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Media Information

FOR IMMEDIATE RELEASE:

29 April 2011

The New Opel Astra Turbo 1.4T & 1.6T: Turbocharged performance with class leading fuel efficiency.

- Spirited: Turbocharged performance promises a thrilling driving experience
- Agile: New chassis raises bar in class for handling and comfort
- Efficient: Clean and powerful engine range lowers carbon footprint
- Upscale: Exceptional technologies and innovations in the compact class

Designed for sporty good-looks, engineered with innovative technology and equipped with a full clean powertrain line-up, the all-new Opel Astra Turbo, debuting as a five-door hatchback, is set to excite Singapore's compact car segment.

The new Astra raises the standard in the compact class with exciting design, dynamic driving and great practical features. It proves that Opel build automobiles that speak to one's emotion and are loaded with German engineering excellence

Opel's new design language reinterpreted for the compact class

The new Opel Astra brings into the compact class its own interpretation of the brand's award-winning design language of combining sculptural artistry with German precision first seen in the Insignia. Its strong coupé-like silhouette and stylish details add to a new handsome look. Elegant proportions give it a strong, cab-forward silhouette, with a steeply-raked windshield and falling rear roofline, adding visual excitement to the traditional hatchback format.

Also new to the Astra are double wing-shapes in each of the rear lights and a dynamic inverted blade on the flank that visually connects to the powerful movement of the rear window and C-pillar.

The interior echoes the flowing forms of the bodywork: sweeping lines, curvaceous shapes and the quality of the execution are all part of Opel's design language. A signature design cue is the wraparound wing shape of the instrument panel that arcs into the top of the door moldings. The effect is a warm embrace of the occupants, providing a welcoming ambience.

All new rear suspension layout: Watt's link in rear axle

The new Astra retains the fun-to-drive character of the previous model, with significant improvements in steering response and ride comfort. While the chassis has the proven McPherson strut layout at the front, Opel engineers in Rüsselsheim are the first in the world to combine a compound crank rear axle with a Watts link.

The Astra Turbo benefits from an all new rear axle. Keeping the advantages of size, weight and overall efficiency of the compound crank rear axle layout design. Opel engineers added a cleverly positioned Watts link. This supports lateral forces on the suspension while cornering. It also makes the car dynamic and agile without compromising on stability and comfort.

Driving dynamics are improved by wider front and rear tracks, increased by 56 mm and 70 mm respectively. While the wheelbase is 71 mm longer, the proportionately greater increases in track give the car a wider footprint, which contributes to more stable handling and an inherently better road-holding capability.

A core body structure stiffer than that of its predecessor provides a firm base for optimizing the new Astra's handling and ride capabilities. In addition, this helps reduce noise and vibration inside the cabin.

Power output

The new 103 kW/140 hp **1.4-liter turbo engine** that replaces a naturally-aspirated 1.8 engine of similar output is focused on strong performance with high elasticity, enabled by 200 Nm of torque available between 1,850 and 4,900 rpm. Compared to the 140 hp/175 Nm 1.8 engine

from the current range it replaces, it delivers 14 percent more torque with an impressively low fuel consumption of 5.9 l/100km – an improvement of nearly 18 percent. These power characteristics translate to a zero to 100 km/h acceleration in 10.2 seconds, and a transition from 80 to 120 km/h in fifth gear swiftly accomplished in 13.3 seconds.

The water-cooled turbocharger, spinning at up to 240,000 rpm, is integrated into the exhaust manifold close to the engine for a fast throttle response. Air-to-air inter-cooling increases the intake charge density.

The adoption of a reinforced crankshaft, reinforced pistons and con-rods allows the use of relatively high 9.5:1 compression ratio, despite higher stresses and loads. Under-skirt piston oil cooling jets, an oil cooler and exhaust valves filled with sodium are further features ensuring durability under higher internal temperatures.

The most powerful gasoline engine is the **1.6-liter turbocharged** which exceeds 110 hp per liter in delivering a maximum power of 132 kW/180 hp. Developed for customers focusing on dynamic driving characteristics, it is the most powerful production engine in its displacement class.

Great performance is matched by an impressively wide plateau of torque, with 230 Nm available all the way from 2,200 rpm to 5,400 rpm. For quick and safe overtaking maneuvers, an overboost function can briefly unleash even more torque, raising it to 266 Nm for up to five seconds.

With this engine, the new Astra achieves zero to 100 km/h acceleration in 9 seconds, and makes the 80 to 120 km/h transition in fifth gear in just 10.5 seconds.

Both models are fitted with a 6-speed automatic transmission. The gearbox is adaptive to enable proactive shift patterns. The “Neutral” gear disengagement at idle reduces vibration and contributes to improved fuel consumption. The ActiveSelect provides greater driving interaction with a sequential manual shift feature.

Active safety features

Electronic Stability Program (ESP) applies brakes or adjust throttle as necessary to bring the car back under the driver's control when it detects the car leaving the driver's chosen path.

The **Electronic Stability Control (ESC)**, including **Traction Control (TC)**, is fitted as standard across the range and offers a high level of active safety.

Other braking functions under ESC direction:

- **Cornering Brake Control (CBC)**, is activated when the car is braking while cornering. Brake pressure is individually varied between all four wheels in order to keep the car perfectly stable.
- **Cornering Torque Control (CTC)** prevents the inner wheel from slipping when cornering under acceleration, thereby minimizing any understeer tendency.
- **Electronic Drag Torque Control (EDC)**, keeps the wheels from blocking when the throttle is released too quickly or during an abrupt downshift.
- **Brake Assist System (BAS)** helps the driver apply optimal braking power in emergency braking situations.
- **4-channel ABS with Hydraulic Brake Fade Assist (HBFA)** offers fade-free anti-lock braking under nearly all conditions, with HBFA automatically raising braking pressure to compensate for possible brake fade in repeated heavy braking situations

Passive safety features

The Astra has been awarded Euro NCAP 5-star rating. The car is fitted with 6 airbags.

Two front airbags, two side airbags and a pair of roof rail-mounted airbags that cover the entire glass area between the A- and C-pillars.

Standard Active front headrests offer protection against whiplash injuries for its occupants.

Steering: electrical speed sensitive assistance improves feel and saves fuel

The new Opel Astra uses a rack-and-pinion steering system. The speed sensitive assistance is electrically powered by a motor mounted directly on the steering rack as opposed to the base of the steering column. This architecture ensures improved driver feel when turning the steering wheel.

Innovative technologies brought to the compact segment

Innovative technical features introduced to the compact class in the new Astra Turbo:

Daytime Running Light with LED-technology (Available on 1.6T only)

Daytime running light helps prevent up to 58 % of accidents involving serious injuries. LED DRL last up to thirty times longer than normal bulbs and does not cause additional fuel consumption. Thus offering better safety without higher running costs. Standard daytime running light is fitted on the 1.4T

FlexFix

First in its category locally, Opel's innovative bike-carrier, is integrated behind the rear bumper. It makes transporting bikes easy and convenient because it slides out of the rear bumper like a drawer when a release lever near the lip of the trunk is pulled.

FlexFloor

Enables easy stowage of a wide variety of cargo. The trunk floor is moveable and can be positioned at three levels by engaging ergonomically-designed fixtures near each corner of the trunk.

Electric parking brake with Hill Start Assist (HSA)

Operated by touch, it offers increased parking security and reduced driver effort.

HSA ensures comfort and safety when moving off on slopes by preventing the rolling back of the car.

Awards

The new Astra has received more than 16 prestigious awards, including the 2010 Golden Steering Wheel award, red dot Design Award, the coveted Auto Trophy reader award from the Auto Zeitung and the TOPauto 2010 title from Motor-Informationen-Dienst in Germany. It also achieved a superb third place in the Car of the Year 2010 vote, catapulting it to the best new car in the compact class. The Astra was also named 2010 Car of the year and Reader's Choice in Spain.

Opel Astra Turbo: Technical Data Overview

Astra Turbo hatchback			
Gasoline engines		1.4 TURBO	1.6 TURBO
Emission classification		Euro 5	Euro 5
Fuel		95 RON	91/95 RON
Number of cylinders/Valves per cylinder		4/4	4/4
Displacement	in cm ³	1364	1598
Bore	in mm	72.5	79.0
Stroke	in mm	82.6	81.5
Max. output	in kW (hp)	103 (140)	132 (180)
	at rpm	4900	5500
Max. torque	in Nm	200	230
	at rpm	1850-4900	2200-5400
Compression ratio		9.5 : 1	8.8 : 1
Transmission			
6-speed automatic		Standard	Standard

Opel Astra Turbo - Performance Data

Driving performance				
	Maximum speed*	Acceleration* from 0 – 100 km/h in seconds	Combined* According to NEA in l/100 km	Combined* in g/km
1.4 Turbo - AT6	200	10.2	6.7	157
1.6 Turbo - AT6	211	9.0	7.3	169

*preliminary figures

All data refer to the European base model with standard equipment. The consumption data according to 1999/100/EC takes into consideration the vehicle's curb weight as stipulated by this regulation. Additional equipment can lead to slightly higher fuel consumption and therefore CO2 exhaust emissions than the declared values. In addition, they can raise the vehicle's curb weight and in some cases also increase the gross vehicle weight, the maximum allowable axle loads and respectively reduce the permitted trailer load. Therefore the maximum speed may be decreased while acceleration time can be increased. The published performance figures are possible with the vehicle's curb weight.

Opel Astra Turbo: Dimensions & Weights

Opel Astra Vehicle dimensions in mm	5-door
Length	4419
Width (mirrors folded/unfolded)	1814/2013
Height (at curb weight)	1510
Wheelbase	2685
Track, front	1544
Track, rear	1558
Turning circle in m	
Wall to wall	11.4
Curb to curb	10.9
Trunk dimensions in mm (according to ECIE)	
Length on floor to rear seat back	836
Length on floor with rear seat back folded forward	1549
Width between wheel housings	1027
Max. opening width	904
Opening height	772
Boot capacity in liters (according to ECIE)	
Luggage compartment only (up to cover)	370
With rear seats backs folded forward (up to seats backs)	795
With rear seats backs folded forward (up to ceiling)	1235
Weight and axle loads in kg (according to 70/156/EU)	
Curb weight incl. driver (base model)	1373
Permissible gross vehicle weight	1870
Payload	497
Permissible axle load, front	960
Permissible axle load, rear	920
Permissible roof load	75
Fuel tank capacity (in liters)	56

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Photos can be downloaded from the Internet at <http://media.opel.com>.

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