

ZEEKR 7X



APPLIES TO
All variants

BUILT FROM
August 2025

RATING CRITERIA
2023-2025

VEHICLE TYPE
Medium SUV

ON SALE FROM
September 2025

RATING EXPIRES
December 2031

ENGINE / MOTOR TYPES
Battery Electric

MODEL SERIES
CX1E

AIRBAGS
Dual frontal, side chest,
side head, centre



ANCAP
SAFETY

TESTED
2025



The ZEEKR 7X was introduced in Australia and New Zealand in September 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 Assist and Backover) and a lane support system with lane keep assist (LKA), lane departure warning (LDW) and emergency lane keeping (ELK), and a speed assist system (SAS) with a speed sign recognition system are standard on all variants.

ASSESSMENT SCORES



Adult Occupant Protection

91%

36.79 out of 40



Child Occupant Protection

87%

43.00 out of 49



Vulnerable Road User Protection

78%

49.49 out of 63



Safety Assist

78%

14.15 out of 18

RATING APPLICABILITY*

VARIANT	BODY TYPE	ENGINE / POWERTRAIN	DRIVETRAIN	AUS	NZ
Zeekr 7X RWD	5 door SUV	Battery Electric Vehicle (BEV)	RWD	✓	✓
Zeekr 7X Long Range RWD	5 door SUV	Battery Electric Vehicle (BEV)	RWD	✓	✓
Zeekr 7X Performance AWD	5 door SUV	Battery Electric Vehicle (BEV)	AWD	✓	✓

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



Adult Occupant Protection

91%

36.79 out of 40

FRONTAL OFFSET (MPDB)[#]
5.99 points out of 8

FULL WIDTH FRONTAL[#]
7.80 points out of 8

SIDE IMPACT[#]
6.00 points out of 6

OBIQUE POLE[#]
6.00 points out of 6

WHIPLASH PROTECTION
4.00 points out of 4

FAR SIDE IMPACT
4.00 points out of 4

RESCUE & EXTRICATION
3.00 points out of 4

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

The passenger compartment of the Zeekr 7X remained stable in the **frontal offset (MPDB)** test. ADEQUATE protection was seen for the lower legs of the driver while protection was GOOD for all other critical body regions for both the driver and front passenger.

The front structure of the ZEEKR 7X presented a moderate risk to occupants of an oncoming vehicle in the MPDB test (which evaluates vehicle-to-vehicle compatibility), and a 3.26 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 rear passenger, while GOOD protection was offered for all other critical body regions.

In the **side impact** and **oblique pole** tests, protection offered to all critical body regions was GOOD and the Zeekr 7X scored maximum points in these tests.

The Zeekr 7X 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 Zeekr 7X 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 -3.26 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	3.57 pts	3.62 pts
Upper Legs	4.00 pts	4.00 pts
Deductions	Nil	Nil

SIDE IMPACT TEST - 60km/h



OBIQUE POLE TEST - 32km/h



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

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

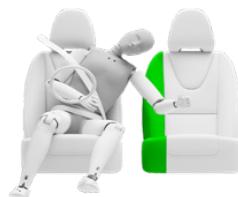


Adult Occupant Protection

91%

36.79 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
Head Contact	No penalty

WHIPLASH PROTECTION TESTS



	DRIVER / FRONT PASSENGER	REAR PASSENGER
Rear Impact	3.00 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

87%

43.00 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
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 Zeekr 7X 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 that all of the selected child restraints could be accommodated in all rear seating positions and the Zeekr 7X scored full points for this assessment.

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

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.
 * 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

78%

49.49 out of 63

HEAD PROTECTION (Adult, Child, Cyclist) 11.13 points out of 18	KNEE & TIBIA PROTECTION 9.00 points out of 9	AEB CYCLIST 8.00 points out of 9
PELVIS PROTECTION 2.77 points out of 4.5	AEB PEDESTRIAN (Forward) 6.09 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 0.00 points out of 3

In **pedestrian impact** tests, the bonnet and windscreens of the Zeekr 7X provided GOOD or ADEQUATE protection to the head of a struck pedestrian over most of its surface, with MARGINAL and POOR results recorded on the stiff windscreen pillars, rear of the bonnet, and front edge of the bonnet surface.

Protection of the pelvis was mixed, varying from GOOD to WEAK performance, 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 in reverse (**AEB Backover**) and turning scenarios, 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 turning scenarios. The vehicle does not provide any warning or door retention when a bicycle is approaching from behind (**cyclist anti-dooring**).

ADEQUATE performance was seen in **AEB Motorcyclist** tests, with GOOD performance in forward and turning scenarios, while performance in emergency lane keeping scenarios was POOR.

PEDESTRIAN & CYCLIST IMPACT TESTS



AUTONOMOUS EMERGENCY BRAKING (Cyclist, Pedestrian & Motorcycle)

System Name	Collision Mitigation Support Front
Type	Autonomous emergency braking with forward collision warning
Operational From	4-150 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

GOOD

ADEQUATE

MARGINAL

WEAK

POOR / NOT TESTED DUE TO
NO PERFORMANCE PREDICTED

NOT TESTED



Vulnerable Road User Protection

78%

49.49 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 side), car turning		
DAY	NIGHT	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT
AEB PEDESTRIAN TEST SCENARIOS (forward)													
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
AEB (10-50km/h)				30km/h 45km/h 60km/h
FCW (30-80km/h)				
PERFORMANCE	GOOD		PERFORMANCE	GOOD

LANE SUPPORT SYSTEMS (Car-to-Motorcycle)

System Name	Lane Keeping Aid
Operational From	60-180 km/h

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



Safety Assist

78%

14.15 out of 18

SEAT BELT REMINDERS 1.00 points out of 1	AEB / AES (Car-to-Car) 3.61 points out of 4	LANE SUPPORT SYSTEMS 3.00 points out of 3
DRIVER MONITORING 0.00 points out of 2	AEB / AES (Junction & Crossing) 3.28 points out of 4	
SPEED ASSISTANCE SYSTEMS 2.25 points out of 3	AEB / AES (Head-On) 1.00 points out of 1	

The Zeekr 7X 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, 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 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.

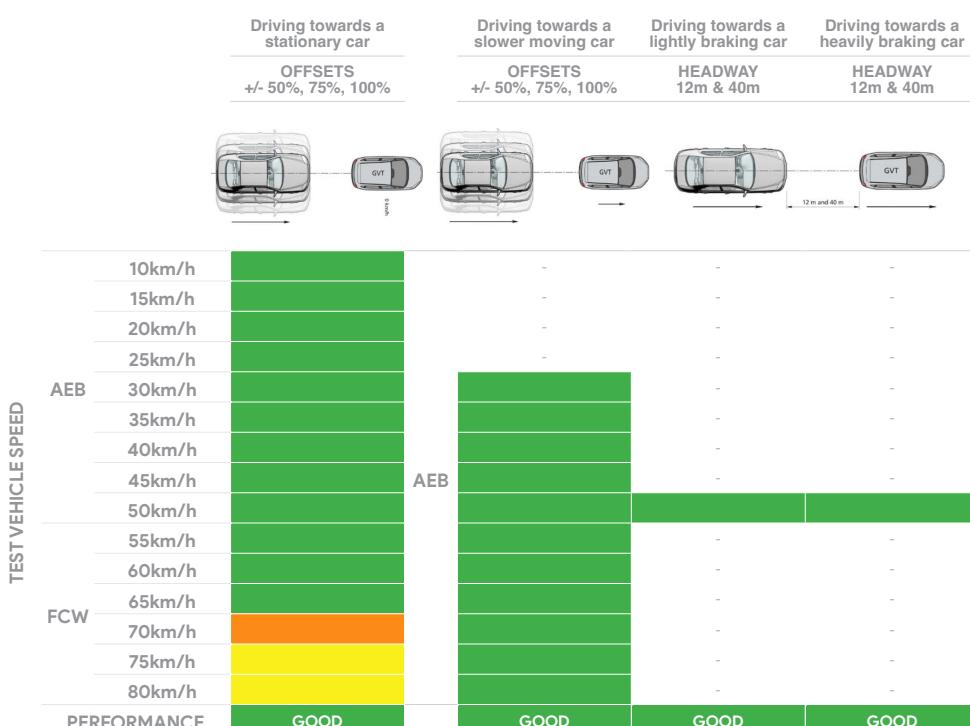
A speed assistance system (SAS) with speed limit information function (SLIF) and intelligent adaptive cruise control (iACC) is standard, informing the driver of the local speed limit and allowing the driver to accept the change in speed accordingly.

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. However, the system did not meet ANCAP requirements and was not rewarded.

AUTONOMOUS EMERGENCY BRAKING (Car-to-Car)

System Name	Collision Mitigation Support Front
Type	Autonomous emergency braking with forward collision warning
Operational From	4-150 km/h



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

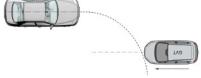
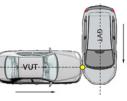


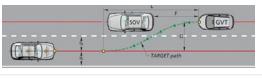
Safety Assist

78%

14.15 out of 18

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

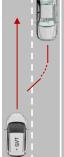
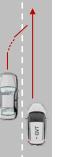
TARGET VEHICLE SPEED	JUNCTION ASSIST Turning across the path of an oncoming vehicle			CROSSING (T-BONE) Crossing the path of another vehicle					
	30km/h	45km/h	60km/h	20km/h	30km/h	40km/h	50km/h	60km/h	
									
Start from stop	-	-	-						
10km/h	GOOD	GOOD	GOOD	-	-	-	-	-	
15km/h	GOOD	GOOD	GOOD	-	-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

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

LANE SUPPORT SYSTEMS (Car-to-Car)

System Name	Lane Keeping Aid
Operational From	60-180 km/h

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

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



Safety Assist

78%

14.15 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 / 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
Zeekr 7X Performance LHD

TESTED VEHICLE ENGINE
Battery Electric (BEV)

RATING UPDATED
n/a

TESTED BODY TYPE
5 door SUV

RATING PUBLISHED
February 2026