

HOLDEN COMMODORE

FEBRUARY 2018 - ONWARDS
ALL VARIANTS



TESTED
2017



93%

ADULT OCCUPANT
PROTECTION



85%

CHILD OCCUPANT
PROTECTION



78%

PEDESTRIAN
PROTECTION



77%

SAFETY
ASSIST



OVERVIEW

The ZB Holden Commodore was introduced in Australia and New Zealand in February 2018. This ANCAP safety rating is based on testing conducted by Euro NCAP on the Opel / Vauxhall Insignia in 2017 and applies to all Commodore variants (liftback, sportwagon & tourer).

Dual frontal, side chest and side head-protecting airbags (curtains) are standard. Autonomous emergency braking (AEB) and a lane departure warning (LDW) system with active lane-keep assistance (LKA) are standard on all variants.

NOTE: In May 2018 ANCAP conducted a frontal offset test of an Australian specification Holden Commodore (V6 AWD) for audit test purposes. The audit test score was 6.53 points out of 8.00 which would give an overall Adult Occupant Protection score of 92%. This sees the existing 5 star ANCAP safety rating maintained. In the audit test, dummy readings indicated MARGINAL protection for the driver lower leg.

ANCAP SAFETY RATING



RATING YEAR (DATESTAMP)

2017

VEHICLE TYPE

Large Car

AIRBAGS

Dual frontal, side chest,
side head

RATING APPLICABILITY

| VARIANT | BODY TYPE | ENGINE | DRIVETRAIN | AUS | NZ |
|-------------------|--------------|------------------|------------|-----|----|
| Liftback LT | 5 door hatch | 2.0 litre petrol | FWD | ✓ | ✓ |
| Liftback RS | 5 door hatch | 2.0 litre petrol | FWD | ✓ | ✓ |
| Liftback Calais | 5 door hatch | 2.0 litre petrol | FWD | ✓ | ✓ |
| Liftback LT | 5 door hatch | 2.0 litre diesel | FWD | ✓ | ✓ |
| Liftback Calais | 5 door hatch | 2.0 litre diesel | FWD | ✓ | ✓ |
| Liftback RS | 5 door hatch | 3.6 litre petrol | AWD | ✓ | ✓ |
| Liftback RS-V | 5 door hatch | 3.6 litre petrol | AWD | ✓ | ✓ |
| Liftback Calais-V | 5 door hatch | 3.6 litre petrol | AWD | ✓ | ✓ |
| Liftback VXR | 5 door hatch | 3.6 litre petrol | AWD | ✓ | ✓ |
| Sportwagon LT | 5 door wagon | 2.0 litre petrol | FWD | ✓ | ✓ |
| Sportwagon RS | 5 door wagon | 2.0 litre petrol | FWD | ✓ | ✓ |
| Sportwagon LT | 5 door wagon | 2.0 litre diesel | FWD | ✓ | ✓ |
| Sportwagon RS-V | 5 door wagon | 3.6 litre petrol | AWD | ✓ | ✓ |
| Tourer Calais | 5 door wagon | 3.6 litre petrol | AWD | ✓ | ✓ |
| Tourer Calais-V | 5 door wagon | 3.6 litre petrol | AWD | ✓ | ✓ |

✓ COVERED BY THIS RATING

✗ NOT COVERED BY THIS RATING

◆ TESTED VARIANT

ADULT OCCUPANT PROTECTION



93%

35.54 POINTS
OUT OF 38

The passenger compartment remained stable in the frontal offset test. Chest protection of both the driver and passenger was ADEQUATE, as was driver lower leg protection. Protection of all other critical body regions was GOOD. All doors remained closed during the crash. After the crash, doors could be opened with normal effort.

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

In both the side impact test and the pole test, GOOD protection was provided to all critical body regions.

The autonomous emergency braking system showed GOOD performance at the low speeds typical of city driving.

| | |
|----------------------------|-----------------|
| FRONTAL OFFSET# | 7.08 (out of 8) |
| FULL WIDTH FRONTAL# | 7.52 (out of 8) |
| SIDE IMPACT# | 8.00 (out of 8) |
| OBLIQUE POLE# | 8.00 (out of 8) |
| WHIPLASH PROTECTION | 2.14 (out of 3) |
| AEB - City | 2.81 (out of 3) |

FRONTAL OFFSET TEST (64 KM/H)



Driver

| | |
|--------------|-------------|
| Head / neck: | 4.00 points |
| Chest: | 3.27 points |
| Upper legs: | 4.00 points |
| Lower legs: | 2.89 points |
| Deductions: | Nil |



Front Passenger

| | |
|--------------|-------------|
| Head / neck: | 4.00 points |
| Chest: | 3.96 points |
| Upper legs: | 4.00 points |
| Lower legs: | 4.00 points |
| Deductions: | Nil |

FULL WIDTH FRONTAL TEST (50 KM/H)



Driver

| | |
|-------------|-------------|
| Head: | 4.00 points |
| Neck: | 4.00 points |
| Chest: | 3.20 points |
| Upper legs: | 4.00 points |
| Deductions: | Nil |



Rear Passenger

| | |
|-------------|-------------|
| Head: | 4.00 points |
| Neck: | 4.00 points |
| Chest: | 2.87 points |
| Upper legs: | 4.00 points |
| Deductions: | Nil |

SIDE IMPACT TEST (50 KM/H)



Driver

| | |
|-------------|-------------|
| Head: | 4.00 points |
| Chest: | 4.00 points |
| Abdomen: | 4.00 points |
| Pelvis: | 4.00 points |
| Deductions: | Nil |

OBLIQUE POLE TEST (32 KM/H)



Driver

| | |
|-------------|-------------|
| Head: | 4.00 points |
| Chest: | 4.00 points |
| Abdomen: | 4.00 points |
| Pelvis: | 4.00 points |
| Deductions: | Nil |

WHIPLASH (REAR IMPACT) PROTECTION TEST



Rear Passenger

| | |
|--------|-------------|
| Front: | 1.52 points |
| Rear: | 0.63 points |



Driver / Front Passenger

AEB - CITY (10-50 KM/H)

Score: 2.81 points



* Scaled scores. Total test scored out of 16.00 points.



CHILD OCCUPANT PROTECTION



85%

41.96 POINTS
OUT OF 49

In the frontal offset test, protection of the 10 year dummy was GOOD apart from the neck, for which dummy readings of tension indicated MARGINAL protection. For the 6 year dummy, protection was GOOD or ADEQUATE in this test.

In the side impact test, protection of both dummies was GOOD or ADEQUATE.

| | |
|---------------------------------|-------------------|
| DYNAMIC TEST (FRONT) | 14.99 (out of 16) |
| DYNAMIC TEST (SIDE) | 7.97 (out of 8) |
| RESTRAINT INSTALLATION | 12.00 (out of 12) |
| ON-BOARD SAFETY FEATURES | 7.00 (out of 13) |

FRONTAL OFFSET TEST (64 KM/H)



6 year old

10 year old

SIDE IMPACT TEST (50 KM/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 CRS | × | × | × | - | - |
| Child restraint anchorage (top tether) | × | ● | ● | - | - |
| Automatic airbag disabling | × | - | - | - | - |

● FITTED TO TEST CAR AS STANDARD ● NOT FITTED TO TEST CAR BUT AVAILABLE AS AN OPTION × NOT AVAILABLE

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. For more detailed information about Australian child restraints visit www.childcarseats.com.au.

GOOD ADEQUATE MARGINAL WEAK POOR

PEDESTRIAN PROTECTION



78%

32.83 POINTS
OUT OF 42

The vehicle has an active bonnet. Sensors in the bumper detect when a pedestrian has been struck and actuators lift the bonnet, providing greater clearance to hard structures in the engine compartment. The vehicle was tested with the bonnet in the raised position.

Protection was GOOD or ADEQUATE over virtually the entire surface of the bonnet. The bumper provided predominantly GOOD protection to the legs of struck pedestrians but protection of the pelvis was mixed.

The autonomous emergency braking system fitted to the test vehicle can detect pedestrians as well as other vehicles and performed well in tests of this functionality.

| | |
|-----------------------------------|-------------------|
| HEAD IMPACTS | 19.46 (out of 24) |
| UPPER LEG IMPACTS | 3.60 (out of 6) |
| LOWER LEG IMPACTS | 5.54 (out of 6) |
| AEB - Vulnerable Road User | 4.24 (out of 6) |

PEDESTRIAN IMPACT TEST



AUTONOMOUS EMERGENCY BRAKING (VULNERABLE ROAD USER)

SYSTEM NAME: Pedestrian Collision Mitigation
TYPE: Forward collision warning with autonomous emergency braking
OPERATIONAL FROM: 8 km/h
DESCRIPTION: Defaults on for every journey. Warning operates above 40 km/h and in low ambient light.

| TEST SCENARIO | AUTONOMOUS EMERGENCY BRAKING FUNCTION | |
|--|---------------------------------------|--------------------------------|
| | AVOIDANCE | MITIGATION |
| Running adult crossing from far-side | Collision avoided up to 40 km/h | Impact mitigated up to 50 km/h |
| Walking adult crossing from near-side (-25%) | Collision avoided up to 35 km/h | Impact mitigated up to 45 km/h |
| Walking adult crossing from near-side (-75%) | Collision avoided up to 40 km/h | Impact mitigated up to 50 km/h |
| Running child from behind parked vehicles | Collision avoided up to 35 km/h | Impact mitigated up to 45 km/h |
| PERFORMANCE | GOOD | |

SAFETY ASSIST



77%

9.35 POINTS
OUT OF 12

The vehicle has a driver-set speed limitation system and lane keep assist with lane departure warning which functions above 60 km/h and recognises a variety of lane markings.

All variants supplied to Australia and New Zealand are fitted with seat belt reminders for all seating positions.

Tests of the autonomous emergency braking system at highway speeds showed GOOD performance, with collisions avoided or mitigated.

| | |
|---------------------------------|-----------------|
| SPEED ASSISTANCE SYSTEMS | 1.25 (out of 3) |
| SEAT BELT REMINDERS | 3.00 (out of 3) |
| LANE SUPPORT SYSTEMS | 2.90 (out of 3) |
| AEB - Interurban | 2.20 (out of 3) |

SPEED ASSISTANCE SYSTEMS (SAS)

SYSTEM NAME: Cruise Control with Speed Limiter

| SAS FEATURE | DESCRIPTION | SCORE |
|---|---------------|-------------|
| Speed Limit Information Function (SLIF) | N/A | 0.00 points |
| Warning Function | Manually set. | 0.50 points |
| Speed Limitation Function | Manually set. | 0.75 points |

SEAT BELT REMINDERS (SBR)

| WARNING TYPE | DRIVER | FRONT PASSENGER | REAR PASSENGERS |
|--------------|--------|-----------------|-----------------|
| Visual | ● | ● | ● |
| Audible | ● | ● | ● |

● PASS ● FAIL ✗ NOT AVAILABLE

LANE SUPPORT SYSTEMS (LSS)

SYSTEM NAME: Active Lane Keep Assist
OPERATIONAL FROM: 60 km/h
WARNING: Audible

| LSS FEATURE | PERFORMANCE |
|------------------------------|-------------|
| Lane Departure Warning (LDW) | ● |
| Lane Keep Assist (LKA) | ● |

AUTONOMOUS EMERGENCY BRAKING (INTERURBAN)

SYSTEM NAME: Low Speed Mitigation Braking (with Forward Collision Alert)
TYPE: Forward collision warning with autonomous emergency braking
OPERATIONAL FROM: 8-80 km/h (auto brake function only) and 8-220 km/h (driver reacts to warning)
DESCRIPTION: Defaults on for every journey. Supplementary warning.

| TEST SCENARIO | AUTONOMOUS EMERGENCY BRAKING FUNCTION | |
|-------------------------------------|--|--|
| | AUTO BRAKE FUNCTION ONLY | DRIVER REACTS TO WARNING |
| Approaching a stationary car | See AEB (City) | Crash avoided up to 65 km/h Crash speed reduced up to 80 km/h |
| | Crash avoided up to 50 km/h Crash speed reduced up to 70 km/h | Crash avoided up to 75 km/h Crash speed reduced up to 80 km/h |
| Approaching a slower moving car | Avoidance | Avoidance |
| | Mitigation | Mitigation |
| FOLLOWING A CAR AT A SHORT DISTANCE | Mitigation | Avoidance |
| | Mitigation | Mitigation |
| FOLLOWING A CAR AT A LONG DISTANCE | Mitigation | Mitigation |
| | Mitigation | Mitigation |
| PERFORMANCE | GOOD | |

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) | ● | ● |
| Seat belt pre-tensioners (rear centre) | ✗ | ✗ |
| 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) | - | - |
| Airbags - side, pelvis protection (front seats) | ● | ● |
| Airbags - side, pelvis protection (2nd row seats) | ✗ | ✗ |
| 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) | ● | ● |
| Adaptive headlights | ● | ● |
| Anti-lock braking system (ABS) | ● | ● |
| Autonomous emergency braking (AEB) - City | ● | ● |
| Autonomous emergency braking (AEB) - Interurban | ● | ● |
| Autonomous emergency braking (AEB) - VRU | ● | ● |
| Automatic emergency call (eCall) | ✗ | ✗ |
| Automatic headlights | ● | ● |
| Automatic high beam | ● | ● |

| FEATURE / TECHNOLOGY~ | AVAILABILITY | |
|---|--------------|----|
| | AUS | NZ |
| Blind spot monitor (BSM) | ● | ● |
| Child presence alert | ✗ | ✗ |
| Daytime running lights (DRL) | ● | ● |
| Electronic brakeforce distribution (EBD) | ● | ● |
| Electronic data recorder (EDR) | ● | ● |
| Electronic stability control (ESC) | ● | ● |
| Emergency brake assist (EBA) | ● | ● |
| Emergency stop signal (ESS) | ● | ● |
| Fatigue reminder | ✗ | ✗ |
| Fatigue detection | ✗ | ✗ |
| Forward collision warning (FCW) | ● | ● |
| Hill launch assist | ● | ● |
| Integrated child seat / restraint ISOFix | ✗ | ✗ |
| Lane departure warning (LDW) | ● | ● |
| Lane keep assist (LKA) | ● | ● |
| Pre-crash systems | ✗ | ✗ |
| Rear cross-traffic alert (RCTA) | ✗ | ✗ |
| Reversing collision avoidance (camera) | ● | ● |
| Reversing collision avoidance (auto brake) | ✗ | ✗ |
| 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 | ✗ | ✗ |
| Trailer stability control | ● | ● |
| Tyre pressure monitoring system (TPMS) | ✗ | ✗ |
| Vehicle-to-infrastructure communication (V2I) | ✗ | ✗ |
| Vehicle-to-vehicle communication (V2V) | ✗ | ✗ |

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

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

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.

ASSESSMENT DETAILS

| | |
|-------------------------|-----------------------------------|
| TESTED MAKE / MODEL | Opel Insignia Grand Sport 1.6CDTi |
| TESTED VEHICLE(S) BUILT | 2017 |
| TESTED BODY TYPE | 5 door liftback |
| TESTED VEHICLE ENGINE | 1.6 litre diesel |
| RATING PUBLISHED | February 2018 |
| RATING UPDATED | September 2018 |