



2022

Hyundai IONIQ 5

58 kWh electric RWD automatic



10.0 
/10

Clean Air
Index

9.1 
/10

Energy Efficiency
Index

9.3 
/10

Greenhouse Gas
Index

10.0
/10



Clean Air Tests



Laboratory Test

	NMHC	NO _x	NH ₃	CO	PN
10.0/10 Cold Test	●	●	●	●	●
10.0/10 Warm Test	●	●	●	●	●
10.0/10 Highway	●	●	●	●	●
10.0/10 Cold Ambient Test	●	●	●	●	●



Road Test

10.0/10 On-Road Drive	●	●	●	●	●
5.0/5 On-Road Short Trip	●	●	●	●	●
8.0/8 On-Road Heavy Load	●	●	●	●	●
5.0/5 On-Road Light Load	●	●	●	●	●
2.0/2 Congestion	●	●	●	●	●



n.a.



good



adequate



marginal



weak



poor

Comments

The Hyundai IONIQ 5 is a pure electric vehicle. Accordingly, the car 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		→	18.8 kWh/100 km
10.0/10	Warm Test		→	18.5 kWh/100 km
8.5/10	Highway		→	30.2 kWh/100 km
7.9/10	Cold Ambient Test		→	34.8 kWh/100 km

Consumption

Driving Range

Average	22.5 kWh/100 km	311 km
Worst-case	34.8 kWh/100 km	191 km



n.a.



good



adequate



marginal



weak



poor

Comments

The IONIQ 5 shows a very high energy efficiency in the standard Cold and Warm tests. However, in the dynamic Highway Test, energy consumption is significantly greater – 30.2 kWh/100 km need to come from the electricity grid. At -7°C (Cold Ambient Test), the value increases further and is 85% higher compared to the Cold WLTC+ laboratory test, meaning that the driving range will be reduced to 191 km in such wintery conditions. The On-Road Drive needs 17.5 kWh/100 km, allowing a range of about 380 km. The measured charging/discharging efficiency from the charging socket to battery output is 88.4% (11kW AC charging).

9.3 Greenhouse Gases Tests

/10



Greenhouse gases

CO₂

N₂O

CH₄

10.0/10 Cold Test



10.0/10 Warm Test



9.0/10 Highway



8.3/10 Cold Ambient Test



n.a.



good



adequate



marginal



weak



poor

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. As the IONIQ 5 is purely electric, its GHG emissions originate only from the upstream processes of electricity supply - ca. 52-98 g CO₂-eq./km. Thanks to its generally high efficiency and the relatively low CO₂ emissions of EU electricity production, the car scores a high 9.3 out of 10.

Our Verdict

The Hyundai IONIQ 5 is a battery electric crossover utility vehicle (CUV) with generous space and high comfort. Tested here is the model with 58 kWh battery capacity. Despite its high mass, typical for electric cars, the vehicle has low consumption values in the standard WLTC+ tests (Cold and Warm). In the dynamic Highway test, however, the IONIQ 5 consumes significantly more, and under cold winter conditions (WLTC+ test at -7°C), the figure even increases by 85% compared to the standard test. As a result, the driving range under such conditions is reduced, due to the need for cabin heating and battery management strategies. The measured battery capacity of 58.8 kWh corresponds to the declared value (58 kWh) and allows a range of about 380 km in standard real-world trips and moderate air conditioning requirements. The IONIQ 5 offers a unique design, but it comes at the cost of increased aerodynamic drag, compared to other electric vehicles. Higher energy efficiency in cold weather conditions would also help to further improve the vehicle's sustainability score. The lack of polluting exhaust emissions, high energy efficiency and relatively low greenhouse gas emissions from average European power generation give the Hyundai IONIQ 5 a high Weighted Overall Index of 9.4 out of 10 and a solid 5 Green stars rating.

Disclaimer [↗](#)

Specifications

Publication Date 11 2022	Tested Car KMHKM81BFNU01xxxx	Tyres 235/55R19 105W	Emissions Class Euro 6 AX
Mass 1,845 kg	Engine Size n.a.	System Power/Torque 125 kW/350 Nm	Declared CO ₂ n.a.
Declared Battery Capacity 58.0 kWh	Declared Driving Range Overall 384 km City 587 km	Declared Consumption 16.7 kWh/100 km	



Think before you print