

# DEEPAL S07



APPLIES TO All variants	BUILT FROM September 2024	RATING CRITERIA 2023-2025
VEHICLE TYPE Medium SUV	ON SALE FROM January 2025	RATING EXPIRES December 2030
ENGINE / MOTOR TYPES Battery Electric	MODEL SERIES N/A	AIRBAGS 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

 <b>Adult Occupant Protection</b> <b>95%</b> 38.03 out of 40	 <b>Child Occupant Protection</b> <b>86%</b> 42.62 out of 49	 <b>Vulnerable Road User Protection</b> <b>74%</b> 47.21 out of 63	 <b>Safety Assist</b> <b>70%</b> 12.74 out of 18
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### 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
<b>Head / Neck</b>	4.00 pts	4.00 pts
<b>Chest</b>	3.81 pts	4.00 pts
<b>Upper Legs</b>	4.00 pts	4.00 pts
<b>Lower Legs</b>	4.00 pts	4.00 pts
<b>Deductions</b>	Nil	Nil



## COMPATIBILITY

<b>Deductions</b>	-0.86 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>	2.81 pts	3.98 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

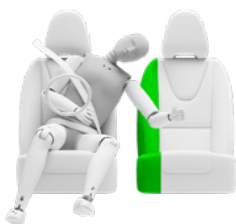


## Adult Occupant Protection

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 &amp; 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



GOOD



ADEQUATE



MARGINAL



WEAK



POOR



NOT TESTED



## Child Occupant Protection

86%

42.62 out of 49

## DYNAMIC TEST (FRONT)

16.00 points out of 16

## RESTRAINT INSTALLATION

11.62 points out of 12

## DYNAMIC TEST (SIDE)

8.00 points out of 8

## ON-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

CHILD RESTRAINT TYPE <sup>^*</sup>		FRONT ROW PASSENGER	2nd ROW			3rd ROW		
			L	C	R	L	C	R
BELTED	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	✗	●	●	●	-	-	-
ISOFIX	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 Australasian 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 Australasian 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.



## 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 windscreen 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 windscreen 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 &amp; CYCLIST IMPACT TESTS



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

<b>System Name</b>	AEB VRU
<b>Type</b>	Autonomous emergency braking with forward collision warning
<b>Operational From</b>	3-130 km/h

	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
<b>AEB CYCLIST TEST SCENARIOS (forward)</b>							
<b>PERFORMANCE</b>	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD

## CYCLIST DOORING

<b>Information (driver door)</b>	×
<b>Warning (driver door)</b>	×
<b>Retention (driver door)</b>	×
<b>Warning or retention (all other doors)</b>	×

● PASS    × FAIL    - N/A

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






### Vulnerable Road User Protection

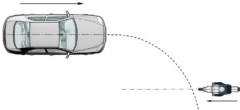
**74%**

47.21 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	DAY	NIGHT
PERFORMANCE														
	ADEQUATE													

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			TARGET MOTORCYCLE SPEED		
				40m HEADWAY			30km/h	45km/h	60km/h
									
AEB (10-50km/h)									
FCW (30-80km/h)									
PERFORMANCE	GOOD						GOOD		

TEST VEHICLE SPEED			
10km/h			
15km/h			
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					
	ADEQUATE				

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



Safety Assist

70%

12.74 out of 18

**SEAT BELT REMINDERS**  
1.00 points out of 1

**DRIVER MONITORING**  
0.00 points out of 2

**SPEED ASSISTANCE SYSTEMS**  
2.41 points out of 3

**AEB / AES (Car-to-Car)**  
3.66 points out of 4

**AEB / AES (Junction & Crossing)**  
2.17 points out of 4

**AEB / AES (Head-On)**  
1.00 points out of 1

**LANE SUPPORT SYSTEMS**  
2.50 points out of 3

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)

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



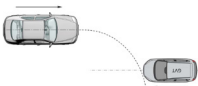
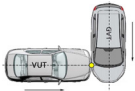




Safety Assist

70%

12.74 out of 18

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

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

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

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

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

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

		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 &amp; 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