

## TEST RESULTS

# Opel/Vauxhall Vectra



RATING	SCORE
<b>ADULT OCCUPANT</b> ★★☆☆☆	<b>24</b> Front: 9 Side: 15
<b>PEDESTRIAN</b> ★☆☆☆☆	<b>14</b> Pre 2002 rating

### Adult occupant protection



Frontal impact driver



Frontal impact passenger



Side impact driver

<span style="color: green;">■</span>	GOOD
<span style="color: yellow;">■</span>	ADEQUATE
<span style="color: orange;">■</span>	MARGINAL
<span style="color: brown;">■</span>	WEAK
<span style="color: red;">■</span>	POOR

### Child restraints

<b>18 month old Child</b>	Kiddy 2000, forward facing
<b>3 year old Child</b>	Kiddy 2000, forward facing

### Safety equipment

Front seatbelt pretensioners	<input checked="" type="checkbox"/>
Front seatbelt load limiters	<input checked="" type="checkbox"/>
Driver frontal airbag	<input checked="" type="checkbox"/>
Front passenger frontal airbag	<input checked="" type="checkbox"/>
Side body airbags	<input checked="" type="checkbox"/>
Side head airbags	<input type="checkbox"/>
Driver knee airbag	<input type="checkbox"/>

### Pedestrian protection

No image car front available

### Car details

<b>Hand of drive</b>	LHD
<b>Tested model</b>	Opel Vectra 1.8
<b>Body type</b>	5 door hatchback
<b>Year of publication</b>	2001
<b>Kerb weight</b>	1265
<b>VIN from which rating applies</b>	Applies to all applies 2001-model Vectras

### Comments

The Vectra is now six years old and is reaching the end of its design life. A replacement will go on sale next year. This model, meanwhile, first underwent Euro NCAP testing four years ago. While the 2001 car has more safety items fitted to it as standard, its body is little changed. However, improvements to its restraint systems and its extra airbags do make a difference and, despite its age, the Vectra still provides reasonable protection for its occupants. It came close to scoring four stars in the frontal and side impact tests.

#### Front impact

The test impact is severe and the car reached the limit of its ability to protect its occupants effectively. And in that respect, this Vectra performed much as the one crashed in 1997 did. While testers back then did not mention such a failing, the results were similar, suggesting that the earlier car was fortunate to be given the benefit of the doubt. In this latest test, the driver's head and neck were well protected. The centre rear seat was provided as standard with a three-point belt that provides superior protection to a static, lap-only belt. The brake pedal is fitted with a breakaway system to protect the driver from suffering leg injuries, but this did not work fully.

#### Side impact

Side protection airbags are now fitted as standard – they were optional equipment when NCAP first tested the Vectra. The latest car's safety equipment performed commendably, leaving the driver vulnerable to only a slight risk of chest or abdominal injury.

#### Child occupant

The passenger airbag presents a danger to a child if placed in a rear-facing restraint on the front seat. The Vectra has one as standard, so warnings need to be highly visible. However, there was only a pictogram on the end of the fascia, and Euro NCAP believes it could be misunderstood. Vauxhall/Opel's parent, General Motors, is taking this seriously and will fit warnings to the sun visors. The restraints chosen performed poorly and the make's ISOFIX system may improve matters.

#### Pedestrian

The Vectra performed as did most of its similar-size rivals, giving very little protection to pedestrians.