



Holden

NEXT-GENERATION COMMODORE

Program overview:

- Next-generation Commodore built in Germany on all-new, global E2 architecture shared with Opel Insignia
- Lightweight construction methods result in significant weight savings compared to current Commodore
- Flagship model offers V6 AWD drivetrain with Holden's first 9-speed transmission
- V6 engine delivers great performance 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
- Holden engagement throughout program
- Holden participation in key global buy-off rides in Europe & Australia
- Key Global experts travelling to Australia
- Holden Co-development: Chassis (incl Nürburgring) and Refinement
- Holden Engineering suspension, steering and chassis control system development (Lang Lang)
- Local verification

- **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 matrix lighting system
- Infotainment includes:
- Apple Car Play and Android Auto
- 8-inch configurable LCD instrument display,
- Next-generation head-up display

- **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

- **Chassis and dynamic technology**

- Adaptive all-wheel-drive system with torque vectoring and twin-clutch ('Twinstar') rear differential system
- Adaptive 'Flexride' suspension system offers three settings: 'Tour', 'Standard' and 'Sport'
- Holden-first 9-speed automatic transmission

Q&A:

The NG Commodore isn't rear-drive and there's no V8. It's also not built here, how can it be a Commodore?

- Commodore has been so popular because of what it offered customers, not necessarily where it was built or how many cylinders it had.
- Commodore has always offered performance, space, technology and a great driving experience – that has not changed with this model. In fact, the technology aspect has been taken to a whole new level!
- And in fact, more than two-thirds of our sales over the past two years have been the V6 models so for the vast majority of customers we will be delivering the best Commodore ever
- Holden and our Australian engineers have played a significant role in development of the NG Commodore – it's a true Holden.

Why call it Commodore? Surely Holden Insignia would have been better?

- We undertook extensive market research around the Commodore name and the feedback was clear that despite where it might be made, this car is a Commodore and the nameplate should continue. We have listened to our customers. It's also important we have continuity as we transition out of manufacturing. Regardless of where our cars are built, Holden and the Commodore nameplate will deliver for our customers – old and new

Why is there no true performance model?

- What we have here is an absolutely world-class car with plenty of performance, it will be the best handling car in its segment and will knock customer's socks off.
- We did undertake a study for a twin-turbo version but due to a number of factors, including packaging constraints and electrical architecture restraints, it's not currently feasible and would have only been a very small proportion of our overall Commodore volume, regardless.

How will sales go with no V8 and no RWD?

- We're delivering a world-class car here - no ifs, ands or buts. And over the past two years, more than two-thirds of our Commodore customers have bought V6 models. We've got a fantastic new model to offer with all-new levels of safety, comfort, technology and fuel economy. All with the same levels of performance they've come to know and love.
- This is a very different Commodore but it will remain the best-handling car in its class with fantastic performance. But we're not ignoring our heritage or the fact there may be a mixed reception in some quarters.
- Yes, we're likely to lose some sales among traditionalists, but we are also right in the thick of launching the best overall product portfolio this company has ever had so we've got more appeal with more customers across all the key growth segments.

This car is basically an Opel Insignia with a Holden badge, right?

- The next-generation Commodore is based on the Epsilon 2 platform and is shared with other global programs but we've got our fingerprints all over this car. It's a true Holden.
- Holden's Australian engineers are undertaking a huge amount of local development to ensure this car drives like a Commodore should.

Commodore is essentially a hatch-back now, how are customers going to accept that?

- Commodore is as versatile and practical as ever. The lift-gate offers a larger opening aperture which is extremely practical.

What about the four-cylinder models, how are people going to accept a four-cylinder Commodore?

- This is a different Commodore to what has gone before, there is no doubt about that. But it's also a Commodore that will honour the iconic nameplate. The petrol and diesel four-cylinder engines are fantastic to drive, offer amazing economy and driveability.
- No, they are not six-cylinder or rear drive, but just wait until you drive them. The turbo petrol in particular is great, in fact it's the most powerful entry-level engine we've ever offered in Commodore.
- The added technology, safety and refinement is just what you'd expect from a next-generation car.

But now it's just a Mondeo and Camry competitor – a mid-size, front-drive, four-cylinder sedan. How are people going to get excited by that?

- The next-generation Commodore will speak for itself. Regardless of drivetrain, its technology, refinement and driving experience will speak for itself. We don't need to make excuses, let's talk further after you've driven it...

So what are the NG Commodore's competitors then?

- Commodore occupies a unique space in the market and will continue to do so. From large sedans to mid-sizers and a number of vehicles in between, Commodore will appeal to a large cross-section of people.

Is it a traditional mid-size car competitor now, like Mazda Clearly it's just a Camry and Mondeo competitor now?

- Neither the Camry nor Mondeo offer a V6 AWD drivetrain, or the same level of technology or world-class driveability. Commodore will remain the best car in its class.
- Commodore will compete across segments and brands, we're looking forward to our customers putting it to the test.