

## TEST RESULTS

### Opel/Vauxhall Zafira



RATING	SCORE	Front: 6	Side: 16
ADULT OCCUPANT ★★☆☆☆	22		
PEDESTRIAN ★☆☆☆☆	13	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

**18 month old Child** Kiddy 2000, forward facing

**3 year old Child** 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 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 Zafira 1.8
Body type	5 door MPV
Year of publication	2001
Kerb weight	1390
VIN from which rating applies	W0L0TGF7512276430

#### Comments

Opel decided to modify the car's pedal box area after the brake pedal failed to break-away in the original test as it was designed to do. Euro NCAP allowed a re-test. The structure and performance of the restraint systems in the Zafira was criticised by testers. The results were reasonable but the body shell was judged to be unstable and could pose risks in a more severe accident. The driver and front passenger risked injury from hard areas of the fascia. The child restraints performed reasonably but labelling on them and the car was inadequate.

#### Front impact

The Zafira's body was judged to be inadequate for protecting in more extreme crashes. The driver's head and chest struck the steering wheel, which could cause severe injuries in other types of crash. The driver and passenger risked injury to their knees and upper legs from contact with hard areas in the fascia. However the footwell suffered little damage. The pedals were designed to break away and, although the pedal box was modified, this system did not work as well as it should. Unfortunately the centre rear belt was a lap-only and so provided inferior protection.

#### Side impact

Side impact protection was good despite the lack of head or thorax side impact airbags. Most body areas were protected, although the loading on the driver's chest was reduced by an interaction between the test dummy and seat that would not occur with a human.

#### Child occupant

A passenger airbag was standard, and that can be dangerous when a child is placed in a rear-facing restraint opposite it. A warning was posted at the end of the passenger fascia but there was no mention of the risk of serious injury or death if ignored. Euro NCAP believes Opel should improve this. The restraints used were forward-facing Kiddy 2000 universal models. These performed reasonably, except for neck loads on the 18-month old. Labels giving fitting instructions for the restraints were confusing and could be removed.

#### Pedestrian

The pedestrian protection was average. The front scored no points.