WEIGHTS (in kg)

ENGINE TYPE		1370 12V	1581 16V	1747 16V	1998 20V	1929 D	1910 TD
	3 door	1010	1050	1100	1190	1100	N.D.
	5 door	1040	1090	1130	-	1130	N.D.
 +500 = 	3 door	1510	1550	1600	1690	1600	N.D.
	5 door	1570	1630	1680	-	1650	N.D.
Maximum permissible loads on the axles ■ 	3 door	850	850	900	970	850	N.D.
	5 door	850	850	900	-	850	N.D.
	3 door	850	850	900	900	850	N.D.
	5 door	850	850	900	-	850	N.D.
Maximum permissible load on the roof		80	80	80	80	80	N.D.
Load on the tow hook (trailer with braking system)	Minimum	-	-	-	-	-	N.D.
	Maximum	70	70	70	70	70	N.D.
	Without braking system	400	400	400	400	400	N.D.
	With braking system	1000	1100	1200	1300	1200	N.D.

■ Loads which must never be exceeded

NOTE FOR VERSIONS WITH ACCESSORIES: If special equipment is fitted (non standard air conditioner, sun roof, trailer towing device), the empty weight increases and therefore the carrying capacity may decrease, in relation to the maximum permissible loads.

The fuel consumption figures according to the 80/1268/EEC standards given overleaf have been defined in the course of official tests and in accordance with procedures laid down by EEC regulations. In particular the bench tests measure simulated urban cycle figures whilst consumption at constant speeds of 90 and 120 kph are measured directly on a flat, dry road and in equivalent bench tests. The fuel consumption figures according to the 93/116E standards have been defined in the course of homologation tests involving:

- an urban cycle which includes cold starting followed by a varied urban cycle simulation.
- an extra-urban cycle which includes frequent acceleration in all gears simulating normal extra-urban usage of the vehicle. The speed varies between 0 and 120 kph.
- The average combined consumption is obtained from 37% of the urban cycle and 63% of the extra-urban cycle. The type of journey, traffic conditions, driving styles, atmospheric conditions, trim level/equipment/accessories, whether a roof rack is fitted, the presence of special equipment and the general state of the vehicle can lead to fuel consumption figures which differ from those obtained through the above mentioned procedures. The CO_2 exhaust emissions (in g/km) are obtaine from the average combined cycle

(●) For French versions

ENGINE TYPE		1370 12V	1581 16V	1747 16V	1998 20V	1929 D	1910 TD
Speed kph (average load)	1	45 (46▲)	52	50 (55●)	56	35	N.D.
	2	82 (80▲)	90	87 (95●)	89	61	N.D.
	3	120 (118▲)	132	128 (140●)	131	94	N.D.
	4	158 (155▲)	175	169 (191●)	172	132	N.D.
	5	170 (168■)	184 (180■) 180 (177■)	193 (190●) 190 (190●)	210	155	N.D.
	R	46	53	50 (55●)	55	35	N.D.
% Maximum climable gradient		37 (36▲) (35▲)	37				
Fuel consumption according to 80/1268/CEE stand. (litres/100 km) (*)	Urban cycle (A)	9	9,3	9,8 (9,5●)	11	6,5	N.D.
	Constant speed 90 kph (B)	5,2	5,5	5,8 (5,6●)	7,1	4,9	N.D.
	Constant speed 120 kph (C)	7	7,5	7,6 (6,9●)	8,7	6,9	N.D.
	Av. consumption (CCMC proposal) $\frac{A + B + C}{3}$	7,1	7,4	7,7 (7,3●)	8,9	6,1	N.D.
Fuel consumption according to 93/116/CE standards (litri/100 km) (*)	Urban	11,3 11,4	11,0 11,3	11,3(11●) 11,5(11,2●)	13,8	-	-
	Extra-urban	6,0 6,1	6,5 6,6	6,5(6,3●) 6,6(6,3●)	7,2	-	-
	Combined	7,9 8,0	8,2 8,3	8,3(8,0●) 8,4(8,1●)	9,6	-	-
CO_2 exhaust emissions (g/km)		188 191	194 197	197(191●) 199(193●)	228	-	-

(●) Versions for specific markets (France)
(■) Versions for specific markets (Germany)
(▲) Versions with C513 gearbox

(*) See specifications on previous page

NOTE *The figures with the shaded background refer to the Fiat Brava*