BYD DOLPHIN G

DM-I COMFORT PLUG-IN HYBRID FWD AUTOMATIC



VERIFIED PRODUCTION DATA

Sustainability Rating

2026 | ★★★★½ | 88%

Clean Air
9.0 /10

Energy Efficiency
8.3 /10

Greenhouse Gases
9.3 /10

Driving Experience

Consumption & Range
● GOOD

Cold Winter Performance
● GOOD

Charging Capability
● NOT APPLICABLE

Our verdict

The BYD DOLPHIN G DM-i is a compact plug-in hybrid hatchback with a declared pure electric driving range of 109 km. The value recorded in Green NCAP's more stringent test is 97 km, which still leads to a major contribution of the pure electric driving mode in the sustainability rating, and a relatively small contribution from the driving in combustion engine mode. The real-world environmental impact of the vehicle depends on the user's behaviour, driving conditions and recharging frequency. Green NCAP strongly recommends consumers to start their trips with a fully charged battery and to recharge frequently to maximise the benefit of the electric powertrain.

- Performs well in standard pollutant emissions tests but shows elevated CO, particle and hydrocarbon emissions under cold-start and high-load conditions. Benefits from low tyre and brake abrasion thanks to low mass, smooth accelerator calibration and effective regenerative braking.
- Delivers good electric efficiency and a useful electric driving range, including completion of the entire -7°C winter test in EV mode. Records reasonable real-world fuel consumption and competitive electricity consumption despite increased winter heating demand.
- Achieves a strong GHG result through a high electric driving share, relatively clean European electricity and low manufacturing emissions, the data for which was provided by BYD and independently verified by Green NCAP experts. Limits total life cycle emissions to an impressive 124 g CO_2-eq./km.

Disclaimer

Think before you print

Clean Air

9.0 /10

Comments

Although the vehicle is expected to be operated most of the time in electric mode without tailpipe emissions, the pollutant emissions from combustion mode are still of high importance. Here, the DOLPHIN G copes very well with standard conditions but could do significantly better in the challenging -7°C Winter cold start test and in the high-power demanding Highway Test. In these two, CO and particle emissions are elevated, and hydrocarbon emissions are high in the Cold Test. Thanks to its low mass, good wheel alignment and smooth accelerator response, the BYD collects most of the points for tyre abrasion and does well for brake abrasion too, thanks to high brake energy recuperation rate. The emissions associated with the production of the car and the supply of electricity and fuel are comparably low.

Exhaust emissions

Exhaust pollutant emissions are produced from combustion engines. Although current emission legislation is very strict, this type of emission directly affects air quality, and not all vehicles perform equally well. Read more

GOOD **9.5**/10

In laboratory

Green NCAP performs a wide range of tests on cars in the laboratory. This is the best way to ensure controlled conditions and guarantee that all cars are tested in the same way, making their results comparable. Read more

GOOD **9.4** /10

Combined (average)	NMHC	NO_x	NH_3	CO	PN	PM	Score
Warm weather cold start	●	●	●	●	●	●	9.8/10
Warm weather warm start	●	●	●	●	●	●	9.9/10
Winter cold start	●	●	●	●	●	●	9.0/10
Charged battery							
Warm weather cold start	●	●	●	●	●	●	10.0/10
Warm weather warm start	●	●	●	●	●	●	10.0/10
Winter cold start	●	●	●	●	●	●	10.0/10
Battery drain test	●	●	●	●	●	●	9.9/10

● good ● adequate ● marginal ● weak ● poor ● not applicable

BYD DOLPHIN G DM-I COMFORT PLUG-IN HYBRID FWD AUTOMATIC | 2026 | ★★★★½ | 88%

Clean Air

9.0 /10

In laboratory

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Empty battery

Warm weather cold start (legal test WLTP)	adequate	good	not applicable	marginal	adequate	good	7.1/8
Warm weather warm start	good	good	good	good	adequate	good	9.5/10
Winter cold start	poor	good	weak	weak	marginal	good	5.4/10
Winter warm start	good	adequate	good	good	adequate	good	8.9/10
Highway warm weather	good	good	weak	weak	weak	good	5.1/10

On road

GOOD

9.8 /10

An on-road driving test , using portable emissions measuring equipment complements Green NCAP's laboratory tests. Read more

Combined (average)	NMHC	NO_x	NH_3	CO	PN	PM	Score
Real-world mixed drive	not applicable	good	not applicable	good	good	not applicable	9.7/10
Short city trip	not applicable	good	not applicable	good	good	not applicable	9.9/10
Charged battery							
Real-world mixed drive	not applicable	good	not applicable	good	good	not applicable	10.0/10
Short city trip	not applicable	good	not applicable	good	good	not applicable	10.0/10
Empty battery							
Real-world mixed drive	not applicable	adequate	not applicable	adequate	adequate	not applicable	8.6/10
Short city trip	not applicable	good	not applicable	adequate	good	not applicable	9.4/10
Congestion	not applicable	good	not applicable	not applicable	not applicable	not applicable	2.0/2

good adequate marginal weak poor not applicable

green ncap

Clean Air

9.0 /10

Non-exhaust emissions

Driving a vehicle also produces emissions different from those of the exhaust pipe. Green NCAP evaluates vehicle properties that contribute to tyre and brake abrasion.

ADEQUATE **7.6**/10

Tyre wear

Tyre abrasion releases small particles during driving, and some vehicle properties have major impact on it. Heavier vehicles, wheel alignment causing increased slip angle, and aggressive acceleration responses all increase tyre wear and particle emissions. Read more

ADEQUATE **5.1**/6

	Result	Score
Influence of mass	adequate	2.1/3
Wheel alignment	good	1.0/1
Accelerator response	good	2.0/2

Brake wear

Brake dust, produced by friction brakes, can be mitigated through filters, enclosed brake systems (like drums), or by reducing friction brake use with regenerative braking in electrified vehicles. Containment keeps dust inside the system, while recuperation lowers brake wear. However, heavier vehicles still generate more brake abrasion due to their greater stopping demands. Read more

ADEQUATE **4.1**/6

	Result	Score
Brake dust mitigation	poor	0.0/4
Brake dust containment	poor	0.0/6
Recuperative braking - warm test	adequate	4.1/6

good adequate marginal weak poor not applicable

Clean Air

9.0 /10

Additional Life Cycle Assessment information

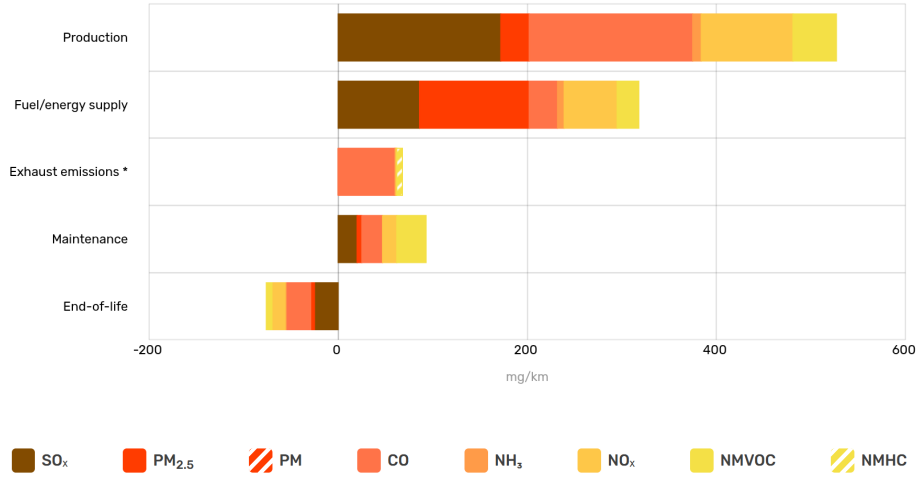
Life Cycle Assessment (LCA) investigates the environmental impact of a car over its entire lifetime, 'from cradle to grave'. In this section, pollutants are estimated in the various stages of a vehicle's life other than use. The chart also displays the measured emissions related to usage, which are taken as an average from the tests and are scored separately in the 'Exhaust emissions' part above. The end-of-life approach uses results in negative values because the benefit of materials recovery and recycling exceeds the effort of obtaining and processing virgin raw materials.

ADEQUATE

8.6/10

Pollutants

Most of the vehicle exhaust pollutant species are also emitted in others life cycle phases. These are health- and nature-damaging compounds, the amount of which should be reduced as well.



* Exhaust emissions are not contributing to the score in Additional Life Cycle Assessment information because they are scored in the Exhaust emissions section above

good adequate marginal weak poor not applicable

Energy Efficiency

8.3 /10

Comments

When the battery is empty, the vehicle is operated in combustion mode as a regular (non-plug) hybrid. Against this background, the measured fuel consumption figures in the lab are rather high for a vehicle of this size, but the real-world on-road trip recorded very reasonable 5.3 l/100 km. In its expected primary mode – being driven as an electric vehicle – the DOLPHIN G showed good EV-like electricity consumption figures. The Cold Winter test increases the energy demand significantly in electric mode. The on-road drive was performed at 20°C in sunny weather and recorded 18.5 kWh/100 km, whereas the short urban trip needed 12.7 kWh/100 km. The small PHEV is able to perform the entire -7°C Cold Winter test in pure electric mode, which presents a significant use value.

Energy demand

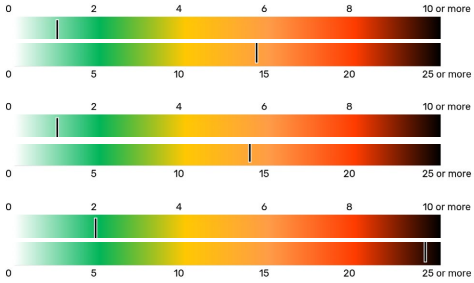
ADEQUATE **8.4** /10

Propulsion energy consumption in laboratory

ADEQUATE **7.9** /10

The vehicle's measured consumption figures are displayed in the bar chart. The colour scheme positions the values relative to low and high figures in a typical range. The ranges are different for combustion engine and pure electric vehicles.

Combined (average)



good adequate marginal weak poor not applicable

Energy Efficiency

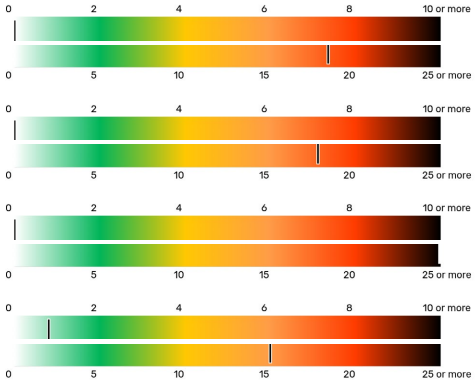
8.3 /10

Propulsion energy consumption in laboratory

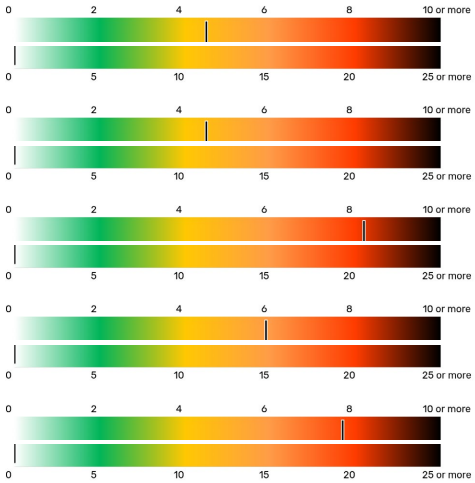
ADEQUATE 7.9 /10

The vehicle's measured consumption figures are displayed in the bar chart. The colour scheme positions the values relative to low and high figures in a typical range. The ranges are different for combustion engine and pure electric vehicles.

Charged battery



Empty battery



good adequate marginal weak poor not applicable

Energy Efficiency

8.3 /10

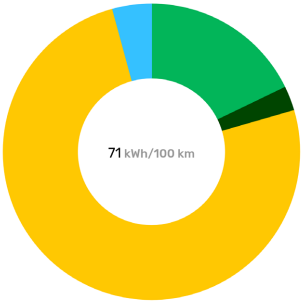
Additional Life Cycle Assessment information

GOOD

9.9 /10

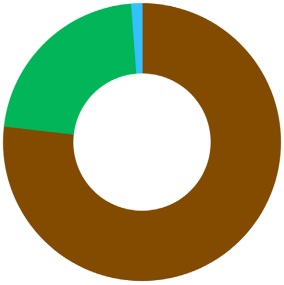
Life Cycle Assessment (LCA) investigates the environmental impact of a car over its entire lifetime 'from cradle to grave'. In this section, the total vehicle life cycle primary energy demand is displayed. The scoring does not consider the direct propulsion energy use, because it is scored separately in the 'Propulsion energy consumption in laboratory'.

Total LCA energy consumption



Production & recycling 17.8%
Battery production 2.7%
Fuel/energy supply * 75.3%
Maintenance 4.2%

Energy source share in total LCA consumption



Fossil 76.8%
Renewable 22.0%
Other 1.2%

Direct propulsion energy share is not shown, it is included in 'Fuel/energy supply'.

Rolling resistance

Rated here is the vehicle's resistance to movement at low speeds. Different factors have an impact on it, but the most significant one is mass.

ADEQUATE

6.5 /10

good | adequate | marginal | weak | poor | not applicable

Greenhouse Gases

9.3 /10

Comments

Thanks to the high electric driving share that is possible, the GHG emissions of the fossil fuel usage are low – 36 g CO_2-eq./km on average. The larger part of the GHG output results from the provision of the electricity and the production of the car. The relatively green European electricity supply helps the small BYD reach a high score in this part of the assessment. Furthermore, BYD provided manufacturing data for Green NCAP's verification. Using the verified data, the impact calculations result in values significantly below Green NCAP's generic (and conservative) assumptions for vehicle production in China. With these, manufacturing and recycling account for about 38 g CO_2-eq./km, whereas the total life cycle value is an impressively modest 124 g CO_2-eq./km.

The battery emissions were calculated with GREET Battery Module 2024 by Argonne National Laboratory using changed input data by Green NCAP.

Exhaust GHG emissions

Combustion of conventional fuels releases greenhouse gases at the vehicle's tailpipe. The most significant of these gases are the emissions of CO_2. Green NCAP's assessment considers methane (CH_4) and laughing gas (N_2O) as well. Together, these are counted with their global warming potential to a sum known as CO_2 equivalent.

ADEQUATE

7.9 /10

In laboratory

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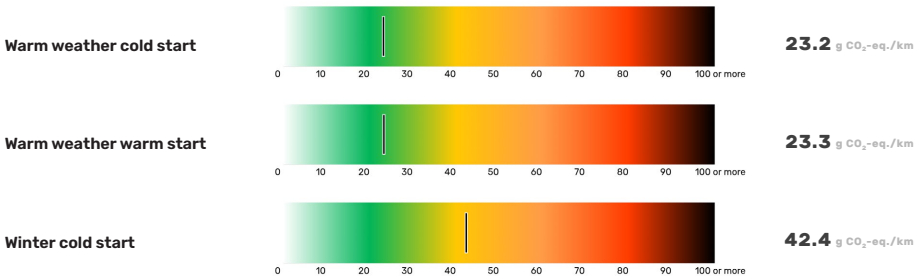
Combined (average)



good adequate marginal weak poor not applicable

Greenhouse Gases

9.3 /10

In laboratory

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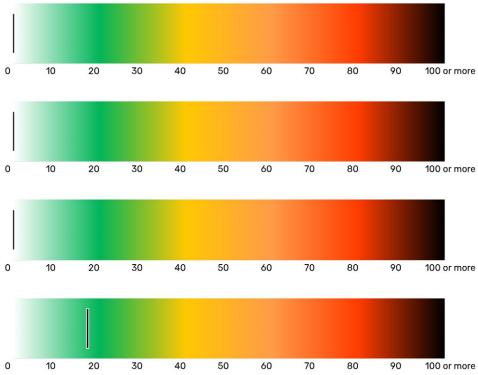
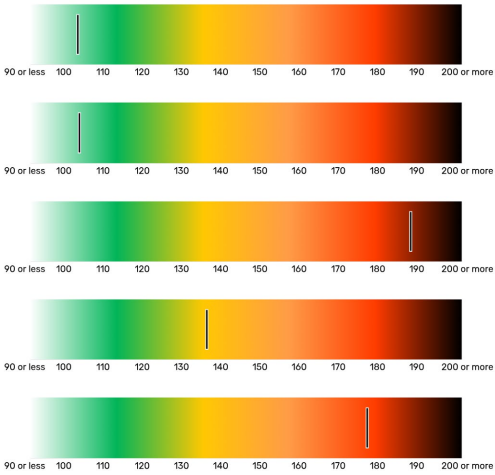
Charged battery



Empty battery



good adequate marginal weak poor not applicable

Greenhouse Gases

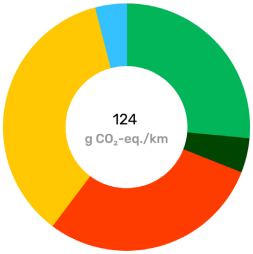
9.3 /10

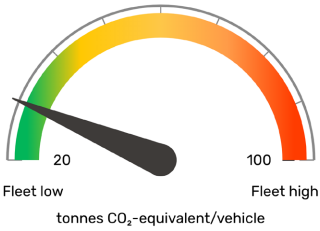
Additional Life Cycle Assessment information

Life Cycle Assessment (LCA) investigates the environmental impact of a car over its entire lifetime, 'from cradle to grave'. In this section, the total vehicle life cycle greenhouse gas emissions are displayed.

ADEQUATE 8.6/10

Total LCA GHG emissions





- Production & recycling 26.5%
- Battery production 4.5%
- Tailpipe emissions * 29.3%
- Fuel/energy supply 35.7%
- Maintenance 4.0%

Vehicle Life Cycle average emissions **30** (+/-) (best **18** | worst **63**)

* The scoring does not consider the direct exhaust GHG emissions at the tailpipe, because they are scored separately in 'Exhaust GHG emissions' above.

good adequate marginal weak poor not applicable



Driving Experience

Consumption & Range

GOOD

Cold Winter Performance

GOOD

Charging Capability

NOT APPLICABLE

Green NCAP Comment

Plug-In hybrids are subject to evaluation in two Driving Experience categories – Consumption and Range, and Cold Winter Performance. While good fuel and/or energy consumption properties are to be expected from a vehicle of its size, the DOLPHIN G also surprises with good performance in the cold weather assessment.

- Green NCAP's real world consumption estimations are based on measured results corrected with factors addressing real-world behaviour. The DOLPHIN G's results are between 'adequate' and 'good', depending on the scenario – empty or charged battery, and warm or cold weather. It is not just the high pure electric range of 97 km which contributes to a good evaluation, but also the fact that the entire -7°C Cold Test could be driven in pure electric mode, indicating a range of at least 23 km (WLTC test distance). The board computer readings are mostly accurate but showed a high deviation from the measured figures in the -7°C Cold Winter test in electric mode.
- The DOLPHIN G uses a high voltage heater for heating the cabin. The vehicle surprised with a quick cabin warm-up in most measured areas, but the rear footwell did not reach the target temperature of 16°C during the test, which might impact the comfort of the rear passengers. The tested BYD offers several functions as standard equipment to enhance heating comfort. In the insulation test, the cabin temperature dropped by only around 5°C after being left locked at -7°C for 30 min - a result which is rarely achieved.

Consumption & Range

GOOD

Estimated actual consumption

GOOD

What consumption can be expected in real world conditions?

In-laboratory measured consumption values are only partially representative of real-world use. Green NCAP's estimates aim at providing more realistic figures, which are based on measured results, modified by correction factors.

Conditions	Urban	Rural	Highway	Mixed	
Warm weather - empty battery	4.0	4.6	5.9	5.6	l/100 km
Cold winter cold start - empty battery	9.1	7.5	6.7	8.4	l/100 km
Warm weather - charged battery	18.5	18.7	22.6	19.6	kWh/100 km
Cold winter cold start - charged battery	36.2	26.7	30.2	31.1	kWh/100 km

Warm weather combined mode 2.0 l/100 km + 12.7 kWh/100 km

The combined mode estimations assume 65% electric driving, whereby the ratio is derived from the 2025 Utility Factor concept in WLTP regulation.

Driving range

GOOD

What driving range can be expected in real world conditions?

Of special importance to consumers is the real-world driving range of electric vehicles. Green NCAP estimates this based on measured data, modified by correction factors.

Fully charged	Pure electric range	
Warm weather	97	km
Cold winter	>23	km

The vehicle was able to perform the entire Cold Winter cold start test in pure electric mode.

Accuracy of display

GOOD

Is the consumption figure on the display correct?

Electricity use	
Fuel use	

good adequate poor not applicable

Cold Winter Performance

GOOD

Cabin heating

GOOD

Does the vehicle get warm quickly in winter?

This indicates the time needed to reach 16°C in seconds at different positions in the cabin after the cold vehicle has been started at -7°C ambient temperature.

	Front	Rear
Head area	226 s	400 s
Footwell	380 s	

The rear footwell area did not reach the target temperature of 16°C during the test.

Additional heating functions

What functions can be used to improve heating comfort?

Unlike a combustion car, which usually uses the engine's waste heat to provide warmth to the cabin, in electric vehicles, the energy needed comes from the battery. Therefore, there is a trade-off between thermal comfort and energy consumption. Some additional heating functions can deliver good thermal comfort performance at lower energy use compared to heating up the entire cabin. If they can be scheduled or remotely activated before a trip, while the vehicle is still plugged, both comfort and driving range can be notably improved.

	Y/N	Fitment
Heat pump	✗	
Seating heating front	✓	Standard for the tested version
Seating heating rear	✗	
Steering wheel heating	✓	Standard for the tested version
Sheduled pre-heating of seats	✓	Standard for the tested version
Scheduled steering wheel pre-heating	✓	Standard for the tested version
Scheduled cabin air pre-heating	✓	Standard
Smart cabin heating management	✗	

good adequate poor not applicable

Cold Winter Performance

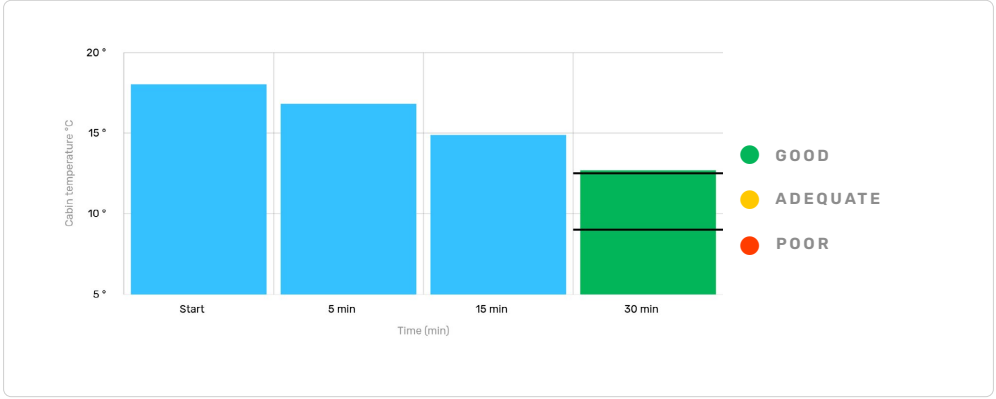
GOOD

Cabin thermal insulation

GOOD

How well does the cabin maintain its temperature?

Assessed here is the average cabin temperature drop after 30 minutes, starting from 18°C when the outside temperature is -7°C and the vehicle is inactive.



good adequate poor not applicable

Charging Capabilities

NOT APPLICABLE

good adequate poor not applicable

Specifications

Vehicle class
Small Family Car

System power/torque
156 kW/210 Nm

Engine size
1,498 cc

Declared consumption
Fuel 1.4 l/100 km
Electric 11.1 kWh/100 km

Declared driving range
EAER 109 km
Pure electric 105 km

Declared CO_2
32 g/km

Declared battery capacity
Usable (net) 18.3 kWh
Installed (gross) 18.3 kWh

Mass
1,575 kg

Heating concept
Hight volage heater

Tyres
215/50R18 96V

Emissions class
Euro 6 EB

Tested car
LC0C74C46T409xxxx

Publication date
11 2026

Also covered by this rating

Variants Names may vary by country

BYD DOLPHIN G
DM-I Sport plug-in hybrid FWD automatic

BYD DOLPHIN G
DM-I Boost plug-in hybrid FWD automatic

Other models