



2023

Renault Austral

E-Tech Full Hybrid 200 hybrid FWD automatic



6.5
/10 

Clean Air
Index

5.3
/10 

Energy Efficiency
Index

3.9
/10 

Greenhouse Gas
Index



Laboratory Test

	NMHC	NO _x	NH ₃	CO	PN
5.2/10 Cold Test	●	●	●	●	●
7.6/10 Warm Test	●	●	●	●	●
5.7/10 Highway	●	●	●	●	●
4.8/10 Cold Ambient Test	●	●	●	●	●



Road Test

7.2/10 On-Road Drive	●	●	●	●	●
2.9/5 On-Road Short Trip	●	●	●	●	●
6.3/8 On-Road Heavy Load	●	●	●	●	●
3.9/5 On-Road Light Load	●	●	●	●	●
2.0/2 Congestion	●	●	●	●	●



n.a.



good



adequate



marginal



weak








poor

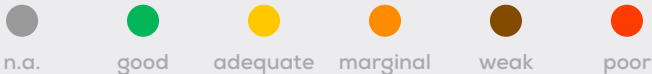
Comments

The GPF-equipped full hybrid Austral demonstrates good particle emission handling, especially in the Highway Test, but can be challenged by CO emissions under cold start conditions. NO_x emissions are low in most tests but come close to the upper threshold in the Highway Test. The behaviour in the real-world tests is solid and demonstrate that the car has robust Clean Air performance, even in the Heavy Load On-Road Drive. The tested Renault emits no pollutants at all during the congestion simulation because it's able to drive in pure-electric mode during the entire test.

Energy Efficiency Tests

	<u>Laboratory Test</u>	Energy
7.2/10	Cold Test	
6.8/10	Warm Test	
3.8/10	Highway	
3.6/10	Cold Ambient Test	

	Consumption	Driving Range
Average	5.6 l/100 km	1,022 km
Worst-case	7.5 l/100 km	735 km



Comments

The Austral scores slightly above average for energy efficiency. The worst consumption of 7.5 l/100 km is measured in the -7°C Cold Ambient Test. In the Highway Test, the hybrid system can't play to its advantages and the body type additionally increases the aerodynamic drag at high speeds – the result is a figure of 7.3 l/100 km. The car performs most efficiently in the Cold and Warm Lab Tests and in the standard and Light Load On-Road Drives with around 5 l/100 km. The full hybrid system succeeds in significantly reducing the consumption in real-world scenarios with urban and rural driving.

3.9

/10

Greenhouse Gases Tests



Greenhouse gases

CO₂

N₂O

CH₄

6.4/10 Cold Test



5.9/10 Warm Test



1.9/10 Highway



1.7/10 Cold Ambient Test



n.a.



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poor

Comments

The Renault Austral performs better than other similar sized SUVs with a conventional internal combustion engine powertrain when it comes to greenhouse gases thanks to the relatively good consumption values. Following the Well-to-Wheel+ approach, the greenhouse gas emissions related to the supply of the fuel must be added to the vehicle's own emissions. In the Cold laboratory test, this results in a sum of 104 g CO₂/km at the tailpipe, 27 g CO₂-eq./km upstream emissions and the car's CO₂ equivalent values for CH₄ and N₂O – in total 131 g CO₂-eq./km for the test. The Highway total figure is 209 g CO₂-eq./km, which is still below Green NCAP's upper threshold of 225 g CO₂-eq./km. The high consumption in the -7°C limits the final score.

Our Verdict

The Renault Austral E-Tech full hybrid 200 is a SUV with a turbo-charged 1.2 litre petrol engine and a kerb weight of 1.600 kg. The car easily classifies for Green NCAP's additional robustness testing. The 400 V hybrid system is major help in reducing fuel consumption, primarily in tests where speeds are below highway levels. In the -7°C Cold Ambient Test, the car needs significantly more energy than in the 23°C WLTC+ Lab Tests. Around 5 l/100 km can be expected in a standard real-world On-Road Drive. Pollutant emissions are well and robustly controlled, but additional effort to master the challenges of cold start conditions would pay dividends in an even higher Clean Air score. Due to its generally reasonable fuel consumption figures, the vehicle scores better in the Greenhouse Gas Index than many other similar sized SUVs without hybridisation. With an Average Score of 52%, the Austral receives well deserved 3 Green stars.

Disclaimer

Specifications

Publication Date	Tested Car	Tyres	Emissions Class
04 2023	VF1RHN00069925xxxx	235/45 R20	Euro 6d AP
Mass	Engine Size	System Power/Torque	Declared CO ₂
1,601kg	1,199cc	147 kW/205 Nm	106 g/km
Declared Battery Capacity	Declared Driving Range	Declared Consumption	
1.75 kWh	n.a.	4.7l/100 km	
	Heating Concept		
	Waste heat + PTC		



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