

Škoda Karoq

1.5 TSI PETROL FWD AUTOMATIC

2024



52%



7.9 
/10

**Clean Air
Index**

4.7 
/10

**Energy Efficiency
Index**

3.1 
/10

**Greenhouse Gas
Index**

7.9
/10



Clean Air Tests



Laboratory Test

NMHC

NO_x

NH₃

CO

PN

7.9/10 Cold Test



8.7/10 Warm Test



7.6/10 Highway



Cold Ambient Test

Does not qualify for additional robustness testing



Road Test

7.7/10 On-Road Drive



3.9/5 On-Road Short Trip



On-Road Heavy Load

Does not qualify for additional robustness testing

On-Road Light Load

Does not qualify for additional robustness testing

Congestion

Does not qualify for additional robustness testing



n.a.



good



adequate



marginal



weak



poor

Comments

Exhaust gas aftertreatment is handled well by the Škoda Karoq, both in lab and real-world on-road tests. The emissions control is robust and maintains good performance even in the demanding Highway Test. The particle output is generally low but further reduction would help score even better, especially in the On-Road Drive where the figure was slightly increased, but still far below Green NCAP's threshold. Due to lower results in the other two parts of the assessment, the vehicle did not reach Green NCAP's additional robustness test stage.

Energy Efficiency Tests



Laboratory Test

Energy

5.5/10 Cold Test



5.5/10 Warm Test



3.2/10 Highway



Cold Ambient Test

Does not qualify for additional robustness testing

Consumption

Driving Range

Average

6.6 l/100 km

772 km

Worst-case

7.8 l/100 km

639 km



n.a.



good



adequate



marginal



weak



poor

Comments

The 1.5 litre turbo-charged petrol engine in the Karoq is not supported by any hybrid system. While the Warm and Cold WLTC+ tests in the laboratory require ca. 6 litres for 100 km, the more challenging Highway Test increases the consumption to 7.8 l/100 km. In the On-Road Drive, only 5 l/100 km were needed.

3.1

/10

Greenhouse Gases Tests



Greenhouse gases

CO₂

N₂O

CH₄

4.1/10 Cold Test



4.2/10 Warm Test



1.1/10 Highway



Cold Ambient Test

Does not qualify for additional robustness testing



n.a.



good



adequate



marginal



weak



poor

Comments

Like other vehicles running on fossil fuels, greenhouse gases are the most difficult category for the Škoda. Methane (CH₄) and laughing gas (N₂O) emissions are controlled very well and earn the maximum bonus points in all tests. In the standard WLTC+ Lab Tests, about 135 g CO₂/km are measured at the tailpipe. With the addition of some 35 g/km from petrol production and supply, the total CO₂ equivalent emissions rise to approx. 170 g/km. In the Highway Test, the total figure is 223 g CO₂ eq./km, due to higher fuel consumption.

Our Verdict

The Škoda Karoq tested here is a compact SUV with a 1.5 l turbo-charged petrol engine, which provides 110 kW peak system power and is used in several other vehicles of the Volkswagen group. Pollutants output is managed quite well, with a little room for improvement for particulate emissions. The consumption values are as expected for this type of vehicle and powertrain. The worst recorded figure is 7.8 l/100 km in the Highway Test, while under good conditions the Škoda was able to lower its demand to 5 l/100 km in the On-Road Drive. Overall, the Škoda Karoq scores 52% on average and receives 3 Green stars.

Disclaimer [↗](#)

Specification

Tested Car

TMBJR7NU5R504xxxx

Publication Date 11 2024	Vehicle Class Small SUV	Tyres 215/55 R17	Emissions Class Euro 6 EA
Mass 1,399 kg	Engine Size 1,498 cc	Power/Torque 110 kW/250 Nm	Declared CO₂ 141 g/km
Declared Battery Capacity n.a.	Declared Driving Range n.a.	Declared Consumption 6.2 l/100 km	

Heating Concept

Waste heat



Think before you print