# BYD ATTO 3

## JULY 2022 - ONWARDS
## NEW ZEALAND FWD VARIANTS

ANCAP SAFETY

TESTED 2022 ★★★★★




| | |
|---|---|
| RATING YEAR | 2022 |
| VEHICLE TYPE | Small SUV |
| ENGINE TYPE | Battery Electric Vehicle (BEV) |
| BUILT FROM | May 2022 |
| ON SALE FROM | July 2022 |
| SERIES | N/A |
| AIRBAGS | Dual frontal, side chest, side head, centre |

The BYD ATTO 3 was introduced in New Zealand in July 2022. This ANCAP safety rating applies to front wheel drive (FWD) models sold in New Zealand. A separate rating is available for Australian-supplied vehicles.

Dual frontal, side chest-protecting and side head-protecting (curtain) airbags are standard. A centre airbag which provides added protection to front seat occupants in side impact crashes is also standard.

Autonomous emergency braking (Car-to-Car, Vulnerable Road User, Junction Assist and Backover) as well as a lane support system with lane keep assist (LKA), lane departure warning (LDW) and emergency lane keeping (ELK), and a speed sign recognition system are standard on all variants.

**NOTE: Installation of child restraints in the centre seating position of the second row is not recommended as there is no top tether anchorage.**

| 91% | 84% | 69% | 80% |
|---|---|---|---|
| ADULT OCCUPANT PROTECTION | CHILD OCCUPANT PROTECTION | VULNERABLE ROAD USER PROTECTION | SAFETY ASSIST |

## RATING APPLICABILITY

| VARIANT | BODY TYPE | ENGINE | DRIVETRAIN | AUS | NZ |
|---|---|---|---|---|---|
| BYD ATTO 3 Standard Range | 5 door SUV | Battery Electric Vehicle (BEV) | FWD | - | ✓ |
| BYD ATTO 3 Extended Range | 5 door SUV | Battery Electric Vehicle (BEV) | FWD | - | ✓ |
| BYD ATTO 3 EVO Dynamic | 5 door SUV | Battery Electric Vehicle (BEV) | FWD | - | ✓ |
| BYD ATTO 3 EVO Premium | 5 door SUV | Battery Electric Vehicle (BEV) | RWD | - | ✗ |
| BYD ATTO 3 EVO Performance | 5 door SUV | Battery Electric Vehicle (BEV) | 4WD | - | ✗ |

✓ COVERED BY THIS RATING ✗ NOT COVERED BY THIS RATING ◆ TESTED VARIANT - NOT APPLICABLE

# ADULT OCCUPANT PROTECTION

**91%**
34.68 POINTS
OUT OF 38

The passenger compartment of the BYD ATTO 3 remained stable in the frontal offset (MPDB) test. Protection of the driver's chest and lower legs was ADEQUATE, with GOOD protection offered to other body regions. Protection of the front passenger chest was also ADEQUATE. Protection of all other critical body regions for the front passenger was GOOD.

The front structure of the BYD ATTO 3 presented a moderate risk to occupants of an oncoming vehicle in the MPDB test (which evaluates vehicle-to-vehicle compatibility), and a 1.15 point penalty was applied.

In the full width frontal test, protection was ADEQUATE for the chest of both the driver and the rear passenger, while GOOD protection was offered for all other critical body regions.

In the side impact test, protection offered to all critical body regions was GOOD. In the oblique pole test, chest protection was WEAK, with GOOD protection of all other critical body areas.

The BYD ATTO 3 is equipped with a centre airbag to protect against occupant-to-occupant interaction in side impact crashes and it provided GOOD protection for the head of both front seat occupants. Prevention of excursion (movement towards the other side of the vehicle) in the far side impact tests was assessed as GOOD for the vehicle-to-vehicle impact scenario and ADEQUATE for the vehicle-to-pole scenario.

A Rescue Sheet, providing information for first responders in the event of a crash is available, and a multi-collision braking system is fitted.

| | | |
|---|---|---|
| FRONTAL OFFSET (MPDB)# | 6.34 | (out of 8) |
| FULL WIDTH FRONTAL# | 7.59 | (out of 8) |
| SIDE IMPACT# | 6.00 | (out of 6) |
| OBLIQUE POLE# | 4.94 | (out of 6) |
| WHIPLASH PROTECTION | 3.91 | (out of 4) |
| FAR SIDE IMPACT | 3.89 | (out of 4) |
| RESCUE & EXTRICATION | 2.00 | (out of 2) |

# Scaled scores. Total test scored out of 16.00 points.

## FRONTAL OFFSET (MPDB) (50km/h)



### DRIVER

| | |
|---|---|
| Head / neck: | 4.00 pts |
| Chest: | 2.73 pts |
| Upper legs: | 4.00 pts |
| Lower legs: | 3.11 pts |
| Deductions: | Nil |

### FRONT PASSENGER

| | |
|---|---|
| Head / neck: | 4.00 pts |
| Chest: | 3.87 pts |
| Upper legs: | 4.00 pts |
| Lower legs: | 4.00 pts |
| Deductions: | Nil |

### COMPATIBILITY

Deductions: -1.15 pts

## FULL WIDTH FRONTAL (50km/h)



### DRIVER

| | |
|---|---|
| Head: | 4.00 pts |
| Neck: | 4.00 pts |
| Chest: | 3.09 pts |
| Upper legs: | 4.00 pts |
| Deductions: | Nil |

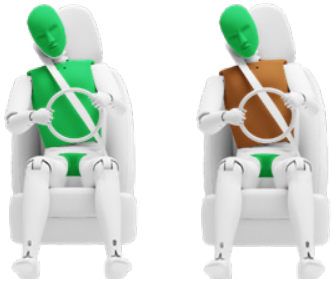
### REAR PASSENGER

| | |
|---|---|
| Head: | 4.00 pts |
| Neck: | 4.00 pts |
| Chest: | 3.26 pts |
| Upper legs: | 4.00 pts |
| Deductions: | Nil |

## RESCUE & EXTRICATION

| | | |
|---|---|---|
| **Rescue Sheet** | ● | No penalty |
| **Door Opening / Extrication** | ● | No penalty |
| **Multi-Collision Braking** | ● | 1.00 pt |
| **Advanced eCall** | ✕ | 1.00 pt default |

## SIDE IMPACT OBLIQUE POLE



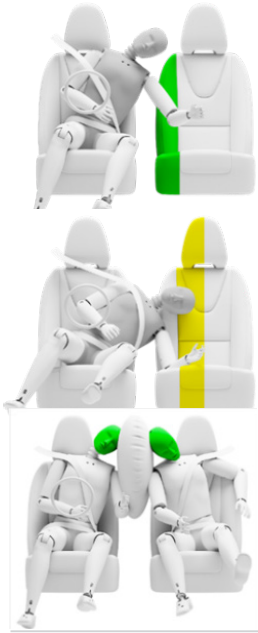
### SIDE IMPACT (MDB) (60km/h)

| | |
|---|---|
| Head: | 4.00 pts |
| Chest: | 4.00 pts |
| Abdomen: | 4.00 pts |
| Pelvis: | 4.00 pts |
| Deductions: | Nil |

### OBLIQUE POLE (32km/h)

| | |
|---|---|
| Head: | 4.00 pts |
| Chest: | 1.19 pts |
| Abdomen: | 4.00 pts |
| Pelvis: | 4.00 pts |
| Deductions: | Nil |

## FAR SIDE IMPACT



### SIDE IMPACT (MDB)

| | |
|---|---|
| Head: | 4.00 pts |
| Neck: | 4.00 pts |
| Chest & Abdomen: | 4.00 pts |
| Pelvis: | No penalty |

### OBLIQUE POLE

| | |
|---|---|
| Head: | 4.00 pts |
| Neck: | 3.36 pts |
| Chest & Abdomen: | 4.00 pts |
| Pelvis: | No penalty |

### OCCUPANT-TO-OCCUPANT

Head contact: No penalty

## WHIPLASH (REAR IMPACT) PROTECTION



Driver / front passenger: 2.91 pts
Rear passenger: 1.00 pts

# CHILD OCCUPANT PROTECTION

84%
41.62 POINTS
OUT OF 49

In both the frontal offset and side impact tests, protection was GOOD for all critical body areas for both the 6 year and 10 year child dummies.

The BYD ATTO 3 is fitted with lower ISOFix anchorages and top tether anchorages on the rear outboard seats and the front passenger seat. A top tether anchorage is not fitted to the centre rear seating position.

Installation of typical child restraints available in New Zealand showed all child restraints could be accommodated in the rear outboard seating positions, though care is required when installing a booster seat in the front passenger seating position.

**NOTE: Installation of child restraints in the second row centre seating position is not recommended as there is no top tether anchorage.**

| | | |
|---|---|---|
| DYNAMIC TEST (FRONT) | 16.00 | (out of 16) |
| DYNAMIC TEST (SIDE) | 8.00 | (out of 8) |
| RESTRAINT INSTALLATION | 11.62 | (out of 12) |
| ON-BOARD SAFETY FEATURES | 6.00 | (out of 13) |

## FRONTAL OFFSET (MPDB) (50km/h)



6 YEAR OLD 10 YEAR OLD

## SIDE IMPACT (60km/h)



10 YEAR OLD 6 YEAR OLD

## ON-BOARD SAFETY FEATURES

| FEATURE | FRONT PASSENGER | 2nd ROW OUTBOARD | 2nd ROW CENTRE | 3rd ROW OUTBOARD | 3rd ROW CENTRE |
|---|---|---|---|---|---|
| **ISOFix** | ● | ● | × | - | - |
| **Integrated child restraints** | × | × | × | - | - |
| **Top tether anchorage** | ● | ● | × | - | - |
| **Airbag disabling** | ● | - | - | - | - |

● FITTED TO TEST CAR AS STANDARD ● NOT FITTED TO TEST CAR BUT AVAILABLE AS AN OPTION × NOT AVAILABLE - NOT APPLICABLE

GOOD ADEQUATE MARGINAL WEAK POOR

**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.

84%
41.62 POINTS
OUT OF 49

## CHILD RESTRAINT INSTALLATION*

| | CHILD RESTRAINT (CRS) TYPE^ | | FRONT ROW | 2nd ROW | | | 3rd ROW | | |
|---|---|---|---|---|---|---|---|---|---|
| | | | PASSENGER | LEFT | CENTRE | RIGHT | LEFT | CENTRE | RIGHT |
| BELTED | TYPE A | Rearward facing capsule | ✕ | ● | – | ● | – | – | – |
| | | Rearward facing with harness - convertible (Model A) | ✕ | ● | – | ● | – | – | – |
| | | Rearward facing with harness - convertible (Model B) | ✕ | ● | – | ● | – | – | – |
| | TYPE B | Forward facing with harness - convertible (Model A) | ● | ● | – | ● | – | – | – |
| | | Forward facing with harness - convertible (Model B) | ● | ● | – | ● | – | – | – |
| | TYPE E | Booster - 4 to 8 years | ● | ● | – | ● | – | – | – |
| | TYPE F | Booster - 4 to 10 years | ● | ● | – | ● | – | – | – |
| ISOFIX | TYPE A | Rearward facing capsule | ✕ | ● | – | ● | – | – | – |
| | | Rearward facing with harness - convertible (Model A) | ✕ | ● | – | ● | – | – | – |
| | | Rearward facing with harness - convertible (Model B) | ✕ | ● | – | ● | – | – | – |
| | TYPE B | Forward facing with harness - convertible (Model A) | ● | ● | – | ● | – | – | – |
| | | Forward facing with harness - convertible (Model B) | ● | ● | – | ● | – | – | – |

* 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 above 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.

● INSTALL WITHOUT PROBLEM ● INSTALL WITH CARE ● CANNOT BE FITTED SAFELY ✕ INSTALLATION NOT ALLOWED – NOT APPLICABLE / NOT ASSESSED

# VULNERABLE ROAD USER PROTECTION

69%

37.54 POINTS
OUT OF 54

The bonnet of the BYD ATTO 3 provided predominantly GOOD or ADEQUATE protection to the head of a struck pedestrian, while WEAK and POOR results were recorded at the rear of the bonnet, at the base of the windscreen, along the front of the bonnet and on the stiff windscreen pillars.

The bumper provided GOOD protection to pedestrians' legs however protection of the pelvis was predominantly POOR.

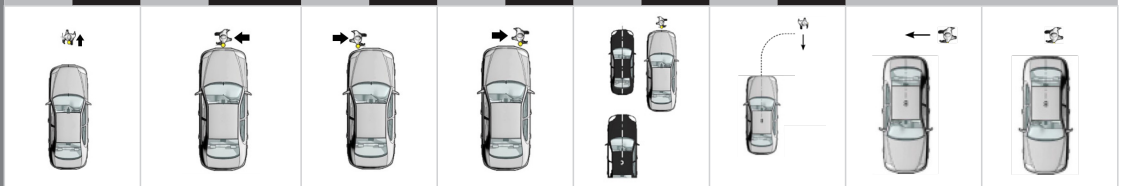
The autonomous emergency braking (AEB) system is capable of detecting and reacting to pedestrians and cyclists. The AEB system offered GOOD performance in tests of its effectiveness in pedestrian test scenarios under both daylight and night-time conditions including in turning scenarios and some reverse (AEB Backover) scenarios. GOOD performance was also seen in cyclist test scenarios with collisions avoided or mitigated at all test speeds.

| | | |
|---|---|---|
| HEAD IMPACTS | 15.02 | (out of 24) |
| UPPER LEG IMPACTS | 0.80 | (out of 6) |
| LOWER LEG IMPACTS | 6.00 | (out of 6) |
| AEB - Pedestrian (forward) | 6.52 | (out of 7) |
| AEB - Pedestrian (backover) | 1.00 | (out of 2) |
| AEB - Cyclist | 8.20 | (out of 9) |

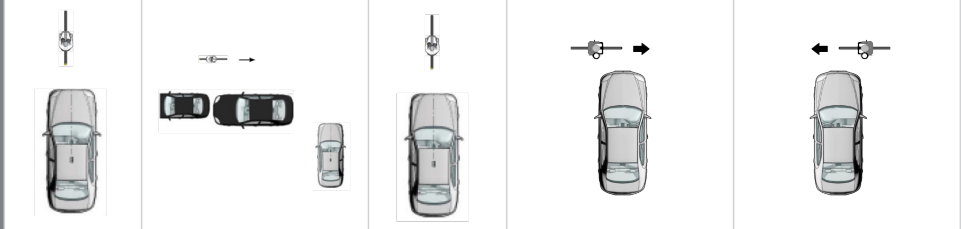
## AUTONOMOUS EMERGENCY BRAKING (PEDESTRIAN, CYCLIST & BACKOVER)

**SYSTEM NAME:** Autonomous Emergency Brake
**TYPE:** Autonomous emergency braking with forward collision warning
**OPERATIONAL FROM:** 4-85 km/h
**DESCRIPTION:** System functions in the daytime and night

### AUTONOMOUS EMERGENCY BRAKING - PEDESTRIAN

| | AEB + FCW | | FORWARD | | | | | | | | | | BACKOVER | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Adult walking along road | | Adult crossing towards kerb (50%) | | Adult crossing from kerb (25%) | | Adult crossing from kerb (75%) | | Child running (obstructed) | | Adult crossing side road, vehicle turning | | Adult walking behind reversing vehicle | | Adult standing behind reversing vehicle | |
| | DAY | NIGHT | DAY | NIGHT | DAY | NIGHT | DAY | NIGHT | DAY | NIGHT | DAY | NIGHT | DAY | | DAY | |
| TEST SCENARIO |  | | | | | | | | | | | | | | | |
| PERFORMANCE | | | | – | | | | | | – | | – | | | | |
| | GOOD | | | | | | | | | | | | | | | |

### AUTONOMOUS EMERGENCY BRAKING - CYCLIST

| | FCW | FORWARD | | | |
|---|---|---|---|---|---|
| | Cyclist travelling along road (25%) | Cyclist crossing from kerb (obstructed) | Cyclist travelling along road (50%) | Cyclist crossing (nearside) | Cyclist crossing (farside) |
| | DAY | DAY | DAY | DAY | DAY |
| TEST SCENARIO |  | | | | |
| PERFORMANCE | | | | | |
| | GOOD | | | | |

### PEDESTRIAN IMPACT TEST (40 KM/H)



GOOD ADEQUATE MARGINAL WEAK POOR NOT TESTED

80%
12.89 POINTS
OUT OF 16

The BYD ATTO 3 is fitted with an autonomous emergency braking (AEB) system capable of functioning at highway speeds, a lane support system (LSS) with lane keep assist (LKA) and emergency lane keeping (ELK) functionality, and blind spot monitoring (BSM).

Tests of the AEB (Car-to-Car) system showed GOOD performance with collisions avoided or mitigated in most scenarios, including in AEB Junction Assist scenarios where the test vehicle can autonomously brake to avoid crashes when turning across the path of an oncoming vehicle.

Tests of LSS functionality showed an overall ADEQUATE level of performance, including in the more critical emergency lane keeping test scenarios.

A speed assistance system (SAS) is standard. This system identifies the local speed limit and allows the driver to set the speed accordingly.

A seatbelt reminder system with occupancy detection is fitted to all seating positions.

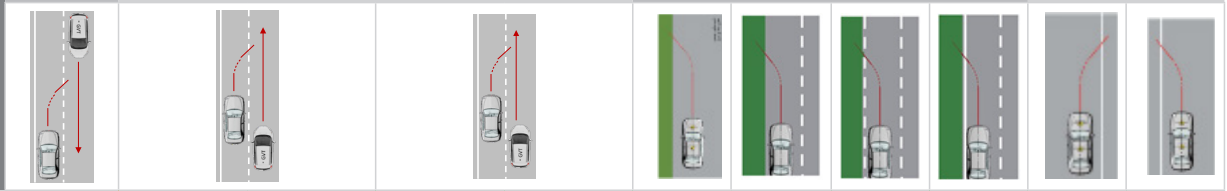
A driver drowsiness monitor system is not available.

| | | |
|---|---|---|
| OCCUPANT STATUS | | |
| - Seat belt reminders | 2.00 | (out of 2) |
| - Driver monitoring | 0.00 | (out of 1) |
| SPEED ASSISTANCE SYSTEMS | 2.40 | (out of 3) |
| LANE SUPPORT SYSTEMS | 3.00 | (out of 4) |
| AEB - Car-to-Car | 3.49 | (out of 4) |
| AEB - Junction Assist | 2.00 | (out of 2) |

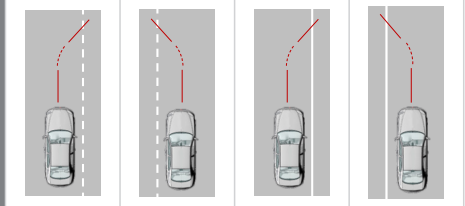
## LANE SUPPORT SYSTEMS (LSS)

SYSTEM NAME: Lane Support System
OPERATIONAL FROM: 30-150 km/h

**EMERGENCY LANE KEEPING (ELK)**

| | Oncoming vehicle | Overtaking vehicle (GVT at 72 km/h) | | Overtaking vehicle (GVT at 80 km/h) | | Road edge | | | | Solid line | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | UNINTENTIONAL | INTENTIONAL | UNINTENTIONAL | INTENTIONAL | | | | | | |
| TEST SCENARIO |  | | | | | | | | | | |
| PERFORMANCE | | | | | | | | | | | |
| | ADEQUATE | | | | | | | | | | |

**LANE KEEP ASSIST (LKA)**

| | Dashed Line | | Solid Line | |
|---|---|---|---|---|
| TEST SCENARIO |  | | | |
| PERFORMANCE | | | | |
| | GOOD | | | |

**HUMAN MACHINE INTERFACE (HMI)**

| | | |
|---|---|---|
| FUNCTION | Lane Departure Warning (LDW) | PASS |
| | Blind Spot Monitoring (BSM) | PASS |

GOOD ADEQUATE MARGINAL WEAK POOR NOT TESTED

80%
12.89 POINTS
OUT OF 16

## AUTONOMOUS EMERGENCY BRAKING (CAR-TO-CAR)

SYSTEM NAME: Autonomous Emergency Brake
TYPE: Autonomous emergency braking with forward collision warning
OPERATIONAL FROM: 4-150 km/h
DESCRIPTION: Defaults ON for every journey

| HUMAN MACHINE INTERFACE (HMI) | | |
|---|---|---|
| FUNCTION | Supplementary warning | PASS |
| | Restraint activation / dynamic retractors | [NOT FITTED] |

**AUTONOMOUS EMERGENCY BRAKING - CAR-TO-CAR**

| TEST SCENARIO | Driving towards a stationary car | | | | |
|---|---|---|---|---|---|
| | -50% OFFSET | -75% OFFSET | 100% OFFSET | 75% OFFSET | 50% OFFSET |
| AEB (10-50 km/h) | | | | | |
| FCW (30-80 km/h) | | | | | |
| PERFORMANCE | GOOD | | | | |

| TEST VEHICLE SPEED | Turning across the path of oncoming vehicle TARGET VEHICLE SPEED | | |
|---|---|---|---|
| | 30 KM/H | 45 KM/H | 55 KM/H |
| 10 KM/H | | | |
| 15 KM/H | | | |
| 20 KM/H | | | |
| | GOOD | | |

**AUTONOMOUS EMERGENCY BRAKING - CAR-TO-CAR**

| TEST SCENARIO | Toward car braking lightly | | Toward car braking heavily | | Driving towards a slower moving car* | | | | |
|---|---|---|---|---|---|---|---|---|---|
| | 12m HEADWAY | 40m HEADWAY | 12m HEADWAY | 40m HEADWAY | | | | | |
| AEB (10-50 km/h) | | | | | | | | | |
| FCW (50*-80 km/h) | | | | | | | | | |
| PERFORMANCE | GOOD | | | | | | | | |

## OCCUPANT STATUS

| WARNING TYPE | DRIVER | FRONT PASSENGER | REAR PASSENGERS |
|---|---|---|---|
| Occupant Detection | - | ● | ● |
| Seat Belt Reminder (Visual) | ● | ● | ● |
| Seat Belt Reminder (Audible) | ● | ● | ● |
| Driver Monitoring | ✕ | - | - |

## SPEED ASSISTANCE SYSTEMS (SAS)

| SAS FEATURE | DESCRIPTION |
|---|---|
| Speed Limit Information Function | Camera based |
| Speed Limitation Function | System advised |

● PASS ● FAIL ✕ NOT AVAILABLE - NOT APPLICABLE

GOOD ADEQUATE MARGINAL WEAK POOR NOT TESTED

# SAFETY FEATURES & TECHNOLOGIES

| FEATURE / TECHNOLOGY~ | AVAILABILITY | |
|---|---|---|
| | AUS | NZ |
| Seat belts (three-point) for all forward-facing seats | – | ● |
| Seat belt pre-tensioners (front) | – | ● |
| Seat belt pre-tensioners (rear outboard) - 2nd row | – | ● |
| Seat belt pre-tensioners (rear centre) - 2nd row | – | ✕ |
| Seat belt pre-tensioners (rear outboard) - 3rd row | – | – |
| Intelligent seat belt reminder (driver) | – | ● |
| Intelligent seat belt reminder (front passenger) | – | ● |
| Intelligent seat belt reminder (2nd row seats) | – | ● |
| Intelligent seat belt reminder (3rd row seats) | – | – |
| Airbag - frontal (driver) | – | ● |
| Airbag - frontal (passenger) | – | ● |
| Airbags - side, chest protection (front seats) | – | ● |
| Airbags - side, chest protection (2nd row seats) | – | ✕ |
| Airbags - side, chest protection (3rd row seats) | – | – |
| Airbags - side, head protection (front seats) | – | ● |
| Airbags - side, head protection (2nd row seats) | – | ● |
| Airbags - side, head protection (3rd row seats) | – | – |
| Airbag - centre | – | ● |
| Airbag - knee (driver) | – | ✕ |
| Airbag - knee (front passenger) | – | ✕ |
| Airbag disabling switch - automatic (front passenger) | – | ✕ |
| Airbag disabling switch - manual (front passenger) | – | ● |
| Head restraints for all seats | – | ● |
| Active bonnet | – | ✕ |
| Adaptive cruise control (ACC) | – | ● |
| Anti-lock braking system (ABS) | – | ● |
| Autonomous emergency braking (AEB) - Car-to-Car | – | ● |
| Autonomous emergency braking (AEB) - VRU | – | ● |
| Autonomous emergency braking (AEB) - Backover | – | ● |
| Autonomous emergency braking (AEB) - Junction Assist | – | ● |
| Automatic emergency call (eCall) | – | ✕ |
| Blind spot monitor (BSM) | – | ● |
| Child presence alert | – | ● |
| Electronic brakeforce distribution (EBD) | – | ● |
| Event data recorder (EDR) | – | ● |
| Electronic stability control (ESC) | – | ● |
| Emergency brake assist (EBA) | – | ● |
| Emergency stop signal (ESS) | – | ● |
| Fatigue reminder | – | ✕ |
| Fatigue monitor / detection | – | ✕ |
| Forward collision warning (FCW) | – | ● |
| ISOFix | – | ● |
| Lane departure warning (LDW) | – | ● |
| Lane keep assist (LKA) | – | ● |
| Pre-crash systems | – | ✕ |
| Rear cross-traffic alert (RCTA) | – | ● |
| Reversing collision avoidance (camera) | – | ● |
| Roll stability system | – | ● |
| Secondary / multi-collision brake | – | ● |
| Speed assistance - auto / intelligent speed limiter | – | ● |
| Speed assistance - manual speed limiter | – | ● |
| Speed assistance - speed sign recognition & warning | – | ● |
| Smart (intelligent) key | – | ✕ |
| Vehicle-to-infrastructure communication (V2I) | – | ✕ |
| Vehicle-to-vehicle communication (V2V) | – | ✕ |

| | |
|---|---|
| TESTED MAKE / MODEL | BYD ATTO 3 Standard Range LHD |
| TESTED VEHICLE(S) BUILT | 2022 |
| TESTED BODY TYPE | 5 door SUV |
| TESTED VEHICLE ENGINE | Battery Electric |
| RATING PUBLISHED | October 2022 |
| RATING UPDATED | October 2026 |

**MODEL VARIANTS:**

ANCAP safety ratings do not automatically extend to variants that have different body styles, engine configurations, driven wheels or occupant restraint systems (e.g. fewer airbags). In these cases, ANCAP considers technical evidence submitted by manufacturers before deciding on the extension of a rating to additional variants of a model.

**RATING YEAR (DATESTAMP):**

The Rating Year denotes the year requirements against which a vehicle has been assessed. The Rating Year is determined by ANCAP and, for vehicles rated from 2018, the Rating Year is the year in which the vehicle was tested.

~ Specifications & availability subject to change. Please check with the vehicle manufacturer for confirmation of vehicle specification.

● STANDARD ○ OPTIONAL ✕ NOT AVAILABLE

● NOT AVAILABLE ON BASE VARIANT BUT STANDARD OR OPTIONAL ON HIGHER VARIANTS