



SKODA



2023

# Škoda Kamiq

1.0 TSI petrol FWD manual



7.0   
/10

Clean Air  
Index

5.2   
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## Laboratory Test

	NMHC	NO <sub>x</sub>	NH <sub>3</sub>	CO	PN
<b>6.4/10</b> Cold Test					
<b>8.2/10</b> Warm Test					
<b>7.7/10</b> Highway					
<b>4.9/10</b> Cold Ambient Test					



## Road Test

<b>7.7/10</b> On-Road Drive					
<b>2.6/5</b> On-Road Short Trip					
<b>5.8/8</b> On-Road Heavy Load					
<b>4.2/5</b> On-Road Light Load					
<b>2.0/2</b> Congestion					



n.a.



good



adequate



marginal



weak



poor

### Comments

Exhaust gas aftertreatment is handled quite well in the petrol Škoda Kamiq. Gaseous emissions are at generally low levels, but a moderate increase is revealed under cold conditions. The Škoda succeeds in minimising its CO emissions in both the challenging Highway Test and in the On-Road Heavy Load Test. Particle control is good but unexceptional for modern petrol powertrains. Emissions of NH<sub>3</sub> (ammonia) typically present a challenge for petrol cars, but the Kamiq confidently manages their output.

# Energy Efficiency Tests



## Laboratory Test

### Energy

5.8/10 Cold Test



6.1/10 Warm Test



4.4/10 Highway



4.8/10 Cold Ambient Test



### Consumption

### Driving Range

Average

6.0 l/100 km

842 km

Worst-case

6.9 l/100 km

727 km



n.a.



good



adequate



marginal



weak
















poor

### Comments

The turbocharged petrol engine requires between 4.8 (On-Road Light Load Test) and 6.9 (Highway Test) l/100 km. The vehicle uses 6.5 l/100 km in the -7°C Cold Ambient Test in the lab and 6.1 l/100 km during dynamic driving in the On-Road Heavy Load. The Kamiq is a relatively light vehicle (1,216 kg) and doesn't offer an excess of power, but the consumption values by the downsized 1-litre petrol engine are respectable, even more considering the SUV body type of the Škoda.

# 3.8 Greenhouse Gases Tests

/10

 <u>Greenhouse gases</u>	CO <sub>2</sub>	N <sub>2</sub> O	CH <sub>4</sub>
4.6/10 Cold Test			
5.0/10 Warm Test			
2.7/10 Highway			
3.3/10 Cold Ambient Test			



n.a.



good



adequate



marginal



weak



poor

## Comments

Methane (CH<sub>4</sub>) and laughing gas (N<sub>2</sub>O) emissions are controlled very well and earn the vehicle all available bonus points. The measured CO<sub>2</sub> output at the tailpipe is about 123-128 g/km in the Warm and Cold lab tests, while the value rises to 155 g/km in the more challenging Highway Test cycle. The addition of the emissions related to the production and supply of the fuel (30-40 g CO<sub>2</sub>-eq./km) reduce the Kamiq's score in this index to 3.8 out of 10 points.

## Our Verdict

The Škoda Kamiq is a compact SUV with a one litre turbocharged petrol engine and makes reasonable use of its efficiency potential. Due to its overall good scores, the car qualifies for additional robustness testing. Real-world combined consumption is in the range 5-6 l/100 km and dynamic Highway driving would increase it approximately by one litre. The Energy Efficiency Index of 5.2 is well-deserved, but as the car is not equipped with any hybridisation, additional electric support might further improve the consumption figures and corresponding CO<sub>2</sub> emissions. The Greenhouse Gas Index is the result of Green NCAP's Well-to-Wheel+ Approach, where the climate damaging emissions related to the production and supply of the fuel/energy are added to those measured at the tailpipe. The Kamiq uses fossil fuel and its consumption values are not low enough to score higher than 3.8 in this part of the rating. Overall, the Škoda finishes Green NCAP's tests with an Average Score of 53% and easily collects 3 Green Stars.

## Disclaimer [↗](#)

## Specification

Tested Car

TMBGR9NW6P303XXXX

Publication Date	Vehicle Class	Tyres	Emissions Class
09 2023	Small Family Car	205/55R17	Euro 6d AP
Mass	Engine Size	Power/Torque	Declared CO <sub>2</sub>
1,216 kg	999 cc	81 kW/200 Nm	124 g/km
Declared Battery Capacity	Declared Driving Range	Declared Consumption	
n.a.	n.a.	5.5 l/100 km	

Heating Concept

Waste heat



Think before you print