



# 2020 VW Passat

2.0 TDI DSG diesel 4x2 automatic





Clean Air Index



# 2.1

Greenhouse Gas Index

Index



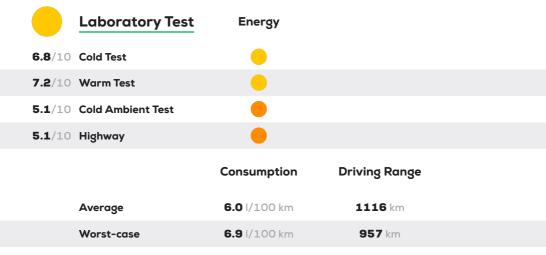
	Laboratory T	est	NMHC	NO <sub>x</sub>	$\rm NH_3$	со	PN
<b>6.8</b> /10	Cold Test			•			•
<b>7.0</b> /10	Warm Test			•			
<b>4.0</b> /10	Cold Ambient Test						•
<b>0.0</b> /10	Highway						
	Road Test						
<b>5.3</b> /10	On-Road Drive			•			
<b>2.2</b> /8	On-Road Heavy L	oad					•
<b>3.1</b> /5	On-Road Light Lo	ad					
<b>4.2</b> /5	On-Road Short Tri	ip		•			
<b>0.0</b> /2	Congestion						
	Robustness						
	n.a. go	ood ad	lequate n	narginal	weak	poor	

#### Comments

In many of the tests, pollutant emissions are well controlled. However, in the more demanding tests - cold ambient temperature and high load in the laboratory, and the heavy load on-road test, for example - Oxides of Nitrogen (NO<sub>x</sub>) emissions are high. Indeed, in the high-load highway test, values of NO<sub>x</sub> are so high that the Passat loses all points.



## **Energy Efficiency Tests**

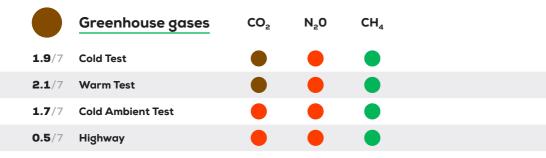




#### Comments

For a car which is quite heavy and which has quite a large engine, the Passat turns in an impressive performance for Energy Efficiency. Combined with its 66 litre fuel tank, this makes for an average driving range of 1,116 km, based on Green NCAP's laboratory tests.







#### Comments

This is where the Passat scores weakest. Methane (CH₄) is well controlled in all tests. However, emissions of Nitrous Oxide (N₂O), a powerful but unregulated greenhouse gas, are high in all tests.



## **Our Verdict**

The name 'Passat' has almost become a byword for dependency and reliability. Tested here as a 140 kW 2.0 litre turbocharged diesel, and equipped with some very up-to-date exhaust after-treatment, the car turns in a mixed bag of results. In the Clean Air assessment, selective catalyst reduction manages to keep Oxides of Nitrogen (NO,) in check in the less demanding tests. However, in the cold ambient temperature test, the high-load highway test and the heavy-load on-road tests, values of NO, are very much higher and the car loses points. The test laboratory also noted the high frequency of DPF (diesel particulate filter) regeneration - every 200 to 250 km or so. During these regenerations, emissions of  $NO_x$  and of particulates increased significantly and approached legislative limits. Energy efficiency is good for a car of this size and power. Emissions of  $N_{p}O$  lead to a poorer score for greenhouse gases than in the other areas of assessment, but the car nevertheless emerges with a respectable 21/2 star rating.

### Disclaimer

Publication Date

**Tested Car** WVWZZZ3CZLE04xxxx Emissions Class

Tyres

Mass

Engine Size

Engine Power/Torque

Published Driving Range

Published CO<sub>2</sub>

155 g/km

Battery Capacity



