



BYD ATTO 3– First Impressions

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Kim Henson briefly test drives BYD's ATTO 3 (C-Segment all-electric SUV).

BYD (Standing for 'Build Your Dreams') arrived in the UK a year ago (March 2023), with the Chinese motor manufacturer in celebratory mode after winning the 'Rising Star' title at the Great British Fleet Awards, on 18th April 2024.

Their all-electric line-up includes the ATTO 3 SUV, DOLPHIN (C-Segment hatchback) and SEAL (D-Segment saloon), all incorporating BYD's 'ultra safe' cobalt-free LFP Blade battery, developed through nearly three decades of battery development. This employs Lithium Ion-Phosphate (LFP) as its cathode material, offering greater safety than conventional lithium-ion batteries.

All three models in the range also feature heat pumps (effectively harnessing excess/residual heat from the surroundings, the powertrain, the passenger compartment and the batteries), and all are aimed to offer high specifications at an affordable price level.

At the moment there are 22 retail dealers in the U.K, with this number set to increase to 80 by the end of this year.

Around the world, BYD vehicle sales in 2023 amounted to more than three million units, and in March 2024 it became the world's first automotive maker to produce its seven millionth 'new energy' vehicle. The firm will soon be opening a factory in Hungary to produce cars for the European market.



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Interestingly, BYD electric buses were introduced to the U.K. 10 years ago.

The ATTO 3 – in brief



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Powering BYD's C-segment five-seater front wheel drive hatchback is the firm's 8-1 electric powertrain. The 60.48kWh Blade Battery feeds a 150 kW/204 PS permanent magnet synchronous motor, and the car is said to be capable of scooting from rest to 62 mph in just 7.3 seconds. It also has a top speed potential of 99 mph.

Torque delivery is smooth and seamless, with 310 Nm (229 lb.ft) available.

Four drive modes are available to the driver - 'Sport', 'Normal', 'Economy' and 'Snow'.

The driving range (WLTP protocol 'city' range) is said to be between 260 and 351 miles, and using the 150 kW DC charger, battery power can be replenished from 30 per cent to 80 per cent in less than half an hour.

Offered in three trim levels, 'Active' (priced at £36,490), 'Comfort' (£36,990) and 'Design'



(£38,990), the ATTO 3 features a novel interior, is well-equipped and has gained a Five-Star rating in the Euro NCAP safety tests.

Recently I was able to briefly sample an ATTO 3 on a road route in north Wiltshire, with my first impressions of the car's funky-styled interior underlining how very different this vehicle is from its competitors.

The facia is based around a 'gym' concept, and is dominated by a huge and very effective touch-screen, that can be rotated easily between 'portrait' and 'landscape' modes, and provides clear images for its various functions. I found it particularly useful for displaying mapping. (A 12.8 inch screen is employed, increasing to 15.6 inches on Design versions).

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Further points of interest include the 'guitar style' front door pockets, which incorporate elasticated sections reminiscent of guitar strings. I was told that it is possible to play 'Smoke on the Water' using these...



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Talking of music there's an eight speaker Performance Audio System.

There are wide ranges of up to the minute safety and connectivity features built-in too.

An additional comprehensive information display is provided immediately ahead of the driver.



I found the car comfortable, with accommodating seats and smooth-acting suspension, together providing a good ride quality, even on rutted minor roads. MacPherson strut type front suspension is used, with a multi-link system at the rear.

There's plenty of leg and head room for rear seat occupants as well as those in the front. The front seats are electrically heated and multi-adjustable too (also by electric power).

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The luggage compartment (accessed by an electrically-operating tailgate) is not huge with the rear seats in use (440 litres or 15.54 cu.ft), but includes an under-floor section. It is also notable that with the rear seats folded, the luggage space increases to 1,338 litres or 47.25 cu.ft.



As expected, the car is hushed at all speeds, and instant lively acceleration is available from rest and on the move.

The vehicle handled well on the country roads I used on my test route, and cruised easily at higher speeds when on faster sections.



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For more information, please visit: <https://www.byd.com/uk>

