

Renault 4 E-Tech

150 HP COMFORT RANGE - TECHNO ELECTRIC FWD
AUTOMATIC



Sustainability Rating

2026



94%



Clean
Air

9.4 /10



Energy
Efficiency

9 /10



Greenhouse
Gases

10 /10

Driving Experience



Consumption
& Range

● ADEQUATE



Cold Winter
Performance

● ADEQUATE



Charging
Capability

● GOOD

Our verdict

The Renault 4 E-Tech electric, like the Renault 5 tested by Green NCAP, achieves high results in the sustainability assessment. The small EV's powertrain is efficient and its life cycle impact benefits from its low mass and moderate battery size.

- › The car scores well for tyre abrasion and collects almost all points for reducing brake abrasion. Production- and electricity related emissions are kept low thanks to compact design and efficiency, resulting in high Clean Air performance.
- › The Renault maintains low energy consumption across all tests due to an efficient powertrain and heating system.
- › The small EV scores full points for greenhouse gases by demonstrating very low life cycle climate impact, supported by compact sizing, European production, and relatively green electricity.

Disclaimer

Think before you print



 Clean Air

9.4 /10

Comments

The Renault 4 scores better than the Renault 5 for tyre abrasion, due to less aggressive accelerator pedal characteristics and beneficial wheel alignment which reduces tyre wear. The brake abrasion scores of both cars are good. Production- and electricity supply-related emissions are low thanks to the Renault's compact size and good efficiency. Overall, the Clean Air performance is very good.

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

GOOD ●

10.0 /10

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](#)

	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

GOOD ●

10.0 /10

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

	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



9.4 /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 ●

8.2 /10

Tyre wear

ADEQUATE ●

4.3 /6

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](#)

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

Brake wear

GOOD ●

5.6 /6

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](#)

	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



9.4 /10

Additional Life Cycle Assessment information

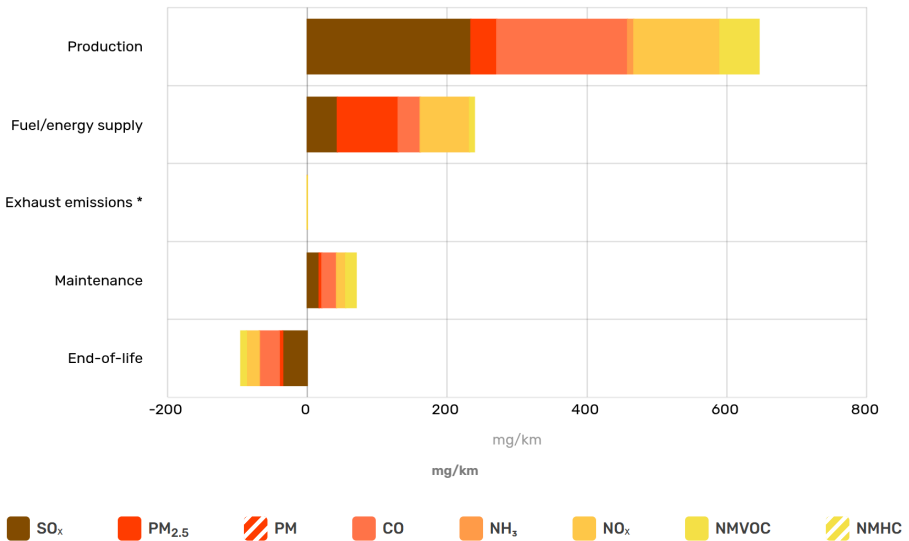
Life Cycle Assessment (LCA) investigates the environmental impact of a car over its entire lifetime, 'from cradle to grave'. In this section, pollutants are estimated in the various stages of a vehicle's life other than use. The chart also displays the measured emissions related to usage, which are taken 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 ●

8.6 /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 /10

Comments

The Renault 4 is equipped with a low-consuming powertrain and an efficient heating system, which features a heat pump as a standard. Its consumption figures remain low even in the challenging highway cycle and in the -7°C cold weather sequence. The on-road drive was performed on a dry road at 13°C and the recorded electricity demand is 15.7 kWh/100 km.

Energy demand

GOOD ●

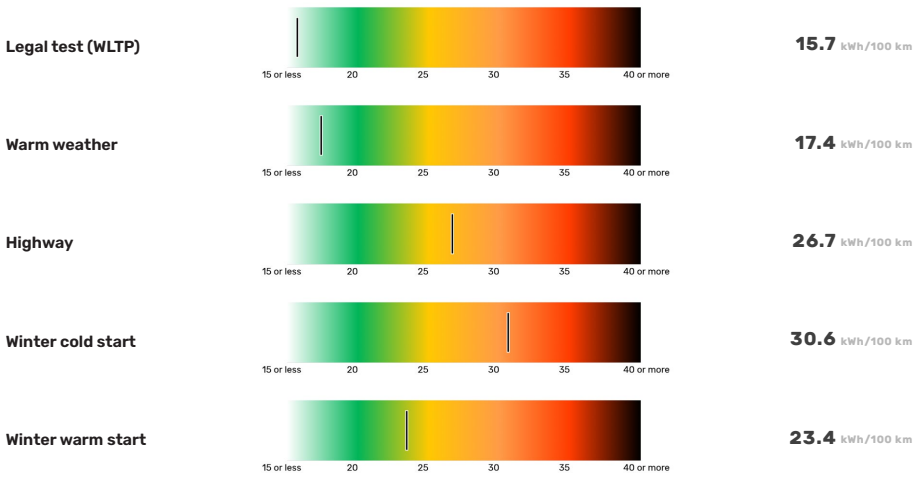
9.0 /10

Propulsion energy consumption in laboratory

GOOD ●

9.4 /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 /10

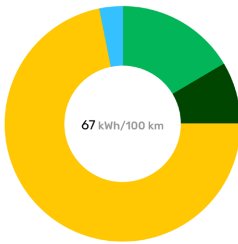
Additional Life Cycle Assessment information

GOOD ●

9.3 /10

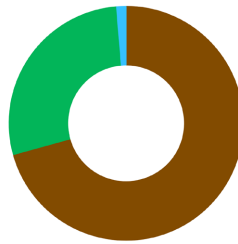
Life Cycle Assessment (LCA) investigates the environmental impact of a car over its entire lifetime 'from cradle to grave'. In this section, the total vehicle life cycle primary energy demand is displayed. The scoring does not consider the direct propulsion energy use, because it is scored separately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

Total LCA energy consumption



- Production & recycling 16.5%
- Battery production 8.5%
- Fuel/energy supply * 71.9%
- Maintenance 3.1%

Energy source share in total LCA consumption



- Fossil 70.7%
- Renewable 28.0%
- Other 1.3%

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 /10

Comments

Greenhouse gases is this compact urban SUV's forté. It easily gathered full points, demonstrating very low life cycle impact on the climate, thanks to adequate sizing, production in Europe, and the relatively green European average electricity. The total number is calculated to 108.3 g CO₂-eq./km, which is below Green NCAP's lower threshold.

Exhaust GHG emissions

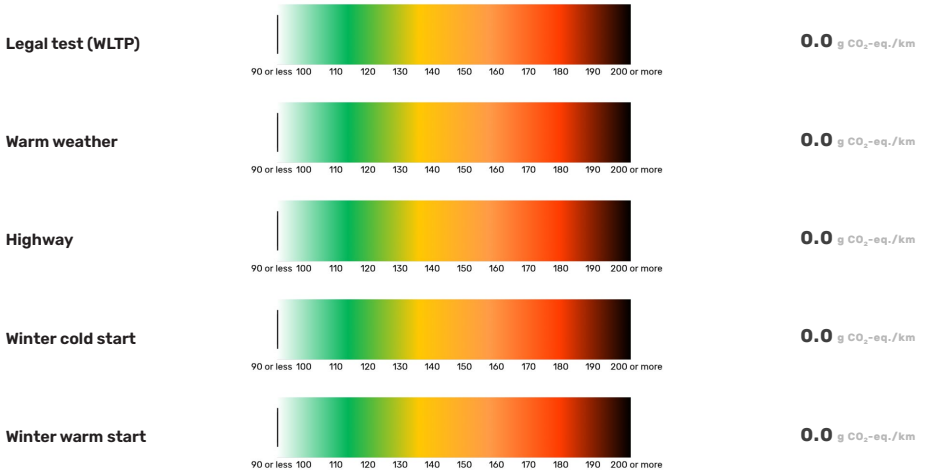
Combustion of conventional fuels releases greenhouse gases at the vehicle's tailpipe. The most significant of these gases are the emissions of CO₂. Green NCAP's assessment considers methane (CH₄) and laughing gas (N₂O) as well. Together, these are counted with their global warming potential to a sum known as CO₂ equivalent.

GOOD ●

10.0 /10

In laboratory

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 Greenhouse Gases

10 /10

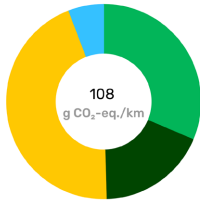
Additional Life Cycle Assessment information

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.

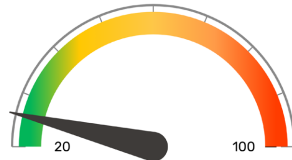
ADEQUATE ●

7.1 /10

Total LCA GHG emissions



- Production & recycling 31.4%
- Battery production 18.2%
- Tailpipe emissions * 0.0%
- Fuel/energy supply 44.6%
- Maintenance 5.8%



Vehicle Life Cycle average emissions **26** (+/-)
(best **22** | worst **30**)

* 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

● ADEQUATE



Charging Capability

● GOOD

Green NCAP Comment

The Renault 4 E-Tech electric's Driving Experience ranges from adequate to good.

- › The small electric SUV shows adequate estimated real-world consumption values in different tests. The resulting overall driving range performance is adequate. Generally, drivers can trust the consumption figures shown on the display but, as with the Renault 5, Green NCAP measured a high discrepancy in the winter tests at -7°C . Drivers need to remember that the display figures do not reflect the energy amount 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 not equally distributed and, while some areas get warm quickly, others need longer. The rear footwell did not reach target temperature during the test. The Renault's driving range can benefit well from preconditioning the car prior to a cold weather trip, while it is still plugged. This way, an additional 125 km of range can be gained in urban trips. For a mixed trip, the figure is 60 km. The cabin thermal insulation is adequate.
- › The standard home AC charging receives a 'good' rating and the fast DC charging performance is adequate. Like the Renault 5, the vehicle impresses with its capability of bidirectional charging. It is prepared for vehicle-to-grid operation and can deliver up to 11 kW to a connected external consumer.



Consumption & Range

ADEQUATE

Estimated actual consumption

ADEQUATE

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	17.8	17.6	21.3	18.6	kWh/100 km
Cold Winter	29.3	23.0	28.4	27.0	kWh/100 km

Driving range

ADEQUATE

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	334	338	280	320	km
Cold Winter	203	259	210	220	km

Accuracy of display

ADEQUATE

Is the consumption figure on the display correct?



good adequate poor not applicable



Cold Winter Performance

ADEQUATE

Driving range benefit of pre-warming

ADEQUATE

[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	+125 km	
Mixed trip	+60 km	

Cabin heating

ADEQUATE

[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	90 s	347 s
Footwell	498 s	

The target temperature in the rear footwell was not reached during the test.



good adequate poor not applicable



Cold Winter Performance

ADEQUATE ●

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	✓	Standard
Seating heating front	✓	Optional for the tested version
Seating heating rear	✗	
Steering wheel heating	✓	Optional for the tested version
Scheduled pre-heating of seats	✓	Optional for the tested version
Scheduled steering wheel pre-heating	✗	Optional for the tested version
Scheduled cabin air pre-heating	✓	Standard
Smart cabin heating management	✗	

Cabin thermal insulation

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.

ADEQUATE ●





Charging Capabilities

GOOD ●

Battery pre-conditioning

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

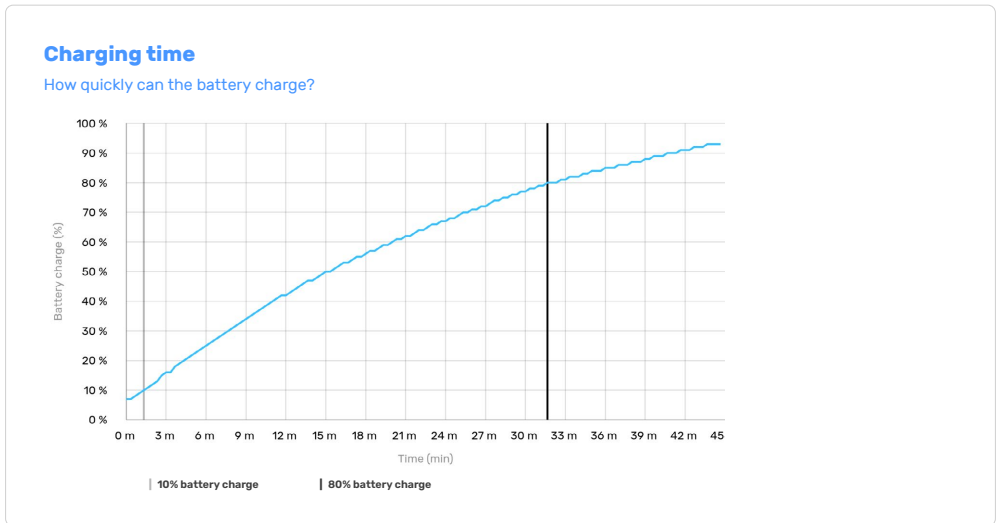
Fast charging is quicker when the battery temperature is in a certain range, and many vehicles possess the function to actively prepare for a coming fast charging event. Most use the charger destination in the navigational system to control the process, and some would offer a manual activation function.

	Manual	Automatic
Battery pre-conditioning	✕	✓

Fast charging

ADEQUATE ●

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.



● good ● adequate ● poor ● not applicable

Charging Capabilities

GOOD ●

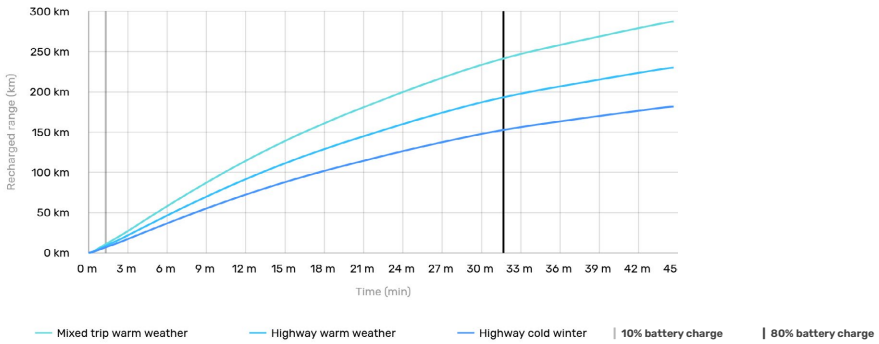
Fast charging

ADEQUATE ●

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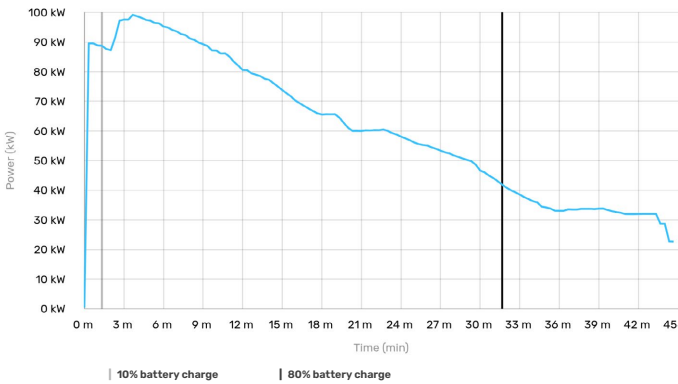
Recharged range gain per charging time

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

GOOD ●

Home charging efficiency

GOOD ●

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

91% ●

Maximum home charging power

11.0 kW Standard

Bidirectional charging

GOOD ●

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

11.0 kW

Fitment: Standard

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.

Fitment: Standard

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

Small Family Car

System power/torque

110 kW/245 Nm

Engine size

n.a.

Declared consumption

15.7 kWh/100 km

Declared driving range

Overall 393 km

City 552 km

Declared CO₂

n.a.

Declared battery capacity

Usable (net) 52.0 kWh

Installed (gross) 55.0 kWh

Mass

1,495 kg

Heating concept

Waste heat & PTC heater

Tyres

195/60R18

Emissions class

AX

Tested car

VYSP01H047387_{XXXX}

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