

# GENESIS GV70

JUNE 2021 - ONWARDS  
ALL VARIANTS (EXC. 3.5 LITRE PETROL)



**ANCAP**  
SAFETY

TESTED  
2021



<b>RATING YEAR</b>	2021
<b>VEHICLE TYPE</b>	Medium SUV
<b>ENGINE TYPE</b>	Petrol / Diesel / Battery Electric Vehicle (BEV)
<b>BUILT FROM</b>	March 2021
<b>ON SALE FROM</b>	June 2021
<b>SERIES</b>	JK1
<b>AIRBAGS</b>	Dual frontal, side chest, side head, centre, driver knee

The Genesis GV70 was introduced in Australia in June 2021. This ANCAP safety rating applies to the 2.2 litre diesel, 2.5 litre petrol, and battery electric vehicle (BEV) variants only. The 3.5 litre V6 petrol variant is unrated.

In order to confirm integrity of the battery and safety of high voltage electrical systems, additional frontal offset (MPDB) and oblique pole tests were conducted on the GV70 BEV. With these additional tests, this ANCAP Safety Rating is extended to BEV variants of the Genesis GV70.

Dual frontal, side chest-protecting and side head-protecting (curtain) airbags, as well as a driver knee airbag, are standard. A centre airbag which provides added protection to front seat occupants in side impact crashes is also standard on all variants.

Autonomous emergency braking (Car to Car, Vulnerable Road User and Junction Assist) as well as a lane support system with lane keep assist (LKA), lane departure warning (LDW) and emergency lane keeping (ELK), and an advanced speed assistance system (SAS) are standard on all variants.



## RATING APPLICABILITY

VARIANT	BODY TYPE	ENGINE	DRIVETRAIN	AUS	NZ
Genesis GV70 2.5T	5 door SUV	2.5 litre petrol	RWD	✓	-
Genesis GV70 2.5T	5 door SUV	2.5 litre petrol	AWD	✓	-
Genesis GV70 3.5T	5 door SUV	3.5 litre petrol	AWD	✗	-
Genesis GV70 2.2D	5 door SUV	2.5 litre petrol	AWD	✓	-
Genesis GV70 Electrified	5 door SUV	Battery Electric Vehicle (BEV)	AWD	✓	-

## ADULT OCCUPANT PROTECTION



89%

34.11 POINTS  
OUT OF 38

The passenger compartment of the Genesis GV70 remained stable in the frontal offset (MPDB) test. Protection of the driver chest and lower legs was ADEQUATE, with GOOD protection offered to all other body regions. Dummy readings indicated ADEQUATE protection of the lower legs of the front passenger and GOOD for all other body regions.

The front structure of the Genesis GV70 presented a moderate risk to occupants of an oncoming vehicle in the MPDB test (which evaluates vehicle-to-vehicle compatibility), and a 2.47 point penalty was applied.

In the full width frontal test, protection of the driver chest was MARGINAL, and GOOD for all other critical body regions. Protection of the rear passenger neck was ADEQUATE while protection of the chest was rated MARGINAL. All other critical body regions for the passenger were GOOD.

In the side impact and oblique pole tests, protection offered to all critical body regions was GOOD and the Genesis GV70 scored maximum points in these tests.

The Genesis GV70 is equipped with a centre airbag to protect against occupant-to-occupant interaction in side impacts and it provided GOOD protection for the head of both front seat occupants.

Prevention of excursion (movement towards the other side of the vehicle) in the far side impact tests was assessed as ADEQUATE for both the vehicle-to-vehicle impact scenario and the vehicle-to-pole scenario.

A Rescue Sheet, providing information for first responders in the event of a crash is available, and a multi-collision braking system is fitted.

<b>FRONTAL OFFSET (MPDB)#</b>	6.00	(out of 8)
<b>FULL WIDTH FRONTAL#</b>	6.96	(out of 8)
<b>SIDE IMPACT#</b>	6.00	(out of 6)
<b>OBLIQUE POLE#</b>	6.00	(out of 6)
<b>WHIPLASH PROTECTION</b>	3.15	(out of 4)
<b>FAR SIDE IMPACT</b>	4.00	(out of 4)
<b>RESCUE &amp; EXTRICATION</b>	2.00	(out of 2)

# Scaled scores. Total test scored out of 16.00 points.

### FRONTAL OFFSET (MPDB) (50km/h)



#### DRIVER

Head / neck:	4.00 pts
Chest:	3.03 pts
Upper legs:	4.00 pts
Lower legs:	3.43 pts
Deductions:	Nil

#### FRONT PASSENGER

Head / neck:	4.00 pts
Chest:	4.00 pts
Upper legs:	4.00 pts
Lower legs:	3.47 pts
Deductions:	Nil

#### COMPATIBILITY

Deductions:	-2.47 pts
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### FULL WIDTH FRONTAL (50km/h)



#### DRIVER

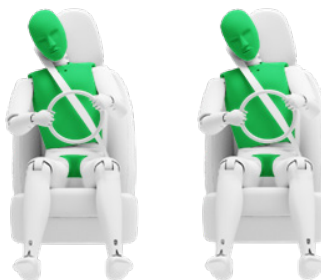
Head:	4.00 pts
Neck:	4.00 pts
Chest:	2.44 pts
Upper legs:	4.00 pts
Deductions:	Nil

#### REAR PASSENGER

Head:	4.00 pts
Neck:	3.77 pts
Chest:	1.64 pts
Upper legs:	4.00 pts
Deductions:	Nil

### SIDE IMPACT

### OBLIQUE POLE



#### SIDE IMPACT (MDB) (60km/h)

Head:	4.00 pts
Chest:	4.00 pts
Abdomen:	4.00 pts
Pelvis:	4.00 pts
Deductions:	Nil

#### OBLIQUE POLE (32km/h)

Head:	4.00 pts
Chest:	4.00 pts
Abdomen:	4.00 pts
Pelvis:	4.00 pts
Deductions:	Nil

### FAR SIDE IMPACT



#### SIDE IMPACT (MDB)

Head:	4.00 pts
Neck:	4.00 pts
Chest & Abdomen:	4.00 pts
Pelvis:	No penalty

#### OBLIQUE POLE

Head:	4.00 pts
Neck:	4.00 pts
Chest & Abdomen:	4.00 pts
Pelvis:	No penalty

#### OCCUPANT-TO-OCCUPANT

Head contact:	No penalty
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### WHIPLASH (REAR IMPACT) PROTECTION

Driver / front passenger:	2.78 pts
Rear passenger:	0.38 pts

### RESCUE & EXTRICATION

Rescue Sheet	●	No penalty
Door Opening / Extrication	●	No penalty
Multi-Collision Braking	●	1.00 pt
Advanced eCall	✗	1.00 pt default



89%

43.62 POINTS  
OUT OF 49

In both the frontal offset and side impact tests, protection was GOOD for all critical body areas for both the 6 year and 10 year child dummies.

The Genesis GV70 is fitted with lower ISOFix anchorages on the second row outboard seats and top tether anchorages for all second row seating positions. Installation of child restraints is not recommended in the optional third row as no child restraint anchorages are fitted to these positions.

Installation of typical child restraints available in Australia and New Zealand showed most child restraints could be accommodated in most rear seating positions, however the Type A capsule could not be correctly installed in the rear outboard seating position using the seatbelt.

<b>DYNAMIC TEST (FRONT)</b>	16.00	(out of 16)
<b>DYNAMIC TEST (SIDE)</b>	8.00	(out of 8)
<b>RESTRAINT INSTALLATION</b>	11.62	(out of 12)
<b>ON-BOARD SAFETY FEATURES</b>	6.00	(out of 13)

## FRONTAL OFFSET (MPDB) (50km/h)



6 YEAR OLD

10 YEAR OLD

## SIDE IMPACT (60km/h)



10 YEAR OLD

6 YEAR OLD

## ON-BOARD SAFETY FEATURES

FEATURE	FRONT PASSENGER	2nd ROW OUTBOARD	2nd ROW CENTRE	3rd ROW OUTBOARD	3rd ROW CENTRE
ISOFix	×	●	×	-	-
Integrated child restraints	×	×	×	-	-
Top tether anchorage	×	●	●	-	-
Airbag disabling	×	-	-	-	-

● FITTED TO TEST CAR AS STANDARD

● NOT FITTED TO TEST CAR BUT AVAILABLE AS AN OPTION

× NOT AVAILABLE

- NOT APPLICABLE

GOOD ADEQUATE MARGINAL WEAK POOR

**NOTE:** The child restraints fitted to vehicles tested by Euro NCAP are relevant to the European market. For Australasian consumers, this information should be used as a guide to vehicle features only. The Child Restraint Evaluation Program (CREP) provides an independent assessment on the safety of Australasian child restraints - see [www.childcarseats.com.au](http://www.childcarseats.com.au).



89%

43.62 POINTS  
OUT OF 49

## CHILD RESTRAINT INSTALLATION\*

CHILD RESTRAINT (CRS) TYPE^		FRONT ROW	2nd ROW			3rd ROW		
		PASSENGER	LEFT	CENTRE	RIGHT	LEFT	CENTRE	RIGHT
BELTED	TYPE A	Rearward facing capsule	×	●	●	●	-	-
	TYPE A	Rearward facing with harness - convertible (Model A)	×	●	●	●	-	-
		Rearward facing with harness - convertible (Model B)	×	●	●	●	-	-
	TYPE B	Forward facing with harness - convertible (Model A)	×	●	●	●	-	-
		Forward facing with harness - convertible (Model B)	×	●	●	●	-	-
	TYPE E	Booster - 4 to 8 years	×	●	●	●	-	-
ISOFIX	TYPE F	Booster - 4 to 10 years	×	●	●	●	-	-
	TYPE A	Rearward facing capsule	×	●	-	●	-	-
		Rearward facing with harness - convertible (Model A)	×	●	-	●	-	-
		Rearward facing with harness - convertible (Model B)	×	●	-	●	-	-
	TYPE B	Forward facing with harness - convertible (Model A)	×	●	-	●	-	-
		Forward facing with harness - convertible (Model B)	×	●	-	●	-	-

\* Installation of each child restraint is assessed separately in each position. Installation of multiple restraints has not been assessed and may not be possible.

^ The above list of child restraints has been selected to provide a general indication of the rated vehicle's ability to accommodate various CRS types. ANCAP does not endorse or recommend any one CRS brand or model, nor does it rate the safety of child restraints.



64%

34.77 POINTS  
OUT OF 54





























The Genesis GV70 has an 'active' bonnet. Sensors detect when a pedestrian is struck and actuators lift the bonnet to provide greater clearance to stiff components in the engine bay. The GV70 was tested with the bonnet in the raised position and GOOD or ADEQUATE results were recorded over most of the bonnet area with some POOR results recorded around the windscreen pillars. The leading edge of the bonnet provided POOR protection of the pelvis, while the bumper provided GOOD protection to pedestrians' lower legs.


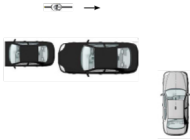



The autonomous emergency braking (AEB) system offered ADEQUATE performance in tests of its effectiveness in pedestrian test scenarios. The AEB system does not react to vulnerable road users in reverse (AEB Backover) or turning scenarios, and hence these tests were not conducted. In cyclist test scenarios, the AEB system offered ADEQUATE performance. The system's overall performance was classified as ADEQUATE.

HEAD IMPACTS	16.86	(out of 24)
UPPER LEG IMPACTS	0.00	(out of 6)
LOWER LEG IMPACTS	6.00	(out of 6)
AEB - Pedestrian (forward)	5.23	(out of 7)
AEB - Pedestrian (backover)	0.00	(out of 2)
AEB - Cyclist	6.68	(out of 9)

## AUTONOMOUS EMERGENCY BRAKING (PEDESTRIAN, CYCLIST & BACKOVER)

SYSTEM NAME:	Forward Collision-Avoidance Assist
TYPE:	Autonomous emergency braking with forward collision warning
OPERATIONAL FROM:	5-85 km/h
DESCRIPTION:	System functions in the daytime and night

AUTONOMOUS EMERGENCY BRAKING - PEDESTRIAN														
TEST SCENARIO	AEB + FCW		FORWARD										BACKOVER	
	Adult walking along road		Adult crossing towards kerb (50%)		Adult crossing from kerb (25%)		Adult crossing from kerb (75%)		Child running (obstructed)		Adult crossing side road, vehicle turning		Adult walking behind reversing vehicle	Adult standing behind reversing vehicle
	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT	DAY	DAY
														
PERFORMANCE														
ADEQUATE														

AUTONOMOUS EMERGENCY BRAKING - CYCLIST					
TEST SCENARIO	FCW	FORWARD			
	Cyclist travelling along road (25%)	Cyclist crossing from kerb (obstructed)	Cyclist travelling along road (50%)	Cyclist crossing (nearside)	Cyclist crossing (farside)
	DAY	DAY	DAY	DAY	DAY
					
PERFORMANCE					
ADEQUATE					

## PEDESTRIAN IMPACT TEST (40 KM/H)





87%

13.94 POINTS  
OUT OF 16

The Genesis GV70 is fitted with autonomous emergency braking (AEB), a lane support system (LSS) with lane keep assist (LKA) and emergency lane keeping (ELK) functionality, and blind spot monitoring (BSM).

Tests of the AEB (Car-to-Car) system showed GOOD performance with collisions avoided or mitigated in all test scenarios, including AEB Junction Assist where the test vehicle can autonomously brake to avoid crashes when turning across the path of an oncoming vehicle. Overall, effectiveness of the AEB (Car-to-Car) system performance was rated as GOOD.

Tests of LSS functionality showed GOOD performance in lane keep assist scenarios, and ADEQUATE performance in the more critical ELK scenarios. Overall performance of the LSS system was classified as GOOD.

A speed assistance system (SAS) is also standard, informing the driver of the local speed limit and allowing the driver to set the speed accordingly.

A seatbelt reminder system is fitted to all seating positions, with occupancy detection available for the front passenger and the second row outboard seating positions. A driver drowsiness monitor system is fitted as standard.

#### OCCUPANT STATUS

- Seat belt reminders	1.67	(out of 2)
- Driver monitoring	1.00	(out of 1)

**SPEED ASSISTANCE SYSTEMS** 2.58 (out of 3)

**LANE SUPPORT SYSTEMS** 3.25 (out of 4)

**AEB - Car-to-Car** 3.45 (out of 4)

**AEB - Junction Assist** 2.00 (out of 2)

#### LANE SUPPORT SYSTEMS (LSS)

**SYSTEM NAME:** Lane Keeping Assist  
**OPERATIONAL FROM:** 60-200 km/h

EMERGENCY LANE KEEPING (ELK)										
TEST SCENARIO	Oncoming vehicle	Overtaking vehicle (GVT at 72 km/h)		Overtaking vehicle (GVT at 80 km/h)		Road edge				Solid line
		UNINTENTIONAL	INTENTIONAL	UNINTENTIONAL	INTENTIONAL					
PERFORMANCE										
ADEQUATE										

LANE KEEP ASSIST (LKA)				
TEST SCENARIO	Dashed Line		Solid Line	
PERFORMANCE	GOOD			

HUMAN MACHINE INTERFACE (HMI)		
FUNCTION	Lane Departure Warning (LDW)	PASS
	Blind Spot Monitoring (BSM)	PASS



87%

13.94 POINTS  
OUT OF 16

## AUTONOMOUS EMERGENCY BRAKING (CAR-TO-CAR)

SYSTEM NAME: Forward Collision-Avoidance Assist  
 TYPE: Autonomous emergency braking with forward collision warning  
 OPERATIONAL FROM: 5-85 km/h  
 DESCRIPTION: Defaults ON for every journey

HUMAN MACHINE INTERFACE (HMI)		
FUNCTION	Supplementary warning	[NOT FITTED]
	Restraint activation / dynamic retractors	[NOT FITTED]

AUTONOMOUS EMERGENCY BRAKING - CAR-TO-CAR									
TEST SCENARIO	Driving towards a stationary car					TEST VEHICLE SPEED	Turning across the path of oncoming vehicle		
	-50% OFFSET	-75% OFFSET	100% OFFSET	75% OFFSET	50% OFFSET		TARGET VEHICLE SPEED		
							30 KM/H	45 KM/H	55 KM/H
							10 KM/H		
AEB (10-50 km/h)									
FCW (30-80 km/h)									
PERFORMANCE	GOOD						GOOD		

AUTONOMOUS EMERGENCY BRAKING - CAR-TO-CAR									
TEST SCENARIO	Toward car braking lightly		Toward car braking heavily		Driving towards a slower moving car*				
	12m HEADWAY	40m HEADWAY	12m HEADWAY	40m HEADWAY					
AEB (10-50 km/h)									
FCW (50*-80 km/h)									
PERFORMANCE	GOOD								

## OCCUPANT STATUS

WARNING TYPE	DRIVER	FRONT PASSENGER	REAR PASSENGERS
Occupant Detection	-	●	●*
Seat Belt Reminder (Visual)	●	●	●
Seat Belt Reminder (Audible)	●	●	●
Driver Monitoring	●	-	-

\* Excluding centre seating position

● PASS ● FAIL ✗ NOT AVAILABLE - NOT APPLICABLE

GOOD ADEQUATE MARGINAL WEAK POOR NOT TESTED

## SPEED ASSISTANCE SYSTEMS (SAS)

SAS FEATURE	DESCRIPTION
Speed Limit Information Function	Camera & map
Speed Limitation Function	System advised



## SAFETY FEATURES & TECHNOLOGIES

FEATURE / TECHNOLOGY~	AVAILABILITY	
	AUS	NZ
Seat belts (three-point) for all forward-facing seats	●	-
Seat belt pre-tensioners (front)	●	-
Seat belt pre-tensioners (rear outboard) - 2nd row	●	-
Seat belt pre-tensioners (rear centre) - 2nd row	●	-
Seat belt pre-tensioners (rear outboard) - 3rd row	-	-
Intelligent seat belt reminder (driver)	●	-
Intelligent seat belt reminder (front passenger)	●	-
Intelligent seat belt reminder (2nd row seats)	●*	-
Intelligent seat belt reminder (3rd row seats)	-	-
Airbag - frontal (driver)	●	-
Airbag - frontal (passenger)	●	-
Airbags - side, chest protection (front seats)	●	-
Airbags - side, chest protection (2nd row seats)	✗	-
Airbags - side, chest protection (3rd row seats)	-	-
Airbags - side, head protection (front seats)	●	-
Airbags - side, head protection (2nd row seats)	●	-
Airbags - side, head protection (3rd row seats)	-	-
Airbag - centre	●	-
Airbag - knee (driver)	●	-
Airbag - knee (front passenger)	✗	-
Airbag disabling switch - automatic (front passenger)	✗	-
Airbag disabling switch - manual (front passenger)	✗	-
Head restraints for all seats	●	-
Active bonnet	●	-
Adaptive cruise control (ACC)	●	-
Anti-lock braking system (ABS)	●	-
Autonomous emergency braking (AEB) - Car-to-Car	●	-
Autonomous emergency braking (AEB) - VRU	●	-
Autonomous emergency braking (AEB) - Backover	○	-
Autonomous emergency braking (AEB) - Junction Assist	●	-
Automatic emergency call (eCall)	✗	-
Blind spot monitor (BSM)	●	-
Child presence alert	●	-
Electronic brakeforce distribution (EBD)	●	-
Electronic data recorder (EDR)	●	-
Electronic stability control (ESC)	●	-
Emergency brake assist (EBA)	●	-
Emergency stop signal (ESS)	●	-
Fatigue reminder	●	-
Fatigue monitor / detection	●	-
Forward collision warning (FCW)	●	-
ISOFix	●	-
Lane departure warning (LDW)	●	-
Lane keep assist (LKA)	●	-
Pre-crash systems	✗	-
Rear cross-traffic alert (RCTA)	●	-
Reversing collision avoidance (camera)	●	-
Roll stability system	●	-
Secondary / multi-collision brake	●	-
Speed assistance - auto / intelligent speed limiter	●	-
Speed assistance - manual speed limiter	●	-
Speed assistance - speed sign recognition & warning	●	-
Smart (intelligent) key	✗	-
Vehicle-to-infrastructure communication (V2I)	✗	-
Vehicle-to-vehicle communication (V2V)	✗	-

### TESTED MAKE / MODEL

Genesis GV70 Luxury Line LHD  
+ Genesis GV70 Electrified

### TESTED VEHICLE(S) BUILT

2021 + 2022

### TESTED BODY TYPE

Medium SUV

### TESTED VEHICLE ENGINE

2.5 T-GDI + BEV

### RATING PUBLISHED

December 2021

### RATING UPDATED

June 2023

#### MODEL VARIANTS:

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 the extension of a rating to additional variants of a model.

#### RATING YEAR (DATESTAMP):

The Rating Year denotes the year requirements against which a vehicle has been assessed. The Rating Year is determined by ANCAP and, for vehicles rated from 2018, the Rating Year is the year in which the vehicle was tested.

~ Specifications & availability subject to change. Please check with the vehicle manufacturer for confirmation of vehicle specification.

\* Except second row centre seating position.

● STANDARD ○ OPTIONAL ✗ NOT AVAILABLE

○ NOT AVAILABLE ON BASE VARIANT BUT STANDARD OR OPTIONAL ON HIGHER VARIANTS