



2021

Peugeot 208

1.5 Blue HDI 100 diesel 4x2 manual



5.2 
/10

Clean Air
Index

7.2 
/10

Energy Efficiency
Index

4.5 
/10

Greenhouse Gas
Index



Laboratory Test

	NMHC	NO _x	NH ₃	CO	PN
5.2/10 Cold Test	●	●	●	●	●
6.7/10 Warm Test	●	●	●	●	●
4.7/10 Cold Ambient Test	●	●	●	●	●
4.0/10 Highway	●	●	●	●	●



Road Test

5.4/10 On-Road Drive	●	●	●	●	●
5.1/8 On-Road Heavy Load	●	●	●	●	●
3.0/5 On-Road Light Load	●	●	●	●	●
2.2/5 On-Road Short Trip	●	●	●	●	●
1.0/2 Congestion	●	●	●	●	●



Robustness



n.a.



good



adequate



marginal



weak



poor

Comments

Particulate emissions are well controlled by the diesel particulate filter and are not excessive in any of the tests, and not significantly worse in the heavy-load Highway Test or in cold ambient temperatures. Emissions of CO and of NMHC are low in all tests.

Energy Efficiency Tests



Laboratory Test

Energy

7.9/10 Cold Test



8.4/10 Warm Test



6.6/10 Cold Ambient Test



6.3/10 Highway



Consumption

Driving Range

Average

4.6 l/100 km

958 km

Worst-case

5.3 l/100 km

793 km



n.a.



good



adequate



marginal



weak
















poor

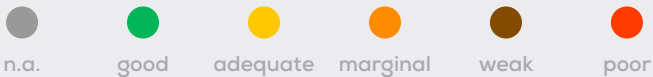
Comments

Energy efficiency is adequate across all tests, with an average consumption of 4.6 l/100 km.

4.5 Greenhouse Gases Tests

/10

	<u>Greenhouse gases</u>	CO ₂	N ₂ O	CH ₄
3.3/7	Cold Test			
3.4/7	Warm Test			
3.0/7	Cold Ambient Test			
3.3/7	Highway			



Comments

Values of Methane (CH₄) are very low in all tests while those of CO₂ are marginal. Laughing gas (N₂O) is high in the warm test and this has a small negative impact on the score.

Our Verdict

August 2023: The result of this car has been updated. Previously reported Ammonia (NH₃) values were incorrect owing to a technical error with the equipment at the test laboratory and a correction has been applied.

For the last decade, the 208 has been a mainstay of the Peugeot model line-up. Now in its second generation (2019 on) and tested here with the 75 kW 1.5 litre common-rail diesel, the car turns in a very respectable performance in Green NCAP's tests. A Clean Air Index of 5.2 demonstrates how effectively the car's emissions abatement system works and, in particular, its diesel particulate filter. Energy efficiency is good, with an average fuel consumption of 4.6 l/100 km. Emissions of greenhouse gases are moderate, CO₂ increasing, as would be expected, in the Cold Ambient Test and the high-load Highway Test, but with vanishingly small values of Methane (CH₄). Only N₂O, a gas which is not regulated by legislation, exceeds upper limits in one of the tests. Nevertheless, a three-star rating is a creditable achievement for Peugeot's supermini.

Disclaimer

Publication Date 07 2021	Tested Car VR3UBYHYJLT07xxxx	Emissions Class Euro 6d	Tyres 205/45 R17
Mass 1,178 kg	Engine Size 1,499 cc	Engine Power/Torque 75 kW/250 Nm	Published CO ₂ 110 g/km
	Declared Battery Capacity n.a.	Published Driving Range n.a.	



Think before you print