



2022

VW Caddy

1.5 TSI petrol FWD manual



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Laboratory Test

NMHC

NO_x

NH₃

CO

PN

5.6/10 Cold Test



7.4/10 Warm Test



5.6/10 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_x emissions. However, the control of ammonia (NH₃) appears to be more challenging, as Green NCAP's upper threshold is exceeded in the more challenging lab tests. 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 higher if NH₃ 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 litres 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

CO₂

N₂O

CH₄

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 CO₂/km is added to the 38 g CO₂-eq./km from the upstream fuel production and supply processes to result in a total CO₂ equivalent of 184 g/km. In the Highway Test the number is 230 g CO₂-eq./km, which exceeds Green NCAP's upper threshold, but the credits given for control of the other greenhouse gases – methane (CH₄) and laughing gas (N₂O) – help the Caddy avoid a zero result in this test.

Our Verdict

August 2023: The result of this car has been updated. Previously reported Ammonia (NH₃) values were incorrect owing to a technical error with the equipment at the test laboratory and a correction has been applied.

The Caddy enters Green NCAP's tests with a disadvantage due to its un-aerodynamic body. As a result, high CO₂ amounts are emitted, although the results are as expected for this type of petrol engine powered vans. Additional effort to better control ammonia (NH₃) 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 [↗](#)

Specifications

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 ₂ 147 g/km
Declared Battery Capacity n.a.	Declared Driving Range n.a.	Declared Consumption 6.5 l/100 km	



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