

ANCAP SAFETY REPORT

LEAPMOTOR B05



APPLIES TO
All variants

BUILT FROM
April 2026 (AUS)
April 2026 (NZ)

ON SALE FROM
August 2026 (AUS)
August 2026 (NZ)

MODEL SERIES
A03

VEHICLE TYPE
Small Car

ENGINE / MOTOR TYPES
Battery Electric Vehicle (BEV)

RATING CRITERIA
2026-2028

RATING EXPIRES
December 2034

AIRBAGS
Driver and Passenger Frontal, Side Head (Front and Rear), Side Chest (Front), Centre

STAGES OF SAFETY



SAFE DRIVING
66%



CRASH AVOIDANCE
77%



CRASH PROTECTION
92%



POST CRASH
89%

RATING APPLICABILITY*

VARIANT	BODY TYPE	ENGINE / MOTOR	DRIVETRAIN	AUS	NZ
Leapmotor B05 Design LR ♦	5 door hatch	BEV	RWD	✓	✓
Leapmotor B05 Style	5 door hatch	BEV	RWD	✓	✓

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

SAFETY NOTE

There are no safety warnings applicable to this vehicle model.

✓ COVERED BY THIS RATING

✗ NOT COVERED BY THIS RATING

♦ TESTED VARIANT

- NOT APPLICABLE



SAFE DRIVING
66%

The Leapmotor B05 is fitted with seatbelt reminders for all seats, and has the ability to detect some instances where a seatbelt is not being worn correctly. The B05 is not however able to recognise the stature of front-seat occupants or detect when a passenger is sitting 'out-of-position', for example with their feet on the dashboard. These functions allow a vehicle to better tailor restraint systems and warnings to the occupants travelling in the vehicle.

A child presence detection system is fitted, providing a warning to the driver when a child is left in the vehicle.

The driver monitoring system performed well in detecting common forms of distraction. Its ability to detect fatigue, impairment or an unresponsive driver was less comprehensive.

Physical controls are provided for most key driving functions including indicators, hazard lights, horn, gear selection and windscreen wipers. Hazard light controls did not meet ANCAP requirements. Several commonly-used functions require interaction with the vehicle's central infotainment unit.

The B05 performed well in controlling the vehicle's speed once a speed limit was identified, however its ability to correctly identify posted speed limits was limited.

Adaptive cruise control performed well in detecting and responding to other vehicles, motorcycles, pedestrians and cyclists. Steering assistance also scored highly.

- GOOD
- ADEQUATE
- MARGINAL
- WEAK
- POOR
- FITTED BUT NOT TESTED
- NOT AVAILABLE
- PASS
- FAIL

OCCUPANT MONITORING

57%

Seatbelt Usage

Correct belt routing	80%	
Rear seat occupancy	100%	

Occupant Classification

Passenger airbag status	25%	
Out-of-position	0%	
Stature classification	0%	

Occupant Presence

Child presence detection	60%	
Crash occupancy information	80%	

DRIVER ENGAGEMENT

61%

Driver Monitoring

Distraction (transient)	83%	
Fatigue / Unresponsive / Impaired (non-transient)	50%	

Driving Controls

0%

Driving Controls	
Turning indicators	
Hazard Lights	
Horn	
Gear selector	
Windscreen wipers	
Vision	
Lights	
Speed Control Function	

Comfort and Infotainment

30%

Audio controls	
Phone calling/dialing	
Navigation	
Climate controls	
Windows	
Other	

VEHICLE ASSISTANCE

77%

Speed Assistance

Speed Limit Information Function	37%	
Speed Control Function	100%	

Adaptive Cruise Control

Car-to-Car	90%	
Car-to-Motorcycle	88%	
Car-to-Pedestrian/Cyclist	100%	
Road Features (roundabouts, crossings etc.)	60%	
Auto Resume	100%	

Steering Assistance

Steering Assistance	100%	
Lane Change Assist	100%	

CRASH AVOIDANCE



CRASH AVOIDANCE

77%

The autonomous emergency braking system fitted to the Leapmotor B05 performed well in many scenarios where the test vehicle is approaching a vehicle, motorcycle, pedestrian or cyclist from behind.

Performance was particularly strong when turning across the path of another vehicle or motorcycle, and when responding to pedestrians. Results were more varied when approaching another vehicle travelling in the same direction, and when turning across the path of a cyclist.

The lane departure prevention system fitted to the B05 performed very well and scored highly. The system can intervene to prevent the vehicle from running off the road, or moving into the path of an oncoming or overtaking car or motorcycle. The system also takes account of whether the driver is actively controlling the vehicle, helping to avoid unnecessary intervention.

Low-speed collision avoidance performance was mixed. The B05 successfully avoided crossing vehicles and motorcycles, however it did not intervene when turning towards another vehicle or motorcycle in the assessed low-speed scenarios.

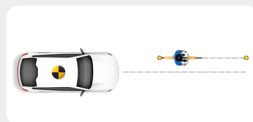
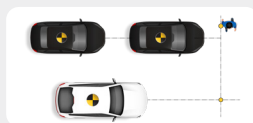
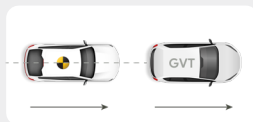
In the manoeuvring assessment, the system's ability to avoid a pedestrian when reversing was limited, and the vehicle does not prevent forward movement (pedal misapplication) towards a pedestrian.

A cyclist dooring system is fitted to help reduce the risk of an occupant opening a door into the path of a cyclist approaching from behind. Its performance was adequate.

■	GOOD
■	ADEQUATE
■	MARGINAL
■	WEAK
■	POOR
■	FITTED BUT NOT TESTED
■	NOT AVAILABLE

FRONTAL COLLISIONS

78%



Car-to-Car

Longitudinal	59%	■
Turning	94%	■
Crossing	78%	■

Car-to-Motorcycle

Longitudinal	80%	■
Turning	95%	■
Crossing	69%	■

Car-to-Pedestrian

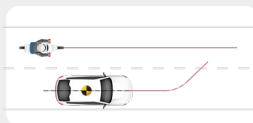
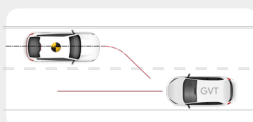
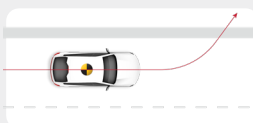
Longitudinal	94%	■
Turning	92%	■
Crossing	81%	■

Car-to-Cyclist

Longitudinal	97%	■
Turning	47%	■
Crossing	89%	■

LANE DEPARTURE COLLISIONS

99%



Single Vehicle

Driver Acceptance		
Driveability	100%	■
Driver state link	100%	■
Lane Departure		
ELK road edge	98%	■

Car-to-Car

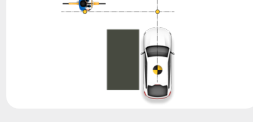
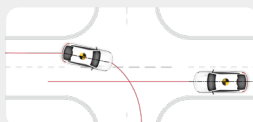
Emergency Lane Keeping		
Oncoming	99%	■
Overtaking	99%	■

Car-to-Motorcycle

Emergency Lane Keeping		
Oncoming	99%	■
Overtaking	99%	■

LOW SPEED COLLISIONS

56%



Car-to-Car

Turning	0%	■
Crossing	100%	■

Car-to-Motorcycle

Turning	0%	■
Crossing	100%	■

Car-to-Pedestrian

Manoeuvring		
Forward	0%	■
Reverse	50%	■

Car-to-Cyclist

Crossing	83%	■
Dooring	63%	■

CRASH PROTECTION



CRASH PROTECTION
92%

The level of crash protection offered by the Leapmotor B05 is high, with strong scores achieved across frontal, side and rear impact assessments.

In the frontal offset test, protection was good or adequate for most critical body regions. Protection of the front passenger's chest was less effective, with higher chest forces recorded in this test.

A deduction was applied for the B05's crash compatibility in head-on crashes, where the structure of the B05 presents additional risk to occupants of an oncoming vehicle, if struck.

Strong results were recorded in the full-width frontal test, and additional virtual and sled testing demonstrated good levels of protection for occupants of different sizes across a range of crash severities.

Maximum scores were recorded for adult and child occupants in the side impact test, and for the driver in the oblique side pole test.

The B05 is fitted with a centre airbag between the front seats. This worked effectively to reduce the risk of the driver and front passenger striking each other in a side crash.

Rear impact whiplash protection scored well.

Protection for pedestrians and cyclists was also generally good. Protection of the pelvis and legs scored highly, while head protection was more varied, particularly for an adult pedestrian.

All of ANCAP's selected child restraints were able to be safely installed in the rear seats of the Leapmotor B05.

	GOOD
	ADEQUATE
	MARGINAL
	WEAK
	POOR
-	NOT AVAILABLE

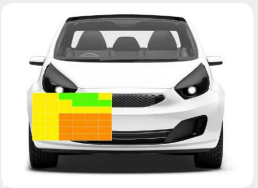
FRONTAL IMPACT

90%

FRONTAL OFFSET TEST (50km/h)



Driver	90%
Front passenger	80%
Rear passengers (children)	100%



Compatibility (vehicle-to-vehicle)	
Deduction	-27%

FULL WIDTH FRONTAL TEST (35km/h)



Driver	95%
Front passenger	90%
Rear passenger	100%

VIRTUAL & SLED TESTS (35km/h, 50km/h, 56km/h)

Driver	96%
Front Passenger	94%

	Low Severity 35km/h	Mid Severity 50km/h	High Severity 56km/h
Small occupant (5th percentile)		- -	
Mid-size occupant (50th percentile)			- -
Large occupant (95th percentile)	- -		

SIDE IMPACT

100%

SIDE IMPACT TEST (60km/h)



Driver	100%
Rear passengers (children)	100%

OBLIQUE POLE TEST (32km/h)

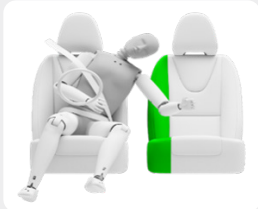


Driver	100%
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FAR SIDE IMPACT TESTS (32km/h)



Oblique Pole Test	
Occupant-to-occupant head contact	100%



Side Impact Test	
Head excursion	100%

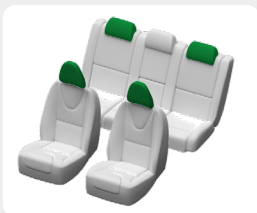
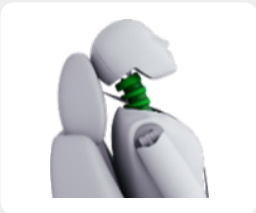


Oblique Pole Test	
Head excursion	100%

CRASH PROTECTION

WHIPLASH (REAR IMPACT) TESTS

98%



Dynamic	
Driver	97%
Static	
Driver / Front passenger	100%
Rear passengers	100%

VULNERABLE ROAD USER IMPACT TESTS

81%



Head Impact	
Pedestrian (adult)	37%
Pedestrian (child)	86%
Cyclist	73%
Pelvis & Leg Impact	
Pelvis	100%
Femur	100%
Knee & tibia	100%

CHILD RESTRAINT INSTALLATION ASSESSMENT

Child Restraint Type ^{^*}	FRONT ROW	2ND ROW			3RD ROW		
	Passenger	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: 4-8 years	✗	●	●	●	-	-	-
Booster: 4-10 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

Safety Features	FRONT ROW	2ND ROW		3RD ROW	
	Passenger	Outboard	Centre	Outboard	Centre
Top tether anchorages	✗	✓	✓	-	-
ISOFIX anchorages	✗	✓	✗	-	-
Airbag disabling	✗	-	-	-	-

Safety Features	FRONT ROW		REAR
	Driver	Passenger	All
Child presence detection (CPD)	✓	✓	✓

✓ STANDARD ✗ NOT AVAILABLE - NOT APPLICABLE

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.
* 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.

POST CRASH



POST CRASH
89%

The post-crash features and capability of the Leapmotor B05 are of a high standard.

The B05 has provision for eCall functionality. While eCall notifications are not yet active on the B05, vehicles are equipped with the supporting hardware required to enable future activation of this emerging vehicle safety feature. Leapmotor have committed to have eCall functionality operable in all B05 vehicles by September 2027 - with this commitment required by ANCAP in order for points to be scored.

Multi-collision braking, which can help prevent a second impact after an initial crash, scored well.

As an all-electric vehicle, the B05 demonstrated effective battery voltage isolation and post-crash fire risk management.

Seatbelt buckles and the interior and exterior door releases remained operable following the assessed crashes, helping occupants and rescuers access or exit the vehicle. The tailgate did not meet ANCAP's post-crash opening requirements.

The B05 also demonstrated that occupant escape could be maintained if the vehicle becomes submerged in water.

GOOD
ADEQUATE
MARGINAL
WEAK
POOR
FITTED BUT NOT TESTED
NOT AVAILABLE

RESCUE INFORMATION

100%

Rescue sheets	100%	
Emergency rescue guide (ERG)	100%	

POST CRASH INTERVENTION

66%*

eCall # *	58%	
Multi-collision braking & hazard light activation	100%	

* Includes transitional provision scoring, where applicable.
* Capped score applied.

EXTRICATION

94%

Energy Management		
Energy isolation	100%	
Thermal propagation	100%	

Occupant Extrication		
Seatbelt buckle unlatching	100%	
Door opening - interior	100%	
Door opening - exterior	100%	
Tailgate opening	0%	
Submergence	100%	

SAFETY FEATURES

	AUS	NZ
Airbags - Driver & passenger (frontal)	●	●
Airbags - Side, chest (front row)	●	●
Airbags - Side, chest (2nd row)	✗	✗
Airbags - Side, chest (3rd row)	-	-
Airbags - Side, head (front row)	●	●
Airbags - Side, head (2nd row)	●	●
Airbags - Side, head (3rd row)	-	-
Airbag - Knee (driver)	✗	✗
Airbag - Knee (front passenger)	✗	✗
Airbag - Centre	●	●
Airbag - Pedestrian (external)	✗	✗
Airbag disabling switch - Manual (front passenger)	✗	✗
Airbag disabling switch - Automatic (front passenger)	✗	✗
Active bonnet	✗	✗
Autonomous emergency braking (AEB) - Backover	●	●
Autonomous emergency braking (AEB) - Car-to-car	●	●
Autonomous emergency braking (AEB) - Car-to-cyclist	●	●
Autonomous emergency braking (AEB) - Car-to-motorcyclist	●	●
Autonomous emergency braking (AEB) - Car-to-pedestrian	●	●
Automatic emergency call (eCall) [#]	●	●
Blind spot monitoring (BSM)	●	●
Child presence detection (CPD)	●	●
Cyclist dooring detection	●	●
Driver monitoring system (DMS)	●	●
Driver state link - AEB	●	●
Driver state link - LSS	●	●
Emergency lane keep (ELK) - Car-to-car	●	●
Emergency lane keep (ELK) - Car-to-motorcycle	●	●
Forward collision warning (FCW)	●	●
Intelligent adaptive cruise control (iACC)	●	●
Intelligent seatbelt reminder (driver)	●	●
Intelligent seatbelt reminder (front passenger)	●	●
Intelligent seatbelt reminder (2nd row)	●	●
Intelligent seatbelt reminder (3rd row)	-	-
Lane centering	●	●
Multi-collision braking	●	●
Occupant detection & classification	●	●
Pedal misapplication & override	●	●
Seatbelt pre-tensioners - Front seats	●	●
Seatbelt pre-tensioners - Rear outboard seats (2nd row)	●	●
Seatbelt pre-tensioners - Rear centre seat (2nd row)	✗	✗
Seatbelt pre-tensioners - Rear outboard seats (3rd row)	-	-
Seatbelt pre-tensioners - Rear centre seat (3rd row)	-	-
Speed limiter (manual)	●	●
Speed limiter (automatic / intelligent)	●	●
Speed sign recognition	●	●
Vehicle-to-infrastructure (V2I)	✗	✗
Vehicle-to-vehicle (V2V)	✗	✗

● STANDARD
 ● AVAILABLE ON SOME VARIANTS
 ● OPTIONAL
 ✗ NOT AVAILABLE
 - NOT APPLICABLE

TESTED MAKE / MODEL
Leapmotor B05

TESTED BODY TYPE
5 door hatch

TESTED VEHICLE POWERTRAIN
Battery Electric Vehicle (BEV)

RATING PUBLISHED
September 2026