

ANCAP Safety Rating: HOLDEN SPARK (March 2016 onwards)



ANCAP

Safety ★★★★★



Frontal offset test at 64km/h

Test Results Summary.

Airbags	Dual Frontal, Side, Head
Frontal Offset Test	12.79 (out of 16)
Side Impact Test	15.81 (out of 16)
Pole Test	2 (out of 2)
Whiplash Protection	Good
Pedestrian Protection	Acceptable
ESC	Standard
Seat Belt Reminders	3.0 (out of 3)
Overall Score	33.60 (out of 37)
ANCAP Safety Rating	★★★★★
Rating Year[^]	2016

This ANCAP safety rating applies to:

Make / Model	Holden Spark
Year Range	March 2016 onwards
Variant(s)*	All
Vehicle Type	Small Car

Occupant Protection.

Frontal Offset Test

Each body region is scored out of 4 points

Head / neck:	4.00 points
Chest:	3.01 points
Upper legs:	4.00 points
Lower legs:	1.78 points

The passenger compartment held its shape well in the offset test. Pedal and steering wheel displacements were well controlled. Driver and passenger contact with the airbags was stable. All doors remained closed during the crash. There were concerns about unprotected stiff structures in the steering column and instrument panel but there were no knee contact marks so no deductions for knee hazards were applied.

Side Impact Test

Each body region is scored out of 4 points

Head:	4.00 points
Chest:	3.81 points
Abdomen:	4.00 points
Pelvis:	4.00 points

There was a slight risk of serious chest injury for the driver in the side impact test.

Pole Test

Scored out of 2 points

Head score:	2.00 points
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Head protection was good in this test.

Whiplash Protection Test

Whiplash protection is assessed to the RCAR Protocol

Geometric test:	Good
Dynamic test:	Good
Overall whiplash rating:	Good

The tested model of Holden Spark was introduced in Australia and New Zealand in March 2016. This ANCAP safety rating applies to all variants.

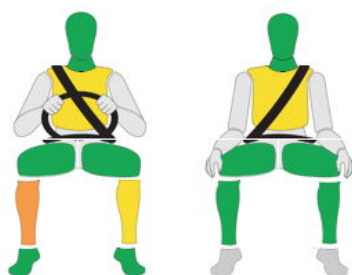
Dual frontal, side chest and side head airbags (curtains) are standard. Advanced seat belt reminders are fitted to all seats. See page 2 for other safety features.

In the offset crash test driver chest protection was acceptable and leg protection was marginal. In this test passenger chest protection was acceptable. In the side impact crash test driver chest protection was acceptable. Head protection in the side pole test was good.

Injury Outcomes.

Frontal Offset

Driver Passenger



Side Impact & Pole*



Whiplash Protection

Driver



 GOOD
 ACCEPTABLE
 MARGINAL
 POOR

* Head protection only.

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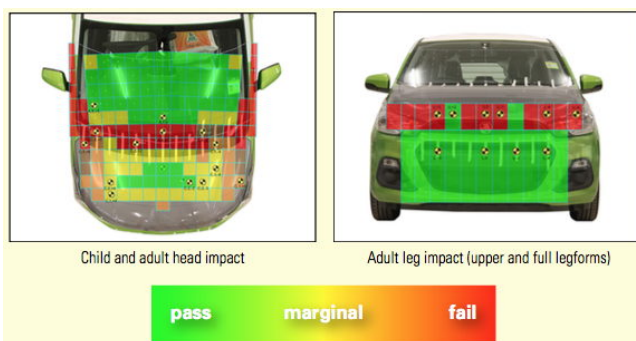
Pedestrian Protection.

Pedestrian Test

Scored out of 36 points

Adult & child head impacts: 14.60 points
Upper leg impacts: 1.24 points
Lower leg impacts: 6.00 points

This vehicle scored 21.84 out of 36 points (Acceptable). The front and rear portions of the bonnet provided poor protection for pedestrians. The windscreen area provided mostly good protection, as did the bumper. (v8)



Score Deductions.

Deductions from frontal offset test scores

Head / neck: No deductions
Chest: No deductions
Upper legs: No deductions
Lower legs: No deductions

Deductions from side impact test score

Chest: Excessive backplate load: .107 point from chest score.

Deductions from pole test score

Head: No deductions.

Safety Features & Technologies.

Descriptions of each of these safety features and safety assist technologies (SAT) and detail on fitting requirements for each star rating level can be found at ancap.com.au.

Safety Feature / Safety Assist Technology	Availability
Seat belts (three-point) for all forward-facing seats	S
Seat belt pretensioners (front)	S
Seat belt pretensioners (rear outboard)	E
Intelligent seat belt reminder (driver)	S
Intelligent seat belt reminder (front passenger)	S
Intelligent seat belt reminder (2 nd row seats)	S
Airbag - Front (driver)	S
Airbag - Front (passenger)	S
Airbag - Side, chest protection (front seats)	S
Airbag - Side, chest protection (2 nd row seats)	X
Airbag - Side, head protection (front seats)	S
Airbag - Side, head protection (2 nd row seats)	S
Airbag - Knee (driver)	X
Airbag - Knee (front passenger)	X
Head restraints for all seats	S
Adaptive cruise control (ACC)	X
AEB (Autonomous emergency braking) - city	X
AEB - Interurban	X
AEB - Vulnerable road user	X
Antilock braking system (ABS)	S
Daytime running lights (DRL)	S
Electronic brakeforce distribution (EBD)	S
Electronic stability control (ESC)	S
Emergency brake assist (EBA)	S
Hill launch assist	S
Lane support system (LSS)	E
Reversing collision avoidance	O
Speed assistance - automatic speed limiting (ISA)	X
Speed assistance - manual speed limiting	E
Speed assistance - map/speed sign recognition	X
Tyre pressure monitoring system (TPMS)	E

These specifications are subject to change. Please check with the manufacturer for the latest specifications.

S = Standard on all variants.

O = Optional on base variant. May be standard on higher variants.

V = Not available on base variant but standard or optional on higher variants.

X = Not available on any variant.

E = Available in Europe / USA but not available on any Australasian variant.

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Injury Values & Measurements.

Body Region	Frontal offset test at 64 km/h (v5.1)		Side impact test at 50 km/h (v5.1)
	Driver	Passenger	Driver
Head			
HIC	441.00	486.00	66.00
Acceleration (g for 3ms)	56.80	56.00	25.60
Neck			
Shear (kN)	0.89	0.34	-
Tension (kN)	1.21	1.38	-
Extension (Nm)	21.10	14.20	-
Chest			
Acceleration (g for 3ms)	-	-	-
Compression (mm)	28.94	25.66	22.40
Viscous criterion (m/s)	0.20	0.09	-
Abdomen			
Force (kN)	-	-	0.73
Pelvis			
Force (kN)	-	-	2.70
Upper legs			
Femur force left (kN)	0.24	0.07	-
Femur force right (kN)	0.27	0.14	-
Knee displacement left (mm)	0.31	0.46	-
Knee displacement right (mm)	0.64	0.12	-
Lower legs			
Force left (kN)	2.62	1.27	-
Force right (kN)	2.26	1.23	-
Index (upper / lower) left	0.59 / 0.69	0.27 / 0.14	-
Index (upper / lower) right	0.46 / 0.90	0.35 / 0.21	-
Intrusion Measurements*			
Steering column			
Forward (mm)	28	-	-
Upward (mm)	16	-	-
Sideways (mm)	2	-	-
Pedals			
Clutch - rearward (mm)	67	-	-
Clutch - upward (mm)	44	-	-
A-Pillar			
Rearward (mm)	7	-	-

+ Steering column and pedal movements are measured relative to the driver's seat.

* 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 extending a rating to additional variants of a model. For further information about the application of ANCAP safety ratings to model variants, see the ANCAP Variant Policy.

^ The Rating Year denotes the year requirements against which a vehicle has been assessed. The Rating Year is determined by ANCAP and may be based on the year in which a new vehicle model is first launched into the Australian and/or New Zealand markets; the year in which the vehicle was tested (if tested by Euro NCAP); or, for vehicles which hold an existing ANCAP safety rating, the year in which the rating was updated (or earlier applicable year).

Assessment Details.

Tested Make / Model	Holden Spark
Tested Vehicle(s) Built	2016
Tested Body Type	5 Dr Hatch
Tested Vehicle Kerb Weight	920 kg
Tested Vehicle Engine	1.4 (LV7)
Tested By	ANCAP
Assessed By	ANCAP
Document Reference	SPARK16
Document created/updated	4/4/2016
Published	April 2016