

## TEST RESULTS

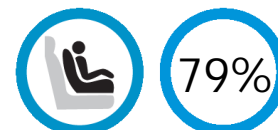
# Opel Astra GTC

Opel Astra GTC, 1.4l petrol 'Sport', LHD

2011



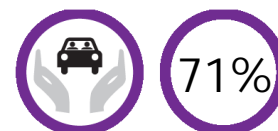
ADULT OCCUPANT



CHILD OCCUPANT



PEDESTRIAN



SAFETY ASSIST

## ADULT OCCUPANT

Total 33 pts | 91%

### FRONTAL IMPACT

15,1 pts



Driver



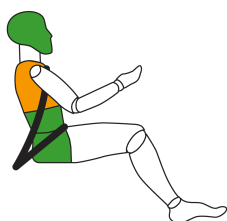
Passenger

### SIDE IMPACT CAR

7,1 pts

### SIDE IMPACT POLE

7,2 pts



Car



Pole

### REAR IMPACT (WHIPLASH)

3,4 pts



### FRONTAL IMPACT

#### HEAD

Driver airbag contact	stable
Passenger airbag contact	stable

#### CHEST

Passenger compartment	stable
Windscreen Pillar rearward	none
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	clutch - 18mm
Upward pedal movement	clutch - 7mm

### SIDE IMPACT

Head protection airbag	Yes
Chest protection airbag	Yes

### WHIPLASH

Seat description	Sport, cloth, 4-way manual adjustment
Head restraint type	Passive
Geometric assessment	1 pts

#### TESTS

- High severity	2,1 pts
- Medium severity	2,6 pts
- Low severity	2,6 pts

# TEST RESULTS

## CHILD OCCUPANT

Total 39 pts | 79%

### 18 MONTH OLD CHILD

**Restraint** Britax Roemer Duo Plus  
**Group** 0+/1  
**Facing** forward  
**Installation** ISOFIX anchorages and top tether



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

### FRONTAL IMPACT

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

### SIDE IMPACT

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

### 3 YEAR OLD CHILD

**Restraint** Britax Romoer Duo Plus  
**Group** 0+/1  
**Facing** forward  
**Installation** ISOFIX anchorages and top tether



**PERFORMANCE** 10,8 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**

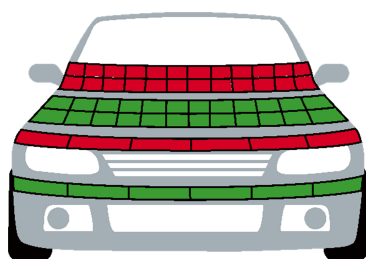
Text and pictogram label permanently attached to the sun visor

## PEDESTRIAN

Total 18 pts | 50%

## SAFETY ASSIST

Total 5 pts | 71%



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

**HEAD** 12 pts  
**PELVIS** 0 pts  
**LEG** 6 pts

### SPEED LIMITATION ASSISTANCE

0 pts

Not assessed

### ELECTRONIC STABILITY CONTROL (ESC)

3 pts

- ESP Pass  
 Yaw rate ratio (1.00s) 6,31 %  
 Yaw rate ratio (1.75s) 2,12 %  
 Lateral displacement (1.07s) 3,36 m

### SEATBELT REMINDER

2 pts

- driver Pass  
 - passenger Pass  
 - rear Not assessed

## DETAILS OF TESTED CAR

### SPECIFICATIONS

<b>Tested model</b>	Opel Astra GTC, 1.4l petrol 'Sport', LHD
<b>Body type</b>	3 door
<b>Year of publication</b>	2011
<b>Kerb weight</b>	1437kg
<b>VIN from which rating applies</b>	Applies to all Astra GTCs of the specification tested

### SAFETY EQUIPMENT

<b>Front seatbelt pretensioners</b>	
<b>Front seatbelt load limiters</b>	
<b>Driver frontal airbag</b>	single stage
<b>Front passenger frontal airbag</b>	single stage
<b>Side body airbags</b>	
<b>Side head airbags</b>	
<b>Electronic Stability Control</b>	
<b>Seatbelt Reminder</b>	driver and passenger

## COMMENTS

### Adult occupant

The passenger compartment remained stable in the frontal impact. Dummy readings indicated good protection of the knees and femurs for both the driver and front passenger dummies. Opel showed that a good level of protection would also be offered to occupants of different sizes and to those sat in different seating positions. In both the side and pole impact, dummy readings of rib compression indicated marginal protection of the chest area. However, the front seat and head restraints provided good protection against whiplash injuries in a rear-end collision.

### Child occupant

Forward movement of the 3 year dummy, sat in a forward facing restraint, was not excessive. Both the 3 year dummy and the 18 month dummy were properly contained within the shells of their restraints in the side impact, minimising the risk of dangerous head contact. 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 regarding the status of the airbag is not sufficiently clear. Permanently attached labels on the sun visor clearly warn of the dangers of using a rearward facing child seat in that position.

### Pedestrian

In all of the areas likely to be struck by an adult's head, protection was poor and no points were awarded for this part of the assessment. Conversely, the area likely to be struck by small adults and children provided good protection and scored maximum points. The bumper provided good protection to pedestrians' legs. However, the protection offered to a pedestrians hip and pelvic area was poor.

### Safety assist

Electronic stability control is standard and met Euro NCAP's requirements. Speed limitation devices are available only as an option and were not assessed by Euro NCAP. There is a seatbelt reminder system for the driver and passenger seats only.