

Chevrolet Captiva

Chevrolet Captiva 2.2 diesel LS, RHD

2011



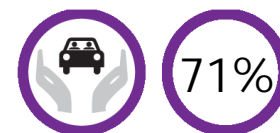
ADULT OCCUPANT



CHILD OCCUPANT



PEDESTRIAN



SAFETY ASSIST

ADULT OCCUPANT

Total 32 pts | 88%

FRONTAL IMPACT

14,3 pts



Driver



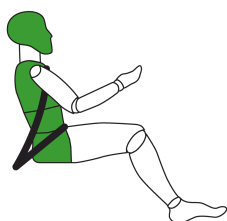
Passenger

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

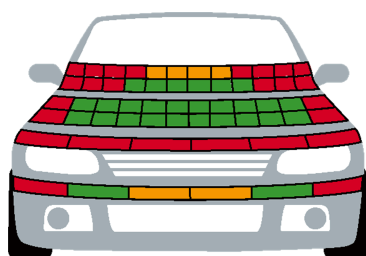
Text and pictogram warning label permanently attached to the passenger sun visor

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

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

SAFETY EQUIPMENT

Front seatbelt pretensioners	double pretensioners
Front seatbelt load limiters	
Driver frontal airbag	single stage
Front passenger frontal airbag	single stage
Side body airbags	
Side head airbags	
Electronic Stability Control	
Seatbelt Reminder	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.