CITROËN C5 GOES TWIN TURBO FOR NEXT GENERATION DIESEL PERFORMANCE

Citroen, long renowned for its diesel technology, has set a new technical benchmark in Australia with the launch of the first sequential twin turbo diesel engine, making its debut in the Citroen C5 sedan and offering new levels of performance, economy and low emissions.

The new 2.2 engine pumps out 125 kW and a massive 370 Nm of torque, with the twin turbo system slashing 'turbo lag' and lifting power, while dropping the maximum torque output to a tree-stumping pulling 1500 rpm.

The provides the large, luxuriously equipped Citroen C5 with a remarkable trio of performance figures: A top speed of 220 kmh, a 0-100 time of 9.3 seconds and an open road average fuel consumption of 5.0 l/100 km. Completing the outstanding performance of this new engine is its emission performance.

The only way to cut carbon dioxide emissions, the so called 'Greenhouse Gas' is to burn less fuel, so with an open road fuel figure of 5.0 l/100 km its no surprise that its CO^2 emissions are just 160 g/km and, with a self cleaning particulate filter fitted as standard, meeting the tough Euro 4 Emissions Standard is a – clean – breeze for this advanced new engine.

This new engine features several innovations, including:

- A parallel sequential dual turbo, a world first on a 4-cylinder diesel engine, designed to boost engine response at low speeds and minimise the response time – or turbo lag - of the turbocharging system. Maximum torque of 370 Nm is available from 1,500 rpm.

- A new combustion chamber, the ECCS (Extreme Conventional Combustion System), optimises the air/fuel mix, and a third-generation common rail system, in which pressure is increased to 1,800 bars for a finer fuel spray. This combination cuts pollutant emissions and fuel consumption while improving performance.

The presence of two balancer shafts contributes to driving pleasure by limiting engine vibrations.

The new engine is also exceptional for its compact design. It takes up less space under the bonnet and thus provides better protection for pedestrians in the event of impact.

This new engine, like all the other engines in the C5 diesel range, is fitted with the particulate filter (DPFS).

With diesel sales of Citroën's C5 sedan and wagon accounting for more than 80 per cent of its model mix, the new engine provides a new range topping performance diesel-powered C5 sedan to sit above the recently improved 2.0 litre diesel engine fitted to both the C5 sedan and C5 Wagon.

The new C5 HDi Twin Turbo will share its comprehensive equipment range with the existing diesel model, so this means it will boast Xenon steerable headlights with headlight washers, front and rear parking sensors, colour-matched bumpers and side protection stripes, automatic folding door mirrors and a self-dipping interior rear view mirror.

Like all C5 models, the new car has the legendary Citroën Hydractive 'magic carpet' suspension that is so advanced it knows when it is on a dirt road and provides additional ground clearance, It drops the nose of the C5 on freeways for additional stability and reduced drag at speed and it automatically switches to sports setting when it detects an enthusiastic driver behind the wheel. Regardless of load, the C5 always has the same ride height, suspension travel and suspension response boosting comfort and safety in ways that fixed metal system simply cannot match.

With regard to safety, there is only one car better than the C5, according to the tough independent safety watchdog, Euro NCAP, and that car is the C5's big brother, the Citroën C6, so it is no surprise that the C5 has the full range of active and passive safety features.

The new Citroën C5 HDi Twin Turbo has a recommended retail price of $53,990.

(ends)

THE NEW CITROËN 2.2 TWIN TURBO DIESEL IN DETAIL

With the HDi Twin Turbo engine and its parallel sequential dual turbo – a first on a 4-cylinder diesel engine – the Citroën C5 gains a level of drivability that places it at the top end of its category.

Performance is outstanding: Zero to 100 kmh in just 9.3 seconds and on to a top speed of 222 kmh.

The parallel sequential twin turbo delivers significant torque at low engine speeds, doing away with turbo lag and activating the turbocharger immediately.

Maximum torque of 370 Nm is available from 1,500 rpm. In third gear, driver alone, the C5 accelerates from 30 kmh to 60 kmh in 3.6 seconds.

This system is based on two fixed geometry turbochargers of identical size. Each one supplies around half the air input required at high engine speeds.
This design principle extends the operating range of the turbocharger and improves engine performance at both high and low speeds, particularly during transient conditions.

At low engine speeds, i.e. below 2,700 rpm, only one turbocharger is operational. This low inertia turbocharger delivers instant engine response, as well as providing up to 40 per cent more torque than the previous 2.2 HDi 136 DPFS engine.

At engine speeds of more than 2,700 rpm, the second turbocharger kicks in to supply the increased air intake required at higher engine speeds.

A transient phase, during which the second turbocharger starts spinning but is not yet hooked up to the air intake, ensures a smooth start-up. This system is fully managed by the engine control unit.

Improved fuel economy and fewer pollutant emissions with:

- **The new combustion chamber ECCS (Extreme Conventional Combustion System)**

The HDi Twin Turbo features a new combustion chamber called the ECCS (Extreme Conventional Combustion System). It features an optimised shape, significantly reduced air swirl and a low compression ratio: 16.6:1 compared with 18:1 on the 2.2 HDi 136 DPFS engine. This improves the air/fuel mix and thus boosts fuel economy.

The HDi Twin Turbo engine thereby delivers up to 40 per cent more torque at low engine speeds and cuts fuel consumption by 2 per cent with its new combustion chamber, in equivalent conditions of operation.

The new geometry of the combustion chamber limits the quantity of fuel in contact with the walls, thereby ensuring more efficient fuel consumption. This effect was achieved by adapting the geometry and design of the piston in order to upgrade the chamber with respect to the 2.2 HDi Twin Turbo engine. The use of aluminium of high mechanical and thermal resistance was key to this result.

This geometry also significantly reduces swirl, thus limiting heat losses to the walls and improving overall engine efficiency.

The cylinder head with its single cooling flow, which also reduces heat loss, is made of a copper-enriched aluminium alloy. The material thereby obtained improves overall thermo-mechanical performance. A simple, uniform water system cools the cylinder head with precision, reducing the amount of water used and simplifying the process.

- **A third-generation common-rail system with pressure increased to 1,800 bars**

This combustion system is combined with a new Bosch third-generation common rail system whose pressure has been raised to 1,800 bars, an increase of 33 per cent over the first-generation 1,350 bar system. This combination cuts pollutant emissions at source by around 30 per cent, while improving performance and acoustic comfort.

The high injection pressure and the new Bosch piezoelectric injectors with seven 135 µm holes – compared with five in the first-generation system – improve the fuel spray pattern in the combustion chamber and thus reduce pollutant emissions by optimising the air/fuel mix.

These injectors also make it possible to inject smaller quantities of fuel, with up to six injections per engine cycle:

- Two pilot injections, covering a wide operating range (up to 3,000 rpm) to reduce combustion noise.
- Two main injections to reduce nitrogen oxide emissions at source;
- Two post-injections for the periodic regeneration of the particulate filter.

The new diesel engine is matched with the six speed automatic gearbox first seen in the 2.0 litre HDi and developed with AISIN A.W. The new six speed automatic gearbox for the Citroën C5 HDi has been designed specifically to combine a six-speed transmission with a high-torque engine placed transversely installed in the engine bay.

This gearbox uses the gear ratio combinations of two epicyclical gear trains, one single and one double. The system is controlled by just five friction components, managed by a compact integrated control unit.

As a result, this gearbox is lighter and more compact than any other six-speed gearbox to date. Both the weight and dimensions are comparable to those of a four-speed automatic unit, and better than those of five-speed transverse automatic transmissions with the same torque capacity.

The weight of the AM6 gearbox has thus been kept down to 92 kg, a value comparable, for example, with that of the previous four-speed 4HP20-type gearbox. The first ratio is shortened in order to provide a high-speed take-off. All six gear ratios are designed to make maximum use of the engine, with only a slight fall in engine revs at each gear change. This design optimises the car's acceleration performance.

The sixth gear ratio has been chosen to lower fuel consumption and also noise, which is already very low. The AM6 gearbox offers a choice of two management modes for enhanced driving pleasure: automatic auto-adaptive mode for stress-free driving, and a more active sequential control mode.

The instrument cluster displays the programme selected (auto-adaptive, sport or snow) or the gear used (sequential mode). For increased safety, the gearbox features a "shift lock" function to prevent the driver shifting from the Parking (P) position without also applying the brakes. At the same time, a buzzer sounds if the driver opens the door without first placing the gearlever in the Parking position

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THE CITROËN C5: TECHNICAL CHARACTERISTICS

Body	C5 2.0 16V	C5 2.0 16V HDi	C5 2.2 HDi Twin Turbo	C5 3.0 V6
	Auto	Auto	Auto	Auto
CD	0.29	0.30	0.30	0.30
S – CD-A (m²)	2.25/0.66	2.25/0.67	2.26/0.67	2.26/0.67
CI: Front – Rear	0.25/0.27	0.28/0.28	0.33/0.21	0.33/0.21
Engine	**C5 2.0 16V**	**C5 2.0 16V HDi**	**C5 2.2 HDi Twin Turbo**	**C5 3.0 V6**
	Auto	Auto	Auto	Auto
Type	Transversely mounted four cylinder engine, iron block, aluminium head and block, DOHC, 16 valves, water cooled	Transversely installed four cylinder engine, iron block, aluminium head, common rail, direct injection variable displacement turbo intercooled diesel, 16 valves	Transversely installed four cylinder engine, iron block, aluminium head, common rail, direct injection twin turbo intercooled diesel, 16 valves	Transversely mounted V6 engine with a 60 degree angle, watercooled all aluminium, cast iron liners DOHC, 24 valves, water oil intercooler.
Emission Standard	Euro 4	Euro 4	Euro 4	Euro 4
Engine name	EW10J4	DW10TED4	DW12BTED4	ES9J4S
Bore x Stroke	85 x 88	85 x 88	85 x 96	87 x 82.6
Capacity (cc)	1997	1997	2179	2946
Compression ratio	10.8:1	18:1	16.6:1	10.9:1
Maximum power kW/rpm	103/6000	100/4000	125/4000	155/6000
Maximum torque Nm/rpm	200/4000	320/1750 340 in overboost	370/1,500	290/3750
Valve operation	Hydraulic valves, twin overhead camshafts	Driven by a roller and pawl mechanism with hydraulic tappets with automatic adjustment	Driven by a roller and pawl mechanism with hydraulic tappets with automatic adjustment	Variable valves and inlet manifold
Fuel Feed, injection system	Magnetti Marelli multipoint fuel injection MM4.8P	Siemans, Common rail running at 1650 bar	Siemans, Common rail running at 1800 bar	Electronic throttle, Multipoint fuel injection, Bosch ME 7.4.6
Ignition	Four ignition coils	NA	NA	Six ignition coils
Battery capacity (A)	400	400	400	400
Multiplex Electronic system	Four independent VAN (Vehicle Area Networks) systems, Single System Interface, four network buses, 20 control modules.			
Mech. VAN	Engine, Suspension, Steering, Gearbox, ABS			
Body VAN 1	Doors, Sunroof, Alarm, Particulate Filter			
Body VAN 2	Airbags, Steering wheel controls, control module			
Comfort VAN	Instrument panel, Display panel, Audio system, Nav system, AirCon			
Transmission	**C5 2.0 16V**	**C5 2.0 16V HDi**	**C5 2.2 HDi Twin Turbo**	**C5 3.0 V6**
	Auto	Auto	Auto	Auto
Type	Auto active AL4	ASIAN AM6	AISIN AM6	AISIN AM6

Gear ratios	1st	0.367			
	2nd	0.667			
	3rd	1.000			
	4th	1.407			
	5th	~			
	6th	~			
	Reverse	0.407			
	Final drive	0.240			

Speed in kmh for 1000 rpm	1st	10.4	7.55	7.55	7.55
	2nd	18.9	13.22	13.22	13.22
	3rd	28.4	20.14	20.14	20.14
	4th	40.0	27.13	27.13	27.13
	5th	~	36.47	36.47	36.47
	6th	~	46.67	46.67	46.67
	Reverse	11.6	11.5	11.5	11.5
Tyre circumference (mm)		1958	1958	1958	1958

Wheels & Tyres	**C5 2.0 16V** Auto	**C5 2.0 16V HDi** Auto	**C5 2.2 HDi Twin Turbo** Auto	**C5 3.0 V6** Auto
Wheels	Alloy 6J 16-4-18			
Tyres	215/55 R16W			
Low tyre pressure warning device	A sensor/transmitter located in each tyre valve sends a continuous high frequency signal to a receiver housed in the steering column. If pressure drops 0.3 bar below the recommended setting, a light and sound warning is activated.			
Spare wheel	Full size			

Suspension & Steering	**C5 2.0 16V** Auto	**C5 2.0 16V HDi** Auto	**C5 2.2 HDi Twin Turbo** Auto	**C5 3.0 V6** Auto
Steering	Hydraulically power assisted steering, with reducing assisted related to engine speed. Maximum assistance between 600 and 100 rpm, falls off to 2600 rpm and then flat line assistance.			Variable hydraulic assistance with vehicle speed related
Steering column	Height adjustable through 40 mm and reach through 27 mm, progressive collapsible with a vibration damper built into the column.			
Suspension system	Hydractive 3 hydraulic suspension with • BHI (Built-In Hydro-electronic interface with an ECU, autonomous hydraulic pump with electrovalves and an electric motor. • Four carrier elements with suspension spheres • Front and rear firmness regulators with their own spheres • Electric height sensors linked to front and rear anti roll bars • A fluid tank and hydraulic network System controls for the driver and instrument readout			
	Normal	Sport or Comfort mode		

Ride height changes	
Up to 110 kmh, normal road surface	Ride height stays at normal setting unless driver manually selects a different height.
Above 110 kmh	Nose drops by 15 mm and tail drops by 11 mm, resets at 90 kmh
Poorly surfaced roads	Nose and tail rises by 13 mm up to 70 kmh and then re sets.
Manually selected settings	• H: Maximum height setting for servicing and changing a wheel • P: Raised, intermediate high setting raising ground clearance by 40 mm to clear obstacles • N: Normal setting for ordinary driving conditions • B: Low setting, minimum height for loading the car and coupling caravans and trailers. NB: High only available below 10 kmh, raised only up to 40 kmh.
Pressure Generator	Five piston pump producing 0.7 litres per minute at 2300 rpm at between 80 and 140 bar
Electro valves	Two: one front, one rear, on for inlet, one for outlet, operates in 17 milliseconds

Suspension	**C5 2.0 16V**	**C5 2.0 16V HDi**		**C5 2.2 HDi Twin Turbo**		**C5 3.0 V6**	
	Auto	Auto		Auto		Auto	
Settings: *C = Comfort; S = Sport*							
	C	C	S	C	S	C	S
Spring rate mm/100 kg							
Empty	138	141	83	141	83	108	68
Laden	108	110	65	110	65	88	55
Frequency Hz							
Empty	0.64	0.64	0.81	0.64	0.81	0.70	0.89
Laden	0.68	0.68	0.87	0.68	0.87	0.74	0.94
Castor angle (degrees)	3	3		3		3	
Camber angle (degrees)	0	0		0		0	
Alignment (mm)	1.5	1.5		1.5		1.5	
Anti roll bar diameter (mm)	23.5	23.5		24.5		24.5	
Roll radius	5.7	5.7		3.0		3.0	
Rear suspension	Aluminium cross beam, cast aluminium supports with cast iron trailing arms, passing rear steering bushes and an anti roll bar						
Settings C Comfort S Sport							
	C	C	S	C	S	C	S
Spring rate mm/100 kg							
Empty	262	262	140	262	140	240	127
Laden	125	125	66	125	66	117	62
Frequency Hz							
Empty	0.65	0.65	0.89	0.65	0.89	0.67	0.91
Laden	0.79	0.79	1.08	0.79	1.08	0.80	1.09
Castor angle (degrees)	1	1		1		1	
Camber angle (degrees)	4	4		4		4	
Anti roll bar diameter (mm)	21.5	21.5		22.5		22.5	

Brakes	C5 2.0 16V Auto	C5 2.0 16V HDi Auto	C5 2.2 HDi Twin Turbo Auto	C5 3.0 V6 Auto
System type and features	Twin split system with X split, discs all round , ventilated at the front, ABS brakes with EBD (electronic brake force distribution); emergency braking aid			
Slip regulator	ESP	ESP	ESP	ESP
Brakes - front	Ventilated disks			
Caliper	Floating			
Disk diameter mm	266	288	288	288
Disk thickness mm	26	26	28	28
Piston diameter mm	57	57	57	57
Total lining area mm²	53	53	62.6	62.6
Brakes - rear	Solid disks			
Caliper	2 Pistons			
Disk diameter mm	276	276	276	276
Disk thickness mm	14	14	14	14
Piston diameter mm	32	32	32	32
Total lining area mm²	29	29	29	29

Dimensions (mm)	C5 2.0 16V Auto	C5 2.0 16V HDi Auto	C5 2.2 HDi Twin Turbo Auto	C5 3.0 V6 Auto
Length	4745			
Width	1780			
Height	1476			
Wheelbase	2750			
Track front/rear	1528/1495	1528/1495	1528/1495	
Over hang front/rear	971/897			
Turning circle	12.43			
Internal dimensions				
Brake pedal to rear seat back	1720			
Headroom, front	907			
Headroom, rear	860			
Seat to floor, front	300			
Seat to floor, rear	321			
Elbow room, front	1538			
Elbow room, rear	1520			
Waist width, front	1459			
Waist width, rear	1425			
Luggage compartment (l)				
Seats up, to the parcel shelf	471			
Seats up, to the roof	890			
Seats folded	1315			
Height to parcel shelf (mm)	550			
Minimum width (mm)	1170			
Maximum width (mm)	1298			

Length, seats up (mm)	1000
Length, seats down (mm)	1709
Rear door, width (mm)	1184

Capacities	C5 2.0 16V Auto	C5 2.0 16V HDi Auto	C5 2.2 HDi Twin Turbo Auto	C5 3.0 V6 Auto
Fuel tank (l)	66			
Engine sump and filter	4.25	4.25	4.75	5.25
Coolant	9.3	10.7	10.5	14.0
Gearbox and differential	3	3	8.3	5.2
Suspension/Power steering	4.8			

Weights	C5 2.0 16V Auto	C5 2.0 16V HDi Auto	C5 2.2 HDi Twin Turbo Auto	C5 3.0 V6 Auto
Bare Body shell	293			
Bodyshell with doors/panels	463			
Kerb weight (kg)	1448	1574	TBC	1589
Distribution front/rear	880/568	985/573	TBC	1021/568
Gross Train Weight	3458	3178	TBC	3599
Fully laden weight (GVW)	1958	2160	TBC	2099
Max payload	600	586	TBC	500
Gross Train Weight (GTW)	3345	3410	TBC	3420
Max axle weight, front/rear	1000/900	1120/900	TBC	1140/950
Max towable weight (kg)				
Braked	1500	1100	TBC	1500
Unbraked	700	750	TBC	750
Max on roof rack	75			
Max on hook	75			

Performance	C5 2.0 16V Auto	C5 2.0 16V HDi Auto	C5 2.2 HDi Twin Turbo Auto	C5 3.0 V6 Auto
Top speed (kmh)	207	204	220	230
0 – 100 kmh (secs)	10.2	11.3	9.3	8.6
0 – 400 m (secs)	17.4	17.8	TBC	16.4
0 – 1000 m (secs)	31.7	33	31.7	29.6
Acceleration 80 to 120 kmh				
4th gear	8.2	10.8	TBC	5.8
5th gear	~	~	TBC	~

Fuel Consumption and emissions (l/100 km)	C5 2.0 16V Auto	C5 2.0 16V HDi Auto	C5 2.2 HDi Twin Turbo Auto	C5 3.0 V6 Auto
Australian AS figures	8.6	7.1	7.3	10.0
EC Directive 93/116				
Urban cycle	12.4	9.8	8.1	14.7
Extra urban	6.4	5.5	5.0	7.2
Combined	8.6	7.1	6.1	10.0
Co^2 emissions (g/km)	206	189	160	238

CITROËN C5 ESTATE: TECHNICAL CHARACTERISTICS

Body	C5 2.0 16V	C5 2.0 16V HDi
	Auto	Auto
CD	0.29	0.30
S – CD-A	2.25/0.66	2.25/0.67
CI: Front – Rear	0.25/0.27	0.25/0.27
Engine	**C5 2.0 16V**	**C5 2.0 16V HDi**
	Auto	Auto
Type	Transversely mounted four cylinder engine, alloy block, aluminium head and block, DOHC, 16 valves, water cooled	Transversely mounted four cylinder engine, alloy block, aluminium head and block, DOHC, 16 valves, water cooled, direct injection, common rail, turbo charged diesel
Engine name	EW10J4	DW10ATED DPSF
Bore x Stroke	85 x 88	85 X 88
Capacity (cc)	1997	1997
Compression ratio	10.8:1	18:1
Maximum power kW/rpm	103/6000	100/4000
Maximum torque Nm/rpm	200/4000	320/2000 340 in overboost
Valve operation	Hydraulic valves, twin overhead camshafts	Hydraulic valves, TWIN overhead camshafts
Fuel Feed, injection system	Magnetti Marelli multipoint fuel injection MM4.8P	Bosch Common Rail, direct injection, turbocharger
Ignition	Four ignition coils	~
Battery capacity (A)	400	400
Multiplex Electronic system	Four independent VAN (Vehicle Area Networks) systems, Single System Interface, four network buses, 20 control modules.	
Mechanical VAN	Engine, Suspension, Steering, Gearbox, ABS	
Body VAN 1	Doors, Sunroof, Alarm	
Body VAN 2	Airbags, Steering wheel controls, control module	
Comfort VAN	Instrument panel, Display panel, Audio system, Nav system, AirCon	
Transmission	**C5 2.0 16V**	**C5 2.0 16V HDi**
	Auto	Auto
Type	Auto active AL4	ASIAN AM6
Clutch	NA	NA
Plate diameter (mm)	NA	NA

Gear ratios	1st	0.367	
	2nd	0.667	
	3rd	1.000	
	4th	1.407	
	5th	~	
	6th	~	
	Reverse	0.407	
	Final drive	0.240	
Speed in kmh for 1000 rpm	1st	9,62	7.55
	2nd	17.49	13.22
	3rd	26.23	20.14
	4th	36.94	27.13
	5th	~	36.47
	6th	~	46.67
	Reverse	11.6	11.5
Tyre circumference (mm)		1958	1958
Wheels & Tyres		**C5 2.0 16V**	**C5 2.0 16V HDi**
		Auto	Auto
Wheels		Alloy 6J 16-4-18	
Tyres		215/55 R16H	
Spare wheel		Full size	
Suspension & Steering		**C5 2.0 16V**	**C5 2.0 16V HDi**
		Auto	Auto
Steering		Hydraulically power assisted steering, with reducing assisted related to engine speed. Maximum assistance between 600 and 1000 rpm, falls off to 2600 rpm and then flat line assistance.	
Steering column		Height adjustable through 40 mm and reach through 27 mm, progressive collapsible with a vibration damper built into the column.	
Suspension system		Hydractive 3 hydraulic suspension with • BHI (Built-In Hydro-electronic interface with an ECU, autonomous hydraulic pump with electrovalves and an electric motor. • Four carrier elements with suspension spheres • Front and rear firmness regulators with their own spheres • Electric height sensors linked to front and rear anti roll bars • A fluid tank and hydraulic network • Sport or Comfort mode on Diesel only • System controls for the driver and instrument readout	

Ride height changes			
Up to 110 kmh, normal road surface	Ride height stays at normal setting unless driver manually selects a different height.		
Above 110 kmh	Nose drops by 15 mm and tail drops by 11 mm, resets at 90 kmh		
Poorly surfaced roads	Nose and tail rises by 15 mm up to 70 kmh and then re sets.		
Manually selected settings	• H: Maximum height setting for servicing and changing a wheel • P: Raised, intermediate high setting raising ground clearance by 40 mm to clear obstacles • N: Normal setting for ordinary driving conditions • B: Low setting, minimum height for loading the car and coupling caravans and trailers. NB: High only available below 10 kmh, raised only up to 40 kmh.		
Pressure Generator	Five piston pump producing 0.7 litres per minute at 2300 rpm at between 80 and 140 bar		
Electro valves	Two: one front, one rear, one for inlet, one for outlet, operates in 17 milliseconds		
Front suspension	MacPherson suspension with a subframe mounted to the body in four places with flexible mountings, forged steel wishbones, iron pivots and an antiroll bar		
Settings	Standard	Comfort	Sport
Spring rate mm/100 kg			
Empty	138	138	81
Laden	108	108	64
Frequency Hz			
Empty	0.64	0.64	0.81
Laden	0.68	0.68	0.87
Castor angle (degrees)	3		
Camber angle (degrees)	0		
Alignment (mm)	1.5		
Anti roll bar diameter (mm)	23.5		
Roll radius	5.7		
Rear suspension	Aluminium cross beam, cast aluminium supports with cast iron trailing arms, passing rear steering bushes and an anti roll bar		
Settings C Comfort S Sport	Standard	Comfort	Sport
Spring rate mm/100 kg			
Empty	262	262	140
Laden	125	125	66
Frequency Hz			
Empty	0.65	0.65	0.89
Laden	0.79	0.79	1.08
Castor angle (degrees)	1		
Camber angle (degrees)	4		
Anti roll bar diameter (mm)	21.5		
Brakes	**C5 2.0 16V** Auto	**C5 2.0 16V HDi** Auto	
System type and features	Twin split system with X split, discs all round , ventilated at the front, ABS brakes with EBD (electronic brake force distribution); emergency braking aid		
Brakes - front	Ventilated disks		
Disk diameter (mm)	283		
Disk thickness (mm)	26		
Piston diameter (mm)	57		
Total lining area (mm²)	53		
Brakes - rear	Solid disks		
Disk diameter (mm)	276		
Disk thickness (mm)	14		
Piston diameter (mm)	32		

Total lining area (mm²)	29	
Dimensions (mm)	**C5 2.0 16V**	**C5 2.0 16V HDi**
	Auto	Auto
Length	4839	
Width	1780	
Height	1516	
Wheelbase	2750	
Track front/rear	1528/1495	
Over hang front/rear	971/1035	
Turning circle (m)	12.43	
Internal dimensions		
Brake pedal to rear seat back	1720	
Headroom, front	907	
Headroom, rear	860	
Seat to floor, front	300	
Seat to floor, rear	321	
Elbow room, front	1538	
Elbow room, rear	1520	
Waist width, front	1459	
Waist width, rear	1425	
Luggage compartment (l)		
Seats up, to the parcel shelf	563	
Seats up, to the roof	783	
Seats folded	1658	
Height to roof (mm)	922	
Height to parcel shelf (mm)	487	
Minimum width (mm)	1126	
Maximum width (mm)	1306	
Length, seats up (mm)	1088	
Length, seats down (mm)	1780	
Rear door, max width (mm)	1658	
Capacities	**C5 2.0 16V**	**C5 2.0 16V HDi**
	Auto	Auto
Fuel tank (l)	66	
Engine sump and filter	4.25	4.3
Coolant	9.3	9.3
Gearbox and differential	6.5	6.5
Suspension/Power steering	4.8	
Weights	**C5 2.0 16V**	**C5 2.0 16V HDi**
	Auto	Auto
Bare Body shell	293	
Bodyshell with doors and panels	463	
Kerb weight (kg)	1479	1591
Distribution front/rear	869-610	974/617
Fully laden weight (GVW)	2079	2171
Max payload	600	580
Gross Train Weight (GTW)	3579	3171
Max towable weight (kg)		
Braked	1500	1000
Unbraked	720	750
Rood rack max	75	75
Hook max	75	75
Performance	**C5 2.0 16V**	**C5 2.0 16V HDi**
	Auto	Auto

Top speed (kmh)	202	200
0 – 100 kmh (secs)	10.4	11.6
0 – 400 m (secs)	17.5	17.9
0 – 1000 m (secs)	32.1	33.6
Fuel Consumption and emissions (l/100 km)	**C5 2.0 16V** Auto	**C5 2.0 16V HDi** Auto
Australian AS figures	8.6	7.1
Urban cycle	12.4	9.8
Extra urban	6.4	5.5
Combined	8.6	7.1
CO^2 emissions (g/km)	206	186

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THE CITROËN C5 - FEATURES AND EQUIPMENT

S Standard O Factory fit optional extra D Dealer fitted option NA Not available

	C5 2.0 16V Sedan & Estate	C5 2.0 16V HDi Sedan & Estate C5 2.2 Twin Turbo	C5 3.0 V6 Sedan
Exterior			
Alloy wheels, cast alloy	**S**	**S**	**S**
Central Locking, remote with close feature for windows and, when fitted, sunroof.	**S**	**S**	**S**
Remote operation of the headlights from the key, follow-me-home lights	**S**	**S**	**S**
Colour matched bumpers and door handles	**S**	**S**	**S**
Door mirrors, folding	**NA**	**S**	**S**
Door mirrors, heated, electrically operated	**S**	**S**	**S**
Sunroof, electric	**O**	**O**	**O**
Windows, auto closing in the event of rain and rain sensor activated	**S**	**S**	**S**
Windows, electric, one touch, anti pinch	**S**	**S**	**S**
Windows, powered after ignition switch of on a timer	**S**	**S**	**S**
Windscreen wipers, auto slow when car stationary	**S**	**S**	**S**
Interior			
Air conditioning with climate control and separate left/right settings, sun sensor and anti odour pollen filter	**S**	**S**	**S**
Armrest, rear with ski flap and cup holder	**S**	**S**	**S**
Armrests, front, foldaway	**S**	**S**	**S**
Audio system with CD, FM, AM and steering column mounted controls	**S**	**S**	**S**
Audio system with variable volume with road speed	**S**	**S**	**S**
Boot net	**S**	**S**	**S**
Boot tie down points	4	4	4
Cruise control and speed limiter	S	**S**	**S**
Cup holders, front	2	2	2
Dashboard trim, grafite	S	S	**S**
Deadlocks	**S**	**S**	**S**
Door sills, chrome trimmed	S	S	**S**
Drawers under the front seat	**S**	**S**	**S**
Glove box, driver's side	**S**	**S**	**S**
Glove box, illuminated	**S**	**S**	**S**
Glove box, lockable	**S**	**S**	**S**
Headrests, front, height and rake adjustable	**S**	**S**	**S**
Headrests, rear, two position	**S**	**S**	**S**
Interior lights, front map reading	**S**	**S**	**S**
Lights, rear foot well and door sills	S	S	**S**
Multifunction screen with trip computer, radio information, date, time, exterior temperature, door opening, warning messages	**S**	**S**	**S**
Power socket, 12 volt	**S**	**S**	**S**
Rear seat, split folding 60/40	**S**	**S**	**S**
Seat, Driver's height adjustable	**S**	**S**	**S**
Seat, front passenger, height adjustable	**S**	**S**	**S**
Steering wheel, height and rake adjustable	**S**	**S**	**S**

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Sun visor, two sections, driver and front passenger	**S**	**S**	**S**
Sunblind, rear	**S**	**S**	**S**
Upholstery, Leather with electric seats, additional interior lights, leather trimmed steering wheel and gear knob	**S**	**S**	**S**
Vanity mirror, driver and front passenger	**S**	**S**	**S**
Safety/Mechanical			
Autodipping rearview mirror	**NA**	**S**	**S**
ABS anti-lock brakes with EBD and EBA	**S**	**S**	**S**
Airbag, driver	**S**	**S**	**S**
Airbag, Knee	**S**	**S**	**S**
Airbag, passenger	**S**	**S**	**S**
Airbag, rear curtain	**S**	**S**	**S**
Airbag, side front	**S**	**S**	**S**
ESP/ASR Stability Programme	S	S	**S**
Locks automatically engage when driving	**S**	**S**	**S**
Door impact absorbing material	**S**	**S**	**S**
Front and rear parking sensors	**NA**	**S**	S
Fog lights, front	**S**	**S**	NA
Fog lights, rear	**S**	**S**	**S**
Headlight washers	**O**	**S**	**S**
Hydractive 3+ suspension with comfort & sport settings	**O**	**S**	**S**
Hydractive 3+	**S**	**NA**	NA
Immobiliser, rolling code with transponder	**S**	**S**	**S**
Lights, automatic activation at dusk	**S**	**S**	**S**
Seatbelts, front and rear, force limiters	**S**	**S**	**S**
Seatbelts, front, height adjustable	**S**	**S**	**S**
Seatbelts, front, pyrotechnic pretensioners	**S**	**S**	**S**
Speed warning device	**S**	**S**	**S**
Steering, engine speed sensitive assistance	**S**	**S**	NA
Steering, vehicle speed sensitive assistance	NA	NA	**S**
Tyre pressure detector	**S**	**S**	**S**
Windscreen wipers, rain sensing automatic	**S**	**S**	**S**
Xenon headlights, Steerable	O	S	**S**