

HOLDEN ACADIA

NOVEMBER 2018 - ONWARDS
ALL VARIANTS



TESTED
2018



94%

ADULT OCCUPANT
PROTECTION



87%

CHILD OCCUPANT
PROTECTION



74%

VULNERABLE ROAD USER
PROTECTION



86%

SAFETY
ASSIST



HOLDEN ACADIA

OVERVIEW

The Holden Acadia was introduced in Australia and New Zealand in November 2018. This ANCAP safety rating applies to all variants.

Dual frontal, side chest-protecting and side head-protecting (curtains) and a driver knee airbag are standard.

All three grades of autonomous emergency braking (City, Interurban and Vulnerable Road User) as well as lane keep assist (LKA) with lane departure warning (LDW) and an advanced speed assistance system (SAS) are fitted as standard equipment on all variants.

ANCAP SAFETY RATING

★★★★★

RATING YEAR (DATESTAMP)

2018

VEHICLE TYPE

Large SUV

AIRBAGS

Dual frontal, side chest,
side head, driver knee

RATING APPLICABILITY

VARIANT	BODY TYPE	ENGINE	DRIVETRAIN	AUS	NZ
Holden Acadia LT ♦	5 door SUV	3.6 litre petrol	FWD	✓	✓
Holden Acadia LT	5 door SUV	3.6 litre petrol	AWD	✓	✓
Holden Acadia LTZ	5 door SUV	3.6 litre petrol	FWD	✓	✓
Holden Acadia LTZ	5 door SUV	3.6 litre petrol	AWD	✓	✓
Holden Acadia LTZ-V	5 door SUV	3.6 litre petrol	FWD	✓	✓
Holden Acadia LTZ-V	5 door SUV	3.6 litre petrol	AWD	✓	✓

✓ COVERED BY THIS RATING

✗ NOT COVERED BY THIS RATING

♦ TESTED VARIANT

ADULT OCCUPANT PROTECTION



94%

35.88 POINTS
OUT OF 38

The passenger compartment remained stable in the frontal offset test. ADEQUATE protection was seen for the chest and lower legs of the driver. Protection was GOOD for all other critical body areas of both the driver and passenger.

In the full width frontal test, protection was GOOD for all critical body areas of the driver. Neck protection for the rear passenger was ADEQUATE while high seat belt loading resulted in chest protection being rated as WEAK.

In the side impact test, protection offered to all critical body regions was GOOD. In the oblique pole test, protection was ACCEPTABLE for the chest of the driver and GOOD for all other critical body regions.

FRONTAL OFFSET#	7.68 (out of 8)
FULL WIDTH FRONTAL#	7.15 (out of 8)
SIDE IMPACT#	8.00 (out of 8)
OBLIQUE POLE#	7.65 (out of 8)
WHIPLASH PROTECTION	1.40 (out of 2)
AEB - City	4.00 (out of 4)

Scaled scores. Total test scored out of 16.00 points.

FRONTAL OFFSET TEST (64 KM/H)



Driver

Head / neck:	4.00 points
Chest:	3.37 points
Upper legs:	4.00 points
Lower legs:	3.99 points
Deductions:	Nil



Front Passenger

Head / neck:	4.00 points
Chest:	4.00 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:	4.00 points
Upper legs:	4.00 points
Deductions:	Nil



Rear Passenger

Head:	4.00 points
Neck:	3.89 points
Chest:	0.69 points
Upper legs:	4.00 points
Deductions:	-2.00 points (shoulder seat belt load)

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



Driver

Head:	4.00 points
Chest:	3.30 points
Abdomen:	4.00 points
Pelvis:	4.00 points
Deductions:	Nil

OBLIQUE POLE TEST (32 KM/H)

WHIPLASH (REAR IMPACT) PROTECTION TEST



Rear Passenger

Rear:	0.25 points
Front:	1.15 points



Driver / Front Passenger

AEB - CITY (10-50 KM/H)

Score: 4.00 points

OVERLAP	-50%	-75%	100%	75%	50%
PERFORMANCE					
	GOOD				

GOOD ADEQUATE MARGINAL WEAK POOR

CHILD OCCUPANT PROTECTION



87%

42.86 POINTS
OUT OF 49

In the frontal offset test, protection of the neck of the 10 year dummy was ADEQUATE, while the protection offered to all other critical body regions of both the 10 and 6 year child dummies was GOOD.

Protection of both child dummies in the side impact test was GOOD, with maximum points scored.

The Holden Acadia is fitted with lower ISOFix anchorages on the second row outboard seats and top tether anchorages for all rear seating positions (2nd and 3rd row).

Installation of typical child restraints available in Australia and New Zealand showed that most child restraints could be accommodated in most rear seating positions, though the Type A capsule did not meet ANCAP's criteria and must be installed with care.

DYNAMIC TEST (FRONT)	15.98 (out of 16)
DYNAMIC TEST (SIDE)	8.00 (out of 8)
RESTRAINT INSTALLATION	11.89 (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 child restraints	×	×	×	×	-
Top tether anchorage	×	●	●	●	-
Airbag disabling	×	-	-	-	-

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

NOTE: The Child Restraint Evaluation Program (CREP) provides an independent assessment on the safety of Australasian child restraints - see www.childcarseats.com.au.

GOOD ADEQUATE MARGINAL WEAK POOR

CHILD OCCUPANT PROTECTION



87%

42.86 POINTS
OUT OF 49

CHILD RESTRAINT INSTALLATION*

CHILD RESTRAINT (CRS) TYPE^		FRONT ROW PASSENGER	2nd ROW			3rd ROW		
			LEFT	CENTRE	RIGHT	LEFT	CENTRE	RIGHT
BELTED	TYPE A	Rearward facing capsule	×	●	●	●	-	●
		Rearward facing with harness - convertible (Model A)	×	●	●	●	-	●
		Rearward facing with harness - convertible (Model B)	×	●	●	●	-	●
	TYPE B	Forward facing with harness - convertible (Model A)	×	●	●	●	-	●
		Forward facing with harness - convertible (Model B)	×	●	●	●	-	●
	TYPE E	Booster - 4 to 8 years	×	●	●	●	-	●
ISOFIX	TYPE A	Rearward facing capsule	×	●	-	●	-	-
		Rearward facing with harness - convertible (Model A)	×	●	-	●	-	-
		Rearward facing with harness - convertible (Model B)	×	●	-	●	-	-
	TYPE B	Forward facing with harness - convertible (Model A)	×	●	-	●	-	-
		Forward facing with harness - convertible (Model B)	×	●	-	●	-	-

* Installation of each child restraint is assessed separately in each position. Installation of multiple restraints has not been assessed and may not be possible.

^ The above list of child restraints has been selected to provide a general indication of the rated vehicle's ability to accommodate various CRS types. ANCAP does not endorse or recommend any one CRS brand or model, nor does it rate the safety of child restraints.

● INSTALL WITHOUT PROBLEM ● INSTALL WITH CARE ● CANNOT BE FITTED SAFELY × INSTALLATION NOT ALLOWED - NOT APPLICABLE

VULNERABLE ROAD USER PROTECTION



74%

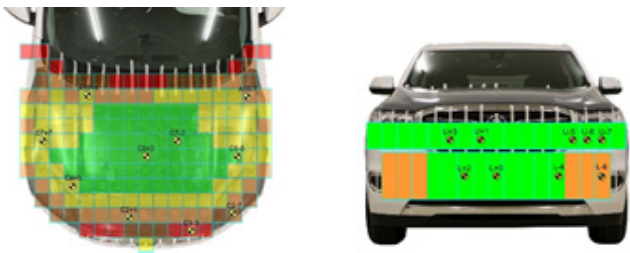
35.87 POINTS
OUT OF 48

The bonnet provided GOOD or ADEQUATE results over most of its surface with some WEAK and POOR results recorded at the base of the windscreen, on the windscreen pillars and the leading edge of the bonnet. The bumper provided mixed results for its protection of pedestrians' legs, with GOOD and MARGINAL results, while protection of the pelvis was GOOD.

The autonomous emergency braking (AEB) system is capable of detecting and reacting to vulnerable road users including pedestrians and cyclists. The AEB system offered ADEQUATE performance in tests of its effectiveness in pedestrian test scenarios, with some GOOD performance recorded in daylight scenarios and some MARGINAL and WEAK performance in night-time scenarios. In cyclist test scenarios, the AEB system offered GOOD performance.

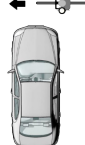
HEAD IMPACTS	16.01 (out of 24)
UPPER LEG IMPACTS	6.00 (out of 6)
LOWER LEG IMPACTS	5.38 (out of 6)
AEB - Pedestrian	3.83 (out of 6)
AEB - Cyclist	4.64 (out of 6)

PEDESTRIAN IMPACT TEST (40 KM/H)



AUTONOMOUS EMERGENCY BRAKING (PEDESTRIAN & CYCLIST)

SYSTEM NAME: Pedestrian and Cyclist Detection
TYPE: Autonomous emergency braking with forward collision warning
OPERATIONAL FROM: 8 km/h
DESCRIPTION: Defaults ON for every journey. System functions in both day and night.

TEST SCENARIO	AEB - Pedestrian												AEB - Cyclist					
	Adult crossing towards kerb (50%)		Adult crossing from kerb (25%)		Adult crossing from kerb (75%)		Child running (obstructed)		Adult walking along road		Adult walking along road		Cyclist crossing from kerb		Cyclist travelling along road (50%)		Cyclist travelling along road (25%)	
	DAY		NIGHT		DAY		NIGHT		DAY		NIGHT		DAY		DAY		DAY	
																		
	GOOD		WEAK		GOOD		WEAK		GOOD		WEAK		GOOD		GOOD		GOOD	
PERFORMANCE	ADEQUATE												GOOD					

GOOD ADEQUATE MARGINAL WEAK POOR

SAFETY ASSIST



86%

11.26 POINTS
OUT OF 13

The Holden Acadia is fitted as standard with a range of Safety Assist features including autonomous emergency braking (AEB), and a lane support system (LSS) with lane keep assist (LKA) and emergency lane keeping (ELK) functionality. A blind spot monitoring system (BSM) is also standard equipment.

Tests of the AEB system showed mostly GOOD performance at highway speeds, with collisions avoided or mitigated in most test scenarios.

Tests of LSS functionality showed GOOD performance, including several of the more critical emergency lane keeping test scenarios, and overall performance was classified as GOOD.

A speed assistance (SAS) system with speed limit information function (SLIF) is standard equipment. A seatbelt reminder system is fitted to all seating positions, however occupancy detection is not available for rear (2nd and 3rd row) seats.

SPEED ASSISTANCE SYSTEMS	2.50 (out of 3)
SEAT BELT REMINDERS	2.50 (out of 3)
LANE SUPPORT SYSTEMS	4.00 (out of 4)
AEB - Interurban	2.26 (out of 3)

LANE SUPPORT SYSTEMS (LSS)

SYSTEM NAME: Lane Keep Assist and Lateral Impact Avoidance
OPERATIONAL FROM: 60-180 km/h

EMERGENCY LANE KEEPING (ELK)							
TEST SCENARIO	Oncoming vehicle	Overtaking vehicle (GVT at 72 km/h)		Overtaking vehicle (GVT at 80 km/h)		Road edge	
		UNINTENTIONAL	INTENTIONAL	UNINTENTIONAL	INTENTIONAL		
PERFORMANCE							
GOOD							

LANE KEEP ASSIST (LKA)									
TEST SCENARIO	Dashed Line				Solid Line				Road Edge
PERFORMANCE									
GOOD									

HUMAN MACHINE INTERFACE (HMI)		
FUNCTION	Lane Departure Warning (LDW)	PASS
	Blind Spot Monitoring (BSM)	PASS

GOOD ADEQUATE MARGINAL WEAK POOR

SAFETY ASSIST



86%

11.26 POINTS
OUT OF 13

AUTONOMOUS EMERGENCY BRAKING (INTERURBAN)

SYSTEM NAME: Autonomous Emergency Braking
TYPE: Autonomous emergency braking with forward collision warning
OPERATIONAL FROM: 8-80 km/h
DESCRIPTION: Defaults ON for every journey.

HUMAN MACHINE INTERFACE (HMI)	
FUNCTION	Supplementary warning Restraint activation / dynamic retractors
	PASS [NOT FITTED]

FORWARD COLLISION WARNING (FCW)	
TEST SCENARIO	Driving towards a stationary car
	Driving towards a slower moving car
PERFORMANCE	GOOD

AUTONOMOUS EMERGENCY BRAKING - Interurban	
TEST SCENARIO	Toward car braking lightly
	Toward car braking heavily
	Driving towards a slower moving car
	12m HEADWAY 40m HEADWAY 12m HEADWAY 40m HEADWAY
PERFORMANCE	GOOD

SPEED ASSISTANCE SYSTEMS (SAS)

SYSTEM NAME: Traffic Sign Recognition with Intelligent Speed Assist

SAS FEATURE	DESCRIPTION
Speed Limit Information Function (SLIF)	Camera & map
Speed Limitation Function	System advised

SEAT BELT REMINDERS (SBR)

WARNING TYPE	DRIVER	FRONT PASSENGER	REAR PASSENGERS
Occupant Detection	-	●	●
Visual	●	●	●
Audible	●	●	●

● PASS ● FAIL ✗ NOT AVAILABLE - NOT APPLICABLE

GOOD ADEQUATE MARGINAL WEAK POOR

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) - 2nd row	●	●
Seat belt pre-tensioners (rear centre) - 2nd row	✗	✗
Seat belt pre-tensioners (rear outboard) - 3rd row	✗	✗
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)	●	●
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
TESTED VEHICLE(S) BUILT
TESTED BODY TYPE
TESTED VEHICLE ENGINE
RATING PUBLISHED
RATING UPDATED

Holden Acadia LT FWD RHD
2018
5 door SUV
3.6 litre petrol
12 December 2018
n/a