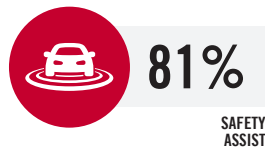
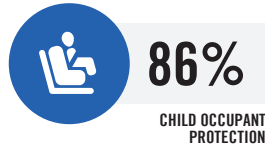


GENESIS G70

2018 - ONWARDS
ALL VARIANTS



TESTED
2018



GENESIS G70

OVERVIEW

The Genesis G70 is being introduced in Australia in 2018. This ANCAP safety rating applies to all variants.

Dual frontal, side chest-protecting and side head-protecting (curtains) and a driver knee airbag are standard.

All three grades of autonomous emergency braking (City, Interurban and Vulnerable Road User) and a lane support system with lane keep assist (LKA), lane departure warning (LDW) and emergency lane keeping (ELK) are standard on all variants.

ANCAP SAFETY RATING



RATING YEAR (DATESTAMP)

2018

VEHICLE TYPE

Medium Car

AIRBAGS

Dual frontal, side chest,
side head, driver knee

RATING APPLICABILITY

VARIANT	BODY TYPE	ENGINE	DRIVETRAIN	AUS	NZ
Genesis G70 2.0T ◆	5 door sedan	2.0 litre petrol	RWD	✓	-
Genesis G70 2.0T Sport	5 door sedan	2.0 litre petrol	RWD	✓	-
Genesis G70 2.0T Ultimate	5 door sedan	2.0 litre petrol	RWD	✓	-
Genesis G70 3.3T Sport	5 door sedan	3.3 litre petrol	RWD	✓	-
Genesis G70 3.3T Ultimate	5 door sedan	3.3 litre petrol	RWD	✓	-
Genesis G70 3.3T Ultimate Sport	5 door sedan	3.3 litre petrol	RWD	✓	-

✓ COVERED BY THIS RATING ✗ NOT COVERED BY THIS RATING ◆ TESTED VARIANT

ADULT OCCUPANT PROTECTION



81%

30.91 POINTS
OUT OF 38

The passenger compartment of the Genesis G70 remained stable in the frontal offset test. ADEQUATE protection was seen for the chest and lower legs of the driver. Dummy readings for the passenger showed GOOD protection for all critical body areas.

In the full width frontal test, protection of the driver dummy was ADEQUATE for the chest and GOOD for all other critical body regions. Protection of the rear passenger was GOOD or ADEQUATE except for the pelvis area which was rated as POOR. The pelvis slipped beneath the lap section of the seatbelt and the dummy was not restrained properly during the crash.

In the side impact test, protection offered to all critical body regions was GOOD. In the oblique pole test, protection was MARGINAL for the chest of the driver and GOOD for all other body regions.

Tests on the front seats and head restraints demonstrated MARGINAL protection against whiplash injury in the event of a rear-end collision. A geometric assessment of the rear seats also indicated MARGINAL whiplash protection.

The autonomous emergency braking system (AEB) showed GOOD performance in low speed test scenarios. However, the points for AEB City were not awarded as front head restraint performance must be GOOD in order to earn the additional points for active safety.

FRONTAL OFFSET#	7.81 (out of 8)
FULL WIDTH FRONTAL#	6.51 (out of 8)
SIDE IMPACT#	8.00 (out of 8)
OBLIQUE POLE#	7.17 (out of 8)
WHIPLASH PROTECTION	1.43 (out of 2)
AEB - City	0.00 (out of 4)

Scaled scores. Total test scored out of 16.00 points.

FRONTAL OFFSET TEST (64 KM/H)



Driver

Head / neck:	4.00 points
Chest:	3.70 points
Upper legs:	4.00 points
Lower legs:	3.91 points
Deductions:	Nil



Front Passenger

Head / neck:	4.00 points
Chest:	4.00 points
Upper legs:	4.00 points
Lower legs:	4.00 points
Deductions:	Nil

FULL WIDTH FRONTAL TEST (50 KM/H)



Driver

Head:	4.00 points
Neck:	4.00 points
Chest:	3.65 points
Upper legs:	4.00 points
Deductions:	Nil



Rear Passenger

Head:	4.00 points
Neck:	3.40 points
Chest:	2.97 points
Upper legs:	0.00 points
Deductions:	-4.00 points (submarining)

SIDE IMPACT TEST (50 KM/H)



Driver

Head:	4.00 points
Chest:	4.00 points
Abdomen:	4.00 points
Pelvis:	4.00 points
Deductions:	Nil

OBLIQUE POLE TEST (32 KM/H)



Driver

Head:	4.00 points
Chest:	2.34 points
Abdomen:	4.00 points
Pelvis:	4.00 points
Deductions:	Nil

WHIPLASH (REAR IMPACT) PROTECTION TEST



Rear Passenger

Rear:	0.31 points
Front:	1.12 points



Driver / Front Passenger

AEB - CITY (10-50 KM/H)

Score: 0.00 points

OVERLAP	-50%	-75%	100%	75%	50%
PERFORMANCE	GOOD				

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

CHILD OCCUPANT PROTECTION



86%

42.56 POINTS
OUT OF 49

Child dummies were not able to be installed in the second row with the front row seats in the specified position for crash testing. In this situation, ANCAP protocols allow the vehicle manufacturer to provide crash test data from an equivalent test for assessment.

In the frontal offset test, protection of the 6 year and 10 year dummies was GOOD or ADEQUATE for all critical body areas. In the side impact test, protection was GOOD and maximum points were scored.

The Genesis G70 is fitted with lower ISOFix anchorages on the rear outboard seats and top tether anchorages for all rear seating positions.

Installation of typical child restraints available in Australia and New Zealand showed that most child restraints could be accommodated in most rear seating positions, however the large booster seat (and 10 year old dummy) could not be successfully installed in the rear right-hand seating position due to the limited space available.

DYNAMIC TEST (FRONT)	15.75 (out of 16)
DYNAMIC TEST (SIDE)	8.00 (out of 8)
RESTRAINT INSTALLATION	11.81 (out of 12)
ON-BOARD SAFETY FEATURES	7.00 (out of 13)

FRONTAL OFFSET TEST (64 KM/H)



6 year old

10 year old

SIDE IMPACT TEST (50 KM/H)



10 year old

6 year old

ON-BOARD SAFETY FEATURES

FEATURE	FRONT PASSENGER	2nd ROW OUTBOARD	2nd ROW CENTRE	3rd ROW OUTBOARD	3rd ROW CENTRE
ISOFix	×	●	×	-	-
Integrated child restraints	×	-	×	-	-
Top tether anchorage	×	●	●	-	-
Airbag disabling	-	-	-	-	-

● FITTED TO TEST CAR AS STANDARD ● NOT FITTED TO TEST CAR BUT AVAILABLE AS AN OPTION × NOT AVAILABLE - NOT APPLICABLE

NOTE: The Child Restraint Evaluation Program (CREP) provides an independent assessment on the safety of Australasian child restraints - see www.childcarseats.com.au.

● GOOD ● ADEQUATE ● MARGINAL ● WEAK ● POOR

CHILD OCCUPANT PROTECTION



86%

42.56 POINTS
OUT OF 49

CHILD RESTRAINT INSTALLATION*

CHILD RESTRAINT (CRS) TYPE [^]		FRONT ROW	2nd ROW			3rd ROW			
		PASSENGER	LEFT	CENTRE	RIGHT	LEFT	CENTRE	RIGHT	
BELTED	TYPE A	Rearward facing capsule	×	●	●	●	-	-	-
		Rearward facing with harness - convertible (Model A)	×	●	●	●	-	-	-
		Rearward facing with harness - convertible (Model B)	×	●	●	●	-	-	-
	TYPE B	Forward facing with harness - convertible (Model A)	×	●	●	●	-	-	-
		Forward facing with harness - convertible (Model B)	×	●	●	●	-	-	-
	TYPE E	Booster - 4 to 8 years	×	●	●	●	-	-	-
TYPE F	Booster - 4 to 10 years	×	●	●	●	-	-	-	
ISOFIX	TYPE A	Rearward facing capsule	×	●	-	●	-	-	-
		Rearward facing with harness - convertible (Model A)	×	●	-	●	-	-	-
		Rearward facing with harness - convertible (Model B)	×	●	-	●	-	-	-
	TYPE B	Forward facing with harness - convertible (Model A)	×	●	-	●	-	-	-
		Forward facing with harness - convertible (Model B)	×	●	-	●	-	-	-

* Installation of each child restraint is assessed separately in each position. Installation of multiple restraints has not been assessed and may not be possible.

[^] The above list of child restraints has been selected to provide a general indication of the rated vehicle's ability to accommodate various CRS types. ANCAP does not endorse or recommend any one CRS brand or model, nor does it rate the safety of child restraints.

● INSTALL WITHOUT PROBLEM ● INSTALL WITH CARE ● CANNOT BE FITTED SAFELY × INSTALLATION NOT ALLOWED - NOT APPLICABLE

VULNERABLE ROAD USER PROTECTION



69%

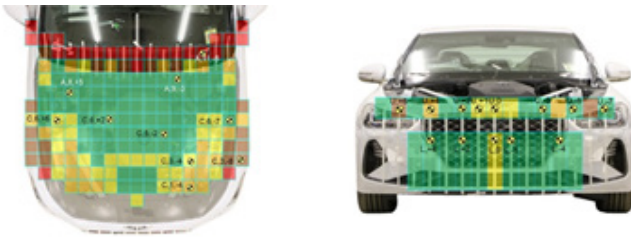
33.51 POINTS
OUT OF 48

The bonnet of the Genesis G70 provided GOOD or ADEQUATE protection to the head of a struck pedestrian over most of its surface, with WEAK and POOR results recorded on the stiff windscreen pillars. The bumper offered good protection to pedestrians' legs at most test locations with some ADEQUATE results recorded. Protection of the pelvis was mixed.

The autonomous emergency braking (AEB) system is capable of detecting and reacting to vulnerable road users including pedestrians and cyclists. The AEB system offered ADEQUATE performance in tests of its effectiveness in pedestrian test scenarios, with GOOD performance recorded in most daylight scenarios and MARGINAL to POOR performance in night-time scenarios. In cyclist test scenarios, the AEB system offered MARGINAL performance.

HEAD IMPACTS	16.27 (out of 24)
UPPER LEG IMPACTS	5.18 (out of 6)
LOWER LEG IMPACTS	5.92 (out of 6)
AEB - Pedestrian	3.14 (out of 6)
AEB - Cyclist	3.00 (out of 6)

PEDESTRIAN IMPACT TEST (40 KM/H)



AUTONOMOUS EMERGENCY BRAKING (PEDESTRIAN & CYCLIST)

SYSTEM NAME: Forward Collision Avoidance Assist
TYPE: Autonomous emergency braking with forward collision warning
OPERATIONAL FROM: 10-180 km/h
DESCRIPTION: Defaults ON for every journey. System functions in both day and night.

TEST SCENARIO	AEB - Pedestrian								AEB - Cyclist					
	Adult crossing towards kerb (50%)		Adult crossing from kerb (25%)		Adult crossing from kerb (75%)		Child running (obstructed)	Adult walking along road		FORWARD COLLISION WARNING		FORWARD COLLISION WARNING		
	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT	DAY	DAY	DAY	
PERFORMANCE	GOOD	POOR	GOOD	WEAK	GOOD	ADEQUATE	MARGINAL	POOR	POOR	MARGINAL	MARGINAL	GOOD	GOOD	GOOD
	ADEQUATE										MARGINAL			

GOOD ADEQUATE MARGINAL WEAK POOR

SAFETY ASSIST



81%

10.60 POINTS
OUT OF 13

The Genesis G70 is fitted with autonomous emergency braking (AEB) and a lane support system (LSS) with lane keep assist (LKA), emergency lane keeping (ELK) and lane departure warning (LDW). A blind spot monitoring system (BSM) is also standard.

Tests of the AEB system showed GOOD results with collisions avoided or mitigated in most test scenarios.

Tests of LSS functionality showed some GOOD performance, including several of the more critical emergency lane keeping test scenarios, and overall performance was classified as GOOD.

A manual speed limiter is standard equipment, and a seat belt reminder system is fitted for all seating positions.

SPEED ASSISTANCE SYSTEMS	1.25 (out of 3)
SEAT BELT REMINDERS	3.00 (out of 3)
LANE SUPPORT SYSTEMS	3.50 (out of 4)
AEB - Interurban	2.85 (out of 3)

LANE SUPPORT SYSTEMS (LSS)

SYSTEM NAME: Lane Keep Assist
OPERATIONAL FROM: 60-200 km/h

		EMERGENCY LANE KEEPING (ELK)						
TEST SCENARIO	Oncoming vehicle	Overtaking vehicle (GVT at 72 km/h)		Overtaking vehicle (GVT at 80 km/h)		Road edge		
		UNINTENTIONAL	INTENTIONAL	UNINTENTIONAL	INTENTIONAL			
	PERFORMANCE	GOOD	-	-	-	-	GOOD	GOOD

		LANE KEEP ASSIST (LKA)									
TEST SCENARIO	Dashed Line				Solid Line				Road Edge		
	PERFORMANCE	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	-

HUMAN MACHINE INTERFACE (HMI)		
FUNCTION	Lane Departure Warning (LDW)	PASS
	Blind Spot Monitoring (BSM)	PASS

GOOD ADEQUATE MARGINAL WEAK POOR

SAFETY ASSIST



81%

10.60 POINTS
OUT OF 13

AUTONOMOUS EMERGENCY BRAKING (INTERURBAN)

SYSTEM NAME: Forward Collision Avoidance Assist
TYPE: Autonomous emergency braking with forward collision warning
OPERATIONAL FROM: 10-180 km/h
DESCRIPTION: Defaults ON for every journey.

HUMAN MACHINE INTERFACE (HMI)	
FUNCTION	Supplementary warning PASS
	Restraint activation / dynamic retractors PASS

FORWARD COLLISION WARNING (FCW)		
TEST SCENARIO	Driving towards a stationary car	Driving towards a slower moving car
PERFORMANCE	GOOD	

AUTONOMOUS EMERGENCY BRAKING - Interurban									
TEST SCENARIO	Toward car braking lightly		Toward car braking heavily		Driving towards a slower moving car				
	12m HEADWAY	40m HEADWAY	12m HEADWAY	40m HEADWAY					
PERFORMANCE	GOOD	GOOD	MARGINAL	GOOD	GOOD				

SPEED ASSISTANCE SYSTEMS (SAS)

SYSTEM NAME: Speed Limitation System

SAS FEATURE	DESCRIPTION
Speed Limit Information Function (SLIF)	[NOT AVAILABLE]
Speed Limitation Function	Manually set

SEAT BELT REMINDERS (SBR)

WARNING TYPE	DRIVER	FRONT PASSENGER	REAR PASSENGERS
Occupant Detection	-	●	●
Visual	●	●	●
Audible	●	●	●

● PASS ● FAIL ✗ NOT AVAILABLE - NOT APPLICABLE

GOOD
 ADEQUATE
 MARGINAL
 WEAK
 POOR

SAFETY FEATURES & TECHNOLOGIES

FEATURE / TECHNOLOGY~	AVAILABILITY	
	AUS	NZ
Seat belts (three-point) for all forward-facing seats	●	-
Seat belt pre-tensioners (front)	●	-
Seat belt pre-tensioners (rear outboard)	●	-
Seat belt pre-tensioners (rear centre)	✗	-
Intelligent seat belt reminder (driver)	●	-
Intelligent seat belt reminder (front passenger)	●	-
Intelligent seat belt reminder (2nd row seats)	●	-
Intelligent seat belt reminder (3rd row seats)	-	-
Airbag - frontal (driver)	●	-
Airbag - frontal (passenger)	●	-
Airbags - side, chest protection (front seats)	●	-
Airbags - side, chest protection (2nd row seats)	✗	-
Airbags - side, chest protection (3rd row seats)	-	-
Airbags - side, head protection (front seats)	●	-
Airbags - side, head protection (2nd row seats)	●	-
Airbags - side, head protection (3rd row seats)	-	-
Airbag - knee (driver)	●	-
Airbag - knee (front passenger)	✗	-
Airbag disabling switch - automatic (front passenger)	✗	-
Airbag disabling switch - manual (front passenger)	✗	-
Head restraints for all seats	●	-
Active bonnet	●	-
Adaptive cruise control (ACC)	●	-
Adaptive headlights	●	-
Anti-lock braking system (ABS)	●	-
Autonomous emergency braking (AEB) - City	●	-
Autonomous emergency braking (AEB) - Interurban	●	-
Autonomous emergency braking (AEB) - VRU	●	-
Automatic emergency call (eCall)	✗	-
Automatic headlights	●	-
Automatic high beam	●	-

FEATURE / TECHNOLOGY~	AVAILABILITY	
	AUS	NZ
Blind spot monitor (BSM)	●	-
Child presence alert	✗	-
Daytime running lights (DRL)	●	-
Electronic brakeforce distribution (EBD)	●	-
Electronic data recorder (EDR)	✗	-
Electronic stability control (ESC)	●	-
Emergency brake assist (EBA)	●	-
Emergency stop signal (ESS)	●	-
Fatigue reminder	●	-
Fatigue detection	●	-
Forward collision warning (FCW)	●	-
Hill launch assist	●	-
Integrated child seat / restraint ISOFix	✗	-
Lane departure warning (LDW)	●	-
Lane keep assist (LKA)	●	-
Pre-crash systems	✗	-
Rear cross-traffic alert (RCTA)	●	-
Reversing collision avoidance (camera)	●	-
Reversing collision avoidance (auto brake)	✗	-
Roll stability system	✗	-
Secondary / multi-collision brake	✗	-
Speed assistance - auto / intelligent speed limiter	✗	-
Speed assistance - manual speed limiter	●	-
Speed assistance - speed sign recognition & warning	✗	-
Smart (intelligent) key	✗	-
Trailer stability control	✗	-
Tyre pressure monitoring system (TPMS)	●	-
Vehicle-to-infrastructure communication (V2I)	✗	-
Vehicle-to-vehicle communication (V2V)	✗	-

~ Specifications & availability subject to change. Please check with the vehicle manufacturer for confirmation of vehicle specification.

● STANDARD ● NOT AVAILABLE ON BASE VARIANT BUT STANDARD OR OPTIONAL ON HIGHER VARIANTS ● OPTIONAL ✗ NOT AVAILABLE

MODEL VARIANTS:

ANCAP safety ratings do not automatically extend to variants that have different body styles, engine configurations, driven wheels or occupant restraint systems (e.g. fewer airbags). In these cases, ANCAP considers technical evidence submitted by manufacturers before deciding on the extension of a rating to additional variants of a model.

RATING YEAR (DATESTAMP):

The Rating Year denotes the year requirements against which a vehicle has been assessed. The Rating Year is determined by ANCAP and, for vehicles rated from 2018, the Rating Year is the year in which the vehicle was tested.

ASSESSMENT DETAILS

TESTED MAKE / MODEL	Genesis G70 RHD
TESTED VEHICLE(S) BUILT	2018
TESTED BODY TYPE	5 door sedan
TESTED VEHICLE ENGINE	2.0 litre petrol turbo
RATING PUBLISHED	5 December 2018
RATING UPDATED	n/a