



2020

VW Passat

2.0 TDI DSG diesel 4x2 automatic



4.6 
/10

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Clean Air Tests



Laboratory Test

	NMHC	NO _x	NH ₃	CO	PN
6.8/10 Cold Test	●	●	●	●	●
7.0/10 Warm Test	●	●	●	●	●
4.0/10 Cold Ambient Test	●	●	●	●	●
0.0/10 Highway	●	●	●	●	●



Road Test

5.3/10 On-Road Drive	●	●	●	●	●
2.2/8 On-Road Heavy Load	●	●	●	●	●
3.1/5 On-Road Light Load	●	●	●	●	●
4.2/5 On-Road Short Trip	●	●	●	●	●
0.0/2 Congestion	●	●	●	●	●



Robustness



n.a.



good



adequate



marginal



weak



poor

Comments

In many of the tests, pollutant emissions are well controlled. However, in the more demanding tests - cold ambient temperature and high load in the laboratory, and the heavy load on-road test, for example - Oxides of Nitrogen (NO_x) emissions are high. Indeed, in the high-load highway test, values of NO_x are so high that the Passat loses all points.

Energy Efficiency Tests



Laboratory Test

Energy

6.8/10 Cold Test



7.2/10 Warm Test



5.1/10 Cold Ambient Test



5.1/10 Highway



Consumption

Driving Range

Average

6.0 l/100 km

1116 km

Worst-case

6.9 l/100 km

957 km



n.a.



good



adequate



marginal



weak



poor














Comments

For a car which is quite heavy and which has quite a large engine, the Passat turns in an impressive performance for Energy Efficiency. Combined with its 66 litre fuel tank, this makes for an average driving range of 1,116 km, based on Green NCAP's laboratory tests.

2.1

/10

Greenhouse Gases Tests

	<u>Greenhouse gases</u>	CO ₂	N ₂ O	CH ₄
1.9/7	Cold Test			
2.1/7	Warm Test			
1.7/7	Cold Ambient Test			
0.5/7	Highway			



n.a.



good



adequate



marginal



weak



poor

Comments


This is where the Passat scores weakest. Methane (CH₄) is well controlled in all tests. However, emissions of Nitrous Oxide (N₂O), a powerful but unregulated greenhouse gas, are high in all tests.

Our Verdict

The name 'Passat' has almost become a byword for dependency and reliability. Tested here as a 140 kW 2.0 litre turbocharged diesel, and equipped with some very up-to-date exhaust after-treatment, the car turns in a mixed bag of results. In the Clean Air assessment, selective catalyst reduction manages to keep Oxides of Nitrogen (NO_x) in check in the less demanding tests. However, in the cold ambient temperature test, the high-load highway test and the heavy-load on-road tests, values of NO_x are very much higher and the car loses points. The test laboratory also noted the high frequency of DPF (diesel particulate filter) regeneration - every 200 to 250 km or so. During these regenerations, emissions of NO_x and of particulates increased significantly and approached legislative limits. Energy efficiency is good for a car of this size and power. Emissions of N₂O lead to a poorer score for greenhouse gases than in the other areas of assessment, but the car nevertheless emerges with a respectable 2½ star rating.

Disclaimer

Publication Date 11 2020	Tested Car WVWZZZ3CZLE04xxx	Emissions Class Euro 6d-Temp	Tyres 215 / 55 R17
Mass 1,584 kg	Engine Size 1,968 cc	Engine Power/Torque 140 kW/400 Nm	Published CO ₂ 155 g/km
	Battery Capacity n.a.	Published Driving Range n.a.	

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