



## Opel/Vauxhall Vivaro

Elite, 2.0 D 120



SILVER 2022

SAFETY ASSIST PERFORMANCE



42%

## SPECIFICATION

TESTED MODEL	Opel/Vauxhall Vivaro – Elite, 2.0 D 120
BODY TYPE / CATEGORY	Monocoque / N1
KERB / PAYLOAD / TEST WEIGHT	1850 kg / 1250 kg / 2475 kg
APPLIES TO	2019 to present

## SAFETY EQUIPMENT

SAFETY ASSIST	Driver	Passenger
Seat Belt reminder	●	●

ADVANCED DRIVER ASSISTANCE SYSTEMS (ON TESTED VARIANT)	
AEB Car-to-Car	○
AEB Pedestrian	○
AEB Cyclist	✗
Lane Support Systems	○
Speed Assist Systems	●
Attention Assist	○

● STANDARD    ○ FITTED AS OPTION    ✗ NOT AVAILABLE

### Verdict

The Vivaro shares the shortcomings of the PSA vehicles (Citroën Jumpy and Peugeot Expert) on which it is based. More attention to detail in the implementation of some basic safety systems would improve its score significantly. As it is, the Vivaro's slightly better results for the speed assistance system just push it up into a silver medal position.

For detailed comments see below.

**SAFETY ASSIST PERFORMANCE**

Total 42%

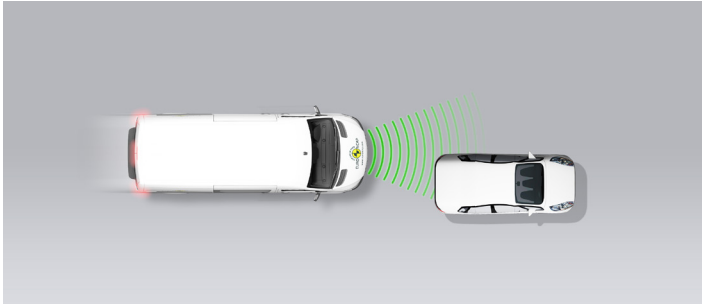
AEB CAR-TO-CAR

19.1 / 30 Pts

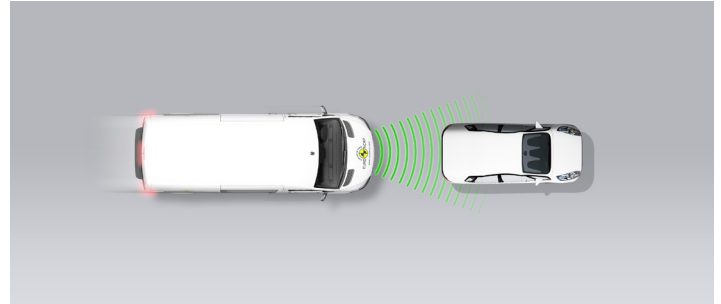
Type	AEB & FCW
Operational From	0 km/h

**Autobrake function only**

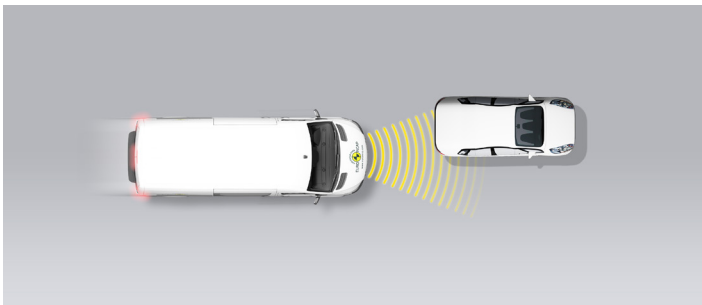
Approaching a stationary car



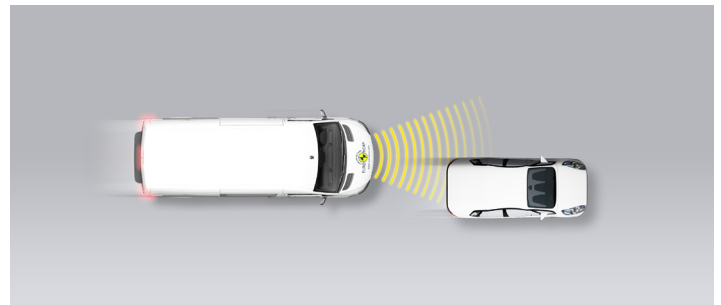
Approaching a stationary car



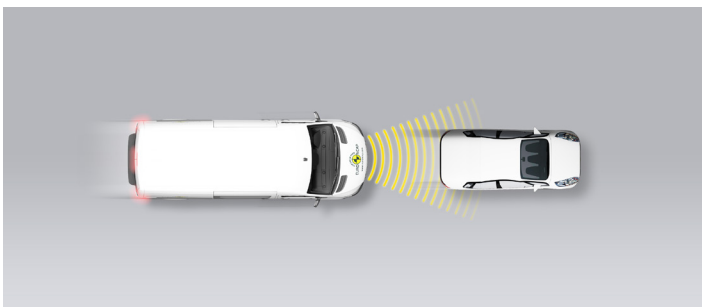
Approaching a stationary car



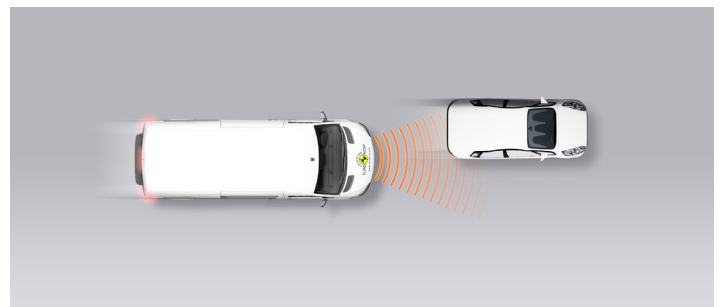
Approaching a slower moving car



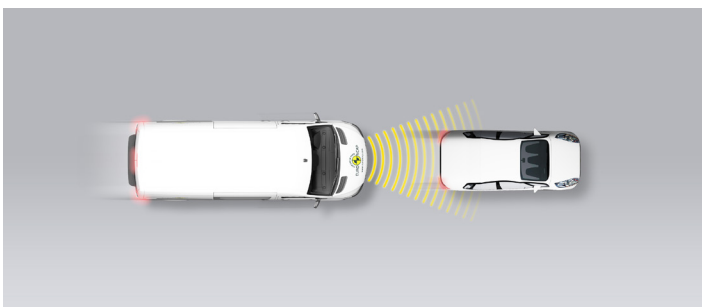
Approaching a slower moving car



Approaching a slower moving car



Approaching a braking car



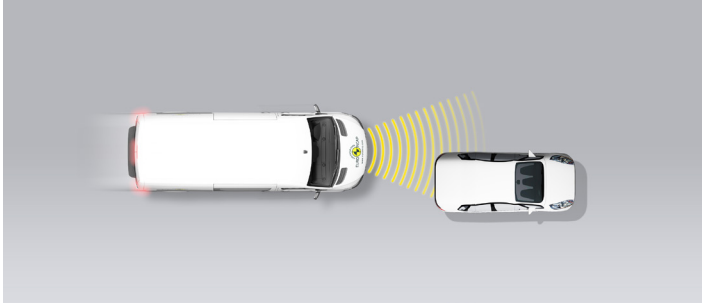
GOOD
  ADEQUATE
  MARGINAL
  WEAK
  POOR

# SAFETY ASSIST PERFORMANCE

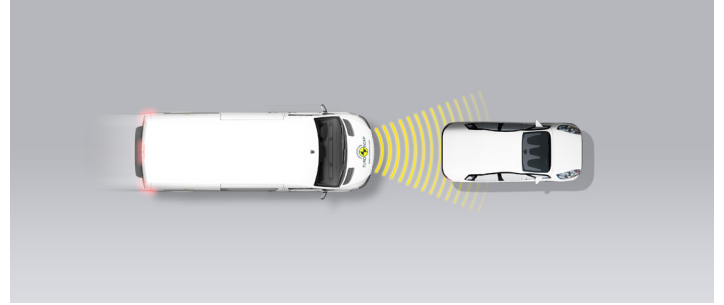
Total 42%

## Driver reacts to warning (Forward Collision Warning - FCW)

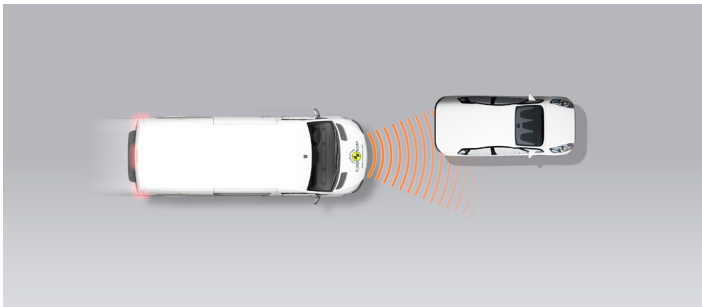
Approaching a stationary car



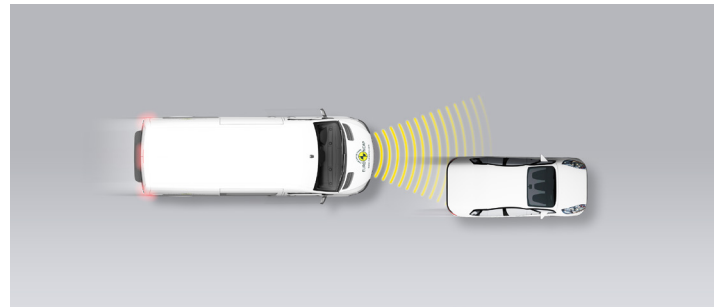
Approaching a stationary car



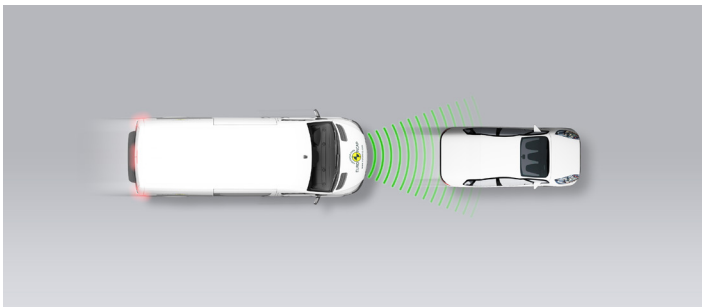
Approaching a stationary car



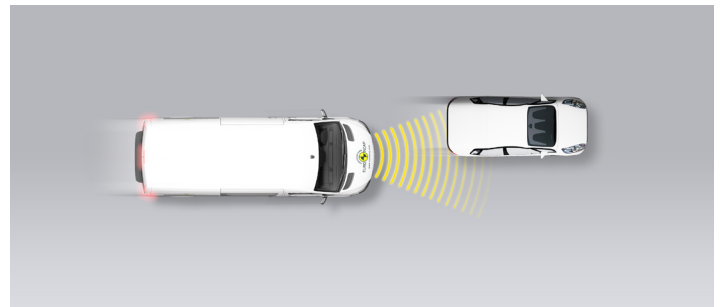
Approaching a slower moving car



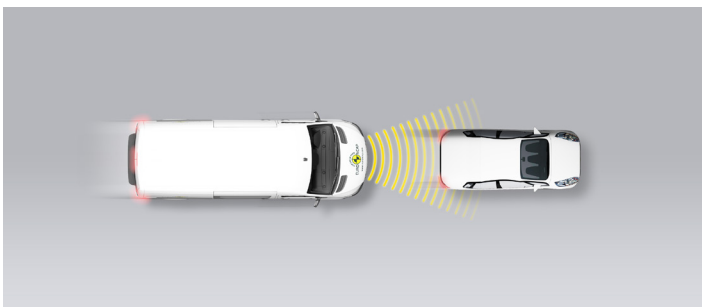
Approaching a slower moving car



Approaching a slower moving car



Approaching a braking car



GOOD ADEQUATE MARGINAL WEAK POOR

**SAFETY ASSIST PERFORMANCE**

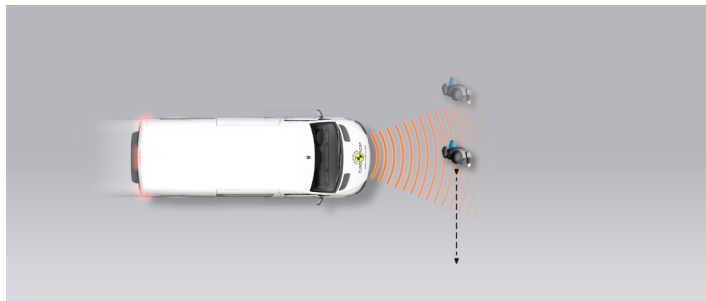
Total 42%

**AEB PEDESTRIAN**

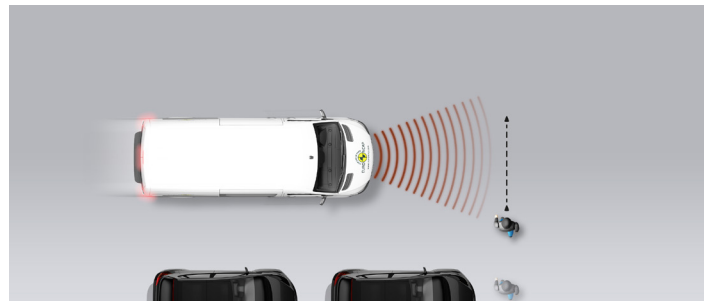


4.4 / 10 Pts

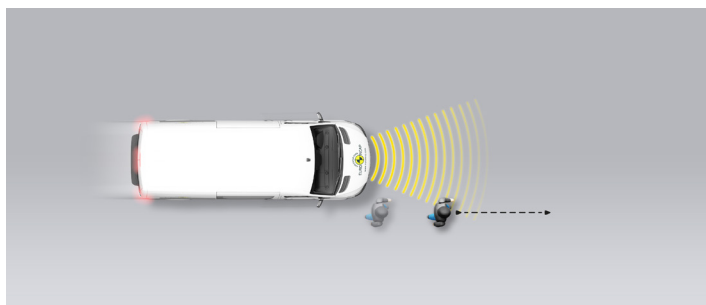
Adult crossing the road



Child running from behind parked vehicles



Adult along the roadside

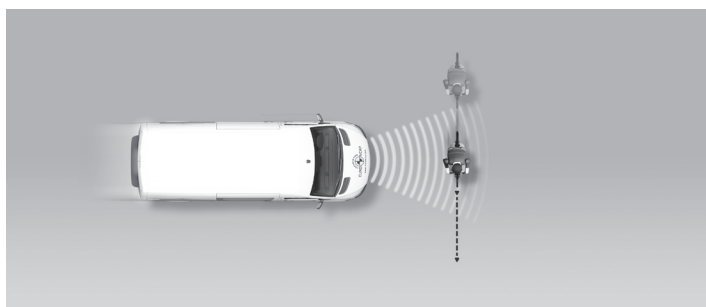


**AEB CYCLIST**

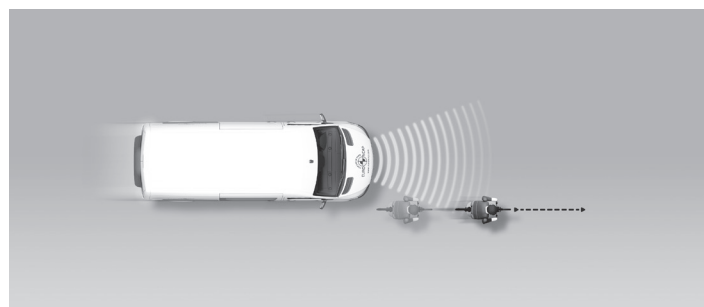


N/A

Cyclist crossing



Cyclist along the roadside



**GOOD**

**ADEQUATE**

**MARGINAL**

**WEAK**

**POOR**

# SAFETY ASSIST PERFORMANCE

Total 42%

## LANE SUPPORT

1.3 / 20 Pts

Type	LDW & BLIS
Operational From	80 km/h
<b>PERFORMANCE</b>	
Emergency Lane Keeping (ELK) / Lane Keep Assist (LKA)	
Lane Departure Warning (LDW)	
Blind Spot Information System (BLIS)	

## SPEED ASSISTANCE

12.9 / 15 Pts

Speed Limit Information Function	Camera & Map
Speed Limitation Function	System advised

## OCCUPANT STATUS MONITORING

5.0 / 15 Pts

<b>DRIVER MONITORING</b>	
Attention Assist Driver	

SEATBELT REMINDER	Driver Seat	Front Passenger
Visual Warning		
Audible Warning		

PASS    FAIL    NOT AVAILABLE

GOOD    ADEQUATE    MARGINAL    WEAK    POOR

 SAFETY ASSIST PERFORMANCE

Total 42%

## Comment

The Vivaro name was recently given to this re-badged Citroën Jumpy and it shares (and lacks) the same equipment. Autonomous emergency braking (AEB) incorporating forward collision warning (FCW) is available as an option. Up to a certain speed, the system performed well in tests where the Vivaro was approaching the rear of a stationary car, with collisions avoided or mitigated in most cases. However, at the higher tests speeds the FCW did not react. When approaching a slower-moving car, performance was better, even at the higher test speeds. Overall AEB/FCW performance was slightly poorer than that of the Jumpy. However, like the Jumpy, it was noticeable that the performance was very asymmetric. If the target car was aligned with the path of the test vehicle or offset to one side, good performance was maintained. However, if the target was offset to the other side of the test vehicle's path, there was no reaction from the system and no degree of collision mitigation. The system showed marginal performance in its response to pedestrians. In the case of a child running from behind parked cars on the nearside, performance was poor. The system does not react to cyclists.

Lane departure warning is the only lane assistance system on offer. The system met Euro NCAP's requirements when tested but was not rewarded as it is operational only at speeds above 80 km/h. A blind-spot information system is available as an option.

A speed-limit information system utilises a camera and digital mapping to inform the driver of the local speed limit. This system performed well. The driver-set speed limiter maintained the set speed with sufficient accuracy to qualify for points, unlike the Citroën Jumpy, and on the Vivaro the system was rewarded.

A seatbelt reminder is standard for the driver's seat and the passenger seat. However, the system failed Euro NCAP's requirements on the passenger side and was not rewarded. A driver-state monitoring system warns the driver if steering inputs characteristic of fatigued or impaired driving is detected. However, this system does not switch on by default at the beginning of each journey so no points were scored.

 GOOD

 ADEQUATE

 MARGINAL

 WEAK

 POOR

**FITMENT**

	AUTONOMOUS EMERGENCY BRAKING SYSTEMS			LANE SUPPORT SYSTEMS			SPEED ASSIST SYSTEMS		OCCUPANT STATUS MONITORING SYSTEMS		
	AEB Car-to-Car	AEB Pedestrian	AEB Cyclist	Emergency Lane Keeping / Lane Keep Assist	Lane Departure Warning	Blind Spot Information System	Speed Limit Information Function	Speed Limitation Function	Seat Belt Reminder - Driver	Seat Belt Reminder - Passenger	Attention Assist
Austria	○	○	✘	✘	○	○	○	●	●	●	○
Belgium	○	○	✘	✘	○	○	○	●	●	●	○
Bulgaria	○	○	✘	✘	○	○	○	●	●	●	○
Croatia	○	○	✘	✘	○	○	○	●	●	●	○
Cyprus	○	○	✘	✘	○	○	○	●	●	●	○
Czech Republic	○	○	✘	✘	○	○	○	●	●	●	○
Denmark	○	○	✘	✘	○	○	○	●	●	●	○
Estonia	○	○	✘	✘	○	○	○	●	●	●	○
Finland	○	○	✘	✘	○	○	○	●	●	●	○
France	○	○	✘	✘	○	○	○	●	●	●	○
Germany	○	○	✘	✘	○	○	○	●	●	●	○
Greece	○	○	✘	✘	○	○	○	●	●	●	○
Hungary	○	○	✘	✘	○	○	○	●	●	●	○
Ireland	○	○	✘	✘	○	○	○	●	●	●	○
Italy	○	○	✘	✘	○	○	○	●	●	●	○
Latvia	○	○	✘	✘	○	○	○	●	●	●	○
Lithuania	○	○	✘	✘	○	○	○	●	●	●	○
Luxembourg	○	○	✘	✘	○	○	○	●	●	●	○
Malta	○	○	✘	✘	○	○	○	●	●	●	○
The Netherlands	○	○	✘	✘	○	○	○	●	●	●	○
Poland	○	○	✘	✘	○	○	○	●	●	●	○
Portugal	○	○	✘	✘	○	○	○	●	●	●	○
Romania	○	○	✘	✘	○	○	○	●	●	●	○
Slovakia	○	○	✘	✘	○	○	○	●	●	●	○
Slovenia	○	○	✘	✘	○	○	○	●	●	●	○
Spain	○	○	✘	✘	○	○	○	●	●	●	○
Sweden	○	○	✘	✘	○	○	○	●	●	●	○
United Kingdom	○	○	✘	✘	○	○	○	●	●	●	●

For latest fitment info for your market, check our [website](#).

● STANDARD    ○ FITTED AS OPTION    ✘ NOT AVAILABLE    — VEHICLE NOT SOLD