



# Opel/Vauxhall Astra

[Immagini](#) | [Video](#)

VALUTAZIONI	PUNTEGGIO		
 ADULTI 	34	Anteriore: 14 Laterale: 16	Sistema SBR: 2 Pole test: 2
 BAMBINI 	39		
 PEDONI 	3		

## Protezione dei passeggeri adulti



Conducente in impatto frontale



Passeggero in impatto frontale



Conducente in impatto laterale

	Buona
	Adeguate
	Marginale
	Scarsa
	Insufficiente

## Sistema di ritenuta per bambino

Bambino di 18 mesi	Britax Roemer Baby-safe, rearward facing
Bambino di 3 anni	Britax Roemer Duo Plus, forward facing

## Protezione dei pedoni

Immagini del lato frontale vettura non disponibili

## Dotazione di sicurezza

Pretensionatori cinture di sicurezza anteriori	<input checked="" type="checkbox"/>
Limitatori di carico cinture di sicurezza anteriori	<input checked="" type="checkbox"/>
Airbag anteriore conducente	<input checked="" type="checkbox"/>
Airbag anteriore passeggero	<input checked="" type="checkbox"/>
Airbag laterali	<input checked="" type="checkbox"/>
Airbag laterale per la testa	<input checked="" type="checkbox"/>
Airbag ginocchia conducente	<input type="checkbox"/>

## Dettagli della vettura testata

Lato di guida	LHD
Modello testato	Opel Astra 1.6 Enjoy
Tipo carrozzeria	5 porte portello posteriore
Anno di pubblicazione	2004
Peso	1240
Numero di identificazione veicolo (VIN) a cui si riferisce la valutazione	WOLOAHL4848-104022 and WOLOAHL4845215345

## Commenti

The Astra is a very strongly scoring car, with a body that is extremely stable and provides good protection for occupants. Only two points were lost in the frontal impact and the side impact performance was impressive, too, and no points were lost. Protection for child occupants was also good and the child

restraints meet almost all Euro NCAP performance limits. The three year old child restraint used ISOFix anchorages while the younger child's used the adult belts to fasten the restraint to the car. Pedestrian protection was poor.

### **Impatto frontale**

The restraint system for the driver and passenger incorporated single stage tethered airbags, belt pre-tensioners and load limiters. These worked well, although loads on the driver's chest were on the high side. The brake and clutch pedals are designed to break away, so reducing the risk of injury to the driver's legs. Deformation at fascia level and intrusion into the footwell were minimal. There has been much design effort to increase protection for the driver's knees and upper legs.

### **Impatto laterale contro vettura**

A very impressive side impact protection system that includes seat mounted thorax and pelvis side airbags. The Astra also has a head curtain airbag fitted as standard to protect those seated in the front and in the rear.

### **Bambini**

The 3 year old used an Opel branded forward facing Britax Romer Duo Plus restraint while the younger child used a Opel branded rear facing Baby-Safe restraint. The children's heads were fully protected in side and frontal impact but the neck load on the younger child and the chest load on the older child were on the high side. There was only a non-permanent pictogram on the passenger's end of the fascia. It did not warn against placing a child in a rear-facing restraint opposite a passenger frontal airbag.

### **Pedoni**

Only two small areas of the bonnet top offered protection. But its leading edge and the car's bumper proved to be very unfriendly. This was a disappointing result for a new design, and Euro NCAP urges Opel to take this vital safety area more seriously.