GWM TANK 500

APPLIES TO
All hybrid variants

VEHICLE TYPE
Large SUV

ENGINE / MOTOR TYPES
Hybrid

BUILT FROM
AUS: December 2023
NZ: January 2024

ON SALE FROM
AUS: April 2024
NZ: May 2024

MODEL SERIES
N/A

RATING CRITERIA
2023-2025

RATING EXPIRES
December 2031

AIRBAGS
Dual frontal, side chest, side head, centre

ANCAP SAFETY

TESTED 2024 ★★★★★

The GWM Tank 500 was introduced in Australia in April 2024 and New Zealand in May 2024. This ANCAP safety rating applies to all hybrid variants.

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 & Crossing, Backover and Head-On) 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 equipment.

SAFETY NOTE

There are no top tether anchorages for child restraints in the third row of seats. This vehicle is therefore not suitable for transporting young children in the third row.

ASSESSMENT SCORES

Adult Occupant Protection
85%
34.38 out of 40

Child Occupant Protection
93%
46.00 out of 49

Vulnerable Road User Protection
81%
51.14 out of 63

Safety Assist
84%
15.28 out of 18

RATING APPLICABILITY*

VARIANT	BODY TYPE	ENGINE / POWERTRAIN	DRIVETRAIN	AUS	NZ
GWM Tank 500 Lux ◆	5 door SUV	2.0T Hybrid	4WD	✓	✓
GWM Tank 500 Ultra	5 door SUV	2.0T Hybrid	4WD	✓	✓

* 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

85%

34.38 out of **40**

FRONTAL OFFSET (MPDB)# **3.69 points** out of 8	OBLIQUE POLE# **5.66 points** out of 6	RESCUE & EXTRICATION **4.00 points** out of 4
FULL WIDTH FRONTAL# **7.35 points** out of 8	WHIPLASH PROTECTION **3.69 points** out of 4	
SIDE IMPACT# **6.00 points** out of 6	FAR SIDE IMPACT **4.00 points** out of 4	

Scaled scores. Total test scored out of 16.00 points.

The passenger compartment of the GWM Tank 500 remained stable in the **frontal offset (MPDB) test**. Dummy readings indicated ADEQUATE protection for the driver's chest. Protection was GOOD for all other critical body regions for both the driver and front passenger.

The front structure of the GWM Tank 500 presented a higher risk to occupants of an oncoming vehicle in the MPDB test (which evaluates vehicle-to-vehicle compatibility), and an 8.00 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 and neck. Protection of the rear passenger was ADEQUATE for the neck and MARGINAL for the chest. Protection was GOOD for other critical body regions for both the driver and rear passenger.

In the **side impact test**, GOOD protection was provided for the driver and maximum points were scored in this test. In the **oblique pole test**, protection was MARGINAL for the chest of the driver and GOOD for all other critical body regions.

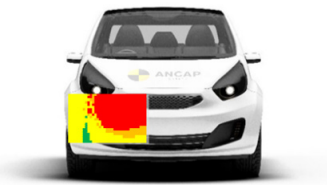
The GWM Tank 500 is equipped with a centre airbag to protect against occupant-to-occupant interaction in side impacts and it provided GOOD protection for the head of both front seat occupants.

Prevention of excursion (movement towards the other side of the vehicle) in the **far side impact tests** was assessed as GOOD for the vehicle-to-vehicle impact scenario, and ADEQUATE 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 Tank 500 would remain functional for the minimum required time period and an escape hammer is provided to allow egress via the windows.

FRONTAL OFFSET (MPDB) TEST - 50km/h

	DRIVER	FRONT PASSENGER
Head / Neck	4.00 pts	4.00 pts
Chest	3.38 pts	4.00 pts
Upper Legs	4.00 pts	4.00 pts
Lower Legs	4.00 pts	4.00 pts
Deductions	Nil	Nil



COMPATIBILITY	
Deductions	-8.00 pts

FULL WIDTH FRONTAL TEST - 50km/h

	DRIVER	REAR PASSENGER
Head	4.00 pts	4.00 pts
Neck	3.87 pts	3.89 pts
Chest	3.31 pts	2.32 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	2.08 pts
Abdomen	4.00 pts
Pelvis	4.00 pts
Deductions	Nil

Adult Occupant Protection

85%

34.38 out of 40

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

SIDE IMPACT (60km/h)	DRIVER
Head	4.00 pts
Neck	4.00 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	3.00 pts	0.69 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	●	0.50 pt

● 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

93%

46.00 out of **49**

DYNAMIC TEST (FRONT)
16.00 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
10.00 points out of 13

In the **frontal offset** and **side impact tests**, protection of the 10 year and 6 year dummies was GOOD and maximum points were scored in these tests.

The GWM Tank 500 is fitted with lower ISOFix anchorages on the second row outboard seats and top tether anchorages for all second row seating positions.

A direct child presence detection (CPD) system, which provides an alert when a child left in the vehicle is detected, 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 second row seating positions and full points were scored for this assessment.

NOTE: Top tethers are not available in the third row. Installation of child restraints in the third row is therefore not recommended.

FRONTAL OFFSET (MPDB) TEST - 50km/h

SIDE IMPACT TEST - 60km/h

6 YEAR OLD 10 YEAR OLD

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 3.00 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%

51.14 out of **63**

HEAD PROTECTION (Adult, Child, Cyclist) **11.58 points** out of 18	KNEE & TIBIA PROTECTION **7.23 points** out of 9	AEB CYCLIST **8.03 points** out of 9
PELVIS PROTECTION **3.73 points** out of 4.5	AEB PEDESTRIAN (Forward) **5.57 points** out of 7	AEB MOTORCYCLE **6.00 points** out of 6
FEMUR PROTECTION **4.50 points** out of 4.5	AEB PEDESTRIAN (Backover) **1.50 points** out of 2	LSS MOTORCYCLE **3.00 points** out of 3

The bonnet of the GWM Tank 500 provided GOOD or ADEQUATE protection to the head of a struck pedestrian over most of its surface, with WEAK and POOR results recorded at the rear, sides and front edge of the bonnet surface.

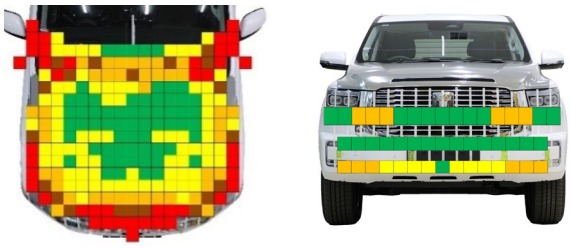
Mixed levels of protection, ranging from MARGINAL to GOOD, are provided to the pelvis of a struck pedestrian*. Protection of the femurs is GOOD. Lower leg protection ranges from MARGINAL to ADEQUATE.

The autonomous emergency braking (AEB) system is capable of detecting and reacting to vulnerable road users such as pedestrians and cyclists. Testing of this system showed GOOD performance in **AEB pedestrian** test scenarios including in turning scenarios, with collisions avoided or mitigated in most tests. Performance in reverse (**AEB Backover**) scenarios was ADEQUATE.

GOOD performance was seen in **AEB cyclist** test scenarios with collisions avoided or mitigated at all test speeds including in the turning scenarios. The vehicle provides information and a warning when a bicycle is approaching from behind (**cyclist anti-dooring**).

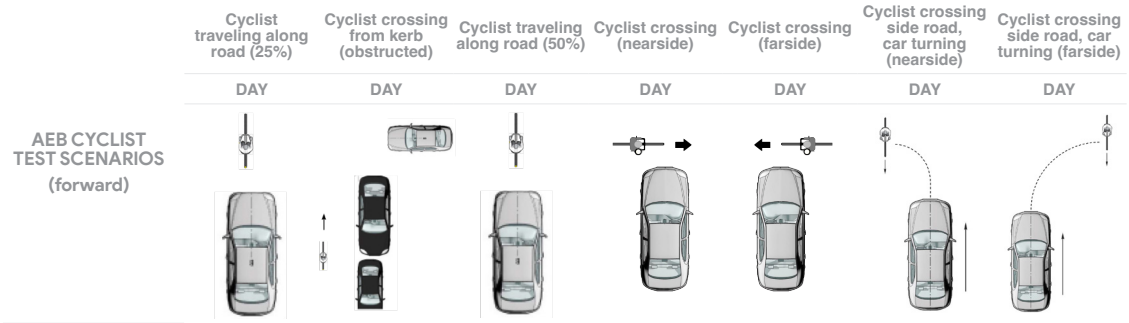
GOOD performance was also seen in the AEB and lane support system **motorcyclist tests**, including in the turning and in overtaking scenarios, earning full points.

PEDESTRIAN & CYCLIST IMPACT TESTS



AUTONOMOUS EMERGENCY BRAKING (Cyclist, Pedestrian & Motorcycle)

System Name	Auto Emergency Assist
Type	Autonomous emergency braking with forward collision warning
Operational From	5-150km/h



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

* Pedestrian impact testing has been conducted on both alternative grille options for the Tank 500. The scoring presented in this report represents the lower scoring design.

Vulnerable Road User Protection

81%

51.14 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	ADEQUATE			

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		

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

LANE SUPPORT SYSTEMS (Car-to-Motorcycle)

System Name	Lane Assist, Emergency line keep assist
Operational From	50-150 km/h

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

	Oncoming motorcycle	Overtaking motorcycle (GVT at 72km/h)		Overtaking motorcycle (GVT 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

84%

15.28 out of 18

SEAT BELT REMINDERS
1.00 points out of 1

DRIVER MONITORING
1.80 points out of 2

SPEED ASSISTANCE SYSTEMS
2.33 points out of 3

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

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

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

LANE SUPPORT SYSTEMS
3.00 points out of 3

The GWM Tank 500 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, 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 in many of the AEB Junction and AEB Crossing scenarios where the test vehicle can autonomously brake to avoid crashes when turning across or into the path of an oncoming vehicle.

The AEB system is effective in mitigating collisions in the Head-On travelling straight scenario, but not in the lane change scenario (where an oncoming vehicle moves into the path of the subject vehicle).

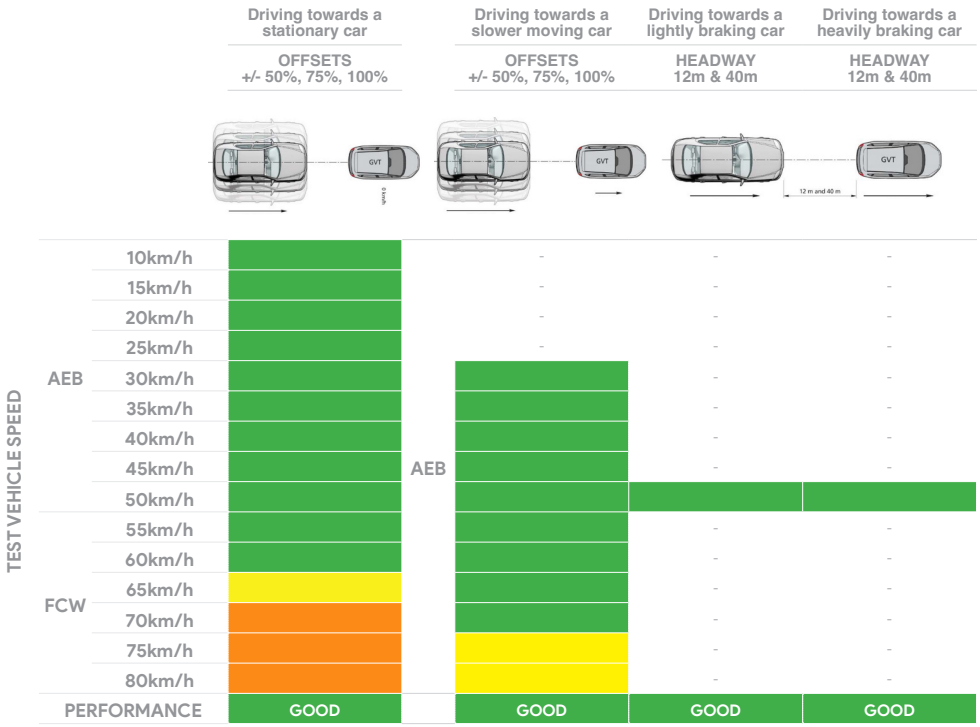
Tests of **lane support system** functionality showed GOOD performance, including in the more critical emergency lane keeping test scenarios.

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 that can detect and intervene with fatigue and distraction, is fitted as standard.

AUTONOMOUS EMERGENCY BRAKING (Car-to-Car)

System Name	Auto Emergency Assist
Type	Autonomous emergency braking with forward collision warning
Operational From	5-150 km/h



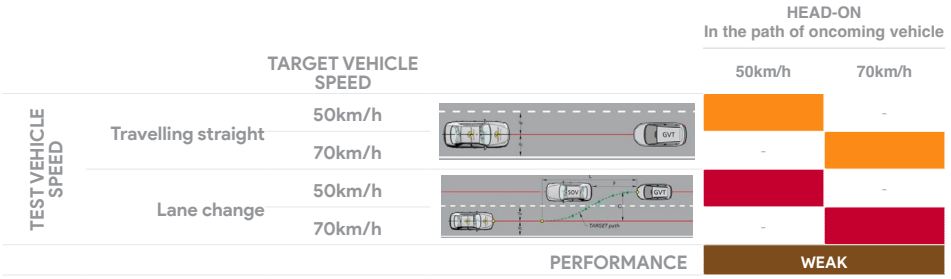
GOOD ADEQUATE MARGINAL WEAK POOR / NOT TESTED DUE TO NO PERFORMANCE PREDICTED NOT TESTED

Safety Assist

84%

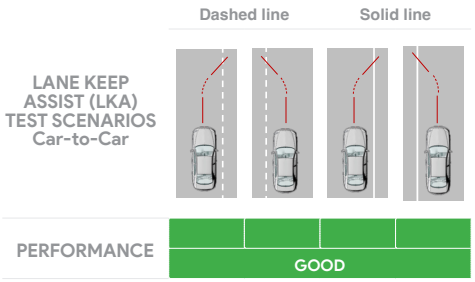
15.28 out of 18

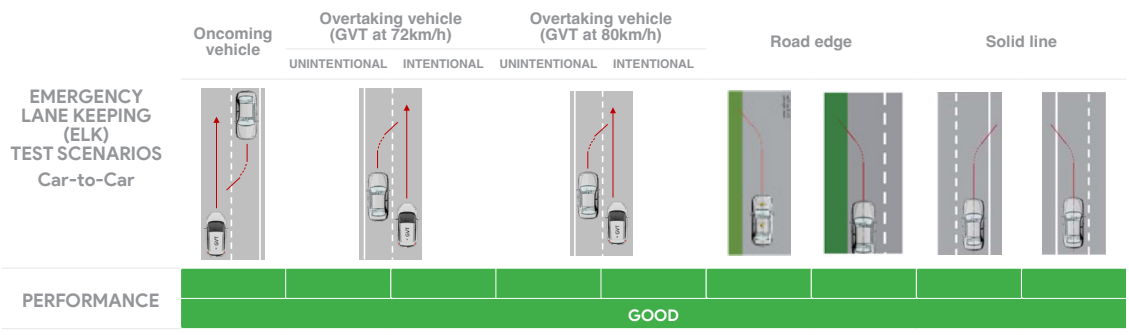
AUTONOMOUS EMERGENCY BRAKING (Car-to-Car Junction, Crossing and Head-On)



LANE SUPPORT SYSTEMS (Car-to-Car)

System Name	Lane Assist, Emergency line keep assist
Operational From	50-150 km/h





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

Safety Assist

84%

15.28 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	✕
Intelligent Adaptive Cruise Control (iACC)	●
Intelligent Speed Limitation (ISL)	✕

HUMAN MACHINE INTERFACE (HMI)

FEATURE	
AEB: Supplementary Warning	●
AEB: Restraint activation / dynamic retractors	✕
Lane Departure Warning (LDW)	NOT TESTED
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 (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 Tank 500 Lux, RHD

TESTED VEHICLE ENGINE
2.0T Hybrid

RATING UPDATED
December 2025

TESTED BODY TYPE
5 door SUV

RATING PUBLISHED
May 2024