



2023

# VW ID.5

Pro Performance electric RWD automatic



10.0   
/10

Clean Air  
Index

9.4   
/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 electric ID.5 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		→	16.1 kWh/100 km
10.0/10	Warm Test		→	16.3 kWh/100 km
9.8/10	Highway		→	21.6 kWh/100 km
8.1/10	Cold Ambient Test		→	33.4 kWh/100 km

### Consumption

### Driving Range

Average	18.0 kWh/100 km	476 km
Worst-case	33.4 kWh/100 km	252 km



n.a.



good



adequate



marginal



weak



poor

## Comments

The ID.5 demonstrates impressively low consumption values in the 23°C Cold and Warm start laboratory tests - ca. 16 kWh/100 km. The high heating demand in the -7°C Cold Ambient Test more than doubles that figure, to 33.4 kWh/100 km. Good aerodynamics help the ID.5 complete the Highway cycle using just 21.6 kWh/100 km – one of the best results measured by Green NCAP in that test, sufficient for a range of 390 km. The standard On-Road Drive was performed at around 9°C and the ID.5 needed about just 17.5 kWh/100 km, which results in an expected driving range of about 480 km.

# 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



10.0/10 Highway



8.5/10 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. The vehicle's production is not yet included in the assessment due to the implicit limitations of generic data about global supply chains, but its estimated value can be found in Green NCAP's LCA results [↗](#). As the ID.5 is purely electric, its GHG emissions originate only from the processes of electricity supply, ca. 45-94 g CO<sub>2</sub>-eq./km, depending on the consumption. Thanks to its highly efficient powertrain and charger and the relatively low CO<sub>2</sub> emissions of EU electricity mix, the car scores a high 9.6 out of 10.

## Our Verdict

Tested here is the Volkswagen ID.5 Pro Performance with 150 kW and 77 kWh battery. Even though the car weighs more than 2.100 kg due to its big battery, the demonstrated efficiency performance is impressive. The recorded consumption values are among the lowest measured by Green NCAP so far. The energy demand in the -7°C Cold Ambient Test is high, but this is the price of comfortable in-cabin heating and battery management strategies despite the presence of both a PTC heater and a heat pump. The large battery enables the vehicle to drive a little more than 500 km according to the WLTP+ procedure. With the high consumption measured in Green NCAP's Cold Ambient Test, a range of 250 km can be covered starting with a full battery, but around 480 km can be expected under moderate ambient conditions in a real-world drive. The usable battery capacity measured by Green NCAP matches exactly the officially declared value of 77 kWh. When charging with 11 kW, the overall efficiency from the grid to the output side of the battery is an impressive 91.1%. The VW ID.5 presents a lot of the progress electric vehicles are making nowadays and easily reaches an Average Score of 96% and 5 Green stars.

## Disclaimer [↗](#)

## Specification

Tested Car  
WVGZZZE2ZNP50XXXX

Publication Date 06 2023	Vehicle Class Small SUV	Tyres 235/55 255/50 R19	Emissions Class Euro 6 AX
Mass 2,138 kg	Engine Size n.a.	System Power/Torque 150 kW/310 Nm	Declared CO <sub>2</sub> n.a.
Declared Battery Capacity 77.0 kWh	Declared Driving Range Overall 501 km City 667 km	Declared Consumption 17.5 kWh/100 km	
	Heating Concept PTC + Heat pump		



Think before you print