



Opel/Vauxhall Ampera-e  
Standard Safety Equipment

2017



Adult Occupant



82%

Child Occupant



73%

Pedestrian



75%

Safety Assist



72%

## SPECIFICATION

Tested Model	Opel Ampera-e, LHD
Body Type	- 5 door hatchback
Year Of Publication	2017
Kerb Weight	1636kg
VIN From Which Rating Applies	- all Ampera-e
Class	Small Family Car

## SAFETY EQUIPMENT

	Driver	Passenger	Rear
<b>FRONTAL CRASH PROTECTION</b>			
Frontal airbag	●	●	✘
Belt pretensioner	●	●	●
Belt loadlimiter	●	●	●
Knee airbag	✘	✘	✘
<b>SIDE CRASH PROTECTION</b>			
Side head airbag	●	●	●
Side chest airbag	●	●	✘
Side pelvis airbag	●	●	✘

Version 280817

## SAFETY EQUIPMENT (NEXT)

	Driver	Passenger	Rear
CHILD PROTECTION			
Isofix	—	✗	●
Integrated CRS	—	✗	✗
Airbag cut-off switch	—	●	—
SAFETY ASSIST			
Seat Belt Reminder	●	●	✗

OTHER SYSTEMS	
Active Bonnet (Hood)	✗
AEB City	●
AEB Inter-Urban	●
Speed Assistance System	●
Lane Assist System	●

Note: Other equipment may be available on the vehicle but was not considered in the test year.


- Fitted to the vehicle as standard   
 ● Fitted to the vehicle as part of the safety pack  
○ Not fitted to the test vehicle but available as option or as part of the safety pack   
 ✗ Not available   
 — Not applicable

**ADULT OCCUPANT**

Total 31.5 Pts / 82%


■ GOOD   
 ■ ADEQUATE   
 ■ MARGINAL   
 ■ WEAK   
 ■ POOR

**Frontal Offset Deformable Barrier** 6.9 Pts




Passenger                      Driver

**Frontal Full Width** 7.8 Pts



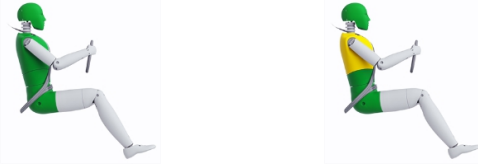
Rear Passenger                      Driver

**Whiplash Rear Impact** 1.3 Pts



Front seat                      Rear seat

**Lateral Impact** 15.4 Pts



Car                      Pole

**AEB City** 0

Performance: ■ Good

 ADULT OCCUPANT

Total 31.5 Pts / 82%

## Comments

The passenger compartment remained stable in the frontal offset test. Dummy readings indicated good protection of the knees and femurs of both the driver and passenger. Opel showed that a similar level of protection would be provided to occupants of different sizes and to those sat in different positions. In the full-width rigid barrier test, protection of the driver was good for all critical body areas and for the rear passenger was good or adequate. In the side barrier impact, protection was good for all critical parts of the body and the Ampera-e scored full points. In the more severe side pole impact, protection of the chest was adequate and that of other body areas was good. Tests on the front seats and head restraints demonstrated marginal protection against whiplash injury in the event of a rear-end collision. A geometric assessment of the rear seats also indicated marginal protection. The Ampera-e has, as standard, an autonomous emergency braking (AEB) system. Tests of its functionality at the low speeds at which many whiplash injuries are caused showed good performance, with collisions avoided or mitigated at all test speeds. However, the car did not qualify for the AEB points as its front seats and head restraints did not score highly enough in the dynamic whiplash tests.

**CHILD OCCUPANT**

Total 36.0 Pts / 73%

GOOD ADEQUATE MARGINAL WEAK POOR

Crash Test Performance based on 6 & 10 year old children

23.3 Pts

Frontal Impact 15.3 Pts



Lateral Impact 8 Pts



Restraint for 6 year old child: *Römer KidFix XP*  
 Restraint for 10 year old child: *Graco Booster*

Safety Features

5 Pts

	Front Passenger	2nd row outboard	2nd row center
Isofix	✗	●	✗
i-Size	✗	✗	✗
Integrated CRS	✗	✗	✗

● Fitted to test car as standard    ○ Not on test car but available as option    ✗ Not available

CRS Installation Check

7.8 Pts

● Install without problem    ○ Install with care    ● Safety critical problem    ✗ Installation not allowed

■ i-Size CRS

Maxi Cosi 2way Pearl & 2wayFix (rearward) (iSize)



Maxi Cosi 2way Pearl & 2wayFix (forward) (iSize)



BeSafe iZi Kid X2 i-Size (iSize)



**CHILD OCCUPANT**

Total 36.0 Pts / 73%

■ **ISOFIX CRS**

Maxi Cosi Cabriofix & FamilyFix (ISOFIX)



BeSafe iZi Kid X4 ISOfix (ISOFIX)



Römer Duo Plus (ISOFIX)



Römer KidFix XP (ISOFIX)



■ **Universal Belted CRS**

Maxi Cosi Cabriofix (Belt)



Maxi Cosi Cabriofix & EasyBase2 (Belt)



Römer King II LS (Belt)



Römer KidFix XP (Belt)



## CHILD OCCUPANT

Total 36.0 Pts / 73%

	Seat Position			
	Front	2nd row		
	PASSENGER	LEFT	CENTER	RIGHT
Maxi Cosi 2way Pearl & 2wayFix (rearward) (iSize)	□	●	□	●
Maxi Cosi 2way Pearl & 2wayFix (forward) (iSize)	□	●	□	●
BeSafe iZi Kid X2 i-Size (iSize)	□	●	□	●
Maxi Cosi Cabriofix & FamilyFix (ISOFIX)	□	●	□	●
BeSafe iZi Kid X4 ISOfix (ISOFIX)	□	●	□	●
Römer Duo Plus (ISOFIX)	□	●	□	●
Römer KidFix XP (ISOFIX)	□	●	□	●
Maxi Cosi Cabriofix (Belt)	●	●	●	●
Maxi Cosi Cabriofix & EasyBase2 (Belt)	●	●	●	●
Römer King II LS (Belt)	●	●	●	●
Römer KidFix XP (Belt)	●	●	●	●

● Install without problem  
 ● Install with care  
 ● Safety critical problem  
 ✘ Installation not allowed

## Comments

In the frontal offset test, protection of the 6 and 10 year dummies was good or adequate for all critical parts of the body. In the side barrier test, protection was good. The front passenger airbag can be disabled to allow a rearward-facing child restraint to be used in that seating position. Clear information is provided to the driver regarding the status of the airbag and the system was rewarded. The rear outboard seats did not meet Euro NCAP's requirements for iSize labelling, so an installation check of such restraints was not applicable. In addition, one belted universal seat failed the check for the front passenger seat. Otherwise, restraints could be properly installed and accommodated.

**PEDESTRIAN PROTECTION**

Total 31.5 Pts / 75%

■ GOOD    
 ■ ADEQUATE    
 ■ MARGINAL    
 ■ WEAK    
 ■ POOR

Pedestrian Protection	31.5 Pts						
	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="padding: 5px;">Head Impact</td> <td style="text-align: right; padding: 5px;">15.1 Pts</td> </tr> <tr> <td style="padding: 5px;">Pelvis Impact</td> <td style="text-align: right; padding: 5px;">6 Pts</td> </tr> <tr> <td style="padding: 5px;">Leg Impact</td> <td style="text-align: right; padding: 5px;">6 Pts</td> </tr> </table>	Head Impact	15.1 Pts	Pelvis Impact	6 Pts	Leg Impact	6 Pts
Head Impact	15.1 Pts						
Pelvis Impact	6 Pts						
Leg Impact	6 Pts						

AEB Pedestrian	4.4 Pts
System Name	Pedestrian Safety Signal
Type	Auto-Brake with Forward Collision Warning
Operational From	8 Km/h
Additional Information	Defaults on for every journey; operates above 40km/h and in low ambient light

PERFORMANCE   <span style="color: green;">■</span>	Autobrake Function	
	Avoidance	Mitigation
Running Adult crossing from Farside	Collision avoided up to 35 km/h	Impact mitigated up to 45 km/h
Walking Adult crossing from Nearside -25%	Collision avoided up to 40 km/h	Impact mitigated up to 50 km/h
Walking Adult crossing from Nearside -75%	Collision avoided up to 45 km/h	Impact mitigated up to 55 km/h
Running Child from behind parked vehicles	Collision avoided up to 35 km/h	Impact mitigated up to 45 km/h

**Comments**

The protection provided to the head of a struck pedestrian was predominantly adequate over the bonnet surface, with poor results recorded on the stiff windscreen pillars. The bumper offered good protection to pedestrians' legs and protection of the pelvis was also good. The standard-fit, pedestrian-detecting autonomous emergency braking system performed well in Euro NCAP's tests.



## SAFETY ASSIST

Total 8.7 Pts / 72%

■ GOOD   
 ■ ADEQUATE   
 ■ MARGINAL   
 ■ WEAK   
 ■ POOR

## Speed Assistance

1.3 Pts

System Name	Speed limiter
Speed Limit Information Function	N/A
Warning Function	Manually set
Speed Limitation Function	Manually set (accurate to 10km/h)

## Seat Belt Reminder

2 Pts

Applies To	Front seats		
	Driver Seat	front passenger(s)	rear passenger(s)
Warning			
Visual	●	●	—
Audible	●	●	—

● Pass   
 ● Fail   
 — Not available

## Lane Support

2.9 Pts

System Name	Lane Keep Assist
Type	Lane Keep Assist and Lane Departure Warning
Operational From	60 km/h
Warning	Audible

## PERFORMANCE

LKA Confirmation Test	Pass (5/5)
LDW Confirmation Test	Pass

 SAFETY ASSIST

Total 8.7 Pts / 72%

## AEB Interurban

2.5 Pts

System Name	Forward Collision System
Type	Forward Collision Warning with Auto-Brake
Operational From	8 Km/h
Additional Information	Default On; Supplementary Warning

PERFORMANCE | 

Operational Speed	8-80 Km/h	8-155 Km/h
	Autobrake Function Only	Driver reacts to warning
Approaching a stationary car	See AEB City	Crash avoided up to 60km/h. Crash speed reduced up to 80km/h.
Approaching a slower moving car	Crash avoided up to 55km/h. Crash speed reduced up to 70km/h.	Crash avoided up to 70km/h. Crash speed reduced up to 80km/h.
FOLLOWING A CAR AT SHORT DISTANCE		
Car in front brakes gently	Avoidance	Avoidance
Car in front brakes harshly	Mitigation	Mitigation
FOLLOWING A CAR AT LONG DISTANCE		
Car in front brakes gently	Avoidance	Avoidance
Car in front brakes harshly	Avoidance	Avoidance

## Comments

The Ampera-e has a seatbelt reminder for the front seats only, with no such system for the rear seats. A driver-set speed limiter is standard equipment, as is a lane keep assistance system which gently manoeuvres the car when it is drifting out of lane. The autonomous emergency braking system performed well in tests of its highway-speed functionality, with collisions avoided or mitigated in all test scenarios.

## RATING VALIDITY

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### Variants of Model Range

Body Type	Engine & Transmission	Model Name/Code	Drivetrain	Rating Applies	
				LHD	RHD
5 door hatchback	Electrified propulsion	Ampera-e	4 x 2		N/A

### Annual Reviews and Facelifts

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Date  
Event  
Outcome  
September 2017  
Rating Published

2017