Audi Q3

E-HYBRID 200 KW PLUG-IN HYBRID FWD AUTOMATIC



Sustainability Rating

2026 | ★★★★☆ | 77%

Clean Air
8.5 /10

Energy Efficiency
6.9 /10

Greenhouse Gases
7.9 /10

Driving Experience

Consumption & Range
GOOD

Cold Winter Performance
ADEQUATE

Charging Capability
NOT APPLICABLE

Our verdict

Tested here is the PHEV version of the Audi Q3. This is a luxurious SUV with 200 kW of power and 1.9 tonnes of empty weight. Yet, the Audi receives a good sustainability score thanks to its high pure electric range (111 km declared; 106 measured in Green NCAP's test), which is enabled by a large battery of 25.7 kWh installed capacity. This range leads to a major consideration of the pure electric driving mode in the sustainability rating, whereas the combustion engine driving share is limited. The real-world environmental impact of the vehicle depends on the user's behaviour, driving conditions and recharging frequency. Green NCAP strongly recommends consumers to start their trips with fully charged battery and to recharge frequently to maximise the benefit of the electric powertrain.

- Controls exhaust emissions well across all tests, maintaining low particle emissions and robust performance even in cold-start conditions. Achieves above-average tyre and brake abrasion results, although the vehicle's high mass and production-related emissions reduce the overall score.
- Delivers reasonable real-world fuel economy and the ability to complete the entire -7°C winter test in EV mode. However, electricity consumption is relatively high, particularly in cold weather and highway driving, and rolling resistance weakens the efficiency result.
- Achieves a good GHG result through a high electric driving share and low fuel-use emissions. Limits life cycle emissions to 149 g CO_2-eq./km, with vehicle and battery production accounting for a substantial share.

Disclaimer

Think before you print

Clean Air

8.5 /10

Comments

Although the vehicle is expected to be operated in electric mode without tailpipe emissions most of the time, the pollutant emissions behaviour in combustion mode is still of high importance. Here, the Audi manages its exhaust pollutants. No area deserves special attention. The emissions control remained robust even in the cold start Cold Winter test, although some points were lost here. Particle number is kept low under all conditions, which is not always the case with direct injection petrol engines. The score for tyre and brake abrasion is well above average, but is impacted by the high vehicle mass, although the car features good wheel alignment, smooth accelerator response and high brake energy recuperation rate. The emissions associated with the production of the car and its battery, and the supply of electricity and fuel, pull the final score in this index slightly down.

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 ● **9.5** /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 ● **9.4** /10

Combined (average)	NMHC	NO_x	NH_3	CO	PN	PM	Score
Warm weather cold start	●	●	●	●	●	●	9.6/10
Warm weather warm start	●	●	●	●	●	●	9.6/10
Winter cold start	●	●	●	●	●	●	9.2/10
Charged battery							
Warm weather cold start	●	●	●	●	●	●	10.0/10
Warm weather warm start	●	●	●	●	●	●	10.0/10
Winter cold start	●	●	●	●	●	●	10.0/10
Battery drain test	●	●	●	●	●	●	9.4/10

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

Clean Air

8.5 /10

In laboratory

GOOD

9.4 /10

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Empty battery

Warm weather cold start (legal test WLTP)	🟡	🟢	⚫	🟡	🟠	🟢	**6.4** /8
Warm weather warm start	🟢	🟢	🟠	🟢	🟡	🟢	**8.2** /10
Winter cold start	🟡	🟢	🟤	🟠	🟠	🟢	**6.2** /10
Winter warm start	🟢	🟢	🟠	🟢	🟡	🟢	**8.3** /10
Highway warm weather	🟢	🟢	🟠	🟡	🟠	🟡	**7.3** /10

On road

GOOD

9.7 /10

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

Combined (average)	NMHC	NO_x	NH_3	CO	PN	PM	Score
Real-world mixed drive	⚪	🟢	⚪	🟢	🟢	⚪	**9.5** /10
Short city trip	⚪	🟢	⚪	🟢	🟢	⚪	**9.8** /10
Charged battery							
Real-world mixed drive	⚪	🟢	⚪	🟢	🟢	⚪	**10.0** /10
Short city trip	⚪	🟢	⚪	🟢	🟢	⚪	**10.0** /10
Empty battery							
Real-world mixed drive	⚪	🟢	⚪	🟢	🟠	⚪	**7.7** /10
Short city trip	⚪	🟢	⚪	🟡	🟢	⚪	**9.1** /10
Congestion	⚪	🟢	⚪	⚪	⚪	⚪	**2.0** /2

🟢 good 🟡 adequate 🟠 marginal 🟤 weak 🔴 poor ⚪ not applicable

Clean Air

8.5 /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

6.7 /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

4.2 /6

	Result	Score
Influence of mass		1.2 /3
Wheel alignment		1.0 /1
Accelerator response		2.0 /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

3.8 /6

	Result	Score
Brake dust mitigation		0.0 /4
Brake dust containment		0.0 /6
Recuperative braking - warm test		3.8 /6

good adequate marginal weak poor not applicable

Clean Air

8.5 /10

Additional Life Cycle Assessment information

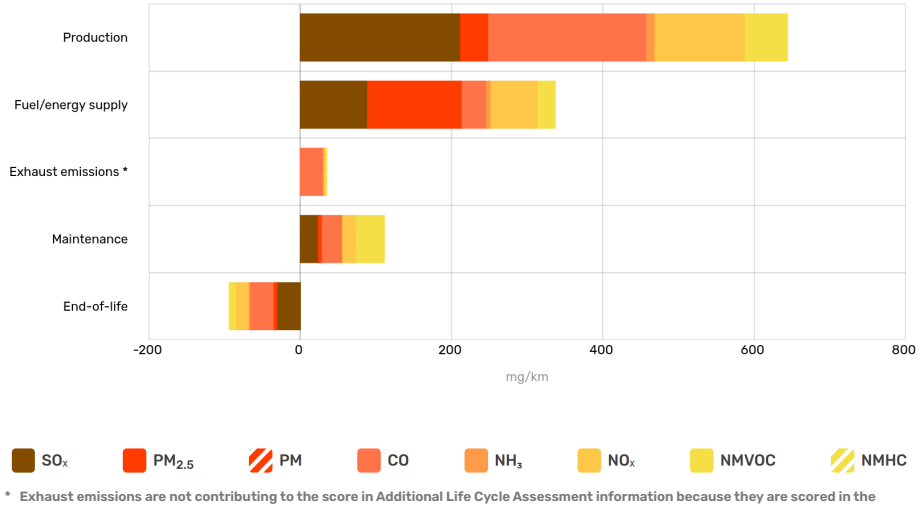
Life Cycle Assessment (LCA) investigates the environmental impact of a car over its entire lifetime, 'from cradle to grave'. In this section, pollutants are estimated in the various stages of a vehicle's life other than use. The chart also displays the measured emissions related to usage, which are taken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

7.3 /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

6.9 /10

Comments

When the battery is empty, the vehicle is operated in combustion mode as a regular (non-plug) hybrid. The measured fuel consumption figures in the lab are as expected but fail to impress with 8.4 l/100 km in the -7°C cold start Cold Winter test or with the 7.8 l/100 km in the Highway Test. On the positive side, the real-world on-road trip recorded reasonable 5.4 l/100 km. In its expected primary mode – being driven as an electric vehicle – the Q3 generally showed electricity consumption figures above 20 kWh/100 km, where the Cold Winter Consumption increased significantly to 31.3 kWh/100 km. The on-road drive was performed at 14°C in sunny weather and recorded 21.2 kWh/100 km, whereas the short urban trip needed 18.7 kWh/100 km. The Q3 PHEV is able to perform the entire -7°C Cold Winter test in pure electric mode, which presents a significant use value. The Audi lost points in the explicit rolling resistance assessment.

Energy demand

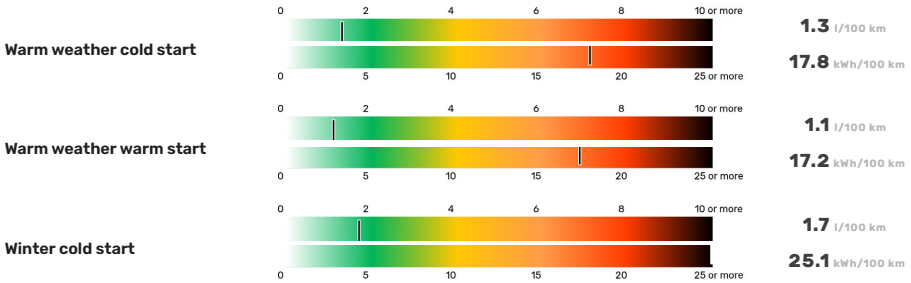
ADEQUATE **7.1**/10

Propulsion energy consumption in laboratory

ADEQUATE **7.5** /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.

Combined (average)



good adequate marginal weak poor not applicable

Energy Efficiency

6.9 /10

Propulsion energy consumption in laboratory

ADEQUATE **7.5** /10

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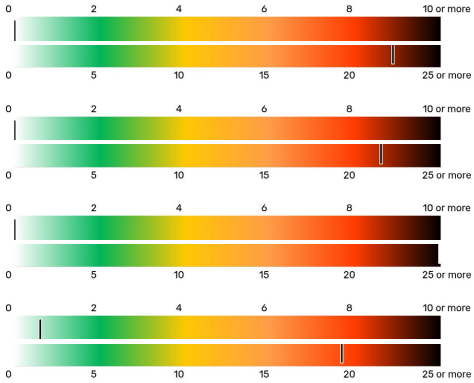
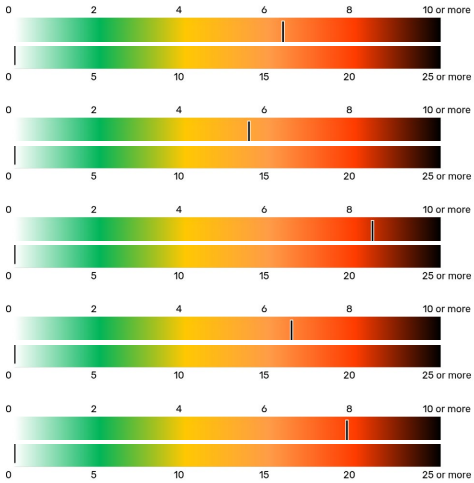
Charged battery



Empty battery



good adequate marginal weak poor not applicable

Energy Efficiency

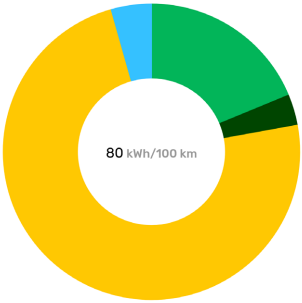
6.9 /10

Additional Life Cycle Assessment information

ADEQUATE **8.8**/10

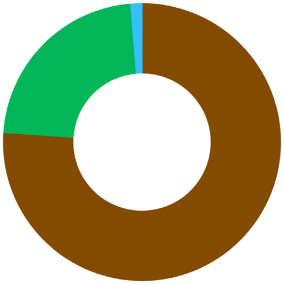
Life Cycle Assessment (LCA) investigates the environmental impact of a car over its entire lifetime 'from cradle to grave'. In this section, the total vehicle life cycle primary energy demand is displayed. The scoring does not consider the direct propulsion energy use, because it is scored separately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

Total LCA energy consumption



Production & recycling 18.8%
Battery production 3.4%
Fuel/energy supply * 73.5%
Maintenance 4.4%

Energy source share in total LCA consumption



Fossil 76.1%
Renewable 22.6%
Other 1.3%

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.

WEAK **2.5**/10

good adequate marginal weak poor not applicable

Greenhouse Gases

7.9 /10

Comments

Thanks to the possible high electric driving share, the GHG emissions of the fossil fuel usage are low – 35 g CO_2-eq./km on average, assuming 80% electric and 20% combustion engine driving share. The larger part of the GHG output results from the provision of the electricity and the production of the car. The relatively green European electricity supply is beneficial for this part of the assessment. The generic vehicle and battery production calculations consider manufacturing in Europe – it accounts for about 64 of the total 149 g CO_2-eq./km.

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.

ADEQUATE **7.9** /10

In laboratory

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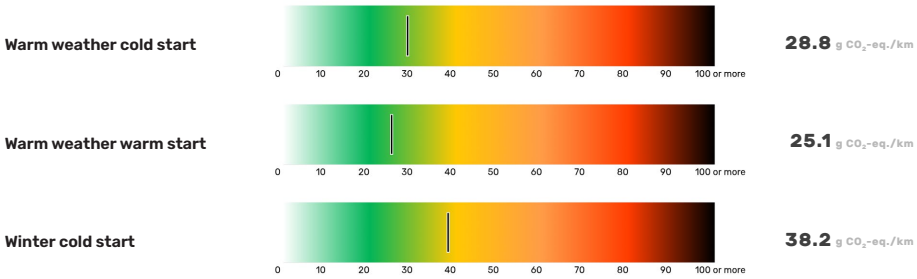
Combined (average)



good adequate marginal weak poor not applicable

Greenhouse Gases

7.9 /10

In laboratory

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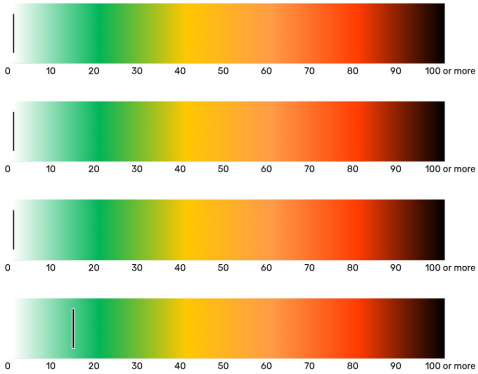
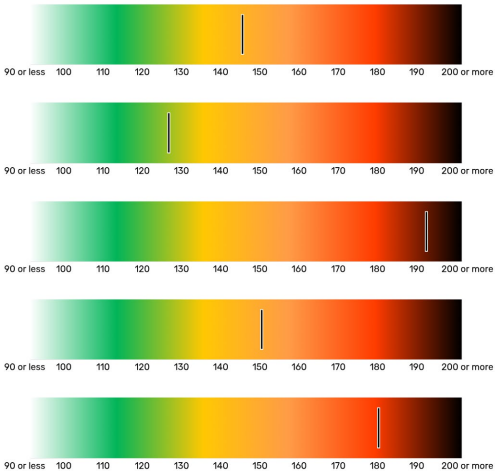
Charged battery



Empty battery



good adequate marginal weak poor not applicable

Greenhouse Gases

7.9 /10

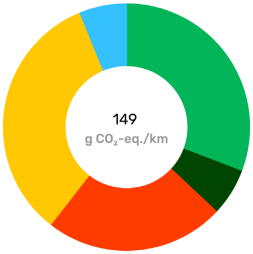
Additional Life Cycle Assessment information

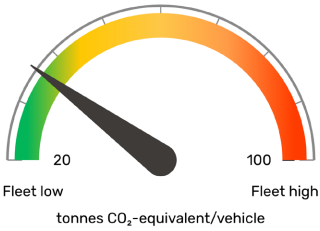
Life Cycle Assessment (LCA) investigates the environmental impact of a car over its entire lifetime, 'from cradle to grave'. In this section, the total vehicle life cycle greenhouse gas emissions are displayed.

ADEQUATE

6.6 /10

Total LCA GHG emissions





- Production & recycling 30.8%
- Battery production 6.2%
- Tailpipe emissions * 23.5%
- Fuel/energy supply 33.3%
- Maintenance 6.2%

Vehicle Life Cycle average emissions **36** (+/-)
(best **25** | worst **72**)

* 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

- Green NCAP's real world consumption estimations are based on measured results corrected with factors addressing real-world behaviour. The Audi Q3's consumption results are a solid 'adequate' for almost all of the analysed scenarios. The high pure electric range of 106 measured kilometers and the ability to drive fully electrically in cold weather, as proved in the -7°C test, give the Audi a pure EV character, as long as it's regularly charged. The board computer readings are mostly accurate but showed a high deviation from the measured figures in the -7°C Cold Winter test in electric mode.
- The Q3 uses a PTC heater for heating the cabin when operating in electric mode. The cabin heat-up performance is adequate, with some areas taking longer than others. So is the insulation test result, where the cabin lost about 6°C after the car was left locked at -7°C for 30 min. Many of the functions targeting higher heating comfort, e.g. heated steering wheel or remote activation, are only available as optional equipment.



Consumption & Range

GOOD

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 - empty battery	6.6	6.4	6.4	6.5	l/100 km
Cold winter cold start - empty battery	9.9	7.4	7.1	8.8	l/100 km
Warm weather - charged battery	25.0	22.5	25.3	23.8	kWh/100 km
Cold winter cold start - charged battery	27.9	31.5	34.5	31.3	kWh/100 km

Warm weather combined mode 2.1 l/100 km + 15.9 kWh/100 km

The combined mode estimations assume 67% electric driving, whereby the ratio is derived from the 2025 Utility Factor concept in WLTP regulation.

Driving range

GOOD

What driving range can be expected in real world conditions?

Of special importance to consumers is the real-world driving range of electric vehicles. Green NCAP estimates this based on measured data, modified by correction factors.

Fully charged	Pure electric range	
Warm weather	106	km
Cold winter	>23	km

The vehicle was able to perform the entire Cold Winter cold start test in pure electric mode.

Accuracy of display

GOOD

Is the consumption figure on the display correct?

Electricity use	
Fuel use	

good adequate poor not applicable

Cold Winter Performance

ADEQUATE

Cabin heating

ADEQUATE

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	443 s	712 s
Footwell	321 s	

The rear footwell area left reached the temperature in 729 seconds and in the right in 652 seconds.

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	✓	Standard
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

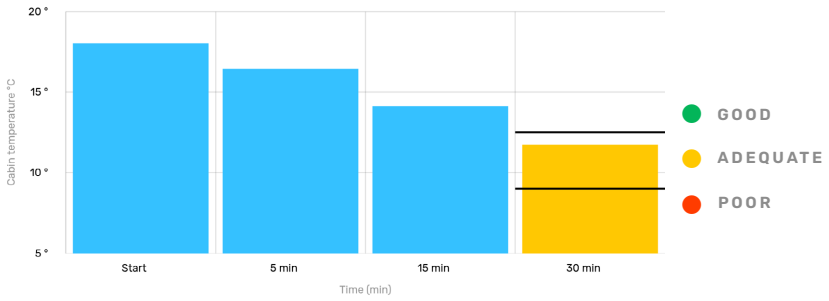
ADEQUATE

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
200 kW/400 Nm

Engine size
1,498 cc

Declared consumption
Fuel 1.9 l/100 km
Electric 14.4 kWh/100 km

Declared driving range
EAER 111 km
Pure electric 111 km

Declared CO_2
43 g/km

Declared battery capacity
Usable (net) 19.7 kWh
Installed (gross) 25.7 kWh

Mass
1,906 kg

Heating concept
Waste heat & PTC heater

Tyres
255/45 R19

Emissions class
Euro 6 EB

Tested car
WAUZZZFJ4T111xxxx

Publication date
11 2026

Also covered by this rating

Variants Names may vary by country

Audi Q3
e-hybrid 200 kW Sportback plug-in hybrid FWD automatic

Other models