



Opel/Vauxhall Vivaro

Business and Family Van

2015



Adult Occupant



52%

Child Occupant



91%

Pedestrian



53%

Safety Assist



57%

SPECIFICATION

Tested Model	Renault Trafic dCi 115 Combi, LHD
Body Type	8/9 seat van
Year Of Publication	2015
Kerb Weight	2215kg
VIN From Which Rating Applies	all Vivaros of the specification tested
Class	Business and Family Van

General comments

Euro NCAP determined that the Opel Vivaro is identical to the Renault Trafic in all ways related to safety, including the equipment level. Accordingly, the results of the Trafic are reproduced here for the Vivaro and the rating applies to both vehicles.

SAFETY EQUIPMENT

	Driver	Passenger	Rear
FRONTAL CRASH PROTECTION			
Frontal airbag	●	○	—
Belt pretensioner	●	○	✘
Belt loadlimiter	●	●	●
Knee airbag	✘	✘	—
SIDE CRASH PROTECTION			
Side head airbag	○	○	✘
Side chest airbag	○	○	✘
Side pelvis airbag	✘	✘	✘
CHILD PROTECTION			
Isofix	✘	✘	●
Integrated CRS	—	✘	✘
Airbag cut-off switch	—	●	—
SAFETY ASSIST			
Seat Belt Reminder	●	✘	✘
OTHER SYSTEMS			
Active Bonnet (Hood)	✘		
ESC	●		
Speed Assistance System	○		
Lane Assist System	✘		

The Safety Equipment includes those items relevant for the year of assessment

- Fitted to test car as standard ○ Fitted to test car as option — Not applicable ✘ Not available
 ○ Not fitted to test car but available as option

 ADULT OCCUPANT

Total 19.1 Pts / 52%

 GOOD

 ADEQUATE

 MARGINAL

 WEAK

 POOR

Frontal Offset Deformable Barrier

9.7 Pts



Passenger



Driver

Whiplash Rear Impact

1.4 Pts



Front seat



Rear seat

Lateral Impact

8 Pts



Car



Pole

 ADULT OCCUPANT

Total 19.1 Pts / 52%

Comments on Adult Occupant

The Vivaro is identical to the Renault Trafic and has the same safety equipment. The rating for the Vivaro is based on tests performed on the Trafic.

The passenger compartment remained stable in the frontal impact. An airbag for the front seat passenger is standard on passenger-carrying versions but, as it is an only an option on the cargo versions, it was not included in the test. Dummy readings indicated marginal protection of the passenger's chest and the steering column and parts of the facia presented a risk of injury to the knees and femurs of both front seat occupants. Maximum points were scored in the side barrier test with good protection of all body regions. A head/thorax airbag is available as an option but, as it is not standard equipment, the vehicle did not qualify for a side pole impact. A geometric assessment of the seats indicated marginal protection against whiplash injury in the front seats and poor protection in the rear seats.

CHILD OCCUPANT

Total 45 Pts / 91%

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

Crash Test Performance

24 Pts

18 months old child 12 Pts

Tested restraint (Fit):
Römer BabySafe + ISOFIX Base

■ Good

36 months old child 12 Pts

Tested restraint (Fit):
Römer Duo Plus

■

Safety Features

9 Pts

	Front Passenger	2nd row outboard	2nd row center
Isofix	✗	●	✗
i-Size	✗	✗	✗
Integrated CRS	✗	✗	✗

● Fitted to test car as standard
 ○ Not on test car but available as option
 ✗ Not available

CRS Installation Check

12 Pts


Comments on Child Occupant

Maximum points were scored in the dynamic tests for its protection of the 3 year and 18 month dummies. In the frontal impact, forward movement of the 3 year dummy, sat in a forward-facing restraint, was not excessive. In the side impact, both dummies were properly contained by the protective shells of their restraints, minimising the likelihood of head contact with parts of the vehicle interior. The test vehicle was not equipped with the optional passenger airbag but, where it is fitted, this can be disabled by means of a switch to allow a rearward-facing child restraint to be used in front passenger seat. Clear information is provided to the driver regarding the status of the airbag and the system was rewarded.

 PEDESTRIAN PROTECTION

Total 16.1 Pts / 53%

GOOD
 ADEQUATE
 MARGINAL
 WEAK
 POOR

Pedestrian Protection	16.1 Pts						
	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="padding: 5px;">Head Impact</td> <td style="text-align: right; padding: 5px;">10.2 Pts</td> </tr> <tr> <td style="padding: 5px;">Pelvis Impact</td> <td style="text-align: right; padding: 5px;">0 Pts</td> </tr> <tr> <td style="padding: 5px;">Leg Impact</td> <td style="text-align: right; padding: 5px;">5.9 Pts</td> </tr> </table>	Head Impact	10.2 Pts	Pelvis Impact	0 Pts	Leg Impact	5.9 Pts
Head Impact	10.2 Pts						
Pelvis Impact	0 Pts						
Leg Impact	5.9 Pts						

Comments on Pedestrian

The bumper provided good protection to pedestrians' legs in some areas but was marginal in others. Tests against the front edge of the bonnet are not performed for vehicles in this size category. The bonnet surface provided predominantly adequate protection to the head of a struck pedestrian with weak or poor results recorded primarily at the stiff bonnet edges and windscreen pillars.

SAFETY ASSIST

Total 4 Pts / 57%

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

Speed Assistance

0 Pts

Electronic Stability Control

3 Pts

System Name	ESP	
PERFORMANCE		
Vehicle Yaw Rate @ COS + 1.00 s	1.42%	meets ECE requirements
Vehicle Yaw Rate @ COS + 1.75 s	1.53%	meets ECE requirements
Lateral Displacement @ BOS + 1.07 s	2.35 m	meets ECE requirements

Seat Belt Reminder

1 Pts

Applies To	Driver's seat		
	Driver Seat	front passenger(s)	rear passenger(s)
Warning			
Visual	●	—	—
Audible	●	—	—

● Pass
 ● Fail
 — Not available



SAFETY ASSIST

Total 4 Pts / 57%

Comments on Safety Assist

Electronic stability control is standard equipment. A seatbelt reminder is available only for the driver's seat. A speed limitation device is standard on passenger vans but, as it is only an option on the cargo-carrying variants, it was not included in the assessment.