# Automobiles

India | Automobiles | Sector Update



#### 26 June 2025

# BYD EV Self-drive experience in UK

We rented a *BYD Dolphin* for self-drive in the UK during the JLR Investor Day visit recently. Some key takeaways are as follows: it had a 60Kwh battery pack with a 12.8-inch rotatable touchscreen. We got *BYD Dolphin Design* variant, which offers a range of 265 miles. It offers an LFP blade battery. The price of *BYD Dolphin* starts from **GBP 26-31k**, and it is a direct competitor to *MG4 EV* and is lower than in price to *VW ID3*. The UK version has modifications vs the China version. Some connected features are disabled in the UK version as per regulations (like mobile phone cannot be used as a key in the UK vs China). It also meets the EURO NCAP 5 Star rating. The UK version has more safety padding on front and rear bumpers to meet regulations vs the China version.

**Charging cost not economical for fast charging vs gasoline**: We had to fast charge on our visit at the rate of 74p/kw. <u>Our calculations show cost per km turns out to be 0.1 GBP per km</u>, which is similar to a comparable ICE vehicle cost per km. But if the vehicle is charged slowly at home, it is at the rate of ~28p/kw, and cost per km comes off to 0.04 GBP per km. Hence, the real operational cost benefit of EV vs ICE only comes in case of home charging, and not in publicly available fast chargers.

**Charging experience mixed:** The BYD Dolphin in UK is compatible with the CCS port charging. The charging network experience was mixed. There were a couple of places in Oxford where the google maps took us saying there is a charging station there, and upon reaching there was no charging station at all. This is in stark contrast to our experience last year in UK when we had rented a Tesla Model Y, where the charging network accuracy and quality was much better. The Tesla Superchargers advantage and quality of chargers condition was pretty evident in our view vs others. On the highways, the charging experience was seamless and convenient for CCS (Combined charging system) chargers. However, several charging stations have different charging operators for non-Tesla vehicles and downloading different apps at every use is not feasible. However, most charging stations have an option to pay without downloading the app (although at one charging station, there was an issue and we had to go to another charging station). Hence, planning the trip is essential.

**Our View**: Overall, we believe home charging is essential for most times for EV realizing cost benefits. Just relying on fast chargers is not economical and good for battery health too. The *BYD Dolphin* is a good value for money proposition compared to peers in the UK. BYD BEV market share in the UK stands at 7.7% in CY25 YTD, up from 2.3% in CY24 (*Dolphin* specific model market share is 1.2%). In the EU, BYD market share in BEV is at 3.1%. BYD's exports in the EU and the UK has grown closer to 100% in CY25 YTD, aided by ramp-up of PHEV models, which currently are not facing tariffs in the EU, unlike BEV tariffs. We believe China's original equipment manufacturers (OEM) can gain incremental global PV market share in the next 3-5 years, thereby putting pressure on legacy OEM as highlighted in our recent report, <u>China energizing seismic shifts</u> released on 27 January 2025.

BEV fast charging cost per km similar to ICE in UK

	Cost per km (GBP)
BEV fast charging	0.10
Gasoline	0.10
BEV slow charging	0.04

Source: Elara Securities Research

#### BYD total market share in the UK and Europe

CY23	CY24	CY25 YTD	
		•	
0.1	0.4	0.8	
0.1	0.5	1.6	
0.0	0.1	0.1	
0.0	0.7	1.2	
	0.1 0.1 0.0	0.1 0.4 0.1 0.5 0.0 0.1	

Source: MarkLines, Elara Securities Research

#### BYD BEV market share in the UK triples recently

BEV market share (%)	CY23	CY24 CY25 YTD	
BYD			
Europe	0.8	2.2	3.1
UK	0.4	2.3	7.7
BYD Dolphin			
Europe	0.1	0.6	0.8
UK	0.0	0.7	1.2

Source: Elara Securities Research

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# Exhibit 1: BEV fast cost similar to ICE in the UK; slow charging gives the real cost benefits

	Miles driven	Km driven	Cost for charging and refueling (GBP)	Charging (70p/kw for fast and 28p/kw for slow)	Time taken to charge	Cost per mile (GBP)	Cost per km (GBP)
BEV fast charging	213	340.8	35	10% to 90%	40 mins	0.16	0.10
Gasoline	213	340.8	35	Full tank	5 mins	0.16	0.10
BEV slow charging	213	340.8	14	10 % to 90%	10-12 hours	0.07	0.04

Source: Elara Securities research

#### Exhibit 2: BYD total PV market share in the UK

Total market share (%)	CY23	CY24	CY25 YTD
BYD			
Europe	0.1	0.4	0.8
UK	0.1	0.5	1.6
BYD Dolphin			
Europe	0.0	0.1	0.1
UK	0.0	0.7	1.2

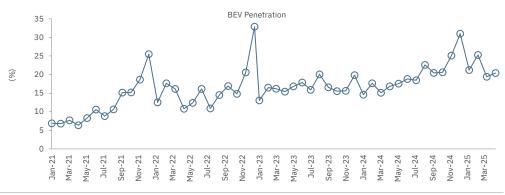
Source: MarkLines, Elara Securities Research

## Exhibit 3: BYD BEV market share in the UK triples recently

BEV market share (%)	CY23	CY24	CY25 YTD
BYD			
Europe	0.8	2.2	3.1
υκ	0.4	2.3	7.7
BYD Dolphin			
Europe	0.1	0.6	0.8
UK	0.0	0.7	1.2

Source: MarkLines, Elara Securities Research

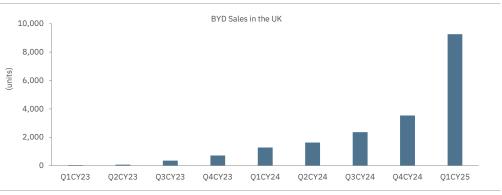
# Exhibit 4: UK BEV penetration down from recent peaks hovering around ~20%



Source: MarkLines, Elara Securities Research

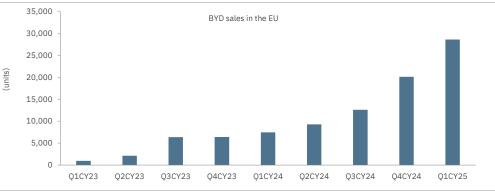


## Exhibit 5: BYD sales in the UK growing at a rapid pace



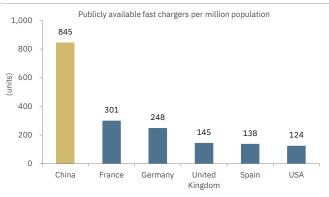
Source: MarkLines, Elara Securities Research

# Exhibit 6: BYD sales in EU more than triples recently



Source: MarkLines, Elara Securities Research

# Exhibit 7: Number of fast chargers per mn – China far ahead



Note: data for CY23, Source: IEA, Elara Securities Research

# France

Exhibit 8: Number of slow chargers per mn – France leads,

1,473

Publicly available slow chargers per million population

622

United

Kingdom

405

USA

397

Spain

1,029

Germany

Note: Data for CY23; Source: IEA, Elara Securities Research

followed by China

1,057

China

1.600

1,400

1,200

1,000 (units) 800

600

400

200 0

# Exhibit 9: BYD Dolphin specification comparison vs peers in the UK

Features & specifications	BYD Dolphin 60.4 kWh	MG4 EV (Standard)	VW ID.3 (Pro)	Peugeot e-208	Fiat 600e
Price (GBP)	30,195	26,995	37,115	32,650	32,995
WLTP Range (km)	426 km	351 km	428 km	399 km	409 km
Real Range (km)	346 km	298 km	346 km	322 km	338 km
Battery (usable)	60.4 kWh	51 kWh	58 kWh	51 kWh	54 kWh
Power	150 kW (204 hp)	125 kW (170 hp)	150 kW (204 hp)	115 kW (156 hp)	115 kW (156 hp)
0–100 km/h	7.0 sec	7.7 sec	7.3 sec	8.1 sec	9.0 sec
Top Speed	159 km/h	161 km/h	159 km/h	150 km/h	150 km/h
Charging (DC max)	88 kW (10-80%: ~41 min)	117 kW (~35 min)	120 kW (~30 min)	100 kW (~30 min)	100 kW (~30 min)
Boot Space	345–364 L	363 L	385 L	309 L	360 L
Seats	5	5	5	5	5
Warranty	6 yrs (car), 8 yrs (battery)	7 yrs (car & battery)	3 yrs (car), 8 yrs (battery)	3 yrs (car), 8 yrs (battery)	3 yrs (car), 8 yrs (battery)
Length (mm)	4,290	4,287	4,261	4,055	4,171
Width (mm)	1,770	1,836	1,809	1,745	1,781
Height (mm)	1,570	1,504	1,562	1,430	1,523
Wheelbase (mm)	2,700	2,705	2,770	2,540	2,560

Source: EV database, Elara Securities Research



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# **Automobiles**



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