



ŠKODA
SIMPLY CLEVER

ŠKODA FABIA

Petrol engines

Technical specifications	1.0 MPI/44 kW	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]	44/5000–6000	55/6200	70/5000–5500	81/5000–5500	
Max. torque/revs [Nm at rpm]	95/3000–4300	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-1.21 IV-0.92 V-0.76 R-3.62	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	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		0.335		0.334		0.327
Outside dimensions						
Length	[mm]	3997				
Width	[mm]	1732				
Height (at kerb weight)	[mm]	1467				
Wheel base	[mm]	2470				
Clearance (at kerb weight)	[mm]	133				
Height of the loading sill (at kerb weight)	[mm]	659				
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]	963				
Storage capacity	[l]	330				
Storage capacity with rear seatback folded down	[l]	1150				



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Weights						
Kerb weight – incl. driver**	[kg]	1086		1121	1132	1165
Payload – incl. driver**	[kg]			530		
Total weight	[kg]	1541		1576	1587	1620
Max. roof load	[kg]			75		
Max. trailer load w/o brakes	[kg]	540			560	580
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]	157	168	184	195	194
Acceleration 0–100 km/h	[s]	16.6	14.9	10.8	9.6	10.1
Fuel consumption (NEDC)						
– urban	[l/100 km]	5.8	5.9	5.3	5.5	5.2
– extra-urban	[l/100 km]	4.2	4.2	4.0	4.0	4.2
– combined	[l/100 km]	4.8	4.8	4.6	4.6	4.6
CO ₂ emissions	[g/km]	109	110	104	105	105
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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