

# TEST RESULTS

## Opel Meriva

Opel Meriva 1.4 'Enjoy', LHD

2010



ADULT OCCUPANT



CHILD OCCUPANT



PEDESTRIAN



SAFETY ASSIST

### ADULT OCCUPANT

Total 32 pts | 89%

#### FRONTAL IMPACT

14,2 pts



Driver



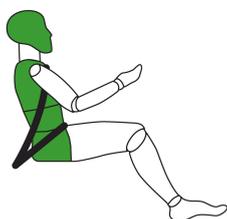
Passenger

#### SIDE IMPACT CAR

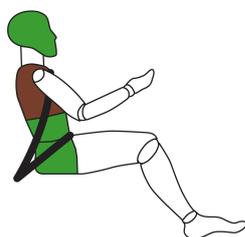
8 pts

#### SIDE IMPACT POLE

6,5 pts



Car



Pole

#### REAR IMPACT (WHIPLASH)

3,3 pts



#### FRONTAL IMPACT

##### HEAD

Driver airbag contact	stable
Passenger airbag contact	stable

##### CHEST

Passenger compartment	stable
Windscreen Pillar rearward	3mm
Steering wheel rearward	none
Steering wheel upward	none
Chest contact with steering wheel	none

##### UPPER LEGS, KNEES AND PELVIS

Stiff structures in dashboard	none
Concentrated loads on knees	none

##### LOWER LEGS AND FEET

Footwell Collapse	none
Rearward pedal movement	accelerator - 38mm
Upward pedal movement	brake - 21mm

#### SIDE IMPACT

Head protection airbag	Yes
Chest protection airbag	Yes

#### WHIPLASH

Seat description	Standard, cloth, 4 way manual adjust
Head restraint type	Passive
Geometric assessment	1 pts

#### TESTS

- High severity	2,1 pts
- Medium severity	2,5 pts
- Low severity	2,5 pts

# TEST RESULTS

## CHILD OCCUPANT

Total 38 pts | 77%

### 18 MONTH OLD CHILD

**Restraint** GM / Britax Baby Safe Plus  
**Group** 0, 0+  
**Facing** rearward  
**Installation** Adult seatbelt



**PERFORMANCE** **10,3 pts**  
**INSTRUCTIONS** **4 pts**  
**INSTALLATION** **2 pts**

### FRONTAL IMPACT

**Head forward movement** protected  
**Head acceleration** good  
**Chest load** fair

### SIDE IMPACT

**Head containment** protected  
**Head acceleration** good

### 3 YEAR OLD CHILD

**Restraint** GM / Britax DUO Plus ISOFIX  
**Group** 1  
**Facing** forward  
**Installation** ISOFIX anchorages and top tether



**PERFORMANCE** **9,4 pts**  
**INSTRUCTIONS** **4 pts**  
**INSTALLATION** **2 pts**

### FRONTAL IMPACT

**Head forward movement** protected  
**Head acceleration** good  
**Chest load** fair

### SIDE IMPACT

**Head containment** protected  
**Head acceleration** good

### VEHICLE BASED ASSESSMENT

6 pts

### Airbag warning Label

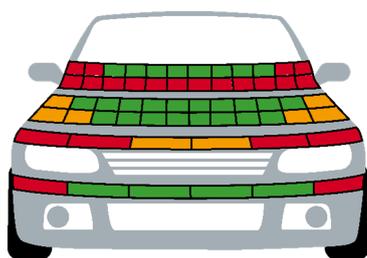
Text and pictogram warning label permanently attached to both sides of the passenger sun visor

## PEDESTRIAN

Total 20 pts | 55%

## SAFETY ASSIST

Total 6 pts | 86%



**GOOD**  
**MARGINAL**  
**POOR**

**HEAD** 15 pts  
**PELVIS** 0,9 pts  
**LEG** 4 pts

### SPEED LIMITATION ASSISTANCE 0 pts

- 0, not available

### ELECTRONIC STABILITY CONTROL (ESC) 3 pts

- standard

### SEATBELT REMINDER 3 pts

- driver 1 pts  
 - passenger 1 pts  
 - rear 1 pts

## DETAILS OF TESTED CAR

### SPECIFICATIONS

<b>Tested model</b>	Opel Meriva 1.4 'Enjoy', LHD
<b>Body type</b>	5 door MPV
<b>Year of publication</b>	2010
<b>Kerb weight</b>	1359kg
<b>VIN from which rating applies</b>	applies to all Merivas of the specification tested

### SAFETY EQUIPMENT

<b>Front seatbelt pretensioners</b>	
<b>Front seatbelt load limiters</b>	
<b>Driver frontal airbag</b>	
<b>Front passenger frontal airbag</b>	
<b>Side body airbags</b>	Option, meets fitment requirements
<b>Side head airbags</b>	Option, meets fitment requirements

## COMMENTS

### Adult occupant

The passenger compartment remained stable in the frontal impact, the windscreen pillar being deformed rearward only 3mm after the test. There was no excessive deformation of the driver's footwell or dangerous tearing of the metal. Dummy results indicated good protection of the knees and femurs for the front seat occupants. Additional tests showed that a similar level of protection would be offered to occupants of different sizes and to those sat in different positions. In the side impact barrier test, the car scored maximum points for the protection it offered the driver. However, in the more severe side pole impact, deformation of the dummy's ribs indicated weak protection of the chest area. The seat and head restraint provided good protection against whiplash injuries in a rear-end impact.

### Child occupant

Opel recommend an unusual method of installation for the restraint of the 3 year infant: as well as being fitted using the ISOFIX and top tether anchorages, the adult seatbelt is also used to secure the restraint. Meriva owners should be aware that this is the method of installation used by Euro NCAP in its tests and that the scores and ratings given to the car reflect the performance of the restraint when used in this way.

Forward movement of the 3 year dummy in the frontal impact was not excessive. In the side impact, both the 18 month and 3 year dummies were properly contained by the protective shells of their restraints. The passenger airbag can be disabled to allow a rearward facing child restraint to be used in that seating position. However, information provided to the driver about the status of the airbag is not sufficiently clear. A permanently attached label warns clearly of the dangers of using a restraint in that position without first disabling the airbag.

### Pedestrian

The bumper provided good protection to pedestrians' legs in most areas, but was poor in places. The front edge of the bonnet provided poor or marginal levels protection. In most areas where the head of child might strike, the bonnet provided good protection. However, for an adult, the windscreen base and the A-Pillars offered predominantly poor levels of protection.

### Safety assist

Electronic stability control is fitted as standard equipment. The front seating positions have a seatbelt reminder as standard. A reminder system is also available as an option for the rear seats; as it is expected to be fitted as standard equipment in the great majority of sales, the system qualified for assessment by Euro NCAP.