



2021

# Renault Captur

E-TECH 160 Plug-In Intens plug-in hybrid 4x2 automatic



5.7   
/10

Clean Air  
Index

6.8   
/10

Energy Efficiency  
Index

6.1   
/10

Greenhouse Gas  
Index

5.7  
/10



# Clean Air Tests



## Laboratory Test

	NMHC	NO <sub>x</sub>	NH <sub>3</sub>	CO	PN
5.2/10 Cold Test	adequate	good	weak	marginal	weak
5.8/10 Warm Test	good	good	poor	adequate	weak
4.8/10 Cold Ambient Test	marginal	good	marginal	marginal	weak
5.1/10 Highway	good	good	poor	marginal	weak



## Road Test

5.9/10 On-Road Drive	n.a.	good	n.a.	adequate	weak
4.9/8 On-Road Heavy Load	n.a.	good	n.a.	good	weak
3.0/5 On-Road Light Load	n.a.	good	n.a.	good	weak
2.7/5 On-Road Short Trip	n.a.	good	n.a.	good	poor
2.0/2 Congestion	n.a.	good	n.a.	n.a.	n.a.



## Robustness



n.a.



good



adequate



marginal



weak



poor

### Comments





Values of NO<sub>x</sub> are very low but Ammonia (NH<sub>3</sub>) output is relatively high and reduces the total score in this part of the assessment. However, the Captur's biggest challenge in the Clean Air Index is the high particle emissions, which are close to Green NCAP's upper threshold. If not for this, the Renault would have scored significantly higher than the current 5.7/10.

# Energy Efficiency Tests



## Laboratory Test

## Energy

<b>6.5/10</b> Cold Test		→	<b>19.3 kWh/100 km</b>
<b>7.6/10</b> Warm Test			
<b>4.0/10</b> Cold Ambient Test			
<b>4.3/10</b> Highway			

### Consumption

### Driving Range

	Petrol	Electric	Petrol	Electric	
<b>Average</b>	<b>4.8 l</b>	<b>5.6 kWh /100 km</b>	<b>632</b>	<b>39</b>	km
<b>Worst-case</b>	<b>7.7 l</b>	<b>n.a. /100 km</b>	<b>510</b>	<b>n.a.</b>	km

Consumption in electric mode: 19.3 kWh/100 km electric + 1.3 l/100 km fuel



n.a.



good



adequate



marginal



weak



poor

### Comments

When operated with an empty battery, the Renault Captur E-TECH Plug-in behaves as a fuel-efficient small SUV petrol hybrid. With the battery fully charged, however, consumption is significantly reduced and, overall, the Captur is awarded with a very creditable score of 6.8 points for its energy efficiency performance.

# 6.1

/10

## Greenhouse Gases Tests



### Greenhouse gases

CO<sub>2</sub>

N<sub>2</sub>O

CH<sub>4</sub>

4.5/7 Cold Test



4.2/7 Warm Test



3.0/7 Cold Ambient Test



3.1/7 Highway



n.a.



good



adequate



marginal



weak



poor

### Comments

The tailpipe greenhouse gas emissions of a PHEV are highly dependent on the balance of usage between fossil fuel and stored electric energy. The Captur's hybrid management and the battery size of declared 9.8 kWh assure it a high score of 6.1 points. Laughing gas (N<sub>2</sub>O) and methane (CH<sub>4</sub>) emissions are almost non-existent, which supports the high result.

## Our Verdict

Introduced in 2020, the Renault Captur E-TECH 160 plug-in hybrid is a small SUV well suited to urban driving thanks to its ability to drive up to 40 km in fully electric mode. Pollutant control is generally adequate and robust but the car's score is reduced by high particle emissions and, and those of ammonia (NH<sub>3</sub>) could also be improved. The vehicle makes efficient use of its two power sources and scores well in the Energy Efficiency and Greenhouse Gas indices. As for all Plug-in hybrids, a higher electric range would lead to higher scores in these assessment areas and the user should charge the high voltage battery frequently. With an overall index of 6.2 out of 10, the Captur E-TECH reaches 3½ green stars and takes a well-deserved place amongst other plug-in hybrid electric vehicles tested by Green NCAP.

## Disclaimer

Publication Date 11 2021	Tested Car VF1RJB00X6682xxxx	Emissions Class Euro 6d	Tyres 225/55 R18 98H
Mass 1,580 kg	Engine Size 1,598 cc	Engine Power/Torque 116 kW/205 Nm	Published CO <sub>2</sub> 34 g/km
	Declared Battery Capacity 9.80 kWh	Published Driving Range 50 km	



Think before you print