



ZEEKR 001
Standard Safety Equipment

2024



Adult Occupant



89%

Child Occupant



88%

Vulnerable Road Users



84%

Safety Assist



83%

SPECIFICATION

Tested Model	ZEEKR 001, Long Range RWD, LHD
Body Type	- 5 door hatchback
Year Of Publication	2024
Kerb Weight	2275kg
VIN From Which Rating Applies	- all ZEEKR 001s
Class	Executive Car

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			
Isifix/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 35.9 Pts / 89%

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

Frontal Impact 13.4 / 16 Pts

Mobile Progressive Deformable Barrier Full Width Rigid Barrier

Lateral Impact 15.9 / 16 Pts

Side Mobile Barrier Side Pole Far-Side Excursion Occupant Interaction


Rear Impact 3.9 / 4 Pts

Rear Seat Front Seat


 ADULT OCCUPANT

Total 35.9 Pts / 89%

GOOD ADEQUATE MARGINAL WEAK POOR

Rescue and Extrication		2.7 / 4 Pts
Rescue Sheet	Available, ISO compliant	
Advanced eCall	Available	
Multi Collision Brake	Available	
Submergence Check	Compliant	

Comments

The passenger compartment of the 001 remained stable in the frontal offset test. Dummy numbers showed good protection of the knees and femurs of both the driver and passenger. ZEEKR 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. Analysis of the deceleration of the impact trolley during the test, and of the deformable barrier after the test, revealed that the 001 would be a moderately benign impact partner in a frontal collision. In the full-width rigid barrier test, protection was good for all body areas of 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 and the 001 scored maximum points in this part of the assessment. In the more severe side pole impact, protection of the chest was adequate and that of other body regions was good. 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 001 has a centre airbag mounted on the driver's seat to mitigate against occupant to occupant injuries in such impacts. Dummy numbers were good in Euro NCAP's test, with 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 001 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. ZEEKR 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 43.5 Pts / 88%

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

Crash Test Performance based on 6 & 10 year old children

24.0 / 24 Pts

Frontal Impact 16 Pts



Lateral Impact 8 Pts



Restraint for 6 year old child: *Cybex Solution T iFix*
 Restraint for 10 year old child: *Graco Booster Basic*

Safety Features

7.5 / 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

CHILD OCCUPANT

Total 43.5 Pts / 88%

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

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 CHILD OCCUPANT

Total 43.5 Pts / 88%

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 ZEEKR 001 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 001 is equipped with a direct 'child presence detection' system, which issues a warning when it detects that a child or infant has been left in the car. All of the child restraint types for which the 001 is designed could be properly installed and accommodated in the car.

VULNERABLE ROAD USERS

Total 53.0 Pts / 84%



VRU Impact Protection

27.6 / 36 Pts



Pedestrian & Cyclist Head	10.5 Pts
Pelvis	4.1 Pts
Femur	4.2 Pts
Knee & Tibia	8.8 Pts

VRU Impact Mitigation

25.4 / 27 Pts

System Name	Collision Mitigation Support Front
Operational From	4 km/h
PERFORMANCE	

AEB Pedestrian

8.8 / 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

7.6 / 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 53.0 Pts / 84%

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

Cyclist Dooring Prevention ■ 0.5 / 1 Pts

Scenario	
Dooring a passing cyclist	information, all side doors"

AEB Motorcyclist ■ 6.0 / 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 ■ 2.5 / 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, femur and the knee and tibia was predominantly good across the whole width of the car. The autonomous emergency braking (AEB) system of the ZEEKR can respond to vulnerable road users as well as to other vehicles. In tests of its reaction to pedestrians and bicyclists, performance was good, scoring nearly full points in Euro NCAP's test scenarios. Protection against 'dooring', where a door is suddenly opened in the path of a cyclist approaching from behind, was rated as adequate. The AEB system performed well in all tests of its response to motorcyclists and the lane support function also performed well in this regard.

SAFETY ASSIST

Total 15.1 Pts / 83%

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

Speed Assistance ■ 2.3 / 3 Pts

System Name	Traffic Sign Information
Speed Limit Information Function	Camera based, sub signs supported
Speed Limitation Function	Intelligent ACC (accurate to 5km/h)

Occupant Status Monitoring ■ 1.6 / 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 ■ 0.6 / 2 Pts

System Name	Driver_Check
Type	Direct eye monitoring
Operational From	30 km/h
Fatigue	Drowsiness and Sleep

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SAFETY ASSIST

Total 15.1 Pts / 83%

Lane Support

3.0 / 3 Pts

System Name	Lane Keeping Assist
Type	LKA and ELK
Operational From	60 km/h
PERFORMANCE	
Emergency Lane Keeping	GOOD
Lane Keep Assist	GOOD
Human Machine Interface	GOOD

AEB Car-to-Car

8.2 / 9 Pts

System Name	Collision Mitigation Support Front
Type	Autonomous emergency braking and forward collision warning
Operational From	4 km/h
Sensor Used	camera and radar

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 15.1 Pts / 83%

Comments

Overall, the autonomous emergency braking (AEB) system of the ZEEKR 001 performed very 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. Although the car has a direct driver status monitoring system, this did not score highly, detecting only driver fatigue, not distraction. 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	Model Name/Code	Drivetrain	Rating Applies	
				LHD	RHD
5 door hatchback	Electric	Long Range *	4 x 2	✓	-
5 door hatchback	Electric	Premium	4 x 4	✓	-
5 door hatchback	Electric	Privilege	4 x 4	✓	-

*Tested variant

Annual Reviews and Facelifts

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