

C6 Safety Features

Some of the Safety Features

C6Dave, 07 January 2010

ACTIVE FRONT HEAD RESTRAINTS + 9 AIRBAGS



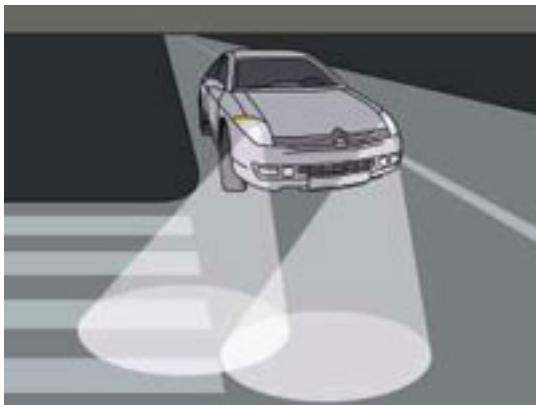
In the event of rear impact, the active front head restraints mechanism of the Citroën C6 reduces the risk of neck injuries. It works by automatically moving the headrest forwards towards the nape of the occupant's neck at the same moment as they are restrained by the seatbelt.

To provide maximum protection for all the occupants, the Citroën C6 is equipped with no less than nine airbags. In the front, the driver's airbag is adaptable with its pressure and deployment volume varying from 42 to 83 litres, being determined by the severity of any impact.

An additional 20-litre airbag, situated beneath the steering wheel, protects the driver's knees, while the 120-litre passenger airbag completes the safety arrangements dedicated to the front seats. Four side airbags at thorax level keep the occupants safe in the event of a side collision. Curtain airbags sited in the roof deploy from top to bottom to protect the heads of front and rear passengers.

Three-point anchor seatbelts with pyrotechnical pre-tension and force limiter are fitted to the front and rear side seats, while the three-point belt of the centre seat comes equipped with a belt webbing lock.

XENON DUAL FUNCTION HEADLAMPS



The Xenon dual function headlamps on the Citroën C6 use discharge lamp technology for dipped and full beam. The efficiency of the light intensity generated is further increased by the directional headlamps.

This technology pioneered by Citroën means that the car directs the beams according to the angle of lock of the steering wheel and the car's speed.

When cornering, the internal beam lights up the dark road ahead with an angle of around 15°, while the exterior beam pivots at a less pronounced angle, so that both the anticipated trajectory and the entire width of the road are illuminated at the same time.

THE HEAD UP DISPLAY



The head up display shows key driving data directly within the driver's field of vision, so that nothing detracts from what matters most.

This system can be activated or de-activated at any time and the position, the type of information and the brightness can also be changed.

A special display located in the dashboard generates an image relayed by an optical system which then projects it onto the windscreen within the driver's line of vision.

By means of refraction, the driver then sees the data displayed in a virtual image that is produced level with the front of the car.

ABS + EBD + EBA + ELECTRIC PARKING BRAKE



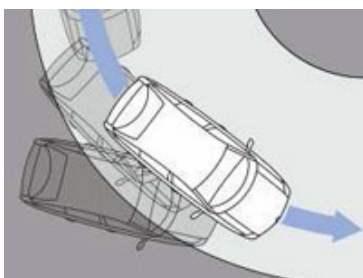
The Anti-lock Braking System (ABS) electronically regulates braking pressure to avoid wheel-locking so the driver can maintain road holding and the ability to steer the vehicle when braking.

Connected to the ABS, the Electronic Brakeforce Distribution (EBD) ensures braking pressure is evenly applied to the wheels (front-rear and right-left) so that, should the need arise, maximum effect can be achieved from the braking power.

Emergency Braking Assistance (EBA) instantly amplifies braking pressure in the event of an emergency so that the stopping distance is the shortest possible. It also automatically activates the hazard warning lights to alert drivers behind.

The electric parking brake comes into effect via a control located on the central console. It automatically determines the amount of force required to keep the vehicle in a stationary position.

ESP + ASR



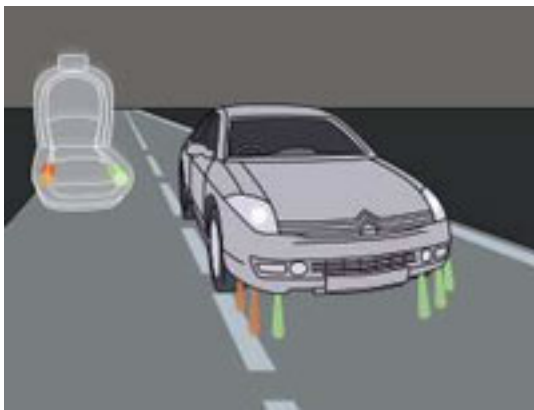
The ESP (Electronic Stability Program) operates automatically on the distribution of braking power together with engine speed to stabilise the trajectory of the car on bends as soon as any risk of oversteer or

understeer has been detected by the system's electronic sensors.

The traction control (ASR) is linked to the ESP and immediately reduces the excess power to the driving wheels in the event of wheel spin.

It also operates when moving off should excessive acceleration be applied on a slippery road surface.

LDWS (depending on specification)

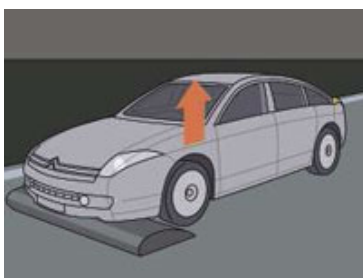


To prevent risks caused by any lapses in the driver's attention, the Lane Departure Warning System (LDWS) reacts to any inadvertent lane departure on a fast road.

If the car leaves its lane at over 50 mph, sensors located beneath the front of the car detect the lane departure. If the indicator has not been activated, the central calculator immediately triggers one of the two vibrators located in the seat, on the left and on the right.

In this way the driver knows to which side the car is veering and can then take corrective action.

ACTIVE SUSPENSION



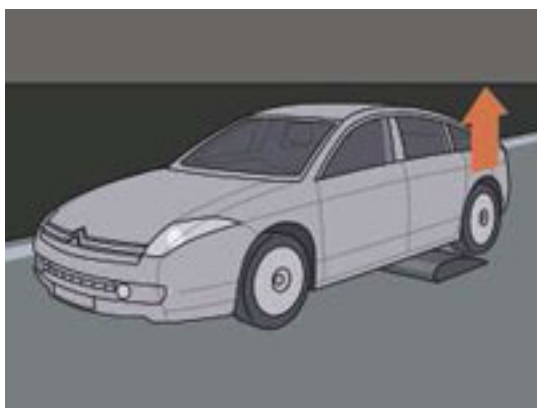
The new active suspension with adjustable springing and damping ensures:

- " a constant height, whatever the load
- " a variable height depending on speed and the profile of the road.

To achieve the best balance between stability and comfort, sensors constantly monitor the height of the body and transmit data in real time to the suspension calculator which then adjusts the height of the car in relation to its speed. At higher speeds, road holding is optimised by the automatic reduction of ground clearance by approximately 10 mm.

As soon as the condition of the road surface no longer allows it or the speed drops, the car automatically resumes its normal height. On the other hand, when the road condition deteriorates requiring a reduced speed, the calculator generates an increase in ground clearance by approximately 10 mm.

At speeds over 40 mph or whenever the road improves, the car once again resumes its normal ground clearance.



The efficiency of the Citroën C6's active suspension is reinforced by a variable damping system. Each wheel is fitted with a vertical wheel clearance sensor and an electronically adjusted variable absorber.

The absorber manages vertical movements in real time and independently selects for each wheel the most suitable damping rate. Dampers may be adjusted up to as many as 400 times a second to maximise filtration of road surface irregularities.

The dampers vary between a highly damped setting for comfort and a fixed setting delivering maximum body stability for dynamic driving. In this way, the active suspension system, with its adjustable springing and damping, controls the C6's comfort of ride and road holding as determined by the road surface condition, speed and the driver's individual driving style.

So with the Citroën C6 the driver can enjoy the best combination of comfort and on-road performance for optimum driving pleasure.