Euro NCAP
For Safer Cars

Lepas L4

2026 ★★★★★ Standard

Tested model	Body type	Kerb weight
LEPAS L4 67 kWh electric, LHD	**SUV**	**1750 kg**
Class	Rating applies to	Publication
Small SUV	**LEPAS L4 electric**	**November 2026**



VERDICT

The Lepas L4 achieves a well-deserved 5-star rating, demonstrating excellent all-round safety performance.

Safe Driving

The Lepas L4 correctly identifies the presence of all rear seat occupants but it does recognise seatbelt mis-use, such as a belt worn behind the body. There is no recognition of occupants sitting ‘out of position’, such as the front passenger with their feet on the dashboard, and the occupants are not classified, which would allow optimisation of restraint characteristics. The Lepas L4 does have Child Presence Detection, a system which issues a warning if a child has been left unattended in the car. The driver monitoring system identifies driver fatigue and various types of distraction and phone use. The L4 makes excellent use of manual controls for important driving functions, and scores well for comfort and infotainment. The speed assistance system of the Lepas L4 proved very effective. In a test drive of around 2000 km through the UK, France and Belgium, the system correctly identified the limit in 80 percent of cases, representing 91 percent of the distance covered. The L4 has adaptive cruise control which generally responded well when potential hazards were identified.

Crash Avoidance

The Lepas L4 scored well in this part of the assessment. The car is equipped with all of the latest crash avoidance technologies, all of which performed well in Euro NCAP’s tests, including the challenging turning and crossing scenarios. However, driver acceptance of the lane support system was not scored highly, with no connection between the driver alertness and the sensitivity of the system. The car warns against ‘dooring’, where a door is opened into the path of a cyclist approaching from behind.

Crash Protection

The L4 scores well in this part of the assessment, with good results in all of the crash tests. Good or adequate protection is provided for all critical parts of the body for all occupants in the full-width and offset frontal tests, and also in the side barrier and side pole impacts. Additional data and validated computer modelling demonstrated a similar level of protection in various combinations of test configuration and occupant stature. A centre airbag, to mitigate injuries caused by occupant to occupant contact in a side impact, is standard equipment. The airbag worked well in Euro NCAP’s pole test, with good protection of the head of the driver and front passenger. Protection of vulnerable road users is more mixed: predominantly good for the head of a struck pedestrian and for the knee and tibia, but mostly poor for the femur.

Post Crash

The L4 automatically applies the brakes after a crash to prevent secondary impacts, and the advanced eCall system provides detailed information about the car's occupants and the type of impact sustained by the car. The Lepas L4 scored well for its provisions for quick and safe extrication by first responders.

Safe Driving	Crash Avoidance	Crash Protection	Post Crash Safety
64%	84%	90%	92%
Details	Details	Details	Details

Good · Adequate · Marginal · Weak · Poor

Occupant monitoring — 45%

Seatbelt usage

Correct belt routing	0%
Rear seat occupancy	100%

Occupant classification

Passenger airbag status	25%
Out of position	0%
Stature classification	0%

Occupant presence

Child presence detection	70%
Crash occupancy information	80%

Driver engagement — 77%

Driver monitoring

Distraction	71%
Impairment	80%

Driving controls

Driving	100%
Comfort & infotainment	80%

Vehicle assistance

69%

Speed assistance

Speed limit information	57%
Speed control function	100%

Speed limit information



Adaptive Cruise Control performance

Car-to-car	65%
Car-to-motorcyclist	71%
Car-to-VRU	88%
Additional features	

Steering assistance

Steering assistance	75%
Lane change assist	0%

Safe Driving	Crash Avoidance	Crash Protection	Post Crash Safety
64%	84%	90%	92%
Details	Details	Details	Details

Frontal collisions

91%

Car & motorcyclist	
Rear-end & head-on	96%
Junction – turning	99%
Junction – crossing	85%

Pedestrian & cyclist	
Moving in same direction	99%
Turning	67%
Crossing	92%

Lane departure collisions

85%

Single vehicle	
Driver acceptance	40%
Lane departure	100%

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

Low speed collisions

64%

Car & motorcyclist	
Junction – turning	92%
Junction – crossing	79%

Pedestrian & cyclist	
Crossing	83%
Manoeuvring	30%
Dooring	21%

Safe Driving	Crash Avoidance	Crash Protection	Post Crash Safety
64%	84%	90%	92%
Details	Details	Details	Details

Good | Adequate | Marginal | Weak | Poor

Frontal impact 97%

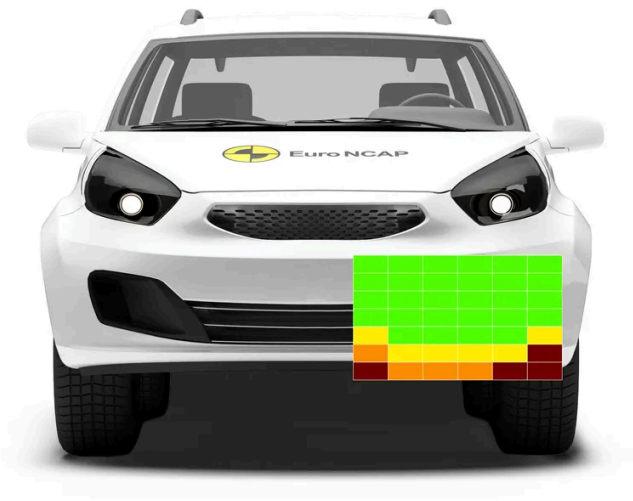
Offset

Driver	95%
Front passenger	100%
Rear passengers	100%

Offset — Driver & passengers



Offset — Compatibility



Full width

Driver	100%
Front passenger	100%
Rear passenger	100%

Full width



Virtual testing & sled

Driver	97%
Front passenger	98%

Virtual testing & sled

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

Side impact

99%

Side mobile barrier

Driver	100%
Rear passengers	100%

Side mobile barrier



Side pole	
Driver	95%

Side pole



Far-side	
Occupant-to-occupant	100%
Side mobile barrier	100%
Side pole	100%

Far-side — Occupant-to-occupant



Far-side — Side mobile barrier



Far-side — Side pole



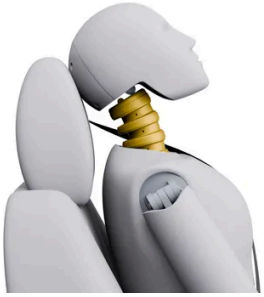
Rear impact

90%

Dynamic

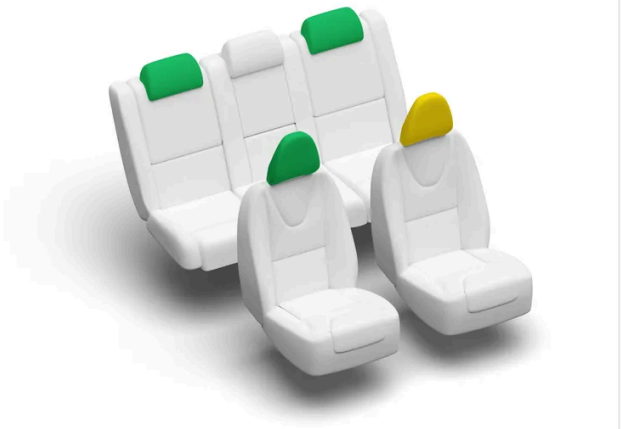
Driver	87%

Dynamic



Static	
Front passengers	90%
Rear passengers	100%

Static



VRU impact

64%

Head impact	
Cyclist	69%
Adult pedestrian	52%
Child pedestrian	68%

Head impact



Pelvis & leg impact

Pelvis	53%
Femur	13%
Knee & tibia	98%

Pelvis & leg impact



Child seat installation check

Child seat installation check
i-Size
Isofix
Seatbelt attached

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



Isofix — 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	Crash Avoidance	Crash Protection	Post Crash Safety
64%	84%	90%	92%
Details	Details	Details	Details

Post Crash Safety

92%

Rescue information	
Rescue sheet	100%
Rescue guide	100%

Post crash intervention	
Advanced eCall	75%
Hazard light activation	80%

Vehicle extrication	
Energy management	100%
Occupant extrication	87%

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	Rating	Validity

Variants of model range

Body type	Variant description	Drivetrain	Rating applies LHD	Rating applies RHD
5 door SUV	Electric - 67 kWh*	4x2	✓	✓

* Tested variant