



2022

Ford Focus

1.0 EcoBoost Mild Hybrid petrol FWD manual



4.5 
/10

Clean Air
Index

5.3 
/10

Energy Efficiency
Index

4.0 
/10

Greenhouse Gas
Index

4.5
/10



Clean Air Tests



Laboratory Test

3.6/10 Cold Test



7.2/10 Warm Test



0.0/10 Highway



Cold Ambient Test

Does not qualify for additional robustness testing



Road Test

6.7/10 On-Road Drive



2.8/5 On-Road Short Trip



On-Road Heavy Load

Does not qualify for additional robustness testing

On-Road Light Load

Does not qualify for additional robustness testing

Congestion

Does not qualify for additional robustness testing



n.a.



good



adequate



marginal



weak



poor

Comments

The Focus shows good exhaust aftertreatment in the Warm lab test, but loses robustness when starting with a cold powertrain and under high engine load conditions like those of the dynamic Highway Test. Ammonia (NH₃), a compound not yet regulated by law, is not sufficiently controlled and the efficiency of particle emissions reduction is mediocre, although their levels are always below the set thresholds. The powerful acceleration phases in the Highway cycle result in gross excess CO output, which sets this test's score to zero.

Energy Efficiency Tests



Laboratory Test

Energy

5.8/10 Cold Test



6.1/10 Warm Test



4.3/10 Highway



Cold Ambient Test

Does not qualify for additional robustness testing

Consumption

Driving Range

Average

6.1 l/100 km

868 km

Worst-case

6.9 l/100 km

750 km



n.a.



good



adequate



marginal



weak



poor

Comments

This petrol version of the Ford Focus shows typical performance in terms of Energy Efficiency. The Warm and Cold WLTC+ lab tests need 5.8 and 5.5 l/100 km, respectively. The real-world On-Road Drive was measured to consume almost 6.7 l/100 km, whereas the Highway Test demanded almost 7 l/100 km. Short Urban Trips require about 9 l/100 km. The figures are enough for the Focus to collect half of the possible points in this part of the assessment.



Greenhouse gases

CO₂

N₂O

CH₄

4.6/10 Cold Test



4.9/10 Warm Test



2.7/10 Highway



Cold Ambient Test

Does not qualify for additional robustness testing



n.a.



good



adequate



marginal



weak



poor

Comments

The Greenhouse Gas Index is based on a Well-to-Wheel+ approach, meaning that the greenhouse gas emissions related to the supply of energy are added to the tailpipe emissions. In the WLTC+ lab tests, about 125 g CO₂/km are measured at the tailpipe. With the addition of some 33 g/km from fuel production and supply, and the CO₂-equivalent values for methane and laughing gas, the total CO₂-equivalent emissions rise to approx. 160 g/km. In the Highway test the total figure is 196 g CO₂-eq./km, due to higher fuel consumption.

Our Verdict

Tested here is the Ford Focus, equipped with the 1 liter EcoBoost petrol engine with 114 kW, 48V hybrid system and a manual transmission. With its design and functionality, the car appeals to a broad audience and continues the popularity of its Focus predecessors. The fuel consumption results do not surprise and are on a standard level, allowing consumers to cover most drives with 6-7 l/100 km, whereas Short Urban Trips are expected to require more. With 5.3/10, the car collects a bit more than half of the available points in the Energy Efficiency Index. The emitted greenhouse gases need to be summed up with the emissions related to the production and supply of the petrol fuel and result in figures which are enough for a Greenhouse Gas Index of 4/10. The exhaust aftertreatment works well in the Warm laboratory test, but loses robustness when starting with cold powertrain or under high power demanding conditions. Addressing the weak spots of pollutants control would help the Focus easily reach more than the current Weighted Overall Index of 4.6 and earn more than the 2½ stars.

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Specifications

Publication Date 12 2022	Tested Car WFONXXGCHNNL3xxx	Tyres 235/40 R18	Emissions Class Euro 6d AP
Mass 1,355 kg	Engine Size 999 cc	Power/Torque 114 kW/190 Nm	Declared CO ₂ 122 g/km
Declared Battery Capacity n.a.	Declared Driving Range n.a.	Declared Consumption 5.4l/100 km	



Think before you print