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World premiere in Bologna

Opel Astra 2007: New Edition of Successful Model

- New engines: More power with lower consumption
- New styling: Accentuated dynamic look
- New equipment: More options for personal customization
- New electronics: Trailer Stability Assist even safer

Bologna. With new, more economical engines, a refined look, enhanced technology and an expanded equipment range, the new edition of the Opel Astra is available at dealerships from February 2007. The whole Astra family benefits from the model update, from the five-door and station wagon variants to the sporty three-door GTC and dynamic, elegant TwinTop cabrio-coupé. The new Opel Astra makes its world premiere at the Bologna Motor Show (December 7 – 17) and can now be ordered for nearly the same attractive prices starting at 16,160 euros. With more than 1.2 million units sold since its market launch in March 2004, the third-generation Astra plays a leading role in the fiercely competitive compact segment and in European sales statistics. The bestseller will now be available with a range of eleven different engine versions, producing between 90 and 240 hp.

“ *The Astra is our number one volume model and of considerable importance, having successfully asserted itself in an extremely fierce, competitive market. We naturally put a great deal of care and attention into the new edition. As a result, one of the most attractive and successful cars is now of even greater value and significance. Noticeable plus-points for customers such as refined performance, economy, comfort, safety and looks will help solidify the Astra’s position in Germany and Europe.* ”

Carl-Peter Forster, President GM Europe

Information concerning specifications, equipment and prices (recommended retail prices incl. VAT) applies to the models offered in Germany. There may be differences in other markets. All data on fuel consumption refers to combined fuel consumption of the base model in the European test cycle. This data and driving performance values are preliminary. Subject to alteration.



New engine range: More power, lower consumption

With two additional 1.6-liter gasoline engines and two 1.7 CDTI common-rail turbo-diesels (available from spring 2007), the Astra engine range offers additional highly efficient propulsion.

The new 1.6 ECOTEC with 85 kW/115 hp offers even better driving performance thanks to an extra 10 hp and 5 Nm of torque compared to the entry-level 1.6-liter TWINPORT (77 kW/105 hp). With this new engine, the Astra GTC accelerates from zero to 100 km/h in 11.6 seconds and reaches a top speed of 193 km/h. The new weight-optimized unit features cam-phase technology, which varies the two camshafts to correspond to the driving situation via a vane-type hydraulic adjuster. This dynamically adjusts the continuous variable valve timings for the intake and outlet sides in every operating state, further reducing both consumption and emissions. With the 115 hp engine coupled to the optional five-speed Easytronic transmission, the five-door Astra needs only 6.3 liters of fuel per 100 kilometers instead of the previous 6.5 liters.

A similarly impressive balancing act between performance and economy is achieved by the 132 kW/180 hp 1.6 turbo engine, which replaces the 2.0-liter turbo with 125 kW/170 hp. The lighter engine, which also offers taxation benefits thanks to its smaller displacement, consumes an average of only 7.7 liters per 100 kilometers and boasts improved driving performance (Astra GTC top speed: 223 km/h; zero to 100 km/h in 8.2 seconds). Compared with its predecessor, consumption is reduced by 1.3 liters for a total consumption reduction of more than 13 percent.

“ *Despite higher engine output and increased torque, we were able to once again considerably reduce the fuel consumption of our already extremely efficient engines. I think that is truly good news for the environment and for Astra buyers' wallets.*”

Roger Johansson, Vice President GM Powertrain Europe

Including the new engines, seven gasoline units are now available for Astra customers – a range which sets the standard in this class. Current units include the extremely efficient



1.4 TWINPORT ECOTEC with 66 kW/90 hp, which like the 1.6-liter version with 105 hp also features Opel's efficient TWINPORT fuel-saving technology. Introduced in November 2005, the 1.8 ECOTEC with 103 kW/140 hp is also very popular among Astra buyers. In order to optimize consumption and performance, this high-tech engine also operates with two variable camshafts, just like the new 115 hp 1.6-liter unit. The Astra's gasoline engine range also includes a refined 2.0 turbo unit with 147 kW/200 hp and the top-of-the-line 2.0-liter turbo with 177 kW/240 hp and 320 Nm of torque, which is reserved exclusively for the high-performance Astra OPC, pushing the powerful three-door car into established sports cars territory. The Astra OPC accelerates from zero to 100 km/h within 6.4 seconds and has a top speed of 244 km/h – at an average consumption rate of just 9.2 liters per 100 kilometers. Depending on the engine, a five or six-speed manual transmission, a five-speed Easytronic or a four-speed automatic gearbox are available.

The range of diesel engines for the new edition Astra is just as rich in variety. It has been expanded with the 1.7 CDTI units with 81 kW/110 hp or 92 kW/125 hp. The two high-tech diesel engines with six-speed manual transmission as standard and maintenance-free particulate filter – a standard feature of all Astra diesels – will replace the 1.9 CDTI with 74 kW/100 hp and the 1.9 CDTI with manual transmission and 88 kW/120 hp in the course of spring 2007. The 120 hp 1.9 CDTI with six-speed automatic gearbox remains in the range. Just like the gasoline engines, these boast increased power with lower consumption and reduced emission levels compared to the predecessor units. Both 1.7 CDTI engines feature common-rail direct injection and four-valve technology with swirl control for pronounced refinement, high responsiveness and exemplary fuel efficiency. For the five-door Astra for example, engineers cite a saving of between 0.5 and 0.9 liters of diesel per 100 kilometers.

The new Astra's selection of ultra-modern turbo diesels, from the 1.3 CDTI with 66 kW/90 hp to the 1.9 CDTI with 110 kW/150 hp, is wider than ever and unique in this class. This is also true of the modern transmission range. Depending on the diesel engine, the customer has the choice between the sporty manual gearbox, automated Easytronic manual transmission and comfortable converter gearbox – all of which are six-speed versions.



All Astra engines in overview

Gasoline engines	1.4 TWINPORT ECOTEC	1.6 TWINPORT ECOTEC	1.6 ECOTEC	1.6 Turbo ECOTEC	1.8 ECOTEC	2.0 Turbo ECOTEC	2.0 Turbo ECOTEC ¹⁾ OPC
Nr. of cylinders / Valves per cylinder	4 / 4	4 / 4	4 / 4	4 / 4	4 / 4	4 / 4	4 / 4
Displacement [cm ³]	1364	1598	1598	1598	1796	1998	1998
Max. output [kW (hp) / rpm]	66 (90) / 5600	77 (105) / 6000	85 (115) / 6000	132 (180) / 5500	103 (140) / 6300	147 (200) / 5400	177 (240) / 5600
Max. torque [Nm / rpm]	125 / 4000	150 / 3900	155 / 4000	230 / 1980-5500	175 / 3800	262 / 4200	320 / 2400-5000
Transmissions ²⁾	MT5, ET5	MT5, ET5	MT5, ET5	MT6	MT5, AT4	MT6	MT6
Average consumption [l/100 km]	6.1	6.6	6.5	7.7	7.3	9.3	9.2
Acceleration 0-100 km/h [s]	13.7	12.3	11.7	8.3	10.2	8.2	6.4
Max. speed [km/h]	178	185	191	221	208	230	244

Diesel engines	1.3 CDTI ECOTEC	1.7 CDTI ECOTEC	1.7 CDTI ECOTEC	1.9 CDTI ECOTEC ⁴⁾	1.9 CDTI ECOTEC ⁵⁾	1.9 CDTI ECOTEC
Nr. of cylinders/ Valves per cylinder	4 / 4	4 / 4	4 / 4	4 / 2	4 / 2	4 / 4
Displacement [cm ³]	1248	1686	1686	1910	1910	1910
Max. output [kW (hp) / rpm]	66 (90) / 4000	81 (110) / 3800	92 (125) / 4000	74 (100) / 3500	88 (120) / 3500	110 (150) / 4000
Max. torque [Nm / rpm]	200 / 1750-2500	260 / 2300	280 / 2300	260 / 1700-2500	280 / 2000-2750	320 / 2000-2750
Transmissions ²⁾	MT6, ET6	MT6	MT6	MT6	MT6 ⁵⁾ , AT6	MT6
Average consumption [l/100 km]	4.8	— ³⁾	— ³⁾	5.8	5.8	5.8
Acceleration 0-100 km/h [s]	13.7	— ³⁾	— ³⁾	12.3	10.5	8.9
Max. speed [km/h]	172	— ³⁾	— ³⁾	180	194	208

All data are preliminary. Performance and consumption figures apply to the five-door Astra variant with standard equipment and manual transmission

¹⁾ 2.0 Turbo ECOTEC with 177 kW/240 hp only available with Astra OPC

²⁾ Transmissions: standard, optional: AT=Automatic, ET=Easytronic, MT=Manual, 4/5/6=Gears

³⁾ Data not yet available/engines available from spring 2007

⁴⁾ Will be replaced by 1.7 CDTI with 81 kW/110 hp in spring 2007

⁵⁾ Only available with six-speed automatic transmission following introduction of 1.7 CDTI unit (92 kW/125 hp)

Accentuated design for stronger model and brand identity



The upcoming Astra sets itself apart from the competition with an even more exciting, sporty look and sends a new signal in its segment. The design team further honed the distinctive face that was presented with the third-generation Astra in 2003 at the IAA and met with a positive response from customers and automotive specialists alike. Thanks to the evolutionary concept, it is still clearly recognizable as a member of the family, and designers were also able to sharpen both model and brand identity. Integrated organic elements such as the sharply drawn “eyebrows” above the imitation air intakes serve as a blueprint for future Opel models. Above these crafted features, the bumper is integrated into the Astra’s dynamic V-shaped front.

The dominant radiator mask also adds to the confident look. This impression is enhanced in the five-door and station wagon models by the widened upper chrome crossbar with integrated Opel logo. The distinctive decorative elements reduce the gap to the hood and take the characteristic crease of the hood and continue it to the radiator grille vanes, which are also chrome-plated. Commenting on the Astra’s dynamic lines, Chief Designer Friedhelm Engler says, “The gentle downward sloped tapering of the vanes and grille frame give the Astra a muscular appearance, and even when parked it appears raring to go. With its athletic proportions and aerodynamic bodyline ($c_d = 0.32$), the Astra is reminiscent of the stance of a sprinter in the starting blocks.”

The headlamp housings in stylish chrome look also convey an additional sense of quality. The Astra Sport, as well as the versions with xenon or curve and cornering light are recognizable by their dark-tinted headlamp housings. Other features of the new edition Astra include the front bumper with integrated impact protection bars (five-door and station wagon models) as well as tail lights in 3-D block design (five-door model), which already make the GTC’s rear so eye-catching. The Astra station wagon features flowing, practical roof rails in aluminum look. The Astra GTC now boasts a honeycomb grille that highlights its sporty look even further.

Exclusivity and individuality in series production



The new-edition Astra's interior boasts surfaces with an even more high-quality look for the center console, additional chrome rings for the air conditioning and radio controls, as well as new trim for the instrument panel and doors.

The top Cosmo variant, for example, is enhanced with luxurious piano lacquer surfaces and inlays on the center console and steering wheel. Usually reserved for upper-class vehicles, these applications create additional personalization options. With cashmere beige upholstery designs, or saddle brown leather in the GTC, the Astra interior can be completely customizable in exclusive feel-good quality. The CD 30 MP3 infotainment system, the most popular choice among Astra customers, is available from February with steering wheel remote controls and a stereo connection for external audio equipment, such as an iPod.

The panorama windshield is the best example of an Astra component which remains unrivalled in this class. The new edition of the Astra Cosmo GTC features this fascinating perspective as standard. The almost 1.8 square meter glass extends over the front occupants' heads to the middle of the roof. Unlike contemporary glass roof designs, there is no crossbeam to obstruct the view, enabling driver, front and rear passengers to enjoy an unrestricted view similar to that in the cockpit of a sport airplane. Other standard equipment enhancements include the IDS sport chassis for the Astra Sport and Board Info Display (BID) for the Astra Sport, Cosmo and OPC variants, new 16-inch design wheels for the Edition equipment line, new 16-inch alloy wheels for Astra Sport and Cosmo, as well as new wheel caps for the 16-inch steel wheels. The Cosmo variant now also features fog lamps as standard.

Astra customers who wish to configure their dream car down to the last detail now have even more choice. The range of carefully selected Opel accessories extends from fitted sun blinds for the rear window and rear side windows to the mobile DVD player with seven-inch screen. The robust fiberglass roof box with a volume of 480 liters and the Opel DUO ISOFIX child seat for children weighing between nine and 18 kilograms are also easy to mount. The OPC line package 1 is exclusively available with the Astra GTC and includes a front spoiler, side sills, rear spoiler, rear apron lip and alloy wheels in various designs.

Enhanced Trailer Stability Assist helps in critical situations



The Opel Astra's chassis is already among one of the best in its class, but this was no reason for engineers to rest on their laurels. They found potential for improvement in details such as the control system for the Trailer Stability Assist (TSA). The newest generation of this safety system is available for the first time in this class as an option in the Astra five-door, GTC and station wagon models. Compared to the earlier generation of TSA, real-time calculations are conducted more accurately and with greater sensitivity. This helps reduce instability in car-trailer combinations earlier and more effectively, as well as eliminating the risk of any abrupt emergency stopping situations in normal driving conditions which might disrupt the traffic behind. The cleverly devised system works together with ESP^{Plus}, recognizing possible trailer yaw movements and actively counteracting them with regulated braking. Be it swinging due to side wind, lane ruts, exaggerated maneuvering or too high speed, the control electronics have an answer for every eventuality. In the initial decisive reaction phase, TSA counters the swinging movements by braking either the left or right front wheel. Should this measure be insufficient, regulated braking is applied at all four wheels and engine output reduced.

“ *The new generation of Trailer Stability Assist not only ensures more active safety in Astra-trailer combinations. The traffic behind also benefits, as the system reacts in a regulated and calculated fashion, further reducing the risk of rear-end collisions.*”

Jürgen Schöwer, Project Leader, Control Systems in new Astra

The new edition of the Astra offers driving performance with pronounced agility and precise handling with a high level of driving safety. These qualities helped the Astra win numerous comparison tests by the European specialist press and in customer polls. The basis for this agility is the IDS (Interactive Driving System) chassis with McPherson front axle and patented torsion-beam rear axle. In many markets the new Astra comes standard with the Electronic Stability Program ESP^{Plus}, Traction Control TC^{Plus}, front and rear disk brakes, Anti-lock Braking System (ABS), Cornering Brake Control (CBC), Brake Assist and electro-hydraulic power steering.

Unique technological innovations for more safety and comfort



An exceptional dimension of balance between driving comfort and active safety is once again provided by the optional adaptive IDS^{Plus} chassis with electronic Continuous Damping Control (CDC). This integrated chassis control system, in which the control units and sensors of ESP^{Plus}, ABS and CDC exchange data constantly, was introduced to the compact class for the first time in the Opel Astra. Owners also benefit from IDS^{Plus} when it comes to driving fun: the sport mode is activated at the touch of a button, resulting in more direct suspension, steering and gas pedal response, as well as modified shift points in the automatic and Easytronic transmission variants for greater sportiness.

The Astra also leads the way when it comes to visibility and lighting. Opel was the first automaker in this vehicle class to offer Adaptive Forward Lighting (AFL), a steering-linked headlamp system with bi-xenon headlamps, dynamic curve light function and adaptive highway light. The curve light turns the headlamps into the curve depending on speed and steering angle, increasing street illumination by up to 90 percent compared to fixed headlamps. At higher speeds along a straight path, an automatic beam width regulator prevents the light from blinding oncoming highway traffic, enabling the low beam lights to project further ahead.

Five-star safety for maximum passenger protection

The consumer protection organization Euro NCAP (European New Car Assessment Programme) rated the passive safety of the new-edition Astra at the highest level – just like the predecessor model. The Astra was awarded the top rating of five stars for passenger protection. With a total of 34 points, Euro NCAP classified it as one of the safest sedans in the compact class (small family cars). The Astra also achieved very good results for child protection: the five-door model was awarded four stars and 39 points.

The Astra comes standard with the extensive SAFETEC safety package, including shape-optimized thorax/pelvis side airbags in front. These complement the two front airbags and the head curtain airbags that stretch along the entire length of the interior in the left and right roof pillars. Both outer rear seats come with ISOFIX mountings for child seats as standard.

Text, photos, technical data and price lists can be downloaded from the Internet at <http://media.opel.com>.