

ANCAP SAFETY REPORT

BYD SEALION 5



TESTED
2026



APPLIES TO
All variants

BUILT FROM
August 2025 (AUS)
August 2025 (NZ)

ON SALE FROM
January 2026 (AUS)
January 2026 (NZ)

MODEL SERIES
SA2

VEHICLE TYPE
Medium 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), Centre

STAGES OF SAFETY



**SAFE
DRIVING**
48%



**CRASH
AVOIDANCE**
51%



**CRASH
PROTECTION**
79%



**POST
CRASH**
74%

RATING APPLICABILITY*

VARIANT	BODY TYPE	ENGINE / MOTOR	DRIVETRAIN	AUS	NZ
BYD Sealion 5 Essential DM-i ◆	5 door SUV	PHEV	FWD	✓	✓
BYD Sealion 5 Premium DM-i	5 door SUV	PHEV	FWD	✓	✓

* 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
48%

The BYD SEALION 5 is not able to detect and classify the stature of occupants in front seating positions, monitor seatbelt misuse, or detect a front-seat passenger sitting 'out-of-position', for example with their feet on the dashboard.

The SEALION 5 is fitted with an intelligent seat belt reminder with occupant detection for all passenger seating positions. A child presence detection system is not available.

The driver monitoring system fitted to the SEALION 5 was able to warn and adjust vehicle sensitivity for a range of common types of distraction. However, it was unable to detect phone use or intervene for an unresponsive driver.

Physical controls are provided for most key driving functions, including the indicators, hazard lights, horn, gear selector and windscreen wipers. However, headlight adjustment, interior lights, and climate control fan adjustment rely on interaction with the vehicle's central screen interface and did not meet ANCAP requirements.

Control of the vehicle's speed, once a speed limit was identified, was not sufficiently accurate to earn full points. During the on-road driving assessment, which assesses the accuracy of speed limit identification functionality on local metropolitan and regional roads, the SEALION 5 correctly identified 66% of speed change events - equivalent to 95% of the distance driven.

Adaptive cruise control performed reasonably in detecting and responding to other vehicles, motorcycles, pedestrians and cyclists. The steering assistance system also demonstrated an adequate level of performance, although more advanced functionality was limited.

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

OCCUPANT MONITORING

23%

Seatbelt Usage

Correct belt routing	0%	
Rear seat occupancy	100%	

Occupant Classification

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

Occupant Presence

Child presence detection	0%	
Crash occupancy information	0%	

DRIVER ENGAGEMENT

66%

Driver Monitoring

Distraction (transient)	53%	
Fatigue / Unresponsive / Impaired (non-transient)	80%	

Driving Controls	80%	Comfort and Infotainment	70%
Driving Controls		Audio controls	
Turning indicators		Phone calling/dialing	
Hazard Lights		Navigation	
Horn		Climate controls	
Gear selector		Windows	
Windscreen wipers		Other	
Vision			
Lights			
Speed Control Function			

VEHICLE ASSISTANCE

55%

Speed Assistance

Speed Limit Information Function	35%	
Speed Control Function	50%	

Adaptive Cruise Control

Car-to-Car	76%	
Car-to-Motorcycle	86%	
Car-to-Pedestrian/Cyclist	100%	
Road Features (roundabouts, crossings etc.)	0%	
Auto Resume	0%	

Steering Assistance

Steering Assistance	75%	
Lane Change Assist	0%	

CRASH AVOIDANCE



CRASH AVOIDANCE

51%

The autonomous emergency braking (AEB) system fitted to the BYD SEALION 5 can detect and react to imminent collisions with other vehicles, motorcyclists, cyclists and pedestrians, including adults and children. The vehicle provided mixed performance across tested scenarios, with limitations observed in intersection scenarios, including T-bone crashes and when turning across the path of a pedestrian or cyclist.

The SEALION 5 had limited ability to avoid collisions through AEB in low-speed situations. Some crash avoidance performance was observed in tests where the vehicle turned in front of an oncoming car or motorcyclist. The vehicle is equipped with reverse AEB, however this only avoided collisions in a limited number of test scenarios.

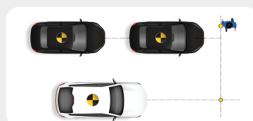
The SEALION 5 provided warning of an approaching cyclist to vehicle occupants when attempting to exit the vehicle.

The lane support system demonstrated limited performance in preventing lane departures across the assessed scenarios. Testing did not reveal any vehicle intervention response when the SEALION 5 departed towards the road edge. Intervention to help prevent potential collisions with oncoming or overtaking cars or motorcycles in an adjacent lane was limited to vehicle speeds below 70 km/h.

	GOOD
	ADEQUATE
	MARGINAL
	WEAK
	POOR
	FITTED BUT NOT TESTED
	NOT AVAILABLE

FRONTAL COLLISIONS

68%



Car-to-Car

Longitudinal	88%	
Turning	100%	
Crossing	26%	

Car-to-Motorcycle

Longitudinal	57%	
Turning	90%	
Crossing	13%	

Car-to-Pedestrian

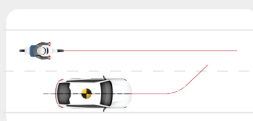
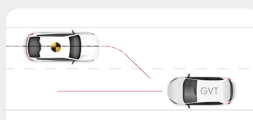
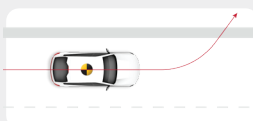
Longitudinal	100%	
Turning	0%	
Crossing	98%	

Car-to-Cyclist

Longitudinal	100%	
Turning	45%	
Crossing	99%	

LANE DEPARTURE COLLISIONS

37%



Single Vehicle

Driver Acceptance		
Driveability	0%	
Driver state link	0%	
Lane Departure		
ELK road edge	0%	

Car-to-Car

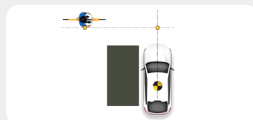
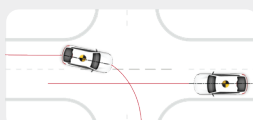
Emergency Lane Keeping		
Oncoming	90%	
Overtaking	90%	

Car-to-Motorcycle

Emergency Lane Keeping		
Oncoming	90%	
Overtaking	26%	

LOW SPEED COLLISIONS

17%



Car-to-Car

Turning	67%	
Crossing	0%	

Car-to-Motorcycle

Turning	25%	
Crossing	0%	

Car-to-Pedestrian

Manoeuvring		
Forward	0%	
Reverse	17%	

Car-to-Cyclist

Crossing	0%	
Dooring	69%	

CRASH PROTECTION



CRASH PROTECTION
79%

In the frontal offset test, the level of protection provided for child occupants seated in the second row was good. There was a higher risk of injury to the driver's chest and lower legs, and to the front passenger's neck. Structures in the instrument panel and dashboard were a potential source of injury for the driver and front passenger.

A deduction was applied for the BYD SEALION 5's crash compatibility in head-on crashes, where it presents a higher risk to occupants of an oncoming vehicle, if struck.

In the full-width frontal test, protection was generally good. The additional sled and virtual tests showed that protection was not as good for different occupant sizes or crash severities.

Maximum scores were achieved for adult and child occupant protection in the side impact test.

In the oblique pole test, protection of the driver's chest was adequate, while protection of the head was good. A penalty was applied for rollover protection as BYD did not provide evidence to show that the curtain airbag would deploy in a rollover crash, or that it would remain inflated for the required period post-crash.

The SEALION 5 is fitted with a centre airbag between the front seats. This worked effectively to limit movement of the occupants across the vehicle and to reduce the risk of the driver and front passenger striking each other in a side crash. Overall, rear impact whiplash protection was adequate.

Protection for pedestrians and cyclists was varied. Protection of the pelvis and legs was mixed, while head protection was less effective around the edges of the bonnet surface.

The SEALION 5 is fitted with lower ISOFix anchorages for rear outboard seats and top tether anchorages for all rear seating positions. All child restraints selected for the installation assessment could be correctly installed.

FRONTAL IMPACT

71%

FRONTAL OFFSET TEST (50km/h)



Driver	65%
Front passenger	78%
Rear passengers (children)	90%



Compatibility (vehicle-to-vehicle)

Deduction	-75%
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FULL WIDTH FRONTAL TEST (35km/h)



Driver	95%
Front passenger	93%
Rear passenger	90%

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

Driver	65%
Front Passenger	71%

	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)	--		

SIDE IMPACT

93%

SIDE IMPACT TEST (60km/h)



Driver	100%
Rear passengers (children)	100%

OBLIQUE POLE TEST (32km/h)



Driver	75%
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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%

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

CRASH PROTECTION

WHIPLASH (REAR IMPACT) TESTS

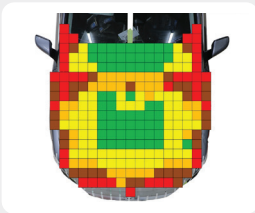
87%



Dynamic	
Driver	87%
Static	
Driver / Front passenger	100%
Rear passengers	75%

VULNERABLE ROAD USER IMPACT TESTS

69%



Head Impact	
Pedestrian (adult)	78%
Pedestrian (child)	60%
Cyclist	69%
Pelvis & Leg Impact	
Pelvis	32%
Femur	56%
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	✗	-	-	-	-

Safety Features	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
74%

Rescue information for emergency responders met ANCAP requirements, with both a rescue sheet and emergency response guide available.

The SEALION 5 does not provide eCall functionality.

In the event of a crash, multi-collision braking and hazard lights will activate.

As a plug-in hybrid, the SEALION 5 demonstrated effective post-crash fire risk management, with appropriate battery voltage isolation in three of four destructive crash tests. In the full-width frontal test, however, voltage did not reduce to the required level within the specified time and a penalty was applied.

Seatbelt buckles, interior and exterior door releases and the tailgate remained operable following the assessed crash tests - features which help occupants and rescuers access or exit the vehicle.

BYD did not demonstrate that the windows of the SEALION 5 would remain functional if the vehicle became submerged in water.



RESCUE INFORMATION

100%

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

POST CRASH INTERVENTION

20%

eCall	0%	
Multi-collision braking & hazard light activation	100%	

EXTRICATION

83%

Energy Management		
Energy isolation	73%	
Thermal propagation	100%	

Occupant Extrication		
Seatbelt buckle unlatching	100%	
Door opening - interior	100%	
Door opening - exterior	100%	
Tailgate opening	100%	
Submergence	0%	

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 detection & 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
BYD Sealion 5 Essential DM-i

TESTED BODY TYPE
5 door SUV

TESTED VEHICLE POWERTRAIN
Plug-in Hybrid (PHEV)

RATING PUBLISHED
September 2026