Euro NCAP For Safer Cars

GWM H7

2026 ★★★★★ Standard

Tested model	Body type	Kerb weight
GWM H7 HEV 'Premium', LHD	**SUV**	**1970 kg**
Class	Rating applies to	Publication
Large SUV	**all H7s**	**November 2026**



VERDICT

The GWM H7's robust and consistent performance across the four stages of safety secures it a 5-star rating, demonstrating excellent all-round protection.

Safe Driving

The GWM H7 recognises seatbelt misuse, such as a belt worn behind the body, and recognises the presence of all rear seat occupants. There is no recognition of occupants sitting 'out of position', with their feet on the dashboard, for example, but occupant stature is correctly recognised, allowing the restraint system to be adjusted appropriately. The GWM H7 is equipped with Child Presence Detection, which issues a warning if a child has been left unattended in the car. The driver monitoring system identifies driver fatigue and various types of distraction. The H7 makes excellent use of manual controls for primary driving controls and also scores well for comfort and infotainment. The speed assistance system of the GWM H7 proved very effective. In a test drive of around 2000 km through Spain, Portugal and France, the system correctly identified the limit in 71 percent of cases, representing 92 percent of the distance covered. The car scored well in an evaluation of its adaptive cruise control system, reacting robustly to cars and motorcyclists and scoring full points in its response to vulnerable road users.

Crash Avoidance

The GWM H7 is equipped with all of the latest crash avoidance technologies, and generally scores well for all of them, including the challenging crossing and turning scenarios. The H7 scores full points for driver acceptance of its lane support system, adapting the sensitivity based on the alertness of the driver. The car protects against 'dooring', where a door is opened into the path of a cyclist approaching from behind.

Crash Protection

In the frontal offset test, protection was good for all critical body areas with the exception of the driver's feet and ankles, protection of which was rated as marginal on the basis of rearward pedal movement. Additional data and validated computer modelling demonstrated good or adequate protection in various combinations of test configuration and occupant stature. Analysis of the deceleration of the impact trolley during the test, and analysis of the deformable barrier after the test, revealed that the GWM H7 would be a moderately benign impact partner in a frontal collision. In the full-width frontal test, protection of the chest was rated as marginal for the rear passenger, based on dummy measurements of compression, but protection was otherwise good or adequate. In the side barrier test and the more severe side pole impact, protection was good for all occupants. The GWM H7 has a centre airbag to protect against occupant-to-occupant injuries in a side impact. The airbag performed well in Euro NCAP's test, with good protection of the front seat occupants' heads. Protection of vulnerable road users was mixed: generally good or adequate for the head of a struck pedestrian or cyclist; good at all test points for the femur, but weak at several test locations for the pelvis.

Post Crash

The GWM H7 scored very well in this part of the assessment. Third Party Service (TPS) eCall is not provided but,

in the event of a crash, the advanced eCall system provides detailed information about the car's occupants and the type of impact sustained by the car. The GWM H7 also scored well for its provisions for quick and safe extrication by first responders.

Safe Driving	Crash Avoidance	Crash Protection	Post Crash Safety
69%	76%	88%	90%
Details	Details	Details	Details

Good | Adequate | Marginal | Weak | Poor

Occupant monitoring

73%

Seatbelt usage

Correct belt routing	100%
Rear seat occupancy	100%

Occupant classification

Passenger airbag status	25%
Out of position	0%
Stature classification	100%

Occupant presence

Child presence detection	60%
Crash occupancy information	80%

Driver engagement

59%

Driver monitoring

Distraction	55%
Impairment	50%

Driving controls

Driving	100%
Comfort & infotainment	80%

Vehicle assistance

73%

Speed assistance

Speed limit information	58%
Speed control function	100%

Speed limit information



Adaptive Cruise Control performance

Car-to-car	84%
Car-to-motorcyclist	80%
Car-to-VRU	38%
Additional features	

Steering assistance

Steering assistance	100%
Lane change assist	0%

Safe Driving	Crash Avoidance	Crash Protection	Post Crash Safety
69%	76%	88%	90%
Details	Details	Details	Details

Frontal collisions

68%

Car & motorcyclist	
Rear-end & head-on	72%
Junction – turning	98%
Junction – crossing	27%

Pedestrian & cyclist	
Moving in same direction	97%
Turning	68%
Crossing	78%

Lane departure collisions

95%

Single vehicle	
Driver acceptance	100%
Lane departure	95%

Car & motorcyclist	
Car-to-car	96%
Car-to-motorcyclist	90%

Low speed collisions

81%

Car & motorcyclist	
Junction – turning	100%
Junction – crossing	100%

Pedestrian & cyclist	
Crossing	67%
Manoeuvring	55%
Dooring	75%

Safe Driving	Crash Avoidance	Crash Protection	Post Crash Safety
69%	76%	88%	90%
Details	Details	Details	Details

Good | Adequate | Marginal | Weak | Poor

Frontal impact

89%

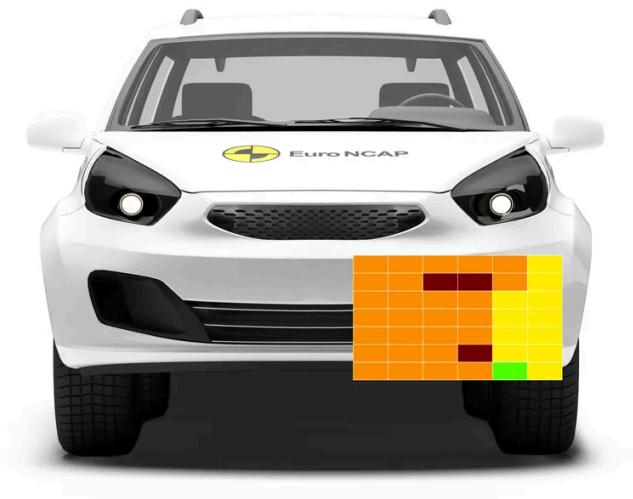
Offset

Driver	88%
Front passenger	100%
Rear passengers	100%

Offset — Driver & passengers



Offset — Compatibility



Full width

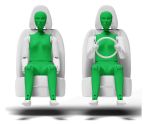
Driver	100%
Front passenger	95%
Rear passenger	70%

Full width



Virtual testing & sled	
Driver	95%
Front passenger	100%

Virtual testing & sled

	35 km/h	50 km/h	56 km/h
5th			
50th			
95th			

Side impact

100%

Side mobile barrier	
Driver	100%
Rear passengers	100%

Side mobile barrier



Side pole	
Driver	100%

Side pole



Far-side	
Occupant-to-occupant	100%
Side mobile barrier	100%
Side pole	100%

Far-side — Occupant-to-occupant



Far-side — Side mobile barrier



Far-side — Side pole



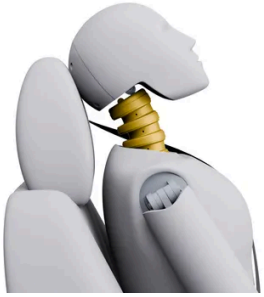
Rear impact

94%

Dynamic

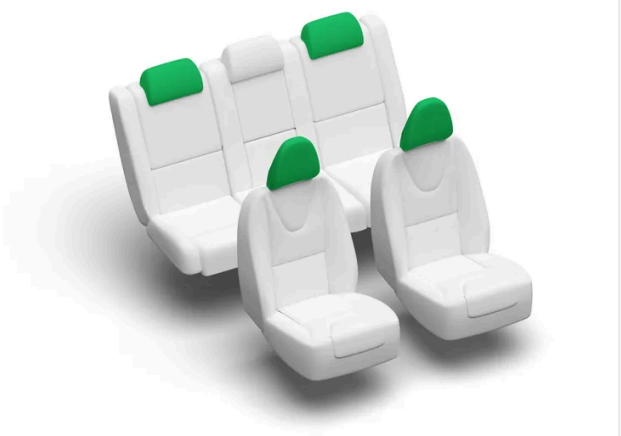
Driver	90%

Dynamic



Static	
Front passengers	100%
Rear passengers	100%

Static



VRU impact

63%

Head impact	
Cyclist	52%
Adult pedestrian	79%
Child pedestrian	57%

Head impact



Pelvis & leg impact	
Pelvis	55%
Femur	100%
Knee & tibia	47%

Pelvis & leg impact



Child seat installation check

Child seat installation check
i-Size
Isofix
Seatbelt attached

i-Size — A rearward-facing child restraint should never be installed in the front passenger seat when the airbag is enabled



Isofix — A rearward-facing child restraint should never be installed in the front passenger seat when the airbag is enabled



Seatbelt attached — A rearward-facing child restraint should never be installed in the front passenger seat when the airbag is enabled



Easy installation · Difficult installation · Safety critical installation · Installation not allowed · Airbag ON

Safe Driving	Crash Avoidance	Crash Protection	Post Crash Safety
69%	76%	88%	90%
Details	Details	Details	Details

Post Crash Safety

90%

Rescue information	
Rescue sheet	100%
Rescue guide	100%

Post crash intervention	
Advanced eCall	68%
Hazard light activation	100%

Vehicle extrication	
Energy management	100%
Occupant extrication	80%

Safety equipment

Safe Driving

Occupant monitoring	
Advanced seatbelt reminder	✓
Airbag cut-off switch	✓
Occupant stature classification	–
Child presence detection	✓
Driver engagement	
Distraction detection	✓
Fatigue detection	✓
Vehicle assistance	
Advanced speed assist system	✓
Adaptive Cruise Control	✓
Steering assistance	✓

Crash Avoidance

Frontal collision	
Advanced Autonomous Emergency Braking	✓
Lane departure collision	
Advanced Emergency Lane Keeping	✓
Blind Spot Monitoring	✓
Low speed collision	
Low speed Autonomous Emergency Braking	✓
Reverse Autonomous Emergency Braking	✓
Cyclist dooring	✓

Crash Protection

	Driver	Front passenger	Rear passenger
Child safety			
Isofix / i-Size	–	×	✓
Integrated child seat	–	×	×
Frontal impact			
Front airbag	✓	✓	–
Adaptive seatbelt	✓	✓	✓
Side impact			
Side head airbag	✓	✓	✓
Side chest / pelvis airbag	✓	✓	×
Centre airbag	✓	✓	–
VRU impact			
Active pedestrian protection		×	

Post Crash Safety

Post crash intervention	
Advanced eCall	✓
Multi-collision brake	✓
Vehicle extrication	
Automatic high-voltage deactivation	✓
Automatic door unlocking	✓

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

Rating validity

Annual reviews and facelifts

Date	Event	Rating	Validity

Variants of model range

Body type	Variant description	Drivetrain	Rating applies LHD	Rating applies RHD
5 door SUV	HEV - GWM H7 *	4x4	✓	✓
5 door SUV	HEV - GWM H7	4x2	✓	✓
5 door SUV	PHEV - GWM H7	4x4	✓	✓
5 door SUV	PHEV - GWM H7	4x2	✓	✓

* Tested variant