Green NCAP © Dacia Bigster
04/26 – Version 010426

Dacia Bigster

JOURNEY HYBRID FWD AUTOMATIC

Sustainability Rating

2026 | ★★★½☆ | 63%

Clean Air
7.6 /10

Energy Efficiency
6.8 /10

Greenhouse Gases
4.6 /10

Driving Experience

Consumption & Range
● GOOD

Cold Winter Performance
● ADEQUATE

Charging Capability
● NOT APPLICABLE

Our verdict

Tested here is Dacia's new large SUV – the Bigster, in its full hybrid version. Despite its name, the vehicle is surprisingly light and puts only 1,436 kg on the scale. Its operating strategy makes good use of the 280 V electric system, resulting in creditable consumption values. The hybrid Bigster surprises with a high rating score, achieved through robust emissions control, an efficient powertrain and reduced resources usage.

- The Bigster hybrid cuts exhaust pollutants very effectively in all tests, scores near maximum points for tyre abrasion and uses hybridisation to reduce brake wear. Production related emissions slightly lower the Clean Air score.
- Delivers strong energy efficiency results with low production energy demand and solid fuel consumption: under 5 l/100 km in warm tests, about 7.2–7.3 l/100 km in cold and highway cycles, and 5.1/4.8 l/100 km in mixed and city driving.
- Benefits from low fuel use but still emits significant CO_2 from combustion. Lifecycle emissions total 226 g CO_2-eq./km, with 130 g CO_2-eq./km coming directly from the exhaust.

Disclaimer

Think before you print

Clean Air

7.6 /10

Comments

The Bigster's exhaust aftertreatment shows high efficiency in reducing the exhaust pollutants. Emissions control is robust and ensures excellent performance across all tests, including -7°C cold winter testing, the high power demand highway cycle and real-world on-road driving. The tyre abrasion score is close to the maximum and the strong hybridisation allows significant recuperation rates and thus reduction of the friction brake usage and abrasion, although a pure electric vehicle performs much better in this aspect.

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 **8.4** /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 **8.1** /10

	NMHC	NO_x	NH_3	CO	PN	PM	Score
Legal test (WLTP)	●	●	●	●	●	●	6.4 /8
Warm weather	●	●	●	●	●	●	8.4 /10
Highway	●	●	●	●	●	●	7.3 /10
Winter cold start	●	●	●	●	●	●	8.6 /10
Winter warm start	●	●	●	●	●	●	9.0 /10

On road

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

ADEQUATE **8.8** /10

	NMHC	NO_x	NH_3	CO	PN	PM	Score
Real-world mixed drive	●	●	●	●	●	●	8.1 /10
Short city trip	●	●	●	●	●	●	9.3 /10
Congestion	●	●	●	●	●	●	2.0 /2

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

Clean Air

7.6 /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 7.0 /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

GOOD 5.4 /6

	Result	Score
Influence of mass		2.4 /3
Wheel alignment		1.0 /1
Accelerator response		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

MARGINAL 3.0 /6

	Result	Score
Brake dust mitigation		0.0 /4
Brake dust containment		0.0 /6
Recuperative braking - warm test		3.0 /6

good adequate marginal weak poor not applicable

Clean Air

7.6 /10

Additional Life Cycle Assessment information

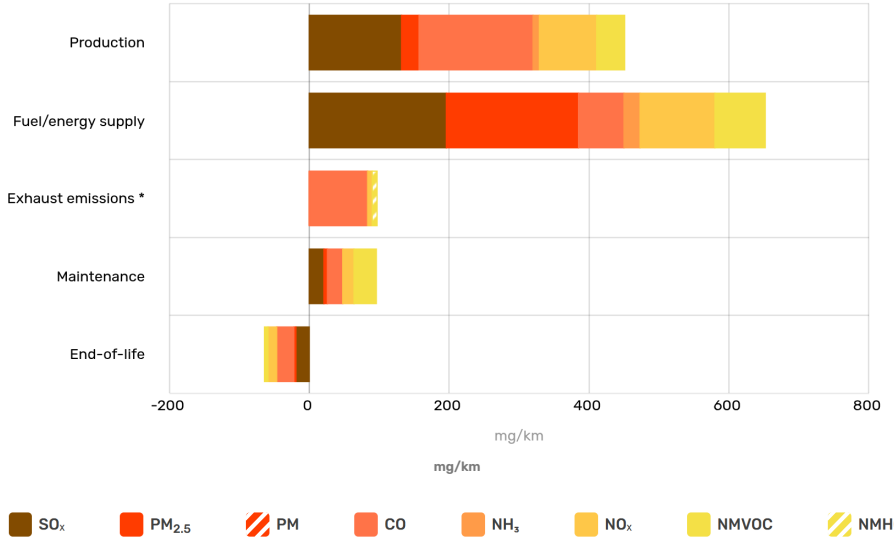
Life Cycle Assessment (LCA) investigates the environmental impact of a car over its entire lifetime, 'from cradle to grave'. In this section, pollutants are estimated in the various stages of a vehicle's life other than use. The chart also displays the measured emissions related to usage, which are taken 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.

MARGINAL

5.4 /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

6.8 /10

Comments

The car scores well in the Energy Efficiency Index thanks to favourable energy demand in the production processes and creditable fuel consumption figures. The measured results are well below 5 l/100 km in the warm tests and increase to 7.2 l/100 km in the -7°C Winter cold start test and to 7.3 l/100 km in the high speed and power demand Highway Test. The real-world mixed test was performed at 2°C and recorded only 5.1 l/100 km, whereas the short city trip impressed with 4.8 l/100 km.

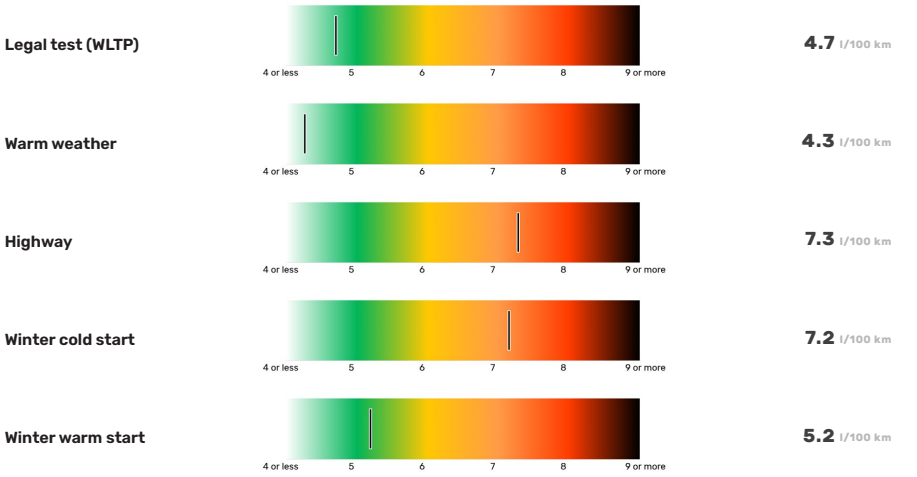
Energy demand

ADEQUATE 6.7 /10

Propulsion energy consumption in laboratory

MARGINAL 4.1 /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.



good adequate marginal weak poor not applicable

Energy Efficiency

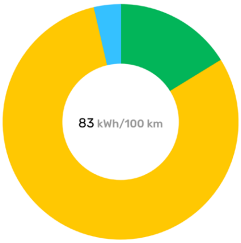
6.8 /10

Additional Life Cycle Assessment information

GOOD ● **10.0**/10

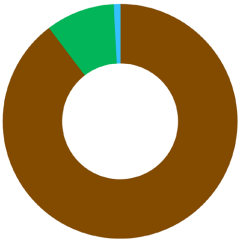
Life Cycle Assessment (LCA) investigates the environmental impact of a car over its entire lifetime 'from cradle to grave'. In this section, the total vehicle life cycle primary energy demand is displayed. The scoring does not consider the direct propulsion energy use, because it is scored separately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

Total LCA energy consumption



- Production & recycling 16.2%
- Battery production 0.0%
- Fuel/energy supply * 80.2%
- Maintenance 3.6%

Energy source share in total LCA consumption



- Fossil 89.7%
- Renewable 9.5%
- Other 0.8%

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.

GOOD ● **10.0**/10

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

Greenhouse Gases

4.6 /10

Comments

The low fuel consumption values help the Bigster score better in this part of the assessment compared to many other combustion engine cars, but burning fossil fuel nevertheless emits significant CO_2 amounts, limiting the achievable score. In the full vehicle life cycle, a total of 212 g CO_2-eq./km are estimated, 130 g CO_2-eq./km of which are direct exhaust GHG emissions.

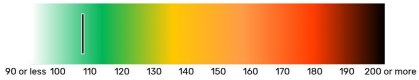
Exhaust GHG emissions

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.

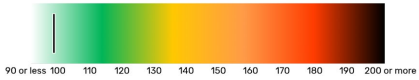
WEAK 2.4 /10

In laboratory

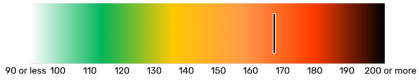
Green NCAP performs a wide range of tests on cars in the laboratory. This is the best way to ensure controlled conditions and guarantee that all cars are tested in the same way, making their results comparable. Read more



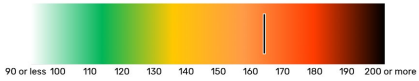
Legal test (WLTP) 106.0 g CO_2-eq./km



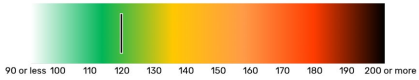
Warm weather 97.0 g CO_2-eq./km



Highway 165.6 g CO_2-eq./km



Winter cold start 162.5 g CO_2-eq./km



Winter warm start 118.0 g CO_2-eq./km

good adequate marginal weak poor not applicable

Greenhouse Gases

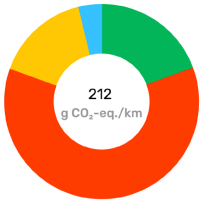
4.6 /10

Additional Life Cycle Assessment information

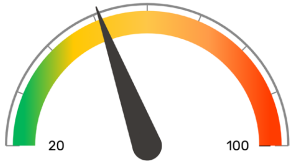
Life Cycle Assessment (LCA) investigates the environmental impact of a car over its entire lifetime, 'from cradle to grave'. In this section, the total vehicle life cycle greenhouse gas emissions are displayed.

GOOD **9.0** /10

Total LCA GHG emissions



- Production & recycling 19.4%
- Battery production 0.0%
- Tailpipe emissions * 61.1%
- Fuel/energy supply 15.7%
- Maintenance 3.8%



tonnes CO_2-equivalent/vehicle

Vehicle Life Cycle average emissions **51** (+/-)
(best **41** | worst **61**)

* 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

ADEQUATE

Charging Capability

NOT APPLICABLE

Green NCAP Comment

Compared to conventional vehicles, which are only evaluated in the 'Consumption and Range' section, the Driving Experience assessment of full hybrid vehicles also includes the 'Cold Winter Performance' Category.

- The real-world consumption estimations place the expected Bigster performance generally in the 'good' range for warm weather trips and in 'adequate' for cold winter drives. The car is equipped with a PTC heater, but as heating in cold weather can require additional power, the combustion engine might need to be switched on in phases where it would usually be inactive and thus the consumption figures in cold weather increase.
- The cabin heat supply of a combustion engine vehicle is much slower compared to an electric vehicle, but the Bigster is additionally equipped with an electric heater, which should have helped reach comfortable temperatures quickly. However, the heating up remains slow and overall performance is evaluated as poor. The thermal insulation of the cabin is adequate so once the desired cabin temperature is reached it should be maintained more easily.

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	4.7	4.9	5.5	5.1	l/100 km
Cold Winter	8.3	6.7	7.1	7.3	l/100 km

Accuracy of display

GOOD

Is the consumption figure on the display correct?

good adequate poor not applicable

Cold Winter Performance

ADEQUATE

How much further can you drive in winter, if the car is pre-warmed?

A cold vehicle has increased energy consumption at the start of its trip, mostly due to the cabin heating demand. Pre-warming the car while it is plugged, when possible, can significantly benefit its driving range in cold weather conditions. Green NCAP's winter tests are performed at -7°C.

Cabin heating

POOR

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	445 s	927 s
Footwell	3,248 s	

The front right and rear right footwell areas did not reach the target temperature 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	✓	Optional
Seating heating rear	✗	
Steering wheel heating	✓	Optional
Sheduled pre-heating of seats	✗	
Scheduled steering wheel pre-heating	✗	
Scheduled cabin air pre-heating	✗	
Smart cabin heating management	✗	

Cabin thermal insulation

good adequate poor not applicable

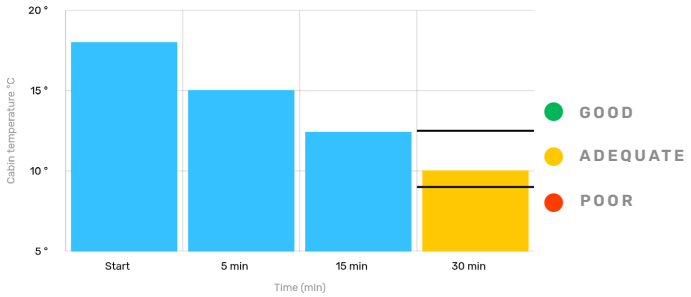
ADEQUATE

Cold Winter Performance

ADEQUATE

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
Large SUV

System power/torque
116 kW/205 Nm

Engine size
1,799 cc

Declared consumption
4.7 l/100 km

Declared driving range
Overall n.a.
City n.a.

Declared CO_2
106 g/km

Declared battery capacity
Usable (net) n.a.
Installed (gross) 1.4 kWh

Mass
1,436 kg

Heating concept
Waste heat & PTC heater

Tyres
205/55 R19

Emissions class
Euro 6 EC

Tested car
UU1DJF0127352xxxx

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