GWM HAVAL H7

APPLIES TO	BUILT FROM	RATING CRITERIA
All variants	April 2025	2023-2025
VEHICLE TYPE	**ON SALE FROM**	**RATING EXPIRES**
Medium SUV	August 2025	December 2031
ENGINE / MOTOR TYPES	**MODEL SERIES**	**AIRBAGS**
Hybrid	n/a	Dual frontal, side chest, side head, centre

ANCAP SAFETY

TESTED 2025 ★★★★★

The GWM Haval H7 was introduced in Australia in August 2025. Dual frontal, side chest-protecting and side head-protecting airbags are standard. A centre airbag, which provides added protection to front seat occupants in side impact crashes, is also standard.

Autonomous emergency braking (Car-to-Car, Vulnerable Road User, Junction and Backover) 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.

During the full-width frontal test, the head restraint dislodged from the driver's seat back. While this does not affect scoring under 2023-2025 rating criteria, it may increase the risk of injury to the driver.

Following ANCAP's identification of the issue, GWM have initiated a voluntary safety recall (*REC-006513*).

The ANCAP safety rating for the Haval H7 applies only to vehicles built from 15 October 2025. For vehicles built prior to this date (VINs LGWEFUA60RF800006 to LGWEFUA6XSF802190), the rating will only apply where the recall action has been completed.

SAFETY NOTE

GWM Haval H7 vehicles are subject to a safety recall (*REC-006513*).

The ANCAP safety rating for the Haval H7 applies only to vehicles built from 15 October 2025. For vehicles built prior to this date (VINs LGWEFUA60RF800006 to LGWEFUA6XSF802190), the rating will only apply where the recall action has been completed.

ASSESSMENT SCORES

Adult Occupant Protection	Child Occupant Protection	Vulnerable Road User Protection	Safety Assist
89%	91%	81%	80%
35.93 out of 40	44.78 out of 49	51.12 out of 63	14.48 out of 18

RATING APPLICABILITY*

VARIANT	BODY TYPE	ENGINE / POWERTRAIN	DRIVETRAIN	AUS	NZ
GWM Haval H7 Vanta ◆	5 door SUV	1.5T Hybrid	FWD	✓	–

* Correct at time of publication. Subject to change. Check with manufacturer.

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

Adult Occupant Protection

89%

35.93 out of 40

FRONTAL OFFSET (MPDB)# **5.88 points** out of 8	OBLIQUE POLE# **5.84 points** out of 6	RESCUE & EXTRICATION **3.50 points** out of 4
FULL WIDTH FRONTAL# **6.75 points** out of 8	WHIPLASH PROTECTION **3.97 points** out of 4	
SIDE IMPACT# **6.00 points** out of 6	FAR SIDE IMPACT **3.98 points** out of 4	

Scaled scores. Total test scored out of 16.00 points.

The passenger compartment of the GWM Haval H7 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. Protection was GOOD for all body regions of the front passenger.

The front structure of the GWM Haval H7 presented a moderate risk to occupants of an oncoming vehicle in the MPDB test (which evaluates vehicle-to-vehicle compatibility), and a 3.22 point penalty (out of 8.00 points) was applied.

In the **full width frontal** test, protection of the driver dummy was ADEQUATE for the chest while protection of the rear passenger was ADEQUATE for the neck and WEAK for the chest. GOOD protection was offered to all other critical body regions for both the driver and rear passenger. During the full-width frontal test, the head restraint dislodged from the driver's seat back. While this does not affect scoring under 2023-2025 rating criteria, it may increase the risk of injury to the driver. Following ANCAP's identification of the issue, GWM have initiated a voluntary safety recall (REC-006513). The ANCAP safety rating for the Haval H7 applies only to vehicles built from 15 October 2025. For vehicles built prior to this date (VINs LGWEFUA60RF800006 to LGWEFUA6XSF802190), the rating will only apply where the recall action has been completed.

In the **side impact** test, protection of all critical body areas of the driver was GOOD and the GWM Haval H7 scored maximum points. In the more severe **oblique pole** test, chest protection for the driver was ADEQUATE. All other critical body regions saw GOOD results.

The GWM Haval H7 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 the vehicle-to-vehicle and in 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. It was demonstrated that, if the car entered water, the doors of the GWM Haval H7 would remain functional for the minimum required time period, though window opening functionality was not demonstrated.

FRONTAL OFFSET (MPDB) TEST - 50km/h

	DRIVER	FRONT PASSENGER
Head / Neck	4.00 pts	4.00 pts
Chest	3.51 pts	4.00 pts
Upper Legs	4.00 pts	4.00 pts
Lower Legs	3.47 pts	4.00 pts
Deductions	Nil	Nil

COMPATIBILITY	
Deductions	-3.22 pts

FULL WIDTH FRONTAL TEST - 50km/h

	DRIVER	REAR PASSENGER
Head	4.00 pts	4.00 pts
Neck	4.00 pts	3.50 pts
Chest	3.06 pts	0.44 pts
Upper Legs	4.00 pts	4.00 pts
Deductions	Nil	Nil

SIDE IMPACT TEST - 60km/h

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

OBLIQUE POLE TEST - 32km/h

	DRIVER
Head	4.00 pts
Chest	3.58 pts
Abdomen	4.00 pts
Pelvis	4.00 pts
Deductions	Nil

Adult Occupant Protection

89%

35.93 out of 40

FAR SIDE IMPACT TESTS - 60km/h and 32km/h

SIDE IMPACT (60km/h)	DRIVER
Head	4.00 pts
Neck	3.90 pts
Chest & Abdomen	4.00 pts
Pelvis	No penalty

OBLIQUE POLE (32km/h)	DRIVER
Head	4.00 pts
Neck	4.00 pts
Chest & Abdomen	4.00 pts
Pelvis	No penalty

OCCUPANT-TO-OCCUPANT	
Head Contact	No penalty

WHIPLASH PROTECTION TESTS

	DRIVER / FRONT PASSENGER	REAR PASSENGER
Rear Impact	2.97 pts	1.00 pts

RESCUE & EXTRICATION

Rescue Sheet	●	No penalty
Door Opening / Extrication	●	No penalty
Multi-Collision Braking	●	1.00 pt
Advanced eCall	✕	2.00 pt default
Vehicle Submergence		
- Door opening	●	0.50 pt
- Window opening	✕	Not available

● FITTED TO TEST CAR AS STANDARD ● NOT FITTED TO TEST CAR BUT AVAILABLE AS AN OPTION ✕ NOT AVAILABLE - N/A

GOOD ADEQUATE MARGINAL WEAK POOR NOT TESTED

Child Occupant Protection

91%

44.78 out of **49**

DYNAMIC TEST (FRONT)
15.78 points out of 16

RESTRAINT INSTALLATION
12.00 points out of 12

DYNAMIC TEST (SIDE)
8.00 points out of 8

ON-BOARD SAFETY FEATURES
9.00 points out of 13

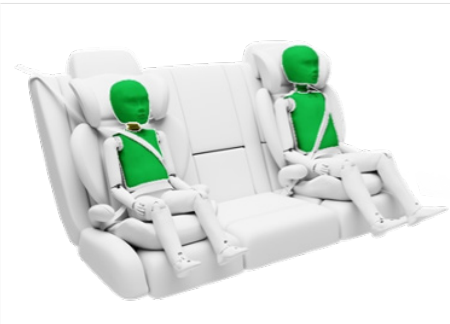
In the **frontal offset** test, protection of the neck of the 6 year dummy was ADEQUATE, while the protection offered to all other critical body regions for both dummies was GOOD.

In the **side impact** test, protection of all critical body areas was GOOD for both dummies, and maximum points were scored.

The GWM Haval H7 is fitted with lower ISOFix anchorages on the rear outboard seats and top tether anchorages for all rear seating positions. A direct child presence detection (CPD) system, which provides an alert when a child may have been left in the vehicle, is fitted to all passenger seats as standard.

Installation of typical child restraints available in Australia and New Zealand showed that all of the selected child restraints could be accommodated in each of the rear seating positions and full points were scored for this assessment.

FRONTAL OFFSET (MPDB) TEST - 50km/h



6 YEAR OLD 10 YEAR OLD

SIDE IMPACT TEST - 60km/h

10 YEAR OLD 6 YEAR OLD

ON-BOARD SAFETY FEATURES	FRONT PASSENGER	2nd ROW OUTBOARD	2nd ROW CENTRE	3rd ROW OUTBOARD	3rd ROW CENTRE
ISOFIX Anchorages	✕	●	✕	–	–
Top Tether Anchorage	✕	●	●	–	–
Airbag Disabling	✕	–	–	–	–
Child Presence Detection 2.00 pts (out of 4.00pts)	●	●	●	–	–

● FITTED AS STANDARD ✕ NOT AVAILABLE – N/A

	CHILD RESTRAINT TYPE^*	FRONT ROW PASSENGER	2nd ROW L	2nd ROW C	2nd ROW R	3rd ROW L	3rd ROW C	3rd ROW R
BELTED	Rearward-facing capsule	✕	●	●	●	–	–	–
	Rearward-facing with harness - convertible (Model A)	✕	●	●	●	–	–	–
	Rearward-facing with harness - convertible (Model B)	✕	●	●	●	–	–	–
	Forward-facing with harness - convertible (Model A)	✕	●	●	●	–	–	–
	Forward-facing with harness - convertible (Model B)	✕	●	●	●	–	–	–
	Booster - 4 to 8 years	✕	●	●	●	–	–	–
	Booster - 4 to 10 years	✕	●	●	●	–	–	–
ISOFIX	Rearward-facing capsule	✕	●	–	●	–	–	–
	Rearward-facing with harness - convertible (Model A)	✕	●	–	●	–	–	–
	Rearward-facing with harness - convertible (Model B)	✕	●	–	●	–	–	–
	Forward-facing with harness - convertible (Model A)	✕	●	–	●	–	–	–
	Forward-facing with harness - convertible (Model B)	✕	●	–	●	–	–	–

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

GOOD ADEQUATE MARGINAL WEAK POOR NOT TESTED

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.
* 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 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.

Vulnerable Road User Protection

81%

51.12 out of 63

HEAD PROTECTION (Adult, Child, Cyclist) **11.72 points** out of 18	KNEE & TIBIA PROTECTION **9.00 points** out of 9	AEB CYCLIST **7.66 points** out of 9
PELVIS PROTECTION **1.82 points** out of 4.5	AEB PEDESTRIAN (Forward) **6.93 points** out of 7	AEB MOTORCYCLE **6.00 points** out of 6
FEMUR PROTECTION **4.50 points** out of 4.5	AEB PEDESTRIAN (Backover) **0.50 points** out of 2	LSS MOTORCYCLE **3.00 points** out of 3

In **pedestrian impact** tests, the bonnet and windscreen of the GWM Haval H7 provided a mix of GOOD and ADEQUATE protection to the head of a struck pedestrian over most of its surface, with MARGINAL and POOR results recorded on the stiff windscreen pillars, the base of the windscreen, and front and sides of the bonnet.

Protection of the pelvis was mixed, with performance ranging from GOOD to POOR, while protection of the femurs and lower legs was GOOD.

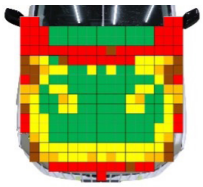
The autonomous emergency braking (AEB) system is capable of detecting and reacting to vulnerable road users such as pedestrians, cyclists and motorcyclists.

Testing of this system showed GOOD performance in **AEB Pedestrian** test scenarios, with collisions avoided or mitigated in forward test scenarios, including turning scenarios. Performance in reverse (**AEB Backover**) scenarios was WEAK.

Overall GOOD performance was seen in **AEB Cyclist** test scenarios with collisions avoided or mitigated at most test speeds, though performance was less responsive in turning scenarios. The vehicle provides information and warning to occupants when a bicycle is approaching from behind (**cyclist anti-dooring**).

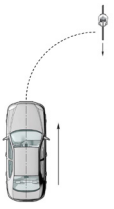
GOOD performance was seen in **AEB Motorcyclist** tests, including in turning and emergency lane keeping scenarios, earning full points.

PEDESTRIAN & CYCLIST IMPACT TESTS



AUTONOMOUS EMERGENCY BRAKING (Cyclist, Pedestrian & Motorcycle)

System Name	AEB-VRU
Type	Autonomous emergency braking with forward collision warning
Operational From	5-85 km/h

	Cyclist traveling along road (25%)	Cyclist crossing from kerb (obstructed)	Cyclist traveling along road (50%)	Cyclist crossing (nearside)	Cyclist crossing (farside)	Cyclist crossing side road, car turning (nearside)	Cyclist crossing side road, car turning (farside)
	DAY	DAY	DAY	DAY	DAY	DAY	DAY
AEB CYCLIST TEST SCENARIOS (forward)							
PERFORMANCE	GOOD						

CYCLIST DOORING

Information (driver door)	●
Warning (driver door)	●
Retention (driver door)	✕
Warning or retention (all other doors)	●

● PASS ✕ FAIL - N/A

GOOD ADEQUATE MARGINAL WEAK POOR / NOT TESTED DUE TO NO PERFORMANCE PREDICTED NOT TESTED

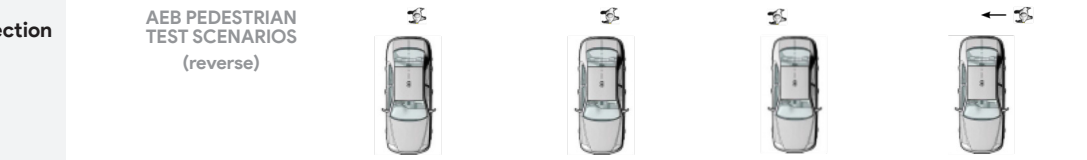
Vulnerable Road User Protection

81%

51.12 out of 63

AEB PEDESTRIAN TEST SCENARIOS (reverse)

	Child / Adult standing behind reversing vehicle (25% offset)	Adult / Child standing behind reversing vehicle (50% offset)	Child / Adult standing behind reversing vehicle (75% offset)	Adult / Child walking behind reversing vehicle (50% offset)
	DAY	DAY	DAY	DAY
4km/h				
8km/h				
PERFORMANCE	WEAK			

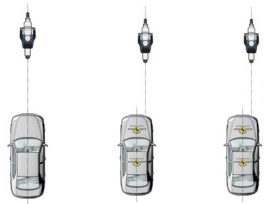


AEB PEDESTRIAN TEST SCENARIOS (forward)

	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 (farside), car turning		Adult crossing side road (nearside), car turning	
	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT
PERFORMANCE	GOOD													

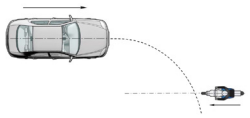
AEB MOTORCYCLE TEST SCENARIOS (forward)

	Driving towards a stationary motorcycle	Driving towards a braking motorcycle (25% offset)	
	100% OFFSET	12m HEADWAY	40m HEADWAY
AEB (10-50km/h)			
FCW (30-80km/h)			
PERFORMANCE	GOOD		



TEST VEHICLE SPEED

	Turning across the path of an oncoming motorcycle		
	TARGET MOTORCYCLE SPEED		
	30km/h	45km/h	60km/h
10km/h			
15km/h			
20km/h			
PERFORMANCE	GOOD		

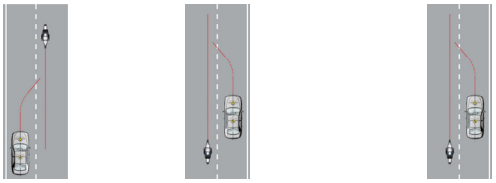


LANE SUPPORT SYSTEMS (Car-to-Motorcycle)

System Name	Lane Support Systems
Operational From	60-150 km/h

EMERGENCY LANE KEEPING (ELK) TEST SCENARIOS Car-to-Motorcycle

	Oncoming motorcycle	Overtaking motorcycle (EMT at 60km/h)		Overtaking motorcycle (EMT at 80km/h)	
		UNINTENTIONAL	INTENTIONAL	UNINTENTIONAL	INTENTIONAL
PERFORMANCE	GOOD				



GOOD ADEQUATE MARGINAL WEAK POOR / NOT TESTED DUE TO NO PERFORMANCE PREDICTED NOT TESTED

Safety Assist

80%

14.48 out of 18

SEAT BELT REMINDERS
1.00 points out of 1

DRIVER MONITORING
0.00 points out of 2

SPEED ASSISTANCE SYSTEMS
2.58 points out of 3

AEB / AES (Car-to-Car)
3.45 points out of 4

AEB / AES (Junction & Crossing)
3.82 points out of 4

AEB / AES (Head-On)
0.63 points out of 1

LANE SUPPORT SYSTEMS
3.00 points out of 3

The GWM Haval H7 is fitted with an autonomous emergency braking 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 (Car-to-Car)** system showed GOOD performance with collisions avoided or mitigated in most test scenarios, including in **AEB Junction** and many **AEB Crossing** scenarios, where the test vehicle can autonomously brake to avoid crashes when crossing the path of an oncoming vehicle. ADEQUATE performance was shown in **AEB Head-On** system functionality.

Tests of **lane support system** functionality showed GOOD performance, including in the more critical emergency lane keeping test scenarios.

A speed assistance system (SAS) with speed limit information function (SLIF) and intelligent adaptive cruise control (iACC) is standard, informing the driver of the local speed limit and allowing the driver to accept the change in speed accordingly.

A seatbelt reminder system with occupancy detection is fitted to all seating positions. A direct driver monitoring system (DMS) that can detect driver drowsiness and distraction is fitted as standard. However, the system not ON by default so not meet ANCAP's requirements and was not rewarded.

AUTONOMOUS EMERGENCY BRAKING (Car-to-Car)

System Name	AEB-Car
Type	Autonomous emergency braking with forward collision warning
Operational From	5-150 km/h

GOOD ADEQUATE MARGINAL WEAK POOR / NOT TESTED DUE TO NO PERFORMANCE PREDICTED NOT TESTED

Safety Assist

80%

14.48 out of **18**

AUTONOMOUS EMERGENCY BRAKING (Car-to-Car Junction, Crossing and Head-On)

	JUNCTION ASSIST Turning across the path of an oncoming vehicle			CROSSING (T-BONE) Crossing the path of another vehicle				
TARGET VEHICLE SPEED	30km/h	45km/h	60km/h	20km/h	30km/h	40km/h	50km/h	60km/h
TEST VEHICLE SPEED: Start from stop	-	-	-					
10km/h				-	-	-	-	-
15km/h				-	-	-	-	-
20km/h								
30km/h	-	-	-					
40km/h	-	-	-					
50km/h	-	-	-					
60km/h	-	-	-					
PERFORMANCE	GOOD			GOOD				

		TARGET VEHICLE SPEED	HEAD-ON In the path of oncoming vehicle 50km/h	70km/h
TEST VEHICLE SPEED	Travelling straight	50km/h		-
		70km/h	-	
	Lane change	50km/h		-
		70km/h	-	
		PERFORMANCE	ADEQUATE	

LANE SUPPORT SYSTEMS (Car-to-Car)

System Name	Lane Support Systems
Operational From	60-150 km/h

	Dashed line		Solid line	
LANE KEEP ASSIST (LKA) TEST SCENARIOS Car-to-Car				
PERFORMANCE	GOOD			

	Oncoming vehicle	Overtaking vehicle (GVT at 72km/h)		Overtaking vehicle (GVT at 80km/h)		Road edge		Solid line	
		UNINTENTIONAL	INTENTIONAL	UNINTENTIONAL	INTENTIONAL				
EMERGENCY LANE KEEPING (ELK) TEST SCENARIOS Car-to-Car									
PERFORMANCE	GOOD								

GOOD ADEQUATE MARGINAL WEAK POOR / NOT TESTED DUE TO NO PERFORMANCE PREDICTED NOT TESTED

Safety Assist

80%

14.48 out of 18

OCCUPANT STATUS

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

DRIVER MONITORING

	WARNING	INTERVENTION
Distraction	●	●
Fatigue	●	●
Unresponsive Driver	-	✕

SPEED ASSISTANCE SYSTEMS (SAS)

FEATURE	
Speed Limit Information Function (SLIF)	Camera based
Manual Speed Limiter	[NOT ASSESSED]
Intelligent Adaptive Cruise Control (iACC)	●
Intelligent Speed Limitation (ISL)	[NOT ASSESSED]

HUMAN MACHINE INTERFACE (HMI)

FEATURE	
AEB: Supplementary Warning	●
AEB: Restraint activation / dynamic retractors / emergency steering support	✕
Lane Departure Warning (LDW)	[NOT ASSESSED]
Blind Spot Monitoring (BSM): Car-to-Car & Car-to-Motorcycle	●

● PASS ● FAIL ✕ NOT AVAILABLE - N/A

SAFETY FEATURES & TECHNOLOGIES

SAFETY FEATURE / TECHNOLOGY*	AUS	NZ
Seat belt pre-tensioners (front seats)	●	–
Seat belt pre-tensioners (rear outboard seats) - 2nd row	●	–
Seat belt pre-tensioners (rear centre seat) - 2nd row	✕	–
Seat belt pre-tensioners (rear outboard seats) - 3rd row	–	–
Seat belt pre-tensioners (rear centre seat) - 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 - dual frontal (driver & front 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 - pedestrian (external)	✕	–
Airbag disabling switch - automatic (front passenger)	✕	–
Airbag disabling switch - manual (front passenger)	✕	–
Autonomous emergency braking (AEB) - Car-to-Car	●	–
Autonomous emergency braking (AEB) - Vulnerable Road User		
- AEB Pedestrian	●	–
- AEB Backover	●	–
- AEB Cyclist	●	–
- AEB Motorcycle	●	–
Autonomous emergency braking (AEB) - Junction		
- AEB Junction (Car)	●	–
- AEB Junction (Pedestrian)	●	–
- AEB Junction (Cyclist)	●	–
- AEB Junction (Motorcycle)	●	–
Autonomous emergency braking (AEB) - Crossing	●	–
Automatic emergency call (eCall)	✕	–
Blind spot monitor (BSM)	●	–
Child presence detection / alert	●	–
Cyclist dooring detection / alert	●	–
Driver monitoring system - Indirect	●	–
Driver monitoring system - Direct	●	–
Forward collision warning (FCW)	●	–
Lane departure warning (LDW)	●	–
Lane keep assist (LKA)		
- LKA (Car-to-Car)	●	–
- LKA (Car-to-Motorcycle)	●	–
Secondary / multi-collision brake	●	–
Speed assistance - intelligent adaptive cruise control (iACC)	●	–
Speed assistance - auto / intelligent speed limiter	●	–
Speed assistance - manual speed limiter	●	–
Speed assistance - speed sign recognition & warning	●	–
Vehicle-to-infrastructure communication (V2I)	✕	–
Vehicle-to-vehicle communication (V2V)	✕	–

● STANDARD ● AVAILABLE ON HIGHER VARIANTS ○ OPTIONAL ✕ NOT AVAILABLE – NOT APPLICABLE

* Correct at time of publication. Subject to change. Check with manufacturer.

TESTED MAKE / MODEL
GWM Haval H7 Vanta RHD

TESTED VEHICLE ENGINE
1.5L Hybrid

RATING UPDATED
n/a

TESTED BODY TYPE
5 door SUV

RATING PUBLISHED
December 2025