



SEAT



2020

SEAT Ibiza

1.0 TGI CNG 4x2 manual



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Clean Air Tests



Laboratory Test

	NMHC	NO _x	NH ₃	CO	PN
6.0/10 Cold Test	●	●	●	●	●
6.2/10 Warm Test	●	●	●	●	●
6.1/10 Cold Ambient Test	●	●	●	●	●
7.2/10 Highway	●	●	●	●	●



Road Test

6.4/10 On-Road Drive	●	●	●	●	●
5.8/8 On-Road Heavy Load	●	●	●	●	●
3.5/5 On-Road Light Load	●	●	●	●	●
4.4/5 On-Road Short Trip	●	●	●	●	●
2.0/2 Congestion	●	●	●	●	●



Robustness



n.a.



good



adequate



marginal



weak



poor

Comments

The Ibiza has a small petrol tank but this is used only in an emergency, so the car was tested only in CNG mode. In general, the exhaust after-treatment works well, although particulate number (PN) would benefit from the fitment of a gasoline particulate filter (GPF).

Energy Efficiency Tests



Laboratory Test

Energy

6.4/10 Cold Test



6.6/10 Warm Test



5.5/10 Cold Ambient Test



4.5/10 Highway



Consumption

Driving Range

Average

4.0 kg/100 km

352 km

Worst-case

4.5 kg/100 km

304 km



n.a.



good



adequate



marginal



weak
















poor

Comments

The Ibiza is quite small and light and this is to its advantage in terms of energy efficiency. With an average consumption of 4.0 kg/100 km in the laboratory tests, rising to 4.5 kg/100 km in the high-load highway test, the car scores well in this part of the assessment, with an index of 5.7.

4.5 Greenhouse Gases Tests

/10

	<u>Greenhouse gases</u>	CO ₂	N ₂ O	CH ₄
2.6/7	Cold Test			
4.1/7	Warm Test			
3.4/7	Cold Ambient Test			
2.7/7	Highway			



n.a.



good



adequate



marginal



weak



poor

Comments


The car shows good control of Nitrous Oxide (N₂O), especially in the cold ambient test. Emissions of other greenhouse gases are also kept quite low, to gain the car an index of 4.5 in this part of the assessment.

Our Verdict

There has been an Ibiza in SEAT's line-up since 1984 and, now in its fifth generation, it is tested here with a 1 litre engine running on compressed natural gas (CNG). The car has a small petrol tank but this is used only in emergencies and at start-up in very cold temperatures, so the tests were conducted only in CNG mode. The 66 kW engine struggled to keep up with some of Green NCAP's more demanding tests but, nevertheless, the car's emissions control stood up well to the challenge. Control of particulates was unexceptional, and would benefit from a gasoline particulate filter (GPF) but, on the whole, levels of other pollutant emissions and of greenhouse gases was commendable. The CNG power unit also provides reasonable fuel efficiency and, with balanced performance in all three areas of assessment, the Ibiza fully deserves its three-star rating.

Disclaimer

Publication Date 11 2020	Tested Car VSSZZKJZLR02 ^{xxxx}	Emissions Class Euro 6d-Temp	Tyres 215/45 R17
Mass 1,223 kg	Engine Size 999 cc	Engine Power/Torque 66 kW/160 Nm	Published CO ₂ 107 g/km
	Battery Capacity n.a.	Published Driving Range n.a.	

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