

XPENG G6



APPLIES TO
All variants

BUILT FROM
July 2024

RATING CRITERIA
2023-2025

VEHICLE TYPE
Small SUV

ON SALE FROM
AUS: October 2024
NZ: November 2024

RATING EXPIRES
December 2031

ENGINE / MOTOR TYPES
Battery Electric

MODEL SERIES
N/A

AIRBAGS
Dual frontal, side chest,
side head, centre



ANCAP
SAFETY

TESTED
2024



The XPENG G6 was introduced in Australia in October 2024 and New Zealand in November 2024. This ANCAP safety rating applies to all variants.

Dual frontal, side chest-protecting and side head-protecting airbags are standard. A centre airbag which provides added protection to front seat occupants in side impact crashes is also standard.

Autonomous emergency braking (Car-to-Car, Vulnerable Road User, Junction, Crossing, Backover and Head-On) as well as a lane support system with lane keep assist (LKA), lane departure warning (LDW) and emergency lane keeping (ELK), and an advanced speed assistance system (SAS) are standard equipment.

ASSESSMENT SCORES



Adult Occupant Protection

88%

35.49 out of 40



Child Occupant Protection

86%

42.62 out of 49



Vulnerable Road User Protection

81%

51.50 out of 63



Safety Assist

80%

14.49 out of 18

RATING APPLICABILITY*

VARIANT	BODY TYPE	ENGINE / POWERTRAIN	DRIVETRAIN	AUS	NZ
XPENG G6 Standard Range	5 door SUV	Battery Electric Vehicle (BEV)	RWD	✓	✓
XPENG G6 Long Range	5 door SUV	Battery Electric Vehicle (BEV)	RWD	✓	✓

* Correct at time of publication. Subject to change. Check with manufacturer.



Adult Occupant Protection

88%

35.49 out of 40

FRONTAL OFFSET (MPDB) [#] 6.84 points out of 8	OBLIQUE POLE [#] 6.00 points out of 6	RESCUE & EXTRICATION 3.00 points out of 4
FULL WIDTH FRONTAL [#] 7.12 points out of 8	WHIPLASH PROTECTION 3.84 points out of 4	
SIDE IMPACT [#] 6.00 points out of 6	FAR SIDE IMPACT 2.69 points out of 4	

[#] Scaled scores. Total test scored out of 16.00 points.

The passenger compartment of the XPENG G6 remained stable in the frontal offset (MPDB) test. ADEQUATE protection was seen for the lower legs of the driver. Protection for all other critical body regions for the driver and the front passenger was GOOD.

The front structure of the Xpeng G6 presented a lower risk to occupants of an oncoming vehicle in the MPDB test (which evaluates vehicle-to-vehicle compatibility), and a 1.57 point penalty (out of 8.00 points) was applied.

In the full width frontal test, protection was ADEQUATE for the chest of the driver and WEAK for the chest of the rear passenger. GOOD protection was offered to all other critical body regions for both the driver and rear passenger.

In the side impact and oblique pole tests, protection offered to all critical body regions was GOOD and the XPENG G6 scored maximum points in these tests.

The XPENG G6 is equipped with a centre airbag to protect against occupant-to-occupant interaction in side impacts, however it did not prevent contact between the dummies during the test and was therefore assessed as POOR. Prevention of excursion (movement towards the other side of the vehicle) in the far side impact tests was assessed as ADEQUATE for both the vehicle-to-vehicle impact scenario and the vehicle-to-pole scenario.

A Rescue Sheet, providing information for first responders in the event of a crash is available, and a multi-collision braking system is fitted. It was demonstrated that, if the car entered water, the doors and windows of the XPENG G6 would remain functional for the minimum required time period.

FRONTAL OFFSET (MPDB) TEST - 50km/h



	DRIVER	FRONT PASSENGER
Head / Neck	4.00 pts	4.00 pts
Chest	4.00 pts	4.00 pts
Upper Legs	4.00 pts	4.00 pts
Lower Legs	3.24 pts	4.00 pts
Deductions	Nil	Nil



COMPATIBILITY

Deductions	-1.57 pts
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FULL WIDTH FRONTAL TEST - 50km/h



	DRIVER	REAR PASSENGER
Head	4.00 pts	4.00 pts
Neck	4.00 pts	4.00 pts
Chest	3.51 pts	0.99 pts
Upper Legs	4.00 pts	4.00 pts
Deductions	Nil	Nil

SIDE IMPACT TEST - 60km/h

	DRIVER
Head	4.00 pts
Chest	4.00 pts
Abdomen	4.00 pts
Pelvis	4.00 pts
Deductions	Nil

OBLIQUE POLE TEST - 32km/h

	DRIVER
Head	4.00 pts
Chest	4.00 pts
Abdomen	4.00 pts
Pelvis	4.00 pts
Deductions	Nil



Adult Occupant Protection

88%

35.49 out of 40

FAR SIDE IMPACT TESTS - 60km/h and 32km/h



SIDE IMPACT (60km/h)	DRIVER
Head	4.00 pts
Neck	4.00 pts
Chest & Abdomen	4.00 pts
Pelvis	No penalty



OBLIQUE POLE (32km/h)	DRIVER
Head	4.00 pts
Neck	2.17 pts
Chest & Abdomen	4.00 pts
Pelvis	No penalty



OCCUPANT-TO-OCCUPANT

Head Contact -1.00 pts (head contact)

WHIPLASH PROTECTION TESTS



	DRIVER / FRONT PASSENGER	REAR PASSENGER
Rear Impact	2.84 pts	1.00 pts

RESCUE & EXTRICATION



Rescue Sheet	●	No penalty
Door Opening / Extrication	●	No penalty
Multi-Collision Braking	●	1.00 pt
Advanced eCall	✗	1.00 pt default
Vehicle Submergence		
- Door opening	●	0.50 pt
- Window opening	●	0.50 pt

● FITTED TO TEST CAR AS STANDARD ● NOT FITTED TO TEST CAR BUT AVAILABLE AS AN OPTION ✗ NOT AVAILABLE - N/A



Child Occupant Protection

86%

42.62 out of 49

DYNAMIC TEST (FRONT)
16.00 points out of 16RESTRAINT INSTALLATION
11.62 points out of 12DYNAMIC TEST (SIDE)
8.00 points out of 8ON-BOARD SAFETY FEATURES
7.00 points out of 13

In the frontal offset and side impact tests, protection of the 10 year and 6 year dummies was GOOD and the XPENG G6 scored maximum points in these tests.

The XPENG G6 is fitted with lower ISOFix anchorages on the rear outboard seats and top tether anchorages for all rear seating positions.

A child presence detection (CPD) system is not available.

Installation of typical child restraints available in Australia and New Zealand showed most child restraints could be accommodated in most rear seating positions, though one of the selected booster seats and one of the selected Type B convertible seats in forward facing mode could not be correctly installed in the centre rear seating position.

FRONTAL OFFSET (MPDB) TEST - 50km/h



6 YEAR OLD

10 YEAR OLD

SIDE IMPACT TEST - 60km/h



10 YEAR OLD

6 YEAR OLD

ON-BOARD SAFETY FEATURES	FRONT PASSENGER	2nd ROW OUTBOARD	2nd ROW CENTRE	3rd ROW OUTBOARD	3rd ROW CENTRE
ISOFIX Anchorage	✗	●	✗	-	-
Top Tether Anchorage	✗	●	●	-	-
Airbag Disabling	✗	-	-	-	-
Child Presence Detection	✗	✗	✗	-	-
0.00 pts (out of 4.00pts)					

● FITTED AS STANDARD ✗ NOT AVAILABLE - N/A

CHILD RESTRAINT TYPE ^{**}	FRONT ROW PASSENGER	2nd ROW			3rd ROW		
		L	C	R	L	C	R
Rearward-facing capsule	✗	●	●	●	-	-	-
Rearward-facing with harness - convertible (Model A)	✗	●	●	●	-	-	-
Rearward-facing with harness - convertible (Model B)	✗	●	●	●	-	-	-
Forward-facing with harness - convertible (Model A)	✗	●	●	●	-	-	-
Forward-facing with harness - convertible (Model B)	✗	●	●	●	-	-	-
Booster - 4 to 8 years	✗	●	●	●	-	-	-
Booster - 4 to 10 years	✗	●	●	●	-	-	-
Rearward-facing capsule	✗	●	-	●	-	-	-
Rearward-facing with harness - convertible (Model A)	✗	●	-	●	-	-	-
Rearward-facing with harness - convertible (Model B)	✗	●	-	●	-	-	-
Forward-facing with harness - convertible (Model A)	✗	●	-	●	-	-	-
Forward-facing with harness - convertible (Model B)	✗	●	-	●	-	-	-

● INSTALL WITHOUT PROBLEM ○ INSTALL WITH CARE ● CANNOT BE FITTED SAFELY ✗ INSTALLATION NOT ALLOWED - N/A

NOTE: The child restraints fitted to vehicles tested by Euro NCAP are relevant to the European market. For Australian consumers this information should be used as a guide to vehicle features only. The Child Restraint Evaluation Program (CREP) provides an independent assessment on the safety of Australian child restraints - see www.childcarseats.com.au.
 * Installation of each child restraint is assessed separately in each position. Installation of multiple restraints has not been assessed and may not be possible.
 ^ The list of child restraints has been selected to provide a general indication of the rated vehicle's ability to accommodate various CRS types. ANCAP does not endorse or recommend any one CRS brand or model, nor does it rate the safety of child restraints.



Vulnerable Road User Protection

81%

51.50 out of 63

HEAD PROTECTION (Adult, Child, Cyclist) 12.42 points out of 18	KNEE & TIBIA PROTECTION 9.00 points out of 9	AEB CYCLIST 8.25 points out of 9
PELVIS PROTECTION 1.91 points out of 4.5	AEB PEDESTRIAN (Forward) 6.84 points out of 7	AEB MOTORCYCLE 6.00 points out of 6
FEMUR PROTECTION 2.07 points out of 4.5	AEB PEDESTRIAN (Backover) 2.00 points out of 2	LSS MOTORCYCLE 3.00 points out of 3

The bonnet and windscreen of the XPENG G6 provided GOOD or ADEQUATE protection to the head of a struck pedestrian over most of its surface, while MARGINAL and POOR results were recorded along the front of the bonnet and on the rear of the bonnet, at the base of the windscreen and on the stiff windscreen pillars.

Protection of the pelvis and femurs was mostly WEAK or POOR while protection of the lower legs was mostly GOOD.

The autonomous emergency braking (AEB) system is capable of detecting and reacting to vulnerable road users such as pedestrians, cyclists and motorcyclists. Testing of this system showed GOOD performance in **AEB pedestrian** test scenarios including in reverse (**AEB Backover**) and turning scenarios, with collisions avoided or mitigated in most tests.

The vehicle provides information to the driver when a bicycle is approaching from behind (**cyclist anti-dooring**). A warning is also issued, but was not sufficiently early to be awarded points in the test.

GOOD performance was seen in the lane support and **AEB motorcyclist** tests, including in the turning and in overtaking scenarios, earning full points.

PEDESTRIAN & CYCLIST IMPACT TESTS



AUTONOMOUS EMERGENCY BRAKING (Cyclist, Pedestrian & Motorcycle)

System Name	Forward Collision Warning
Type	Autonomous emergency braking with forward collision warning
Operational From	4-85km/h

AEB CYCLIST TEST SCENARIOS (forward)	Cyclist traveling along road (25%)	Cyclist crossing from kerb (obstructed)	Cyclist traveling along road (50%)	Cyclist crossing (nearside)	Cyclist crossing (farside)	Cyclist crossing side road, car turning (nearside)	Cyclist crossing side road, car turning (farside)
	DAY	DAY	DAY	DAY	DAY	DAY	DAY
							
PERFORMANCE						GOOD	

CYCLIST DOORING

Information (driver door)	●
Warning (driver door)	✗
Retention (driver door)	✗
Warning or retention (all other doors)	✗

● PASS ✗ FAIL - N/A

GOOD ADEQUATE MARGINAL WEAK POOR / NOT TESTED DUE TO NO PERFORMANCE PREDICTED NOT TESTED



Vulnerable Road User Protection

81%

51.50 out of 63

AEB PEDESTRIAN TEST SCENARIOS (reverse)	Child / Adult standing behind reversing vehicle (25% offset)	Adult / Child standing behind reversing vehicle (50% offset)	Child / Adult standing behind reversing vehicle (75% offset)	Adult / Child walking behind reversing vehicle (50% offset)
	DAY	DAY	DAY	DAY
4km/h				
8km/h				
PERFORMANCE				GOOD

AEB PEDESTRIAN TEST SCENARIOS (forward)	Adult walking along road	Adult crossing towards kerb (50%)	Adult crossing from kerb (25%)	Adult crossing from kerb (75%)	Child running (obstructed)	Adult crossing side road (farside), car turning	Adult crossing side road (nearside), car turning					
	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT
PERFORMANCE											GOOD	

AEB MOTORCYCLE TEST SCENARIOS (forward)	Driving towards a stationary motorcycle	Driving towards a braking motorcycle (25% offset)	Turning across the path of an oncoming motorcycle	
	100% OFFSET	12m HEADWAY	40m HEADWAY	TARGET MOTORCYCLE SPEED
				30km/h 45km/h 60km/h
AEB (10-50km/h)				TEST VEHICLE SPEED
FCW (30-80km/h)				10km/h 15km/h 20km/h
PERFORMANCE		GOOD		PERFORMANCE

LANE SUPPORT SYSTEMS (Car-to-Motorcycle)

System Name	Lane Departure Assistance		
Operational From	60-150 km/h		

EMERGENCY LANE KEEPING (ELK) TEST SCENARIOS Car-to-Motorcycle	Oncoming motorcycle	Overtaking motorcycle (EMT at 72km/h)	Overtaking motorcycle (EMT at 80km/h)	
	UNINTENTIONAL	INTENTIONAL	UNINTENTIONAL	INTENTIONAL
PERFORMANCE				GOOD



Safety Assist

80%

14.49 out of 18

SEAT BELT REMINDERS 1.00 points out of 1	AEB / AES (Car-to-Car) 3.75 points out of 4	LANE SUPPORT SYSTEMS 2.50 points out of 3
DRIVER MONITORING 0.35 points out of 2	AEB / AES (Junction & Crossing) 4.00 points out of 4	
SPEED ASSISTANCE SYSTEMS 2.39 points out of 3	AEB / AES (Head-On) 0.50 points out of 1	

The XPENG G6 is fitted with an autonomous emergency braking (AEB) system capable of functioning at highway speeds, and a lane support system (LSS) with lane keep assist (LKA) and emergency lane keeping (ELK) functionality.

Tests of the **AEB (Car-to-Car)** system showed GOOD performance with collisions avoided or mitigated in almost all test scenarios, including in **AEB Junction** and **AEB Crossing** scenarios where the test vehicle can autonomously brake to avoid crashes when turning across or into the path of an oncoming vehicle. Tests of the **AEB Head-On** system functionality showed MARGINAL performance.

Tests of **LSS** functionality showed GOOD performance in LKA scenarios, and ADEQUATE performance in the more critical ELK scenarios.

A speed assistance system (SAS) with speed limit information function (SLIF) and Intelligent adaptive cruise control (iACC) is standard, informing the driver of the local speed limit and allowing the driver to accept the change in speed accordingly.

A seatbelt reminder system with occupancy detection is fitted to all seating positions. A direct driver drowsiness monitor system is fitted as standard.

AUTONOMOUS EMERGENCY BRAKING (Car-to-Car)

System Name	Forward Collision Warning			
Type	Autonomous emergency braking with forward collision warning			
Operational From	4-150 km/h			
	Driving towards a stationary car +/- 50%, 75%, 100%	Driving towards a slower moving car +/- 50%, 75%, 100%	Driving towards a lightly braking car HEADWAY 12m & 40m	Driving towards a heavily braking car HEADWAY 12m & 40m
TEST VEHICLE SPEED	10km/h	15km/h	20km/h	25km/h
AEB				
FCW				
PERFORMANCE	GOOD	GOOD	GOOD	GOOD

GOOD ADEQUATE MARGINAL WEAK POOR / NOT TESTED DUE TO NO PERFORMANCE PREDICTED NOT TESTED



Safety Assist

80%

14.49 out of 18

AUTONOMOUS EMERGENCY BRAKING (Car-to-Car Junction, Crossing and Head-On)

TARGET VEHICLE SPEED	JUNCTION ASSIST Turning across the path of an oncoming vehicle			CROSSING (T-BONE) Crossing the path of another vehicle				
	30km/h	45km/h	60km/h	20km/h	30km/h	40km/h	50km/h	60km/h
Start from stop								
10km/h				-	-	-	-	-
15km/h				-	-	-	-	-
20km/h								
30km/h	-	-	-					
40km/h	-	-	-					
50km/h	-	-	-					
60km/h	-	-	-					
PERFORMANCE	GOOD			GOOD				

TEST VEHICLE SPEED	HEAD-ON In the path of oncoming vehicle		
	50km/h	70km/h	PERFORMANCE
Travelling straight	50km/h		-
	70km/h		-
Lane change	50km/h		-
	70km/h		-
			MARGINAL

LANE SUPPORT SYSTEMS (Car-to-Car)

System Name	Lane Departure Assistance
Operational From	60-150 km/h

TEST SCENARIOS Car-to-Car	Dashed line	Solid line	PERFORMANCE
	LANE KEEP ASSIST (LKA)		
			GOOD

TEST SCENARIOS Car-to-Car	Oncoming vehicle	Overtaking vehicle (GVT at 72km/h)		Overtaking vehicle (GVT at 80km/h)		Road edge	Solid line
		UNINTENTIONAL	INTENTIONAL	UNINTENTIONAL	INTENTIONAL		
EMERGENCY LANE KEEPING (ELK)							
	PERFORMANCE					ADEQUATE	

GOOD

ADEQUATE

MARGINAL

WEAK

POOR / NOT TESTED DUE TO
NO PERFORMANCE PREDICTED

NOT TESTED



Safety Assist

80%

14.49 out of 18

OCCUPANT STATUS

WARNING TYPE	DRIVER	FRONT PASSENGER	REAR PASSENGERS
Occupant Detection	-	●	●
Seat Belt Reminder (Visual)	●	●	●
Seat Belt Reminder (Audible)	●	●	●

DRIVER MONITORING

	WARNING	INTERVENTION
Distraction	✗	✗
Fatigue	●	●
Unresponsive Driver	-	✗

SPEED ASSISTANCE SYSTEMS (SAS)

FEATURE

Speed Limit Information Function (SLIF)	Camera based
Manual Speed Limiter	✗
Intelligent Adaptive Cruise Control (iACC)	●
Intelligent Speed Limitation (ISL)	✗

HUMAN MACHINE INTERFACE (HMI)

FEATURE

AEB: Supplementary Warning	●
AEB: Restraint activation / dynamic retractors	✗
Lane Departure Warning (LDW)	●
Blind Spot Monitoring (BSM): Car-to-Car & Car-to-Motorcycle	●

SAFETY FEATURES & TECHNOLOGIES

SAFETY FEATURE / TECHNOLOGY*	AUS	NZ
Seat belt pre-tensioners (front seats)	●	●
Seat belt pre-tensioners (rear outboard seats) - 2nd row	●	●
Seat belt pre-tensioners (rear centre seat) - 2nd row	✗	✗
Seat belt pre-tensioners (rear outboard seats) - 3rd row	-	-
Seat belt pre-tensioners (rear centre seat) - 3rd row	-	-
Intelligent seat belt reminder (driver)	●	●
Intelligent seat belt reminder (front passenger)	●	●
Intelligent seat belt reminder (2nd row seats)	●	●
Intelligent seat belt reminder (3rd row seats)	-	-
Airbag - dual frontal (driver & front passenger)	●	●
Airbags - side, chest protection (front seats)	●	●
Airbags - side, chest protection (2nd row seats)	✗	✗
Airbags - side, chest protection (3rd row seats)	-	-
Airbags - side, head protection (front seats)	●	●
Airbags - side, head protection (2nd row seats)	●	●
Airbags - side, head protection (3rd row seats)	-	-
Airbag - centre	●	●
Airbag - knee (driver)	✗	✗
Airbag - knee (front passenger)	✗	✗
Airbag - pedestrian (external)	✗	✗
Airbag disabling switch - automatic (front passenger)	✗	✗
Airbag disabling switch - manual (front passenger)	✗	✗
Autonomous emergency braking (AEB) - Car-to-Car	●	●
Autonomous emergency braking (AEB) - Vulnerable Road User		
- AEB Pedestrian	●	●
- AEB Backover	●	●
- AEB Cyclist	●	●
- AEB Motorcycle	●	●
Autonomous emergency braking (AEB) - Junction		
- AEB Junction (Pedestrian)	●	●
- AEB Junction (Cyclist)	●	●
- AEB Junction (Motorcycle)	●	●
Autonomous emergency braking (AEB) - Crossing	●	●
Automatic emergency call (eCall)	●	●
Blind spot monitor (BSM)	●	●
Child presence detection / alert	✗	✗
Cyclist dooring detection / alert	●	●
Driver monitoring system - Indirect	✗	✗
Driver monitoring system - Direct	●	●
Forward collision warning (FCW)	●	●
Lane departure warning (LDW)	●	●
Lane keep assist (LKA)		
- LKA (Car-to-Car)	●	●
- LKA (Car-to-Motorcycle)	●	●
Secondary / multi-collision brake	●	●
Speed assistance - intelligent adaptive cruise control (iACC)	●	●
Speed assistance - auto / intelligent speed limiter	✗	✗
Speed assistance - manual speed limiter	✗	✗
Speed assistance - speed sign recognition & warning	●	●
Vehicle-to-infrastructure communication (V2I)	✗	✗
Vehicle-to-vehicle communication (V2V)	✗	✗

● STANDARD ○ AVAILABLE ON HIGHER VARIANTS ○ OPTIONAL ✗ NOT AVAILABLE - NOT APPLICABLE

* Correct at time of publication. Subject to change. Check with manufacturer.

TESTED MAKE / MODEL
Xpeng G6 Long Range LHD

TESTED VEHICLE ENGINE
Battery Electric (BEV)

RATING UPDATED
December 2025

TESTED BODY TYPE
5 door SUV

RATING PUBLISHED
December 2024