



ŠKODA
SIMPLY CLEVER

ŠKODA FABIA COMBI

Petrol engines

Technical specifications	1.0 MPI/55 kW	1.0 TSI/70 kW	1.0 TSI/81 kW	1.0 TSI/81 kW (A)
Engine				
Engine type	petrol engine, in-line, liquid cooling system, DOHC. transverse in front	turbocharged petrol engine, in-line, liquid cooling system, DOHC, transverse in front		
Cylinders	3			
Displacement [cm ³]	999			
Bore × Stroke [mm × mm]	74.5 × 76.4			
Max. engine performance/revs [kW at rpm]	55/6200	70/5000–5500	81/5000–5500	
Max. torque/revs [Nm at rpm]	95/3000–4300	160/1800–3500	200/2000–3500	
Compression ratio	10.5 : 1			
Emission limit	EU 6 AG			
Fuel injection system	electronic multipoint fuel injection MPI	electronically controlled direct injection		
Ignition	control unit controlled electronic ignition system			
Lubrication	force-feed lubrication with through-flow oil filter			
Fuel quality	unleaded petrol min. RON 95 (91)*	unleaded petrol min. RON 95		
Transmission				
Wheel drive	front wheel drive			
Clutch	hydraulic single dry clutch disc with membrane spring. asbestos free			two coaxial dry multiple-disk clutch, electro-hydraulically operated
Transmission	manual 5-speed fully synchronized		manual 6-speed fully synchronized	automatic 7-speed, DSG, with Tiptronic manual gear changing
Transmission ratio	I-3.64 II-1.95 III-1.27 IV-0.96 V-0.80 R-3.62	I-3.77 II-1.96 III-1.28 IV-0.93 V-0.74 R-3.18	I-3.77 II-1.96 III-1.28 IV-0.97 V-0.78 VI-0.64 R-3.18	I-3.77 II-2.27 III-1.53 IV-1.12 V-1.18 VI-0.95 VII-0.80 R-4.17
Axle ratio	4.812	3.625	3.625	4.438/3.227/4.176



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Chassis					
Front axle		MacPherson suspension with lower triangular links and torsion stabiliser			
Rear axle		compound link crank-axle			
Springs		telescopic shock absorbers with coil springs, in the rear outside the springs			
Braking system		hydraulic dual-diagonal circuit braking system vacuum assisted			
Brake – front		disc brakes with inner cooling, with single/piston floating caliper			
Brake – rear		drum brakes			disc brakes
Parking brake		manual, on rear wheels			
Steering system		direct rack and pinion steering with electro mechanic power steering			
Body					
Body		5 door, two compartment, 5 seater			
Drag coefficient c_w		0.330	0.329		0.324
Outside dimensions					
Length	[mm]	4262			
Width	[mm]	1732			
Height (at kerb weight)	[mm]	1467			
Wheel base	[mm]	2470			
Clearance (at kerb weight)	[mm]	135			
Height of the loading sill (at kerb weight)	[mm]	611			
Track front	[mm]	1463			1457
Track rear	[mm]	1457			1451
Inside dimensions					
Width of front seats	[mm]	1401			
Width of rear seats	[mm]	1386			
Headroom in front seats	[mm]	1021			
Headroom in rear seats	[mm]	967			
Storage capacity	[l]	530			
Storage capacity with rear seats folded down	[l]	1395			



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Weights					
Kerb weight – incl. driver**	[kg]	1106	1141	1152	1185
Payload – incl. driver**	[kg]	530			
Total weight	[kg]	1561	1596	1607	1640
Max. roof load	[kg]	75			
Max. trailer load w/o brakes	[kg]	550	570	570	590
Max. trailer load with brakes – 12%	[kg]	800	1000	1100	
Max. trailer load with brakes – 8%	[kg]	1000		1100	
Max. nose weight	[kg]	50			
Liquids					
Tank capacity	[l]	45			
Performance/consumption					
Maximum speed	[km/h]	169	185	196	195
Acceleration 0–100 km/h	[s]	15.2	10.9	9.7	10.2
Fuel consumption (NEDC)					
– urban	[l/100 km]	5.9	5.3	5.5	5.5
– extra-urban	[l/100 km]	4.2	4.0	4.0	4.3
– combined	[l/100 km]	4.8	4.5	4.6	4.7
CO ₂ emissions	[g/km]	110	103	105	108
Turning circle diameter	[m]	10.4			

The technical data is valid for the basic version.

* Using low-octane fuel may affect engine performance.

** Figures apply to basic version, weight of driver 75 kg.

The specified fuel consumption and emission data have been determined according to the measurement procedures prescribed by law. Since 1st September 2017, certain new vehicles are already being type-approved according to the Worldwide Harmonized Light Vehicles Test Procedure (WLTP), a more realistic test procedure for measuring fuel consumption and CO₂ emissions. Starting on September 1st 2018, the New European Driving Cycle (NEDC) will be replaced by the WLTP in stages. Owing to the more realistic test conditions, the fuel consumption and CO₂ emissions measured according to the WLTP will, in many cases, be higher than those measured according to the NEDC.

We are currently still required by law to state the NEDC figures. In the case of new vehicles which have been type-approved according to the WLTP, the NEDC figures are derived from the WLTP data. It is possible to specify the WLTP figures voluntarily in addition until such time as this is required by law. In cases where the NEDC figures are specified as value ranges, these do not refer to a particular individual vehicle and do not constitute part of the sales offering. They are intended exclusively as a means of comparison between different vehicle types. Additional equipment and accessories (e.g. add-on parts, different tyre formats, etc.) may change the relevant vehicle parameters, such as weight, rolling resistance and aerodynamics, and, in conjunction with weather and traffic conditions and individual driving style, may affect fuel consumption, electrical power consumption, CO₂ emissions and the performance figures for the vehicle.



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