ZEEKR X

Standard Safety Equipment

2024

Adult Occupant	Child Occupant	Vulnerable Road Users	Safety Assist
91%	90%	84%	83%

SPECIFICATION

Tested Model	ZEEKR X Long Range RWD, LHD
Body Type	- 5 door SUV
Year Of Publication	2024
Kerb Weight	1930kg
VIN From Which Rating Applies	- all ZEEKR X
Class	Small SUV

Version 240524

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			
Isofix/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

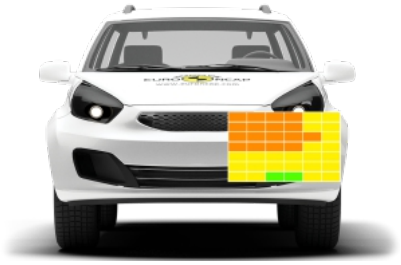
○ Not fitted to the test vehicle but available as option or as part of the safety pack ✖ Not available — Not applicable

ADULT OCCUPANT

Total 36.8 Pts / 91%

GOOD ADEQUATE MARGINAL WEAK POOR

Frontal Impact 14.7 / 16 Pts

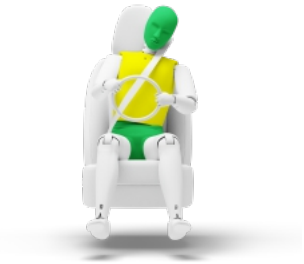


Mobile Progressive Deformable Barrier

Full Width Rigid Barrier

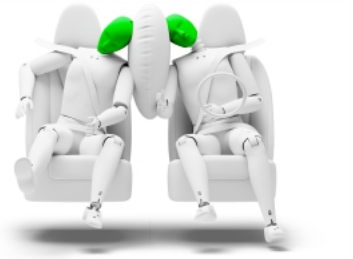
Lateral Impact 15.6 / 16 Pts

Side Mobile Barrier



Side Pole

Far-Side Excursion



Occupant Interaction

Rear Impact 3.8 / 4 Pts

Rear Seat

Front Seat

ADULT OCCUPANT

Total 36.8 Pts / 91%

GOOD ADEQUATE MARGINAL WEAK POOR

Rescue and Extrication	2.7 / 4 Pts
Rescue Sheet	Available, ISO compliant
Advanced eCall	Available
Multi Collision Brake	Available
Submergence Check	Compliant

Comments

The passenger compartment of the ZEEKR X remained stable in the frontal offset test. Dummy numbers showed good protection of the knees and femurs of both the driver and passenger. ZEEKR showed that a similar level of protection would be provided to occupants of different sizes and to those sitting in different positions. Protection was good for all critical body areas of the passenger. Analysis of the deceleration of the impact trolley during the test, and of the deformable barrier after the test, revealed that the X would be a moderately benign impact partner in a frontal collision. In the full-width rigid barrier test, protection was good for all body areas of the driver and good or adequate for the rear passenger. The X scored full points in the side impact barrier test, with good protection for all critical body parts. In the more severe side pole impact, protection of the chest was rated as adequate and that of other critical areas as good. 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 adequate. The X has a centre airbag mounted on the driver's seat to mitigate against occupant to occupant injuries in such impacts. Dummy numbers were good in Euro NCAP's test, with equal protection to the front driver and passenger. 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 also indicated good whiplash protection. The X 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. ZEEKR demonstrated that if the car entered water, the doors, if locked, could be opened within two minutes of power being lost and that electric windows would remain functional long enough to allow occupants to escape.

CHILD OCCUPANT

Total 44.5 Pts / 90%

GOOD ADEQUATE MARGINAL WEAK POOR

Crash Test Performance based on 6 & 10 year old children 24.0 / 24 Pts

Frontal Impact 16 Pts

Lateral Impact 8 Pts

Restraint for 6 year old child: *Cybex Solution T iFix*
Restraint for 10 year old child: *Graco Booster Basic*

Safety Features 8.5 / 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		
	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 44.5 Pts / 90%

Isofix	Seat Position				
	Front		2nd row		
			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		
			Left	center	Right
	✖	●	●	●	●
	✖	●	●	●	●
	✖	●	●	●	●
	✖	●	●	●	●
	✖	●	●	●	●
	✖	●	●	●	●

● Easy ● Difficult ● Safety critical ✖ Not allowed

Airbag ON Rearward facing restraint installation not allowed Airbag OFF

CHILD OCCUPANT

Total 44.5 Pts / 90%

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 ZEEKR X 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 ZEEKR X is equipped with 'child presence detection', a system which issues a warning when it detects that a child or infant has been left in the rear seats. All of the child restraint types for which the X is designed could be properly installed and accommodated in the car.

VULNERABLE ROAD USERS

Total 53.5 Pts / 84%

GOOD ADEQUATE MARGINAL WEAK POOR

VRU Impact Protection

28.2 / 36 Pts

Pedestrian & Cyclist Head	12.9 Pts
Pelvis	2.6 Pts
Femur	3.7 Pts
Knee & Tibia	9.0 Pts

VRU Impact Mitigation

25.4 / 27 Pts

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

PERFORMANCE |

AEB Pedestrian

7.9 / 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

8.0 / 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 53.5 Pts / 84%

GOOD ADEQUATE MARGINAL WEAK POOR

Cyclist Dooring Prevention

1.0 / 1 Pts

Scenario	
Dooring a passing cyclist	sudden opening prevention, all side doors"

AEB Motorcyclist

6.0 / 6 Pts

Scenario	Autobrake function only	Driver reacts to warning
Approaching a stationary motorcyclist		
Approaching a braking motorcyclist		
Turn across the path of an oncoming motorcyclist		—

— Currently not tested

Lane Support Motorcyclist

2.5 / 3 Pts

Scenario	Day time
Changing lane across the path of an oncoming motorcyclist	
Changing lane across the path of an overtaking motorcyclist	

Comments

Protection of the head of a struck pedestrian or cyclist was predominantly good or adequate, with poor results recorded only at the base of the windscreen and on the stiff windscreen pillars. Protection of the pelvis and femur was mixed but that of the knee and tibia was good across the whole width of the car. The autonomous emergency braking (AEB) system of the ZEEKR can respond to vulnerable road users as well as to other vehicles. In tests of its reaction to pedestrians, performance was good. The X scored maximum points for its performance when tested against a cyclist target, avoiding collision in all test scenarios, including 'dooring', where a door is suddenly opened in the path of a cyclist approaching from behind. The AEB system performed well in all tests of its response to motorcyclists and the lane support function also performed well in this regard.

SAFETY ASSIST

Total 15.1 Pts / 83%

GOOD | ADEQUATE | MARGINAL | WEAK | POOR

Speed Assistance

2.3 / 3 Pts

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

Occupant Status Monitoring

2.7 / 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

1.7 / 2 Pts

System Name	Driver Monitor Warning
Type	Direct eye monitoring
Operational From	30 km/h
Fatigue	Drowsiness, Microsleep and Sleep
Distraction	Long & Short Distraction and Phone Use

Version 240524

SAFETY ASSIST

Total 15.1 Pts / 83%

Lane Support

3.0 / 3 Pts

System Name	Lane Keeping Assist
Type	LKA and ELK
Operational From	60 km/h
PERFORMANCE	
Emergency Lane Keeping	GOOD
Lane Keep Assist	GOOD
Human Machine Interface	GOOD

AEB Car-to-Car

7.2 / 9 Pts

System Name	Collision Mitigation Support Front
Type	Autonomous emergency braking and forward collision warning
Operational From	4 km/h
Sensor Used	camera radar fusion

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 15.1 Pts / 83%

Comments

Overall, the autonomous emergency braking (AEB) system of the ZEEKR X performed well in tests of its reaction to other vehicles, although there was no performance in the head-on test scenarios. A seatbelt reminder system is fitted as standard to the front and rear seats. The car has a direct driver status monitoring system, and this scored well, detecting driver distraction as well as fatigue. 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
5 door SUV	Electric	Long Range *	4 x 2	✓	-
5 door SUV	Electric	Privilege	4 x 4	✓	-

* Tested variant

Annual Reviews and Facelifts

Date	Event	Outcome	
May 2024	Rating Published	2024 ★★★★★	✓