

# Opel Meriva

Opel Meriva 1.4 'Enjoy', LHD

2010



89%

ADULT OCCUPANT



77%

CHILD OCCUPANT



55%

PEDESTRIAN



86%

SAFETY ASSIST

## ADULT OCCUPANT

Total 32 pts | 89%

### FRONTAL IMPACT

14,2 pts



Driver



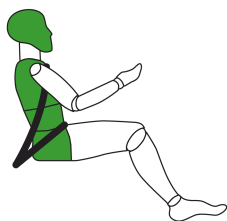
Passenger

### SIDE IMPACT CAR

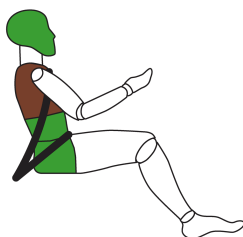
8 pts

### SIDE IMPACT POLE

6,5 pts



Car



Pole

### REAR IMPACT (WHIPLASH)

3,3 pts



GOOD



ADEQUATE



MARGINAL



WEAK



POOR

### 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

## 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

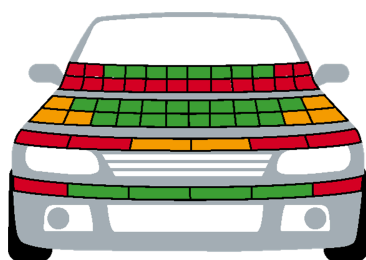
Text and pictogram warning label permanently attached to both sides of the passenger sun visor

## 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

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

### SAFETY EQUIPMENT

Front seatbelt pretensioners	
Front seatbelt load limiters	
Driver frontal airbag	
Front passenger frontal airbag	
Side body airbags	Option, meets fitment requirements
Side head airbags	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.