

Tesla Model 3

REAR-WHEEL DRIVE ELECTRIC RWD AUTOMATIC

2024 98%



Clean Air Index

9.7

Energy Efficiency Greenhouse Gas Index

9.8

Index



Laboratory Test	NMHC	NO _x	NH ₃	СО	PN	
Cold Test						
Warm Test						
Highway						
Cold Ambient Test						
Road Test						
On-Road Drive						
On-Road Short Trip						
On-Road Heavy Load						
On-Road Light Load						
Congestion						
	Cold Test Warm Test Highway Cold Ambient Test Road Test On-Road Drive On-Road Short Trip On-Road Heavy Load On-Road Light Load	Cold Test Warm Test Highway Cold Ambient Test Road Test On-Road Drive On-Road Short Trip On-Road Heavy Load On-Road Light Load	Cold Test Warm Test Highway Cold Ambient Test Road Test On-Road Drive On-Road Short Trip On-Road Heavy Load On-Road Light Load	Cold Test Warm Test Highway Cold Ambient Test Road Test On-Road Drive On-Road Short Trip On-Road Heavy Load On-Road Light Load	Cold Test Warm Test Highway Cold Ambient Test Road Test On-Road Drive On-Road Short Trip On-Road Heavy Load On-Road Light Load	Cold Test Warm Test Highway Cold Ambient Test Road Test On-Road Drive On-Road Short Trip On-Road Heavy Load On-Road Light Load













Comments

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

9.7

Energy Efficiency Tests

	Laboratory Test	Energy			
10.0 /10	Cold Test		\rightarrow ·	15.2 kWh/100 km	
10.0 /10	Warm Test		\rightarrow \cdot	14.8 kWh/100 km	
9.9/10	Highway		\rightarrow 2	20.8 kWh/100 km	
9.0/10	Cold Ambient Test		\rightarrow 2	26.9 kWh/100 km	
		Consumption	Dri	ving Range	
	Average	16.9 kWh/100 km		409 km	
	Worst-case	26.9 kWh/100 km		251 km	













Comments

The new Model 3 consumption values in the standard Cold and Warm Lab Tests – 15.2 and 14.8 kWh/100 km, respectively – are among the lowest results Green NCAP has ever recorded. The same is true for the 26.9 kWh/100 km measured in the -7°C Cold Ambient Test, where the car managed to keep the electricity demand low despite the quick cabin heat-up and provision of high thermal comfort. But the new Model 3 has even more to offer – the lowest On-Road Drive consumption with 14.2 kWh/100 km (same as the supermini Dacia Spring tested in 2022) and a new Highway Test record of 20.8 kWh/100 km.

	Greenhouse gases	CO ₂	N ₂ O	CH₄
10.0 /10	Cold Test			
10.0 /10	Warm Test			
10.0 /10	Highway			
9.5 /10	Cold Ambient Test			













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 Model 3 originate only from the upstream processes of electricity supply – only ca. 43 g CO₂ eq./km in the standard Lab Test and reaching 76 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 Model 3 scores a high 9.8/10 in this part of the assessment.

Our Verdict

In 2022 Green NCAP tested a Tesla Model 3 for the first time and the vehicle set new standards for energy efficiency. Today, the result of the new Model 3 are even more impressive. Tested here is the rear wheel drive version. Its mass of 1,763 kg doesn't make it a light-weight, but the efficient powertrain in combination with the extremely optimised aerodynamics helps it not only keep its image as one of the most efficient electric vehicles without any compromise on comfort, but to set a new record value once again – only 20.8 kWh/100 km in the BAB130 Highway Test. Green NCAP confirmed a usable battery capacity of 60 kWh, which allows the small Tesla to go for 324 km of high dynamic high speed Highway driving. The mixed driving type real-world On-Road Drive was performed on a dry road in sunny weather with a favourable temperature of 20°C. Under such conditions, the Model 3 recorded a consumption of only 14.2 kWh/100 km, corresponding to a range of 475 km. The short Urban Trip needed just 12.4 kWh/100 km and could be repeated for 547 km in total. In the Cold Ambient Test at -7°C, not only is the low consumption figure impressive, but also the fact that the thermal management system reached 18°C at the front passenger's headrest in only 3 minutes, clearly not sacrificing comfort to increase driving range.

The new Model 3 again is a reason for Tesla engineers to be proud of their achievement. It receives an Average Score of 98% and collects 5 Green stars.

Disclaimer 2

Specification

Tested Car

Publication Date				
12 2024				

Vehicle Class
Large Family Car

Tyres 235/45R18 Emissions Class

Mass

Engine Size

System Power/Torque 208 kW/350 Nm Declared CO₂

Declared Battery Capacity 60.0 kWh Overall 513 km
City 652 km

Declared Consumption 13.2 kWh/100 km

Heating Concept
Waste heat & Heat pum



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