



2021

Nissan LEAF e+

A03 electric 4x2 automatic



10.0 
/10

Clean Air
Index

9.9 
/10

Energy Efficiency
Index

10.0 
/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 Cold Ambient Test	●	●	●	●	●
10.0/10 Highway	●	●	●	●	●



Road Test

10.0/10 On-Road Drive	●	●	●	●	●
8.0/8 On-Road Heavy Load	●	●	●	●	●
5.0/5 On-Road Light Load	●	●	●	●	●
5.0/5 On-Road Short Trip	●	●	●	●	●
2.0/2 Congestion	●	●	●	●	●



Robustness



n.a.



good



adequate



marginal



weak



poor

Comments

The Nissan LEAF e+ is a pure electric vehicle and no pollutants are emitted at the tailpipe. Accordingly, the car scores the maximum index of 10 in this part of the assessment.

Energy Efficiency Tests



Laboratory Test

Energy

10.0/10	Cold Test		→	20.2 kWh/100 km
10.0/10	Warm Test		→	19.1 kWh/100 km
9.7/10	Cold Ambient Test		→	32.0 kWh/100 km
10.0/10	Highway		→	28.9 kWh/100 km

Consumption

Driving Range

Average	22.7 kWh/100 km	306 km
Worst-case	32.0 kWh/100 km	210 km



n.a.



good



adequate



marginal



weak



poor

Comments

In one of Green NCAP's four tests rating the vehicle's efficiency behaviour, the Nissan LEAF e+ exceeded Green NCAP's lower threshold and scored less than the maximum possible. This test is the WLTC conducted at an ambient temperature of -7°C. However, the energy efficiency index of 9.9 is still close to the maximum score due to the generally low consumption of the battery electric powertrain. The average driving range resulting from Green NCAP tests is 306 km without considering the -7°C ambient temperature test, which represents the worst-case driving range with 210 km.

	<u>Greenhouse gases</u>	CO ₂	N ₂ O	CH ₄
7.0/7	Cold Test			
7.0/7	Warm Test			
7.0/7	Cold Ambient Test			
7.0/7	Highway			



n.a.



good



adequate



marginal



weak



poor

Comments

Because no gases are emitted at the tailpipe of an all-electric vehicle, the LEAF e+ scores maximum points in the Greenhouse Gas Index.

Our Verdict

The latest generation Nissan LEAF e+ has a bigger battery and higher power than its predecessor. With 62 kWh of declared battery capacity and a power of 160 kW compared to the previous generation's 40 kWh and 110 kW, the latest car makes a great improvement in terms of the energy efficiency. Like the previous version, the new LEAF e+ is also equipped with the e-pedal which allows the driver to control vehicle acceleration and deceleration through a single pedal and helps maximize the car's efficiency by reducing reliance on the traditional braking system. For now, Green NCAP assesses vehicles based only on what is emitted at the tailpipe so the Nissan LEAF e+ easily gets the maximum points in two of the three areas of the assessment - Clean Air and Greenhouse Gases - as local emissions of these are zero. Since this is a pure battery electric powertrain, energy efficiency is also very high and the car easily achieves the maximum 5 stars.

Disclaimer

Publication Date	Tested Car	Emissions Class	Tyres
11 2021	SJNFAAZE1U010xxxx	Euro AX	215/50/R17 91V
Mass	Engine Size	Engine Power/Torque	Published CO ₂
1,713 kg	n.a.	160 kW/340 Nm	n.a.
Declared Battery Capacity	Published Driving Range		
62.0 kWh	385 km		



Think before you print