

NEWS RELEASE

CITROËN C5 SETS A NEW TECHNOLOGY STANDARD

- **Suspension that can tell the difference between dirt roads and freeways**
- **Wipers that know when it's raining and how hard, headlights that know when its dark and air condition that recognizes a sunny day.**
- **An advanced diesel that offers a unique combination of performance, economy and low emissions complimented by multi-valve petrol engines.**
- **Multiplex electrics for less servicing, less often.**
- **Tall-car design for more space inside in all new-platform.**

Citroën has launched the most technically sophisticated car in its class and one of the most advanced cars available on the Australian car market with the arrival of the Citroën C5, an all-new luxury sedan with unrivalled levels of space and comfort.

But with prices starting at \$41,990, access to the new standard of technology and design achieved by Citroën with the C5 is not restricted by price and, in addition, many features, such as the multiplex electrics that reduce service times and the superb economy of the HDi Turbo intercooled diesel, reduce the cost of ownership.

"There isn't a car on the road that does not benefit from Citroën's design achievements," says Miles Williams, General Manager for Citroën in Australia. "With the C5, Citroën has not just set a new technical bench mark, it has also provided Australian car buyers with useful technology that makes driving easier, safer and more economical."

“For Citroën in Australia, the C5 will enable Citroën to move its sales forward to match the rest of the world, where Citroën factories are all running at excess of 100 per cent of capacity in a bid to keep up with demand for the Citroën range.”

The Citroën C5 range opens with Citroën C5 2.0 16V, priced at \$41,990 in five speed manual form and \$43,990 with a four speed Tiptronic-style electronic automatic gearbox. With the same self-shifting gearbox as standard, the turbo intercooled direct injection, common rail diesel Citroën HDi is, at \$43,750, actually costs less than its petrol counterpart, making the argument for the diesel Citroën C5 irresistible. Topping the range is the luxurious high performance C5, the 3.0 litre 24 valve V6 at \$56,990.

Hydractive 3: Self leveling, automatic adjustment to road and driving conditions

Fitted with the latest version of Citroën’s acclaimed hydropneumatic suspension, Hydractive 3, the Citroën C5 not only offers a level of ride comfort, handling and road holding that is only possible with a computer controlled hydraulic suspension, it also has the unique ability to lower itself at freeway speeds to reduce energy-sapping drag and boost stability and, when it detects rough roads, it automatically lifts itself up to clear obstacles.

Added to this is fully automatic self leveling suspension, which means that whatever the load, the Citroën C5 rides at the same height, with the same level of suspension travel and, when combined with passive four wheel steering and front wheel drive, a truly unique level of stability under all conditions and speeds.

Additionally, two versions, automatically change the suspension from soft to sporty settings, or the driver, at the flick of a button, may set the suspension to either an ultra smooth comfort setting or a sporty stiff suspension mode.

The overall design of the C5 is also highly unusual – or should that be unusually high. At 1.48 metres tall, the Citroën C5 is an uncommonly tall car. This, aided by the compact front wheel powertrain and the space-efficient suspension system, translates into a spacious interior and a

class-leading boot. The height, combined with a more upright driving position, also provides the driver with a raised, and therefore safer, sight line.

The Citroën C5 is the latest example of Citroën cars that have changed the shape of car design, not just historically with cars such as the Citroën DS and the 2CV, but also more recently with cars such as the Xsara Picasso, Plurial and the C3. Its dynamic style is both instantly recognizable and a real standout shape that is both functional and good-looking. Its sedan shape is complimented by the flexibility of also including a rear hatch that, combined with the split fold rear seats, endows the C5 with class leading versatility.

The C5 is also the debut of a new platform for the PSA Group that will also provide the basis for the ranging topping super luxury car, the Citroën C6 due to be launched in 2004.

Technical sophistication and innovation is liberally used throughout the new Citroën C5. The electrical system uses the latest computer controlled multiplex system which has the advantages of reducing the complexity and weight of the wiring system by 30 per cent and speeding servicing by enabling the service computer to check automatically a considerably wider range of the cars features and equipment.

The multiplexing system also enables the C5 to be fitted, depending on version, with an extensive range of advanced technology, including automatic wipers that switch on and off when it rains and adjust to the vehicle's speed; a glove box with its own chiller compartment; split climate control air conditioning that enables the front seat occupants to set their own temperature and it has a sun sensor so it can adjust both to exterior temperature and solar radiation; lights that automatically come on at dusk; electric windows that close automatically when it rains and a boot lid that locks automatically when the car is in motion.

The Citroën C5 engine range: High Tech Diesel joins 2.0 litre 16V & 3.0 litre 24V V6

The Australian Citroën C5 range consists of the 2.0 litre 16V with a manual or auto adaptive sequential gearbox and the auto adaptive sequential automatic only Citroën C5 2.0 HDi and 3.0 24V V6.

As befits such a technologically advanced car, the Citroën C5 has at its heart three highly sophisticated engines. In addition to the 2.0 litre 16V 101 kW four cylinder engine and the newly up rated 3.0 litre 24 valve V6 engine, which now boasts 157 kW, Citroën has included in its Australian range one of the most advanced diesel engines in the world.

The 2.0 litre HDi engine is a common rail, direct injection turbo charged intercooled diesel engine that produces not just 82 kW, but what is arguably more important in day to day driving, a very high torque figure of 255 Nm at just 1750 rpm. Naturally fuel consumption is extremely low, not just in the C5's own class, but by any measure.

The European standard shows the C5 HDi driver able to expect a fuel consumption figure of just 4.6 litres per 100 km on the open road and a combined country and city fuel figure of 5.6 l/100 km. Or, to put it another way, the C5 HDi is capable of up to 1500 km on a single tank of fuel.

This new engine is also remarkably clean. For a start, the very low fuel consumption translates into low carbon dioxide – the so-called 'greenhouse gas' - emissions which may only be reduced by burning less fuel. A combination of a fly by wire engine, that ensures the engine is only given the fuel it can use and no more, and major exhaust emissions are substantially reduced by up to 95 per cent.

The Citroën C5 2.0 litre 16 V benefits from a wide range of improvements made to the EW series of engines, including considerable reductions in weight owing to the lighter crankcase; a reduction in friction and operating clearances and optimized design of the combustion chamber and air intake line.

These three features combine low consumption, high torque at low engine speeds and driving pleasure and fitted with the manual five speed transmission, the Citroën C5 2.0 16V has a top speed of 208 kmh and it covers the dash to 100 kmh in 10.8 seconds. With the four speed automatic transmission, the figures are 202 kmh and 12.3 seconds.

With a capacity of 1,997 cc, the 2.0 litre 16V develops maximum power of 101 kW at 6,000 rpm and maximum torque of 186 Nm at 4,100 rpm, with torque of 170 Nm from 1,800 rpm. The 2.0i 16V engine weighs 140 kg, compared with 167 kg for its earlier generation predecessor.

The Citroën C5 24V V6 is powered by a major upgrade of the 3.0 litre V6 whose performance was acclaimed on the Xantia and the XM. It already had the driving pleasure, robust design 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 – 157 kW and 279 Nm – with lower fuel consumption.

This provides the top Citroën C5 with effortless performance to a top speed of 232 kmh via a 0-100 kmh time of 9.8 seconds for the Citroën C5 3.0 24V V6 automatic.

Fitted as standard on the Citroën C5 2.0 HDi and as an option on the C5 2.0 litre 16V, the four speed auto adaptive AL4 gearbox monitors both driving conditions and the style of driving and changes its gearchange pattern accordingly. The Citroën C5 V6, with its 4HP20 gearbox, is designed to respond to the high output of the six cylinder engine.

In addition to the fully automatic gearshift, both gearboxes offer Tiptronic-style manual gear shifting.

Citroën C5: Technology at the driver's command.

Citroën has always been renowned for its technology. The company logo, the famous double chevron, refers to one of Andre Citroën's most influential technical advances, the helical gears used today in every single car on the road. The Citroën C5 takes technology to a new level, but always ensures it is there to serve the Citroën C5's owner.

Hydractive 3 is the latest generation of Citroën's world-beating hydropneumatic suspension system that simply redefined ride comfort and suspension control. Hydractive 3, in addition to the superlative ride quality, offers the ability to automatically lower itself for greater stability

and reduce fuel sapping drag at freeway speeds, as well as the ability to automatically detect rough roads and lift itself up over obstructions.

The self leveling facility means that what ever the load, not only is the Citroën C5 riding level, it also offers the full amount of suspension travel and comfort. In addition, the 2.0 litre and 3.0 V6 versions automatically detect when the C5 is being driven in an enthusiastic manner and reset the suspension to a Sport mode. The driver can select manually the different ride heights and the Sport mode on the 2.0 litre and 3.0 litre petrol versions.

Multiplex electrics were introduced by Citroën on the Xsara, but with C5 this revolutionary electrical system is taken to a new level.

The usual maze of wires and cables fitted in a normal cars wiring loom is replaced by four ring mains, two for the drivetrain and two for accessories. As well as carrying electrical power around the car, these four ring mains are also the communications link for every electrical item in the car, telling every electrical item when and how to operate and transferring data around the car.

Multiplex wiring has multiple advantages for the Citroën C5 owner. The volume of wire in the car is more than halved. Even though the Citroën C5 has considerably more equipment and features than the Xantia it replaces, the C5 has just 15 kilos of wire compared to the 32 kilos in the Xantia. Less weight means lower fuel consumption. The Multiplex system speeds servicing as the car records work that needs doing and the Citroën C5 tells the Citroën service technician what work is required. As the car can 'talk' to every feature and item of equipment, fault finding is quick and easy. Safety is also enhanced as the driver can be quickly and easily informed of any problem.

The multiplex wiring system enables the Citroën C5 to offer a host of equipment and features, for example: interior lighting control, radio volume varying 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. Some of these features, such as the windows that close automatically when it rains, can be activated or deactivated on request when the vehicle is serviced.

Citroën C5: Space and luxury combined.

Traditional luxury features have not been abandoned in the search for new technology, though.

All versions of the Citroën C5 have front and rear electric windows, air conditioning, power steering, remote central locking, automatic windscreen wipers, electric door mirrors, rear folding arm rest, rear sun blind, glove boxes for both the front passenger and driver, drawers under the front seats, power sockets for computers and mobile phones, trip computer and multi function readout displays and a CD audio system with six speakers and steering column stalk-mounted controls.

The Citroën C5 2.0 litre 16V adds climate control air conditioning with split temperature control and front arm rests, while the C5 HDi benefits from the addition of a cruise control to make the most of the high tech diesel's long legged ability.

The Citroën C5 V6 adds to this package an eight speaker JBL audio system with a CD stacker under the driver's seat, alloy wheels, cruise control, electrically adjustable front seats, wood trim dashboard and auto lights with self adjusting height level.

Citroën C5: A total approach to safety

The Citroën C5 is fully equipped in the three key areas of road safety design: Preventative, Active and Passive safety.

Preventative safety includes features that help the driver to avoid situations that may lead to an accident and in the C5 these include wipers and lights working automatically, controls that are easy to use and reduce fatigue, a driving compartment that is both comfortable and focuses the driver on the task in hand.

Few cars come better equipped than the Citroën C5 in the area of active safety, or avoiding being involved in an accident. The combination of Hydractive 3 suspension, front wheel drive, responsive brakes, passive four wheel steering, ABS with EBD-equipped powerful brakes and responsive power steering assists the driver in every way to avoid an accident.

And should that accident prove inevitable, then Citroën C5 is fully prepared. Around the strong passenger compartment safety cell are impact absorbing beams that both progressively compress to absorb energy and distribute energy around the passenger cell and away from its occupants. A total of six air bags are fitted, two front, two side impact airbags for the front seat occupants and two curtain window airbags.

Citroën C5: Pushing Citroën sales forward in Australia

With its new levels of technical sophistication, high levels of equipment, its new style and its class leading size, the Citroën C5 is much more than a replacement for the Citroën Xantia and this will enable it to cover a wider section of the prestige and luxury sectors of the Australian car market. This will translate into increased sales and the continued growth of Citroën in Australia.

The style and technical sophistication will enable the Citroën C5 to successfully compete with all its traditional European competitors. Its interior size and the availability of a powerful V6 and an engine in the form of the HDi that is ideal for Australia's great distances, make it an ideal alternative to native grown luxury cars.

"Although it comes from the other side of the world, there could be few better cars for Australian condition than the Citroën C5," says Miles Williams, General Manager of Citroën Australia. "What other car can offer suspension that can smooth the worst of Australian roads and lift itself up over the nastiest bumps or have an engine that can run to 1500 km between fill ups or recognize how hot the Australian sun is and adjust the AirCon accordingly. We believe the Citroën C5 not only represents another major step forward in car design from a company is

renown for pushing out the frontiers of car technology, it also represents a car that will take Citroën sales in Australia to a new level.

The 2001 Citroën C5 range – Technical information

Please note: Data for manual versions of the HDi and V6 are provided for comparison reasons only; they are not part of the Australian Citroën C5 range.

Body	C5 2.0 16V		C5 2.0 HDi		C5 3.0 V6	
	Man	Auto	Man	Man	Auto	Man
CD	0.29		0.30		0.30	
S – CD-A	2.25/0.66		2.25/0.67		2.26/0.67	
CI: Front – Rear	0.25/0.27		0.28/0.28		0.33/0.21	
Engine	C5 2.0 16V		C5 2.0 HDi		C5 3.0 V6	
	Man	Auto	Man	Auto	Man	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		DW10 ATED		ES9J4S	
Bore x Stroke	85 x 88		85 x 88		87 x 82.6	
Capacity (cc)	1997		1997		2946	
Compression ratio	10.8:1		18:1		10.9:1	
Maximum power kW/rpm	101/6000		82/4000		157/6000	
Maximum torque Nm/rpm	186/4100		255/1750		279/2000	
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 2.0 HDi		C5 3.0 V6	
	Man	Auto	Man	Auto	Man	Auto
Type	BE4 5 speed	Auto active AL4	BE4 5 speed	Auto Active AL4	ML5T 5 speed	4HP20 by ZF
Clutch	Single dry disk	NA	Single dry disk	NA	Single dry disk	NA

Plate diameter (mm)	230	NA	230	NA	242	NA
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Gear ratios	1 st	0.289	0.367	0.293	0.367	0.325	0.368
	2 nd	0.535	0.667	0.561	0.667	0.561	0.675
	3 rd	0.781	1.000	0.892	1.000	0.838	1.000
	4 th	1.051	1.407	1.257	1.407	1.108	1.389
	5 th	1.257	~	1.645	~	1.364	~
	Reverse	0.300	0.407	0.318	0.407	0.318	0.389
	Final drive	0.240	0.240	0.246	0.368	0.246	0.290
Speed in kmh for 1000 rpm	1 st	8.08	10.4	8.4	12.1	9.4	10.9
	2 nd	14.93	18.9	16.0	22.1	16.2	20.0
	3 rd	21.80	28.4	25.5	33.1	24.2	29.6
	4 th	29.34	40.0	35.9	46.6	32.0	41.0
	5 th	35.08	~	47.0	~	39.5	~
	Reverse	9.0	11.6	9.1	13.5	9.2	11.5
Tyre circumference (mm)		1934	1934	1934	1934	1958	1958
Wheels & Tyres		C5 2.0 16V		C5 2.0 HDi		C5 3.0 V6	
		Man	Auto	Man	Auto	Man	Auto
Wheels		Alloy 6J 15-4-18				Alloy 6J 16-4-18	
Tyres		195/65 R15H				215/55 R16 W	
Low tyre pressure warning device		NA				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 2.0 HDi		C5 3.0 V6	
		Man	Auto	Man	Auto	Man	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	<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 <p>System controls for the driver and instrument readout</p>									
	Sport or Comfort mode		Single mode				Sport or Comfort mode			
Ride height changes	Ride height stays at normal setting unless driver manually selects a different height.									
Up to 110 kmh, normal road surface	Nose drops by 15 mm and tail drops by 11 mm, resets at 90 kmh									
Above 110 kmh	Nose and tail rises by 13 mm up to 70 kmh and then re sets.									
Poorly surfaced roads	Manually selected settings									
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, 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	S	C	S			C	S	C	S
Spring rate mm/100 kg										
Empty	138	81	141	83	93	89	116	73	108	68
Laden	108	64	110	65	74	71	93	59	88	55
Frequency Hz										
Empty	0.64	0.81	0.64	0.81	0.80	0.81	0.69	0.88	0.70	0.89
Laden	0.68	0.87	0.68	0.87	0.85	0.86	0.73	0.92	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	S	C	S			C	S	C	S
Spring rate mm/100 kg										
Empty	262	140	262	140	173	173	240	127	240	127
Laden	125	66	125	66	82	82	117	62	117	62
Frequency Hz										
Empty	0.65	0.89	0.65	0.89	0.80	0.80	0.67	0.91	0.67	0.91

Laden	0.79	1.08	0.79	1.08	0.96	0.96	0.80	1.09	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					
Brakes	C5 2.0 16V		C5 2.0 HDi		C5 3.0 V6					
	Man	Auto	Man	Auto	Man	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	NA		NA		ABS based anti slip regulator (ASR)					
Brakes - front	Ventilated disks									
Disk diameter (mm)	283		283		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 2.0 HDi		C5 3.0 V6					
	Man	Auto	Man	Auto	Man	Auto				
Length	4618									
Width	1770									
Height	1476									
Wheelbase	2750									
Track front/rear	1528/1493		1530/1495		1544/1509					
Over hang front/rear	971/897									
Turning circle										
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	456									
Seats up, to the roof	890									
Seats folded	1310									
Height to parcel shelf (mm)	550									
Minimum width (mm)	1170									
Maximum width (mm)	1298									
Length, seats up (mm)	985									
Length, seats down (mm)	1680									

Capacities	C5 2.0 16V		C5 2.0 HDi		C5 3.0 V6	
	Man	Auto	Man	Auto	Man	Auto
Fuel tank (l)	66		68		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	1.8	3	1.8	5.2
Suspension/Power steering	4.8					
Weights	C5 2.0 16V		C5 2.0 HDi		C5 3.0 V6	
	Man	Auto	Man	Auto	Man	Auto
Bare Body shell	293					
Bodyshell with doors and panels	463					
Kerb weight (kg)	1318	1325	1385	1410	1480	1520
Distribution front/rear	822/496	840/485	895/490	910/500	965/515	1000/520
Fully laden weight (GVW)	1845	1845	1905	1910	2010	2020
Max payload	527	520	520	500	530	500
Gross Train Weight (GTW)	3345	3345	3405	3410	3610	3420
Max axle weight, front/rear	1000/900	1000/900	1120/900	1120/900	1120/950	1140/950
Max towable weight (kg)						
Braked	1500	1500	1500	1500	1600	1400
Unbraked	695	700	730	740	750	750
Performance	C5 2.0 16V		C5 2.0 HDi		C5 3.0 V6	
	Man	Auto	Man	Auto	Man	Auto
Top speed (kmh)	208	202	192	188	240	232
0 – 100 kmh (secs)	10.8	12.3	12.5	13.9	8.2	9.8
0 – 400 m (secs)	17.6	18.7	18.4	19.3	15.9	17.0
0 – 1000 m (secs)	32.2	33.6	34.5	35.3	29.1	30.7
Acceleration 80 to 120 kmh						
4 th gear	11.5	8.2	10.6	10.8	8.8	5.8
5 th gear	16.0	~	14.4	~	11.6	~
Fuel Consumption and emissions (l/100 km)	C5 2.0 16V		C5 2.0 HDi		C5 3.0 V6	
	Man	Auto	Man	Auto	Man	Auto
Australian AS figures	9.0	9.5	~	6.8	~	10.5
EC Directive 93/116						
Urban cycle	11.5	12.3	7.4	8.9	13.9	14.5
Extra urban	6.4	6.4	4.6	4.6	7.1	7.6
Combined cycle	8.3	8.6	5.6	6.5	9.6	10.2
Co ² emissions (g/km)	197	206	147	173	226	241

The Citroën C5 - Features and Equipment

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

	C5 2.0 16V	C5 2.0 HDi	C5 3.0 V6
Exterior			
Alloy wheels, cast alloy	O	O	4
Central Locking, remote with close feature for windows and sunroof, when fitted	4	4	4
Colour matched bumpers and door handles	4	4	4
Door mirrors, folding	NA	NA	4
Door mirrors, heated, electrically operated	4	4	4
Sunroof, electric	O	O	O
Wheels, stamped alloy with wheel trim	4	4	NA
Windows, auto closing in the event of rain and rain sensor activated	4	4	4
Windows, front electric, one touch, anti pinch	4	4	4
Windows, powered after ignition switch of on a timer	4	4	4
Windscreen wipers, auto slow when car stationary	4	4	4
Interior			
Air conditioning, manual system	NA	4	NA
Air conditioning with climate control and separate left/right settings, sun sensor and anti odour pollen filter	4	NA	4
Armrest, rear with ski flap and cup holder	4	4	4
Armrests, front, foldaway	4	NA	4
Audio system with CD, FM, AM and steering column mounted controls	4	4	4
Audio system with variable volume with road speed	4	4	4
Boot net	4	4	4
Boot tie down points	4	4	4
Cruise control	NA	4	4
Cup holders, front	2	2	2
Dashboard trim, wood	NA	NA	4
Deadlocks	4	4	4
Door sills, chrome trimmed	NA	NA	4
Drawers under the front seat	4	4	4
Glove box, chiller compartment	4	4	4
Glove box, driver's side	4	4	4
Glove box, illuminated	4	4	4
Glove box, lockable	4	4	4
Headrests, front, height and rake adjustable	4	4	4
Headrests, rear, two position	4	4	4
Interior lights, front map reading	4	4	4
Lights, rear foot well and door sills	NA	NA	4

Multifunction screen with trip computer, radio information, date, time, exterior temperature, door opening, warning messages	4	4	4
Power socket, 12 volt	4	4	4
Rear seat, split folding 60/40	4	4	4
Seat, Driver's height adjustable	4	4	4
Seat, front passenger, height adjustable	4	4	4
Steering wheel, height and rake adjustable	4	4	4
Sun visor, two sections, driver and front passenger	4	4	4
Sunblind, rear	4	4	4
Vanity mirror, driver and front passenger	4	4	4
Safety/Mechanical			
ABS anti-lock brakes with EBD	4	4	4
Airbag, driver	4	4	4
Airbag, passenger	4	4	4
Airbag, rear curtain	4	4	4
Airbag, side front	4	4	4
ASR anti slip regulator	NA	NA	4
Boot lock automatically engages when driving	4	4	4
Door impact absorbing material	4	4	4
Fog lights, front	4	4	NA
Fog lights, rear	4	4	4
Headlight washers	NA	NA	4
Hydractive 3 suspension	NA	4	NA
Hydractive suspension with comfort and sport settings	4	NA	4
Immobiliser, rolling code with transponder	4	4	4
Lights, automatic activation at dusk	4	4	4
Reversing aid, audible warning device	NA	NA	4
Seatbelts, front and rear, force limiters	4	4	4
Seatbelts, front, height adjustable	4	4	4
Seatbelts, front, pyrotechnic pretensioners	4	4	4
Speed warning device	4	4	4
Steering, engine speed sensitive assistance	4	4	NA
Steering, vehicle speed sensitive assistance	NA	NA	4
Tyre pressure detector	NA	NA	4
Windscreen wipers, rain sensing automatic	4	4	4
Xenon headlights	NA	NA	4