

GENESIS G80

DECEMBER 2020 - ONWARDS
2.2L DIESEL & 2.5L PETROL ONLY



ANCAP
SAFETY

TESTED
2021



RATING YEAR	2021
VEHICLE TYPE	Large Car
ENGINE TYPE	Petrol / Diesel
BUILT FROM	October 2020
ON SALE FROM	December 2020
SERIES	RG3
AIRBAGS	Dual frontal, side chest, side head, centre, driver knee

The Genesis G80 was introduced in Australia in December 2020. This ANCAP safety rating applies to variants with 2.2 litre diesel and 2.5 litre petrol engines. The 3.5 litre V6 petrol (AWD) variant is unrated.

Dual frontal, side head-protecting airbags (first & second rows), side chest-protecting airbags (first & second rows), and a driver knee airbag are standard. A centre airbag to minimise occupant injury in a far-side impact crash is also fitted.

Autonomous emergency braking (Car-to-Car, Vulnerable Road User and Junction Assist) as well as a lane support system with lane keep assist (LKA), lane departure warning (LDW) and emergency lane keeping (ELK), are standard on all variants.



91%

ADULT OCCUPANT PROTECTION



86%

CHILD OCCUPANT PROTECTION



77%

VULNERABLE ROAD USER PROTECTION



80%

SAFETY ASSIST

RATING APPLICABILITY

VARIANT	BODY TYPE	ENGINE	DRIVETRAIN	AUS	NZ
Genesis G80 2.5 T-GDI	4 door sedan	2.5 litre petrol	RWD	✓	-
Genesis G80 3.5 T-GDI	4 door sedan	3.5 litre petrol	AWD	✗	-
Genesis G80 R2.2	4 door sedan	2.2 litre diesel	RWD	✓	-

ADULT OCCUPANT PROTECTION



91%

34.93 POINTS
OUT OF 38

The passenger compartment of the Genesis G80 remained stable in the frontal offset (MPDB) test. Protection of the driver chest and lower legs was ADEQUATE. Dummy readings also indicated ADEQUATE protection of the lower legs of the front passenger. Protection was GOOD for all other critical body regions for both the driver and front passenger.

The front structure of the Genesis G80 presented a low risk to the occupants of a collision partner vehicle in this test, and a moderate 1.29 point penalty was applied for vehicle compatibility.

In the full width frontal test, protection of the driver chest was MARGINAL, otherwise GOOD protection was offered to all other critical body regions for both the driver and rear passenger.

In the side impact test, protection offered to all critical body regions of the driver was GOOD. In the more severe oblique pole test, protection for the head and pelvis was GOOD and chest protection was ADEQUATE.

The Genesis G80 is equipped with a centre airbag to protect against occupant-to-occupant interaction in side impacts. Protection in far-side impacts was assessed as GOOD for the vehicle-to-vehicle and vehicle-to-pole scenarios.

A Rescue Sheet, providing information for first responders in the event of a crash, is available.

FRONTAL OFFSET (MPDB)[#]	6.23 (out of 8)
FULL WIDTH FRONTAL[#]	7.64 (out of 8)
SIDE IMPACT[#]	6.00 (out of 6)
OBLIQUE POLE[#]	5.95 (out of 6)
WHIPLASH PROTECTION	3.11 (out of 4)
FAR SIDE IMPACT	4.00 (out of 4)
RESCUE & EXTRICATION	2.00 (out of 2)

[#] Scaled scores. Total test scored out of 16.00 points.

FRONTAL OFFSET (MPDB) (50km/h)



DRIVER

Head / neck:	4.00 pts
Chest:	2.66 pts
Upper legs:	4.00 pts
Lower legs:	3.09 pts
Deductions:	Nil

FRONT PASSENGER

Head / neck:	4.00 pts
Chest:	4.00 pts
Upper legs:	4.00 pts
Lower legs:	3.20 pts
Deductions:	Nil

COMPATIBILITY

Deductions:	-1.29 pts
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FULL WIDTH FRONTAL (50km/h)



DRIVER

Head:	4.00 pts
Neck:	4.00 pts
Chest:	2.56 pts
Upper legs:	4.00 pts
Deductions:	Nil

REAR PASSENGER

Head:	4.00 pts
Neck:	4.00 pts
Chest:	4.00 pts
Upper legs:	4.00 pts
Deductions:	Nil

RESCUE & EXTRICATION

Rescue Sheet	●	No penalty
Door Opening	●	No penalty
Multi-Collision Braking	●	1.00 pt
Advanced eCall	✗	1.00 pt default

SIDE IMPACT OBLIQUE POLE



SIDE IMPACT (MDB) (60km/h)

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

OBLIQUE POLE (32km/h)

Head:	4.00 pts
Chest:	3.86 pts
Abdomen:	4.00 pts
Pelvis:	4.00 pts
Deductions:	Nil

FAR SIDE IMPACT



SIDE IMPACT (MDB)

Head:	4.00 pts
Neck:	4.00 pts
Chest & Abdomen:	4.00 pts
Pelvis:	No penalty



OBLIQUE POLE

Head:	4.00 pts
Neck:	4.00 pts
Chest & Abdomen:	4.00 pts
Pelvis:	No penalty



OCCUPANT-TO-OCCUPANT

Head contact:	No penalty
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WHIPLASH (REAR IMPACT) PROTECTION



Driver / front passenger:	2.49 pts
Rear passenger:	0.63 pts



86%

42.43 POINTS
OUT OF 49

In both the frontal offset and side impact tests, protection was GOOD for all critical body areas for both the 6 year and 10 year child dummies.

The Genesis G80 is fitted with lower ISOFix anchorages for 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 most child restraints could be accommodated in most rear seating positions, however the Type A capsule could not be correctly installed in the rear outboard seating positions, and care is required when installing one of the booster seats in the centre rear position.

DYNAMIC TEST (FRONT)	16.00 (out of 16)
DYNAMIC TEST (SIDE)	8.00 (out of 8)
RESTRAINT INSTALLATION	11.43 (out of 12)
ON-BOARD SAFETY FEATURES	7.00 (out of 13)

FRONTAL OFFSET (MPDB) (50km/h)



6 YEAR OLD

10 YEAR OLD

SIDE IMPACT (60km/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

GOOD ADEQUATE MARGINAL WEAK POOR

NOTE: The child restraints fitted to vehicles tested by Euro NCAP are relevant to the European market. For Australasian consumers, this information should be used as a guide to vehicle features only. The Child Restraint Evaluation Program (CREP) provides an independent assessment on the safety of Australasian child restraints - see www.childcarseats.com.au.



86%

42.43 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.



77%

41.87 POINTS
OUT OF 54

The Genesis G80 has an 'active' bonnet. Sensors detect when a pedestrian has been struck and the bonnet lifts to provide greater clearance to the hard structures in the engine compartment. The vehicle was tested with the bonnet in the raised position with results showing GOOD or ADEQUATE protection over most of the bonnet surface with some POOR results recorded around the windscreen pillars. Protection of the upper leg (pelvis) area was POOR, while the bumper showed GOOD results for lower leg impacts.

The autonomous emergency braking (AEB) system is capable of detecting and reacting to vulnerable road users such as pedestrians and cyclists. The AEB system showed GOOD performance in most day and night-time pedestrian tests, however does not meet functionality requirements in turning scenarios. GOOD performance was seen in cyclist test scenarios, with collisions avoided or mitigated in most scenarios.

An AEB system that reacts to vulnerable road users in reverse (AEB Backover) is fitted to vehicles in Australia, but was not fitted to the vehicle tested by Euro NCAP and was not scored. The AEB system does not react to pedestrians in turning scenarios.

HEAD IMPACTS	21.95 (out of 24)
UPPER LEG IMPACTS	0.10 (out of 6)
LOWER LEG IMPACTS	6.00 (out of 6)
AEB - Pedestrian (forward)	6.00 (out of 7)
AEB - Pedestrian (backover)	0.00 (out of 2)
AEB - Cyclist	7.82 (out of 9)

AUTONOMOUS EMERGENCY BRAKING (PEDESTRIAN, CYCLIST & BACKOVER)

SYSTEM NAME: Forward Collision Avoidance (FCA)
TYPE: Autonomous emergency braking with forward collision warning
OPERATIONAL FROM: 5-200 km/h
DESCRIPTION: System functions in the daytime and night

AUTONOMOUS EMERGENCY BRAKING - PEDESTRIAN														
TEST SCENARIO	AEB + FCW		FORWARD								BACKOVER			
	Adult walking along road		Adult crossing towards kerb (50%)		Adult crossing from kerb (25%)		Adult crossing from kerb (75%)		Child running (obstructed)		Adult crossing side road, vehicle turning		Adult walking behind reversing vehicle	Adult standing behind reversing vehicle
	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT	DAY	DAY
PERFORMANCE	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	POOR	POOR	POOR	POOR
ADEQUATE														

AUTONOMOUS EMERGENCY BRAKING - CYCLIST					
TEST SCENARIO	FCW	FORWARD			
	Cyclist travelling along road (25%)	Cyclist crossing from kerb (obstructed)	Cyclist travelling along road (50%)	Cyclist crossing (nearside)	Cyclist crossing (farside)
	DAY	DAY	DAY	DAY	DAY
PERFORMANCE	GOOD	GOOD	GOOD	GOOD	ADEQUATE
GOOD					

PEDESTRIAN IMPACT TEST (40 KM/H)





80%

12.92 POINTS
OUT OF 16

The Genesis G80 is fitted as standard with a range of safety assist features including autonomous emergency braking (AEB) and a lane support system (LSS) with lane keep assist (LKA) and emergency lane keeping (ELK) functionality.

Tests of the AEB (Car-to-Car) system showed GOOD performance with collisions avoided or mitigated in the majority of test scenarios.

Tests of the G80's lane support functionality showed GOOD performance for LKA, and an overall rating of ADEQUATE for ELK with the system intervening in some of the more critical emergency lane keeping test scenarios.

A driver-set speed limiter is standard equipment. A speed limit information function (SLIF) is not available.

A seatbelt reminder system is fitted to all seating positions, with occupancy detection available for the front passenger and rear outboard seating positions.

A driver drowsiness monitor system is fitted as standard.

OCCUPANT STATUS

- Seat belt reminders 1.67 (out of 2)
- Driver monitoring 1.00 (out of 1)

SPEED ASSISTANCE SYSTEMS 1.25 (out of 3)

LANE SUPPORT SYSTEMS 3.25 (out of 4)

AEB - Car-to-Car 3.75 (out of 4)

AEB - Junction Assist 2.00 (out of 2)

LANE SUPPORT SYSTEMS (LSS)

SYSTEM NAME: Lane Keep Assist (LKA)
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			Solid line	
		UNINTENTIONAL	INTENTIONAL	UNINTENTIONAL	INTENTIONAL					
PERFORMANCE	ADEQUATE									

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

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



80%

12.92 POINTS
OUT OF 16

AUTONOMOUS EMERGENCY BRAKING (CAR-TO-CAR)

SYSTEM NAME: Forward Collision Avoidance (FCA)
 TYPE: Autonomous emergency braking with forward collision warning
 OPERATIONAL FROM: 5-85 km/h
 DESCRIPTION: Defaults ON for every journey

HUMAN MACHINE INTERFACE (HMI)		
FUNCTION	Supplementary warning	[NOT FITTED]
	Restraint activation / dynamic retractors	PASS

AUTONOMOUS EMERGENCY BRAKING - CAR-TO-CAR								
TEST SCENARIO	Driving towards a stationary car					Turning across the path of oncoming vehicle		
	-50% OFFSET	-75% OFFSET	100% OFFSET	75% OFFSET	50% OFFSET	TARGET VEHICLE SPEED		
						30 KM/H	45 KM/H	55 KM/H
AEB (10-50 km/h)								
FCW (30-80 km/h)								
PERFORMANCE	GOOD					GOOD		

AUTONOMOUS EMERGENCY BRAKING - CAR-TO-CAR								
TEST SCENARIO	Toward car braking lightly		Toward car braking heavily		Driving towards a slower moving car*			
	12m HEADWAY	40m HEADWAY	12m HEADWAY	40m HEADWAY				
AEB (10-50 km/h)								
FCW (50*-80 km/h)								
PERFORMANCE	GOOD							

OCCUPANT STATUS

WARNING TYPE	DRIVER	FRONT PASSENGER	REAR PASSENGERS
Occupant Detection	-	●	●*
Seat Belt Reminder (Visual)	●	●	●
Seat Belt Reminder (Audible)	●	●	●
Driver Monitoring	●	-	-

SPEED ASSISTANCE SYSTEMS (SAS)

SAS FEATURE	DESCRIPTION
Speed Limit Information Function	✗
Speed Limitation Function	Manually set

● PASS ● FAIL ✗ NOT AVAILABLE - NOT APPLICABLE * EXCLUDING CENTRE REAR

■ 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) - 2nd row	●	-
Seat belt pre-tensioners (rear centre) - 2nd row	●	-
Seat belt pre-tensioners (rear outboard) - 3rd row	-	-
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 - centre	●	-
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)	●	-
Anti-lock braking system (ABS)	●	-
Autonomous emergency braking (AEB) - Car-to-Car	●	-
Autonomous emergency braking (AEB) - VRU	●	-
Autonomous emergency braking (AEB) - Backover	●	-
Automatic emergency call (eCall)	✗	-
Blind spot monitor (BSM)	●	-
Child presence alert	✗	-
Electronic brakeforce distribution (EBD)	●	-
Electronic data recorder (EDR)	●	-
Electronic stability control (ESC)	●	-
Emergency brake assist (EBA)	●	-
Emergency stop signal (ESS)	●	-
Fatigue reminder	●	-
Fatigue monitor / detection	●	-
Forward collision warning (FCW)	●	-
ISOFix	●	-
Lane departure warning (LDW)	●	-
Lane keep assist (LKA)	●	-
Pre-crash systems	✗	-
Rear cross-traffic alert (RCTA)	●	-
Reversing collision avoidance (camera)	●	-
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	✗	-
Vehicle-to-infrastructure communication (V2I)	✗	-
Vehicle-to-vehicle communication (V2V)	✗	-

TESTED MAKE / MODEL	Genesis G80 LHD
TESTED VEHICLE(S) BUILT	2021
TESTED BODY TYPE	Sedan
TESTED VEHICLE ENGINE	2.2 litre diesel
RATING PUBLISHED	May 2021
RATING UPDATED	n/a

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.

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

* Except 2nd row centre seating position.

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