

# Citroën C3

110 HYBRID PETROL FWD AUTOMATIC



## Sustainability Rating

2026



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<sub>3</sub> 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<sub>2</sub>-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





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<sub>3</sub> 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 <sub>x</sub>	NH <sub>3</sub>	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 <sub>x</sub>	NH <sub>3</sub>	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



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

MARGINAL ●

3.3 /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	●	2.8 /3
Wheel alignment	●	0.5 /1
Accelerator response	●	0.0 /2

### Brake wear

ADEQUATE ●

4.8 /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	●	3.0 /6
Recuperative braking - warm test	●	1.8 /6



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



6.8 /10

## Additional Life Cycle Assessment information

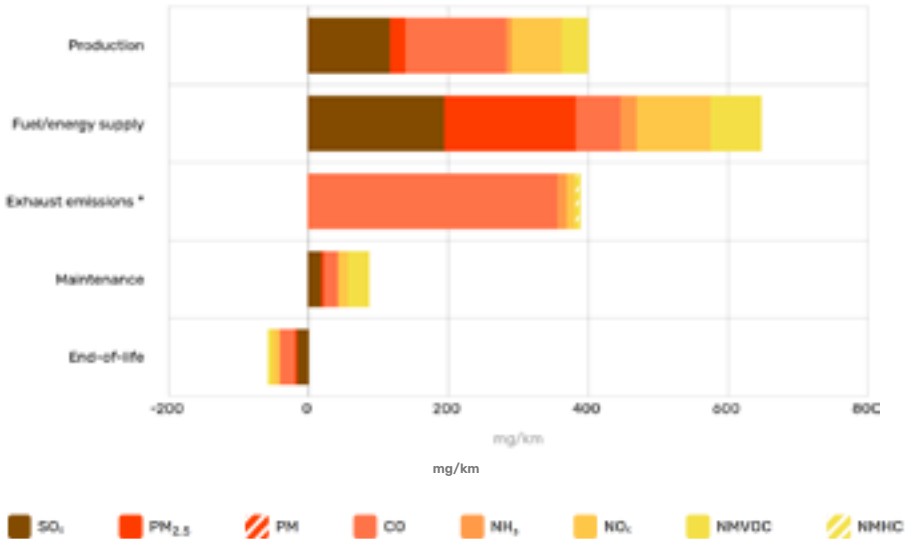
Life Cycle Assessment (LCA) investigates the environmental impact of a car over its entire lifetime, 'from cradle to grave'. In this section, pollutants are estimated in the various stages of a vehicle's life other than use. The chart also displays the measured emissions related to usage, which are taken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

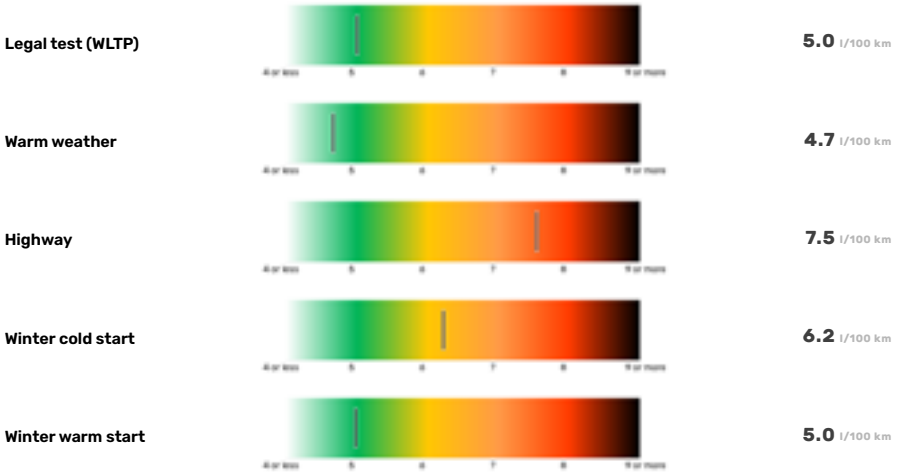
## Energy demand

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



#### Energy source share in total LCA consumption



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<sub>2</sub>-eq./km, which is enough for a score 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<sub>2</sub>. Green NCAP's assessment considers methane (CH<sub>4</sub>) and laughing gas (N<sub>2</sub>O) as well. Together, these are counted with their global warming potential to a sum known as CO<sub>2</sub> 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<sub>2</sub>-eq./km

#### Warm weather



105.9 g CO<sub>2</sub>-eq./km

#### Highway



171.9 g CO<sub>2</sub>-eq./km

#### Winter cold start



141.4 g CO<sub>2</sub>-eq./km

#### Winter warm start



113.3 g CO<sub>2</sub>-eq./km

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

 Greenhouse Gases

4.9 /10

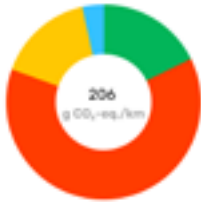
**Additional Life Cycle Assessment information**

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.

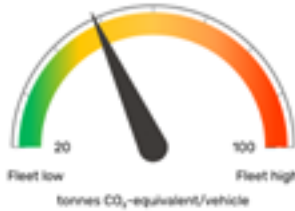
GOOD ●

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%



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<sub>2</sub>

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



