



Lucid Gravity  
Standard Safety Equipment

2025



Adult Occupant



83%

Child Occupant



93%

Vulnerable Road Users



80%

Safety Assist



85%

SPECIFICATION

|                               |                                  |
|-------------------------------|----------------------------------|
| Tested Model                  | Lucid Gravity Grand Touring, LHD |
| Body Type                     | - 5 door SUV                     |
| Year Of Publication           | 2025                             |
| Kerb Weight                   | 2786kg                           |
| VIN From Which Rating Applies | - all Lucid Gravity models       |
| 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         |        |           |      |
| Isofix/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 33.5 Pts / 83%

GOOD ADEQUATE MARGINAL WEAK POOR

Frontal Impact

13.0 / 16 Pts



Mobile Progressive Deformable Barrier



Full Width Rigid Barrier

Lateral Impact

15.2 / 16 Pts



Side Mobile Barrier



Side Pole



Far-Side Excursion



Occupant Interaction

Rear Impact

3.8 / 4 Pts



Rear Seat



Front Seat

 ADULT OCCUPANT

Total 33.5 Pts / 83%

GOOD

ADEQUATE

MARGINAL

WEAK

POOR

|                        |                          |                                                                                     |
|------------------------|--------------------------|-------------------------------------------------------------------------------------|
| Rescue and Extrication |                          | 1.5 / 4 Pts                                                                         |
| Rescue Sheet           | Available, ISO compliant |  |
| Advanced eCall         | Available                |                                                                                     |
| Multi Collision Brake  | Available                |                                                                                     |
| Submergence Check      | Partially Compliant      |                                                                                     |

Comments

The passenger compartment of the Lucid Gravity remained stable in the frontal offset test. Protection of all critical body areas was good for the front passenger. Dummy readings indicated good protection of the knees and femurs of both the driver and the front seat passenger. Lucid showed that a similar level of protection would be provided to occupants of different sizes and to those sitting in different positions. Analysis of the deceleration of the impact trolley during the test, and analysis of the deformable barrier after the test, revealed that the Lucid Gravity would be a somewhat aggressive impact partner in a frontal collision. The front passenger door in the MPDB test remained locked after the test, potentially hindering the efforts of first-responders, and a penalty was applied. In the full-width rigid barrier test, protection was good or adequate for all critical body regions of the driver and rear seat passenger. In the side barrier test, protection was good for all critical body areas, and the Lucid Gravity scored maximum points. However, in the more severe side pole impact, dummy readings of rib compression indicated marginal chest protection. 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 found to be good. The Lucid Gravity has a countermeasure to mitigate against occupant-to-occupant injuries in such impacts. The airbag performed well in Euro NCAP's tests with dummy readings indicating good protection for both the 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 car has an advanced eCall system which alerts the emergency services in the event of a crash, and a system to prevent secondary impacts after the car has been in a collision. Lucid demonstrated that the doors would be openable to allow occupants to escape in the event of vehicle submergence.

 CHILD OCCUPANT

Total 46.0 Pts / 93%

GOOD ADEQUATE MARGINAL WEAK POOR

Crash Test Performance based on 6 & 10 year old children 24.0 / 24 Pts

Frontal Impact16 Pts



Lateral Impact8 Pts



Restraint for 6 year old child: *Britax Römer Kidfix i-Size*  
Restraint for 10 year old child: *Graco Booster*

Safety Features 10.0 / 13 Pts

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

\* Third row seats available as option

● 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 |        |       | 3rd row |       |
|                                                                                            |  |  | Left    | center | Right | Left    | Right |
|         | —                                                                                   | —                                                                                   | ●       | —      | ●     | —       | —     |

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

 CHILD OCCUPANT

Total 46.0 Pts / 93%

|  Isofix | Seat Position                                                                     |                                                                                   |         |        |       |         |       |
|------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|---------|--------|-------|---------|-------|
|                                                                                          | Front                                                                             |                                                                                   | 2nd row |        |       | 3rd row |       |
|                                                                                          |  |  | Left    | center | Right | Left    | Right |
|         | —                                                                                 | —                                                                                 | ●       | —      | ●     | —       | —     |
|         | —                                                                                 | —                                                                                 | ●       | —      | ●     | —       | —     |
|         | —                                                                                 | —                                                                                 | ●       | —      | ●     | —       | —     |
|         | —                                                                                 | —                                                                                 | ●       | —      | ●     | —       | —     |
|         | —                                                                                 | —                                                                                 | ●       | —      | ●     | —       | —     |
|        | —                                                                                 | —                                                                                 | ●       | —      | ●     | —       | —     |

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

| Seatbelt Attached                                                                   | Seat Position                                                                       |                                                                                     |         |        |       |         |       |
|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|---------|--------|-------|---------|-------|
|                                                                                     | Front                                                                               |                                                                                     | 2nd row |        |       | 3rd row |       |
|                                                                                     |  |  | Left    | center | Right | Left    | Right |
|  | ✗                                                                                   | ●                                                                                   | ●       | ●      | ●     | ●       | ●     |
|  | ✗                                                                                   | ●                                                                                   | ●       | ●      | ●     | ●       | ●     |
|  | ✗                                                                                   | ●                                                                                   | ●       | ●      | ●     | ●       | ●     |
|  | ✗                                                                                   | ●                                                                                   | ●       | ●      | ●     | ●       | ●     |
|  | ✗                                                                                   | ●                                                                                   | ●       | ●      | ●     | ●       | ●     |
|  | ✗                                                                                   | ●                                                                                   | ●       | ●      | ●     | ●       | ●     |

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

 CHILD OCCUPANT

Total 46.0 Pts / 93%

Comments

In both the frontal offset and the side barrier tests, protection was good for all critical body areas, for the 6 and 10 year dummies, and the Lucid Gravity 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 Lucid Gravity 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 Lucid Gravity is designed could be properly installed and accommodated in the car.



 VULNERABLE ROAD USERS

Total 50.6 Pts / 80%

GOOD

ADEQUATE

MARGINAL

WEAK

POOR

VRU Impact Protection25.0 / 36 Pts



|                           |          |
|---------------------------|----------|
| Pedestrian & Cyclist Head | 12.2 Pts |
| Pelvis                    | 0.5 Pts  |
| Femur                     | 4.5 Pts  |
| Knee & Tibia              | 7.8 Pts  |

VRU Impact Mitigation25.5 / 27 Pts

|                           |                                                                  |
|---------------------------|------------------------------------------------------------------|
| System Name               | Front Collision Protection, Rear Pedestrian Collision Protection |
| Type                      | Auto-Brake with Forward Collision Warning                        |
| Operational From          | 7 km/h                                                           |
| PERFORMANCE   <div></div> |                                                                  |

AEB Pedestrian8.2 / 9 Pts

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

— Currently not tested

AEB Cyclist7.8 / 8 Pts

| Scenario                                                 | Day time    |
|----------------------------------------------------------|-------------|
| Approaching cyclist crossing from behind parked vehicles | <div></div> |
| Turning across path of an oncoming cyclist               | <div></div> |
| Approaching a crossing cyclist                           | <div></div> |
| Approaching a cyclist along the roadside                 | <div></div> |



VULNERABLE ROAD USERS

Total 50.6 Pts / 80%

GOOD ADEQUATE MARGINAL WEAK POOR

Cyclist Dooring Prevention 1.0 / 1 Pts

| Scenario                  |                                            |
|---------------------------|--------------------------------------------|
| Dooring a passing cyclist | sudden opening prevention, all side doors" |

AEB Motorcyclist 5.5 / 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 3.0 / 3 Pts

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

Comments

The Lucid Gravity has an 'active' bonnet. Sensors in the bumper detect when a pedestrian has been struck and actuators lift the bonnet surface to provide more space to the hard structures underneath. Lucid showed that the system worked robustly over a range of speeds and for different statures. Accordingly, the car was tested with the bonnet in the raised, deployed position. Protection of the head of a struck pedestrian or cyclist was largely good, with poor results recorded on the stiff windscreen pillars and at the base of the screen. Protection of the pelvis was almost completely poor. If it were not for the fraction of a point scored, the Lucid Gravity would have been ineligible for a five-star rating. Protection of the femur was good at all test locations, while that of the knee and tibia was predominantly good or adequate. The autonomous emergency braking system of the Lucid Gravity responds to vulnerable road users such as pedestrians and cyclists, as well as to other vehicles. In tests of its response to pedestrians, the system performed well, with good protection of those to the rear of the car. The system also performed well in tests of its reaction to cyclists, including 'dooring', where a door is opened into the path of a cyclist approaching from behind. The system's response to motorcyclists was good.

 SAFETY ASSIST

Total 15.3 Pts / 85%

GOOD ADEQUATE MARGINAL WEAK POOR

Speed Assistance 2.4 / 3 Pts

|                                  |                                                                             |
|----------------------------------|-----------------------------------------------------------------------------|
| System Name                      | Speed Limit Alert, Post Speed Update Alert, Automatic Cruising Speed Update |
| Speed Limit Information Function | Camera & Map, subsigns supported                                            |
| Speed Limitation Function        | Intelligent ACC (accurate to 5km/h)                                         |

Occupant Status Monitoring 2.4 / 3 Pts

> Seatbelt Reminder 1.0 / 1 Pts

| Applies To                                                     | Front and rear seats, including optional third row |                    |                   |
|----------------------------------------------------------------|----------------------------------------------------|--------------------|-------------------|
| Warning                                                        | Driver Seat                                        | Front Passenger(s) | Rear Passenger(s) |
| Visual                                                         | <span>Pass</span>                                  | <span>Pass</span>  | <span>Pass</span> |
| Audible                                                        | <span>Pass</span>                                  | <span>Pass</span>  | <span>Pass</span> |
| Occupant Detection                                             | <span>Not available</span>                         | <span>Pass</span>  | <span>Pass</span> |
| <span>Pass</span> <span>Fail</span> <span>Not available</span> |                                                    |                    |                   |

> Driver Monitoring 1.4 / 2 Pts

|                  |                            |
|------------------|----------------------------|
| System Name      | Drowsy Driver Alert        |
| Type             | Direct eye monitoring      |
| Operational From | 10 km/h                    |
| Fatigue          | Drowsiness and Microsleep  |
| Distraction      | Long and Short Distraction |

 SAFETY ASSIST

Total 15.3 Pts / 85%

Lane Support  2.8 / 3 Pts

|                         |                                                  |          |  |
|-------------------------|--------------------------------------------------|----------|--|
| System Name             | Lane Departure Protection, Blind Spot Protection |          |  |
| Type                    | LKA and ELK                                      |          |  |
| Operational From        | 50 km/h                                          |          |  |
| PERFORMANCE             |                                                  |          |  |
| Emergency Lane Keeping  | <div><div></div></div>                           | GOOD     |  |
| Lane Keep Assist        | <div><div></div></div>                           | MARGINAL |  |
| Human Machine Interface | <div><div></div></div>                           | GOOD     |  |

AEB Car-to-Car  7.9 / 9 Pts

|                  |                                                            |
|------------------|------------------------------------------------------------|
| System Name      | Front Collision Protection                                 |
| Type             | Autonomous emergency braking and forward collision warning |
| Operational From | 7 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 15.3 Pts / 85%

Comments

Overall, the performance of the autonomous emergency braking (AEB) system was good in tests of its reaction to other vehicles. A seatbelt reminder system is fitted as standard to the front and rear seats. The car has a direct driver status monitoring system as standard, detecting driver fatigue and some types of 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. The driver can choose to allow the limiter to be set automatically by the system.

RATING VALIDITY



Variants of Model Range

| Body Type  | Engine   | Model Name/Code | Drivetrain | Rating Applies |     |
|------------|----------|-----------------|------------|----------------|-----|
|            |          |                 |            | LHD            | RHD |
| 5 door SUV | Electric | Grand Touring * | 4 x 4      | ✓              | ✓   |
| 5 door SUV | Electric | Touring         | 4 x 4      | ✓              | ✓   |

\* Tested variant

Annual Reviews and Facelifts

| Date          | Event            | Outcome    |   |
|---------------|------------------|------------|---|
| November 2025 | Rating Published | 2025 ★★★★★ | ✓ |