



Opel/Vauxhall Karl
Supermini

2015



Adult Occupant



74%

Child Occupant



72%

Pedestrian



68%

Safety Assist



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	✗	✗	✗

Version 190216

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 28.2 Pts / 74%

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

Frontal Offset Deformable Barrier 6.4 Pts

Passenger Driver

Frontal Full Width 6.2 Pts

Rear Passenger Driver

Whiplash Rear Impact 1.6 Pts

Front seat Rear seat

Lateral Impact 14 Pts

Car Pole

AEB City 0

Performance:

 ADULT OCCUPANT

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.

CHILD OCCUPANT


Total 35.3 Pts / 72%

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

Crash Test Performance

18.3 Pts


18 months old child 12 Pts



Tested restraint (Fit):
Maxi Cosi Cabriofix

■ Good

36 months old child 6.3 Pts



Tested restraint (Fit):
Römer Duo Plus

■ Marginal

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**

Maxi Cosi Cabriofix (Belt)




Maxi Cosi Cabriofix & EasyFix (Belt)



Maxi Cosi Cabriofix & EasyFix (ISOFIX)



 CHILD OCCUPANT

Total 35.3 Pts / 72%

■ 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 35.3 Pts / 72%

	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 Karl scored maximum points for its protection of the 1½ 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 1½ 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.

 PEDESTRIAN PROTECTION

Total 24.5 Pts / 68%

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

Pedestrian Protection	24.5 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;">15.9 Pts</td> </tr> <tr> <td style="padding: 5px;">Pelvis Impact</td> <td style="text-align: right; padding: 5px;">2.6 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	15.9 Pts	Pelvis Impact	2.6 Pts	Leg Impact	6 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.

SAFETY ASSIST

Total 8.3 Pts / 64%

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

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

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



SAFETY ASSIST

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.