2021

# Renault Captur

**E-TECH 160 Plug-In Intens plug-in hybrid 4x2 automatic**


| 5.7 /10 | 6.8 /10 | 6.1 /10 |
|---|---|---|
| **Clean Air Index** | **Energy Efficiency Index** | **Greenhouse Gas Index** |

# 5.7/10 Clean Air Tests

| | Laboratory Test | NMHC | $NO_x$ | $NH_3$ | CO | PN |
|---|---|---|---|---|---|---|
| **5.2**/10 | Cold Test | | | | | |
| **5.8**/10 | Warm Test | | | | | |
| **4.8**/10 | Cold Ambient Test | | | | | |
| **5.1**/10 | Highway | | | | | |
| | **Road Test** | | | | | |
| **5.9**/10 | On-Road Drive | | | | | |
| **4.9**/8 | On-Road Heavy Load | | | | | |
| **3.0**/5 | On-Road Light Load | | | | | |
| **2.7**/5 | On-Road Short Trip | | | | | |
| **2.0**/2 | Congestion | | | | | |
| | **Robustness** | | | | | |

n.a. good adequate marginal weak poor

**Comments**

Values of $NO_x$ are very low but Ammonia ($NH_3$) output is relatively high and reduces the total score in this part of the assessment. However, the Captur's biggest challenge in the Clean Air Index is the high particle emissions, which are close to Green NCAP's upper threshold. If not for this, the Renault would have scored significantly higher than the current 5.7/10.

# 6.8 /10 Energy Efficiency Tests

| Laboratory Test | Energy |
|---|---|
| 6.5/10 Cold Test | |
| 7.6/10 Warm Test | |
| 4.0/10 Cold Ambient Test | |
| 4.3/10 Highway | |

| | Consumption | | | Driving Range | | |
|---|---|---|---|---|---|---|
| | Petrol | Electric | | Petrol | Electric | |
| Average | 4.8 l | 5.6 | kWh /100 km | 632 | 39 | km |
| Worst-case | 7.7 l | 0.0 | kWh /100 km | 510 | n.a. | km |

Consumption in WLTC+ Battery Depleting Cycle: 19.3 kWh/100 km electric + 1.3 l/100 km fuel

n.a. good adequate marginal weak poor

**Comments**

When operated with an empty battery, the Renault Captur E-TECH Plug-in behaves as a fuel-efficient small SUV petrol hybrid. With the battery fully charged, however, consumption is significantly reduced and, overall, the Captur is awarded with a very creditable score of 6.8 points for its energy efficiency performance.

# 6.1 /10 Greenhouse Gases Tests

| | Greenhouse gases | $CO_2$ | $N_2O$ | $CH_4$ |
|---|---|---|---|---|
| **4.5**/7 | Cold Test | | | |
| **4.2**/7 | Warm Test | | | |
| **3.0**/7 | Cold Ambient Test | | | |
| **3.1**/7 | Highway | | | |

n.a. good adequate marginal weak poor

**Comments**

The tailpipe greenhouse gas emissions of a PHEV are highly dependent on the balance of usage between fossil fuel and stored electric energy. The Captur's hybrid management and the battery size of declared 9.8 kWh assure it a high score of 6.1 points. Laughing gas ($N_2O$) and methane ($CH_4$) emissions are almost non-existent, which supports the high result.

## Our Verdict

Introduced in 2020, the Renault Captur E-TECH 160 plug-in hybrid is a small SUV well suited to urban driving thanks to its ability to drive up to 40 km in fully electric mode. Pollutant control is generally adequate and robust but the car's score is reduced by high particle emissions and, and those of ammonia ($NH_3$ could also be improved. The vehicle makes efficient use of its two power sources and scores well in the Energy Efficiency and Greenhouse Gas indices. As for all Plug-in hybrids, a higher electric range would lead to higher scores in these assessment areas and the user should charge the high voltage battery frequently. With an overall index of 6.2 out of 10, the Captur E-TECH reaches 3½ green stars and takes a well-deserved place amongst other plug-in hybrid electric vehicles tested by Green NCAP.

## Disclaimer

| | | | |
|---|---|---|---|
| Publication Date<br>11 2021 | Tested Car<br>VF1RJB00X6682xxxx | Emissions Class<br>Euro 6d | Tyres<br>225/55 R18 98H |
| Mass<br>1,580 kg | Engine Size<br>1,598 cc | Engine Power/Torque<br>116 kW/205 Nm | Published $CO_2$<br>34 g/km |
| | Declared Battery Capacity<br>9.80 kWh | Published Driving Range<br>50 km | |