



Opel/Vauxhall Vivaro

Elite, 2.0 D 120



BRONZE 2023

SAFETY ASSIST PERFORMANCE



30%

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 Stellantis stablemates (Citroën Jumpy and Peugeot Expert) on which it is based. Against Euro NCAP's 2023 protocols, the Vivaro drops to a Bronze medal position.

For detailed comments see below.

SAFETY ASSIST PERFORMANCE

Total 30%

AEB CAR-TO-CAR

12.7 / 30 Pts

Type	AEB & FCW
Operational From	0 km/h

SCENARIO	Autobrake function only	Driver reacts to warning
Approaching a stationary car		
Approaching a slower moving car		
Approaching a braking car		
Turning across the path of an oncoming car		

AEB PEDESTRIAN

1.3 / 10 Pts

SCENARIO	Day time	Night time
Adult crossing the road		
Child running from behind parked vehicles		
Adult along the roadside		
Vehicle reversing into standing pedestrian		
Pedestrian crossing a road into which a van is turning		

AEB CYCLIST

N/A

SCENARIO	Day time
Cyclist crossing	
Cyclist along the roadside	
Cyclist from nearside, obstructed view	

GOOD
 ADEQUATE
 MARGINAL
 WEAK
 POOR
 N/A

SAFETY ASSIST PERFORMANCE

Total 30%

LANE SUPPORT



2.5 / 20 Pts

Type	LDW & BLIS
Operational From	0 km/h
PERFORMANCE	
Emergency Lane Keeping (ELK) / Lane Keep Assist (LKA)	—
Lane Departure Warning (LDW)	●
Blind Spot Information System (BLIS)	●

SPEED ASSISTANCE



14.1 / 15 Pts

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

OCCUPANT STATUS MONITORING



0.0 / 15 Pts

DRIVER MONITORING	
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 30%

Comment

The Vivaro is a 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.

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	○	○	✘	✘	○	○	○	●	●	●	○
Norway	○	○	✘	✘	○	○	○	●	●	●	○
Poland	○	○	✘	✘	○	○	○	●	●	●	○
Portugal	○	○	✘	✘	○	○	○	●	●	●	○
Romania	○	○	✘	✘	○	○	○	●	●	●	○
Slovakia	○	○	✘	✘	○	○	○	●	●	●	○
Slovenia	○	○	✘	✘	○	○	○	●	●	●	○
Spain	○	○	✘	✘	○	○	○	●	●	●	○
Sweden	○	○	✘	✘	○	○	○	●	●	●	○
United Kingdom	○	○	✘	✘	○	○	○	●	●	●	●

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