

# Dacia Bigster

JOURNEY HYBRID FWD AUTOMATIC



## Sustainability Rating

2026



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<sub>2</sub> from combustion. Lifecycle emissions total 226 g CO<sub>2</sub>-eq./km, with 130 g CO<sub>2</sub>-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 <sub>x</sub>	NH <sub>3</sub>	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 <sub>x</sub>	NH <sub>3</sub>	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



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

GOOD ●

5.4 /6

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](#)

	Result	Score
Influence of mass	●	2.4 /3
Wheel alignment	●	1.0 /1
Accelerator response	●	2.0 /2

### Brake wear

MARGINAL ●

3.0 /6

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](#)

	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



7.6 /10

## Additional Life Cycle Assessment information

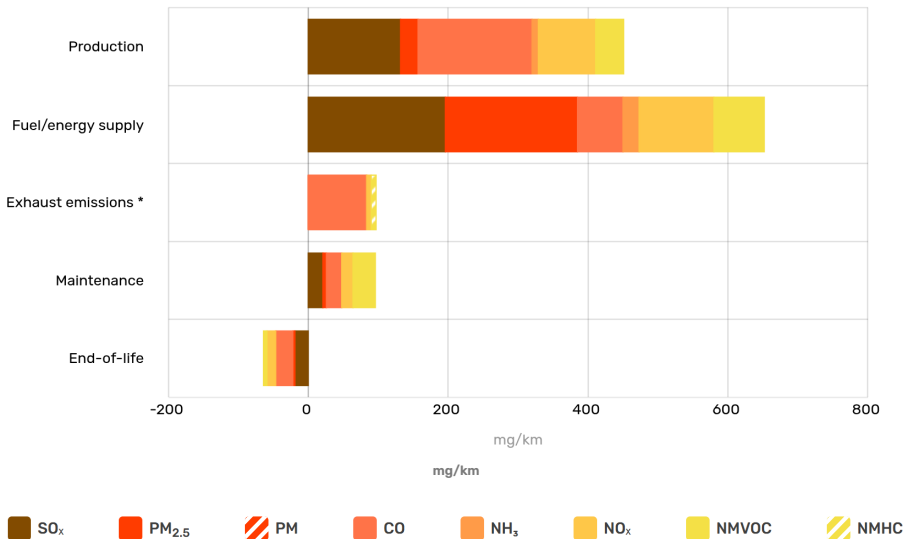
Life Cycle Assessment (LCA) investigates the environmental impact of a car over its entire lifetime, 'from cradle to grave'. In this section, pollutants are estimated in the various stages of a vehicle's life other than use. The chart also displays the measured emissions related to usage, which are taken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

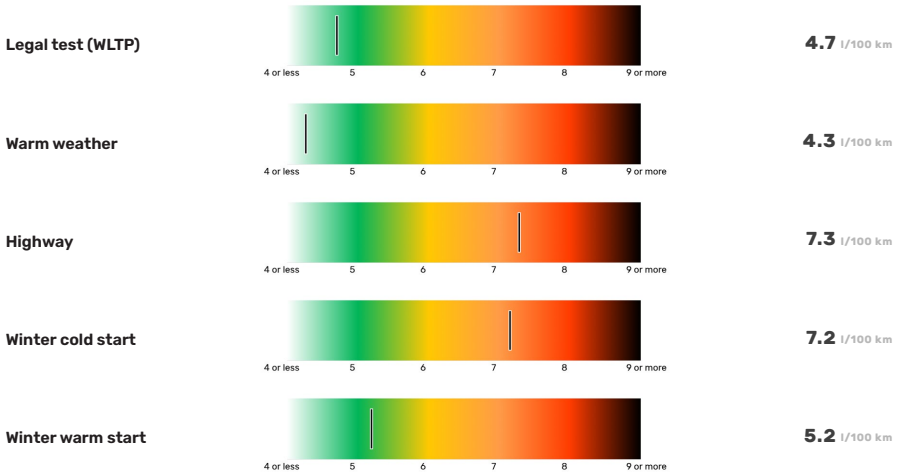
6.7 /10

### 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

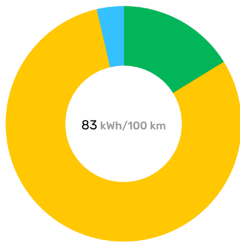
### Additional Life Cycle Assessment information

GOOD ●

10.0 /10

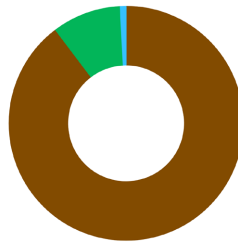
Life Cycle Assessment (LCA) investigates the environmental impact of a car over its entire lifetime 'from cradle to grave'. In this section, the total vehicle life cycle primary energy demand is displayed. The scoring does not consider the direct propulsion energy use, because it is scored separately 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<sub>2</sub> amounts, limiting the achievable score. In the full vehicle life cycle, a total of 212 g CO<sub>2</sub>-eq./km are estimated, 130 g CO<sub>2</sub>-eq./km of which are direct exhaust GHG emissions.

## Exhaust GHG emissions

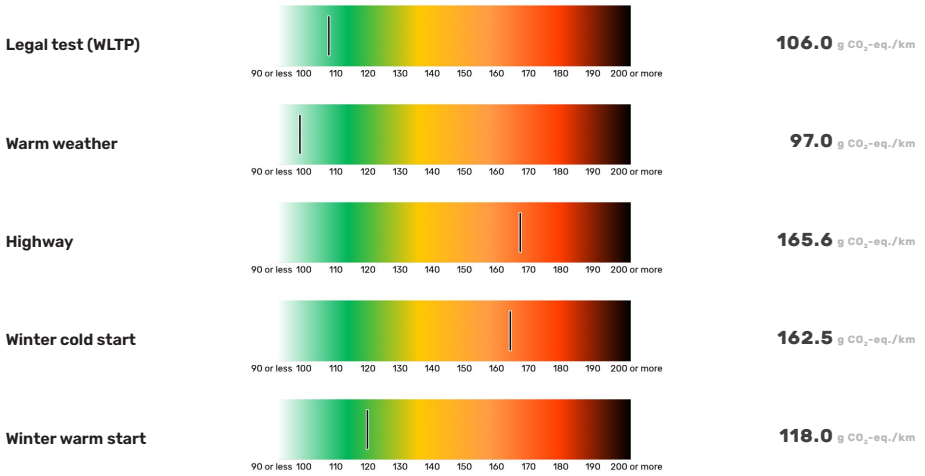
Combustion of conventional fuels releases greenhouse gases at the vehicle's tailpipe. The most significant of these gases are the emissions of CO<sub>2</sub>. Green NCAP's assessment considers methane (CH<sub>4</sub>) and laughing gas (N<sub>2</sub>O) as well. Together, these are counted with their global warming potential to a sum known as CO<sub>2</sub> 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](#)



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

 Greenhouse Gases

4.6 /10

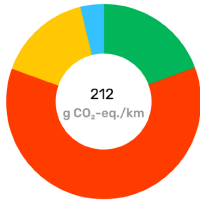
Additional Life Cycle Assessment information

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%



Fleet low 20 Fleet high 100  
tonnes CO<sub>2</sub>-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
Scheduled pre-heating of seats	✗	
Scheduled steering wheel pre-heating	✗	
Scheduled cabin air pre-heating	✗	
Smart cabin heating management	✗	

Cabin thermal insulation ● poor

● not applicable

ADEQUATE ●

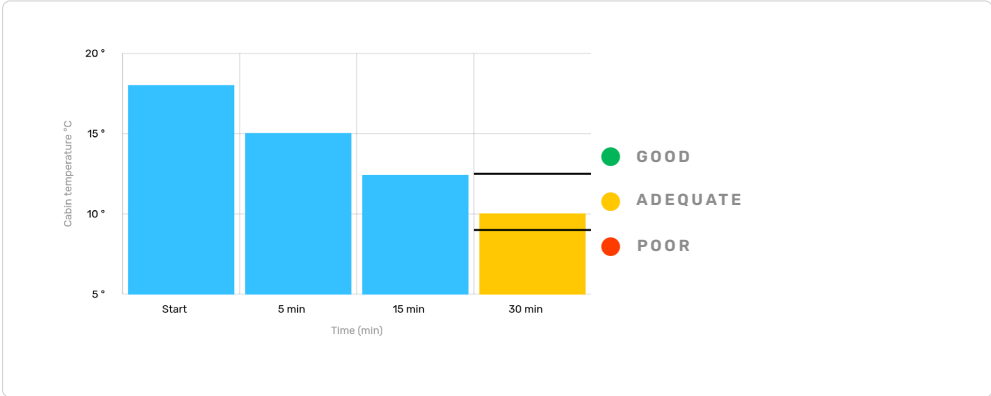


# Cold Winter Performance

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<sub>2</sub>

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

### Publication date

04 2026

## Also covered by this rating

### Variants

Dacia Bigster

Bigster 155 Hybrid Extreme hybrid FWD automatic

Dacia Bigster

Bigster 155 Hybrid Journey hybrid FWD automatic

Dacia Bigster

Bigster 155 Hybrid Expression hybrid FWD automatic



