

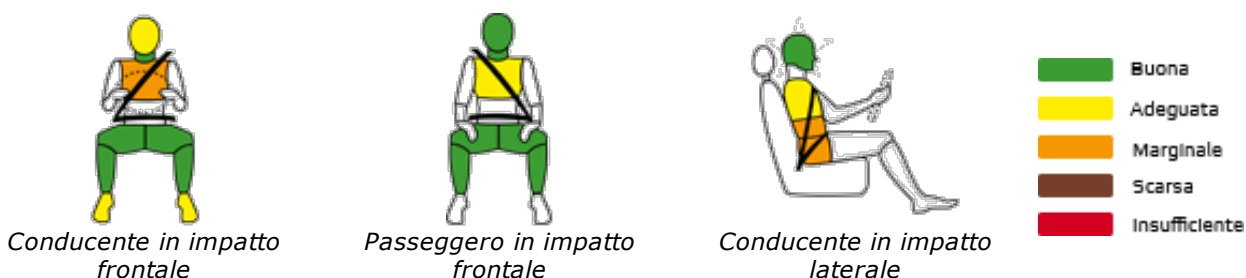


Opel/Vauxhall Astra

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

VALUTAZIONI	PUNTEGGIO
 ADULTI 	25 Anteriore: 13 Laterale: 12
 PEDONI 	7 Valutazioni precedenti al 2009

Protezione dei passeggeri adulti



Sistema di ritenuta per bambino

Bambino di 18 mesi No information available
 Bambino di 3 anni No information available

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 type="checkbox"/>
Airbag anteriore conducente	<input checked="" type="checkbox"/>
Airbag anteriore passeggero	<input checked="" type="checkbox"/>
Airbag laterali	<input type="checkbox"/>
Airbag laterale per la testa	<input type="checkbox"/>
Airbag ginocchia conducente	<input type="checkbox"/>

Dettagli della vettura testata

Lato di guida	RHD
Modello testato	Opel Astra 1.6i Envoy
Tipo carrozzeria	5 porte portello posteriore
Anno di pubblicazione	1999
Peso	1100
Numero di identificazione veicolo (VIN) a cui si riferisce la valutazione	F48X8-113816 / F48X5-222800 / F48X2-233559 / F48X6-127200

Commenti

The Opel Astra did well enough to earn four stars but there is scope to improve its side-impact protection. In this part of the test a rear door on the struck side came open and so the Astra would not have passed new regulations governing models launched after October 1998. It performed well in the front impact, providing unusually good protection for the driver's legs. The child restraints were of an Opel design which Protection for pedestrians was poor, earning only a single star.

Impatto frontale

The car's structure remained stable and the driver's airbag proved effective. The driver's knees were well protected and the footwell kept his feet from harm. The impact caused little intrusion into that area and the pedals partly came away from their pivots to limit the risk of feet and ankle injuries.

Impatto laterale contro vettura

The driver's head and chest were well protected but his abdomen and pelvis were exposed to increased injury risks. The manufacturer has told Euro NCAP that it will modify the Astra's structure to address the problem.

Bambini

A passenger airbag is standard so there is a real danger of death for any child in a rear-facing child restraint in the front. We believe that Opel should take this risk more seriously and provide better permanent warnings. The fixings for the one-and-a-half-year-old's rearward-facing restraint were not fully compatible with the car's rear belts, even though it was an Opel- branded item. An optional fixing system (Opelfix) overcame the problem. Unusually this seat also used a top tether to control its movement. Both restraints stopped their occupants from hitting the car's interior in the frontal impact. However, the three-year-old's head was not fully protected in the side impact.

Pedoni

The Astra's front is very stiff and unforgiving and more than half of the places where a pedestrian's head might strike following a crash were likely to cause injury. This area requires major improvement.