BYD SEAL

APPLIES TO	BUILT FROM	RATING CRITERIA
All variants	September 2023	2023-2025
VEHICLE TYPE	**ON SALE FROM**	**RATING EXPIRES**
Medium Car	October 2023	December 2031
ENGINE / MOTOR TYPES	**MODEL SERIES**	**AIRBAGS**
Battery Electric	n/a	Dual frontal, side chest, side head, centre

ANCAP SAFETY

TESTED 2023 ★★★★★

The BYD SEAL was introduced in Australia and New Zealand in October 2023. 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), a speed assist system (SAS) and a speed sign recognition system are standard equipment.

ASSESSMENT SCORES

Adult Occupant Protection
89%
35.78 out of 40

Child Occupant Protection
87%
43.00 out of 49

Vulnerable Road User Protection
82%
51.68 out of 63

Safety Assist
75%
13.56 out of 18

RATING APPLICABILITY*

VARIANT	BODY TYPE	ENGINE / POWERTRAIN	DRIVETRAIN	AUS	NZ
BYD SEAL Dynamic	4 door sedan	Battery Electric Vehicle (BEV)	RWD	✓	✓
BYD SEAL Premium	4 door sedan	Battery Electric Vehicle (BEV)	RWD	✓	✓
BYD SEAL Performance	4 door sedan	Battery Electric Vehicle (BEV)	AWD	✓	✓

* 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

89%

35.78 out of 40

FRONTAL OFFSET (MPDB)#
5.92 points out of 8

OBLIQUE POLE#
6.00 points out of 6

RESCUE & EXTRICATION
2.50 points out of 4

FULL WIDTH FRONTAL#
7.63 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 remained stable in the frontal offset (MPDB) test. ADEQUATE protection was seen for the chest and lower legs of the driver. Protection for all other critical body regions for the driver and the front passenger was GOOD.

The front structure of the BYD SEAL presented a moderate risk to occupants of an oncoming vehicle in the MPDB test (which evaluates vehicle-to-vehicle compatibility), and a 2.33 point penalty was applied.

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

In the side impact test and the oblique pole test, protection offered to all critical body regions was GOOD and the BYD SEAL scored maximum points in these tests.

The BYD SEAL 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 ADEQUATE for both the vehicle-to-vehicle impact scenario and 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 of the BYD SEAL 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	3.15 pts	4.00 pts
Upper Legs	4.00 pts	4.00 pts
Lower Legs	3.02 pts	4.00 pts
Deductions	Nil	Nil

COMPATIBILITY	
Deductions	-2.33 pts

FULL WIDTH FRONTAL TEST - 50km/h

	DRIVER	REAR PASSENGER
Head	4.00 pts	4.00 pts
Neck	3.32 pts	4.00 pts
Chest	4.00 pts	3.20 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

89%

35.78 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	2.98 pts	0.75 pts

RESCUE & EXTRICATION

Rescue Sheet	●	No penalty
Door Opening / Extrication	●	No penalty
Multi-Collision Braking	●	1.00 pt
Advanced eCall	✕	1.00 pt default
Vehicle Submergence		
- Door opening	●	0.50 pt
- Window opening	✕	Not demonstrated

● 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 maximum points were scored in these tests.

The BYD SEAL is fitted with lower ISOFix anchorages on the rear outboard seats and top tether anchorages for all rear seating positions. A direct child presence detection (CPD) system, which provides an alert when a child has been left in the vehicle, is fitted to all passenger seats as standard. However, the system did not meet ANCAP's requirements and was not rewarded with points.

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

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 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

82%

51.68 out of **63**

HEAD PROTECTION (Adult, Child, Cyclist)
9.88 points out of 18

KNEE & TIBIA PROTECTION
9.00 points out of 9

AEB CYCLIST
8.02 points out of 9

PELVIS PROTECTION
4.50 points out of 4.5

AEB PEDESTRIAN (Forward)
5.78 points out of 7

AEB MOTORCYCLE
6.00 points out of 6

FEMUR PROTECTION
4.50 points out of 4.5

AEB PEDESTRIAN (Backover)
1.00 points out of 2

LSS MOTORCYCLE
3.00 points out of 3

In physical impact tests, protection offered to the head of a pedestrian striking the bonnet, or cyclist striking the windscreen was predominantly ADEQUATE, with MARGINAL and POOR results recorded at the base of the windscreen and on the stiff windscreen pillars. Protection of the pelvis and femurs was GOOD, and protection of the lower legs was also 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 pedestrian test scenarios including turning scenarios, with collisions avoided or mitigated in most tests. However, MARGINAL performance was seen in reverse (AEB Backover) scenarios.

GOOD performance was seen in cyclist test scenarios with collisions avoided or mitigated at all test speeds including in the turning scenarios, however MARGINAL performance was seen in the cyclist dooring scenarios, where only a warning is provided to alert the driver of a passing cyclist.

GOOD performance was also seen in the AEB motorcycle tests, including in the turning and in overtaking scenarios, earning full points.

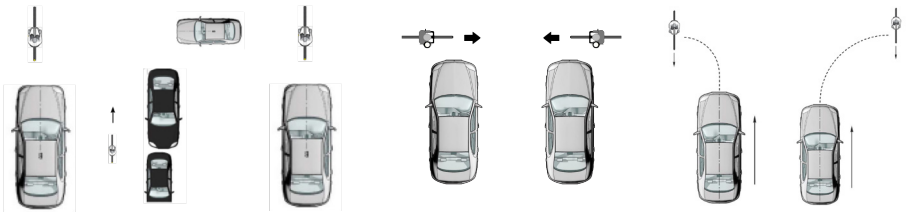
PEDESTRIAN & CYCLIST IMPACT TESTS

AUTONOMOUS EMERGENCY BRAKING (Cyclist, Pedestrian & Motorcycle)

System Name	Automatic Emergency Braking
Type	Autonomous emergency braking with forward collision warning
Operational From	4-150km/h

AEB CYCLIST TEST SCENARIOS (forward)

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



PERFORMANCE: GOOD

CYCLIST DOORING

Information	●
Warning	✕
Retention (driver door)	✕
Retention (all doors)	✕

● PASS ✕ FAIL - N/A

GOOD ADEQUATE MARGINAL WEAK POOR / NO PERFORMANCE PREDICTED NOT TESTED

Vulnerable Road User Protection

82%

51.68 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		

TEST VEHICLE SPEED

	Turning across the path of an oncoming motorcycle		
	TARGET MOTORCYCLE 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 (GVT at 72km/h)		Overtaking motorcycle (GVT at 80km/h)	
		UNINTENTIONAL	INTENTIONAL	UNINTENTIONAL	INTENTIONAL
PERFORMANCE	GOOD				

GOOD ADEQUATE MARGINAL WEAK POOR / NO PERFORMANCE PREDICTED NOT TESTED

Safety Assist

75%

13.56 out of 18

SEAT BELT REMINDERS
1.00 points out of 1

DRIVER MONITORING
0.25 points out of 2

SPEED ASSISTANCE SYSTEMS
2.33 points out of 3

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

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

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

LANE SUPPORT SYSTEMS
2.75 points out of 3

The BYD SEAL is fitted with an autonomous emergency braking (AEB) system capable of functioning at highway speeds, a lane support system (LSS) with lane keep assist (LKA), lane departure warning (LDW) and blind spot monitoring (BSM).

Tests of the AEB (Car-to-Car) system showed GOOD performance with collisions avoided or mitigated in most test scenarios, with GOOD and ADEQUATE performance in 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. Assessment of the AEB Head-On system functionality showed MARGINAL performance.

Tests of lane support system functionality showed GOOD performance, including in several of the more critical emergency lane keeping test scenarios.

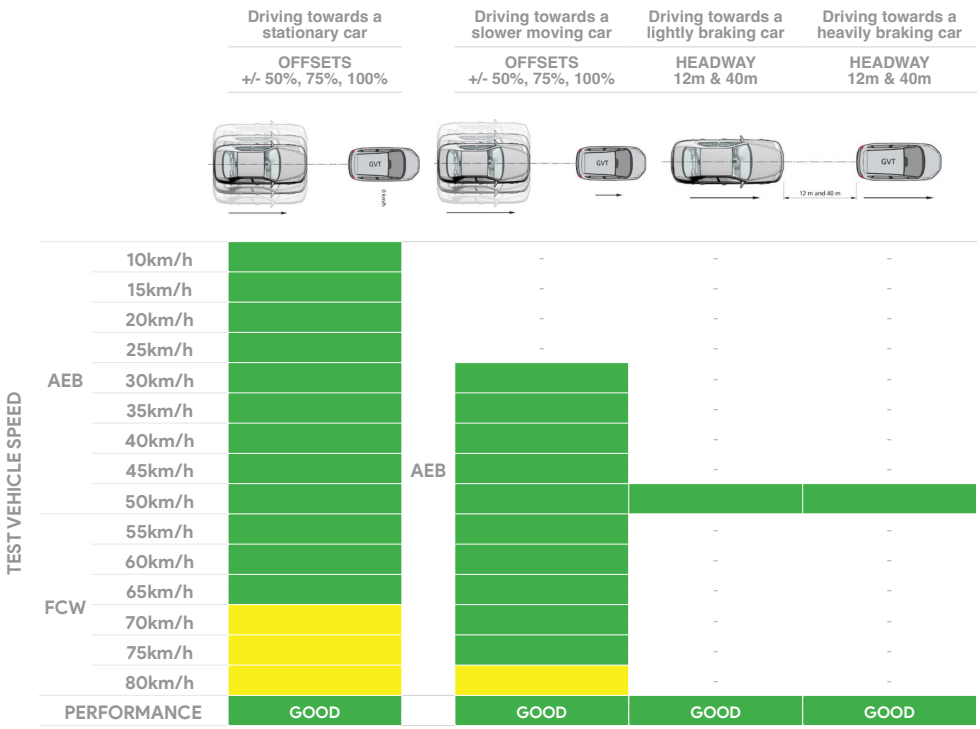
A speed assistance system (SAS) with speed limit information function (SLIF) is standard, informing the driver of the local speed limit and allowing the driver to accept the change in speed accordingly. Intelligent adaptive cruise control (iACC) is also standard.

A seatbelt reminder system with occupancy detection is fitted to all seating positions.

A driver monitoring system (DMS) detecting driver drowsiness (indirect) is fitted as standard. A direct DMS is not available.

AUTONOMOUS EMERGENCY BRAKING (Car-to-Car)

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



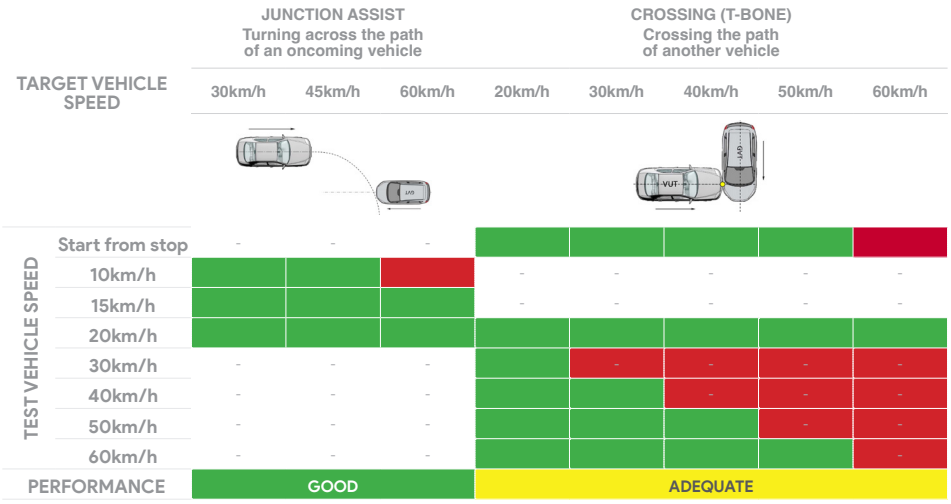
GOOD ADEQUATE MARGINAL WEAK POOR / NO PERFORMANCE PREDICTED NOT TESTED

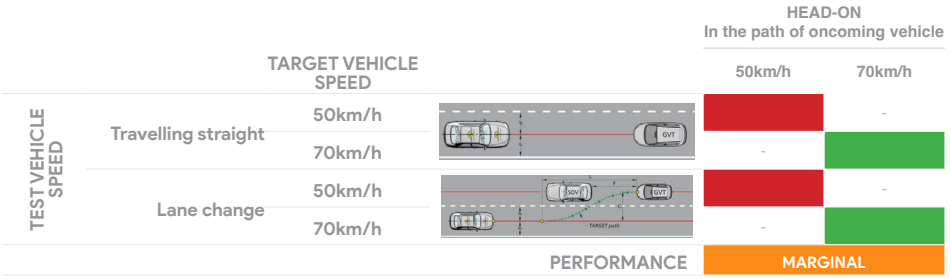
Safety Assist

75%

13.56 out of **18**

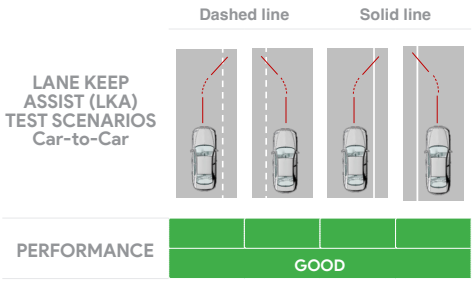
AUTONOMOUS EMERGENCY BRAKING (Car-to-Car Junction, Crossing and Head-On)

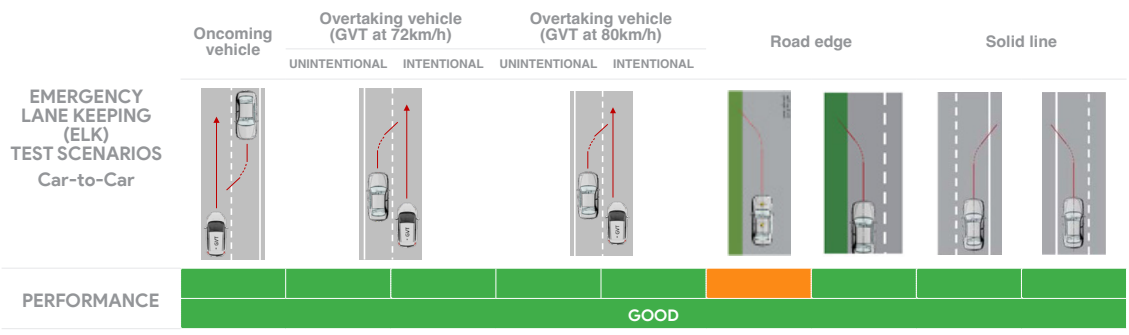




LANE SUPPORT SYSTEMS (Car-to-Car)

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





GOOD ADEQUATE MARGINAL WEAK POOR / NO PERFORMANCE PREDICTED NOT TESTED

Safety Assist

75%

13.56 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 based
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 Cyclist	●	●
- AEB Motorcycle	●	●
Autonomous emergency braking (AEB) - Backover	●	●
Autonomous emergency braking (AEB) - Junction		
- 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 SEAL LHD

TESTED VEHICLE ENGINE
Battery Electric (BEV)

RATING UPDATED
December 2025

TESTED BODY TYPE
5 door sedan

RATING PUBLISHED
October 2023