



Opel/Vauxhall Astra

RATING	SCORE	Front: 13	Side: 12
 ADULT OCCUPANT ★★☆☆☆	25		
 PEDESTRIAN ★☆☆☆☆	7	Pre 2002 rating	

Adult occupant protection



Frontal impact driver



Frontal impact passenger



Side impact driver

	GOOD
	ADEQUATE
	MARGINAL
	WEAK
	POOR

Child restraints

18 month old Child No information available

3 year old Child No information available

Safety equipment

Front seatbelt pretensioners	<input checked="" type="checkbox"/>
Front seatbelt load limiters	<input 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"/>

Pedestrian protection

No image car front available

Car details

Hand of drive	RHD
Tested model	Opel Astra 1.6i Envoy
Body type	5 door hatchback
Year of publication	1999
Kerb weight	1100
VIN from which rating applies	F48X8-113816 / F48X5-222800 / F48X2-233559 / F48X6-127200

Comments

The Opel Astra did well enough to earn four stars but there is scope to improve its side-impact protection. In this part of the test a rear door on the struck side came open and so the Astra would not have passed new regulations governing models launched after October 1998. It performed well in the front impact, providing unusually good protection for the driver's legs. The child restraints were of an Opel design which Protection for pedestrians was poor, earning only a single star.

Front impact

The car's structure remained stable and the driver's airbag proved effective. The driver's knees were well protected and the footwell kept his feet from harm. The impact caused little intrusion into that area and the pedals partly came away from their pivots to limit the risk of feet and ankle injuries.

Side impact

The driver's head and chest were well protected but his abdomen and pelvis were exposed to increased injury risks. The manufacturer has told Euro NCAP that it will modify the Astra's structure to address the problem.

Child occupant

A passenger airbag is standard so there is a real danger of death for any child in a rear-facing child restraint in the front. We believe that Opel should take this risk more seriously and provide better permanent warnings. The fixings for the one-and-a-half-year-old's rearward-facing restraint were not fully compatible with the car's rear belts, even though it was an Opel-branded item. An optional fixing system (Opelfix) overcame the problem. Unusually this seat also used a top tether to control its movement. Both restraints stopped their

occupants from hitting the car's interior in the frontal impact. However, the three-year-old's head was not fully protected in the side impact.

Pedestrian

The Astra's front is very stiff and unforgiving and more than half of the places where a pedestrian's head might strike following a crash were likely to cause injury. This area requires major improvement.