



2020

# Nissan Qashqai

1.3 DIGT petrol 4x2 manual



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## Laboratory Test

	NMHC	NO <sub>x</sub>	NH <sub>3</sub>	CO	PN
5.6/10 Cold Test	adequate	adequate	marginal	adequate	weak
7.7/10 Warm Test	good	good	adequate	good	marginal
0.7/10 Cold Ambient Test	weak	adequate	weak	marginal	weak
7.1/10 Highway	good	adequate	adequate	good	weak



## Road Test

6.8/10 On-Road Drive	n.a.	good	n.a.	good	marginal
5.2/8 On-Road Heavy Load	n.a.	good	n.a.	good	weak
3.8/5 On-Road Light Load	n.a.	good	n.a.	good	marginal
4.3/5 On-Road Short Trip	n.a.	adequate	n.a.	adequate	good
2.0/2 Congestion	n.a.	good	n.a.	n.a.	n.a.



## Robustness



n.a.



good



adequate



marginal



weak



poor

### Comments

Pollutant emissions are, in general, well controlled. However, in the cold ambient temperature test, where the car is tested at -7 degrees, values of non-Methane hydrocarbons (NMHC) and ammonia (NH<sub>3</sub>), which is not regulated by legislation, are above Green NCAP's upper limits and the car scores poorly in this test.

# Energy Efficiency Tests



## Laboratory Test

### Energy

4.9/10 Cold Test



5.3/10 Warm Test



4.2/10 Cold Ambient Test



3.8/10 Highway



### Consumption

### Driving Range

Average

7.2 l/100 km

770 km

Worst-case

7.8 l/100 km

705 km



n.a.



good



adequate



marginal



weak
















poor

### Comments

Energy efficiency is marginal, with an average of 7.2 l/100 km fuel consumption in the laboratory tests.

# 4.1 Greenhouse Gases Tests

/10

	<u>Greenhouse gases</u>	CO <sub>2</sub>	N <sub>2</sub> O	CH <sub>4</sub>
3.0/7	Cold Test			
3.2/7	Warm Test			
2.8/7	Cold Ambient Test			
2.6/7	Highway			



n.a.



good



adequate



marginal



weak



poor

## Comments


On the whole, control of greenhouse gases is respectable, especially that of Methane (CH<sub>4</sub>) and of Nitrous Oxide (N<sub>2</sub>O). However, emissions of carbon dioxide in the high-load highway test are beyond Green NCAP's upper limits.

## Our Verdict

The Qashqai was launched in 2006 and is now in its second generation, with a third expected soon. The car tested here is powered by Nissan's 103 kW 1.3 DIGT (direct-injection gasoline turbo) petrol engine. The car was tested with settings appropriate for the tyres fitted to the car until the end of 2019. Since the start of 2020, more energy efficient tyres, with lower rolling resistance, have been standard equipment and it is likely that the car may have scored better in the Energy Efficiency Index if tested with these tyres. Nevertheless, the car performed well overall. Good control of pollutant emissions, let down only by its performance in the cold ambient temperature test, gives an impressive index of 6.1 in the Clean Air assessment. Together with reasonable control of greenhouse gases, the car emerges with 2½ stars and is unlucky to miss out a 3 star rating.

## Disclaimer

Publication Date	Tested Car	Emissions Class	Tyres
11/2020	SJNFFAJ11U264xxxx	Euro 6d-Temp	215/55 R18
Mass	Engine Size	Engine Power/Torque	Published CO <sub>2</sub>
1,340 kg	1,332 cc	103 kW/240 Nm	160 g/km
Declared Battery Capacity	Published Driving Range		
n.a.	n.a.		

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