

OPEL MOKKA

OCTOBER 2022 - ONWARDS
ALL VARIANTS



ANCAP
SAFETY

TESTED
2021



RATING YEAR	2021
VEHICLE TYPE	Small SUV
ENGINE TYPE	Petrol + Battery Electric Vehicle (BEV)
BUILT FROM	May 2022
ON SALE FROM	October 2022
SERIES	N/A
AIRBAGS	Dual frontal, side chest, side head

The Opel Mokka was introduced in New Zealand in October 2022. This ANCAP safety rating applies to all variants.

Dual frontal, side chest-protecting and side head-protecting airbags are standard. A centre airbag to prevent occupant-to-occupant interaction is not available.

Autonomous emergency braking (Car-to-Car and Vulnerable Road User) as well as a lane support system with lane keep assist (LKA), lane departure warning (LDW) and emergency lane keeping (ELK) and a speed sign recognition system are standard on all variants.

NOTE: Installation of child restraints in the centre seating position of the second row is not recommended as there is no top tether anchorage.



76%

ADULT OCCUPANT
PROTECTION



75%

CHILD OCCUPANT
PROTECTION



58%

VULNERABLE ROAD USER
PROTECTION



65%

SAFETY
ASSIST

RATING APPLICABILITY

VARIANT	BODY TYPE	ENGINE	DRIVETRAIN	AUS	NZ
Opel Mokka Edition	5 door SUV	1.2 litre turbo petrol	2WD	-	✓
Opel Mokka SRi	5 door SUV	1.2 litre turbo petrol	2WD	-	✓
Opel Mokka-e SRi	5 door SUV	Battery electric vehicle (BEV)	2WD	-	✓



COVERED BY THIS RATING



NOT COVERED BY THIS RATING



TESTED VARIANT

- NOT APPLICABLE

ADULT OCCUPANT PROTECTION



76%

28.91 POINTS
OUT OF 38

The passenger compartment of the Opel Mokka remained stable in the frontal offset (MPDB) test. Dummy readings indicated MARGINAL protection for the driver's chest and upper and lower legs while the passenger's legs were rated as ADEQUATE. Protection for all other critical body regions for the driver and the front passenger was GOOD.

The front structure of the Opel Mokka presented a lower risk to occupants of an oncoming vehicle in the MPDB test (which evaluates vehicle-to-vehicle compatibility), and a 0.45 point penalty was applied.

In the full width frontal test, protection was ADEQUATE for the chest of both the driver and the rear passenger, with GOOD protection of all other critical body areas.

In the side impact test, protection offered to all critical body regions of the driver was GOOD.

In the more severe oblique pole test, chest protection offered to the driver was rated MARGINAL.

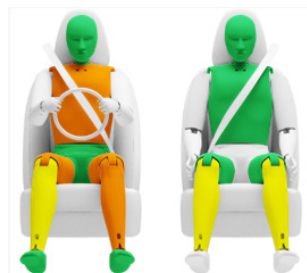
A centre airbag to prevent contact between the heads of front seat occupants in side impacts is not available. Prevention of excursion (movement towards the other side of the vehicle) in the far side impact tests was assessed as POOR for both the vehicle-to-vehicle impact scenario and the vehicle-to-pole scenario.

A Rescue Sheet, providing information for first responders in the event of a crash is available, and a multi-collision braking system is not fitted.

FRONTAL OFFSET (MPDB)#	5.04	(out of 8)
FULL WIDTH FRONTAL#	7.67	(out of 8)
SIDE IMPACT#	6.00	(out of 6)
OBLIQUE POLE#	5.31	(out of 6)
WHIPLASH PROTECTION	3.70	(out of 4)
FAR SIDE IMPACT	0.19	(out of 4)
RESCUE & EXTRICATION	1.00	(out of 2)

Scaled scores. Total test scored out of 16.00 points.

FRONTAL OFFSET (MPDB) (50km/h)



DRIVER

Head / neck:	4.00 pts
Chest:	2.62 pts
Upper legs:	1.87 pts
Lower legs:	2.04 pts
Deductions:	-1.00 (variable contact) -1.00 (concentrated load)

FRONT PASSENGER

Head / neck:	4.00 pts
Chest:	4.00 pts
Upper legs:	4.00 pts
Lower legs:	3.51 pts
Deductions:	Nil

COMPATIBILITY

Deductions:	-0.45 pts
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FULL WIDTH FRONTAL (50km/h)



DRIVER

Head:	4.00 pts
Neck:	4.00 pts
Chest:	3.68 pts
Upper legs:	4.00 pts
Deductions:	Nil

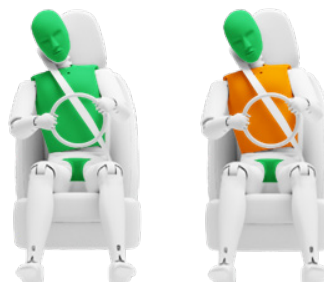
REAR PASSENGER

Head:	4.00 pts
Neck:	4.00 pts
Chest:	3.01 pts
Upper legs:	4.00 pts
Deductions:	Nil

RESCUE & EXTRICATION

Rescue Sheet	● No penalty
Door Opening / Extrication	● No penalty
Multi-Collision Braking	✗ Not available
Advanced eCall	✗ 1.00 pt default

SIDE IMPACT OBLIQUE POLE



SIDE IMPACT (MDB) (60km/h)

Head:	4.00 pts
Chest:	4.00 pts
Abdomen:	4.00 pts
Pelvis:	4.00 pts
Deductions:	Nil

OBLIQUE POLE (32km/h)

Head:	4.00 pts
Chest:	2.15 pts
Abdomen:	4.00 pts
Pelvis:	4.00 pts
Deductions:	Nil

FAR SIDE IMPACT



SIDE IMPACT (MDB)

Head:	0.00 pts
Neck:	0.36 pts
Chest & Abdomen:	0.00 pts
Pelvis:	No penalty

OBLIQUE POLE

Head:	0.00 pts
Neck:	0.80 pts
Chest & Abdomen:	0.00 pts
Pelvis:	No penalty

OCCUPANT-TO-OCCUPANT

Head contact: NOT ASSESSED



WHIPLASH (REAR IMPACT) PROTECTION



Driver / front passenger:	2.70 pts
Rear passenger:	1.00 pts



77%

37.96 POINTS
OUT OF 49

In the frontal offset test, neck tension in the 10 year dummy indicated WEAK protection and the chest results indicated MARGINAL protection. For the 6 year dummy, protection of the neck and the head was MARGINAL.

In the side impact test, protection of all critical body areas was GOOD for both child dummies.

The Opel Mokka is fitted with lower ISOFix anchorages and top tether anchorages on the rear outboard seats.

NOTE: Installation of child restraints in the second row centre seating position is not recommended as there is no top tether anchorage.

DYNAMIC TEST (FRONT)	10.71 (out of 16)
DYNAMIC TEST (SIDE)	8.00 (out of 8)
RESTRAINT INSTALLATION	11.25 (out of 12)
ON-BOARD SAFETY FEATURES	8.00 (out of 13)

FRONTAL OFFSET (MPDB) (50km/h)



6 YEAR OLD

10 YEAR OLD

SIDE IMPACT (60km/h)



10 YEAR OLD

6 YEAR OLD

ON-BOARD SAFETY FEATURES

FEATURE	FRONT PASSENGER	2nd ROW OUTBOARD	2nd ROW CENTRE	3rd ROW OUTBOARD	3rd ROW CENTRE
ISOFix	×	●	×	-	-
Integrated child restraints	×	×	×	-	-
Top tether anchorage	×	●	×	-	-
Airbag disabling	●	-	-	-	-

● FITTED TO TEST CAR AS STANDARD

● NOT FITTED TO TEST CAR BUT AVAILABLE AS AN OPTION

× NOT AVAILABLE

- NOT APPLICABLE

GOOD ADEQUATE MARGINAL WEAK POOR

NOTE: The child restraints fitted to vehicles tested by Euro NCAP are relevant to the European market. For Australasian consumers, this information should be used as a guide to vehicle features only. The Child Restraint Evaluation Program (CREP) provides an independent assessment on the safety of Australasian child restraints - see www.childcarseats.com.au.



58%

31.83 POINTS
OUT OF 54

The bonnet of the Opel Mokka provided GOOD or ADEQUATE protection to the head of a struck pedestrian over most of its surface, with MARGINAL and POOR results recorded at the base of the windscreen and on the stiff windscreen pillars.

The bumper provided GOOD protection to pedestrians' legs and protection of the pelvis was also GOOD.

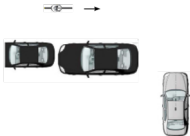
The autonomous emergency braking (AEB) system offered ADEQUATE performance in pedestrian test scenarios. The AEB system tested in Europe does not react to vulnerable road users in reverse (AEB Backover), in turning scenarios, or to cyclists, and hence these tests were not conducted. A more advanced system that is capable of reacting to cyclists is fitted as standard to vehicles available in New Zealand, but the performance of this system has not been tested.

HEAD IMPACTS	15.28 (out of 24)
UPPER LEG IMPACTS	6.00 (out of 6)
LOWER LEG IMPACTS	6.00 (out of 6)
AEB - Pedestrian (forward)	4.55 (out of 7)
AEB - Pedestrian (backover)	[NOT TESTED] (out of 2)
AEB - Cyclist	[NOT TESTED] (out of 9)

AUTONOMOUS EMERGENCY BRAKING (PEDESTRIAN, CYCLIST & BACKOVER)

SYSTEM NAME:	Active Emergency Braking
TYPE:	Autonomous emergency braking with forward collision warning
OPERATIONAL FROM:	5-140 km/h
DESCRIPTION:	System functions in the daytime and night

AUTONOMOUS EMERGENCY BRAKING - PEDESTRIAN														
TEST SCENARIO	AEB + FCW		FORWARD										BACKOVER	
	Adult walking along road		Adult crossing towards kerb (50%)		Adult crossing from kerb (25%)		Adult crossing from kerb (75%)		Child running (obstructed)		Adult crossing side road, vehicle turning		Adult walking behind reversing vehicle	Adult standing behind reversing vehicle
	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT	DAY	DAY
PERFORMANCE														
ADEQUATE														

AUTONOMOUS EMERGENCY BRAKING - CYCLIST					
TEST SCENARIO	FCW	FORWARD			
	Cyclist travelling along road (25%)	Cyclist crossing from kerb (obstructed)	Cyclist travelling along road (50%)	Cyclist crossing (nearside)	Cyclist crossing (farside)
	DAY	DAY	DAY	DAY	DAY
					
PERFORMANCE	[NOT TESTED]				

PEDESTRIAN IMPACT TEST (40 KM/H)





65%

10.45 POINTS
OUT OF 16

The Opel Mokka is fitted with an autonomous emergency braking (AEB) system capable of functioning at highway speeds, a lane support system (LSS) with lane keep assist (LKA) and emergency lane keeping (ELK) functionality, and blind spot monitoring (BSM).

Tests of the AEB (Car-to-Car) system showed an overall level of MARGINAL performance with collisions avoided or mitigated in several scenarios. The AEB system does not react to when turning across the path of an oncoming vehicle, and hence AEB Junction Assist tests were not conducted.

Tests of LSS functionality showed some GOOD performance, including in several of the more critical emergency lane keeping test scenarios.

A speed assistance system (SAS) is standard equipment on the Opel Mokka. This system identifies the local speed limit and allows the driver to set the speed accordingly.

A seatbelt reminder system is fitted for all front and rear seating positions, however occupant detection is not available for rear seats. A driver drowsiness monitor system is fitted as standard.

OCCUPANT STATUS

- Seat belt reminders 1.00 (out of 2)

- Driver monitoring 1.00 (out of 1)

SPEED ASSISTANCE SYSTEMS 2.63 (out of 3)

LANE SUPPORT SYSTEMS 3.25 (out of 4)

AEB - Car-to-Car 2.58 (out of 4)

AEB - Junction Assist [NOT TESTED]
(out of 2)

LANE SUPPORT SYSTEMS (LSS)

SYSTEM NAME: Lane Keeping Assist
OPERATIONAL FROM: 65-250 km/h

EMERGENCY LANE KEEPING (ELK)										
TEST SCENARIO	Oncoming vehicle	Overtaking vehicle (GVT at 72 km/h)		Overtaking vehicle (GVT at 80 km/h)		Road edge				Solid line
		UNINTENTIONAL	INTENTIONAL	UNINTENTIONAL	INTENTIONAL					
PERFORMANCE										
ADEQUATE										

LANE KEEP ASSIST (LKA)				
TEST SCENARIO	Dashed Line		Solid Line	
PERFORMANCE	GOOD			

HUMAN MACHINE INTERFACE (HMI)		
FUNCTION	Lane Departure Warning (LDW)	PASS
	Blind Spot Monitoring (BSM)	PASS



AUTONOMOUS EMERGENCY BRAKING (CAR-TO-CAR)

SYSTEM NAME:	Active emergency braking
TYPE:	Autonomous emergency braking with forward collision warning
OPERATIONAL FROM:	5-140 km/h
DESCRIPTION:	Defaults ON for every journey

HUMAN MACHINE INTERFACE (HMI)		
FUNCTION		
	Supplementary warning	[NOT FITTED]
	Restraint activation / dynamic retractors	[NOT FITTED]

AUTONOMOUS EMERGENCY BRAKING - CAR-TO-CAR									
TEST SCENARIO	Driving towards a stationary car					TEST VEHICLE SPEED	Turning across the path of oncoming vehicle		
	-50% OFFSET	-75% OFFSET	100% OFFSET	75% OFFSET	50% OFFSET		TARGET VEHICLE SPEED		
							30 KM/H	45 KM/H	55 KM/H
									
AEB (10-50 km/h)						[NOT TESTED]			
FCW (30-80 km/h)									
PERFORMANCE	GOOD								

AUTONOMOUS EMERGENCY BRAKING - CAR-TO-CAR									
TEST SCENARIO	Toward car braking lightly		Toward car braking heavily		Driving towards a slower moving car*				
	12m HEADWAY	40m HEADWAY	12m HEADWAY	40m HEADWAY					
AEB (10-50 km/h)									
FCW (50*-80 km/h)									
PERFORMANCE	ADEQUATE								

OCCUPANT STATUS

WARNING TYPE	DRIVER	FRONT PASSENGER	REAR PASSENGERS
Occupant Detection	-	●	✗
Seat Belt Reminder (Visual)	●	●	●
Seat Belt Reminder (Audible)	●	●	●
Driver Monitoring	●	-	-

SPEED ASSISTANCE SYSTEMS (SAS)

SAS FEATURE	DESCRIPTION
Speed Limit Information Function	Camera based
Speed Limitation Function	System advised

● PASS ● FAIL ✗ NOT AVAILABLE - NOT APPLICABLE

GOOD ADEQUATE MARGINAL WEAK POOR NOT TESTED

SAFETY FEATURES & TECHNOLOGIES

FEATURE / TECHNOLOGY~	AVAILABILITY	
	AUS	NZ
Seat belts (three-point) for all forward-facing seats	-	●
Seat belt pre-tensioners (front)	-	●
Seat belt pre-tensioners (rear outboard) - 2nd row	-	●
Seat belt pre-tensioners (rear centre) - 2nd row	-	✗
Seat belt pre-tensioners (rear outboard) - 3rd row	-	-
Intelligent seat belt reminder (driver)	-	●
Intelligent seat belt reminder (front passenger)	-	●
Intelligent seat belt reminder (2nd row seats)	-	●
Intelligent seat belt reminder (3rd row seats)	-	-
Airbag - frontal (driver)	-	●
Airbag - frontal (passenger)	-	●
Airbags - side, chest protection (front seats)	-	●
Airbags - side, chest protection (2nd row seats)	-	✗
Airbags - side, chest protection (3rd row seats)	-	-
Airbags - side, head protection (front seats)	-	●
Airbags - side, head protection (2nd row seats)	-	●
Airbags - side, head protection (3rd row seats)	-	-
Airbag - centre	-	✗
Airbag - knee (driver)	-	✗
Airbag - knee (front passenger)	-	✗
Airbag disabling switch - automatic (front passenger)	-	✗
Airbag disabling switch - manual (front passenger)	-	●
Head restraints for all seats	-	●
Active bonnet	-	✗
Adaptive cruise control (ACC)	-	●
Anti-lock braking system (ABS)	-	●
Autonomous emergency braking (AEB) - Car-to-Car	-	●
Autonomous emergency braking (AEB) - VRU	-	●
Autonomous emergency braking (AEB) - Backover	-	✗
Autonomous emergency braking (AEB) - Junction Assist	-	✗
Automatic emergency call (eCall)	-	✗
Blind spot monitor (BSM)	-	●
Child presence alert	-	✗
Electronic brakeforce distribution (EBD)	-	●
Event data recorder (EDR)	-	●
Electronic stability control (ESC)	-	●
Emergency brake assist (EBA)	-	●
Emergency stop signal (ESS)	-	●
Fatigue reminder	-	●
Fatigue monitor / detection	-	●
Forward collision warning (FCW)	-	●
ISOFix	-	●
Lane departure warning (LDW)	-	●
Lane keep assist (LKA)	-	●
Pre-crash systems	-	●
Rear cross-traffic alert (RCTA)	-	✗
Reversing collision avoidance (camera)	-	●
Roll stability system	-	●
Secondary / multi-collision brake	-	●
Speed assistance - auto / intelligent speed limiter	-	●
Speed assistance - manual speed limiter	-	●
Speed assistance - speed sign recognition & warning	-	●
Smart (intelligent) key	-	✗
Vehicle-to-infrastructure communication (V2I)	-	✗
Vehicle-to-vehicle communication (V2V)	-	✗

TESTED MAKE / MODEL	Opel Mokka LHD
TESTED VEHICLE(S) BUILT	2021
TESTED BODY TYPE	5 door SUV
TESTED VEHICLE ENGINE	1.2 litre petrol + battery electric vehicle
RATING PUBLISHED	October 2022
RATING UPDATED	n/a

MODEL VARIANTS:

ANCAP safety ratings do not automatically extend to variants that have different body styles, engine configurations, driven wheels or occupant restraint systems (e.g. fewer airbags). In these cases, ANCAP considers technical evidence submitted by manufacturers before deciding on the extension of a rating to additional variants of a model.

RATING YEAR (DATESTAMP):

The Rating Year denotes the year requirements against which a vehicle has been assessed. The Rating Year is determined by ANCAP and, for vehicles rated from 2018, the Rating Year is the year in which the vehicle was tested.

~ Specifications & availability subject to change. Please check with the vehicle manufacturer for confirmation of vehicle specification.

● STANDARD ● OPTIONAL ✗ NOT AVAILABLE
 ● NOT AVAILABLE ON BASE VARIANT BUT STANDARD OR OPTIONAL ON HIGHER VARIANTS