Honda e:Ny1

RS101 ELECTRIC FWD AUTOMATIC

2024 ★★★★★ 94%

10.0 /10
Clean Air Index

9.0 /10
Energy Efficiency Index

9.2 /10
Greenhouse Gas Index

10.0 /10 Clean Air Tests

	Laboratory Test	NMHC	NO_x	NH_3	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 Honda e:Ny1 naturally scores the full 10 points in the Clean Air part of the assessment.

9.0 /10 Energy Efficiency Tests

	Laboratory Test	Energy		
10.0/10	Cold Test		→	17.4 kWh/100 km
10.0/10	Warm Test		→	17.2 kWh/100 km
9.0/10	Highway		→	27.3 kWh/100 km
7.1/10	Cold Ambient Test		→	40.2 kWh/100 km

	Consumption	Driving Range
Average	20.6 kWh/100 km	331 km
Worst-case	40.2 kWh/100 km	162 km

n.a. good adequate marginal weak poor

Comments

The Honda e:Ny1 demonstrates low consumption in the Cold and Warm Laboratory Tests – ca. 17.2 – 17.4 kWh/100 km. In the Highway cycle, the electric SUV uses 27.3 kWh/100 km, corresponding to a range of 234 km. The On-Road Drive was performed on a dry road at around 19°C and the e:Ny1 needed slightly more than 17 kWh/100 km, giving it a range of around 376 km. In the -7°C Cold Ambient Test, the mid-sized SUV disappoints with an energy demand of 40.2 kWh/100 km from the grid, meaning a worst case of 162 km driving range, if this trip is repeated until the battery is depleted.

9.2 /10 Greenhouse Gases Tests

	Greenhouse gases	CO_2	N_2O	CH_4
10.0/10	Cold Test			
10.0/10	Warm Test			
9.5/10	Highway			
7.4/10	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 inGreen NCAP's LCA results. As the e:Ny1 is purely electric, its GHG emissions originate only from electricity supply – ca. 49-113 g CO_2-eq./km, depending on the test consumption.

Our Verdict

Tested here is the e:Ny1, Honda's first electric SUV. It is a mid-size vehicle with an empty weight of 1,677 kg. The battery holds 68.8 kWh of installed capacity, not all of which is available to use. The available capacity value as measured in Green NCAP's battery test is 58.75 kWh, which is enough for about 380 km in real-world driving when consuming about 17 kWh/100 km as in the tested On-Road Drive scenario. The e:Ny1 shows consumption values lower than the officially declared WLTP figure, although Green NCAP tests with the air-conditioning activated. With 27.3 kWh/100 km, the energy demand in the Highway Test is also creditable. It is the -7°C Cold Ambient Test where the vehicle fails to impress. Here, Green NCAP measured a very high figure of 40.2 kWh/100 km. This value also limits the score in the Greenhouse Gas Index. An important figure influencing the total energy consumption is the efficiency of electricity transport from the charging socket to the battery output and here Honda can be proud of above fleet average 90.2%. Overall, Honda's new family member – the e:Ny1 – achieves an average score of 94% and 5 Green stars.

Disclaimer

Specification

Tested Car
LVHRS1876P500xxxx

Publication Date	Vehicle Class	Tyres	Emissions Class
11 2024	Small SUV	225/50 R18	AX

Mass	Engine Size	System Power/Torque	Declared CO_2
1,677 kg	n.a.	150 kW/310 Nm	n.a.

Declared Battery Capacity
58.7 kWh

Declared Driving Range
Overall 412 km
City 608 km

Declared Consumption
18.2 kWh/100 km

Heating Concept
PTC

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