



**ŠKODA**  
SIMPLY CLEVER

# ŠKODA FABIA

## Petrol engines

Technical specifications	1.0 MPI/48 kW	1.0 MPI/59 kW	1.0 TSI/70 kW	1.0 TSI/81 kW	1.0 TSI/81 kW (A)
<b>Engine</b>					
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 <sup>3</sup> ]	999				
Bore × Stroke [mm × mm]	74.5 × 76.4				
Max. engine performance/revs [kW at rpm]	48/5300	59/6300	70/5000–5500	81/5500	
Max. torque/revs [Nm at rpm]	93/3000–3750	93/3700–3900	175/1600–3500	200/2000–3000	
Compression ratio	12.0 : 1		11.5 : 1		
Emission limit	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				
<b>Transmission</b>					
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-3.769 II-1.955 III-1.212 IV-0.881 V-0.740 R-3.454	I-3.769 II-1.955 III-1.212 IV-0.881 V-0.740 R-3.345	I-3.769 II-1.955 III-1.281 IV-0.881 V-0.673 R-3.182	I-3.769 II-1.947 III-1.281 IV-0.973 V-0.778 VI-0.642 R-3.182	I-3.765 II-2.273 III-1.531 IV-1.133 V-1.176 VI-0.956 VII-0.795 R-4.170
Axle ratio	4.929	4.929	3.933	4.056	I-4.438 II-3.227 III-4.176



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<b>Chassis</b>					
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				
<b>Body</b>					
Body	5 door, two compartment, 5 seater				
Drag coefficient $c_w$	0.278–0.315			0.281–0.313	
<b>Outside dimensions</b>					
Length [mm]	4108				
Width [mm]	1780				
Height (at kerb weight) [mm]	1459				
Wheel base [mm]	2564				
Clearance (at kerb weight) [mm]	138				
Height of the loading sill (at kerb weight) [mm]	680				
Track front [mm]	1525				
Track rear [mm]	1509				



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<b>Inside dimensions</b>						
Width of front seats	[mm]			1428		
Width of rear seats	[mm]			1417		
Headroom in front seats	[mm]			1032		
Headroom in rear seats	[mm]			976		
Storage capacity	[l]			380		
Storage capacity with rear seatback folded down	[l]			1190		
<b>Weights</b>						
Kerb weight – incl. driver*	[kg]	1116–1266	1116–1269	1142–1294	1165–1317	1187–1339
Payload – incl. driver*	[kg]	404–522	404–528	405–528	405–528	405–528
Total weight	[kg]	1509–1609	1509–1609	1538–1660	1561–1680	1583–1709
Max. roof load	[kg]			75		
Max. trailer load w/o brakes	[kg]	550–560	550–570	570–580	580–590	590–600
Max. trailer load with brakes – 12%	[kg]	800	800	1000	1100	1100
Max. trailer load with brakes – 8%	[kg]	800	800	1000	1100	1100
Max. nose weight	[kg]			50		
<b>Liquids</b>						
Tank capacity	[l]			40		



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<b>Performance/consumption</b>						
Maximum speed	[km/h]	172	179	195	205	205
Acceleration 0–100 km/h	[s]	15.9	15.5	10.6	10.0	9.9
Fuel consumption – combined (WLTP)	[l/100 km]	5.0–5.5	5.0–5.5	5.0–5.6	5.0–5.6	5.5–6.1
CO <sub>2</sub> emissions – combined (WLTP)	[g/km]	113–124	114–124	113–127	113–129	124–138
Turning circle diameter	[m]			10.7		

The technical data is valid for the basic version.

\* 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 CO<sub>2</sub> 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 CO<sub>2</sub> 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, CO<sub>2</sub> emissions and the performance figures for the vehicle.



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