XPENG G6

Standard Safety Equipment

2024

Adult Occupant

88%

Child Occupant

85%

Vulnerable Road Users

81%

Safety Assist

75%

SPECIFICATION

Tested Model	XPENG G6 Long Range, LHD
Body Type	- 5 door SUV
Year Of Publication	2024
Kerb Weight	2025kg
VIN From Which Rating Applies	- all XPENG G6s
Class	Small SUV

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 35.5 Pts / 88%

GOOD | ADEQUATE | MARGINAL | WEAK | POOR

Frontal Impact — 13.9 / 16 Pts

Mobile Progressive Deformable Barrier

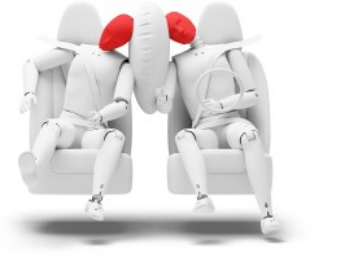
Full Width Rigid Barrier

Lateral Impact — 14.7 / 16 Pts

Side Mobile Barrier

Side Pole

Far-Side Excursion



Occupant Interaction

Rear Impact — 3.8 / 4 Pts

Rear Seat

Front Seat

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ADULT OCCUPANT

Total 35.5 Pts / 88%

GOOD ADEQUATE MARGINAL WEAK POOR

Rescue and Extrication	3.0 / 4 Pts
Rescue Sheet	Available, ISO compliant
Advanced eCall	Available
Multi Collision Brake	Available
Submergence Check	Compliant

Comments

The passenger compartment of the G6 remained stable in the frontal offset test. Protection was good or adequate for all critical body areas of the driver and all good for the passenger. XPENG demonstrated that the same level of protection would be provided to the knees and femurs of occupants of different sizes and to those sitting in different positions. Analysis of the deceleration of the impact trolley during the test, and analysis of the deformable barrier after the test, revealed that the G6 would be a benign impact partner in a frontal collision. In the full-width rigid barrier test, protection was good or adequate for all critical body areas of the driver but protection of the rear passenger's chest was rated as weak, based on dummy readings of compression. In both the side barrier and pole impact tests, protection of all critical body areas was good and the car scored maximum points in this part of the assessment. 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 found to be adequate. The G6 has a countermeasure to mitigate against occupant-to-occupant injuries in such impacts. In Euro NCAP's test the passenger dummy's head contacted the shoulder of the driver dummy. Injury parameters were not excessive but the car was penalised for the contact. 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 G6 has an advanced eCall system which alerts the emergency services in the event of a crash, and there is a system to prevent secondary impacts after the car has been in a collision. XPENG demonstrated that the doors and windows would be openable to allow occupants to escape in the event of vehicle submergence.

CHILD OCCUPANT

Total 42.0 Pts / 85%

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: *Britax Römer Kidfix i-Size*
Restraint for 10 year old child: *Nania H6 Booster*

Safety Features 6.0 / 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 42.0 Pts / 85%

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

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CHILD OCCUPANT

Total 42.0 Pts / 85%

Comments

In both the frontal offset and side barrier tests, protection was good for all critical body areas of both child dummies and the G6 scored maximum points. 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 G6 is not equipped with a direct 'child presence detection' system. All of the child restraint types for which the G6 is designed could be properly installed and accommodated in the car.

VULNERABLE ROAD USERS

Total 51.5 Pts / 81%

GOOD | ADEQUATE | MARGINAL | WEAK | POOR

VRU Impact Protection

25.4 / 36 Pts

Pedestrian & Cyclist Head	12.4 Pts
Pelvis	1.9 Pts
Femur	2.1 Pts
Knee & Tibia	9.0 Pts

VRU Impact Mitigation

26.2 / 27 Pts

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

PERFORMANCE |

AEB Pedestrian

8.9 / 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 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	information, driver door only"

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

3.0 / 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 on the stiff windscreen pillars and at the base of the screen. Protection of the pelvis was poor at several test locations, as was that of the femur. However, protection of the knee and tibia was good at all test locations. The autonomous emergency braking (AEB) system of the XPENG can respond to vulnerable road users as well as to other vehicles. The system's response to pedestrians and cyclists was good, scoring full points for the latter including 'dooring' protection, where a door is suddenly opened in the path of a cyclist approaching from behind. The collision avoidance system performed well in tests of its response to motorcyclists, scoring full points for AEB and scoring well for its lane support.

SAFETY ASSIST

Total 13.6 Pts / 75%

GOOD ADEQUATE MARGINAL WEAK POOR

Speed Assistance

1.5 / 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

1.4 / 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

0.4 / 2 Pts

System Name	Driver Status Monitoring
Type	Direct eye monitoring
Operational From	30 km/h
Fatigue	Drowsiness

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SAFETY ASSIST

Total 13.6 Pts / 75%

Lane Support

2.5 / 3 Pts

System Name	Lane Departure Assistance
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

8.3 / 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 13.6 Pts / 75%

Comments

Overall, the performance of the autonomous emergency braking (AEB) system was good in tests of its reaction to other vehicles, with collisions avoided in most 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 as standard, detecting driver 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. However, the system occasionally indicated the incorrect limit in some complex situations during Euro NCAP's tests, and was not rewarded. The driver can choose to allow the limiter to be set automatically by the system.

RATING VALIDITY

Variants of Model Range

Body Type	Engine	Model Name/Code	Drivetrain	Rating Applies	
				LHD	RHD
5 door SUV	Electric	RWD Standard Range	4 x 2	✓	✓
5 door SUV	Electric	RWD Long Range *	4 x 2	✓	✓
5 door SUV	Electric	AWD Long Range	4 x 4	✓	-

* Tested variant

Annual Reviews and Facelifts

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