

GWM TANK 300

AU: DECEMBER 2022 - ONWARDS
NZ: JANUARY 2024 - ONWARDS
ALL VARIANTS



ANCAP
SAFETY

TESTED
2022



RATING YEAR	2022
VEHICLE TYPE	Large SUV
ENGINE TYPE	Petrol + Diesel + Hybrid
BUILT FROM	September 2022
ON SALE FROM	December 2022
SERIES	N/A
AIRBAGS	Dual frontal, side chest, side head, centre

The GWM Tank 300 was introduced in Australia in December 2022 and New Zealand in January 2024. This ANCAP safety rating applies to all variants.

Dual frontal, side head-protecting (curtain), and front row side airbags are standard. A centre airbag to prevent occupant-to-occupant interaction is also fitted as standard.

Autonomous emergency braking (Car-to-Car, Vulnerable Road User and Junction Assist), a lane support system with lane keep assist (LKA), lane departure warning (LDW) and emergency lane keeping (ELK), and blind spot monitoring (BSM) are standard.



88%

ADULT OCCUPANT
PROTECTION



89%

CHILD OCCUPANT
PROTECTION



81%

VULNERABLE ROAD USER
PROTECTION



85%

SAFETY
ASSIST

RATING APPLICABILITY

VARIANT	BODY TYPE	ENGINE	DRIVETRAIN	AUS	NZ
GWM Tank 300 Lux ♦	5 door SUV	2.0 litre petrol hybrid	4WD	✓	✓
GWM Tank 300 Ultra	5 door SUV	2.0 litre petrol hybrid	4WD	✓	✓
GWM Tank 300 Lux	5 door SUV	2.0 litre petrol	4WD	✓	✓
GWM Tank 300 Ultra	5 door SUV	2.0 litre petrol	4WD	✓	✓
GWM Tank 300 Lux	5 door SUV	2.4 litre diesel	4WD	✓	✓
GWM Tank 300 Ultra	5 door SUV	2.4 litre diesel	4WD	✓	✓

ADULT OCCUPANT PROTECTION



88%

33.47 POINTS
OUT OF 38

The passenger compartment of the GWM Tank 300 remained stable in the frontal offset (MPDB) test. Dummy readings for the driver and front passenger showed GOOD protection for all critical body regions.

The front structure of the GWM Tank 300 presented a higher risk to occupants of an oncoming vehicle in the MPDB test (which evaluates vehicle-to-vehicle compatibility), and a 4.00 point penalty was applied.

In the full width frontal test, protection of the driver dummy was GOOD for all critical body areas. Protection of the rear passenger neck was ADEQUATE, and protection of the head and chest was WEAK.

In the side impact test, protection of all critical body areas for the driver was GOOD and the GWM Tank 300 scored maximum points. In the oblique pole test, protection of the chest was ADEQUATE, and all other critical body areas were GOOD.

The GWM Tank 300 is equipped with a centre airbag to protect against occupant-to-occupant interaction in side impacts, and it provided GOOD protection for the head of both front seat occupants. Prevention of excursion (movement towards the other side of the vehicle) in the far side impact tests was assessed as GOOD for the vehicle-to-vehicle impact scenario, and ADEQUATE in the vehicle-to-pole scenario.

A Rescue Sheet, providing information for first responders in the event of a crash is available, and a multi-collision braking system is standard on all variants.

FRONTAL OFFSET (MPDB)#	6.00	(out of 8)
FULL WIDTH FRONTAL#	6.17	(out of 8)
SIDE IMPACT#	6.00	(out of 6)
OBLIQUE POLE#	5.56	(out of 6)
WHIPLASH PROTECTION	3.75	(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

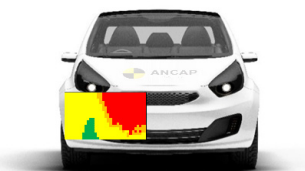
Head / neck:	4.00 pts
Chest:	4.00 pts
Upper legs:	4.00 pts
Lower legs:	4.00 pts
Deductions:	Nil

FRONT PASSENGER

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

COMPATIBILITY

Deductions:	-4.00 pts
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FULL WIDTH FRONTAL (50km/h)



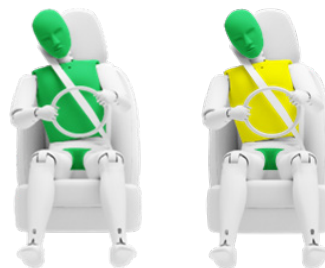
DRIVER

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

REAR PASSENGER

Head:	0.49 pts
Neck:	3.14 pts
Chest:	1.04 pts
Upper legs:	4.00 pts
Deductions:	Nil

SIDE IMPACT OBLIQUE POLE



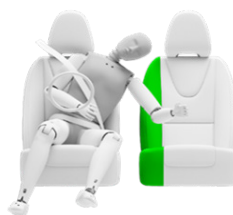
SIDE IMPACT (MDB) (60km/h)

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:	2.81 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:	3.00 pts
Rear passenger:	0.75 pts

RESCUE & EXTRICATION

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



89%

43.81 POINTS
OUT OF 49

In the frontal offset test and side impact tests, protection of the 10 year dummy and of the 6 year dummy was GOOD for all critical body regions. The GWM Tank 300 scored the maximum possible points in each of these tests.

The GWM Tank 300 is fitted with lower ISOFix anchorages on rear outboard seats of the second row. Top tether anchorages are available on all seats in the second row.

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 E booster seat could not be correctly installed in the centre rear position.

DYNAMIC TEST (FRONT)	16.00 (out of 16)
DYNAMIC TEST (SIDE)	8.00 (out of 8)
RESTRAINT INSTALLATION	11.81 (out of 12)
ON-BOARD SAFETY FEATURES	8.00 (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

The Child Restraint Evaluation Program (CREP) provides an independent assessment on the safety of Australasian child restraints - see www.childcarseats.com.au.



CHILD RESTRAINT INSTALLATION*

CHILD RESTRAINT (CRS) TYPE^		FRONT ROW	2nd ROW			3rd ROW		
		PASSENGER	LEFT	CENTRE	RIGHT	LEFT	CENTRE	RIGHT
BELTED	Rearward facing capsule	×	●	●	●	-	-	-
	TYPE A 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	×	●	●	●	-	-	-
ISOFIX	TYPE F Booster - 4 to 10 years	×	●	●	●	-	-	-
	Rearward facing capsule	×	●	-	●	-	-	-
	TYPE A 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.



81%

43.85 POINTS
OUT OF 54

The bonnet of the GWM Tank 300 provided a range of MARGINAL to GOOD protection to the head of a struck pedestrian over most of its surface, with WEAK and POOR results recorded at the front of the bonnet. The front grill showed GOOD results for the pelvis, while the bumper provided a mix of ADEQUATE and GOOD protection to pedestrians' legs.

The GWM Tank 300 is fitted with an autonomous emergency braking (AEB) system capable of recognising and reacting to pedestrians and cyclists. Testing of this system showed ADEQUATE performance in forward pedestrian test scenarios. In cyclist test scenarios, the AEB system offered GOOD overall performance.

The GWM Tank 300 is fitted with an AEB system that is active while reversing, however performance was unable to be demonstrated in test conditions and no points were scored.

HEAD IMPACTS	18.79 (out of 24)
UPPER LEG IMPACTS	6.00 (out of 6)
LOWER LEG IMPACTS	5.26 (out of 6)
AEB - Pedestrian (forward)	6.18 (out of 7)
AEB - Pedestrian (backover)	0.00 (out of 2)
AEB - Cyclist	7.62 (out of 9)

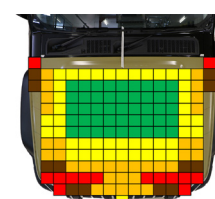
AUTONOMOUS EMERGENCY BRAKING (PEDESTRIAN, CYCLIST & BACKOVER)

SYSTEM NAME:	Pedestrian Safety System
TYPE:	Autonomous emergency braking with forward collision warning
OPERATIONAL FROM:	1-90 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	
	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT
PERFORMANCE	GOOD	ADEQUATE	GOOD	NOT TESTED	GOOD	GOOD	GOOD	ADEQUATE	GOOD	NOT TESTED	GOOD	NOT TESTED
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)
	DAY	DAY	DAY	DAY	DAY
PERFORMANCE	WEAK	GOOD	GOOD	GOOD	GOOD
GOOD					

PEDESTRIAN IMPACT TEST (40 KM/H)





85%

13.60 POINTS
OUT OF 16

The GWM Tank 300 is fitted with an autonomous emergency braking (AEB) system capable of functioning at highway speeds, 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 overall GOOD performance with collisions avoided or mitigated in the majority of test scenarios, however performance was not as good in the higher speed Forward Collision Warning (FCW) tests with a stationary target with insufficient warning to avoid an impact at test speeds above 60km/h.

The AEB system reacts and stops the vehicle when turning across the path of an oncoming vehicle, and full points were scored for this test scenario.

Tests of lane support system functionality showed ADEQUATE to GOOD performance, including several of the more critical emergency lane keeping test scenarios.

A speed assistance system (SAS) is standard. This system identifies the local speed limit and allows the driver to set the speed accordingly.

A seatbelt reminder system with occupant detection is fitted for all front and rear seating positions. A driver monitoring system (DMS) is also fitted as standard.

OCCUPANT STATUS

- Seat belt reminders	2.00	(out of 2)
- Driver monitoring	1.00	(out of 1)

SPEED ASSISTANCE SYSTEMS	2.63	(out of 3)
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LANE SUPPORT SYSTEMS	3.00	(out of 4)
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AEB - Car-to-Car	2.98	(out of 4)
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AEB - Junction Assist	2.00	(out of 2)
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LANE SUPPORT SYSTEMS (LSS)

SYSTEM NAME: Lane Keep Assist & Emergency Lane Keep
OPERATIONAL FROM: 60-150 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)	[NOT TESTED]
	Blind Spot Monitoring (BSM)	PASS



85%

13.60 POINTS
OUT OF 16

AUTONOMOUS EMERGENCY BRAKING (CAR-TO-CAR)

SYSTEM NAME:	Crash Safety Assist
TYPE:	Autonomous emergency braking with forward collision warning
OPERATIONAL FROM:	5-150 km/h
DESCRIPTION:	Defaults ON for every journey

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

AUTONOMOUS EMERGENCY BRAKING - CAR-TO-CAR									
TEST SCENARIO	Driving towards a stationary car					TEST VEHICLE SPEED	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)						GOOD			
FCW (30-80 km/h)									
PERFORMANCE	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	Camera based
Speed Limitation Function	System advised

● PASS ● FAIL ✗ NOT AVAILABLE - NOT APPLICABLE

GOOD ADEQUATE MARGINAL WEAK POOR NOT TESTED

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	●	●
Autonomous emergency braking (AEB) - Junction Assist	●	●
Automatic emergency call (eCall)	✗	✗
Blind spot monitor (BSM)	●	●
Child presence alert	●	●
Electronic brakeforce distribution (EBD)	●	●
Event 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
TESTED VEHICLE(S) BUILT
TESTED BODY TYPE
TESTED VEHICLE ENGINE
RATING PUBLISHED
RATING UPDATED

GWM Tank 300 Lux
2022
5 door SUV
2.0 petrol hybrid
December 2022
May 2025

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.

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