

LEAPMOTOR Leapmotor B05

2026 | ★★★★★

Standard

Tested model
Leapmotor 67.1kWh Design,
LHD

Body type
Hatchback

Kerb weight
1801 kg

Class
Small Family Car

Rating applies to
all LEAPMOTOR B05

Publication
September 2026



Verdict

Overall, the LEAPMOTOR B05 is awarded a five-star rating, reflecting excellent safety performance in each of the four stages of safety.

Safe Driving

The LEAPMOTOR B05 scores almost full points for ensuring correct seatbelt use, with a seatbelt reminder system for all rear seats. There is a manual switch to disable the front passenger airbag, allowing a rearward-facing child restraint to be used in that seating position. However, in other regards, the B05 scores poorly in this part of the assessment, with no adaptivity of the restraint system for different occupant statures and no recognition of front the seat passenger sitting in an unsafe position, such as having their feet on the dashboard. A warning is issued if a child has been left in the car.

Crash Avoidance

The LEAPMOTOR B05 has all of the latest crash avoidance systems. Its autonomous emergency braking (AEB) system far exceeds the requirements of

legislation and performs well in many of the advanced test scenarios required by Euro NCAP. The lane departure prevention system very nearly scored full points in Euro NCAP's assessment and the car has a system to prevent 'dooring', where a door is opened into the path of a cyclist approaching from behind.

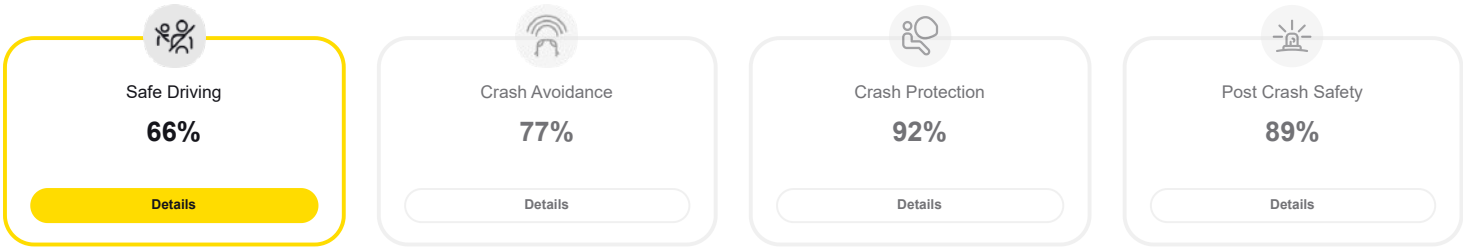
Crash Protection

In the frontal offset test, protection was good or adequate for all occupants, with the exception of the front passenger's chest, protection of which was rated as marginal on the basis of dummy readings of chest compression. Good protection was provided to both of the child dummies, sitting in the rear seats. In the full-width test, protection was good or adequate for all critical body areas of the front and rear occupants. Additional data and validated computer modelling demonstrated good protection in most of the various combinations of test configuration and occupant stature. Overall, the B05 scored well for the robustness of the protection it

offered. The LEAPMOTOR B05 scored full points in the side barrier and side pole tests, with good protection of all critical body areas. The car is equipped with a centre airbag to mitigate occupant to occupant injuries side impacts and this worked well, with good protection for the head of both front seat dummies. Protection of the head of a struck pedestrian was largely good or adequate, with poor results recorded at the base of the windscreen and on the stiff windscreen pillars. Protection of the pelvis and that of the femur was good at all test locations and was predominantly good for the knee and tibia.

Post Crash

Third Party Service (TPS) eCall is not available but, in the event of a crash, the advanced eCall system provides detailed information about the car's occupants and the type of impact sustained by the car. The LEAPMOTOR B05 scored well for other aspects of its post-crash safety, including the provisions for quick and safe extrication by first responders.



Post Crash Safety

89%

Details

Good

Adequate

Marginal

Weak

Poor

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	83%
Impairment	50%

Driving controls

Driving	0%
Comfort & infotainment	30%

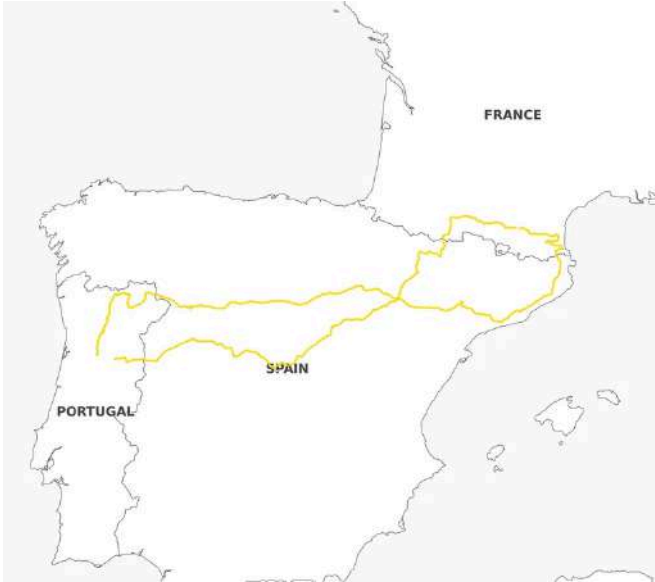
Vehicle assistance

78%

Speed assistance

Speed limit information	40%
Speed control function	100%

Speed assistance



Adaptive Cruise Control performance

Car-to-car	90%
Car-to-motorcyclist	88%
Car-to-VRU	100%
Additional features	60%
Auto resume	100%

Steering assistance

Steering assistance	100%
Lane change assist	100%



Safe Driving

66%

Details



Crash Avoidance

77%

Details



Crash Protection

92%

Details



Post Crash Safety

89%

Details

Frontal collisions78%

Car & motorcyclist	
Moving in same direction	63%
Junction – turning	94%
Junction – crossing	74%

Pedestrian & cyclist	
Moving in same direction	96%
Turning	69%
Crossing	85%

Lane departure collisions99%

Single vehicle	
Driver acceptance	100%
Lane departure	98%

Car & motorcyclist	
Car-to-car	99%
Car-to-motorcyclist	99%

Low speed collisions56%

Car & motorcyclist	
Junction – turning	0%
Junction – crossing	100%

Pedestrian & cyclist	
Crossing	83%
Manoeuvring	30%
Dooring	63%

Full width



VT & sled

Driver	96%
Front passenger	94%

VT & sled

	35 km/h	50 km/h	56 km/h
5th			
50th			
95th			

Side impact

100%

Side mobile barrier

Driver	100%
Rear passengers	100%

Side mobile barrier



Side pole

Driver

100%

Side pole



Far-side

Occupant-to-occupant

100%

Side mobile barrier

100%

Side pole

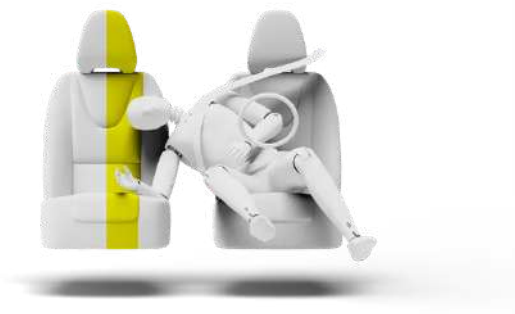
100%

Far-side — Occupant-to-occupant

Far-side — Side mobile barrier



Far-side — Side pole



Rear impact

98%

Dynamic

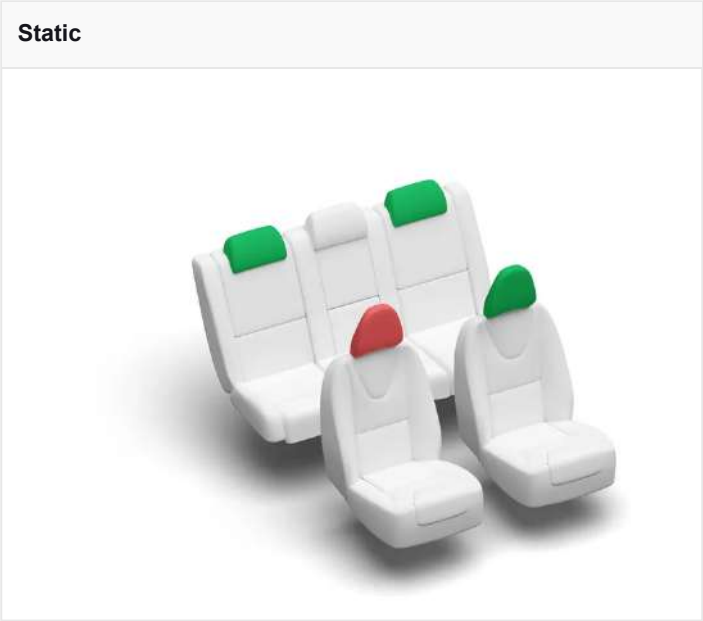
Driver

97%

Dynamic



Static	
Front passengers	100%
Rear passengers	100%



VRU impact

81%

Head impact	
Child pedestrian	86%
Adult pedestrian	37%
Cyclist	73%

Head impact



Pelvis & leg impact

Pelvis	100%
Femur	100%
Knee & tibia	100%

Pelvis & leg impact



Child seat installation check

Child seat installation check
i-Size
Isofix
Seatbelt attached

i-Size — A rearward-facing child restraint should never be installed in the front passenger seat when the airbag is enabled

Isofix — A rearward-facing child restraint should never be installed in the front passenger seat when the airbag is enabled



Seatbelt attached — A rearward-facing child restraint should never be installed in the front passenger seat when the airbag is enabled



● Easy installation

● Difficult installation

● Safety critical installation

✗ Installation not allowed

⛔ Airbag ON



Safe Driving

66%

Details



Crash Avoidance

77%

Details



Crash Protection

92%

Details



Post Crash Safety

89%

Details

Post Crash Safety

89%

Rescue information

	100%
Rescue guide	100%

Post crash intervention

Advanced eCall	58%
Hazard light activation	100%

Vehicle extrication

Energy management	100%
Occupant extrication	87%

Safety equipment

Safe Driving	
Occupant monitoring	
Advanced seatbelt reminder	✓
Airbag cut-off switch	✓
Occupant stature classification	–
Child presence detection	✓
Driver engagement	
Distraction detection	✓
Fatigue detection	✓
Vehicle assistance	
Advanced speed assist system	✓
Adaptive Cruise Control	✓
Steering assistance	✓
Crash Avoidance	
Frontal collision	
Advanced Autonomous Emergency Braking	✓
Lane departure collision	
Advanced Emergency Lane Keeping	✓
Blind Spot Monitoring	✓
Low speed collision	
Low speed Autonomous Emergency Braking	✓
Reverse Autonomous Emergency Braking	✓
Cyclist dooring	✓

Crash Protection			
	Driver	Front passenger	Rear passenger
Child safety			
Isofix / i-Size	–	×	✓
Integrated child seat	–	×	×
Frontal impact			
Front airbag	✓	✓	–
Adaptive seatbelt	✓	✓	✓
Side impact			
Side head airbag	✓	✓	✓
Side chest / pelvis airbag	✓	✓	×
Centre airbag	✓	✓	–
VRU impact			
Active pedestrian protection		×	

Post Crash Safety	
Post crash intervention	
Advanced eCall	✓
Multi-collision brake	✓
Vehicle extrication	
Automatic high-voltage deactivation	✓
Automatic door unlocking	✓

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

Rating validity

Annual reviews and facelifts			
Date	Event	Outcome	
2026-09-02	Rating Published	2026 ★★★★★	✓

Variants of model range				
Body type	Variant description	Drivetrain	Rating applies LHD	Rating applies RHD
door Hatchback	Electric - 67.1kWh Design*	4x2	✓	✓
door Hatchback	Electric - 67.1kWh Life	4x2	✓	✓
door Hatchback	Electric - 56.2kWh Life	4x2	✓	✓

* Tested variant