



2021

Ford Kuga

2.0 EcoBlue ST-Line diesel 4x2 manual



4.7 
/10

Clean Air
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Clean Air Tests



Laboratory Test

	NMHC	NO _x	NH ₃	CO	PN
5.9/10 Cold Test	adequate	marginal	good	adequate	marginal
7.7/10 Warm Test	good	good	good	good	marginal
0.0/10 Cold Ambient Test	marginal	weak	good	adequate	marginal
7.2/10 Highway	good	adequate	good	good	weak



Road Test

6.8/10 On-Road Drive	n.a.	adequate	n.a.	good	marginal
0.0/8 On-Road Heavy Load	n.a.	weak	n.a.	good	weak
2.2/5 On-Road Light Load	n.a.	marginal	n.a.	good	weak
3.5/5 On-Road Short Trip	n.a.	marginal	n.a.	adequate	good
0.0/2 Congestion	n.a.	weak	n.a.	n.a.	n.a.



Robustness



n.a.



good



adequate



marginal



weak



poor

Comments

The Kuga 2.0 diesel mild hybrid generally controls pollutant emissions well: CO remains low, particulate emissions are never excessive and values of ammonia are barely detectable. However, oxides of Nitrogen, NO_x, are elevated in the cold ambient air laboratory test and the high-load road-test, and the car scores no points in these tests.

Energy Efficiency Tests



Laboratory Test

Energy

6.8/10 Cold Test



7.2/10 Warm Test



5.2/10 Cold Ambient Test



4.3/10 Highway



Consumption

Driving Range

Average

5.5 l/100 km

1,063 km

Worst-case

6.6 l/100 km

899 km



n.a.



good



adequate



marginal



weak
















poor

Comments

With 48 V mild hybrid technology to boost efficiency, the Kuga manages an average fuel consumption of 5.5 l/100 km, impressive for a vehicle of this size and weight.

1.8 Greenhouse Gases Tests

/10

	<u>Greenhouse gases</u>	CO ₂	N ₂ O	CH ₄
1.6/7	Cold Test			
1.6/7	Warm Test			
0.6/7	Cold Ambient Test			
1.5/7	Highway			



n.a.



good



adequate



marginal



weak



poor

Comments


Methane, CH₄, is not a problem, and CO₂ is not excessive. However, laughing gas, N₂O, a potent greenhouse gas which is not regulated by legislation is high in all tests and this reduces the scores and leads to an index of 1.8 in this part of the assessment.

Our Verdict

The Ford Kuga, first introduced in 2008 and now in its third generation, is tested here with a 2.0 litre diesel engine equipped with 48 V mild hybrid technology. In general, the car performs well, and energy efficiency is impressive for a vehicle in this size category. However, despite being equipped with a lean NO_x trap, designed to reduce emissions of the oxides of Nitrogen, these remain a weak-point, reducing the indexes for both Clean Air and Greenhouse Gases and limiting the rating to 2½ stars.

Disclaimer

Publication Date	Tested Car	Emissions Class	Tyres
02 2021	WF0FXXWPMFLA1xxxx	Euro 6d-Temp	225/60 R18
Mass	Engine Size	Engine Power/Torque	Published CO ₂
1,617 kg	1,995 cc	110.3 kW/370 Nm	135 g/km
Declared Battery Capacity	Published Driving Range		
n.a.	n.a.		

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