



**XPENG P7**  
Standard Safety Equipment

2023



Adult Occupant



87%

Child Occupant



81%

Vulnerable Road Users



81%

Safety Assist



78%

## SPECIFICATION

Tested Model	XPENG P7 80kW electric, LHD
Body Type	- 4 door saloon
Year Of Publication	2023
Kerb Weight	2020kg
VIN From Which Rating Applies	- all XPENG P7s
Class	Large Family Car

## 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			
Isifix/i-Size	—	✘	●
Integrated CRS	—	✘	✘
Airbag cut-off switch	—	●	—
Child presence detection	—	✘	✘
SAFETY ASSIST			
Seat Belt Reminder	●	●	●

## SAFETY EQUIPMENT (NEXT)

OTHER SYSTEMS	
Active Bonnet	✘
AEB Vulnerable Road Users	●
AEB Pedestrian - Reverse	●
Cyclist Dooring Prevention	●
AEB Motorcyclist	●
AEB Car-to-Car	●
Speed Assistance	●
Lane Assist System	●
Fatigue / Distraction Detection	●

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

- Fitted to the vehicle as standard   
 ○ Fitted to the vehicle as part of the safety pack  
○ Not fitted to the test vehicle but available as option or as part of the safety pack   
 ✘ Not available   
 — Not applicable

**ADULT OCCUPANT**

Total 35.0 Pts / 87%

■ GOOD   
 ■ ADEQUATE   
 ■ MARGINAL   
 ■ WEAK   
 ■ POOR

Frontal Impact 14.0 / 16 Pts

Mobile Progressive Deformable Barrier      Full Width Rigid Barrier

Lateral Impact 15.3 / 16 Pts

Side Mobile Barrier      Side Pole      Far-Side Excursion      Occupant Interaction


Rear Impact 3.2 / 4 Pts

Rear Seat      Front Seat


**ADULT OCCUPANT**

Total 35.0 Pts / 87%

■ GOOD   
 ■ ADEQUATE   
 ■ MARGINAL   
 ■ WEAK   
 ■ POOR

Rescue and Extrication		2.5 / 4 Pts
Rescue Sheet	Available, ISO compliant	
Advanced eCall	Available	
Multi Collision Brake	Available	
Submergence Check	Non-compliant	

**Comments**

The passenger compartment of the P7 remained stable in the frontal offset test. Dummy numbers showed good protection of the knees and femurs of both the driver and passenger. XPENG showed that a similar level of protection would be provided to occupants of different sizes and to those sitting in different positions. Protection of all critical body areas was good for the front passenger but the driver's chest protection was rated as marginal, based on dummy readings of compression. Analysis of the deceleration of the impact trolley during the test, and analysis of the deformable barrier after the test, revealed that the P7 would be a benign impact partner in a frontal collision. In the full-width rigid barrier test, chest protection was again rated as marginal for the driver, based on dummy readings of compression. Otherwise, protection of both dummies was good in this test. In the side barrier test, protection of all critical body areas was good or adequate and, in the side pole impact, the P7 scored full points with good protection of all critical body areas. Control of excursion (the extent to which a body is thrown to the other side of the vehicle when it is hit from the far side) was marginal. The P7 has a counter-measure to mitigate against occupant to occupant injuries in such impacts and this performed well in Euro NCAP's test. Tests on the front seats and head restraints demonstrated good protection against whiplash injuries in the event of a rear-end collision. A geometric analysis of the rear seats indicated marginal whiplash protection. The P7 has an advanced eCall system which alerts the emergency services in the event of a crash. The car also has a system which applies the brakes after an impact, to avoid secondary collisions. XPENG demonstrated that if the car entered water, the doors, if locked, could be opened within two minutes of power being lost but did not demonstrate the duration for which windows would remain functional.

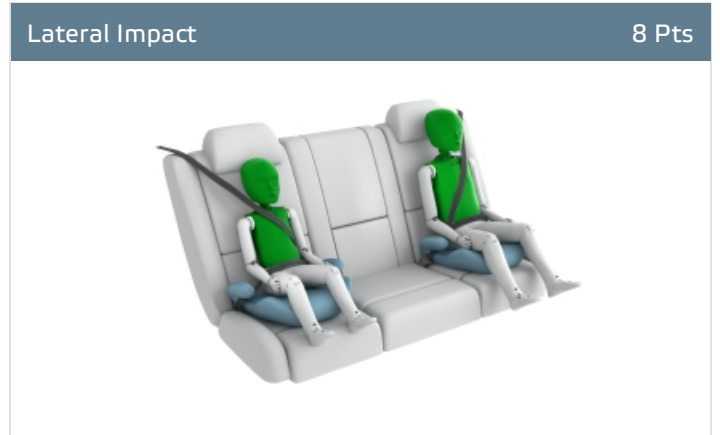
**CHILD OCCUPANT**

Total 40.0 Pts / 81%

■ GOOD   
 ■ ADEQUATE   
 ■ MARGINAL   
 ■ WEAK   
 ■ POOR

Crash Test Performance based on 6 & 10 year old children

24.0 / 24 Pts



Restraint for 6 year old child: *Britax Römer Kidfix i-Size*  
 Restraint for 10 year old child: *Graco Booster Basic*

**Safety Features**

4.0 / 13 Pts

	Front Passenger	2nd row outboard	2nd row center
Isofix	✗	●	✗
i-Size	✗	●	✗
Integrated CRS	✗	✗	✗
Top tether	✗	●	✗
Child Presence Detection	✗	✗	✗

● Fitted to test car as standard   
 ○ Not on test car but available as option   
 ✗ Not available

**CRS Installation Check**

12.0 / 12 Pts

i-Size	Seat Position				
	Front		2nd row		
			Left	center	Right
	✗	✗	●	✗	●

● Easy   
 ● Difficult   
 ● Safety critical   
 ✗ Not allowed  
✗ Airbag ON   
 Rearward facing restraint installation not allowed   
 Airbag OFF

CHILD OCCUPANT

Total 40.0 Pts / 81%

Isofix	Seat Position				
	Front		2nd row		
	Airbag ON	Airbag OFF	Left	center	Right
	✗	✗	●	✗	●
	✗	✗	●	✗	●
	✗	✗	●	✗	●
	✗	✗	●	✗	●
	✗	✗	●	✗	●
	✗	✗	●	✗	●

● Easy   
 ● Difficult   
 ● Safety critical   
 ✗ Not allowed  
 Airbag ON   
 Rearward facing restraint installation not allowed   
 Airbag OFF

Seatbelt Attached	Seat Position				
	Front		2nd row		
	Airbag ON	Airbag OFF	Left	center	Right
	✗	●	●	●	●
	●	●	●	●	●
	●	●	●	●	●
	●	●	●	●	●
	●	●	●	●	●
	✗	●	●	●	●

● Easy   
 ● Difficult   
 ● Safety critical   
 ✗ Not allowed  
 Airbag ON   
 Rearward facing restraint installation not allowed   
 Airbag OFF



## CHILD OCCUPANT

Total 40.0 Pts / 81%

## Comments

In both the frontal offset and side barrier tests, good protection was provided to all critical body areas for both child dummies, and the XPENG P7 scored maximum points in this part of the assessment. The front passenger airbag can be disabled to allow a rearward-facing child restraint to be used in that seating position. Clear information is provided to the driver regarding the status of the airbag and the system was rewarded. The P7 is not equipped with a 'child presence detection' system. All of the child restraint types for which the P7 is designed could be properly installed and accommodated in the car.



**VULNERABLE ROAD USERS**

Total 51.5 Pts / 81%



**VRU Impact Protection**

25.7 / 36 Pts



Pedestrian & Cyclist Head	7.7 Pts
Pelvis	4.5 Pts
Femur	4.5 Pts
Knee & Tibia	9.0 Pts

**VRU Impact Mitigation**

25.8 / 27 Pts

System Name	Forward Collision Warning
Type	Auto-Brake with Forward Collision Warning
Operational From	4 km/h
PERFORMANCE	

**AEB Pedestrian**

8.7 / 9 Pts

Scenario	Day time	Night time
Car reversing into adult or child		—
Adult crossing a road into which a car is turning		—
Adult crossing the road		
Child running from behind parked vehicles		
Adult along the roadside		

— Currently not tested

**AEB Cyclist**

7.8 / 8 Pts

Scenario	Day time
Approaching cyclist crossing from behind parked parked vehicles	
Turning across path of an oncoming cyclist	
Approaching a crossing cyclist	
Approaching a cyclist along the roadside	

 **VULNERABLE ROAD USERS**

Total 51.5 Pts / 81%

■ GOOD   
 ■ ADEQUATE   
 ■ MARGINAL   
 ■ WEAK   
 ■ POOR

**Cyclist Dooring Prevention** ■ 0.3 / 1 Pts

Scenario	
Dooring a passing cyclist	sudden opening prevention"

**AEB Motorcyclist** ■ 6.0 / 6 Pts

Scenario	Autobrake function only	Driver reacts to warning
Approaching a stationary motorcyclist	<span style="color: green;">■</span>	<span style="color: green;">■</span>
Approaching a braking motorcyclist	<span style="color: green;">■</span>	<span style="color: green;">■</span>
Turn across the path of an oncoming motorcyclist	<span style="color: green;">■</span>	—

— Currently not tested

**Lane Support Motorcyclist** ■ 3.0 / 3 Pts

Scenario	Day time
Changing lane across the path of an oncoming motorcyclist	<span style="color: green;">■</span>
Changing lane across the path of an overtaking motorcyclist	<span style="color: green;">■</span>

**Comments**

Protection of the head of a struck pedestrian or cyclist was predominantly good or adequate with poor results recorded only on the stiff windscreen pillars. Protection of the pelvis, femur, knee and tibia was at good at all test locations and the P7 scored maximum points in this part of the assessment. The autonomous emergency braking (AEB) system of the XPENG P7 can respond to vulnerable road users as well as to other vehicles. The system performed well in tests of its response to pedestrians and cyclists. Likewise, the AEB system performed well in all tests of its response to motorcyclists and scored full points.

SAFETY ASSIST

Total 14.2 Pts / 78%

■ GOOD    ■ ADEQUATE    ■ MARGINAL    ■ WEAK    ■ POOR

Speed Assistance ■ 2.5 / 3 Pts

System Name	MSLA, ISLA
Speed Limit Information Function	Camera & Map, subsigns supported
Speed Limitation Function	Intelligent ACC (accurate to 5km/h)

Occupant Status Monitoring ■ 1.7 / 3 Pts

> Seatbelt Reminder ■ 1.0 / 1 Pts

Applies To	Front and rear seats		
Warning	Driver Seat	Front Passenger(s)	Rear Passenger(s)
Visual	●	●	●
Audible	●	●	●
Occupant Detection	—	●	●

● Pass    ● Fail    — Not available

> Driver Monitoring ■ 0.7 / 2 Pts

System Name	Driver Status Monitoring
Type	Direct eye monitoring
Operational From	20 km/h
Fatigue	Drowsiness and Sleep
Distraction	Long Distraction

SAFETY ASSIST

Total 14.2 Pts / 78%

Lane Support

2.5 / 3 Pts

System Name	Lane Departure Assistance
Operational From	60 km/h
<b>PERFORMANCE</b>	
Emergency Lane Keeping	GOOD
Lane Keep Assist	GOOD
Human Machine Interface	GOOD

AEB Car-to-Car

7.5 / 9 Pts

System Name	Forward Collision Warning
Type	Autonomous emergency braking and forward collision warning
Operational From	4 km/h
Sensor Used	camera and radar

Scenario	Autobrake function only	Driver reacts to warning
Approaching a car crossing a junction		
Approaching a car head-on		—
Turning across the path of an oncoming car		—
Approaching a stationary car		
Approaching a slower moving car		—
Approaching a braking car		—

— Currently not tested



## SAFETY ASSIST

Total 14.2 Pts / 78%

## Comments

The autonomous emergency braking (AEB) system of the XPENG P7 performed well in tests of its reaction to other vehicles, although it did not score points in the head-on scenarios. A seatbelt reminder system is fitted as standard to the front and rear seats and the car is equipped with a system to detect driver fatigue, such as drowsiness and long distraction, where the driver is not focussed on the driving task. The system does not recognise short distraction or phone use. The lane support system gently corrects the vehicle's path if it is drifting out of lane and also intervenes in some more critical situations. The speed assistance system identifies the local speed limit, and the driver can choose to allow the limiter to be set automatically by the system.

## RATING VALIDITY

### Variants of Model Range

Body Type	Engine & Transmission	Model Name/Code	Drivetrain	Rating Applies	
				LHD	RHD
4 door saloon	Electric	RWD Long Range*	4 x 2	✓	✓
4 door saloon	Electric	AWD Performance	4 x 4	✓	✓
4 door saloon	Electric	Wing Edition	4 x 4	✓	✓

\*Tested variant

### Annual Reviews and Facelifts

Date	Event	Outcome
October 2023	Rating Published	2023 ★★★★★ ✓