2023

Renault Austral

E-Tech Full Hybrid 200 hybrid FWD automatic

6.6 /10	5.3 /10	3.9 /10
Clean Air Index	**Energy Efficiency Index**	**Greenhouse Gas Index**

6.6 /10 Clean Air Tests

	Laboratory Test	NMHC	NO_x	NH_3	CO	PN
5.5/10	Cold Test	adequate	adequate	adequate	marginal	weak
7.7/10	Warm Test	good	adequate	adequate	adequate	marginal
6.0/10	Highway	good	weak	adequate	adequate	adequate
5.2/10	Cold Ambient Test	marginal	adequate	marginal	weak	weak
	Road Test					
7.2/10	On-Road Drive	n.a.	good	n.a.	adequate	marginal
2.9/5	On-Road Short Trip	n.a.	adequate	n.a.	adequate	marginal
6.3/8	On-Road Heavy Load	n.a.	good	n.a.	adequate	adequate
3.9/5	On-Road Light Load	n.a.	good	n.a.	good	marginal
2.0/2	Congestion	n.a.	good	n.a.	n.a.	n.a.

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.

5.3 /10 Energy Efficiency Tests

	Laboratory Test	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

n.a. good adequate marginal weak poor

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	CO_2	N_2O	CH_4
6.4/10 Cold Test	marginal	good	good
5.9/10 Warm Test	marginal	good	good
1.9/10 Highway	weak	good	good
1.7/10 Cold Ambient Test	weak	good	good

n.a. good adequate marginal weak 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 CO_2/km at the tailpipe, 27 g CO_2-eq./km upstream emissions and the car's CO_2 equivalent values for CH_4 and N_2O – in total 131 g CO_2-eq./km for the test. The Highway total figure is 209 g CO_2-eq./km, which is still below Green NCAP's upper threshold of 225 g CO_2-eq./km. The high consumption in the -7°C limits the final score.

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 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

Specification

Tested Car
VF1RHN00069925XXXX

Publication Date	Vehicle Class	Tyres	Emissions Class
04 2023	Large MPV	235/45 R20	Euro 6d AP
Mass	**Engine Size**	**System Power/Torque**	**Declared CO_2**
1,601 kg	1,199 cc	147 kW/205 Nm	106 g/km

Declared Battery Capacity	Declared Driving Range	Declared Consumption
1.75 kWh	n.a.	4.7 l/100 km

Heating Concept
Waste heat + PTC

green ncap

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