



2022

# VW Caddy

1.5 TSI petrol FWD manual



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## Laboratory Test

NMHC

NO<sub>x</sub>

NH<sub>3</sub>

CO

PN

4.7/10 Cold Test



6.9/10 Warm Test



4.2/10 Highway



Cold Ambient Test

Does not qualify for additional robustness testing



## Road Test

7.3/10 On-Road Drive



2.9/5 On-Road Short Trip



On-Road Heavy Load

Does not qualify for additional robustness testing

On-Road Light Load

Does not qualify for additional robustness testing

Congestion

Does not qualify for additional robustness testing



n.a.



good



adequate



marginal



weak



poor

### Comments

The turbocharged engine in the VW caddy performs very well with regard to NO<sub>x</sub> emissions. However, the control of ammonia (NH<sub>3</sub>) appears to be more challenging, as Green NCAP's upper threshold is exceeded in every lab test. CO emissions are well managed and remain well below the limit even in the BAB130 highway test. The score for particle number is about half of the available points in all lab tests. The overall score would have been significantly higher if NH<sub>3</sub> were better controlled.

## Energy Efficiency Tests



### Laboratory Test

### Energy

4.9/10 Cold Test



5.2/10 Warm Test



2.9/10 Highway



Cold Ambient Test

Does not qualify for additional robustness testing

### Consumption

### Driving Range

Average

6.9 l/100 km

735 km

Worst-case

8.1 l/100 km

618 km



n.a.



good



adequate



marginal



weak



poor

### Comments

The Caddy is primarily designed to transport goods. Its body shape and therefore assumed high aerodynamic drag lead to a high, but unsurprising, fuel consumption of 8.1 liters per 100 km in the BAB130 highway cycle. In the WLTC+ tests, the demand for petrol is lowered to some 6.3 l/100 km. Under real-world conditions of the "normal" on-road drive test, around 7 l/100 km can be expected.

# 2.6 Greenhouse Gases Tests

/10



## Greenhouse gases

CO<sub>2</sub>

N<sub>2</sub>O

CH<sub>4</sub>

3.4/10 Cold Test



3.8/10 Warm Test



0.7/10 Highway



Cold Ambient Test

Does not qualify for additional robustness testing



n.a.



good



adequate



marginal



weak



poor

### Comments

In the standard WLTC+ cold test, the measured tailpipe value of 146 g CO<sub>2</sub>/km is added to the 38 g CO<sub>2</sub>-equivalent/km from the upstream fuel production and supply processes to result in a total CO<sub>2</sub> equivalent of 184 g/km. In the highway test the number is 230 g CO<sub>2</sub>-eq./km, which exceeds Green NCAP's upper threshold, but the credits given for control of the other greenhouse gases – methane (CH<sub>4</sub>) and laughing gas (N<sub>2</sub>O) – help the Caddy avoid a zero result in this test.

## Our Verdict

The Caddy enters Green NCAP's tests with a disadvantage due to its un-aerodynamic body. As a result, high CO<sub>2</sub> amounts are emitted, although the results are as expected for this type of petrol engine powered vans. Additional effort to better control ammonia (NH<sub>3</sub>) emissions would result in a higher Clean Air Index. Overall, the Caddy scores creditable 2½ green stars out of 5 and comes out to be a good allrounder for this type of vehicle.

## Disclaimer

Publication Date 06 2022	Tested Car WV2ZZZSKZMX03xxxx	Tyres 215/55 R17	Emissions Class Euro 6d AP
Mass 1,567 kg	Engine Size 1,498 cc	Power/Torque 84 kW/220 Nm	Declared CO <sub>2</sub> 147 g/km
Declared Battery Capacity n.a.	Declared Driving Range n.a.	Declared Consumption 6.5 l/100km	



Think before you print