

2026 | ★★★★★

Standard

Tested model
ZEEKR 7GT Privilege AWD,
LHD

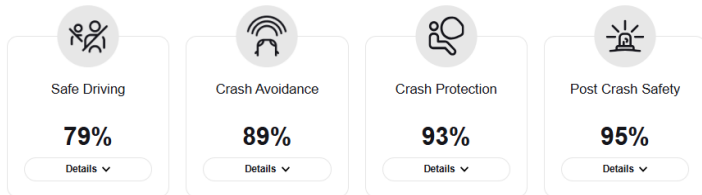
Body type
Hatchback

Kerb weight
2405 kg

Class
Large Family Car

Rating applies to
all variants

Publication
July 2026



VERDICT

Overall, the ZEEKR 7GT demonstrated a high level of safety and showed excellent performance in each of the four stages of safety.

Safe Driving

The ZEEKR 7GT has a manual switch for front passenger airbag deactivation, to allow a rearward-facing child restraint to be used in that seating position. The car can also detect some cases of incorrect seatbelt routing for the driver, such as when only the lap portion of the belt is being used. The driver monitoring system scores well, both for transient states such as distraction and for non-transient states such as fatigue or impairment. However, many key driving controls, as well as infotainment and comfort functions, rely on the centre screen. Euro NCAP scores physical controls more highly for these sorts of functions. A child presence detection system detects when a child has been left in the car and issues a warning when appropriate. Based on a test drive of some 2000 km through Spain and France, the speed

limit information function correctly identified the limit in around 79 percent of cases, equivalent to 89 percent of the driving distance.

Crash Avoidance

The ZEEKR 7GT is equipped as standard with all of the latest crash avoidance systems, which perform far better than required by legislation. Autonomous emergency braking (AEB) performs well in many of the advanced test scenarios required by Euro NCAP. The car has a system to prevent 'dooring', where a door is opened into the path of a cyclist approaching from behind, and this worked well.

Crash Protection

Protection was good or adequate for all occupants in the frontal offset test. Good protection was provided to both of the child dummies, sitting in the rear seats, and maximum points were scored. In the full-width test, chest protection was rated as adequate for

the small female driver, but protection was otherwise good or adequate. Additional data and validated computer modelling demonstrated protection that ranged from good to weak in various combinations of test configuration and occupant stature. Overall, the car scored well for the robustness of the protection it offered. Full points were scored in the side impact tests, including far-side, where the 7GT has a centre airbag to mitigate occupant to occupant impacts. Head protection of vulnerable road users was more marginal, with few areas where good protection was provided. However, the car scored highly for the protection it offered to the pelvis, femur or tibia.

Post Crash Safety

The 7GT drops only a few out of a maximum 100 points in post-crash safety. Third Party Service (TPS) eCall is not available and some points are lost here. The door handles are manually operated and doors were openable after all of Euro NCAP crash tests.



Safe Driving

79%

Details



Crash Avoidance

89%

Details



Crash Protection

93%

Details



Post Crash Safety

95%

Details

● Good

● Adequate

● Marginal

● Weak

● Poor

Occupant monitoring

70%

Seatbelt usage

Correct belt routing	80%
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

80%

Driver monitoring

Distraction	100%
Impairment	80%

Driving controls

Driving	20%
Comfort & infotainment	20%

Vehicle assistance

87%

Speed assistance

Speed limit information

77% 

Speed control function

100% 

Speed assistance



Adaptive Cruise Control performance

Car-to-car

71% 

Car-to-motorcyclist

90% 

Car-to-VRU

100% 

Additional features

90% 

Steering assistance

Steering assistance

100% 

Lane change assist

100% 



Safe Driving

79%

Details



Crash Avoidance

89%

Details



Crash Protection

93%

Details



Post Crash Safety

95%

Details

Frontal collisions

85%

Car & motorcyclist

Rear-end & head-on	94%
Junction – turning	99%
Junction – crossing	59%

Pedestrian & cyclist

Moving in same direction	99%
Turning	88%
Crossing	90%

Lane departure collisions

100%

Single vehicle

Driver acceptance	100%
Lane departure	100%

Car & motorcyclist

Car-to-car	100%
Car-to-motorcyclist	100%

Low speed collisions

90%

Car & motorcyclist

Junction – turning	100%
Junction – crossing	100%

Pedestrian & cyclist

Crossing



Manoeuvring



Dooring





Safe Driving

79%

Details



Crash Avoidance

89%

Details



Crash Protection

93%

Details



Post Crash Safety

95%

Details

Good

Adequate

Marginal

Weak

Poor

Frontal impact

93%

Offset

Driver	100%
Front passenger	100%
Rear passengers	100%

Offset — Driver & passengers



Offset — Compatibility



Full width

Driver	95%
Front passenger	95%
Rear passenger	100%







Full width



Virtual testing & sled

Driver	95%
Front passenger	98%

Virtual testing & sled

	35 km/h	50 km/h	56 km/h
5th			
50th			
95th			

Side impact

100% 

Side mobile barrier

Driver 100% 

Rear passengers 100% 

Side mobile barrier



Side pole

Driver 100% 

Side pole



Far-side

Occupant-to-occupant 100% 

Side mobile barrier

Side pole

Far-side — Occupant-to-occupant



Far-side — Side mobile barrier



Far-side — Side pole



Rear impact

98%

Dynamic

Driver

97%

Dynamic



Static

Front passengers

100%

Rear passengers

100%

Static



VRU impact

81%

Head impact

Cyclist

72%

Adult pedestrian

45%

Child pedestrian

89%

Head impact



Pelvis & leg impact

Pelvis 100% 

Femur 100% 

Knee & tibia 92% 

Pelvis & leg impact



Child seat installation check

Child seat installation check

i-Size

Isfix

Seatbelt attached

i-Size — A rearward-facing child restraint should never be installed in the front passenger seat when the airbag is enabled





Isfix — A rearward-facing child restraint should never be installed in the front passenger seat when the airbag is enabled



Seatbelt attached — A rearward-facing child restraint should never be installed in the front passenger seat when the airbag is enabled




 Easy installation

 Difficult installation

 Safety critical installation

 Installation not allowed

 Airbag ON



Safe Driving

79%

Details



Crash Avoidance

89%

Details



Crash Protection

93%

Details



Post Crash Safety

95%

Details

Post Crash Safety

95%

Rescue information

Rescue sheet

100%

Rescue guide

100%

Post crash intervention

Advanced eCall

75%

Hazard light activation

100%

Vehicle extrication

Energy management

100%

Occupant extrication

100%

Safety equipment

Safe Driving

Occupant monitoring

Advanced seatbelt reminder



Airbag cut-off switch



Occupant stature classification



Child presence detection



Driver engagement

Distraction detection



Fatigue detection



Vehicle assistance

Advanced speed assist system



Adaptive Cruise Control



Steering assistance



Crash Avoidance

Frontal collision	
Advanced Autonomous Emergency Braking	✓
Lane departure collision	
Advanced Emergency Lane Keeping	✓
Blind Spot Monitoring	✓
Low speed collision	
Low speed Autonomous Emergency Braking	✓
Reverse Autonomous Emergency Braking	✓
Cyclist dooring	✓

Crash Protection

	Driver	Front passenger	Rear passenger
Child safety			
Isofix / i-Size	–	✓	✓
Integrated child seat	–	✗	✗
Frontal impact			
Front airbag	✓	✓	–
Adaptive seatbelt	✓	✓	✓
Side impact			
Side head airbag	✓	✓	✓
Side chest / pelvis airbag	✓	✓	✗
Centre airbag	✓	✓	–
VRU impact			
Active pedestrian protection		✗	

Post Crash Safety

Post crash intervention	
Advanced eCall	✓
Multi-collision brake	✓
Vehicle extrication	
Automatic high-voltage deactivation	✓
Automatic door unlocking	✓

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

Rating validity

Annual reviews and facelifts

Date	Event	Outcome
2026-07-08	Rating Published	2026 ★★★★★ ✓

Variants of model range

Body type	Variant description	Drivetrain	Rating applies LHD	Rating applies RHD
5 door Hatchback	electric - Core RWD	4x2	✓	✓
5 door Hatchback	electric - Long Range RWD	4x2	✓	✓
5 door Hatchback	electric - Privilege AWD*	4x4	✓	✓

* Tested variant