



2022

Nissan Qashqai

1.3 DIG-T 158 MT Mild Hybrid petrol FWD CVT



7.0 
/10

Clean Air
Index

3.9 
/10

Energy Efficiency
Index

2.1 
/10

Greenhouse Gas
Index



Laboratory Test

6.1/10 Cold Test



7.7/10 Warm Test



6.1/10 Highway



Cold Ambient Test

Does not qualify for additional robustness testing



Road Test

7.9/10 On-Road Drive



3.7/5 On-Road Short Trip



On-Road Heavy Load

Does not qualify for additional robustness testing

On-Road Light Load

Does not qualify for additional robustness testing

Congestion

Does not qualify for additional robustness testing



n.a.



good



adequate



marginal



weak



poor

Comments

The Nissan Qashqai copes well with reducing its pollutant emissions. It scores above average in all lab and street tests and demonstrates good control of particle output and standard emission species. Like other petrol powertrains, the unregulated NH₃ (ammonia) emissions present a challenge for this vehicle and there is room for improvement. The results in the laboratory tests are in line with the behaviour on the open road. With a Clean Air Index of 7, the Qashqai proves that clean combustion vehicles are already in the market.

Energy Efficiency Tests



Laboratory Test

Energy

4.8/10 Cold Test



4.9/10 Warm Test



2.2/10 Highway



Cold Ambient Test

Does not qualify for additional robustness testing

Consumption

Driving Range

Average

7.2 l/100 km

778 km

Worst-case

8.7 l/100 km

635 km



n.a.



good



adequate



marginal



weak



poor

Comments

The 12V mild hybrid system in the Nissan Qashqai offers only a limited possibility to improve the consumption figures. Approximately 6.5l/100km are needed in both WLTC+ laboratory tests, as well as in the real world On-Road Drive. In the Highway Test, an additional 2 liters are consumed, resulting in 8.7l/100km. This increase is not unexpected, due to the vehicle's SUV body and is partly associated with the increasing aerodynamic drag at higher speeds.

2.1

/10

Greenhouse Gases Tests



Greenhouse gases

CO₂

N₂O

CH₄

3.2/10 Cold Test



3.3/10 Warm Test



0.0/10 Highway



Cold Ambient Test

Does not qualify for additional robustness testing



n.a.



good



adequate



marginal



weak



poor

Comments

The Greenhouse Gas 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. In the WLTC+ laboratory tests, around 38 gCO₂-eq. of the fuel supply are added to a tailpipe value of some 147 g/km, resulting in a mediocre score. The Nissan scores zero points in the Highway Test, where the total greenhouse gas emissions sum up to a total W-t-W+ value of 247 gCO₂-eq. On the plus side, N₂O and CH₄ emissions are very low, demonstrating again the good performance of the exhaust aftertreatment system.

Our Verdict

Tested here is the Nissan Qashqai, equipped with the 1.3 liter turbocharged petrol engine. The car demonstrates a well-functioning pollutant control system with potential to improve especially for the currently unregulated NH₃ emissions. The good laboratory result can also be easily reproduced on the street, significantly lowering the impact of combustion engine vehicles on air quality. Like other SUVs, the Qashqai struggles with increased fuel consumption during dynamic highway driving and higher speeds. With 6.7l/100km in the real world On-Road test, however, the number is a relatively good value for a petrol SUV. Closely related to the fuel demand are also the greenhouse gas emissions, which don't help the Qashqai reach more than 2½ Green stars with an Weighted Overall Index of 4.3.

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Specifications

Publication Date 10 2022	Tested Car SJNTAAJ12U108xxxx	Tyres 235/50 R19	Emissions Class Euro 6d AP
Mass 1,441kg	Engine Size 1,332 cc	Power/Torque 116 kW/260 Nm	Declared CO ₂ 144 g/km
Declared Battery Capacity 0.12 kWh	Declared Driving Range n.a.	Declared Consumption 6.4l/100 km	



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