



2021





## Adult Occupant



89%





Safety Assist

87%

Vulnerable Road Users



76%



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	•	•	_

	Driver	Passenger	Rear
CHILD PROTECTION			
lsofix/i-Size	<del></del>	×	•
Integrated CRS	_	×	×
Airbag cut-off switch	_	•	_
SAFETY ASSIST			
Seat Belt Reminder	•	•	•



# **SAFETY EQUIPMENT (NEXT)**

	Driver	Passenger	Rear
CHILD PROTECTION			
Isofix/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	

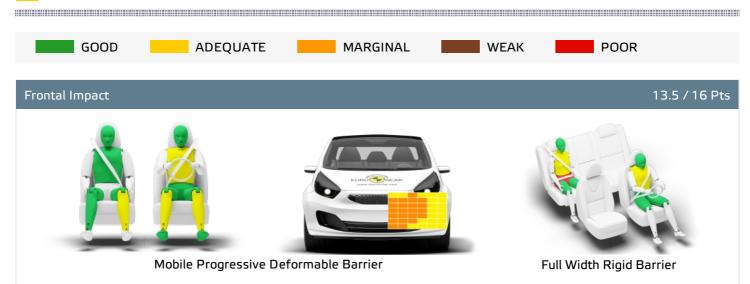
Note: Other equipment m	nay be available on the	e vehicle but was not	considered in the test year.

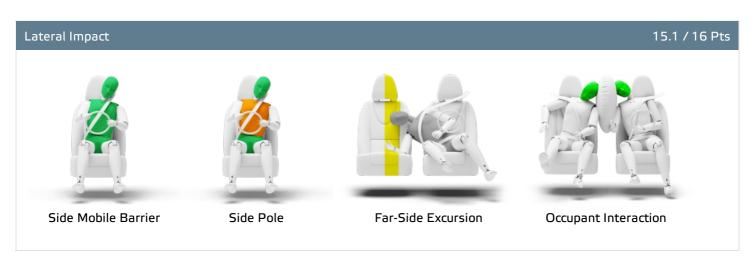
O Not fitted to the test vehicle but available as option or as part of the safety pack X Not available — Not applicable

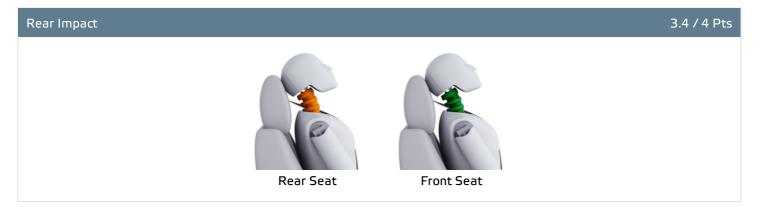




Total 34.0 Pts / 89%











Total 34.0 Pts / 89%

GOOD	ADEQUATE	MARGINAL V	VEAK F	POOR
Rescue and Extrication				2.0 / 2 Pts
	Rescue Sheet	Available, ISO compliant		POF
	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 injures 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.



Total 43.0 Pts / 87%



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: *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

O Not on test car but available as option

🗶 Not available



CRS Installation Check 12.0 / 12 Pts



#### i-Size CRS











#### ISOFIX CRS









Total 43.0 Pts / 87%

#### Universal Belted CRS











#### Comments

The contour of the rear seat of the G70 meant that it was not possible 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.



Total 43.0 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 Zi-Fix (ISOFIX)	_	•	_	•
Maxi Cosi Cabriofix (Belt)	•	•	•	•
Maxi Cosi Cabriofix & EasyFix (Belt)	•	•	×	•
Britax Römer King II LS (Belt)	•	•	•	•
Cybex Solution Zi-Fix (Belt)	•	•	•	•

	Easy
Ü.,	Lusy



Difficult



Safety critical



★ Not allowed

— Not available

#### Comments

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# 🕺 VULNERABLE ROAD USERS

Total 41.3 Pts / 76%

GOOD	ADEQUATE	MARGINAL	WEAK	POOR	

**VRU** Impact Protection

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)
Туре	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

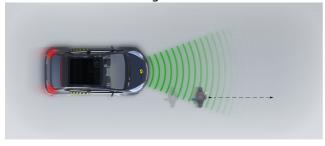
Adult crossing the road



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





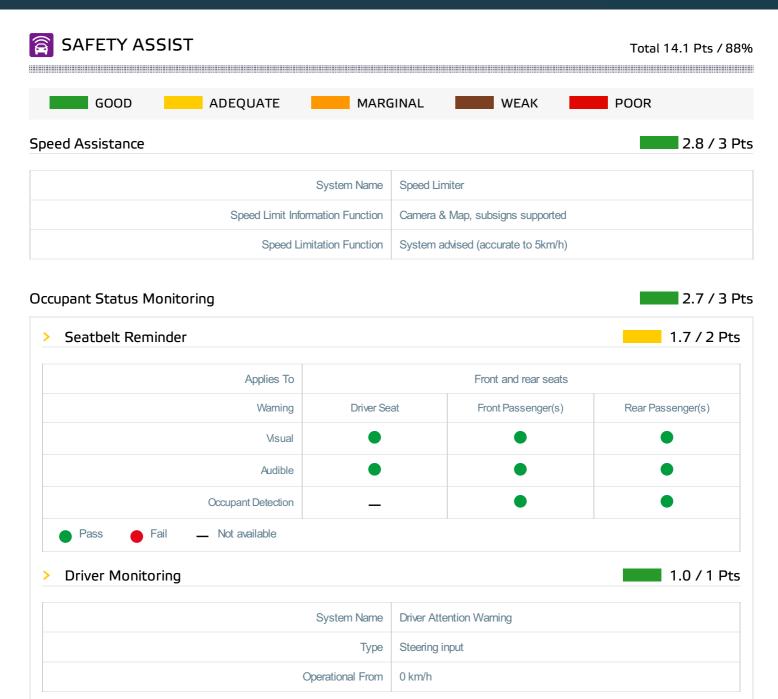
Cyclist along the roadside



#### 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.









Lane Support	3.3 / 4 Pts

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

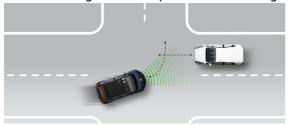
### AEB Car-to-Car 5.5 / 6 Pts

System Name	Forward Collision Avoidance (FCA)
Туре	Autonomous emergency braking and forward collision warning
Operational From	5 km/h
Sensor Used	camera and radar

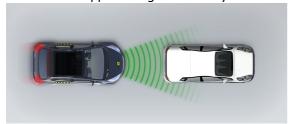


#### Autobrake function only

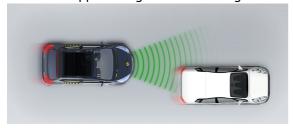
Car turning across the path of an oncoming car



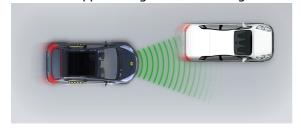
Approaching a stationary car



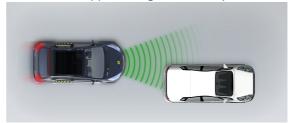
Approaching a slower moving car



Approaching a slower moving car



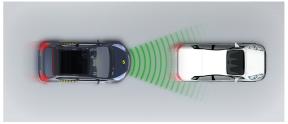
Approaching a stationary car



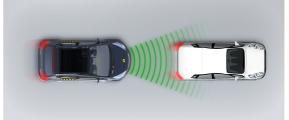
Approaching a stationary car



Approaching a slower moving car



Approaching a braking car

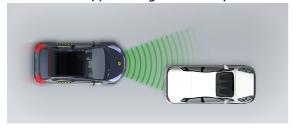




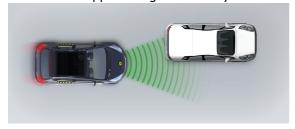


### Driver reacts to warning

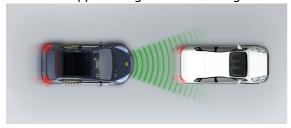
Approaching a stationary car



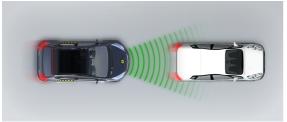
Approaching a stationary car



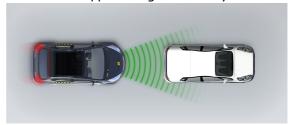
Approaching a slower moving car



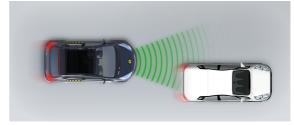
Approaching a braking car



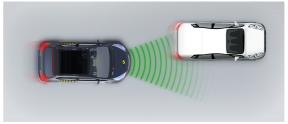
Approaching a stationary car



Approaching a slower moving car



Approaching a slower moving car







#### 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	✓	<b>✓</b>
4 door saloon	2.0 T-GDI	4 x 4 4 x 2	✓	<b>✓</b>

<sup>\*</sup> Tested variant

#### Annual Reviews and Facelifts

Date	Event	Outcome		
December 2021	Rating Published	2021 ★ ★ ★ ★	✓	
December 2022	Annual Review	2021 ★ ★ ★ ★	✓	
December 2023	Facelift Review	2021 ★ ★ ★ ★	✓	