



SKODA



2021

Škoda Fabia

1.0 TSI petrol 4x2 manual



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/10

Clean Air
Index

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Clean Air Tests



Laboratory Test

	NMHC	NO _x	NH ₃	CO	PN
5.2/10 Cold Test	●	●	●	●	●
6.7/10 Warm Test	●	●	●	●	●
5.1/10 Cold Ambient Test	●	●	●	●	●
5.5/10 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_x 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, NH₃, 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 CO₂ value of 125 was easily achieved or bettered in the cold and warm tests. In the cold ambient temperature and high-load tests, CO₂ emissions are a little higher but the car scores well in all of the tests and achieves an impressive 6.5 in this index.

	<u>Greenhouse gases</u>	CO ₂	N ₂ O	CH ₄
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, NH₃, and Methane, CH₄, are well controlled in all tests and values of CO₂ are low in the warm and Cold Tests, rising slightly in the more challenging scenarios.

Our Verdict

August 2023: The result of this car has been updated. Previously reported Ammonia (NH₃) values were incorrect owing to a technical error with the equipment at the test laboratory and a correction has been applied.

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_x 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 CO₂. This serves the car well in the Energy Efficiency index too, and excellent control of laughing gas, N₂O and of Methane, CH₄, 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

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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 CO₂
125 g/km

Declared Battery Capacity
n.a.

Published Driving Range
n.a.

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