

ANCAP SAFETY REPORT

GAC AION UT



APPLIES TO
All variants

BUILT FROM
January 2026 (AUS)
January 2026 (NZ)

ON SALE FROM
April 2026 (AUS)
May 2026 (NZ)

MODEL SERIES
BEOFF

VEHICLE TYPE
Small Car

ENGINE / MOTOR TYPES
Battery Electric Vehicle (BEV)

RATING CRITERIA
2026-2028

RATING EXPIRES
December 2034

AIRBAGS
Driver and Passenger Frontal, Side Head (Front and Rear), Side Chest (Front), Centre

STAGES OF SAFETY



**SAFE
DRIVING**
68%



**CRASH
AVOIDANCE**
74%



**CRASH
PROTECTION**
90%



**POST
CRASH**
88%

RATING APPLICABILITY*

VARIANT	BODY TYPE	ENGINE / MOTOR	DRIVETRAIN	AUS	NZ
GAC Aion UT Premium ◆	5 door hatch	BEV	FWD	✓	✓
GAC Aion UT Luxury	5 door hatch	BEV	FWD	✓	✓

* Correct at time of publication. Subject to change. Check with manufacturer.

SAFETY NOTE

There are no safety warnings applicable to this vehicle model.

✓ COVERED BY THIS RATING

✗ NOT COVERED BY THIS RATING

◆ TESTED VARIANT

- NOT APPLICABLE

SAFE DRIVING



SAFE DRIVING

68%

The GAC AION UT can detect correct seatbelt use and rear seat occupancy. It can also detect when a front-seat occupant is sitting 'out-of-position', however it is unable to classify occupants according to their size.

A child presence detection system is fitted and can notify the driver when a child has been left in the vehicle. The AION UT's driver monitoring system performed well in detecting common forms of driver distraction, with more moderate performance in detecting impairment or an unresponsive driver.

Performance in the driving controls assessment was limited. Physical controls are provided for some key driving functions, however a number of commonly-used functions require interaction with the vehicle's central touchscreen.

During the on-road driving assessment, which assesses the accuracy of speed limit identification functionality on local metropolitan and regional roads, the AION UT correctly identified 67% of speed change events - equivalent to 94% of the distance driven.

Adaptive cruise control performed well in detecting and responding to other vehicles, motorcycles, pedestrians and cyclists. It does not, however, adapt to road features such as roundabouts and intersections.

■	GOOD
■	ADEQUATE
■	MARGINAL
■	WEAK
■	POOR
■	FITTED BUT NOT TESTED
■	NOT AVAILABLE
●	PASS
●	FAIL

OCCUPANT MONITORING

67%

Seatbelt Usage

Correct belt routing	100%	■
Rear seat occupancy	100%	■

Occupant Classification

Passenger airbag status	25%	■
Out-of-position	100%	■
Stature classification	0%	■

Occupant Presence

Child presence detection	60%	■
Crash occupancy information	80%	■

DRIVER ENGAGEMENT

68%

Driver Monitoring

Distraction (transient)	83%	■
Fatigue / Unresponsive / Impaired (non-transient)	60%	■

Driving Controls

20%

Driving Controls	●
Turning indicators	●
Hazard Lights	●
Horn	●
Gear selector	●
Windscreen wipers	●
Vision	●
Lights	●
Speed Control Function	●

Comfort and Infotainment

60%

Audio controls	●
Phone calling/dialing	●
Navigation	●
Climate controls	●
Windows	●
Other	●

VEHICLE ASSISTANCE

70%

Speed Assistance

Speed Limit Information Function	38%*	■
Speed Control Function	100%	■

Adaptive Cruise Control

Car-to-Car	89%	■
Car-to-Motorcycle	90%	■
Car-to-Pedestrian/Cyclist	88%	■
Road Features (roundabouts, crossings etc.)	0%	■
Auto Resume	0%	■

Steering Assistance

Steering Assistance	100%	■
Lane Change Assist	0%	■

CRASH AVOIDANCE



CRASH AVOIDANCE

74%

The autonomous emergency braking (AEB) system fitted to the GAC AION UT performed well in a number of the more advanced scenarios assessed, involving other vehicles, motorcycles, pedestrians and cyclists.

Performance was particularly strong when turning across the path of another vehicle or motorcycle, and when approaching pedestrians and cyclists from behind. The system was less effective in intersection scenarios where another car or motorcycle crossed the AION UT's path, and when turning across the path of a cyclist.

The lane departure prevention system performed well in helping prevent the AION UT from running off the road, and moving into the path of an oncoming or overtaking car or motorcycle.

Low-speed collision avoidance performance was generally good, with maximum scores recorded in turning and crossing scenarios involving other cars and motorcycles, and for a cyclist crossing the vehicle's path.

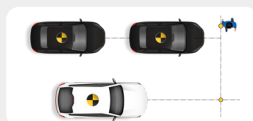
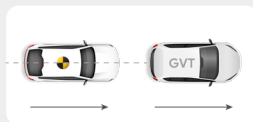
The AION UT does not prevent unintended forward acceleration towards a pedestrian caused by pedal misapplication. Its ability to avoid a pedestrian when reversing was also limited.

A cyclist dooring system is fitted to help reduce the risk of an occupant opening a door into the path of a cyclist approaching from behind, however its capability was limited.

	GOOD
	ADEQUATE
	MARGINAL
	WEAK
	POOR
	FITTED BUT NOT TESTED
	NOT AVAILABLE

FRONTAL COLLISIONS

69%



Car-to-Car

Longitudinal	52%	
Turning	100%	
Crossing	38%	

Car-to-Motorcycle

Longitudinal	87%	
Turning	100%	
Crossing	32%	

Car-to-Pedestrian

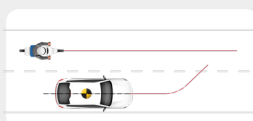
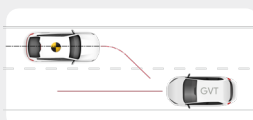
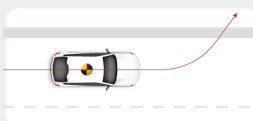
Longitudinal	100%	
Turning	97%	
Crossing	77%	

Car-to-Cyclist

Longitudinal	100%	
Turning	49%	
Crossing	89%	

LANE DEPARTURE COLLISIONS

93%



Single Vehicle

Driver Acceptance		
Driveability	100%	
Driver state link	100%	
Lane Departure		
ELK road edge	85%	

Car-to-Car

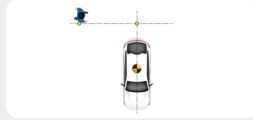
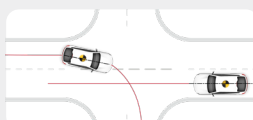
Emergency Lane Keeping		
Oncoming	97%	
Overtaking	93%	

Car-to-Motorcycle

Emergency Lane Keeping		
Oncoming	95%	
Overtaking	92%	

LOW SPEED COLLISIONS

75%



Car-to-Car

Turning	100%	
Crossing	100%	

Car-to-Motorcycle

Turning	100%	
Crossing	100%	

Car-to-Pedestrian

Manoeuvring		
Forward	0%	
Reverse	50%	

Car-to-Cyclist

Crossing	100%	
Dooring	25%	

CRASH PROTECTION



CRASH PROTECTION
90%

In the frontal offset test, protection was good or adequate for the driver and front passenger, with good protection provided to child occupants seated in the rear. A deduction was applied for the AION UT's crash compatibility in head-on crashes, where its structure presents additional risk to occupants of an oncoming vehicle, if struck.

In the full-width frontal test, protection was generally good or adequate, although protection of the chest of the small female driver was marginal. Additional virtual and sled testing demonstrated high levels of protection for occupants of different sizes across a range of crash severities.

Side impact performance was particularly strong. Maximum scores were recorded for the driver in the side impact and oblique pole tests. Far-side impact performance also achieved maximum scores, aided by the centre airbag fitted between the front seats, which helps reduce occupant-to-occupant interaction in a side crash.

Rear impact whiplash protection scored highly.

Protection for pedestrians and cyclists was more varied. Maximum scores were achieved for protection of the pelvis, femur, knee and tibia. Head protection was good principally across the windscreen area, with areas of weak and poor protection recorded elsewhere across the front of the vehicle.

The AION UT is fitted with lower ISOFix anchorages for rear outboard seats and top tether anchorages for all rear seating positions. All selected child restraints were able to be safely installed in the rear seats.

- GOOD
- ADEQUATE
- MARGINAL
- WEAK
- POOR
- NOT AVAILABLE

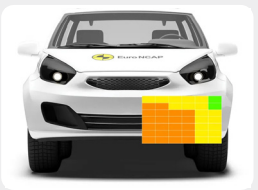
FRONTAL IMPACT

91%

FRONTAL OFFSET TEST (50km/h)



Driver	90%
Front passenger	95%
Rear passengers (children)	98%



Compatibility (vehicle-to-vehicle)	
Deduction	-30%

FULL WIDTH FRONTAL TEST (35km/h)



Driver	100%
Front passenger	90%
Rear passenger	70%

VIRTUAL & SLED TESTS (35km/h, 50km/h, 56km/h)

Driver	99%
Front Passenger	100%

	Low Severity 35km/h	Mid Severity 50km/h	High Severity 56km/h
Small occupant (5th percentile)		--	
Mid-size occupant (50th percentile)			--
Large occupant (95th percentile)	--		

SIDE IMPACT

99%

SIDE IMPACT TEST (60km/h)



Driver	100%
Rear passengers (children)	95%

OBLIQUE POLE TEST (32km/h)



Driver	100%
--------	------

FAR SIDE IMPACT TESTS (32km/h)



Oblique Pole Test	
Occupant-to-occupant head contact	100%



Side Impact Test	
Head excursion	100%

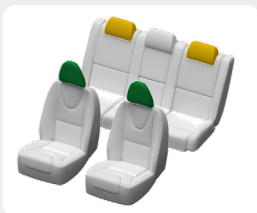
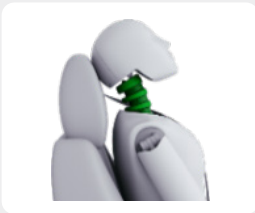


Oblique Pole Test	
Head excursion	100%

CRASH PROTECTION

WHIPLASH (REAR IMPACT) TESTS

95%



Dynamic	
Driver	100%
Static	
Driver / Front passenger	100%
Rear passengers	75%

VULNERABLE ROAD USER IMPACT TESTS

75%



Head Impact	
Pedestrian (adult)	40%
Pedestrian (child)	48%
Cyclist	67%
Pelvis & Leg Impact	
Pelvis	100%
Femur	100%
Knee & tibia	100%

CHILD RESTRAINT INSTALLATION ASSESSMENT

Child Restraint Type ^{^*}	FRONT ROW	2ND ROW			3RD ROW		
	Passenger	L	C	R	L	C	R
BELTED							
Rearward-facing capsule	✗	●	●	●	-	-	-
Rearward-facing with harness - convertible (Model A)	✗	●	●	●	-	-	-
Rearward-facing with harness - convertible (Model B)	✗	●	●	●	-	-	-
Forward-facing with harness - convertible (Model A)	✗	●	●	●	-	-	-
Forward-facing with harness - convertible (Model B)	✗	●	●	●	-	-	-
Booster: 4-8 years	✗	●	●	●	-	-	-
Booster: 4-10 years	✗	●	●	●	-	-	-
ISOFIX							
Rearward-facing capsule	✗	●	-	●	-	-	-
Rearward-facing with harness - convertible (Model A)	✗	●	-	●	-	-	-
Rearward-facing with harness - convertible (Model B)	✗	●	-	●	-	-	-
Forward-facing with harness - convertible (Model A)	✗	●	-	●	-	-	-
Forward-facing with harness - convertible (Model B)	✗	●	-	●	-	-	-

● INSTALL WITHOUT PROBLEM ● INSTALL WITH CARE ● CANNOT BE FITTED SAFELY ✗ INSTALLATION NOT ALLOWED

Safety Features	FRONT ROW	2ND ROW		3RD ROW	
	Passenger	Outboard	Centre	Outboard	Centre
Top tether anchorages	✗	✓	✓	-	-
ISOFIX anchorages	✗	✓	✗	-	-
Airbag disabling	✓	-	-	-	-

Safety Features	FRONT ROW		REAR
	Driver	Passenger	All
Child presence detection (CPD)	✗	✗	✓

✓ STANDARD ✗ NOT AVAILABLE - NOT APPLICABLE

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.

* 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 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.

POST CRASH



POST CRASH
88%

The post-crash features and capability of the GAC AION UT are of a high standard.

Rescue information for emergency responders met requirements, with both a rescue sheet and emergency response guide available.

The AION UT has provision for eCall functionality. While eCall notifications are not yet active on the AION UT, vehicles are equipped with the supporting hardware required to enable future activation of this emerging vehicle safety feature. GAC have committed to have eCall functionality operable in all AION UT vehicles by October 2027 - with this commitment required by ANCAP in order for points to be scored.

As a battery electric vehicle, the AION UT demonstrated effective battery voltage isolation and post-crash fire risk management.

Seatbelt buckles and interior door releases remained operable following the assessed crash tests. Access from outside the vehicle was less consistent, with low scores recorded for exterior door opening and tailgate opening.

It was demonstrated that, if the AION UT entered water, the vehicle provides the required functionality to assist occupant escape.



RESCUE INFORMATION

100%

Rescue sheets	100%	
Emergency rescue guide (ERG)	100%	

POST CRASH INTERVENTION

76%

eCall #	75%	
Multi-collision braking & hazard light activation	80%	

* Includes transitional provision scoring, where applicable

EXTRICATION

83%

Energy Management		
Energy isolation	100%	
Thermal propagation	100%	

Occupant Extrication		
Seatbelt buckle unlatching	100%	
Door opening - interior	100%	
Door opening - exterior	33%	
Tailgate opening	0%	
Submergence	100%	

SAFETY FEATURES*

	AUS	NZ
Airbags - Driver & passenger (frontal)	●	●
Airbags - Side, chest (front row)	●	●
Airbags - Side, chest (2nd row)	✗	✗
Airbags - Side, chest (3rd row)	-	-
Airbags - Side, head (front row)	●	●
Airbags - Side, head (2nd row)	●	●
Airbags - Side, head (3rd row)	-	-
Airbag - Knee (driver)	✗	✗
Airbag - Knee (front passenger)	✗	✗
Airbag - Centre	●	●
Airbag - Pedestrian (external)	✗	✗
Airbag disabling switch - Manual (front passenger)	●	●
Airbag disabling switch - Automatic (front passenger)	✗	✗
Active bonnet	✗	✗
Autonomous emergency braking (AEB) - Backover	●	●
Autonomous emergency braking (AEB) - Car-to-car	●	●
Autonomous emergency braking (AEB) - Car-to-cyclist	●	●
Autonomous emergency braking (AEB) - Car-to-motorcyclist	●	●
Autonomous emergency braking (AEB) - Car-to-pedestrian	●	●
Automatic emergency call (eCall) #	●	●
Blind spot monitoring (BSM)	●	●
Child presence detection (CPD)	●	●
Cyclist dooring detection	●	●
Driver monitoring system (DMS)	●	●
Driver state link - AEB	●	●
Driver state link - LSS	●	●
Emergency lane keep (ELK) - Car-to-car	●	●
Emergency lane keep (ELK) - Car-to-motorcycle	●	●
Forward collision warning (FCW)	●	●
Intelligent adaptive cruise control (iACC)	●	●
Intelligent seatbelt reminder (driver)	●	●
Intelligent seatbelt reminder (front passenger)	●	●
Intelligent seatbelt reminder (2nd row)	●	●
Intelligent seatbelt reminder (3rd row)	-	-
Lane centering	●	●
Multi-collision braking	●	●
Occupant classification	✗	✗
Pedal misapplication & override	✗	✗
Seatbelt pre-tensioners - Front seats	●	●
Seatbelt pre-tensioners - Rear outboard seats (2nd row)	●	●
Seatbelt pre-tensioners - Rear centre seat (2nd row)	✗	✗
Seatbelt pre-tensioners - Rear outboard seats (3rd row)	-	-
Seatbelt pre-tensioners - Rear centre seat (3rd row)	-	-
Speed limiter (manual)	●	●
Speed limiter (automatic / intelligent)	✗	✗
Speed sign recognition	●	●
Vehicle-to-infrastructure (V2I)	✗	✗
Vehicle-to-vehicle (V2V)	✗	✗

● STANDARD
 ● AVAILABLE ON SOME VARIANTS
 ● OPTIONAL
 ✗ NOT AVAILABLE
 - NOT APPLICABLE

TESTED MAKE / MODEL
Aion UT Premium

TESTED BODY TYPE
5 door hatch

TESTED VEHICLE POWERTRAIN
Battery Electric Vehicle (BEV)

RATING PUBLISHED
October 2026