

# Chevrolet Captiva

Chevrolet Captiva 2.2 diesel LS, RHD

2011



ADULT OCCUPANT



CHILD OCCUPANT



PEDESTRIAN



SAFETY ASSIST

## ADULT OCCUPANT

Total 32 pts | 88%

### FRONTAL IMPACT

14,3 pts



Driver



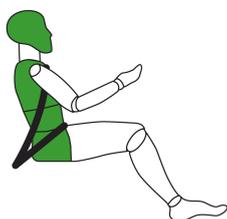
Passenger

### SIDE IMPACT CAR

8 pts

### SIDE IMPACT POLE

6,6 pts



Car



Pole

### REAR IMPACT (WHIPLASH)

2,6 pts



### FRONTAL IMPACT

#### HEAD

Driver airbag contact	stable
Passenger airbag contact	stable

#### CHEST

Passenger compartment	stable
Windscreen Pillar rearward	30mm
Steering wheel rearward	4mm
Steering wheel upward	27mm
Chest contact with steering wheel	none

#### UPPER LEGS, KNEES AND PELVIS

Stiff structures in dashboard	none
Concentrated loads on knees	none

#### LOWER LEGS AND FEET

Footwell Collapse	none
Rearward pedal movement	clutch - 90mm
Upward pedal movement	clutch - 83mm

### SIDE IMPACT

Head protection airbag	Yes
Chest protection airbag	Yes

### WHIPLASH

Seat description	Standard cloth 4 way manual
Head restraint type	Passive
Geometric assessment	0,4 pts

#### TESTS

- High severity	2,3 pts
- Medium severity	2,3 pts
- Low severity	2,2 pts

# TEST RESULTS

## CHILD OCCUPANT

Total 40 pts | 82%

### 18 MONTH OLD CHILD

**Restraint** Britax Römer Baby Safe ISOFIX  
**Group** 0, 0+  
**Facing** rearward  
**Installation** ISOFIX anchorages and support frame



**PERFORMANCE** 11,8 pts  
**INSTRUCTIONS** 4 pts  
**INSTALLATION** 2 pts

### FRONTAL IMPACT

**Head forward movement** protected  
**Head acceleration** good  
**Chest load** good

### SIDE IMPACT

**Head containment** protected  
**Head acceleration** good

### 3 YEAR OLD CHILD

**Restraint** Britax Römer Duo Plus ISOFIX  
**Group** 1  
**Facing** forward  
**Installation** ISOFIX anchorages and top tether



**PERFORMANCE** 11,5 pts  
**INSTRUCTIONS** 4 pts  
**INSTALLATION** 2 pts

### FRONTAL IMPACT

**Head forward movement** protected  
**Head acceleration** good  
**Chest load** fair

### SIDE IMPACT

**Head containment** protected  
**Head acceleration** good

### VEHICLE BASED ASSESSMENT

5 pts

### Airbag warning Label

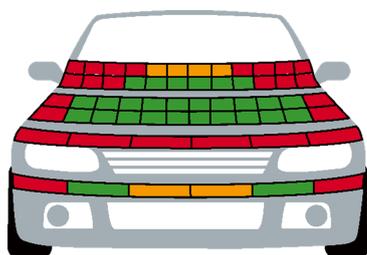
Text and pictogram warning label permanently attached to the passenger sun visor

## PEDESTRIAN

Total 17 pts | 48%

## SAFETY ASSIST

Total 5 pts | 71%



**GOOD**  
**MARGINAL**  
**POOR**

**HEAD** 14 pts  
**PELVIS** 0 pts  
**LEG** 3,3 pts

### SPEED LIMITATION ASSISTANCE

0 pts

Not assessed

### ELECTRONIC STABILITY CONTROL (ESC)

3 pts

- ESC Pass  
 Yaw rate ratio (1.00s) 7,10 %  
 Yaw rate ratio (1.75s) 6,80 %  
 Lateral displacement (1.07s) 2,66 m

### SEATBELT REMINDER

2 pts

- driver Pass  
 - passenger Pass  
 - rear Not Assessed

## DETAILS OF TESTED CAR

### SPECIFICATIONS

<b>Tested model</b>	Chevrolet Captiva 2.2 diesel LS, RHD
<b>Body type</b>	5 door SUV
<b>Year of publication</b>	2011
<b>Kerb weight</b>	1778kg
<b>VIN from which rating applies</b>	applies to all Captivas of the specification tested

### SAFETY EQUIPMENT

<b>Front seatbelt pretensioners</b>	double pretensioners
<b>Front seatbelt load limiters</b>	
<b>Driver frontal airbag</b>	single stage
<b>Front passenger frontal airbag</b>	single stage
<b>Side body airbags</b>	
<b>Side head airbags</b>	
<b>Electronic Stability Control</b>	
<b>Seatbelt Reminder</b>	driver and front passenger

## COMMENTS

### Adult occupant

The passenger compartment remained stable in the frontal impact. Dummy readings indicated good protection of the knees and femurs. Chevrolet showed that a similar level of protection would be provided to occupants of different sizes and those sat in different positions. All body areas were well protected in the side barrier test and the car scored maximum points in this test. In the more severe side pole impact, dummy readings of rib compression indicated marginal protection of the chest area. The front seats and head restraints provided marginal protection against whiplash injuries in the event of a rear end collision.

### Child occupant

Forward movement of the 3 year dummy, sat in a forward facing restraint, was not excessive. In the side barrier test, both child dummies were properly contained by the protective shells of their restraints, minimising the likelihood of dangerous head contacts. The passenger airbag can be disabled by means of a switch, allowing a rearward facing child restraint to be used in that seating position. However, information provided to the driver regarding the status of the airbag is not clear and the system was not rewarded. Clear warnings are given of the dangers of using a rearward facing restraint in that seat without first disabling the airbag.

### Pedestrian

The front edge of the bonnet provided uniformly poor protection to pedestrians. In most areas likely to be struck by a child's head, the bonnet provided good protection. However, predominantly poor protection was provided in those areas likely to be struck by an adult's head.

### Safety assist

Electronic stability control is standard equipment, as is a seatbelt reminder for the driver and front passenger seats. A speed limitation device is not available.