



EV FACT SHEET

BYD Atto 2

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2025 BYD Atto 2. Image: BYD

INTRODUCTION

The BYD Atto 2 (known as the Yuan Up in China) fits into the VFACTS 'Small SUV' category. Fully built in China, it first went on sale there in March 2024. Sales have now extended to Europe, Latin America and parts of Asia, reaching Australia for order in late 2025 for early 2026 deliveries.

Based on BYD's shared e-Platform 3.0, it shares its platform with BYD's Dolphin, Atto 1, Atto 3, Seal and Sealion 7. Whilst the Australian model is BEV only, in some other markets the Atto 2 is also offered as a PHEV.

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Currently, the official Australian ADR 81/02 test cycle is based on the outdated (and highly over-optimistic) European NEDC test cycle.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.

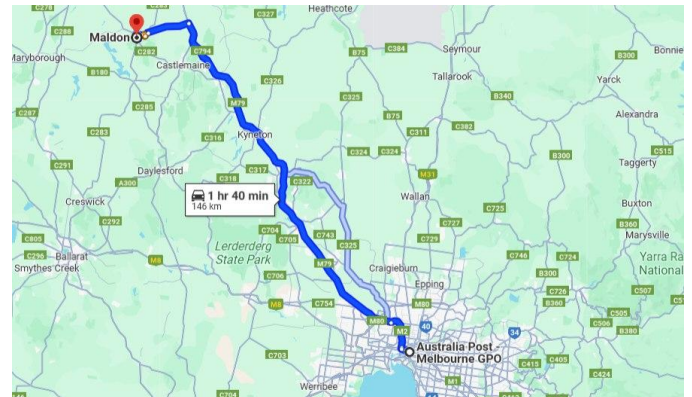
Note: Sadly, BYD are one of the few who may still prominently display NEDC range figures in their advertising material. However, their website and vehicle brochures do often list the WLTP numbers alongside NEDC.

DRIVING RANGE (continued)

Version	National testing system range estimates:		
	NEDC (Aust)	WLTP (Euro)	US EPA
Dynamic	410 km	345 km	NA ¹
Premium	410 km	345 km	NA ¹

Table 1: Driving range estimates for the BYD Atto 2.

Using the WLTP rating (with a 10-15% discount for extended highway use) an Atto 2 should, at its limit, be capable of a round-trip from the Melbourne CBD to Malden (NW of Melbourne in central Victoria), 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 2 return trip range. Image: Google maps

CHARGING SPEEDS/REQUIREMENTS

Charging port

The Atto 2 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 2 is not sold in the USA.

CHARGING SPEEDS/REQUIREMENTS (CONTINUED)

AC charging:

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

Charging rates:

Single phase: maximum of 7 kW (30A)

Three phase: maximum of 7 kW (30A, single phase only)

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 2 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)
24h	16h	8h	16A: 16h 32A: 8h	72m	44m

Table 2: Approx. charging times for Atto 2

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

DC fast charging

Using a DC fast-charger, the BYD Atto 2 charge at up to 82 kW DC.

V2X capability:

The Atto 2 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 2, a 7kW 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: 5

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

- Boot behind seats/under parcel shelf: 380
- Rear seat folded, load space to roof: 1,320
- Froot: NA (Froot = front boot)

Dimensions:

- Overall length: 4,310 mm
- Overall height: 1,675 mm
- Ground clearance: 150 mm
- Overall width (edge of doors): 1,830 mm
- Overall width (edge of mirrors): Not provided

Battery:

- 51.13 kWh

Energy consumption: (WLTP)

- 15.5kWh/100 km)

Kerb weight:

- 1,555 kg (Dynamic)
- 1,590 kg (Premium)

Charging:

- 1 phase AC: 7 kW maximum.
- 3 phase AC: 7 kW maximum.
- DC:
 - 82 kW maximum.

Charge port location:

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

Drive configuration:

- front-wheel drive

Towing: (unbraked/braked)

- 750kg/750kg

Spare tyre: No

Platform: e-platform 3.0 (EV only platform)

Performance:

Max. Power/torque (kW/Nm)	0 to 100km/h (Sec)
130/290	7.9

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.