



Genesis GV70
Standard Safety Equipment

2021



Adult Occupant



89%

Child Occupant



87%

Vulnerable Road Users



64%

Safety Assist



87%

SPECIFICATION

Tested Model	Genesis GV70 2.5 T-GDI Luxury Line, LHD
Body Type	- 5 door SUV
Year Of Publication	2021
Kerb Weight	2020kg
VIN From Which Rating Applies	- all GV70s
Class	Large Off-Road

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	●	●	—

Version 251121

SAFETY EQUIPMENT (NEXT)

	Driver	Passenger	Rear
CHILD PROTECTION			
Isofix	—	✗	●
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 34.1 Pts / 89%

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

Frontal Impact 13 / 16 Pts

Mobile Progressive Deformable Barrier Full Width Rigid Barrier

Lateral Impact 16.0 / 16 Pts

Side Mobile Barrier Side Pole Far-Side Excursion Occupant Interaction

Rear Impact 3.2 / 4 Pts

Rear Seat Front Seat

ADULT OCCUPANT

Total 34.1 Pts / 89%

■ 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 GV70 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. Analysis of the deceleration of the impact trolley during the test, and of the deformation of the barrier afterwards, revealed that the GV70 would be a moderately aggressive crash partner to other vehicles. In the full width rigid barrier test, protection of the chest of both the driver and rear passenger dummies was rated as marginal, based on readings of chest compression. All other critical body areas were rated as good or adequate. In both the side barrier test and the more severe side pole impact, protection of all critical body regions was good and the GV70 scores maximum points in this part of the assessment. 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 GV70 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 GV70 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.

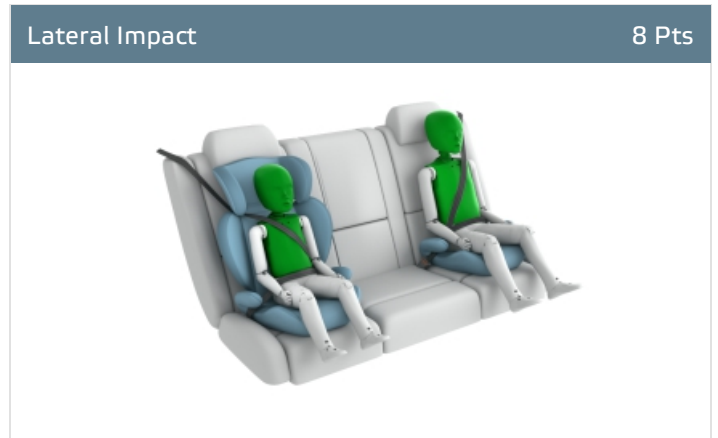
CHILD OCCUPANT

Total 43 Pts / 87%

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

Crash Test Performance based on 6 & 10 year old children

24.0 / 24 Pts



Restraint for 6 year old child: *Britax Römer KidFix2 R*
 Restraint for 10 year old child: *Graco booster*

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

<p>Maxi Cosi 2way Pearl & 2wayFix (i-Size)</p> 	<p>Maxi Cosi 2way Pearl & 2wayFix (i-Size)</p> 	<p>BeSafe iZi Kid X2 i-Size (i-Size)</p> 
<p>Britax Römer TriFix2 i-Size (i-Size)</p> 	<p>BeSafe iZi Flex FIX i-Size (i-Size)</p> 	
<p>BeSafe iZi Combi X4 ISOfix (ISOfix)</p> 	<p>Cybex Solution Z i-Fix (ISOfix)</p> 	

■ ISOfix CRS

 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 i-Fix (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 i-Fix (ISOFIX)	—	●	—	●
Maxi Cosi Cabriofix (Belt)	●	●	●	●
Maxi Cosi Cabriofix & EasyFix (Belt)	●	●	✘	●
Britax Römer King II LS (Belt)	●	●	●	●
Cybex Solution Z i-Fix (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 GV70 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 GV70 is designed could be properly installed and accommodated.

 **VULNERABLE ROAD USERS**

Total 34.8 Pts / 64%

GOOD
 ADEQUATE
 MARGINAL
 WEAK
 POOR

Pedestrian

22.9 / 36 Pts



Head Impact	16.9 Pts
Pelvis Impact	0.0 Pts
Leg Impact	6.0 Pts

Vulnerable Road Users


11.9 / 18 Pts

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

 VULNERABLE ROAD USERS

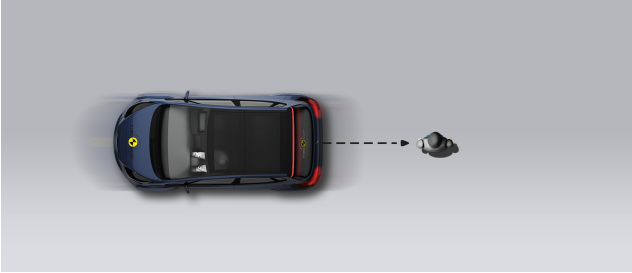
Total 34.8 Pts / 64%

AEB Pedestrian

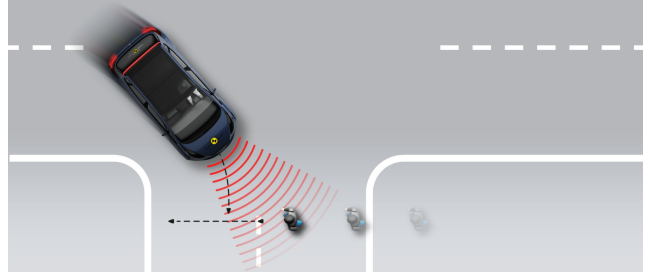
 5.2 / 9 Pts

■ Day time

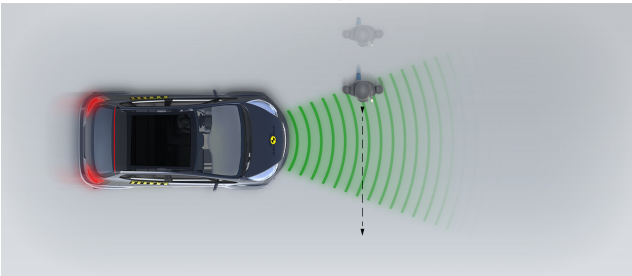
Vehicle reversing into standing pedestrian



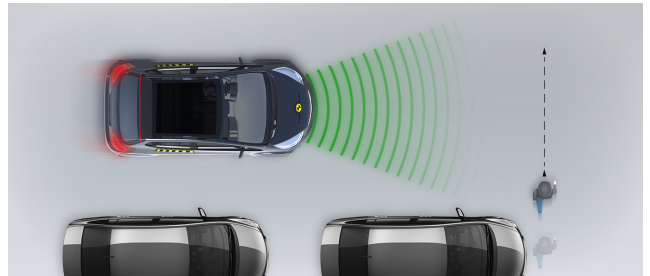
Pedestrian crossing a road into which a car is turning



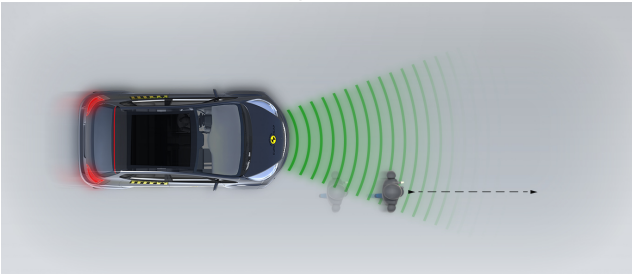
Adult crossing the road



Child running from behind parked vehicles

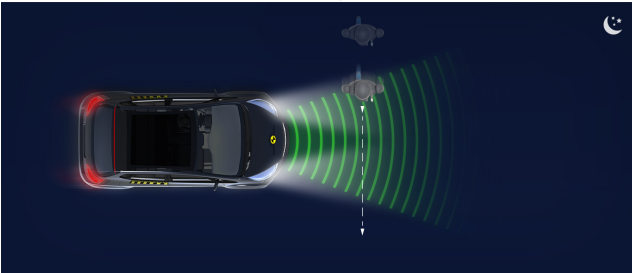


Adult along the roadside

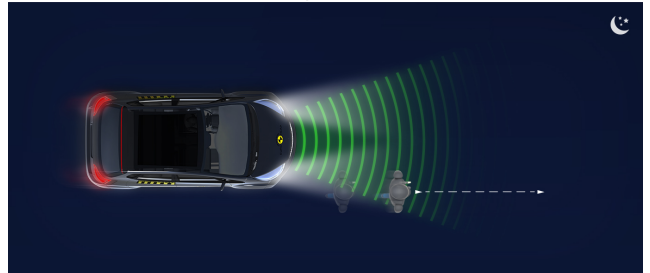


■ Night time

Adult crossing the road



Adult along the roadside






VULNERABLE ROAD USERS

Total 34.8 Pts / 64%

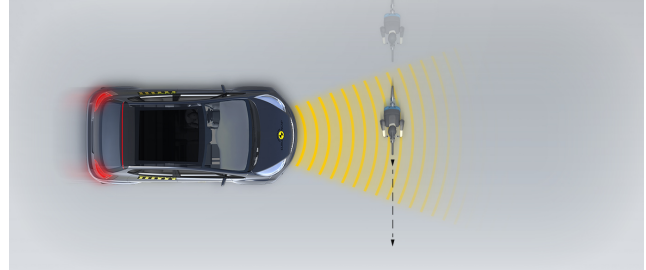
AEB Cyclist

 6.7 / 9 Pts

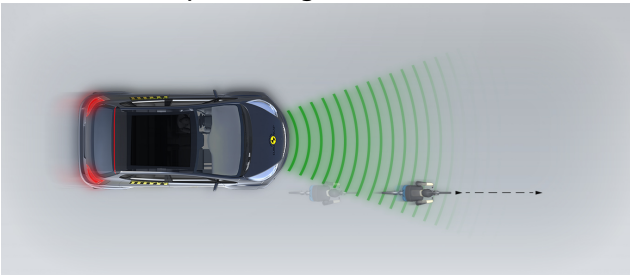
Cyclist from nearside, obstructed view



Cyclist crossing



Cyclist along the roadside



Comments

The GV70 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 most test positions. However, protection of the pelvis was poor across the width of the vehicle. The GV70'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 such road-users, performance was rated as adequate.

SAFETY ASSIST

Total 14.0 Pts / 87%

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

Speed Assistance ■ 2.6 / 3 Pts

System Name	Speed Assistance System
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		
	Driver Seat	Front Passenger(s)	Rear Passenger(s)
Warning			
Visual	●	●	●
Audible	●	●	●
Occupant Detection	—	●	●

● Pass
 ● Fail
 — Not available

> Driver Monitoring ■ 1.0 / 1 Pts

System Name	Driver Attention Warning
Type	Steering input
Operational From	0 km/h

SAFETY ASSIST

Total 14.0 Pts / 87%

Lane Support

3.3 / 4 Pts

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

AEB Car-to-Car

5.5 / 6 Pts

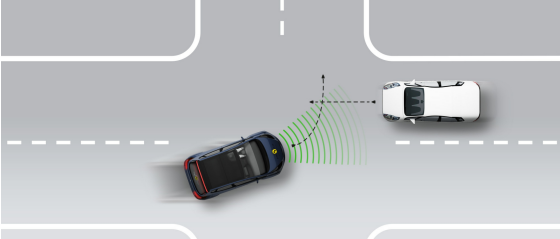
System Name	Forward Collision-Avoidance Assist	
Type	Autonomous emergency braking and forward collision warning	
Operational From	5 km/h	
Sensor Used	camera and radar	

 SAFETY ASSIST

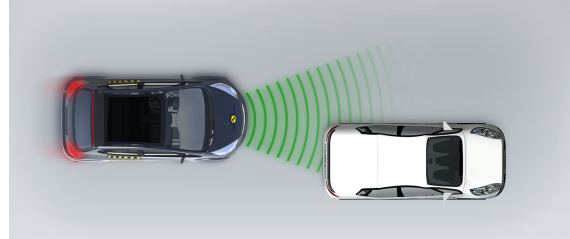
Total 14.0 Pts / 87%

■ Autobrake function only

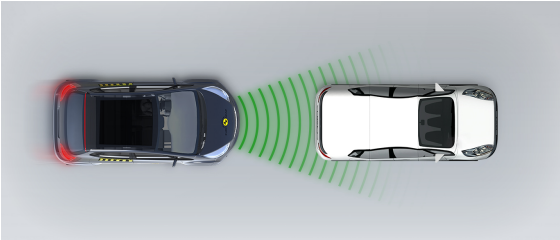
Test car turns across the path of an approaching car



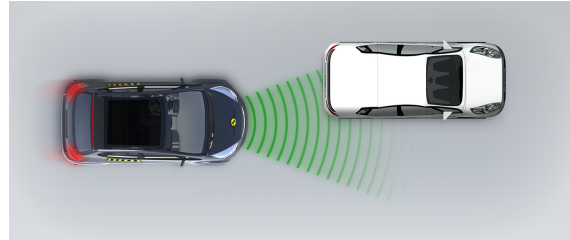
Approaching a stationary car



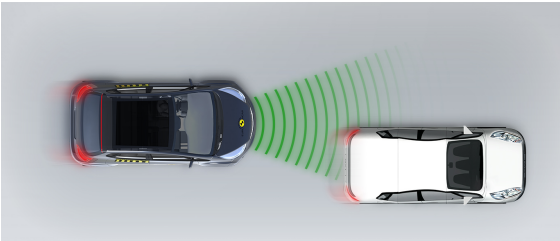
Approaching a stationary car



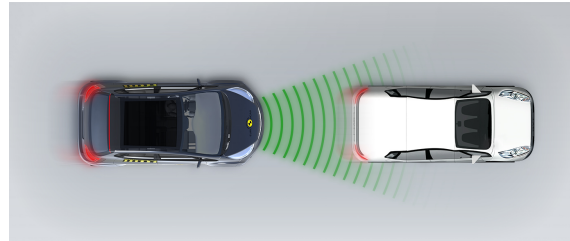
Approaching a stationary car



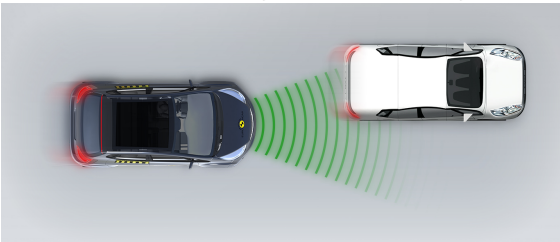
Approaching a slower moving car



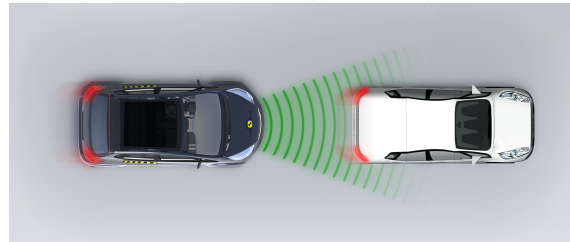
Approaching a slower moving car



Approaching a slower moving car



Approaching a braking car

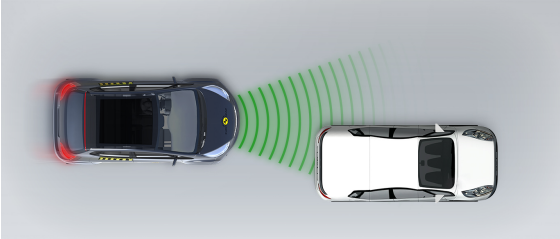


 SAFETY ASSIST

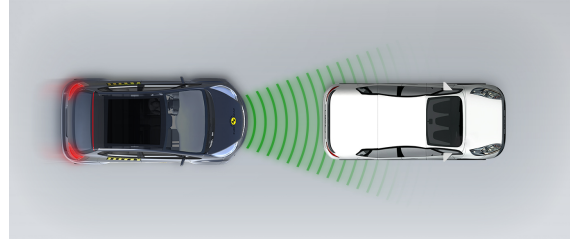
Total 14.0 Pts / 87%

■ Driver reacts to warning

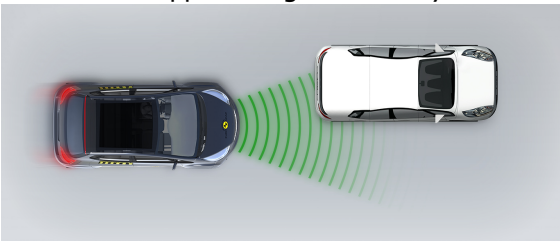
Approaching a stationary car



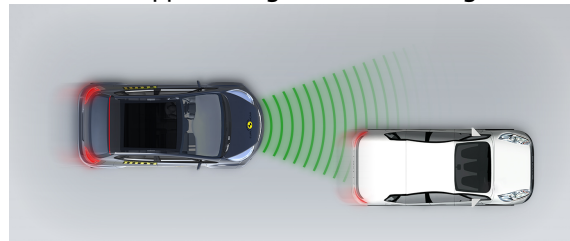
Approaching a stationary car



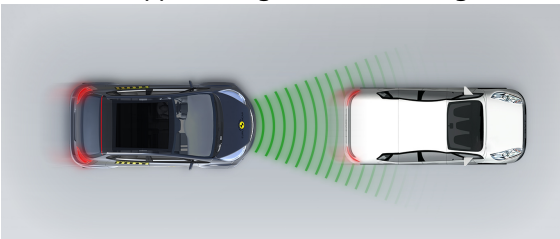
Approaching a stationary car



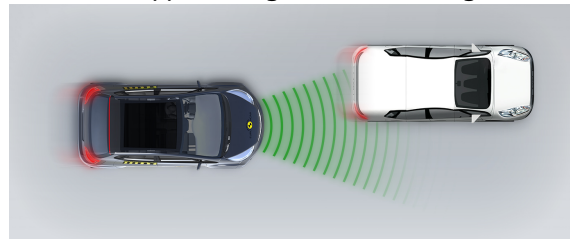
Approaching a slower moving car



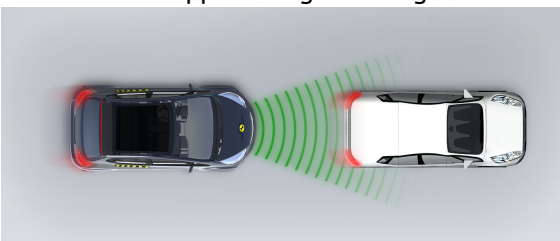
Approaching a slower moving car



Approaching a slower moving car



Approaching a braking car





SAFETY ASSIST

Total 14.0 Pts / 87%

Comments

The GV70'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 GV70 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	Drivetrain	Rating Applies	
			LHD	RHD
5 door SUV	2.5 T-GDI	4 x 2 4 x 4*	✓	✓
5 door SUV	2.2 CRDi	4 x 2 4 x 4*	✓	✓

* Tested variant

Annual Reviews and Facelifts

Date	Event	Outcome
December 2021	Rating Published	2021 ★ ★ ★ ★ ★ ✓