

CHERY OMODA5

1.6 L PETROL FWD AUTOMATIC



**Clean Air
Index**



**Energy Efficiency
Index**



**Greenhouse Gas
Index**



Laboratory Test

NMHC

NO_x

NH₃

CO

PN

6.0/10 Cold Test



8.1/10 Warm Test



7.7/10 Highway



Cold Ambient Test

Does not qualify for additional robustness testing



Road Test

7.6/10 On-Road Drive



3.0/5 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

Exhaust gas aftertreatment is handled well by the Chery Omoda 5, both in lab and real-world on-road tests. The emissions control is robust and maintains good performance even in the demanding Highway Test. In the Cold lab test, some points are lost due to slightly higher emissions of the non-regulated NH₃ (ammonia) and increased particle output in the cold start, but generally all the values are far below the upper rating thresholds. Due to lower results in the other two parts of the assessment, the vehicle doesn't reach Green NCAP's additional robustness test stage.

Energy Efficiency Tests



Laboratory Test

Energy

4.0/10 Cold Test



3.9/10 Warm Test



1.5/10 Highway



Cold Ambient Test

Does not qualify for additional robustness testing

Consumption

Driving Range

Average

7.9 l/100 km

656 km

Worst-case

9.2 l/100 km

555 km



n.a.



good



adequate



marginal



weak



poor

Comments

The 1.6 litre turbo-charged petrol engine in the Chery Omoda 5 is not supported by any hybrid system. While the Warm and Cold WLTC+ tests in the laboratory require ca. 7.2 litres for 100 km, the more challenging, high dynamic and high speed Highway Test raises the consumption to 9.2 l/100 km. The vehicle is a SUV, which naturally increases the aerodynamic drag at higher speeds and partly explains the recorded value. In the On-Road Drive, only 7.3 l/100 km were needed.

1.3 Greenhouse Gases Tests

/10



Greenhouse gases

CO₂

N₂O

CH₄

2.2/10 Cold Test



2.0/10 Warm Test



0.0/10 Highway



Cold Ambient Test

Does not qualify for additional robustness testing



n.a.



good



adequate



marginal



weak



poor

Comments

Like other vehicles running on fossil fuels, greenhouse gases are the most difficult category for the Omoda 5. Methane (CH₄) and laughing gas (N₂O) emissions are controlled very well and earn the maximum bonus points in all tests. In the standard WLTC+ Lab Tests, about 164 g CO₂/km are measured at the tailpipe. With the addition of some 42 g/km from petrol production and supply, the total CO₂ equivalent emissions rise to approx. 207 g/km. In the Highway Test, the total figure is 267 g CO₂ eq./km, due to higher fuel consumption.

Our Verdict

Tested here is the Chinese newcomer Chery Omoda 5. The vehicle is a compact SUV with a 1.6-litre atmospheric petrol engine, which provides 108 kW peak system power and 275 Nm of torque. The car uses a traditional conventional powertrain with an automatic transmission, without any hybridisation. With its excellent modern design and comfortable appearance, it is likely to attract a wide audience looking for a small SUV with good room offer and affordable price. Green NCAP's tests reveal that pollutants output is managed well and robustly, with some room for improvement in cold engine start conditions. The consumption values are not impressive but are as could be expected for a vehicle of this type and powertrain. The worst recorded figure is 9.2 l/100 km in the Highway Test, while under standard WLTC+ Lab Test conditions the Omoda 5 uses about 7.2 l/100 km. The mixed type On-Road Drive needed 7.3 l/100 km. Overall, the Chery Omoda 5 scores 38% on average and receives 2 Green stars.

Disclaimer [↗](#)

Specification

Tested Car

LVVDB21B6RD52xxxx

Publication Date 12 2024	Vehicle Class Small SUV	Tyres 215/55R18	Emissions Class Euro 6 EA
Mass 1,455 kg	Engine Size 1,598 cc	Power/Torque 108 kW/275 Nm	Declared CO₂ 168 g/km
Declared Battery Capacity n.a.	Declared Driving Range n.a.	Declared Consumption 7.4 l/100 km	

Heating Concept

Waste heat



Think before you print