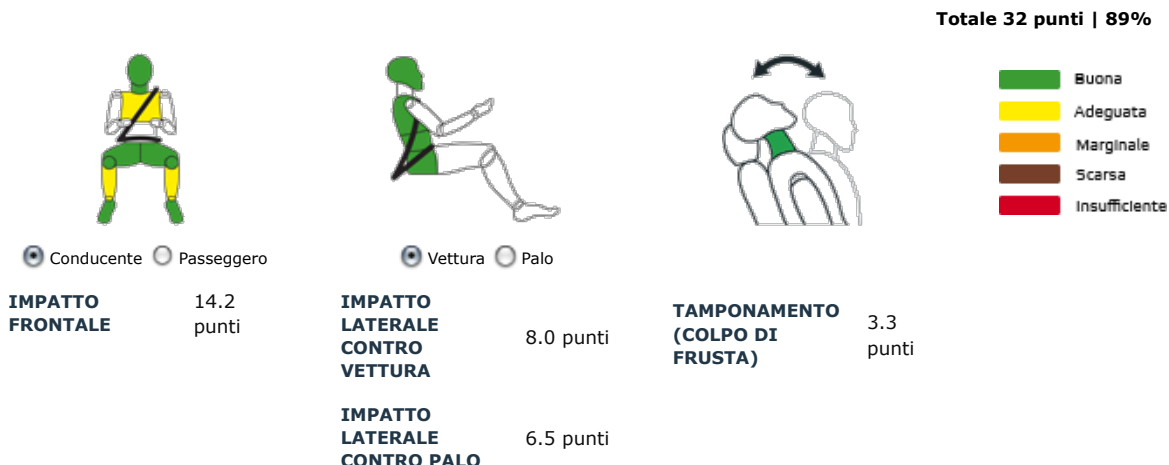


Comparabile



Totale 38 punti | 77%



RESTAZIONI	10.3 punti
ISTRUZIONI	4.0 punti
INSTALLAZIONE	2.0 punti

Bambino di 18 mesi

Seggiolino	GM / Britax Baby Safe Plus
Gruppo	0, 0+
Posizione	All'indietro
Installazione	Cintura di sicurezza per adulti



RESTAZIONI	9.4 punti
ISTRUZIONI	4.0 punti
INSTALLAZIONE	2.0 punti

Bambino di 3 anni

Seggiolino	GM / Britax DUO Plus ISOFIX
Gruppo	1
Posizione	In avanti
Installazione	Ancoraggi ISOFIX e punto d'aggancio

VALUTAZIONE BASATA SUL VEICOLO 6.0 punti

[Vedi commenti](#)

Totale 20 punti | 55%

Totale 6 punti | 86%



TESTA	15.0 punti
BACINO	0.9 punti
GAMBA	4.0 punti

DISPOSITIVI DI LIMITAZIONE VELOCITÀ	0.0 punti
CONTROLLO ELETTRONICO DELLA STABILITÀ (ESC)	3.0 punti
ESP	
SISTEMA SBR	3.0 punti
conducente	
passeggero	
sedile posteriore	

Buona (Verde)
 Adeguata (Giallo)
 Marginale (Rosso)

Dettagli della vettura testata

Specifiche

Modello testato	Opel Meriva 1.4 'Enjoy', LHD
Tipo carrozzeria	5 porte MPV
Anno di pubblicazione	2010
Peso	1359kg

Numero di identificazione veicolo (VIN) a cui si riferisce la valutazione

Applicabile a tutte le applies Merivas testate

Classe

PICCOLO MONOVOLUME

Safety equipment

Pretensionatori della cintura di sicurezza sedile anteriore

Limitatori di carico cinture di sicurezza anteriori

Airbag anteriore conducente

Airbag anteriore passeggero

Airbag laterali

Option, meets fitment requirements

Airbag laterale per la testa

Option, meets fitment requirements

Commenti

Protezione dei adulti

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.

Bambini

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.

Pedoni

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.

Dispositivi di sicurezza

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.