



Opel/Vauxhall Grandland X
Standard Safety Equipment

2017



Adult Occupant



84%

Child Occupant



87%

VRU Impact Protection



63%

Safety Assist



60%

SPECIFICATION

Tested Model	Opel/Vauxhall Grandland X 1.6 diesel, LHD
Body Type	- 5 door hatchback
Year Of Publication	2017
Kerb Weight	1412kg
VIN From Which Rating Applies	- all Grandland X
Class	Small Off-Road

X Rating Expired

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	✘	✘	✘
	Driver	Passenger	Rear
CHILD PROTECTION			
Isofix/i-Size	—	●	●
Integrated CRS	—	✘	✘
Airbag cut-off switch	—	●	—
SAFETY ASSIST			
Seat Belt Reminder	●	●	●

SAFETY EQUIPMENT (NEXT)

	Driver	Passenger	Rear
CHILD PROTECTION			
Isofix/i-Size	—	●	●
Integrated CRS	—	✘	✘
Airbag cut-off switch	—	●	—
SAFETY ASSIST			
Seat Belt Reminder	●	●	●

OTHER SYSTEMS	
Active Bonnet (Hood)	✘
AEB Pedestrian	○
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 part of the safety pack
○ Not fitted to the test vehicle but available as option or as part of the safety pack
 ✘ Not available
 — Not applicable

ADULT OCCUPANT

Total 32.1 Pts / 84%

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

Frontal Offset Deformable Barrier 6.8 Pts

Passenger Driver

Frontal Full Width 7.5 Pts

Rear Passenger Driver

Whiplash Rear Impact 2.6 Pts

Front seat Rear seat

Lateral Impact 15.3 Pts

Car Pole

AEB City 0.0

Performance:



ADULT OCCUPANT

Total 32.1 Pts / 84%



GOOD



ADEQUATE



MARGINAL



WEAK



POOR

 ADULT OCCUPANT

Total 32.1 Pts / 84%

Comments

The passenger compartment remained stable in the frontal offset test. Dummy readings indicated good protection of the knees and femurs of both driver and passenger. Opel showed that a similar level of protection would be provided to occupants of different sizes and to those sat in different positions. Protection of the driver's chest was rated as marginal, based on dummy readings of chest compression. In the full-width rigid barrier test, protection of the driver and rear passenger was good or adequate for all critical body areas. In the side barrier test, protection was good and the Grandland X scored maximum points. In the more severe side pole impact, protection of the chest was adequate and that of other critical body areas was good. Tests on the front seats and head restraints demonstrated good protection against whiplash injuries in the event of a rear-end collision. A geometric assessment of the rear seats also indicated good whiplash protection. The Grandland X has an autonomous emergency braking system as an option. The system performed well in Euro NCAP's tests but is not included in this rating of standard equipment.

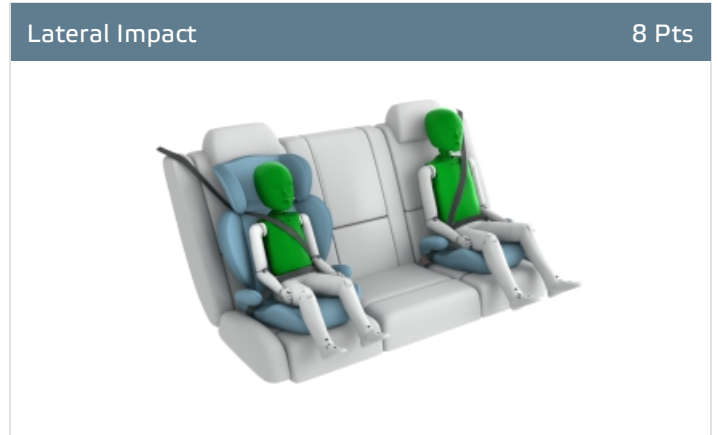
CHILD OCCUPANT

Total 42.8 Pts / 87%

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

Crash Test Performance based on 6 & 10 year old children

22.8 Pts



Restraint for 6 year old child: *Romër Kidfix XP*
 Restraint for 10 year old child: *Graco booster*

Safety Features

8.0 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

12.0 Pts

● Install without problem ● Install with care ● Safety critical problem ✗ Installation not allowed

■ i-Size CRS



■ ISOFIX CRS



CHILD OCCUPANT

Total 42.8 Pts / 87%

■ Universal Belted CRS

Maxi Cosi Cabriofix (Belt)



Maxi Cosi Cabriofix & EasyBase2 (Belt)



Britax Römer King II LS (Belt)



Britax Römer KidFix XP (Belt)



Comments

In the frontal offset test, protection of the 6 and 10 year dummies was good or adequate with the exception of the chest of the 6 year dummy, for which readings of decelerations indicated marginal protection. In the side barrier test, protection of both dummies was good for all critical body areas. 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 restraint types for which the Grandland X is designed could be properly installed and accommodated in the car.

CHILD OCCUPANT

Total 42.8 Pts / 87%

	Seat Position			
	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)	●	●	—	●
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)	●	●	●	●

● Easy ● Difficult ● Safety critical ✘ Not allowed — Not available


Comments

In the frontal offset test, protection of the 6 and 10 year dummies was good or adequate with the exception of the chest of the 6 year dummy, for which readings of decelerations indicated marginal protection. In the side barrier test, protection of both dummies was good for all critical body areas. 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 restraint types for which the Grandland X is designed could be properly installed and accommodated in the car.

 VRU IMPACT PROTECTION

Total 26.8 Pts / 63%

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

VRU Impact Protection	26.9 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;">15.0 Pts</td> </tr> <tr> <td style="padding: 5px;">Pelvis Impact</td> <td style="text-align: right; padding: 5px;">5.9 Pts</td> </tr> <tr> <td style="padding: 5px;">Leg Impact</td> <td style="text-align: right; padding: 5px;">6.0 Pts</td> </tr> </table>	Head Impact	15.0 Pts	Pelvis Impact	5.9 Pts	Leg Impact	6.0 Pts
Head Impact	15.0 Pts						
Pelvis Impact	5.9 Pts						
Leg Impact	6.0 Pts						

AEB Pedestrian	0.0 Pts
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Comments

Good or adequate protection was provided to the head of a struck pedestrian over most of the bonnet surface, with poor results recorded at the base of the windscreen and on the stiff windscreen pillars. The bumper provides good protection to pedestrians' legs and protection of the pelvis is also mostly good. The optional autonomous emergency braking system can detect pedestrians and performed well in tests of this functionality but, as it is not standard equipment, an assessment of this system is not included in this rating.

 SAFETY ASSIST

Total 7.2 Pts / 60%

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

Speed Assistance

2.5 Pts

System Name	Speed Limiter
Speed Limit Information Function	Camera based, subsigns supported
Warning Function	System advised
Speed Limitation Function	System advised (accurate to 5km/h)

Seatbelt Reminder

3.0 Pts

Applies To	All seats		
Warning	Driver Seat	Front Passenger(s)	Rear Passenger(s)
Visual	●	●	●
Audible	●	●	●

● Pass
 ● Fail
 — Not available

Lane Support

1.7 Pts

System Name	Lane Departure Warning
Type	Lane Departure Warning
Operational From	70 km/h
Warning	Audible and Visual
PERFORMANCE	
LDW Confirmation Test	Pass

AEB Inter-Urban

0 Pts



SAFETY ASSIST

Total 7.2 Pts / 60%

Comments

The Grandland X has a seatbelt reminder for the front and rear seats as standard. A lane departure warning system is also standard equipment, as is a speed assistance system which identifies the local limit and allows the driver to limit the speed of the vehicle appropriately. A more sophisticated system is available as an option which gently corrects the car's trajectory when it is drifting out of lane. The autonomous emergency braking system is an option and, while it performed well in Euro NCAP's tests, its results are not included in this rating of standard safety equipment.

RATING VALIDITY

Variants of Model Range

Annual Reviews and Facelifts

Date	Event	Outcome
September 2017	Rating Published	2017 ★ ★ ★ ★ ★ ✓
September 2018	Annual Review	2017 ★ ★ ★ ★ ★ ✓
September 2019	Annual Review	2017 ★ ★ ★ ★ ★ ✓
September 2020	Annual Review	2017 ★ ★ ★ ★ ★ ✓
May 2021	Addition of Grandland X Hybrid variant	2017 ★ ★ ★ ★ ★ ✓
July 2021	Facelift Review	2017 ★ ★ ★ ★ ★ ✓