



## Media Information

June, 2019

New Opel Corsa-e: Development and Testing

### On the Test Bench: Opel Puts New Corsa Through its Paces

- Polar circle Test Centre: man and machine deep frozen at -30°C
- Dudenhofen Test Centre, Germany: chassis development for balanced handling and comfort
- Rüsselsheim EMC lab: resistance to electro-magnetic waves
- University of Stuttgart wind tunnel: aerodynamics and noise attenuation tests

Rüsselsheim. Efficiency and experience, made by Opel. This also applies to the next generation of the Opel Corsa. The bestseller has been developed very efficiently with state-of-the-art virtual development methods. Then it went through the usual demanding testing programme at the Opel proving grounds – guaranteeing highest durability standards. This is when Opel engineers put the small car through its paces in real-life conditions to further refine and fine-tune it.

Since January, Opel chassis, powertrain, electronics, lighting and other engineering experts have been using the long polar winter in **Swedish Lapland** for intensive testing in ultra-low temperatures on frozen lakes and snow-covered roads. They set up the electronically controlled systems for stability, traction and anti-lock braking on low-grip surfaces, at temperatures as low as -30°C. Opel engineers refine the calibration of the chassis systems down to the smallest detail so that the new Corsa offers a high level of safety, comfort and driving dynamics. Thanks to the climate and environment in Northern Sweden they were also able to further optimise the intelligent, glare-free IntelliLux LED® lighting which will be introduced for the first time on the Corsa with the next generation.

At the same time, the already extensively developed pre-production vehicles lap the **Dudenhofen Test Centre**. The long straights were used to prepare the new generation for



driving on the autobahn, where Opel sets especially high standards for the steering and suspension. “We place the highest importance on body control. For example, every Opel must deliver a firm, precise ride over undulating surfaces at autobahn speeds. The car must never feel too soft”, says development engineer Thomas Wanke. The pre-production cars also had to meet high standards for lane-changing and stability under braking. The bodywork is also tested while the car is driving at high speed on the oval – no part is allowed to flutter or vibrate, or cause annoying noises.

The pre-production vehicles also undergo final electro-magnetic compatibility (EMC) tests in the **Rüsselsheim lab**. They ensure there is no susceptibility of the various electronic systems to disturbances. The car receives the green light only when all its systems have demonstrated their immunity against electro-magnetic emissions. The new Corsa has already passed its test; the electronics are optimally protected from disturbances.

And last but not least the Corsa – like many Opel models before it – was tested down to the smallest detail of aerodynamics in the **wind tunnel** at the **University of Stuttgart**. After closely monitoring its aerodynamics and aeroacoustics here, the new Corsa was further refined to also achieve the best results in these areas.

#### **About Opel**

Opel is one of the largest European car manufacturers and was founded by Adam Opel in Rüsselsheim, Germany, in 1862. The company started building automobiles in 1899. Opel has been part of the [Groupe PSA](#) since August 2017. Together with its British sister brand Vauxhall, the company is represented in more than 60 countries around the globe selling over one million vehicles in 2018. Opel is currently implementing its electrification strategy to secure sustainable success and ensure that the future mobility demands of customers are met. By 2024, all European passenger car models will offer an electric variant. This strategy is part of the company plan [PACE!](#) with which Opel aims to become sustainably profitable, global and electric.

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