

Crash Tests

New Car Safety

HOLDEN COMMODORE UTILITY

March 2002 on

Driver airbag

Overall Evaluation



Overall score 25.60 out of 34

Variant: VU Series Eng: V6 3.8 litre.
Kerb weight: 1550 kg Category: UTILITY
Vehicles built: Oct and Nov 2001

Model History and Safety features

This model HOLDEN COMMODORE UTILITY was introduced in August 2000. The running changes, as tested, came into production in February 2002.

A driver's airbag is standard equipment. A passenger airbag is available as part of a safety pack option. The front seat belt buckles are mounted on the seats. This feature improves the fit of the seat belt. Pretensioners are fitted to seat belts to reduce slack in the event of a severe crash.

OVERALL EVALUATION : 4 Stars

The HOLDEN COMMODORE UTILITY scored 9.93 out of 16 in the offset crash test. The passenger compartment held its shape well. Protection from serious chest injury was moderate for the driver and passenger. The vehicle scored 15.677 out of 16 in the side impact crash. There was a slight risk of serious abdomen injury but all other injury measurements were good.

FRONTAL OFFSET CRASH TEST

Body region scores out of 4 points each: Head/neck 4pts, chest 0.39pts, upper legs 2pts, lower legs 3.54pts.

The passenger compartment held its shape well in the offset crash test. The front part of the driver's floor was pushed rearwards 118mm. The brake pedal moved rearwards by 88mm and upwards 9mm. The dash moved 34mm towards the driver. The steering wheel hub moved rearwards 16mm, upwards 14mm and sideways 33mm. The front ("A") pillar moved 34mm rearwards. The roof had minimal deformation and the width of the driver's doorway shortened by 30mm. All doors remained closed during the crash. After the crash tools were required to open the driver's door.

The airbag cushioned the head of the driver and head contact was stable. The driver's knees hit the steering column and dash. The ignition switch barrel and a covered metal bracket at the end of the dash are potential sources of knee injury.

SIDE IMPACT CRASH TEST

Body region scores out of 4 points each: Head 4pts, chest 4pts, abdomen 3.68pts, pelvis 4pts.

The driver's door was pushed inwards substantially. The driver's head hit the b-pillar but protection from serious injury was good.



Offset crash test at 64km/h

The vehicle was not eligible for a Pole Impact Test since it did not have head-protecting side airbags. This test can earn eligible vehicles an extra two points, giving a maximum possible overall score of 34 points.

INJURY MEASUREMENTS

Refer to the information sheet "How the test are done"	Offset Crash Test at 64km/h		Side Impact Crash Test at 50km/h
	Driver	Passn	Driver
Head HIC	466	422	75
Acceleration (g for 3ms)	57.7	52.4	33
Neck - Shear (kN)	0.59	1.01	-
Tension (kN)	1.69	2.12	-
Extension (Nm)	6	4	-
Chest Accln (g for 3ms)	53.7	40.2	-
Compression (mm)	44.1	47.3	17.3
Viscous criterion (m/s)	0.14	0.22	0.16
Abdomen - Force (kN)	-	-	1.121
Pelvis - Force (kN)	-	-	1.91
Upper legs Force	0.3	0.07	
Left			
(kN) Right	0.6	0.21	
Knee displ (mm) Left	0.5	1.03	
Right	0.27	0.87	
Lower legs Force Left	1.84	1.03	
(kN) Right	2.69	1.31	
Index (Upper/Low) Left	0.34/0.43	0.28/0.09	
Right	0.46/0.43	0.41/0.25	

Modifiers for offset test scores

Head		No penalty
Chest		No penalty
Upper leg	Variable & conc. loading	2 pt penalty L & R
Lower leg		No penalty
Foot score	Brake pedal rearward	Score 4pts

Pedestrian rating

13.87 points out of 36 (38.5%)



Child head impacts 7.87pts; adult head impacts 6pts; Upper leg zero pts and lower leg impacts zero pts.

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