

ŠKODA



2022

Škoda Fabia

1.0 MPI petrol FWD manual



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Clean Air Tests



Laboratory Test

	NMHC	NO _x	NH ₃	CO	PN
6.3/10 Cold Test	●	●	●	●	●
7.1/10 Warm Test	●	●	●	●	●
7.3/10 Highway	●	●	●	●	●
0.0/10 Cold Ambient Test	●	●	●	●	●



Road Test

7.1/10 On-Road Drive	●	●	●	●	●
2.9/5 On-Road Short Trip	●	●	●	●	●
5.5/8 On-Road Heavy Load	●	●	●	●	●
2.5/5 On-Road Light Load	●	●	●	●	●
2.0/2 Congestion	●	●	●	●	●



n.a.



good



adequate



marginal



weak



poor

Comments

The Fabia controls its pollutants well in all standard tests, including the challenging Highway Test, but there is room for improvement of the particle emissions. The car manages CO and NH₃ (ammonia) better than many other petrol cars. However, in the additional robustness tests, it experiences major difficulties in the Cold Ambient Test at -7° C. Here, the high amounts of NMHC (non-methane hydrocarbons) and particle emissions, together with significant CO and NH₃ output, lead to zero points.

Energy Efficiency Tests



Laboratory Test

Energy

6.5/10 Cold Test



6.6/10 Warm Test



5.4/10 Highway



5.8/10 Cold Ambient Test



Consumption

Driving Range

Average

5.4 l/100 km

742 km

Worst-case

6.0 l/100 km

662 km



n.a.



good



adequate



marginal



weak
















poor

Comments

The small engine in the compact Škoda Fabia helps the vehicle score above average for energy efficiency. The WLTC+ tests in the standard phase require just above 5l/100 km, while even the very challenging test at -7°C is still managed with less than 6l/100 km. Highway driving is the only case where the 1.0 MPI engine needs 6l/100 km, which still earns it more than half of the available points. On the road, the most efficient test even sees petrol consumption falling to just 3.9l/100 km.

4.9 Greenhouse Gases Tests

/10

 <u>Greenhouse gases</u>	CO ₂	N ₂ O	CH ₄
5.5/10 Cold Test			
5.6/10 Warm Test			
4.0/10 Highway			
4.6/10 Cold Ambient Test			



n.a.



good



adequate



marginal



weak



poor

Comments

The fuel efficient Fabia gains about half of the possible points for greenhouse gases. N₂O and CH₄ are well controlled in all tests. Both WLTC+ tests at 23° C lead to tailpipe emissions of approx. 115g/km CO₂, while the more challenging Cold Ambient Test at -7°C and the Highway Test make the car emit 128g/km and 136g/km CO₂. The score is noticeably influenced by the addition of the upstream greenhouse gas emissions for the fuel supply - around 30-35 g CO₂-eq./km per test. This step reflects Green NCAP's well-to-wheel+ approach for the greenhouse gas assessment.

Our Verdict

The Škoda Fabia is a compact car with a small 3-cylinder petrol engine. The 1.0 MPI motor offers 48 kW of power, which is towards the lower end of most petrol vehicles. The car weighs just above one ton and is not equipped with a turbocharger or particulate filter. The combination of small engine and low weight leads to impressive efficiency with the highest measured test consumption of just above 6 liters/100 km. The lowest consumption in real-world eco driving impresses with 3.9l/100 km. The Fabia's weaknesses are particle control and cold weather start conditions. On the positive side, with the Fabia, Škoda demonstrates that low consumption and generally good control of pollutants are possible in the affordable segment even without electrification.

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Specifications

Publication Date 10 2022	Tested Car TMBEA6PJ3N402 _{xxxx}	Tyres 185/65 R15 88H	Emissions Class Euro 6d AP
Mass 1,069 kg	Engine Size 999 cc	Power/Torque 48 kW/95 Nm	Declared CO ₂ 115 g/km
Declared Battery Capacity n.a.	Declared Driving Range n.a.	Declared Consumption 5.1l/100 km	



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