XPENG G9

Standard Safety Equipment

2023

Adult Occupant 85%

Child Occupant 85%

Vulnerable Road Users 78%

Safety Assist 78%

SPECIFICATION

Tested Model	XPENG G9, LHD
Body Type	- 5 door SUV
Year Of Publication	2023
Kerb Weight	2210kg
VIN From Which Rating Applies	- all G9s
Class	Large SUV

SAFETY EQUIPMENT

	Driver	Passenger	Rear
FRONTAL CRASH PROTECTION			
Frontal airbag	●	●	✖
Belt pretensioner	●	●	●
Belt loadlimiter	●	●	●
Knee airbag	✖	✖	✖
LATERAL CRASH PROTECTION			
Side head airbag	●	●	●
Side chest airbag	●	●	✖
Side pelvis airbag	✖	✖	✖
Centre Airbag	●	✖	–

	Driver	Passenger	Rear
CHILD PROTECTION			
Isofix/i-Size	–	✖	●
Integrated CRS	–	✖	✖
Airbag cut-off switch	–	●	–
Child presence detection	–	✖	✖
SAFETY ASSIST			
Seat Belt Reminder	●	●	●

SAFETY EQUIPMENT (NEXT)

OTHER SYSTEMS	
Active Bonnet	✖
AEB Vulnerable Road Users	●
AEB Pedestrian - Reverse	●
Cyclist Dooring Prevention	●
AEB Motorcyclist	●
AEB Car-to-Car	●
Speed Assistance	●
Lane Assist System	●
Fatigue / Distraction Detection	●

Note: Other equipment may be available on the vehicle but was not considered in the test year.

● Fitted to the vehicle as standard ○ Fitted to the vehicle as part of the safety pack

○ Not fitted to the test vehicle but available as option or as part of the safety pack ✖ Not available — Not applicable

ADULT OCCUPANT

Total 34.3 Pts / 85%

GOOD ADEQUATE MARGINAL WEAK POOR

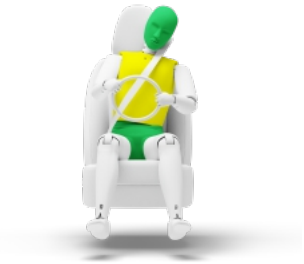
Frontal Impact 12.4 / 16 Pts

Mobile Progressive Deformable Barrier

Full Width Rigid Barrier

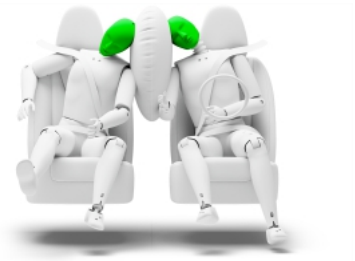
Lateral Impact 15.5 / 16 Pts

Side Mobile Barrier



Side Pole

Far-Side Excursion



Occupant Interaction

Rear Impact 3.8 / 4 Pts

Rear Seat

Front Seat

ADULT OCCUPANT

Total 34.3 Pts / 85%

GOOD ADEQUATE MARGINAL WEAK POOR

Rescue and Extrication	2.5 / 4 Pts
Rescue Sheet	Available, ISO compliant
Advanced eCall	Available
Multi Collision Brake	Available
Submergence Check	Non-compliant

Comments

The passenger compartment of the G9 remained stable in the frontal offset test. Dummy numbers showed good protection of the knees and femurs of both the driver and passenger. XPENG showed that a similar level of protection would be provided to occupants of different sizes and to those sitting in different positions. Protection of the front passenger was good for all critical body areas. Analysis of the deceleration of the impact trolley during the test, and analysis of the deformable barrier after the test, revealed that the G9 would be a moderately benign impact partner in a frontal collision. In the full-width rigid barrier test, protection of the rear passenger's chest was rated as marginal, based on dummy readings of compression. The pelvis of the front driver dummy had slipped under the lap portion of the seatbelt, a phenomenon known as 'submarining', and protection of this body region was rated as poor. In the side barrier test, protection of all critical body areas was good and the G9 scored maximum points in this part of the assessment. In the more severe side pole impact, protection was good or adequate for all critical parts of the body. Control of excursion (the extent to which a body is thrown to the other side of the vehicle when it is hit from the far side) was adequate. The G9 has a counter-measure to mitigate against occupant to occupant injuries in such impacts and this performed well in Euro NCAP's test. Tests on the front seats and head restraints demonstrated good protection against whiplash injuries in the event of a rear-end collision. A geometric analysis of the rear seats also indicated good whiplash protection. The G9 has an advanced eCall system which alerts the emergency services in the event of a crash. The car also has a system which applies the brakes after an impact, to avoid secondary collisions. XPENG demonstrated that if the car entered water, the doors, if locked, could be opened within two minutes of power being lost but did not demonstrate the duration for which windows would remain functional.

CHILD OCCUPANT

Total 42.0 Pts / 85%

GOOD | ADEQUATE | MARGINAL | WEAK | POOR

Crash Test Performance based on 6 & 10 year old children — 24.0 / 24 Pts

Frontal Impact — 16 Pts

Lateral Impact — 8 Pts

Restraint for 6 year old child: *Britax Römer Kidfix i-Size*
Restraint for 10 year old child: *Graco Booster Basic*

Safety Features — 6.0 / 13 Pts

	Front Passenger	2nd row outboard	2nd row center
Isofix	✖	●	✖
i-Size	✖	●	✖
Integrated CRS	✖	✖	✖
Top tether	✖	●	✖
Child Presence Detection	✖	✖	✖

● Fitted to test car as standard ○ Not on test car but available as option ✖ Not available

CRS Installation Check — 12.0 / 12 Pts

i-Size	Seat Position				
	Front		2nd row		
	Airbag ON	Airbag OFF	Left	center	Right
i-Size	✖	✖	●	✖	●

● Easy ● Difficult ● Safety critical ✖ Not allowed

Airbag ON Rearward facing restraint installation not allowed Airbag OFF

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CHILD OCCUPANT

Total 42.0 Pts / 85%

Isofix	Seat Position				
	Front		2nd row		
	Airbag ON	Airbag OFF	Left	center	Right
	✖	✖	●	✖	●
	✖	✖	●	✖	●
	✖	✖	●	✖	●
	✖	✖	●	✖	●
	✖	✖	●	✖	●
	✖	✖	●	✖	●

● Easy ● Difficult ● Safety critical ✖ Not allowed

Airbag ON Rearward facing restraint installation not allowed Airbag OFF

Seatbelt Attached	Seat Position				
	Front		2nd row		
	Airbag ON	Airbag OFF	Left	center	Right
	✖	●	●	●	●
	●	●	●	●	●
	●	●	●	●	●
	●	●	●	●	●
	●	●	●	✖	●
	–	●	●	✖	●

● Easy ● Difficult ● Safety critical ✖ Not allowed

Airbag ON Rearward facing restraint installation not allowed Airbag OFF

Version 281123

CHILD OCCUPANT

Total 42.0 Pts / 85%

Comments

In both the frontal offset and side barrier tests, good protection was provided to all critical body areas for both child dummies, and the XPENG G9 scored maximum points in this part of the assessment. The front passenger airbag can be disabled to allow a rearward-facing child restraint to be used in that seating position. Clear information is provided to the driver regarding the status of the airbag and the system was rewarded. The G9 is not equipped with 'child presence detection', a system which issues a warning when it recognises that a child or infant has been left in the car. All of the child restraint types for which the G9 is designed could be properly installed and accommodated in the car.

VULNERABLE ROAD USERS

Total 49.5 Pts / 78%

GOOD | ADEQUATE | MARGINAL | WEAK | POOR

VRU Impact Protection

23.6 / 36 Pts

Pedestrian & Cyclist Head	9.3 Pts
Pelvis	0.8 Pts
Femur	4.5 Pts
Knee & Tibia	9.0 Pts

VRU Impact Mitigation

26.1 / 27 Pts

System Name	Forward Collision Warning
Type	Auto-Brake with Forward Collision Warning
Operational From	4 km/h

PERFORMANCE |

AEB Pedestrian

8.8 / 9 Pts

Scenario	Day time	Night time
Car reversing into adult or child		—
Adult crossing a road into which a car is turning		—
Adult crossing the road		
Child running from behind parked vehicles		
Adult along the roadside		

— Currently not tested

AEB Cyclist

8.0 / 8 Pts

Scenario	Day time
Approaching cyclist crossing from behind parked parked vehicles	
Turning across path of an oncoming cyclist	
Approaching a crossing cyclist	
Approaching a cyclist along the roadside	

VULNERABLE ROAD USERS

Total 49.5 Pts / 78%

GOOD ADEQUATE MARGINAL WEAK POOR

Cyclist Dooring Prevention

0.3 / 1 Pts

Scenario	
Dooring a passing cyclist	information"

AEB Motorcyclist

6.0 / 6 Pts

Scenario	Autobrake function only	Driver reacts to warning
Approaching a stationary motorcyclist		
Approaching a braking motorcyclist		
Turn across the path of an oncoming motorcyclist		—

— Currently not tested

Lane Support Motorcyclist

3.0 / 3 Pts

Scenario	Day time
Changing lane across the path of an oncoming motorcyclist	
Changing lane across the path of an overtaking motorcyclist	

Comments

Protection of the head of a struck pedestrian or cyclist was predominantly good or adequate towards the centre of the bonnet but largely marginal or poor elsewhere. Protection of the pelvis was also mainly poor, but that of the femur and of the knee and tibia was at good at all test locations. The autonomous emergency braking (AEB) system of the XPENG can respond to vulnerable road users as well as to other vehicles. The system performed well in tests of its response to pedestrians. The system scored highly in tests of its reaction to cyclists, including dooring, in which the car prevents or warns against door opening if a cyclist is approaching from behind. Similarly, the AEB system performed well in all tests of its response to motorcyclists and scored full points.

SAFETY ASSIST

Total 14.1 Pts / 78%

GOOD | ADEQUATE | MARGINAL | WEAK | POOR

Speed Assistance

2.5 / 3 Pts

System Name	Speed Assistance System
Speed Limit Information Function	Camera & Map, subsigns supported
Speed Limitation Function	Intelligent ACC (accurate to 5km/h)

Occupant Status Monitoring

1.0 / 3 Pts

Seatbelt Reminder

1.0 / 1 Pts

Applies To	Front and rear seats		
Warning	Driver Seat	Front Passenger(s)	Rear Passenger(s)
Visual	●	●	●
Audible	●	●	●
Occupant Detection	–	●	●

● Pass ● Fail – Not available

Driver Monitoring

0.0 / 2 Pts

System Name	Driver Status Monitoring
Type	Direct eye monitoring
Operational From	30 km/h
Fatigue	Drowsiness and Sleep

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SAFETY ASSIST

Total 14.1 Pts / 78%

Lane Support

2.5 / 3 Pts

Type	LKA and ELK
Operational From	60 km/h
PERFORMANCE	
Emergency Lane Keeping	GOOD
Lane Keep Assist	GOOD
Human Machine Interface	GOOD

AEB Car-to-Car

8.1 / 9 Pts

System Name	Forward Collision Warning
Type	Autonomous emergency braking and forward collision warning
Operational From	4 km/h
Sensor Used	camera and radar

Scenario	Autobrake function only	Driver reacts to warning
Approaching a car crossing a junction		
Approaching a car head-on		—
Turning across the path of an oncoming car		—
Approaching a stationary car		
Approaching a slower moving car		—
Approaching a braking car		—

— Currently not tested

SAFETY ASSIST

Total 14.1 Pts / 78%

Comments

Overall, the autonomous emergency braking (AEB) system of the XPENG G9 performed well in tests of its reaction to other vehicles, including in the head-on test scenarios. A seatbelt reminder system is fitted as standard to the front and rear seats but the driver status monitoring system did not score points, detecting only driver drowsiness. The lane support system gently corrects the vehicle's path if it is drifting out of lane and also intervenes in some more critical situations. The speed assistance system identifies the local speed limit, and the driver can choose to allow the limiter to be set automatically by the system.

RATING VALIDITY

Variants of Model Range

Body Type	Engine	Model Name/Code	Drivetrain	Rating Applies	
				LHD	RHD
5 door SUV	Electric	RWD Standard Range*	4 x 2	✓	✓
5 door SUV	Electric	RWD Long Range	4 x 2	✓	✓
5 door SUV	Electric	AWD Long Range	4 x 4	✓	✓

* Tested variant

Annual Reviews and Facelifts

Date	Event	Outcome	
December 2023	Rating Published	2023 ★★★★★	✓