Euro NCAP
For Safer Cars

GEELY E2

2026 | ★★★★★ Standard

Tested model
Geely E2 Ultra, LHD

Body type
Hatchback

Kerb weight
1365 kg

Class
Small Family Car

Rating applies to
all GEELY E2

Publication
September 2026



VERDICT

The GEELY E2 performs well in each of the four stages of safety and emerges with a five-star safety rating.

Safe Driving

The GEELY E2 recognises incorrect seatbelt usage, such as a driver who is using only the lap portion of the belt, for example. The car classifies occupants well so can adapt the restraints according to stature. Front seat occupants who are 'out of position', such as those with their feet on the dashboard for example, are not recognised.The driver monitoring system scores well, both for distraction and for impairment. Good use is made of physical controls for driving and infotainment. The GEELY E2 has a direct Child Presence Detection (CPD) system which issues a warning if a child has been left in the car.Based on a test drive of some 2000 km through the Germany, Austria and Italy, the speed limit information function correctly identified the limit in 76 percent of cases, equivalent to some 89 percent of the driving distance. Full points were scored for steering assistance which includes a driver-initiated lane change capability when in assisted driving mode.

Crash Avoidance

The GEELY E2 has all of the latest crash avoidance systems. Its autonomous emergency braking (AEB) system performed better in some scenarios than in others, scoring almost full marks in some and less than half in others. The car's lane departure prevention system scored well in track tests but driver assistance was rated at a modest 40 percent. 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 driver's legs, protection of which was rated as poor based on dummy readings and measurement of pedal intrusion. The car also lost some points because the seatbelt partially slipped off the shoulder of the 10 year child dummy. In the full-width test, chest protection was rated as marginal for the front passenger, but protection was otherwise good or adequate. Additional data and validated computer modelling demonstrated good protection in most of the various combinations of test configuration and occupant stature. Overall, the E2 scored well for the robustness of the protection it offered.In the side barrier test, protection was good or adequate for all occupants. Driver chest protection was marginal in the side pole impact. The GEELY E2 has a centre airbag to mitigate occupant to occupant injuries in lateral impacts.Protection of vulnerable road users was more varied. The protection provided by the car to the head of a struck pedestrian or cyclist was good only in the windscreen area, with many regions of poor and weak performance on the bonnet surface. In contrast, protection of the pelvis and of the femur and tibia generally good or adequate.

Post Crash

The advanced eCall system scored full points for the information transmitted in the event of a crash but third party service (TPS) is not provided. Otherwise, the GEELY E2 scored full points for all aspects of Post-Crash Safety, including the provisions made for extrication by first responders.



Safe Driving

65%

Details



Crash Avoidance

72%

Details



Crash Protection

85%

Details



Post Crash Safety

95%

Details

Good | Adequate | Marginal | Weak | Poor

Occupant monitoring

73%

Seatbelt usage

Correct belt routing	100%
Rear seat occupancy	100%

Occupant classification

Passenger airbag status	25%
Out of position	0%
Stature classification	100%

Occupant presence

Child presence detection	60%
Crash occupancy information	80%

Driver engagement

83%

Driver monitoring

Distraction	100%
Impairment	60%

Driving controls

Driving	80%
Comfort & infotainment	80%

Vehicle assistance

45%

Speed assistance

Speed limit information	8%
Speed control function	0%

Speed limit information



Adaptive Cruise Control performance

Car-to-car	95%
Car-to-motorcyclist	98%
Car-to-VRU	100%
Additional features	

Steering assistance

Steering assistance	100%
Lane change assist	100%



Safe Driving

65%

Details



Crash Avoidance

72%

Details



Crash Protection

85%

Details



Post Crash Safety

95%

Details

Frontal collisions

76%

Car & motorcyclist	
Rear-end & head-on	61%
Junction – turning	94%
Junction – crossing	63%

Pedestrian & cyclist	
Moving in same direction	97%
Turning	68%
Crossing	92%

Lane departure collisions

83%

Single vehicle	
Driver acceptance	40%
Lane departure	95%

Car & motorcyclist	
Car-to-car	99%
Car-to-motorcyclist	97%

Low speed collisions

53%

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

Pedestrian & cyclist	
Crossing	83%
Manoeuvring	30%
Dooring	25%

Safe Driving
65%
Details

Crash Avoidance
72%
Details

Crash Protection
85%
Details

Post Crash Safety
95%
Details

Good | Adequate | Marginal | Weak | Poor

Frontal impact

86%

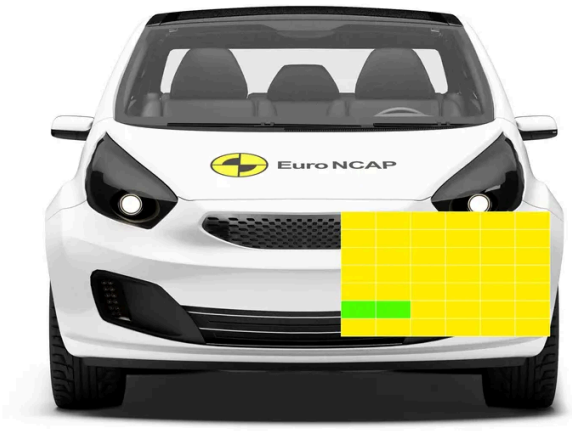
Offset

Driver	45%
Front passenger	100%
Rear passengers	88%

Offset — Driver & passengers



Offset — Compatibility



Full width

Driver	95%
Front passenger	80%
Rear passenger	100%

Full width



Virtual testing & sled

Driver	94%
Front passenger	98%

Virtual testing & sled

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

Side impact

94%

Side mobile barrier

Driver	95%
Rear passengers	100%

Side mobile barrier



Side pole	
Driver	85%

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

84%

Dynamic

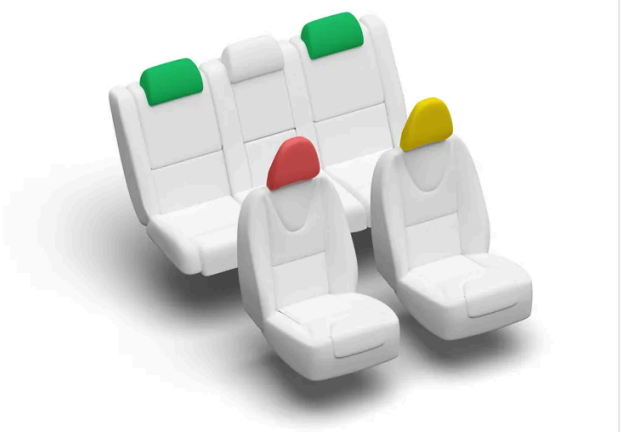
Driver	88%

Dynamic



Static	
Front passengers	80%
Rear passengers	75%

Static



VRU impact

71%

Head impact	
Cyclist	65%
Adult pedestrian	46%
Child pedestrian	45%

Head impact



Pelvis & leg impact	
Pelvis	88%
Femur	78%
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	Crash Avoidance	Crash Protection	Post Crash Safety
65%	72%	85%	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
2026-09-02	Rating Published	2026 ★★★★★	✓

Variants of model range

Body type	Variant description	Drivetrain	Rating applies LHD	Rating applies RHD
5 door Hatchback	Electric - Max	4x2	✓	-
5 door Hatchback	Electric - Pro	4x2	✓	-
5 door Hatchback	Electric - Ultra*	4x2	✓	-
5 door Hatchback	EX2 Electric - Ultra	4x2	-	✓
5 door Hatchback	EX2 Electric - Max	4x2	-	✓
5 door Hatchback	EX2 Electric - Pro	4x2	-	✓

* Tested variant