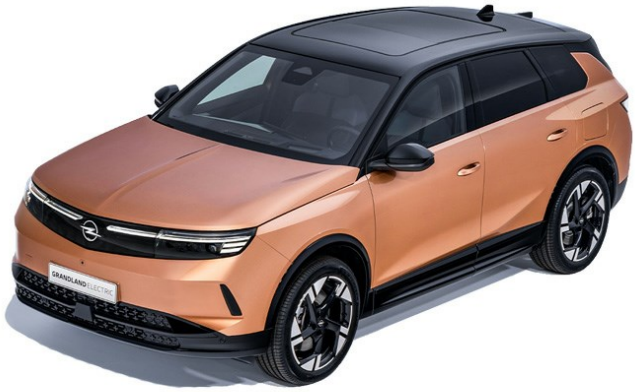
Opel/Vauxhall Grandland

Standard Safety Equipment

2025



Adult Occupant: 82%

Child Occupant: 85%

Vulnerable Road Users: 79%

Safety Assist: 62%

SPECIFICATION

Tested Model	Peugeot e3008, 73kWh, LHD
Body Type	- 5 door SUV
Year Of Publication	2025
Kerb Weight	2104kg
VIN From Which Rating Applies	- all Opel/Vauxhall Grandlands
Class	Small SUV

General comments

The Opel/Vauxhall Grandland is a 'corporate twin' to the Peugeot 3008. Safety equipment and performance is identical between the two cars, so this rating is based on an assessment of the Peugeot.

Version 200525

SAFETY EQUIPMENT

OTHER SYSTEMS	
Active Bonnet	✖
AEB Vulnerable Road Users	●
AEB Pedestrian - Reverse	✖
Cyclist Dooring Prevention	✖
AEB Motorcyclist	●
AEB Car-to-Car	●
Speed Assistance	●
Lane Assist System	●
Fatigue / Distraction Detection	●

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

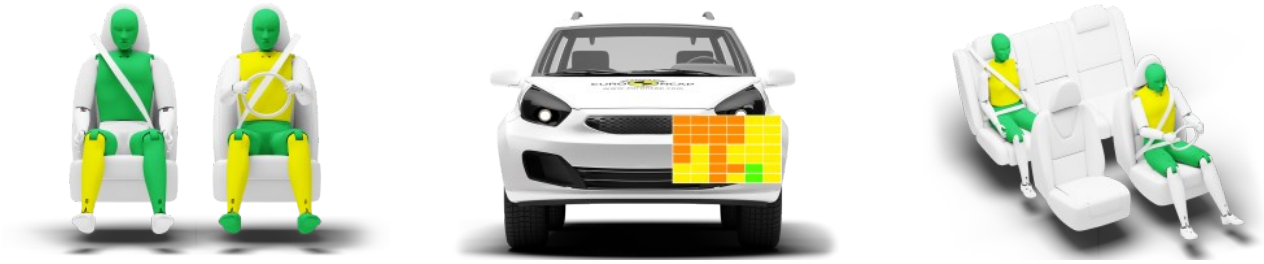
○ Not fitted to the test vehicle but available as option or as part of the safety pack ✖ Not available — Not applicable

ADULT OCCUPANT

Total 33.1 Pts / 82%

GOOD | ADEQUATE | MARGINAL | WEAK | POOR

Frontal Impact — 13.2 / 16 Pts



Mobile Progressive Deformable Barrier

Full Width Rigid Barrier

Lateral Impact — 13.5 / 16 Pts

Side Mobile Barrier

Side Pole

Far-Side Excursion

Occupant Interaction

Rear Impact — 4.0 / 4 Pts

Rear Seat

Front Seat

ADULT OCCUPANT

Total 33.1 Pts / 82%

GOOD ADEQUATE MARGINAL WEAK POOR

Rescue and Extrication	2.5 / 4 Pts
Rescue Sheet	Available, ISO compliant
Advanced eCall	Available
Multi Collision Brake	Available
Submergence Check	Partially Compliant

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 the front seat passenger. Opel/Vauxhall showed that a similar level of protection would be provided to occupants of different sizes and to those sitting in different positions. Analysis of the deceleration of the impact trolley during the test, and analysis of the deformable barrier after the test, revealed that the car would be a moderately benign impact partner in a frontal collision. In the full-width rigid barrier test, protection was good or adequate for all critical body regions of the driver rear seat passenger. In both the side barrier test and the more severe side pole impact, good protection was provided to all critical body areas and the car scored maximum points in this part of the assessment. Control of excursion (the extent to which a body is thrown to the other side of the vehicle when it is hit from the far side) was found to be marginal. The Opel/Vauxhall Grandland does not have a countermeasure to mitigate against occupant-to-occupant injuries in such impacts. Tests on the front seats and head restraints demonstrated good protection against whiplash injuries in the event of a rear-end collision. A geometric analysis of the rear seats also indicated good whiplash protection. The car has an advanced eCall system which alerts the emergency services in the event of a crash, and a system to prevent secondary impacts after the car has been in a collision. Opel/Vauxhall demonstrated that the doors would be openable to allow occupants to escape in the event of vehicle submergence.

CHILD OCCUPANT

Total 42.0 Pts / 85%

GOOD | ADEQUATE | MARGINAL | WEAK | POOR

Crash Test Performance based on 6 & 10 year old children — 24.0 / 24 Pts

Frontal Impact	16 Pts

Lateral Impact	8 Pts

Restraint for 6 year old child: *Britax Römer Kidfix i-Size OEM*
Restraint for 10 year old child: *Britax Römer Kidfix i-Size OEM*

Safety Features — 6.0 / 13 Pts

	Front Passenger	2nd row outboard	2nd row center
Isofix	✗	●	✗
i-Size	✗	●	✗
Integrated CRS	✗	✗	✗
Top tether	✗	●	✗
Child Presence Detection	✗	✗	✗

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

CRS Installation Check — 12.0 / 12 Pts

i-Size	Seat Position				
	Front		2nd row		
	Airbag ON	Airbag OFF	Left	center	Right
i-Size	–	–	●	–	●

● Easy ● Difficult ● Safety critical ✗ Not allowed

Airbag ON Rearward facing restraint installation not allowed Airbag OFF

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CHILD OCCUPANT

Total 42.0 Pts / 85%

Isofix	Seat Position				
	Front		2nd row		
	Airbag ON	Airbag OFF	Left	center	Right
	–	–	●	–	●
	–	–	●	–	●
	–	–	●	–	●
	–	–	●	–	●
	–	–	●	–	●
	–	–	●	–	●

● Easy ● Difficult ● Safety critical ✖ Not allowed

Airbag ON Rearward facing restraint installation not allowed Airbag OFF

Seatbelt Attached	Seat Position				
	Front		2nd row		
	Airbag ON	Airbag OFF	Left	center	Right
	✖	●	●	●	●
	●	●	●	●	●
	●	●	●	●	●
	●	●	●	●	●
	●	●	●	✖	●
	✖	●	●	✖	●

● Easy ● Difficult ● Safety critical ✖ Not allowed

Airbag ON Rearward facing restraint installation not allowed Airbag OFF

Version 200525

CHILD OCCUPANT

Total 42.0 Pts / 85%

Comments

In both the frontal offset and the side barrier tests, protection was good for all critical body areas for both child dummies, and the Grandland scored maximum points in this part of the assessment. 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 Grandland has no 'child presence detection', a system which can alert others if children have been left in the car. All of the child restraint types for which the Opel/Vauxhall Grandland is designed could be properly installed and accommodated in the car.

VULNERABLE ROAD USERS

Total 50.2 Pts / 79%

GOOD | ADEQUATE | MARGINAL | WEAK | POOR

VRU Impact Protection

28.9 / 36 Pts

Pedestrian & Cyclist Head	10.9 Pts
Pelvis	4.5 Pts
Femur	4.5 Pts
Knee & Tibia	9.0 Pts

VRU Impact Mitigation

21.2 / 27 Pts

System Name	Active Safety Brake
Type	Auto-Brake with Forward Collision Warning
Operational From	8 km/h

PERFORMANCE |

AEB Pedestrian

5.7 / 9 Pts

Scenario	Day time	Night time
Car reversing into adult or child		–
Adult crossing a road into which a car is turning		–
Adult crossing the road		
Child running from behind parked vehicles		
Adult along the roadside		

– Currently not tested

AEB Cyclist

7.5 / 8 Pts

Scenario	Day time
Approaching cyclist crossing from behind parked vehicles	
Turning across path of an oncoming cyclist	
Approaching a crossing cyclist	
Approaching a cyclist along the roadside	

VULNERABLE ROAD USERS

Total 50.2 Pts / 79%

GOOD ADEQUATE MARGINAL WEAK POOR

Cyclist Dooring Prevention

0.0 / 1 Pts

Scenario	
Dooring a passing cyclist	

AEB Motorcyclist

6.0 / 6 Pts

Scenario	Autobrake function only	Driver reacts to warning
Approaching a stationary motorcyclist		
Approaching a braking motorcyclist		
Turn across the path of an oncoming motorcyclist		–

– Currently not tested

Lane Support Motorcyclist

2.0 / 3 Pts

Scenario	Day time
Changing lane across the path of an oncoming motorcyclist	
Changing lane across the path of an overtaking motorcyclist	

Comments

Protection of the head of a struck pedestrian or cyclist was largely good or adequate, with poor results recorded on the stiff windscreen pillars and at the base and top of the screen. Protection of the pelvis was good at all test locations. Protection of the femur was good at all test locations, while that of the knee and tibia was good at all test locations The autonomous emergency braking system responds to vulnerable road users such as pedestrians and cyclists, as well as to other vehicles. In tests of its response to pedestrians, the system performed adequately. The system performed well in tests of its reaction to cyclists, and its response to motorcyclists was also good.

SAFETY ASSIST

Total 11.3 Pts / 62%

GOOD ADEQUATE MARGINAL WEAK POOR

Speed Assistance

2.0 / 3 Pts

System Name	Speed limiter with Speed limit recognition
Speed Limit Information Function	Camera & Map, subsigns supported
Speed Limitation Function	Intelligent Speed Limiter not default ON (accurate to 5km/h)

Occupant Status Monitoring

0.4 / 3 Pts

Seatbelt Reminder

0.0 / 1 Pts

Applies To	Front and rear seats		
Warning	Driver Seat	Front Passenger(s)	Rear Passenger(s)
Visual	●	●	●
Audible	●	●	●
Occupant Detection	–	●	●

● Pass ● Fail – Not available

Driver Monitoring

0.4 / 2 Pts

System Name	Driver Attention Assist
Type	Indirect monitoring
Operational From	65 km/h
Fatigue	Drowsiness

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SAFETY ASSIST

Total 11.3 Pts / 62%

Lane Support

2.5 / 3 Pts

System Name	Lane departure warning and Lane keeping assist
Type	LKA and ELK
Operational From	65 km/h
PERFORMANCE	
Emergency Lane Keeping	GOOD
Lane Keep Assist	GOOD
Human Machine Interface	GOOD

AEB Car-to-Car

6.5 / 9 Pts

System Name	Active Safety Brake
Type	Autonomous emergency braking and forward collision warning
Operational From	8 km/h
Sensor Used	camera and radar

Scenario	Autobrake function only	Driver reacts to warning
Approaching a car crossing a junction		
Approaching a car head-on		–
Turning across the path of an oncoming car		–
Approaching a stationary car		
Approaching a slower moving car		–
Approaching a braking car		–

– Currently not tested

SAFETY ASSIST

Total 11.3 Pts / 62%

Comments

Overall, the performance of the autonomous emergency braking (AEB) system was adequate in tests of its reaction to other vehicles. A seatbelt reminder system is fitted as standard to the front and rear seats. However, the rear seats are not equipped with occupant detection and fail Euro NCAP's assessment. The car has an indirect driver status monitoring system as standard, detecting driver fatigue but not distraction. The lane support system gently corrects the vehicle's path if it is drifting out of lane and also intervenes in some more critical situations. The speed assistance system identifies the local speed limit. The driver can choose to allow the limiter to be set automatically by the system.

RATING VALIDITY

Variants of Model Range

Body Type	Engine	Drivetrain	Rating Applies	
			LHD	RHD
5 door SUV	Electric 73 kWh 210	4 x 2	✓	✓
5 door SUV	Electric 73 kWh 325	4 x 4	✓	✓
5 door SUV	Electric 97 kWh 230	4 x 2	✓	✓
5 door SUV	Plug-in Hybrid 195 e-DSC7	4 x 2	✓	✓
5 door SUV	Hybrid 145 e-DSC6	4 x 2	✓	✓

* Tested variant: Peugeot 3008

Annual Reviews and Facelifts

Date	Event	Outcome	
May 2025	Rating Published	2025 ★★★★☆	✓