



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
5.3/10 Cold Test	adequate	adequate	marginal	marginal	weak
7.3/10 Warm Test	good	good	adequate	adequate	weak
4.4/10 Cold Ambient Test	weak	adequate	marginal	marginal	weak
6.2/10 Highway	good	good	marginal	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). Emissions of ammonia (NH₃), which is not regulated by legislation, are not excessive in any of the 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

/10

Greenhouse Gases Tests



Greenhouse gases

CO₂

N₂O

CH₄

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

August 2023: The result of this car has been updated. Previously reported Ammonia (NH₃) values were incorrect owing to a technical error with the equipment at the test laboratory and a correction has been applied.

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) - does 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
Declared Battery Capacity	Published Driving Range		
n.a.	n.a.		

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