





2022

SEAT Ibiza

1.0 TSI 81 kW petrol FWD automatic



5.8

Clean Air Index 5.1

Energy Efficiency Index 3.7



Greenhouse Gas Index



	Laboratory Test	NMHC	NO _x	NH ₃	со	PN
6.5 /10	Cold Test					
9.1 /10	Warm Test					
0.0/10	Highway					
	Cold Ambient Test	Does not qu	alify for addit	ional robustne	ss testing	
	Road Test					
8.1 /10	On-Road Drive					
2.6 /5	On-Road Short Trip					
	On-Road Heavy Load	Does not qu	alify for addit	ional robustne	ss testing	
	On-Road Light Load	Does not qu	alify for addit	ional robustne	ss testing	
	Congestion	Does not qu	alify for addit	ional robustne	ss testing	













Comments

The Ibiza impresses with incredibly low particle emissions, especially for a direct injection petrol engine. In a couple of tests, the values even come close to Green NCAP's lower threshold and demonstrate how well the particulate filter is working. Pollutants control is generally good, but unfortunately an excess of carbon monoxide in the BAB130 cycle sets the Highway test score to zero. Here, the high power demand acceleration phases push the emissions of CO and ammonia (NH₃) above the upper thresholds and the emissions control loses robustness.



Energy Efficiency Tests

5.4/10 Cold Test		Laboratory Test	Energy	
4.2/10 Highway Cold Ambient Test Does not qualify for additional robustness testing Consumption Driving Range Average 6.2 /100 km 646 km	5.4 /10	Cold Test		
Cold Ambient Test Does not qualify for additional robustness testing Consumption Driving Range Average 6.2 /100 km 646 km	5.9 /10	Warm Test		
Consumption Driving Range Average 6.2 1/100 km 646 km	4.2 /10	Highway		
Average 6.2 I/100 km 646 km		Cold Ambient Test	Does not qualify for	additional robustness testing
			Consumption	Driving Range
Worst-case 7.0 1/100 km 573 km		Average	6.2 I/100 km	646 km
		Worst-case	7.0 I/100 km	573 km









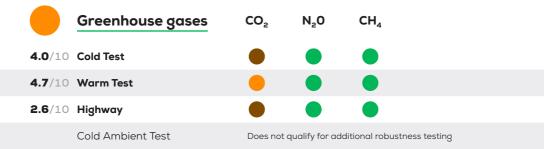




Comments

adequate marginal

The SEAT's fuel consumption values represent standard figures for petrol vehicles of that size and mass. In the Cold laboratory test at 23°C and cold engine start, 6 liters are needed per 100 km. In the Highway test, the value increases to 71/100 km, similar to the measured value for the standard on-road drive. Short urban trips would, however, require more than 91/100 km. With 5.1/10, the vehicle's Energy Efficiency Index does not hold any surprises.















Comments

The Greenhouse Gas Index is based on a Well-to-Wheel+ approach. The test vehicle emits about 130 g CO₂/km in the Cold and Warm laboratory WLTC+ tests and closely matches the value declared by the manufacturer. 156 g CO₂/km are emitted on the tailpipe in the BAB130 Highway test. With upstream greenhouse gas emissions of around 35 - 40 g CO₂-eq./km on top, these figures lead to a mediocre result of 3.7/10. The emissions of N₂O and CH₄ are barely measurable and grant the vehicle bonus points for robust control.



The new SEAT Ibiza, equipped with a 1 liter direct injection turbo engine, demonstrates what is possible in terms of control of pollutants output and impresses with very low particle emissions. However, the vehicle lacks robustness under more challenging conditions, and that leaves the car with what is an average result for the Clean Air Index. Measures to increase robustness would boost the car's score. In terms of energy efficiency, the SEAT delivers standard values and leaves room for improvement. Directly coupled to the consumption figures is the Greenhouse Gas index, which is additionally pushed down by the upstream greenhouse gas emissions associated with petrol fuel production. On the plus side, the emissions of the strong greenhouse gases N_2O (laughing gas) and CH_4 (methane) are fairly low. The Ibiza scores total 4.8 out of 10 points and receives 2% Green stars.

Disclaimer 🗷

Specfications

Publication Date Tested Car
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Engine Size

Power/Torque Declared CO₂

Tyres

Declared Battery Capacity

Mass

Declared Driving Range n.a.

Declared Consumption 5.81/100 km

Emissions Class

