



2021

# Land Rover Discovery Sport

D180 2.0 diesel 4x4 automatic



5.8   
/10

Clean Air  
Index

2.0   
/10

Energy Efficiency  
Index

0.6   
/10

Greenhouse Gas  
Index

5.8  
/10



## Clean Air Tests



### Laboratory Test

	NMHC	NO <sub>x</sub>	NH <sub>3</sub>	CO	PN
6.7/10 Cold Test	●	●	●	●	●
6.8/10 Warm Test	●	●	●	●	●
3.9/10 Cold Ambient Test	●	●	●	●	●
5.3/10 Highway	●	●	●	●	●



### Road Test

6.3/10 On-Road Drive	●	●	●	●	●
5.9/8 On-Road Heavy Load	●	●	●	●	●
2.6/5 On-Road Light Load	●	●	●	●	●
3.3/5 On-Road Short Trip	●	●	●	●	●
0.0/2 Congestion	●	●	●	●	●



### Robustness



n.a.



good



adequate



marginal



weak



poor

### Comments

The Discovery Sport D180 emits minimal quantities of ammonia, NH<sub>3</sub>, in the laboratory tests. Particulate number is also well controlled by the filter with which the car is equipped. Emissions of NO<sub>x</sub> are excessive in the cold ambient temperature laboratory test and in the on-road congestion test.

# Energy Efficiency Tests



## Laboratory Test

## Energy

2.3/10 Cold Test



4.3/10 Warm Test



0.0/10 Cold Ambient Test



1.7/10 Highway



## Consumption

## Driving Range

Average

7.5 l/100 km

909 km

Worst-case

9.2 l/100 km

706 km



n.a.



good



adequate



marginal
















weak



poor

## Comments

CO<sub>2</sub> emissions are quite high, both in the laboratory and the road tests, the vehicle's weight counting against its energy efficiency.

	<u>Greenhouse gases</u>	CO <sub>2</sub>	N <sub>2</sub> O	CH <sub>4</sub>
0.0/7	Cold Test			
0.7/7	Warm Test			
0.0/7	Cold Ambient Test			
1.3/7	Highway			



n.a.



good



adequate



marginal



weak



poor

### Comments


Emissions of Methane, CH<sub>4</sub>, are low in all of the laboratory tests. However, those of CO<sub>2</sub> and of N<sub>2</sub>O are high, sufficiently so that in some tests, no points are scored overall, and the Discovery Sport achieves an index of only 0.6 in this part of the assessment.

## Our Verdict

The Land Rover Discovery Sport weighs over two tonnes and, in the 2.0 litre diesel form tested here, has a modest 132 kW of power but a hefty 430 Nm of torque. With high and low-pressure exhaust gas recirculation, selective catalytic reduction and a diesel particulate filter, the car makes a fine job of controlling pollutant emissions, only NO<sub>x</sub> being overly high in some of the more challenging tests. It is in the areas of Energy Efficiency and, especially, Greenhouse Gases that the vehicle struggles. Here, its high weight counts against it and values of CO<sub>2</sub> are high, the declared value of 188 g/km being achieved only in the cold-start laboratory test. Emissions of N<sub>2</sub>O, a particularly potent greenhouse gas, are also high, contributing to a low index in this part of the assessment and dragging the average down to give an overall 1½ star rating.

## Disclaimer

Publication Date	Tested Car	Emissions Class	Tyres
02 2021	SALCA2BN0LH83 <sup>xxxx</sup>	Euro 6d	235/50R20 104Y
Mass	Engine Size	Engine Power/Torque	Published CO <sub>2</sub>
2,090 kg	1,999 cc	132 kW/430 Nm	188 g/km
Declared Battery Capacity	Published Driving Range		
n.a.	n.a.		

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