Euro NCAP
For Safer Cars

BYD SHARK

2025 | ★★★★★ Standard

Tested model
BYD SHARK, HEV, LHD

Body type
Pick-up

Kerb weight
2744 kg

Class
Pickup Truck

Rating applies to
all BYD SHARKs

Publication
October 2026



VERDICT

The BYD SHARK was assessed by ANCAP in 2025. Euro NCAP has performed additional tests but the rating is otherwise based on the ANCAP results.The passenger compartment of the BYD SHARK remained stable in the frontal offset test. Dummy readings indicated good protection of the knees and femurs of both the driver and the front seat 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 BYD SHARK would be a aggressive impact partner in a frontal collision. In the full-width rigid barrier test, protection was good for all critical body regions of the driver and at least adequate for the rear seat passenger. In the side barrier test, the BYD SHARK provided good protection to all critical body areas. However, the post-test inspection revealed that the side curtain airbag had not deployed correctly. Dummy results were unaffected, but a penalty was applied in for both side impact tests. In the more severe side pole impact, protection was at least adequate for all critical body areas. 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 BYD SHARK has a countermeasure to mitigate against occupant-to-occupant injuries in such impacts. The airbag performed well in Euro NCAP's tests with dummy readings indicating good protection for both the driver and passenger. 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 car has an advanced eCall system which alerts the emergency services in the event of a crash, and a system to prevent secondary impacts after the car has been in a collision. BYD demonstrated that the doors and windows would be openable to allow occupants to escape in the event of vehicle submergence.In the frontal offset test, protection of all critical parts of the body was good for both the 6 and 10 year dummies. In the side barrier impact, protection of all critical parts of the body was good for both the 6 and 10 year dummies. 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 BYD SHARK is equipped with an indirect 'child presence detection' system, which issues a warning when it recognises that a child or infant may have been left in the car. Indirect systems are no longer rewarded by Euro NCAP. All of the child restraint types for which the BYD SHARK is designed could be properly installed and accommodated in the car.Protection of the head of a struck pedestrian or cyclist was largely good or adequate, with poor results recorded on the stiff windscreen pillars and at the base and top of the screen. Protection of the pelvis, the femur and of the knee and tibia was mostly good. The autonomous emergency braking system of the BYD SHARK responds to vulnerable road users such as pedestrians and cyclists, as well as to other vehicles. In tests of its response to pedestrians, the system performed adequately. The system performed well in tests of its reaction to cyclists, while its response to motorcyclists was

good.Overall, the performance of the autonomous emergency braking (AEB) system was good in tests of its reaction to other vehicles. A seatbelt reminder system is fitted as standard to the front and rear seats. The car has an indirect driver status monitoring system as standard, detecting driver fatigue but not distraction. 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. The speed assistance system identifies the local speed limit. The driver can choose to allow the limiter to be set automatically by the system.

Adult Occupant
82%
Details

Child Occupant
86%
Details

Vulnerable Road Users
74%
Details

Safety Assist
87%
Details

Good | Adequate | Marginal | Weak | Poor

Frontal impact — 10.9 / 16 Pts

Mobile Progressive Deformable Barrier



Full Width Rigid Barrier



Lateral impact — 15 / 16 Pts

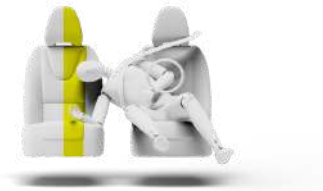
Side Mobile Barrier



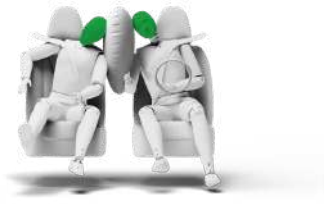
Side Pole



Far-Side Excursion



Occupant Interaction



Rear impact — 4 / 4 Pts

Rear Seat



Front Seat



Rescue and Extrication

3 / 4 Pts

Rescue Sheet	Available, ISO compliant
Advanced eCall	Available
Multi-collision brake	Available
Submergence check	Compliant

Adult Occupant	Child Occupant	Vulnerable Road Users	Safety Assist
82%	86%	74%	87%
Details	Details	Details	Details

Good | Adequate | Marginal | Weak | Poor

Crash Test Performance based on 6 & 10 year old children — 24 / 24 Pts

Frontal Impact - 16 Pts	Lateral Impact - 8 Pts
	
Restraint for 6 year old child: Restraint for 10 year old child:	Restraint for 6 year old child: Restraint for 10 year old child:

Safety Features — 8 / 13 Pts

Equipment	Front passenger	Row 2 outboard	Row 2 center	Row 3 outboard
Isofix	×	✓	×	–
i-Size	×	✓	×	–
Top tether	×	✓	×	–
Integrated CRS	×	×	×	–
Child Presence Detection	✓	✓	✓	–

Child seat installation check

10 / 12 Pts

i-Size	Isofix
	
Seatbelt Attached	**Legend**
	Easy Difficult Safety critical Not allowed Airbag ON A rearward-facing child restraint should never be installed in the front passenger seat when the airbag is enabled

Adult Occupant
82%
Details

Child Occupant
86%
Details

Vulnerable Road Users
74%
Details

Safety Assist
87%
Details

Good | Adequate | Marginal | Weak | Poor

VRU Impact Protection

23.3 / 36 Pts



Pedestrian & Cyclist Head	9.6 Pts
Pelvis	2.5 Pts
Femur	4.5 Pts
Knee & Tibia	7 Pts

VRU Impact Mitigation **23.9 / 27 Pts**

System Name	Autonomous Emergency Brake
Type	Auto-Brake with Forward Collision Warning
Operational From	4 km/h

AEB Pedestrian

6.7 / 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		

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	

Cyclist Dooring Prevention

1 / 1 Pts

Scenario	Day time
Dooring a passing cyclist	Warning, all side doors

AEB Motorcyclist

6 / 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		–

Lane Support Motorcyclist

2 / 3 Pts

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



Adult Occupant

82%

Details



Child Occupant

86%

Details



Vulnerable Road Users

74%

Details



Safety Assist

87%

Details

Good Adequate Marginal Weak Poor

Speed Assistance — 2.5 / 3 Pts

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

Occupant Status Monitoring — 3 / 3 Pts

Seatbelt Reminder — 1 / 1 Pts

Warning	Driver Seat	Front Passenger(s)	Rear Passenger(s)
Visual	✓	✓	✓
Audible	✓	✓	✓
Occupant Detection	–	✓	✓

Driver Monitoring — 2 / 2 Pts

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

Lane Support — 2.5 / 3 Pts

System Name	Lane Departure Assist and Emergency Lane Keeping Assist
System Type	LKA and ELK
Min Speed (Operational From)	50 km/h

Performance	
Emergency Lane Keeping	■
Lane Keep Assist	■
Human Machine Interface	■

AEB Car-to-Car — 8 / 9 Pts

System Name	Autonomous Emergency 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	■	–

Safety equipment

Frontal crash protection

	Driver	Passenger	Rear
Front Airbag	–	–	–
Belt Pretensioner	–	–	–
Belt Loadlimiter	–	–	–
Knee Airbag	–	–	–

Lateral crash protection

	Driver	Passenger	Rear
Side Head Airbag	–	–	–
Side Chest Airbag	–	–	–
Side Pelvis Airbag	–	–	–
Centre Airbag	–	–	–

Child protection

	Passenger	Rear
Isofix	–	–
i-Size	–	–
Integrated Child Seat	–	–
Airbag Cut-Off Switch	–	–
Child Presence Detection	–	–

Safety assist

	Driver	Passenger	Rear
Seatbelt Reminder	–	–	–

Other safety 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 detection	–
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

Rating validity

Annual reviews and facelifts

Date	Event	Rating	Validity

Variants of model range

Body type	Variant description	Drivetrain	Rating applies LHD	Rating applies RHD
5 door Pick-up	Electric - 'Design'*	4x4	✓	✓

* Tested variant