

Hyundai KONA

ELECTRIC FWD AUTOMATIC

2024



98%



10.0 
/10

**Clean Air
Index**

9.7 
/10

**Energy Efficiency
Index**

9.9 
/10

**Greenhouse Gas
Index**

10.0
/10



Clean Air Tests



Laboratory Test

NMHC

NO_x

NH₃

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

With no tailpipe emissions, the electric Hyundai Kona naturally scores the full 10 points in the Clean Air part of the assessment.

Energy Efficiency Tests



Laboratory Test

Energy

10.0/10	Cold Test		→	14.7 kWh/100 km
10.0/10	Warm Test		→	14.3 kWh/100 km
9.7/10	Highway		→	21.9 kWh/100 km
9.4/10	Cold Ambient Test		→	24.2 kWh/100 km

Consumption

Driving Range

Average	16.9 kWh/100 km	458 km
Worst-case	24.3 kWh/100 km	308 km



n.a.



good



adequate



marginal



weak



poor

Comments

In the standard WLTC+ Lab Tests, the Kona achieves the second-lowest consumption values measured by the programme so far, just after the Opel Corsa-e. The test figures are even below the declared 14.8 kWh/100 km, even though Green NCAP tests with active cabin climatization, in contrast to the type approval test. The Cold Ambient Test figure of 24.2 kWh/100 km is the third-best recorded value in Green NCAP's history. With cloudy weather and 20°C average ambient temperature, the On-road Drive required only 15.5 kWh/100 km, where the Short Urban Trip only used 10.4 kWh/100 km.

Greenhouse Gases Tests

	<u>Greenhouse gases</u>	CO ₂	N ₂ O	CH ₄
10.0/10	Cold Test			
10.0/10	Warm Test			
10.0/10	Highway			
9.9/10	Cold Ambient Test			



n.a.



good



adequate



marginal



weak



poor

Comments

The Greenhouse Gas 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. Following this approach, the estimated GHG emissions of the fully electric Kona originate only from the upstream processes of electricity supply – only ca. 40 g CO₂ eq./km in the standard Lab Test and reaching just 68 g CO₂ eq./km in the Cold Ambient Test. Thanks to the low energy consumption of the vehicle and the relatively low CO₂ emissions of European electricity production, the Kona scores 9.9/10 in this part of the assessment.

Our Verdict

Hyundai has achieved a lot since Green NCAP tested the first electric Kona in 2020. The new model comes with much longer driving range thanks to a bigger battery and significantly lower consumption values in all tests. The power has also increased from 100 to 160 kW, delivering a more dynamic driving experience and better performance in high power demand situations. From what could be seen as a niche product back then, the new Kona electric has all it takes to be a high sales vehicle on European roads. In the standard lab test and in the -7°C Cold Ambient Test, the new Kona demonstrates consumption results which are among the lowest measured so far. It is important that the car did not sacrifice heating comfort to increase the driving range in the -7°C test. On the contrary, it very quickly reached a comfortable cabin temperature. The low consumption figures are possible also thanks to the very high grid-to-battery-output efficiency of 92% - one of the highest values among all tested electric cars. The tested vehicle can do 341 km in the Highway Test and is expected to cover about 480 km in mixed real-world Driving at favourable conditions. With an Average Score of 98%, the electric Kona receives a very well deserved 5 star rating.

Disclaimer [↗](#)

Specification

Tested Car

TMAH881A2RJ01xxxx

Publication Date 12 2024	Vehicle Class Small SUV	Tyres 215/60 R17 96H	Emissions Class AX
Mass 1,785 kg	Engine Size n.a.	System Power/Torque 160 kW/255 Nm	Declared CO₂ n.a.
Declared Battery Capacity 65.4 kWh	Declared Driving Range Overall 511 km City 677 km	Declared Consumption 14.8 kWh/100 km	

Heating Concept

Waste heat & PTC & Heat pump



Think before you print