GWM CANNON

FEBRUARY 2025 - ONWARDS

ALL VARIANTS EXC. XSR

ANCAP SAFETY

TESTED 2021 ★★★★★

RATING YEAR	2021
VEHICLE TYPE	Utility
ENGINE TYPE	Diesel
BUILT FROM	November 2024
ON SALE FROM	February 2025
SERIES	NPW
AIRBAGS	Dual frontal, side chest, side head (1st & 2nd row), centre

The GWM Cannon was introduced in Australia and New Zealand in February 2025. This ANCAP safety rating applies to all variants built from November 2024, excluding Cannon XSR, and is based on testing of the GWM Ute first introduced in Australia and New Zealand in November 2020.

Dual frontal, side chest-protecting and side head-protecting (curtain) airbags 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 and Vulnerable Road User) 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.

NOTE: Installation of child restraints in the centre seating position of the second row in dual cab variants is not recommended as there is no top tether anchorage.

Installation of child restraints in single cab variants is not recommended as there are no top tether anchorages. *Child Occupant Protection* scores therefore do not apply to single cab variants.

86%	87%	67%	70%
ADULT OCCUPANT PROTECTION	CHILD OCCUPANT PROTECTION	VULNERABLE ROAD USER PROTECTION	SAFETY ASSIST

RATING APPLICABILITY

VARIANT	BODY TYPE	ENGINE	DRIVETRAIN	AUS	NZ
GWM Cannon Premium	Dual Cab Utility	2.0 litre diesel	4WD	✓	✓
GWM Cannon Ultra	Dual Cab Utility	2.0 litre diesel	4WD	✓	✓
GWM Cannon Lux	Dual Cab Utility	2.4 litre diesel	4WD	✓	✓
GWM Cannon Ultra	Dual Cab Utility	2.4 litre diesel	4WD	✓	✓
GWM Cannon Vanta	Dual Cab Utility	2.4 litre diesel	4WD	✓	✓
GWM Cannon XSR	Dual Cab Utility	2.4 litre diesel	4WD	✗	✗
GWM Cannon Premium	Single Cab Cab-Chassis	2.0 litre diesel	2WD	✓	✓
GWM Cannon Premium	Dual Cab Cab-Chassis	2.0 litre diesel	4WD	✓	✓
GWM Cannon Premium	Dual Cab Cab-Chassis	2.4 litre diesel	4WD	✓	✓

✓ COVERED BY THIS RATING ✗ NOT COVERED BY THIS RATING ◆ TESTED VARIANT - NOT APPLICABLE

ADULT OCCUPANT PROTECTION

86%
32.74 POINTS
OUT OF 38

The passenger compartment remained stable in the frontal offset (MPDB) test. Dummy readings indicated ADEQUATE protection of the driver's chest. GOOD protection was seen for all other critical body regions.

The front structure presented a higher risk to occupants of an oncoming vehicle in the MPDB test (which evaluates vehicle-to-vehicle compatibility), and a 3.26 point penalty was applied.

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

In the side impact test, protection offered to all critical body regions of the driver was GOOD. In the oblique pole test, protection was ADEQUATE for the chest of the driver and GOOD for all other critical body regions.

The GWM Cannon 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 GOOD 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.

FRONTAL OFFSET (MPDB)#	5.82	(out of 8)
FULL WIDTH FRONTAL#	5.48	(out of 8)
SIDE IMPACT#	6.00	(out of 6)
OBLIQUE POLE#	5.56	(out of 6)
WHIPLASH PROTECTION	3.88	(out of 4)
FAR SIDE IMPACT	4.00	(out of 4)
RESCUE & EXTRICATION	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:	2.90 pts
Upper legs:	4.00 pts
Lower legs:	4.00 pts
Deductions:	Nil

FRONT PASSENGER

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

COMPATIBILITY

Deductions: -3.26 pts

FULL WIDTH FRONTAL (50km/h)

DRIVER

Head:	4.00 pts
Neck:	2.29 pts
Chest:	4.00 pts
Upper legs:	4.00 pts
Deductions:	Nil

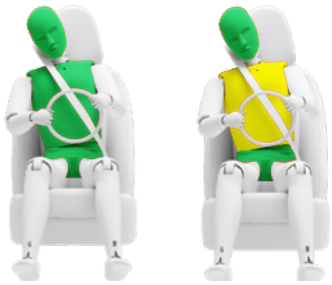
REAR PASSENGER

Head:	0.37 pts
Neck:	2.27 pts
Chest:	0.98 pts
Upper legs:	4.00 pts
Deductions:	Nil

RESCUE & EXTRICATION

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

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:	2.84 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

WHIPLASH (REAR IMPACT) PROTECTION

Driver / front passenger: 3.00 pts
Rear passenger: 0.88 pts

CHILD OCCUPANT PROTECTION

87%
43.03 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.

Dual cab GWM Cannon variants are fitted with lower ISOFix anchorages and top tether anchorages on the rear outboard seats.

Installation of typical child restraints available in Australia and New Zealand showed most child restraints could be accommodated in the outboard rear seating positions, however care is needed to correctly install one of the selected Type B convertible seats.

NOTE: Installation of child restraints in the centre seating position of the second row in dual cab variants is not recommended as there is no top tether anchorage.

Installation of child restraints in single cab variants is not recommended as there are no top tether anchorages. *Child Occupant Protection* scores therefore do not apply to single cab variants.

DYNAMIC TEST (FRONT)	16.00	(out of 16)
DYNAMIC TEST (SIDE)	8.00	(out of 8)
RESTRAINT INSTALLATION	11.03	(out of 12)
ON-BOARD SAFETY FEATURES	8.00	(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 Restraint Evaluation Program (CREP) provides an independent assessment on the safety of Australasian child restraints - see www.childcarseats.com.au.

87%
43.03 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	✕	●	✕	●	–	–	–
		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	✕	●	✕	●	–	–	–
	TYPE F	Booster - 4 to 10 years	✕	●	✕	●	–	–	–
ISOFIX	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.

● INSTALL WITHOUT PROBLEM ● INSTALL WITH CARE ● CANNOT BE FITTED SAFELY ✕ INSTALLATION NOT ALLOWED – NOT APPLICABLE / NOT ASSESSED

VULNERABLE ROAD USER PROTECTION

67%
36.48 POINTS
OUT OF 54

The bonnet provided GOOD or ADEQUATE protection to the head of a struck pedestrian over most of its surface, with MARGINAL and WEAK results recorded on the front edge of the bonnet surface.

Protection of the pelvis was mixed, with areas of GOOD and WEAK performance and the bumper provided GOOD protection to pedestrians' legs.

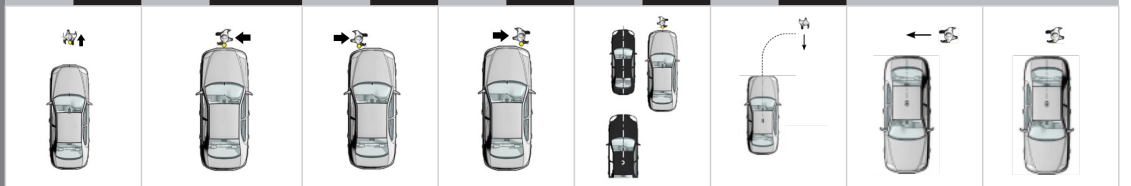
The AEB system offered ADEQUATE performance in pedestrian test scenarios. The AEB system does not react to vulnerable road users in reverse (AEB Backover) or turning scenarios and these tests were not conducted. MARGINAL performance was seen in cyclist test scenarios. The system's overall performance was classified as ADEQUATE.

HEAD IMPACTS	17.73	(out of 24)
UPPER LEG IMPACTS	4.51	(out of 6)
LOWER LEG IMPACTS	6.00	(out of 6)
AEB - Pedestrian (forward)	4.66	(out of 7)
AEB - Pedestrian (backover)	0.00	(out of 2)
AEB - Cyclist	3.57	(out of 9)

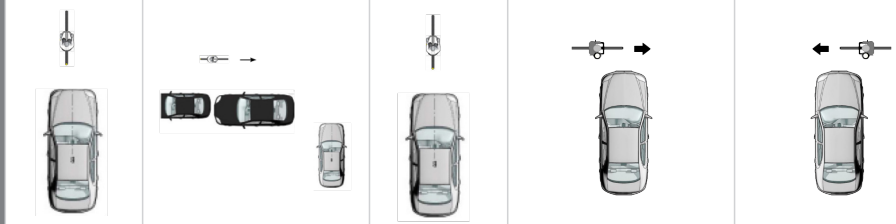
AUTONOMOUS EMERGENCY BRAKING (PEDESTRIAN, CYCLIST & BACKOVER)

SYSTEM NAME: AEB Pedestrian & Bicyclist
TYPE: Autonomous emergency braking with forward collision warning
OPERATIONAL FROM: 6-82 km/h
DESCRIPTION: System functions in the daytime and night

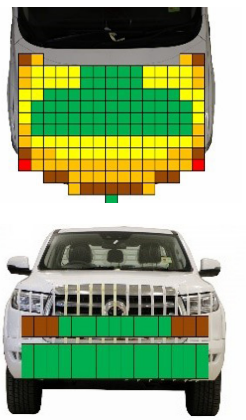
AUTONOMOUS EMERGENCY BRAKING - PEDESTRIAN

	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	
TEST SCENARIO																
PERFORMANCE				–						–		–				
	ADEQUATE															

AUTONOMOUS EMERGENCY BRAKING - CYCLIST

	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
TEST SCENARIO					
PERFORMANCE					
	MARGINAL				

PEDESTRIAN IMPACT TEST (40 KM/H)



GOOD ADEQUATE MARGINAL WEAK POOR NOT TESTED

70%
11.26 POINTS
OUT OF 16

The GWM Cannon is fitted with an autonomous emergency braking (AEB) system capable of functioning at highway speeds, and a lane support system (LSS) with lane keep assist (LKA) and emergency lane keeping (ELK) functionality.

Tests of the AEB system showed GOOD performance in most car-to-car scenarios, with collisions avoided or mitigated. The vehicle does not react in the AEB Junction Assist scenarios (automatically braking to avoid crashes when turning across the path of an oncoming vehicle) so these tests were not conducted. Overall, effectiveness of the AEB (Car-to-Car) system performance was rated as ADEQUATE.

Tests of LSS functionality showed GOOD performance with the system intervening in the more critical emergency lane keeping (ELK) test scenarios.

A speed assistance system (SAS) is standard. This system identifies the local speed limit and allows the driver to set the speed accordingly.

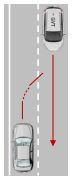
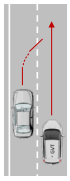
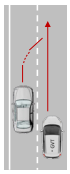
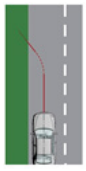
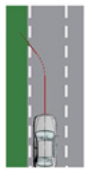
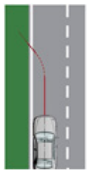
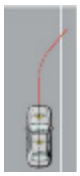
A seatbelt reminder system with occupancy detection is fitted to all seating positions. A driver drowsiness monitor system is not available.

OCCUPANT STATUS		
- Seat belt reminders	2.00	(out of 2)
- Driver monitoring	0.00	(out of 1)
SPEED ASSISTANCE SYSTEMS	2.38	(out of 3)
LANE SUPPORT SYSTEMS	3.50	(out of 4)
AEB - Car-to-Car	3.39	(out of 4)
AEB - Junction Assist	0.00	(out of 2)

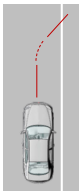
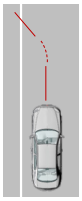
LANE SUPPORT SYSTEMS (LSS)

SYSTEM NAME: Lane Support System
OPERATIONAL FROM: 60-140 km/h

EMERGENCY LANE KEEPING (ELK)

	Oncoming vehicle	Overtaking vehicle (GVT at 72 km/h)		Overtaking vehicle (GVT at 80 km/h)		Road edge				Solid line	
		UNINTENTIONAL	INTENTIONAL	UNINTENTIONAL	INTENTIONAL						
TEST SCENARIO											
PERFORMANCE											
	GOOD										

LANE KEEP ASSIST (LKA)

	Dashed Line		Solid Line	
TEST SCENARIO				
PERFORMANCE				
	GOOD			

HUMAN MACHINE INTERFACE (HMI)

FUNCTION	Lane Departure Warning (LDW)	PASS
	Blind Spot Monitoring (BSM)	[NOT STANDARD]

GOOD ADEQUATE MARGINAL WEAK POOR NOT TESTED

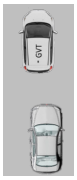
70%
11.26 POINTS
OUT OF 16

AUTONOMOUS EMERGENCY BRAKING (CAR-TO-CAR)

SYSTEM NAME: AEB Car-to-Car
TYPE: Autonomous emergency braking with forward collision warning
OPERATIONAL FROM: 6-135 km/h
DESCRIPTION: Defaults ON for every journey

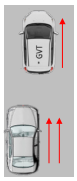
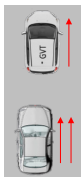
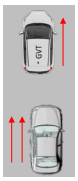
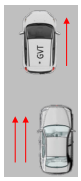
HUMAN MACHINE INTERFACE (HMI)		
FUNCTION	Supplementary warning	PASS
	Restraint activation / dynamic retractors	[NOT FITTED]

AUTONOMOUS EMERGENCY BRAKING - CAR-TO-CAR

TEST SCENARIO	Driving towards a stationary car				
	-50% OFFSET	-75% OFFSET	100% OFFSET	75% OFFSET	50% OFFSET
					
AEB (10-50 km/h)					
FCW (30-80 km/h)					
PERFORMANCE	GOOD				

TEST VEHICLE SPEED	Turning across the path of oncoming vehicle TARGET VEHICLE SPEED		
	30 KM/H	45 KM/H	55 KM/H
10 KM/H			
15 KM/H			
20 KM/H			
[NOT TESTED]			

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	✕	-	-

SPEED ASSISTANCE SYSTEMS (SAS)

SAS FEATURE	DESCRIPTION
Speed Limit Information Function	Camera based
Speed Limitation Function	System advised

● PASS ● FAIL ✕ NOT AVAILABLE - NOT APPLICABLE

GOOD ADEQUATE MARGINAL WEAK POOR NOT TESTED

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	GWM Ute Cannon-L
TESTED VEHICLE(S) BUILT	2020 + 2021
TESTED BODY TYPE	Dual cab utility
TESTED VEHICLE ENGINE	2.0 litre diesel
RATING PUBLISHED	July 2025
RATING UPDATED	n/a

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.

● STANDARD ○ OPTIONAL ✕ NOT AVAILABLE

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