

ANCAP SAFETY REPORT

GEELY EX2



APPLIES TO
All variants

BUILT FROM
June 2026 (AUS)
June 2026 (NZ)

ON SALE FROM
July 2026 (AUS)
September 2026 (NZ)

MODEL SERIES
E22H

VEHICLE TYPE
Light 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
79%



CRASH AVOIDANCE
72%



CRASH PROTECTION
86%



POST CRASH
95%

RATING APPLICABILITY*

VARIANT	BODY TYPE	ENGINE / MOTOR	DRIVETRAIN	AUS	NZ
Geely EX2 Inspire	5 door hatch	BEV	RWD	✓	✓
Geely EX2 Complete	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



SAFE DRIVING

79%

The Geely EX2 is able to recognise incorrect seatbelt usage, such as a driver who is using only the lap portion of the belt. The EX2 is also able to enhance restraints based on the stature of front seat occupants. The EX2 is not able to recognise front seat passengers who are 'out of position' - for example with their feet on the dashboard.

A child presence detection system is fitted and issues a warning if a child has been left in the vehicle.

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

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

During the on-road driving assessment, which assesses the accuracy of speed limit identification functionality on local metropolitan and regional roads, the EX2 correctly identified 65% of speed change events - equivalent to 94% of the distance driven.

Adaptive cruise control performed well in detecting and responding to other vehicles, motorcycles, pedestrians and cyclists. It, however, is not able to adapt when approaching road features like roundabouts and intersections.

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

OCCUPANT MONITORING

73%

Seatbelt Usage

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

Occupant Classification

Passenger airbag status	25%	■
Out-of-position	0%	■
Stature classification	100%	■

Occupant Presence

Child presence detection	60%	■
Crash occupancy information	80%	■

DRIVER ENGAGEMENT

83%

Driver Monitoring

Distraction (transient)	100%	■
Fatigue / Unresponsive / Impaired (non-transient)	60%	■

Driving Controls

80%

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

81%

Speed Assistance

Speed Limit Information Function	57%	■
Speed Control Function	100%	■

Adaptive Cruise Control

Car-to-Car	89%	■
Car-to-Motorcycle	93%	■
Car-to-Pedestrian/Cyclist	100%	■
Road Features (roundabouts, crossings etc.)	0%	■
Auto Resume	50%	■

Steering Assistance

Steering Assistance	100%	■
Lane Change Assist	100%	■

CRASH AVOIDANCE



CRASH AVOIDANCE

72%

The autonomous emergency braking (AEB) system fitted to the Geely EX2 performed well in many scenarios involving other vehicles, motorcycles, pedestrians and cyclists.

AEB performed well in typical urban situations (i.e. pedestrian and cyclist avoidance, and low speed intersection AEB), however it's capability was limited when the vehicle was travelling at higher speeds.

The lane departure system performed well during on-track performance testing. It can intervene to help prevent the vehicle from running off the road, or moving into the path of an oncoming or overtaking car or motorcycle. The vehicle is equipped with driver state link, however that system cannot sufficiently adjust its intervention response with the alertness level of the driver.

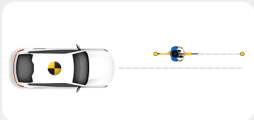
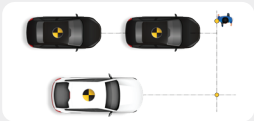
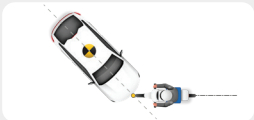
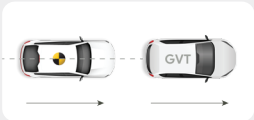
Low-speed collision avoidance performance was mixed. These test scenarios examine the vehicle's ability to avoid collisions with other cars, motorcycles, pedestrians and cyclists in common low-speed 'start-from-stop' scenarios like reversing out of a driveway and pulling out at an intersection into the path of another road user. The EX2 successfully avoided collisions with crossing vehicles and motorcycles, however it did not intervene when turning across the path of another vehicle or motorcycle. The EX2 is not able to react to pedal misapplication - which would limit inadvertent acceleration toward a pedestrian. The EX2 was unable to detect a stationary pedestrian when reversing.

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, however its performance was limited.

	GOOD
	ADEQUATE
	MARGINAL
	WEAK
	POOR
	FITTED BUT NOT TESTED
	NOT AVAILABLE

FRONTAL COLLISIONS

76%



Car-to-Car

Longitudinal	60%	
Turning	94%	
Crossing	77%	

Car-to-Motorcycle

Longitudinal	63%	
Turning	94%	
Crossing	50%	

Car-to-Pedestrian

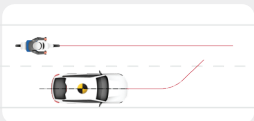
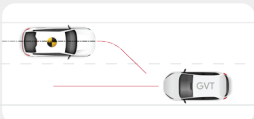
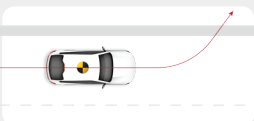
Longitudinal	96%	
Turning	89%	
Crossing	89%	

Car-to-Cyclist

Longitudinal	99%	
Turning	47%	
Crossing	94%	

LANE DEPARTURE COLLISIONS

83%



Single Vehicle

Driver Acceptance

Driveability	100%	
Driver state link	0%	

Lane Departure

ELK road edge	95%	
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Car-to-Car

Emergency Lane Keeping

Oncoming	99%	
Overtaking	99%	

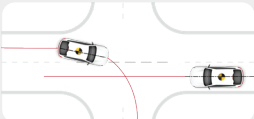
Car-to-Motorcycle

Emergency Lane Keeping

Oncoming	96%	
Overtaking	98%	

LOW SPEED COLLISIONS

53%



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	25%	

CRASH PROTECTION



CRASH PROTECTION
86%

In the frontal offset test, protection was good for the front passenger and child occupants, however an elevated risk of leg injury and pedal intrusion were recorded for the driver. A penalty was applied after the seatbelt partially slipped from the shoulder of the 10-year-old child dummy seated in the rear.

A deduction was applied for the EX2's crash compatibility in head-on crashes - where it presents a lower risk to occupants of an oncoming vehicle, if struck.

In the full-width frontal test, protection was generally good or adequate, although protection of the front passenger's chest was marginal.

Results from virtual and sled tests demonstrated overall good levels of protection for occupants of different statures and body types across a range of test impact speeds.

Side impact protection was generally good, with a marginal level of protection noted for the driver's chest in the oblique pole test.

The EX2 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.

Protection for pedestrians and cyclists was varied. Protection of the pelvis and legs was generally good, while head protection was less effective across much of the bonnet surface.

The EX2 is fitted with lower ISOFix anchorages for rear outboard seats and top tether anchorages for all rear seating positions. In the child restraint installation assessment, all selected child restraints were able to be fitted.

- GOOD
- ADEQUATE
- MARGINAL
- WEAK
- POOR
- NOT AVAILABLE

FRONTAL IMPACT

86%

FRONTAL OFFSET TEST (50km/h)



Driver	45%
Front passenger	100%
Rear passengers (children)	88%



Compatibility (vehicle-to-vehicle)	
Deduction	-4%

FULL WIDTH FRONTAL TEST (35km/h)



Driver	95%
Front passenger	80%
Rear passenger	100%

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

Driver	94%
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)	- -		

SIDE IMPACT

94%

SIDE IMPACT TEST (60km/h)



Driver	95%
Rear passengers (children)	100%

OBLIQUE POLE TEST (32km/h)



Driver	85%
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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

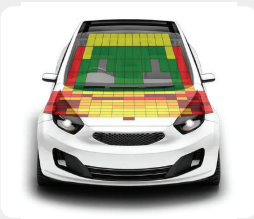
96%



Dynamic	
Driver	100%
Static	
Driver / Front passenger	80%
Rear passengers	100%

VULNERABLE ROAD USER IMPACT TESTS

71%



Head Impact	
Pedestrian (adult)	46%
Pedestrian (child)	45%
Cyclist	65%
Pelvis & Leg Impact	
Pelvis	88%
Femur	78%
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

95%

The post crash features and capability of the Geely EX2 are of a high standard.

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

The EX2 has provision for eCall functionality. While eCall notifications are not yet active on the EX2, vehicles are equipped with the supporting hardware required to enable future activation of this emerging vehicle safety feature. Geely have committed to have eCall functionality operable in all EX2 vehicles by September 2027 - with this commitment required by ANCAP in order for points to be scored.

The EX2 is equipped with multi-collision braking and hazard light activation which becomes active upon crash impact.

As an all-electric vehicle, the EX2 demonstrated effective battery voltage isolation and post-crash fire risk management.

Seatbelt buckles, interior and exterior door releases and the tailgate remained operable following the assessed crash tests - features which help occupants and rescuers access or exit the vehicle.

Geely demonstrated that if the EX2 becomes submerged in water, the windows would remain functional for the minimum required time period. The EX2's doors can also be opened when low-voltage (12v) power is lost.

	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

100%

Energy Management

Energy isolation	100%	
Thermal propagation	100%	

Occupant Extrication

Seatbelt buckle unlatching	100%	
Door opening - interior	100%	
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 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
Geely EX2

TESTED BODY TYPE
5 door hatch

TESTED VEHICLE POWERTRAIN
Battery Electric Vehicle (BEV)

RATING PUBLISHED
September 2026