof to permit hands-free use of the telephone. When calls are made, the car radio is automatically muted and the call is transmitted through the radio loudspeakers. A list of stored phone numbers can be viewed on the multi-function screen, while the “make call”, “take call” and “hang-up” commands can all be controlled from the steering wheel.

For customers who choose not to have a radiophone or Auto PC, the C5 is equipped with pre-wiring for a phone, including notably a dual-function radio-telephone antenna. This pre-equipment facilitates the installation of a hands-free system.

The onboard computer provides standard information, such as range, distance covered, and average or present consumption. It also incorporates an excess speed function.

The C5 has a CD RDS audio system with six loudspeakers, steering-wheel mounted controls and volume indexed to vehicle speed. And for those seeking to get the most from the C5's superb acoustics, Citroën has teamed up with JBL to design a special audio hi-fi system comprising an amplifier, 10 specific loudspeakers and a 6-CD autochanger.

Global safety

INCREASING DRIVER RESPONSIBILITY

Citroën's approach to global safety involves taking all steps necessary to avoid accidents, notably by giving the driver a greater sense of responsibility and ensuring that he does not have the impression that the car is “fully automated”. And if, despite all precautions, an accident does occur, occupants are well protected by a reinforced passenger compartment and a



range of complementary appliances and equipment.

Customers expect high standards of safety, and they are right to do so. Safety is an entitlement, not a privilege. With the C5, Citroën remains true to its values. The C5 sets particularly high safety standards because safety was addressed as a whole, from onboard well-being, a key area of focus, to impact resistance, passenger protection and particularly surefooted handling. In all these areas, systematic use has been made of the latest technology in order to ensure a superlative level of service, providing the driver with information while letting him concentrate on his driving.

Active safety

EXCEPTIONALLY SUREFOOTED ROADHOLDING

The 3rd generation Hydractive suspension keeps a reassuringly firm grip on the road, controlling vehicle movement at all speeds and on all types of road surface, regardless of the load or number of passengers. This new “auto-adaptive” suspension analyses the state of the road and the current driving conditions to make sure that the vehicle is maintained in the ideal position. This real-time adjustment of the vehicle’s attitude optimises control of its movements for excellent roadholding. The height of the vehicle varies automatically according to speed. For example, the centre of gravity can be lowered by 15 mm at the front and 11 mm at the rear for greater stability.

Moreover, with its long wheelbase and wide track (1,530 mm at the front and 1,495 mm at the rear), the C5 naturally enjoys exceptional stability.

HIGH-PERFORMANCE BRAKES

The C5 has a system of power brakes comprising four discs (ventilated at the front), four-sensor ABS, and electronic distribution for braking stability. Emergency braking assistance is also provided. If the brake pedal is pressed suddenly – signalling an emergency situation – the main piston activates a second piston that applies maximum pressure to the braking system. This compensates for the drivers’ reluctance to brake hard from the outset and considerably shortens the braking distance.

To improve safety still further, the C5 versions equipped with the V6 or 2.2 HDi engine are fitted with an ASR acceleration slip reduction system. This system detects if one or more of the wheels start to slip and applies the brakes to restore grip.

ONBOARD WELL-BEING TO FAVOUR TOTAL CONCENTRATION

Onboard well-being is ensured by the silent running of the C5, the natural and logical layout of the controls, the seat design, the comfortable driving position (steering wheel adjustable for height and reach, height-adjustable driver’s seat, headrests adjustable for height and rake), the semi-raised position offering a better view of the road and the large glazed areas.

EQUIPMENT ENABLING THE DRIVER TO ADOPT A MORE RESPONSIBLE

ATTITUDE TO DRIVING AND TO GIVE HIS FULL ATTENTION TO THE ROAD

With its multiplexed network, the Citroën C5 is able to offer a wide range of equipment to optimise safety.

The air conditioning system has a sun sensor and separate right/left temperature control to ensure rapid renewal of air in the cabin and a constant temperature.

An onboard computer connected to a multi-function screen displays messages for the driver and activated alarms.

The driver can also programme his own maximum speed, beyond which a warning will sound. This favours more responsible driving.

Sensors are fitted in the valve of each tyre to detect low tyre pressure and warn the driver through an alarm and an on-screen message.

Other functions are provided to help the driver concentrate on the road, for example, the automatic windscreen wipers, black panel function for night driving, automatic operation of lights (thanks to two light sensors) xenon lamps, electronic parking assistance, defrosting, anti-glare external aspherical rearview mirrors indexed to the reverse gear, outside temperature indicator and child safety indicator displayed either on the instrument panel or on the central display. All these functions promote more responsible driving and enable the driver to keep his attention on the road.

Passive safety

A HIGH LEVEL OF IMPACT RESISTANCE AND PROTECTION FOR THE OCCUPANTS

The C5 was designed using a completely new platform. This made it possible to reach even higher levels of safety and to satisfy the most stringent tests, in particular those of EuroNcap. At both front and rear, the vehicle is fitted with two absorbers and a beam made of very high yield strength steel. These help to absorb energy in the event of impact at high or low speed. In the centre, the structure is reinforced by a cross member running across the roof and resting on the middle pillars. This creates a ring of steel around the vehicle, to optimise safety in the event of side impact or rollover. Further protection is provided by the door beams and, as on the Xsara and Picasso, an energy-absorbing side impact protection system in the front door panels.

The Citroën C5 is fitted as standard with six airbags to protect the driver and front and rear passengers. The fuel supply is automatically cut off if one of the airbags is activated.

The driver and passenger airbags have a capacity of 60 litres and 120 litres respectively. They have two levels of activation, depending on the force of the impact. The passenger airbag can be deactivated using a special key. Two side airbags built into the front seats protect the thorax, while two curtain airbags protect the heads of the occupants at front and rear. This ensures maximum protection in the event of a side impact.

The front seatbelts are height-adjustable. They are equipped with pyrotechnic

pretensioners and force limiters to reduce pressure on the thorax in the event of impact and to further enhance the level of protection. The three rear seatbelts are all 3-point, while the side belts have force limiters and grabbers.

Headrests are provided at front and rear. The side seats in the rear are equipped to receive child seats meeting Isofix recommendations.

The C5 is designed to minimise the consequences of striking a pedestrian. Particular care was taken to design a non-aggressive front end.

VEHICLE PROTECTION

The C5 is well protected against theft and break-ins. It is fitted with the new-generation coded engine immobiliser, which pairs the transponder and engine computer. The code transmitted by the transponder can be read only by the computer controlling the vehicle's engine.

The C5 is equipped with central locking of the doors and tailgate and a high-frequency remote control unit associated with a transponder. With this remote control unit, the driver no longer has to aim at the receiver to lock or unlock the vehicle. Moreover, if the driver accidentally unlocks the vehicle, it locks again automatically 30 seconds after it has been unlocked if none of the doors has been opened.

The boot locks automatically as soon as the vehicle starts moving, unlocking again as soon as one of the doors is opened or if the plip is used when the vehicle comes to a halt.

High-performance economical engines

The C5 is launched with a choice of two new engines, the 3.0 V6 210 bhp and the 2.2 HDi 136 bhp with a particle filter (PF). Both engines are available with a manual gearbox or with the new sequentially controlled autoactive gearbox (the 2.2 HDi automatic will be launched at a later date).

Supplying generous power and torque, these high-performance engines also reflect other quantitative criteria, notably economy, robustness and environmental protection. This last aspect was the focus of particular concern for Citroën, which has adopted a determined approach in this area. In line with the firm commitment made by the PSA Peugeot Citroën Group to protecting the environment, the two engines were designed from the outset to meet the most stringent standards and, looking beyond these standards, to bring significant progress in emission control. The Citroën C5 3.0 V6 complies with the Euro 4 standard, which will come into force in 2005. Similarly, the 2.2 HDi engine and particle filter bring real progress in reducing certain emissions, going further than required by existing and forthcoming legislation.

In addition to these quantitative criteria, we can add the determining factor of

qualitative aspects. These high-performance, economical engines respect the environment and set high standards in general driving pleasure:

- good engine response at all speeds,
- low level of vibration,
- reduced noise.

3-litre V6 petrol engine

This new engine is a major upgrade of the 3 litre V6 whose performance was acclaimed on the Xantia and XM. It already had the driving pleasure, robustness and economy of an up-market engine, but now – following an in-depth review by Citroën's engineers – it is even more efficient. The new engine combines higher levels of power and torque – 210 bhp and 30.0 m.kg – with lower fuel consumption. With respect to its environmental performance, the new V6 satisfies the most recent European standards (Euro 4).

2.2 litre 4 cylinder HDi direct injection diesel engine

The HDi engine family has always been a reference in economy and driving pleasure. With this new group of engines, the HDi broadens its range and moves further up market. With its increased capacity and extremely modern architecture (2 overhead camshafts, 4 valves per cylinder), the 2.2 HDi engine offers impressive power and torque : 136 bhp and 31.2 m/kg. As a result, the C5 2.2 HDi combines exceptional performance and driving pleasure, combined with the characteristic fuel economy of the HDi engine.

This new engine is not only efficient and responsive, it also brings major progress in environmental protection, through the original particle filter (PF) technology. The PF filter traps and burns the particles produced by the engine. With the direct-injection common rail technology, the level of particle emissions from the HDi engine was already particularly low. With the PF, it drops still further to a level that is barely measurable. In this way, the engine goes well beyond the future environmental standards of the European Union.

New sequentially controlled automatic transmission

A system of automatic transmission that is designed to adapt to the driver's style is a major asset in terms of driving comfort and therefore safety. Citroën therefore decided that the 2.2 HDi and V6 engines would be coupled with an autoactive automatic gearbox with sequential gearchange control. With this function, the driver can choose to switch gears manually.

In manual mode, the driver switches gears by pushing the gear lever forwards or backwards. In this way, he can adopt a sportier or more dynamic style of driving. This new transmission combines the advantages of an automatic gearbox with those of a manual gearbox, since the driver can switch from one to the other at will.

The C5 range (France)

	2.2 HDi		V6	
	Manual	Automatic	Manual	Automatic
SX	•	•		
Exclusive	•	•	•	•

Body colours

		SX	Exclusive
Banquise White	(o)	•	•
Amiral Blue	(o)	•	•
Léman Blue	(m)	•	•
Mauritius Blue	(p)	•	•
Fulminator Grey	(m)	•	•
Grilyne	(m)	•	•
Quartz Grey	(m)	•	•
Black	(g)	•	•
Lucifer Red	(p)	•	•
Pivoine Red	(p)	•	•
Galant Green	(m)	•	•
Hurlevent Green	(p)	•	•
Longchamp Green	(m)	•	•

(m): metallic (o): opaque (p): pearlescent (g): gloss

Upholstery

SX	Exclusive
Rizière Velour	Moara Velour
• Grey	• Grey
Lio Velour	• Matinal
• Matinal	Alcantara + velour
	• Grey
	• Matinal
	Leather
	• Tempête
	• Matinal

Main standard equipment (French specification)

SX Models

Mechanical systems and driving aids

- 3rd generation Hydractive suspension
- Variable power steering (according to engine speed)
- ABS
- ASR acceleration slip reduction
- Emergency braking assistance
- Speed regulator

Windows, protection, closing mechanisms

- Front automatic windscreen wipers
- Boot locked while driving
- Front and rear electric windows with one-touch and anti-pinch functions
- Electric windows work with the ignition switched off
- Windows close automatically in the event of rain
- Sweep rate of front windscreen wipers slows when vehicle stops
- Central locking + 3-button HF plip function (with location and controls for the power windows and sun roof)
- Electric child-safety indicator

Rearview mirrors, driver's station, driver information

- Electric, exterior rearview mirrors, defrosting, aspherical and anti-glare
- Height- and reach adjustable steering wheel
- Multifunction screen: radio, date, time, outside temperature, door-open warning, onboard computer, comfort and warning messages
- Excess speed warning
- Windscreen-wash level indicator

Audio

- CD RDS audio system with steering-wheel mounted controls
- Audio system volume indexed to speed
- Telephone pre-wiring

Seats

Height-adjustable driver and passenger seats
Height- and rake-adjustable front head rest
60/40 split-fold rear seat with removable cushion
Height-adjustable armrests, foldaway on front seats
Rear central armrest with stowage and cup-holder
Special velour upholstery

Safety

Height-adjustable seatbelts at front
Pyrotechnic pretensioners on front seatbelts
Force limiters on seatbelts and front and side belts at rear
3-point rear safety belts (3)
Adaptive driver and passenger airbags at front (key to disable airbag on passenger side)
Chest side-airbags at front and head curtain-airbags at front and rear
Isofix child seat anchor points (2 at rear)
Hazard lights come on automatically in the event of sudden deceleration

Upholstery, lighting

Jersey lining on roof
Velour seats
Fabric trim on windscreen pillars, centre pillar and quarter windows
Matching decor on dashboard and console
Interior door-handles in chrome-plated zamak
Foldaway, illuminated driver and passenger courtesy mirrors
Front and rear central overhead light with spot lights
Illuminated glovebox
Black panel function

Protection, hub caps

15" light alloy wheels
Body-coloured door handles and rearview mirrors



Storage

17-litre refrigerated glovebox, illuminated and lockable
 Closed storage compartment on the driver's side of the dashboard
 Open and closed bins in the front doors
 Open bins in the rear doors
 Multi-purpose storage: can holder, storage for mobile phone
 Cup-holder on driver's side
 Ashtray and rear storage on central console
 Drawers under front seats
 Ski flap + rear central armrest with storage and cup-holder
 Protective mats at front
 12V connector on central console
 "Oil can" storage in boot (2) with straps
 Lashing points for boot net (4)
 Boot net

Comfort equipment

Front fog lamps
 Front sun visor with two flaps, driver and passenger
 Rear sun blind integrated with the parcel shelf
 Heat-reflecting windscreen and windows
 Air conditioning with automatic right / left temperature control, sun sensor + anti-odour pollen filter
 Automatic activation of lights at night, in tunnels and in the rain

Main additional equipment on Exclusive models

Continuously variable power steering on V6
 16-inch light alloy wheels
 Body-coloured insets and side mouldings
 Xenon lamps + headlamp washer
 Low tyre pressure detection
 Metallic paint
 Deadlocking
 Perimetric and volumetric alarm
 "Atmosphere" pack

Options (French specification)

o = option s = standard

	SX	Exclusive
Navigation 1 (black-and-white) Black-and-white navigation unit with C screen CD Rom drive in glovebox	o	o
Navigation 2 (colour) Colour navigation unit, D screen, 7-inch, 16/9 format CD Rom drive in glovebox	o	o
Auto PC PC Windows CE with system of voice recognition and synthesis controlling the hands-free telephone, navigation, radio, CD player, etc.	o	o
Radiophone RDS radio + telephone, shuttle control, 6 loudspeakers Emergency call if navigation system	o	o
6 CD autochanger under right-hand front seat	o	o
Hi-fi RD2 RDS radio + CD Special JBL amplifier – 10 loudspeakers CD autochanger under right-hand front seat	o	o
RT2 Hi-Fi Radiophone Special JBL amplifier – 10 loudspeakers 6 CD autochanger under right-hand front seat	o	o
RB2 audio pack + CD autochanger Radio RDS + cassette, shuttle control, 6 loudspeakers, 6 CD autochanger under right-hand front seat	o	o
"Atmosphere" pack Foam-filled leather steering wheel cover Luxury velour or fabric upholstery Wood decor (Cubic) on dashboard, console and door panels Gearbox control in leather/aluminium (manual) Illuminated front footwells and door sills Chrome-plated door entrance protectors Protective mats at rear	o	s
Alcantara upholstery	o	o
Leather upholstery	o	o
Automatic pack Foldaway exterior rearview mirrors Exterior passenger mirror indexed to reverse operation Parking aid	o	o

Electric seat pack Electric passenger seats at front adjustable for fore-and-aft settings height, forward angle, rearward angle, rake and lumbar	O	O
Look pack Body coloured insets and side mouldings	O	S
Heated seats	O	O
16-inch alloy wheels	O	S
Xenon lamps	O	S
Electric sunroof	O	O
Low tyre pressure detector	O	S