Renault 5 E-Tech

150 HP – ICONIC FIVE ELECTRIC FWD AUTOMATIC

Sustainability Rating

2026 ★★★★★ 94%

Clean Air
9.1 /10

Energy Efficiency
9.3 /10

Greenhouse Gases
10 /10

Driving Experience

Consumption & Range
ADEQUATE

Cold Winter Performance
GOOD

Charging Capability
ADEQUATE

Our verdict

The Renault 5 E-Tech electric 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 more poorly for tyre abrasion but achieves strong brake abrasion results by making good use of its regenerative braking. Production- and electricity related emissions are kept low thanks to compact design and efficiency, resulting in good Clean Air performance.
- The Renault maintains low energy consumption across tests due to an efficient powertrain and heating system. It shows slightly elevated demand during cold starts but quickly reduces consumption once warmed up.
- 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

9.1 /10

Comments

The Renault 5 did not score especially well for tyre abrasion, due to aggressive accelerator pedal characteristics and a wheel alignment which increases tyre abrasion. The brake abrasion score, however, is high, because the car widely uses the electric motor to recuperate kinetic energy and to reduce its speed, instead of using the friction brakes. Production- and electricity supply-related emissions are low thanks to the Renault's compact size and good efficiency. Overall, the Clean Air performance is high.

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

9.1 /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

6.6 /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

2.9 /6

	Result	Score
Influence of mass		2.4 /3
Wheel alignment		0.5 /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

ADEQUATE

5.1 /6

	Result	Score
Brake dust mitigation		0.0 /4
Brake dust containment		0.0 /6
Recuperative braking - warm test		5.1 /6

good adequate marginal weak poor not applicable

Clean Air

9.1 /10

Additional Life Cycle Assessment information

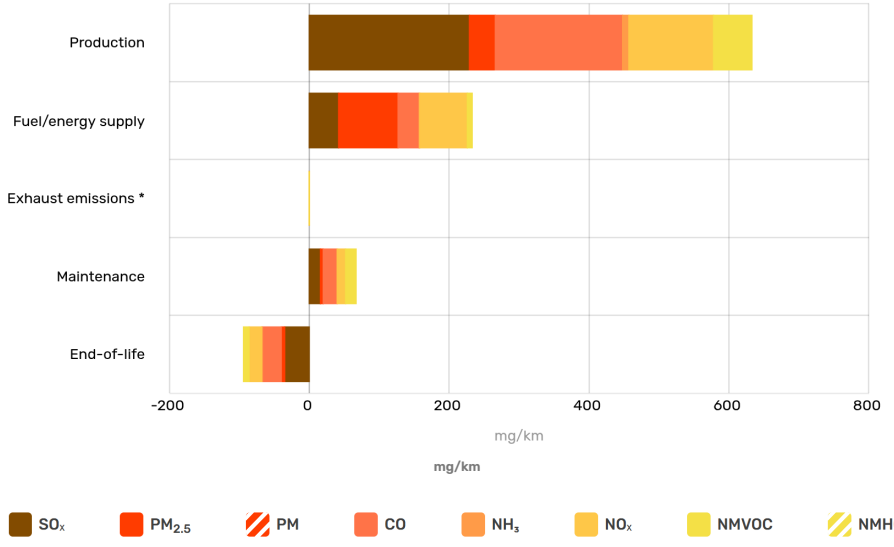
Life Cycle Assessment (LCA) investigates the environmental impact of a car over its entire lifetime, 'from cradle to grave'. In this section, pollutants are estimated in the various stages of a vehicle's life other than use. The chart also displays the measured emissions related to usage, which are taken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

8.8 /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

9.3 /10

Comments

The tested Renault 5 is equipped with a low-consuming powertrain and an efficient heating system, so that its consumption figures remain low even in the challenging highway cycle and in the -7°C cold weather sequence. The energy demand in the cold start cold winter test at -7°C is slightly more than expected, but once the cabin and the powertrain have reached operation temperatures the consumption is significantly lowered.

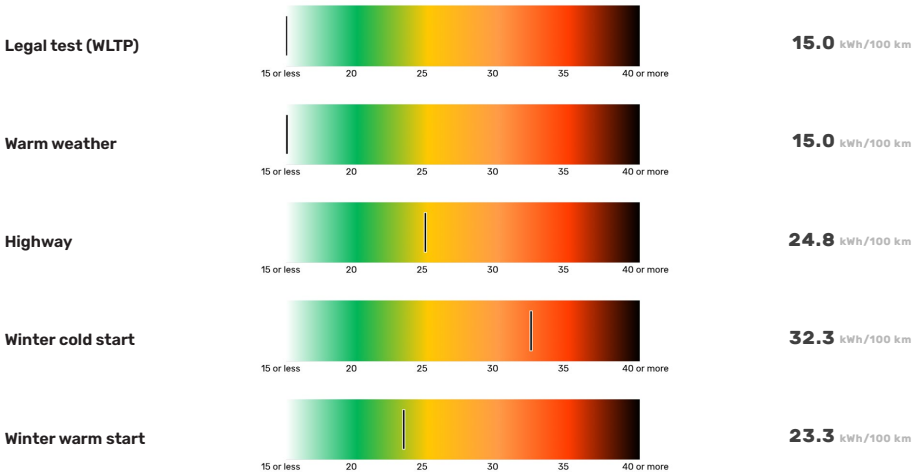
Energy demand

GOOD **9.2** /10

Propulsion energy consumption in laboratory

GOOD **9.6** /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

9.3 /10

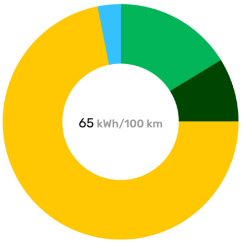
Additional Life Cycle Assessment information

GOOD

9.5/10

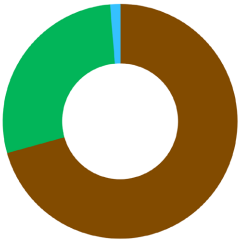
Life Cycle Assessment (LCA) investigates the environmental impact of a car over its entire lifetime 'from cradle to grave'. In this section, the total vehicle life cycle primary energy demand is displayed. The scoring does not consider the direct propulsion energy use, because it is scored separately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

Total LCA energy consumption



- Production & recycling 16.3%
- Battery production 8.7%
- 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 where this small and efficient urban vehicle scores best. It easily gathered full points, demonstrating very low life cycle impact on the climate, thanks to adequate sizing, production in Europe, and relatively green European average electricity. The total number is calculated to 105.3 g CO_2-eq./km, which is below Green NCAP's lower threshold.

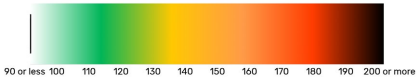
Exhaust GHG emissions

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



Legal test (WLTP)	**0.0** g CO_2-eq./km
Warm weather	**0.0** g CO_2-eq./km
Highway	**0.0** g CO_2-eq./km
Winter cold start	**0.0** g CO_2-eq./km
Winter warm start	**0.0** g CO_2-eq./km

good adequate marginal weak poor not applicable

Greenhouse Gases

10 /10

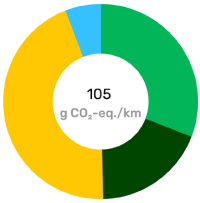
Additional Life Cycle Assessment information

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.

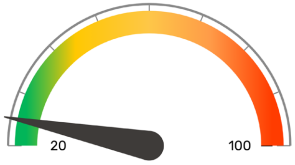
ADEQUATE

7.3 /10

Total LCA GHG emissions



- Production & recycling 31.0%
- Battery production 18.7%
- Tailpipe emissions * 0.0%
- Fuel/energy supply 44.5%
- Maintenance 5.8%



tonnes CO_2-equivalent/vehicle

Vehicle Life Cycle average emissions **25** (+/-)
(best **22** | worst **31**)

* 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

GOOD

Charging Capability

ADEQUATE

Green NCAP Comment

The Driving Experience of the the Renault 5 E-Tech electric is generally adequate or good.

- The small electric EV demonstrates relatively low estimated real-world consumption values in different tests, resulting in adequate driving ranges. Overall, drivers can trust the consumption figures shown on the display, but Green NCAP measured a high discrepancy in the cold start winter test 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 impressively fast. In the rear right footwell, however, the measurement showed that it would take longer to reach comfortable temperatures. The Renault's driving range can benefit strongly from preconditioning prior to a cold weather trip, while it is still plugged in. This way, an additional 132 km of range can be gained in urban trips. For a mixed trip, the figure is 71 km. The cabin thermal insulation is adequate, narrowly missing a 'good' rating.
- Both the standard home AC charging and the fast DC charging performance are adequate. The vehicle impresses with its capability of bidirectional charging. The small Renault 5 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

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	13.4	15.8	19.5	16.1	kWh/100 km
Cold Winter	32.1	23.2	27.7	27.8	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	439	372	302	366	km
Cold Winter	184	254	213	212	km

Accuracy of display

ADEQUATE

Is the consumption figure on the display correct?

good adequate poor not applicable

Cold Winter Performance

GOOD

Driving range benefit of pre-warming

GOOD

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	+132 km	●
Mixed trip	+71 km	●

Cabin heating

GOOD

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	266 s ●	291 s ●
Footwell	252 s ●	

The rear footwell area left reached the temperature in 449 seconds and in the right in 1,511 seconds.

● good ● adequate ● poor ● not applicable

Cold Winter Performance

GOOD

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.

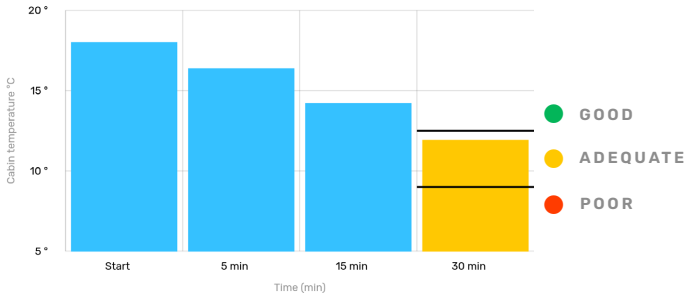
	Y/N	Fitment
Heat pump	✓	Standard for the tested version
Seating heating front	✓	Standard for the tested version
Seating heating rear	✗	
Steering wheel heating	✓	Standard for the tested version
Sheduled pre-heating of seats	✓	Standard for the tested version
Scheduled steering wheel pre-heating	✓	Standard for the tested version
Scheduled cabin air pre-heating	✓	Standard
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	✗	✓

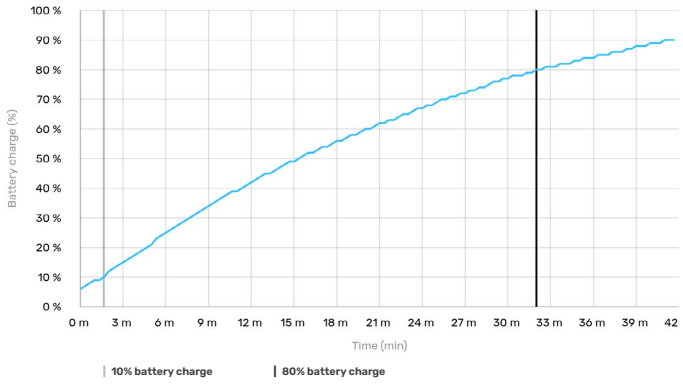
Fast charging

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.

Charging time

How quickly can the battery charge?



good adequate poor not applicable

Charging Capabilities

ADEQUATE

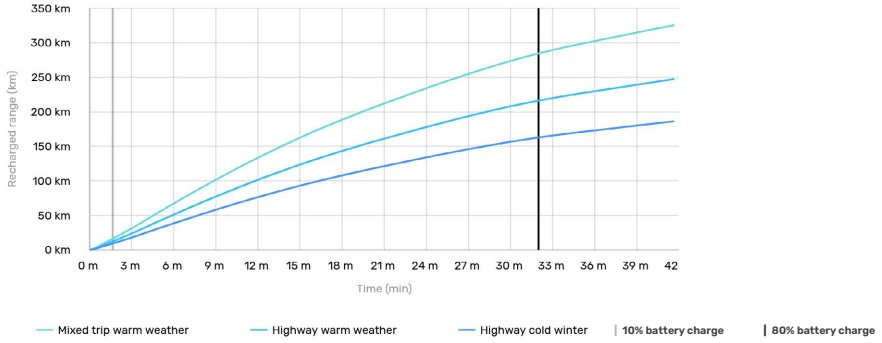
Fast charging

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.

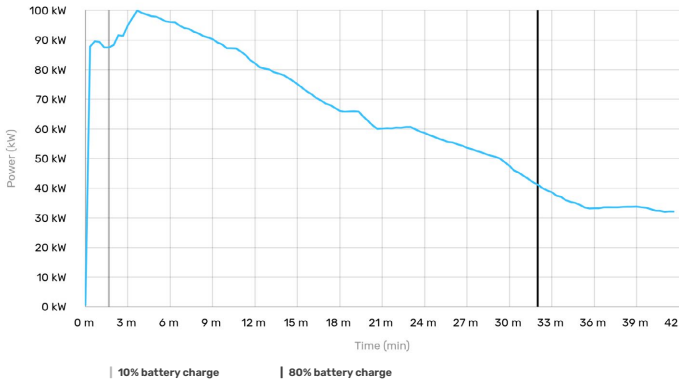
Recharged range gain per charging time

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	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 for the tested version**

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 for the tested version**

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
110 kW/245 Nm

Engine size
n.a.

Declared consumption
15 kWh/100 km

Declared driving range
Overall 412 km
City 574 km

Declared CO_2
n.a.

Declared battery capacity
Usable (net) 52.0 kWh
Installed (gross) 55.0 kWh

Mass
1,453 kg

Heating concept
Waste heat & PTC heater & heat pump

Tyres
195/55R18

Emissions class
AX

Tested car
VYSP010087408xxxx

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