

# BYD ATTO 2

130 KW ELECTRIC FWD AUTOMATIC

2024



96%



10.0   
/10

**Clean Air  
Index**

9.3   
/10

**Energy Efficiency  
Index**

9.6   
/10

**Greenhouse Gas  
Index**

10.0  
/10



# Clean Air Tests



## Laboratory Test

NMHC

NO<sub>x</sub>

NH<sub>3</sub>

CO

PN

10.0/10 Cold Test



10.0/10 Warm Test



10.0/10 Highway



10.0/10 Cold Ambient Test



## Road Test

10.0/10 On-Road Drive



5.0/5 On-Road Short Trip



8.0/8 On-Road Heavy Load



5.0/5 On-Road Light Load



2.0/2 Congestion



n.a.



good



adequate



marginal



weak



poor

### Comments

With no tailpipe emissions, the electric BYD ATTO 2 naturally scores the full 10 points in the Clean Air part of the assessment.

# Energy Efficiency Tests



## Laboratory Test

### Energy

10.0/10	Cold Test		→	17.7 kWh/100 km
10.0/10	Warm Test		→	17.5 kWh/100 km
8.5/10	Highway		→	30.4 kWh/100 km
9.1/10	Cold Ambient Test		→	26.6 kWh/100 km

### Consumption

### Driving Range

Average	21.9 kWh/100 km	244 km
Worst-case	30.5 kWh/100 km	164 km



n.a.



good



adequate



marginal



weak



poor

### Comments

In the standard WLTC+ Lab Tests, the recorded values are well below Green NCAP's 20 kWh/100 km lower threshold, considering the charging losses. In the Highway Test and in the -7°C Cold Ambient Test the energy demand increases to 30.4 and 26.6 kWh/100 km, respectively. The capacity of the air-conditioning system is improved by adding a new heat pump direct cooling and heating system to the traditional high voltage PTC heater. Additionally, the waste heat of the motor can be used to heat up the battery and the cabin.

# 9.6 Greenhouse Gases Tests

/10



## Greenhouse gases

CO<sub>2</sub>

N<sub>2</sub>O

CH<sub>4</sub>

10.0/10 Cold Test



10.0/10 Warm Test



9.0/10 Highway



9.6/10 Cold Ambient Test



n.a.



good



adequate



marginal



weak



poor

### Comments

The Greenhouse Gas (GHG) Index is based on a Well-to-Wheel+ approach, meaning that the GHG emissions related to the supply of energy are added to those of the tailpipe. Following this approach, the estimated GHG emissions of the fully electric ATTO 2 originate only from the upstream processes of electricity supply – ca. 50 g CO<sub>2</sub> eq./km in the standard Lab Test and reaching 86 g CO<sub>2</sub> eq./km in the Highway Test. The amount of upstream GHG emissions depends on the consumption and on the GHG intensity of the electricity used. Lower CO<sub>2</sub> energy mix increases the environmental advantages of EVs.

## Our Verdict

The ATTO 2, BYD's coming soon to the European market, is a compact SUV with front wheel drive and a maximum power of 130 kW. Its usable battery capacity is only 42.4 kWh, which contributes to the low mass of 1,590 kg. The powertrain configuration makes clear that the vehicle targets those who are not looking for a long range EV or enhanced off-road capabilities, but want a practical car for everyday use. This observation is confirmed by the relatively high consumption figure in the Highway Test, while the Cold Ambient Test electricity demand pleasantly surprised with 26.6 kWh/100 km. It is worth mentioning that, starting from -7°C, the cabin temperature measured at the front passenger's head rest reached 18°C in about 200 seconds before further increasing to the requested 23°C. This is a good result, compared to some other vehicles tested by Green NCAP. The On-road Drive was performed in cloudy weather with 18°C average ambient temperature and recorded 17.8 kWh/100 km, with the Short Urban Trip requiring 11.5 kWh/100 km. The available battery capacity allows the ATTO 2 to go for 164 km in the Highway Test and approx. 300 km in real world with similar conditions to the tested ones. 84% of the electricity taken from the wallbox (11 kW charging) is available at battery output, which is a low value compared to a new fleet average of 88-89%. Improvements here can help the ATTO 2 reduce its consumption and improve the driving range. With an Average Score of 96%, the new compact BYD easily collects all 5 Green stars.

## Disclaimer [↗](#)

## Specification

### Tested Car

LC0CE4CB5R499xxxx

<b>Publication Date</b> 12 2024	<b>Vehicle Class</b> Small SUV	<b>Tyres</b> 215/60 R17	<b>Emissions Class</b> AX
<b>Mass</b> 1,590 kg	<b>Engine Size</b> n.a.	<b>System Power/Torque</b> 130 kW/290 Nm	<b>Declared CO<sub>2</sub></b> n.a.
<b>Declared Battery Capacity</b> 42.4 kWh	<b>Declared Driving Range</b> Overall 312 km City 463 km	<b>Declared Consumption</b> 16 kWh/100 km	
<b>Heating Concept</b> Waste heat & PTC & Heat pump			



Think before you print