# BYD SHARK 6

| APPLIES TO | BUILT FROM | RATING CRITERIA |
|---|---|---|
| PHEV variants | September 2024 | 2023-2025 |
| **VEHICLE TYPE** | **ON SALE FROM** | **RATING EXPIRES** |
| Utility | January 2025 | December 2031 |
| **ENGINE / MOTOR TYPES** | **MODEL SERIES** | **AIRBAGS** |
| Plug-in hybrid | N/A | Dual frontal, side chest, side head, centre |

ANCAP SAFETY

TESTED 2025 ★★★★★

The BYD SHARK 6 was introduced in Australia and New Zealand in January 2025. This ANCAP safety rating applies to all variants.

Dual frontal, side chest-protecting and side head-protecting airbags are standard. A centre airbag which provides added protection to front seat occupants in side impact crashes is also standard.

Autonomous emergency braking (Car-to-Car, Vulnerable Road User, Junction & Crossing, Backover and Head-On) as well as a lane support system with lane keep assist (LKA), lane departure warning (LDW) and emergency lane keeping (ELK), and an advanced speed assistance system (SAS) are standard.

**SAFETY NOTE**

**Installation of child restraints in the centre seating position of the second row is not recommended as there is no top tether anchorage.**

## ASSESSMENT SCORES

| Adult Occupant Protection | Child Occupant Protection | Vulnerable Road User Protection | Safety Assist |
|---|---|---|---|
| 85% | 87% | 74% | 86% |
| 34.37 out of 40 | 43.00 out of 49 | 47.14 out of 63 | 15.59 out of 18 |

## RATING APPLICABILITY*

| VARIANT | BODY TYPE | ENGINE / POWERTRAIN | DRIVETRAIN | AUS | NZ |
|---|---|---|---|---|---|
| **BYD SHARK 6 Premium** ◆ | Dual cab utility | 1.5L plug-in hybrid | AWD | ✓ | ✓ |
| **BYD SHARK 6 Performance** | Dual cab utility | 2.0L plug-in hybrid | AWD | ✓ | ✓ |
| **BYD SHARK 6 Dynamic** | Dual cab cab-chassis# | 1.5L plug-in hybrid | AWD | ✓ | ✓ |

# With body, tray or equipment fitted in accordance with BYD SHARK 6 Body Builder's Guide (Edition 10/2025).

* Correct at time of publication. Subject to change. Check with manufacturer.



✓ COVERED BY THIS RATING ✗ NOT COVERED BY THIS RATING ◆ TESTED VARIANT - NOT APPLICABLE

## Adult Occupant Protection

**85%**

**34.37** out of **40**

FRONTAL OFFSET (MPDB)#
**3.68 points** out of 8

OBLIQUE POLE#
**6.00 points** out of 6

RESCUE & EXTRICATION
**4.00 points** out of 4

FULL WIDTH FRONTAL#
**6.96 points** out of 8

WHIPLASH PROTECTION
**3.73 points** out of 4

SIDE IMPACT#
**6.00 points** out of 6

FAR SIDE IMPACT
**4.00 points** out of 4

# Scaled scores. Total test scored out of 16.00 points.

The passenger compartment of the BYD SHARK 6 remained stable in the **frontal offset (MPDB)** test. Protection of the driver chest was ADEQUATE, with GOOD protection offered to all other body regions of the driver and front passenger.

The front structure of the BYD SHARK 6 presented a higher risk to occupants of an oncoming vehicle in the MPDB test (which evaluates vehicle-to-vehicle compatibility), and a 8.00 point penalty (out of 8.00 points) was applied.

In the **full width frontal** test, protection of the driver dummy neck and chest was ADEQUATE. Protection of the rear passenger neck was ADEQUATE, and chest protection was MARGINAL. Protection was GOOD for other critical body regions of the driver and rear passenger.

In the **side impact** and **oblique pole** tests, protection offered to all critical body regions of the driver was GOOD and the BYD SHARK 6 scored maximum points in these tests.

The BYD SHARK 6 is equipped with a centre airbag to protect against occupant-to-occupant interaction in side impacts and it provided GOOD protection for the head of both front seat occupants. Prevention of excursion (movement towards the other side of the vehicle) in the **far side impact** tests was assessed as GOOD for the vehicle-to-vehicle impact scenario, and ADEQUATE in the vehicle-to-pole scenario.

A Rescue Sheet, providing information for first responders in the event of a crash is available, and a multi-collision braking system is fitted. It was demonstrated that, if the car entered water, the doors and windows of the BYD SHARK 6 would remain functional for the minimum required time period.

### FRONTAL OFFSET (MPDB) TEST - 50km/h

| | DRIVER | FRONT PASSENGER |
|---|---|---|
| **Head / Neck** | 4.00 pts | 4.00 pts |
| **Chest** | 3.37 pts | 4.00 pts |
| **Upper Legs** | 4.00 pts | 4.00 pts |
| **Lower Legs** | 4.00 pts | 4.00 pts |
| **Deductions** | Nil | Nil |

| COMPATIBILITY | |
|---|---|
| **Deductions** | -8.00 pts |

### FULL WIDTH FRONTAL TEST - 50km/h

| | DRIVER | REAR PASSENGER |
|---|---|---|
| **Head** | 4.00 pts | 4.00 pts |
| **Neck** | 2.96 pts | 3.33 pts |
| **Chest** | 3.16 pts | 2.40 pts |
| **Upper Legs** | 4.00 pts | 4.00 pts |
| **Deductions** | Nil | Nil |

### SIDE IMPACT TEST - 60km/h

| | DRIVER |
|---|---|
| **Head** | 4.00 pts |
| **Chest** | 4.00 pts |
| **Abdomen** | 4.00 pts |
| **Pelvis** | 4.00 pts |
| **Deductions** | Nil |

### OBLIQUE POLE TEST - 32km/h

| | DRIVER |
|---|---|
| **Head** | 4.00 pts |
| **Chest** | 4.00 pts |
| **Abdomen** | 4.00 pts |
| **Pelvis** | 4.00 pts |
| **Deductions** | Nil |

Adult Occupant Protection

85%

34.37 out of 40

## FAR SIDE IMPACT TESTS - 60km/h and 32km/h

| SIDE IMPACT (60km/h) | DRIVER |
|---|---|
| **Head** | 4.00 pts |
| **Neck** | 4.00 pts |
| **Chest & Abdomen** | 4.00 pts |
| **Pelvis** | No penalty |

| OBLIQUE POLE (32km/h) | DRIVER |
|---|---|
| **Head** | 4.00 pts |
| **Neck** | 4.00 pts |
| **Chest & Abdomen** | 4.00 pts |
| **Pelvis** | No penalty |

| OCCUPANT-TO-OCCUPANT | |
|---|---|
| **Head Contact** | No penalty |

## WHIPLASH PROTECTION TESTS

| | DRIVER / FRONT PASSENGER | REAR PASSENGER |
|---|---|---|
| **Rear Impact** | 2.73 pts | 1.00 pts |

## RESCUE & EXTRICATION

| | | |
|---|---|---|
| **Rescue Sheet** | ● | No penalty |
| **Door Opening / Extrication** | ● | No penalty |
| **Multi-Collision Braking** | ● | 1.00 pt |
| **Advanced eCall** | ✕ | 2.00 pt default |
| **Vehicle Submergence** | | |
| **- Door opening** | ● | 0.50 pt |
| **- Window opening** | ● | 0.50 pt |

● FITTED TO TEST CAR AS STANDARD ● NOT FITTED TO TEST CAR BUT AVAILABLE AS AN OPTION ✕ NOT AVAILABLE - N/A



GOOD ADEQUATE MARGINAL WEAK POOR NOT TESTED

## Child Occupant Protection

**87%**

**43.00** out of **49**

DYNAMIC TEST (FRONT)
**16.00 points** out of 16

RESTRAINT INSTALLATION
**12.00 points** out of 12

DYNAMIC TEST (SIDE)
**8.00 points** out of 8

ON-BOARD SAFETY FEATURES
**7.00 points** out of 13

In the **frontal offset** and **side impact** tests, protection of the 10 year and 6 year dummies was GOOD and the BYD SHARK 6 scored maximum points in these tests.

The BYD SHARK 6 is fitted with lower ISOFix anchorages and top tether anchorages on the rear outboard seats.

The SHARK 6 is fitted with a Child Presence Detection (CPD) system, with the vehicle able to automatically intervene by activating the air-conditioning to cool down the cabin if an unattended child is detected. The alert sensitivity of this CPD system however does not meet ANCAP's functional requirements and the SHARK 6 scored zero points for this area of assessment.

Installation of typical child restraints available in Australia and New Zealand showed that all of the selected child restraints could be accommodated in each of the rear outboard seating positions and full points were scored for this assessment.

**Installation of child restraints in the second row centre seating position is not recommended as there is no top tether anchorage.**

FRONTAL OFFSET (MPDB) TEST - 50km/h

6 YEAR OLD 10 YEAR OLD

SIDE IMPACT TEST - 60km/h

10 YEAR OLD 6 YEAR OLD

| ON-BOARD SAFETY FEATURES | FRONT PASSENGER | 2nd ROW OUTBOARD | 2nd ROW CENTRE | 3rd ROW OUTBOARD | 3rd ROW CENTRE |
|---|---|---|---|---|---|
| ISOFIX Anchorages | ✕ | ● | ✕ | – | – |
| Top Tether Anchorage | ✕ | ● | ✕ | – | – |
| Airbag Disabling | ✕ | – | – | – | – |
| Child Presence Detection<br>0.00 pts (out of 4.00pts) | ✕ | ✕ | ✕ | – | – |

● FITTED AS STANDARD ✕ NOT AVAILABLE – N/A

| | CHILD RESTRAINT TYPE^** | FRONT ROW PASSENGER | 2nd ROW L | 2nd ROW C | 2nd ROW R | 3rd ROW L | 3rd ROW C | 3rd ROW R |
|---|---|---|---|---|---|---|---|---|
| BELTED | Rearward-facing capsule | ✕ | ● | ✕ | ● | – | – | – |
| | Rearward-facing with harness - convertible (Model A) | ✕ | ● | ✕ | ● | – | – | – |
| | Rearward-facing with harness - convertible (Model B) | ✕ | ● | ✕ | ● | – | – | – |
| | Forward-facing with harness - convertible (Model A) | ✕ | ● | ✕ | ● | – | – | – |
| | Forward-facing with harness - convertible (Model B) | ✕ | ● | ✕ | ● | – | – | – |
| | Booster - 4 to 8 years | ✕ | ● | ✕ | ● | – | – | – |
| | Booster - 4 to 10 years | ✕ | ● | ✕ | ● | – | – | – |
| ISOFIX | Rearward-facing capsule | ✕ | ● | – | ● | – | – | – |
| | Rearward-facing with harness - convertible (Model A) | ✕ | ● | – | ● | – | – | – |
| | Rearward-facing with harness - convertible (Model B) | ✕ | ● | – | ● | – | – | – |
| | Forward-facing with harness - convertible (Model A) | ✕ | ● | – | ● | – | – | – |
| | Forward-facing with harness - convertible (Model B) | ✕ | ● | – | ● | – | – | – |

● INSTALL WITHOUT PROBLEM ● INSTALL WITH CARE ● CANNOT BE FITTED SAFELY ✕ INSTALLATION NOT ALLOWED – N/A

GOOD ADEQUATE MARGINAL WEAK POOR NOT TESTED

NOTE: The child restraints fitted to vehicles tested by Euro NCAP are relevant to the European market. For Australasian consumers, this information should be used as a guide to vehicle features only. The Child Restraint Evaluation Program (CREP) provides an independent assessment on the safety of Australasian child restraints - see www.childcarseats.com.au.
* Installation of each child restraint is assessed separately in each position. Installation of multiple restraints has not been assessed and may not be possible.
^ The list of child restraints has been selected to provide a general indication of the rated vehicle's ability to accommodate various CRS types. ANCAP does not endorse or recommend any one CRS brand or model, nor does it rate the safety of child restraints.

## Vulnerable Road User Protection

**74%**

47.14 out of 63

| | | |
|---|---|---|
| HEAD PROTECTION (Adult, Child, Cyclist)<br>**9.64 points** out of 18 | KNEE & TIBIA PROTECTION<br>**6.70 points** out of 9 | AEB CYCLIST<br>**8.61 points** out of 9 |
| PELVIS PROTECTION<br>**2.50 points** out of 4.5 | AEB PEDESTRIAN (Forward)<br>**5.70 points** out of 7 | AEB MOTORCYCLE<br>**6.00 points** out of 6 |
| FEMUR PROTECTION<br>**4.50 points** out of 4.5 | AEB PEDESTRIAN (Backover)<br>**1.00 points** out of 2 | LSS MOTORCYCLE<br>**2.50 points** out of 3 |

In **physical impact** tests, the bonnet of the BYD SHARK 6 provided GOOD or ADEQUATE protection to the head of a struck pedestrian over most of its surface, with MARGINAL and POOR results recorded on the stiff windscreen pillars, the base of the windscreen and front and rear edges of the bonnet.

Protection of the pelvis and lower legs was mixed, with areas of GOOD to POOR performance, while protection of the femur was GOOD.

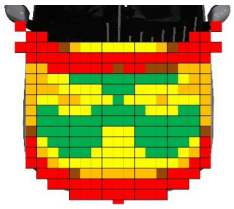
The autonomous emergency braking (AEB) system is capable of detecting and reacting to vulnerable road users such as pedestrians, cyclists and motorcyclists.

Testing of this system showed GOOD performance in **AEB pedestrian** test scenarios with MARGINAL performance in reverse (**AEB Backover**) scenarios.

GOOD performance was seen in **AEB cyclist** test scenarios with collisions avoided or mitigated at all test speeds, including in the turning scenarios. The vehicle provides information and warning when a bicycle is approaching from behind (**cyclist anti-dooring**).

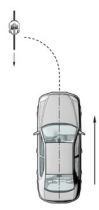
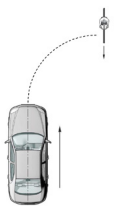
GOOD performance was also seen in the **AEB and lane support motorcyclist** tests, including in the turning and some overtaking scenarios.

### PEDESTRIAN & CYCLIST IMPACT TESTS



### AUTONOMOUS EMERGENCY BRAKING (Cyclist, Pedestrian & Motorcycle)

| | |
|---|---|
| **System Name** | Autonomous Emergency Brake |
| **Type** | Autonomous emergency braking with forward collision warning |
| **Operational From** | 4-150 km/h |

| | Cyclist traveling along road (25%) | Cyclist crossing from kerb (obstructed) | Cyclist traveling along road (50%) | Cyclist crossing (nearside) | Cyclist crossing (farside) | Cyclist crossing side road, car turning (nearside) | Cyclist crossing side road, car turning (farside) |
|---|---|---|---|---|---|---|---|
| | DAY | DAY | DAY | DAY | DAY | DAY | DAY |
| AEB CYCLIST TEST SCENARIOS (forward) |  |  |  |  |  |  |  |
| PERFORMANCE | GOOD | | | | | | |

### CYCLIST DOORING

| | |
|---|---|
| **Information (driver door)** | ● |
| **Warning (driver door)** | ● |
| **Retention (driver door)** | ✕ |
| **Warning or retention (all other doors)** | ● |

● PASS ✕ FAIL - N/A

GOOD ADEQUATE MARGINAL WEAK POOR / NOT TESTED DUE TO NO PERFORMANCE PREDICTED NOT TESTED

## Vulnerable Road User Protection

**74%**

47.14 out of 63

### AEB PEDESTRIAN TEST SCENARIOS (reverse)

| | Child / Adult standing behind reversing vehicle (25% offset) | Adult / Child standing behind reversing vehicle (50% offset) | Child / Adult standing behind reversing vehicle (75% offset) | Adult / Child walking behind reversing vehicle (50% offset) |
|---|---|---|---|---|
| | DAY | DAY | DAY | DAY |
| 4km/h | | | | |
| 8km/h | | | | |
| PERFORMANCE | MARGINAL | | | |

### AEB PEDESTRIAN TEST SCENARIOS (forward)

| | Adult walking along road | | Adult crossing towards kerb (50%) | | Adult crossing from kerb (25%) | | Adult crossing from kerb (75%) | | Child running (obstructed) | | Adult crossing side road (farside), car turning | | Adult crossing side road (nearside), car turning | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | DAY | NIGHT | DAY | NIGHT | DAY | NIGHT | DAY | NIGHT | DAY | NIGHT | DAY | NIGHT | DAY | NIGHT |
| PERFORMANCE | GOOD | | | | | | | | | | | | | |

### AEB MOTORCYCLE TEST SCENARIOS (forward)

| | Driving towards a stationary motorcycle | Driving towards a braking motorcycle (25% offset) | |
|---|---|---|---|
| | 100% OFFSET | 12m HEADWAY | 40m HEADWAY |
| AEB (10-50km/h) | | | |
| FCW (30-80km/h) | | | |
| PERFORMANCE | GOOD | | |

| | Turning across the path of an oncoming motorcycle | | |
|---|---|---|---|
| | TARGET MOTORCYCLE SPEED | | |
| TEST VEHICLE SPEED | 30km/h | 45km/h | 60km/h |
| 10km/h | | | |
| 15km/h | | | |
| 20km/h | | | |
| PERFORMANCE | GOOD | | |

### LANE SUPPORT SYSTEMS (Car-to-Motorcycle)

| | |
|---|---|
| **System Name** | Lane Departure Assist and Emergency Lane Keeping Assist |
| **Operational From** | 50-150 km/h |

### EMERGENCY LANE KEEPING (ELK) TEST SCENARIOS Car-to-Motorcycle

| | Oncoming motorcycle | Overtaking motorcycle (EMT at 60km/h) | | Overtaking motorcycle (EMT at 80km/h) | |
|---|---|---|---|---|---|
| | | UNINTENTIONAL | INTENTIONAL | UNINTENTIONAL | INTENTIONAL |
| PERFORMANCE | GOOD | | | | |

GOOD ADEQUATE MARGINAL WEAK POOR / NOT TESTED DUE TO NO PERFORMANCE PREDICTED NOT TESTED

Safety Assist

**86%**

15.59 out of 18

SEAT BELT REMINDERS
**1.00 points** out of 1

DRIVER MONITORING
**1.80 points** out of 2

SPEED ASSISTANCE SYSTEMS
**2.39 points** out of 3

AEB / AES (Car-to-Car)
**3.75 points** out of 4

AEB / AES (Junction & Crossing)
**3.16 points** out of 4

AEB / AES (Head-On)
**1.00 points** out of 1

LANE SUPPORT SYSTEMS
**2.50 points** out of 3

The BYD SHARK 6 is fitted with an autonomous emergency braking system capable of functioning at highway speeds, and a lane support system (LSS) with lane keep assist (LKA) and emergency lane keeping (ELK) functionality.

Tests of the **AEB (Car-to-Car)** system showed GOOD performance with collisions avoided or mitigated in all test scenarios, including in many of the **AEB Junction** and **AEB Crossing** scenarios where the test vehicle can autonomously brake to avoid crashes when turning across or into the path of an oncoming vehicle. Tests of the **AEB Head-On** system functionality also showed GOOD performance.

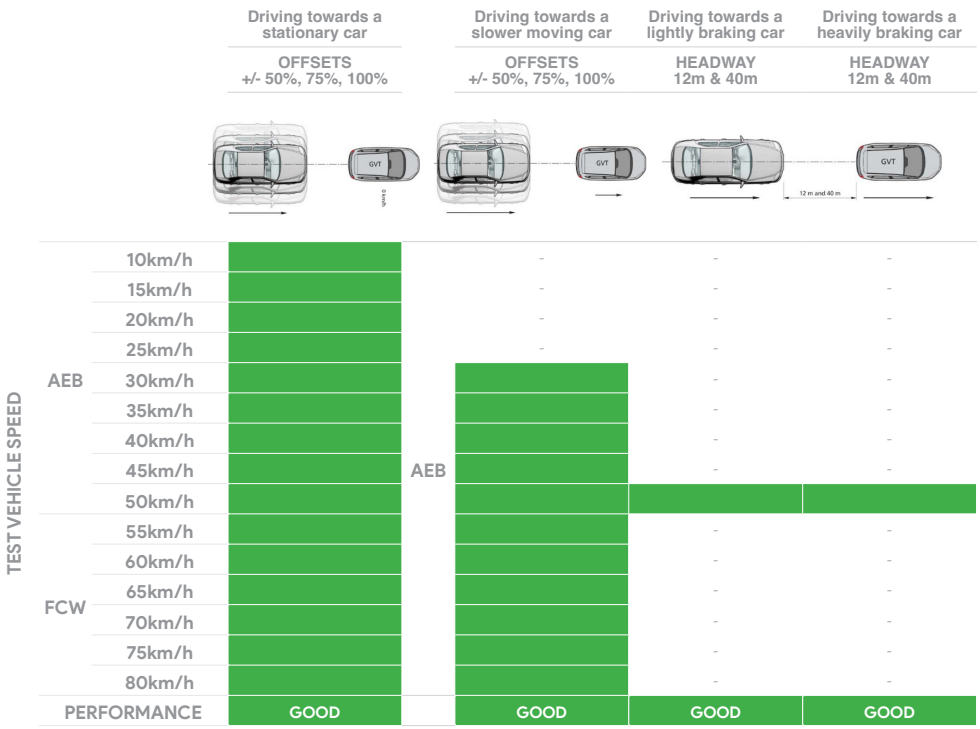
Tests of LSS functionality showed GOOD performance overall, with ADEQUATE performance in the more critical ELK scenarios.

A speed assistance system (SAS) with speed limit information function (SLIF) and intelligent adaptive cruise control (iACC) is standard, informing the driver of the local speed limit and allowing the driver to accept the change in speed accordingly.

A seatbelt reminder system with occupancy detection is fitted to all seating positions. A direct driver monitoring system (DMS) that can detect driver drowsiness and distraction is fitted as standard. The system warns the driver if drowsiness or distraction is detected, and adjusts the vehicle sensitivity (lane departure warning and/or forward collision warning) accordingly.

## AUTONOMOUS EMERGENCY BRAKING (Car-to-Car)

| | |
|---|---|
| **System Name** | Autonomous Emergency Brake |
| **Type** | Autonomous emergency braking with forward collision warning |
| **Operational From** | 4-150 km/h |



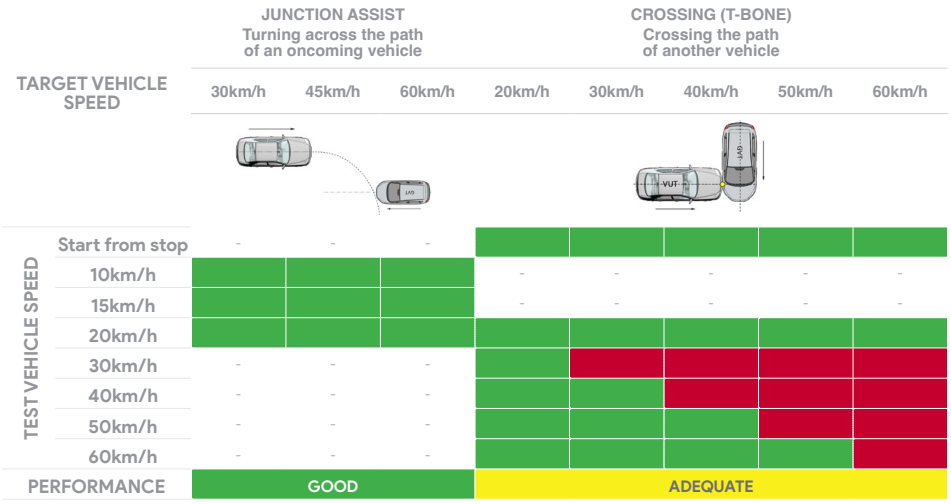

GOOD ADEQUATE MARGINAL WEAK POOR / NOT TESTED DUE TO NO PERFORMANCE PREDICTED NOT TESTED

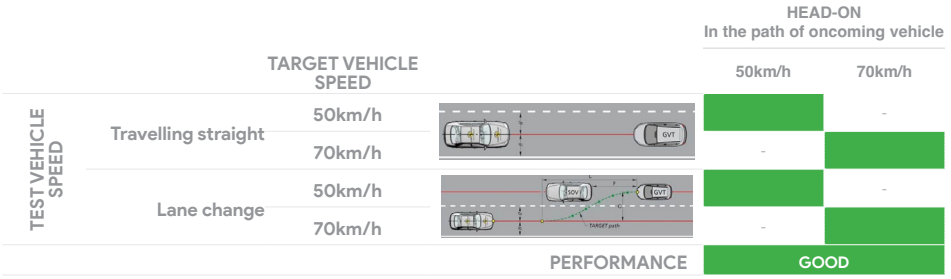
**Safety Assist**

**86%**

15.59 out of 18

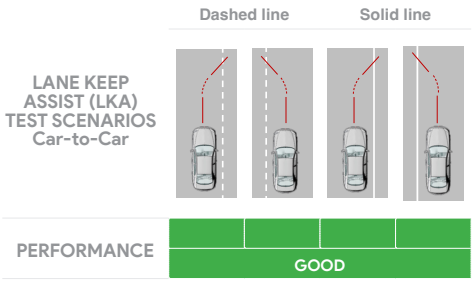
## AUTONOMOUS EMERGENCY BRAKING (Car-to-Car Junction, Crossing and Head-On)

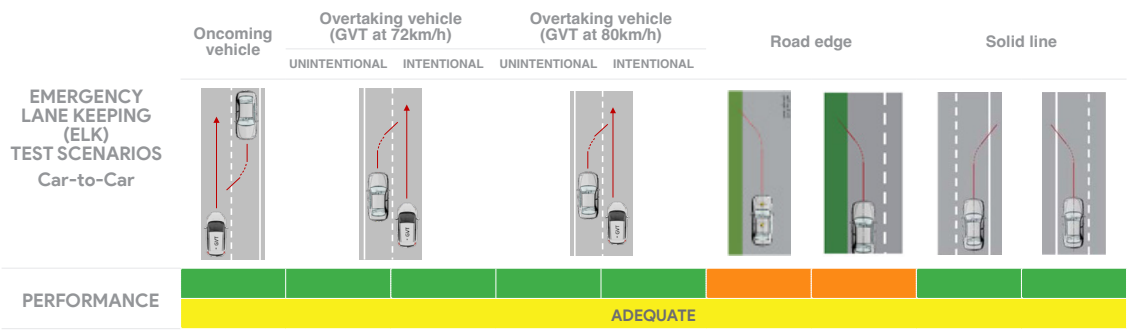



## LANE SUPPORT SYSTEMS (Car-to-Car)

| | |
|---|---|
| **System Name** | Lane Departure Assist and Emergency Lane Keeping Assist |
| **Operational From** | 50-150 km/h |




GOOD ADEQUATE MARGINAL WEAK POOR / NOT TESTED DUE TO NO PERFORMANCE PREDICTED NOT TESTED

Safety Assist

**86%**

15.59 out of 18

## OCCUPANT STATUS

| WARNING TYPE | DRIVER | FRONT PASSENGER | REAR PASSENGERS |
|---|---|---|---|
| Occupant Detection | - | ● | ● |
| Seat Belt Reminder (Visual) | ● | ● | ● |
| Seat Belt Reminder (Audible) | ● | ● | ● |

## DRIVER MONITORING

| | WARNING | INTERVENTION |
|---|---|---|
| Distraction | ● | ● |
| Fatigue | ● | ● |
| Unresponsive Driver | - | ✕ |

## SPEED ASSISTANCE SYSTEMS (SAS)

| FEATURE | |
|---|---|
| Speed Limit Information Function (SLIF) | Camera only |
| Manual Speed Limiter | ✕ |
| Intelligent Adaptive Cruise Control (iACC) | ● |
| Intelligent Speed Limitation (ISL) | ✕ |

## HUMAN MACHINE INTERFACE (HMI)

| FEATURE | |
|---|---|
| AEB: Supplementary Warning | ● |
| AEB: Restraint activation / dynamic retractors | ✕ |
| Lane Departure Warning (LDW) | ● |
| Blind Spot Monitoring (BSM): Car-to-Car & Car-to-Motorcycle | ● |



● PASS ● FAIL ✕ NOT AVAILABLE - N/A

# SAFETY FEATURES & TECHNOLOGIES

| SAFETY FEATURE / TECHNOLOGY* | AUS | NZ |
|---|---|---|
| Seat belt pre-tensioners (front seats) | ● | ● |
| Seat belt pre-tensioners (rear outboard seats) - 2nd row | ● | ● |
| Seat belt pre-tensioners (rear centre seat) - 2nd row | ✕ | ✕ |
| Seat belt pre-tensioners (rear outboard seats) - 3rd row | - | - |
| Seat belt pre-tensioners (rear centre seat) - 3rd row | - | - |
| Intelligent seat belt reminder (driver) | ● | ● |
| Intelligent seat belt reminder (front passenger) | ● | ● |
| Intelligent seat belt reminder (2nd row seats) | ● | ● |
| Intelligent seat belt reminder (3rd row seats) | - | - |
| Airbag - dual frontal (driver & front passenger) | ● | ● |
| Airbags - side, chest protection (front seats) | ● | ● |
| Airbags - side, chest protection (2nd row seats) | ✕ | ✕ |
| Airbags - side, chest protection (3rd row seats) | - | - |
| Airbags - side, head protection (front seats) | ● | ● |
| Airbags - side, head protection (2nd row seats) | ● | ● |
| Airbags - side, head protection (3rd row seats) | - | - |
| Airbag - centre | ● | ● |
| Airbag - knee (driver) | ✕ | ✕ |
| Airbag - knee (front passenger) | ✕ | ✕ |
| Airbag - pedestrian (external) | ✕ | ✕ |
| Airbag disabling switch - automatic (front passenger) | ✕ | ✕ |
| Airbag disabling switch - manual (front passenger) | ✕ | ✕ |
| Autonomous emergency braking (AEB) - Car-to-Car | ● | ● |
| Autonomous emergency braking (AEB) - Vulnerable Road User | | |
| - AEB Pedestrian | ● | ● |
| - AEB Backover | ● | ● |
| - AEB Cyclist | ● | ● |
| - AEB Motorcycle | ● | ● |
| Autonomous emergency braking (AEB) - Junction | | |
| - AEB Junction (Car) | ● | ● |
| - AEB Junction (Pedestrian) | ● | ● |
| - AEB Junction (Cyclist) | ● | ● |
| - AEB Junction (Motorcycle) | ● | ● |
| Autonomous emergency braking (AEB) - Crossing | ● | ● |
| Automatic emergency call (eCall) | ✕ | ✕ |
| Blind spot monitor (BSM) | ● | ● |
| Child presence detection / alert | ✕ | ✕ |
| Cyclist dooring detection / alert | ● | ● |
| Driver monitoring system - Indirect | ✕ | ✕ |
| Driver monitoring system - Direct | ● | ● |
| Forward collision warning (FCW) | ● | ● |
| Lane departure warning (LDW) | ● | ● |
| Lane keep assist (LKA) | | |
| - LKA (Car-to-Car) | ● | ● |
| - LKA (Car-to-Motorcycle) | ● | ● |
| Secondary / multi-collision brake | ● | ● |
| Speed assistance - intelligent adaptive cruise control (iACC) | ● | ● |
| Speed assistance - auto / intelligent speed limiter | ✕ | ✕ |
| Speed assistance - manual speed limiter | ✕ | ✕ |
| Speed assistance - speed sign recognition & warning | ● | ● |
| Vehicle-to-infrastructure communication (V2I) | ✕ | ✕ |
| Vehicle-to-vehicle communication (V2V) | ✕ | ✕ |

● STANDARD ● AVAILABLE ON HIGHER VARIANTS ○ OPTIONAL ✕ NOT AVAILABLE - NOT APPLICABLE

* Correct at time of publication. Subject to change. Check with manufacturer.

**TESTED MAKE / MODEL**
BYD SHARK 6, Premium, RHD

**TESTED VEHICLE ENGINE**
1.5 litre PHEV

**RATING UPDATED**
May 2026

**TESTED BODY TYPE**
Dual Cab Utility

**RATING PUBLISHED**
February 2025