



# 2022



1.5 TSI petrol FWD manual





Clean Air Index

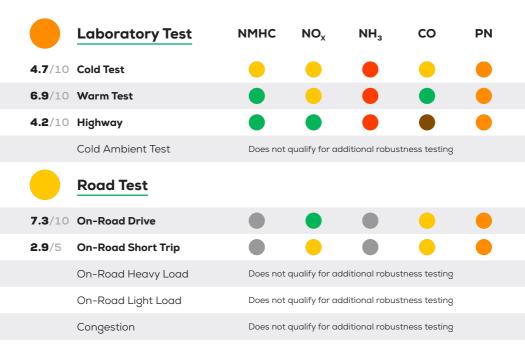




Greenhouse Gas Index

Index







#### 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.

Green NCAP © VW Caddy – 06/22 – Version 280622– p 2



# **Energy Efficiency Tests**

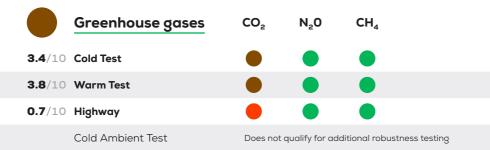
	Laboratory Test	Energy		
<b>4.9</b> /10	Cold Test	•		
<b>5.2</b> /10	Warm Test	•		
<b>2.9</b> /10	Highway			
	Cold Ambient Test	Does not qualify fo	r additional robustness testing	
		Consumption	Driving Range	
	Average	<b>6.9</b> I/100 km	<b>735</b> km	
	Worst-case	<b>8.1</b> I/100 km	<b>618</b> km	



#### 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.







#### 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 prodcution 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

**Tested** Car Publication Date Tyres **Emissions Class** WV2ZZZSKZMX03xxxx Mass Engine Size Power/Torque Declared CO<sub>2</sub> **Declared Battery Capacity** Declared Driving Range **Declared Consumption** 

