







2022

Ford Focus

1.0 EcoBoost Mild Hybrid petrol FWD manual



4.5

Clean Air Index 5.3

Energy Efficiency Index 4.0

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Greenhouse Gas Index



	Laboratory Test	NMHC	NO _x	NH ₃	со	PN
3.6 /10	Cold Test					
7.2 /10	Warm Test					
0.0/10	Highway					
	Cold Ambient Test	Does not q	ualify for add	itional robustr	ess testing	
	Road Test					
6.7 /10	On-Road Drive					
2.8 /5	On-Road Short Trip					
	On-Road Heavy Load	Does not q	ualify for add	itional robustr	ess testing	
	On-Road Light Load	Does not q	ualify for add	itional robustr	ess testing	
	Congestion	Does not q	ualify for add	itional robustr	ess testing	













adequate marginal

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	
Cold Test		
Warm Test		
Highway		
Cold Ambient Test	Does not qualify for a	additional robustness testing
	Consumption	Driving Range
Average	6.1 I/100 km	868 km
Worst-case	6.9 I/100 km	750 km
	Cold Test Warm Test Highway Cold Ambient Test	Cold Test Warm Test Highway Cold Ambient Test Does not qualify for a Consumption Average 6.1 I/100 km











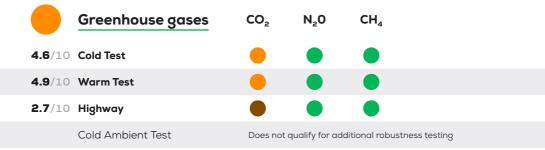


adequate marginal

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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.















adequate marginal

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 CO_2 -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 DateTested CarTyresEmissions Class12 2022WF0NXXGCHNNL3xxxx235/40 R18Euro 6d AP

MassEngine SizePower/TorqueDeclared CO21,355 kg999 cc114 kW/190 Nm122 g/km

 $\begin{array}{ccc} \text{Declared Battery Capacity} & \text{Declared Driving Range} & \text{Declared Consumption} \\ & \text{n.a.} & \text{n.a.} & 5.4 \text{I}/100 \text{ km} \end{array}$

