



Genesis G80
Standard Safety Equipment

2021



Adult Occupant



91%

Child Occupant



87%

Vulnerable Road Users



77%

Safety Assist



91%

SPECIFICATION

Tested Model	Genesis G80 2.2CRDi GLS, LHD
Body Type	- 4 door saloon
Year Of Publication	2021
Kerb Weight	1910kg
VIN From Which Rating Applies	- all G80s
Class	Executive

SAFETY EQUIPMENT

	Driver	Passenger	Rear
FRONTAL CRASH PROTECTION			
Frontal airbag	●	●	—
Belt pretensioner	●	●	●
Belt loadlimiter	●	●	●
Knee airbag	●	✗	—
LATERAL CRASH PROTECTION			
Side head airbag	●	●	●
Side chest airbag	●	●	●
Side pelvis airbag	●	●	✗
Centre Airbag	●	●	✗

SAFETY EQUIPMENT (NEXT)

	Driver	Passenger	Rear
CHILD PROTECTION			
Isofix/i-Size	—	✗	●
Integrated CRS	—	✗	✗
Airbag cut-off switch	—	●	—
SAFETY ASSIST			
Seat Belt Reminder	●	●	●

OTHER SYSTEMS	
Active Bonnet	●
AEB Vulnerable Road Users	●
AEB Pedestrian - Reverse	○
AEB Car-to-Car	●
Speed Assistance	●
Lane Assist System	●

Note: Other equipment may be available on the vehicle but was not considered in the test year.

- Fitted to the vehicle as standard ○ Fitted to the vehicle as part of the safety pack
 ○ Not fitted to the test vehicle but available as option or as part of the safety pack ✗ Not available — Not applicable



ADULT OCCUPANT

Total 34.9 Pts / 91%



GOOD



ADEQUATE



MARGINAL



WEAK



POOR

Frontal Impact

13.8 / 16 Pts



Mobile Progressive Deformable Barrier



Full Width Rigid Barrier

Lateral Impact

15.9 / 16 Pts



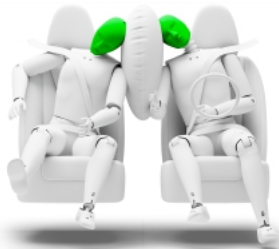
Side Mobile Barrier



Side Pole



Far-Side Excursion



Occupant Interaction

Rear Impact

3.1 / 4 Pts



Rear Seat



Front Seat



ADULT OCCUPANT

Total 34.9 Pts / 91%

 GOOD

 ADEQUATE

 MARGINAL

 WEAK

 POOR

Rescue and Extrication

2.0 / 2 Pts

Rescue Sheet	Available, ISO compliant	
Advanced eCall	Available	
Multi Collision Brake	Available	

Comments

The passenger compartment of the G80 remained stable in the frontal offset test. Dummy readings indicated good protection of the knees and femurs of the driver and passenger. Genesis showed that a similar level of protection would be provided to the upper legs of occupants of different sizes and to those sitting in different positions. Protection of the driver's chest was rated as marginal, based on dummy readings of chest compression. Analysis of the deceleration of the impact trolley during the test, and of the deformation of the barrier afterwards, revealed that the G80 would be a fairly benign crash partner to other vehicles. The G80 has automatic door-locking and this did not release during the offset frontal impact with the EV variant only, although the doors could be opened from inside the car. The star rating of the car is unaffected. Genesis has a solution and will re-work existing cars. In the full width rigid barrier test, protection of the chest of the small female driver was also rated as marginal but, otherwise, protection of both dummies was good or adequate. In the side barrier test, representing an impact by another car, protection of all critical body areas was good and the G80 scored maximum points. In the more severe side pole test, protection of the chest was adequate and that of other body areas was good. Limitation of occupant excursion - the extent to which the occupant is flung to the other side of the vehicle in a side impact - was rated as adequate. The G80 is equipped with a centre airbag to protect against occupant to occupant injuries in side impacts. The airbag performed well in Euro NCAP's tests, with good protection of the dummies' heads. Tests on the front seats and head restraints demonstrated good protection against whiplash injuries in the event of a rear-end collision. A geometric assessment of the rear seats indicated marginal whiplash protection. The G80 has an advanced eCall system which automatically alerts the emergency services in the event of a collision, and multi-collision braking to prevent secondary impacts.

CHILD OCCUPANT

Total 43 Pts / 87%

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

Crash Test Performance based on 6 & 10 year old children

24.0 / 24 Pts

Frontal Impact

16 Pts



Lateral Impact

8 Pts



Restraint for 6 year old child: *Britax Römer Kidfix 2 R*
 Restraint for 10 year old child: *Graco Junior*

Safety Features

7.0 / 13 Pts

	Front Passenger	2nd row outboard	2nd row center
Isofix	✗	●	✗
i-Size	✗	●	✗
Integrated CRS	✗	✗	✗

● Fitted to test car as standard
 ○ Not on test car but available as option
 ✗ Not available

CRS Installation Check

12.0 / 12 Pts

● Install without problem
 ● Install with care
 ● Safety critical problem
 ✗ Installation not allowed

■ i-Size CRS

Maxi Cosi 2way Pearl & 2wayFix (i-Size)



Maxi Cosi 2way Pearl & 2wayFix (i-Size)



BeSafe iZi Kid X2 i-Size (i-Size)



Britax Römer TriFix2 i-Size (i-Size)



BeSafe iZi Flex FIX i-Size (i-Size)



■ ISOFIX CRS

BeSafe iZi Combi X4 ISOfix (ISOFIX)



Cybex Solution Z (ISOFIX)





CHILD OCCUPANT

Total 43 Pts / 87%

■ Universal Belted CRS

Maxi Cosi Cabriofix (Belt)



Maxi Cosi Cabriofix & EasyFix (Belt)



Britax Römer King II LS (Belt)



Cybex Solution Z (Belt)





CHILD OCCUPANT

Total 43 Pts / 87%

	Seat Position			
	Front	2nd row		
	PASSENGER	LEFT	CENTER	RIGHT
Maxi Cosi 2way Pearl & 2wayFix (i-Size)	—	●	—	●
Maxi Cosi 2way Pearl & 2wayFix (i-Size)	—	●	—	●
BeSafe iZi Kid X2 i-Size (i-Size)	—	●	—	●
Britax Römer TriFix2 i-Size (i-Size)	—	●	—	●
BeSafe iZi Flex FIX i-Size (i-Size)	—	●	—	●
BeSafe iZi Combi X4 ISOfix (ISOFIX)	—	●	—	●
Cybex Solution Z (ISOFIX)	—	●	—	●
Maxi Cosi Cabriofix (Belt)	●	●	●	●
Maxi Cosi Cabriofix & EasyFix (Belt)	●	●	✗	●
Britax Römer King II LS (Belt)	●	●	●	●
Cybex Solution Z (Belt)	●	●	●	●

● Install without problem
 ● Install with care
 ● Safety critical problem
 ✗ Installation not allowed
 — Not available

Comments

In the frontal offset test and the side barrier impact, protection of all critical body areas was good for both the 6 and 10 year dummies and the G80 scored maximum points in this part of the assessment. The front passenger airbag can be switched off to allow a rearward facing child restraint to be used in that seating position. All of the child restraint types for which the G80 is designed could be properly installed and accommodated.



VULNERABLE ROAD USERS

Total 41.9 Pts / 77%



GOOD



ADEQUATE



MARGINAL



WEAK



POOR

Pedestrian

28.1 / 36 Pts



Head Impact	22.0 Pts
Pelvis Impact	0.1 Pts
Leg Impact	6.0 Pts

Vulnerable Road Users

13.8 / 18 Pts

System Name	Forward Collision Avoidance (FCA)
Type	Auto-Brake with Forward Collision Warning
Operational From	5 km/h



VULNERABLE ROAD USERS

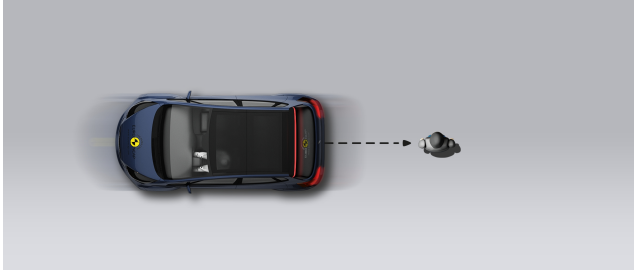
Total 41.9 Pts / 77%

AEB Pedestrian

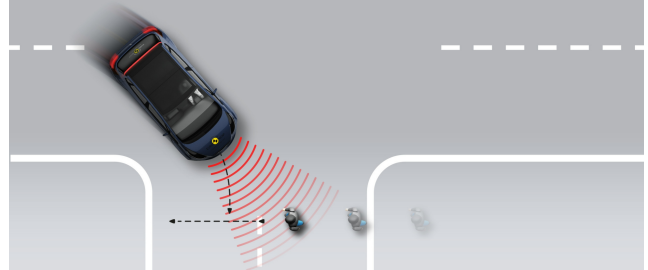
6.0 / 9 Pts

■ Day time

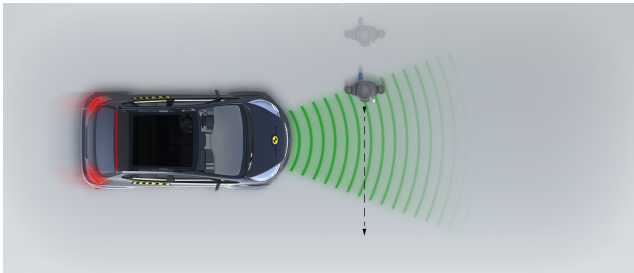
Vehicle reversing into standing pedestrian



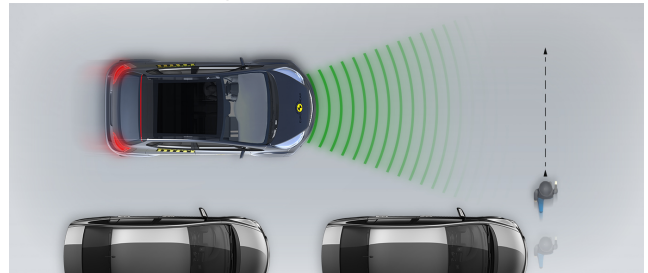
Pedestrian crossing a road into which a car is turning



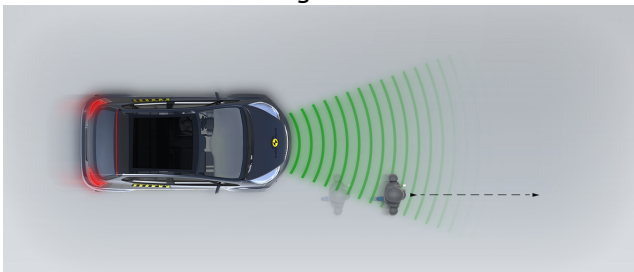
Adult crossing the road



Child running from behind parked vehicles



Adult along the roadside

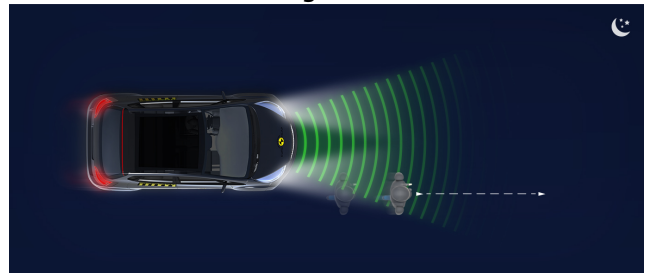


■ Night time

Adult crossing the road



Adult along the roadside





VULNERABLE ROAD USERS

Total 41.9 Pts / 77%

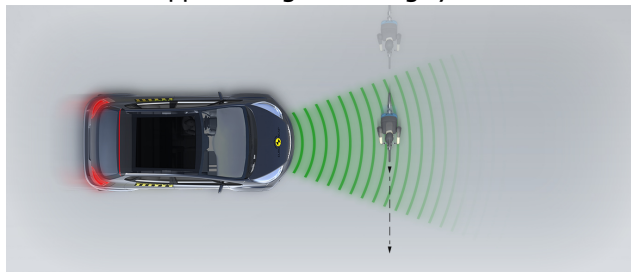
AEB Cyclist

7.8 / 9 Pts

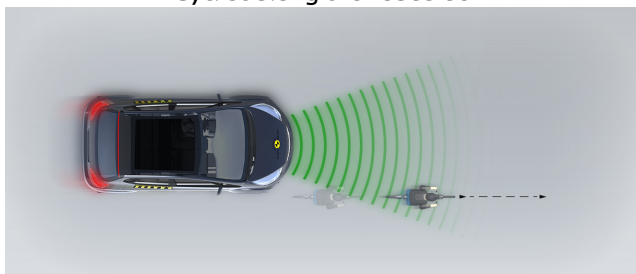
Cyclist from nearside, obstructed view



Approaching a crossing cyclist



Cyclist along the roadside



Comments

The G80 has an 'active' bonnet: sensors in the bumper detect when a pedestrian has been hit and actuators lift the bonnet, creating more clearance to hard components in the engine compartment. Genesis showed that the system worked robustly for different pedestrian statures and across a wide range of speeds and, accordingly, the bonnet was tested in the raised, deployed, position. Protection was good over almost all of the bonnet surface. The bumper provided good protection to pedestrian's legs at all test positions. However, protection of the pelvis was poor. The G80's autonomous emergency braking (AEB) system detects vulnerable road users like pedestrians and cyclists, as well as other vehicles. In tests of the system's response to pedestrians, performance was rated as adequate. The system's response to cyclists was good, with collisions being avoided or mitigated in most test scenarios.



SAFETY ASSIST

Total 14.7 Pts / 91%

 GOOD


 ADEQUATE

 MARGINAL

 WEAK


 POOR

Speed Assistance


 3.0 / 3 Pts









System Name	Speed Limiter
Speed Limit Information Function	Camera & Map, subsigns supported
Speed Limitation Function	System advised (accurate to 5km/h)




Occupant Status Monitoring

 2.7 / 3 Pts


> Seatbelt Reminder

 1.7 / 2 Pts

Applies To	Front and rear seats, including third row		
Warning	Driver Seat	Front Passenger(s)	Rear Passenger(s)
Visual			
Audible			
Occupant Detection	—		

 Pass
  Fail
  Not available

> Driver Monitoring

 1.0 / 1 Pts

System Name	Driver Attention Warning (DAW)
Type	Steering inputs
Operational From	0 km/h



SAFETY ASSIST

Total 14.7 Pts / 91%



Lane Support 3.3 / 4 Pts

System Name	Lane Keep Assist (LKA)	
Type	LKA and ELK	
Operational From	60 km/h	
PERFORMANCE		
Emergency Lane Keeping	<div><div></div></div>	GOOD
Lane Keep Assist	<div><div></div></div>	GOOD
Human Machine Interface	<div><div></div></div>	GOOD

AEB Car-to-Car 5.8 / 6 Pts

System Name	Forward Collision Avoidance (FCA)	
Type	Autonomous emergency braking and forward collision warning	
Operational From	5 km/h	
Sensor Used	camera and radar	

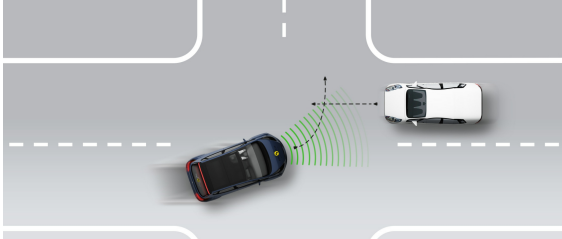


SAFETY ASSIST

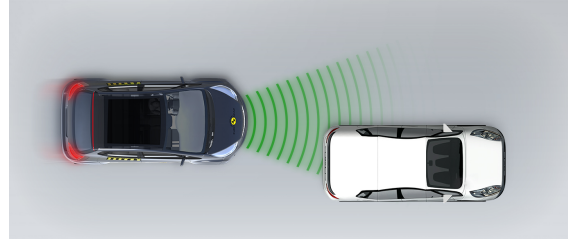
Total 14.7 Pts / 91%

■ Autobrake function only

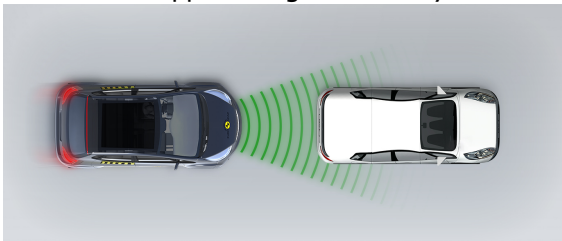
Car turning across the path of an oncoming car



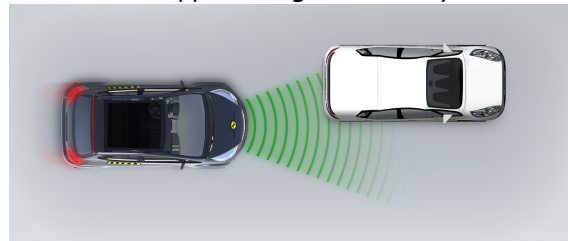
Approaching a stationary car



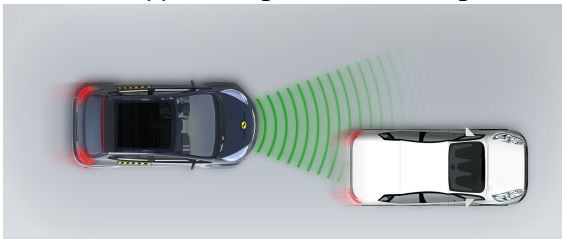
Approaching a stationary car



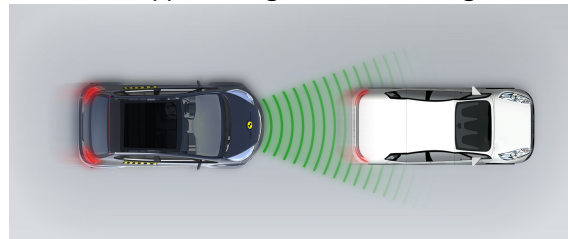
Approaching a stationary car



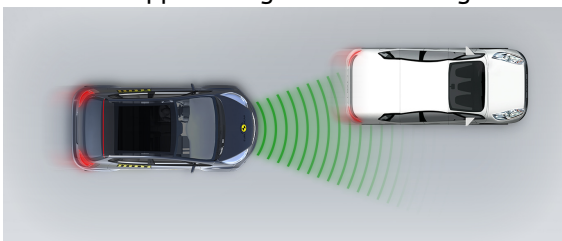
Approaching a slower moving car



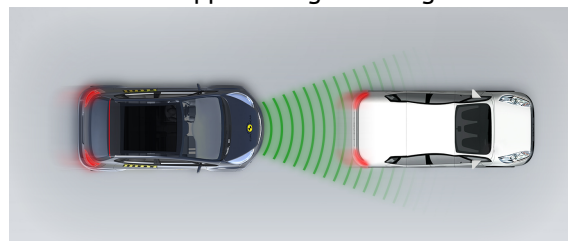
Approaching a slower moving car



Approaching a slower moving car



Approaching a braking car



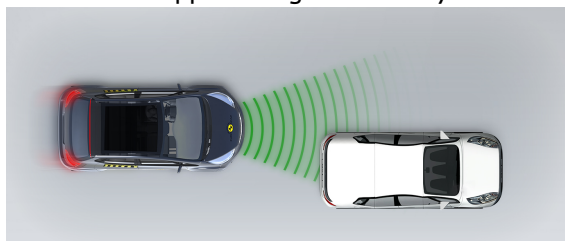


SAFETY ASSIST

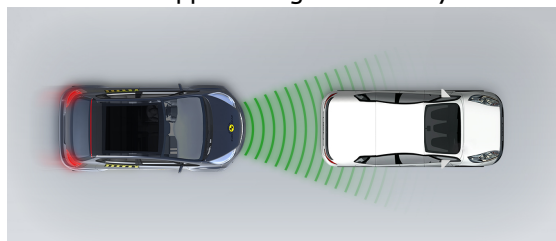
Total 14.7 Pts / 91%

■ Driver reacts to warning

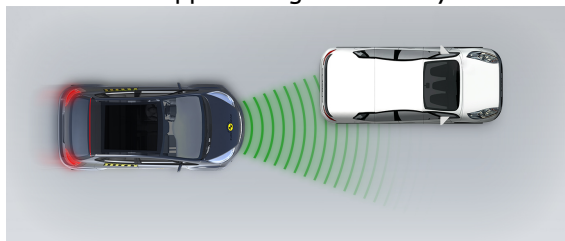
Approaching a stationary car



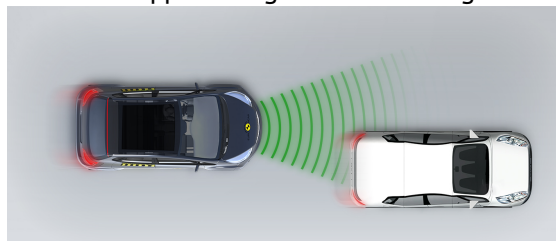
Approaching a stationary car



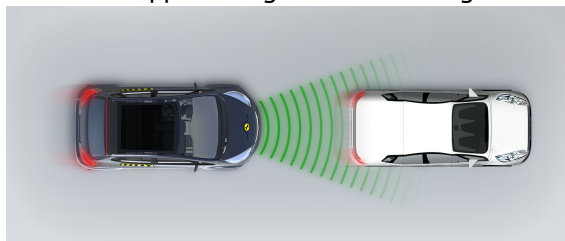
Approaching a stationary car



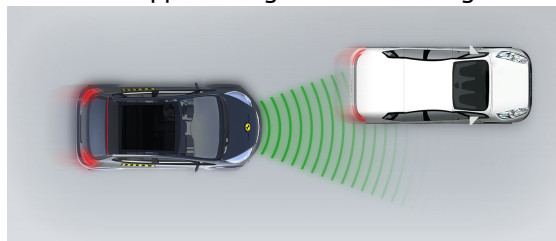
Approaching a slower moving car



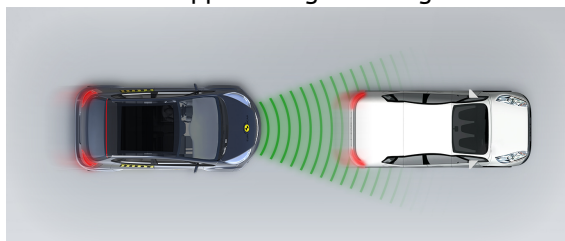
Approaching a slower moving car



Approaching a slower moving car



Approaching a braking car





SAFETY ASSIST

Total 14.7 Pts / 91%

Comments

The G80's autonomous emergency braking (AEB) system performed well in tests of its reaction to other vehicles, with impacts avoided in almost all cases. A seatbelt reminder system is standard for all seats and the G80 is also equipped with 'Driver Attention Warning', which monitors steering inputs for patterns which are characteristic of a fatigued or inattentive driver. Lane assistance is provided by 'Lane Keep Assist' which corrects the car's path if it is drifting out of lane and which also intervenes in some more critical situations. A speed limit information system uses a camera and digital mapping to identify local limits, allowing the driver to set the limiter appropriately.

RATING VALIDITY

Variants of Model Range

Body Type	Engine	Model Name/Code	Drivetrain	Rating Applies	
				LHD	RHD
4 door saloon	2.5 litre petrol	2.5 T-GDI	4 x 2	✓	✓
4 door saloon	2.5 litre petrol	2.5 T-GDI	4 x 4	✓	✓
4 door saloon	2.2 litre diesel	2.2 CRDi	4 x 2	✓	✓
4 door saloon	2.2 litre diesel	2.2 CRDi*	4 x 4	✓	✓
4 door saloon	87.2 kWh electric **	ELECTRIFIED	4 x 4	✓	✓

* Tested variant

** Additional tests performed

Annual Reviews and Facelifts

Date	Event	Outcome	
May 2021	Rating Published	2021 ★ ★ ★ ★ ★	✓
May 2022	Annual Review	2021 ★ ★ ★ ★ ★	✓
May 2023	Annual Review	2021 ★ ★ ★ ★ ★	✓
June 2023	Addition of Electrified variant	2021 ★ ★ ★ ★ ★	✓