

# LEAPMOTOR B10



APPLIES TO	BUILT FROM	RATING CRITERIA
All variants	September 2025	2023-2025
VEHICLE TYPE	ON SALE FROM	RATING EXPIRES
Small SUV	November 2025	December 2031



**ANCAP**  
SAFETY

TESTED  
2025

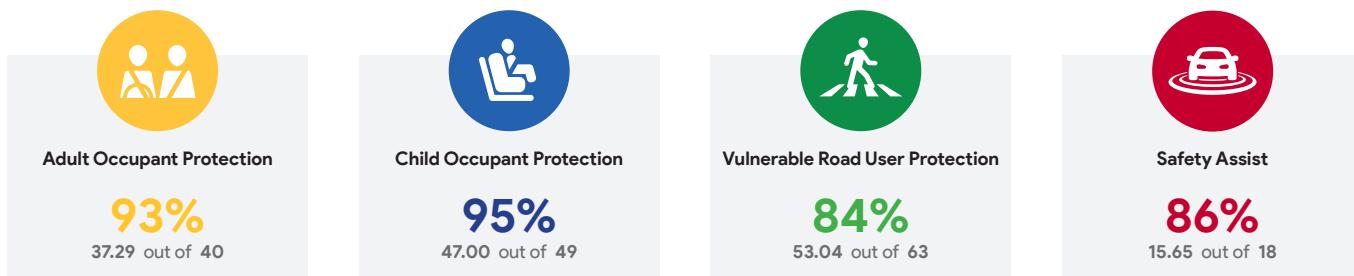


The Leapmotor B10 was introduced in Australia and New Zealand in November 2025. This ANCAP safety rating applies to all variants.

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 a speed assist system (SAS) are standard on all variants.

## ASSESSMENT SCORES



## RATING APPLICABILITY\*

VARIANT	BODY TYPE	ENGINE / POWERTRAIN	DRIVETRAIN	AUS	NZ
Leapmotor B10 Style	5 door SUV	Battery Electric Vehicle (BEV)	RWD	✓	✓
Leapmotor B10 Design LR	5 door SUV	Battery Electric Vehicle (BEV)	RWD	✓	✓

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



## Adult Occupant Protection

93%

37.29 out of 40

FRONTAL OFFSET (MPDB) <sup>#</sup> 6.57 points out of 8	OBLIQUE POLE <sup>#</sup> 6.00 points out of 6	RESCUE & EXTRICATION 3.00 points out of 4
FULL WIDTH FRONTAL <sup>#</sup> 7.72 points out of 8	WHIPLASH PROTECTION 4.00 points out of 4	
SIDE IMPACT <sup>#</sup> 6.00 points out of 6	FAR SIDE IMPACT 4.00 points out of 4	

<sup>#</sup> Scaled scores. Total test scored out of 16.00 points.

The passenger compartment of the Leapmotor B10 remained stable in the **frontal offset (MPDB)** test. Protection of the driver chest and lower legs was **ADEQUATE**, with **GOOD** protection offered to all other body regions. Dummy readings for the passenger showed **GOOD** protection for all critical body areas.

The front structure of the Leapmotor B10 presented a moderate risk to occupants of an oncoming vehicle in the MPDB test (which evaluates vehicle-to-vehicle compatibility), and a 2.31 point penalty (out of 8.00 points) was applied.

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

**GOOD** protection was provided for the driver in the **side impact** and **oblique pole** tests, and the Leapmotor B10 scored maximum points in these tests.

The Leapmotor B10 is equipped with a centre airbag to protect against occupant-to-occupant interaction in side impact crashes 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 Leapmotor B10 would remain functional for the minimum required time period.

## FRONTAL OFFSET (MPDB) TEST - 50km/h



	DRIVER	FRONT PASSENGER
<b>Head / Neck</b>	4.00 pts	4.00 pts
<b>Chest</b>	3.99 pts	4.00 pts
<b>Upper Legs</b>	4.00 pts	4.00 pts
<b>Lower Legs</b>	3.47 pts	4.00 pts
<b>Deductions</b>	Nil	Nil

## COMPATIBILITY

<b>Deductions</b>	-2.31 pts
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## FULL WIDTH FRONTAL TEST - 50km/h



	DRIVER	REAR PASSENGER
<b>Head</b>	4.00 pts	4.00 pts
<b>Neck</b>	4.00 pts	4.00 pts
<b>Chest</b>	4.00 pts	2.87 pts
<b>Upper Legs</b>	4.00 pts	4.00 pts
<b>Deductions</b>	Nil	Nil

## SIDE IMPACT TEST - 60km/h



	DRIVER
<b>Head</b>	4.00 pts
<b>Chest</b>	4.00 pts
<b>Abdomen</b>	4.00 pts
<b>Pelvis</b>	4.00 pts
<b>Deductions</b>	Nil

## OBLIQUE POLE TEST - 32km/h



	DRIVER
<b>Head</b>	4.00 pts
<b>Chest</b>	4.00 pts
<b>Abdomen</b>	4.00 pts
<b>Pelvis</b>	4.00 pts
<b>Deductions</b>	Nil

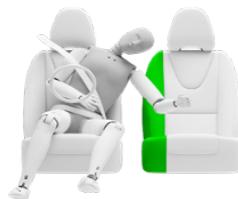


## Adult Occupant Protection

93%

37.29 out of 40

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



SIDE IMPACT (60km/h)	
	DRIVER
<b>Head</b>	4.00 pts
<b>Neck</b>	4.00 pts
<b>Chest &amp; Abdomen</b>	4.00 pts
<b>Pelvis</b>	No penalty



OBLIQUE POLE (32km/h)	
	DRIVER
<b>Head</b>	4.00 pts
<b>Neck</b>	4.00 pts
<b>Chest &amp; Abdomen</b>	4.00 pts
<b>Pelvis</b>	No penalty



OCCUPANT-TO-OCCUPANT	
	Head Contact
<b>Head Contact</b>	No penalty

## WHIPLASH PROTECTION TESTS



	DRIVER / FRONT PASSENGER	REAR PASSENGER
<b>Rear Impact</b>	3.00 pts	1.00 pts

## RESCUE &amp; EXTRICATION



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

95%

47.00 out of 49

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

In both the **frontal offset** and **side impact** tests, protection was **GOOD** for all critical body areas for both the 6 year and 10 year child dummies and maximum points were scored in these tests.

The Leapmotor B10 is fitted with lower ISOFix anchorages on the rear outboard seats and top tether anchorages for all rear seating positions.

Installation of typical child restraints available in Australia and New Zealand showed that all of the selected child restraints could be accommodated in all rear seating positions and full points were scored for this assessment.

A direct child presence detection (CPD) system is fitted to all seats as standard. The system provides a warning if it detects a child that may have been left in the vehicle, and activates the air conditioning.

## 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	●	●	●	-	-
4.00 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)	✗	●	-	●	-	-	-

● FITTED AS STANDARD ✗ NOT AVAILABLE - 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](http://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.

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

GOOD ADEQUATE MARGINAL WEAK POOR NOT TESTED



## Vulnerable Road User Protection

84%

53.04 out of 63

HEAD PROTECTION (Adult, Child, Cyclist) 11.70 points out of 18	KNEE & TIBIA PROTECTION 9.00 points out of 9	AEB CYCLIST 8.57 points out of 9
PELVIS PROTECTION 3.89 points out of 4.5	AEB PEDESTRIAN (Forward) 6.39 points out of 7	AEB MOTORCYCLE 6.00 points out of 6
FEMUR PROTECTION 4.50 points out of 4.5	AEB PEDESTRIAN (Backover) 0.00 points out of 2	LSS MOTORCYCLE 3.00 points out of 3

In **pedestrian impact** tests, the bonnet and windscreen of the Leapmotor B10 provided GOOD or ADEQUATE protection to the head of a struck pedestrian over most of its surface, with WEAK and POOR results recorded at the on the stiff windscreen pillars, the base of the windscreen and front edge of the bonnet surface.

Protection of the pelvis was GOOD or MARGINAL, while protection of the femurs and lower legs 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 GOOD performance in **AEB Pedestrian** test scenarios, including turning scenarios, with collisions avoided or mitigated in all forward tests. Performance in reverse (**AEB Backover**) scenarios was POOR.

GOOD performance was seen in **AEB Cyclist** test scenarios with collisions avoided or mitigated at all test speeds, including turning scenarios. The vehicle provides information and warning to occupants when a bicycle is approaching from behind (**cyclist anti-dooring**).

GOOD performance was seen in the **AEB Motorcyclist** tests, including in turning scenarios, and in emergency lane keeping tests, earning full points.

## PEDESTRIAN &amp; CYCLIST IMPACT TESTS



## AUTONOMOUS EMERGENCY BRAKING (Cyclist, Pedestrian &amp; Motorcycle)

System Name	FSC
Type	Autonomous emergency braking with forward collision warning
Operational From	8-900 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						GOOD	

## CYCLIST DOORING

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

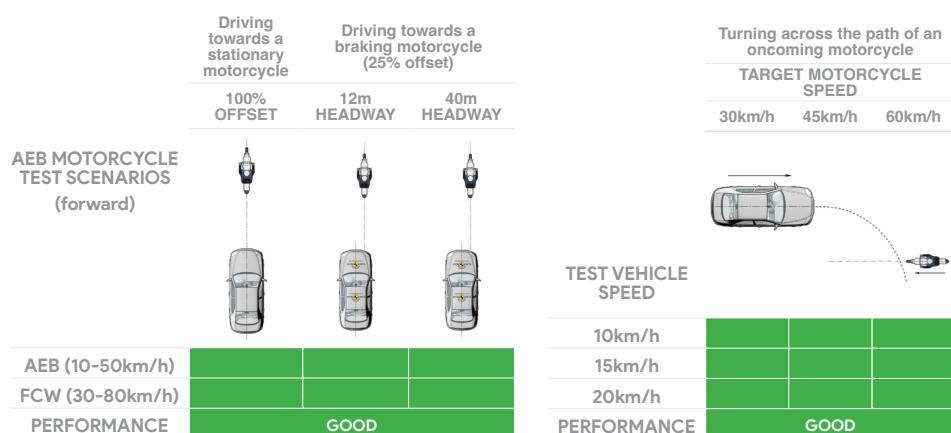
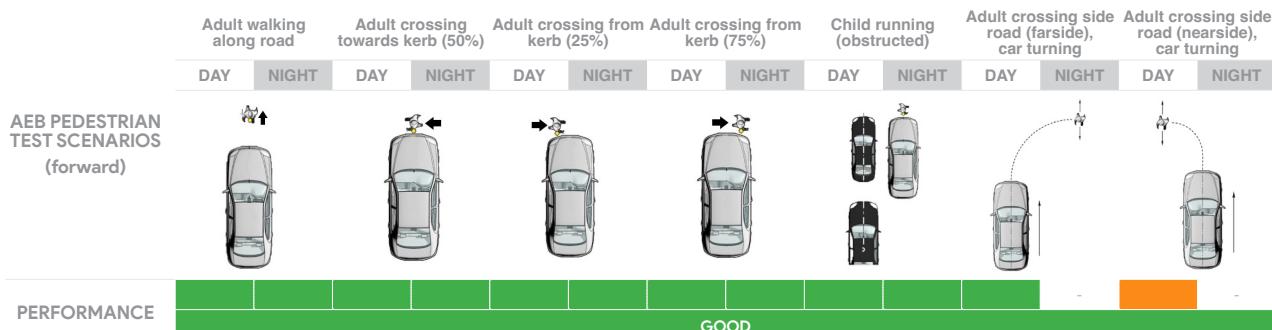
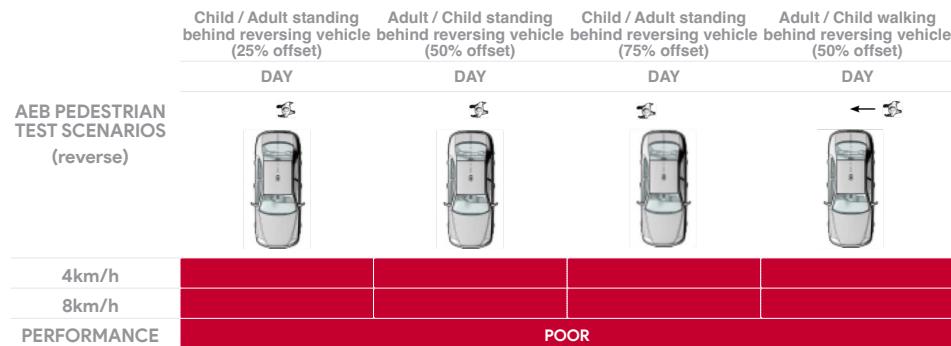
● PASS    ✗ FAIL - N/A



## Vulnerable Road User Protection

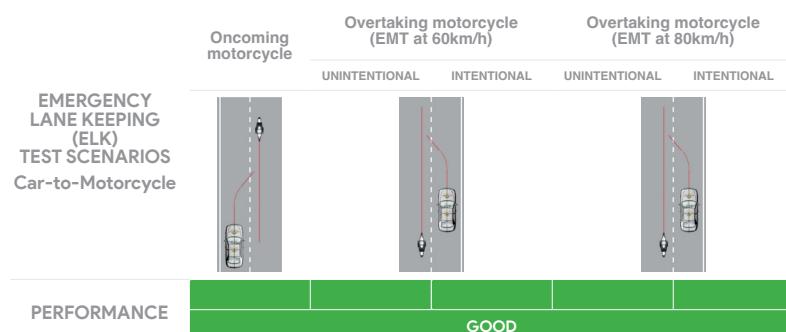
84%

53.04 out of 63



## LANE SUPPORT SYSTEMS (Car-to-Motorcycle)

System Name	LKA+LDW+ELK		
Operational From	60-150 km/h		



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



## Safety Assist

86%

15.65 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 3.00 points out of 3
DRIVER MONITORING 1.30 points out of 2	AEB / AES (Junction & Crossing) 3.44 points out of 4	
SPEED ASSISTANCE SYSTEMS 2.41 points out of 3	AEB / AES (Head-On) 0.75 points out of 1	

The Leapmotor B10 is fitted with a range of safety assist features including 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, and many **AEB Crossing** scenarios where the test vehicle can autonomously brake to avoid crashes when crossing into the path of an oncoming vehicle. **AEB Head-On** system functionality showed GOOD performance.

Tests of **lane support system** functionality showed GOOD performance, including in the more critical emergency lane keeping test scenarios, earning full points for this assessment.

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 monitoring system (DMS) that can detect driver drowsiness and distraction is fitted as standard. The system provides a warning to the driver and can adjust driver assistance parameters.

## AUTONOMOUS EMERGENCY BRAKING (Car-to-Car)

System Name	AEB+FCW
Type	Autonomous emergency braking with forward collision warning
Operational From	5-150 km/h

TEST VEHICLE SPEED	Driving towards a stationary car	Driving towards a slower moving car	Driving towards a lightly braking car	Driving towards a heavily braking car
	OFFSETS +/- 50%, 75%, 100%	OFFSETS +/- 50%, 75%, 100%	HEADWAY 12m & 40m	HEADWAY 12m & 40m
10km/h		-	-	-
15km/h		-	-	-
20km/h		-	-	-
25km/h		-	-	-
AEB 30km/h		-	-	-
35km/h		-	-	-
40km/h		-	-	-
45km/h		-	-	-
50km/h		-		
55km/h		-	-	-
60km/h		-	-	-
65km/h		-	-	-
70km/h		-	-	-
75km/h		-	-	-
80km/h		-	-	-
PERFORMANCE	GOOD	GOOD	GOOD	GOOD



Safety Assist

86%

15.65 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	-	GOOD	GOOD	GOOD	GOOD	
30km/h	-	-	-	-	GOOD	GOOD	GOOD	GOOD	
40km/h	-	-	-	-	GOOD	GOOD	GOOD	GOOD	
50km/h	-	-	-	-	GOOD	GOOD	GOOD	GOOD	
60km/h	-	-	-	-	GOOD	GOOD	GOOD	GOOD	
PERFORMANCE	GOOD			GOOD					

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

## LANE SUPPORT SYSTEMS (Car-to-Car)

System Name	LKA+LDW+ELK
Operational From	60-150 km/h

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

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

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



Safety Assist

86%

15.65 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  
Leapmotor B10 Design LHD

TESTED VEHICLE ENGINE  
Battery Electric (BEV)

RATING UPDATED  
n/a

TESTED BODY TYPE  
5 door SUV

RATING PUBLISHED  
February 2026