



DS5 Review

By Tim Barnes-Clay, Motoring Journalist - tweeting @carwriteups

The DS5 used to have a Citroën badge on it. But not anymore.

DS is now a brand in its own right, and the DS5 is the first separate model the French auto maker has produced.

The most evident changes are to the motor's 'face', where the fresh DS company grille makes its entrance. It supersedes the old snout which sported the dual Citroën Chevrons as its moniker. Now the grille is more erect and gets a fat, gleaming surround. There have also been nips and tucks to the headlights and to the appearance of the lower bumper.

Step inside the DS5, and the unique cabin - similar to that of an aircraft, with switches everywhere, including the roof - now gets a touchscreen, Mirror Link for smartphones and a sat-nav system as standard on both Prestige and Elegance trims. The most significant alterations to the latest DS5, though, are under the metal.

When the first DS5 came out four years ago, it was instantly criticized for the chassis' shortfalls.

Not only did the earliest models blunder over the edges of Britain's pothole-ridden roads, but the rear suspension's endeavours to soak up the jolts also brought about a booming knocking feel.

Citroën stepped up to the plate and pretty much fixed this, but wheeling out the new DS model was the best thing to do, because it's 100% sorted now. The reason for this is because the DS5 of today has a taller ride height as well as renewed shock absorbers.

Now, the media often gets sent the highest trim level car to test, and DS didn't disappoint here - sending me the DS5 in flagship, 'Prestige' guise.

Behind the wheel, my BlueHDi 150 press car motored along well, hooked up to a six-cog manual gearbox. The 147bhp 2.0-litre turbodiesel engine is quiet, and fairly quick, but this is no racing car. Expect body roll if you chuck it through corners and if you keep



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hammering the bends, don't be surprised if you lose front-end traction pretty swiftly, too.

The DS5 does churn out lots of mid-range thrust, though. This is good for when you want to build up speed without changing gear, making motorway commuting more of a relaxing experience than a chore.

The raised ride height makes it very easy to get comfortable, and the 'in-yer-face' dashboard, combined with a shallow windscreen, give you a sense of inclusion. Things are a bit snigger for your rear passengers, and the lack of room in the glove box and the absence of cup holders is a bit of a let-down, too. Thankfully, the large, rectangular boot goes a long way to make up for it, as it will gladly consume everyone's luggage.



If you are bored to tears by all the German cars you see on our roads, then this DS will charm you with its stand-out-of-the-crowd

looks alone. You will also like this DS5 if you enjoy a raised ride height but don't want a sport utility vehicle (SUV).

As well as being a handsome looking car with lots of road presence, the DS5 is one of the safest motor's on the market, having achieved a five star Euro NCAP safety rating. Economy throughout the whole range is excellent, too, with the Prestige BlueHDi 150 returning an official combined average of 68.9mpg.

PROS

- Looks • Refinement • Economy • Kit

CONS

- No cup-holders

FAST FACTS

- Max speed: 127 mph
- 0-62 mph: 10.9 secs
- Combined mpg: 68.9
- Engine layout: 1997cc, 4 cylinder, 16 valve turbo diesel
- Max. power (bhp): 147
- Max. torque (lb.ft): 273
- CO2: 105 g/km
- Price: £29,560