



2017





# Adult Occupant



91%

# Child Occupant



Safety Assist

87%

Pedestrian



73%



76%

## **SPECIFICATION**

Tested Model	DS 7 Crossback BlueHDi 1,5l Manual 6 'Be Chic', LHD
Body Type	- 5 door SUV
Year Of Publication	2017
Kerb Weight	1420kg
VIN From Which Rating Applies	- all DS 7 Crossbacks
Class	Small Off-Road

# **SAFETY EQUIPMENT**

	Driver	Passenger	Rear
FRONTAL CRASH PROTECTION			
Frontal airbag	•	•	×
Belt pretensioner	•	•	•
Belt loadlimiter	•	•	•
Knee airbag	×	×	×
SIDE CRASH PROTECTION			
Side head airbag	•	•	•
Side chest airbag	•	•	0
Side pelvis airbag	×	×	×



# SAFETY EQUIPMENT (NEXT)

	Driver	Passenger	Rear
CHILD PROTECTION			
Isofix	_	0	•
Integrated CRS	_	×	×
Airbag cut-off switch	_	•	_
SAFETY ASSIST			
Seat Belt Reminder	•	•	•

OTHER SYSTEMS	
Active Bonnet (Hood)	×
AEB Pedestrian	•
AEB City	•
AEB Inter-Urban	•
Speed Assistance System	•
Lane Assist System	•

Fitted to the vehicle as standard	Fitted to the vehicle as part of the safety pack
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Ċ	Not fitted to the test vehicle but available as option or as part of the safety pack	💥 Not available	— Not applicable
•	<i>y</i>	<b>~</b>	



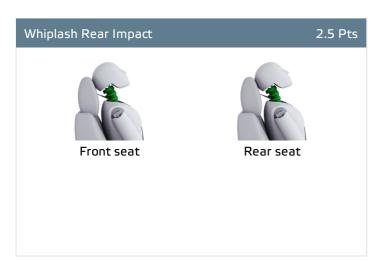


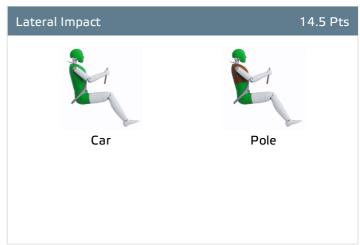
Total 35.0 Pts / 91%

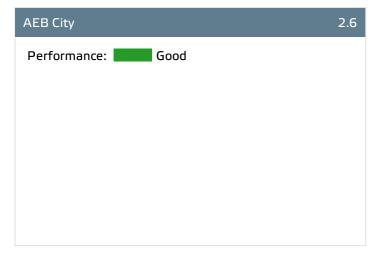
















Total 35.0 Pts / 91%

#### Comments

The passenger compartment of the DS 7 Crossback remained stable in the frontal offset test. Dummy numbers indicated good protection of the knees and femurs of the driver and passenger. DS demonstrated that a similar level of protection would be provided to occupants of different sizes and to those sat in different positions. In the full-width rigid barrier test, protection of the driver and rear passenger was good or adequate for all critical areas of the body. In the side barrier test, protection was good and the DS 7 Crossback scored maximum points in this test. However, in the more severe side pole test, protection of the chest was rated as weak, based on dummy readings of rib compression. Tests on the front seats and head restraints demonstrated good protection against whiplash injuries in the event of a rearend collision. A geometric assessment of the rear seats also indicated good whiplash protection. The DS 7 Crossback has an autonomous emergency braking system as standard. In tests of its functionality and the low speeds, typical of city driving, at which many whiplash injuries are caused the system showed good performance with collisions avoided or mitigated at all test speeds.



Total 43 Pts / 87%



## Crash Test Performance based on 6 & 10 year old children

24 Pts





Restraint for 6 year old child: *Britax Romer Kidfix XP* Restraint for 10 year old child: *Graco Booster* **Safety Features** 

7 Pts

	Front Passenger	2nd row outboard	2nd row center
Isofix	0	•	×
i-Size	0	•	×
Integrated CRS	×	×	×

Fitted to test car as standard

O Not on test car but available as option

🗶 Not available

#### **CRS Installation Check**

12 Pts

Install without problem
Install with care
Safety critical problem
X Installation not allowed

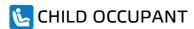
### i-Size CRS









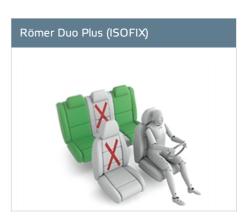


Total 43 Pts / 87%

#### ISOFIX CRS









#### Universal Belted CRS

Römer KidFix XP (Belt)











Total 43 Pts / 87%

		Seat Pos	ition	
	Front		2nd row	
	PASSENGER	LEFT	CENTER	RIGHT
Maxi Cosi 2way Pearl & 2wayFix (rearward) (iSize)		•		•
Maxi Cosi 2way Pearl & 2wayFix (forward) (iSize)		•		•
BeSafe iZi Kid X2 i-Size (iSize)		•		•
Maxi Cosi Cabriofix & FamilyFix (ISOFIX)		•		•
BeSafe iZi Kid X4 ISOfix (ISOFIX)		•		•
Römer Duo Plus (ISOFIX)		•		•
Römer KidFix XP (ISOFIX)		•		•
Maxi Cosi Cabriofix (Belt)	•	•	•	•
Maxi Cosi Cabriofix & EasyBase2 (Belt)	•	•	×	•
Römer King II LS (Belt)	•	•	•	•
Römer KidFix XP (Belt)	•	•	•	•

Install without problem

Install with care

Safety critical problem

★ Installation not allowed

#### Comments

The DS 7 Crossback scored maximum points for its protection of 6 year and 10 year children in Euro NCAP's tests. Protection of all critical body areas was good in both the frontal offset and side barrier tests. The front passenger airbag can be disabled to allow a rearward-facing restraint to be used in that seating position. Clear information is provided to the driver regarding the status of the airbag and the system was rewarded. All of the restraint types for which the DS 7 Crossback is designed could be properly installed and accommodated in the car.



# 🚶 PEDESTRIAN PROTECTION

Total 30.8 Pts / 73%

GOOD ADEQUATE MARGINAL WEAK POOR

Pedestrian Protection 30.8 Pts



Head Impact	14 Pts
Pelvis Impact	6 Pts
Leg Impact	6 Pts

EB Pedestrian		4.8 Pt
System Name	Active Sa	fety Brake
Туре	Auto-Brake with Forw	ard Collision Warning
Operational From	5 K	m/h
Additional Information	Defaults on for every journey; operates	above 40km/h and in low ambient light
DEDECORMANCE I		
PERFORMANCE   PROPERTY   PROPERTY		
ERPORMANCE	Autobrake	e Function
ERFORMANCE	Autobrake Avoidance	e Function Mitigation
Running Adult crossing from Farside		
	Avoidance	Mitigation
Running Adult crossing from Farside	Avoidance  Collision avoided up to 35 km/h	Mitigation Impact mitigated up to 50 km/h

#### Comments

The protection provided by the bonnet to the head of a struck pedestrian was predominantly good or adequate. Poor results were recorded along the base of the windscreen and on the stiff windscreen pillars. The bumper scored maximum points in tests of the protection offered to pedestrians' legs, with good results at all locations. Similarly, the protection provided to the pelvis area was also good. The autonomous emergency braking system can detect pedestrians as well as other vehicles and performed well in tests of this functionality, with collisions avoided or mitigated in most scenarios and test speeds.





Speed Assistance 2.5 Pts

System Name	Speed Limiter with speed limit recognition
Speed Limit Information Function	Camera based, subsigns supported
Warning Function	System advised
Speed Limitation Function	System advised (accurate to 5km/h)

Seat Belt Reminder 3 Pts

Applies To	All seats		
Warning	Driver Seat	front passenger(s)	rear passenger(s)
Visual	•	•	•
Audible	•	•	•

Lane Support 1.7 Pts

System Name	Lane Departure Warning
Туре	Lane Departure Warning
Operational From	60 km/h
Warning	Audible and Visual
PERFORMANCE	
LDW Confirmation Test	Pass





Total 9.2 Pts / 76%

AEB Interurban 2 Pts

System Name	Active Safety Brake			
Туре	Forward Collision Warning with Auto-Brake			
Operational From	5 Km/h			
Additional Information	Default On			
PERFORMANCE   PE				
Operational Speed	5-85 Km/h	5-250 Km/h		
	Autobrake Function Only	Driver reacts to warning		
Approaching a stationary car	See AEB City	Crash avoided up to 55km/h. Crash speed reduced up to 80km/h.		
Approaching a slower moving car	Crash avoided up to 40km/h. Crash speed reduced up to 70km/h.	Crash avoided up to 80km/h.		
FOLLOWING A CAR AT SHORT DISTANCE				
Car in front brakes gently	Mitigation	Avoidance		
Car in front brakes harshly	Mitigation	Mitigation		
FOLLOWING A CAR AT LONG DISTANCE				
Car in front brakes gently	Mitigation	Avoidance		
Car in front brakes harshly	Mitigation	Avoidance		

## Comments

Tests of the autonomous emergency braking system at highway speeds demonstrated good performance. The speed assistance system uses a camera to recognise the local speed limit and allows the driver to easily set the limiter appropriately. The lane assistance system warns the driver when the car is drifting out lane. A seatbelt reminder system is also standard and covers the front and rear seats.



# **RATING VALIDITY**

## Variants of Model Range

Body Type	Engine & Transmission DrivetrainRating Applie			
			LHD	RHD
5 door SUV	1.2 petrol, manual	4 x 2	<b>✓</b>	<b>✓</b>
5 door SUV	1.6 petrol (180 & 225), auto	4 x 2	✓	✓
5 door SUV	1.5 diesel, manual* and auto	4 x 2	✓	✓
5 door SUV	2.0 diesel, auto	4 x 2	✓	✓

<sup>\*</sup> Tested variant

### Annual Reviews and Facelifts

Date Event Outcome November 2017 Rating Published

2017 \* \* \* \* \*

