

SEAT Ibiza

1.0 MPI REFERENCE XL PETROL FWD MANUAL



Sustainability Rating

2025



69%



Clean
Air

7.7 /10



Energy
Efficiency

7.7 /10



Greenhouse
Gases

5.4 /10

Driving Experience



Consumption
& Range

● GOOD



Cold Winter
Performance

● NOT APPLICABLE



Charging
Capability

● NOT APPLICABLE

Our verdict

The SEAT Ibiza is one of those conventional vehicles which can still surprise with high sustainability scores. The secret – compact sizing, low weight, effective and robust exhaust aftertreatment and moderate consumption values. While the use of fossil fuels naturally caps the achievable results, it is remarkable that with an average score of 69% the small and rudimentary SEAT narrowly misses a fourth Green star!

- › The Ibiza has no particle filter and emits relatively high particle number, costing it points. It performs well overall, also in cold and highway conditions. Non-tailpipe emissions are low due to its light weight and rear drum brakes, though it lacks brake energy recuperation.
- › Fuel consumption is low across all tests (4.9–6.5 l/100 km), helping the Ibiza score well in energy efficiency. Its production and fuel supply also have low primary energy demand.
- › Total life cycle emissions are 197 g CO₂-eq./km, with 69 from production. While this is good for a conventional car, it highlights a clear sustainability gap compared to electric vehicles.

Disclaimer

Think before you print





7.7 /10

Comments

The tested Ibiza is equipped with a manifold fuel injection engine and does not have a gasoline particle filter. Yet although they remain below Green NCAP's upper thresholds, the relatively high particle emissions cost the small SEAT points in this part of the assessment. Generally, however, the pollutant reduction performance is good and robust, even at cold winter conditions and on the highway. In terms of non-tailpipe emissions, the car collects points for low tyre wear thanks to its very light weight. The brake abrasion emissions benefit from the rear axle drum brakes, which prevent the dust being released into the environment. As a conventional vehicle, however, the Ibiza cannot make any use of brake energy recuperation and therefore only collects half of the possible points.

Exhaust emissions

Exhaust pollutant emissions are produced from combustion engines. Although current emission legislation is very strict, this type of emission directly affects air quality, and not all vehicles perform equally well. [Read more](#)

GOOD ●

7.0 /10

In laboratory

Green NCAP performs a wide range of tests on cars in the laboratory. This is the best way to ensure controlled conditions and guarantee that all cars are tested in the same way, making their results comparable. [Read more](#)

GOOD ●

6.3 /10

	NMHC	NO _x	NH ₃	CO	PN	PM	Score
Legal test (WLTP)	●	●	●	●	●	●	4.8 /8
Warm weather	●	●	●	●	●	●	7.4 /10
Highway	●	●	●	●	●	●	6.5 /10
Winter cold start	●	●	●	●	●	●	5.1 /10
Winter warm start	●	●	●	●	●	●	7.4 /10

On road

ADEQUATE ●

8.0 /10

An on-road driving test, using portable emissions measuring equipment complements Green NCAP's laboratory tests. [Read more](#)

	NMHC	NO _x	NH ₃	CO	PN	PM	Score
Real-world mixed drive	●	●	●	●	●	●	6.9 /10
Short city trip	●	●	●	●	●	●	8.7 /10
Congestion	●	●	●	●	●	●	2.0 /2

● good ● adequate ● marginal ● weak ● poor ● not applicable



7.7 /10

Non-exhaust emissions

Driving a vehicle also produces emissions different from those of the exhaust pipe. Green NCAP evaluates vehicle properties that contribute to tyre and brake abrasion.

ADEQUATE ●

7.5 /10

Tyre wear

GOOD ●

6.0 /6

Tyre abrasion releases small particles during driving, and some vehicle properties have major impact on it. Heavier vehicles, wheel alignment causing increased slip angle, and aggressive acceleration responses all increase tyre wear and particle emissions. [Read more](#)

	Result	Score
Influence of mass	●	3.0 /3
Wheel alignment	●	1.0 /1
Accelerator response	●	2.0 /2

Brake wear

MARGINAL ●

3.0 /6

Brake dust, produced by friction brakes, can be mitigated through filters, enclosed brake systems (like drums), or by reducing friction brake use with regenerative braking in electrified vehicles. Containment keeps dust inside the system, while recuperation lowers brake wear. However, heavier vehicles still generate more brake abrasion due to their greater stopping demands. [Read more](#)

	Result	Score
Brake dust mitigation	●	0.0 /4
Brake dust containment	●	3.0 /6
Recuperative braking - warm test	●	0.0 /6



● good ● adequate ● marginal ● weak ● poor ● not applicable



7.7 /10

Additional Life Cycle Assessment information

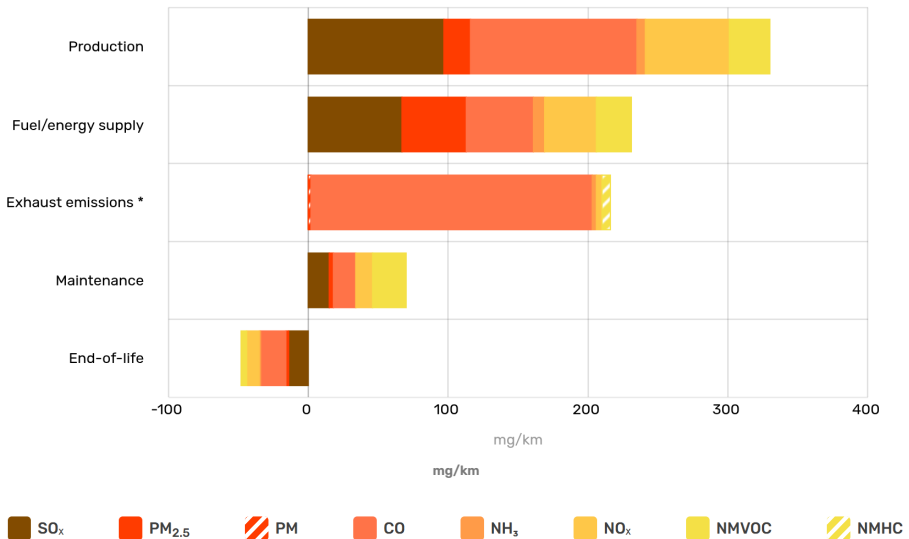
Life Cycle Assessment (LCA) investigates the environmental impact of a car over its entire lifetime, 'from cradle to grave'. In this section, pollutants are estimated in the various stages of a vehicle's life other than use. The chart also displays the measured emissions related to usage, which are taken as an average from the tests and are scored separately in the 'Exhaust emissions' part above. The end-of-life approach uses results in negative values because the benefit of materials recovery and recycling exceeds the effort of obtaining and processing virgin raw materials.

GOOD ●

9.9 /10

Pollutants

Most of the vehicle exhaust pollutant species are also emitted in others life cycle phases. These are health- and nature-damaging compounds, the amount of which should be reduced as well.



* Exhaust emissions are not contributing to the score in Additional Life Cycle Assessment information because they are scored in the Exhaust emissions section above



● good ● adequate ● marginal ● weak ● poor ● not applicable

Energy Efficiency

7.7 /10

Comments

The consumption values are generally low. Green NCAP measured a minimum of 5.1 l/100 km in the warm test and a maximum demand of 6.5 l/100 km in the Highway Test. The real-world mixed trip needed only 4.9 l/100 km, while the short urban trip could be performed with 5.3 l/100 km. These good numbers, together with the low primary energy demand of the car's production and the fuel supply processes, help the SEAT reach high scores in the Energy Efficiency Index.

Energy demand

ADEQUATE ●

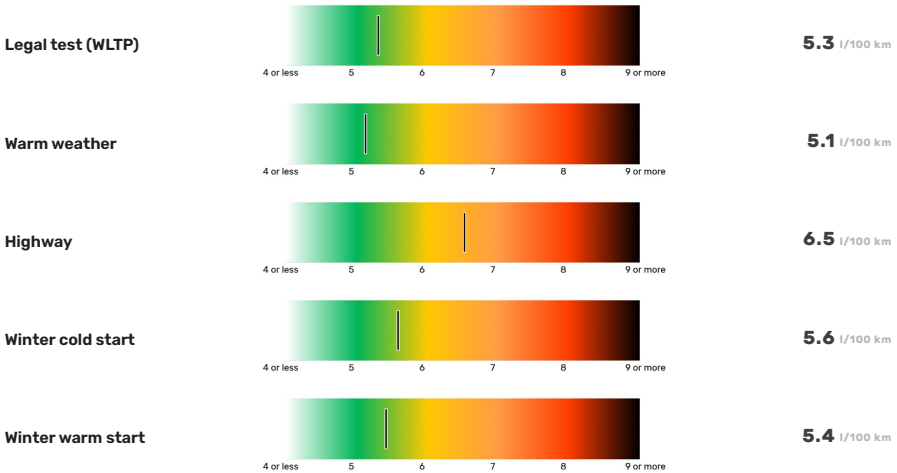
7.5 /10

Propulsion energy consumption in laboratory

MARGINAL ●

4.3 /10

The vehicle's measured consumption figures are displayed in the bar chart. The colour scheme positions the values relative to low and high figures in a typical range. The ranges are different for combustion engine and pure electric vehicles.



● good ● adequate ● marginal ● weak ● poor ● not applicable



Energy Efficiency

7.7 /10

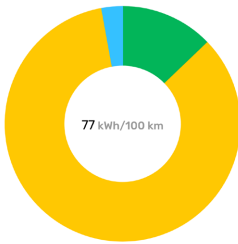
Additional Life Cycle Assessment information

GOOD ●

10.0 /10

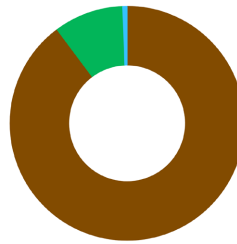
Life Cycle Assessment (LCA) investigates the environmental impact of a car over its entire lifetime 'from cradle to grave'. In this section, the total vehicle life cycle primary energy demand is displayed. The scoring does not consider the direct propulsion energy use, because it is scored separately in the 'Propulsion energy consumption in laboratory'.

Total LCA energy consumption



- Production & recycling 12.8%
- Battery production 0.0%
- Fuel/energy supply * 84.3%
- Maintenance 2.8%

Energy source share in total LCA consumption



- Fossil 89.8%
- Renewable 9.6%
- Other 0.6%

Direct propulsion energy share is not shown, it is included in 'Fuel/energy supply'.

Rolling resistance

Rated here is the vehicle's resistance to movement at low speeds. Different factors have an impact on it, but the most significant one is mass.

GOOD ●

10.0 /10



- good
- adequate
- marginal
- weak
- poor
- not applicable

Greenhouse Gases

5.4 /10

Comments

The direct greenhouse gas emissions of this fossil fuel driven car add a significant amount to the total life cycle performance. Together with the 69 g CO₂-eq./km from the vehicle's production, maintenance, end-of-life phases and the upstream emissions of the fuel supply, the total value sums up to 197 g CO₂-eq./km. The value is remarkable for a conventional vehicle and leads to a very good score in this index, but also clearly demonstrates a sustainability disadvantage compared to purely electric cars.

Exhaust GHG emissions

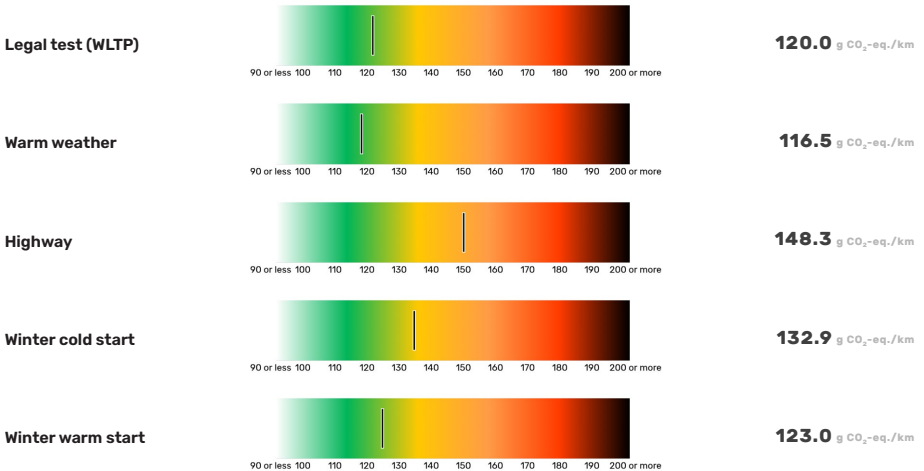
Combustion of conventional fuels releases greenhouse gases at the vehicle's tailpipe. The most significant of these gases are the emissions of CO₂. Green NCAP's assessment considers methane (CH₄) and laughing gas (N₂O) as well. Together, these are counted with their global warming potential to a sum known as CO₂ equivalent.

WEAK ●

2.5 /10

In laboratory

Green NCAP performs a wide range of tests on cars in the laboratory. This is the best way to ensure controlled conditions and guarantee that all cars are tested in the same way, making their results comparable. [Read more](#)



● good ● adequate ● marginal ● weak ● poor ● not applicable

 Greenhouse Gases

5.4 /10

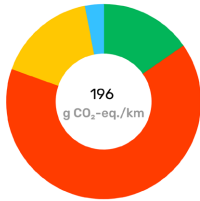
Additional Life Cycle Assessment information

Life Cycle Assessment (LCA) investigates the environmental impact of a car over its entire lifetime, 'from cradle to grave'. In this section, the total vehicle life cycle greenhouse gas emissions are displayed.

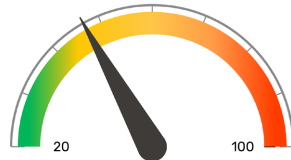
GOOD ●

10.0 /10

Total LCA GHG emissions



- Production & recycling 15.4%
- Battery production 0.0%
- Tailpipe emissions * 65.1%
- Fuel/energy supply 16.5%
- Maintenance 3.0%



Fleet low 20 Fleet high 100
tonnes CO₂-equivalent/vehicle

Vehicle Life Cycle average emissions **47** (+/-)
(best **42** | worst **51**)

* The scoring does not consider the direct exhaust GHG emissions at the tailpipe, because they are scored separately in 'Exhaust GHG emissions' above.



● good ● adequate ● marginal ● weak ● poor ● not applicable



Driving Experience



Consumption & Range

● GOOD



Cold Winter Performance

● NOT APPLICABLE



Charging Capability

● NOT APPLICABLE

Green NCAP Comment

The Driving Experience evaluation of conventional vehicles includes only the Consumption section. Here, the estimated values of petrol use are mixed between 'good' and 'adequate' and sum up to an aggregated evaluation of 'good'. This means that the small SEAT is expected to keep the promises made in the laboratory and deliver generally good fuel consumption in the real-world as well, both in warm and cold weather. The consumption values shown on the board computer match very well with the measured values.



Consumption & Range

GOOD ●

Estimated actual consumption

GOOD ●

What consumption can be expected in real world conditions?

In-laboratory measured consumption values are only partially representative of real-world use. Green NCAP's estimates aim at providing more realistic figures, which are based on measured results, modified by correction factors.

Conditions	Urban	Rural	Highway	Mixed	
Warm weather	6.9 ●	4.9 ●	5.7 ●	6.0 ●	l/100 km
Cold Winter	7.5 ●	5.3 ●	6.1 ●	6.4 ●	l/100 km

Accuracy of display

GOOD ●

Is the consumption figure on the display correct?



● good ● adequate ● poor ● not applicable



Cold Winter Performance

NOT APPLICABLE ●



● good ● adequate ● poor ● not applicable



Charging Capabilities

NOT APPLICABLE ●



● good ● adequate ● poor ● not applicable



Specifications

Vehicle class

Small Family Car

System power/torque

59 ^{kW} / 95 ^{Nm}

Engine size

999 ^{cc}

Declared consumption

5.3 ^{l/100 km}

Declared driving range

Overall n.a.

City n.a.

Declared CO₂

120 ^{g/km}

Declared battery capacity

Usable (net) n.a.

Installed (gross) n.a.

Mass

1,052 ^{kg}

Heating concept

Waste heat

Tyres

185/65 R15 88H

Emissions class

Euro 6d AP

Tested car

VSSZZZKJ2RR02.xxxx

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