

ŠKODA



2021

# Škoda Fabia

1.0 TSI petrol 4x2 manual



6.0   
/10

Clean Air  
Index

6.5   
/10

Energy Efficiency  
Index

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Greenhouse Gas  
Index



## Laboratory Test

	NMHC	NO <sub>x</sub>	NH <sub>3</sub>	CO	PN
4.7/10 Cold Test					
6.3/10 Warm Test					
4.8/10 Cold Ambient Test					
4.6/10 Highway					



## Road Test

6.7/10 On-Road Drive					
5.4/8 On-Road Heavy Load					
3.4/5 On-Road Light Load					
4.3/5 On-Road Short Trip					
2.0/2 Congestion					



## Robustness



n.a.



good



adequate



marginal



weak



poor

### Comments

Control emissions, especially those pollutants regulated by legislation, was generally good. CO and NO<sub>x</sub> remained low even in the toughest of Green NCAP's tests and particulate number was never excessive. In some of the laboratory tests, emissions of ammonia, NH<sub>3</sub>, were elevated, lowering the scores slightly.

# Energy Efficiency Tests



## Laboratory Test

## Energy

**7.2/10** Cold Test



**7.4/10** Warm Test



**6.2/10** Cold Ambient Test



**5.2/10** Highway



## Consumption

## Driving Range

**Average**

**5.8** l/100 km

**885** km

**Worst-case**

**6.8** l/100 km

**734** km



n.a.



good



adequate



marginal



weak



poor

## Comments

The Fabia is a small, light car and its declared CO<sub>2</sub> value of 125 g/km was easily achieved or bettered in the cold and warm tests. In the cold ambient temperature and high-load tests, CO<sub>2</sub> emissions are a little higher but the car scores well in all of the tests and achieves an impressive 6.5 in this index.

5.0  
/10



# Greenhouse Gases Tests



## Greenhouse gases

CO<sub>2</sub>

N<sub>2</sub>O

CH<sub>4</sub>

3.8/7 Cold Test



4.0/7 Warm Test



3.6/7 Cold Ambient Test



2.8/7 Highway



n.a.



good



adequate



marginal



weak



poor

### Comments


Ammonia, NH<sub>3</sub>, and Methane, CH<sub>4</sub>, are well controlled in all tests and values of CO<sub>2</sub> are low in the warm and cold tests, rising slightly in the more challenging scenarios.

## Our Verdict

The soon-to-be-replaced third generation Škoda Fabia is tested here with the 3 cylinder 1.0 litre turbocharged direct injection engine. In the past, such engines might have had issues with the number of particulate they emitted but a gasoline particulate filter (GPF) takes care of the problem, and to good effect. Emissions of particulates are never excessive, even in the more challenging tests. Emissions of NO<sub>x</sub> and CO are very well controlled, especially in the road tests. The story remains good when we look at energy efficiency, with the small engine emitting low values of CO<sub>2</sub>. This serves the car well in the Energy Efficiency index too, and excellent control of laughing gas, N<sub>2</sub>O and of Methane, CH<sub>4</sub>, contribute to a good index of 5 in this part of the assessment. Overall, the average index is only a little short of gaining the Fabia an extra half-star but it emerges from the tests with a very creditable 3 star rating.

## Disclaimer

Publication Date 02 2021	Tested Car TMBEP6NJ6LZ11xxxx	Emissions Class Euro 6d-Temp	Tyres 185/60 R15
Mass 1,098 kg	Engine Size 999 cc	Engine Power/Torque 70 kW/160 Nm	Published CO <sub>2</sub> 125 g/km
Declared Battery Capacity n.a.	Published Driving Range n.a.		

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