



2023

Ford Tourneo Connect

1.5 EcoBoost petrol FWD automatic



5.1 
/10

Clean Air
Index

3.4 
/10

Energy Efficiency
Index

1.5 
/10

Greenhouse Gas
Index

5.1 /10



Clean Air Tests



Laboratory Test

5.4/10 Cold Test



7.4/10 Warm Test



0.0/10 Highway



Cold Ambient Test

Does not qualify for additional robustness testing



Road Test

7.3/10 On-Road Drive



3.1/5 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

NO_x and hydrocarbons are managed well but, although it is equipped with a GPF, the car scores just around a third of the possible points for particle emissions. Sharing the same engine as the VW Caddy 1.5 TSI tested by Green NCAP in 2022, the poorer performance is attributable to the automatic transmission which leads to significantly higher engine speeds in the acceleration phases of the Highway Test. Here, the unregulated NH₃ emissions skyrocket and CO exceeds the threshold.

Energy Efficiency Tests



Laboratory Test

Energy

4.1/10 Cold Test



4.2/10 Warm Test



2.1/10 Highway



Cold Ambient Test

Does not qualify for additional robustness testing

Consumption

Driving Range

Average

7.6 l/100 km

664 km

Worst-case

8.7 l/100 km

574 km



n.a.



good



adequate



marginal



weak



poor

Comments

The utility vehicle comes with a less aerodynamic body shape, which increases the aerodynamic drag and, consequently, the fuel consumption. The car needs 8.7 l/100 km in the Highway Test. With around 7 l/100 km in the Cold and Warm WLTC+ Lab Tests, the declared WLTP figure is matched. The standard On-Road Drive was performed with 5.9 l/100 km.

1.5 Greenhouse Gases Tests

/10



Greenhouse gases

CO₂

N₂O

CH₄

2.3/10 Cold Test



2.5/10 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 relatively high fuel consumption has a negative impact on the Greenhouse Gas Index. In the standard WLTC+ Cold Test, the measured tailpipe value of 161 g CO₂/km is added to the 42 g CO₂-eq./km from the upstream fuel production and supply processes to give a total CO₂ equivalent of 203 g/km. In the Highway Test, the number is 247 g CO₂-eq./km, which exceeds Green NCAP's upper threshold and sets the test score to zero. Only the credits given for control of the other greenhouse gases – methane (CH₄) and laughing gas (N₂O) – help the Tourneo avoid a zero result in this index.

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.

The Ford Tourneo Connect is a utility vehicle with a turbo-charged 1.5 litre petrol engine supplied by Volkswagen. The body shape strongly influences the fuel consumption and CO₂ emissions, leading to low results in the Efficiency and Greenhouse Gas Indexes. The score for pollutant emissions is less than that of its VW Caddy 1.5 TSI twin, and the results provide clear evidence that this can be attributed to the use of an automatic transmission instead of the Caddy's manual box. The Tourneo would be expected to deliver very similar results to the VW Caddy if it were tested with a manual gearbox. With the automatic box used in this assessment, the emissions aftertreatment loses robustness in the demanding Highway Test Cycle. On the positive side, both competitors score an equally high 7.3/10 for pollutant emissions in the On-Road Drive. Overall, the tested Ford Tourneo Connect 1.5 EcoBoost scores 33% and receives 2 Green stars.

Disclaimer [↗](#)

Specification

Tested Car

WFODXXSKONXOXXXX

Publication Date	Vehicle Class	Tyres	Emissions Class
06 2023	Small MPV	215/55 R17	Euro 6d AP
Mass	Engine Size	Power/Torque	Declared CO ₂
1,656 kg	1,498 cc	84 kW/220 Nm	156 g/km
Declared Battery Capacity	Declared Driving Range	Declared Consumption	
n.a.	n.a.	6.9 l/100 km	
	Heating Concept		
	Waste heat		



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