Opel/Vauxhall Combo

Standard Safety Equipment

2018

Adult Occupant 91%

Child Occupant 81%

Vulnerable Road Users 58%

Safety Assist 68%

SPECIFICATION

Tested Model	Peugeot Rifter BlueHDi 100 Allure, LHD
Body Type	- 5 door MPV
Year Of Publication	2018
Kerb Weight	1510kg
VIN From Which Rating Applies	- all Combos
Class	Small MPV

General comments

The rating of the Opel/Vauxhall Combo is based on tests done on the Peugeot Rifter, with which it is identical apart from some visual features which affect only pedestrian impact test performance. Data reviewed by Euro NCAP demonstrates that the results of all tests performed on the Rifter are valid also for Combo.

Version 191018

SAFETY EQUIPMENT

	Driver	Passenger	Rear
FRONTAL CRASH PROTECTION			
Frontal airbag	●	●	✗
Belt pretensioner	●	●	●
Belt loadlimiter	●	●	●
Knee airbag	✗	✗	✗
SIDE CRASH PROTECTION			
Side head airbag	●	●	●
Side chest airbag	●	●	✗
Side pelvis airbag	✗	✗	✗
CHILD PROTECTION			
Isofix	—	✗	●
Integrated CRS	—	✗	✗
Airbag cut-off switch	—	●	—
SAFETY ASSIST			
Seat Belt Reminder	●	●	●

OTHER SYSTEMS	
Active Bonnet (Hood)	✗
AEB Pedestrian	●
AEB Cyclist	✗
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

Version 191018

ADULT OCCUPANT

Total 34.9 Pts / 91%

GOOD | ADEQUATE | MARGINAL | WEAK | POOR

Frontal Offset Deformable Barrier — 7 / 8 Pts

Passenger

Driver

Frontal Full Width — 7.2 / 8 Pts

Rear Passenger

Driver

Whiplash Rear Impact — 1.7 / 2 Pts

Front seat

Rear seat

Lateral Impact — 15.6 / 16 Pts

Car

Pole

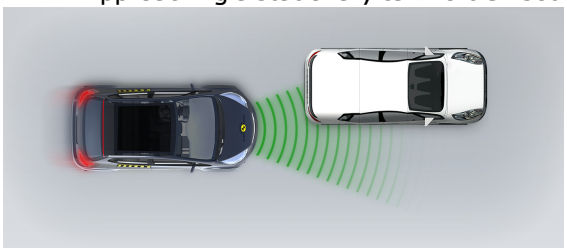
ADULT OCCUPANT

Total 34.9 Pts / 91%

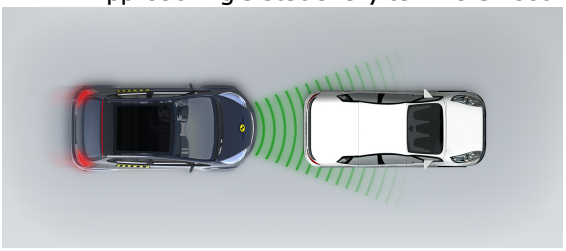
GOOD | ADEQUATE | MARGINAL | WEAK | POOR

AEB City — 3.4 / 4 Pts

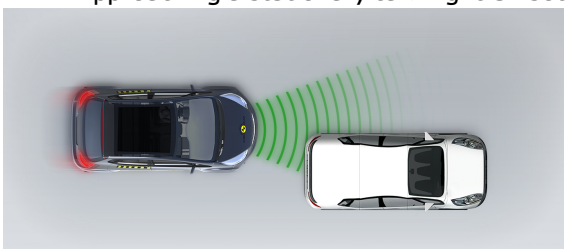
Approaching a stationary car: Left Offset



Approaching a stationary car: No Offset



Approaching a stationary car: Right Offset



ADULT OCCUPANT

Total 34.9 Pts / 91%

Comments

The passenger compartment remained stable in the frontal offset test. Dummy readings showed good protection for the knees and femurs of both the driver and passenger. It was demonstrated that a similar level of protection would be provided to occupants of different sizes and to those sitting in different positions. In the full-width rigid barrier test, protection of the driver dummy was marginal for the chest and neck and good for other critical body areas. Protection of the rear passenger was good or adequate. In the side barrier test, protection of all critical body areas was good and the car scored maximum points. Even in the more severe side pole impact, protection of the chest was adequate and that of other critical body areas was good. Tests on the front seats and head restraints demonstrated good protection against whiplash injury in the event of a rear-end collision. A geometric assessment of the rear seats also indicated good whiplash protection. The standard-fit autonomous emergency braking (AEB) system performed well in tests of its functionality at the low speeds, typical of city driving, at which many whiplash injuries are caused.

CHILD OCCUPANT

Total 39.8 Pts / 81%

GOOD | ADEQUATE | MARGINAL | WEAK | POOR

Crash Test Performance based on 6 & 10 year old children

23.8 / 24 Pts

Frontal Impact	15.8 Pts

Lateral Impact	8 Pts

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

Safety Features

7 / 13 Pts

	Front Passenger	2nd row outboard	2nd row center	3rd row outboard *
Isofix	✗	●	○	✗
i-Size	✗	●	○	✗
Integrated CRS	✗	✗	✗	✗

* Third row seats available as option

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

CRS Installation Check

9 / 12 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 39.8 Pts / 81%

ISOFIX CRS

Maxi Cosi Cabriofix & FamilyFix (ISOFIX)

BeSafe iZi Kid X4 ISOfix (ISOFIX)

Britax Römer Duo Plus (ISOFIX)

Britax Römer KidFix XP (ISOFIX)

Universal Belted CRS

Maxi Cosi Cabriofix (Belt)

Maxi Cosi Cabriofix & EasyBase2 (Belt)

Britax Römer King II LS (Belt)

Britax Römer KidFix XP (Belt)

CHILD OCCUPANT

Total 39.8 Pts / 81%

	Seat Position					
	Front	2nd row			3rd row	
	PASSENGER	LEFT	CENTER	RIGHT	LEFT	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)	▫	●	●	●	▫	▫
Britax Römer Duo Plus (ISOFIX)	▫	●	●	●	▫	▫
Britax Römer KidFix XP (ISOFIX)	▫	●	●	●	▫	▫
Maxi Cosi Cabriofix (Belt)	●	●	●	●	●	●
Maxi Cosi Cabriofix & EasyBase2 (Belt)	●	●	●	●	✖	✖
Britax Römer King II LS (Belt)	●	●	●	●	●	●
Britax Römer KidFix XP (Belt)	●	●	●	●	●	●

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

Comments

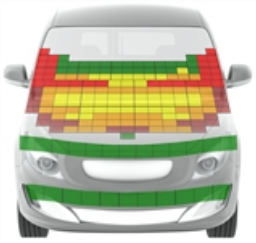
With the exception of the neck of the 6 year dummy, protection of which was adequate, dummy results in both the frontal offset and the side barrier impacts showed good protection for all critical body areas for the 6 and 10 year children. The front passenger airbag can be deactivated to allow a rearward-facing 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. All of the restraint types for which the vehicle is designed could be properly installed and accommodated in the car. However, ISOFIX/i-Size anchorages are optional in the second-row centre seating position in some countries and buyers should ensure they order these if they are needed. The optional third row seats are not suitable for child restraints.

VULNERABLE ROAD USERS

Total 28.2 Pts / 58%

GOOD ADEQUATE MARGINAL WEAK POOR

Pedestrian Impact Protection 24.7 / 36 Pts



Head Impact	12.7 Pts
Pelvis Impact	6 Pts
Leg Impact	6 Pts

Vulnerable Road Users 3.6 / 12 Pts

System Name	Forward Collision Alert and Automatic Emergency Braking with Pedestrian Detection
Type	Auto-Brake with Forward Collision Warning
Operational From	10 km/h

Comments

The protection provided to the head of a struck pedestrian was predominantly adequate or marginal, with poor results recorded along the base of the windscreen and on the stiff windscreen pillars. The bumper provided good protection to pedestrians' legs and protection of the pelvis was also good at all test locations. The AEB system performed well in some tests of its reaction to pedestrians but its performance overall was rated as marginal. The system does not respond to faster-moving road-users like cyclists.

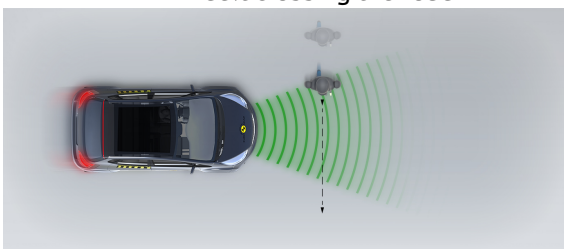
VULNERABLE ROAD USERS

Total 28.2 Pts / 58%

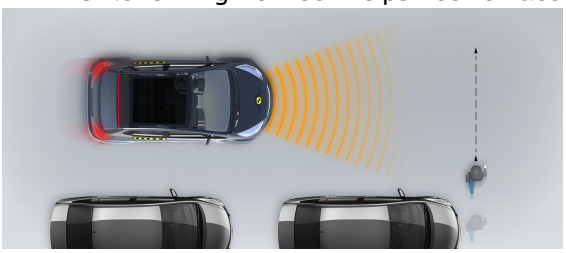
AEB Pedestrian

- **Day time**

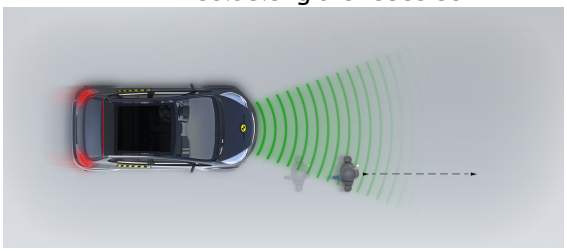
Adult crossing the road



Child running from behind parked vehicles

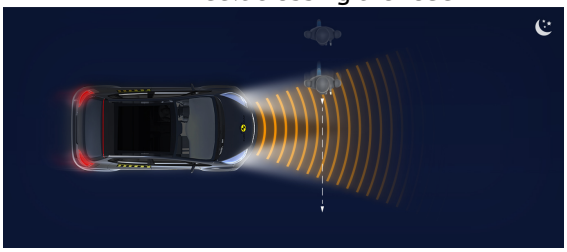


Adult along the roadside

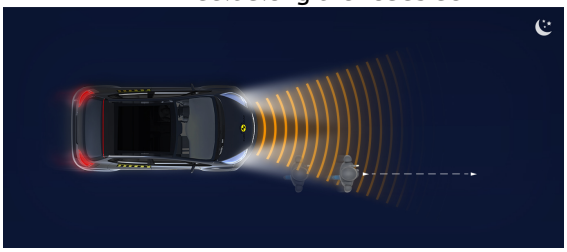


- **Night time**

Adult crossing the road



Adult along the roadside



SAFETY ASSIST

Total 8.9 Pts / 68%

GOOD ADEQUATE MARGINAL WEAK POOR

Speed Assistance

2.3 / 3 Pts

System Name	Speed Sign Recognition & Cruise Control
Speed Limit Information Function	Camera based
Speed Limitation Function	System advised (accurate to 5km/h)

Seat Belt Reminder

1.9 / 3 Pts

Applies To	Not available		
Warning	Driver Seat	front passenger(s)	rear passenger(s)
Visual	●	●	●
Audible	●	●	●

● Pass ● Fail — Not available

Lane Support

3.3 / 4 Pts

System Name	Lane Keep Assist with Lane Departure Warning
Type	LKA and ELK
Operational From	60 km/h
PERFORMANCE	
Emergency Lane Keeping	GOOD
Lane Keep Assist	GOOD
Human Machine Interface	ADEQUATE

SAFETY ASSIST

Total 8.9 Pts / 68%

AEB Interurban

1.5 / 3 Pts

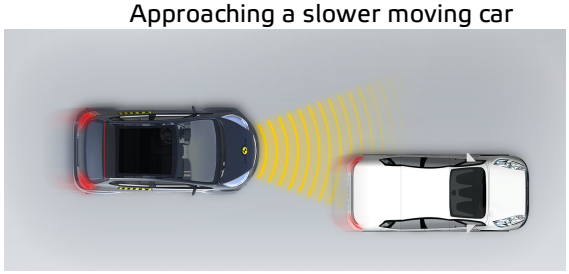
System Name	Forward Collision Alert and Automatic Emergency Braking with Pedestrian Detection
Type	Autonomous Emergency Braking and Forward Collision Warning
Operational From	5 km/h

Comments

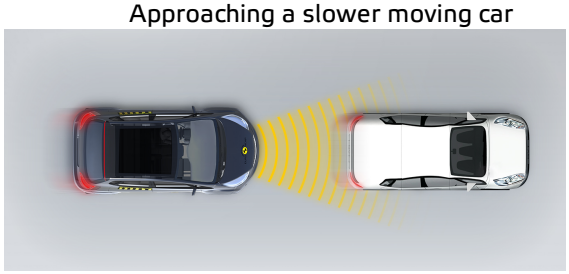
The AEB system gave marginal performance when tested at highway speeds. The Combo has a seatbelt reminder for the front and rear seats but not for the optional third-row seats. A speed assistance system is also standard and informs the driver of the local speed limit, allowing the driver to set the limiter appropriately. A lane keeping assist system helps prevent inadvertent drifting out of lane, and also intervenes in some more critical emergency situations.

- **Autobrake function only**

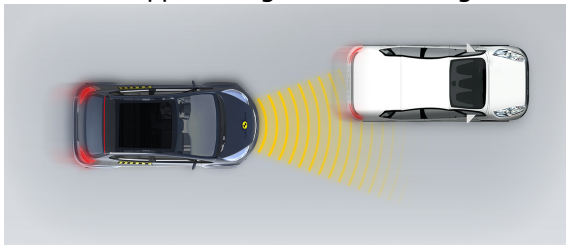
Approaching a slower moving car



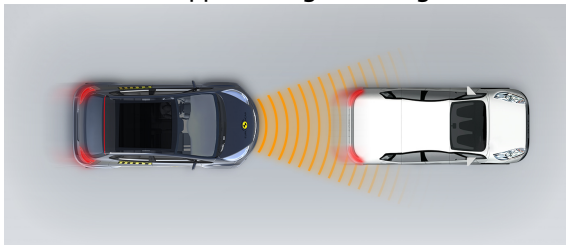
Approaching a slower moving car



Approaching a slower moving car



Approaching a braking car

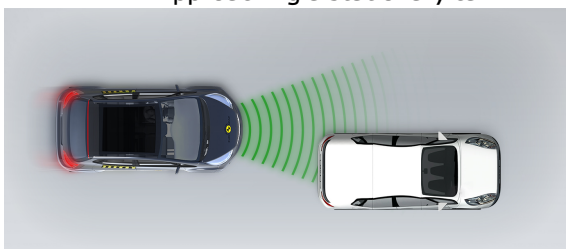


SAFETY ASSIST

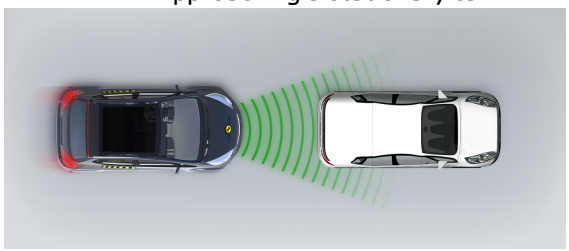
Total 8.9 Pts / 68%

- **Driver reacts to warning**

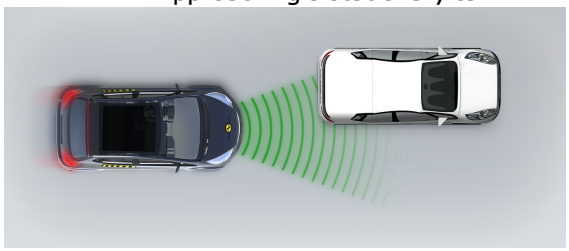
Approaching a stationary car



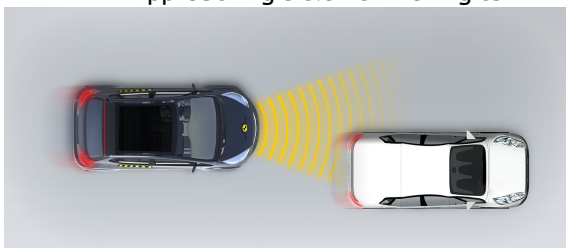
Approaching a stationary car



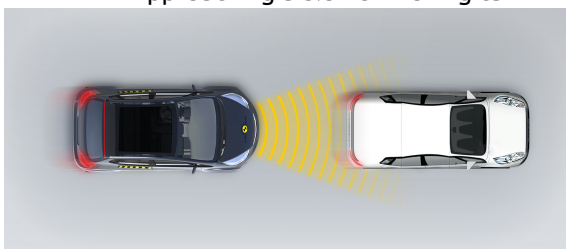
Approaching a stationary car



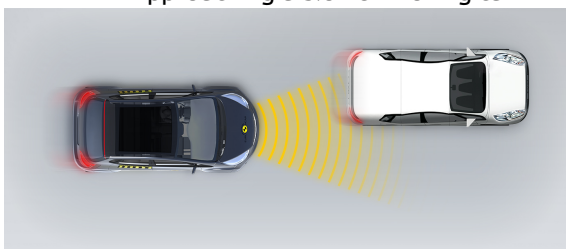
Approaching a slower moving car



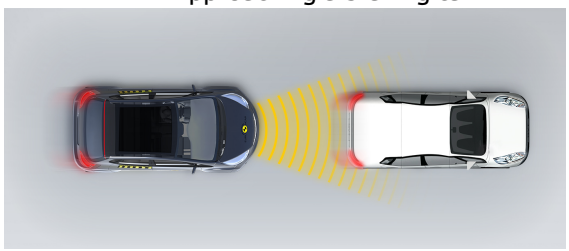
Approaching a slower moving car



Approaching a slower moving car



Approaching a braking car



RATING VALIDITY

Annual Reviews and Facelifts

Date	Event	Outcome	
October 2018	Rating Published	2018 ★★★★☆	✓