



2020

Dacia Duster

Blue dCi 115 diesel 4x2 manual



5.1 
/10

Clean Air
Index

5.1 
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Energy Efficiency
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Greenhouse Gas
Index



Laboratory Test

	NMHC	NO _x	NH ₃	CO	PN
6.2/10 Cold Test	●	●	●	●	●
7.3/10 Warm Test	●	●	●	●	●
4.6/10 Cold Ambient Test	●	●	●	●	●
4.4/10 Highway	●	●	●	●	●



Road Test

5.2/10 On-Road Drive	●	●	●	●	●
2.1/8 On-Road Heavy Load	●	●	●	●	●
3.7/5 On-Road Light Load	●	●	●	●	●
2.7/5 On-Road Short Trip	●	●	●	●	●
0.0/2 Congestion	●	●	●	●	●



Robustness



n.a.



good



adequate



marginal



weak



poor

Comments

The Duster generally performs well in its control of pollutant emissions. However, oxides of Nitrogen (NO_x) are high, especially in the cold ambient temperature test and the high-load highway cycle. This is reflected in the on-road tests where NO_x is again the weak point.

Energy Efficiency Tests



Laboratory Test

Energy

6.3/10 Cold Test



6.6/10 Warm Test



4.9/10 Cold Ambient Test



2.9/10 Highway



Consumption

Driving Range

Average

6.0 l/100 km

863 km

Worst-case

7.4 l/100 km

676 km



n.a.



good



adequate



marginal



weak
















poor

Comments

Overall, energy efficiency is marginal. In the warm test, a fuel consumption of 5.1 l/100 km is adequate but this is offset by the performance in the high-load highway test, where consumption increases to 7.4 l/100 km

2.8 Greenhouse Gases Tests

/10

	<u>Greenhouse gases</u>	CO ₂	N ₂ O	CH ₄
2.3/7	Cold Test			
2.5/7	Warm Test			
2.1/7	Cold Ambient Test			
1.4/7	Highway			



n.a.



good



adequate



marginal



weak



poor

Comments


Control of methane is good. However, emissions of Carbon Dioxide and control of Nitrous Oxide is weak or poor in all tests.

Our Verdict

This is the second generation of the Duster from Renault subsidiary Dacia and debuted in October 2018. With its affordable price, the Duster aims at a widespread audience. A 1.5 litre in-line 4-cylinder Diesel engine powers the car tested here, delivering 85 kW and a very hefty 260 Nm of torque. The exhaust after-treatment system includes selective catalyst reduction and a diesel particulate filter, and the car is approved as Euro 6d-Temp. Overall, the vehicle offers reasonable fuel consumption values and CO₂ emissions. The exhaust aftertreatment fulfils the legislative requirements and provides very good particle emissions control. Some improvement may help to reach better robustness also with regard to the NO_x emissions, which are in general well handled by the abatement systems. Better control of 'laughing gas' emissions (N₂O) would lead to a higher greenhouse gas index. As it is, this index is the car's weak point, at just 2.8 out of ten, and leading to a 2½ star rating.

Disclaimer

Publication Date	Tested Car	Emissions Class	Tyres
11 2020	VF1HJD2026190xxxx	Euro 6d-Temp	215/65 R16 (98)H
Mass	Engine Size	Engine Power/Torque	Published CO ₂
1,349 kg	1,461 cc	85 kW/260 Nm	142 g/km
Declared Battery Capacity	Published Driving Range		
n.a.	n.a.		

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