Toyota C-HR

2.0 TEAMPLAYER PLUG-IN HYBRID FWD CVT



Sustainability Rating

2026 | ★★★★☆ | 70%

Clean Air
7.1 /10

Energy Efficiency
7.4 /10

Greenhouse Gases
6.7 /10

Driving Experience

Consumption & Range
GOOD

Cold Winter Performance
GOOD

Charging Capability
NOT APPLICABLE

Our verdict

Toyota offers the famous C-HR as a plug-in hybrid, and the version tested here is the more powerful 164 kW variant. The car has an empty mass of 1,658 kg and a 13.6 kWh battery, which allows it to travel 66 km in pure electric mode (confirmed by Green NCAP measurements). The available electric range results in approximately equal shares of combustion and electric driving mode in the sustainability assessment, meaning that the benefits of the electric mode are 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 a fully charged battery and to recharge frequently.

- Performs adequately under standard conditions but records elevated particle, hydrocarbon, and CO emissions in demanding cold-start and high-load tests. Loses points due to aggressive accelerator calibration and limited electric range.
- Delivers low electricity consumption and reasonable real-world fuel economy, despite average hybrid-mode efficiency. Records 13.6 kWh/100 km on the on-road test, but requires petrol assistance in both winter testing and longer real-world driving.
- Achieves a moderate GHG result due to a limited electric driving share and relatively high fuel-related emissions. Accumulates 172 g CO_2-eq./km of life cycle emissions, with direct combustion emissions contributing a significant share.

Disclaimer

Think before you print

Clean Air

7.1 /10

Comments

The exhaust emissions levels in combustion mode show some room for improvement. The particle number is mostly on the verge of Green NCAP's upper thresholds and costs the car many points. In the Cold Ambient Test, the NMHC emissions increase, as do the CO emissions in the Highway Test. Aggressive accelerator pedal characteristic limits the potential for higher score for the mitigation of tyre abrasion. The -7°C cold start Cold Winter test cannot be completed in pure electric mode, so pollutant exhaust emissions are combined with the fully charged battery examinations. The available electric range is not sufficient to drive the entire real-world on-road trip electrically which also affects the overall rating.

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

7.6 /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

7.1 /10

Combined (average)	NMHC	NO_x	NH_3	CO	PN	PM	Score
Warm weather cold start	good	good	good	adequate	adequate	good	8.5/10
Warm weather warm start	good	good	adequate	good	adequate	good	8.5/10
Winter cold start	weak	good	poor	adequate	weak	good	4.5/10
Charged battery							
Warm weather cold start	good	good	good	good	good	good	10.0/10
Warm weather warm start	good	good	good	good	good	good	10.0/10
Winter cold start	weak	good	poor	adequate	weak	good	4.6/10
Battery drain test	good	good	good	good	good	good	9.8/10

good adequate marginal weak poor not applicable

Clean Air

7.1 /10

In laboratory

ADEQUATE

7.1 /10

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

Empty battery

Warm weather cold start (legal test WLTP)	adequate	good	not applicable	adequate	weak	good	**5.6** /8
Warm weather warm start	good	good	marginal	adequate	weak	good	**6.9** /10
Winter cold start	poor	adequate	poor	adequate	weak	good	**4.4** /10
Winter warm start	good	good	marginal	adequate	weak	good	**6.5** /10
Highway warm weather	good	good	weak	weak	weak	good	**5.1** /10

On road

ADEQUATE

8.8 /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	not applicable	good	not applicable	good	marginal	not applicable	**7.8** /10
Short city trip	not applicable	good	not applicable	adequate	good	not applicable	**9.6** /10
Charged battery							
Real-world mixed drive	not applicable	good	not applicable	good	marginal	not applicable	**8.3** /10
Short city trip	not applicable	good	not applicable	good	good	not applicable	**10.0** /10
Empty battery							
Real-world mixed drive	not applicable	good	not applicable	good	marginal	not applicable	**7.4** /10
Short city trip	not applicable	good	not applicable	adequate	good	not applicable	**9.1** /10
Congestion	not applicable	good	not applicable	not applicable	not applicable	not applicable	**2.0** /2

good adequate marginal weak poor not applicable

Clean Air

7.1 /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 5.7 /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

MARGINAL 2.9 /6

	Result	Score
Influence of mass		1.9 /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

ADEQUATE 4.0 /6

	Result	Score
Brake dust mitigation		0.0 /4
Brake dust containment		0.0 /6
Recuperative braking - warm test		4.0 /6

good adequate marginal weak poor not applicable

Clean Air

7.1 /10

Additional Life Cycle Assessment information

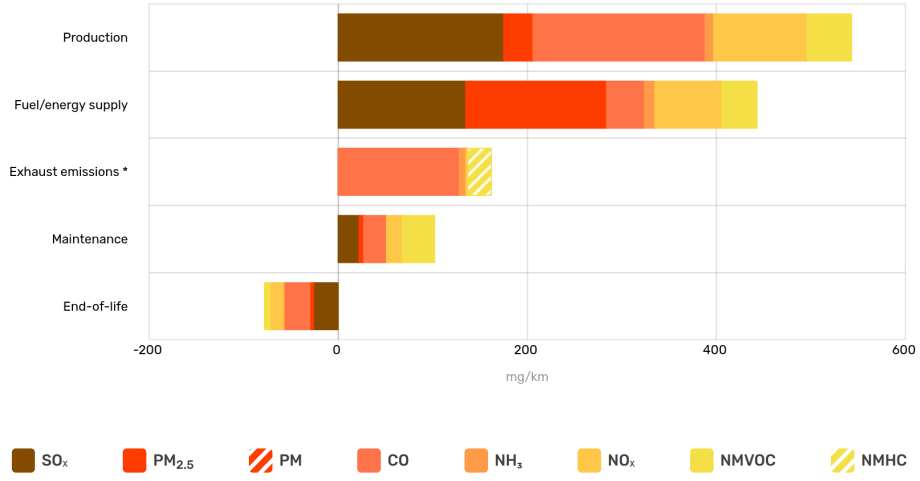
Life Cycle Assessment (LCA) investigates the environmental impact of a car over its entire lifetime, 'from cradle to grave'. In this section, pollutants are estimated in the various stages of a vehicle's life other than use. The chart also displays the measured emissions related to usage, which are taken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

7.0 /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

7.4 /10

Comments

When the battery is empty, the vehicle is operated in combustion mode as a regular (non-plug) hybrid. Against this background, the measured fuel consumption figures in the lab are within a reasonable range. However, the non-plug-in C-HR, also tested by Green NCAP in 2026, was far more convincing. On the positive side, the real-world on-road trip recorded very creditable 4.2 l/100 km, with 3.6 l/100 km in short urban driving. Driven in electric mode, the C-HR PHEV demonstrated low electric consumption figures, but there still is the caveat that the -7°C test could not be conducted in pure electric mode, so the economy figure here is a mixture of electricity and petrol consumption. The on-road drive was performed at 28°C in sunny weather and recorded 13.6 kWh/100 km but also used an additional litre of fuel to finish the trip.

Energy demand

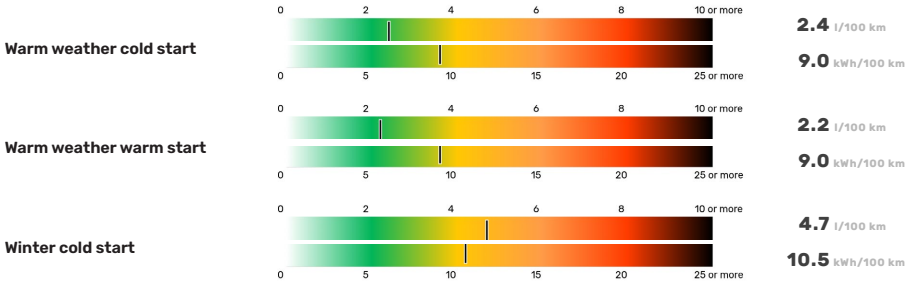
ADEQUATE **7.4** /10

Propulsion energy consumption in laboratory

ADEQUATE **6.2** /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.

Combined (average)



good adequate marginal weak poor not applicable

Energy Efficiency

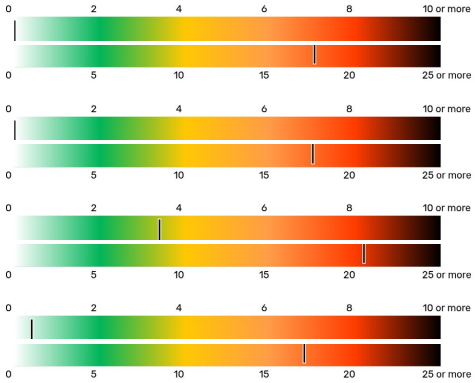
7.4 /10

Propulsion energy consumption in laboratory

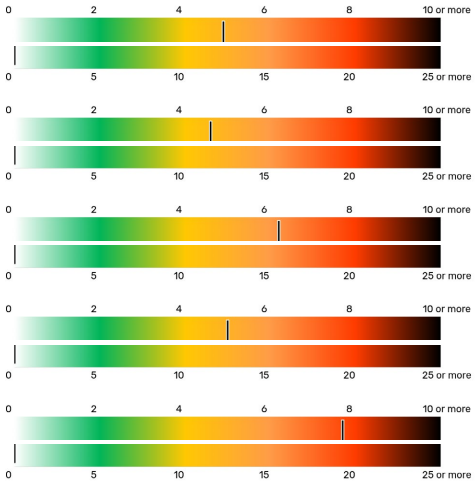
ADEQUATE 6.2 /10

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.

Charged battery



Empty battery



good adequate marginal weak poor not applicable

Energy Efficiency

7.4 /10

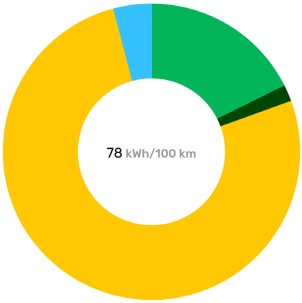
Additional Life Cycle Assessment information

GOOD

10.0/10

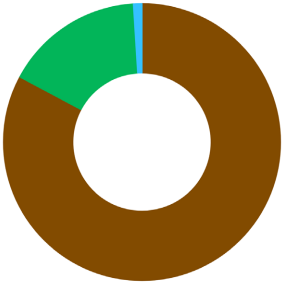
Life Cycle Assessment (LCA) investigates the environmental impact of a car over its entire lifetime 'from cradle to grave'. In this section, the total vehicle life cycle primary energy demand is displayed. The scoring does not consider the direct propulsion energy use, because it is scored separately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

Total LCA energy consumption



Production & recycling 17.7%
Battery production 1.8%
Fuel/energy supply * 76.4%
Maintenance 4.1%

Energy source share in total LCA consumption



Fossil 82.8%
Renewable 16.2%
Other 1.0%

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

7.1/10

good | adequate | marginal | weak | poor | not applicable

Greenhouse Gases

6.7 /10

Comments

Given the electric driving share, GHG emissions associated with fossil fuel use amount to an average of 77.6 g CO_2-eq./km. A large part of the GHG output results from the provision of fuel and electricity and the production of the car. The generic vehicle and battery production calculations consider manufacturing in Europe (Turkey), accounting for about 54 of the total 172 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.

MARGINAL **5.4** /10

In laboratory

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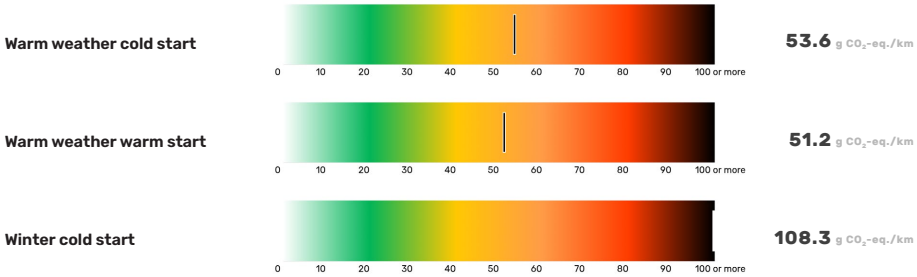
Combined (average)



good adequate marginal weak poor not applicable

Greenhouse Gases

6.7 /10

In laboratory

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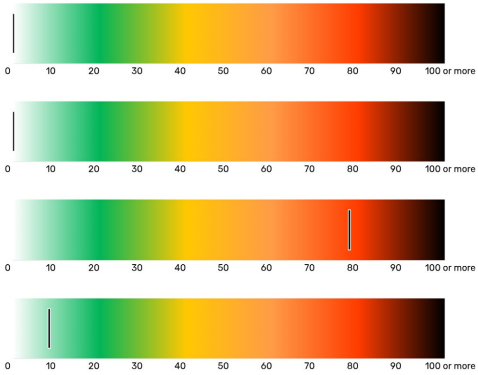
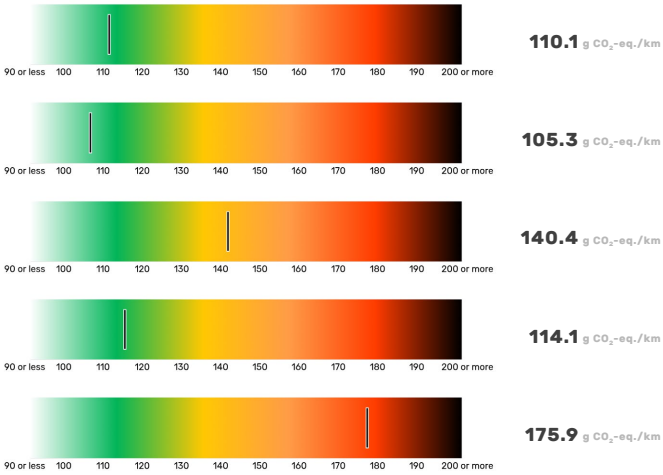
Charged battery



Empty battery



good adequate marginal weak poor not applicable

Greenhouse Gases

6.7 /10

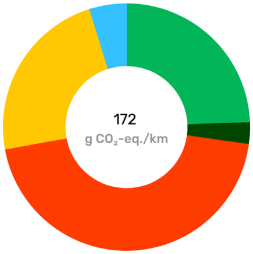
Additional Life Cycle Assessment information

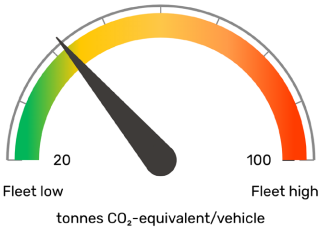
Life Cycle Assessment (LCA) investigates the environmental impact of a car over its entire lifetime, 'from cradle to grave'. In this section, the total vehicle life cycle greenhouse gas emissions are displayed.

ADEQUATE

8.1 /10

Total LCA GHG emissions





- Production & recycling 24.4%
- Battery production 2.8%
- Tailpipe emissions * 44.9%
- Fuel/energy supply 23.0%
- Maintenance 4.8%

Vehicle Life Cycle average emissions **42** (+/-)
(best **22** | worst **66**)

* 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

GOOD

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 C-HR's results are 'good' in the warm weather scenarios and in the empty-battery cold winter driving. However, as it was not possible to complete the Cold Winter test in electric mode, the mark received for this case is 'poor', which consumers should bear in mind if their usage case includes frequent cold winter driving. The pure electric range of 65 km is sufficient for an 'adequate' note, although the cold winter range gives a 'poor'. Here, the combustion engine starts immediately, and the electric powertrain takes over just after sufficient temperatures have been reached in cabin and components. It is disappointing to see the combustion engine being activated to provide heat. The board computer readings are accurate.
- The C-HR PHEV cabin heating performance with fully charged battery is impressive, as the vehicle heats up very quickly - also in the rear footwell. The car is equipped with a heat pump and utilizes a smart strategy to allocate heat only to occupied passenger seats. In the insulation test, the cabin temperature dropped by only around 4.4°C after being left locked at -7°C for 30 min - a remarkable result. This means that the heat is well maintained inside the car.

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 - empty battery	3.9	5.3	5.8	4.7	l/100 km
Cold winter cold start - empty battery	5.6	6.1	6.6	5.6	l/100 km
Warm weather - charged battery	15.1	18.1	23.1	18.6	kWh/100 km
Cold winter cold start - charged battery	-	-	-	-	kWh/100 km
Warm weather combined mode	2.3 l/100 km	+	9.6 kWh/100 km		

The vehicle could not perform the charged battery Cold Winter test in pure electric mode and relied heavily on the combustion engine.

The combined mode estimations assume 51% electric driving, whereby the ratio is derived from the 2025 Utility Factor concept in WLTP regulation.

Driving range

ADEQUATE

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	65	km
Cold winter	0.1	km

No pure electric driving in the cold start Cold Winter test possible.

Accuracy of display

GOOD

Is the consumption figure on the display correct?

Electricity use	
Fuel use	

good adequate poor not applicable

Cold Winter Performance

GOOD

Cabin heating

GOOD

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	280 s	322 s
Footwell	187 s	

The rear footwell area left reached the temperature in 251 seconds and in the right in 214 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	✓	Standard
Seating heating front	✓	Standard
Seating heating rear	✗	
Steering wheel heating	✓	Standard
Sheduled pre-heating of seats	✗	
Scheduled steering wheel pre-heating	✗	
Scheduled cabin air pre-heating	✓	Standard
Smart cabin heating management	✓	Standard

good adequate poor not applicable

Cold Winter Performance

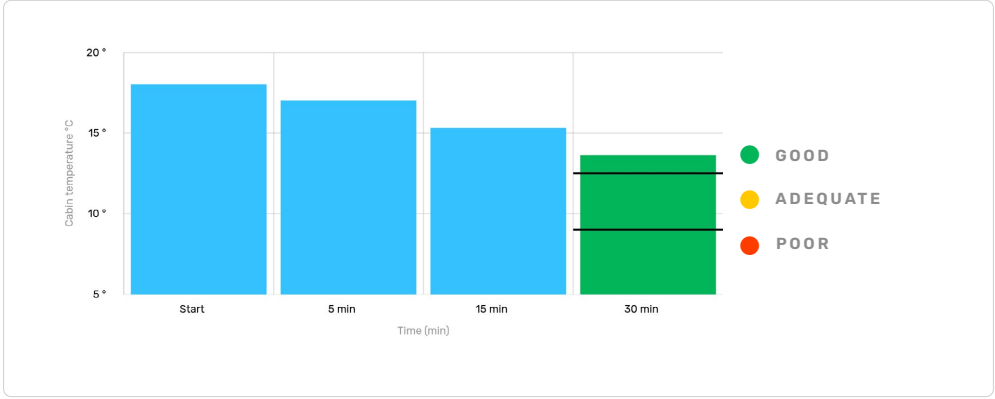
GOOD

Cabin thermal insulation

GOOD

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
164 kW/-

Engine size
1,987 cc

Declared consumption
Fuel 0.8 l/100 km
Electric 15.1 kWh/100 km

Declared driving range
EAER 67 km
Pure electric 66 km

Declared CO_2
19 g/km

Declared battery capacity
Usable (net) 13.6 kWh
Installed (gross) 13.6 kWh

Mass
1,658 kg

Heating concept
Waste heat & heat pump

Tyres
225/55 R18

Emissions class
Euro 6 EA

Tested car
JTPABACA80R02xxxx

Publication date
11 2026

Also covered by this rating

Variants Names may vary by country

Toyota C-HR
2.0 GR SPORT Premiere plug-in hybrid FWD CVT

Toyota C-HR
2.0 Team Deutschland plug-in hybrid FWD CVT