

Crash Tests

New Car Safety

Great Wall Motors V240

06/2009 on 01/0001 - Dual Frontal

Overall Evaluation



Overall Score
Variant: Dual Cab 4 x 2

16.49 out of 37
Engine: 2.4
Category: Utility

Model History and Safety Features

The tested model of Great Wall Motors V240 was introduced in Australia during 2009.

Dual front airbags and antilock brakes (ABS) are standard. Electronic stability control (ESC) is not available. There are no advanced seat belt reminders. There are no approved top tether anchorages for child restraints so this vehicle is unsuitable for transporting young children.

Overall Evaluation: 2

2 Stars. The V240 scored 2.36 out of 16 in the offset crash test. The passenger compartment did not hold its shape well. Protection from serious head and leg injury was poor for the driver. There was marginal protection for the head of the passenger and chest of the driver. The passenger seat belt failed during the offset crash test. Even if the passenger results had been better the driver's score would have still limited the V240 to a 2-star rating. The vehicle was awarded a default score of 16 out of 16 in the side impact crash test. However, the low offset score meant that the vehicle was limited to a 2 star rating and an overall score of 16.49 (the maximum available for a 2 star rating).

Frontal Offset Crash Test

pts, chest 1.67 pts, upper legs 0.69 pts, lower legs zero pts. The passenger compartment did not hold its shape well in the offset crash test. The accelerator pedal moved rearwards by 202 mm and upwards 120 mm. The steering wheel hub moved 91 mm rearward, 137 mm upward and 20 mm sideways. The front ("A") pillar moved 72 mm rearwards. All doors remained closed during the crash. After the crash the high manual effort was required to open driver's door. The driver airbag deployed but failed to prevent the driver's head from striking the steering wheel. Steering column components were a potential source of injury for the driver's knees. The passenger's airbag deployed but, near the peak of the crash, the seat belt retractor failed allowing the seat belt webbing to reel out and the airbag could not prevent the passenger's head from striking the dash. The manufacturer is investigating the cause of the seat belt failure. Dash components were a potential source of injury for the passenger's knees.

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 V240. 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 (v4.1)

(0 stars)

The V240 was poor for all test locations.
Child head impacts Zero
Adult head impacts Zero
Upper leg impacts Zero
Lower leg impacts Zero
Total (out of 36) Zero

Offset crash test at 64km/hr



Injury Measurements

Refer to the information sheet 'How the tests are done'	Offset Crash Test at 64km/h (v4.1)		Side Impact Crash Test aa 50km/h (v4.1) Driver
	Driver	Passn	
Head			
- HIC	697	661	
- Acceleration (g for 3ms)	81.6	77.3	
Neck			
- Shear (kN)	0.64	2.11	
- Tension (kN)	2.13	1.41	
- Extension (Nm)	33.8	16.3	
Chest			
- Acceleration (g for 3ms)	39.8	59.4	
- Compression (mm)	31.3	16	
- Viscous Criterion (m/s)	0.12	0.08	
Abdomen			
- Force (kN)			
Pelvis			
- Force (kN)			
Upper Legs Force (kN)			
- Left	1.12	3.46	
- Right	3.75	3.66	
Knee Displacement (kN)			
- Left	0.1	8.95	
- Right	1.14	6.4	
Lower Legs Force (kN)			
- Left	6.51	2.33	
- Right	12.08	1.54	
Index (Upper Lower)			
- Left	0.71 0.87	0.63 0.6	
- Right	1.98 0.76	0.51 0.25	

Bonus points (maximum 5)

Pole Test: Not eligible
Seat Belt Reminders: None

Modifiers for offset test scores

Head	Airbag bottomed out, steering column displacement	2 pt deduction
Chest	Loss of cabin structure	1 pt deduction
Upper leg	Variable & conc. loading D & P	2 pt deduct L&R D, 2 pt L, 1 pt R deduct P
Lower leg	Pedal upward displacement	1 pt deduction
Foot score	Pedal rearward displacement	zero pts
Structure	Note: Steering column & pedal movements	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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