Ford Puma

GEN-E ELECTRIC FWD AUTOMATIC



Sustainability Rating

2026 ★★★★★ 96%

Clean Air
9.3 /10

Energy Efficiency
9.8 /10

Greenhouse Gases
10.0 /10

Driving Experience

Consumption & Range
ADEQUATE

Cold Winter Performance
POOR

Charging Capability
ADEQUATE

Our verdict

Tested here is the Ford Puma Gen-E. This is a relatively light (1,491 kg empty mass) pure electric vehicle with a battery of 54 kWh installed capacity. This, together with the impressively low test consumption figures, give it a very high sustainability rating, typical only for really efficient, small and light EVs.

- Achieves excellent Clean Air performance with zero exhaust emissions and very low brake abrasion thanks to extensive regenerative braking. Loses some points for tyre abrasion due to aggressive accelerator calibration, while production- and electricity-related emissions remain very low.
- Delivers outstanding energy efficiency across all tests, including highway driving and cold-weather operation despite the absence of a heat pump. Records an exceptionally low 13.3 kWh/100 km in the on-road test.
- Achieves an excellent GHG score through very low electricity consumption, appropriate vehicle sizing and European production. Limits life cycle emissions to just 102.5 g CO_2-eq./km, below Green NCAP's threshold for maximum points.

Disclaimer

Think before you print

Clean Air

9.3 /10

Comments

The Puma Gen-E is fully electric and does not emit any exhaust gases. The score for tyre abrasion is just above average and could have been much higher if it were not for the aggressive calibration of the accelerator pedal. Small pedal stroke leads to high acceleration, which unnecessarily provokes tyre slip and results in higher wear. Almost all points are collected for brake abrasion thanks to a high brake energy recuperation share and very low use of the friction brakes. Production- and electricity supply-related pollutant emissions are low and score a high 9/10.

Exhaust emissions

Exhaust pollutant emissions are produced from combustion engines. Although current emission legislation is very strict, this type of emission directly affects air quality, and not all vehicles perform equally well. Read more

GOOD ● **10.0** /10

In laboratory

Green NCAP performs a wide range of tests on cars in the laboratory. This is the best way to ensure controlled conditions and guarantee that all cars are tested in the same way, making their results comparable. Read more

GOOD ● **10.0** /10

	NMHC	NO_x	NH_3	CO	PN	PM	Score
Legal test (WLTP)	●	●	●	●	●	●	8.0/8
Warm weather	●	●	●	●	●	●	10.0/10
Highway	●	●	●	●	●	●	10.0/10
Winter cold start	●	●	●	●	●	●	10.0/10
Winter warm start	●	●	●	●	●	●	10.0/10

On road

An on-road driving test , using portable emissions measuring equipment complements Green NCAP's laboratory tests. Read more

GOOD ● **10.0** /10

	NMHC	NO_x	NH_3	CO	PN	PM	Score
Real-world mixed drive	●	●	●	●	●	●	10.0/10
Short city trip	●	●	●	●	●	●	10.0/10
Congestion	●	●	●	●	●	●	2.0/2

● good ● adequate ● marginal ● weak ● poor ● not applicable

Clean Air

9.3 /10

Non-exhaust emissions

Driving a vehicle also produces emissions different from those of the exhaust pipe. Green NCAP evaluates vehicle properties that contribute to tyre and brake abrasion.

ADEQUATE

7.4 /10

Tyre wear

Tyre abrasion releases small particles during driving, and some vehicle properties have major impact on it. Heavier vehicles, wheel alignment causing increased slip angle, and aggressive acceleration responses all increase tyre wear and particle emissions. Read more

MARGINAL

3.3 /6

	Result	Score
Influence of mass		2.3 /3
Wheel alignment		1.0 /1
Accelerator response		0.0 /2

Brake wear

Brake dust, produced by friction brakes, can be mitigated through filters, enclosed brake systems (like drums), or by reducing friction brake use with regenerative braking in electrified vehicles. Containment keeps dust inside the system, while recuperation lowers brake wear. However, heavier vehicles still generate more brake abrasion due to their greater stopping demands. Read more

GOOD

5.6 /6

	Result	Score
Brake dust mitigation		0.0 /4
Brake dust containment		0.0 /6
Recuperative braking - warm test		5.6 /6

good adequate marginal weak poor not applicable

Clean Air

9.3 /10

Additional Life Cycle Assessment information

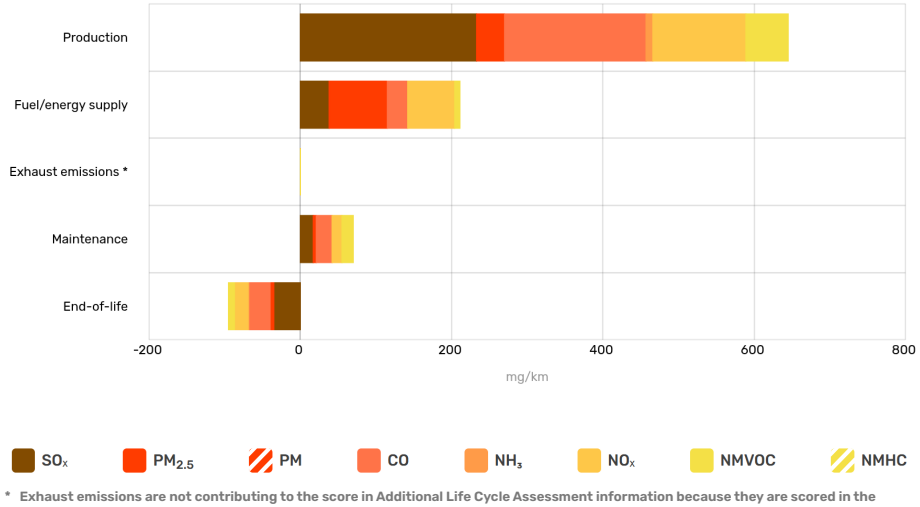
Life Cycle Assessment (LCA) investigates the environmental impact of a car over its entire lifetime, 'from cradle to grave'. In this section, pollutants are estimated in the various stages of a vehicle's life other than use. The chart also displays the measured emissions related to usage, which are taken as an average from the tests and are scored separately in the 'Exhaust emissions' part above. The end-of-life approach uses results in negative values because the benefit of materials recovery and recycling exceeds the effort of obtaining and processing virgin raw materials.

ADEQUATE

9.0 /10

Pollutants

Most of the vehicle exhaust pollutant species are also emitted in others life cycle phases. These are health- and nature-damaging compounds, the amount of which should be reduced as well.



* Exhaust emissions are not contributing to the score in Additional Life Cycle Assessment information because they are scored in the Exhaust emissions section above

good adequate marginal weak poor not applicable

Energy Efficiency

9.8 /10

Comments

The Puma impresses with low consumption results in all tests, even in the challenging highway cycle and in the -7°C cold weather sequence, although there is no heat-pump installed. The on-road drive was performed on dry roads at 20°C and the recorded electricity demand was remarkably low 13.3 kWh/100 km.

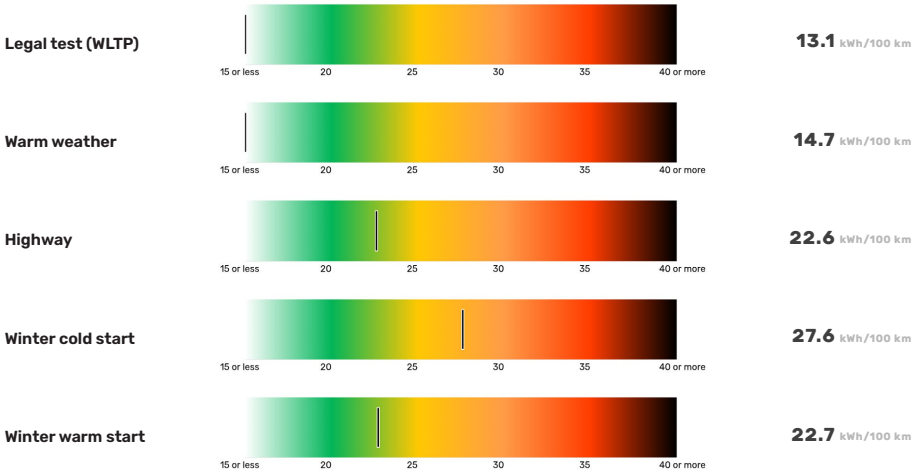
Energy demand

GOOD 9.8 /10

Propulsion energy consumption in laboratory

GOOD 10.0 /10

The vehicle's measured consumption figures are displayed in the bar chart. The colour scheme positions the values relative to low and high figures in a typical range. The ranges are different for combustion engine and pure electric vehicles.



good adequate marginal weak poor not applicable

Energy Efficiency

9.8 /10

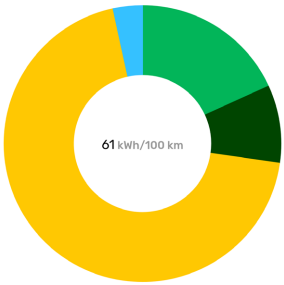
Additional Life Cycle Assessment information

GOOD

9.8/10

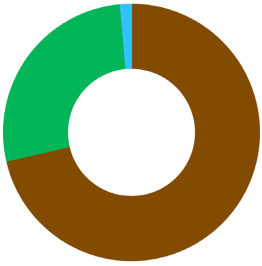
Life Cycle Assessment (LCA) investigates the environmental impact of a car over its entire lifetime 'from cradle to grave'. In this section, the total vehicle life cycle primary energy demand is displayed. The scoring does not consider the direct propulsion energy use, because it is scored separately in the 'Propulsion energy consumption in laboratory'.

Total LCA energy consumption



Production & recycling 18.2%
Battery production 9.1%
Fuel/energy supply * 69.3%
Maintenance 3.4%

Energy source share in total LCA consumption



Fossil 71.4%
Renewable 27.2%
Other 1.4%

Direct propulsion energy share is not shown, it is included in 'Fuel/energy supply'.

Rolling resistance

Rated here is the vehicle's resistance to movement at low speeds. Different factors have an impact on it, but the most significant one is mass.

GOOD

10.0/10

good adequate marginal weak poor not applicable

Greenhouse Gases

10.0 /10

Comments

Greenhouse gases is the car's strongest of the three assessment categories. It collected all 10/10 points, demonstrating very low life cycle impact on the climate, thanks to low electricity demand, adequate sizing and production in Europe, with its relatively green average electricity mix. The total number is calculated to only 102.5 g CO_2-eq./km, which is below Green NCAP's lower threshold.

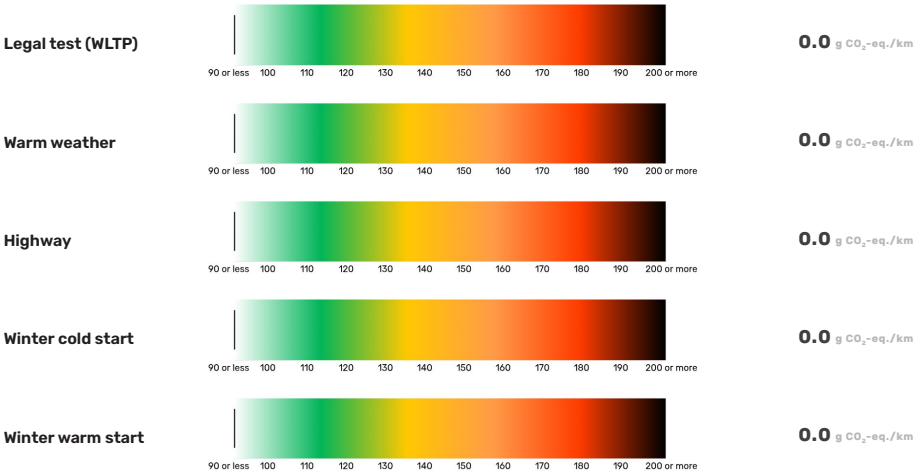
Exhaust GHG emissions

Combustion of conventional fuels releases greenhouse gases at the vehicle's tailpipe. The most significant of these gases are the emissions of CO_2. Green NCAP's assessment considers methane (CH_4) and laughing gas (N_2O) as well. Together, these are counted with their global warming potential to a sum known as CO_2 equivalent.

GOOD **10.0**/10

In laboratory

Green NCAP performs a wide range of tests on cars in the laboratory. This is the best way to ensure controlled conditions and guarantee that all cars are tested in the same way, making their results comparable. Read more



good adequate marginal weak poor not applicable

Greenhouse Gases

10.0 /10

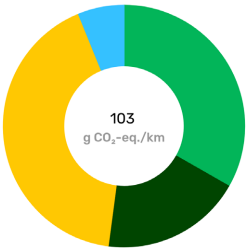
Additional Life Cycle Assessment information

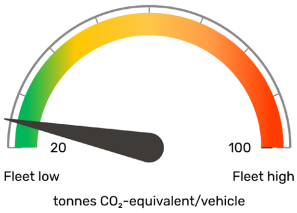
Life Cycle Assessment (LCA) investigates the environmental impact of a car over its entire lifetime, 'from cradle to grave'. In this section, the total vehicle life cycle greenhouse gas emissions are displayed.

ADEQUATE

7.5 /10

Total LCA GHG emissions





Vehicle Life Cycle average emissions **25** (+/-)
(best **21** | worst **28**)

- Production & recycling 33.3%
- Battery production 18.8%
- Tailpipe emissions * 0.0%
- Fuel/energy supply 41.8%
- Maintenance 6.1%

* The scoring does not consider the direct exhaust GHG emissions at the tailpipe, because they are scored separately in 'Exhaust GHG emissions' above.

good | adequate | marginal | weak | poor | not applicable



Driving Experience

Consumption & Range

ADEQUATE

Cold Winter Performance

POOR

Charging Capability

ADEQUATE

Green NCAP Comment

The Ford Puma Gen-E's electric's Driving Experience ranges from poor to adequate.

- The car shows 'good' estimated real-world consumption values for warm weather conditions and mainly 'adequate' figures in cold conditions. However, with the relatively small battery, which was found to deliver a useful capacity of only 42.4 kWh, the estimated real world driving range is regarded as 'poor' in all scenarios and the car is rather suited for city and short distance trips. Drivers can trust the consumption figures shown on the display but need to remember that, as with every other electric vehicle, the displayed figures do not reflect the energy charged from the grid, but only the energy the vehicle uses from its battery. The amount needed to charge it is naturally higher.
- The heating performance of the car in -7°C cold start conditions is poor, and the rear footwell did not reach the target temperature of 16°C during the test. The driving range benefit from preconditioning the car prior to a cold weather trip while it is still plugged in, is marginal. The cabin thermal insulation is adequate – the cabin temperature dropped by 7.4°C after 30 minutes at -7°C with a deactivated vehicle.
- The standard home AC charging receives an 'adequate' mark. Contrary to what might be expected for a car of this type, the fast DC charging performance is impressive. A 10-80% battery recharge takes slightly more than 24 minutes. The vehicle doesn't offer any bidirectional charging functionalities.

Consumption & Range

ADEQUATE

Estimated actual consumption

GOOD

What consumption can be expected in real world conditions?

In-laboratory measured consumption values are only partially representative of real-world use. Green NCAP's estimates aim at providing more realistic figures, which are based on measured results, modified by correction factors.

Conditions	Urban	Rural	Highway	Mixed	
Warm weather	14.6	15.2	18.2	15.8	kWh/100 km
Cold Winter	27.7	21.6	25.8	25.1	kWh/100 km

Driving range

POOR

What driving range can be expected in real world conditions?

Of special importance to consumers is the real-world driving range of electric vehicles. Green NCAP estimates this based on measured data, modified by correction factors.

Conditions	Urban	Rural	Highway	Mixed	
Warm weather	328	314	262	303	km
Cold Winter	172	222	186	190	km

Accuracy of display

GOOD

Is the consumption figure on the display correct?

good adequate poor not applicable

Cold Winter Performance

POOR

Driving range benefit of pre-warming

POOR

How much further can you drive in winter, if the car is pre-warmed?

A cold vehicle has increased energy consumption at the start of its trip, mostly due to the cabin heating demand. Pre-warming the car while it is plugged, when possible, can significantly benefit its driving range in cold weather conditions. Green NCAP's winter tests are performed at -7°C.

Type	Driving Range Benefit	Result
Urban trip	+61 km	
Mixed trip	+37 km	

Cabin heating

POOR

Does the vehicle get warm quickly in winter?

This indicates the time needed to reach 16°C in seconds at different positions in the cabin after the cold vehicle has been started at -7°C ambient temperature.

	Front	Rear
Head area	510 s	497 s
Footwell	1,047 s	

The rear footwell area did not reach target temperature of 16°C during the test.

good adequate poor not applicable

Cold Winter Performance

POOR

Additional heating functions

What functions can be used to improve heating comfort?

Unlike a combustion car, which usually uses the engine's waste heat to provide warmth to the cabin, in electric vehicles, the energy needed comes from the battery. Therefore, there is a trade-off between thermal comfort and energy consumption. Some additional heating functions can deliver good thermal comfort performance at lower energy use compared to heating up the entire cabin. If they can be scheduled or remotely activated before a trip, while the vehicle is still plugged, both comfort and driving range can be notably improved.

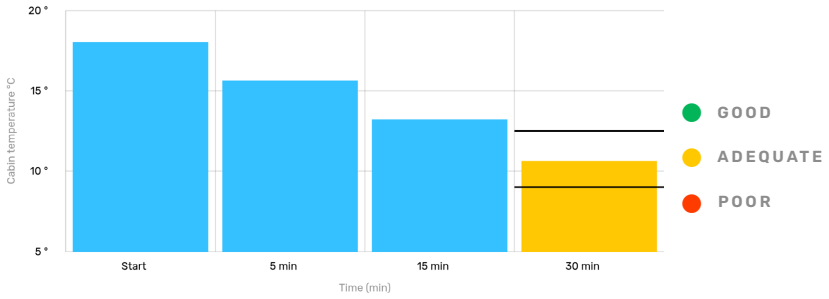
	Y/N	Fitment
Heat pump	✗	
Seating heating front	✗	Optional
Seating heating rear	✗	
Steering wheel heating	✗	Optional
Sheduled pre-heating of seats	✗	
Scheduled steering wheel pre-heating	✗	
Scheduled cabin air pre-heating	✓	
Smart cabin heating management	✗	

Cabin thermal insulation

ADEQUATE

How well does the cabin maintain its temperature?

Assessed here is the average cabin temperature drop after 30 minutes, starting from 18°C when the outside temperature is -7°C and the vehicle is inactive.



good adequate poor not applicable

Charging Capabilities

ADEQUATE

Battery pre-conditioning

Does the vehicle have the ability to optimize the battery temperature for fast charging?

Fast charging is quicker when the battery temperature is in a certain range, and many vehicles possess the function to actively prepare for a coming fast charging event. Most use the charger destination in the navigational system to control the process, and some would offer a manual activation function.

	Manual	Automatic
Battery pre-conditioning	✗	✓

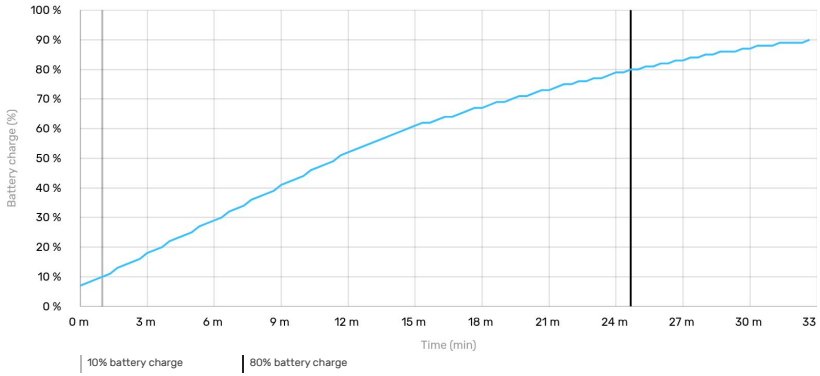
Fast charging

GOOD

Green NCAP's fast charging test verifies the vehicle's ability to recharge fast, which is crucial at long trips or tight schedules. Although constantly improving, not all vehicles offer the same capabilities.

Charging time

How quickly can the battery charge?



good adequate poor not applicable

Charging Capabilities

ADEQUATE

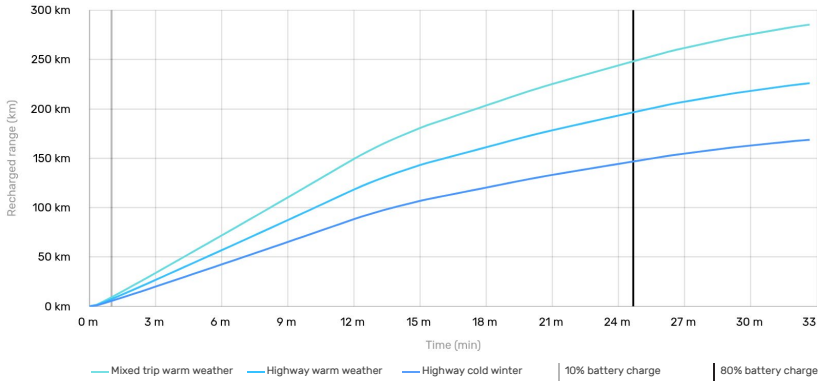
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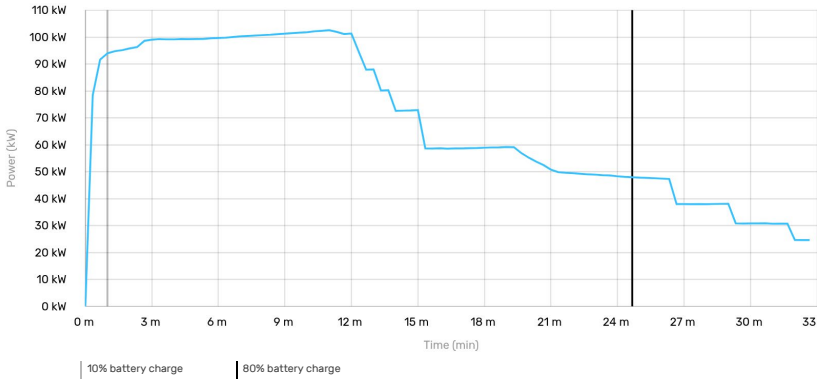
Recharged range gain per charging time

How long do you need to fast charge to drive a certain distance?



Charging power

How quickly does energy flow into the battery, depending on its charge level?



good adequate poor not applicable

Charging Capabilities

ADEQUATE

Home charging efficiency

ADEQUATE

Is charging at home efficiently utilizing the energy withdrawn from the grid?

The assessed efficiency value is the grid-to-battery-output efficiency, which describes what share of the energy taken from the electricity grid is available for the vehicle to use for propulsion and other auxiliary functions. The value encompasses not only the charger efficiency but considers several other losses as well.

Home charging efficiency	89%
Maximum home charging power	11.0 kW

Bidirectional charging

POOR

How capable is the vehicle of supplying energy from its battery to other devices or systems?

Bi-directional charging is available in some vehicles and is gaining increasing popularity. It comes with different power and functionality levels. However, battery usage for purposes additional to regular vehicle driving and charging might be disadvantageous for its durability and manufacturers might introduce limitations to protect it.

Power output

Not available

Compatibility

Vehicle-to-Load (V2L)
The inlet or the interior socket can provide AC power through an electrical domestic socket.

Vehicle-to-Household (V2H)
The vehicle can provide power to a household through a charger.

Vehicle-to-Grid (V2G)
The vehicle can return power to the grid.

Grid integration

Basic
No integration (just a socket for a stand-alone load). No scheduling option. Very basic visualisation.

Limited
Energy management system through the vehicle app (timers availability and power monitoring). Dedicated interface in the car, with mobile app monitoring.

Advanced
Advanced settings available such as tariff and consumption control, linked to distributor energy prices. Advanced real time energy flow visualization. AI powered suggestions for optimal usage.

good adequate poor not applicable

Specifications

Vehicle class
City and Supermini

System power/torque
123.5 kW/290 Nm

Engine size
n.a.

Declared consumption
13.1 kWh/100 km

Declared driving range
Overall 376 km
City 523 km

Declared CO_2
n.a.

Declared battery capacity
Usable (net) 43.6 kWh
Installed (gross) 54.0 kWh

Mass
1,491 kg

Heating concept
PTC heater

Tyres
215/55 R17

Emissions class
AX

Tested car
WF02XXERK1SM0xxxx

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