Lepas L6

2026 | ★★★★★ Standard

Tested model	Body type	Kerb weight
Lepas L6 BEV 'Premium', LHD	**SUV**	**1830 kg**
Class	Rating applies to	Publication
Small SUV	**all Lepas L6 electric**	**November 2026**



VERDICT

The Lepas L6 achieves a 5-star rating, demonstrating good all-round safety performance.

Safe Driving

The Lepas L6 does not recognise seatbelt mis-use, such as a belt worn behind the body. There is no recognition of occupants sitting 'out of position', such as the front passenger with their feet on the dashboard, and there is no classification of the occupants, which would allow optimisation of restraint characteristics. The Lepas L6 does have Child Presence Detection, a system which issues a warning if a child has been left unattended in the car, but it did not meet Euro NCAP's requirements and was not rewarded. The driver monitoring system identifies driver fatigue and various types of distraction and phone use. The L6 makes excellent use of manual controls for important driving functions, but less so for comfort and infotainment. The speed assistance system of the Lepas L6 proved effective. In a test drive of around 2000 km through France, Italy and Spain, the system correctly identified the limit in 77 percent of cases, representing 88 percent of the distance covered. The L6 has adaptive cruise control which generally responded well when potential hazards were identified.

Crash Avoidance

The Lepas L6 is equipped with all of the latest crash avoidance technologies which in general performed well in Euro NCAP's tests, including the challenging turning and crossing scenarios. However, driver acceptance of the lane support system was not scored highly, with no connection between the driver alertness and the sensitivity of the system. The car warns against 'dooring', where a door is opened into the path of a cyclist approaching from behind.

Crash Protection

The L6 scores well in this part of the assessment, with good results in all of the crash tests. Good or adequate protection is provided for all critical parts of the body for all occupants in the offset frontal test. In the full-width frontal test, protection of the chest was rated as marginal, based on dummy readings of chest compression. Likewise, chest protection was marginal in the side pole impact, but protection was good for all critical body regions of all occupants in the side barrier test. Additional data and validated computer modelling demonstrated a similar level of protection in various combinations of test configuration and occupant stature. A centre airbag, to mitigate injuries caused by occupant to occupant contact in a side impact, is standard equipment. The airbag worked well in Euro NCAP's pole test, with good protection of the head of the driver and front passenger. However, limitation of excursion (the extent to which an occupant is thrown to the other side of the car) was marginal. Protection of vulnerable road users is more mixed: predominantly good or adequate for the head of a struck pedestrian and for the knee and tibia, but mostly poor for the femur.

Post Crash

The L6 automatically applies the brakes after a crash to prevent secondary impacts, and the advanced eCall system provides detailed information about the car's occupants and the type of impact sustained by the car. The Lepas L6 scored well for its

provisions for quick and safe extrication by first responders.



Safe Driving

62%

Details



Crash Avoidance

78%

Details



Crash Protection

87%

Details



Post Crash Safety

95%

Details

Good | Adequate | Marginal | Weak | Poor

Occupant monitoring

30%

Seatbelt usage

Correct belt routing	0%
Rear seat occupancy	100%

Occupant classification

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

Occupant presence

Child presence detection	0%
Crash occupancy information	80%

Driver engagement

73%

Driver monitoring

Distraction	83%
Impairment	60%

Driving controls

Driving	100%
Comfort & infotainment	40%

Vehicle assistance

79%

Speed assistance	
Speed limit information	62%
Speed control function	100%

Adaptive Cruise Control performance	
Car-to-car	89%
Car-to-motorcyclist	86%
Car-to-VRU	100%
Additional features	

Steering assistance	
Steering assistance	100%
Lane change assist	0%

Safe Driving	Crash Avoidance	Crash Protection	Post Crash Safety
62%	78%	87%	95%
Details	Details	Details	Details

Frontal collisions

81%

Car & motorcyclist	
Rear-end & head-on	83%
Junction – turning	98%
Junction – crossing	59%

Pedestrian & cyclist	
Moving in same direction	92%
Turning	72%
Crossing	92%

Lane departure collisions

75%

Single vehicle	
Driver acceptance	100%
Lane departure	10%

Car & motorcyclist	
Car-to-car	98%
Car-to-motorcyclist	94%

Low speed collisions

76%

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

Pedestrian & cyclist	
Crossing	100%
Manoeuvring	30%
Dooring	38%

Safe Driving	Crash Avoidance	Crash Protection	Post Crash Safety
62%	78%	87%	95%
Details	Details	Details	Details

Good | Adequate | Marginal | Weak | Poor

Frontal impact

92%

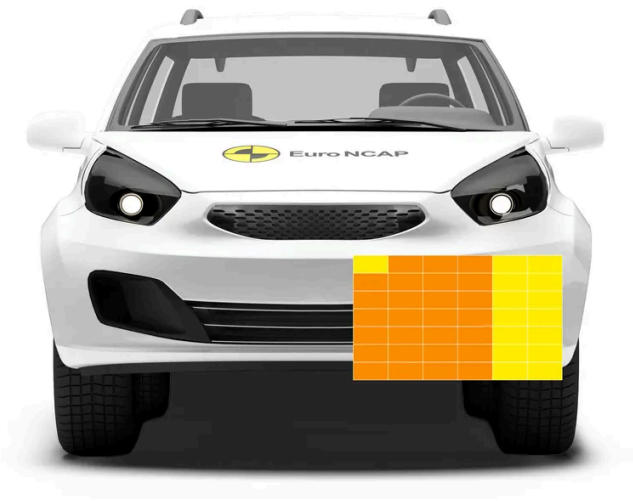
Offset

Driver	95%
Front passenger	90%
Rear passengers	100%

Offset — Driver & passengers



Offset — Compatibility



Full width

Driver	85%
Front passenger	90%
Rear passenger	100%

Full width



Virtual testing & sled	
Driver	95%
Front passenger	100%

Virtual testing & sled

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

Side impact

94%

Side mobile barrier	
Driver	100%
Rear passengers	100%

Side mobile barrier



Side pole	
Driver	85%

Side pole



Far-side	
Occupant-to-occupant	100%
Side mobile barrier	100%
Side pole	88%

Far-side — Occupant-to-occupant



Far-side — Side mobile barrier



Far-side — Side pole



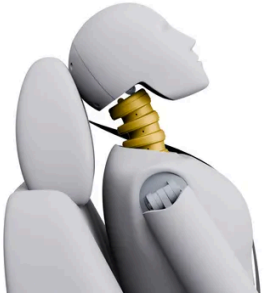
Rear impact

98%

Dynamic

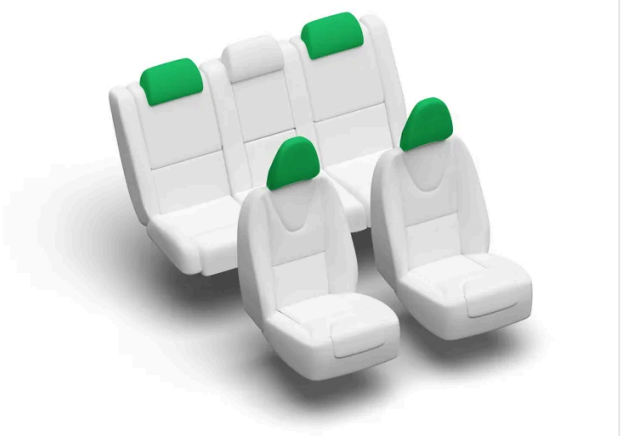
Driver	97%

Dynamic



Static	
Front passengers	100%
Rear passengers	100%

Static



VRU impact

64%

Head impact	
Cyclist	63%
Adult pedestrian	63%
Child pedestrian	73%

Head impact



Pelvis & leg impact	
Pelvis	65%
Femur	25%
Knee & tibia	79%

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	Crash Avoidance	Crash Protection	Post Crash Safety
62%	78%	87%	95%
Details	Details	Details	Details

Post Crash Safety

95%

Rescue information	
Rescue sheet	100%
Rescue guide	100%

Post crash intervention	
Advanced eCall	75%
Hazard light activation	100%

Vehicle extrication	
Energy management	100%
Occupant extrication	100%

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	Rating	Validity

Variants of model range

Body type	Variant description	Drivetrain	Rating applies LHD	Rating applies RHD
5 door SUV	Electric - 'Premium' and 'Comfort'*	4x2	✓	✓
5 door SUV	PHEV - 'Premium', 'Comfort' and 'Luxury'	4x2	✓	✓

* Tested variant