



**motorist**  
FOR SMART DRIVERS

Motorist Pte Ltd

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## **mReview: The T3, A Pure Electric Van by BYD**



In this episode of mReview, we take a look at something more peculiar in the electric automotive scene, a pure electric van from Chinese manufacturer [BYD](#).

There has been an unprecedented rise in [Electric Vehicles](#) (EV) lately. Traditional automotive makers around the world, like BMW, Nissan and even Porsche, are scrambling to capture this market share.

In the recent [Budget 2020](#) announcement by Deputy Prime Minister Heng Swee Keat, Internal Combustion Engines (ICE) will be phased out in Singapore by 2040, as part of the nation's efforts to combat climate change.

To support our government's green initiative, we will be taking a look at a type of vehicle that most people will rarely associate with EV technology – a van.

Taking inspiration from the *Terminator* movie franchise, it is called 'T3', and it is made by Chinese manufacturers BYD, which is an abbreviation for "Build Your Dreams".

The company is based in Shenzhen China and is distributed in Singapore by the Land Systems sector of [ST Engineering](#).



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Safe, dependable, eco-friendly (it produces zero emissions!), the T3 could be a viable choice if you are looking for a Cat C vehicle for your delivery needs.

Without further ado, let's get into it.

## Specifications



Powered by BYD's proprietary NCM battery, the T3 has a capacity of 50.3kWh with a max power of 70kW (94bhp). It also has a max torque of 180 N.m and a top speed at 100km/h, which is quite respectable for an electric van.

Its battery can last up to 300km on a full charge, and it takes approximately 1.3 hours to get it to full battery on a 40kW DC charger. It also has the option of regular AC charging at 6.6kW, but it would take roughly 8 hours to get it to full charge.

The battery comes with a warranty of 8-years or 500,000km, whichever comes first (60% range of original battery capacity). For those concerned over coverage, this should give you a peace of mind.



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## Exterior



If you're wondering why the T3 looks familiar, it is because it uses the same automotive platform as the Nissan NV200, which is the Nissan B Platform.

Aesthetically, the T3 is neither flashy nor stunning. But there is a certain minimalistic charm to it. The design of the T3 is as economical as it gets for a van.



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## Interior



If you are looking at practicality, the interior of the T3 does check that option. Don't expect Alcantara leather, two-toned seats or even carbon fibre parts. The interior is what you would expect a van would have.

In terms of safety features, it does come with driver and passenger airbags. The T3 also comes equipped with a useful Smart Key system which is uncommon in commercial vehicles fumbling with their mechanical keys.



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## Cargo



The BYD boasts an ample cargo space of 3.8 cubic metres. It can also sustain a payload of 0.7 ton (approx. 720kg), which should meet the transportation demands of most urban logistics systems.

For those transporting wet goods, you'd be pleased to know that the cargo hold also comes equipped with anti-skid and wear-resistant aluminium chequered flooring. There is even an option to fit a refrigerator unit in the cargo space! That is certainly *cool* (pun intended).

Puns aside, the T3 is truly a workhorse and should be considered if you'll be making delivery runs regularly.



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## Drivetrain and Performance



For an electric van, its torque is actually quite commendable. You might not win a straight race, but as compared to other vans out there, like the Toyota Hiace, the T3 does perform better.

As mentioned previously, its top speed is 100km/h, which is also quite impressive as well.



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## To Buy or Not To Buy?



At \$89,800 (inclusive of COE and GST for a non-guaranteed COE package), the T3 is quite a steal. Its closest competitor, the Renault Kangoo Z.E., is listed at \$98,800.

Although the T3 is slightly more expensive than a regular diesel van (by approximately \$30,000), the amount you would save in the long run is quite considerable.

Here's a quick calculation: SP Group charges approximately 41.4 cents per kWh. That equates to roughly \$20.90 for a full charge.

If you have your own AC charger installed at your premise, it will only cost you \$9 for a full charge! The reason why it's so cheap is because building owners usually enjoy lower industrial tariff rates.

In comparison, a full tank of diesel for a Nissan NV200 will cost you about \$94.60. That's ten times the cost!



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In conclusion, buying a T3 will be dependent on your initial budget and terms of use. If you can afford the initial down payment and have convenient access to charging points, why not?

The T3 is a reliable electric van that will get the job done for you. Besides doing your part for the planet, you'll also spend less money in the long run.

If you are still on the fence, here's something that might sway your decision. Starting April 2021, all commercial electric vans will enjoy a \$30,000 rebate under the Commercial Vehicle Emission Scheme (CVES), and COE bonus under an Enhanced [Early Turnover Scheme \(ETS\)](#).

Diesel vans, on the other hand, will have to pay a surcharge of \$10,000. You can find more details about both CVES and ETS [here](#).

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Read More: [mReview: Electric Car Showdown – Hyundai Ioniq VS Nissan Leaf VS Renault Zoe](#)

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