Citroën C3

110 HYBRID PETROL FWD AUTOMATIC

Sustainability Rating

2026 | ★★★½☆ | 62%

Clean Air
6.8 /10

Energy Efficiency
7.1 /10

Greenhouse Gases
4.9 /10

Driving Experience

Consumption & Range
● GOOD

Cold Winter Performance
● NOT APPLICABLE

Charging Capability
● NOT APPLICABLE

Our verdict

The small Citroën C3 reaches a high rating of 3½ stars in the sustainability rating, despite being a conventional petrol vehicle with only mild hybridisation. This is achieved thanks to the low weight resulting in lower environmental impact of the production processes, an adequate exhaust aftertreatment and relatively low consumption figures. As for other conventional vehicles, the most challenging discipline are the greenhouse gases, where the result is moderate.

- Exhaust treatment is stable and controls particles well, but CO and especially NH_3 emissions reduce the score. Low vehicle weight, rear drum brakes, and some recuperation help lower tyre and brake abrasion.
- The mild hybrid offers limited fuel savings, but the measured consumption values are at the good (low) range of what can be expected as standard performance for this vehicle type. Low mass reduces production energy demand, but the use of a fuel-burning combustion engine limits life cycle performance.
- Life cycle emissions are 206 g CO_2-eq./km, giving a score of 4.9/10. Low production emissions cannot offset the high emissions from burning fossil fuel.

Disclaimer

Think before you print

Clean Air

6.8 /10

Comments

The exhaust aftertreatment shows stable performance and demonstrates adequate and robust control of particle emissions even in high power-demand conditions. Further reduction of the CO output would further increase the score in this part of the assessment. The NH_3 emissions control is weak and valuable points are lost in all tests. The vehicle is light and this helps the mitigation of tyre abrasion. The score for brake abrasion reduction benefits from the rear drums brakes and the possibility to recuperate a little of the kinetic energy before applying the friction brakes.

Exhaust emissions

Exhaust pollutant emissions are produced from combustion engines. Although current emission legislation is very strict, this type of emission directly affects air quality, and not all vehicles perform equally well. Read more

GOOD **7.1**/10

In laboratory

Green NCAP performs a wide range of tests on cars in the laboratory. This is the best way to ensure controlled conditions and guarantee that all cars are tested in the same way, making their results comparable. Read more

GOOD **6.9** /10

	NMHC	NO_x	NH_3	CO	PN	PM	Score
Legal test (WLTP)	●	●	●	●	●	●	5.9/8
Warm weather	●	●	●	●	●	●	6.9/10
Highway	●	●	●	●	●	●	7.1/10
Winter cold start	●	●	●	●	●	●	6.5/10
Winter warm start	●	●	●	●	●	●	6.7/10

On road

An on-road driving test , using portable emissions measuring equipment complements Green NCAP's laboratory tests. Read more

ADEQUATE **7.5** /10

	NMHC	NO_x	NH_3	CO	PN	PM	Score
Real-world mixed drive	●	●	●	●	●	●	6.9/10
Short city trip	●	●	●	●	●	●	7.6/10
Congestion	●	●	●	●	●	●	2.0/2

good adequate marginal weak poor not applicable

Clean Air

6.8 /10

Non-exhaust emissions

Driving a vehicle also produces emissions different from those of the exhaust pipe. Green NCAP evaluates vehicle properties that contribute to tyre and brake abrasion.

ADEQUATE 6.8/10

Tyre wear

Tyre abrasion releases small particles during driving, and some vehicle properties have major impact on it. Heavier vehicles, wheel alignment causing increased slip angle, and aggressive acceleration responses all increase tyre wear and particle emissions. Read more

MARGINAL 3.3/6

	Result	Score
Influence of mass		2.8/3
Wheel alignment		0.5/1
Accelerator response		0.0/2

Brake wear

Brake dust, produced by friction brakes, can be mitigated through filters, enclosed brake systems (like drums), or by reducing friction brake use with regenerative braking in electrified vehicles. Containment keeps dust inside the system, while recuperation lowers brake wear. However, heavier vehicles still generate more brake abrasion due to their greater stopping demands. Read more

ADEQUATE 4.8/6

	Result	Score
Brake dust mitigation		0.0/4
Brake dust containment		3.0/6
Recuperative braking - warm test		1.8/6

good adequate marginal weak poor not applicable

Clean Air

6.8 /10

Additional Life Cycle Assessment information

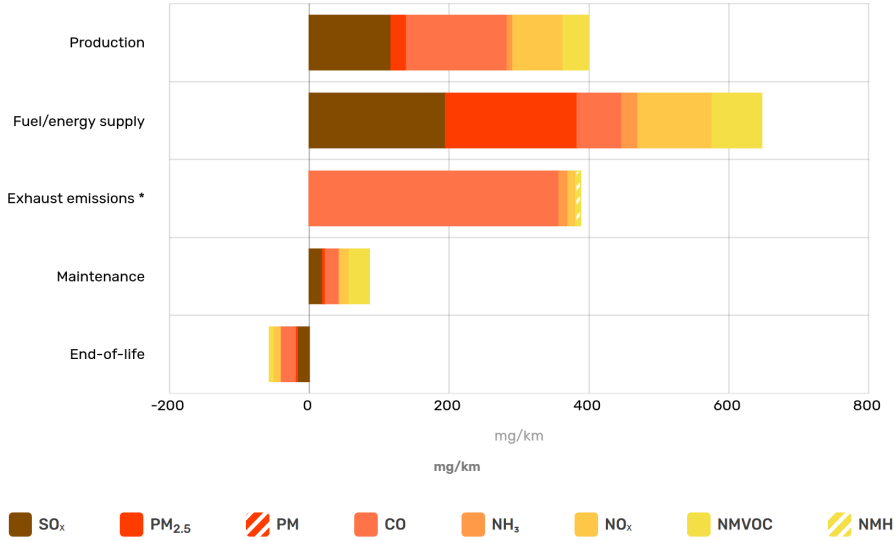
Life Cycle Assessment (LCA) investigates the environmental impact of a car over its entire lifetime, 'from cradle to grave'. In this section, pollutants are estimated in the various stages of a vehicle's life other than use. The chart also displays the measured emissions related to usage, which are taken as an average from the tests and are scored separately in the 'Exhaust emissions' part above. The end-of-life approach uses results in negative values because the benefit of materials recovery and recycling exceeds the effort of obtaining and processing virgin raw materials.

ADEQUATE

6.0 /10

Pollutants

Most of the vehicle exhaust pollutant species are also emitted in others life cycle phases. These are health- and nature-damaging compounds, the amount of which should be reduced as well.



* Exhaust emissions are not contributing to the score in Additional Life Cycle Assessment information because they are scored in the Exhaust emissions section above

good adequate marginal weak poor not applicable

Energy Efficiency

7.1 /10

Comments

The mild hybridisation has only limited potential in improving fuel consumption and the measured figures are good but only as expected for a vehicle of this type. The real-world on-road drive in cold weather needed 5.5 l/100 km, while the short urban trip demanded 5.9 l/100 km. In terms of life cycle assessment, the total primary energy demand benefits from the low mass and absence of a heavy battery, the production of which would increase the need for energy. Nevertheless, the amounts of fuel needed by a conventional combustion engine limit the achievable score in this section.

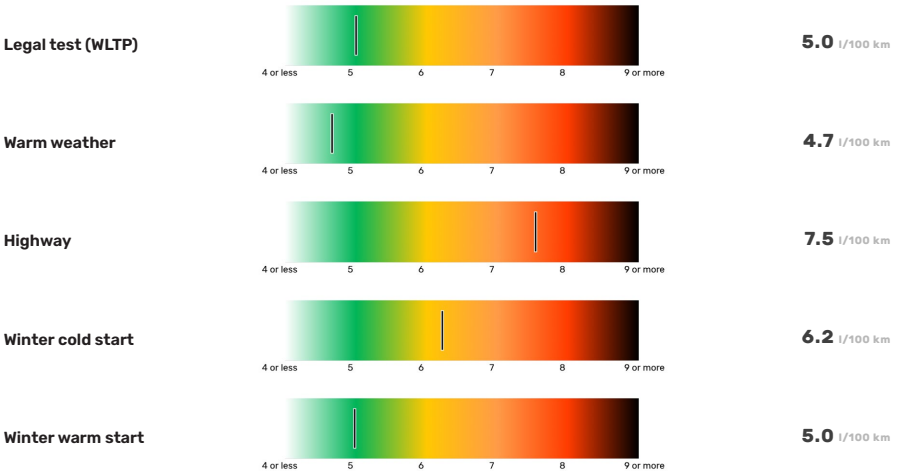
Energy demand

ADEQUATE **7.0** /10

Propulsion energy consumption in laboratory

MARGINAL **4.2** /10

The vehicle's measured consumption figures are displayed in the bar chart. The colour scheme positions the values relative to low and high figures in a typical range. The ranges are different for combustion engine and pure electric vehicles.



good adequate marginal weak poor not applicable

Energy Efficiency

7.1 /10

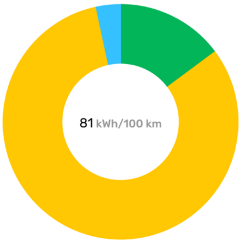
Additional Life Cycle Assessment information

GOOD

10.0/10

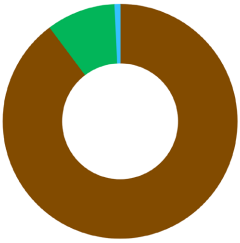
Life Cycle Assessment (LCA) investigates the environmental impact of a car over its entire lifetime 'from cradle to grave'. In this section, the total vehicle life cycle primary energy demand is displayed. The scoring does not consider the direct propulsion energy use, because it is scored separately in the 'Propulsion energy consumption in laboratory'.

Total LCA energy consumption



- Production & recycling 14.8%
- Battery production 0.0%
- Fuel/energy supply * 81.9%
- Maintenance 3.3%

Energy source share in total LCA consumption



- Fossil 89.8%
- Renewable 9.5%
- Other 0.7%

Direct propulsion energy share is not shown, it is included in 'Fuel/energy supply'.

Rolling resistance

Rated here is the vehicle's resistance to movement at low speeds. Different factors have an impact on it, but the most significant one is mass.

GOOD

9.4/10

good | adequate | marginal | weak | poor | not applicable

Greenhouse Gases

4.9 /10

Comments

The total life cycle greenhouse gas emissions are estimated to be 206 g CO_2-eq./km, which is enough for a sore of 4.9/10. The low greenhouse gas emissions of the production of the vehicle cannot compensate for the high emissions of combusting the fossil fuel.

Exhaust GHG emissions

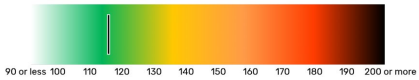
Combustion of conventional fuels releases greenhouse gases at the vehicle's tailpipe. The most significant of these gases are the emissions of CO_2. Green NCAP's assessment considers methane (CH_4) and laughing gas (N_2O) as well. Together, these are counted with their global warming potential to a sum known as CO_2 equivalent.

WEAK

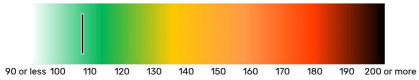
2.4 /10

In laboratory

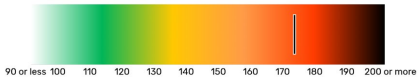
Green NCAP performs a wide range of tests on cars in the laboratory. This is the best way to ensure controlled conditions and guarantee that all cars are tested in the same way, making their results comparable. Read more



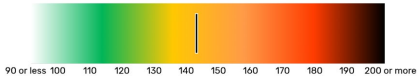
Legal test (WLTP) — **114.0** g CO_2-eq./km



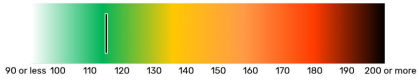
Warm weather — **105.9** g CO_2-eq./km



Highway — **171.9** g CO_2-eq./km



Winter cold start — **141.4** g CO_2-eq./km



Winter warm start — **113.3** g CO_2-eq./km

good adequate marginal weak poor not applicable

Greenhouse Gases

4.9 /10

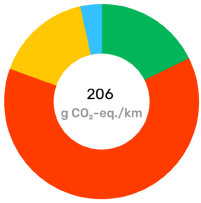
Additional Life Cycle Assessment information

Life Cycle Assessment (LCA) investigates the environmental impact of a car over its entire lifetime, 'from cradle to grave'. In this section, the total vehicle life cycle greenhouse gas emissions are displayed.

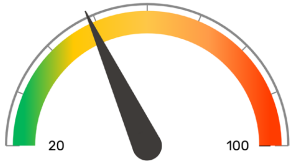
GOOD

9.5 /10

Total LCA GHG emissions



- Production & recycling 17.8%
- Battery production 0.0%
- Tailpipe emissions * 62.8%
- Fuel/energy supply 16.0%
- Maintenance 3.4%



tonnes CO_2-equivalent/vehicle

Vehicle Life Cycle average emissions **49** (+/-)
(best **42** | worst **62**)

* The scoring does not consider the direct exhaust GHG emissions at the tailpipe, because they are scored separately in 'Exhaust GHG emissions' above.

good | adequate | marginal | weak | poor | not applicable

Driving Experience

Consumption & Range

GOOD

Cold Winter Performance

NOT APPLICABLE

Charging Capability

NOT APPLICABLE

Green NCAP Comment

The Driving Experience evaluation of conventional vehicles focuses only on the performance in the section 'Consumption and Range'. The Citroën C3's estimated real-world consumption figures are a mostly 'good', with 'adequate' marks in the highway scenarios. The final assessment in this section is 'good'. The consumption readings on the board computer display are accurate.

Consumption & Range

GOOD

Estimated actual consumption

GOOD

What consumption can be expected in real world conditions?

In-laboratory measured consumption values are only partially representative of real-world use. Green NCAP's estimates aim at providing more realistic figures, which are based on measured results, modified by correction factors.

Conditions	Urban	Rural	Highway	Mixed	
Warm weather	4.9	4.7	6.0	5.4	l/100 km
Cold Winter	7.2	5.2	6.7	6.5	l/100 km

Accuracy of display

GOOD

Is the consumption figure on the display correct?

good adequate poor not applicable

Cold Winter Performance

NOT APPLICABLE

good adequate poor not applicable

Charging Capabilities

NOT APPLICABLE

good adequate poor not applicable

Specifications

Vehicle class
City and Supermini

System power/torque
81 kW/205 Nm

Engine size
1,199 cc

Declared consumption
5 l/100 km

Declared driving range
Overall n.a.
City n.a.

Declared CO_2
114 g/km

Declared battery capacity
Usable (net) n.a.
Installed (gross) 0.8 kWh

Mass
1,273 kg

Heating concept
Waste heat

Tyres
205/50R17

Emissions class
Euro 6 EA

Tested car
VR7CCHPX3ST13xxxx

Publication date
04 2026

Also covered by this rating

Variants

Citroën C3
110 Hybrid Max e-DCS petrol FWD automatic

Citroën C3
110 Hybrid Plus e-DCS petrol FWD automatic

Other models

FIAT 600
1.2 T3 Hybrid petrol FWD automatic

FIAT Grande Panda
1.2 Hybrid hybrid FWD automatic

Jeep Avenger
1.2 e-Hybrid hybrid FWD automatic