



SPECIFICATIONS

Tested model	Citroen Basalt
Body type	5 door SUV
Year of publication	2025
Crash test weight (KG)	1337
VIN from which Rating applies	
Made in	Brazil
Test valid for	Latin NCAP market



SAFETY EQUIPMENT

SAFETY EQUIPMENT			
	DRIVER	PASSENGER	REAR
FRONTAL CRASH PROTECTION			
Frontal airbag	YES STANDARD	YES STANDARD	NOT APPLICABLE
Belt pretensioner	YES STANDARD	YES STANDARD	NOT AVAILABLE
Belt Loadlimiter	YES STANDARD	YES STANDARD	NOT AVAILABLE
Knee airbag	NOT AVAILABLE	NOT AVAILABLE	NOT APPLICABLE
SIDE CRASH PROTECTION			
Side head curtain airbag	NOT AVAILABLE	NOT AVAILABLE	NOT AVAILABLE
Side head (thorax head) airbag	NOT AVAILABLE	NOT AVAILABLE	NOT AVAILABLE
Side Chest airbag	YES STANDARD	YES STANDARD	NOT AVAILABLE
Side pelvis airbag	NOT AVAILABLE	NOT AVAILABLE	NOT AVAILABLE
CHILD PROTECTION			
ISOFIX	NOT APPLICABLE	NOT AVAILABLE	YES OUTBOARD SEATS
Integrated CRS	NOT APPLICABLE	NOT AVAILABLE	NO
Airbag cut out switch	NOT APPLICABLE	NO	NOT APPLICABLE
SAFETY ASSIST			
Seat Belt Reminder (SBR)	YES STANDARD	NOT AVAILABLE	NOT AVAILABLE
OTHER SAFETY SYSTEMS			
ESC standard		YES STANDARD	
GTR 9 - UN 127 Pedestrian protection	MEETS UN 127 STANDARD		
AEB Pedestrian	NOT AVAILABLE		
AEB City		NOT AVAILABLE	
AEB inter-Urban	NOT AVAILABLE		
Speed Assist System		NOT AVAILABLE	

NOT AVAILABLE

Lane Assist system



FRONTAL OFFSET DEFORMABLE BARRIER

9.87 p

WHIPLASH REAR IMPACT

1.87 p





FRONTAL PASSENGER



SIDE POLE IMPACT TEST (Pole) this test is inly performed if side head impact protection is present, otherwise it scores 0

NO TEST

8.0 p

SIDE MOVABLE DEFORMABLE BARRIER TEST (car)



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GOOD

ADEQUATE MARGINAL

WEAK

POOR

UN R32	(max 1	point)
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AEB City (max 3 points)

1

1

Rescue Sheet (max 1 point)

NO TEST

FUEL LEAKAGE DETECTED IN ANY TEST CONFIGURATION

NO



ADULT OCCUPANT

15.75 points 39.37%



COMMENTS

Adult Occupant - Frontal impact: The protection offered to the driver and passenger head and neck was good. Driver chest showed marginal protection and passenger's chest showed weak protection following a pretensioner underperformance. Driver's and passenger knees showed marginal protection as they can impact dangerous structures behind the fascia. Driver's and Passenger's tibias showed adequate protection. Footwell area was rated as stable. The bodyshell was rated as unstable and it is not capable of withstanding further loadings. Side impact: Head, abdomen chest and pelvis showed good protection. Side Pole Impact: test was not performed as the car does not offer standard side head protection airbags. Whiplash: the seat showed marginal protection to the adult neck. UN R32: the car meet the rear impact structure requirements. AEB City: the car does not offer AEB City and the car does not meet the minimum passive safety protection to eventually consider AEB for scoring. Rescue sheet: available according to Latin NCAP criteria.

CHILD RESTRAINT SYSTEM

Dynamic score: 19.88 (max 24)

Installation score: 4.71 (max 12)

Vehicle assessment score: 4.00 (max 13)

	CHILD RESTRAINT	DYNAMIC SCORE	CRS TYPE	ADJUST	POSITION
18 month old child	Joie i-Spin	Front 7.95 (8 max) Side 4.00 (4 max)	i-SIZE	ISOFIX/LEG	RWF
3 year old child	Joie i-Spin	Front 7.93 (8 max) Side 0.00 (4 max)	i-SIZE	ISOFIX/LEG	RWF

	Front Passenger	2nd row outboard	2nd row centre
ISOFIX	NOT AVAILABLE	YES STANDARD	NOT AVAILABLE
I-Size	NOT AVAILABLE	YES STANDARD	NOT AVAILABLE
Integrated CRS	NOT AVAILABLE	NOT AVAILABLE	NOT AVAILABLE

CRS INSTALLATION ASSESSMENT

						2ND ROW	
REFERENCE LIS	ST			RIGHT	LEFT	CENTER	RIGHT
Group 0+	Peg Perego V	iaggio Switchable		×	×		×
Group 0+	Roemer Baby	Safe		X		\circ	
Group 0+	Bébé Confort	Streety Fix / Maxi Cosi Citi SPS		×			
Group I	Peg Perego V	iaggio Switchable FWF		0		•	
Group I	Graco Cadeira Nautilus FWF		\circ				
Group II/III	Burigotto Multipla 1,2,3			0			
Group II/III	Graco Cadeira	a Nautilus		\circ			
MANUFACTUREF	₹			RIGHT	LEFT	CENTER	RIGHT
Q1.5	Joie i-Spin	ISOFIX/LEG		×		0	
Q3	Joie i-Spin	ISOFIX/LEG		×		\circ	
Pass	X Fail	○ Exempt		*F	ail only du	ue to failed r	marking



28.59 points 58.35%



COMMENTS

Child Occupant - The child seat for the 3-year-old child was installed rearward facing using ISOFIX anchorages and support leg. It was capable of preventing head exposure and offered good protection. The Q1.5 was installed rearward facing using ISOFIX anchorages and support leg, the CRS prevented the head exposure offering almost full protection showing slightly higher chest deceleration. Side Impact: the Q1.5 CRSs offered full protection while the head of the Q3 dummy contacted the inside of the vehicle during crash. Some of the CRSs tested for installation failed. The car has ISOFIX anchorages as standard meeting also i-size requirements. All seating positions are equipped with three-point seatbelts. Airbag warning when a rearward CRS is installed in the passenger seat does not meet Latin NCAP requirements. The car does not have passenger airbag disconnection.

PEDESTRIAN PROTECTION (pasive)

25.62 points

The car meets regulation UN 127 for pedestrian protection



	Points	Max score
Head impact	13.68	24
Upper Leg impact (Pelvis)	5.95	6
Lower Leg impact (Leg)	6.00	6

AEB PEDESTRIAN AND VULNERABLE ROAD USERS

NO TEST

Balance factor for Pedestrian protection (until 2022)

Name of System	-
speed range Minimum (km/h)	-
speed range Maximum (km/h)	-

PERFORMANCE

Summary	Percentage
Adult Running, farside, 50%	-
Adult Walking, nearside, 25%	-
Adult Walking, nearside, 75%	-
Child Running, nearside oscured, 50%	-
Human Machine Interaction	-



PEDESTRIAN PROTECTION

25.62 points 53.38%



COMMENTS

Pedestrian Protection - The car proved to meet Pedestrian protection UN127 regulations. The car showed majority of head impact areas with good and adequate and marginal protection, fewer poor areas close to windscreen and A pillar and good protection towards the centre of the hood. Upper leg performance was adequate to good. Lower leg performance showed good protection. **AEB VRU:** the car does not offer AEB VRU.



SPEED ASSISTENCE

NO TEST

SEAT BELT REMINDER

0.00 points

(this feature scores only if it is standard in all versions)

(this feature scores only if it is standard in all versions)

Warning	Driver	Passenger	Rear Passenger
Visual	✓	×	×
Audible	×	×	×

LANE SUPPORT SYSTEMS **NO TEST**

LDW is not available according to Latin NCAP requirements

LKA is not available according to Latin NCAP requirements

System Name	-
Functionality	-
Operational from (km/h)	-
Warning	-

PERFORMANCE

ROAD EDGE DETECTION (this feature scores only if it meets the fittment rates required)

NO TEST

BLIND SPOT DETECTION (this feature scores only if it meets the fittment rates required)

NO TEST

ESC 15.00 points

ESC IS STANDARD IN ALL VERSIONS

ESC Meets regulatory requirements of Latin NCAP

MOOSE TEST - for information only - no scoring

ADAC MOOSE TEST

95 Max Speed Achieved in test without failures (km/h)

MOOOSE TEST: CONSUMER TESTING

Max Speed Achieved in test without failures (km/h) 75

AEB Interurban (this feature score	es only if it me points ets the fitment rates required)	NO TEST
System Name	-	
Functionality	-	
Operational from (km/h)	-	

PERFORMANCE

	AEB	Driver Reacts to warning
Operational Speed (km/h) Min Max	-	-
Approaching a slower moving car	-	-

FOLLOWING A CAR AT SHORT DISTANCE

	AEB	Driver Reacts to warning
Car in front brakes gently	-	-
Car in front brakes harshly	-	-

FOLLOWING A CAR AT LONG DISTANCE

	AEB	Driver Reacts to warning
Car in front brakes gently	-	-
Car in front brakes harshly	-	-



SAFETY ASSIST

15.00 points 34.88%



COMMENTS

Safety Assist - SBR: The car offers SBR only in front driver seating position and nothing for the front passenger or rear seats. Driver position SBR also does not meet Latin NCAP requirements. ESC: The car offers ESC as standard. The Moose test performance reached a maximum of 95 km/h under ADAC Moose test and 75 km/h under Consumer Moose test. SA: the car dos not offer a speed limitation device as standard. BSD: Not available according to Latin NCAP technical and availability requirements. LSS and RED: Not available according to Latin NCAP technical and availability requirements. **AEB Interurban:** Not available according to Latin NCAP technical and availability requirements.

