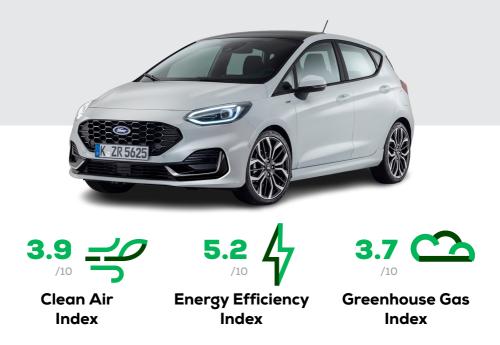




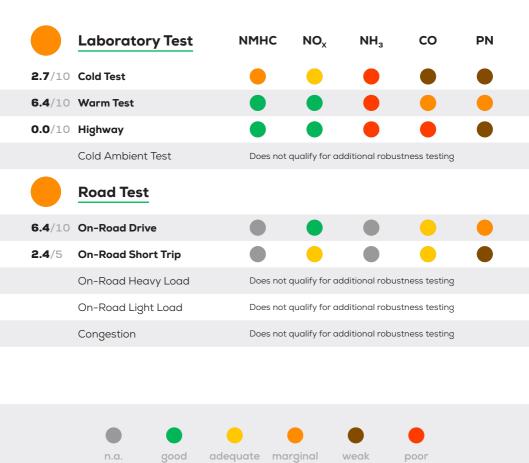


# Ford Fiesta

# ST-Line Vignale 1.0 Mild Hybrid petrol FWD automatic





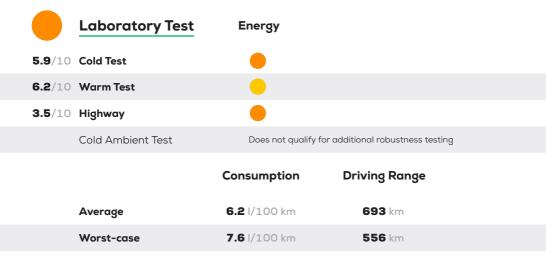


#### Comments

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  $(NH_3)$  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**

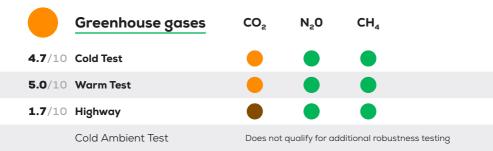




#### Comments

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 I/100 km, respectively. In the high power demanding Highway Test, however, the figure increases to 7.6 I/100 km. Under standard On-Road Drive conditions, a real-word fuel consumption of about 6.2 I/100 km can be expected. These values result in an Energy Efficiency Index of 5.2.







#### 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  $CO_2$ /km are measured at the tailpipe. With the addition of some 32 g/km from fuel production and supply, and the  $CO_2$ -equivalent values for methane (CH<sub>4</sub>) and laughing gas (N<sub>2</sub>O), the total CO<sub>2</sub>-equivalent emissions rise to approx. 160 g CO<sub>2</sub>-eq./km. In the Highway Test the total figure is 213 g CO<sub>2</sub>-eq./km. The vehicle collected all the bonus points awarded for good control of the non-regulated pollutants N<sub>2</sub>O and CH<sub>4</sub>.

### **Our Verdict**

Tested here is the Ford Fiesta ST-Line Vignale 1.0 l 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 CO<sub>2</sub> 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 (NH<sub>3</sub>) could be more efficient. On the positive side, the emissions of the greenhouse gases N<sub>2</sub>O and CH<sub>4</sub> are very low. Overall, the Ford Fiesta performed creditably and and with an Average Score of 42% collected  $2\frac{1}{2}$  Green stars.

## Disclaimer 🛛

# **Specifications**

 Publication Date
 Tested Car
 Tyres
 Emissions Class

 04 2023
 WF0JXXGAHJMD7xxx
 205/40 R18
 Euro 6d AP

 Mass
 Engine Size
 Power/Torque
 Declared CO2

 1,223 kg
 999 cc
 92 kW/210 Nm
 126 g/km

 Declared Battery Capacity
 Declared Driving Range
 Declared Consumption

 n.a.
 n.a.
 5.61/100 km



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