



DS AUTOMOBILES



2022

**DS 4** 

## PureTech 225 petrol FWD automatic





Clean Air Index

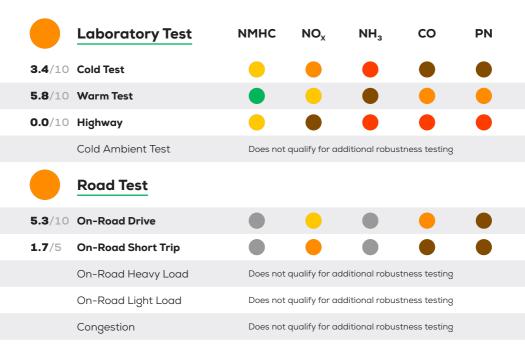




Greenhouse Gas Index

Index







#### Comments

The DS 4 is an average performer in the Warm Test. A cold engine start reduces the performance to a mere 2.4/10 and reveals the weaknesses of the exhaust aftertreatment. In the Highway Test, the CO emissions skyrocket, NH<sub>3</sub> reaches very high values and particle control fails. The standard On-Road Drive is comparable with the Warm Test in the lab and gives a mediocre result. The vehicle just complies with Euro 6 standards but loses robustness under more challenging conditions and receives a weak 3.5 out of 10 in this part of the assessment.



# **Energy Efficiency Tests**

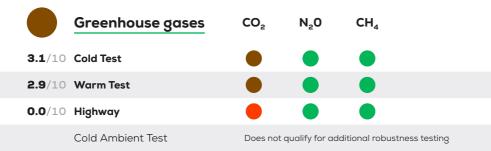
	Laboratory Test	Energy		
<b>4.7</b> /10	Cold Test	•		
<b>4.5</b> /10	Warm Test	•		
<b>1.5</b> /10	Highway			
	Cold Ambient Test	Does not qualify for	additional robustness testing	
		Consumption	Driving Range	
	Average	<b>7.5</b> I/100 km	<b>707</b> km	
	Worst-case	<b>9.2</b> I/100 km	<b>563</b> km	



### Comments

With its 165 kW engine, the DS 4 needs more than 6.5 litres of petrol per 100 km in the standard WLTC+ Lab Tests. The Highway drive represents a big challenge with consumption of 9.2 l/100 km. The Standard On-Road Drive would require about 6.9 l/100 km and short urban trips will increase the car's thirst to 9.5 l/100 km. In the PureTech 225 version of the DS 4, the petrol engine is not supported by any electrification and the vehicle scores just 3.5 out of 10 points in the Energy Efficiency Index.







#### Comments

The Greenhouse Gas (GHG) Index is based on a Well-to-Wheel+ approach, meaning that the greenhouse gas emissions related to the supply of energy are added to the tailpipe emissions. Due to its high fuel consumption figures, the DS 4 scores poorly also in the GHG index. In the standard WLTC+ Lab Tests, the car emits about 150 g CO<sub>2</sub>/km at its tailpipe and additional 39 g CO<sub>2</sub>-eq./km from fuel supply are added. The total value for the Highway Test is 252.8 g CO<sub>2</sub>-eq./km, which is above Green NCAPs upper threshold of 225 g CO<sub>2</sub>-eq./km. Methane and laughing gas (N<sub>2</sub>O) are emitted in insignificant levels.



## **Our Verdict**

August 2023: The result of this car has been updated. Previously reported Ammonia ( $NH_3$ ) values were incorrect owing to a technical error with the equipment at the test laboratory and a correction has been applied.

The DS 4 enters the test with a powerful 165 kW petrol engine. The car respects the Euro 6 exhaust norm and performs as type approved, with  $CO_2$  emissions of about 150 g/km in the laboratory WLTC+ tests, but it doesn't qualify for the additional robustness testing. The Highway Test imposes a challenge for the environmental performance of the DS 4 in all three categories. Here, the vehicle is not able to score any points for Clean Air or Greenhouse Gases and only 1.5 points for Energy Efficiency. The exhaust aftertreatment lacks robustness and fuel consumption is relatively high. This brings the overall rating down significantly to just 2 Green stars out of 5 with a Weighted Overall Index of 3 out of 10.

## Disclaimer 🛛

## **Specifications**

Publication Date 11 2022

Tested Car VR1F45GGTM102xxxx Tyres 205/55 R19

Mass 1,438 kg Engine Size 1,598 cc Power/Torque 165 kW/300 Nm Emissions Class Euro 6d AP

Declared CO<sub>2</sub> 150 g/km

Declared Battery Capacity n.a. Declared Driving Range

Declared Consumption 6.6 l/100 km



Think before you print