

DEEPAL S07



| | | |
|----------------------|----------------|---|
| APPLIES TO | BUILT FROM | RATING CRITERIA |
| All variants | September 2024 | 2023-2025 |
| VEHICLE TYPE | ON SALE FROM | RATING EXPIRES |
| Medium SUV | January 2025 | December 2031 |
| ENGINE / MOTOR TYPES | MODEL SERIES | AIRBAGS |
| Battery Electric | N/A | Dual frontal, side chest, side head, centre |



ANCAP
SAFETY

TESTED
2024

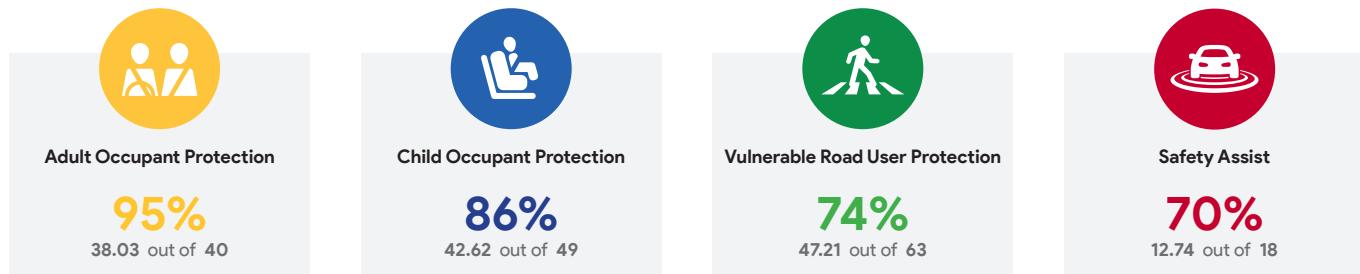


The Deepal S07 was introduced in Australia in January 2025. This ANCAP safety rating applies to all variants.

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) with a speed sign recognition system are standard equipment.

ASSESSMENT SCORES



RATING APPLICABILITY*

| VARIANT | BODY TYPE | ENGINE / POWERTRAIN | DRIVETRAIN | AUS | NZ |
|--------------|------------|--------------------------------|------------|-----|----|
| Deepal S07 ◆ | 5 door SUV | Battery Electric Vehicle (BEV) | RWD | ✓ | - |

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



Adult Occupant Protection

95%

38.03 out of 40

| | | |
|--|---|--|
| FRONTAL OFFSET (MPDB) [#] 7.47 points out of 8 | OBLIQUE POLE [#] 6.00 points out of 6 | RESCUE & EXTRICATION 3.00 points out of 4 |
| FULL WIDTH FRONTAL [#] 7.70 points out of 8 | WHIPLASH PROTECTION 3.86 points out of 4 | |
| SIDE IMPACT [#] 6.00 points out of 6 | FAR SIDE IMPACT 4.00 points out of 4 | |

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

The passenger compartment of the Deepal S07 remained stable in the **frontal offset (MPDB)** test. Protection of the driver chest was **ADEQUATE**, with **GOOD** protection offered to all other body regions of the driver. Protection of the front passenger dummy was **GOOD** for all critical body regions.

The front structure of the Deepal S07 presented a lower risk to occupants of an oncoming vehicle in the MPDB test (which evaluates vehicle-to-vehicle compatibility), and a 0.86 point penalty (out of 8.00 points) was applied.

In the **full width frontal** test, protection was **ADEQUATE** for the chest of both the driver and the rear passenger, with **GOOD** protection for all other critical body areas.

In the **side impact** and **oblique pole** tests, protection offered to all critical body regions was **GOOD** and the Deepal S07 scored maximum points in these tests.

The Deepal S07 is equipped with a centre airbag to protect against occupant-to-occupant interaction in side impacts and it provided **GOOD** protection for the head of both front seat occupants. Prevention of excursion (movement towards the other side of the vehicle) in the far side impact tests was assessed as **GOOD** for the vehicle-to-vehicle impact scenario, and **ADEQUATE** in 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 Deepal S07 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 | 3.81 pts | 4.00 pts |
| Upper Legs | 4.00 pts | 4.00 pts |
| Lower Legs | 4.00 pts | 4.00 pts |
| Deductions | Nil | Nil |

COMPATIBILITY

| | |
|-------------------|-----------|
| Deductions | -0.86 pts |
|-------------------|-----------|



FULL WIDTH FRONTAL TEST - 50km/h



| | DRIVER | REAR PASSENGER |
|-------------------|----------|----------------|
| Head | 4.00 pts | 4.00 pts |
| Neck | 4.00 pts | 4.00 pts |
| Chest | 2.81 pts | 3.98 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

95%

38.03 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 | 4.00 pts |
| Chest & Abdomen | 4.00 pts |
| Pelvis | No penalty |



| OCCUPANT-TO-OCCUPANT | |
|----------------------|------------|
| Head Contact | No penalty |

WHIPLASH PROTECTION TESTS



| | DRIVER / FRONT PASSENGER | REAR PASSENGER |
|--------------------|-----------------------------|-------------------|
| Rear Impact | 2.86 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 maximum points were scored in these tests.

The Deepal S07 is fitted with lower ISOFix anchorages on the rear outboard seats and top tether anchorages for all rear seating positions.

A direct child presence detection (CPD) system, which provides an alert when a child may have been left in the vehicle, is fitted to all passenger seats as standard. However, the system did not meet ANCAP's requirements and was not rewarded.

Installation of typical child restraints available in Australia and New Zealand showed most child restraints could be accommodated in most rear seating positions, however the Type A capsule could not be correctly installed in the rear outboard seating positions using the vehicle seatbelt.

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 Anchorages | ✗ | ● | ✗ | - | - |
| Top Tether Anchorage | ✗ | ● | ● | - | - |
| Airbag Disabling | ✗ | - | - | - | - |
| Child Presence Detection | ● | ● | ● | - | - |
| 0.00 pts (out of 4.00pts) | | | | | |

● FITTED AS STANDARD ✗ NOT AVAILABLE - N/A

| BELTED | 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 | ✗ | ● | - | ● | - | - | - |
| ISOFIX | 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

74%

47.21 out of 63

| | | |
|--|---|--|
| HEAD PROTECTION (Adult, Child, Cyclist) 9.74 points out of 18 | KNEE & TIBIA PROTECTION 7.89 points out of 9 | AEB CYCLIST 7.24 points out of 9 |
| PELVIS PROTECTION 3.13 points out of 4.5 | AEB PEDESTRIAN (Forward) 4.71 points out of 7 | AEB MOTORCYCLE 6.00 points out of 6 |
| FEMUR PROTECTION 4.50 points out of 4.5 | AEB PEDESTRIAN (Backover) 2.00 points out of 2 | LSS MOTORCYCLE 2.00 points out of 3 |

In **physical impact** tests, the bonnet and windscreens of the Deepal S07 provided ADEQUATE protection to the head of a struck pedestrian over most of its surface, with WEAK and POOR results recorded on the stiff windscreens pillars and at all edges of the bonnet.

Protection of the pelvis and lower legs was mixed, with areas of GOOD to POOR performance, while protection of the femurs was 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 ADEQUATE performance in forward **AEB Pedestrian** test scenarios, and GOOD in reverse (**AEB Backover**), with collisions avoided or mitigated in most tests.

GOOD performance was seen in **AEB Cyclist** test scenarios with collisions avoided or mitigated at all test speeds including in the turning scenarios. The vehicle provides information and warning for the drivers door only when a bicycle is approaching from behind (**cyclist anti-dooring**), however, the warning was not provided sufficiently early and was not rewarded.

GOOD performance was seen in the **AEB** and **LSS** **motorcyclist** tests, including in the turning and in some overtaking scenarios.

PEDESTRIAN & CYCLIST IMPACT TESTS



AUTONOMOUS EMERGENCY BRAKING (Cyclist, Pedestrian & Motorcycle)

| | |
|------------------|---|
| System Name | AEB VRU |
| Type | Autonomous emergency braking with forward collision warning |
| Operational From | 3-130 km/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 |  |  |  |  |  |  | |
| | | | | | | | |
| | | | | | | | |

CYCLIST DOORING

| | |
|--|---|
| Information (driver door) |  |
| Warning (driver door) |  |
| Retention (driver door) |  |
| Warning or retention (all other doors) |  |

 PASS  FAIL - N/A



Vulnerable Road User Protection

74%

47.21 out of 63

| | 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) |
|---|--|--|--|---|
| AEB PEDESTRIAN TEST SCENARIOS (reverse) | DAY | DAY | DAY | DAY |
| 4km/h | | | | |
| 8km/h | | | | |
| PERFORMANCE | GOOD | | | |

| 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 | DAY | NIGHT | | | |
| AEB PEDESTRIAN TEST SCENARIOS (forward) | | | | | | | | | | | | | | | | |

| 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 |
| |  |  |  |  |
| AEB (10-50km/h) | | | | 10km/h |
| FCW (30-80km/h) | | | | 15km/h |
| PERFORMANCE | | GOOD | | 20km/h |
| | | | PERFORMANCE | GOOD |

LANE SUPPORT SYSTEMS (Car-to-Motorcycle)

| | |
|-------------------------|---------------------|
| System Name | Lane Support System |
| Operational From | 60-150 km/h |

| EMERGENCY LANE KEEPING (ELK) TEST SCENARIOS Car-to-Motorcycle | Oncoming motorcycle | Overtaking motorcycle (EMT at 60km/h) | Overtaking motorcycle (EMT at 80km/h) | |
|---|--|---|---|-------------|
| | UNINTENTIONAL | INTENTIONAL | UNINTENTIONAL | INTENTIONAL |
| |  |  |  | |
| PERFORMANCE |  | | | |



Safety Assist

70%

12.74 out of 18

| | | |
|--|---|--|
| SEAT BELT REMINDERS 1.00 points out of 1 | AEB / AES (Car-to-Car) 3.66 points out of 4 | LANE SUPPORT SYSTEMS 2.50 points out of 3 |
| DRIVER MONITORING 0.00 points out of 2 | AEB / AES (Junction & Crossing) 2.17 points out of 4 | |
| SPEED ASSISTANCE SYSTEMS 2.41 points out of 3 | AEB / AES (Head-On) 1.00 points out of 1 | |

The Deepal S07 is fitted with an autonomous emergency braking (AEB) system capable of functioning at highway speeds, a lane support system (LSS) with lane keep assist (LKA) and emergency lane keeping (ELK) functionality, and blind spot monitoring (BSM).

Tests of the **AEB (Car-to-Car)** system showed GOOD performance with collisions avoided or mitigated in all car-to-car rear and **AEB Junction** test scenarios. A collision was also mitigated or avoided in some **AEB Crossing** scenarios where the test vehicle can autonomously brake to avoid crashes when crossing into the path of an oncoming vehicle. Tests of the **AEB Head-On** system functionality showed GOOD performance.

Tests of lane support system functionality showed GOOD performance in lane keep assist scenarios, and ADEQUATE performance in the more critical ELK scenarios.

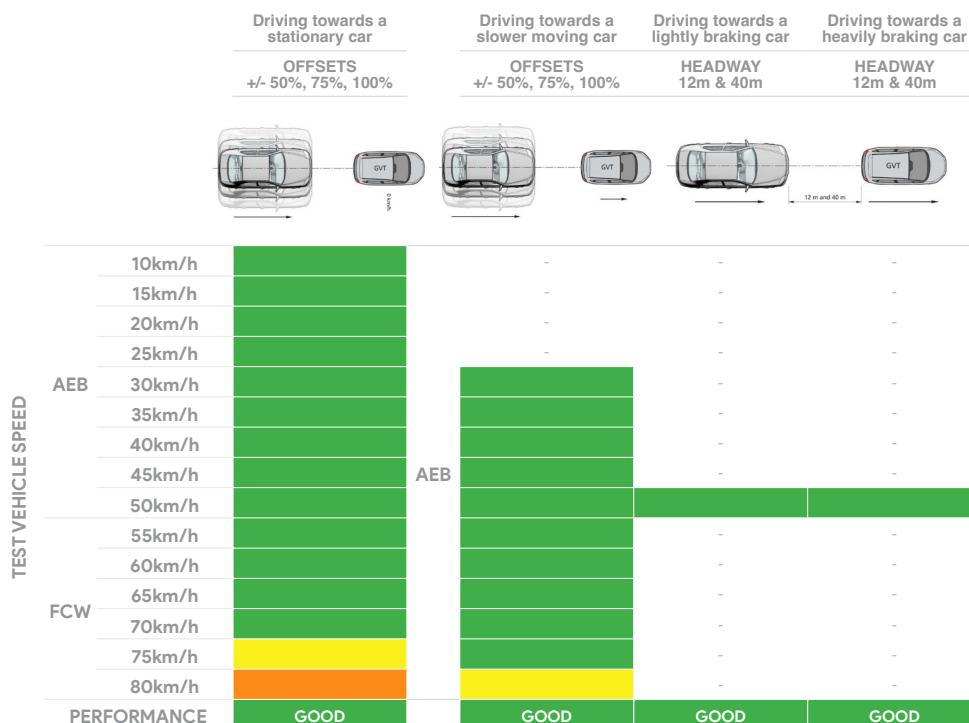
A speed assistance system (SAS) with speed limit information function (SLIF) and intelligent adaptive cruise control (iACC) is standard, informing the driver of the local speed limit. The system can automatically change the set speed where a reduction in the posted speed limit is detected.

A seatbelt reminder system with occupancy detection is fitted to all seating positions.

A direct driver monitoring system (DMS) is fitted as standard to the Deepal S07. In July 2025, Deepal implemented an update to the system which means it is no longer active by default at the start of each journey. ANCAP criteria requires driver monitoring systems to be active by default to be eligible for scoring. As the updated system no longer meets this requirement, the DMS score for the Deepal S07 has been adjusted.

AUTONOMOUS EMERGENCY BRAKING (Car-to-Car)

| | |
|------------------|---|
| System Name | AEB Car to Car |
| Type | Autonomous emergency braking with forward collision warning |
| Operational From | 4-130 km/h |



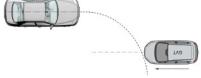
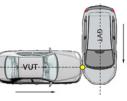


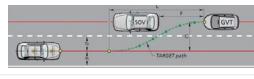
Safety Assist

70%

12.74 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 | GOOD | GOOD | GOOD | - | - | - | - | - | |
| 15km/h | GOOD | GOOD | GOOD | - | - | - | - | - | |
| 20km/h | GOOD | GOOD | GOOD | MARGINAL | MARGINAL | MARGINAL | MARGINAL | MARGINAL | |
| 30km/h | - | - | - | GOOD | MARGINAL | MARGINAL | MARGINAL | MARGINAL | |
| 40km/h | - | - | - | GOOD | MARGINAL | MARGINAL | MARGINAL | MARGINAL | |
| 50km/h | - | - | - | GOOD | MARGINAL | MARGINAL | MARGINAL | MARGINAL | |
| 60km/h | - | - | - | GOOD | MARGINAL | MARGINAL | MARGINAL | MARGINAL | |
| PERFORMANCE | GOOD | | | MARGINAL | | | | | |

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

LANE SUPPORT SYSTEMS (Car-to-Car)

| | | | | | | | | |
|------------------------------|------------------------------------|------------------------------------|-------------|------------|--|--|--|--|
| System Name | Lane Support System | | | | | | | |
| Operational From | 60-150 km/h | | | | | | | |
| TEST SCENARIOS | | | | | | | | |
| Car-to-Car | | | | | | | | |
| LANE KEEP ASSIST (LKA) | | | | | | | | |
| TEST SCENARIOS | | | | | | | | |
| Car-to-Car | | | | | | | | |
| LANE KEEP ASSIST (LKA) | | | | | | | | |
| TEST SCENARIOS | | | | | | | | |
| Car-to-Car | | | | | | | | |
| PERFORMANCE | GOOD | | | | | | | |
| 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) | | | | | | | | |
| TEST SCENARIOS | | | | | | | | |
| Car-to-Car | | | | | | | | |
| PERFORMANCE | ADEQUATE | | | | | | | |

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



Safety Assist

70%

12.74 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 & map |
| 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 / emergency steering support | ✗ |
| 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 (Car) | ● | - |
| - 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
Deepal S07 LHD

TESTED VEHICLE ENGINE
Battery Electric (BEV)

RATING UPDATED
December 2025

TESTED BODY TYPE
5 door SUV

RATING PUBLISHED
January 2025