Euro NCAP
For Safer Cars

GWM ORA 5

2026 ★★★★★ Standard

Tested model	Body type	Kerb weight
GWM ORA 5 BEV, LHD	**SUV**	**1700 kg**
Class	Rating applies to	Publication
Small SUV	**all GWM ORA 5**	**November 2026**



VERDICT

The GWM ORA 5 is awarded a 2026 5-star safety rating, reflecting good performance in all four stages of safety, especially Crash Protection and Post-Crash Safety.

Safe Driving

The GWM ORA 5 correctly identifies seatbelt mis-use and recognises the presence of all rear seat occupants, scoring full points in this part of the assessment. The front passenger airbag can be disabled to allow a rearward-facing child restraint to be used in that seating position but there is no recognition of occupants sitting 'out of position', with their feet on the dashboard, for example. Occupant stature is correctly recognised, allowing the restraint system to be adjusted appropriately. The GWM ORA 5 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 some forms of driver fatigue and various types of distraction and phone use. The ORA 5 makes excellent use of manual controls for comfort and infotainment and scores full points in this part of the assessment. The speed assistance system of the GWM ORA 5 proved very effective. In a test drive of around 2000 km through France, Germany and Luxembourg, the system correctly identified the limit in 64 percent of cases, representing 82 percent of the distance covered. The adaptive cruise control system reacts more robustly to cars and motorcyclists than it does to vulnerable road users.

Crash Avoidance

The ORA 5 is equipped with all of the latest crash avoidance technologies. The autonomous emergency braking (AEB) system scored poorly in scenarios where the car's trajectory crosses that of another but was better in others. The lane support system performed well in all scenarios. The car warns against 'dooring', where a door is about to be opened into the path of a cyclist approaching from behind.

Crash Protection

In the frontal offset test, protection of all body areas was good for all occupants, with the exception of the driver's legs, protection of which was adequate. Likewise, in the full-width frontal impact, protection was good almost everywhere. 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 ORA 5 would be a benign impact partner in a frontal collision. Protection was good for all critical body areas in the side barrier test and at least adequate in the more severe side pole impact. The GWM ORA 5 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 generally good: largely good or adequate for the head of a struck pedestrian or cyclist; and, apart from some areas where protection was adequate, it was good for the femur and the knee and tibia, and the pelvis.

Post Crash

Third Party Service (TPS) eCall is not available 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 ORA 5 also scored full points for its provisions for quick and safe extrication by first responders.



Safe Driving

70%

Details



Crash Avoidance

71%

Details



Crash Protection

91%

Details



Post Crash Safety

92%

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

73%

Driver monitoring

Distraction	83%
Impairment	45%

Driving controls

Driving	100%
Comfort & infotainment	100%

Vehicle assistance

65%

Speed assistance

Speed limit information	42%
Speed control function	100%

Speed limit information



Adaptive Cruise Control performance

Car-to-car	83%
Car-to-motorcyclist	79%
Car-to-VRU	13%
Additional features	

Steering assistance

Steering assistance	88%
Lane change assist	0%

Safe Driving	Crash Avoidance	Crash Protection	Post Crash Safety
70%	71%	91%	92%
Details	Details	Details	Details

Frontal collisions

67%

Car & motorcyclist	
Rear-end & head-on	70%
Junction – turning	95%
Junction – crossing	29%

Pedestrian & cyclist	
Moving in same direction	95%
Turning	71%
Crossing	75%

Lane departure collisions

95%

Single vehicle	
Driver acceptance	100%
Lane departure	95%

Car & motorcyclist	
Car-to-car	95%
Car-to-motorcyclist	90%

Low speed collisions

64%

Car & motorcyclist	
Junction – turning	8%
Junction – crossing	100%

Pedestrian & cyclist	
Crossing	100%
Manoeuvring	55%
Dooring	33%

Safe Driving	Crash Avoidance	Crash Protection	Post Crash Safety
70%	71%	91%	92%
Details	Details	Details	Details

Good | Adequate | Marginal | Weak | Poor

Frontal impact

90%

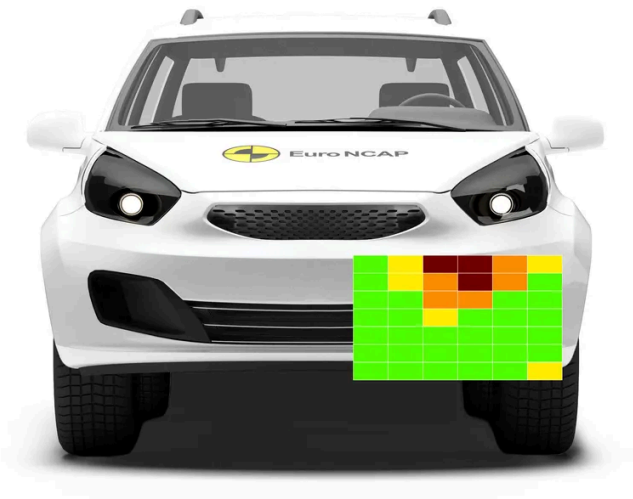
Offset

Driver	95%
Front passenger	100%
Rear passengers	100%

Offset — Driver & passengers



Offset — Compatibility



Full width

Driver	100%
Front passenger	90%
Rear passenger	100%

Full width



Virtual testing & sled	
Driver	96%
Front passenger	96%

Virtual testing & sled

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

Side impact

99%

Side mobile barrier	
Driver	100%
Rear passengers	100%

Side mobile barrier



Side pole	
Driver	95%

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



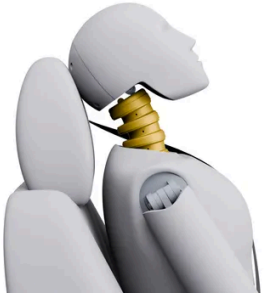
Rear impact

96%

Dynamic

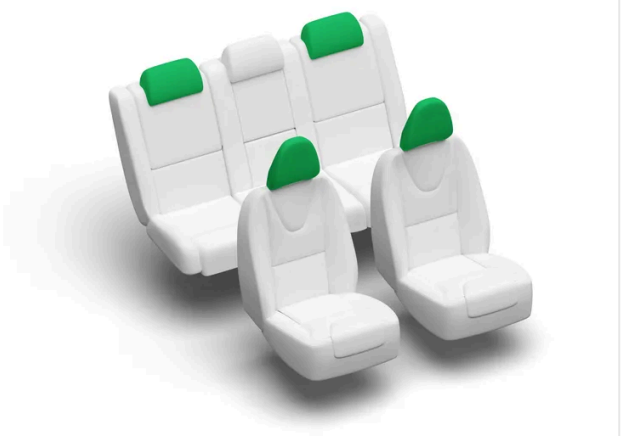
Driver	93%

Dynamic



Static	
Front passengers	100%
Rear passengers	100%

Static



VRU impact

79%

Head impact	
Cyclist	69%
Adult pedestrian	51%
Child pedestrian	64%

Head impact



Pelvis & leg impact	
Pelvis	100%
Femur	92%
Knee & tibia	100%

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
70%	71%	91%	92%
Details	Details	Details	Details

Post Crash Safety

92%

Rescue information	
Rescue sheet	100%
Rescue guide	100%

Post crash intervention	
Advanced eCall	75%
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	BEV*	4x2	✓	✓
5 door SUV	Petrol	4x2	✓	✓
5 door SUV	Petrol Hybrid	4x2	✓	✓

* Tested variant