



2020 VW Polo

1.0 TSI petrol 4x2 manual





Clean Air Index



4.9

Greenhouse Gas Index

Index



	Laboratory	Test	NMF		D _x NH₃	со	PN
4.9 /10	Cold Test		•			•	
7.1 /10	Warm Test		•			•	
4.0 /10	Cold Ambient Te	st				•	
5.7 /10	Highway		•			•	
	Road Test						
6.9 /10	On-Road Drive						
5.5 /8	On-Road Heavy	Load					•
3.6 /5	On-Road Light L	oad					•
4.4 /5	On-Road Short	Trip				•	
2.0 /2	Congestion						
•	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

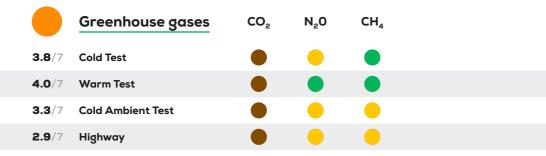
Laboratory Test	Energy		
7.0/10 Cold Test	•		
7.2 /10 Warm Test	•		
5.7/10 Cold Ambient Test	•		
5.0/10 Highway	•		
	Consumption	Driving Range	
Average	6.0 I/100 km	679 km	
Worst-case	6.9 I/100 km	577 km	



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 (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 CO2

 1,132 kg
 999 cc
 85 kW/200 Nm
 128 g/km

 Battery Capacity
 Published Driving Range
 n.a.

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