



PEUGEOT



2020

Peugeot 3008

1.5 BlueHDI 130 diesel 4x2 automatic



4.3
/10 

Clean Air
Index

5.3
/10 

Energy Efficiency
Index

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/10 

Greenhouse Gas
Index

4.3

/10



Clean Air Tests



Laboratory Test

	NMHC	NO _x	NH ₃	CO	PN
5.6/10 Cold Test	●	●	●	●	●
6.9/10 Warm Test	●	●	●	●	●
0.0/10 Cold Ambient Test	●	●	●	●	●
0.0/10 Highway	●	●	●	●	●



Road Test

5.9/10 On-Road Drive	●	●	●	●	●
6.0/8 On-Road Heavy Load	●	●	●	●	●
2.7/5 On-Road Light Load	●	●	●	●	●
2.7/5 On-Road Short Trip	●	●	●	●	●
1.0/2 Congestion	●	●	●	●	●



Robustness



n.a.



good



adequate



marginal



weak



poor

Comments

The 3008 performs well in its mitigation of pollutant emissions, especially in the on-road tests. Particulate number is not excessive, thanks to the diesel particulate filter, but NO_x emissions are elevated in the two most demanding laboratory tests - cold ambient temperature and the high load highway test.

Energy Efficiency Tests



Laboratory Test

Energy

6.2/10 Cold Test



6.5/10 Warm Test



3.9/10 Cold Ambient Test



4.9/10 Highway



Consumption

Driving Range

Average

5.6 l/100 km

955 km

Worst-case

6.8 l/100 km

778 km



n.a.



good



adequate



marginal



weak
















poor

Comments

This is the area of assessment in which the 3008 scores best. A worst-case fuel consumption of 6.8 l/100 km is a good result for a vehicle of this size and weight.

2.8 Greenhouse Gases Tests

/10

	<u>Greenhouse gases</u>	CO ₂	N ₂ O	CH ₄
2.2/7	Cold Test			
1.5/7	Warm Test			
1.7/7	Cold Ambient Test			
2.6/7	Highway			



n.a.



good



adequate



marginal



weak



poor

Comments


Methane emissions are well controlled in all tests but points gained from this are lost by the high levels of 'laughing gas' (N₂O) which are emitted.

Our Verdict

The 3008 is Peugeot's compact crossover and this second-generation vehicle has been on sale since 2016. It is tested here with the 1.5 Hdi turbocharged engine, coupled to a diesel particulate filter (DPF) and with selective catalyst reduction. The car scores best in the area of Energy Efficiency, with an index of 5.3 in this part of the assessment, reflecting an economical engine. Pollutant emissions are generally not excessive, with good results for NO_x, CO and particulate number. An improvement in control of N₂O - 'laughing gas', an unregulated greenhouse gas - would increase the score in the Greenhouse Gas index and, almost certainly, increase the overall rating by half a star.

Disclaimer

Publication Date 11 2020	Tested Car VF3MICYHZRKS45xxxx	Emissions Class Euro 6d	Tyres 225/55 R18 102V
Mass 1,483 kg	Engine Size 1,499 cc	Engine Power/Torque 96 kW/300 Nm	Published CO ₂ 135 g/km
	Battery Capacity n.a.	Published Driving Range n.a.	

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