

The New Citroën

The safest car in the world is now available from \$39,490 and the world's most advanced wagon is now available for no extra cost.

The safest car ever tested by the independent EuroNCAP crash test organization, the Citroën C5, is now available from \$39,490 and the Citroën C5 Estate, the most advanced wagon in the world, now costs the same as the equivalent sedan with the launch today (1 July 2005) of the petrol variants of the Citroën C5.

Citroën first introduced the new C5 to the Australian market with the advanced turbo diesel versions arriving in February in sedan and Estate versions to meet the demand for the Citroën's unique combination of luxury, technology and diesel economy. These models are now joined by the petrol versions, with the range opening Citroën C5 2.0 litre manual at \$39,490, its automatic counterpart at \$41,990 and the range topping C5, the 3.0 litre V6 at \$55,990. Citroën have not just launched the Citroën C5 Estate 2.0 litre automatic at the same price as the sedan, the Citroën C5 HDi Estate is now, at \$51,990, the same price as the equivalent advanced diesel C5 sedan.

“With this pricing Citroën has not just made the C5 safer, better equipped and more stylish in its latest incarnation,” says Miles Williams, General Manager for Citroën in Australia. “We have also made all versions of the C5 cost less than when this advanced car was first launched five years ago. By making the C5 Estate the same price as the wagon, we have made this advanced load carrier even more accessible.”

The EuroNCAP crash test is generally agreed to be the toughest independent crash test in the world. The new Citroën C5 has scored the highest ever result with 36 out of 37 points, with a 100 per cent score in the frontal impact test. The EuroNCAP testers concluded in their report that the stable passenger cell protected all occupants that the C5 has a “very impressive side impact protection system” and they lauded the warning lights for rear, as well as front seatbelts, a double pretensioner on the front passenger seat belt and the unique knee air bags. But the C5’s protection extends well beyond crash safety, with features such as a new-generation Electronic Stability Programme (ESP) that even knows when the brakes might need drying because of rain or water on the road, a speed limiter that stops the C5 going beyond a pre-set speed, the latest generation ABS brakes and the Citroën’s acclaimed Hydractive suspension – upgraded to 3+ in the new C5 2.2 HDi and V6 variants – all helping to avoid accidents.

Personal security is also enhanced with programmeable central locking which seals all the doors and the boot at 10 kmh and headlights that can be operated remotely operated from the key even when the car is locked so that owners will never be stranded in the dark.

Mechanically, it is also all-change for the new C5, with every engine and gearbox changed for the new C5.

The new 2.0 litre 16-valve engine, the EW10A, develops 103 kW EEC (143 bhp DIN) and torque of 200 Nm at 4,000 rpm and features variable valve timing (VVT). It is coupled with the five-speed manual BE gearbox, or the four-speed auto-active sequentially controlled AL4 type gearbox. This powertrain meets the Euro IV emission standard. Fitted with this engine, Citroën C5 has a top speed of 210 kmh or 207 in automatic form, while the automatic C5 Estate has a top speed of 204 kmh. The dash to 100 kmh is covered in 9.1, 10.2 or 11.3 seconds, respectively.

The top of the range Citroën C5 is fitted with the latest version of the 3.0 litre V6 engine, ES9A. It develops 155 kW CEE (210 bhp DIN) for maximum torque of 290 Nm at 3,750 rpm. This exceptionally driveable revised engine offers the smooth power specific to a 6-cylinder powerplant. An engine of consistent performance and

power, it can cope with all situations. These qualities are largely due to the new variable timing of the intake camshafts.

The continuously variable valve timing (VVT) optimises filling of the combustion chambers at all engine speeds, to bring enhanced response and driveability: two qualities that are absolutely essential in a true top-of-the-range engine. In terms of environmental protection, the V6 engine complies with the Euro IV emission standard. It is coupled with the new sequential, automatic six-speed AM6-type gearbox.

Developed with AISIN A.W, this gearbox combines a six-speed transmission with a high-torque engine placed crosswise.

This gearbox uses the gear ratio combinations of two epicyclic 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, it 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 gearbox, 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 gearbox has been chosen to lower fuel consumption and also noise which is already 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 when the driver opens the door without first placing the gearlever in the Parking position.

The new 3.0 V6 engine and new automatic gearbox combine high-level performance with pure driving pleasure, offering a top speed of 230 kmh and the it will accelerate to 100 kmh in 8.6 seconds.

The diesel version of the Citroën C5 has seen capacity upped from 2.0 to 2.2 litres, it now has twin overhead camshafts that operate 16 valves and the array of advanced technologies including a variable geometry turbo, an air-intake distributor with a throttle valve for variable swirl, two balancing shafts to limit engine vibrations and a self cleaning particulate filter that simply ends any thought of smoky diesel. With 98 kW and a massive 314 Nm of torque, matched to a new automatic gearbox, the Citroën C5 HDi offers effortless performance, outstanding economy, a unique level of environmental compatibility with its low emissions and remarkable levels of refinement.

The Citroën C5 saw the launch of the Hydractive 3 suspension system, the latest development of the legendary Citroën hydropneumatic suspension system that does away completely with springs and shock absorbers, replacing them with a gas and hydraulic suspension system that ensures that regardless of load, the Citroën C5 always offers the optimum suspension setting, a level body and a remarkable ride quality.

Hydractive 3 added electronic control that enabled the car to detect a dirt road and raise the C5 for extra ground clearance, to drop the nose at freeway speeds for extra stability and firm up the suspension for enthusiastic driving. The new C5 sees the launch of Hydractive 3+ on the Citroën C5 HDi and V6 versions, an enhanced system that improves ride comfort and refinement, while still offering the choice of a sport mode. The performance potential of the new C5 HDi is illustrated by the fact that the diesel-powered Citroën is available for the first time with Sports suspension setting.

Lavish equipment has always been a feature of the Citroën C5 and the new version is no different. The luxury of soft French leather, so different from the hard leather of some its rivals, is now standard in all versions except the entry level Citroën C5 2.0 litre. The revised dashboard houses an enhanced split climate control ventilation system and a more powerful, more featured audio system.

Cruise control is not just standard, it also includes a speed limited that stops the car going over a preset speed, with a read-out on the dashboard that shows what the set cruise and limited speeds are. The windows are now just powered, they close when the rain sensor detects rain, with the same sensor matching wiper speed to rainfall.

The lights are not just operated automatically, they come on earlier when it is raining, while on the C5 V6 as standard and as an option on the other models, Xenon headlights that turn with the steering are fitted. The C5 can literally look around dark corners!

With so many changes under the skin, it comes as no surprise that Citroën decided to change the skin, too, and, seemingly with an Australian influence! The Citroën stylists call them boomerang lights and they provide the C5 with a distinctive new look. Shaped like the eponymous aboriginal hunting tool, the lights at the front start at either end of the new Citroën marque grille and project up either guard. At the rear there is a typically Citroën improvement to both style and practicality: the new tail, clearly defined by the new rear lights, also allows a larger boot. The bonnet and front guards are also revised, while polished chrome strips delineate the lower edges of the bumpers side sills and boot.

Inside there is a new centre console, instruments and minor switchgear, along with a new lacquered dashboard strip to enhance the interior.

The Citroën C5 HDi estate, which is launched at the same time as its sedan brother, benefits from all the changes to the sedan with the exception to the rear of the car, which maintains its versatile opening rear door and window and can, therefore, once again lay claim to be the world's most advanced wagon.

The Hydractive 3+ suspension means that regardless of load, the C5 HDi Estate offers full suspension travel, it maintains the same supreme ride quality at all times and, using a switch in the boot, it can even raise or lower the C5's tail to assist with loading and unloading.

“With a level of safety that is, quite simply, the benchmark for the rest of the industry and a lavish new equipment level, it would be easy to expect that the new C5 would mean Citroën would abandon the value for money pricing that has ensured its continued growth over the last six years in Australia,” says Miles Williams, General Manager for Citroën in Australia. “But this is not the case. With the C5 2.0 litre at \$39,490 and the C5 Estate now at the same price as the sedan variants, the C5 is the technology, safety and value market leader. I have no doubt that the new C5 will continue Citroën's growth in the Australian market, bringing many new customers to Citroën.”

The New Citroën C5

THE FULL STORY OF THE SAFEST CAR IN THE WORLD

STYLING: THE NEW CITROËN LOOK

The Citroën C5 debuts the new Citroën look that is also be used on the Citroën C4, the Citroën C6 and future Citroën models, with the classic Citroën chevrons forming a horizontal grille and leading to a single crease running across the bonnet.

A HIGHLY EXPRESSIVE FRONT

The Citroën C5 is a car whose taut clean lines express strong presence. The C5 features an aluminium bonnet in striking relief, along with a new radiator grille whose low, wide shape gives the front end a more athletic profile, as well as enhancing the car's overall robust looks. The Citroën C5 is a car of steadfast and enthusiastic character. The wide forms of the car are underlined by the chevrons of a new – more geometric – design, extended by a chrome strip forming the upper part of the grille. Positioned at either end of this strip, the main headlamps are combined with boomerang shaped parking lights in opalescent white. The lower part of the front end is fitted with a bumper featuring protection strips and fog lamps on the air intake. Adding a further note of elegance, the side crossbars feature a chrome strip between the colour-keyed skin and the black body panel.

A TAUT, FLOWING PROFILE

Viewed from the side, the C5 has a structured appearance, with its elongated lines, side mouldings and taut lower body trim. Continuing the line of the bumpers, the lower body trim is underlined by a chrome strip denoting prestige and quality.

The generous dimensions of the Citroën C5 showcase the taut, flowing profile. The Citroën C5 is 1.78 m wide, 1.47 m high and 4.74 m long, with a wheel base of 2.75 m. It is one of the longest vehicles in its category, a feature that further identifies it as a vehicle that is clearly positioned in the prestige sector.

Flawlessly integrated with the body line, the 16-inch alloy wheels fitted on all versions of the C5 contribute to the overall styling balance. A car of balanced proportions, with the virtually straight strip formed by the side windows, the shape of the roof, and the rearward flow of the design lines, the Citroën C5 combines the power and elegance of a saloon with the functional convenience of a hatchback. In this way, the Citroën C5 showcases all the qualities of a powerful, confident vehicle that is at one with the road.

AN ELEGANT AND DYNAMICALLY CONTOURED REAR END

The designers at Citroën's styling centre placed particular emphasis on the rear styling of the Citroën C5, particularly the saloon.

The distinguished lines of the saloon's rear end stabilise the car visually and match up with the design of the front end, through the original shape of the boomerang lighting unit.

Modern badges and a resized chevron complement the chrome strip that creates a link between the tailgate and rear bumper. As at the front, the bumper features protective mouldings and side crossbars trimmed with chrome.

The upper line of the tailgate features a deflector lip of dynamic design and effect, which improves rear lift and contributes to roadholding. Depending on the engine, the Citroën C5 Saloon has a Cl of between 0.08 and 0.10.

To give the Citroën C5 an excellent on-road stance, engineers also studied the question of vehicle attitude. Depending on the engine, the Citroën C5 Saloon has a Cd of 0.29 or 0.30.

The main styling characteristics of the Citroën C5 Saloon also apply to the estate, in which the balance between style and volume creates a car of remarkable versatility.

C5 ESTATE: BALANCE BETWEEN STYLE AND VOLUME

For the estate, Citroën's designers sought to create a car as elegant as the saloon but with more generous volumes. The result clearly proves their ability to square the two aims. The C5 Estate meets the needs of customers looking for a car that combines style and personality with generous volumes for increased presence and interior space.

The Citroën C5 Estate adopts the basic styling lines of the saloon in part, although its distinctive architecture creates significant differences. The Citroën C5 Estate is a model of eloquent and elegant exterior styling with a front end borrowed from the saloon, a balanced profile of meticulous design, and a high wide rear set off by the rear lights.

This body style expresses a car of unique identity and considerable versatility, with the original spirit that sets Citroën vehicles apart.

The Citroën C5 Estate adopts the dynamic exterior styling features of the saloon: the same aluminium bonnet and the same grille with its strong statement of brand identity. From the front end up to the central pillar, the estate and the saloon are identical.

The profile of the C5 Estate demonstrates a perfect balance. With generous rear volumes that set it apart from the saloon, the estate boasts original styling that combines dynamic power with sophisticated presence. The C5 Estate is 4.84 m long, 1.78 m wide and 1.51 m tall. The proportions are naturally greater than for the saloon, but the additional volume has no impact on the design lines.

The long wheelbase and very wide tracks suggest power, control and strength. This roomy appearance is also expressed by the large glazed surface area, which suggests, light, well-being, and generous interior space. In particular, the rear-most windows are larger than those of the rear doors, hinting at the car's extraordinary loading capacity.

The C5 Estate is also an elegant car, with the chrome strip on the lower body trim, repeated on the front and rear bumpers.

The rear end of the C5 Estate features a high, wide design like that of the large volume Citroën C8 – set off by vertical lights that form two curving “brackets” around the tailgate. The rear styling of the estate is consistent with the front, with the integrated mouldings and chrome strips on the side crossbars.

INTERIOR STYLING THAT ENHANCES WELL-BEING

The interior styling of the Citroën C5 was designed to bring both driver and passengers a feeling of well-being for relaxed travelling. In harmony with its exterior styling, the Citroën C5 features a dashboard with a sophisticated instrument cluster, as well as a new central console fascia of clean design lines.

THE DASHBOARD: IN DYNAMIC HARMONY

The dashboard materials and decor, with their subtle, carefully matched colour schemes, create an impression of quality and well-being in the passenger compartment, without neglecting functional requirements. A finishing strip links the upper and lower parts of the dashboard, adding a visual touch that is totally in keeping with the overall design.

The driver's cockpit is clearly structured and ergonomic. It is clear, at a glance, that the passenger compartment has adopted a new generation of instruments. On the instrument cluster, the dials feature round, metal rims and two-tone backgrounds. The instruments are functional, precise, and clearly legible, thanks to their modern typeface and – at night – the « apricot » coloured lighting that helps the driver's eyes adapt when switching from the dark road to the illuminated dashboard.

AN ELEGANT AND FUNCTIONAL CENTRAL CONSOLE FASCIA

On the centre of the dashboard is a new wide, high central console fascia grouping the hi-fi system and built-in CD radio with two-zone automatic air conditioning and separate controls.

Falling easily to hand, the sophisticated controls underline the character of the interior architecture, which is centred on the driver without excluding the passengers. The hi-fi radio system and MP3 compatible integrated CD offer excellent sound quality, designed specially for the characteristics of the passenger compartment.

NEW BODY COLOURS

The Citroën C5 offers a choice of eight body colours: one plain, two metallic and five pearlescent. Three new colours – Ganache, Rouge Profond, Sable de Langrune – make their appearance on this new vehicle.

ADVANCED TECHNOLOGY SERVING COMFORT AND SAFETY

Along with the dynamic and elegant exterior and interior styling, Citroën wanted the new C5 to place particular emphasis on innovation. The Citroën C5 features an array of high-tech equipment, bringing considerable improvements in efficiency, comfort and safety.

XENON DUAL-FUNCTION DIRECTIONAL HEADLAMPS FOR CLEAR VISION

Citroën pioneered steerable headlights with the Citroën DS and now that this technology is once again legal, Citroën have brought it back on C5, leading its introduction across the Citroën range. Standard on V6 models it is also available, allied with headlight washers, as an option on the 2.0 litre petrol and HDi models.

The electronically controlled Xenon dual-function directional headlamps provide improved lighting for cornering. As soon as the driver starts to take a bend, sensors analyse the degree to which the wheels are turned, using the steering wheel position. To optimise the lighting of the road ahead, the headlamps pivot horizontally over an angle of around 15° to the right or to the left (8° for the headlamp on the outside of the bend and up to 15° for the headlamp on the inside). Lighting up areas that were previously in darkness, these smart headlamps clearly improve visibility at night or in bad weather and allow the driver to see road conditions, as well as to distinguish other road users and possible obstacles – an important advantage in terms of safety.

Specifically, the directional headlamps of the new C5 feature an elliptical bi-xenon directional headlamp, active in both the low-beam and high-beam positions, and a long-range complex- shape halogen completing the high-beam function for excellent visibility.

FRONT AND REAR PARKING ASSISTANCE

Ever an innovator, Citroën is seeking to bring customers driving aids of increased efficiency. The Citroën C5, for example, is available with both rear and front parking assistance, a system usually reserved for vehicles further up the market. The front/rear system is standard on the V6 and optional on the other models.

Rear parking assistance, more commonly referred to as a reversing radar, is a function that is already familiar to buyers of mid and upper-range vehicles. Sensors located in the rear bumper detect any obstacles close to the rear end of the vehicle. Depending on the position of the obstacle, the system emits a series of bleeps that gradually become more frequent as the car approaches the obstacle, becoming a continuous signal when it is just a few centimetres away.

Front parking assistance works alongside the sensors located at the rear of the Citroën C5. Sensors located in the front bumper inform the driver of the presence of an obstacle in the area of detection.

The system also allows the driver to view parking manoeuvres on the multifunction screen. More precisely, the system is activated during manoeuvres in forward or reverse gear at speeds of less than 10 kph. If an obstacle is present in the detection area, the sensors warn the driver by means of a signal emitted through the loudspeakers located at the front or rear, left and/or right. At the same time, the silhouette of the vehicle is displayed on the multifunction screen, with blocks corresponding to the areas in which an obstacle has been detected.

Six different detection areas can be displayed on the screen.

When the car approaches an obstacle, the signal indicates the obstacle's position through the loudspeakers located front left or right or rear left or right in order to enable the driver to locate it by ear.

The closer the car comes to the obstacle, the faster the beeps. On the multifunction screen, the blocks move closer to the front or rear bumpers of the vehicle, and a warning triangle indicating « CAUTION » is displayed. At the same time, the sound signal becomes continuous.

If front and rear parking assistance is activated when the driver puts the car into reverse, a short beep is emitted as a warning. The silhouette of the vehicle is displayed on screen.

If front parking assistance alone is activated in forward gear, and if vehicle speed is non-zero or less than around 10 kph, in neutral or with a gear selected, the silhouette of the vehicle is displayed on screen as soon as an obstacle is detected at a distance of less than 50 cm.

Parking assistance can be deactivated using a button on the central console. The status of the function is memorised when the vehicle stops.

CRUISE CONTROL AND A SPEED LIMITER FOR SAFE AND RELAXED DRIVING

With a view to making driving safer and easier for customers looking for comfort, safety and well-being, the Citroën C5 is now available with cruise control and a speed limiter.

Cruise control maintains the car at a programmed speed whatever the slope and relief of the road (within the limits of the engine brake and engine power) without the driver using the accelerator pedal.

The driver can modify the programmed speed, if required, using the control function behind the steering wheel to accelerate or slow down. The driver can also call up the last speed registered since the function was activated, interrupt it temporarily or deactivate it altogether.

The general availability of cruise control is accompanied by the introduction of a speed limiter: the driver chooses a maximum speed to be respected at all times, whatever the position of his foot on the accelerator (within the limits of the engine brake and engine power). The speed limiter can be activated from 40 kph for use in the city.

To exceed this speed, in order to overtake for example, the driver can accelerate by pushing the pedal down hard to the floor, and thus override the hard spot marking the pedal end-of-travel point.

The speed limiter is activated and programmed in the same way as cruise control.

The instrument cluster shows the current speed setting (cruise control / limiter) and system status (active / inactive).

STATE-OF-THE-ART ENGINES

Every drivetrain in the new Citroën C5 is either new or heavily revised for more performance, better economy, lower emissions and enhanced refinement.

- **2.0i 16V 103 kW DIN AND VARIABLE VALVE TIMING (VVT)**

Among the petrol engines available with the Citroën C5, a new 2-litre 16-valve model (the EW10A) is launched in the middle of the range.

This 2-litre 16-valve engine develops 103 kW EEC and torque of 200 Nm at 4,000 rpm. The top end of the engine features variable valve timing (VVT).

Making its debut on the Citroën C5, this engine is coupled with the five-speed manual BE gearbox, or the four-speed auto-active sequentially controlled AL4 type gearbox. This powertrain meets the Euro IV emission standard.

- **3.0i V6 ENGINE AND 6-SPEED AUTOMATIC GEARBOX: SMOOTH AND CONSISTENT PERFORMANCE**

The top of the range is covered by the 3.0i engine (ES9A). Featuring a V6 layout with 24 valves, this engine is based on the 3.0i V6 fitted to the previous C5. It develops 155 kW CEE and a maximum torque of 290 Nm at 3,750 rpm.

This exceptionally driveable revised engine offers the smooth power specific to a 6-cylinder powerplant. An engine of consistent performance and power, it can cope with all situations. These qualities are largely due to the new variable timing of the intake camshafts.

The continuously variable valve timing (VVT) optimises filling of the combustion chambers at all engine speeds, to bring enhanced response and driveability: two qualities that are absolutely essential in a true top-of-the-range engine.

In terms of environmental protection, the V6 engine complies with the Euro IV emission standard. It is coupled with the new sequential, automatic six-speed AM6-type gearbox. Developed with AISIN A.W, this gearbox combines a six-speed transmission with a high-torque engine placed crosswise.

Basically, this gearbox uses the gear ratio combinations of two epicyclic 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, it 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 gearbox, 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 gearbox has been chosen to lower fuel consumption and also noise which is already 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 when the driver opens the door without first placing the gearlever in the Parking position.

The new 3.0i V6 engine and new automatic gearbox combine high-level performance with pure driving pleasure.

- **THE HDI 2.2 LITRE HDI ENGINE COUPLED WITH AN AUTOMATIC GEARBOX : LOW NOISE AND HIGH PERFORMANCE**

The Citroën C5 debuts with the new 2.2 litre HDi engine that offers high-level power and torque: 98 kW EEC and 314 Nm at 2,000 rpm.

As a result, the C5 HDi engine offers exceptional performance and driving pleasure. These qualities can also be attributed to an array of advanced technologies, including a variable geometry turbo, an air-intake distributor with a throttle valve for variable swirl, two balancing shafts to limit engine vibrations.

This engine is associated with the four-speed sequential automatic 4HP20-type gearbox. This combination gives the Citroën C5 an outstanding level of driving comfort. This gearbox ensures that gear shifts always fit the type of driving and the road conditions.

Fitted with the Diesel Particulate Filter System, the HDi 2.2 satisfies the Euro III emission standard.

- **THE PARTICULATE FILTER (DPFS)**

The second-generation particulate filter traps the particulates and burns them as part of a process exclusive to the common-rail system, using the additive Eolys II. This innovative filter is based on an advanced strategy that reduces the frequency of filter regeneration. This is a self-clearing filter that automatically detects when it needs cleaning and carries out this process with no intervention from the driver.

A HIGH LEVEL OF ACTIVE AND PASSIVE SAFETY

Safety is more than a priority for Citroën, which has endowed the C5 with a generous range of equipment intended to assist the driver and protect the passengers.

NEW-GENERATION ESP

To give the Citroën C5 impeccable road manners and ensure the safety of the occupants in all circumstances, all versions of this new vehicle are fitted as standard with new-generation ESP offering increased computing power.

In difficult situations, a full range of electronic driving aids take immediate action.

ABS and electronic brakeforce distribution (EBD) are completed by emergency braking assistance to further reduce the stopping distance. In the event of a loss of grip, ESP automatically puts the car back on course and limits skidding of the wheels by means of the ASR traction-control system.

The ESP (electronic stability programme) function relies on a steering wheel sensor and a yaw sensor to detect the first signs of understeering or oversteering. The new, more powerful control unit sends out a command to correct the understeer or oversteer, applying brake power on one or more wheels individually. In this way, the vehicle's course is corrected with greater precision and accuracy. The new ESP also includes a new function to control partial braking when taking corners, and a « brake pad drying » function to optimise brake response in rainy weather. Activation of this system is linked to the wiper function and has no impact on brake wear.

In terms of passive safety, the Citroën C5 features efficient restraint systems for all the occupants, together with a structure designed to resist the most violent impacts.

SEVEN AIRBAGS INCLUDING A NEW « KNEE » AIRBAG

The Citroën C5 is fitted as standard with two front airbags (driver and passenger), two front chest airbags and two front/rear curtain airbags. The two front airbags are adaptive: the deployment pressure and volume depend on the severity of impact.

Drivers of the Citroën C5 can also rely on a new steering column airbag, a feature that is fairly rare at present, even in segments further up the market. In the event of impact, this airbag protects the driver's knees and shins from the steering column.

EFFICIENT SEATBELTS

A range of equipment provides the driver and passengers with close protection adapted to the severity of possible impact.

In the Citroën C5, the front seatbelts are equipped with pyrotechnic pretensioners and force limiters, with two pyrotechnic pretensioners for the passenger seatbelt. This feature holds the occupant more firmly in the seat and thus absorbs sudden deceleration more effectively. At the rear, the side seatbelts are fitted with force limiters.

All the belts are fitted with a warning sensor, very useful when carrying children, for example, and a presence detection system for the front passenger seat. To alert the driver and passengers, the three seatbelt warning lights are positioned in the centre of the dashboard in order to make the readout more visible. Moreover, if seatbelts are not attached, a buzzer sounds as soon as the vehicle reaches a speed of 15 kph.

SEATS: MAKING SAFETY AND COMFORT INEXORABLY LINKED

The studies conducted on seat design played a key role in optimising comfort and safety. In addition to offering excellent support, the seats of the Citroën C5 provide close protection. The passenger seat frame is reinforced to limit the impact of submarining in the event of impact. At the rear, the two side seats are equipped with Isofix anchor points.

COMFORT WORTHY OF A HIGH-SPEC VEHICLE

Looking beyond the high standards set by the Citroën C5 in terms of styling and innovative equipment to enhance safety and driving pleasure, the C5 also features a level of interior comfort worthy of higher segments, particularly in terms of acoustics.

This comfort is also reflected in the spacious passenger compartment and generous boot volume – particularly in the estate version – thus placing the C5 one step ahead of the competition.

A SPACIOUS INTERIOR

The Citroën C5 is aimed at customers who have stringent requirements in terms of interior space. It seeks to satisfy their requirements through interior dimensions that are more than generous for a vehicle in this segment. No compromises were made in the design of the welcoming passenger compartment, which features generous head room, remarkable space at the front, and an exceptionally spacious passenger area at the rear, combined with a flat floor.

Elbow room is the best in the segment – 1.52 m at the front and 1.54 m at the rear – contributing to the outstanding interior space.

The combination of a raised driving position and a useful length of 1.72 m also make the Citroën C5 one of the most spacious vehicles in its category.

The C5 combines record interior space with a wide range of stowage options. The dashboard, doors and seats all feature roomy and convenient stowage units. Two other stowage compartments are available in the side of the boot.

A BOOT WORTHY OF A HIGH-VOLUME ESTATE

This exceptional interior space goes hand-in-hand with generous stowage for luggage, and easy access, with the rear window opening independently of the tailgate. More than 1,170 mm wide, the boot offers a capacity of 471 litres for the saloon version, and 563 litres for the estate. This makes the Citroën C5 one of the best estates in its category, notably in terms of loading. Moreover, the modular rear seats increase the volume to 1,658 litres. The available space may be increased still further by removing the rear seat cushions. The rear seat backs feature an additional function in the shape of a ski flap. The structure of the vehicle ensures that all the loading space can be used. The boot is flat and regular in shape with a wide opening (1,176 mm at the sill). Maximum head room is 913 mm and 481 mm under the parcel shelf.

To make loading easy, the Citroën C5 Estate brings customers a unique function: a rear sill of variable height. This function is available when the vehicle is stationary and the engine turned off. The minimum rear sill height is 493 mm, the normal height 568 mm and the maximum height 653 mm.

FULLY AUTOMATIC AIR CONDITIONING

Looking beyond the upgraded materials, the Citroën C5 features fully automatic air conditioning. Fitted as standard across the range, the air conditioning is two-zone, with separate temperature and air flow controls.

The two-zone climate control satisfies the requirements of front passengers in terms of individual comfort. The driver and passenger can modulate the temperature and air flow independently.

Complementing the air conditioning, a sun sensor measures the strength of the sun's rays at the front of the vehicle, on both the right- and left-hand sides.

The sun sensor allows the air conditioning to offset the impact of solar radiation by automatically varying the distribution and temperature of the air flow.

These air conditioning units are equipped with a moisture sensor to prevent the passenger compartment from fogging up, and a pollen filter combined with a layer of activated carbon to further isolate the passenger compartment from certain exterior pollutant agents.

Along with the automatic air conditioning, the Citroën C5 offers a heat-reflecting windscreen on all versions.

ROAD MANNERS AND RIDE COMFORT FOR DEMANDING CUSTOMERS

INSULATION: A KEY FACTOR IN ACOUSTIC COMFORT

The Citroën C5 has enhanced acoustic performance with a host of new features.

At the front, the effective soundproofing under the bonnet filters out noise rising up from the engine compartment. The scuttle vent includes a particularly efficient absorbent material to limit – for example – noise rising up through the air conditioning system.

The passenger compartment too includes special insulation materials, particularly the dashboard, which features a foam whose insulating and absorbent properties filter out noise out more effectively. The harnesses and, more particularly, the grommets linking the cabin and engine compartment have been specially treated for effective insulation.

At the rear, the use of foam, felt and lining parts, particularly in the wheel arches, provides additional acoustic comfort on the Citroën C5.

SUSPENSION COMFORT

The C5 offers unequalled overall suspension comfort, notably in terms of damping comfort and road handling, vibrations and percussion noise.

Development studies focused on the front suspension. This is based on a hydraulic MacPherson-type strut comprising a Sub Frame fixed at four points to the structure by means of elastic couplings. The rear wishbone mounting shins are specially adapted to ensure ride refinement.

The rear suspension comprises a cross-member, cast-iron trailing arms, an anti-roll bar and four shims whose variable flexibility effectively filters out the imperfections of the road surface.

The C5 features Citroën's unique hydraulic and gas suspension. Fitted with identical cylinders (diameter 40 mm) on the saloon and the estate, this suspension adapts vehicle height to speed, driving style and road conditions. Highly reliable, the suspension requires no maintenance for five years or 200,000 km.

The advanced Hydractive 3+ suspension adopts a new approach to the choice of setting. The emphasis is placed more on soft mode rather than firm mode, for increased comfort. The changeover from one setting to the other depends on five parameters: acceleration setting, engine torque, braking, angular speed steering wheel, and body movement. These parameters have been specially adapted to make the Citroën C5 a reference in its segment in terms of ride comfort. A sports mode remains available. This mode eliminates slight movements of the vehicle body, adding the final touch to the car's remarkable dynamic behaviour and stability.

The hydraulic suspension also attenuates steering vibrations on the hydraulic power steering, which is adapted to each engine.

The Citroën C5 features two types of variable power steering. The first coupled with an electric pump unit, is available with the 2.0 petrol and diesel engines. The second is a servotronic system on the 3.0i V6, managed

by an electronic control unit that uses a solenoid valve to adapt the pressure in a continuous system in line with a control law.

Precise, flexible and steadfast in all circumstances, the steering of the Citroën C5 effectively positions the front wheel when cornering, giving the driver an impression of ease and safety.

The Citroën C5 offers strong arguments in the areas of driving pleasure, comfort and well-being.

SIXTEEN-INCH TYRES FOR THE WHOLE RANGE

The Citroën C5 adopts high-performance tyres as standard across the range, with the Michelin Primacy, dimensions: 215/55 R16. These tyres make a significant contribution to vibration control, road manners, steering comfort and braking distances.

THE NEW CITROËN C5: TECHNICAL CHARACTERISTICS

Body	C5 2.0 16V		C5 2.2 16V HDi	C5 3.0 V6
	Man	Auto	Auto	Auto
CD	0.29		0.30	0.30
S – CD-A (m ²)	2.25/0.66		2.25/0.67	2.26/0.67
Cl: Front – Rear	0.25/0.27		0.28/0.28	0.33/0.21
Engine	C5 2.0 16V		C5 2.2 16V HDi	C5 3.0 V6
	Man	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 turbo intercooled diesel	Transversely mounted V6 engine with a 60 degree angle, watercooled all aluminium, cast iron liners DOHC, 24 valves, water oil intercooler.
Engine name	EW10J4		DW12TED4/DPSF	ES9J4S
Bore x Stroke	85 x 88		85 x 96	87 x 82.6
Capacity (cc)	1997		2179	2946
Compression ratio	10.8:1		18:1	10.9:1
Maximum power kW/rpm	103/6000		98/4000	155/6000
Maximum torque Nm/rpm	200/4000		314/1750	290/3750
Valve operation	Hydraulic valves, twin overhead camshafts		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		Bosch EDC 15C2	Electronic throttle, Multipoint fuel injection, Bosch ME 7.4.6
Ignition	Four ignition coils		NA	Six ignition coils
Battery capacity (A)	400		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, 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 2.2 16V HDi	C5 3.0 V6
	Man	Auto	Auto	Auto
Type	BE4 5 speed	Auto active AL4	4HP20 by ZF	AISIN AW
Clutch	Single dry disk	NA	NA	NA
Plate diameter (mm)	230	NA	NA	NA

Gear ratios	1 st	0.289	0.367	0.367	0.368
	2 nd	0.535	0.667	0.667	0.675
	3 rd	0.781	1.000	1.000	1.000
	4 th	1.051	1.407	1.407	1.389
	5 th	1.257	~	~	~
	Reverse	0.300	0.407	0.407	0.389
	Final drive	0.240	0.240	0.368	0.290
Speed in kmh for 1000 rpm	1 st	8.08	10.4	13.07	7.55
	2 nd	14.93	18.9	23.99	13.22
	3 rd	21.80	28.4	35.52	20.14
	4 th	29.34	40.0	49.34	27.13
	5 th	35.08	~	~	36.47
	6 th	~	~	~	46.67
	Reverse	9.0	11.6	13.5	11.5
Tyre circumference (mm)		1958	1958	1958	1958
Wheels & Tyres		C5 2.0 16V		C5 2.2 16V HDi	C5 3.0 V6
		Man	Auto	Auto	Auto
Wheels		Alloy 6J 16-4-18			Alloy 6J 16-4-18
Tyres		215/55 R16W			215/55 R16 W
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		C5 2.2 16V HDi	C5 3.0 V6
		Man	Auto	Auto	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 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 <ul style="list-style-type: none"> • 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	<ul style="list-style-type: none"> • 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					
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 <i>C = Comfort; S = Sport</i>						
		C	C	S	C	S
Spring rate mm/100 kg						
Empty		138	141	83	108	68
Laden		108	110	65	88	55
Frequency Hz						
Empty		0.64	0.64	0.81	0.70	0.89
Laden		0.68	0.68	0.87	0.74	0.94
Castor angle (degrees)		3	3		3	
Camber angle (degrees)		0	0		0	
Alignment (mm)		1.5	1.5		1.5	
Anti roll bar diameter (mm)		23.5	23.5		24.5	
Roll radius		5.7	5.7		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
Spring rate mm/100 kg						
Empty		262	262	140	240	127
Laden		125	125	66	117	62
Frequency Hz						
Empty		0.65	0.65	0.89	0.67	0.91
Laden		0.79	0.79	1.08	0.80	1.09
Castor angle (degrees)		1	1		1	
Camber angle (degrees)		4	4		4	
Anti roll bar diameter (mm)		21.5	21.5		22.5	
Brakes	C5 2.0 16V		C5 2.2 16V HDi		C5 3.0 V6	
	Man	Auto	Auto		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	
Brakes - front	Ventilated disks					
Disk diameter (mm)	266		288		288	
Disk thickness (mm)	26		26		28	
Piston diameter (mm)	57		57		57	

Total lining area (mm ²)	53	53	62.6
Brakes - rear		Solid disks	
Disk diameter (mm)	276	276	276
Disk thickness (mm)	14	14	14
Piston diameter (mm)	32	32	32
Total lining area (mm ²)	29	29	29

Dimensions (mm)	C5 2.0 16V		C5 2.2 16V HDi	C5 3.0 V6
	Man	Auto	Auto	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		C5 2.2 16V HDi	C5 3.0 V6
	Man	Auto	Auto	Auto
Fuel tank (l)			66	
Engine sump and filter		4.25	4.25	5.25
Coolant	8.8	9.3	10.7	14.0
Gearbox and differential	1.8	3	3	5.2
Suspension/Power steering			4.8	

Weights	C5 2.0 16V		C5 2.2 16V HDi	C5 3.0 V6
	Man	Auto	Auto	Auto
Bare Body shell			293	
Bodyshell with doors/panels			463	
Kerb weight (kg)	1394	1448	1550	1589
Distribution front/rear	847/547	880/568	985/573	1021/568
Gross Train Weight	3414	3458	3178	3599
Fully laden weight (GVW)	1914	1958	2078	2099

Max payload	520	510	510	500
Gross Train Weight (GTW)	3345	3345	3410	3420
Max axle weight, front/rear	1000/900	1000/900	1120/900	1140/950
Max towable weight (kg)				
Braked	1500	1500	1100	1500
Unbraked	695	700	750	750
Max on roof rack			75	
Max on hook			75	
Performance	C5 2.0 16V		C5 2.2 16V HDi	C5 3.0 V6
	Man	Auto	Auto	Auto
Top speed (kmh)	210	207	204	230
0 – 100 kmh (secs)	9.1	10.2	11.3	8.6
0 – 400 m (secs)	16.6	17.4	17.8	16.4
0 – 1000 m (secs)	30.9	31.7	33	29.6
Acceleration 80 to 120 kmh				
4 th gear	11.5	8.2	10.8	5.8
5 th gear	16.0	~	~	~
Fuel Consumption and emissions (l/100 km)	C5 2.0 16V		C5 2.2 16V HDi	C5 3.0 V6
	Man	Auto	Auto	Auto
Australian AS figures				
EC Directive 93/116				
Urban cycle	11.1	12.4	9.8	14.7
Extra urban	6.3	6.4	5.5	7.2
Co ² emissions (g/km)				

THE CITROËN C5 - FEATURES AND EQUIPMENT

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

	C5 2.0 16V	C5 2.2 16V HDi	C5 3.0 V6
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	NA	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	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
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	O	S	S
Vanity mirror, driver and front passenger	S	S	S
Safety/Mechanical			
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
Fog lights, front	S	S	NA
Fog lights, rear	S	S	S
Headlight washers	O	O	S
Hydractive 3+ suspension with comfort and 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
Reversing aid, audible warning device	NA	NA	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	O	S

CITROËN C5 ESTATE: TECHNICAL CHARACTERISTICS

Body	C5 2.0 16V	C5 2.2 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 2.2 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	DW12ATED DPSF
Bore x Stroke	85 x 88	85 X 96
Capacity (cc)	1997	2179
Compression ratio	10.8:1	18:1
Maximum power kW/rpm	103/6000	98/4000
Maximum torque Nm/rpm	200/4000	314/2000
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 2.2 16V HDi
	Auto	Auto
Type	Auto active AL4	Auto active AL4
Clutch	NA	NA
Plate diameter (mm)	NA	NA
Gear ratios	1 st	0.367
	2 nd	0.667
	3 rd	1.000
	4 th	1.407

	5 th	~	~
	Reverse	0.407	0.407
	Final drive	0.240	0.240
Speed in kmh for 1000 rpm	1 st	9.62	13.07
	2 nd	17.49	23.99
	3 rd	26.23	35.52
	4 th	36.94	49.34
	5 th	~	~
		Reverse	11.6
Tyre circumference (mm)		1958	1958
Wheels & Tyres		C5 2.0 16V	C5 2.2 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 2.2 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		<p>Hydractive 3 hydraulic suspension with</p> <ul style="list-style-type: none"> • 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 • 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		<ul style="list-style-type: none"> • 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. <p>NB: High only available below 10 kmh, raised only up to 40 kmh.</p>	
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	C5 2.2 16V HDi	
	Auto	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 (mm ²)	53		
Brakes - rear	Solid disks		
Disk diameter (mm)	276		
Disk thickness (mm)	14		
Piston diameter (mm)	32		
Total lining area (mm ²)	29		
Dimensions (mm)	C5 2.0 16V	C5 2.2 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 2.2 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 2.2 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 2.2 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	C5 2.2 16V HDi
	Auto	Auto
Australian AS figures		
Urban cycle	12.4	9.8
Extra urban	6.4	5.5
Combined	8.6	7.1

CO² emissions (g/km)

206

186

CITROËN C5 ESTATE - FEATURES AND EQUIPMENT

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

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

Seat, Driver's height adjustable		S
Seat, front passenger, height adjustable		S
Steering wheel, height and rake adjustable		S
Sun visor, two sections, driver and front passenger		S
Upholstery, Leather with electric seats, additional interior lights, leather trimmed steering wheel and gear knob	O	S
Upholstery, Cloth	S	NA
Vanity mirror, driver and front passenger		S
Safety/Mechanical		
ABS anti-lock brakes with EBD and EBA		S
Airbag, driver		S
Airbag, knee		S
Airbag, passenger		S
Airbag, rear curtain		S
Airbag, side front		S
ESP/ASR Stability Programme		S
Locks automatically engage when driving		S
Cruise Control		S
Door impact absorbing material		S
Fog lights, front		S
Fog lights, rear		S
Hydractive 3+ suspension with comfort and sport settings	NA	S
Hydractive 3+	S	NA
Immobiliser, rolling code with transponder		S
Lights, automatic activation at dusk		S
Lights, remote operation from key, follow me home feature		
Seatbelts, front and rear, force limiters		S
Seatbelts, front, height adjustable		S
Seatbelts, front, pyrotechnic pretensioners		S
Speed warning device		S
Steering, engine speed sensitive assistance		S
Tyre pressure detector		S
Windscreen wipers, rain sensing automatic		S