Leapmotor B10 – Brief First Impressions

Published: June 24, 2026

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Online version: https://www.wheels-alive.co.uk/leapmotor-b10-brief-first-impressions/



Kim Henson drives this family-friendly all-electric compact SUV.

(All words and photographs © Kim Henson).

During a recent multi-vehicle driving day arranged by the Western Group of Motoring Writers, I briefly road-tested the Leapmotor B10, an all-electric, rear wheel drive compact SUV that arrived on the UK market early in 2025.

This five door vehicle, roomy within yet built on a compact platform, is packed with high tech features, among others including a 14.6 inch 2.5k HD touchscreen, an 8.8 inch digital

instrument panel, a 360 degree camera plus sensors, a large panoramic sun roof, wireless Apply CarPlay and Android Auto, heated and ventilated seats, 64 ambient lighting colours, a 12 speaker sound system, a blind spot detection system, and a 5-Star Euro NCAP safety rating. The car also features dual wireless charging pads, key card access, Leapmotor app connectivity and over-the-air software updates.

It runs on 18 inch sports wheels and incorporates a distinctive rear light bar.

The B10 is a full five seater and has a large luggage compartment with a capacity of between 420 litres (14.83 cu.ft) and, with the rear seats folded, 1,415 litres (49.97 cu.ft.).

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Power is stored within a 67 kWh battery, enabling up to 270 miles (approximately) to be covered on a full charge. Leapmotor tells us that the battery can be charged from 30 per cent to 80 per cent in around 20 minutes on a DC fast charger. The all-electric drivetrain incorporates a 215 hp (160 kW) motor that also develops a maximum of 240 Nm (177 lb.ft) of torque.



Leapmotor is currently being offered with a £1,500 ‘Leap-Grant’ for retail customers, making the price you pay £29,995.

I was impressed by the test car’s smart, spacious and comfortable interior, with a futuristic centre console area and much attention to detail throughout.

The seats were comfortable and the ride quality accommodating, while on country roads with a mixture of surfaces and with surface water and mud evident at times, the car felt sure-footed.
Among many notable features, I liked the full-length sun roof, the generous space provided

for rear seat occupants, the high quality feel of the interior and the willing performance. Acceleration from rest and on the move was rapid, and the car cruised easily at higher speeds.

I was less impressed with the potential driving range of just 270 miles, meaning careful planning between charges would be required for long trips.

One very good aspect is that the test car charging cables included one for use with a domestic three pin socket – handy to have (in addition to the DC charging facility).



VERDICT

A likeable vehicle that looks and feels well engineered and offers comfortable generous accommodation, as well as having a usefully large luggage compartment.
The un-generous available mileage range would restrict its usefulness for some potential buyers.

