



**Opel Mokka**  
Standard Safety Equipment

2021



Adult Occupant



73%

Child Occupant



75%

Vulnerable Road Users



58%

Safety Assist



64%

## SPECIFICATION

Tested Model	Opel/Vauxhall Mokka, 1.2 petrol 'Elegance', LHD
Body Type	- 5 door SUV
Year Of Publication	2021
Kerb Weight	1217kg
VIN From Which Rating Applies	- ALL Mokkas, including Mokka-e
Class	Small Off-Road

## SAFETY EQUIPMENT

	Driver	Passenger	Rear
<b>FRONTAL CRASH PROTECTION</b>			
Frontal airbag	●	●	✘
Belt pretensioner	●	●	●
Belt loadlimiter	●	●	●
Knee airbag	✘	✘	✘
<b>LATERAL CRASH PROTECTION</b>			
Side head airbag	●	●	●
Side chest airbag	●	●	●
Side pelvis airbag	✘	✘	✘
Centre Airbag	✘	✘	✘

Version 230621

## SAFETY EQUIPMENT (NEXT)

	Driver	Passenger	Rear
CHILD PROTECTION			
Isofix	—	●	●
Integrated CRS	—	✘	✘
Airbag cut-off switch	—	●	—
SAFETY ASSIST			
Seat Belt Reminder	●	●	●

OTHER SYSTEMS	
Active Bonnet	✘
AEB Vulnerable Road Users	●
AEB Car-to-Car	●
AEB Pedestrian - Reverse	✘
Speed Assistance	●
Lane Assist System	●

**Note: Other equipment may be available on the vehicle but was not considered in the test year.**

- Fitted to the vehicle as standard   
 ● Fitted to the vehicle as part of the safety pack  
○ Not fitted to the test vehicle but available as option or as part of the safety pack   
 ✘ Not available   
 — Not applicable

**ADULT OCCUPANT**

Total 27.9 Pts / 73%

■ GOOD   
 ■ ADEQUATE   
 ■ MARGINAL   
 ■ WEAK   
 ■ POOR

Frontal Impact 12.7 / 16 Pts

Mobile Progressive Deformable Barrier      Full Width Rigid Barrier

Lateral Impact 11.5 / 16 Pts

Side Mobile Barrier      Side Pole      Far-Side Excursion      Occupant Interaction

Rear Impact 3.7 / 4 Pts

Rear Seat      Front Seat

## ADULT OCCUPANT

Total 27.9 Pts / 73%

■ GOOD   
 ■ ADEQUATE   
 ■ MARGINAL   
 ■ WEAK   
 ■ POOR

Rescue and Extrication		0.0 / 2 Pts
Rescue Sheet	Available, ISO compliant	
Advanced eCall	Not available	
Multi Collision Brake	Available	

## Comments

The passenger compartment of the Mokka remained stable in the frontal offset test. Protection of the driver dummy's chest was rated as marginal, based on measurements of compression during the test. Protection of the driver's knees and femurs, and right tibia, were also rated as marginal. Analysis of the deformable impact barrier after the test, and of decelerations of the trolley during the test, indicated that the Mokka would be a benign crash partner in collisions with other vehicles. In the full-width rigid barrier impact, protection was rated as good or adequate for all critical body regions, for both the front driver and rear passenger. In the side barrier impact, protection was good for all critical body areas and the Mokka scored maximum points. In the more severe side pole test, chest protection was marginal and that of other body regions was good. An assessment of dummy excursion (the extent to which the dummy moves to the opposite side of the car in an impact from the far side), demonstrated poor performance. The Mokka does not have a counter-measure for occupant to occupant impacts in a side impact. Tests on the front seats and head restraints demonstrated good protection against whiplash injuries in the event of a rear-end collision. A geometric assessment of the rear seats also indicated good whiplash protection.

**CHILD OCCUPANT**

Total 37.0 Pts / 75%

■ GOOD   
 ■ ADEQUATE   
 ■ MARGINAL   
 ■ WEAK   
 ■ POOR

Crash Test Performance based on 6 & 10 year old children

18.7 / 24 Pts



Restraint for 6 year old child: *Britax Römer Kidfix<sup>2</sup> R*  
 Restraint for 10 year old child: *Britax Römer Kidfix<sup>2</sup> R*

**Safety Features**

7.0 / 13 Pts

	Front Passenger	2nd row outboard	2nd row center
Isifix	●	●	✘
i-Size	●	●	✘
Integrated CRS	✘	✘	✘

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

CRS Installation Check

11.3 / 12 Pts

- Install without problem
- Install with care
- Safety critical problem
- ✗ Installation not allowed

■ i-Size CRS

Maxi Cosi 2way Pearl & 2wayFix (i-Size)



Maxi Cosi 2way Pearl & 2wayFix (i-Size)



BeSafe iZi Kid X2 i-Size (i-Size)



Britax Römer TriFix2 i-Size (i-Size)



BeSafe iZi Flex FIX i-Size (i-Size)




■ ISOFIX CRS

BeSafe iZi Combi X4 ISOfix (ISOFIX)



Cybex Solution Z i-Fix (ISOFIX)



 CHILD OCCUPANT

Total 37.0 Pts / 75%

■ Universal Belted CRS

Maxi Cosi Cabriofix (Belt)



Maxi Cosi Cabriofix & Easyfix (Belt)



Britax Römer King II LS (Belt)



Cybex Solution Z i-Fix (Belt)



## CHILD OCCUPANT

Total 37.0 Pts / 75%

	Seat Position			
	Front	2nd row		
	PASSENGER	LEFT	CENTER	RIGHT
Maxi Cosi 2way Pearl & 2wayFix (i-Size)	●	●	—	●
Maxi Cosi 2way Pearl & 2wayFix (i-Size)	●	●	—	●
BeSafe iZi Kid X2 i-Size (i-Size)	●	●	—	●
Britax Römer TriFix2 i-Size (i-Size)	●	●	—	●
BeSafe iZi Flex FIX i-Size (i-Size)	●	●	—	●
BeSafe iZi Combi X4 ISOfix (ISOFIX)	✘	●	—	●
Cybex Solution Z i-Fix (ISOFIX)	●	●	—	●
Maxi Cosi Cabriofix (Belt)	●	●	●	●
Maxi Cosi Cabriofix & Easyfix (Belt)	●	●	✘	●
Britax Römer King II LS (Belt)	●	●	●	●
Cybex Solution Z i-Fix (Belt)	●	●	●	●

● Install without problem    ● Install with care    ● Safety critical problem    ✘ Installation not allowed

— Not available

## Comments

In the frontal offset test, protection of the neck of the 10 year dummy was rated as weak, based on measurements of tensile forces. Protection of the neck of the 6 year dummy was marginal, as was that of the head of both dummies. However, in the side barrier impact, protection was rated as good for all critical body areas of both the 6 and 10 year dummies, and the Mokka scored maximum points in this part of the assessment. The front passenger airbag can be disabled to allow a rearward-facing child restraint to be used in that seating position. Clear information is provided to the driver regarding the status of the airbag and the system was rewarded. The rear centre seat cannot accommodate universal restraints making use of the adult seatbelt. Otherwise, all restraints could be properly installed and accommodated.



**VULNERABLE ROAD USERS**

Total 31.8 Pts / 58%

GOOD
  ADEQUATE
  MARGINAL
  WEAK
  POOR

Pedestrian

27.3 / 36 Pts



Head Impact	15.3 Pts
Pelvis Impact	6.0 Pts
Leg Impact	6.0 Pts

Vulnerable Road Users


4.6 / 18 Pts

System Name	Active emergency braking
Type	Auto-Brake with Forward Collision Warning
Operational From	5 km/h

 VULNERABLE ROAD USERS

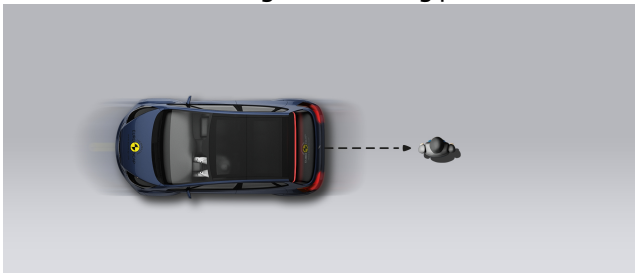
Total 31.8 Pts / 58%

AEB Pedestrian

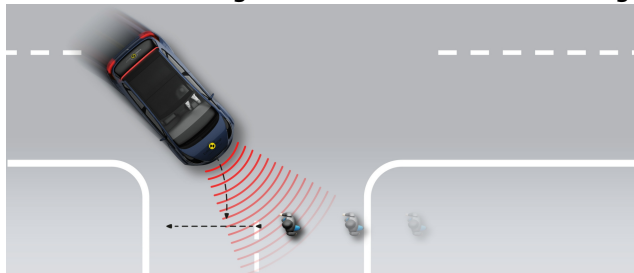
 4.6 / 9 Pts

■ Day time

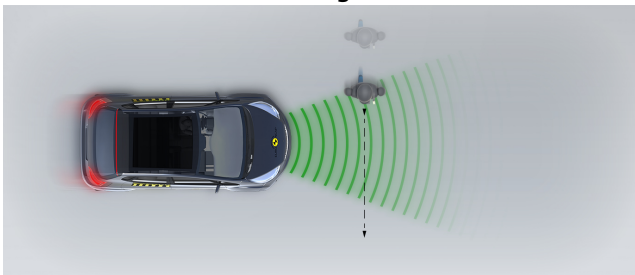
Vehicle reversing into standing pedestrian



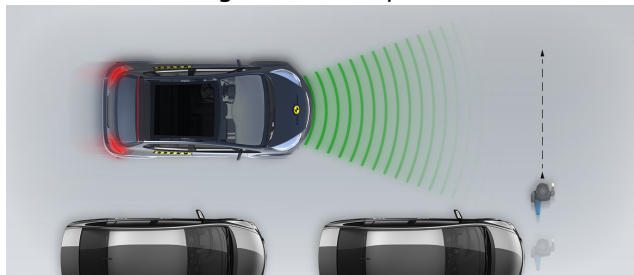
Pedestrian crossing a road into which a car is turning



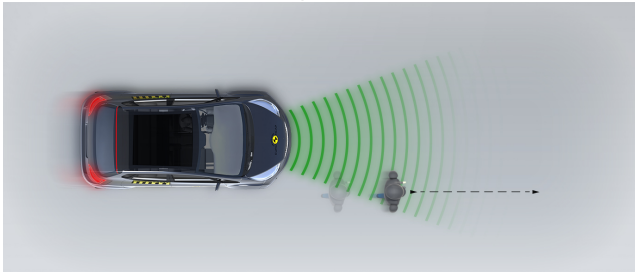
Adult crossing the road



Child running from behind parked vehicles

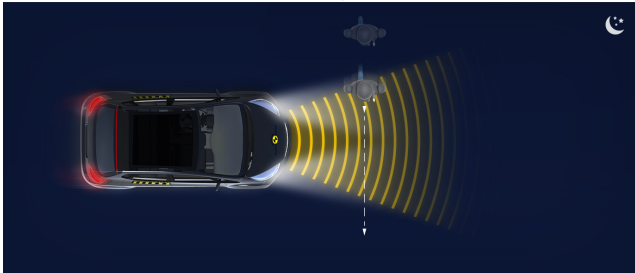


Adult along the roadside

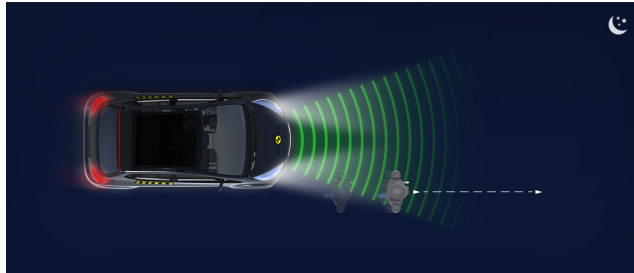


■ Night time

Adult crossing the road



Adult along the roadside





## VULNERABLE ROAD USERS

Total 31.8 Pts / 58%

## Comments

The protection offers to the head of struck pedestrian was mostly good or adequate on the bonnet surface, with some poor results along the base of the windscreen and on the stiff windscreen pillars. The bumper offered good protection to pedestrians' legs and also to the pelvis area. The autonomous emergency braking (AEB) system of the Mokka detects vulnerable road users, as well as other vehicles. In tests of its response to pedestrians, the system performed adequately. A more advanced system is available as an option which also detects cyclists.

SAFETY ASSIST

Total 10.3 Pts / 64%

■ GOOD   
 ■ ADEQUATE   
 ■ MARGINAL   
 ■ WEAK   
 ■ POOR

Speed Assistance

■ 2.5 / 3 Pts

System Name	Speed Reading Recommendation Road Sign Recognition
Speed Limit Information Function	Camera based, subsigns supported
Speed Limitation Function	System advised (accurate to 5km/h)

Occupant Status Monitoring

■ 2.0 / 3 Pts

> Seatbelt Reminder

■ 1.0 / 2 Pts

Applies To	Front and rear seats, including third row		
Warning	Driver Seat	Front Passenger(s)	Rear Passenger(s)
Visual	●	●	●
Audible	●	●	●
Occupant Detection	—	●	—

● Pass   
 ● Fail   
 — Not available

> Driver Monitoring

■ 1.0 / 1 Pts

System Name	Driver Drowsiness Alert
Type	Steering inputs
Operational From	50 km/h

## SAFETY ASSIST

Total 10.3 Pts / 64%

## Lane Support

3.3 / 4 Pts

System Name	Lane Keeping Assist	
Type	LKA and ELK	
Operational From	65 km/h	
<b>PERFORMANCE</b>		
Emergency Lane Keeping		GOOD
Lane Keep Assist		GOOD
Human Machine Interface		GOOD

## AEB Car-to-Car

2.6 / 6 Pts

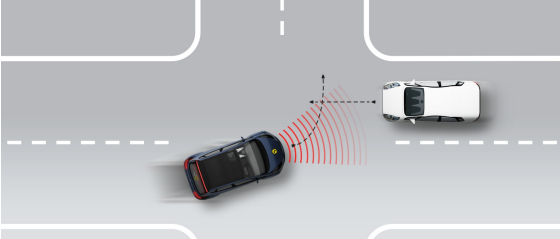
System Name	Active emergency braking	
Type	Autonomous emergency braking and forward collision warning	
Operational From	5 km/h	
Sensor Used	Camera only	

 SAFETY ASSIST

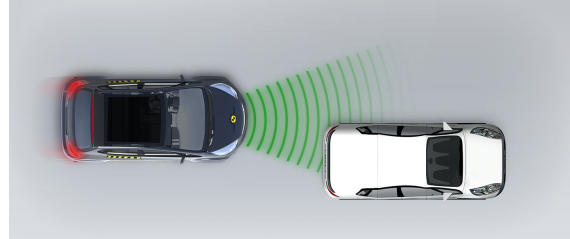
Total 10.3 Pts / 64%

■ Autobrake function only

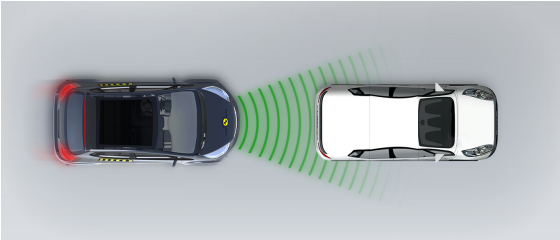
Test car turns across the path of an approaching car



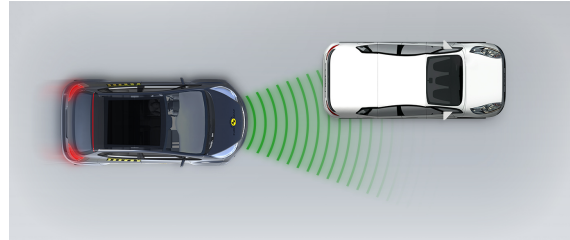
Approaching a stationary car



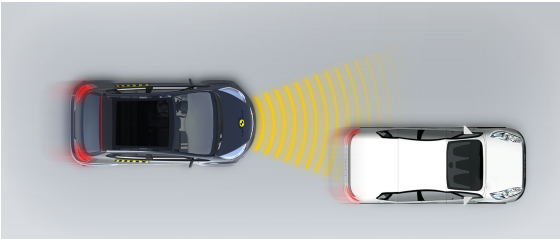
Approaching a stationary car



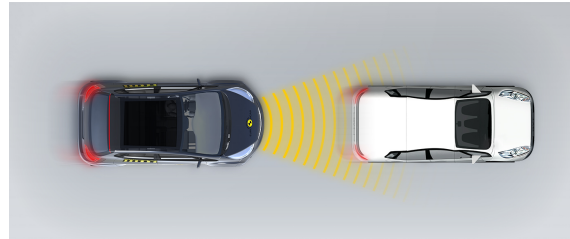
Approaching a stationary car



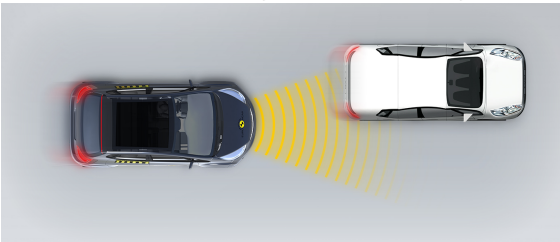
Approaching a slower moving car



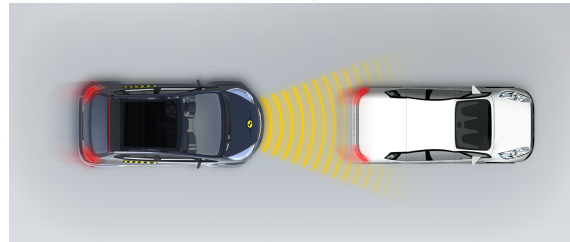
Approaching a slower moving car



Approaching a slower moving car



Approaching a braking car

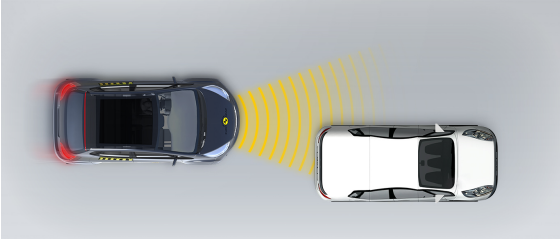


 SAFETY ASSIST

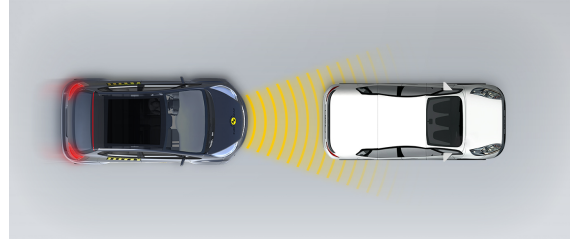
Total 10.3 Pts / 64%

■ Driver reacts to warning

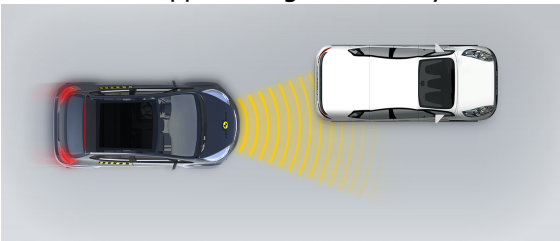
Approaching a stationary car



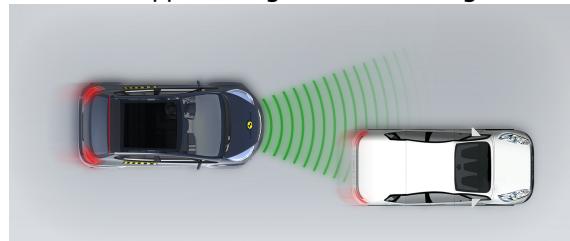
Approaching a stationary car



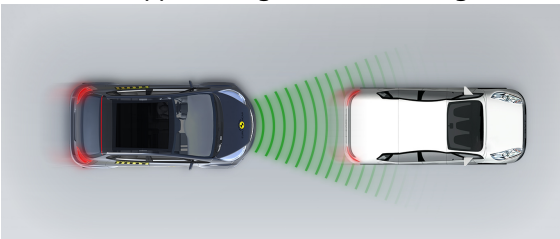
Approaching a stationary car



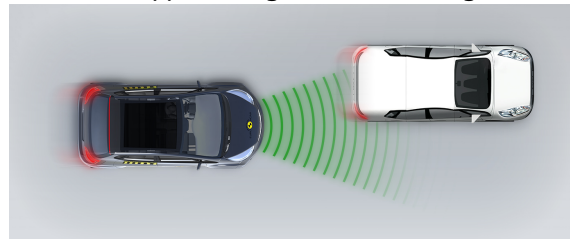
Approaching a slower moving car



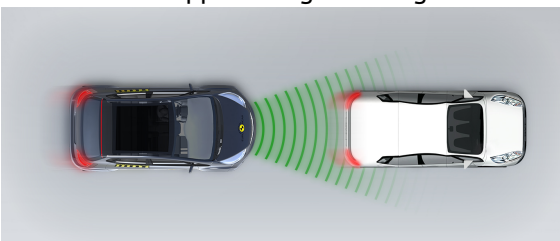
Approaching a slower moving car



Approaching a slower moving car



Approaching a braking car





## SAFETY ASSIST

Total 10.3 Pts / 64%

## Comments

The Mokka has a seatbelt reminder system for the front and rear seats and is equipped with a system to monitor driver fatigue or impairment. Local speed limits are detected and the information provided to the driver who can then set the speed limiter appropriately. A lane support system gently corrects the vehicle's path when it is drifting out of lane and also intervenes in some more critical situations to prevent the car leaving the road, for example. The autonomous emergency braking (AEB) system marginally in tests of its response to other vehicles.



## RATING VALIDITY

### Variants of Model Range

Body Type	Engine	Model Name/Code	Drivetrain	Rating Applies	
				LHD	RHD
5 door hatchback	1.2 petrol (74kW*, 96kW)	Mokka	4 x 2		
5 door hatchback	1.5 diesel (81kW)	Mokka	4 x 2		
5 door hatchback	Electric (100kW)	e-Mokka	4 x 2		

\*Tested variant

### Annual Reviews and Facelifts

Date	Event	Outcome
July 2021	Rating Published	2021