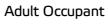


2015









74%





Safety Assist

72%

Pedestrian







64%

### **SPECIFICATION**

Tested Model	Opel Karl/Vauxhall Viva 1.0 Enjoy, LHD
Body Type	- 5 door hatchback
Year Of Publication	2015
Kerb Weight	920kg
VIN From Which Rating Applies	- all Opel Karls
Class	Supermini

# **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	×	×	×



# **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)	×
ESC	•
AEB City	×
AEB Inter-Urban	×
Speed Assistance System	0
Lane Assist System	0

Note: Other equipment m	nay be available on the	e vehicle but was not	considered in the test year.

O Not fitted to the test vehicle but available as option X Not Available — Not Applicable





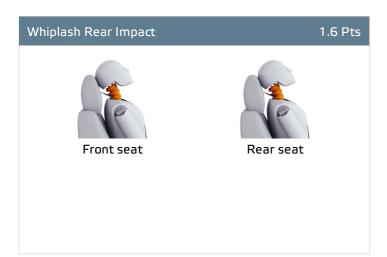
Total 28.2 Pts / 74%

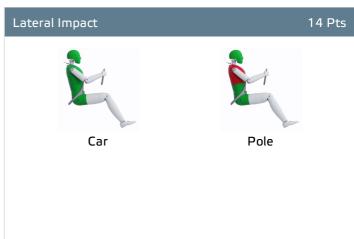
**POOR** 

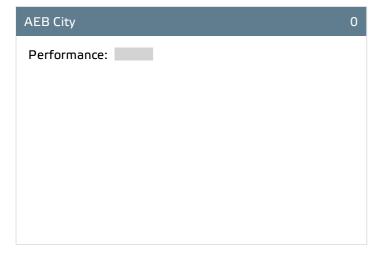




WEAK











Total 28.2 Pts / 74%

#### Comments

The passenger compartment of the Karl remained stable in the frontal offset test. Examination of the high speed films and of the dummy traces showed that the head of the driver dummy was not stable on the airbag. There was insufficient pressure in the airbag to prevent the head from flattening it and the head made contact, through the deflated bag, with the steering wheel. Thereafter, the head was unstable and rolled off the steering wheel to one side. The score for head protection was penalised and its protection was rated as adequate. Dummy readings in the lower leg indicated marginal protection of this part of the body for the driver. In the full-width rigid barrier frontal impact, the driver's pelvis slid beneath the part of the seatbelt passing over the lap. This is known as 'submarining' and presents risks to the knee, femur and pelvis. The score for this body region was penalised and protection was rated as poor. In the side barrier test, the Karl scored maximum points with good protection of all body regions. However, in the more severe side pole test, dummy readings showed very high rib deflections and protection of the chest was rated as poor, indicating a high risk of serious injury. Opel intend to make improvements to the chest protection in side impacts. The front seats and head restraints showed a marginal level of protection against whiplash injury in the event of the rear-end collision. A geometric assessment of the rear seats indicated the same level of whiplash protection for the rear seat occupants. Autonomous emergency braking is not available on the Karl.

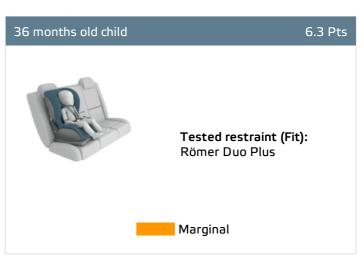


Total 35.3 Pts / 72%



Crash Test Performance 18.3 Pts





Safety Features 5 Pts

	Front Passenger	2nd row outboard	2nd row center
Isofix	×	•	×
i-Size	×	×	×
Integrated CRS	×	×	×

- Fitted to test car as standard
- Not on test car but available as option
- 💥 Not available

CRS Installation Check 12 Pts

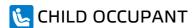
- Install without problem
  Install with care
  Safety critical problem
  Installation not allowed
- Infants up to 13 kg











Total 35.3 Pts / 72%

#### Infants and toddlers up to 18 kg



#### Toddlers from 9 to 18 kg







#### Toddlers over 18 kg







Total 35.3 Pts / 72%

		Seat Position		
	Front	Front 2nd row		
	PASSENGER	LEFT	CENTER	RIGHT
Maxi Cosi Cabriofix (Belt)	•	•	×	•
Römer King Plus (Belt)	•	•	×	•
Römer Duo Plus (ISOFIX)	×	•	×	•
Römer KidFix (Belt)	×	•	×	•
Maxi Cosi Cabriofix & EasyFix (Belt)	•	•	×	•
Maxi Cosi Cabriofix & EasyFix (ISOFIX)	×	•	×	•
BeSafe iZi Kid X3 ISOfix (ISOFIX)	×	•	×	•
Maxi Cosi Pearl & Familyfix (ISOFIX)	×	•	×	•
Römer KidFix (ISOFIX)	×	•	×	•

Install without problem

Install with care

Safety critical problem

🗶 Installation not allowed

#### Comments

The Karl scored maximum points for its protection of the  $1\frac{1}{2}$  year dummy in the dynamic crash tests. In the frontal offset barrier test, forward movement of the 3 year dummy, sat in a forward-facing restraint, was not excessive although chest and neck decelerations were marginally high. In the side impact barrier test, the  $1\frac{1}{2}$  year dummy was properly contained within the shell of its restraint, minimising the likelihood of head contact with parts of the car interior. However, the surface of the 3 year dummy's head was just outside the outer wing of the restraint and scored no points for head containment. 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. All of the child restraint types for which the Karl is designed could be properly installed and accommodated in the car.





Total 24.5 Pts / 68%

GOOD ADEQUATE MARGINAL WEAK POOR

Pedestrian Protection 24.5 Pts



Head Impact	15.9 Pts
Pelvis Impact	2.6 Pts
Leg Impact	6 Pts

#### Comments

The bumper scored maximum points, providing good protection to pedestrians' legs in all areas tested. The protection offered to the pelvic region was far more mixed, some areas performing well and some poorly. The protection provided to the head of a struck pedestrian was predominantly good or adequate on the bonnet surface and on the windscreen, with poor protection observed at the base of the windscreen and on the stiff windscreen pillars.



Total 8.3 Pts / 64%



**Speed Assistance** 1.3 Pts

Speed Limit Information Function	N/A
Warning Function	Manually set
Speed Limitation Function	Manually set

## **Electronic Stability Control**

3 Pts

System Name	ESC	
PERFORMANCE		
Vehicle Yaw Rate @ COS + 1.00 s	1.5%	meets ECE requirements
Vehicle Yaw Rate @ COS + 1.75 s	1.2%	meets ECE requirements
Lateral Displacement @ BOS + 1.07 s	3.1 m	meets ECE requirements

Seat Belt Reminder 3 Pts

Applies To	All seats		
Warning	Driver Seat	front passenger(s)	rear passenger(s)
Visual	•	•	•
Audible	•	•	•

Pass

Fail

— Not available

Lane Support 1 Pts

Туре	Lane Departure Warning
Operational From	60 km/h
Warning	Audible & Visual
PERFORMANCE	
LDW Confirmation Test	Meets NHTSA requirements





Total 8.3 Pts / 64%

#### Comments

The Karl has electronic stability control as standard, together with a seatbelt reminder system for the front and rear seats. A driver-set speed limiter is an option, as is a lane departure warning system. The Karl does not have an autonomous emergency braking system.