

New opportunities for eco-friendly camping holidays

Camp-let: a great choice for holidays with an electric car

Sales of electric cars in Europe continue to rise as we move towards 2035, when the EU has banned the sale of new diesel and petrol cars. The ongoing switch from diesel and petrol to electricity will undoubtedly have a big impact on the way we go on camping holidays. Camping has boomed across Europe in recent years, and it's now time to consider a camping holiday in an electric car.

Most people will wonder if that's even possible! This is where the Danish Camp-let trailer tent comes into play, which, with its low weight and minimal wind resistance seems like an obvious candidate to solve the problem of camping holidays with an electric car. So what does hooking up a Camp-let mean for the electric car's range? Camp-let has tested this.

Low weight, aerodynamic design and minimal wind resistance

A Camp-let weighs just 270 kg and can be loaded up to 500 kg. It has an aerodynamic design that provides minimal wind resistance while driving. These features are important when going on holiday with a Camp-let, whether driving a petrol, hybrid or electric car.

Most surprising test results with and without Camp-let

To give a clear and nuanced picture of how a Camp-let affects the range of an electric car, Camp-let have conducted two different test drives with and without a Camp-let trailer tent on the towbar. A combined road test with a maximum speed of 80 km/h and a motorway test with a maximum speed of 80 km/h with Camp-let and 130 km/h without Camp-let.

The test car is a Volkswagen ID.4 with a battery of 82 kWh and a rated range of 517 km.

Test 1 with Camp-let on road

Distance: 30 km on ordinary roads at a speed of up to 80 km/h.

Consumption: 5.60 km/kWh

Test 1 without Camp-let on road

Distance: 30 km on ordinary roads at a speed of up to 80 km/h.

Consumption: 6.20 km/kWh

Result of test 1 road

The electric car achieved only 0.6 km less per kWh with Camp-let compared to without Camp-let on the hook. This means that on a fully charged battery (82 kWh) the range will only be 9.52% less with a Camp-let on the towbar.

[Watch the road test video](#)

Test 2 with Camp-let on motorway

Distance: 30 km on the motorway at speeds of up to 80 km/h.

Km/kWh: 5.70 km/kWh

Test 2 without Camp-let on motorway

Distance: 29 km on the motorway at speeds of up to 130 km/h.

Km/kWh: 4.70 km/kWh

Result of test 2 on motorway

The electric car managed 1.0 km more per kWh with the Camp-let compared to without a Camp-let on the towbar. This means that on a fully charged battery (82 kWh) the range will be 15.86% more with a Camp-let on the back of the electric car.

[Watch the video of the motorway test](#)

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The two test runs show that a Camp-let has a minor or positive impact on the range of the electric car. This gives you the perfect opportunity to go on an eco-friendly camping holiday with a Camp-let on the back of your electric car.

On the road, the electric car managed **0.6 km less per kWh** or **9.52% less** on a fully charged Volkswagen ID.4 battery with a Camp-let compared to without a Camp-let on the hook.

If you're mainly driving on the motorway to your holiday destination, it's actually more economical to hook up a Camp-let (provided you drive within the speed limits). On the motorway, the electric car managed **1 km more per kWh** or **15.86% more** on a fully charged Volkswagen ID.4 battery with a Camp-let compared to without a Camp-let on the towbar.