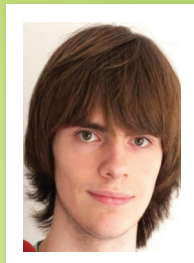


Review of the Citroën C5 Aircross



by Fraser Lucas



LOOKS

The overall profile of the C5 Aircross hasn't seen much change from the older car. The chunky, plump proportions are all there, but the finer details are altered. Its lights have a blade-like signature and are deliberately spaced out to allow a more futuristic appearance. You can easily recognise that special Citroën wackiness that does more charm than harm.

HANDLING AND PERFORMANCE

The old car was a softy and the new one refuses to break character. An increase in weight does mean the suspension is a bit stiffer, but that doesn't stop the ride from being buttery and well-mannered. A drawback is the lack of engaging handling, but the comfort factor is good enough not to care too much. Power on tap comes from the choices of a 1.2 petrol with 145 BHP, a 1.6 plug-in hybrid with 192 and an electric option featuring 320 or 421 miles of range, depending on whether you choose the longer-range version.

PRACTICALITY

A smartly dressed cabin with a cloth-laden dashboard grants the intended effect of sitting in a living room on the move. Citroën purists may find it lacks the funky oddity cars of both recent and distant past enjoyed, but they won't be complaining about the lack of wiggle room. On top of that, the boot is a giant cave. So much so, it's a wonder you don't even have the option of a third seating row.

COST

Prices for the standard 1.2 petrol start at £30,495 and go up to £35,775. The 1.6 hybrid will set you back £38,855, while the electric e-C5 Aircross will cost between £34,065 and £43,965. Citroën is currently angling itself as more of a rival for Dacia's customers, so its renewed focus on affordability shows. However, heated wing mirrors, keyless start and a wireless phone charger are just some of the toys from the big, long list of equipment on every car.



Verdict

Aside from the extra drivetrains, it's a steady evolution for the new C5 Aircross, where it builds on what worked and sticks to the script as the cheap and cheerful alternative for large family car markets. It knows the job it's getting and so knows how to do it with that classically unique Citroën style.