

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**  
SA5

**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.

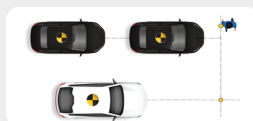
The SEALION 5 provided warning of an approaching cyclist to vehicle occupants when attempting to exit the vehicle.

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.

|                                                                                                 |                       |
|-------------------------------------------------------------------------------------------------|-----------------------|
| <span style="display:inline-block; width:10px; height:10px; background-color: #28a745;"></span> | GOOD                  |
| <span style="display:inline-block; width:10px; height:10px; background-color: #ffc107;"></span> | ADEQUATE              |
| <span style="display:inline-block; width:10px; height:10px; background-color: #ffc107;"></span> | MARGINAL              |
| <span style="display:inline-block; width:10px; height:10px; background-color: #8b4513;"></span> | WEAK                  |
| <span style="display:inline-block; width:10px; height:10px; background-color: #dc3545;"></span> | POOR                  |
| <span style="display:inline-block; width:10px; height:10px; background-color: #343a40;"></span> | FITTED BUT NOT TESTED |
| <span style="display:inline-block; width:10px; height:10px; background-color: #6c757d;"></span> | NOT AVAILABLE         |

## FRONTAL COLLISIONS

68%



## Car-to-Car

|              |      |                                                                                                 |
|--------------|------|-------------------------------------------------------------------------------------------------|
| Longitudinal | 88%  | <span style="display:inline-block; width:20px; height:10px; background-color: #28a745;"></span> |
| Turning      | 100% | <span style="display:inline-block; width:20px; height:10px; background-color: #28a745;"></span> |
| Crossing     | 26%  | <span style="display:inline-block; width:20px; height:10px; background-color: #ffc107;"></span> |

## Car-to-Motorcycle

|              |     |                                                                                                 |
|--------------|-----|-------------------------------------------------------------------------------------------------|
| Longitudinal | 57% | <span style="display:inline-block; width:20px; height:10px; background-color: #ffc107;"></span> |
| Turning      | 90% | <span style="display:inline-block; width:20px; height:10px; background-color: #28a745;"></span> |
| Crossing     | 13% | <span style="display:inline-block; width:20px; height:10px; background-color: #8b4513;"></span> |

## Car-to-Pedestrian

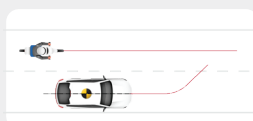
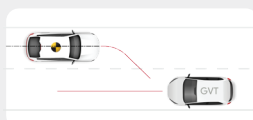
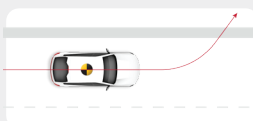
|              |      |                                                                                                 |
|--------------|------|-------------------------------------------------------------------------------------------------|
| Longitudinal | 100% | <span style="display:inline-block; width:20px; height:10px; background-color: #28a745;"></span> |
| Turning      | 0%   | <span style="display:inline-block; width:20px; height:10px; background-color: #dc3545;"></span> |
| Crossing     | 98%  | <span style="display:inline-block; width:20px; height:10px; background-color: #28a745;"></span> |

## Car-to-Cyclist

|              |      |                                                                                                 |
|--------------|------|-------------------------------------------------------------------------------------------------|
| Longitudinal | 100% | <span style="display:inline-block; width:20px; height:10px; background-color: #28a745;"></span> |
| Turning      | 45%  | <span style="display:inline-block; width:20px; height:10px; background-color: #ffc107;"></span> |
| Crossing     | 99%  | <span style="display:inline-block; width:20px; height:10px; background-color: #28a745;"></span> |

## LANE DEPARTURE COLLISIONS

37%



## Single Vehicle

|                          |    |                                                                                                 |
|--------------------------|----|-------------------------------------------------------------------------------------------------|
| <b>Driver Acceptance</b> |    |                                                                                                 |
| Driveability             | 0% | <span style="display:inline-block; width:20px; height:10px; background-color: #dc3545;"></span> |
| Driver state link        | 0% | <span style="display:inline-block; width:20px; height:10px; background-color: #dc3545;"></span> |
| <b>Lane Departure</b>    |    |                                                                                                 |
| ELK road edge            | 0% | <span style="display:inline-block; width:20px; height:10px; background-color: #dc3545;"></span> |

## Car-to-Car

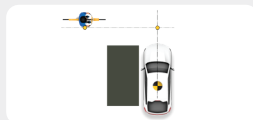
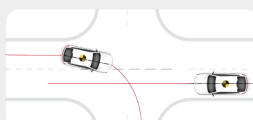
|                               |     |                                                                                                 |
|-------------------------------|-----|-------------------------------------------------------------------------------------------------|
| <b>Emergency Lane Keeping</b> |     |                                                                                                 |
| Oncoming                      | 90% | <span style="display:inline-block; width:20px; height:10px; background-color: #28a745;"></span> |
| Overtaking                    | 90% | <span style="display:inline-block; width:20px; height:10px; background-color: #28a745;"></span> |

## Car-to-Motorcycle

|                               |     |                                                                                                 |
|-------------------------------|-----|-------------------------------------------------------------------------------------------------|
| <b>Emergency Lane Keeping</b> |     |                                                                                                 |
| Oncoming                      | 90% | <span style="display:inline-block; width:20px; height:10px; background-color: #28a745;"></span> |
| Overtaking                    | 26% | <span style="display:inline-block; width:20px; height:10px; background-color: #ffc107;"></span> |

## LOW SPEED COLLISIONS

17%



## Car-to-Car

|          |     |                                                                                                 |
|----------|-----|-------------------------------------------------------------------------------------------------|
| Turning  | 67% | <span style="display:inline-block; width:20px; height:10px; background-color: #ffc107;"></span> |
| Crossing | 0%  | <span style="display:inline-block; width:20px; height:10px; background-color: #6c757d;"></span> |

## Car-to-Motorcycle

|          |     |                                                                                                 |
|----------|-----|-------------------------------------------------------------------------------------------------|
| Turning  | 25% | <span style="display:inline-block; width:20px; height:10px; background-color: #8b4513;"></span> |
| Crossing | 0%  | <span style="display:inline-block; width:20px; height:10px; background-color: #6c757d;"></span> |

## Car-to-Pedestrian

|                    |     |                                                                                                 |
|--------------------|-----|-------------------------------------------------------------------------------------------------|
| <b>Manoeuvring</b> |     |                                                                                                 |
| Forward            | 0%  | <span style="display:inline-block; width:20px; height:10px; background-color: #6c757d;"></span> |
| Reverse            | 17% | <span style="display:inline-block; width:20px; height:10px; background-color: #8b4513;"></span> |

## Car-to-Cyclist

|          |     |                                                                                                 |
|----------|-----|-------------------------------------------------------------------------------------------------|
| Crossing | 0%  | <span style="display:inline-block; width:20px; height:10px; background-color: #6c757d;"></span> |
| Dooring  | 69% | <span style="display:inline-block; width:20px; height:10px; background-color: #ffc107;"></span> |

# 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% |

### 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<br>35km/h | Mid Severity<br>50km/h | High Severity<br>56km/h |
|----------------------------------------|------------------------|------------------------|-------------------------|
| Small occupant<br>(5th percentile)     |                        | --                     |                         |
| Mid-size occupant<br>(50th percentile) |                        |                        | --                      |
| Large occupant<br>(95th percentile)    | --                     |                        |                         |

CRASH PROTECTION

SIDE IMPACT

93%

SIDE IMPACT TEST (60km/h)



|                            |      |
|----------------------------|------|
| Driver                     | 100% |
| Rear passengers (children) | 100% |

OBLIQUE POLE TEST (32km/h)



|        |     |
|--------|-----|
| Driver | 75% |
|--------|-----|

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

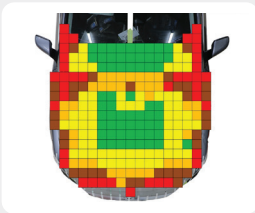
87%



|                          |      |
|--------------------------|------|
| 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 <sup>^*</sup>                   | 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](http://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.  
<sup>^</sup> 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