ANCAP SAFETY REPORT

GWM ORA 5



ANCAP SAFETY

TESTED 2026 ★★★★★

APPLIES TO
All variants

BUILT FROM
April 2026 **(AUS)**
April 2026 **(NZ)**

ON SALE FROM
July 2026 **(AUS)**
July 2026 **(NZ)**

MODEL SERIES
n/a

VEHICLE TYPE
Small SUV

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	CRASH AVOIDANCE	CRASH PROTECTION	POST CRASH
70%	71%	91%	92%

RATING APPLICABILITY*

VARIANT	BODY TYPE	ENGINE / MOTOR	DRIVETRAIN	AUS	NZ
GWM ORA 5 Lux	5 door SUV	Battery Electric Vehicle (BEV)	FWD	✓	✓
GWM ORA 5 Ultra	5 door SUV	Battery Electric Vehicle (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

70%

The GWM Ora 5 is fitted with intelligent seatbelt reminders and can detect incorrect seatbelt use. However, it is unable to detect a front passenger sitting 'out-of-position', for example with their feet on the dashboard.

The GWM ORA 5 is equipped with child presence detection, which issues a warning if a child has been left unattended in the car.

The driver monitoring system performed well in detecting common forms of distraction. Performance in the assessment of fatigue, impairment and an unresponsive driver was less comprehensive.

The layout and operation of essential driving, comfort and infotainment controls met all assessment requirements for ease of access and operation, and maximum scores were awarded.

During the on-road driving assessment, which assesses the accuracy of speed limit identification functionality on local metropolitan and regional roads, the GWM Ora 5 correctly identified 58% of speed change events - equivalent to 89% of the distance driven.

Adaptive cruise control performed well in responding to other cars and motorcycles, but its response to pedestrians and cyclists was limited. Automatic resumption of travel achieved a partial score as it requires driver input to resume travel after stop.

Steering assistance performed well in helping the driver maintain their position within the lane, although it is not able to proactively assist with lane changes.

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

OCCUPANT MONITORING — 73%

Seatbelt Usage

Correct belt routing	100%
Rear seat occupancy	100%

Occupant Classification

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

Occupant Presence

Child presence detection	60%
Crash occupancy information	80%

DRIVER ENGAGEMENT — 73%

Driver Monitoring

Distraction (transient)	83%
Fatigue / Unresponsive / Impaired (non-transient)	45%

Driving Controls — 100%

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

Comfort and Infotainment — 100%

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

VEHICLE ASSISTANCE — 65%

Speed Assistance

Speed Limit Information Function	42%*
Speed Control Function	100%

Adaptive Cruise Control

Car-to-Car	83%
Car-to-Motorcycle	79%
Car-to-Pedestrian/Cyclist	13%
Road Features (roundabouts, crossings etc.)	0%
Auto Resume	50%

Steering Assistance

Steering Assistance	88%
Lane Change Assist	0%

* Capped score applied

CRASH AVOIDANCE

CRASH AVOIDANCE

71%

The autonomous emergency braking (AEB) system fitted to the GWM Ora 5 demonstrated mixed performance in tests designed to assess its ability to avoid or reduce the severity of frontal collisions.

The AEB system performed well in scenarios involving turning across the path of another vehicle, including cars and motorcycles, but was less effective in situations where another vehicle crossed directly in front of the GWM Ora 5.

Good results were recorded in most AEB scenarios involving pedestrians, while performance in detecting and responding to cyclists was generally good, with some limitations identified in turning scenarios.

The lane support system performed well across a range of scenarios, helping to prevent the vehicle from unintentionally leaving the road or moving into the path of oncoming or overtaking cars and motorcycles.

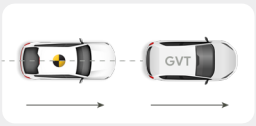
In low-speed emergency braking scenarios, the AEB system demonstrated mixed performance when responding to other vehicles at intersections, with stronger results in crossing scenarios than when turning.

The system was effective in detecting pedestrians behind the vehicle when reversing, but did not intervene in the assessed forward low-speed manoeuvring scenario.

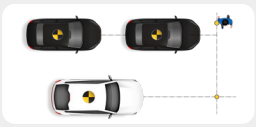
Good results were recorded in detecting cyclists crossing the vehicle's path at low speeds, although the system's ability to warn occupants of an approaching cyclist when opening a door was limited.

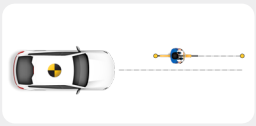
- GOOD
- ADEQUATE
- MARGINAL
- WEAK
- POOR
- FITTED BUT NOT TESTED
- NOT AVAILABLE

FRONTAL COLLISIONS — 67%









Car-to-Car

Longitudinal	70%
Turning	94%
Crossing	26%

Car-to-Motorcycle

Longitudinal	72%
Turning	96%
Crossing	32%

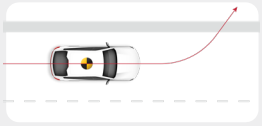
Car-to-Pedestrian

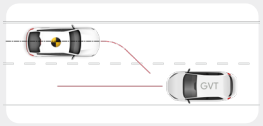
Longitudinal	91%
Turning	95%
Crossing	61%

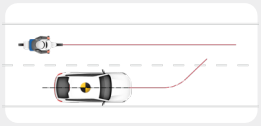
Car-to-Cyclist

Longitudinal	99%
Turning	46%
Crossing	88%

LANE DEPARTURE COLLISIONS — 95%







Single Vehicle

Driver Acceptance	
Driveability	100%
Driver state link	100%
Lane Departure	
ELK road edge	95%

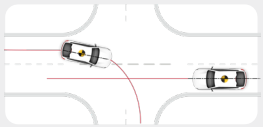
Car-to-Car

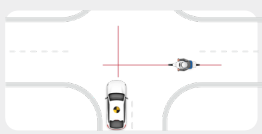
Emergency Lane Keeping	
Oncoming	94%
Overtaking	96%

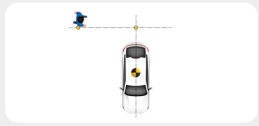
Car-to-Motorcycle

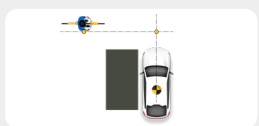
Emergency Lane Keeping	
Oncoming	91%
Overtaking	90%

LOW SPEED COLLISIONS — 64%









Car-to-Car

Turning	33%
Crossing	100%

Car-to-Motorcycle

Turning	0%
Crossing	100%

Car-to-Pedestrian

Manoeuvring	
Forward	0%
Reverse	92%

Car-to-Cyclist

Crossing	100%
Dooring	33%

CRASH PROTECTION

CRASH PROTECTION

91%

The GWM Ora 5 demonstrated good levels of protection for adult and child occupants in the frontal offset crash test. However, a penalty was applied for vehicle-to-vehicle compatibility, reflecting the potential for the GWM Ora 5 to pose an increased risk of injury to occupants of another vehicle in a collision.

In the full width frontal crash test, good overall protection was provided to the driver, front passenger and rear passenger.

Additional assessments examining the effectiveness of the vehicle's restraint systems across different occupant sizes and crash severities also demonstrated generally good levels of protection.

In the side impact crash test, maximum scores were awarded for protection of the driver and child occupants. Good protection was also provided to the driver in the more severe oblique pole test.

The GWM Ora 5 is fitted with a centre airbag to help prevent occupants from striking each other in a side impact. This system performed well, with maximum scores awarded in the far-side impact assessments.

The front and rear seats generally provided good protection against whiplash injuries in a rear-end collision.

In tests assessing the potential for injury to pedestrians and cyclists, head protection was mixed, with weaker results recorded for adult pedestrians. Good protection was provided to the pelvis and legs.

The GWM Ora 5 is equipped with ISOFIX anchorages on the two outer rear seats and top tether anchorages across all three rear seating positions. All child restraints assessed could be installed correctly in the applicable seating positions without difficulty.

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

FRONTAL IMPACT 90%

FRONTAL OFFSET TEST (50km/h)



Driver	95%
Front passenger	100%
Rear passengers (children)	100%

Compatibility (vehicle-to-vehicle)

Deduction	-64%

FULL WIDTH FRONTAL TEST (35km/h)



Driver	100%
Front passenger	90%
Rear passenger	100%

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

Driver	96%
Front Passenger	96%

	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)	- -		

CRASH PROTECTION

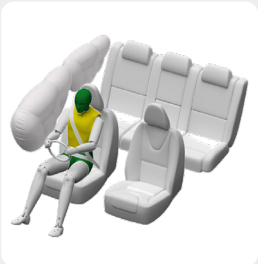
SIDE IMPACT 99%

SIDE IMPACT TEST (60km/h)



Driver	100%
Rear passengers (children)	100%

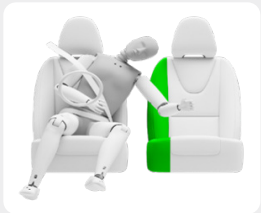
OBLIQUE POLE TEST (32km/h)



Driver	95%

FAR SIDE IMPACT TESTS (32km/h)



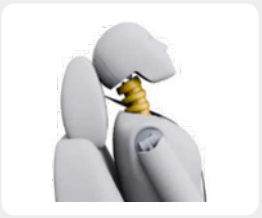


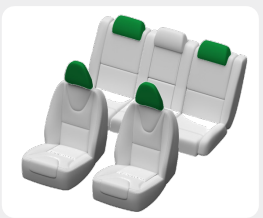


Oblique Pole Test	
Occupant-to-occupant head contact	100%
Side Impact Test	
Head excursion	100%
Oblique Pole Test	
Head excursion	100%

CRASH PROTECTION

WHIPLASH (REAR IMPACT) TESTS 96%





Dynamic	
Driver	93%
Static	
Driver / Front passenger	100%
Rear passengers	100%

VULNERABLE ROAD USER IMPACT TESTS 79%





Head Impact	
Pedestrian (adult)	51%
Pedestrian (child)	64%
Cyclist	68%
Pelvis & Leg Impact	
Pelvis	100%
Femur	92%
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	✗	–	–	–	–

	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

92%

Detailed rescue information is available to emergency services to assist with the safe recovery of occupants, including a rescue sheet and emergency rescue guide.

The GWM Ora 5 is equipped with a system designed to automatically contact emergency services following a serious collision. eCall functionality is provided to GWM Ora 5 owners in Australia and New Zealand for the minimum six-year period required by ANCAP.

The vehicle is fitted with a multi-collision braking system that can automatically apply the brakes following an initial impact to help prevent further collisions, together with automatic hazard light activation.

As the GWM Ora 5 is a battery electric vehicle (BEV), assessments were undertaken to examine the safety of its high-voltage electrical system following a collision. The vehicle performed well, demonstrating effective electrical isolation and protection against battery thermal propagation.

The seatbelt buckles, doors and tailgate remained operable under the assessed post-crash conditions, helping occupants and emergency responders access or exit the vehicle.

However, the vehicle did not meet the assessment requirements for occupant escape in the event of submergence in water.

- GOOD
- ADEQUATE
- MARGINAL
- WEAK
- POOR
- FITTED BUT NOT TESTED
- NOT AVAILABLE

RESCUE INFORMATION — 100%

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

POST CRASH INTERVENTION — 80%

eCall	75%
Multi-collision braking & hazard light activation	100%

EXTRICATION — 91%

Energy Management

Energy isolation	100%
Thermal propagation	100%

Occupant Extrication

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

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	TESTED BODY TYPE	TESTED VEHICLE POWERTRAIN	RATING PUBLISHED
GWM ORA 5, LHD	Small SUV	Battery Electric	November 2026

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