

Peugeot 308

1.5 BLUEHDI DIESEL FWD AUTOMATIC

2024



55%



6.5 
/10

**Clean Air
Index**

5.6 
/10

**Energy Efficiency
Index**

4.5 
/10

**Greenhouse Gas
Index**



Laboratory Test

NMHC

NO_x

NH₃

CO

PN

7.4/10 Cold Test



8.5/10 Warm Test



7.5/10 Highway



5.4/10 Cold Ambient Test



Road Test

6.4/10 On-Road Drive



1.0/5 On-Road Short Trip



4.7/8 On-Road Heavy Load



3.6/5 On-Road Light Load



1.0/2 Congestion



n.a.



good



adequate



marginal



weak



poor

Comments

The diesel 308 scores well for particle output, especially in the standard laboratory WLTC+ Tests. In the Cold Test, NO_x emissions deteriorate, and even more so in the Cold Ambient Test at -7°C. The performance in the Highway Test is characterised by excellent control of NO_x but ammonia emissions slightly exceed Green NCAP's threshold. The generally good laboratory results are confirmed by the On-road Drive, but the Short Trip reveals a weakness in NO_x-handling after a cold engine start. The vehicle performs robustly in the On-road Heavy Load Test.

Energy Efficiency Tests



Laboratory Test

Energy

6.4 /10 Cold Test



6.6 /10 Warm Test



4.6 /10 Highway



4.9 /10 Cold Ambient Test



Consumption

Driving Range

Average

5.0 l/100 km

1,072 km

Worst-case

6.3 l/100 km

841 km



n.a.



good



adequate



marginal



weak



poor














Comments

The Peugeot 308 makes good use of the powertrain efficiency potential of the diesel engine and achieves 5.6 points in the Energy Efficiency Index, which is a good result for conventional vehicles.

Both the Cold and Warm Laboratory WLTC+ Tests, as well as the On-Road Drive, need about 4.6 l/100 km. In the Highway Test, the consumption figure is increased to 5.9 l/100 km, whereas in the -7°C Cold Ambient Test 5.7 l are sufficient for 100 km. Relaxed Light-Load On-Road driving can decrease the Peugeot's thirst to an impressive 3.8 l/100 km.

4.5 Greenhouse Gases Tests

/10

	<u>Greenhouse gases</u>	CO ₂	N ₂ O	CH ₄
5.6/10	Cold Test			
5.7/10	Warm Test			
3.2/10	Highway			
3.7/10	Cold Ambient Test			



n.a.



good



adequate



marginal



weak



poor

Comments

CH₄ and even N₂O emissions are kept below Green NCAP's thresholds, which is sometimes difficult for diesel powertrains, and earns the 308 all the available bonus points. In the standard WLTC+ Lab Tests, about 120 g CO₂/km are measured at the tailpipe. The Greenhouse Gas Index is based on a Well-to-Wheel+ approach. With the addition of some 21 g/km from diesel production and supply, and the CO₂ equivalent values for methane and laughing gas, the total CO₂ equivalent emissions rise to approx. 144 g/km. In the Highway Test, the total figure is 186 g CO₂ eq./km, due to higher fuel consumption.

Our Verdict

Green NCAP tested the 1.5 BlueHDI version of the Peugeot 308, with automatic transmission. This is a hatchback targeting a wide European audience, already familiar with the model's usability and acceptable price thanks to the popularity of its previous generations. Owing to its generally good results, the car also performed Green NCAP's additional robustness test stage, contrary to many other conventional models. The diesel powertrain seems a very good choice and convinces not only with reasonable fuel consumption values but also by scoring well for Clean Air by controlling well the output of pollutants. The performance of the state-of-the-art exhaust aftertreatment system remained robust and effective under most test conditions but additional improvements are possible, especially regarding NO_x emissions in short trips with cold engine start, and in congestion. Particle emissions are generally low, but not overly impressive for a modern diesel powertrain, where Green NCAP has seen even better performers. The 308 delivers low consumption values and surprises with a On-Road Light Load trip which recorded only 3.8 l/100 km after a cold engine start and on a dry and sunny day with 25°C, whereas a sporty Heavy Load Drive requires about 6.3 l/100 km. The emitted greenhouse gases are as expected for a vehicle of this type and limit the overall result, positioning the tested Peugeot 308 diesel in the fair range of 3 Green stars with an Average Score of 55%.

Disclaimer [↗](#)

Specification

Tested Car

VR3FBYHZTNY60xxxx

Publication Date 09 2024	Vehicle Class Small Family Car	Tyres 225/45 R17 94V	Emissions Class Euro 6d AP
Mass 1,388 kg	Engine Size 1,499 cc	Power/Torque 96 kW/300 Nm	Declared CO₂ 119 g/km
Declared Battery Capacity n.a.	Declared Driving Range n.a.	Declared Consumption 4.6 l/100 km	

Heating Concept

Waste heat



Think before you print