



Opel/Vauxhall Corsa

RATING	SCORE	Front: 7 Side: 11
 ADULT OCCUPANT ★★☆☆☆☆	18	
 PEDESTRIAN ★★☆☆☆☆	14	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	Opel Kiddy, forward facing
3 year old Child	Opel Kiddy, forward facing

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 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 Corsa 1.0 12V Club
Body type	3 door hatchback
Year of publication	2000
Kerb weight	895
VIN from which rating applies	no running changes

Comments

The car tested was fitted with a 1.0-litre engine, replacing the 1.2-litre Corsa model evaluated by Euro NCAP and reported in February 1997. As before, the passenger hit his head on the facia which, in the previous test, had pointed to a risk of serious injury or death. This time the head did not strike as hard but it remained a concern. Unlike the first test, a driver's head contact also took place. As previously found with GM cars, the labelling on child restraints could be misinterpreted.

Front impact

The driver's head rolled off the airbag and struck the facia. The buckle mounted pre-tensioners were found to be ineffective. The driver's footwell suffered a substantial seam rupture that shows instability. There were hard areas for the knees to hit which would cause high loads on the upper legs as well as provide localised loading, inducing penetrating injuries. A stiff bar at shin level could also cause injuries. There were no deflector plates or padding in the steering column shroud. The centre rear seat had only a two-point static belt, which could cause severe spinal and abdominal injuries.

Side impact

The driver's ribs contacted the side wings of the seat and the door trim. There was protective padding for the abdomen but none for the chest. A stiff mounting peg halfway along the door could lead to a high load being placed on the driver's upper leg.

Child occupant

Vauxhall provided the child seats with shields to prevent a child hitting its head on its knees during a serious frontal impact. Unfortunately, General Motors has been selling restraints with and without shields. However, they say that, from January 2000, only restraints with shields will be available. Labels were also stuck on and were easy to remove. These deficiencies can lead to misuse. In the side impact the side wings were not adequately padded to reduce head injury.

Pedestrian

Child and adult head protection rated equally and was average. The lower leg area was safer than most and two of the three points gave some protection.