



2023

Ford Fiesta

ST-Line Vignale 1.0 Mild Hybrid petrol FWD automatic



3.9 
/10

Clean Air
Index

5.2 
/10

Energy Efficiency
Index

3.7 
/10

Greenhouse Gas
Index

3.9
/10



Clean Air Tests



Laboratory Test

2.7/10 Cold Test



6.4/10 Warm Test



0.0/10 Highway



Cold Ambient Test

Does not qualify for additional robustness testing



Road Test

6.4/10 On-Road Drive



2.4/5 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 92 kW Fiesta performs below average in this part of the assessment. Particle emissions present a challenge in both the Cold lab test and in the Highway cycle. In the lab tests, the emissions of the non-regulated ammonia (NH₃) exceed Green NCAP's threshold and lead to negative points. The CO aftertreatment loses robustness in the Highway Test and the score for this test is set to zero, due to exceedance of the capping limit. On the positive side, NO_x emissions are well handled.

Energy Efficiency Tests



Laboratory Test

Energy

5.9/10 Cold Test



6.2/10 Warm Test



3.5/10 Highway



Cold Ambient Test

Does not qualify for additional robustness testing

Consumption

Driving Range

Average

6.2 l/100 km

693 km

Worst-case

7.6 l/100 km

556 km



n.a.



good



adequate



marginal



weak



poor

Comments

This is the Fiesta's strongest category. The small car makes effective use of the powertrain efficiency of its petrol engine with mild hybridisation. The measured consumption values in the Cold and Warm Lab Tests are 5.6 and 5.4 l/100 km, respectively. In the high power demanding Highway Test, however, the figure increases to 7.6 l/100 km. Under standard On-Road Drive conditions, a real-world fuel consumption of about 6.2 l/100 km can be expected. These values result in an Energy Efficiency Index of 5.2.

3.7

/10

Greenhouse Gases Tests



Greenhouse gases

CO₂

N₂O

CH₄

4.7/10 Cold Test



5.0/10 Warm Test



1.7/10 Highway



Cold Ambient Test

Does not qualify for additional robustness testing



n.a.



good



adequate



marginal



weak



poor

Comments

This 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 32 g/km from fuel production and supply, and the CO₂-equivalent values for methane (CH₄) and laughing gas (N₂O), the total CO₂-equivalent emissions rise to approx. 160 g CO₂-eq./km. In the Highway Test the total figure is 213 g CO₂-eq./km. The vehicle collected all the bonus points awarded for good control of the non-regulated pollutants N₂O and CH₄.

Our Verdict

Tested here is the Ford Fiesta ST-Line Vignale 1.0 I petrol with a 7-speed automatic transmission and 48V mild hybridisation. This popular hatchback vehicle targets consumers who require a compact and fuel-efficient vehicle of high everyday value. The selected powertrain configuration displays commendable energy efficiency performance for a conventional petrol-powered car. Potential further improvements of the fuel consumption would additionally directly enhance the performance in the Greenhouse Gas index by lowering the CO₂ output. The pollutant-emissions control strategy is notably challenged in some tests and loses robustness under difficult Highway conditions, which results in a relatively poor Clean Air Index. As for some other petrol vehicles, the tests revealed that the handling of the non-regulated ammonia (NH₃) could be more efficient. On the positive side, the emissions of the greenhouse gases N₂O and CH₄ are very low. Overall, the Ford Fiesta performed creditably and with an Average Score of 42% collected 2½ Green stars.

Disclaimer

Specifications

Publication Date	Tested Car	Tyres	Emissions Class
04 2023	WFOJXXGAHJMD7xxxx	205/40 R18	Euro 6d AP
Mass	Engine Size	Power/Torque	Declared CO ₂
1,223 kg	999 cc	92 kW/210 Nm	126 g/km
Declared Battery Capacity	Declared Driving Range	Declared Consumption	
n.a.	n.a.	5.6l/100 km	
	Heating Concept		
	Waste heat		



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