2019

FIAT Panda

CNG 0.9 Twinair 4x2 gas-petrol manual

5.0 /10

Clean Air Index

4.9 /10

Energy Efficiency Index

5.0 /10 Clean Air Tests

	Laboratory test	HC	CO	NO_x	PN
0/9	Cold Test*	brown	yellow	green	brown
3.0/3	Warm Test#	green	green	green	yellow
3.0/3	Eco Mode#	green	green	green	yellow
3.0/3	Sport Mode#	green	green	green	yellow
2.9/9	Highway#	red	orange	orange	orange

Road test

5.5/7	On-Road Drive*	grey	green	green	orange

Robustness

Green NCAP determines particulate number using industry-standard measuring equipment, which can detect particles larger than 23 nm. There is some evidence that cars which perform well when measured in this way may in fact be emitting large numbers of much smaller (sub 10 nm), and very harmful particulates.

* Adapted regulatory test # Additional Green NCAP tests

n.a. good adequate marginal weak poor

Comments

Good or adequate control of pollutant emissions when running in gas mode is let down by extremely poor control of particulates when the car is switched to petrol. As a result, the score is penalised and the Clean Air Index of 5.0 limits the car to a two-star overall rating.

4.9 /10 Energy Efficiency Tests

	Laboratory test	Energy
6.7/10	Cold Test*	
2.1/3	Warm Test#	
2.1/3	Eco Mode#	
2.1/3	Sport Mode#	
3.8/10	Highway#	

Consumption	Fuel
Average consumption	4.2 l/100 km
Worst-case consumption	5.1 l/100 km

* Adapted regulatory test # Additional Green NCAP tests

n.a. good adequate marginal weak poor

Comments

Energy efficiency is adequate in most of the laboratory tests but fall to marginal in the high-load assessment.

Additional Information

Greenhouse Gases **	CO_2
Cold Test*	
Warm Test#	
Eco Mode#	
Sport Mode#	
Highway#	

* Adapted regulatory test # Additional Green NCAP tests

** For indication only. The assessment of greenhouse gases does not currently form part of the rating.

n.a. good adequate marginal weak poor

Our verdict

The Panda, tested previously by Green NCAP in its Euro 6b petrol form, is assessed here as the Euro 6d-temp CNG/petrol bi-fuel variant. The car has a 12 kg CNG tank and a 35 litre fuel tank, meaning that it will spend much of its time being driven on petrol, in addition to its compressed natural gas (CNG) 'primary' fuel. When running on gas, pollutant emissions are generally well controlled. However, when the vehicle is run on petrol, and with no gas particulate filter, emissions of particulates are extremely high, over twenty times higher than CNG mode in the case of the cold test. Even in CNG mode, hydrocarbon emissions are above Green NCAP's poor-performance limit in the high-load test. As a consequence, the Clean Air Index is a modest 5.0, limiting the overall rating to two stars. Energy efficiency is marginal, especially in the high load test, and the average fuel consumption in gas mode is 4.2 kg/100 km. Overall, the relative sizes of the CNG and petrol tank mean that the car will be run on both fuels, while FIAT has optimised the car only for one.

Year of Publication	Tested Car	Emissions Class
2019	ZFA31200003C5XXXX	Euro 6d-Temp
Mass	**Engine Size**	**Engine Power/Torque**
0 kg	875 cc	52 kW/xx Nm
Tyres	**Published CO_2**	
175/65R16	97 g/km	

SEAT

2019

SEAT Arona

1.5 TSI 4x2 petrol manual

9.8 /10

Clean Air Index

6.1 /10

Energy Efficiency Index

9.8 /10 Clean Air Tests

	Laboratory test	HC	CO	NO_x	PN
9.0/9	Cold Test*	●	●	●	●
3.0/3	Warm Test#	●	●	●	●
3.0/3	Eco Mode#	●	●	●	●
3.0/3	Sport Mode#	●	●	●	●
8.6/9	Highway#	●	●	●	●
	Road test				
7.0/7	On-Road Drive*	●	●	●	●
	Robustness				

* Adapted regulatory test # Additional Green NCAP tests

n.a. good adequate marginal weak poor

Comments

The Arona shows impressive control of pollutant emissions and its Clean Air Index of 9.8 is well above the five-star threshold. Effective exhaust after-treatment leads to good results almost across the board, dropping to marginal only for carbon monoxide emissions in the high-load test.

6.1 /10 Energy Efficiency Tests

	Laboratory test	Energy
8.0/10	Cold Test*	
2.5/3	Warm Test#	
2.5/3	Eco Mode#	
2.5/3	Sport Mode#	
5.4/10	Highway#	

	Consumption	Fuel
	Average consumption	**5.9 l**/100 km
	Worst-case consumption	**7.3 l**/100 km

* Adapted regulatory test # Additional Green NCAP tests

n.a. good adequate marginal weak poor

Comments

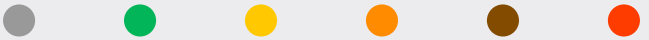
With an Energy Efficiency Index of 6.1, the Arona's overall rating is limited to four stars. Energy efficiency is adequate in all tests except the high-load highway assessment, where it drops to marginal.

Additional Information

Greenhouse Gases **	CO_2
Cold Test*	
Warm Test#	
Eco Mode#	
Sport Mode#	
Highway#	

* Adapted regulatory test # Additional Green NCAP tests

** For indication only. The assessment of greenhouse gases does not currently form part of the rating.



Our verdict

SEAT's small SUV crossover, the Arona, turns in a strong performance in Green NCAP's tests. With a 1.5 litre GDI engine and comprehensive exhaust after-treatment, including a three-way catalyst and gasoline particulate filter, the Euro 6d-Temp compliant car scores almost full marks for Clean Air, with an index of 9.8 out of 10. Control of all pollutant emissions is good in all tests except the high-load highway test, where particulate emissions are adequate and CO emissions slip to marginal. In general, though, the after-treatment works exceptionally well and the result for Clean Air is an impressive one. For Energy Efficiency, performance is adequate but unexceptional and the car just clears the four-star threshold. Overall, the car's rating is limited by its performance in this part of the assessment.

Year of Publication 2019	Tested Car VSSZZZKJZKR11XXXX	Emissions Class Euro 6d-Temp
Mass 1,368 kg	Engine Size 1,498 cc	Engine Power/Torque 110 kW/250 Nm
Tyres 215/45 R18	Published CO_2 132 g/km	

ŠKODA

2019

Škoda Octavia

2.0 TDi DSG 4x2 diesel automatic

6.7 /10

Clean Air Index

5.7 /10

Energy Efficiency Index

6.7 /10 Clean Air Tests

	Laboratory test	HC	CO	NO_x	PN
7.8/9	Cold Test*	●	●	●	●
2.7/3	Warm Test#	●	●	●	●
2.7/3	Eco Mode#	●	●	●	●
2.7/3	Sport Mode#	●	●	●	●
0/9	Highway#	●	●	●	●
	Road test				
7.0/7	On-Road Drive*	●	●	●	●
	Robustness				

* Adapted regulatory test # Additional Green NCAP tests

n.a. good adequate marginal weak poor

Comments

Control of HC, CO and PN is good in all tests. However, emissions of NO_x are less well controlled, especially in the high-load test. Here, the high NO_x emissions are penalised to the extent that the car scores no points in this test.

5.7 /10 Energy Efficiency Tests

	Laboratory test	Energy
7.5/10	Cold Test*	
2.4/3	Warm Test#	
2.4/3	Eco Mode#	
2.4/3	Sport Mode#	
4.9/10	Highway#	

Consumption	Fuel
Average consumption	5.5 l/100 km
Worst-case consumption	6.6 l/100 km

* Adapted regulatory test # Additional Green NCAP tests

n.a. good adequate marginal weak poor

Comments

Energy Efficiency is generally adequate, with an average consumption of 5.5 l/100 km. In the high-load highway test, efficiency drops to marginal.

Additional Information

Greenhouse Gases **	CO_2
Cold Test*	
Warm Test#	
Eco Mode#	
Sport Mode#	
Highway#	

* Adapted regulatory test # Additional Green NCAP tests

** For indication only. The assessment of greenhouse gases does not currently form part of the rating.

n.a. good adequate marginal weak poor

Our verdict

The third-generation Škoda Octavia is tested here with the 110 kW, 2.0 diesel engine. With exhaust gas recirculation, selective catalyst reduction and a diesel particulate filter, control of pollutant emissions, especially hydrocarbons (HC), carbon monoxide (CO) and particulates (PN), is good. For Clean Air, the car is let down only by its emissions of oxides of Nitrogen (NO_x). Adequate in most tests, marginal in the cold-start test, control of NO_x is poor in the high-load highway test, with emissions so high that the car fails to score any points in this part of the assessment. This largely contributes to its modest 6.7 for the Clean Air Index. Its Energy Efficiency is also at the three-star level, with adequate performance in most tests and marginal performance in the high-load test. Values of CO_2 very close to its declared value of 139 g/km were recorded in all tests except the high-load assessment. Overall, an average performer, with room for improvement in control of NO_x emissions.

Year of Publication 2019	Tested Car TMBJJ7NEXK001XXXX	Emissions Class Euro 6d-Temp
Mass 1,575 kg	Engine Size 1,968 cc	Engine Power/Torque 110 kW/250 Nm
Tyres 225/45 R17 91W	Published CO_2 139 g/km	