



2020

VW Polo

1.0 TSI petrol 4x2 manual



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Clean Air Tests



Laboratory Test

| | NMHC | NO _x | NH ₃ | CO | PN |
|---------------------------------|----------|-----------------|-----------------|----------|------|
| 4.9/10 Cold Test | adequate | adequate | poor | marginal | weak |
| 7.1/10 Warm Test | good | good | marginal | adequate | weak |
| 4.0/10 Cold Ambient Test | weak | adequate | weak | marginal | weak |
| 5.7/10 Highway | good | good | poor | marginal | weak |



Road Test

| | | | | | |
|---------------------------------|------|----------|------|----------|----------|
| 6.9/10 On-Road Drive | n.a. | good | n.a. | good | marginal |
| 5.5/8 On-Road Heavy Load | n.a. | good | n.a. | good | marginal |
| 3.6/5 On-Road Light Load | n.a. | good | n.a. | good | marginal |
| 4.4/5 On-Road Short Trip | n.a. | adequate | n.a. | adequate | good |
| 2.0/2 Congestion | n.a. | good | n.a. | n.a. | n.a. |



Robustness



n.a.



good



adequate



marginal



weak



poor

Comments

Oxides of Nitrogen (NO_x) are well controlled in all tests and carbon monoxide is kept at acceptable levels. Particulates, once a problem for small, turbocharged direct-injection engines, are kept in check by the gasoline particulate filter (GPF). Only ammonia (NH₃), which is not regulated by legislation, shows poor results in some tests.

Energy Efficiency Tests



Laboratory Test

Energy

7.0/10 Cold Test



7.2/10 Warm Test



5.7/10 Cold Ambient Test



5.0/10 Highway



Consumption

Driving Range

Average

6.0 l/100 km

679 km

Worst-case

6.9 l/100 km

577 km



n.a.



good



adequate



marginal



weak
















poor

Comments

The Polo is not a heavy car and, combined with its small, fuel-efficient engine, it turns in a good result in this part of the assessment. The declared CO₂ value of 128 g/100 km was well matched in the standard laboratory test.

4.9 Greenhouse Gases Tests

/10

|  | <u>Greenhouse gases</u> | CO ₂ | N ₂ O | CH ₄ |
|--|-------------------------|---|---|---|
| 3.8/7 | Cold Test |  |  |  |
| 4.0/7 | Warm Test |  |  |  |
| 3.3/7 | Cold Ambient Test |  |  |  |
| 2.9/7 | Highway |  |  |  |



n.a.



good



adequate



marginal



weak



poor

Comments


Nitrous Oxide (N₂O) and Methane (CH₄), both very potent greenhouse gases, were well controlled with good or adequate results in all tests.

Our Verdict

There has been a Polo in the Volkswagen line-up since 1975, testament to its enduring appeal. Now in its sixth generation, the car is tested here with the 1.0 litre, 3 cylinder turbocharged direct injection petrol engine, producing 85 kW, and turns in a very creditable performance. The car's exhaust after-treatment - a three-way catalyst and a gasoline particulate filter (GPF) - do a good job of keeping pollutant emissions down. Oxides of Nitrogen are low in all tests and the GPF, much needed with a small direct-injection turbocharged engine keeps particulate number safely within limits. With a modest weight, the car scores well also in Energy Efficiency. The Greenhouse Gas Index is a little lower than the others but the car emerges from Green NCAP's tests just shy of a 3½ star rating.

Disclaimer

| | | | |
|------------------|-------------------|-------------------------|---------------------------|
| Publication Date | Tested Car | Emissions Class | Tyres |
| 11 2020 | WVWZZZAWZLY02xxxx | Euro 6 DG | 185/65 R15 |
| Mass | Engine Size | Engine Power/Torque | Published CO ₂ |
| 1,132 kg | 999 cc | 85 kW/200 Nm | 128 g/km |
| | Battery Capacity | Published Driving Range | |
| | n.a. | n.a. | |

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