

ANCAP SAFETY REPORT

BYD M9



APPLIES TO
7 seat variants

BUILT FROM
August 2026 (AUS)
August 2026 (NZ)

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

MODEL SERIES
MC

VEHICLE TYPE
People Mover

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
75%



CRASH
AVOIDANCE
78%



CRASH
PROTECTION
89%



POST
CRASH
100%

RATING APPLICABILITY*

VARIANT	BODY TYPE	ENGINE / MOTOR	DRIVETRAIN	AUS	NZ
BYD M9 Premium	5 door MPV (7 seat)	PHEV	FWD	✓	✓
BYD M9 Dynamic ♦	5 door MPV (7 seat)	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
75%

The BYD M9 is fitted with seatbelt reminders for all seats and can recognise the stature of front-seat occupants to adjust the operation of its restraint systems. It can detect incorrect seatbelt use but not a front-seat passenger who is sitting 'out-of-position', for example with their feet on the dashboard.

A child presence detection system is fitted and can notify the driver if a child has been left in the vehicle and activate the air-conditioning.

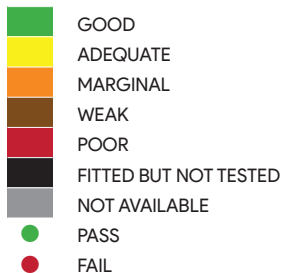
The driver monitoring system performed well in detecting common forms of distraction. Its ability to detect fatigue or an unresponsive or impaired driver was less comprehensive.

Accessible controls are provided for most key driving functions, although some functions rely too heavily on interaction with the vehicle's central screen interface.

During the on-road driving assessment, which assesses the accuracy of speed limit identification on local metropolitan and regional roads, the M9 correctly identified 66% of speed change events, equivalent to 94% of the distance driven.

Adaptive cruise control performed well in detecting and responding to other vehicles, motorcycles, pedestrians and cyclists. It is not, however, able to adapt when approaching road features such as roundabouts and intersections.

The M9 is able to provide steering assistance to the driver - which, when lane centering is active, helps maintain positioning of the vehicle within its intended lane on straight and curved roads at speeds up to 100km/h. Lane Change Assist is not provided.



OCCUPANT MONITORING

83%

Seatbelt Usage		
Correct belt routing	100%	
Rear seat occupancy	100%	
Occupant Classification		
Passenger airbag status	50%	
Out-of-position	0%	
Stature classification	100%	
Occupant Presence		
Child presence detection	100%	
Crash occupancy information	80%	

DRIVER ENGAGEMENT

82%

Driver Monitoring			
Distraction (transient)	100%		
Fatigue / Unresponsive / Impaired (non-transient)	55%		
Driving Controls		80%	Comfort and Infotainment
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

64%

Speed Assistance		
Speed Limit Information Function	23%	
Speed Control Function	100%	
Adaptive Cruise Control		
Car-to-Car	85%	
Car-to-Motorcycle	83%	
Car-to-Pedestrian/Cyclist	81%	
Road Features (roundabouts, crossings etc.)	0%	
Auto Resume	100%	
Steering Assistance		
Steering Assistance	75%	
Lane Change Assist	0%	

CRASH AVOIDANCE



CRASH AVOIDANCE

78%

The autonomous emergency braking (AEB) system fitted to the BYD M9 performed well in many scenarios involving other vehicles, motorcycles, pedestrians and cyclists.

AEB performance was strong when approaching other road users from behind and when turning across the path of another vehicle, motorcycle or pedestrian. The system was less effective when crossing the path of another vehicle or motorcycle, and when turning across the path of a cyclist.

The lane departure prevention system fitted to the M9 performed well. It can intervene to help prevent the vehicle from running off the road or moving into the path of an oncoming or overtaking car or motorcycle. The system also takes account of the driver's level of alertness (known as driver state link), helping to avoid unnecessary intervention. The M9's driver state link function performed well.

Low-speed collision avoidance performance was good. The M9 successfully avoided turning and crossing vehicles and motorcycles, as well as a cyclist crossing its path.

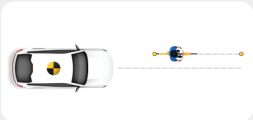
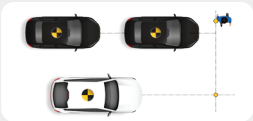
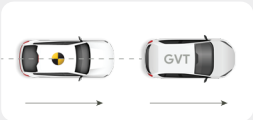
In the manoeuvring assessment, the AEB system helped the M9 avoid a pedestrian when travelling forwards and performed well, though less effectively, when reversing. The M9 can also prevent unintended forward acceleration towards a pedestrian caused by pedal misapplication.

A cyclist dooring system is fitted to help reduce the risk of an occupant opening a door into the path of a cyclist approaching from behind. The system provides a visual alert that a cyclist is approaching, and a warning to occupants when the door is opened, but the warning was issued too late to meet ANCAP requirements for scoring.

	GOOD
	ADEQUATE
	MARGINAL
	WEAK
	POOR
	FITTED BUT NOT TESTED
	NOT AVAILABLE

FRONTAL COLLISIONS

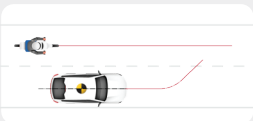
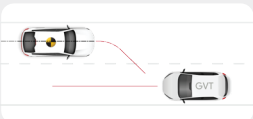
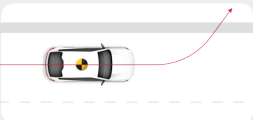
72%



Car-to-Car		
Longitudinal	82%	
Turning	88%	
Crossing	32%	
Car-to-Motorcycle		
Longitudinal	86%	
Turning	93%	
Crossing	38%	
Car-to-Pedestrian		
Longitudinal	91%	
Turning	92%	
Crossing	79%	
Car-to-Cyclist		
Longitudinal	91%	
Turning	45%	
Crossing	91%	

LANE DEPARTURE COLLISIONS

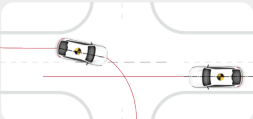
90%



Single Vehicle		
Driver Acceptance		
Driveability	100%	
Driver state link	100%	
Lane Departure		
ELK road edge	85%	
Car-to-Car		
Emergency Lane Keeping		
Oncoming	88%	
Overtaking	86%	
Car-to-Motorcycle		
Emergency Lane Keeping		
Oncoming	88%	
Overtaking	86%	

LOW SPEED COLLISIONS

88%



Car-to-Car		
Turning	100%	
Crossing	100%	
Car-to-Motorcycle		
Turning	100%	
Crossing	100%	
Car-to-Pedestrian		
Manoeuvring		
Forward	100%	
Reverse	75%	
Car-to-Cyclist		
Crossing	100%	
Dooring	13%	

CRASH PROTECTION



CRASH PROTECTION
89%

The level of crash protection offered by the BYD M9 is high, with strong performance recorded across frontal, side and rear impact assessments.

Maximum scores were recorded for the driver, front passenger and child occupants in the frontal offset test. A significant deduction was, however, applied for the M9's crash compatibility in head-on crashes, where its structure presents a higher risk to occupants of an oncoming vehicle, if struck.

In the full-width frontal test, protection was generally good. Additional virtual and sled testing demonstrated mostly good or adequate levels of protection for occupants of different sizes across a range of crash severities.

Maximum scores were recorded for adult and child occupants in the side impact test. Protection was also good for critical body regions of the driver in the oblique side pole test.

The M9 is fitted with a centre airbag between the front seats. This worked effectively to limit occupant movement towards the struck side and reduce the risk of the driver and front passenger striking each other in a side crash.

Protection for pedestrians and cyclists was varied. Protection of the femur, knee and tibia scored highly, while protection of the pelvis and head was less effective.

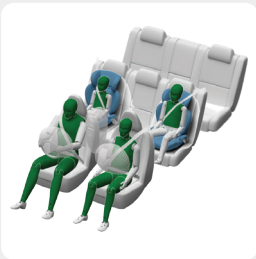
The M9 is fitted with lower ISOFix anchorages and top tether anchorages for second-row outboard seats and the left third-row seat. All selected child restraints could be fitted in the second row; however, most could not be correctly installed in the left seating position in the third row. Child restraints should not be used in the right and centre seats in the third row.

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

FRONTAL IMPACT

88%

FRONTAL OFFSET TEST (50km/h)

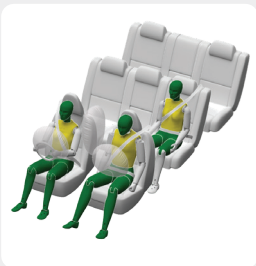


Driver	100%
Front passenger	100%
Rear passengers (children)	100%



Compatibility (vehicle-to-vehicle)	
Deduction	-75%

FULL WIDTH FRONTAL TEST (35km/h)



Driver	95%
Front passenger	95%
Rear passenger	90%

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

Driver	94%
Front Passenger	97%

	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

99%

SIDE IMPACT TEST (60km/h)



Driver	100%
Rear passengers (children)	100%

OBLIQUE POLE TEST (32km/h)



Driver	95%
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FAR SIDE IMPACT TESTS (32km/h)



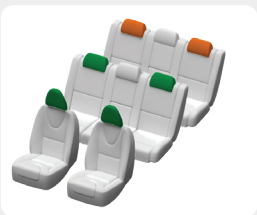
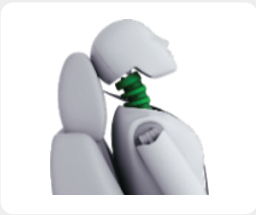
Oblique Pole Test	
Occupant-to-occupant head contact	100%
Side Impact Test	
Head excursion	100%
Oblique Pole Test	
Head excursion	100%



CRASH PROTECTION

WHIPLASH (REAR IMPACT) TESTS

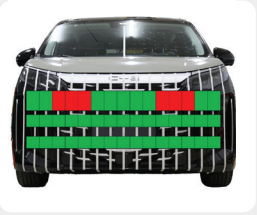
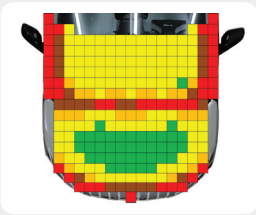
96%



Dynamic	
Driver	100%
Static	
Driver / Front passenger	100%
Rear passengers	81%

VULNERABLE ROAD USER IMPACT TESTS

77%



Head Impact	
Pedestrian (adult)	60%
Pedestrian (child)	71%
Cyclist	61%
Pelvis & Leg Impact	
Pelvis	60%
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.

~ Left outboard seat only.

POST CRASH



POST CRASH
100%

The post-crash features and capability of the BYD M9 are of a high standard. Rescue information for emergency responders met ANCAP requirements, with both a rescue sheet and emergency response guide available.

eCall functionality is provided to BYD M9 owners in Australia and New Zealand for the minimum six-year period required by ANCAP.

The M9 is equipped with multi-collision braking and hazard light activation which becomes active upon crash impact.

As a plug-in hybrid vehicle, the M9 demonstrated effective battery voltage isolation and post-crash fire risk management.

Seatbelt buckles in all tested seats, all 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.

It was demonstrated that, if the M9 entered water, the windows would remain functional for the minimum required time period - to assist with occupant escape.

	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 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 M9 Dynamic (7 seat)

TESTED BODY TYPE
People Mover

TESTED VEHICLE POWERTRAIN
PHEV

RATING PUBLISHED
September 2026