



Holden

News

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NEXT-GENERATION HOLDEN COMMODORE BREAKS COVER – BRINGS PREMIUM TECHNOLOGY TO THE PEOPLE

- **First images of Holden's cutting-edge Next Generation Commodore released**
- **Commodore takes technology usually seen only in high-end premium vehicles and brings it to the people**
- **Most advanced Commodore ever includes: autonomous emergency braking, adaptive suspension, 360-degree camera, adaptive cruise control and matrix lighting**
- **V6 flagship boasts 230kW and 370Nm, world-first 'Twinstar' all-wheel drive system and 9-speed transmission for the first time ever on a Holden**
- **Next-generation Holden Commodore on sale in 2018**

Holden has today revealed first images and more details of the all-new Commodore ahead of its Australian launch early in 2018. The next-gen Commodore takes cutting-edge safety, driving and infotainment technology and makes it available for today's Australians, everywhere. The next-generation Holden Commodore is democratizing technology.

Now with images of the next Commodore breaking cover, Australia gets its first look at the sleek and sophisticated design that will be hitting Australian roads in 2018. Designed in Germany by the Opel team with input from GM Holden's team, the new Commodore takes the best of Europe and makes it great for Australia.

Building on information released last month regarding the next-generation Commodore, Holden has today confirmed a raft of premium technologies will make Commodore the most technologically-advanced Holden ever. From potentially life-saving safety technology features, to active driving technology and seamless infotainment, the all-new Commodore will make driving safer, easier, more involving and more connected than ever before for Australian customers.

"Customers are expecting more of their vehicles than ever before," said Holden's Executive Director of Sales, Peter Keley. "The all-new 2018 Commodore redefines the level of technology people can expect, and how tech can help our customers be safer, more involved and more connected than ever before. The Commodore combines technology across a number of areas in a way that you would usually only find in high-end prestige vehicles and makes it available for everyday Australians. Combined with the howling V6, world-first all-wheel-drive system and all the on-road performance you expect from the Commodore, this is a car that ticks all the boxes and more," said Mr Keley.

Going on sale in Australia early in 2018, the new Commodore range will be headlined by the V6 flagship model, the first ever imported Commodore will honour the iconic nameplate by being the most technologically-advanced Holden ever. With a cutting-edge all-wheel-drive system channeling 230 kilowatts and 370 Newton metres to the road, combined with adaptive suspension technology, a company-first nine-speed automatic transmission and torque-vectoring all-wheel drive, the next-generation Commodore will continue to cement Holden's reputation for class-leading driving dynamics and on-road refinement.

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Jeremy Tassone, Holden's Engineering Group Manager for Vehicle Development, said the technical underpinnings of the next Commodore also represents Holden's commitment to bringing the best vehicles from around the world to Australian customers.

"From its cutting-edge all-wheel-drive system, to nine-speed transmission and adaptive suspension, this is a true driver's car in the way Commodore has always been. We're taking the best of Europe and making it even better for our Australian customers. I can't wait for our customers to get behind the wheel"

In addition to the Commodore's unique all-wheel-drive system, further details surrounding the 'FlexRide' suspension system have also been confirmed. The continuously adaptable FlexRide chassis electro-hydraulically adapts the dampers to the road and the driving conditions 500 times per second or 30,000 times per minutes.

Additionally, the driver can save personal preferences for the steering characteristics, throttle response and dampers via the 'Sport' button.

- **'Standard'**: The automatic control selects the best set-up based on the information collected by the vehicle sensors.
- **'Tour'**: Comfortable chassis configuration, and throttle response for best fuel consumption and most relaxed touring. The right mode for relaxing long-distance drives.
- **'Sport'**: Brake dive is reduced, flat and responsive chassis control at high speeds and the throttle and steering provide more direct feedback.

The new central 'Drive Mode Control' software is the heart and soul of the adaptive chassis. It continuously analyses the information provided by the sensors and setting and recognizes the individual driving style. The individual systems are then optimized for the best traction and road position.

Exterior Design:

The design of the next Commodore is based on the 'Monza' Concept car, created by the Opel Design team in Germany. The prominent front grille and the slim-line headlamps are directly inspired by the Monza Concept enhance the wide horizontal gesture of the front end and provide it with a bold appearance. The grille sits lower than on the outgoing model and further emphasises the solid stance.

The side window graphics feature with an upper chrome strip, rather than a full-chrome treatment, and the coupé-like roofline graphically pull the car down and emphasize its stretched appearance. The 'blade' light catcher in the lower doors pulls attention rearwards. The new Commodore is as sleek as it looks: it has an exemplary drag factor of 0.26 making it one of the most aerodynamic vehicles in its class.

At the rear, clear and simple lines combined with the slim, precise double-wing LED signature also give the car a wider appearance. The newly designed center high-mounted LED stop lamp has been integrated into the roofline. It helps to give the rear end a more high-tech look typical of premium brands' vehicles.

Interior Design:

The attention to the smallest detail is also evident inside the Commodore. The cockpit is organized along horizontal lines, enhancing the feeling of elegant lightness and of space. The cockpit is orientated to the driver for a sportier feeling. The generous center console that further embraces the driver provides the feeling of sitting in a much larger class of vehicle. Clean lines, modern

surfaces and first-class craftsmanship with soft-feel materials at all touch points contribute to a feeling of elegance and grace.

Infotainment system design:

Equal attention has been paid to the controls and the infotainment interface. The frameless touchscreen of the infotainment system exudes a sophisticated and technical charm. Many functions are controlled via the touchscreen in order to simplify the interface, while three clusters of buttons have been designed to allow quick and intuitive operations: the upper ones for the major functions of the infotainment system, the central ones for climate and heating controls, the lower ones for driver assistant controls. This very clear set-up avoids drivers and passengers having to dive into sub-menus on the touchscreen to find the most essential functions.

NEXT-GENERATION COMMODORE KEY HIGHLIGHTS:

- Cutting-edge driver assistance systems and technology:
 - Autonomous Emergency Braking
 - Adaptive Cruise Control
 - Speed Limit Cruise Control
 - Lane Departure Warning
 - Lane Keep Assist
 - Forward Collision Alert
 - Side Blind-Zone Alert
 - Rear Cross-Traffic Alert
 - 360-degree Camera

- Next-generation comfort and convenience technologies:
 - Massage Seats
 - Rear one-touch folding seats
 - Heated Front and Rear seats
 - Ventilated Front seats
 - Express up/down all windows
 - Wagon power lift-gate
 - Active Noise Cancellation

Program overview:

- Next-generation Commodore built in Germany on all-new, global E2 architecture shared with Opel Insignia
- Lightweight construction methods result in approximately 200kg weight savings compared to current Commodore
- Flagship model offers V6 AWD drivetrain with Holden-first 9-speed transmission
- V6 engine delivers 230kW / 370Nm while being incredibly efficient thanks to Stop-Start technology and Active Fuel Management
- 2.0T petrol and 2.0T diesel front-wheel drive models also coming to Australia
- Liftback and Sportwagon body-styles
- Cutting-edge, adaptive all-wheel-drive system with torque vectoring and twin-clutch ('Twinster') rear differential system
- Adaptive 'Flexride' suspension system offers three settings: 'Tour', 'Standard' and 'Sport'
- Next-generation matrix lighting system
- Infotainment includes:
 - Apple Car Play and Android Auto
 - 8-inch configurable LCD instrument display,
 - next-gen head-up display

Additional details and information to be confirmed closer to launch.

Images and video are available at: www.media.holden.com

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