



O P E L



2023

Opel/Vauxhall Mokka

1.5 diesel FWD manual



6.5 
/10

Clean Air
Index

5.8 
/10

Energy Efficiency
Index

4.8 
/10

Greenhouse Gas
Index



Laboratory Test

	NMHC	NO _x	NH ₃	CO	PN
6.9/10 Cold Test	●	●	●	●	●
8.6/10 Warm Test	●	●	●	●	●
8.2/10 Highway	●	●	●	●	●
6.2/10 Cold Ambient Test	●	●	●	●	●



Road Test

8.4/10 On-Road Drive	●	●	●	●	●
1.9/5 On-Road Short Trip	●	●	●	●	●
2.2/8 On-Road Heavy Load	●	●	●	●	●
3.6/5 On-Road Light Load	●	●	●	●	●
0.0/2 Congestion	●	●	●	●	●



n.a.



good



adequate



marginal



weak



poor

Comments

The diesel Mokka's low particle output scores well, especially in the Warm Test. In the Cold Test, NO_x emissions deteriorate, and even more so in the Cold Ambient Test at -7°C. The performance in the Highway Test is determined by excellent control of NO_x and other gaseous pollutants. The good laboratory results are confirmed by the On-road Drive, but the Short Trip reveals a weakness in NO_x-handling after a cold engine start. This observation is repeated in the Congestion Test. The vehicle fails to impress in the On-road Heavy Load Test, where the robustness of NO_x control is lost.

Energy Efficiency Tests



Laboratory Test

Energy

6.6/10 Cold Test



6.7/10 Warm Test



4.9/10 Highway



5.4/10 Cold Ambient Test



Consumption

Driving Range

Average

4.9 l/100 km

858 km

Worst-case

6.7 l/100 km

613 km



n.a.



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weak
















poor

Comments

Despite being a SUV, the Mokka makes excellent use of the powertrain efficiency potential of the diesel engine combined with a 6-speed manual transmission and achieves an impressive 5.8 points in the Energy Efficiency Index. Both the Cold and Warm Laboratory WLTC+ Tests, as well as the On-Road Drive, need less than 4.5 l/100 km. In the Highway Test, the consumption figure is increased to 5.7 l/100 km, whereas in the -7°C Cold Ambient Test 5.4 l are sufficient for 100 km. Relaxed Light-Load On-Road driving can decrease the Mokka's thirst to an impressive 4 l/100 km.

4.8 Greenhouse Gases Tests

/10

 <u>Greenhouse gases</u>	CO ₂	N ₂ O	CH ₄
5.8/10 Cold Test			
5.9/10 Warm Test			
3.6/10 Highway			
4.2/10 Cold Ambient Test			



n.a.



good



adequate



marginal



weak



poor

Comments

The Greenhouse Gas Index is based on a Well-to-Wheel+ approach. Methane and laughing gas (N₂O) emissions are kept below Green NCAP' thresholds, for which the car receives bonus points. In the standard WLTC+ Lab Tests, about 116 g CO₂/km are measured at the tailpipe. With the addition of some 21 g/km from diesel production and supply, and the CO₂-equivalent values for methane and laughing gas, the total CO₂-equivalent emissions rise to approximately 140 g/km. In the Highway Test, the total figure is 180 g CO₂-eq./km, due to higher fuel consumption.

Our Verdict

Green NCAP tested the 2022 model of the Opel Mokka 1.5 diesel, with manual transmission. This is a SUV targeting buyers looking for everyday comfort and functionality but who prefer a compact car. The 1.5 litre diesel engine seems a very good choice and convinces not only with reasonable fuel consumption values but also by scoring well for Clean Air by minimising the output of pollutants. The performance of the state-of-the-art exhaust aftertreatment system remained robust and effective under most test conditions but additional improvements are possible, especially regarding NO_x emissions in short trips with cold engine start, and in congestion. Particle emissions control is generally good and can even lower the output to levels close to Green NCAP's lower threshold under some test conditions. The Mokka takes advantage of a well-tailored diesel powertrain and delivers low consumption values, with 4.5 l/100 km realistic under 'normal' driving conditions. The emitted greenhouse gases are as expected for a vehicle of this type and limit the overall result, positioning the Opel Mokka 1.5 diesel in the fair range of 3 Green stars with a Weighted Overall Index of 5.7.

Disclaimer [↗](#)

Specifications

Publication Date 02 2023	Tested Car VXKUDYHSKNW03 _{xxxx}	Tyres 215/55 R18 99V	Emissions Class Euro 6d AP
Mass 1,253 kg	Engine Size 1,499 cc	Power/Torque 81 kW/250 Nm	Declared CO ₂ 118 g/km
Declared Battery Capacity n.a.	Declared Driving Range n.a.	Declared Consumption 4.5l/100 km	



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