



**Opel/Vauxhall Astra**  
Small Family Car

2015



Adult Occupant



86%

Child Occupant



84%

Pedestrian



83%

Safety Assist



75%

## SPECIFICATION

Tested Model	Opel/Vauxhall Astra 1.4 'Enjoy', LHD
Body Type	- 5 door hatchback
Year Of Publication	2015
Kerb Weight	1240kg
VIN From Which Rating Applies	- all Astras
Class	Small Family Car

## 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	●	●	✗

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## 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	○
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 option  
○ Not fitted to the test vehicle but available as option   
 ✘ Not Available   
 — Not Applicable

**ADULT OCCUPANT**

Total 32.9 Pts / 86%

■ GOOD   
 ■ ADEQUATE   
 ■ MARGINAL   
 ■ WEAK   
 ■ POOR

**Frontal Offset Deformable Barrier** 7.4 Pts



Passenger                      Driver

**Frontal Full Width** 7.5 Pts



Rear Passenger                      Driver

**Whiplash Rear Impact** 2.5 Pts



Front seat                      Rear seat

**Lateral Impact** 15.5 Pts



Car                      Pole

**AEB City** 0

Performance:

 ADULT OCCUPANT

Total 32.9 Pts / 86%

## Comments

The passenger compartment of the Astra remained stable in the frontal offset test. Dummy readings indicated good protection of the knees and femurs of both the driver and passenger. Opel showed that a similar level of protection would be provided to occupants of different sizes and to those sat in different positions. In the full-width rigid barrier test, protection of the front and rear passenger dummies was good for all critical parts of the body except the chest, protection of which was adequate. Dummy readings indicated good protection of all critical body areas in both the side barrier impact and the more severe side pole test. However, in the side barrier impact, the rear door on the struck side became unlatched and the car was penalised. Opel are investigating the cause of this unlatching. The front seats and head restraints demonstrated good protection against whiplash injury in Euro NCAP's tests while a geometric assessment of the rear seats indicated the same level of protection to the occupants of those seats. The Astra has an autonomous emergency braking system which operates from the low, city speeds at which many whiplash injuries are caused. However, as the system is not standard equipment, its low-speed performance did not qualify for assessment.

**CHILD OCCUPANT**

Total 41.2 Pts / 84%

■ GOOD   
 ■ ADEQUATE   
 ■ MARGINAL   
 ■ WEAK   
 ■ POOR

**Crash Test Performance**

22.2 Pts

18 months old child 12 Pts



**Tested restraint (Fit):**  
Maxi Cosi Cabriofix

■ Good

36 months old child 10.2 Pts



**Tested restraint (Fit):**  
Römer Duo Plus

■ Adequate

**Safety Features**

7 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**

Maxi Cosi Cabriofix (Belt)



Maxi Cosi Cabriofix & EasyFix (Belt)



Maxi Cosi Cabriofix & EasyFix (ISOFIX)



**CHILD OCCUPANT**

Total 41.2 Pts / 84%

■ **Infants and toddlers up to 18 kg**

BeSafe iZi Kid X3 ISOFix (ISOFIX)



■ **Toddlers from 9 to 18 kg**

Römer King Plus (Belt)



Römer Duo Plus (ISOFIX)



Maxi Cosi Pearl & Familyfix (ISOFIX)



■ **Toddlers over 18 kg**

Römer KidFix (Belt)



Römer KidFix (ISOFIX)



## CHILD OCCUPANT

Total 41.2 Pts / 84%

	Seat Position			
	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 Astra scored full points for its protection of the 1½ year dummy in the full scale crash tests. Forward movement of the 3 year dummy, sat in a forward-facing restraint, was not excessive and protection was good apart from marginally raised neck tensile forces. In the side barrier test, both dummies were properly contained within the protective shells of their restraints, minimising the risk of contact with parts of the vehicle interior. 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 about the status of the airbag and the system was rewarded. All of the restraint types for which the Astra is designed could be correctly installed and accommodated in the car.

 PEDESTRIAN PROTECTION

Total 30.0 Pts / 83%

■ GOOD   
 ■ ADEQUATE   
 ■ MARGINAL   
 ■ WEAK   
 ■ POOR

Pedestrian Protection	30.0 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;">18 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	18 Pts	Pelvis Impact	6 Pts	Leg Impact	6 Pts
Head Impact	18 Pts						
Pelvis Impact	6 Pts						
Leg Impact	6 Pts						

Comments

The bumper scored maximum points for its protection of pedestrians' legs, with good results at all test points. Likewise, the protection provided to the pelvic region was also good. The protection provided by the bonnet to the head of a struck pedestrian was predominantly good, with poor results recorded only on the stiff windscreen pillars.

SAFETY ASSIST

Total 9.8 Pts / 75%

GOOD
  ADEQUATE
  MARGINAL
  WEAK
  POOR

Speed Assistance

1.3 Pts

System Name	Speed Limiter
Speed Limit Information Function	N/A
Warning Function	Manually set
Speed Limitation Function	Manually set

Electronic Stability Control

3 Pts

System Name	ESP+	
PERFORMANCE		
Vehicle Yaw Rate @ COS + 1.00 s	3.3%	meets ECE requirements
Vehicle Yaw Rate @ COS + 1.75 s	3.4%	meets ECE requirements
Lateral Displacement @ BOS + 1.07 s	4 m	meets ECE requirements

Seat Belt Reminder

3 Pts

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

● Pass
 ● Fail
 — Not available

Lane Support

1 Pts

System Name	Lane Departure Warning with Lane Keep Assist
Type	Lane Keep Assist
Operational From	60 km/h
Warning	Visual
PERFORMANCE	
LDW Confirmation Test	Meets NHTSA requirements

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## SAFETY ASSIST

Total 9.8 Pts / 75%

## AEB Interurban

1.5 Pts

System Name	Low Speed Mitigation Braking (with Forward Collision Alert)
Type	Forward Collision Warning with Auto-Brake
Operational From	8 Km/h
Additional Information	Default On; Supplementary Warning

## PERFORMANCE |

Operational Speed	8-60 Km/h	8- Km/h
	Autobrake Function Only	Driver reacts to warning
Approaching a stationary car	See AEB City	Crash avoided up to 55km/h. Crash speed reduced up to 65km/h.
Approaching a slower moving car	Crash avoided up to 40km/h. Crash speed reduced up to 60km/h.	Crash avoided up to 60km/h. Crash speed reduced up to 75km/h.
FOLLOWING A CAR AT SHORT DISTANCE		
Car in front brakes gently	Mitigation	Avoidance
Car in front brakes harshly	Mitigation	Mitigation
FOLLOWING A CAR AT LONG DISTANCE		
Car in front brakes gently	Mitigation	Avoidance
Car in front brakes harshly	Mitigation	Avoidance

## Comments

The Astra has Electronic Stability Control as standard equipment, together with a seatbelt reminder system for the front and rear seats. The autonomous emergency braking system is an option which is expected to be widely sold, so it was included in the assessment. Its performance in Euro NCAP's tests was adequate. A driver-set speed limiter and a lane keep assistance systems are also options that were included in this assessment and were rewarded.