

Crash Tests

New Car Safety

Great Wall Motors X240

10/2009 on 01/0001 - Dual Frontal

Overall Evaluation



Overall Score

25.48 out of 37

Variant: SUV

Engine: 2.4 litre petrol

Category: Large SUV

Model History and Safety Features

The tested model of Great Wall Motor X240 was introduced in Australia during 2009. Dual front airbags and antilock brakes (ABS) with Electronic Brake Distribution (EBD) are standard. Electronic stability control (ESC) is not available. No advanced seat belt reminders are fitted.

Pretensioners are fitted to the front seat belts to reduce slack in the event of a crash. A three point seat belt is fitted to the centre rear seat. This provides better protection than a two point (lap) seat belt.

Overall Evaluation: 4

4 Stars. The X240 scored 9.48 out of 16 in the offset crash test. The passenger compartment held its shape reasonably well. Protection from serious leg injury was marginal for the driver. There was a slight risk of serious chest injury for the driver and passenger.

The vehicle was awarded a default score of 16 out of 16 in the side impact crash test.

Frontal Offset Crash Test

Body region scores out of 4 points each: Head/neck 3.39 pts, chest 2.76 pts, upper legs 1.92 pts, lower legs 1.42 pts.

The passenger compartment held its shape reasonably well in the offset crash test.

The brake pedal moved rearwards by 61 mm and upwards 23 mm. The steering wheel hub moved 22 mm rearward, 44 mm upward and 14 mm sideways. The front ("A") pillar moved 2 mm rearwards. All doors remained closed during the crash. After the crash the driver's door could be opened with high manual effort.

The airbag cushioned the head of the driver and contact was stable. Steering column and dash components were a potential source of injury for the driver's knees. The passenger's head was cushioned by the airbag. Dash and centre console components were knee hazards for the passenger.

Side Impact Crash Test

Default 16 points awarded for side impact test.

The side impact test normally used by ANCAP simulates a small car striking the driver's door of the vehicle under test. It is based on a regulation test but the regulation does not apply to vehicles with a high seat height like the X240. Experience shows that such vehicles can be expected to perform well in this test so ANCAP has decided to award full score for these vehicles instead of conducting a crash test.

Pedestrian rating (v4.2)

(0 stars)

Pending

Offset crash test at 64km/hr



Injury Measurements

Refer to the information sheet 'How the tests are done'	Offset Crash Test at 64km/h (v4.2)		Side Impact Crash Test aa 50km/h (v4.2)	
	Driver	Passn	Driver	
Head				
- HIC	506	356		
- Acceleration (g for 3ms)	57	47.4		
Neck				
- Shear (kN)	0.52	0.71		
- Tension (kN)	2.01	1.36		
- Extension (Nm)	44.3	21.7		
Chest				
- Acceleration (g for 3ms)	50.5	32.1		
- Compression (mm)	30.7	29.2		
- Viscous Criterion (m/s)	0.16	0.14		
Abdomen				
- Force (kN)				
Pelvis				
- Force (kN)				
Upper Legs Force (kN)				
- Left	2.53	0.44		
- Right	0.97	2.38		
Knee Displacement (kN)				
- Left	6.19	0.98		
- Right	5.01	1.04		
Lower Legs Force (kN)				
- Left	1.16	2.39		
- Right	4.38	1.84		
Index (Upper Lower)				
- Left	0.44 0.29	0.27 0.19		
- Right	0.98 0.48	0.34 0.32		

Bonus points (maximum 5)

Pole Test: Not eligible

Seat Belt Reminders: None

Modifiers for offset test scores

Head	No deduction
Chest	No deduction
Upper leg	Variable & Conc. loading
Lower leg	No deduction
Foot score	2 pt deduct L&R driver, 2pt (left) & 1 pt Passeng
Structure	No deduction
	3 pts are measured relative to the driver's seat

Modifiers for side impact test scores

Head	Default score awarded
Chest	
Upper leg	
Lower leg	
Foot score	
Structure	



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New Car Assessment Program
PO Box 1555
Canberra ACT Australia 2601