

MINI Cooper

C FAVOURED TRIM PETROL FWD AUTOMATIC



Sustainability Rating

2026



52%



Clean
Air

6.4 /10



Energy
Efficiency

5.8 /10



Greenhouse
Gases

3.7 /10

Driving Experience



Consumption
& Range

● ADEQUATE



Cold Winter
Performance

● NOT APPLICABLE



Charging
Capability

● NOT APPLICABLE

Our verdict

Tested here is the conventional version of the Mini Cooper with 115 kW and no powertrain hybridisation. Although this Mini is unable to achieve a high sustainability rating, it does well for its type and reaches an average score of 52%, which is enough for a well-deserved 3 stars rating. As expected, it does not disappoint with emissions control and collects a good number of points here. The weaknesses are related to the fossil fuel usage and the associated direct CO₂ emissions.

- › Stable emission control, but weaker in cold start and high load. Good tyre abrasion, but no brake abrasion mitigation; life cycle pollutants reduce the final score.
- › Acceptable fuel use (6–7 l/100 km), but the lack of hybridisation lowers the propulsion efficiency. Low manufacturing energy demand improves the wholistic LCA result.
- › Lifecycle emissions are 229.6 g CO₂-eq./km, limiting the score. The low production emissions cannot offset the direct CO₂ from fossil fuel combustion.

Disclaimer

Think before you print



 **Clean Air**

6.4 /10

Comments

The exhaust aftertreatment shows stable performance and demonstrates adequate and robust control, but valuable points are lost in the -7°C Winter cold start test and in the high-power demand Highway Test. In both cases the particle emissions increase and in the winter test Green NCAP's upper threshold is approached. The performance in the real-world test confirms the high expectations raised by the lab tests. While a good result is obtained for tyre abrasion, the car does not have any means to reduce its brake abrasion and received no points there. The final score in this index was lowered due to the pollutants associated with the manufacturing of the vehicle and the production of the fossil fuel.

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 ● **8.0** /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 ● **7.3** /10

	NMHC	NO _x	NH ₃	CO	PN	PM	Score
Legal test (WLTP)	●	●	●	●	●	●	5.9 /8
Warm weather	●	●	●	●	●	●	8.5 /10
Highway	●	●	●	●	●	●	6.8 /10
Winter cold start	●	●	●	●	●	●	6.5 /10
Winter warm start	●	●	●	●	●	●	8.5 /10

On road

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

ADEQUATE ● **8.9** /10

	NMHC	NO _x	NH ₃	CO	PN	PM	Score
Real-world mixed drive	●	●	●	●	●	●	8.0 /10
Short city trip	●	●	●	●	●	●	9.5 /10
Congestion	●	●	●	●	●	●	2.0 /2

● good ● adequate ● marginal ● weak ● poor ● not applicable



6.4 /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.

MARGINAL ●

3.4 /10

Tyre wear

ADEQUATE ●

4.1 /6

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](#)

	Result	Score
Influence of mass	●	2.6 /3
Wheel alignment	●	0.5 /1
Accelerator response	●	1.0 /2

Brake wear

POOR ●

0.0 /6

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](#)

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



● good ● adequate ● marginal ● weak ● poor ● not applicable



6.4 /10

Additional Life Cycle Assessment information

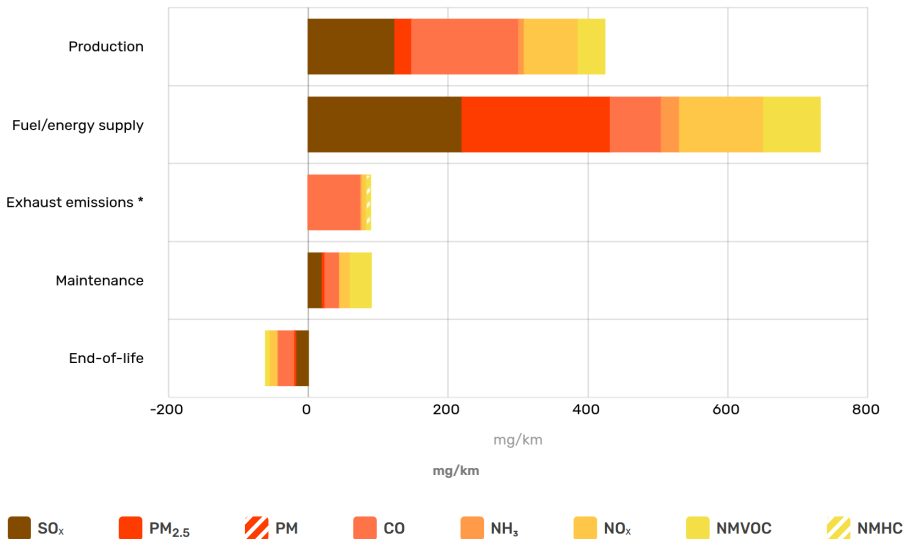
Life Cycle Assessment (LCA) investigates the environmental impact of a car over its entire lifetime, 'from cradle to grave'. In this section, pollutants are estimated in the various stages of a vehicle's life other than use. The chart also displays the measured emissions related to usage, which are taken 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.

MARGINAL ●

4.8 /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

5.8 /10

Comments

The Mini is small and relatively light, so its absolute fuel consumption values are acceptable, but the lack of any hybridisation pushes the score for propulsion efficiency down – the test figures between 6 and 7 l/100 km are not overly impressive. Given the holistic LCA approach, the Energy Efficiency Index eventually appears better due to the low energy demand for the vehicle manufacturing.

Energy demand

MARGINAL ●

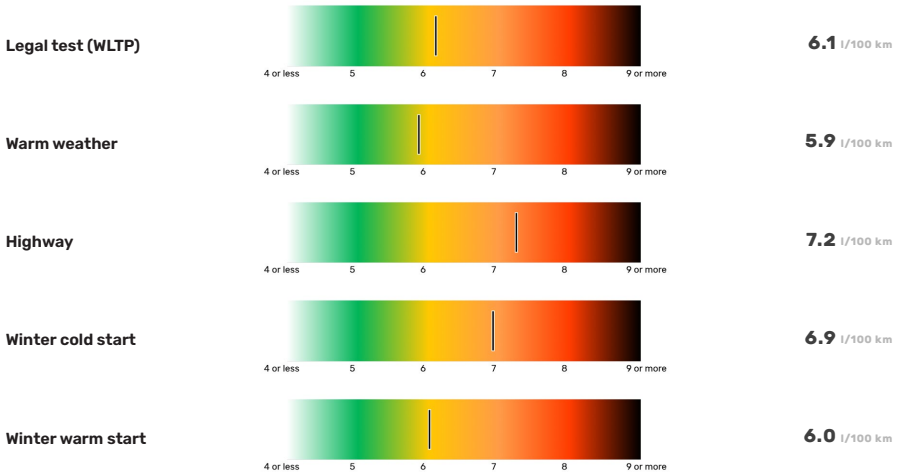
5.6 /10

Propulsion energy consumption in laboratory

WEAK ●

2.9 /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

5.8 /10

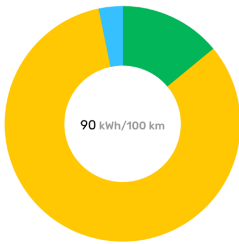
Additional Life Cycle Assessment information

GOOD ●

10.0 /10

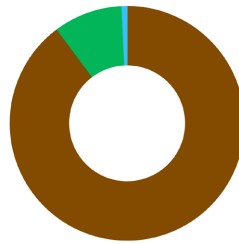
Life Cycle Assessment (LCA) investigates the environmental impact of a car over its entire lifetime 'from cradle to grave'. In this section, the total vehicle life cycle primary energy demand is displayed. The scoring does not consider the direct propulsion energy use, because it is scored separately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

Total LCA energy consumption



- Production & recycling 14.0%
- Battery production 0.0%
- Fuel/energy supply * 82.8%
- Maintenance 3.2%

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.

ADEQUATE ●

7.9 /10



- good
- adequate
- marginal
- weak
- poor
- not applicable

Greenhouse Gases

3.7 /10

Comments

The total life cycle greenhouse gas emissions are estimated to be 229.6 g CO₂-eq./km, which is enough for a score of 3.7/10. The direct emissions contribute to this amount with 146 g CO₂-eq./km. 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

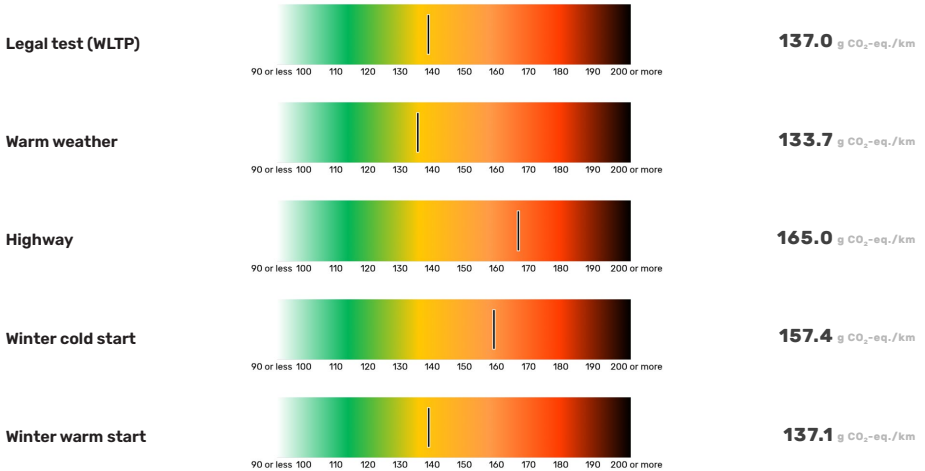
Combustion of conventional fuels releases greenhouse gases at the vehicle's tailpipe. The most significant of these gases are the emissions of CO₂. Green NCAP's assessment considers methane (CH₄) and laughing gas (N₂O) as well. Together, these are counted with their global warming potential to a sum known as CO₂ equivalent.

WEAK ●

1.4 /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](#)



● good ● adequate ● marginal ● weak ● poor ● not applicable

 Greenhouse Gases

3.7 /10

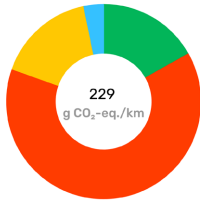
Additional Life Cycle Assessment information

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.

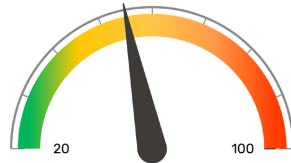
GOOD ●

9.0 /10

Total LCA GHG emissions



- Production & recycling 16.8%
- Battery production 0.0%
- Tailpipe emissions * 63.6%
- Fuel/energy supply 16.3%
- Maintenance 3.3%



Vehicle Life Cycle average emissions 55 (+/-)
(best 51 | worst 60)

* 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

● ADEQUATE



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 Mini Cooper C's estimated real-world consumption figures receive an 'adequate' mark for all scenarios. The consumption readings on the board computer display are accurate.



Consumption & Range

ADEQUATE ●

Estimated actual consumption

ADEQUATE ●

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	8.4 ●	5.5 ●	6.3 ●	7.5 ●	l/100 km
Cold Winter	9.6 ●	5.9 ●	6.8 ●	8.3 ●	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

115 kW/230 Nm

Engine size

1,499 cc

Declared consumption

6.1 l/100 km

Declared driving range

Overall n.a.

City n.a.

Declared CO₂

137 g/km

Declared battery capacity

Usable (net) n.a.

Installed (gross) n.a.

Mass

1,346 kg

Heating concept

Waste heat

Tyres

185/60R16 90H

Emissions class

Euro 6 EC

Tested car

WMW41GD0402X7xxx

Publication date

06 2026

Also covered by this rating

Variants

MINI Cooper

C Classic Trim Steptronic – 3/5 doors petrol FWD automatic

MINI Cooper

C Essential Trim Steptronic – 3/5 doors petrol FWD automatic

MINI Cooper

C Favoured Trim Steptronic – 3/5 doors petrol FWD automatic

MINI Cooper

C JCW Trim Sportgetriebe – 3/5 doors petrol FWD automatic

MINI Cooper

C Blackyard Steptronic – 3/5 doors petrol FWD automatic



