

TEST RESULTS

Opel/Vauxhall Vectra

RATING

SCORE



ADULT OCCUPANT



18

Front: 8
Side: 10



PEDESTRIAN



N/A

Pre 2002 rating



Adult occupant protection



Frontal impact driver



Frontal impact passenger



Side impact driver



Child restraints

18 month old Child No information available

3 year old Child No information available

Pedestrian protection

No image car front available

Safety equipment

Front seatbelt pretensioners

Front seatbelt load limiters

Driver frontal airbag

Front passenger frontal airbag

Side body airbags

Side head airbags

Driver knee airbag

Car details

Hand of drive RHD

Tested model Opel Vectra 1.8i

Body type 5 door hatchback

Year of publication 1997

Kerb weight 1300

Comments

The Vectra sustained footwell intrusion in the frontal impact, the driver ran a high risk of suffering life-threatening chest injuries in the side-impact test: the car would fail to meet forthcoming side-impact legislation for new models. The amount by which the steering intruded into the cabin in the frontal impact also gave cause for concern. However, in the side-impact test, protection for the driver's head and pelvis was good.

Front impact

The driver's screen pillar was pushed backwards by only 57mm (2.2in) and the passenger compartment remained structurally stable. The driver's door could not be opened normally because of damage to the handle, but opened easily when the latch mechanism was operated. The passenger's door opened normally. The steering wheel was pushed backwards by 58mm (2.3in) and upwards by 82mm (3.2in). There was moderate footwell intrusion – the brake pedal was pushed backwards by 134mm (5.3in). Head protection was downgraded to adequate because of steering wheel intrusion. This might have posed an even greater risk to shorter or taller drivers or those in different seating positions. Protection for his neck was good. The restraint system kept the driver's chest away from the steering wheel, though forces transmitted to his chest via the seat belt presented some risk of injury. Protection for the knees, thighs and pelvis rated as 'good', but 'poor' for the left lower leg. Footwell intrusion resulted in foot and ankle protection being rated as 'marginal'. Protection for the front passenger was generally good, though forces transmitted via the seat belt presented an injury risk to his chest. The results for the passenger dummy were not modified on the basis of any structural damage to the car.

Side impact

Protection for the driver's head and pelvis rated as good, but data taken from the dummy showed that the side of the car struck him a blow to the chest and presented a high risk of life-threatening injury. There was also some risk of injury to his abdomen.

Child occupant

Vectra's instruction labels not clear, though leaflet supplied was better.

Pedestrian

Child head impact Only one of the six test locations met proposed legislation: over a bonnet strengthener. However, two were better than average, one of which came close to meeting legislative standards. Three points were worse than average – over the coolant reservoir cap, over the air filter and above a suspension strut. **Upper leg impact** None of the three tests met proposed legislation. All tests on the bonnet's leading edge were better than average. **Adult head impact** None of the tests met proposed legislation. Four points were better than average: one over the wiper spindle, one on a washer nozzle, above the firewall lip and at a chosen point on the bonnet. Two points were worse than average, one of which was a bonnet hinge. **Leg impact** None of the three tests met requirements. One of the bumper tests was better than average, two were worse.