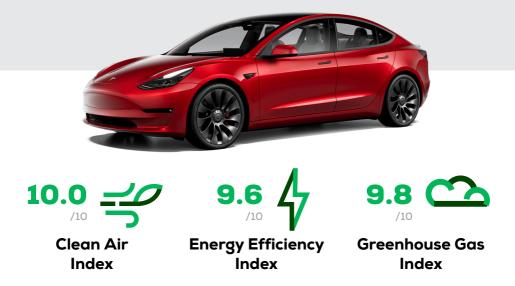


Tesla Model 3

Standard Range Plus electric RWD automatic





Laboratory Test	NMHC	NO _x	NH3	со	PN
Cold Test					
Warm Test					
Highway					
Cold Ambient Test					
Road Test					
On-Road Drive					
On-Road Short Trip					
On-Road Heavy Load					
On-Road Light Load					
Congestion					
	Cold Test Warm Test Highway Cold Ambient Test Road Test On-Road Drive On-Road Short Trip On-Road Heavy Load On-Road Light Load	Cold Test Warm Test Highway Cold Ambient Test Cold Ambient Test Con-Road Drive On-Road Short Trip On-Road Heavy Load On-Road Light Load	Cold Test Marm Test Warm Test Highway Cold Ambient Test Cold Ambient Test On-Road Drive On-Road Short Trip On-Road Heavy Load On-Road Light Load 	Cold Test Image: Cold Test Warm Test Image: Cold Ambient Test Cold Ambient Test Image: Cold Ambient Test Con-Road Drive Image: Cold Ambient Trip On-Road Short Trip Image: Cold Ambient Test On-Road Heavy Load Image: Cold Ambient Test On-Road Light Load Image: Cold Ambient Test	Cold Test Image: Cold Test Warm Test Image: Cold Ambient Test Highway Image: Cold Ambient Test Cold Ambient Test Image: Cold Ambient Test Con-Road Drive Image: Cold Ambient Trip On-Road Short Trip Image: Cold Ambient Test On-Road Heavy Load Image: Cold Ambient Test On-Road Light Load Image: Cold Ambient Test



Comments

Tesla only produces battery electric vehicles. Accordingly, Model 3 scores the maximum index of 10 in this part of the assessment as it doesn't emit any polluting exhaust gases.



Energy Efficiency Tests

	Laboratory Test	Energy			
10.0 /10	Cold Test		\rightarrow	16.5 kWh/100 km	
10.0 /10	Warm Test		\rightarrow	15.9 kWh/100 km	
9.8 /10	Highway		\rightarrow	21.1 kWh/100 km	
8.8 /10	Cold Ambient Test	•	\rightarrow	28.5 kWh/100 km	
		Consumption		Driving Range	
	Average	17.9 kWh/100) km	390 km	
	Worst-case	28.5 kWh/100) km	241 km	



Comments

Model 3 impresses with a very high energy efficiency, not only in the Cold and Warm WLTC+ laboratory tests but also in the challenging Highway Test. Here, the small frontal area and the aerodynamic shape work to the vehicle's advantage. At a winterly –7°C, however, consumption increases by 72% and the driving range is reduced to 241km. In "normal" real world driving, figures below 16kWh/100km and ranges of up to 450km can be expected. The measured charging/discharging efficiency from the charging socket to battery output is 89%, using Green NCAP's method of 11kW AC charging.







Comments

The Greenhouse Gas (GHG) Index is based on a Well-to-Wheel+ approach, meaning that the GHG emissions related to the supply of energy are added to those of the tailpipe. The vehicle's production is not yet included in the assessment due to the implicit limitations of generic data about global supply chains. Since the Model 3 is a purely electric car, its assessed GHG emissions originate only from the upstream processes of electricity supply – ca. 45-80 gCO₂-eq./km. Thanks to its low energy consumption and the relatively low GHG of EU electricity production, the Tesla scores a very high 9.8/10.

Our Verdict

Tested here is Tesla Model 3 with a declared battery capacity of 60 kWh, single motor and rear wheel drive. With its power of 208 kW it attracts a young and sporty audience. Despite its relatively high mass – typical for electric vehicles – Model 3 demonstrates very low energy consumption figures and proves it has been designed with a special focus on efficiency and driving range. Indeed, in the Highway Test, the small Tesla gets the highest score of all Green NCAP tested vehicles so far, with a very impressive 21.1kWh/100 km. Under cold winter conditions (WLTC+ test at -7° C), however, the consumption is increased by 72% and this limits the driving range significantly due to high demand for cabin heating and battery protection management strategies. The measured usable battery capacity of 61kWh meets the declared value and allows a range of ca. 450 km under standard real-world conditions and moderate climatization demand.

Higher energy efficiency in cold weather conditions and further reduction of charging losses (tests consider 11kW AC charging), would help the vehicle boost its sustainability result even more. The absence of polluting exhaust gas emissions, the high energy efficiency and the relatively low greenhouse gas emissions of European average electricity production grant the Tesla an impressive Weighted Overall Index of 9.8 out of 10 and a well-deserved 5 Green stars.

Disclaimer 🛛

Specfications

Publication Date 11 2022

Tested Car LRW3E7FR0NC56xxxx Tyres 235/45 R18 Emissions Class Euro 6 AX

Declared CO₂

Mass 1,760 kg Engine Size n.a. System Power/Torque 208 kW/353 Nm

ared Consumption

Declared Battery Capacity 60.0 kWh Declared Driving Range Overall 491km City 603km Declared Consumption 14.4 kWh/100 km



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