



2023





Adult Occupant



89%

Child Occupant



87%

Vulnerable Road Users



82%



Safety Assist

76%

SPECIFICATION

Tested Model	BYD SEAL 'Design' 4x2, LHD
Body Type	- 4 door saloon
Year Of Publication	2023
Kerb Weight	2091kg
VIN From Which Rating Applies	- all BYD SEALs
Class	Large Family Car



SAFETY EQUIPMENT

	Driver	Passenger	Rear
FRONTAL CRASH PROTECTION			
Frontal airbag	•		×
Belt pretensioner	•	•	•
Belt loadlimiter	•	•	•
Knee airbag	×	×	×
LATERAL CRASH PROTECTION			
Side head airbag	•	•	•
Side chest airbag	•	•	•
Side pelvis airbag	•	•	•
Centre Airbag	•	×	_

	Driver	Passenger	Rear
CHILD PROTECTION			
lsofix/i-Size	_	•	•
Integrated CRS		×	×
Airbag cut-off switch		•	_
Child presence detection		•	•
SAFETY ASSIST			
Seat Belt Reminder	•	•	



SAFETY EQUIPMENT (NEXT)

OTHER SYSTEMS	
Active Bonnet	×
AEB Vulnerable Road Users	
AEB Pedestrian - Reverse	
Cyclist Dooring Prevention	•
AEB Motorcyclist	•
AEB Car-to-Car	•
Speed Assistance	•
Lane Assist System	•
Fatigue / Distraction Detection	•

Note: Other equipment may be available on the vehicle but was not considered in the test year.

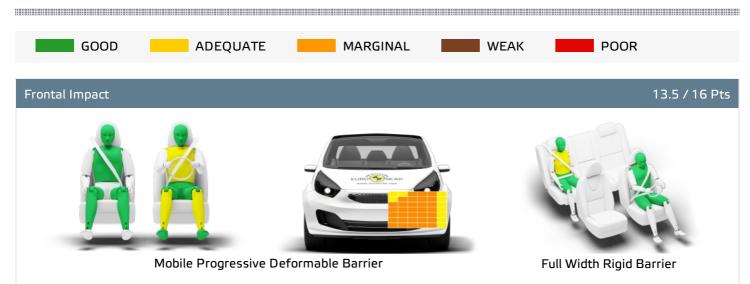
Fitted to the vehicle as standard	Titted to the vehicle as part of the safety pa	cl
Filled to the vehicle as standard	 Fitted to the vehicle as part of the safety pa 	CK

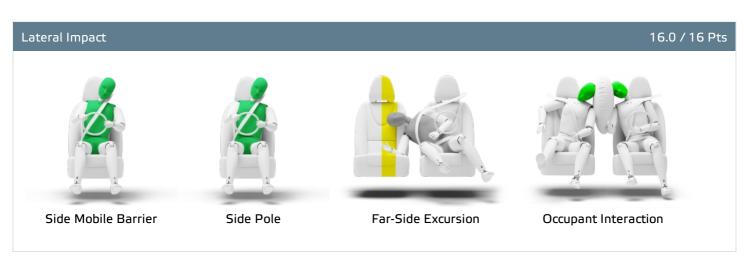
O Not fitted to the test vehicle but available as option or as part of the safety pack X Not available — Not applicable

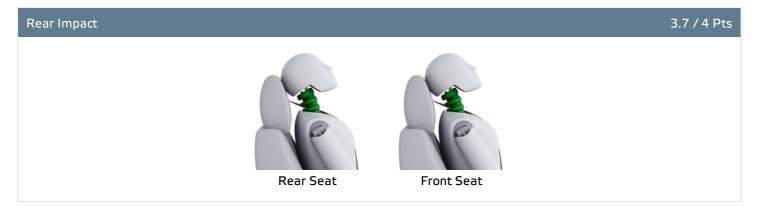




Total 35.8 Pts / 89%











Total 35.8 Pts / 89%

GOOD	ADEQUATE		MARGINAL		WEAK	РО	OR
Rescue and Extricat	ion						2.5 / 4 Pts
	Rescue	Sheet	Available, ISO co	mpliant			POF
	Advanced	d eCall	Available				
	Multi Collision	Brake	Available				
	Submergence	Check	Non-compliant				

Comments

The passenger compartment of the SEAL remained stable in the frontal offset test. Dummy numbers showed good protection of the knees and femurs of both the driver and passenger. BYD showed that a similar level of protection would be provided to occupants of different sizes and to those sitting in different positions. Protection of all critical body areas was good for the front passenger and at least adequate for the driver. Analysis of the deceleration of the impact trolley during the test, and analysis of the deformable barrier after the test, revealed that the SEAL would be a moderately benign impact partner in a frontal collision. In the full-width rigid barrier test, protection of all critical body areas was good or adequate for both the driver and the rear passenger. In both the side barrier test and the more severe pole impact, protection of all critical body areas was good and the SEAL scored maximum points in this part of the assessment. Control of excursion (the extent to which a body is thrown to the other side of the vehicle when it is hit from the far side) was adequate. The SEAL has a counter-measure to mitigate against occupant to occupant injuries in such impacts and this performed well in Euro NCAP's test. Tests on the front seats and head restraints demonstrated good protection against whiplash injuries in the event of a rear-end collision. A geometric analysis of the rear seats also indicated good whiplash protection. The SEAL has an advanced eCall system which alerts the emergency services in the event of a crash. The car also has a system which applies the brakes after an impact, to avoid secondary collisions. BYD demonstrated that if the car entered water, the doors, if locked, could be opened within two minutes of power being lost but did not demonstrate the duration for which windows would remain functional.

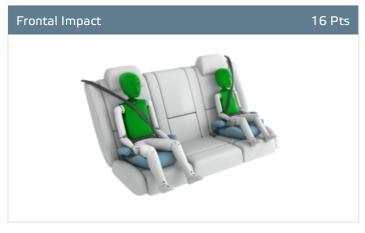


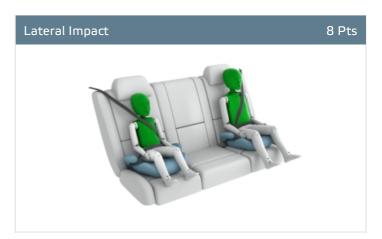
Total 43.0 Pts / 87%

GOOD ADEQUATE MARGINAL WEAK POOR

Crash Test Performance based on 6 & 10 year old children

24.0 / 24 Pts





Restraint for 6 year old child: *Britax Kidfix i-Size*Restraint for 10 year old child: *Graco Booster Basic*

Safety Features 7.0 / 13 Pts

	Front Passenger	2nd row outboard	2nd row center
Isofix	•	•	×
i-Size	•	•	×
Integrated CRS	×	×	×
Top tether	•	•	×
Child Presence Detection	•	•	•

Fitted to test car as standard

O Not on test car but available as option

🗶 Not available

CRS Installation Check 12.0 / 12 Pts

🐚 i-Size	Seat Position					
	Front 2nd row					
		⊗ *⁄ ₂	Left	center	Right	
E	•	•	•	×	•	

Easy

Difficult

Safety critical

X Not allowed

Airbag ON

Rearward facing restraint installation not allowed

Airbag OFF



CHILD OCCUPANT

Total 43.0 Pts / 87%

(Isofix	Seat Position					
	Fro	ont		2nd row		
		⊗.*. ~	Left	center	Right	
	•	•	•	×	•	
	×	•	•	×	•	
E	•	•	•	×	•	
	•	•	•	×	•	
	•	•	•	×	•	
	×	•	•	×	•	

DifficultSafety criticalNot allowed

DifficultSafety criticalNot allowed

Airbag ON Rearward facing restraint installation not allowed 2 Airbag OFF

Airbag ON Rearward facing restraint installation not allowed

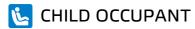
Seatbelt Attached	Seat Position				
	Fro	ont		2nd row	
		⊗	Left	center	Right
	×	•	•	•	•
	•	•	•	•	•
	•	•	•	•	•
L	•	•	•	•	•
	•	•	•	•	•
	×	•	•	•	•

💥 Airbag OFF

Easy

Easy





Total 43.0 Pts / 87%

Comments

In both the frontal offset and side barrier tests, good protection was provided to all critical body areas for both child dummies, and the BYD SEAL scored maximum points in this part of the assessment. The front passenger airbag can be disabled to allow a rearward-facing child restraint to be used in that seating position. Clear information is provided to the driver regarding the status of the airbag and the system was rewarded. The SEAL is equipped with 'child presence detection', a system which issues a warning when it recognises that a child or infant has been left in the car. However, the system did not meet Euro NCAP's requirements and was not rewarded. All of the child restraint types for which the SEAL is designed could be properly installed and accommodated in the car.



🔥 VULNERABLE ROAD USERS

Total 51.7 Pts / 82%

GOOD	ADEQUATE	MARGINAL	WEAK	POOR	

VRU Impact Protection

27.9 / 36 Pts



Pedestrian & Cyclist Head	9.9 Pts
Pelvis	4.5 Pts
Femur	4.5 Pts
Knee & Tibia	9.0 Pts

VRU Impact Mitigation

23.9 / 27 Pts

System Name	Automatic Emergency Braking
Туре	Auto-Brake with Forward Collision Warning
Operational From	4 km/h
PERFORMANCE PE	

AEB Pedestrian

6.8 / 9 Pts

Scenario	Day time	Night time
Car reversing into adult or child		_
Adult crossing a road into which a car is turning		_
Adult crossing the road		
Child running from behind parked vehicles		
Adult along the roadside		

— Currently not tested

AEB Cyclist 7.8 / 8 Pts

Scenario	Day time
Approaching cyclist crossing from behind parked vehicles	
Turning across path of an oncoming cyclist	
Approaching a crossing cyclist	
Approaching a cyclist along the roadside	



🔥 VULNERABLE ROAD USERS

Total 51.7 Pts / 82%

0.3 / 1 Pts

3.0 / 3 Pts

GOOD ADEQUATE MARGINAL WEAK POOR

Cyclist Dooring Prevention

Scenario	
Dooring a passing cyclist	warning"

AEB Motorcyclist 6.0 / 6 Pts

Scenario	Autobrake function only	Driver reacts to warning
Approaching a stationary motorcyclist		
Approaching a braking motorcyclist		
Turn across the path of an oncoming motorcyclist		_

- Currently not tested

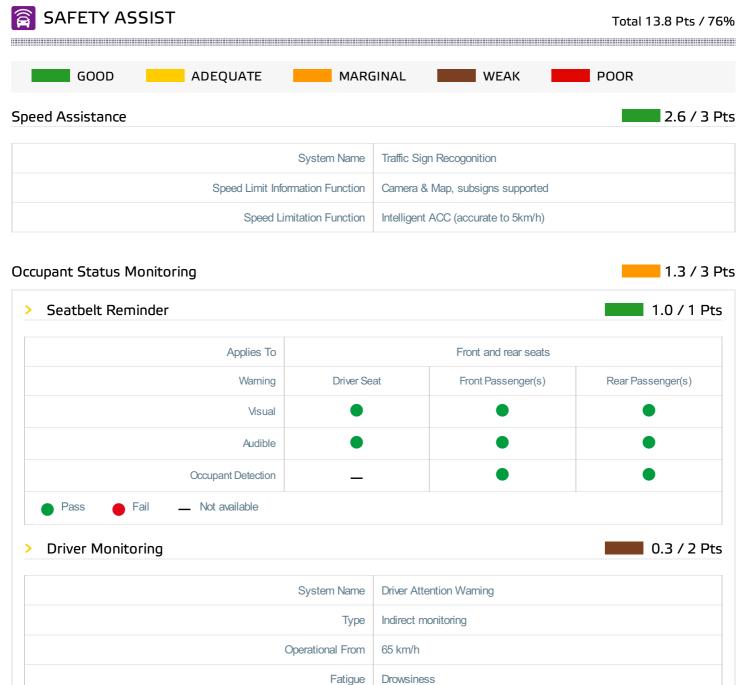
Lane Support Motorcyclist

Scenario	Day time
Changing lane across the path of an oncoming motorcyclist	
Changing lane across the path of an overtaking motorcyclist	

Comments

Protection of the head of a struck pedestrian or cyclist was predominantly adequate, with poor results recorded only on the stiff windscreen pillars. Protection of the pelvis, femur, knee and tibia was at good at all test locations and the SEAL scored maximum points in this part of the assessment. The autonomous emergency braking (AEB) system of the BYD can respond to vulnerable road users as well as to other vehicles. Overall, the system performed well in tests of its response to pedestrians, although the performance in certain test scenarios was marginal. The system scored highly in tests of its reaction to cyclists, including dooring, in which the car prevents or warns against door opening if a cyclist is approaching from behind. Similarly, the AEB system performed well in all tests of its response to motorcyclists and scored full points.







Total 13.8 Pts / 76%

Lane Support 2.8 / 3 Pts

System Name	Lane Departure Assist and Emergency Lane Keeping Assist
Туре	LKA and ELK
Operational From	50 km/h
PERFORMANCE	
Emergency Lane Keeping	GOOD
Lane Keep Assist	GOOD
Human Machine Interface	GOOD

AEB Car-to-Car 7.2 / 9 Pts

System Name	Automatic Emergency Brake
Туре	Autonomous emergency braking and forward collision warning
Operational From	4 km/h
Sensor Used	camera and radar

Scenario	Autobrake function only	Driver reacts to warning
Approaching a car crossing a junction		
Approaching a car head-on		_
Turning across the path of an oncoming car		_
Approaching a stationary car		
Approaching a slower moving car		_
Approaching a braking car		_

— Currently not tested





Total 13.8 Pts / 76%

Comments

The autonomous emergency braking (AEB) system of the BYD SEAL performed well in tests of its reaction to other vehicles. A seatbelt reminder system is fitted as standard to the front and rear seats but the driver status monitoring system did not score highly, detecting only driver drowsiness. The lane support system gently corrects the vehicle's path if it is drifting out of lane and also intervenes in some more critical situations. An update in March 2024 is intended to make the lane support system more usable for drivers. The score in Euro NCAP's tests would be slightly reduced for this part of the assessment but the star rating would be unaffected. The speed assistance system identifies the local speed limit, and the driver can choose to allow the limiter to be set automatically by the system.



RATING VALIDITY

Variants of Model Range

Body Type	Engine & Transmission	Model Name/Code	Drivetrain	Rating Applies	
				LHD	RHD
4 door saloon	Electric	Design *	4 x 2	✓	✓
4 door saloon	Electric	Excellence AWD	4 x 4	✓	✓

^{*} Tested variant

Annual Reviews and Facelifts

Date	Event	Outcome	
October 2023	Rating Published	2023 🖈 🖈 🖈 🛧	✓
March 2024	Software update	2023 🗙 🗙 🗙 🗙	✓