

# Dacia Sandero

TCE100 PETROL FWD MANUAL



## Sustainability Rating

2026



59%

**Clean  
Air**

6.5 /10

**Energy  
Efficiency**

6.6 /10

**Greenhouse  
Gases**

4.5 /10

## Driving Experience

**Consumption  
& Range**

● ADEQUATE

**Cold Winter  
Performance**

● NOT APPLICABLE

**Charging  
Capability**

● NOT APPLICABLE

## Our verdict

The petrol driven Dacia Sandero achieved an average rating score of 59% and 3 stars, narrowly missing a higher star rating. The vehicle is small and very light, which helps reach relatively high sustainability marks, but its pollutant emission and consumption values did not impress. As for other combustion-engined vehicles, the most challenging discipline are the greenhouses gases, where the result is modest.

- › The Sandero's pollutant behaviour is adequate in warm tests but weakens during cold starts and high power demand. Particle emissions are kept below Green NCAP's upper thresholds, but are generally what limits the score. The car collects points for tyre abrasion thanks to low mass, though its wheel alignment limits the result. The brake abrasion assessment benefits from the closed rear axle brake system (drums).
- › The small Dacia delivers unremarkable fuel consumption despite low mass and compact size. It benefits in LCA from low mass and no battery, but fuel use from the combustion engine still limits the score.
- › The greenhouse gas emissions reach 214 g CO<sub>2</sub>-eq./km over the full lifecycle, scoring modestly. Low production emissions cannot offset the high emissions from burning petrol.

### Disclaimer

Think before you print





6.5 /10

**Comments**

The exhaust aftertreatment shows standard performance at warm temperatures, but the emissions control becomes weaker during cold engine starts. The high power demand shows that particle control is sufficient to stay below legal limits, but cannot contribute to higher score in the tests. Thanks to its very low mass, the vehicle scores well for tyre abrasion, but the result could have been even better if also the rear axle reference wheel alignment value was within Green NCAP tolerances. The score for brake abrasion reduction benefits from the closed brake system (drums) on the rear axle.

**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 ●

6.9 /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 ●

6.5 /10

	NMHC	NO <sub>x</sub>	NH <sub>3</sub>	CO	PN	PM	Score
Legal test (WLTP)	●	●	●	●	●	●	4.6/8
Warm weather	●	●	●	●	●	●	7.4/10
Highway	●	●	●	●	●	●	6.6/10
Winter cold start	●	●	●	●	●	●	6.1/10
Winter warm start	●	●	●	●	●	●	7.2/10

**On road**

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

ADEQUATE ●

7.5 /10

	NMHC	NO <sub>x</sub>	NH <sub>3</sub>	CO	PN	PM	Score
Real-world mixed drive	●	●	●	●	●	●	6.9/10
Short city trip	●	●	●	●	●	●	7.5/10
Congestion	●	●	●	●	●	●	2.0/2

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



6.5 /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 ●

6.3 /10

### Tyre wear

ADEQUATE ●

4.5 /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	●	3.0 /3
Wheel alignment	●	0.5 /1
Accelerator response	●	1.0 /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	●	3.0 /6
Recuperative braking - warm test	●	0.0 /6



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



6.5 /10

## Additional Life Cycle Assessment information

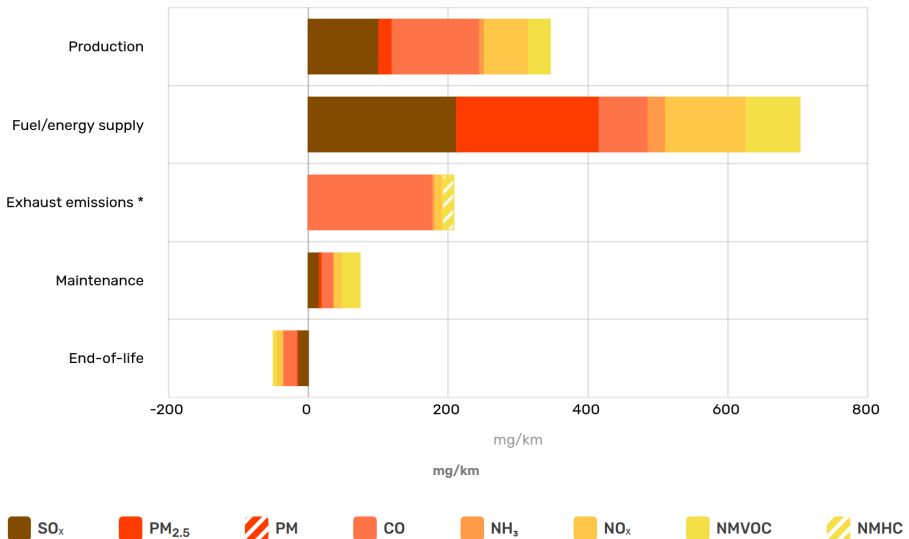
Life Cycle Assessment (LCA) investigates the environmental impact of a car over its entire lifetime, 'from cradle to grave'. In this section, pollutants are estimated in the various stages of a vehicle's life other than use. The chart also displays the measured emissions related to usage, which are taken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

5.8 /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

6.6 /10

## Comments

Given the compact body type and low mass, the Sandero’s petrol consumption figures fail to impress. There is no electrification support of any type and this is reflected in both the on-road and lab test consumption. At around 0°C, 6 l/100 km were used, while the short urban trip needed 7 l/100 km. In terms of life cycle assessment, the total primary energy demand benefits from the low mass and absence of a heavy battery, the production of which would further increase the need for energy. Nevertheless, the amounts of fuel needed by a conventional combustion engine limit the achievable score in this section.

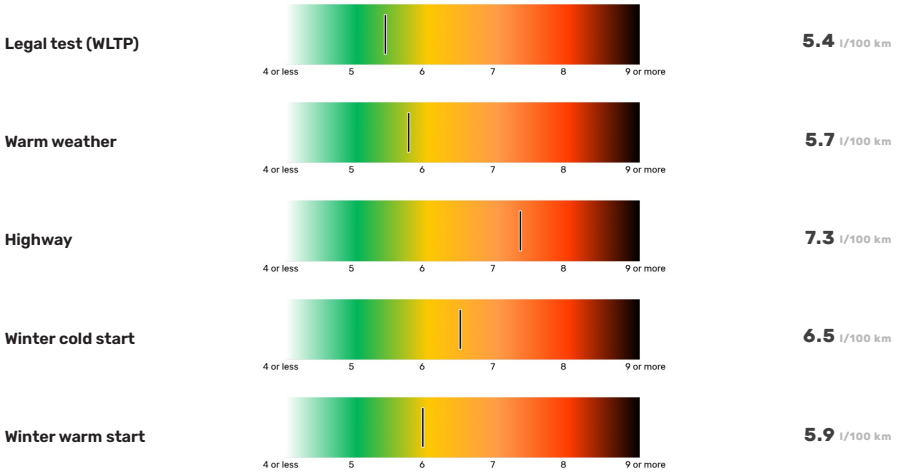
## Energy demand

ADEQUATE ● 6.5 /10

### Propulsion energy consumption in laboratory

MARGINAL ● 3.3 /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

6.6 /10

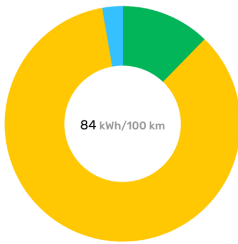
### Additional Life Cycle Assessment information

GOOD ●

10.0 /10

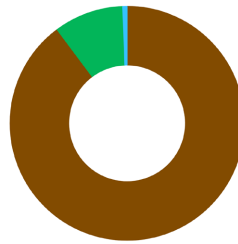
Life Cycle Assessment (LCA) investigates the environmental impact of a car over its entire lifetime 'from cradle to grave'. In this section, the total vehicle life cycle primary energy demand is displayed. The scoring does not consider the direct propulsion energy use, because it is scored separately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

#### Total LCA energy consumption



- Production & recycling 12.3%
- Battery production 0.0%
- Fuel/energy supply \* 85.0%
- Maintenance 2.7%

#### Energy source share in total LCA consumption



- Fossil 89.8%
- Renewable 9.6%
- Other 0.6%

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

4.5 /10

### Comments

The total life cycle greenhouse gas emissions are estimated to be 214 g CO<sub>2</sub>-eq./km, which is enough for a score of 4.5/10. The low greenhouse gas emissions of the European production of the vehicle cannot compensate for the high emissions of combusting the fossil fuel.

## 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.

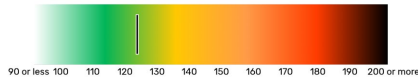
WEAK ●

1.7 /10

### In laboratory

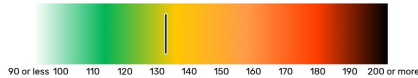
Green NCAP performs a wide range of tests on cars in the laboratory. This is the best way to ensure controlled conditions and guarantee that all cars are tested in the same way, making their results comparable. [Read more](#)

#### Legal test (WLTP)



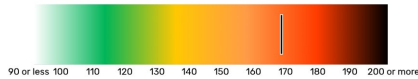
122.0 g CO<sub>2</sub>-eq./km

#### Warm weather



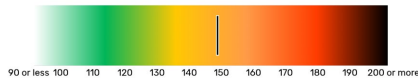
130.9 g CO<sub>2</sub>-eq./km

#### Highway



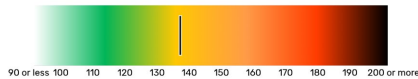
166.9 g CO<sub>2</sub>-eq./km

#### Winter cold start



147.0 g CO<sub>2</sub>-eq./km

#### Winter warm start



135.4 g CO<sub>2</sub>-eq./km

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

 Greenhouse Gases

4.5 /10

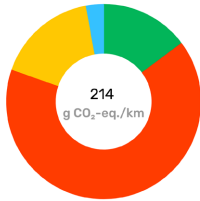
Additional Life Cycle Assessment information

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.

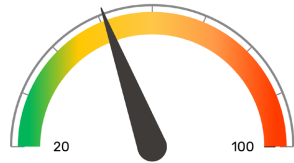
GOOD ●

9.7 /10

Total LCA GHG emissions



- Production & recycling 14.8%
- Battery production 0.0%
- Tailpipe emissions \* 65.6%
- Fuel/energy supply 16.8%
- Maintenance 2.8%



Vehicle Life Cycle average emissions 51 (+/-)  
(best 46 | worst 59)

\* 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

● ADEQUATE



### Cold Winter Performance

● NOT APPLICABLE



### Charging Capability

● NOT APPLICABLE

#### Green NCAP Comment

The Driving Experience evaluation of conventional vehicles focuses only on the performance in the section 'Consumption and Range'. The Dacia Sandero's estimated real-world consumption figures are seen as adequate in all conditions – warm weather and cold winter, urban, rural, highway and mixed driving scenarios. The consumption readings on the board computer display are accurate.



## Consumption & Range

ADEQUATE ●

### Estimated actual consumption

ADEQUATE ●

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	8.0 ●	5.3 ●	6.3 ●	7.2 ●	l/100 km
Cold Winter	8.4 ●	5.7 ●	7.0 ●	7.8 ●	l/100 km

### Accuracy of display

GOOD ●

Is the consumption figure on the display correct?



● good   ● adequate   ● poor   ● not applicable



# Cold Winter Performance

NOT APPLICABLE ●



● good    ● adequate    ● poor    ● not applicable



# Charging Capabilities

NOT APPLICABLE ●



● good   ● adequate   ● poor   ● not applicable

## Specifications

### Vehicle class

City and Supermini

### System power/torque

74 kW / 200 Nm

### Engine size

999 cc

### Declared consumption

5.4 l/100 km

### Declared driving range

Overall n.a.

City n.a.

### Declared CO<sub>2</sub>

122 g/km

### Declared battery capacity

Usable (net) n.a.

Installed (gross) n.a.

### Mass

1,103 kg

### Heating concept

Waste heat & PTC heater

### Tyres

195/55 R16

### Emissions class

Euro 6 EC

### Tested car

UU1DJF0027618<sub>xxxx</sub>

### Publication date

04 2026



