



2019

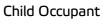




Adult Occupant



84%





86%

Vulnerable Road Users



66%



Safety Assist

69%

SPECIFICATION

Tested Model	Opel Corsa 1.2 'Edition', LHD
Body Type	- 5 door hatchback
Year Of Publication	2019
Kerb Weight	1055kg
VIN From Which Rating Applies	- all Corsas
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	×	×	×



SAFETY EQUIPMENT (NEXT)

	Driver	Passenger	Rear
CHILD PROTECTION			
Isofix		0	•
Integrated CRS		×	×
Airbag cut-off switch		•	_
SAFETY ASSIST			
Seat Belt Reminder	•	•	•

OTHER SYSTEMS	
Active Bonnet (Hood)	×
AEB Pedestrian	•
AEB Cyclist	0
AEB City	•
AEB Inter-Urban	•
Speed Assistance System	•
Lane Assist System	•

Fitted to the vehicle as standard	Fitted to the vehicle as part of the safety pack
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O Not fitted to the test vehicle but available as option or as part of the safety pack X Not available — Not applicable



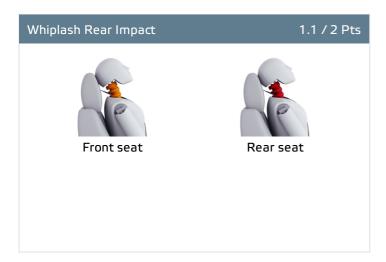


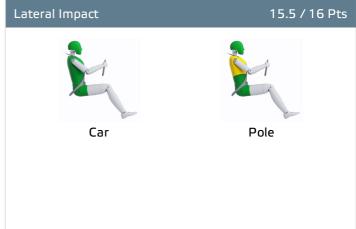
Total 31.9 Pts / 84%













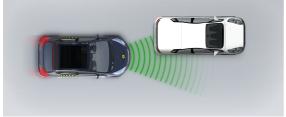


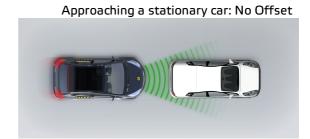
Total 31.9 Pts / 84%



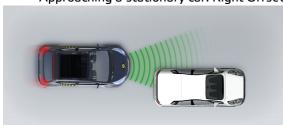
AEB City 0.0 / 4 Pts

Approaching a stationary car: Left Offset





Approaching a stationary car: Right Offset







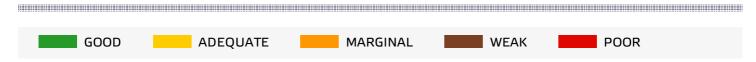
Total 31.9 Pts / 84%

Comments

The passenger compartment of the Corsa remained stable in the frontal offset test. Dummy readings showed good protection of the legs and femurs of both the driver and passenger. Opel/Vauxhall demonstrated that a similar level of protection would be provided to occupants of different sizes and to those sitting in different positions. In the full-width rigid barrier test, protection of all critical body areas was good or adequate for the driver and rear passenger. In the side barrier impact, protection of all critical body areas was good and the Corsa scored maximum points. Even in the more severe side pole impact, protection of the chest was adequate and that of other body areas was good. Tests on the front seats and head restraints demonstrated a marginal level of protection. A geometric assessment of the rear seats indicated good protection. However, the rear seat row was ineligible for scoring because the centre seat is not equipped with a head restraint. The standard-fit autonomous emergency braking (AEB) system performed well in tests of its functionality at the low speeds, typical of city driving, at which many whiplash injuries occur. However, the points for this part of the assessment were not awarded as a vehicle must perform well in the dynamic tests of the seat and head restraints to be eligible for the additional AEB points.



Total 42.5 Pts / 86%



Crash Test Performance based on 6 & 10 year old children

24.0 / 24 Pts





Restraint for 6 year old child: *Britax Römer Kidfix XP* Restraint for 10 year old child: *Booster Cushion*

Safety Features 7.0 / 13 Pts

	Front Passenger	2nd row outboard	2nd row center
Isofix	0	•	×
i-Size	0	•	×
Integrated CRS	×	×	×

Fitted to test car as standard

O Not on test car but available as option

🗶 Not available



CRS Installation Check 11.5 / 12 Pts



i-Size CRS









ISOFIX CRS

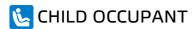












Total 42.5 Pts / 86%

Universal Belted CRS











Total 42.5 Pts / 86%

		Seat Pos	ition	
	Front	Front 2nd row		
	PASSENGER	LEFT	CENTER	RIGHT
Maxi Cosi 2way Pearl & 2wayFix (rearward) (iSize)	•	•	_	•
Maxi Cosi 2way Pearl & 2wayFix (forward) (iSize)	•	•	_	•
BeSafe iZi Kid X2 i-Size (iSize)	•	•	_	•
BeSafe iZi Flex FIT i-Size (iSize)	•	•	_	•
Maxi Cosi Cabriofix & FamilyFix (ISOFIX)	•	•	_	•
BeSafe iZi Kid X4 ISOfix (ISOFIX)	•	•	_	•
Britax Römer Duo Plus (ISOFIX)	•	•	_	•
Britax Römer KidFix XP (ISOFIX)	•	•	_	•
Maxi Cosi Cabriofix (Belt)	•	•	•	•
Maxi Cosi Cabriofix & EasyBase2 (Belt)	•	•	×	•
Britax Römer King II LS (Belt)	•	•	•	•
Britax Römer KidFix XP (Belt)	•	•	•	•

Install without problem

Install with care

Safety critical problem

🗶 Installation not allowed

— Not available

Comments

In both the frontal offset test and the side barrier impact, protection of all critical body areas was good for both the 6-year and 10-year dummies, and the Corsa scored maximum points in this part of the assessment. 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. With the exception of one restraint, in which the position of the buckle tongue-stop belt webbing loop prevented the lock-off being engaged, all restraint types could be properly installed and accommodated.





Total 32.1 Pts / 66%

6.0 Pts

GOOD	ADEQUATE	MARGINAL	WEAK	POOR
Pedestrian				28.4 / 36 P [.]
		Hea	ad Impact	16.4 Pts
		Pel	vis Impact	6.0 Pts

Leg Impact

Active Emergency Braking System
Auto-Brake with Forward Collision Warning
10 km/h

Comments

The bonnet offered predominantly good or adequate protection to the head of a struck pedestrian, with poor results recorded along the base of the windscreen and on the stiff windscreen pillars. The bumper provided good protection to pedestrians' legs at all test points and protection of the pelvis was also uniformly good. The AEB system of the Corsa can detect pedestrians, as well as other vehicles. In tests, the system performed adequately. The standard system is camera-based and cannot respond to faster-moving vulnerable road-users like cyclists. A radar-based system is available as an option which offers enhanced AEB performance and functionality, but was not assessed here.

AEB Pedestrian

Day time

Adult crossing the road



Child running from behind parked vehicles

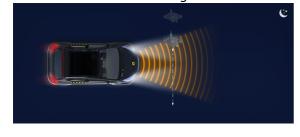


Adult along the roadside

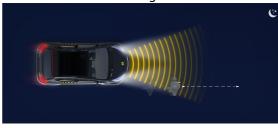


Night time

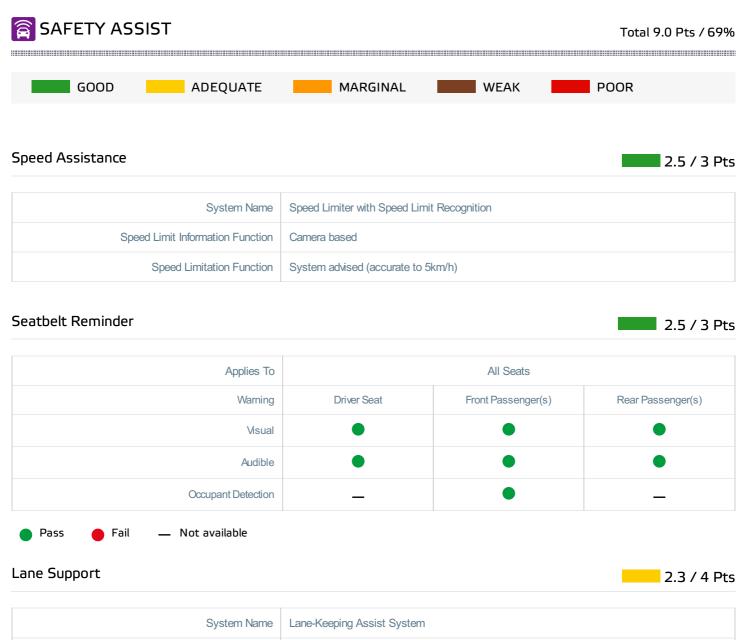
Adult crossing the road



Adult along the roadside







System Name	Lane-Keeping Assist System
Туре	LKA (including LDW)
Operational From	70 km/h
PERFORMANCE	
Lane Keep Assist	GOOD





Total 9.0 Pts / 69%

AEB Inter-Urban

1.7 / 3 Pts

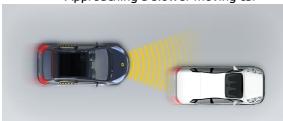
System Name	Automatic Emergency Braking System
Туре	Autonomous Emergency Braking and Forward Collision Warning
Operational From	10 km/h

Comments

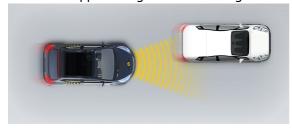
A seatbelt reminder is standard for the front and rear seats. A camera-based lane support system helps to prevent inadvertent drifting out of lane by alerting the driver and by gently applying corrective steering. The system does not intervene in more critical situations, as some other vehicles do. A speed assistance system detects the local limit and presents the information to the driver, allowing the limiter to be manually set to the appropriate speed. The AEB system performed adequately in tests of its response to other vehicles at highway speeds.

Autobrake function only

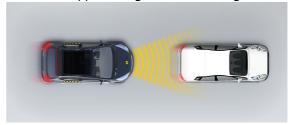
Approaching a slower moving car



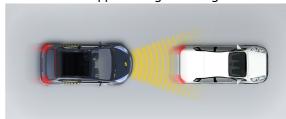
Approaching a slower moving car



Approaching a slower moving car



Approaching a braking car



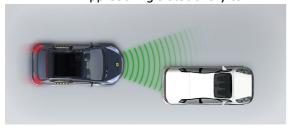




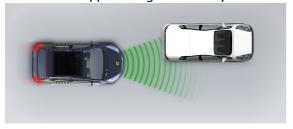
Total 9.0 Pts / 69%

Driver reacts to warning

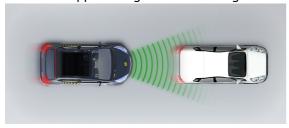
Approaching a stationary car



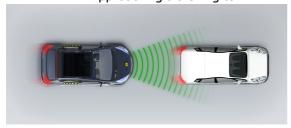
Approaching a stationary car



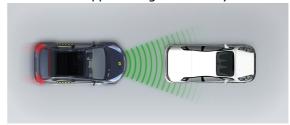
Approaching a slower moving car



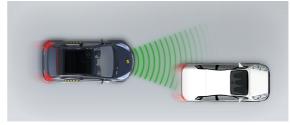
Approaching a braking car



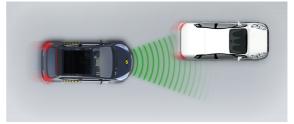
Approaching a stationary car



Approaching a slower moving car



Approaching a slower moving car





RATING VALIDITY

Variants of Model Range

Body Type	Engine & Transmission	Drivetrain	Rating Applies	
			LHD	RHD
5 door hatchback	1.2 petrol (55kW*, 74kW, 96kW)	4 x 2	✓	✓
5 door hatchback	1.5 diesel	4 x 2	✓	✓
5 door hatchback	battery electric	4 x 2	✓	✓

^{*} Tested variant

Annual Reviews and Facelifts

Date	Event	Outcome		
November 2019	Rating Published	2019 🖈 🖈 🛧 🏠	✓	
November 2020	Annual Review	2019 🖈 🖈 🛧 🏠	✓	
May 2021	Addition of Corsa-e battery electric variant	2019 🛨 🛨 🛧 🏠	✓	