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XPeng G6 long range – Road Test

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Robin Roberts (and WheelsWithinWales) test drives this newcomer mid-size SUV...

Among the newest of the Chinese car-makers coming to the UK, XPeng has partnered with the people who brought us Subaru and



Isuzu in Britain, so let that be a warning to rivals.

The Chinese company was founded in 2014 and is headquartered in Guangzhou, Guangdong, with offices in Mountain View, California, and Munich.

It has partnered platform and electrical knowledge with Volkswagen and is also looking to launch a flying car in 2026. That is a high ambition but don't discount them for achieving what they have set out to do.

Coming to market without any legacy burden from internal combustion engineering but rather a clean sheet approach meant they could research the best technology and apply it to the new age of motoring.

The result is their first model, the XPeng G6, unveiled two years ago and on sale in Britain from June 2025, but which will be followed by other models as it grows its UK dealer network. It currently has five showrooms and more service support centres and is targeting 20 showrooms in the country by the end of 2025.

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The G6 is a pure electric, zero emissions, mid-sized SUV with standard or long range batteries capable of ultra-rapid charging and using only rear wheel drive. All distances are based on driving style but XPeng say a driver might achieve 270 miles with the standard battery and over 350 miles with the bigger unit.



Our test involved a lot of motorway driving in hot weather so the A/C was running and we began with about 340 miles range when charged to 80% but using the very strongest recuperation setting which effectively turned it into a one-pedal process we actually increased the distance remaining on A & B-class roads and ended up with a respectable range just under 300 miles.

The long range battery pack is probably the better source for higher mileage drivers but a £5,000 saving is to be had with the standard pack, otherwise the models are virtually identical.

It comes very highly equipped with all the driver aids and assistance systems you could want and there's a useful downloadable app for your phone to make the most of the technology. Even without the app it is a good package.

The motor packs a good punch from standstill with strong smooth delivery and can be sharpened if you play around with the settings and modes.

There is no gearbox to hinder progress or create hesitation during acceleration, the power just flows. Standing start or intermediate acceleration are achieved with a slightly rising motor-note in the ears but its not intrusive at all.

Slowing down is very strong in the firmest of three "braking modes" which recharge the battery but you can work out what suits you and it's easy to adjust through the infotainment screen.

That is a very big screen and it can take some time to navigate around, which



may be distracting in some situations and generally best done before you move off. We also noticed the screen picked up light distractions and was not clearly visible in all conditions.

The steering wheel resembled a rounded square shape with good grips and the column had just two main stalks, for the wipers both ends and lights on the left and the right comprised the direction of travel control and parking. There were paddles to achieve deceleration or acceleration apart from the wheel spokes cruise control and multi-function rollers each side by thumbs for entertainment and media.

The XPeng G6 driver really needs time to learn what each control does relative to the chosen menu through the big screen.

Immediately in front of the driver there is a power meter and speedometer astride a changeable central panel and they are all simple, clear and impressive.



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The car's heating and ventilation is very comprehensive, with lots of variable output and direction control, heated or cooled front seats, four powered windows and arguably the biggest glass roof in any SUV but does not get the interior too hot, due to a clever coating.

Oddments space was very good throughout with decent sized door bins, seatback pockets, a big glovebox and central bin with a further smaller tray between the front passengers. There are multiple charging points throughout.

The front seats have multi-adjustable settings for legs, reach and lumbar but I found the driver's cushion a bit short on thigh support if you are above average height. They were very comfortable and even the usual offset split back seats were well shaped and aided passenger support on journeys.

Their 70:30 split was very useful to accommodate longer loads through the back and the nominal capacity is generous, making it ideal for airport runs or family outings.

I did hit my head a couple of times on the fifth door locking plate which is some way below the door's profile and this is something you may want to beware of.

Ducking well down, the boot was easy to load and had good access through the back doors as well.

Getting in and out of the cabin was easy with large openings and seats at a good height.



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I would have preferred a bigger back window which was restricted by the car's flowing styling and high tail, while side and forward vision was very good. Wipers and lights worked well.

Sensors around the car kept the driver aware of each approaching threat and even went down to individual pedestrians who may be thinking of darting in front.

Apart from the very muted motor-note the only source of noise came from the big wheels and tyres drumming on tarmac and then dropping into holes or impacting on ridges or humps.

VERDICT

With all the technology it deploys, its executive size, ability to gobble up miles and then quickly recharge, the XPeng G6 is an interesting newcomer and challenger in the sector normally dominated by the best from Germany or the US.

Importantly, it undercuts them on price, with head-turning ability and a sophistication as well.

Think G6, think G-whizz.

For: Very roomy and comfortable, big boot, brisk, loads of good tech, massive sunroof, fairly quiet



Against: Jiggly low speed ride and rumbles heard, big to park, small rear windscreen with some blindspots, distracting infotainment screen unclear at times.





FAST FACTS

Model: X Peng G6 Long Range

Price: £44,990

Mechanical: 210 kW/ 282 bhp motor 87.5 kWh battery, single speed, RWD

Max Speed: 124 mph

0 - 62 mph: 6.2 secs

Range: 290 miles

Insurance Group: 44

C02 emissions: Zero

Bik rating: 3%, £10FY, £620SRx5

Warranty: 5 years/ 75,000 miles

Rating: 4.5/ 5

Size: L 4.76 m (15.62 ft), W 1.92 m (6.30 ft), H 1.65 m (5.41 ft)

Bootspace: 571 to 1,374 litres (20.16 to 48.52 cu.ft)

Kerbweight: 2,025 kg (4,464 lb)



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