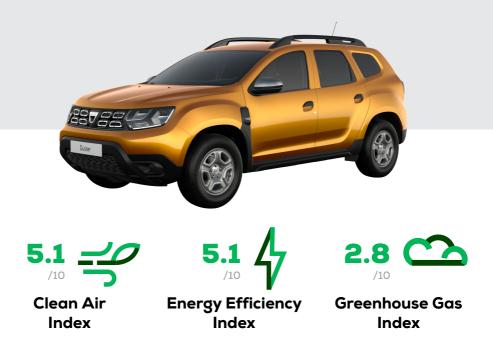






# Dacia Duster

Blue dCi 115 diesel 4x2 manual





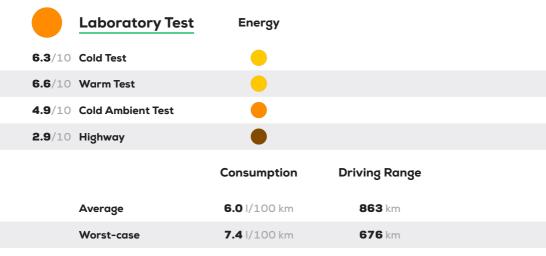
	Laboratory T	est	NMHC	NO <sub>x</sub>	NH3	со	PN
<b>6.2</b> /10	Cold Test						
<b>7.3</b> /10	Warm Test			•			
<b>4.6</b> /10	Cold Ambient Test	:	•				
<b>4.4</b> /10	Highway						
	Road Test						
<b>5.2</b> /10	On-Road Drive						
<b>2.1</b> /8	On-Road Heavy L	oad					
<b>3.7</b> /5	On-Road Light Lo	ad					
<b>2.7</b> /5	On-Road Short Tr	ip					
<b>0.0</b> /2	Congestion						
	Robustness						
	n.a. go	ood ad	equate ma	rginal	weak	poor	

#### Comments

The Duster generally performs well in its control of pollutant emissions. However, oxides of Nitrogen (NO<sub>x</sub>) are high, especially in the cold ambient temperature test and the high-load highway cycle. This is reflected in the on-road tests where NO<sub>x</sub> is again the weak point.



# **Energy Efficiency Tests**





#### Comments

Overall, energy efficiency is marginal. In the warm test, a fuel consumption of 5.1 l/100 km is adequate but this is offset by the performance in the high-load highway test, where consumption increases to 7.4 l/100 km







#### Comments

Control of methane is good. However, emissions of Carbon Dioxide and control of Nitrous Oxide is weak or poor in all tests.



## **Our Verdict**

This is the second generation of the Duster from Renault subsidiary Dacia and debuted in October 2018. With its affordable price, the Duster aims at a widespread audience. A 1.5 litre in-line 4-cylinder Diesel engine powers the car tested here, delivering 85 kW and a very hefty 260 Nm of torque. The exhaust after-treatment system includes selective catalyst reduction and a diesel particulate filter, and the car is approved as Euro 6d-Temp. Overall, the vehicle offers reasonable fuel consumption values and  $CO_2$  emissions. The exhaust after-treatment fulfils the legislative requirements and provides very good particle emissions control. Some improvement may help to reach better robustness also with regard to the NO<sub>x</sub> emissions, which are in general well handled by the abatement systems. Better control of 'laughing gas' emissions (N<sub>2</sub>O) would lead to a higher greenhouse gas index. As it is, this index is the car's weak point, at just 2.8 out of ten, and leading to a 2½ star rating.

### Disclaimer

Publication Date 11 2020

Tested Car 1HJD2026190xxxx

Mass 1,349 kg Engine Size 1,461 cc Engine Power/Torque 85 kW/260 Nm

Emissions Class

Declared Battery Capacity n.a.

Published Driving Range n.a. Tyres 215/65 R16 (98)H

Published CO<sub>2</sub> 142 g/km





Think before you print