



## Genesis G70

Standard Safety Equipment

2021



### Adult Occupant



89%

### Child Occupant



87%

### Vulnerable Road Users



76%

### Safety Assist



88%

## SPECIFICATION

Tested Model	Genesis G70 Shooting Brake 2.2 CRDi, LHD
Body Type	- 5 door estate
Year Of Publication	2021
Kerb Weight	1842kg
VIN From Which Rating Applies	- all G70s
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	●	●	—

Version 301121



## 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 34.0 Pts / 89%



GOOD



ADEQUATE



MARGINAL



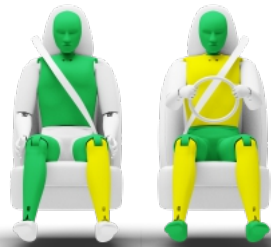
WEAK



POOR

Frontal Impact

13.5 / 16 Pts



Mobile Progressive Deformable Barrier



Full Width Rigid Barrier

Lateral Impact

15.1 / 16 Pts



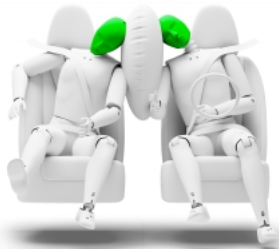
Side Mobile Barrier



Side Pole



Far-Side Excursion



Occupant Interaction

Rear Impact

3.4 / 4 Pts



Rear Seat



Front Seat





## ADULT OCCUPANT

Total 34.0 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 G70 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 G70 would be a benign crash partner to other vehicles. In the full width rigid barrier test, protection all critical body areas was rated as good or adequate, with the exception of the pelvis of the rear dummy. The pelvis of the dummy slipped under the lap section of the seatbelt during the test, a phenomenon known as 'submarining' and the score was penalised for this and protection of this part of the body rated as poor. In the side barrier test, representing an impact by another car, protection of all critical body areas was good and the G70 scored maximum points. In the more severe side pole test, protection of the chest was marginal 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 G70 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 G70 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 &amp; 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 2R*Restraint for 10 year old child: *Peg Perego - Viaggio 2-3 Shuttle*

## 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 &amp; 2wayFix (i-Size)



Maxi Cosi 2way Pearl &amp; 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 i-Fix (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 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

The contour of the rear seat of the G70 meant that it was not possible to assess dynamic child protection in the full-scale crash tests. Accordingly, the child dummies were not used in the frontal offset and side barrier impacts and additional tests were performed to establish the dynamic performance in these impacts. These tests showed that, in both 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 G70 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 G70 is designed could be properly installed and accommodated.





VULNERABLE ROAD USERS

Total 41.3 Pts / 76%



GOOD



ADEQUATE



MARGINAL



WEAK



POOR

Pedestrian

27.6 / 36 Pts



Head Impact	17.1 Pts
Pelvis Impact	4.7 Pts
Leg Impact	5.8 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

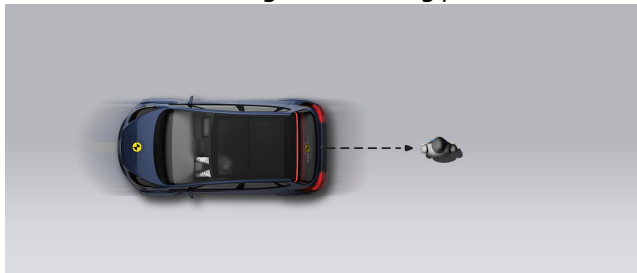
Total 41.3 Pts / 76%

## AEB Pedestrian

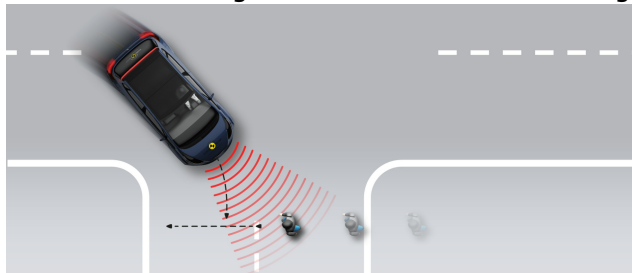
5.9 / 9 Pts

## ■ Day time

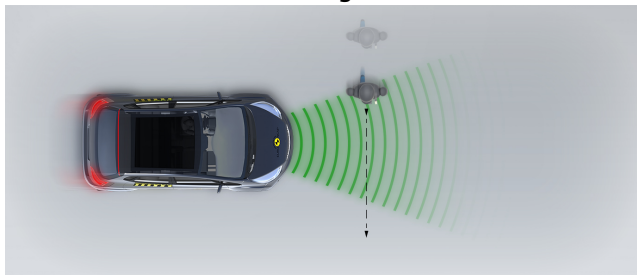
Vehicle reversing into standing pedestrian



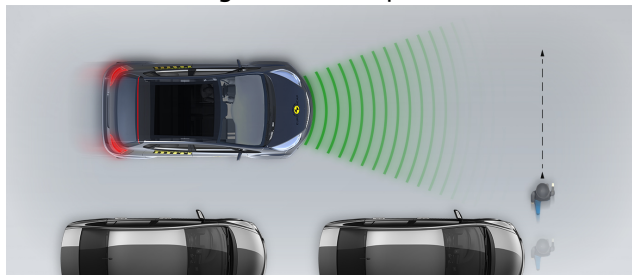
Pedestrian crossing a road into which a car is turning



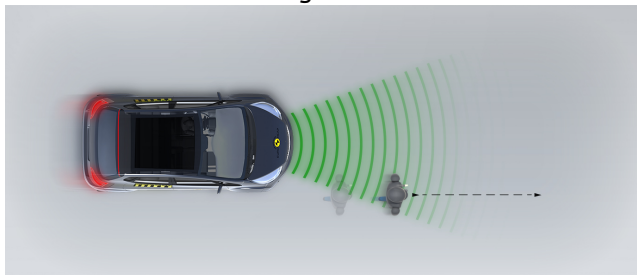
Adult crossing the road



Child running from behind parked vehicles



Adult along the roadside

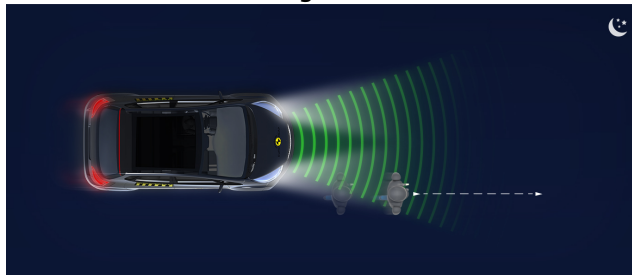


## ■ Night time

Adult crossing the road



Adult along the roadside







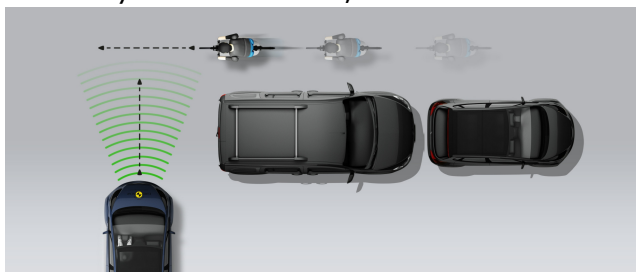
## VULNERABLE ROAD USERS

Total 41.3 Pts / 76%

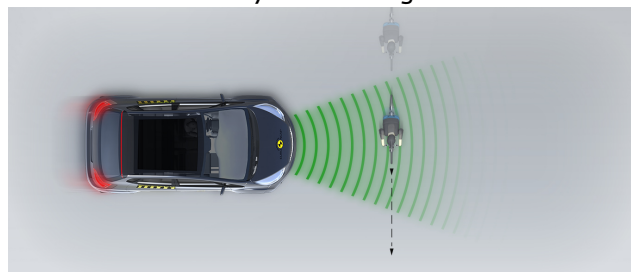
## AEB Cyclist

7.9 / 9 Pts

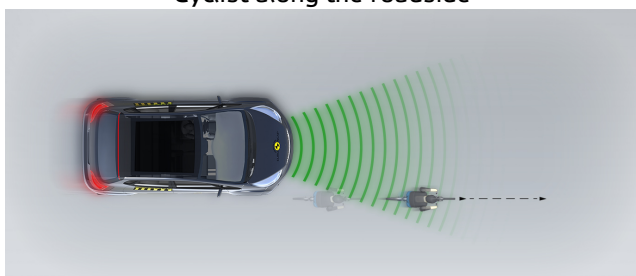
Cyclist from nearside, obstructed view



Cyclist crossing



Cyclist along the roadside



## Comments

The G70 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 mixed, with good protection at some test points and weak protection at others. The G70'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 14.1 Pts / 88%

GOOD

ADEQUATE

MARGINAL

WEAK

POOR

## Speed Assistance

2.8 / 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

## &gt; Seatbelt Reminder

1.7 / 2 Pts

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

Pass
 Fail
 — Not available

## &gt; Driver Monitoring

1.0 / 1 Pts

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





SAFETY ASSIST

Total 14.1 Pts / 88%



Lane Support

3.3 / 4 Pts

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

AEB Car-to-Car

5.5 / 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

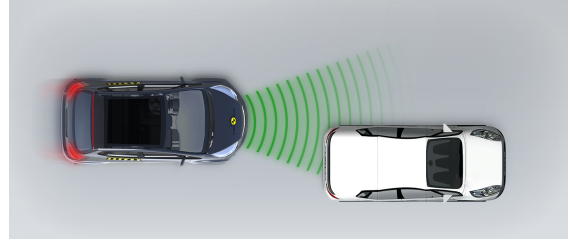
Total 14.1 Pts / 88%

### Autobrake function only

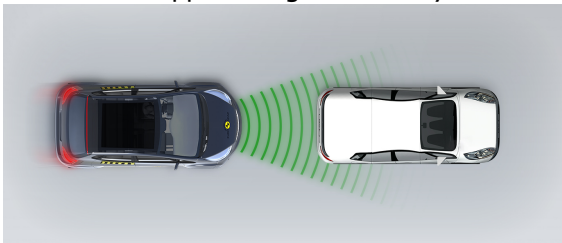
Test car turns across the path of an approaching car



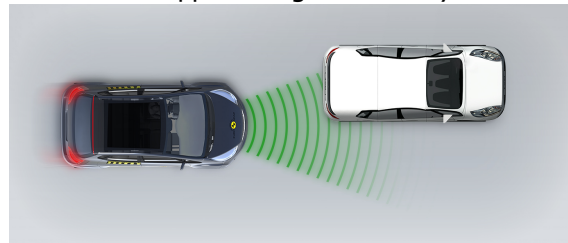
Approaching a stationary car



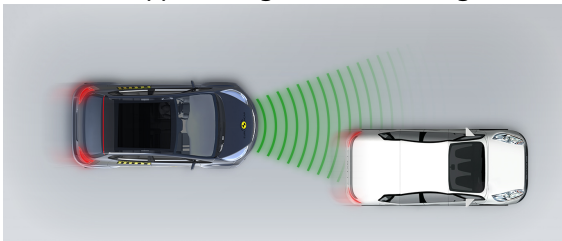
Approaching a stationary car



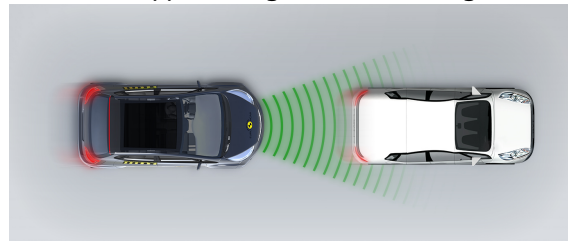
Approaching a stationary car



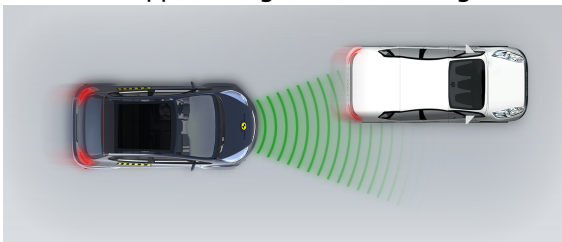
Approaching a slower moving car



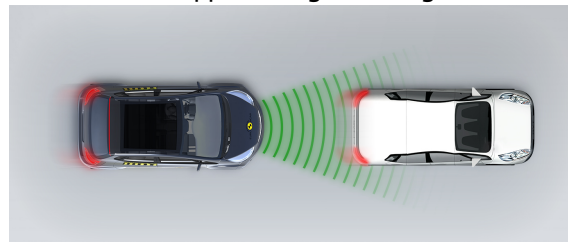
Approaching a slower moving car



Approaching a slower moving car



Approaching a braking car





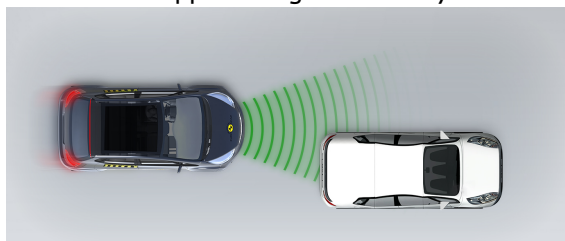


## SAFETY ASSIST

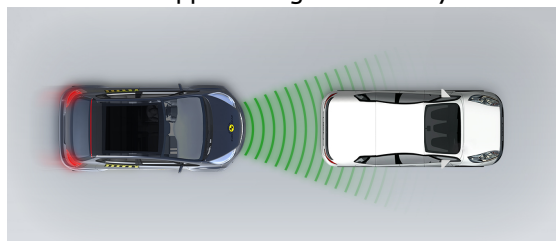
Total 14.1 Pts / 88%

## ■ Driver reacts to warning

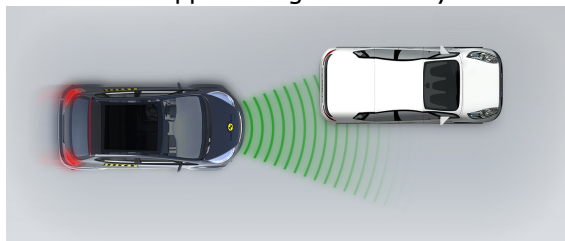
Approaching a stationary car



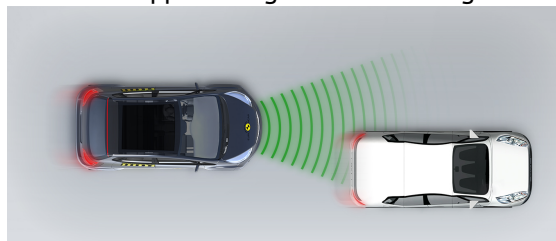
Approaching a stationary car



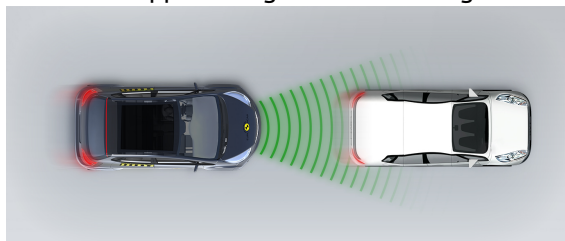
Approaching a stationary car



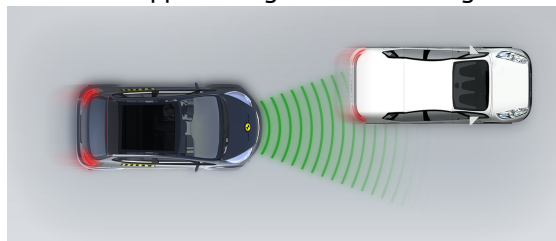
Approaching a slower moving car



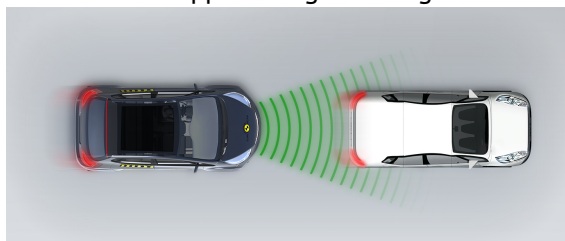
Approaching a slower moving car



Approaching a slower moving car



Approaching a braking car







## SAFETY ASSIST

Total 14.1 Pts / 88%

## Comments

The G70'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 G70 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 estate	2.2 CRDi	4 x 4 4 x 2*	✓	✓
5 door estate	2.0 T-GDI	4 x 4 4 x 2	✓	✓
4 door saloon	2.2 CRDi	4 x 4 4 x 2	✓	✓
4 door saloon	2.0 T-GDI	4 x 4 4 x 2	✓	✓

\* Tested variant

## Annual Reviews and Facelifts

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