

TEST RESULTS

Opel/Vauxhall Tigra

RATING	SCORE	Front: 11	Side: 15
 ADULT OCCUPANT ★★☆☆☆	26		
 PEDESTRIAN ★★☆☆☆	10		



Adult occupant protection



Frontal impact driver



Frontal impact passenger



Side impact driver

■	GOOD
■	ADEQUATE
■	MARGINAL
■	WEAK
■	POOR

Child restraints

18 month old Child	None fitted
3 year old Child	None fitted

Pedestrian protection

No image car front available

Safety equipment

Front seatbelt pretensioners	<input checked="" type="checkbox"/>
Front seatbelt load limiters	<input checked="" type="checkbox"/>
Driver frontal airbag	<input checked="" type="checkbox"/>
Front passenger frontal airbag	<input checked="" type="checkbox"/>
Side body airbags	<input type="checkbox"/>
Side head airbags	<input type="checkbox"/>
Driver knee airbag	<input type="checkbox"/>

Car details

Hand of drive	LHD
Tested model	Opel Tigra 1.4
Body type	Two seater roadster
Year of publication	2004
Kerb weight	1160
VIN from which rating applies	All new Tigra's

Comments

The new Tigra has a body that is extremely stable providing good protection for occupants and minimal deformation of the occupant space in the frontal impact. The car was tested in the frontal crash with the top down to give a 'worst case' result. For the side test, the top was left up to check for any adverse interaction with the driver's head. Although the car was tested with no child restraints fitted it is possible to fit a child restraint in the passenger's seat. Pedestrian protection was inadequate.

Front impact

The body proved to be very strong, showing minimal deformation around the sill and screen pillar, and only minor intrusion into the footwell. The airbags were judged to cushion occupants' heads adequately but seat belt loads on their chests were on the high side. The knee impact area for the driver and passenger could also result in serious injury from contact with the steering column and areas of the fascia.

Side impact

The side impact protection system includes a seat mounted airbag. Although the load on the driver's chest was on the high side the car gave a solid performance.

Child occupant

Following usual Euro NCAP procedures, two adult dummies were fitted into the car for testing, leaving no room for child restraints. So no tests were conducted. A child restraint can be fitted to the front passenger's seat. However, the only warning of the dangers associated with placing a child in a rear facing restraint in this position was a non-permanent label fitted to the windscreen. Euro NCAP did not consider that the wording it contained adequately explained the risks involved.

Pedestrian

The leading edge of the bonnet and bonnet top where an adult's head might strike provided some protection but the rest of the bonnet was unfriendly. The bumper in particular offered little if any protection against leg injury.