



2020

Kia Sportage

1.6 CRDi diesel 4x4 automatic



3.4 
/10

Clean Air
Index

3.2 
/10

Energy Efficiency
Index

0.1 
/10

Greenhouse Gas
Index



Laboratory Test

	NMHC	NO _x	NH ₃	CO	PN
5.6/10 Cold Test	●	●	●	●	●
6.4/10 Warm Test	●	●	●	●	●
0.0/10 Cold Ambient Test	●	●	●	●	●
0.0/10 Highway	●	●	●	●	●



Road Test

5.2/10 On-Road Drive	●	●	●	●	●
0.0/8 On-Road Heavy Load	●	●	●	●	●
3.6/5 On-Road Light Load	●	●	●	●	●
2.6/5 On-Road Short Trip	●	●	●	●	●
1.0/2 Congestion	●	●	●	●	●



Robustness



n.a.



good



adequate



marginal



weak



poor

Comments

In general, the car performs reasonably. Non-methane hydrocarbons are well controlled in the laboratory tests and values of CO are low in all tests. There is good control of NO_x in the standard laboratory test but this is lost in some of the more challenging scenarios like the high-load highway test.

Energy Efficiency Tests



Laboratory Test

Energy

4.5/10 Cold Test



5.1/10 Warm Test



1.7/10 Cold Ambient Test



1.6/10 Highway



Consumption

Driving Range

Average

6.9 l/100 km

915 km

Worst-case

8.2 l/100 km

756 km



n.a.



good



adequate



marginal
















weak



poor

Comments

The Sportage is quite heavy for a car in this class and this takes a toll on the efficiency, with a fuel consumption value of 8.2 l/100 km in the high-load highway test.

	<u>Greenhouse gases</u>	CO ₂	N ₂ O	CH ₄
0.0/7	Cold Test			
0.0/7	Warm Test			
0.0/7	Cold Ambient Test			
0.5/7	Highway			



n.a.



good



adequate



marginal



weak



poor

Comments


Methane emissions are controlled better than those of other greenhouse gases but, overall, the performance in this part of the assessment is poor. In particular, emissions of N₂O were high in all tests, negating the slightly better values of CO₂ and CH₄.

Our Verdict

Kia's compact SUV, the Sportage, has come a long way since the original version was launched in 1993. The car is tested here with the 1.6 diesel engine with 48V mild-hybrid technology. It has a comprehensive range of exhaust after-treatment, including selective catalytic reduction (SCR), a lean NO_x trap catalyst and a diesel particulate filter (DPF). Nevertheless, with an overall rating of just 1½ stars, there is room for improvement. Carbon monoxide remains well below legislative limits under all test conditions and, under standard laboratory conditions, NO_x emissions are adequately controlled. However, the vehicle is not robust in this regard and the more challenging tests lead to high values of NO_x. With its permanent four wheel drive and a fairly high test mass, efficiency is not the best. But it is in the area of greenhouse gas emissions that the car performs most poorly. In particular, N₂O emissions are high and this has a smothering effect on the car's score in this area. With an index of just 0.1 in this part of the assessment, the weighted index is dragged down and the car effectively loses half a star because of this aspect of its performance.

Disclaimer

Publication Date	Tested Car	Emissions Class	Tyres
11 2020	U5YPK812HLL86xxxx	Euro 6d-Temp	245/45R19 98W
Mass	Engine Size	Engine Power/Torque	Published CO ₂
1,744 kg	1,598 cc	100 kW/320 Nm	161 g/km
	Battery Capacity	Published Driving Range	
	n.a.	n.a.	

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