

# ZEEKR X

LONG RANGE ELECTRIC RWD AUTOMATIC

2024



96%



10.0   
/10

**Clean Air  
Index**

9.3   
/10

**Energy Efficiency  
Index**

9.6   
/10

**Greenhouse Gas  
Index**

10.0  
/10



# Clean Air Tests



## Laboratory Test

NMHC

NO<sub>x</sub>

NH<sub>3</sub>

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 ZEEKR X naturally scores the full 10 points in the Clean Air Index.

# Energy Efficiency Tests



## Laboratory Test

### Energy

|         |                   |  |   |                 |
|---------|-------------------|--|---|-----------------|
| 10.0/10 | Cold Test         |  | → | 19.7 kWh/100 km |
| 10.0/10 | Warm Test         |  | → | 18.9 kWh/100 km |
| 9.0/10  | Highway           |  | → | 27.1 kWh/100 km |
| 8.6/10  | Cold Ambient Test |  | → | 29.9 kWh/100 km |

### Consumption

### Driving Range

|            |                 |        |
|------------|-----------------|--------|
| Average    | 21.9 kWh/100 km | 353 km |
| Worst-case | 29.9 kWh/100 km | 252 km |



n.a.



good



adequate



marginal



weak



poor

## Comments

In cold conditions at -7°C, the ZEEKR X's energy consumption rises to 30 kWh/100 km, which is not surprising for a car of this size and quick cabin heating performance. The challenging Highway Test results in a relatively high energy demand. In the standard lab WLTC+ tests, the ZEEKR managed to keep its consumption values below 20 kWh/100 km. A result of 19 kWh/100 km was recorded in the On-Road drive at sunny 21°C and dry road. The vehicle's grid-to-battery output charging/discharging efficiency when AC charging is 88.2% - a fairly typical value for modern electric cars.

# 9.6

/10

## Greenhouse Gases Tests



### Greenhouse gases

CO<sub>2</sub>

N<sub>2</sub>O

CH<sub>4</sub>

10.0/10 Cold Test



10.0/10 Warm Test



9.5/10 Highway



9.0/10 Cold Ambient Test



n.a.



good



adequate



marginal



weak



poor

### Comments

This Index is based on a Well-to-Wheel+ approach, meaning that the GHG emissions related to the supply of the energy are added to those of the tailpipe. As the ZEEKR X is purely electric, its GHG emissions originate only from electricity supply – ca. 53-84 g CO<sub>2</sub>-eq./km, depending on the test consumption. Thanks to its generally low energy consumption and the low greenhouses intensity of European electricity supply, the score in this part of the assessment is an excellent 9.6 out of 10.

## Our Verdict

With its appealing design and luxurious driving experience, the ZEEKR X manages to attract attention and makes a striking debut in the European market. Tested here is the long range, rear wheel drive version with 65 kWh declared usable battery capacity, which enables the car to drive around 400 km not only according to the WLTP+ procedure but also in real-world, provided that the cabin heating demand is low. In highway driving with up to 130 km/h and full power accelerations, a range of around 280 km can be expected. Green NCAP's Cold Ambient Test simulates a very challenging scenario where the vehicle needs to operate at -7°C, and if the trips last about 30 minutes and are always started cold, the heating system will reduce the total cumulated range to approx. 250 km. Green NCAP's battery capacity test revealed a usable capacity of 66.4 kWh, slightly more than ZEEKR's claimed figure. The vehicle's dashboard communicates the energy consumption figures fairly and the board computer values closely match the real measured numbers at the battery output terminals. However, as is the case with other electric vehicles, the displayed values do not consider the losses of the charging/discharging process, and consumers should always refer to the amount of energy needed for charging and which need to be paid for. Overall, the ZEEKR X demonstrates an efficient powertrain and scores a well-deserved 5 Green Stars with very high Average Score of 96%.

## Disclaimer [↗](#)

## Specification

### Tested Car

L6TBX2015PF50xxxx

|  |  |  |  |
|--|--|--|--|
| <b>Publication Date</b><br>05 2024                     | <b>Vehicle Class</b><br>Small SUV                                  | <b>Tyres</b><br>235/50R 19                     | <b>Emissions Class</b><br>Euro 6 AX    |
| <b>Mass</b><br>1,855 kg                                | <b>Engine Size</b><br>n.a.   | <b>System Power/Torque</b><br>200 kW/343 Nm    | <b>Declared CO<sub>2</sub></b><br>n.a. |
| <b>Declared Battery Capacity</b><br>65.0 kWh           | <b>Declared Driving Range</b><br>Overall 446.5 km<br>City 593.9 km | <b>Declared Consumption</b><br>16.3 kWh/100 km |  |
| <b>Heating Concept</b><br>Waste heat & PTC & Heat pump |  |  |  |



Think before you print