

Comparison Chart

2013 Skoda Rapid Elegance Greentech 1.6 TDI CR	2014 Skoda Rapid Elegance Greentech 1.6 TDI CR	2015 Skoda Rapid Elegance Greentech 1.6 TDI CR	2016 Skoda Rapid Elegance Greentech 1.6 TDI CR
Vehicle Details			
Engine Capacity: 1598cc	Engine Capacity: 1598cc	Engine Capacity: 1598cc	Engine Capacity: 1598cc
Fuel Type: Diesel	Fuel Type: Diesel	Fuel Type: Diesel	Fuel Type: Diesel
CO2 Emissions (g/km): 114	CO2 Emissions (g/km): 106	CO2 Emissions (g/km): 106	CO2 Emissions (g/km): 106
Vehicle Tax Band: C (£30.00)	Vehicle Tax Band: B (£20.00)	Vehicle Tax Band: B (£20.00)	Vehicle Tax Band: B (£20.00)
Euro Standard: 5	Euro Standard: 6	Euro Standard: 6	Euro Standard: 6
Euro NCAP Rating: 5 Stars	Euro NCAP Rating: 5 Stars	Euro NCAP Rating: 5 Stars	Euro NCAP Rating: 5 Stars
Fuel Consumption			
Urban: 57.6 MPG	Urban: 57.6 MPG	Urban: 57.6 MPG	Urban: 70.6 MPG
Extra Urban: 83.1 MPG	Extra Urban: 80.7 MPG	Extra Urban: 80.7 MPG	Extra Urban: 80.7 MPG
Combined: 70.6 MPG	Combined: 70.6 MPG	Combined: 70.6 MPG	Combined: 70.6 MPG

Data sourced from www.gov.uk/checktartax www.autotrader.co.uk
www.euroncap.com.

“It should be noted that as the fuel consumption figures quoted are obtained under specific test conditions, they may not be achieved under ‘real world’ driving conditions. However, the figures serve as a means of comparing models of a similar type.”

Sourced from: https://www.theaa.com/motoring_advice/fuels-and-environment/euro-emissions-standards.html

Euro 5

September 2009 (January 2011)

Euro 5 further tightened the limits on particulate emissions from diesel engines and all diesel cars needed particulate filters to meet the new requirements. There was some tightening of NOx limits too (28% reduction compared to Euro 4) as well as, for the first time, a particulates limit for petrol engines - applicable to direct injection engines only.

Addressing the effects of very fine particle emissions, Euro 5 introduced a limit on particle numbers for diesel engines in addition to the particle weight limit. This applied to new type approvals from September 2011 and to all new diesel cars from January 2013.

Euro 5 emission limits (diesel):

- **CO** - 0.50 g/km
- **HC+ NOx** - 0.23 g/km
- **NOx** - 0.18 g/km
- **PM** (Particulate matter) - 0.005 g/km
- **PM** (Particulate matter) - 6.0×10^{11} /km

Euro 6

September 2014 (September 2015)

The Euro 6 standard imposes a further, significant reduction in NOx emissions from diesel engines (a 67% reduction compared to Euro 5) and establishes similar standards for petrol and diesel.

Exhaust Gas Recirculation (EGR) - replacing some of the intake air (containing 80% nitrogen) with recycled exhaust gas - reduces the amount of nitrogen available to be

oxidised to NO_x during combustion but further exhaust after treatment may be required in addition to the Diesel Particulate Filters required to meet Euro 5.

Euro 6 diesel cars may also be fitted with:

- A NO_x adsorber (Lean NO_x Trap) which stores NO_x and reduces it to Nitrogen over a catalyst
- Selective Catalytic Reduction (SCR) which uses an additive (Diesel Exhaust Fluid (DEF)/AdBlue) containing urea injected into the exhaust to convert NO_x into Nitrogen and water.
- The use of Cerium, a fluid injected into the fuel tank each time the vehicle is refuelled which assists the DPF regeneration by lowering the temperature needed for regeneration.

Euro 6 emission limits (petrol):

- **CO** - 1.0 g/km
- **HC** - 0.10 g/km
- **NO_x** - 0.06 g/km
- **PM** - 0.005 g/km (Direct Injection only)
- **PM** - 6.0×10^{-11} /km (Direct Injection only)

Euro 6 emission limits (diesel):

- **CO** - 0.50 g/km
- **HC+ NO_x** - 0.17 g/km
- **NO_x** - 0.08 g/km
- **PM** - 0.005 g/km
- **PM** - 6.0×10^{-11} /km