

Renault Symbioz

E-TECH FULL HYBRID 160 ICONIC
HYBRID FWD AUTOMATIC



Sustainability Rating

2026



64%



**Clean
Air**

7.5 /10



**Energy
Efficiency**

7.0 /10



**Greenhouse
Gases**

4.7 /10

Driving Experience



**Consumption
& Range**

 GOOD



**Cold Winter
Performance**

 ADEQUATE



**Charging
Capability**

 NOT APPLICABLE

Our verdict

Tested here is the full hybrid Renault Symbioz. The car is positioned in the small SUV class and puts a modest 1,463 kg on the scale. Its operating strategy makes good use of the 230 V (nominal) electric system, resulting in creditable consumption values. The hybrid Symbioz surprises with a high rating score, achieved through robust emissions control, an efficient powertrain and reduced resources usage. The powertrain can be seen as an evolutionary improvement of the one used in the hybrid Dacia Bigster

- › Reduces exhaust pollutants very effectively across all tests. Scores highly for tyre abrasion and uses hybridisation to cut brake wear through regenerative braking.
- › Delivers reasonable consumption values, ranging from a low 4.2 l/100 km in warm conditions to 7.4 l/100 km in the -7°C cold start test. Records 6.8/100 km in the Highway test.
- › Benefits from low fuel consumption and European production but still emits considerable CO₂ from fuel combustion. Reaches lifecycle emissions of 210 g CO₂-eq./km, including 127 g CO₂-eq./km from the exhaust.

Disclaimer

Think before you print



Comments

The Symbioz’s exhaust aftertreatment demonstrates high efficiency in reducing the exhaust pollutants. Emissions control is robust and ensures a very good performance across all tests, including -7°C cold winter testing, the high-power demand highway cycle and real-world on-road drive. The tyre abrasion score is high, reflecting little pollution, and the strong hybridisation allows significant energy recuperation and reduced reliance on the friction brake, 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](#)

ADEQUATE  8.5 /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](#)

ADEQUATE  8.2 /10

	NMHC	NO _x	NH ₃	CO	PN	PM	Score
Legal test (WLTP)							6.6 /8
Warm weather							9.0 /10
Highway							7.6 /10
Winter cold start							8.1 /10
Winter warm start							9.2 /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							8.3 /10
Short city trip							9.1 /10
Congestion							2.0 /2

 good  adequate  marginal  weak  poor  not applicable



7.5 /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  6.6 /10

Tyre wear

ADEQUATE  4.8 /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		2.3 /3
Wheel alignment		0.5 /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





7.5 /10

Additional Life Cycle Assessment information

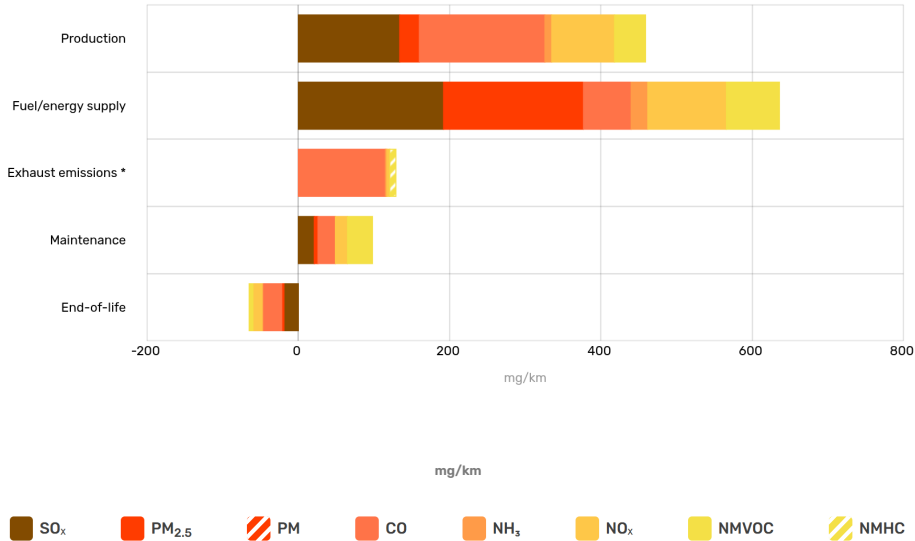
Life Cycle Assessment (LCA) investigates the environmental impact of a car over its entire lifetime, ‘from cradle to grave’. In this section, pollutants are estimated in the various stages of a vehicle’s life other than use. The chart also displays the measured emissions related to usage, which are taken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

5.5 /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

⚡

Energy Efficiency

7

/10

Comments

The measured consumption results are only 4.2 l/100 km in the warm test and increase to 7.4 l/100 km in the -7°C Winter cold start test and to 6.8 l/100 km in the high speed and power demand Highway test. It is worth mentioning that hybrids often lose the advantage of the hybrid system in cold weather cold start tests, as the engine needs to keep running to provide heat to the cabin and some components. The real-world mixed test was performed in rain at 18°C and recorded 5.7 l/100 km.

Energy demand

ADEQUATE

●

6.8

/10

Propulsion energy consumption in laboratory

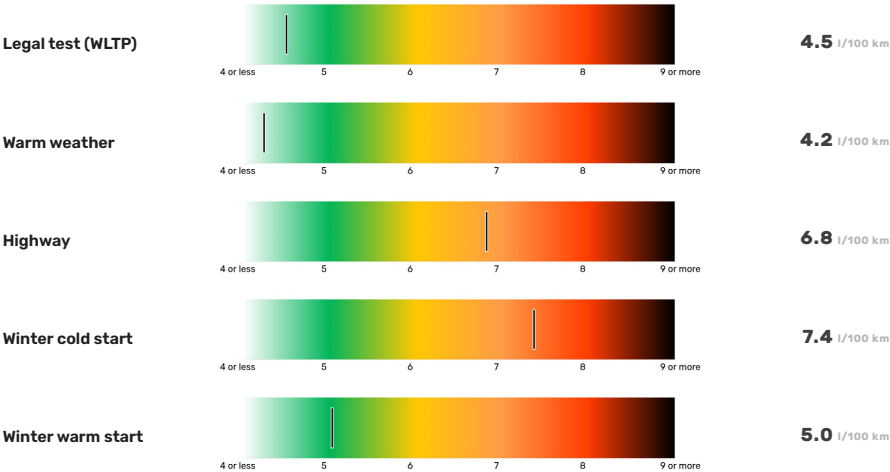
MARGINAL

●

4.3

/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

7

/10

Additional Life Cycle Assessment information

GOOD

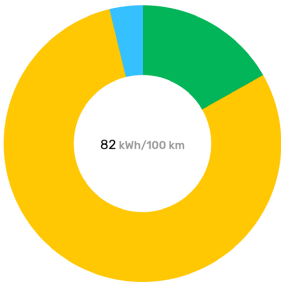


10.0

/10

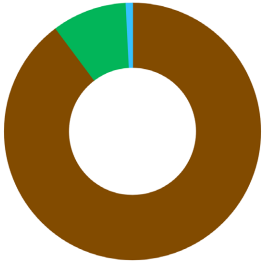
Life Cycle Assessment (LCA) investigates the environmental impact of a car over its entire lifetime 'from cradle to grave'. In this section, the total vehicle life cycle primary energy demand is displayed. The scoring does not consider the direct propulsion energy use, because it is scored separately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

Total LCA energy consumption



-  Production & recycling 16.8%
-  Battery production 0.0%
-  Fuel/energy supply * 79.4%
-  Maintenance 3.8%

Energy source share in total LCA consumption



-  Fossil 89.8%
-  Renewable 9.4%
-  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



9.6

/10



 good

 adequate

 marginal

 weak

 poor

 not applicable

Greenhouse Gases

4.7 / 10

Comments

The low fuel consumption values help the Symbioz score better in this part of the assessment than many other combustion engine cars, but burning fossil fuel nevertheless emits significant CO₂ amounts, limiting the achievable score. In the full vehicle life cycle, a total of 210 g CO₂-eq./km are estimated, 127 g CO₂-eq./km of which are direct exhaust GHG emissions. The car is produced in Europe, which benefits the results.

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 CO₂. Green NCAP's assessment considers methane (CH₄) and laughing gas (N₂O) as well. Together, these are counted with their global warming potential to a sum known as CO₂ equivalent.

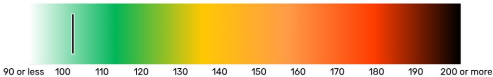
WEAK

2.5 / 10

In laboratory

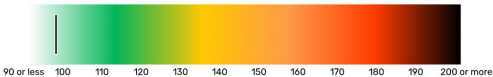
Green NCAP performs a wide range of tests on cars in the laboratory. This is the best way to ensure controlled conditions and guarantee that all cars are tested in the same way, making their results comparable. [Read more](#)

Legal test (WLTP)



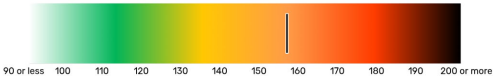
101.1 g CO₂-eq./km

Warm weather



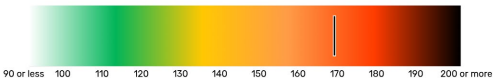
96.8 g CO₂-eq./km

Highway



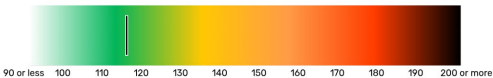
155.7 g CO₂-eq./km

Winter cold start



167.8 g CO₂-eq./km

Winter warm start



114.8 g CO₂-eq./km

● good

● adequate

● marginal

● weak

● poor

● not applicable

Greenhouse Gases

4.7

/10

Additional Life Cycle Assessment information

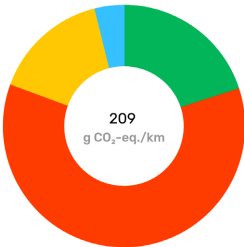
Life Cycle Assessment (LCA) investigates the environmental impact of a car over its entire lifetime, 'from cradle to grave'. In this section, the total vehicle life cycle greenhouse gas emissions are displayed.

GOOD

9.0

/10

Total LCA GHG emissions



tonnes CO₂-equivalent/vehicle

Vehicle Life Cycle average emissions 50 (+/-)
(best 41 | worst 62)

- Production & recycling 20.0%
- Battery production 0.0%
- Tailpipe emissions * 60.6%
- Fuel/energy supply 15.5%
- Maintenance 3.9%

* 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.

- Estimations of real-world consumption place the Symbioz generally in the 'good' range for warm weather trips and in 'adequate' for cold winter drives. The car is not equipped with a high voltage heater so in cold weather the combustion engine needs to be activated in phases where it would usually be inactive, increasing consumption in such conditions.
- The cabin heat supply of a combustion engine vehicle is much slower compared to an electric vehicle. The Symbioz heat up remains slow and is evaluated as poor, because the installed 1 kW low voltage air heater cannot provide sufficient heat in -7°C testing. 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	5.6	5.3	5.6	5.5	l/100 km
Cold Winter	9.1	6.7	6.7	8.1	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	505 ●	1,266
Footwell	1,213 ●	
The rear footwell area left reached the temperature in 1,177 seconds and in the right in 953 seconds.		

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
Scheduled pre-heating of seats	×	
Scheduled steering wheel pre-heating	×	
Scheduled cabin air pre-heating	×	
Smart cabin heating management	×	

● good ● adequate ● poor ● not applicable

Cold Winter Performance

ADEQUATE



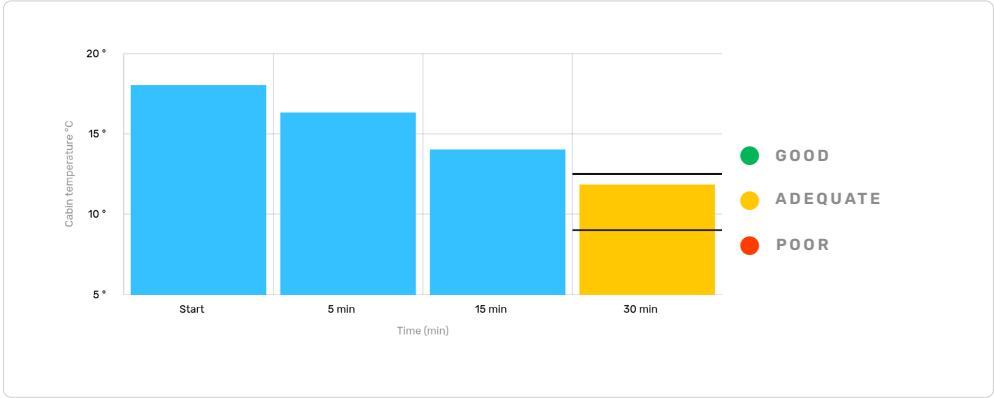
Cabin thermal insulation

How well does the cabin maintain its temperature?

ADEQUATE



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 SUV

System power/torque
116 kW/265 Nm

Engine size
1,789 cc

Declared consumption
4.5 l/100 km

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

Declared CO₂
101 g/km

Declared battery capacity
Usable (net) n.a.
Installed (gross) 1.3 kWh

Mass
1,463 kg

Heating concept
Waste heat and low voltage heater

Tyres
225/45 R19

Emissions class
Euro 6 EC

Tested car
VF1RJB0087445xxxx

Publication date
09 2026

Also covered by this rating

Variants

Names may vary by country

Renault Symbioz
E-Tech Full Hybrid 160 Esprit Alpine petrol FWD automatic

Renault Symbioz
E-Tech Full Hybrid 160 Techno petrol FWD automatic

Other models

Dacia Jogger
155 hybrid FWD automatic

Mitsubishi ASX
1.8 hybrid FWD automatic

Mitsubishi Grandis
1.8 hybrid FWD automatic

Renault Captur
E-Tech Full Hybrid 160 hybrid FWD automatic



