



EV FACT SHEET

BYD Atto 1

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2025 BYD Atto 1. Image: BYD

INTRODUCTION

The BYD Atto 1 was the first BEV in Australia to significantly breach the 'under \$30k, drive-away' barrier with a launch price of \$26,500 on-the-road for the 30kWh Essential version. (The Premium version with the likely more preferred driving range almost ... but not quite ... broke that barrier with a launch price of \$30,600 OTR).

Built in China for the Australian market, it is classified by VFACTS as a Light Passenger Vehicle and is based on BYD's shared e-Platform 3.0. (This platform is also common to the Dolphin, Atto 2 and Atto 3, Seal and Sealion 7).

Chinese production and sales of the Atto 1 began in April 2023. Since then, it has been released in Europe, Latin America (where it is also built), South Africa, Indonesia and the Philippines, before eventually reaching Australia in late 2025. Servicing and warranty work is done through BYD service centres as well as the independent mycar network.

DRIVING RANGE

Currently, the official Australian ADR 81/02 test cycle is based on the outdated (and highly over-optimistic) European NEDC test cycle. However few manufacturers now give this figure for their new releases. Instead they generally quote the more achievable ranges found using the newer European WLTP test cycle.

Therefore, to avoid disappointment always check which test cycle has been used when assessing an EV for your needs. As a rough guide, NEDC is generally 30% too high, WLTP a good estimate if doing mostly urban and outer suburban driving and US EPA the better guide if doing mostly outer suburban to regional driving.

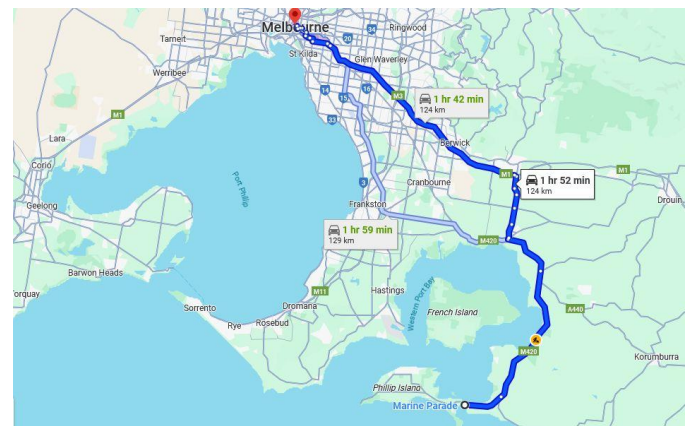
Note: Sadly, BYD are one of the few who may still prominently display NEDC range figures in their advertising material. However, their website and vehicle brochures do often list the WLTP numbers alongside NEDC.

DRIVING RANGE (continued)

Version	National testing system range estimates:		
	NEDC (Aust)	WLTP (Euro)	US EPA
Essential	Not rated	220 km	NA ¹
Premium	Not rated	310 km	NA ¹

Table 1: Driving range estimates for the BYD Atto 1.

Using the WLTP rating (with a 10-15% discount for extended highway use) a Premium version of the Atto 1 should, at its limit, be capable of a round-trip from the Melbourne CBD to San Remo (the jumping-off point for Phillip Island on Western Port Bay), provided the heating or air conditioning are not heavily used. For this sort of trip, a short en-route DC top-up charge would be recommended at one of the many DC fast-chargers on this route. (For further charging options and availability, see: <https://www.plugshare.com/>).



Typical BYD Atto 1 return trip range. Image: Google maps

CHARGING SPEEDS/REQUIREMENTS

Charging port

The Atto 1 is fitted with a CCS2 socket allowing it to charge at slow to medium speeds on AC outlets and home chargers as well as higher speeds at specialised DC fast-chargers.

For an explanation of charging speeds and types (and approximate charging times when using each type of charger) see charging section on next page.



CCS2 charging plug and socket

Notes:

1. The Atto 1 is not sold in the USA.

CHARGING SPEEDS/REQUIREMENTS (CONTINUED)

AC charging:

Like all new EVs sold in Australia, the BYD Atto 1 is fitted with a type 2 AC socket.

Charging rates:

Single phase: maximum of 7 kW (30A)

Three phase: maximum of 11 kW (16A per phase)

Charging speeds vary on the capacity of the EVSE (Electric Vehicle Supply Equipment) the car is connected to. Approximate AC charging times for the Atto 1 are shown in table 2.

AC: 0 – 100% time				DC: 0 – 80% time	
10 A (power point)	15 A 1 phase (Caravan outlet)	32 A (1 ph. Home EVSE)	16 or 32 A (3 phase public AC EVSE)	DC Fast charge (50kW)	DC Fast charge (100+kW)
30kWh: 15h	8.3h	5.25h	16A: 3.5h 32A: 3.5h	45m	34m
43.2kWh: 22h	15h	7.5h	16A: 5h 32A: 5h	58m	34m

Table 2: Approx. charging times for Atto 1

Important note: DC fast-charge times are generally quoted as 0-80% as DC charging rates will begin slowing after around 80%.

DC fast charging

Using a DC fast-charger, the BYD Atto 1 charge at up to 65 kW DC for the 30 kWh battery and 85 kW for the 50 kWh battery.

V2X capability:

The Atto 1 offers V2L functionality through a plug-in adaptor for the AC charge socket.

Notes:

V2X is the generic term covering the options of getting 230V AC power from the battery and supplying it as:

- V2L: vehicle to load (230V power available from outlet in car)
- V2H: vehicle to home (supply home via special connection)
- V2G: vehicle to grid (supply home or grid via spec. connection)

HOME CHARGING CONSIDERATIONS

General

To get the shortest home charging time for the BYD Atto 1, an 11kW AC charger would be needed. However, depending on your existing power supply and/or charging needs, it may only be practicable to fit a lower rated EVSE. (See notes below). Lower capacity EVSEs will increase charging times, as shown in table 2.

Important notes for any home EVSE installation:

1. High charging rates are generally not needed for overnight charging.
2. Homes do not normally have three phase AC connected.
3. Switchboard and/or electrical supply upgrades may be needed if your home is more than 20 years old. For more information on this item – see Fact Sheets at [EVchoice.com.au](https://www.evchoice.com.au) or read articles in:
 - (a) Renew magazine edition 143. (EVSE wiring)
 - (b) Renew magazine edition 156. (EVSE buyer's guide)

SPECIFICATIONS

Seating: 4

Boot volumes in litres (1 litre = 10 x 10 x 10 cm)

- Boot behind seats/under parcel shelf: 308
- Rear seat folded, load space to roof: 1,037
- Froot: NA (Froot = front boot)

Dimensions:

- Overall length: 3,990 mm
- Overall height: 1,590 mm
- Ground clearance: 150 mm
- Overall width (edge of doors): 1,720 mm
- Overall width (edge of mirrors): Not provided

Battery:

- 30 kWh (Essential)
- 43.2 kWh (Premium)

Energy consumption: (WLTP)

- 15.5kWh/100 km (Essential)
- 16 kWh/100 km (Premium)

Kerb weight:

- 1,294 kg (Essential)
- 1,390 kg (Premium)

Charging:

- 1 phase AC: 7 kW maximum.
- 3 phase AC: 11 kW maximum.
- DC:
 - 65 kW max. (30kWh Essential)
 - 85 kW max. (43.2 kWh Premium)

Charge port location:

- Right-hand front (above front RH wheel).

Drive configuration:

- front-wheel drive

Towing:

- The Atto 1 is not rated for towing

Spare tyre: No

Platform: e-platform 3.0 (EV only platform)

Performance:

Variant:	Max. Power/torque (kW/Nm)	0 to 100km/h (Sec)
Essential	65/175	11.1
Premium	115/220	9.1

IMPORTANT NOTE

Always check all specifications with the manufacturer prior to any purchase. No responsibility accepted by AEVA or Bryce Gatton (EVChoice) for errors factual or due to reproduction in this Fact Sheet. Whilst all efforts are made to ensure the accuracy of the material in this Fact Sheet, manufacturers regularly make changes (often unannounced) to their model ranges and specifications.