



NIO EL6
Standard Safety Equipment

2024



Adult Occupant



93%

Child Occupant



85%

Vulnerable Road Users



78%

Safety Assist



76%

SPECIFICATION

Tested Model	NIO EL6, LHD
Body Type	- 5 door SUV
Year Of Publication	2024
Kerb Weight	2300kg
VIN From Which Rating Applies	- all EL6s
Class	Large SUV

SAFETY EQUIPMENT

	Driver	Passenger	Rear
FRONTAL CRASH PROTECTION			
Frontal airbag	●	●	—
Belt pretensioner	●	●	●
Belt loadlimiter	●	●	●
Knee airbag	✘	✘	—
LATERAL CRASH PROTECTION			
Side head airbag	●	●	●
Side chest airbag	●	●	—
Side pelvis airbag	●	●	—
Centre Airbag	●	✘	—

	Driver	Passenger	Rear
CHILD PROTECTION			
Isfix/i-Size	—	✘	●
Integrated CRS	—	✘	✘
Airbag cut-off switch	—	●	—
Child presence detection	—	✘	●
SAFETY ASSIST			
Seat Belt Reminder	●	●	●

SAFETY EQUIPMENT (NEXT)

OTHER SYSTEMS	
Active Bonnet	✘
AEB Vulnerable Road Users	●
AEB Pedestrian - Reverse	●
Cyclist Dooring Prevention	●
AEB Motorcyclist	●
AEB Car-to-Car	●
Speed Assistance	●
Lane Assist System	●
Fatigue / Distraction Detection	●

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

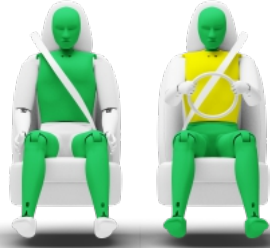
 ADULT OCCUPANT

Total 37.5 Pts / 93%

 GOOD  ADEQUATE  MARGINAL  WEAK  POOR

Frontal Impact

15 / 16 Pts



Mobile Progressive Deformable Barrier



Full Width Rigid Barrier

Lateral Impact

15.0 / 16 Pts



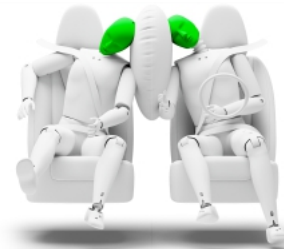
Side Mobile Barrier



Side Pole



Far-Side Excursion



Occupant Interaction

Rear Impact

3.6 / 4 Pts



Rear Seat




Front Seat


 ADULT OCCUPANT

Total 37.5 Pts / 93%

GOOD ADEQUATE MARGINAL WEAK POOR

Rescue and Extrication		4.0 / 4 Pts
Rescue Sheet	Available, ISO compliant	
Advanced eCall	Available	
Multi Collision Brake	Available	
Submergence Check	Compliant	

Comments

The passenger compartment of the EL6 remained stable in the frontal offset test. Dummy numbers showed good protection of the knees and femurs of both the driver and passenger. NIO showed that a similar level of protection would be provided to occupants of different sizes and to those sitting in different positions. Protection was good for all critical body areas of the passenger, and good or adequate for the driver. Analysis of the deceleration of the impact trolley during the test, and of the deformable barrier after the test, revealed that the EL6 would be a benign impact partner in a frontal collision. In the full-width rigid barrier test, protection of all critical body areas was good for the driver, and good or adequate for the rear passenger. In the side barrier test, dummy readings indicated good protection of all critical body areas. However, analysis showed that the curtain airbag had not deployed correctly, getting caught on the trim of the B-pillar. A penalty was applied to the head, and protection rated as adequate. The same penalty was applied to the head in the side pole test, although the airbag deployed correctly in this test. Control of excursion (the extent to which a body is thrown to the other side of the vehicle when it is hit from the far side) was adequate. The EL6 has a centre airbag mounted on the driver's seat to mitigate against occupant to occupant injuries in such impacts. This performed well in Euro NCAP's test, and provides equal protection to the front driver and passenger. Tests on the front seats and head restraints demonstrated good protection against whiplash injuries in the event of a rear-end collision. A geometric analysis of the rear seats also indicated good whiplash protection. The EL6 has an advanced eCall system which alerts the emergency services in the event of a crash. The car also has a system which applies the brakes after an impact, to avoid secondary collisions. NIO demonstrated that if the car entered water the doors, if locked, could be opened within two minutes of power being lost and that electric windows would remain functional long enough to allow occupants to escape.

CHILD OCCUPANT

Total 42.0 Pts / 85%

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

Crash Test Performance based on 6 & 10 year old children

24.0 / 24 Pts



Restraint for 6 year old child: *Cybex Solution Z i-Fix*
 Restraint for 10 year old child: *Graco Booster Basic*

Safety Features

6.0 / 13 Pts

	Front Passenger	2nd row outboard	2nd row center
Isofix	✗	●	✗
i-Size	✗	●	✗
Integrated CRS	✗	✗	✗
Top tether	✗	●	✗
Child Presence Detection	✗	●	✗

● Fitted to test car as standard
 ○ Not on test car but available as option
 ✗ Not available

CRS Installation Check

12.0 / 12 Pts

i-Size	Seat Position				
	Front		2nd row		
			Left	center	Right
	✗	✗	●	✗	●

● Easy
 ● Difficult
 ● Safety critical
 ✗ Not allowed
✗ Airbag ON
 Rearward facing restraint installation not allowed
 Airbag OFF

Version 040424

CHILD OCCUPANT

Total 42.0 Pts / 85%

Isofix	Seat Position				
	Front		2nd row		
			Left	center	Right
	✗	✗	●	✗	●
	✗	✗	●	✗	●
	✗	✗	●	✗	●
	✗	✗	●	✗	●
	✗	✗	●	✗	●
	✗	✗	●	✗	●

● Easy
 ● Difficult
 ● Safety critical
 ✗ Not allowed
 Airbag ON
 Rearward facing restraint installation not allowed
 Airbag OFF

Seatbelt Attached	Seat Position				
	Front		2nd row		
			Left	center	Right
	✗	●	●	●	●
	✗	●	●	●	●
	✗	●	●	●	●
	✗	●	●	●	●
	✗	●	●	●	●
	✗	●	●	●	●

● Easy
 ● Difficult
 ● Safety critical
 ✗ Not allowed
 Airbag ON
 Rearward facing restraint installation not allowed
 Airbag OFF

 CHILD OCCUPANT

Total 42.0 Pts / 85%

Comments

In both the frontal offset and side barrier tests, good protection was provided to all critical body areas for both child dummies, and the NIO EL6 scored maximum points in this part of the assessment. The front passenger airbag can be disabled to allow a rearward-facing child restraint to be used in that seating position. Clear information is provided to the driver regarding the status of the airbag and the system was rewarded. The EL6 is equipped with 'child presence detection', a system which issues a warning when it recognises that a child or infant has been left in the car. However, the system could not be assessed and was not rewarded. All of the child restraint types for which the EL6 is designed could be properly installed and accommodated in the car.

VULNERABLE ROAD USERS

Total 49.7 Pts / 78%



VRU Impact Protection

29.4 / 36 Pts



Pedestrian & Cyclist Head	12.9 Pts
Pelvis	3.1 Pts
Femur	4.4 Pts
Knee & Tibia	9.0 Pts

VRU Impact Mitigation

20.4 / 27 Pts

System Name	AEB
Type	Auto-Brake with Forward Collision Warning
Operational From	4 km/h
PERFORMANCE	

AEB Pedestrian

7.9 / 9 Pts

Scenario	Day time	Night time
Car reversing into adult or child		—
Adult crossing a road into which a car is turning		—
Adult crossing the road		
Child running from behind parked vehicles		
Adult along the roadside		

— Currently not tested

AEB Cyclist

7.0 / 8 Pts

Scenario	Day time
Approaching cyclist crossing from behind parked parked vehicles	
Turning across path of an oncoming cyclist	
Approaching a crossing cyclist	
Approaching a cyclist along the roadside	

VULNERABLE ROAD USERS

Total 49.7 Pts / 78%

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

Cyclist Dooring Prevention ■ 0.8 / 1 Pts

Scenario	
Dooring a passing cyclist	sudden opening prevention"

AEB Motorcyclist ■ 4.7 / 6 Pts

Scenario	Autobrake function only	Driver reacts to warning
Approaching a stationary motorcyclist	■	■
Approaching a braking motorcyclist	■	■
Turn across the path of an oncoming motorcyclist	■	—

— Currently not tested

Lane Support Motorcyclist ■ 0.0 / 3 Pts

Scenario	Day time
Changing lane across the path of an oncoming motorcyclist	■
Changing lane across the path of an overtaking motorcyclist	■

Comments

Protection of the head of a struck pedestrian or cyclist was predominantly good or adequate, with poor results recorded only on the stiff windscreen pillars. Protection of the pelvis was mixed; that of the femur was good at almost all test points and that of the knee and tibia was good across the whole width of the car. The autonomous emergency braking (AEB) system of the NIO can respond to vulnerable road users as well as to other vehicles. The system performed well in tests of its response to pedestrians. The system scored highly in tests of its reaction to cyclists, including dooring, in which the car prevents or warns against door opening if a cyclist is approaching from behind. Similarly, the AEB system performed well in all tests of its response to motorcyclists. However, the lane support function, intended to prevent collisions with motorcyclists in certain scenarios, did not meet Euro NCAP's requirements and was not rewarded.

SAFETY ASSIST

Total 13.8 Pts / 76%

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

Speed Assistance

■ 2.2 / 3 Pts

System Name	Speed Assistance System
Speed Limit Information Function	Camera & Map, subsigns supported
Speed Limitation Function	Intelligent ACC (accurate to 5km/h)

Occupant Status Monitoring

■ 1.5 / 3 Pts

> Seatbelt Reminder

■ 1.0 / 1 Pts

Applies To	Front and rear seats		
Warning	Driver Seat	Front Passenger(s)	Rear Passenger(s)
Visual	●	●	●
Audible	●	●	●
Occupant Detection	—	●	●

● Pass
 ● Fail
 — Not available

> Driver Monitoring

■ 0.5 / 2 Pts

System Name	Driver Monitoring System
Type	Direct eye monitoring
Operational From	10 km/h
Fatigue	Drowsiness, Microsleep and Sleep
Distraction	Long & Short Distraction and Phone Use

SAFETY ASSIST

Total 13.8 Pts / 76%

Lane Support

2.3 / 3 Pts

Type	LKA and ELK
PERFORMANCE	
Emergency Lane Keeping	ADEQUATE
Lane Keep Assist	GOOD
Human Machine Interface	GOOD

AEB Car-to-Car

7.9 / 9 Pts

System Name	AEB
Type	Autonomous emergency braking and forward collision warning
Operational From	4 km/h
Sensor Used	Camera + Radar + Lidar

Scenario	Autobrake function only	Driver reacts to warning
Approaching a car crossing a junction		
Approaching a car head-on		—
Turning across the path of an oncoming car		—
Approaching a stationary car		
Approaching a slower moving car		—
Approaching a braking car		—

— Currently not tested



SAFETY ASSIST

Total 13.8 Pts / 76%

Comments

Overall, the autonomous emergency braking (AEB) system of the NIO EL6 performed extremely well in tests of its reaction to other vehicles, including in the head-on test scenarios. In Euro NCAP's tests, collisions were avoided in almost all scenarios. A seatbelt reminder system is fitted as standard to the front and rear seats but the driver status monitoring system did not score highly; it detects driver fatigue and distraction, but only the elements related to fatigue met Euro NCAP's requirements. The lane support system gently corrects the vehicle's path if it is drifting out of lane and also intervenes in some more critical situations. The speed assistance system identifies the local speed limit, and the driver can choose to allow the limiter to be set automatically by the system.

RATING VALIDITY

Variants of Model Range

Body Type	Engine & Transmission	Drivetrain	Rating Applies	
			LHD	RHD
5 door SUV	75 kWh electric *	4 x 4	✓	✓
5 door SUV	100 kWh electric	4 x 4	✓	✓

* Tested variant

Annual Reviews and Facelifts

Date	Event	Outcome
April 2024	Rating Published	2024 ★ ★ ★ ★ ★ ✓