

ANCAP SAFETY REPORT

XPENG X9



APPLIES TO
All variants

BUILT FROM
January 2026 (AUS)
January 2026 (NZ)

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

MODEL SERIES
H93

VEHICLE TYPE
People Mover

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
56%



CRASH AVOIDANCE
82%



CRASH PROTECTION
91%



POST CRASH
91%

RATING APPLICABILITY*

VARIANT	BODY TYPE	ENGINE / MOTOR	DRIVETRAIN	AUS	NZ
Xpeng X9 Standard Range Pro	5 door MPV	BEV	2WD	✓	✓
Xpeng X9 Long Range Performance	5 door MPV	BEV	AWD	✓	✓

* 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



SAFE DRIVING

56%

The XPENG X9 is fitted with seatbelt reminders for all seats and can detect incorrect seatbelt use. It does not classify the stature of occupants or detect a front-seat passenger who is sitting 'out-of-position', for example with their feet on the dashboard.

A child presence detection system is fitted and can notify the driver if a child has been left in the vehicle.

The driver monitoring system demonstrated some ability to detect fatigue and various types of distraction, but not phone use.

Accessible controls are provided for many comfort and infotainment functions, although some key driving controls rely too heavily on interaction with the vehicle's screen interface.

The speed assistance system did not meet general requirements for scoring.

Adaptive cruise control (ACC) performed well in detecting and responding to other vehicles, motorcycles, pedestrians and cyclists. It also achieved maximum scores for adapting to road features such as roundabouts and crossings, and for its ability to resume the ACC after the vehicle has come to a full stop.

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

OCCUPANT MONITORING

70%

Seatbelt Usage

Correct belt routing	100%	■
Rear seat occupancy	100%	■

Occupant Classification

Passenger airbag status	50%	■
Out-of-position	0%	■
Stature classification	0%	■

Occupant Presence

Child presence detection	100%	■
Crash occupancy information	80%	■

DRIVER ENGAGEMENT

55%

Driver Monitoring

Distraction (transient)	53%	■
Fatigue / Unresponsive / Impaired (non-transient)	60%	■

Driving Controls

20%

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

Comfort and Infotainment

80%

Audio controls	●
Phone calling/dialing	●
Navigation	●
Climate controls	●
Windows	●
Other	●

VEHICLE ASSISTANCE

48%

Speed Assistance

Speed Limit Information Function	0%*	■
Speed Control Function	0%	■

Adaptive Cruise Control

Car-to-Car	94%	■
Car-to-Motorcycle	89%	■
Car-to-Pedestrian/Cyclist	100%	■
Road Features (roundabouts, crossings etc.)	100%	■
Auto Resume	100%	■

Steering Assistance

Steering Assistance	100%	■
Lane Change Assist	100%	■

* Capped score applied

CRASH AVOIDANCE



CRASH AVOIDANCE

82%

Performance was strong in autonomous emergency braking (AEB) longitudinal and turning scenarios involving other vehicles and motorcycles. The system also performed well across the assessed pedestrian and cyclist scenarios.

The lane departure system performed well in preventing the X9 from moving into the path of an oncoming or overtaking car or motorcycle. Its ability to prevent the vehicle from running off the road was less effective. The sensitivity of the AEB and lane departure systems is not linked to the level of driver awareness (driver state link), increasing the possibility of unnecessary intervention.

Low-speed collision avoidance performance was strong when turning across the path of another vehicle or motorcycle, with maximum scores achieved.

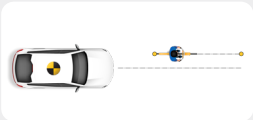
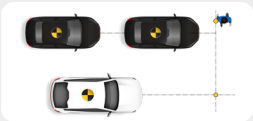
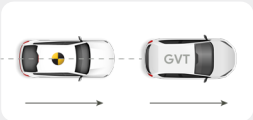
The X9 achieved maximum scores for avoidance when reversing towards a pedestrian, but the system did not perform in forwards (pedal misapplication) scenarios.

A cyclist anti-dooring system is fitted to help reduce the risk of an occupant opening the car door into the path of a cyclist approaching from behind. Performance was limited.

	GOOD
	ADEQUATE
	MARGINAL
	WEAK
	POOR
	FITTED BUT NOT TESTED
	NOT AVAILABLE

FRONTAL COLLISIONS

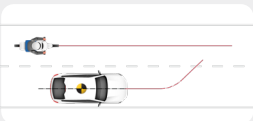
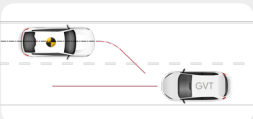
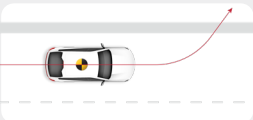
87%



Car-to-Car		
Longitudinal	87%	
Turning	91%	
Crossing	77%	
Car-to-Motorcycle		
Longitudinal	92%	
Turning	94%	
Crossing	77%	
Car-to-Pedestrian		
Longitudinal	91%	
Turning	93%	
Crossing	90%	
Car-to-Cyclist		
Longitudinal	91%	
Turning	88%	
Crossing	92%	

LANE DEPARTURE COLLISIONS

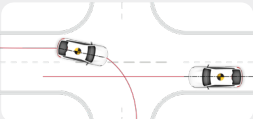
70%



Single Vehicle		
Driver Acceptance		
Driveability	100%	
Driver state link	0%	
Lane Departure		
ELK road edge	58%	
Car-to-Car		
Emergency Lane Keeping		
Oncoming	93%	
Overtaking	88%	
Car-to-Motorcycle		
Emergency Lane Keeping		
Oncoming	93%	
Overtaking	88%	

LOW SPEED COLLISIONS

80%



Car-to-Car		
Turning	100%	
Crossing	100%	
Car-to-Motorcycle		
Turning	100%	
Crossing	86%	
Car-to-Pedestrian		
Manoeuvring		
Forward	0%	
Reverse	100%	
Car-to-Cyclist		
Crossing	100%	
Dooring	23%	

CRASH PROTECTION



CRASH PROTECTION
91%

The level of crash protection offered by the XPENG X9 is high, with very high scores recorded across frontal, side and rear impact assessments.

Maximum scores were recorded for the driver, passengers and child occupants in the frontal offset and full width frontal tests. A deduction was applied for the X9's crash compatibility in head-on crashes, where its structure presents a moderate risk to occupants of an oncoming vehicle, if struck.

Additional virtual and sled testing demonstrated good or adequate 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. In the oblique pole test, protection of the driver's chest was adequate, with good protection provided to other critical body regions.

The X9 is fitted with a centre airbag between the front seats, which performed well in limiting occupant movement and protecting against the driver and front passenger striking each other in a side crash.

Protection for pedestrians and cyclists was mixed. Head protection was generally better around the windscreen, with areas of weak and poor performance across the bonnet. Protection of the pelvis was marginal, while good protection was provided to the femur, knee and lower leg.

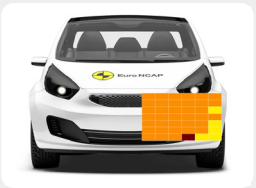
The X9 is fitted with lower ISOFix anchorages and top tether anchorages for all second and third-row outboard seats. Almost all of the selected child restraints could be fitted correctly; however, one of the convertible forward-facing seats could not be correctly installed in the outboard seats of the second row. Child restraints should not be used in the centre seating position in the third row as top tether anchorages are not fitted.

	GOOD
	ADEQUATE
	MARGINAL
	WEAK
	POOR
-	NOT AVAILABLE

FRONTAL IMPACT

95%

FRONTAL OFFSET TEST (50km/h)



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

Compatibility (vehicle-to-vehicle)

Deduction	-38%
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FULL WIDTH FRONTAL TEST (35km/h)



Driver	100%
Front passenger	100%
Rear passenger	100%

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

Driver	97%
Front Passenger	98%

	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)	- -		

CRASH PROTECTION

SIDE IMPACT

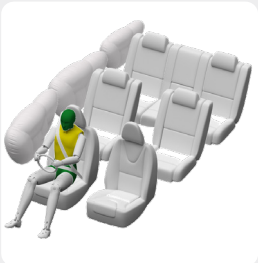
99%

SIDE IMPACT TEST (60km/h)



Driver	100%
Rear passengers (children)	100%

OBLIQUE POLE TEST (32km/h)

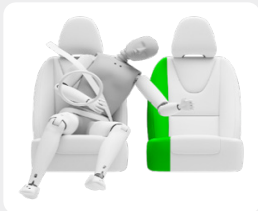


Driver	95%
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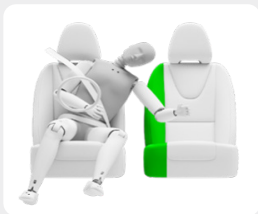
FAR SIDE IMPACT TESTS (32km/h)



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



Side Impact Test	
Head excursion	100%

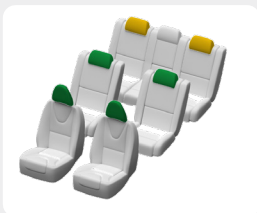
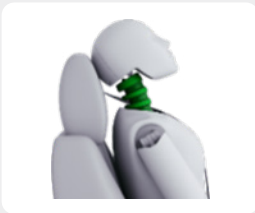


Oblique Pole Test	
Head excursion	100%

CRASH PROTECTION

WHIPLASH (REAR IMPACT) TESTS

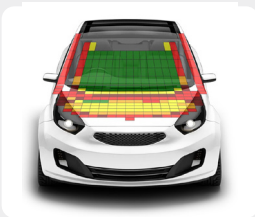
98%



Dynamic	
Driver	100%
Static	
Driver / Front passenger	100%
Rear passengers	88%

VULNERABLE ROAD USER IMPACT TESTS

71%



Head Impact	
Pedestrian (adult)	46%
Pedestrian (child)	50%
Cyclist	72%
Pelvis & Leg Impact	
Pelvis	50%
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

91%

The post-crash features and capability of the XPENG X9 are of a high standard.

Rescue information for emergency responders met requirements, with both a rescue sheet and emergency response guide available.

The XPENG X9 has provision for eCall functionality. While eCall notifications are not yet active on the X9, vehicles are equipped with the supporting hardware required to enable future activation of this emerging vehicle safety feature. XPENG have committed to have eCall functionality operable in all X9 vehicles by October 2027 - with this commitment required by ANCAP in order for points to be scored.

As a battery electric vehicle, the XPENG X9 demonstrated effective battery voltage isolation and post-crash fire risk management.

Maximum points were awarded for seatbelt buckle unlatching, exterior door opening and tailgate opening following a crash. No points were awarded for interior door opening as the emergency release for the rear door was not easily accessible.

The XPENG X9 scored well for other aspects of Post Crash safety, including provisions for quick and safe extrication by first responders.

	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

80%

eCall #	75%	
Multi-collision braking & hazard light activation	100%	

* Includes transitional provision scoring, where applicable

EXTRICATION

89%

Energy Management		
Energy isolation	91%	
Thermal propagation	100%	

Occupant Extrication		
Seatbelt buckle unlatching	100%	
Door opening - interior	0%	
Door opening - exterior	100%	
Tailgate opening	100%	
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 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
Xpeng X9 2WD Long Range

TESTED BODY TYPE
People Mover

TESTED VEHICLE POWERTRAIN
Battery Electric Vehicle (BEV)

RATING PUBLISHED
October 2026