





# Nissan Qashqai

# 1.3 DIGT petrol 4x2 manual





Clean Air Index





Greenhouse Gas Index

Index



	Laboratory T	est	ИМНС	NO <sub>x</sub>	$\mathbf{NH}_{3}$	со	PN
<b>5.6</b> /10	Cold Test		•	•		•	
<b>7.7</b> /10	Warm Test				•		•
<b>0.7</b> /10	Cold Ambient Test	:		•		•	
<b>7.1</b> /10	Highway			•	•		
	Road Test						
<b>6.8</b> /10	On-Road Drive						
<b>5.2</b> /8	On-Road Heavy L	oad					
<b>3.8</b> /5	On-Road Light Lo	ad					
<b>4.3</b> /5	On-Road Short Tr	ip		•		•	
<b>2.0</b> /2	Congestion						
•	Robustness						
	•		•			•	
	n.a. go	ood ad	equate mo	Irginal	weak	poor	

#### Comments

Pollutant emissions are, in general, well controlled. However, in the cold ambient temperature test, where the car is tested at -7 degrees, values of non-Methane hydrocarbons (NMHC) and ammonia (NH<sub>3</sub>), which is not regulated by legislation, are above Green NCAP's upper limits and the car scores poorly in this test.



# Energy Efficiency Tests

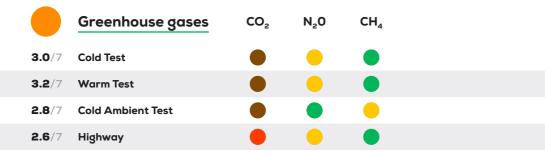
Laboratory Test	Energy		
4.9/10 Cold Test	•		
<b>5.3</b> /10 Warm Test	•		
<b>4.2</b> /10 Cold Ambient Test	•		
<b>3.8</b> /10 Highway	•		
	Consumption	Driving Range	
Average	<b>7.2</b> I/100 km	<b>770</b> km	
Worst-case	<b>7.8</b> I/100 km	<b>705</b> km	



#### Comments

Energy efficiency is marginal, with an average of 7.2 l/100 km fuel consumption in the laboratory tests.







#### Comments

On the whole, control of greenhouse gases is respectable, especially that of Methane ( $CH_4$ ) and of Nitrous Oxide ( $N_2O$ ). However, emissions of carbon dioxide in the high-load highway test are beyond Green NCAP's upper limits.



### **Our Verdict**

The Qashqai was launched in 2006 and is now in its second generation, with a third expected soon. The car tested here is powered by Nissan's 103 kW 1.3 DIGT (direct-injection gasoline turbo) petrol engine. The car was tested with settings appropriate for the tyres fitted to the car until the end of 2019. Since the start of 2020, more energy efficient tyres, with lower rolling resistance, have been standard equipment and it is likely that the car may have scored better in the Energy Efficiency Index if tested with these tyres. Nevertheless, the car performed well overall. Good control of pollutant emissions, let down only by its performance in the cold ambient temperature test, gives an impressive index of 6.1 in the Clean Air assessment. Together with reasonable control of greenhouse gases, the car emerges with 2½ stars and is unlucky to miss out a 3 star rating.

# Disclaimer

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Mass

1,340 kg

Tested Car

Emissions Class Euro 6d-Temp

Engine Power/Torque 103 kW/240 Nm

Declared Battery Capacity n.a.

Engine Size

Published Driving Range n.a. Tyres 215/55 R18

Published CO<sub>2</sub> 160 g/km

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