



ŠKODA
SIMPLY CLEVER

ŠKODA FABIA

Petrol engines

Technical specifications	1.0 MPI/44 kW	1.0 TSI/70 kW	1.0 TSI/70 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]	44/5000–5500	70/5000–5500	
Max. torque/revs [Nm at rpm]	95/3000–4300	160/1800–3500	
Compression ratio	10.5 : 1		
Emission limit	EU 6 AP	EU 6 AP	
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		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-3.77 II-1.96 III-1.28 IV-0.93 V-0.74 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	4.813	3.625	I-4.438 II-3.227 III-4.176
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		
Parking brake	manual, on rear wheels		
Steering system	direct rack and pinion steering with electro mechanic power steering		



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Body				
Body		5 door, two compartment, 5 seater		
Drag coefficient c_w		0.330	0.324	0.324
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		
Track rear	[mm]	1457		
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		
Weights				
Kerb weight – incl. driver**	[kg]	1081–1191	1116–1226	1160–1270
Payload – incl. driver**	[kg]	420–530		
Total weight	[kg]	1536	1571	1615
Max. roof load	[kg]	75		
Max. trailer load w/o brakes	[kg]	540	550	580
Max. trailer load with brakes – 12%	[kg]	800	1000	
Max. trailer load with brakes – 8%	[kg]	1000		
Max. nose weight	[kg]	50		
Liquids				
Tank capacity	[l]	45		



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Performance/consumption				
Maximum speed	[km/h]	159	186	186
Acceleration 0–100 km/h	[s]	16.2	10.7	11.1
Fuel consumption (NEDC)				
– urban	[l/100 km]	6.2–6.1	5.8–5.9	5.7–6.1
– extra-urban	[l/100 km]	4.2	3.9–4.2	4.1–4.4
– combined	[l/100 km]	4.9	4.6–4.8	4.7–5.0
CO ₂ emissions	[g/km]	110–111	105–110	108–115
Fuel consumption (WLTP)				
– combined	[l/100 km]	–	–	–
CO ₂ emissions	[g/km]	–	–	–
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 data are not available on the press deadline.

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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