



BYD SEALION 7
Standard Safety Equipment

2025



Adult Occupant



87%

Child Occupant



93%

Vulnerable Road Users



76%

Safety Assist



79%

SPECIFICATION

Tested Model	BYD SEALION 7 'Comfort', LHD
Body Type	- 5 door SUV
Year Of Publication	2025
Kerb Weight	2225kg
VIN From Which Rating Applies	- all SEALION 7s
Class	Large SUV

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			
Isofix/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 ○ Fitted to the vehicle as part of the safety pack
- Not fitted to the test vehicle but available as option or as part of the safety pack ✘ Not available — Not applicable

 ADULT OCCUPANT

Total 34.8 Pts / 87%


 GOOD  ADEQUATE  MARGINAL  WEAK  POOR

Frontal Impact 11.9 / 16 Pts




Mobile Progressive Deformable Barrier Full Width Rigid Barrier

Lateral Impact 16.0 / 16 Pts



Side Mobile Barrier Side Pole Far-Side Excursion Occupant Interaction

Rear Impact 3.9 / 4 Pts




Rear Seat Front Seat

 ADULT OCCUPANT

Total 34.8 Pts / 87%

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

Rescue and Extrication		3.0 / 4 Pts
Rescue Sheet	Available, ISO compliant	
Advanced eCall	Available	
Multi Collision Brake	Available	
Submergence Check	Compliant	

Comments

The passenger compartment of the SEALION 7 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. Analysis of the deceleration of the impact trolley during the test, and analysis of the deformable barrier after the test, revealed that the SEALION 7 would be a moderately benign impact partner in a frontal collision. In the full-width rigid barrier test, protection of the rear passenger's chest was rated as weak, based on dummy readings of compression. However, protection was good for all critical body areas of the driver. In both the side barrier test and the more severe side pole impact, protection of all critical body areas was good and the car 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 found to be adequate. The centre airbag, a countermeasure to mitigate against occupant-to-occupant injuries in side impacts, performed well in Euro NCAP's test with good protection of the head for both front seat occupants. 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 SEALION 7 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.

CHILD OCCUPANT

Total 46.0 Pts / 93%

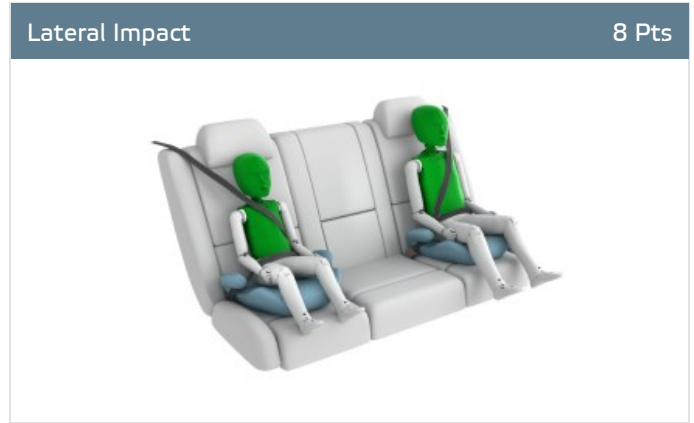
■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

Crash Test Performance based on 6 & 10 year old children

24.0 / 24 Pts



16 Pts



Lateral Impact

8 Pts

Restraint for 6 year old child: *Britax Römer Kidfix i-Size*
 Restraint for 10 year old child: *GRACO Booster*

Safety Features

10.0 / 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
 ○ Not on test car but available as option
 ✘ Not available

CRS Installation Check

12.0 / 12 Pts

i-Size	Seat Position				
	Front		2nd row		
			Left	center	Right
	●	●	●	—	●

● Easy
 ● Difficult
 ● Safety critical
 ✘ Not allowed
✘ Airbag ON
 Rearward facing restraint installation not allowed
✘ Airbag OFF

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CHILD OCCUPANT

Total 46.0 Pts / 93%

Isofix	Seat Position				
	Front		2nd row		
			Left	center	Right
	●	●	●	—	●
	✘	●	●	—	●
	●	●	●	—	●
	●	●	●	—	●
	●	●	●	—	●
	✘	●	●	—	●

● Easy
 ● Difficult
 ● Safety critical
 ✘ Not allowed
✘ Airbag ON
 Rearward facing restraint installation not allowed
✘ Airbag OFF

Seatbelt Attached	Seat Position				
	Front		2nd row		
			Left	center	Right
	✘	●	●	●	●
	●	●	●	●	●
	●	●	●	●	●
	●	●	●	●	●
	●	●	●	●	●
	✘	●	●	●	●

● Easy
 ● Difficult
 ● Safety critical
 ✘ Not allowed
✘ Airbag ON
 Rearward facing restraint installation not allowed
✘ Airbag OFF

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CHILD OCCUPANT

Total 46.0 Pts / 93%

Comments

In both the frontal offset and side barrier tests, protection of all critical part of the body was good for both the 10-year and 6-year dummies, and the SEALION 7 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. All of the restraint types for the which the car is designed could be properly installed and accommodated in the car. The SEALION 7 is equipped with a direct 'child presence detection' system, which issues a warning when it detects that a child or infant has been left in the car.

VULNERABLE ROAD USERS

Total 48.4 Pts / 76%



VRU Impact Protection 24.4 / 36 Pts



Pedestrian & Cyclist Head	9.6 Pts
Pelvis	3.9 Pts
Femur	3.2 Pts
Knee & Tibia	7.7 Pts

VRU Impact Mitigation 24.1 / 27 Pts

System Name	Active Safety Brake
Type	Auto-Brake with Forward Collision Warning
Operational From	8 km/h

PERFORMANCE | █

AEB Pedestrian 6.9 / 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 7.9 / 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	█

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VULNERABLE ROAD USERS

Total 48.4 Pts / 76%

GOOD
 ADEQUATE
 MARGINAL
 WEAK
 POOR

Cyclist Dooring Prevention 0.3 / 1 Pts

Scenario	Scenario
Dooring a passing cyclist	information, driver door only"

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 3.0 / 3 Pts

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 largely adequate, with poor results recorded on the stiff windscreen pillars and at the base. Protection of the pelvis was predominantly good, while that of the femur and of the knee and tibia was more mixed. The autonomous emergency braking (AEB) system of the SEALION 7 can respond to vulnerable road users as well as to other vehicles. The system's response to pedestrians was good, but protection of those to the rear of the car was marginal. The system's performance in tests of its reaction to cyclists was also good but protection against 'dooring', where a door is suddenly opened in the path of a cyclist approaching from behind, was marginal. Performance of the AEB system was good in tests of its response to motorcyclists, with maximum points being scored.

SAFETY ASSIST

Total 14.3 Pts / 79%

GOOD
 ADEQUATE
 MARGINAL
 WEAK
 POOR

Speed Assistance 2.5 / 3 Pts

System Name	Traffic Sign Recognition
Speed Limit Information Function	Camera & Map, subsigns supported
Speed Limitation Function	Intelligent ACC (accurate to 5km/h)

Occupant Status Monitoring 1.9 / 3 Pts

> Seatbelt Reminder 1.0 / 1 Pts

Applies To	Front and rear seats		
Warning	Driver Seat	Front Passenger(s)	Rear Passenger(s)
Visual	●	●	●
Audible	●	●	●
Occupant Detection	—	●	●

● Pass
 ● Fail
 — Not available

> Driver Monitoring 0.9 / 2 Pts

System Name	Driver Monitoring System
Type	Direct eye monitoring
Operational From	10 km/h
Fatigue	Drowsiness, Microsleep and Sleep
Distraction	Long & Short Distraction and Phone Use

SAFETY ASSIST

Total 14.3 Pts / 79%

Lane Support

2.5 / 3 Pts

System Name	Lane Departure Assist and Emergency Lane Keeping Assist	
Type	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

7.5 / 9 Pts

System Name	Active Safety Brake
Type	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



SAFETY ASSIST

Total 14.3 Pts / 79%

Comments

In tests of its response to other vehicles, the autonomous emergency braking system performed well. A lane support system gently corrects the steering if the car is drifting out of lane and it can also intervene more aggressively in some other, more critical, situations. The speed assistance system can detect the local speed limit and presents the information to the driver, allowing the speed limiter to be set appropriately. A seat belt reminder is standard for all seating positions. The car has a direct driver status monitoring system as standard, detecting driver fatigue and some forms of distraction.

RATING VALIDITY

Variants of Model Range

Body Type	Engine	Model Name/Code	Drivetrain	Rating Applies	
				LHD	RHD
5 door SUV	electric	Comfort *	4 x 2	✓	✓
5 door SUV	electric	Design Excellence	4 x 4	✓	✓

* Tested variant

Annual Reviews and Facelifts

Date	Event	Outcome
April 2025	Rating Published	2025 ★ ★ ★ ★ ★ ✓