



Genesis GV60
Standard Safety Equipment

2022



Adult Occupant



89%

Child Occupant



87%

Vulnerable Road Users



63%

Safety Assist



88%

SPECIFICATION

Tested Model	Genesis GV60
Body Type	- 5 door SUV
Year Of Publication	2022
Kerb Weight	2095kg
VIN From Which Rating Applies	- all GV60s
Class	Small Off-Road

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 190822

SAFETY EQUIPMENT (NEXT)

	Driver	Passenger	Rear
CHILD PROTECTION			
Isifix/i-Size	—	✗	●
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 34.1 Pts / 89%

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

Frontal Impact 13.8 / 16 Pts

Mobile Progressive Deformable Barrier Full Width Rigid Barrier

Lateral Impact 15.3 / 16 Pts

Side Mobile Barrier Side Pole Far-Side Excursion Occupant Interaction

Rear Impact 3.0 / 4 Pts

Rear Seat Front Seat


 ADULT OCCUPANT

Total 34.1 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 GV60 remained stable in the frontal offset test. Dummy numbers showed good protection of the knees and femurs of both the driver and passenger. Genesis showed that a similar level of protection would be provided to occupants of different sizes and to those sitting in different positions. Analysis of the deceleration of the impact trolley during the test, and analysis of the deformable barrier after the test, revealed that the GV60 would be a benign impact partner in a frontal collision. In the full-width rigid barrier test, good or adequate protection was provided to all critical body areas, for both the driver and rear passenger. In the side barrier test, protection of all critical body areas was good and the car scored maximum points in this part of the assessment. In the more severe side pole impact, protection of all critical body areas was good or adequate. Control of excursion (the extent to which a body is thrown to the other side of the vehicle when it is hit from the far side) was found to be marginal. The GV60 has a counter-measure to mitigate against occupant to occupant injuries in such impacts and this performed well in Euro NCAP's test. Tests on the front seats and head restraints demonstrated good protection against whiplash injuries in the event of a rear-end collision. A geometric analysis of the rear seats indicated marginal whiplash protection. The GV60 has an advanced eCall system which alerts the emergency services in the event of a crash. The car also has a system which applies the brakes after an impact, to avoid secondary collisions.

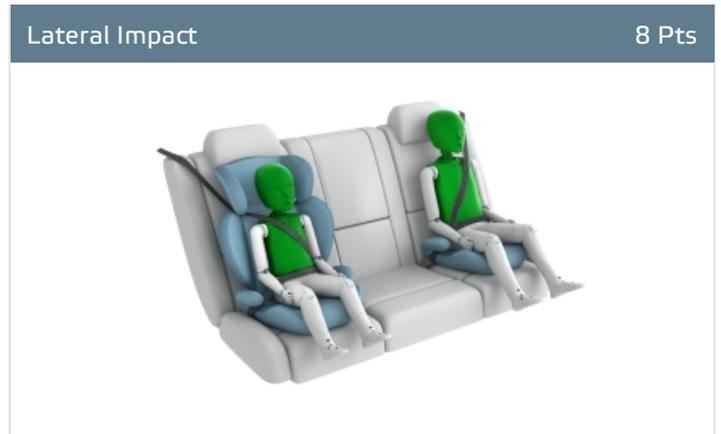
CHILD OCCUPANT

Total 43 Pts / 87%

GOOD
 ADEQUATE
 MARGINAL
 WEAK
 POOR

Crash Test Performance based on 6 & 10 year old children

24.0 / 24 Pts



Restraint for 6 year old child: *Britax Römer Kidfix 2R*
 Restraint for 10 year old child: *Graco Junior*

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 & 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)



■ 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 GV60 provided good protection to both child dummies in both the frontal offset and side barrier tests, scoring maximum points for 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. Clear information is provided to the driver regarding the status of the airbag and the system was rewarded. All of the restraint types for which the GV60 is designed could be properly installed and accommodated in the car.

 VULNERABLE ROAD USERS

Total 34.2 Pts / 63%

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

Pedestrian

19.8 / 36 Pts



Head Impact	13.3 Pts
Pelvis Impact	0.5 Pts
Leg Impact	6.0 Pts

Vulnerable Road Users

14.5 / 18 Pts

System Name	Forward Collision-Avoidance Assist
Type	Auto-Brake with Forward Collision Warning
Operational From	5 km/h

 VULNERABLE ROAD USERS

Total 34.2 Pts / 63%

AEB Pedestrian

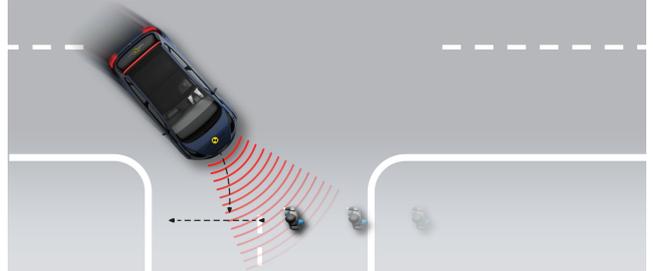
 5.8 / 9 Pts

■ Day time

Vehicle reversing into standing pedestrian



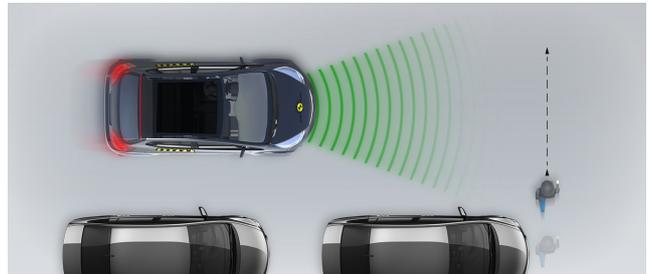
Pedestrian crossing a road into which a car is turning



Adult crossing the road



Child running from behind parked vehicles



Adult along the roadside



■ Night time

Adult crossing the road



Adult along the roadside

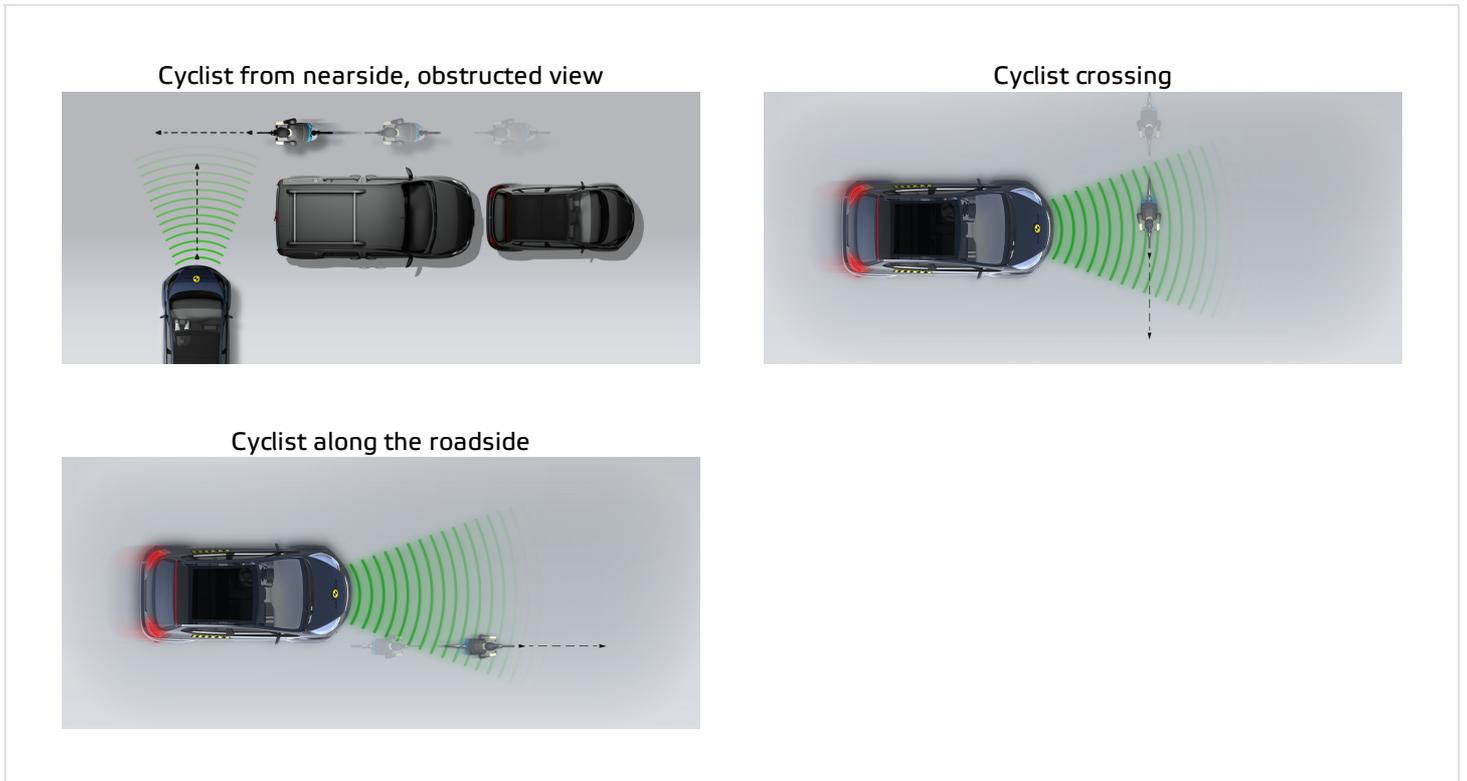


VULNERABLE ROAD USERS

Total 34.2 Pts / 63%

AEB Cyclist

8.7 / 9 Pts



Comments

The bonnet provided predominantly good or adequate protection to the head of a struck pedestrian, with weak or poor results at the base of the windscreen and on the stiff windscreen pillars. The protection offer by the bumper to pedestrians' legs was good at all test locations, but protection of the pelvis was almost entirely poor. The Genesis GV60 has an autonomous emergency braking (AEB) system which can detect vulnerable road users, as well as other vehicles. In tests of the system's response to a pedestrian target, the system performed adequately. In tests of the system's reaction to cyclists, the system performed well, with collisions avoided or mitigate in most test scenarios.

SAFETY ASSIST

Total 14.1 Pts / 88%

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

Speed Assistance

■ 2.8 / 3 Pts

System Name	Manual Speed Limit Assist (MSLA) / Intelligent Speed Limit Assist (ISLA)
Speed Limit Information Function	Camera & Map, subsigns supported
Speed Limitation Function	System advised (accurate to 5km/h)

Occupant Status Monitoring

■ 2.7 / 3 Pts

> Seatbelt Reminder

■ 1.7 / 2 Pts

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

● Pass
 ● Fail
 — Not available

> 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	LKA / FCA-LO	
Type	LKA and ELK	
Operational From	60 km/h	
PERFORMANCE		
Emergency Lane Keeping		GOOD
Lane Keep Assist		GOOD
Human Machine Interface		GOOD

AEB Car-to-Car

 5.5 / 6 Pts

System Name	Forward Collision-Avoidance Assist	
Type	Autonomous emergency braking and forward collision warning	
Operational From	5 km/h	
Sensor Used	camera and radar	

 SAFETY ASSIST

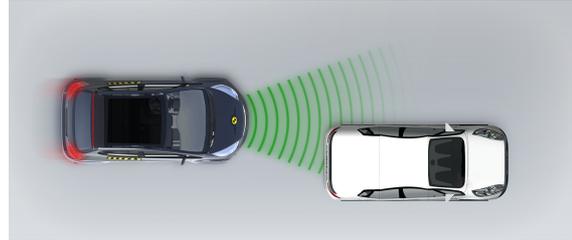
Total 14.1 Pts / 88%

■ Autobrake function only

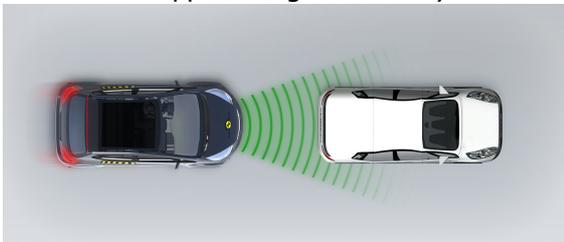
Test car turns across the path of an approaching car



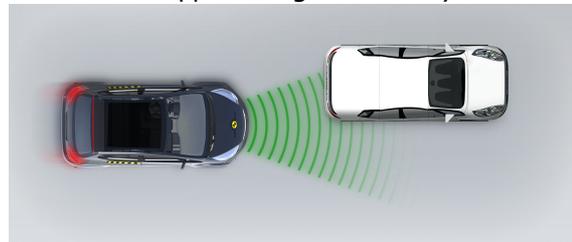
Approaching a stationary car



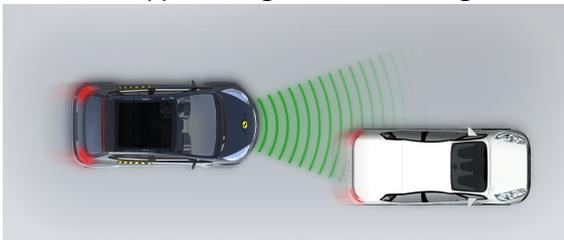
Approaching a stationary car



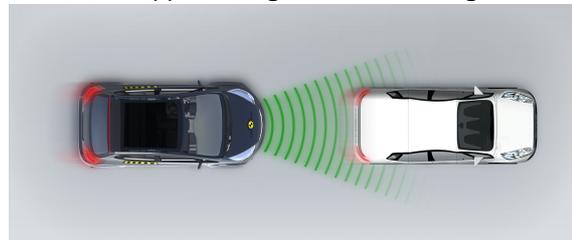
Approaching a stationary car



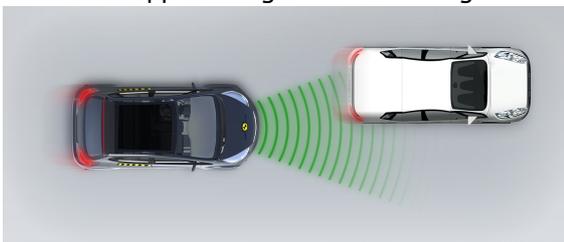
Approaching a slower moving car



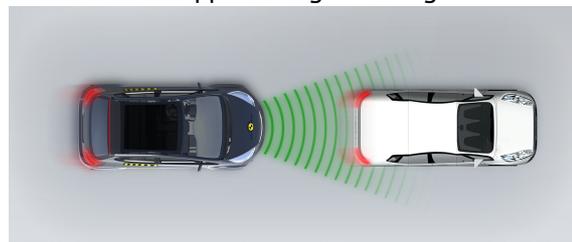
Approaching a slower moving car



Approaching a slower moving car



Approaching a braking car

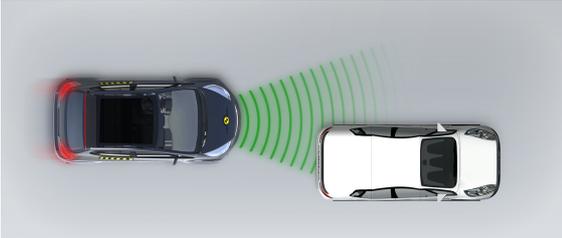


 SAFETY ASSIST

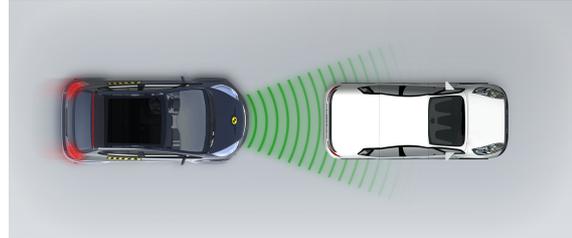
Total 14.1 Pts / 88%

■ Driver reacts to warning

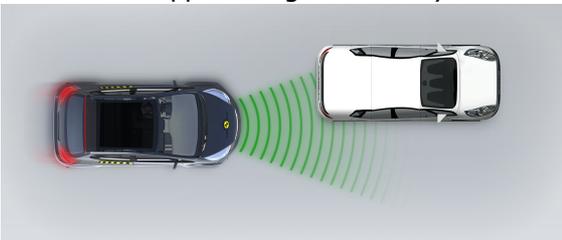
Approaching a stationary car



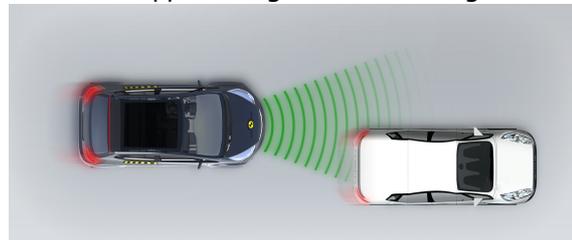
Approaching a stationary car



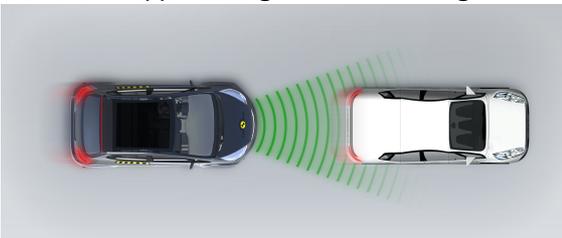
Approaching a stationary car



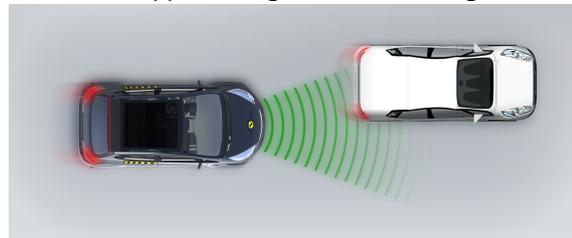
Approaching a slower moving car



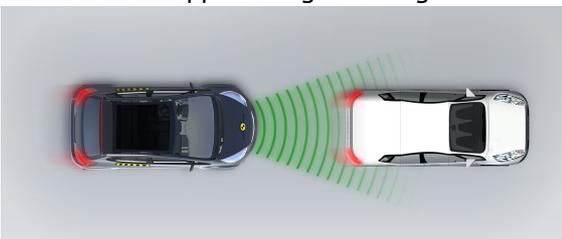
Approaching a slower moving car



Approaching a slower moving car



Approaching a braking car





SAFETY ASSIST

Total 14.1 Pts / 88%

Comments

The autonomous emergency braking (AEB) system performed well in tests of its response to other vehicles. The GV60 has a seatbelt reminder for all front and rear seats. Its 'Driver Awareness Warning' monitors steering inputs for patterns which are characteristic of fatigued driving, and advises the driver to take a break. The lane support system gently corrects the vehicle's path if it is drifting out of lane and intervenes more aggressively in some more critical situations, to avoid road departure. The car uses digital mapping and camera inputs to determine the local speed limit and the driver can opt to let the system limit the maximum speed accordingly.

RATING VALIDITY

Variants of Model Range

Body Type	Engine	Drivetrain	Rating Applies	
			LHD	RHD
5 door SUV	Electric 234 kW*	4 x 4	✓	✓
5 door SUV	Electric 360 kW	4 x 4	✓	✓
5 door SUV	Electric 168 kW	4 x 2	✓	✓

*Tested variant

Annual Reviews and Facelifts

Date	Event	Outcome
September 2022	Rating Published	2022 ★★★★★ ✓