

Crash Tests

New Car Safety

Holden WM Statesman/Caprice

09/2009 on 04/2013 - Frontal+Side+Head

Overall Evaluation



Overall Score

Variant: All WM variants

33.45 out of 37

Engine: 3.6 V6

Category: Large Car

Model History and Safety Features

The Commodore sedan was tested by ANCAP in 2008. Holden provided evidence to ANCAP that Statesman and Caprice variants can be expected to provide comparable occupant protection to the Commodore. This 5-star ANCAP rating applies to all Statesman and Caprice variants built from 31 August 2009, when a passenger seat belt reminder is due to be introduced.

Dual front airbags, side airbags and head-protecting side curtains are standard equipment. Antilock brakes (ABS), electronic brakeforce distribution (EBD) and electronic stability control (ESC) are also standard. Advanced seat belt reminders are fitted to both front seats.

The front seat belt buckles are mounted on the seats and the upper anchorages are adjustable. These features improve the fit of the seat belt. 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: 5

5 Stars. The vehicle scored 13.45 out of 16 in the offset crash test. The passenger compartment held its shape very well. There was a slight risk of serious chest and lower leg injury for the driver.

The vehicle scored 16 out of 16 in the side impact crash test and a further 2 points in the optional pole test.

Frontal Offset Crash Test

Body region scores out of 4 points each: Head/neck 4 pts, chest 2.70 pts, upper legs 4 pts, lower legs 2.76 pts.

The passenger compartment held its shape very well in the offset crash test. The accelerator pedal moved rearwards by 7 mm and the brake pedal moved rearwards 4mm. The steering wheel hub moved forwards 59mm (as it was design to do, to reduce injury risk), downwards 61mm and sideways 17 mm. The front ("A") pillar moved 3 mm rearwards. All doors remained closed during the crash. After the crash all doors could be opened with normal effort. The airbag cushioned the head of the driver and contact was stable. There were no knee hazards with the revised steering column design. The passenger's head was cushioned by the airbag.

Side Impact Crash Test

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

The Commodore was eligible for an optional pole impact test, since it had head-protecting side airbags and it was within reach of a 5 star rating. The manufacturer decided to go ahead with the pole test and the vehicle earned a further two points.

Pedestrian rating (v4.1)



The bonnet provided fair to marginal protection for many of the adult and child head zones. Leg results were uniformly poor, and performance could be improved in this area.

Child head impacts	5.98
Adult head impacts	3
Upper leg impacts	Zero
Lower leg impacts	Zero
Total (out of 36)	8.98

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	314	221	25
- Acceleration (g for 3ms)	45.1	36.8	16.2
Neck			
- Shear (kN)	0.49	0.43	
- Tension (kN)	0.82	0.91	
- Extension (Nm)	6.8	22.6	
Chest			
- Acceleration (g for 3ms)	38.1	35.8	
- Compression (mm)	31.13	28.73	20.5
- Viscous Criterion (m/s)	0.07	0.07	0.12
Abdomen			
- Force (kN)			0.561
Pelvis			
- Force (kN)			1.32
Upper Legs Force (kN)			
- Left	0.42	0.25	
- Right	0.57	0.3	
Knee Displacement (kN)			
- Left	0.27	0.67	
- Right	0.13	0.29	
Lower Legs Force (kN)			
- Left	2.32	1.33	
- Right	3.3	1.55	
Index (Upper Lower)			
- Left	0.42 0.5	0.32 0.12	
- Right	0.53 0.68	0.39 0.24	

Bonus points (maximum 5)

Pole Test: 2 points

Seat Belt Reminders: 2

Modifiers for offset test scores

Head	No deduction
Chest	No deduction
Upper leg	No deduction
Lower leg	No deduction
Foot score	4 points
Structure	Note: Steering column & pedal movements are measured relative to the driver's seat

Modifiers for side impact test scores

Head	
Chest	No deduction
Upper leg	
Lower leg	
Foot score	
Structure	



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