

GWM HAVAL H6

AUS: MARCH 2021 - ONWARDS

NZ: MAY 2021 - ONWARDS

ALL VARIANTS



ANCAP
SAFETY

TESTED
2022



RATING YEAR	2022
VEHICLE TYPE	Medium SUV
ENGINE TYPE	Petrol + Hybrid + PHEV
BUILT FROM	February 2021
ON SALE FROM	AUS: March 2021 NZ: May 2021
SERIES	N/A
AIRBAGS	Dual frontal, side chest, side head, centre

The GWM Haval H6 was introduced in Australia from March 2021 and New Zealand in May 2021. This ANCAP safety rating applies to all petrol, hybrid, and plug-in hybrid (PHEV) variants.

In order to confirm integrity of the battery and safety of high voltage electrical systems in hybrid and PHEV variants, additional frontal offset (MPDB) and oblique pole tests were conducted. With these additional tests, this ANCAP safety rating extends to all petrol, hybrid, and PHEV variants of the GWM Haval H6.

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.

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



RATING APPLICABILITY

VARIANT	BODY TYPE	ENGINE	DRIVETRAIN	AUS	NZ
GWM Haval H6 Premium	5 door SUV	2.0 litre petrol	2WD	✓	✓
GWM Haval H6 Lux ◆	5 door SUV	2.0 litre petrol	2WD	✓	✓
GWM Haval H6 Ultra	5 door SUV	2.0 litre petrol	2WD	✓	✓
GWM Haval H6 Ultra	5 door SUV	2.0 litre petrol	4WD	✓	✓
GWM Haval H6 GT Lux	5 door SUV	2.0 litre petrol	2WD	✓	✓
GWM Haval H6 GT Lux	5 door SUV	2.0 litre petrol	4WD	✓	✓
GWM Haval H6 GT Ultra	5 door SUV	2.0 litre petrol	2WD	✓	✓
GWM Haval H6 GT Ultra	5 door SUV	2.0 litre petrol	4WD	✓	✓
GWM Haval H6 Hybrid Lux	5 door SUV	1.5 litre hybrid	2WD	✓	✓
GWM Haval H6 Hybrid Ultra ◆	5 door SUV	1.5 litre hybrid	2WD	✓	✓
GWM Haval H6 Hybrid Ultra	5 door SUV	1.5 litre hybrid	4WD	✓	✓
GWM Haval H6 GT Ultra ◆	5 door SUV	1.5 litre PHEV	4WD	✓	✓
GWM Haval H6 Lux	5 door SUV	1.5 litre PHEV	2WD	✓	✓
GWM Haval H6 Ultra	5 door SUV	1.5 litre PHEV	2WD	✓	✓
GWM Haval H6 Ultra	5 door SUV	1.5 litre PHEV	4WD	✓	✓

ADULT OCCUPANT PROTECTION



88%

33.66 POINTS
OUT OF 38

The passenger compartment of the GWM Haval H6 held its shape well in the frontal offset (MPDB) test, however there were some signs of loss of integrity around the footwell, which were penalised. Penalties were also applied for possible hard contact points for the driver's knees. Dummy readings indicated MARGINAL protection for the driver's chest. With the deductions applied, protection for the upper legs was assessed as MARGINAL and for the driver's lower legs and feet ADEQUATE. Other body regions for the driver, and all regions for the passenger showed GOOD protection.

The front structure of the GWM Haval H6 presented a moderate risk to occupants of an oncoming vehicle in the MPDB test (which evaluates vehicle-to-vehicle compatibility), and a 1.26 point penalty was applied.

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

In the side impact test, protection offered to all critical body regions was GOOD. In the oblique pole test, dummy readings indicate MARGINAL protection for the chest and GOOD for all other critical body regions.

The vehicle is equipped with a centre airbag to protect against occupant-to-occupant interaction in side impact crashes 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.

FRONTAL OFFSET (MPDB)#	5.13	(out of 8)
FULL WIDTH FRONTAL#	7.20	(out of 8)
SIDE IMPACT#	6.00	(out of 6)
OBLIQUE POLE#	5.44	(out of 6)
WHIPLASH PROTECTION	4.00	(out of 4)
FAR SIDE IMPACT	3.89	(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:	2.52 pts
Upper legs:	2.00 pts
Lower legs:	3.00 pts
Deductions:	-1.00 pts <i>(variable contact)</i> -1.00 pts <i>(concentrated load)</i> -1.00 pts <i>(footwell rupture)</i>

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:	-1.26 pts
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FULL WIDTH FRONTAL (50km/h)



DRIVER

Head:	4.00 pts
Neck:	1.35 pts
Chest:	4.00 pts
Upper legs:	4.00 pts
Deductions:	Nil

REAR PASSENGER

Head:	4.00 pts
Neck:	3.74 pts
Chest:	3.70 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:	2.52 pts
Abdomen:	4.00 pts
Pelvis:	4.00 pts
Deductions:	Nil

FAR SIDE IMPACT



SIDE IMPACT (MDB)

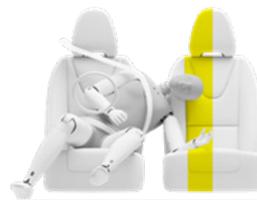
Head:	4.00 pts
Neck:	3.34 pts
Chest & Abdomen:	4.00 pts
Pelvis:	No penalty

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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RESCUE & EXTRICATION

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

WHIPLASH (REAR IMPACT) PROTECTION



Driver / front passenger:	3.00 pts
Rear passenger:	1.00 pts

CHILD OCCUPANT PROTECTION



88%

43.55 POINTS
OUT OF 49

In the frontal offset test, dummy readings indicated GOOD protection for all critical body areas of both child dummies, apart from the neck of the 10 year dummy where protection was rated as ADEQUATE.

In the side impact test, protection was GOOD and maximum points were scored.

The GWM Haval H6 is fitted with lower ISOFix anchorages on the rear outboard seats and top tether anchorages for all rear seating positions.

Installation of typical child restraints available in Australia and New Zealand showed most child restraints could be accommodated in most rear seating positions, though one of the selected booster seats could not be correctly installed in the centre rear seating position.

DYNAMIC TEST (FRONT)	15.74 (out of 16)
DYNAMIC TEST (SIDE)	8.00 (out of 8)
RESTRAINT INSTALLATION	11.81 (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 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.



88%

43.55 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	✗	●	●	●	-	-	-
	TYPE F	Booster - 4 to 10 years	✗	●	●	●	-	-	-
ISOFIX	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)	✗	●	-	●	-	-	-

* 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.



73%

39.45 POINTS
OUT OF 54

The bonnet of the GWM Haval H6 provided GOOD or ADEQUATE protection to the head of a struck pedestrian over most of its surface, with WEAK and POOR results recorded on the stiff windscreen pillars and front edge of the bonnet surface. Protection of the pelvis was mixed, with areas of GOOD and POOR performance, while the bumper provided GOOD protection to pedestrians' legs.

The autonomous emergency braking (AEB) system is capable of detecting and reacting to pedestrians and cyclists. Test of this system showed ADEQUATE performance in pedestrian test scenarios, including when the vehicle is turning (junction). The vehicle is fitted with a system that can prevent impacts with pedestrians while reversing, however this system did not perform well in ANCAP's tests and was rated as POOR. In cyclist test scenarios, the AEB system offered GOOD performance. The system's overall performance was classified as ADEQUATE.

HEAD IMPACTS	16.57 (out of 24)
UPPER LEG IMPACTS	3.79 (out of 6)
LOWER LEG IMPACTS	6.00 (out of 6)
AEB - Pedestrian (forward)	5.35 (out of 7)
AEB - Pedestrian (backover)	0.00 (out of 2)
AEB - Cyclist	7.74 (out of 9)

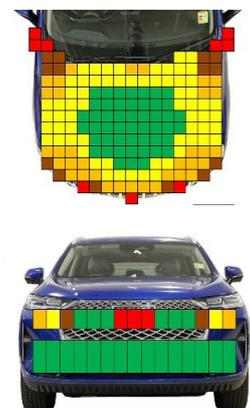
AUTONOMOUS EMERGENCY BRAKING (PEDESTRIAN, CYCLIST & BACKOVER)

SYSTEM NAME: Pedestrian Safety 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	ADEQUATE	GOOD	POOR	GOOD	MARGINAL	GOOD	GOOD	GOOD	NOT TESTED	ADEQUATE	NOT TESTED	POOR	POOR
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	GOOD	GOOD	GOOD	GOOD
GOOD					

PEDESTRIAN IMPACT TEST (40 KM/H)





The GWM Haval H6 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 scenarios, including AEB Junction Assist where the test vehicle can autonomously brake to avoid crashes when turning across the path of an oncoming vehicle.

Tests of LSS functionality showed GOOD performance in lane keep assist scenarios, and GOOD performance in the more critical ELK scenarios with overall performance classified as GOOD.

A speed assistance system (SAS) with speed limit information function (SLIF) is standard equipment.

A seatbelt reminder system with occupancy detection is fitted to all seating positions. A driver drowsiness monitor system is fitted as standard.

OCCUPANT STATUS

- Seat belt reminders 2.00 (out of 2)

- Driver monitoring 1.00 (out of 1)

SPEED ASSISTANCE SYSTEMS 0.90 (out of 3)

LANE SUPPORT SYSTEMS 4.00 (out of 4)

AEB - Car-to-Car 3.16 (out of 4)

AEB - Junction Assist 2.00 (out of 2)

LANE SUPPORT SYSTEMS (LSS)

SYSTEM NAME: Lane Assist system
OPERATIONAL FROM: 60-140 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	GOOD										

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

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

AUTONOMOUS EMERGENCY BRAKING (CAR-TO-CAR)

SYSTEM NAME: Crash Safety Assist
 TYPE: Autonomous emergency braking with forward collision warning
 OPERATIONAL FROM: 5-150 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					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		
						15 KM/H		
						20 KM/H		
AEB (10-50 km/h)						GOOD		
FCW (30-80 km/h)								
PERFORMANCE	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	●	-	-

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)	●	●
Event 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 Haval H6 RHD
TESTED VEHICLE(S) BUILT	2021 + 2022 + 2025
TESTED BODY TYPE	Medium SUV
TESTED VEHICLE ENGINE	2.0 litre petrol + 1.5 litre hybrid + 1.5 litre PHEV
RATING PUBLISHED	March 2022
RATING UPDATED	March 2026

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