



Opel/Vauxhall Corsa  
Standard Safety Equipment

2019



Adult Occupant



84%

Child Occupant



86%

Vulnerable Road Users



66%

Safety Assist



69%

## SPECIFICATION

Tested Model	Opel Corsa 1.2 'Edition', LHD
Body Type	- 5 door hatchback
Year Of Publication	2019
Kerb Weight	1055kg
VIN From Which Rating Applies	- all Corsas
Class	Supermini

## 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 0111119

## 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 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

 ADULT OCCUPANT

Total 31.9 Pts / 84%

 GOOD     ADEQUATE     MARGINAL     WEAK     POOR


Frontal Offset Deformable Barrier 7.7 / 8 Pts



Passenger                      Driver

Detailed description: This panel shows two crash test dummies. The Passenger dummy is entirely green, indicating a 'GOOD' result. The Driver dummy is mostly green but has a yellow leg, indicating an 'ADEQUATE' result.

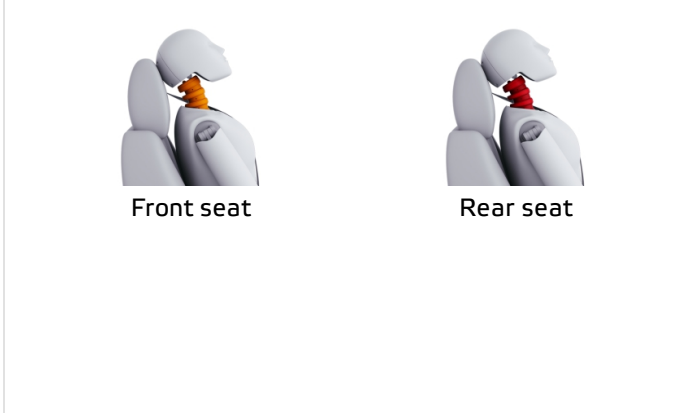
Frontal Full Width 7.6 / 8 Pts



Rear Passenger                      Driver

Detailed description: This panel shows two crash test dummies. The Rear Passenger dummy is mostly green with a yellow chest, indicating an 'ADEQUATE' result. The Driver dummy is mostly green with a yellow chest and a yellow leg, indicating an 'ADEQUATE' result.

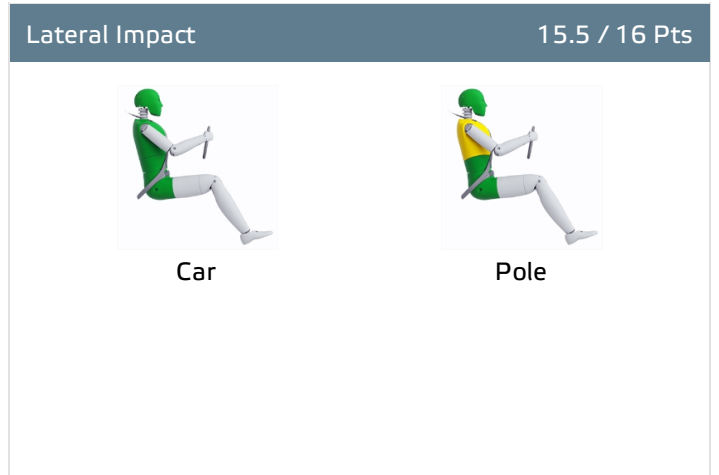
Whiplash Rear Impact 1.1 / 2 Pts



Front seat                      Rear seat

Detailed description: This panel shows two views of a seat headrest. The Front seat view shows a yellow neck area, indicating a 'MARGINAL' result. The Rear seat view shows a red neck area, indicating a 'POOR' result.

Lateral Impact 15.5 / 16 Pts



Car                      Pole


Detailed description: This panel shows two side-view crash test dummies. The Car dummy is entirely green, indicating a 'GOOD' result. The Pole dummy is mostly green with a yellow chest, indicating an 'ADEQUATE' result.

 ADULT OCCUPANT

Total 31.9 Pts / 84%

 GOOD     ADEQUATE     MARGINAL     WEAK     POOR

AEB City

 0 / 4 Pts

Approaching a stationary car: Left Offset



Approaching a stationary car: No Offset



Approaching a stationary car: Right Offset



 ADULT OCCUPANT

Total 31.9 Pts / 84%

## Comments

The passenger compartment of the Corsa remained stable in the frontal offset test. Dummy readings showed good protection of the legs and femurs of both the driver and passenger. Opel/Vauxhall 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 all critical body areas was good or adequate for the driver and rear passenger. In the side barrier impact, protection of all critical body areas was good and the Corsa scored maximum points. Even 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 a marginal level of protection. A geometric assessment of the rear seats indicated good protection. However, the rear seat row was ineligible for scoring because the centre seat is not equipped with a head restraint. 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 occur. However, the points for this part of the assessment were not awarded as a vehicle must perform well in the dynamic tests of the seat and head restraints to be eligible for the additional AEB points.

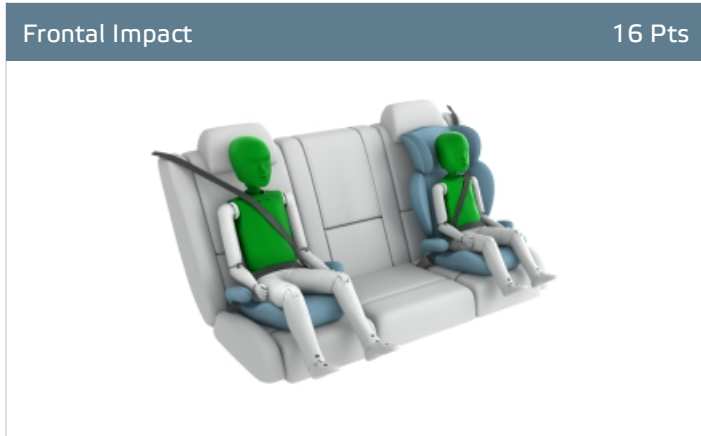
**CHILD OCCUPANT**

Total 42.5 Pts / 86%

■ GOOD   
 ■ ADEQUATE   
 ■ MARGINAL   
 ■ WEAK   
 ■ POOR

Crash Test Performance based on 6 & 10 year old children

24 / 24 Pts



Restraint for 6 year old child: *Britax Römer Kidfix XP*  
 Restraint for 10 year old child: *Booster Cushion*

**Safety Features**

7 / 13 Pts

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

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

CRS Installation Check

11.5 / 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)



BeSafe iZi Flex FIT i-Size (iSize)



■ ISOFIX CRS

Maxi Cosi Cabriofix & FamilyFix (ISOFIX)



BeSafe iZi Kid X4 ISOfix (ISOFIX)



Britax Römer Duo Plus (ISOFIX)



Britax Römer KidFix XP (ISOFIX)



 CHILD OCCUPANT

Total 42.5 Pts / 86%

■ 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 42.5 Pts / 86%

	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)	●	●	□	●
BeSafe iZi Flex FIT 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

In both the frontal offset test and the side barrier impact, protection of all critical body areas was good for both the 6-year and 10-year dummies, and the Corsa 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. With the exception of one restraint, in which the position of the buckle tongue-stop belt webbing loop prevented the lock-off being engaged, all restraint types could be properly installed and accommodated.

**VULNERABLE ROAD USERS**

Total 32.1 Pts / 66%

■ GOOD   
 ■ ADEQUATE   
 ■ MARGINAL   
 ■ WEAK   
 ■ POOR

Pedestrian	28.4 / 36 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;">16.4 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	16.4 Pts	Pelvis Impact	6 Pts	Leg Impact	6 Pts
Head Impact	16.4 Pts						
Pelvis Impact	6 Pts						
Leg Impact	6 Pts						

Vulnerable Road Users	3.7 / 12 Pts
System Name	Active Emergency Braking System
Type	Auto-Brake with Forward Collision Warning
Operational From	10 km/h

**Comments**

The bonnet offered predominantly good or adequate protection to the head of a struck pedestrian, with poor results recorded along the base of the windscreen and on the stiff windscreen pillars. The bumper provided good protection to pedestrians' legs at all test points and protection of the pelvis was also uniformly good. The AEB system of the Corsa can detect pedestrians, as well as other vehicles. In tests, the system performed adequately. The standard system is camera-based and cannot respond to faster-moving vulnerable road-users like cyclists. A radar-based system is available as an option which offers enhanced AEB performance and functionality, but was not assessed here.

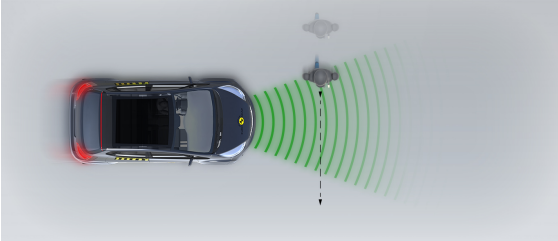
 VULNERABLE ROAD USERS

Total 32.1 Pts / 66%

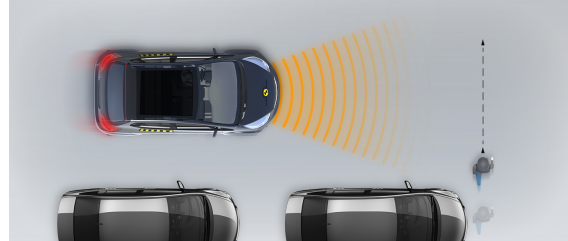
AEB Pedestrian ■

■ Day time

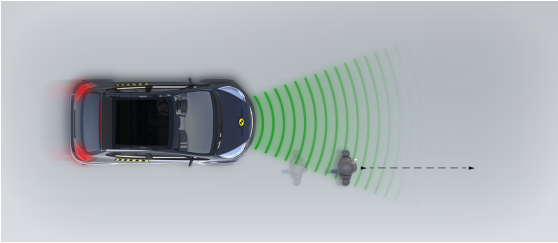
Adult crossing the road



Child running from behind parked vehicles



Adult along the roadside

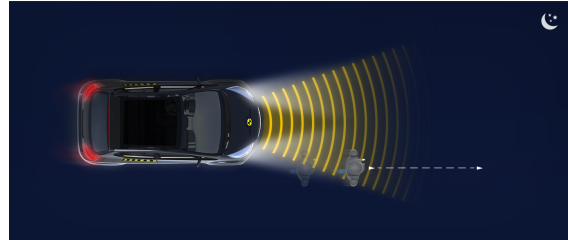


■ Night time

Adult crossing the road



Adult along the roadside



Version 011119

SAFETY ASSIST

Total 9.0 Pts / 69%

■ GOOD   
 ■ ADEQUATE   
 ■ MARGINAL   
 ■ WEAK   
 ■ POOR

Speed Assistance

■ 2.5 / 3 Pts

System Name	Speed Limiter with Speed Limit Recognition
Speed Limit Information Function	Camera based
Speed Limitation Function	System advised (accurate to 5km/h)

Seat Belt Reminder

■ 2.5 / 3 Pts

Applies To	All Seats		
	Driver Seat	front passenger(s)	rear passenger(s)
Warning			
Visual	●	●	●
Audible	●	●	●
Occupant detection	—	●	—

● Pass   
 ● Fail   
 — Not available

Lane Support

■ 2.3 / 4 Pts

System Name	Lane-Keeping Assist System
Type	LKA (including LDW)
Operational From	70 km/h

PERFORMANCE	
Lane Keep Assist	<span style="color: green;">■</span> GOOD
Human Machine Interface	<span style="color: yellow;">■</span> ADEQUATE

**SAFETY ASSIST**

Total 9.0 Pts / 69%

**AEB Inter-Urban**

**1.7 / 3 Pts**

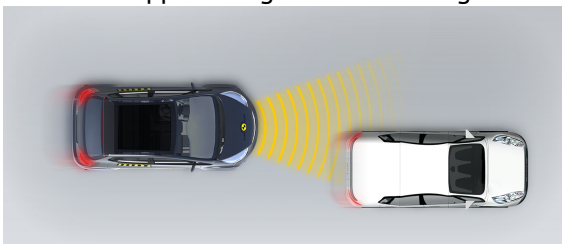
System Name	Automatic Emergency Braking System
Type	Autonomous Emergency Braking and Forward Collision Warning
Operational From	10 km/h

**Comments**

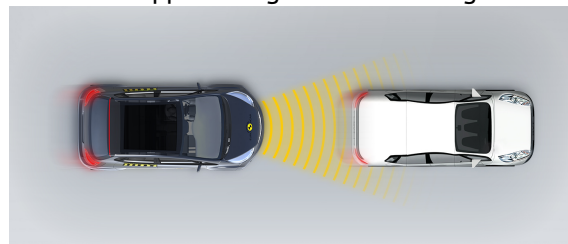
A seatbelt reminder is standard for the front and rear seats. A camera-based lane support system helps to prevent inadvertent drifting out of lane by alerting the driver and by gently applying corrective steering. The system does not intervene in more critical situations, as some other vehicles do. A speed assistance system detects the local limit and presents the information to the driver, allowing the limiter to be manually set to the appropriate speed. The AEB system performed adequately in tests of its response to other vehicles at highway speeds.

■ **Autobrake function only**

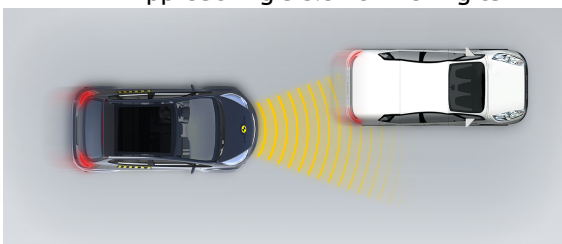
Approaching a slower moving car



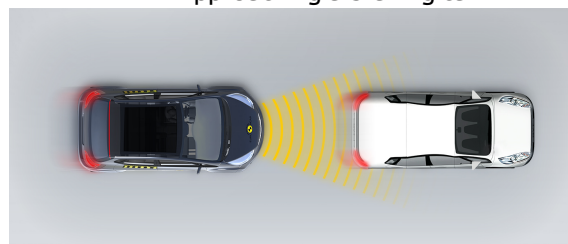
Approaching a slower moving car



Approaching a slower moving car



Approaching a braking car

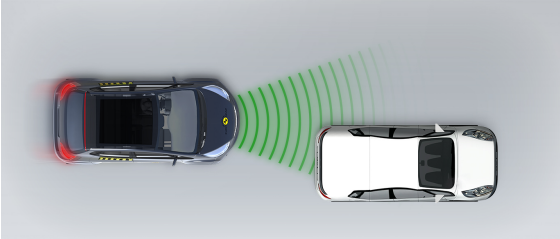


 SAFETY ASSIST

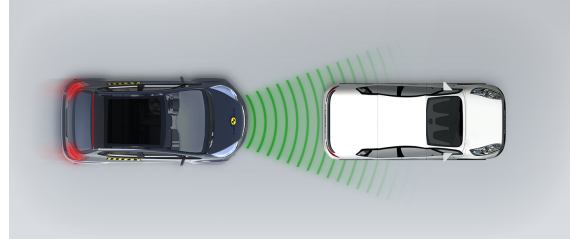
Total 9.0 Pts / 69%

■ Driver reacts to warning

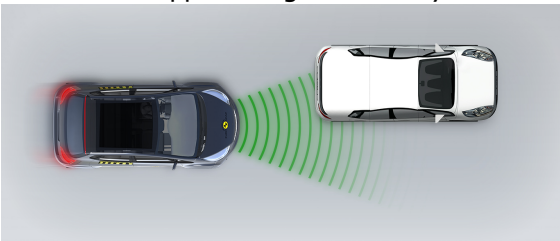
Approaching a stationary car



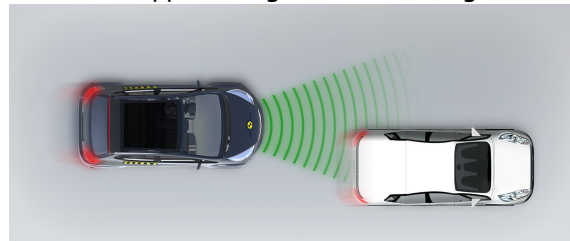
Approaching a stationary car



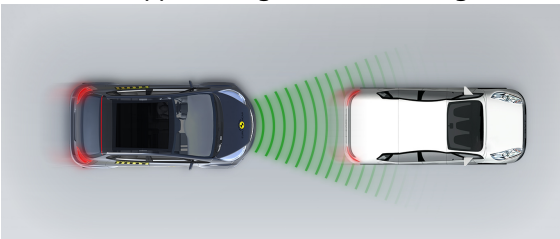
Approaching a stationary car



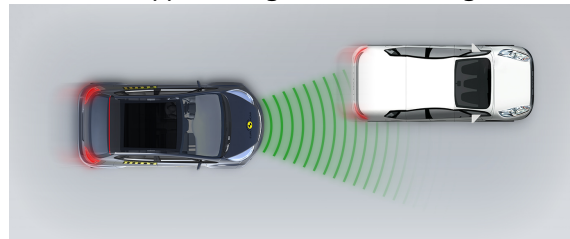
Approaching a slower moving car



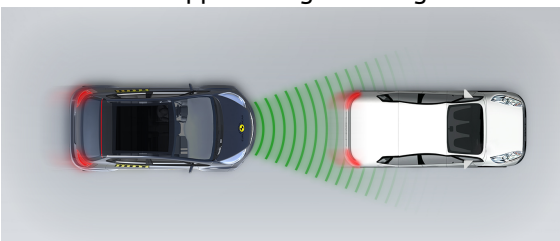
Approaching a slower moving car



Approaching a slower moving car



Approaching a braking car



## RATING VALIDITY

### Variants of Model Range

Body Type	Engine & Transmission	Drivetrain	Rating Applies	
			LHD	RHD
5 door hatchback	1.2 petrol (55kW*, 74kW, 96kW)	4 x 2	✓	✓
5 door hatchback	1.5 diesel	4 x 2	✓	✓

\* Tested variant

### Annual Reviews and Facelifts

Date	Event	Outcome
November 2019	Rating Published	2019 ★★☆☆☆ ✓