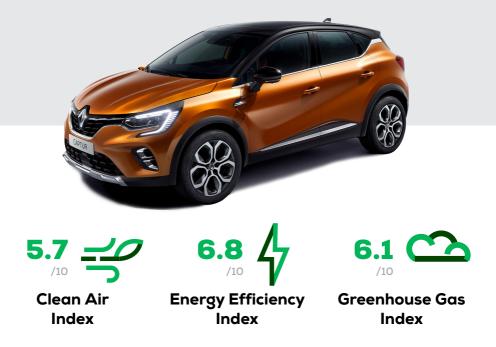




Renault Captur

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





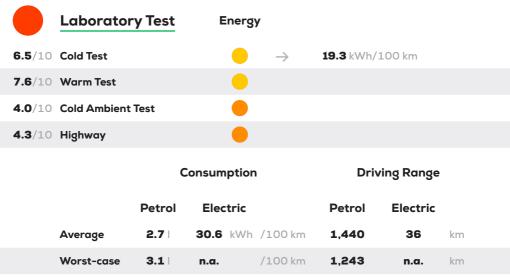
	Laboratory	Test	NMH		0 _x NH₃	со	PN
4.9 /10	Cold Test		•				
5.8 /10	Warm Test		•			•	
4.8 /10	Cold Ambient Te	st	•				
5.1 /10	Highway		•				
	Road Test						
2.9 /10	On-Road Drive					•	
4.9 /8	On-Road Heavy	Load					
3.0 /5	On-Road Light L	oad					
2.7 /5	On-Road Short	Trip					
2.0 /2	Congestion						
	Robustness						
	n.a.	good	adequate	marginal	weak	poor	

Comments

Values of NO_x are very low but Ammonia (NH₃) 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



Consumption in electric mode: 22.7 kWh/100 km electric + 1.3 l/100 km fuel



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.







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 (N₂O) and methane (CH₄) 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_3 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 $3\frac{1}{2}$ 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 RJB00X6682xxxx

Mass 1,580 kg Engine Size 1,598 cc

Declared Battery Capacity 9.80 kWh Emissions Class Euro 6d

Engine Power/Torque 116 kW/205 Nm

Published Driving Range 50 km

Tyres 225/55 R18 98H

> Published CO₂ 34 g/km



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