



Scania G-series

2026



CitySafe

Tested model
6x2 Rigid

Engine
560 hp

Chassis
Medium height (978 mm)

Sector
Long Haul

Publication
September 2026



VERDICT

The Scania G-series has been updated by Scania and undergone additional testing, earning it an additional star compared to the 2025 rating, now achieving a 5-star rating. This rating is a variant of the Scania G-series 4x2 tractor unit 2026 rating which partners the Scania R-series 6x2 Rigid tested in 2026. In both tractor and rigid configurations, it can be a very safe choice for operators when specified with all the rated optional safety equipment. The G-series continues to be a solid performer with a balanced

approach across Safe Driving and Collision Avoidance. It is available with nearly all the safety and driver assistance systems Euro NCAP consider and many perform very well. The direct vision is good for a long-haul vehicle, aided by the medium cab height but still obstructed by conventional mirrors. Updates include adding a close follow distance information feature and cyclist nearside turning protection system, plus improvements to frontal collision avoidance and lane departure

protection. The range benefits from a zero emission variant, which complies with Euro NCAP's Post Crash Safety requirements. Overall, the Scania G-series is a safe choice securing the CitySafe award thanks to class-leading Crash Avoidance performance, paired with strong Safe Driving. It can be recommended to fleets as a safe option, providing that all the rated optional safety equipment is fitted to the vehicle when purchased.



Safe Driving

82%

Details



Crash Avoidance

96%

Details



Post Crash Safety

80%

Details

Good

Adequate

Marginal

Weak

Poor

No Data

Occupant Monitoring		25 / 25 Pts
Seat Belt Usage		15 / 15 Pts
Driver Monitoring		10 / 10 Pts

Vision		32.4 / 50 Pts
Direct Vision	Volume: 12.4 m³	25.4 / 35 Pts
Indirect Vision		7 / 15 Pts

Vehicle Assistance		25 / 25 Pts
Speed Assistance		15 / 15 Pts
Adaptive Cruise Control		10 / 10 Pts



Safe Driving

82%

Details



Crash Avoidance

96%

Details



Post Crash Safety

80%

Details

 Good

 Adequate

 Marginal

 Weak

 Poor

 No Data

Frontal Collisions		58.8 / 60 Pts
Car		34.6 / 35 Pts
Pedestrian & Cyclist		24.2 / 25 Pts

Lane Departure Collisions		22.5 / 25 Pts
Lane Departure		14.2 / 15 Pts
Car		8.3 / 10 Pts

Low Speed Manoeuvring Collisions		15 / 15 Pts
Turn Across the Path of a Cyclist		15 / 15 Pts



Safe Driving

82%

Details



Crash Avoidance

96%

Details



Post Crash Safety

80%

Details

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Adequate

Marginal

Weak

Poor

No Data

Rescue Information		80 / 90 Pts
Rescue Sheet & Guide		80 / 80 Pts
External Labelling		10 Pts

Post Crash Intervention		5 Pts
Advanced e-Call		5 Pts

Vehicle Extrication		5 Pts
Occupant Extrication		5 Pts

Safety Equipment

Post Crash Safety	
Rescue Sheet & Guide	
External Labelling	
Advanced e-Call	
Occupant Extrication	

Crash Avoidance	
AEB	
AEB Pedestrian & Cyclist	
Cyclist Nearside Turn	
Lane Keep Assist	
Emergency Lane Keeping	

Safe Driving	
Seat Belt Reminder Driver	✓
Seat Belt Reminder Passenger	✓
Seat Belt Reminder Centre Passenger	✗
Attention Assist Direct Monitoring	✗
Attention Assist Indirect Monitoring	✓
e-Mirrors Class II & Class IV	✗
Speed Assistance	✓
Adaptive Cruise Control	●
Lower Door Window	✗

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 optional ✗ Not available ● Not applicable