



2020

# Dacia Duster

Blue dCi 115 diesel 4x2 manual



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Clean Air  
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## Laboratory Test

	NMHC	NO <sub>x</sub>	NH <sub>3</sub>	CO	PN
<b>6.2/10</b> Cold Test					
<b>7.3/10</b> Warm Test					
<b>4.6/10</b> Cold Ambient Test					
<b>4.4/10</b> Highway					



## Road Test

<b>5.2/10</b> On-Road Drive					
<b>2.1/8</b> On-Road Heavy Load					
<b>3.7/5</b> On-Road Light Load					
<b>2.7/5</b> On-Road Short Trip					
<b>0.0/2</b> Congestion					



## Robustness



n.a.



good



adequate



marginal



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



## Laboratory Test

### Energy

6.3/10 Cold Test



6.6/10 Warm Test



4.9/10 Cold Ambient Test



2.9/10 Highway



### Consumption

### Driving Range

Average

6.0 l/100 km

863 km

Worst-case

7.4 l/100 km

676 km



n.a.



good



adequate



marginal



weak



poor














### 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

# 2.8

/10

## Greenhouse Gases Tests

	<u>Greenhouse gases</u>	CO <sub>2</sub>	N <sub>2</sub> O	CH <sub>4</sub>
2.3/7	Cold Test			
2.5/7	Warm Test			
2.1/7	Cold Ambient Test			
1.4/7	Highway			



n.a.



good



adequate



marginal



weak



poor

### 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<sub>2</sub> emissions. The exhaust aftertreatment 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 VF1HJD2026190xxxx	Emissions Class Euro 6d-Temp	Tyres 215/65 R16 (98)H
Mass 1,349 kg	Engine Size 1,461 cc	Engine Power/Torque 85 kW/260 Nm	Published CO <sub>2</sub> 142 g/km
	Battery Capacity n.a.	Published Driving Range n.a.	

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