



# 2020 VW Polo

1.0 TSI petrol 4x2 manual





Clean Air Index



### Energy Efficiency Index



Greenhouse Gas Index



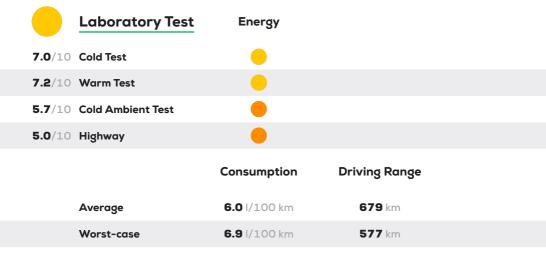
	Laboratory 7	lest	NMH	C N	O <sub>x</sub>	NH₃	со	PN
<b>5.3</b> /10	Cold Test		•			•	•	
<b>7.3</b> /10	Warm Test					•	•	
<b>4.4</b> /10	Cold Ambient Tes	t				•	•	
<b>6.2</b> /10	Highway		•			•	•	
	Road Test							
<b>6.9</b> /10	On-Road Drive							
<b>5.5</b> /8	On-Road Heavy L	oad						
<b>3.6</b> /5	On-Road Light Lo	ad						
<b>4.4</b> /5	On-Road Short T	rip					•	
<b>2.0</b> /2	Congestion							
•	Robustness							
	n.a. g	ood d	adequate	margino	ıl wed	ak p	oor	

#### Comments

Oxides of Nitrogen (NO<sub>x</sub>) 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 (NH<sub>3</sub>), which is not regulated by legislation, are not excessive in any of the tests.



## **Energy Efficiency Tests**

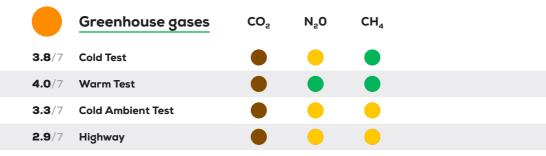




#### Comments

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  $CO_2$  value of 128 g/100 km was well matched in the standard laboratory test.







#### Comments

Nitrous Oxide ( $N_2O$ ) and Methane (CH<sub>4</sub>), 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  $(NH_3)$  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

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Tested Car WVWZZZAWZLY02xxxx

Mass 1,132 kg

Engine Size 999 cc Engine Power/Torque

Emissions Class

Declared Battery Capacity

Published Driving Range

Tyres 185/65 R15

Published CO<sub>2</sub> 128 g/km

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