

TCO Awards 2020: vehicle category contenders

*The vehicles in contention for the TCO Awards
2020*

**Autovista
Group**....

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Introduction

*Autovista Group's inaugural TCO Awards were due to take part on 9 June 2020 in Berlin. Although the coronavirus pandemic means we could not celebrate our industry's achievements in person, **Dr Christof Engelskirchen, Chief Economist at Autovista Group** – along with the [Daily Brief](#) team – recognises the cars that would have been competing for an award.*

Electrification, shared economy, digital demands, a shifting industry landscape and new business models dominate the headlines. But the growth driver for the automotive industry – in particular with additional powertrain choices available – continues to be the Total Cost of Ownership.

To recognise this and to reward the vehicles across our industry that deliver against this key metric, Autovista Group planned to host the inaugural [TCO Awards 2020](#) on 9 June 2020 in Berlin. We saw huge interest from the industry in the awards and were excited about recognising the winners at our event.

The awards closed for entries mid-March, just as the Covid-19 pandemic hit Europe. As for many others, the pandemic forced us to adapt our approach. It was with regret that we took the decision to cancel both the TCO Awards

2020 and the [Auto Mobility LIVE 2020](#) conference due to take place the same day.

Since then, we have worked together with our judges and speakers to provide some of the [insights](#) we would have shared at the events. And, while we will not hand out TCO Awards this year, we asked those who submitted an entry whether we could share them with you and showcase some of the achievements of our industry.

The contenders for the TCO Awards 2020 remind us of the achievements of our industry at the time we need it most. While the automotive industry undoubtedly faces significant challenges in the months ahead, this round-up is a timely reminder of how innovative carmakers can be, and therefore gives us hope for the future.

BEV of the Year

Let us begin with the entries for the TCO Awards 2020 BEV of the Year. Those that stood out include three urban B-segment cars: the Corsa-e, the Peugeot e-208 and the Renault Zoe. Hyundai offered the Kona BEV as a worthy contender. Polestar threw Polestar 2 into the ring. Ford wants to enrich the Mustang muscle-car story with the Mustang Mach-E.

Amongst the more exotic BEVs entered, which many may not have on their radar, we received a nomination for the ZS EV, a SUV from MG, (which now belongs to VW's joint venture partner SAIC). No less exotic and not to be missed are Tesla's Model 3 and Jaguar Land Rover's I-Pace.

We have reached the point of no return for electric mobility and are impressed by the variety of options that have been launched onto the market

While the jury would have been challenged by this strong set of contenders for the BEV of the Year TCO Award, we are happy to see the strong quality of TCO-based sales arguments for alternative powertrains. We have reached the point of no return for electric mobility and are impressed by the variety of options that have been launched onto the market.

Hyundai Kona



The Kona was first introduced at the end of 2017, with its BEV variant premiering in the following year. It is available in three powertrain alternatives, with eight years of manufacturer warranty, not only on the battery but also on the vehicle – a unique selling point. It is priced at around €35,000 for the small battery capacity and at almost €42,000 for the long-range variant (all prices before incentives and discounts). At almost 4.2m long and c. 1.6m high, it operates in the compact SUV segment.

There are many TCO-focused sales arguments in favour of the Kona, including a fixed price for wall box installation and an attractively priced energy plan with partner EnBW (in Germany). Hyundai equips dealers with TCO breakdowns vs. the ICE variant in its briefing pack. These demonstrate the significant financial benefits offered in several markets. WLTP range is up to 450 km and consumption is around 15kWh/100 km (NEDC), amongst the lowest specifications of the models nominated.

Jaguar I-Pace



If you are looking for a BEV coupled with all-wheel drive (AWD), exclusivity and performance, take a closer look at Jaguar's I-Pace. The twin Jaguar-designed electric motors, with a combined 400hp and 696Nm, deliver 0-100 km/h in 4.8s. On the plus side for TCO, there is Jaguar Care, which provides three years of free servicing.

The I-Pace features wireless over-the-air updates to ensure customers always have the latest software on board: a helpful feature, with technology and connectivity requirements continually advancing. This has proven useful in keeping the vehicle's performance and range up to date, with WLTP range now reaching 470 km. In addition, the I-Pace features charging capabilities from 0-80% in 40 minutes, if a 100kW DC charger is available.

There are other practical features that make this car unique, such as the electronic adaptive air suspension that can raise the vehicle up to 230mm off the ground. The I-Pace starts at €77,000.

Renault Zoe



Renault's Zoe was introduced in 2013 and has the longest record of accomplishment in this category as well as a well-trained dealer and service network. The Zoe received a facelift in 2019 and now offers a maximum battery capacity of 52kWh, and a solid range of almost 400 km (WLTP).

Renault is among the few manufacturers that publish realistic WLTP values for consumption

Renault is among the few manufacturers that publish realistic WLTP values for consumption: for the Zoe this is around 17 kWh/100 km. Prices start at around €30,000 and the top variant is priced at €34,000, 20% less than Kona's long-range version. At 4.1m it is not much shorter and is almost as tall as the Kona. Renault has worked systematically to improve cost and performance for the Zoe: charging versatility has improved, the new 135hp powertrain is more responsive, and there is a new driving mode, B-mode, for single pedal driving. The interior quality has also improved.

Opel/Vauxhall Corsa-e



The Corsa-e looks sleek and can be easily compared with the ICE equivalent. It is priced at around €30,000 and consumption is 16.8 kWh/100 km (NEDC). Its range is almost 340 km (WLTP). Considering the incentives and lower benefit-in-kind taxation in some markets, it is an attractive package. The car exhibits good traction, a suspension that is dynamic but not too stiff, direct steering and it feels safe to drive. It is slightly longer than 4m and stands 1.4m high. Opel/Vauxhall offers a handy range simulator on its website to establish a link between driving style, speed and temperature and what effect this has on range. This is a very transparent and appealing approach to addressing any range anxiety concerns that may exist. Opel/Vauxhall offers a charging pass, which gives you easy access to 150,000 stations Europe-wide.

Peugeot e-208



Peugeot has an almost 10-year BEV track record with the Ion. The e-208 is bigger and better and can too be directly compared with the respective ICE version 208. Driving performance is better than for the ICE, however; the BEV variant has 260Nm of torque vs. 205Nm for the ICE variant. There is hardly any compromise in terms of roominess and boot volume compared to the ICE variant, which is surprising. It consumes 17.6kWh/100 km (NEDC), and its range is up to 340 km (WLTP). Quality and design of the interior are a highlight – and daring. The car can handle up to 100kw, charging 0-80% in 30 minutes. As it is on the same platform as the Corsa-e, height, length and weight are similar. Platform sharing will result in economies of scale, which will help to keep prices attractive.

MG ZS EV



MG developed the ZS EV based on the ICE variant consequently, the cars look alike. This helps bring down costs, resulting in an attractive price tag for an SUV with a 260 km (WLTP) range. The recommended retail price is around £2,000 (€2,245) lower than that of a Corsa-e or an e-208. MG's BEV SUV is currently not available in the major European markets outside of the UK but is a worthy contender when it comes to affordability and TCO-attractive electric mobility. Range may be on the low end and the brand needs to be revived outside of the UK. Nevertheless, if you

add to the mix the various government grants available in many countries, you get a very attractive TCO position.

“Considering the price and the size of the vehicle, the MG ZS EV is an attractive prospect” says Daily Brief news editor Phil Curry. “The interior is comfortable and perfect for a family of four and using the ICE ZS as a base, makes the transition to driving electric easier. While the range is lower than its competitors, with a home charging point, it will be adequate to cover the distance that many will travel on a daily basis.”

Polestar 2



The Polestar 2 is an iconic BEV from a fresh brand that comes with 470 km range (WLTP), is 4.6m long and 1.5m high. Leveraging Volvo Car Group synergies for lower production costs, the list price is modest for the statement that you make when driving the vehicle. Polestar is consistent in their vision of offering exclusivity paired with simplicity. From design, over-the-air update functionality, to an environmentally sustainable and recyclable interior. The pricing position will be helped by Polestar's online-only approach to selling; the price is under €60,000 across European markets. It has all-wheel-drive so will be targeted at similar buyers to those of the Tesla Model 3.

Tesla Model 3



Tesla Model 3 offers 409 km (WLTP) of range in its rear-wheel-drive variant – for €44,000 – and 560 km (WLTP) of range for its long-range variant with all-wheel-drive that starts at €54,000. A performance variant is priced at €60,000 and brings more exclusivity and sportiness but, from a TCO perspective, the long-range variant is the most enticing one. At that price point and with its residual value positioning, it can well compete with premium ICE AWD models from a TCO perspective.

The Model 3 is sought after and comes with a charging network and an owner community that contribute to a powerful sales argument

The rest comes down to taste, but the Model 3 is sought after and comes with a charging network and an owner community that contribute to a powerful sales argument. Tesla is actively promoting the TCO advantage in simulators on their website and when they engage with customers directly. The zero-discount strategy helps conserve residual values.

Mustang Mach-E



It is a bit too early to be conclusive about the Mustang Mach-E, as official specifications have not been published. Ford targets a range of 600 km (WLTP), which would be top of the line. At 4.7m long (same as the Tesla Model 3) and 1.6m high, it is larger than one might expect, but this is because the batteries are below the cabin. Ford decided to launch the

Mach-E as an SUV. Three variants are offered, and prices start at €47,000, reaching up to €67,000 for the First Edition model. This appears pricy but if you want to reserve one, you have missed your opportunity. We saw the Mach-E at the CES in Las Vegas this year.

Ford has also announced that they will launch the Mustang Mach 1 with V8 and 500hp, but a BEV variant is nonetheless a worthy extension of the Mustang story.

“Ford has a lot riding on the Mustang Mach-E as its first mass-produced BEV, and this is perhaps why they’ve chosen the branding, to evoke emotion among consumers,” comments Curry. “Using the Mustang name also allows the carmaker to give the Mach-E an aggressive look, with sharper lines and a wider stance, which will help it stand out in the field.”

Hybrid Car of the Year

We received 10 impressive nominations for the TCO Awards 2020 Hybrid Car of Year. This award was even more sought after than our BEV award. The eligible entrants were the Ford Kuga 2.5l petrol PHEV, Volvo XC40, XC60 and XC90 PHEVs, the Mercedes E class PHEV, the Skoda Superb iV, the DS7 Crossback E-Tense, the Citroën C5 Aircross PHEV, the Peugeot 3008 PHEV, the Opel Grandland X PHEV and the Range Rover Evoque PHEV. There are plenty of choices in the PHEV category and these cars can become a natural pick for those seeking the independence of driving an ICE combined with the advantages and power output of an electric drive. The entries do not fail to impress.

Mercedes E-Class



With the E-Class, Mercedes reignites a trend that many people thought would come to an end: the use of diesel in hybrid technology. The main challenge for diesel hybrids used to be that the engine was more expensive and

heavier than the petrol version, in combination with the additional cost of plug-in technology. On the other hand, the combination of diesel for long-distance driving and electric for short distances (WLTP range is around 50 km) is enticing, in particular for the sought-after user-chooser driver.

The E class is a rear-wheel-drive vehicle. Residual values are strong for PHEVs in most markets and the entry price for the E300 PHEV in the T-version (>300hp of system power) is around €58,000 (Germany), only very slightly more than what you would pay for the E300 petrol, which offers slightly lower power output. Official consumption is published at 1.5l/100 km (NEDC).

Volvo XC40, XC60, XC90 PHEV



Volvo is serious about electrification and now offers all of its best-selling SUVs as PHEVs. Prices open at slightly below €50,000 for the XC40. If you look for 262hp in an XC40 and you don't want to own a PHEV, you would

have to choose a T5 AWD, which demands a similar price and offers four-wheel-drive instead of front-wheel-drive for the PHEV. But you would miss the 56 km of WLTP zero-emissions range.

The XC60 T8 PHEV comes with AWD and system power of almost 400hp. And it starts at c. €70,000. You can get the T6 version for €68,000 and would miss out on 50hp. The ICE variant these two models are competing with is priced at €65,000 (300hp).

The XC90 rounds off the portfolio and starts at €77,000 for the same power output as the XC60. The comparable petrol mild-hybrid variant is priced at the same level, so there is little reason not to go for the PHEV when looking for a high-powered XC90. Volvo also makes an effort to bring TCO-based arguments into their sales processes, for example in dealer training. This is crucial in explaining the price uplift for a PHEV vs. petrol (or diesel).

Range Rover Evoque PHEV



The Evoque has been an ongoing success. The new version continues to be an iconic crossover in the segment. Logically, the Evoque is now available as a petrol PHEV, with AWD. CO₂ emissions are 32 g/km and it offers an electric range of up to 66 km (WLTP). It starts at around €51,000, but purchasers will

likely spend more. The R-Dynamic HSE variant starts at €76,000. Combined power is pretty stiff at above 300hp. The Evoque PHEV is a powerful addition to the ever-growing Evoque line-up. The price is right if you consider the petrol Evoque alternative P300 AWD AUT, with similar performance, is priced around €2,000 more than the PHEV.

Skoda Superb IV



The Superb was a success right from the get-go and the Superb iV is a worthy addition to the brand portfolio targeted at company-car drivers. With 218hp of power and a price of around €43,000, it is €6,000 more expensive than the 2.0 TSI. In fully electric mode, a WLTP range of slightly above 50 km is offered. You get a vehicle that is almost 4.9m long. Only the E-Class T-model and XC90 are longer in this comparison. The PHEV is one of the more recent contenders in the field (launched October 2019) so you are getting VW Group's latest PHEV technology.

DS7 Crossback E-Tense



The DS7 Crossback E-Tense was only launched in November 2019 in Europe. It offers a fresh and bold design and CO₂ emissions are 30-35 g/km (WLTP), which is low in the field. And it is a four-wheel-drive. DS manages to hide the battery well under the rear bench seat. Furthermore, you have the hybrid technology track record of the PSA group on board, too. The E-Tense starts at €50,000 for the Be Chic version. A range of almost 60 km is offered under WLTP, with 300hp. A DS7 PureTech 225 Automatic with 225hp is priced at slightly around €45,000. DS targets the premium end of the market, so will be looking to BMW X1 and Volvo XC40 customers, but the Ford Kuga may be on buyers' shopping lists as well.

Citroën C5 Aircross PHEV



The C5 Aircross PHEV was first introduced in China and was launched in 2019 in Europe. It is versatile and offers excellent plug-in technology at an attractive price. It is 4.5m long and you don't have to worry about losing space when selecting the PHEV over the ICE version. Range is 50 km (WLTP) and it is available as two-wheel-drive. At €40,000, it is priced clearly above the top petrol variant, which starts at €31,000, but it is better equipped and offers 25% more power. In terms of price positioning, alongside the Ford Kuga, the C5 Aircross PHEV is hard to beat.

Ford Kuga PHEV



The Kuga PHEV – with a CVT automatic transmission and 225hp – starts at c. €40,000, roughly €8,000 above the 1.5l EcoBoost (150hp). It is priced at the same level as the diesel 8-Gear automatic with 190hp. Consumption levels are attractive in the field. Expect a WLTP range of 56 km. And it is brand new. It is more of a compact SUV or crossover, a niche that has been a successful one for the Kuga. The price is right and there is little to no competition coming from below in terms of price.

Opel Grandland X PHEV



The PSA/Opel alliance and now group has pushed PHEV technology in successful

products like the Grandland X, another compact SUV contender. Opel offers AWD and 2WD variants to address all possible use cases for a compact SUV. And that is a wise choice, increasing the attractiveness of the concept. It starts at around €45,000 with the 2WD version (224hp) and you will spend €51,000 for the AWD version (300hp), both with automatic transmission.

Equipment levels are high on both options. The top-performing petrol version, with 180hp, starts at around €36,000.

Petrol Car of the Year

The line-up for the BEV and PHEV categories is remarkable. But we have equally as many contenders for the internal combustion engine categories. Among the TCO Awards 2020 Petrol Car of the Year entrants we have the Ford Puma, Renault Clio V, Dacia Duster, Renault Captur II, VW T-Cross, Peugeot 208 and Opel/Vauxhall Corsa throwing their hats into the ring.

From a TCO perspective, the latest petrol ICE technology is hard to beat – and petrol cars usually don't get the extra boost of government incentives. Consumers should feel confident when picking a vehicle from the list of contenders for Petrol Car of the Year.

Ford Puma 1.0l Ecoboost



The Ford Puma launched 23 years ago, a coupé version of the Fiesta. In January 2020 Ford launched the Puma as a Crossover/SUV, entering the highly competitive B-SUV segment. A digital cockpit is offered as

standard or as an option, depending on the variant. The 1.0l Ecoboost engine has three cylinders and offers 125hp. The fuel consumption (NEDC) is remarkably low for an SUV body type at 4.5l/100 km. This represents 132g of CO₂ (WLTP). There is no automatic transmission available. The Titanium version is priced at c. €23,000. A unique feature is the variable trunk space, which includes a 'mega box' of 80l. It can be used to store larger items or as a tub, e.g. for cleaning.

From a TCO perspective, the latest petrol ICE technology is hard to beat – and petrol cars usually don't get the extra boost of government incentives

“The Ford Puma is a practical and dynamic small SUV, with ample room in the rear and a very useful boot space, enhanced by the ‘MegaBox’. The model has a good price-equipment ratio due to a high level of standard equipment, especially technological and safety features, coupled with an attractive list price,” noted Autovista Group’s senior data journalist Neil King.

Renault Clio V 1.0 TCe 100



The Clio has a long and successful history. The price for the 1.0 TCe 100 starts at €16,500. LED lights and cruise control are part of the standard equipment. Consumption is 4.4l/100 km (NEDC) and 132 g CO₂. Expect a well-sized and variable trunk, a highlight for the segment. This version of the Clio, a three-cylinder, offers 100hp and was launched in September 2019.

The exterior resembles that of the predecessor, which is good for residual value performance as it picks up the previously successful design cues. The platform is new and makes the vehicle roomier than the predecessor. The engine is also new and delivers good value for money.

“This new Clio builds successfully on the legacy of its predecessors,” said Autovista Group daily brief journalist, Tom Geggus. “The interior design takes a leap forward when compared with older models, while the exterior gives an import nod to old cues, playing on consumer recognition.”

Dacia Duster TCE 130



The Duster came to market in 2018, but the turbo-charged 1.3l 4-cylinder petrol engine was launched only recently. It offers 131hp, consumes 5.9l/100 km (NEDC) and emits 148g CO₂ (WLTP). It is well designed with several features conveying a good quality of materials and workmanship. Some cues from Renault help here, e.g. the optional automatic climate control unit. No LED, xenon headlights and other comfort-oriented features like blind-spot assist, lane assist, adaptive cruise control, are available. But the Duster offers Apple CarPlay and Android Auto. The price is low starting at €16,000. No discounts: this helps with RV performance.

Renault Captur II 1.3 TCe 130



The Captur was launched in January 2020, seven years after the first-generation model.

The price of the 1.3 TCE 130 engine starts at €21,000, with 5l/100 km (NEDC) fuel consumption and 141g CO₂ emissions. Design-wise, the Captur aligns strongly with the Renault identity. This seems to work well for Renault. Several design cues from the Clio are visible, e.g. in the headlights, and it shares the same platform. The Captur has grown compared to its predecessor, in both length and wheelbase. The boot size has also grown. The EASY LINK infotainment system and a light interior are the highlights. Choice of materials, including soft-touch plastics, is remarkable for the segment.

VW T-Cross 1.0l TSI



The T-Cross is the most recent addition to VW's SUV portfolio. It is less of a crossover and more a SUV, yet still compact. The 1.0l TSI FWD with manual transmission costs c. €19,000 and offers 95hp, 5.1l/100 km (NEDC) fuel consumption and 133 g CO₂ emissions (WLTP). The insurance classification is excellent, due to several assistance systems coming as standard equipment, and lowered costs for small repairs. TCO is a product development KPI for VW and low service costs represent an additional highlight. The trunk offers a lot of variability. A very solid contender.

Peugeot 208 Puretech 100



Launched in September 2019, the 208 enters this competition with a brand-new 3D digital cluster as standard equipment from the Allure trim upwards. The new 208 is dynamically designed: the standard colour is yellow. The interior clearly differentiates itself from the rest of the contenders. Not only does it feature an eye-catching and stylish steering wheel: but also, a daring design concept. Three cylinders deliver 100hp, with 4.2l/100 km (NEDC) fuel consumption and 122g of CO₂ emissions (WLTP). These are good values and relevant from a TCO perspective. Prices start at around €18,000.

“The Peugeot 208 has a sporty, dynamic and emotional design, enhanced by the low roofline and long bonnet. The interior is just as impressive, with some lovely touches such as the 3D i-cockpit and a set of buttons that have a sturdy feel. This, combined with the quality of the materials used around the dashboard and centre console, give the car a classy feel,” observed King.

Opel/Vauxhall Corsa 1.2 DI Turbo 100



Launched in November 2019, this is the first Corsa to come to market since PSA and Opel's merger. Like the 208, the Corsa offers 100hp in one of the 1.2 DI-Turbo engines. It starts at €17,500. The Corsa is 100kg lighter than its predecessor. The latest ADAS are available and Matrix LED headlights are too. It is a dynamic interpretation of a B-segment hatchback that still bears the Opel DNA. The fuel consumption is low at 4.2l/100 km (NEDC), with 122g CO₂ emissions (WLTP). The Corsa is a great alternative if you are looking for performance paired with continuity.

Diesel Car of the Year

Several manufacturers chose to enter brand-new vehicles in several categories, and rightly so. If you have the complete powertrain line-up, you have an offering that meets a range of requirements. Renault re-entered the Clio and Captur, Dacia the Duster, JLR the Evoque, Citroën the C5 Aircross and Peugeot the 2008 in the TCO Diesel Car of the Year category. Newcomers to this category are Skoda's Octavia and Scala. Despite a growing market share for PHEV and BEV, diesel still represents one-third of passenger car registrations in western European markets. The latest diesel technology is clean and impossible to beat when it comes to long range and low fuel consumption, and the diesel engine has the reputation of being extremely robust and long-lived.

Renault Clio V 1.5 Blue dCi 85



The Clio's diesel variant was only recently launched and is priced at slightly below

€20,000. You will get 85hp and 3.8l/100 km in the NEDC calculated cycle. The appeal of this long-established B-segment vehicle lies in its LED headlights and cruise control, which are part of the standard equipment. Timeliness of the model helps RV performance. And so too does the practical trunk, due to the new platform. Diesel is declining in popularity in the B-segment and some OEMs have retreated. It is good that there remains an attractive choice with the Clio.

Renault Captur II 1.5 Blue dCi 115



The Blue dCi 115 offers 115hp and is available in the Captur as an alternative to the petrol and LPG variants. You pay €26,000 for the diesel. The petrol variant that is also amongst the contenders for the TCO Awards is priced around €21,000. But the Blue dCi 115 comes with the higher trim. 4.2l/100km (NEDC) is the consumption claim made. It comes with the latest EASY LINK infotainment system.

Dacia Duster Blue dCi 115



The Duster offers more variety in powertrain choices than many other contenders, which may be a bit surprising to some. For example, the dCi 115 diesel engine is available as 2WD and 4WD (so too is the petrol variant). There is an LPT version on offer as well. The Blue dCi 115 in the 2WD version starts at €16,000 and offers 116hp and fuel consumption of 4.1l/100 km (NEDC) and 128 g CO₂ emissions (WLTP). You do not pay a premium over the petrol engine, which also starts at €16,000 (but has 130hp). This makes the diesel an attractive choice.

Skoda Scala 1.6 TDI



The Scala, typical for Skoda, offers a great amount of interior roominess, a unique selling point in this class. It replaces the Rapid and was launched in May 2019. There are several

innovative features that give credibility to the company's claim 'simply clever', such as the ice scraper in the fuel tank cover. Materials in the interior are simple, but in line with the segment. The fit and finish is strong. A virtual cockpit is an optional feature and it has a solid set of assistance systems. LED is standard but there is full-LED as an option, with further LED features. The price for the 1.6 diesel with manual transmission starts at €22,000 for 115hp and a fuel consumption of 4.2l/100 km (NEDC) and 127 g CO₂ emissions (WLTP). This does not include alloy wheels, which are priced at c. €500. The petrol 115hp alternative is €3,000 cheaper.

"The Scala has a lot to offer for a comparably small price tag," observed Geggus. "The overall design is simple and timeless, a good thing for RV performance. With plenty of room in the cabin and boot, the interior is not just ergonomically well designed but spacious".

Skoda New Octavia 2.0 TDI



The Skoda Octavia is brand new and replaces a very successful predecessor. The 2.0 TDI offers 115hp and the sedan starts at €28,000. The difference between the estate and the saloon is only c. €600. It has grown only slightly vs. the predecessor. 'Simply clever' features and gadgets are available, e.g. the sleep package that stabilises your head on the rear seat, umbrella storage and other smart

storage solutions. Fuel consumption is around 3.5l/100 km (NEDC), with 117g CO₂ emissions (WLTP). This continues to be a strong contender when it comes to TCO performance, in part due to a solid RV performance. Skoda's strategy of building the car a bit larger than is typical for the segment means the Octavia represents additional value for money.

Range Rover Evoque 2.0I D



The first-generation Evoque, one of the first crossovers, sold more than 800,000 units, which would have surprised many at the time of its launch.

Many have since copied Range Rover's approach and launched crossovers

Many have since copied Range Rover's approach and launched crossovers. This generation of the premium SUV was launched in the beginning of 2019 and is an elegant and luxurious choice. The interior has been tidied up. While length remains the same, it is higher and wider than its predecessor, adding more space in the interior. It is not surprising that the exterior conserves the iconic design cues of the previous model.

The entry-level diesel starts at €38,000 but does not offer 48-volt MHEV functionality nor AWD. For €43,000, you will be able to get the Evoque with 150hp, AWD and fuel consumption of 5.6l/100 km (NEDC). AWD switches into two-wheel-drive in certain conditions to save fuel. The petrol variants are generally more expensive than the diesel versions (but offer higher performance levels), so that will help to attract buyers to the diesel engines and keep CO₂ emission levels low for the brand.

Citroën C5 Aircross Diesel 130hp



The 130hp diesel performs efficiently at 3.9l/100 km (NEDC). This is low but not surprising as PSA has a reputation for developing efficient diesels. The price starts at €28,000. An eight-gear automatic transmission is optional and up to 20 driver-assistance systems are on offer. The 'Advanced Comfort Suspension' features excellent absorption qualities, but that is not tied to the diesel. The uplift for the diesel with 130hp vs. the petrol with 130hp is €3,000 (LIVE trim).

Peugeot 2008 1.5 BlueHDi 100



Peugeot's 2008 launched in January 2020 and is now a proper SUV. It has substantially grown in length and width. Design cues from the 3008 are picked up as well as the vertical daytime running lights (DRLs) from the 208. AWD is not offered but there is a BEV version. LED is standard. Apple CarPlay and Android Auto are also standard. Active lane assist,

front collision warning, fatigue detection and simple speed control are standard. There are more optional features along the full line-up of ADAS. The diesel delivers 100hp with fuel consumption of 3.6l/100 km (NEDC). You will have to invest at least €24,000 for the diesel, around €2,500 more than for the comparable petrol variant.

Further insights

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