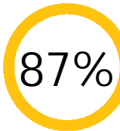


# Opel/Vauxhall Adam

Opel Adam 1.4 JAM, LHD

2013



ADULT OCCUPANT



CHILD OCCUPANT



PEDESTRIAN



SAFETY ASSIST

## ADULT OCCUPANT

Total 31 pts | 87%

### FRONTAL IMPACT

14,5 pts



Driver



Passenger

### SIDE IMPACT CAR

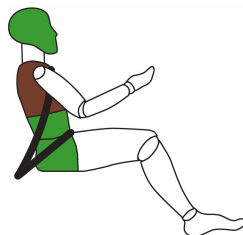
7,9 pts

### SIDE IMPACT POLE

6,6 pts



Car



Pole

### REAR IMPACT (WHIPLASH)

2,5 pts



GOOD



ADEQUATE



MARGINAL



WEAK



POOR

### FRONTAL IMPACT

#### HEAD

Driver airbag contact stable

Passenger airbag contact stable

#### CHEST

Passenger compartment stable

Windscreen Pillar rearward 1mm

Steering wheel rearward none

Steering wheel upward none

Chest contact with steering wheel none

#### UPPER LEGS, KNEES AND PELVIS

Stiff structures in dashboard none

Concentrated loads on knees none

#### LOWER LEGS AND FEET

Footwell Collapse none

Rearward pedal movement none

Upward pedal movement none

### SIDE IMPACT

Head protection airbag Yes

Chest protection airbag Yes

### WHIPLASH

Seat description Standard cloth, 4 way manual

Head restraint type Passive

Geometric assessment 1 pts

#### TESTS

- High severity 1,5 pts

- Medium severity 1,5 pts

- Low severity 1,9 pts

## CHILD OCCUPANT

Total 35 pts | 72%

## CRASH TEST PERFORMANCE

## 18 MONTH OLD CHILD

**Restraint** FAIR G0/1S  
**Facing** forward facing  
**Installation** ISOFIX and Supportleg



PERFORMANCE 11,2 pts

## FRONTAL IMPACT

**Head forward movement** protected  
**Head acceleration** good  
**Chest load** fair

## SIDE IMPACT

**Head containment** protected  
**Head acceleration** good

## 3 YEAR OLD CHILD

**Restraint** Britax-Römer Duo Plus  
**Facing** forward facing  
**Installation** ISOFIX and TopTether



PERFORMANCE 9,7 pts

## FRONTAL IMPACT

**Head forward movement** protected  
**Head acceleration** good  
**Chest load** fair

## SIDE IMPACT

**Head containment** protected  
**Head acceleration** good

## CHILD SAFETY FEATURES AND CRS INSTALLATION CHECK



Isofix

**Safety features score** 5 pts  
**Installation check score** 9,5 pts

**Pass** Install without problem  
**Partial Fail** Install with care  
**Fail** Safety critical problem  
**Exempt** Installation not allowed

	SEAT POSITION							
	FRONT		2nd ROW			3rd ROW		
	CENTER	RIGHT	LEFT	CENTER	RIGHT	LEFT	CENTER	RIGHT
Maxi Cosi Cabriofix (Seatbelt)	N/A	Pass	Pass	N/A	Pass	N/A	N/A	N/A
Römer King Plus (Seatbelt)	N/A	Pass	Pass	N/A	Pass	N/A	N/A	N/A
Römer Duo Plus (ISOFIX)	N/A	Exempt	Pass	N/A	Pass	N/A	N/A	N/A
Römer KidFix (Seatbelt)	N/A	Pass	Fail	N/A	Fail	N/A	N/A	N/A
Maxi Cosi Cabriofix and EasyFix (Seatbelt)	N/A	Exempt	Exempt	N/A	Exempt	N/A	N/A	N/A
Maxi Cosi Cabriofix and EasyFix (ISOFIX)	N/A	Exempt	Pass	N/A	Pass	N/A	N/A	N/A
BeSafe iZi Kid X3 ISOfix (ISOFIX)	N/A	Exempt	Exempt	N/A	Exempt	N/A	N/A	N/A
Maxi Cosi Pearl and Familyfix (ISOFIX)	N/A	Exempt	Pass	N/A	Pass	N/A	N/A	N/A
Römer KidFix (ISOFIX)	N/A	Exempt	Fail	N/A	Fail	N/A	N/A	N/A
FAIR G0/1 (ISOFIX)	N/A	Exempt	Pass	N/A	Pass	N/A	N/A	N/A
Römer Duo Plus (ISOFIX)	N/A	Exempt	Pass	N/A	Pass	N/A	N/A	N/A

## PEDESTRIAN

Total 24 pts | 65%



GOOD	GOOD
ADEQUATE	ADEQUATE
MARGINAL	MARGINAL
WEAK	WEAK
POOR	POOR

HEAD	13,6 pts
PELVIS	4 pts
LEG	6 pts

## SAFETY ASSIST

Total 7 pts | 81%

## SPEED ASSISTANCE SYSTEM 1,3 pts

Standard
Speed Information
Speed Assistance (Manual)

## ELECTRONIC STABILITY CONTROL (ESC) 3 pts

- ESC	Pass
Yaw rate ratio (1.00s)	9,69 %
Yaw rate ratio (1.75s)	9,46 %
Lateral displacement (1.07s)	2,58 m

## SEATBELT REMINDER 3 pts

- driver and passenger	Pass
- rear	Pass

## DETAILS OF TESTED CAR

### SPECIFICATIONS

Tested model	Opel Adam 1.4 JAM, LHD
Body type	3 door hatchback
Year of publication	2013
Kerb weight	1067kg
VIN from which rating applies	from W0L0MAP08E6000067

### SAFETY EQUIPMENT

Front seatbelt pretensioners
Front seatbelt load limiters
Driver frontal airbag
Front passenger frontal airbag
Side body airbags
Side head airbags
Speed Limitation Assistance
Electronic Stability Control
Seatbelt Reminder

## COMMENTS

### Adult occupant

The passenger compartment of the Adam remained stable in the frontal impact. Dummy readings indicated good protection of the knees and femurs of the driver and passenger. Opel showed that a similar level of protection would be provided for occupants of different sizes and to those sat in different positions. The car scored maximum points for its protection of the passenger dummy, with all body areas being well protected. In the side barrier test, the Adam demonstrated good protection of all body regions except the chest, which was adequately protected. In the more severe side pole test, dummy readings of rib deflection indicated weak protection of the chest, although other parts of the body were well protected. The seat and head restraint provided marginal protection against whiplash injury in the event of a rear-end collision.

### Child occupant

In the frontal impact, forward movement of the child dummies, both sat in forward-facing restraints, was not excessive but protection of their chests was rated as fair owing to the chest decelerations measured. In the side impact, both dummies were properly contained by their restraints, minimising the likelihood of dangerous head contact with parts of the car interior. The 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. The rear outboard seats could not accommodate the group II/III child restraint but, otherwise, all restraints for which the car was designed could be accommodated without a problem. Cars before VIN W0L0MAP08E6000067 contain slightly different information in the user manual regarding installation of the group II/III restraint in the front passenger seat.

### Pedestrian

The bumper scored maximum points for the protection it provided to pedestrians' legs. The front edge of the bonnet was good in most areas tested but provided poor protection at the outer edges. The bonnet surface, where a child's head might strike, showed mixed performance with areas of good, adequate and marginal protection. The windscreen offered good head protection to taller pedestrians but was poor around the windscreen pillars and at the base of the screen.

### Safety assist

Electronic stability control is standard on the Adam and passed Euro NCAP's test requirements. A seatbelt reminder system covers the front and rear seats and a driver-set speed limitation device met Euro NCAP's requirements for such systems.