Toyota C-HR

ICON HYBRID FWD CVT

Sustainability Rating

2026 | ★★★½☆ | 66%

Clean Air
6.8 /10

Energy Efficiency
7.7 /10

Greenhouse Gases
5.5 /10

Driving Experience

Consumption & Range
● GOOD

Cold Winter Performance
● ADEQUATE

Charging Capability
● NOT APPLICABLE

Our verdict

Tested here is the Toyota C-HR hybrid. This is a compact and light vehicle, and its operating strategy makes good use of the high voltage electric system, resulting in very creditable consumption values. The C-HR hybrid achieves a high rating score with robust emissions control, a highly efficient powertrain and reduced resources usage.

- Strong overall emission control, but weaker pollutant management in -7°C cold start test reduces the score. Average tyre and brake abrasion performance.
- Very good fuel efficiency (4–6.9 l/100 km) leads to a strong energy efficiency score, supported by low production energy demand.
- Relatively low life cycle emissions (195.5 g CO_2-eq./km) for a petrol car lead to a good index result, but fossil fuel use still limits the achievable score.

Disclaimer

Think before you print

Clean Air

6.8 /10

Comments

The CH-R's exhaust aftertreatment is highly efficient, reducing the exhaust pollutants in all but the Winter cold start test. Here, the control over the hydrocarbons is lost and Green NCAP's threshold is crossed, leading to negative points. Additionally, the CO emissions and the particle number approach the assessment upper limit. This behaviour leads to a severely reduced score for the -7°C cold start test and reveals a weakness of the C-HR, although such conditions are infrequent, and the real-world mixed drive test showed good results. For tyre and brake abrasion, about half of the available points were collected.

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 7.5 /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 6.8 /10

	NMHC	NO_x	NH_3	CO	PN	PM	Score
Legal test (WLTP)	●	●	●	●	●	●	6.5 /8
Warm weather	●	●	●	●	●	●	8.6 /10
Highway	●	●	●	●	●	●	7.0 /10
Winter cold start	●	●	●	●	●	●	3.7 /10
Winter warm start	●	●	●	●	●	●	7.5 /10

On road

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

ADEQUATE 8.6 /10

	NMHC	NO_x	NH_3	CO	PN	PM	Score
Real-world mixed drive	●	●	●	●	●	●	7.8 /10
Short city trip	●	●	●	●	●	●	9.2 /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.

MARGINAL 5.4/10

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 3.4/6

	Result	Score
Influence of mass		2.4/3
Wheel alignment		1.0/1
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

MARGINAL 3.0/6

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

good adequate marginal weak poor not applicable

Clean Air

6.8 /10

Additional Life Cycle Assessment information

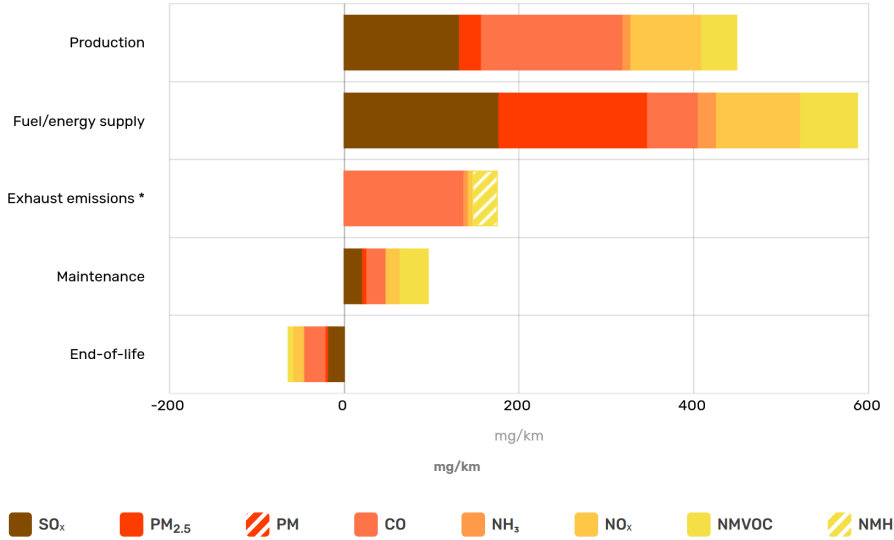
Life Cycle Assessment (LCA) investigates the environmental impact of a car over its entire lifetime, 'from cradle to grave'. In this section, pollutants are estimated in the various stages of a vehicle's life other than use. The chart also displays the measured emissions related to usage, which are taken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

6.2 /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

7.7 /10

Comments

The car scores very well in the Energy Efficiency Index thanks to favourable energy demand in the production processes and impressive fuel consumption figures. The measured result is only 4 l/100 km in the warm test and increase to 5.9 l/100 km in the -7°C Winter cold start test and to 6.9 l/100 km in the high speed and power demand Highway Test. The real-world mixed test was performed at 12°C on dry road and recorded only 4.4 l/100 km, whereas the short city trip impressed with 4.7 l/100 km.

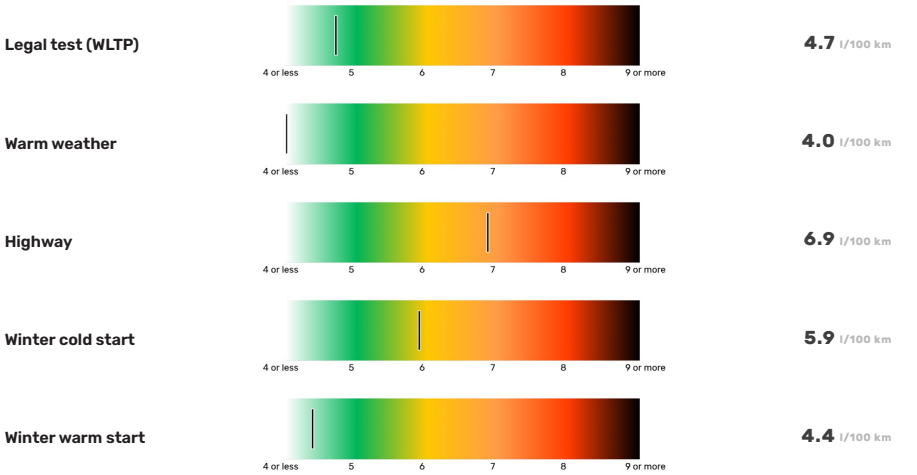
Energy demand

ADEQUATE 7.6 /10

Propulsion energy consumption in laboratory

MARGINAL 5.1 /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

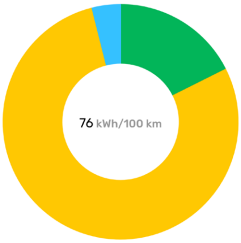
7.7 /10

Additional Life Cycle Assessment information

GOOD 10.0/10

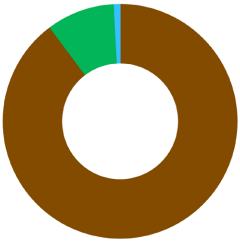
Life Cycle Assessment (LCA) investigates the environmental impact of a car over its entire lifetime 'from cradle to grave'. In this section, the total vehicle life cycle primary energy demand is displayed. The scoring does not consider the direct propulsion energy use, because it is scored separately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

Total LCA energy consumption



- Production & recycling 17.6%
- Battery production 0.0%
- Fuel/energy supply * 78.5%
- Maintenance 3.9%

Energy source share in total LCA consumption



- Fossil 89.8%
- Renewable 9.4%
- Other 0.8%

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 9.8/10

good adequate marginal weak poor not applicable

Greenhouse Gases

5.5 /10

Comments

The low fuel consumption values help the C-HR score better in this part of the assessment compared to many other combustion engine cars, but burning fossil fuel nevertheless emits significant amounts of CO_2, limiting the achievable score. In the full vehicle life cycle, a total of 195.5 g CO_2-eq./km are estimated, 116 g CO_2-eq./km of which are direct exhaust GHG emissions. Nevertheless, the result is a creditable one for a car running on petrol.

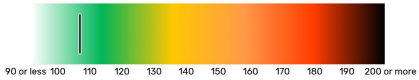
Exhaust GHG emissions

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.

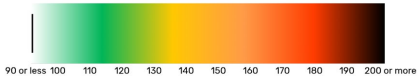
MARGINAL 3.2/10

In laboratory

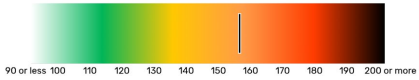
Green NCAP performs a wide range of tests on cars in the laboratory. This is the best way to ensure controlled conditions and guarantee that all cars are tested in the same way, making their results comparable. Read more



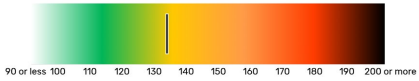
Legal test (WLTP) 105.1 g CO_2-eq./km



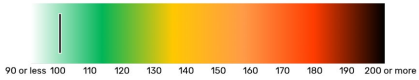
Warm weather 90.3 g CO_2-eq./km



Highway 154.8 g CO_2-eq./km



Winter cold start 132.2 g CO_2-eq./km



Winter warm start 98.9 g CO_2-eq./km

good adequate marginal weak poor not applicable

Greenhouse Gases

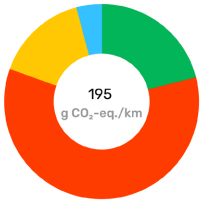
5.5 /10

Additional Life Cycle Assessment information

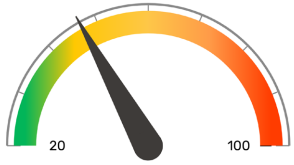
Life Cycle Assessment (LCA) investigates the environmental impact of a car over its entire lifetime, 'from cradle to grave'. In this section, the total vehicle life cycle greenhouse gas emissions are displayed.

GOOD 9.3/10

Total LCA GHG emissions



- Production & recycling 21.1%
- Battery production 0.0%
- Tailpipe emissions * 59.4%
- Fuel/energy supply 15.4%
- Maintenance 4.1%



tonnes CO_2-equivalent/vehicle

Vehicle Life Cycle average emissions **47** (+/-)
(best **39** | worst **58**)

* 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

ADEQUATE

Charging Capability

NOT APPLICABLE

Green NCAP Comment

Compared to conventional vehicles, which are only evaluated in the 'Consumption and Range' section, the Driving Experience assessment of full hybrid vehicles also includes the 'Cold Winter Performance' category.

- The real-world consumption estimations place the hybrid C-HR performance generally in the 'good' range for all scenarios, with the exception of 'adequate' in cold winter highway driving. The car is equipped with a PTC heater, but as heating in cold weather can require additional power, the combustion engine might need to be switched on in phases where it would usually be inactive and thus the consumption figures in cold weather increase. The consumption readings on the board computer display are accurate.
- The cabin heat supply of a combustion engine vehicle is much slower compared to an electric vehicle, but the C-HR is additionally equipped with an electric heater, which should have helped reach comfortable temperatures quickly. However, the heating up remains slow and is evaluated as poor. The thermal insulation of the cabin is adequate so once the desired cabin temperature is reached it should be maintained more easily.

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	3.6	4.1	5.5	4.4	l/100 km
Cold Winter	6.2	5.3	6.7	5.7	l/100 km

Accuracy of display

GOOD

Is the consumption figure on the display correct?

good adequate poor not applicable

Cold Winter Performance

ADEQUATE

How much further can you drive in winter, if the car is pre-warmed?

A cold vehicle has increased energy consumption at the start of its trip, mostly due to the cabin heating demand. Pre-warming the car while it is plugged, when possible, can significantly benefit its driving range in cold weather conditions. Green NCAP's winter tests are performed at -7°C.

Cabin heating

POOR

Does the vehicle get warm quickly in winter?

This indicates the time needed to reach 16°C in seconds at different positions in the cabin after the cold vehicle has been started at -7°C ambient temperature.

	Front	Rear
Head area	727 s	768 s
Footwell	548 s	

Rear footwell temperature did not reach 16°C during the test.

Additional heating functions

What functions can be used to improve heating comfort?

Unlike a combustion car, which usually uses the engine's waste heat to provide warmth to the cabin, in electric vehicles, the energy needed comes from the battery. Therefore, there is a trade-off between thermal comfort and energy consumption. Some additional heating functions can deliver good thermal comfort performance at lower energy use compared to heating up the entire cabin. If they can be scheduled or remotely activated before a trip, while the vehicle is still plugged, both comfort and driving range can be notably improved.

	Y/N	Fitment
Heat pump	✗	
Seating heating front	✗	Available for other versions
Seating heating rear	✗	
Steering wheel heating	✗	
Sheduled pre-heating of seats	✗	
Scheduled steering wheel pre-heating	✗	
Scheduled cabin air pre-heating	✓	Standard
Smart cabin heating management	✗	

good adequate poor not applicable

Cold Winter Performance

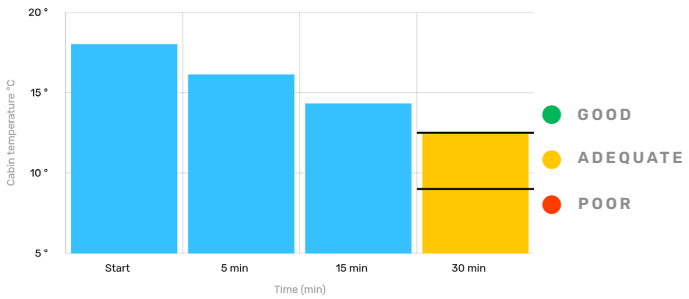
ADEQUATE

Cabin thermal insulation

ADEQUATE

How well does the cabin maintain its temperature?

Assessed here is the average cabin temperature drop after 30 minutes, starting from 18°C when the outside temperature is -7°C and the vehicle is inactive.



good adequate poor not applicable

Charging Capabilities

NOT APPLICABLE

good adequate poor not applicable

Specifications

Vehicle class
Small SUV

System power/torque
103 kW/185 Nm

Engine size
1,798 cc

Declared consumption
4.7 l/100 km

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

Declared CO_2
105 g/km

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

Mass
1,433 kg

Heating concept
Waste heat & PTC heater

Tyres
215/60R17

Emissions class
Euro 6 EA

Tested car
JTPAAAAA80R11xxxx

Publication date
06 2026

Also covered by this rating

Variants

Toyota C-HR
Business Edition hybrid FWD automatic

Toyota C-HR
Flow hybrid FWD automatic

Toyota C-HR
Team Deutschland hybrid FWD automatic

Toyota C-HR
Teamplayer hybrid FWD automatic

Toyota C-HR
Active hybrid FWD automatic