



DS AUTOMOBILES



DS 3 Crossback

1.5 BlueHDi diesel 4x2 automatic





Clean Air Index





Greenhouse Gas Index

Index

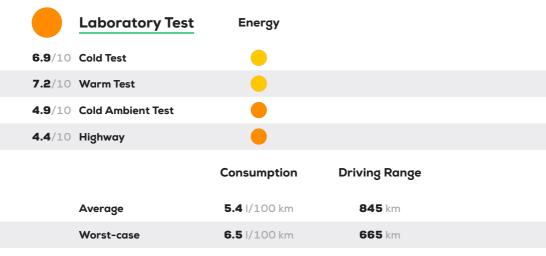


	Laboratory Te	st N	мнс	NO _x	$\rm NH_3$	со	PN
3.6 /10	Cold Test					•	•
5.7 /10	Warm Test		•	•			
0.0 /10	Cold Ambient Test					•	
2.5 /10	Highway		•				
	Road Test						
3.1 /10	On-Road Drive			•			
5.8 /8	On-Road Heavy Lo	ad					
2.6 /5	On-Road Light Loa	d				•	
2.3 /5	On-Road Short Trip	•					
0.0 /2	Congestion						
	Robustness						
		•					
	n.a. god	d adequa	ite marg	ginal w	veak j	ooor	

Particulate emissions are very low in all tests, thanks to the diesel particulate filter (DPF). NO_x is generally well controlled but becomes elevated in the cold ambient temperature test and the high-load highway test.



Energy Efficiency Tests

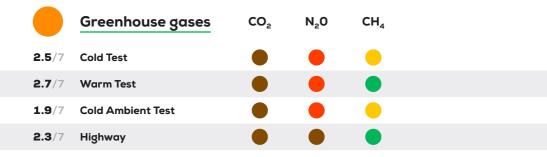




Comments

The DS 3 Crossback achieve an energy efficiency index of 5.8, with an average fuel consumption of 5.4 I/100 km and a worst-case, in the highway test, of 6.5 I/100 km.







Emissions of N₂O are above Green NCAP's upper threshold in most of the tests, and the DS 3 Crossback loses some fractions of a point as a result. Emissions of Methane (CH_4) are very low while those of carbon dioxide (CO_2) are moderate.



Our Verdict

The DS 3 Crossback premiered at the 2018 Paris Motor Show and is sold with conventional combustion engines and as a pure electric. Here, the BlueHDi 100 1.5 litre turbocharged diesel variant is tested. Emissions management is controlled by an EGR system, selective catalytic reduction and a diesel particulate filter (DPF). The latter proves very effective, with low particulate emissions in all tests. Ammonia (NH₃), an pollutant not regulated by legislation is less well controlled and points lost because of this lead to a model 4 score for the Clean Air Index. The DS 3 Crossback's strongest performance comes in Energy Efficiency, with a score of 5.8 but its average index, and therefore its star rating, suffers from a score of 3.3 for greenhouse gas emissions. CO_2 emissions are not excessive but values of N₂O are high in several of the tests. Overall, the DS 3 Crossback sits firmly in 2½-star territory.

Disclaimer

Publication Date 09 2021 Tested Car 1UCYHZRKW13xxxx

Mass 1,270 kg Engine Size 1,499 cc

Declared Battery Capacity n.a.

Emissions Class Euro 6d-Temp

Engine Power/Torque 96 kW/300 Nm

Published Driving Range n.a. Tyres 215/60R17

Published CO₂ 131 g/km



Think before you print





Ford Puma

Titanium petrol 4x2 manual





Clean Air Index





green Oo

Greenhouse Gas Index

Index



	Laboratory	Test	ИМН	IC NC	D _x NH₃	со	PN
1.9 /10	Cold Test				•		
7.1 /10	Warm Test		•			•	•
0.0 /10	Cold Ambient Tes	st	•				
5.5 /10	Highway		•			•	
	Road Test						
3.0 /10	On-Road Drive					•	
4.8 /8	On-Road Heavy	Load					
3.6 /5	On-Road Light L	oad					•
3.3 /5	On-Road Short T	rip				•	•
2.0 /2	Congestion						
•	Robustness						
	n.a. g	good	adequate	marginal	weak	poor	

Control of NO_x is good and values of particulate emissions are not excessive. However, the Puma's emissions of ammonia, NH_g, are high and this, together with high values of nonmethane hydrocarbons, NMHC, contributes to the car losing all points in the high-load highway test.



Energy Efficiency Tests

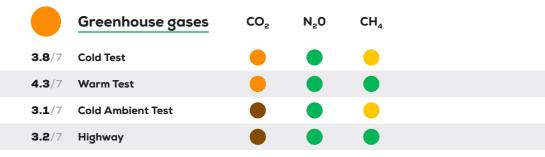
Laboratory Test	Energy		
7.4/10 Cold Test	•		
7.7 /10 Warm Test	•		
5.9/10 Cold Ambient Test	•		
4.9/10 Highway	•		
	Consumption	Driving Range	
Average	5.8 I/100 km	757 km	
Worst-case	7.0 I/100 km	656 km	



Comments

An energy efficiency index of 6.4 reflects reasonably good performance in the laboratory tests. An average fuel consumption of 5.8 l/100 km increases to 7.0 l/100 km in the high-load test.







The Puma's CO₂ value of 119 g/km in the cold start test compares favourably with the declared value of 127 g/km. Values of methane, CH_4 , and laughing gas, N₂O, are very low.



Our Verdict

On sale in Europe since 2019, the Puma is a small SUV based on the same platform as the Fiesta. Its turbocharged three-cylinder in-line petrol engine is augmented with 48 volt mild hybrid technology and generates 92 kW. Performance is generally good, and the car emerges with a respectable 3-star rating. The car performs best in the areas of energy efficiency and greenhouse gases, with indexes of 6.4 and 5.1 respectively. With a three-way catalyst and a gasoline particulate filter (GPF) pollutant emissions are not excessive but its score of 4.8 is impacted by excessive emissions of ammonia, NH_a, a pollutant which is not regulated by regulation but which is measured by Green NCAP.

Disclaimer

Publication Date 09 2021 Tested Car WF02XXERK2LL6xxxx

Mass 1,233 kg Engine Size 999 cc Engine Power/Torque 92 kW/210 Nm

Emissions Class

Euro 6d

Declared Battery Capacity n.a.

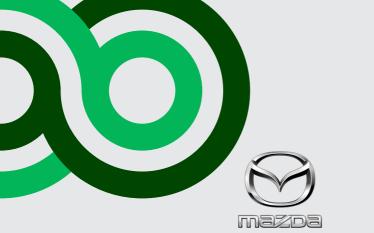
Published Driving Range n.a.

Tyres 215/55 R17

Published CO₂ 127 g/km



Think before you print

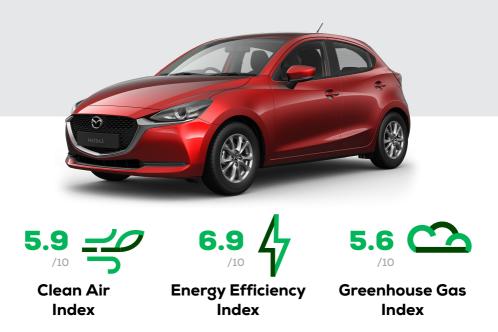




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MAZDA2

Skyactiv-G 55kW petrol 4x2 manual





	Laboratory	Test	NMH		0 _x NH₃	со	PN
5.6 /10	Cold Test		•	•		•	
6.8 /10	Warm Test		•	•			
4.6 /10	Cold Ambient Tes	st	•	•		•	•
5.8 /10	Highway		•	•		•	
	Road Test						
2.9 /10	On-Road Drive						
4.7 /8	On-Road Heavy	Load					
3.2 /5	On-Road Light Lo	bad					
3.4 /5	On-Road Short T	rip		•		•	•
2.0 /2	Congestion						
•	Robustness						
	n.a. g	jood	adequate	marginal	weak	poor	

A Clean Air Index of 5.9 reflects good control of pollutant emissions. In particular, emissions of NO_x and CO are very low in all tests. However, particulate emissions are not especially well controlled and, in the cold ambient temperature test, the car loses some fractions of a point for its performance in this area.



Energy Efficiency Tests

Laboratory Test	Energy		
7.6/10 Cold Test	•		
7.6 /10 Warm Test	•		
6.2/10 Cold Ambient Test	•		
6.4/10 Highway	•		
	Consumption	Driving Range	
Average	5.4 I/100 km	843 km	
Worst-case	6.1 I/100 km	721 km	



Comments

Average fuel consumption of 5.4 I/100 km and a worst-case value of 6.1 I/100 km lead to a high 6.9 score for energy efficiency.







In the 14 degree cold start test, CO_2 emissions are very close to the quoted value of 121 g/km and are not excessive in any of the laboratory tests. Emissions of N₂O and CH₄, neither of which is regulated by legislation, were exceptionally low, leading to a Greenhouse Gas Index of 5.6.



Our Verdict

The MAZDA2, originally launched in 2002 and now in its fourth generation, is tested here with the 1.5 litre Skyactiv petrol engine, and performs remarkably well. Control of pollutant emissions is, in general, very good, with a Clean Air Index of 5.9. The score is let down a little by control of particulate number (PN). The car's light weight and its efficient Skyactiv engine lead to a score of 6.9 for energy efficiency which helps the car achieve an excellent overall rating of 3½-stars.

Disclaimer

Publication Date 09 2021 Tested Car JMZDJ6HC60130xxxx

Mass 1,059 kg Engine Size 1,496 cc

Declared Battery Capacity n.a.

Emissions Class Euro 6d-Temp

Engine Power/Torque 55 kW/143 Nm

Published Driving Range n.a. Tyres 185/65R15 88T

Published CO₂ 121 g/km



Think before you print