



2022

Nissan Qashqai

1.3 DIG-T 158 MT Mild Hybrid petrol FWD CVT



7.3

Clean Air Index 3.9

Energy Efficiency Index 2.1

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Greenhouse Gas Index

7.3 Clean Air Tests

	Laboratory Test	NMHC	NO _x	NH ₃	со	PN
6.6 /10	Cold Test					
8.1 /10	Warm Test					
6.8 /10	Highway					
	Cold Ambient Test	Does not qu	alify for addit	ional robustne	ss testing	
	Road Test					
7.9 /10	On-Road Drive					
3.7 /5	On-Road Short Trip					
	On-Road Heavy Load	Does not qu	alify for addit	ional robustne	ss testing	
	On-Road Light Load	Does not qu	alify for addit	ional robustne	ss testing	
	Congestion	Does not qu	alify for addit	ional robustne	ss testing	













good

adequate marginal

weak

poor

Comments

The Nissan Qashqai copes well with reducing its pollutant emissions. It scores above average in all lab and street tests and demonstrates good control of particle output and standard emission species. Like other petrol powertrains, there is some room for improvement with regard to unregulated NH₃ (ammonia) emissions. The results in the laboratory tests are in line with the behaviour on the open road. With a Clean Air Index of 7.3, the Qashqai proves that clean combustion vehicles are already in the market.



Energy Efficiency Tests

	Laboratory Test	Energy	
4.8 /10	Cold Test		
4.9 /10	Warm Test		
2.2 /10	Highway		
	Cold Ambient Test	Does not qualify for a	dditional robustness testing
		Consumption	Driving Range
	Average	7.2 I/100 km	778 km
	Worst-case	8.7 l/100 km	635 km







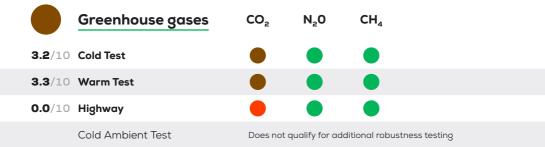






Comments

The 12V mild hybrid system in the Nissan Qashqai offers only a limited possibility to improve the consumption figures. Approximately 6.5 I/100 km are needed in both WLTC+ laboratory tests, as well as in the real world On-Road Drive. In the Highway Test, an additional 2 litres are consumed, resulting in 8.7 I/100 km. This increase is not unexpected, due to the vehicle's SUV body and is partly associated with the increasing aerodynamic drag at higher speeds.















adequate marginal

Comments

The Greenhouse Gas Index is based on a Well-to-Wheel+ approach, meaning that the greenhouse gas emissions related to the supply of energy are added to the tailpipe emissions. In the WLTC+ laboratory tests, around 38 g CO₂-eq. of the fuel supply are added to a tailpipe value of some 147 g/km, resulting in a mediocre score. The Nissan scores zero points in the Highway Test, where the total greenhouse gas emissions sum up to a total W-t-W+ value of 247 g CO_z -eq. On the plus side, N_zO and CH_4 emissions are very low, demonstrating again the good performance of the exhaust aftertreatment system.



August 2023: The result of this car has been updated. Previously reported Ammonia (NH₃) values were incorrect owing to a technical error with the equipment at the test laboratory and a correction has been applied.

Tested here is the Nissan Qashqai, equipped with the 1.3 litre turbocharged petrol engine. The car demonstrates a well-functioning pollutant control system, albeit with the with potential to improve. The good laboratory result can also be easily reproduced on the street, significantly lowering the impact of combustion engine vehicles on air quality. Like other SUVs, the Qashqai struggles with increased fuel consumption during dynamic highway driving and higher speeds. With 6.7 l/100 km in the real world On-Road test, however, the number is a relatively good value for a petrol SUV. Closely related to the fuel demand are also the greenhouse gas emissions, which don't help the Qashqai reach more than $2\frac{1}{2}$ Green stars with an Weighted Overall Index of 4.4.

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Specifications

Publication Date
10 2022Tested CarTyresEmissions Class
235/50 R19Mass
1,441 kgEngine Size
1,332 ccPower/Torque
116 kW/260 NmDeclared CO2
144 g/km

Declared Battery Capacity

Declared Driving Range

0.12 kWh

Declared Driving Range

0.4 l/100 km

