



2024





ASSISTANCE COMPETENCE

55%

SAFETY BACKUP





# **SPECIFICATIONS**

SYSTEM NAME	Adaptive Cruise Control		
Intended Operation Design Domain	Highway Inter-Urban X Urban		

RECOMMENDED



NOT RECOMMENDED

### Comments

BYD's appropriately named Adaptive Cruise Control' accurately portrays system functionality. The promotional material and the handbook correctly indicate the limitations of the system capabilities. System status information is displayed but there is no head-up display. Sensing that the driver's hands remain on the steering wheel was not robust, and the car lost points in this area, and for driver monitoring more generally. However, the system balances driver steering input with lane guidance, promoting co-operative driving.

The ATTO 3 uses camera inputs to detect speed limit signs. However, the speed limiter reacted to some temporary and/or conditional speed limits as though they were primary limits, and did not meet Euro NCAP's requirements. There is no speed adaptation for upcoming road features such as curves and junctions. The ATTO 3 responds to avoid a collision in some of the ACC test scenarios. The driver is supported through the S-Bend, but the car is kept fully in lane only at the lowest test speed. A lane-change assist function is not provided. In case of an unresponsive driver, the ATTO 3 disengages the lane centering function but keeps the adaptive cruise control active. If the radar or camera is blocked the car provides a warning but does not disengage.

The BYD ATTO 3 provides modest levels of driver engagement and vehicle assistance. However, it is in the area of safety backup and, specifically, the lack of action which is taken in case of an unresponsive driver, that the car performs poorly. Overall, the system is Not Recommended for highway assistance.

#### Disclaimer

When using Assisted Driving Systems (also known as SAE Level 2 systems), a driver's responsibilities include monitoring the system's control of speed, braking and steering at all times, strict compliance with traffic rules, and maintaining situational awareness throughout the journey.

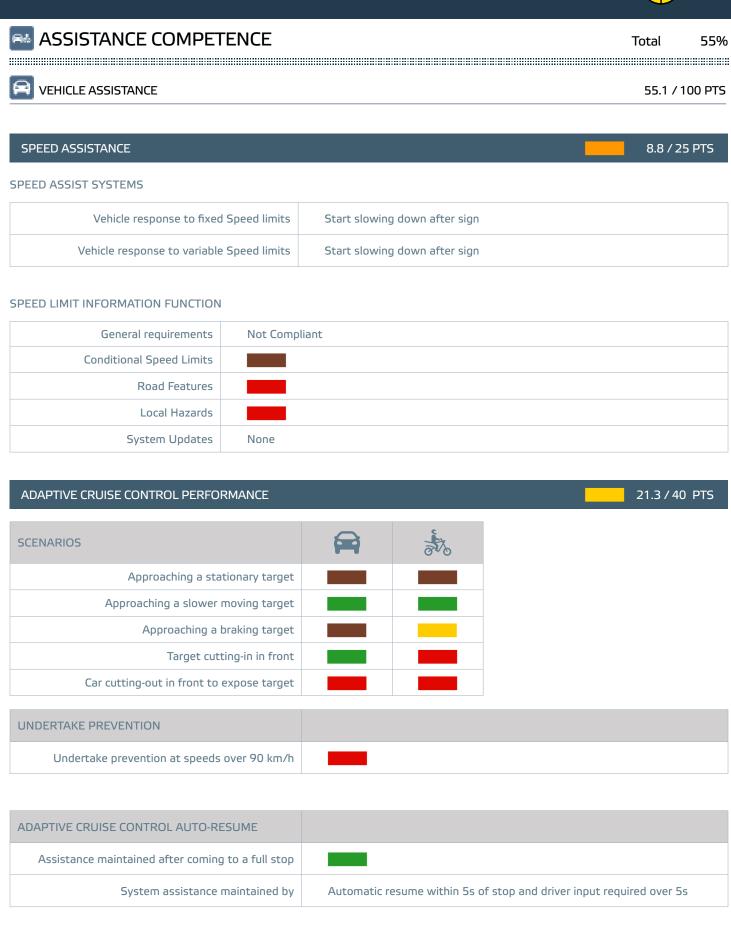
Certain situations might negatively influence the system's performance (e.g. poor weather, faded lane markings, construction zones, exiting a tunnel), resulting in a sudden interruption of the lateral and/or longitudinal support (system disengagement). Moreover, the system may fail to detect certain road users such as motorcyclists not directly in front of the vehicle, or stationary objects.

Appropriate fitness to drive is critical for safe travel, even when using Assisted Driving Systems. Visual distraction (e.g. eyes off the road), impairment (e.g. drowsiness, intoxication) as well as unresponsiveness, poses high risks. It is highly recommended to keep your hands on the steering wheel at all times to ensure immediate reaction when the system disengages.



ASSISTANCE COMPET						Total	55%
RIVER ENGAGEMENT							100 PTS
CONSUMER INFORMATION						25.0 / 2	5 PTS
System Name	Adaptive	Cruise Control					
Marketing Material	Adaptive	Cruise Control 🗹	Viewed 1	15 October 2024	1		
Quick Start Guide	•						
Vehicle Handbook	<b>业</b> Viev	ved 15 October 20	024				
SYSTEM STATUS						14.9 / 2	5 Pts
Continuous System Status Indicator							
System Status Change Indicator							
DRIVER MONITORING						0.0/2	0 PTS
Hands-on Monitoring							
Direct Driver Monitoring							
DRIVING COLLABORATION						25.0 / 2	25 Pts
Increase in Steering Torque							
Override response							
System continues to assist while driver	steers to avo	id obstacle					
GOOD ADI	EQUATE	MARGI	INAL	WEAK		POOR	





**MARGINAL** 

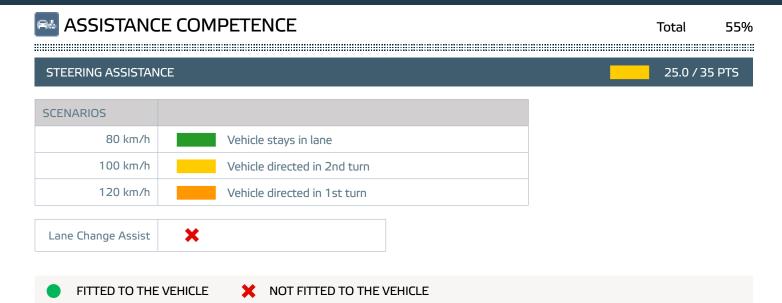
GOOD

**ADEQUATE** 

WEAK

POOR





GOOD

ADEQUATE

MARGINAL

WEAK

POOR



# SAFETY BACKUP

Total

35%

SYSTEM FAILURE	5.8 / 25 PTS

	ENGAGEMENT	WARNING			
SENSOR BLOCKED AT START-UP					
Camera	Full blockage after a 5 minute drive	Yes after sensor blocking			
Radar	Partial blockage after a 5 minute drive  Yes after sensor blocking				
SENSOR BLOCKED WITH VEHICLE IN MOTION, SYSTEM INACTIVE					
Camera	Full blockage after a 5 minute drive	Yes after sensor blocking			
Radar	adar After a 5 minute drive After sensor blocking				
SENSOR BLOCKED WITH VEHICLE IN MOTION, SYSTEM ACTIVE					
Camera	Full blockage within 2 minutes after blocking	After sensor blocking			
Radar	Partial blockage after sensor blocking	After sensor blocking			

## UNRESPONSIVE DRIVER INTERVENTION

0.0 / 25 PTS

Hands Off Warning Timeline



# COLLISION AVOIDANCE

0

29.2 / 50 PTS

SCENARIOS			<b>沃</b> 68
Approaching a stationary target			_
Approaching a slower moving target			_
Approaching a braking target			_
Target cutting-in in front			_
Car cutting-out in front to expose target			_
Approaching the target along the roadside	_	_	

GOOD

**ADEQUATE** 

MARGINAL

WEAK

POOR