ANCAP SAFETY REPORT

BYD SEALION 8



ANCAP SAFETY

TESTED 2026 ★★★★★

APPLIES TO
All variants

BUILT FROM
January 2026 **(AUS)**
January 2026 **(NZ)**

ON SALE FROM
February 2026 **(AUS)**
February 2026 **(NZ)**

MODEL SERIES
SR

VEHICLE TYPE
Large SUV

ENGINE / MOTOR TYPES
Plug-in Hybrid (PHEV)

RATING CRITERIA
2026-2028

RATING EXPIRES
December 2034

AIRBAGS
Driver and Passenger Frontal, Side Head (Front and Rear), Side Chest (Front and Rear), Centre

STAGES OF SAFETY

SAFE DRIVING	CRASH AVOIDANCE	CRASH PROTECTION	POST CRASH
73%	76%	90%	100%

RATING APPLICABILITY*

VARIANT	BODY TYPE	ENGINE / MOTOR	DRIVETRAIN	AUS	NZ
BYD SEALION 8 Dynamic ◆	5 door SUV	1.5L PHEV	FWD	✓	✓
BYD SEALION 8 Dynamic	5 door SUV	1.5L PHEV	AWD	✓	✓
BYD SEALION 8 Premium	5 door SUV	1.5L PHEV	AWD	✓	✓

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

SAFETY NOTE

There are no safety warnings applicable to this vehicle model.

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

SAFE DRIVING



SAFE DRIVING

73%

The BYD SEALION 8 is equipped with a range of technologies designed to support attentive driving, monitor vehicle occupants and assist drivers during everyday journeys.

The vehicle's driver monitoring system performed well in detecting short-duration driver distraction, such as when a driver takes their eyes off the road. Performance was more limited in identifying unresponsiveness and impairment.

Good results were recorded for seatbelt monitoring, including the detection of incorrectly worn seatbelts and rear seat occupancy. However, the system was unable to demonstrate effective occupant classification or out-of-position detection.

A child presence detection system is fitted, designed to help reduce the risk of a child being inadvertently left inside the vehicle.

All assessed driving, comfort and infotainment controls met ANCAP's requirements for ease of access and operation, helping to minimise unnecessary driver distraction.

The vehicle's adaptive cruise control system performed well when responding to other vehicles and vulnerable road users, but is not able to respond to road features such as roundabouts and crossings. The speed limit information system also showed limitations.

- GOOD
- ADEQUATE
- MARGINAL
- WEAK
- POOR
- FITTED BUT NOT TESTED
- NOT AVAILABLE
- PASS
- FAIL

OCCUPANT MONITORING — 70%

Seatbelt Usage

Correct belt routing	100%
Rear seat occupancy	100%

Occupant Classification

Passenger airbag status	50%
Out-of-position	0%
Stature classification	0%

Occupant Presence

Child presence detection	100%
Crash occupancy information	80%

DRIVER ENGAGEMENT — 85%

Driver Monitoring

Distraction (transient)	100%
Fatigue / Unresponsive / Impaired (non-transient)	55%

Driving Controls — 100%

Driving Controls	●
Turning indicators	●
Hazard Lights	●
Horn	●
Gear selector	●
Vision	●
Windscreen wipers	●
Lights	●
Speed Control Function	●

Comfort and Infotainment — 100%

Audio controls	●
Phone calling/dialing	●
Navigation	●
Climate controls	●
Windows	●
Other	●

VEHICLE ASSISTANCE — 66%

Speed Assistance

Speed Limit Information Function	34%
Speed Control Function	100%

Adaptive Cruise Control

Car-to-Car	84%
Car-to-Motorcycle	82%
Car-to-Pedestrian/Cyclist	88%
Road Features (roundabouts, crossings etc.)	0%
Auto Resume	50%

Steering Assistance

Steering Assistance	75%
Lane Change Assist	0%

CRASH AVOIDANCE

CRASH AVOIDANCE

76%

The BYD SEALION 8 is fitted with a comprehensive range of active safety technologies designed to help drivers avoid collisions with other vehicles, pedestrians, cyclists and motorcyclists.

Its autonomous emergency braking (AEB) system demonstrated good performance in many assessed scenarios, particularly when approaching other road users travelling ahead and in turning scenarios involving vehicles, motorcyclists and pedestrians.

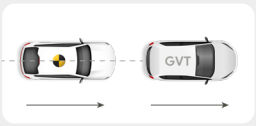
Performance was less consistent in more complex intersection situations, including when approaching vehicles and motorcycles crossing its path, or turning across the path of a cyclist.

The SEALION 8 performed particularly well in lane support assessments, demonstrating effective intervention when the vehicle unintentionally drifted towards the road edge or into the path of oncoming or overtaking vehicles and motorcycles.

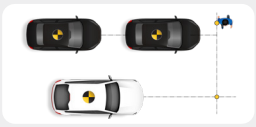
At lower speeds, good results were recorded in car-to-car and car-to-motorcycle scenarios. However, pedestrian detection while manoeuvring was limited, with no intervention recorded when travelling forwards and reduced effectiveness when reversing.

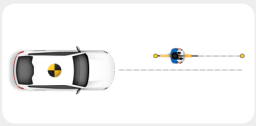
- GOOD
- ADEQUATE
- MARGINAL
- WEAK
- POOR
- FITTED BUT NOT TESTED
- NOT AVAILABLE

FRONTAL COLLISIONS 71%









Car-to-Car

Longitudinal	83%
Turning	91%
Crossing	35%

Car-to-Motorcycle

Longitudinal	87%
Turning	94%
Crossing	32%

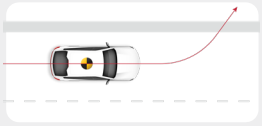
Car-to-Pedestrian

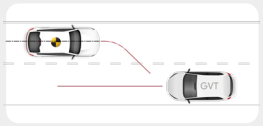
Longitudinal	91%
Turning	90%
Crossing	72%

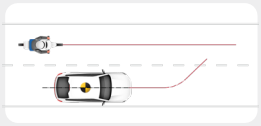
Car-to-Cyclist

Longitudinal	91%
Turning	47%
Crossing	85%

LANE DEPARTURE COLLISIONS 93%







Single Vehicle

Driver Acceptance	
Driveability	100%
Driver state link	100%
Lane Departure	
ELK road edge	88%

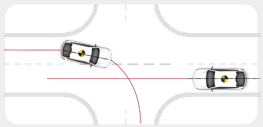
Car-to-Car

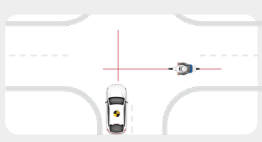
Emergency Lane Keeping	
Oncoming	93%
Overtaking	93%

Car-to-Motorcycle

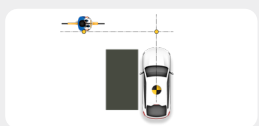
Emergency Lane Keeping	
Oncoming	93%
Overtaking	93%

LOW SPEED COLLISIONS 76%









Car-to-Car

Turning	100%
Crossing	100%

Car-to-Motorcycle

Turning	100%
Crossing	100%

Car-to-Pedestrian

Manoeuvring	
Forward	0%
Reverse	50%

Car-to-Cyclist

Crossing	100%
Dooring	40%

CRASH PROTECTION

CRASH PROTECTION

90%

The BYD SEALION 8 provides an overall good level of occupant protection performance across the range of crash tests.

In frontal impact testing, maximum scores were recorded for child occupants, with a mix of good, acceptable and marginal injury risk noted for adult occupants.

A separation in the driver-side footwell was observed following the frontal offset crash test. While the footwell separation – which was located behind the brake and accelerator pedals – did not increase the measured injury risk to the key body regions of the driver dummy, a loss of footwell integrity can increase the risk of injury to occupants' lower limbs and a penalty was applied to the SEALION 8's crash protection score.

The SEALION 8 performed particularly well in virtual and sled tests, which assess the effectiveness of restraint systems for occupants of different sizes and in crashes of varying severity.

Strong results were recorded in side impact testing, including collisions with another vehicle and a narrow roadside object such as a pole. A centre airbag is fitted to help reduce the risk of injury caused by contact between front seat occupants. Maximum points were achieved for whiplash protection in rear-end collisions.

Protection for pedestrians and cyclists was varied, with good results for the femur, knee and lower leg, but areas of increased injury risk identified for the pelvis and head, particularly for cyclists.

Child restraint anchorages are provided across the second and third seating rows, although installation options are limited in the third row. Consumers should check the suitability of their chosen child restraint and seating position before installation.

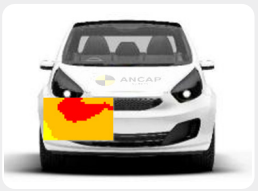
- GOOD
- ADEQUATE
- MARGINAL
- WEAK
- POOR
- – NOT AVAILABLE

FRONTAL IMPACT 91%

FRONTAL OFFSET TEST (50km/h)



Driver	85%
Front passenger	90%
Rear passengers (children)	100%



Compatibility (vehicle-to-vehicle)

Deduction	-29%

FULL WIDTH FRONTAL TEST (35km/h)



Driver	95%
Front passenger	90%
Rear passenger	90%

VIRTUAL & SLED TESTS (35km/h, 50km/h, 56km/h)

Driver	97%
Front Passenger	99%

	Low Severity 35km/h	Mid Severity 50km/h	High Severity 56km/h
Small occupant (5th percentile)		– –	
Mid-size occupant (50th percentile)			– –
Large occupant (95th percentile)	– –		

CRASH PROTECTION

SIDE IMPACT 100%

SIDE IMPACT TEST (60km/h)



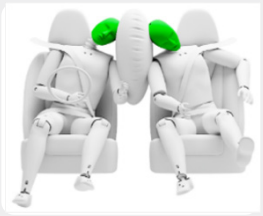
Driver	100%
Rear passengers (children)	100%

OBLIQUE POLE TEST (32km/h)

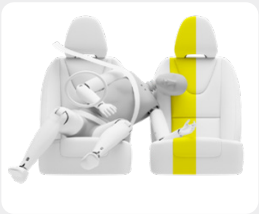


Driver	100%

FAR SIDE IMPACT TESTS (32km/h)





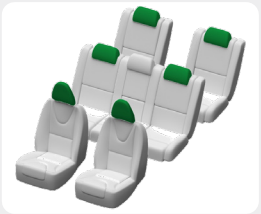


Oblique Pole Test	
Occupant-to-occupant head contact	100%
Side Impact Test	
Head excursion	100%
Oblique Pole Test	
Head excursion	100%

CRASH PROTECTION

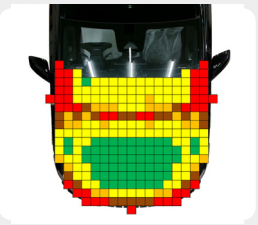
WHIPLASH (REAR IMPACT) TESTS 100%





Dynamic	
Driver	100%
Static	
Driver / Front passenger	100%
Rear passengers	100%

VULNERABLE ROAD USER IMPACT TESTS 72%





Head Impact	
Pedestrian (adult)	72%
Pedestrian (child)	61%
Cyclist	47%
Pelvis & Leg Impact	
Pelvis	32%
Femur	100%
Knee & tibia	100%

CHILD RESTRAINT INSTALLATION ASSESSMENT

Child Restraint Type^*	FRONT ROW	2ND ROW			3RD ROW		
	Passenger	L	C	R	L	C	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: 4-8 years	✗	●	●	●	●	–	●
Booster: 4-10 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

Safety Features	FRONT ROW	2ND ROW		3RD ROW	
	Passenger	Outboard	Centre	Outboard	Centre
Top tether anchorages	✗	✓	✓	✓	–
ISOFIX anchorages	✗	✓	✗	✓	–
Airbag disabling	✗	–	–	–	–

	FRONT ROW		REAR
	Driver	Passenger	All
Child presence detection (CPD)	✓	✓	✓

✓ STANDARD ✗ NOT AVAILABLE – NOT APPLICABLE

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.

POST CRASH



POST CRASH

100%

The BYD SEALION 8 incorporates a range of features designed to support emergency response and occupant rescue following a collision, achieving high scores in ANCAP's Post Crash assessments.

Rescue sheets and an emergency rescue guide are available to assist first responders in identifying important vehicle components and safely managing rescue operations. These resources are particularly important for plug-in hybrid electric vehicles, where emergency personnel need to be aware of high-voltage electrical components.

The SEALION 8 is equipped with multi-collision braking, designed to help prevent or reduce the severity of subsequent impacts following an initial collision, together with automatic hazard light activation to alert other road users.

Good results were recorded for occupant extrication, including seatbelt release, door and tailgate operation, and vehicle submergence.

As a plug-in hybrid electric vehicle (PHEV), the SEALION 8 was also assessed for high-voltage energy isolation and thermal propagation, designed to reduce electrical and thermal hazards for occupants and emergency responders following a collision.

- GOOD
- ADEQUATE
- MARGINAL
- WEAK
- POOR
- FITTED BUT NOT TESTED
- NOT AVAILABLE

RESCUE INFORMATION — 100%

Rescue sheets	100%
Emergency rescue guide (ERG)	100%

POST CRASH INTERVENTION — 100%

eCall	100%
Multi-collision braking & hazard light activation	100%

EXTRICATION — 100%

Energy Management

Energy isolation	100%
Thermal propagation	100%

Occupant Extrication

Seatbelt buckle unlatching	100%
Door opening - interior	100%
Door opening - exterior	100%
Tailgate opening	100%
Submergence	100%

SAFETY FEATURES*

	AUS	NZ
Airbags - Driver & passenger (frontal)	●	●
Airbags - Side, chest (front row)	●	●
Airbags - Side, chest (2nd row)	●	●
Airbags - Side, chest (3rd row)	✕	✕
Airbags - Side, head (front row)	●	●
Airbags - Side, head (2nd row)	●	●
Airbags - Side, head (3rd row)	●	●
Airbag - Knee (driver)	✕	✕
Airbag - Knee (front passenger)	✕	✕
Airbag - Centre	●	●
Airbag - Pedestrian (external)	✕	✕
Airbag disabling switch - Manual (front passenger)	✕	✕
Airbag disabling switch - Automatic (front passenger)	✕	✕
Active bonnet	✕	✕
Autonomous emergency braking (AEB) - Backover	●	●
Autonomous emergency braking (AEB) - Car-to-car	●	●
Autonomous emergency braking (AEB) - Car-to-cyclist	●	●
Autonomous emergency braking (AEB) - Car-to-motorcyclist	●	●
Autonomous emergency braking (AEB) - Car-to-pedestrian	●	●
Automatic emergency call (eCall)	●	●
Blind spot monitoring (BSM)	●	●
Child presence detection (CPD)	●	●
Cyclist dooring detection	●	●
Driver monitoring system (DMS)	●	●
Driver state link - AEB	●	●
Driver state link - LSS	●	●
Emergency lane keep (ELK) - Car-to-car	●	●
Emergency lane keep (ELK) - Car-to-motorcycle	●	●
Forward collision warning (FCW)	●	●
Intelligent adaptive cruise control (iACC)	●	●
Intelligent seatbelt reminder (driver)	●	●
Intelligent seatbelt reminder (front passenger)	●	●
Intelligent seatbelt reminder (2nd row)	●	●
Intelligent seatbelt reminder (3rd row)	●	●
Lane centering	●	●
Multi-collision braking	●	●
Occupant classification	✕	✕
Pedal misapplication & override	✕	✕
Seatbelt pre-tensioners - Front seats	●	●
Seatbelt pre-tensioners - Rear outboard seats (2nd row)	●	●
Seatbelt pre-tensioners - Rear centre seat (2nd row)	✕	✕
Seatbelt pre-tensioners - Rear outboard seats (3rd row)	✕	✕
Seatbelt pre-tensioners - Rear centre seat (3rd row)	-	-
Speed limiter (manual)	✕	✕
Speed limiter (automatic / intelligent)	✕	✕
Speed sign recognition	●	●
Vehicle-to-infrastructure (V2I)	✕	✕
Vehicle-to-vehicle (V2V)	✕	✕

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

TESTED MAKE / MODEL	TESTED BODY TYPE	TESTED VEHICLE POWERTRAIN	RATING PUBLISHED
BYD SEALION 8 Dynamic FWD RHD	5 door SUV	1.5L PHEV	November 2026

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