Hyundai i20

1.0 T-GDI PETROL FWD AUTOMATIC

Sustainability Rating

2025 | ★★★½☆ | 60%

Clean Air
6.7 /10

Energy Efficiency
6.8 /10

Greenhouse Gases
4.7 /10

Driving Experience

Consumption & Range
ADEQUATE

Cold Winter Performance
NOT APPLICABLE

Charging Capability
NOT APPLICABLE

Our verdict

For a conventional petrol vehicle, the small Hyundai i20 reaches a high score of 3½ stars in the sustainability rating. The enablers for this achievement are the low weight resulting in lower environmental impact of the production processes, an adequate exhaust aftertreatment and relatively low petrol consumption figures. As for other conventional vehicles, the most challenging discipline are the greenhouses gases, where the result is moderate.

- The Hyundai's exhaust system performs well, also under high power, and the assessment benefits from low tyre abrasion due to the car's light weight, but does not score points for brake abrasion
- Fuel consumption is decent, aided by low weight and aerodynamics, but the lack of electrification and reliance on petrol limits both propulsion and life cycle energy efficiency.
- Life cycle greenhouse gas emissions are 211 g CO_2-eq./km, with fossil fuel combustion CO_2 outweighing the benefits of low vehicle production-phase emissions.

The Hyundai i20 demonstrates that small and light modern conventional vehicles with reasonable consumption values and adequate exhaust aftertreatment can play a role in limiting the transport impact on the environment, although their potential to do so is fairly limited by the usage of fossil fuels.

Disclaimer

Think before you print

Clean Air

6.7 /10

Comments

The exhaust aftertreatment shows stable performance and demonstrates robust control of CO_2 emissions also in high power demand conditions – a significant improvement compared to previous vehicle generations by Hyundai. Further reduction of the particle emissions output would additionally increase the score in this part of the assessment. The vehicle is light and this benefits significantly the mitigation of tyre abrasion but it has no means of reducing brake abrasion, which scores 0.

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

ADEQUATE

6.5 /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

ADEQUATE

5.7 /10

	NMHC	NO_x	NH_3	CO	PN	PM	Score
Legal test (WLTP)	●	●	●	●	●	●	**4.7** /8
Warm weather	●	●	●	●	●	●	**7.3** /10
Highway	●	●	●	●	●	●	**5.7** /10
Winter cold start	●	●	●	●	●	●	**4.0** /10
Winter warm start	●	●	●	●	●	●	**7.0** /10

On road

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

ADEQUATE

7.7 /10

	NMHC	NO_x	NH_3	CO	PN	PM	Score
Real-world mixed drive	●	●	●	●	●	●	**6.3** /10
Short city trip	●	●	●	●	●	●	**8.6** /10
Congestion	●	●	●	●	●	●	**2.0** /2

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

Clean Air

6.7 /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

4.2 /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

ADEQUATE

5.0 /6

	Result	Score
Influence of mass		3.0 /3
Wheel alignment		1.0 /1
Accelerator response		1.0 /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

POOR

0.0 /6

	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

Clean Air

6.7 /10

Additional Life Cycle Assessment information

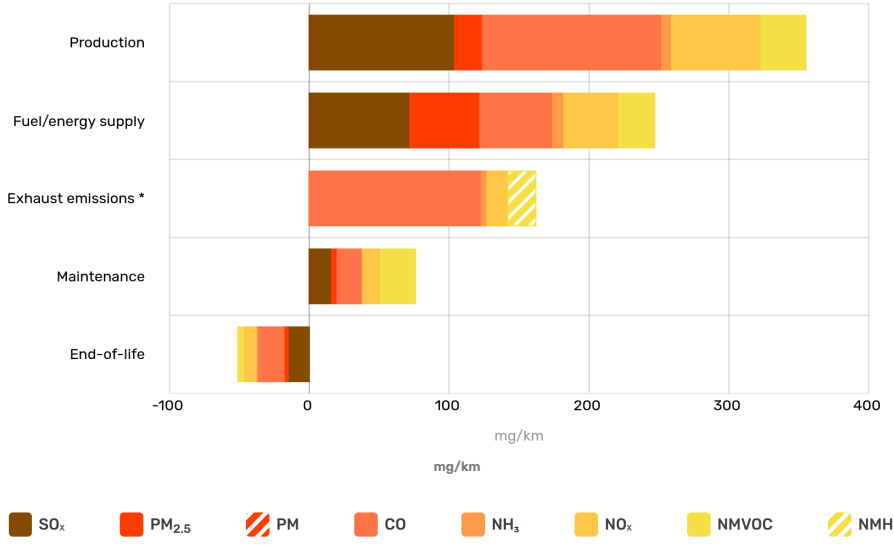
Life Cycle Assessment (LCA) investigates the environmental impact of a car over its entire lifetime, 'from cradle to grave'. In this section, pollutants are estimated in the various stages of a vehicle's life other than use. The chart also displays the measured emissions related to usage, which are taken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

GOOD

9.8 /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

6.8 /10

Comments

The car's petrol consumption figures are good but not surprising for a vehicle of this type. They mostly gain from the low weight and aerodynamic design as there is no electrification support of any type. 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.

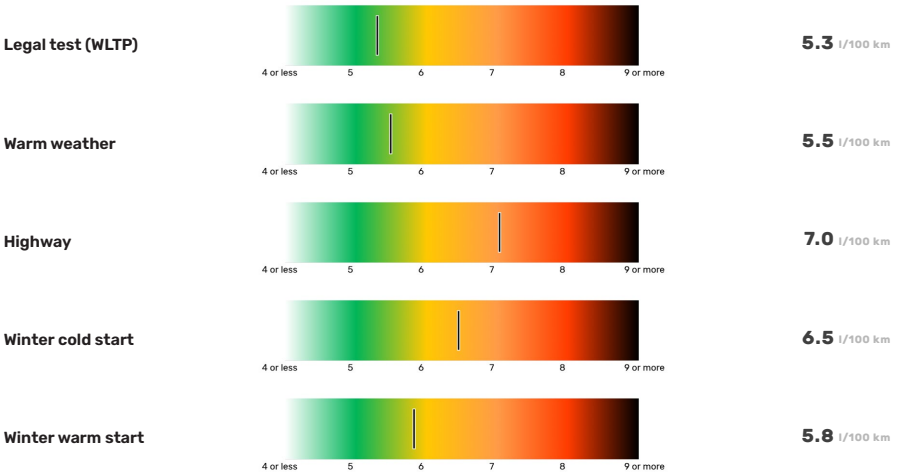
Energy demand

ADEQUATE 6.7 /10

Propulsion energy consumption in laboratory

MARGINAL 3.6 /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

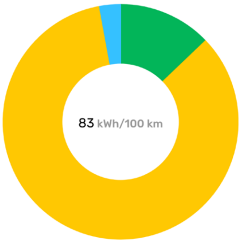
6.8 /10

Additional Life Cycle Assessment information

GOOD 10.0/10

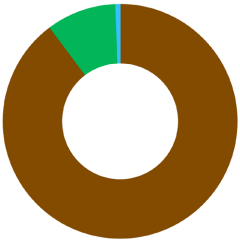
Life Cycle Assessment (LCA) investigates the environmental impact of a car over its entire lifetime 'from cradle to grave'. In this section, the total vehicle life cycle primary energy demand is displayed. The scoring does not consider the direct propulsion energy use, because it is scored separately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

Total LCA energy consumption



- Production & recycling 12.8%
- Battery production 0.0%
- Fuel/energy supply * 84.3%
- Maintenance 2.9%

Energy source share in total LCA consumption



- Fossil 89.8%
- Renewable 9.6%
- Other 0.6%

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 10.0/10

good adequate marginal weak poor not applicable

Greenhouse Gases

4.7 /10

Comments

The total life cycle greenhouse gas emissions are estimated to be 211 g CO_2-eq./km, which is enough for a sore of 4.7/10. 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

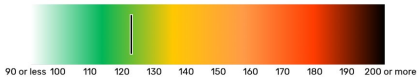
Combustion of conventional fuels releases greenhouse gases at the vehicle's tailpipe. The most significant of these gases are the emissions of CO_2. Green NCAP's assessment considers methane (CH_4) and laughing gas (N_2O) as well. Together, these are counted with their global warming potential to a sum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

WEAK

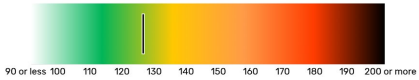
1.9 /10

In laboratory

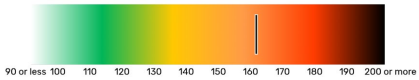
Green NCAP performs a wide range of tests on cars in the laboratory. This is the best way to ensure controlled conditions and guarantee that all cars are tested in the same way, making their results comparable. Read more



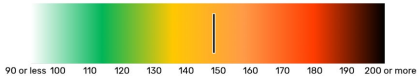
Legal test (WLTP) — **121.1** g CO_2-eq./km



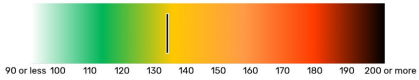
Warm weather — **124.8** g CO_2-eq./km



Highway — **160.0** g CO_2-eq./km



Winter cold start — **146.8** g CO_2-eq./km



Winter warm start — **132.3** g CO_2-eq./km

good adequate marginal weak poor not applicable

Greenhouse Gases

4.7 /10

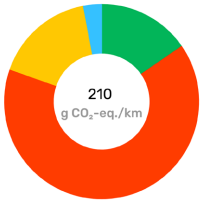
Additional Life Cycle Assessment information

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.

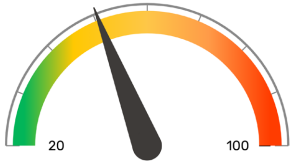
GOOD

9.7 /10

Total LCA GHG emissions



- Production & recycling 15.4%
- Battery production 0.0%
- Tailpipe emissions * 65.0%
- Fuel/energy supply 16.6%
- Maintenance 3.0%



tonnes CO_2-equivalent/vehicle

Vehicle Life Cycle average emissions **51** (+/-)
(best **45** | worst **57**)

* 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 section 'Consumption and Range'. The Hyundai i20's estimated real-world consumption figures are seen as adequate in all conditions – warm weather and cold winter, urban, rural, highway and mixed driving 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	7.7	5.1	6.0	6.3	l/100 km
Cold Winter	8.5	5.7	6.8	7.0	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
73.6 kW/172 Nm

Engine size
998 cc

Declared consumption
5.3 l/100 km

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

Declared CO_2
121 g/km

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

Mass
1,130 kg

Heating concept
Waste heat

Tyres
195/55 R16

Emissions class
Euro 6 EA

Tested car
NLHBN51G5SZ54xxxx

Publication date
09 2025

Other models covered by this rating

Variants	Other models
Test Fiat 600e 156 Plus 115	