

BMW 1 Series

120 M SPORT PETROL FWD AUTOMATIC



Sustainability Rating

2025



59%



**Clean
Air**

7.7 /10



**Energy
Efficiency**

6.1 /10



**Greenhouse
Gases**

4.0 /10

Driving Experience



**Consumption
& Range**

● ADEQUATE



**Cold Winter
Performance**

● NOT APPLICABLE



**Charging
Capability**

● NOT APPLICABLE

Our verdict

Although this is a conventional petrol vehicle, the BMW 120 reaches a relatively high score of 3 stars in Green NCAP's sustainability assessment and closely missed out on an additional half star. The car benefits from its compact size and low mass, its low pollutant emissions and relatively efficient powertrain. The most challenging discipline are the greenhouses gases, where the achievement is moderate.

- › The BMW has efficient exhaust aftertreatment and low tyre abrasion, but limited brake recuperation affects brake emission performance.
- › It offers decent fuel efficiency and benefits from low production energy demand due to its light weight and lack of a battery.
- › Despite lower production-phase emissions, overall life cycle greenhouse gas emissions are moderate due to fossil fuel combustion.

Disclaimer

Think before you print



Comments

The BMW's exhaust aftertreatment is efficient and robust under a variety of conditions, but the score in this section would benefit from further reduction of particle emissions. Due to the relatively low mass and well controllable accelerator pedal response, the tyre abrasion emissions are low, however, there is no other factor but the limited 48-volt system recuperation possibility to reduce brake abrasion.

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

	NMHC	NO _x	NH ₃	CO	PN	PM	Score
Legal test (WLTP)							6.2 /8
Warm weather							7.8 /10
Highway							6.3 /10
Winter cold start							6.7 /10
Winter warm start							7.9 /10

On road

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

ADEQUATE  8.5 /10

	NMHC	NO _x	NH ₃	CO	PN	PM	Score
Real-world mixed drive							7.2 /10
Short city trip							9.5 /10
Congestion							2.0 /2

 good  adequate  marginal  weak  poor  not applicable



7.7 /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 

5.9 /10

Tyre wear

ADEQUATE 

5.3 /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		2.3 /3
Wheel alignment		1.0 /1
Accelerator response		2.0 /2

Brake wear

WEAK 

1.8 /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		0.0 /6
Recuperative braking - warm test		1.8 /6



 good  adequate  marginal  weak  poor  not applicable



7.7 /10

Additional Life Cycle Assessment information

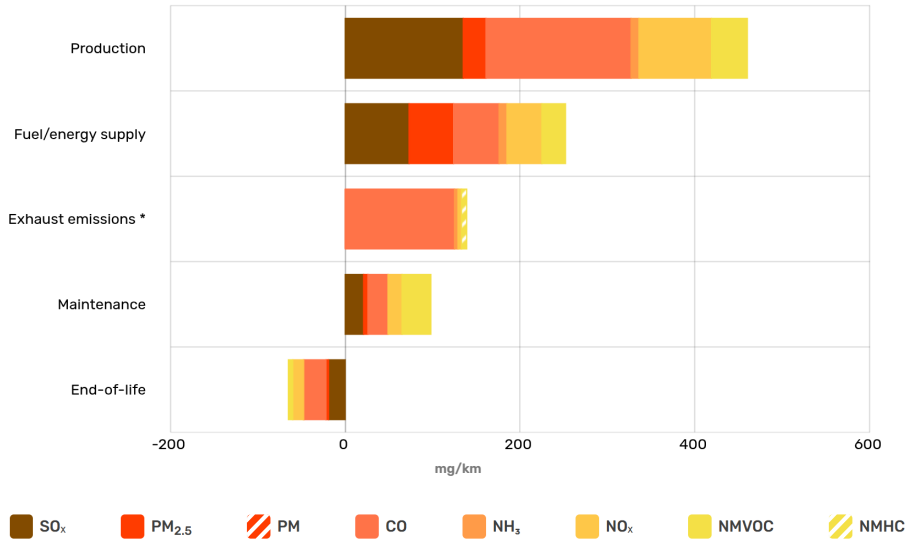
Life Cycle Assessment (LCA) investigates the environmental impact of a car over its entire lifetime, 'from cradle to grave'. In this section, pollutants are estimated in the various stages of a vehicle's life other than use. The chart also displays the measured emissions related to usage, which are taken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

9.5 /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

Energy Efficiency

6.1 /10

Comments

The car’s petrol consumption figures are good but not surprising, although a standard real-world on-road drive mixed trip with 4.5 l/100 km makes a good figure. 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

6.0 /10

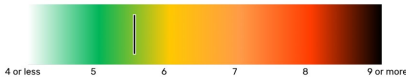
Propulsion energy consumption in laboratory

MARGINAL

3.5 /10

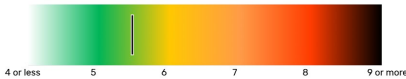
The vehicle’s measured consumption figures are displayed in the bar chart. The colour scheme positions the values relative to low and high figures in a typical range. The ranges are different for combustion engine and pure electric vehicles.

Legal test (WLTP)



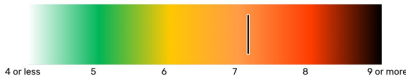
5.5 /100 km

Warm weather



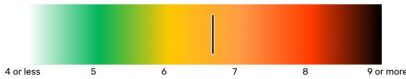
5.5 /100 km

Highway



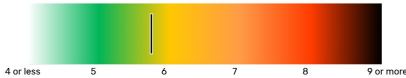
7.1 /100 km

Winter cold start



6.6 /100 km

Winter warm start



5.7 /100 km

Energy Efficiency

6.1 /10

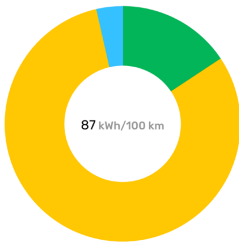
Additional Life Cycle Assessment information

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'.

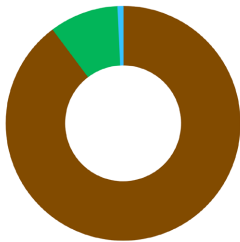
Total LCA energy consumption



- Production & recycling 15.7%
- Battery production 0.0%
- Fuel/energy supply * 80.8%
- Maintenance 3.5%

Direct propulsion energy share is not shown, it is included in 'Fuel/energy supply'.

Energy source share in total LCA consumption



- Fossil 89.8%
- Renewable 9.5%
- Other 0.7%

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 ●

7.8 /10



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

Greenhouse Gases

4.0 /10

Comments

Although the non-usage LCA phases of a conventional vehicle emit less greenhouse gases compared to an electric car, the combustion of fossil fuels increases the emissions over proportionally and leave the BMW with a mediocre score in this part of the assessment, despite its good consumption figures, given the petrol engine.

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 CO₂. Green NCAP's assessment considers methane (CH₄) and laughing gas (N₂O) as well. Together, these are counted with their global warming potential to a sum known as CO₂ equivalent.

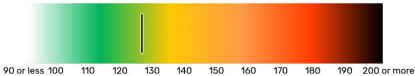
WEAK

1.9 /10

In laboratory

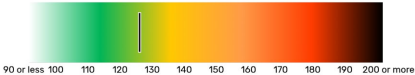
Green NCAP performs a wide range of tests on cars in the laboratory. This is the best way to ensure controlled conditions and guarantee that all cars are tested in the same way, making their results comparable. [Read more](#)

Legal test (WLTP)



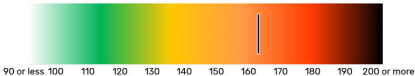
125.0 g CO₂-eq./km

Warm weather



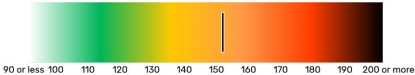
124.3 g CO₂-eq./km

Highway



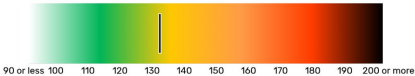
161.3 g CO₂-eq./km

Winter cold start



150.2 g CO₂-eq./km

Winter warm start



130.6 g CO₂-eq./km

good adequate marginal weak poor not applicable

Greenhouse Gases

4.0 /10

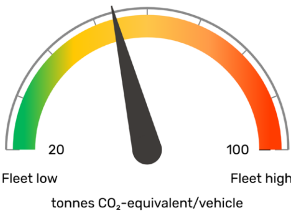
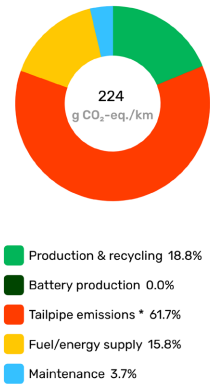
Additional Life Cycle Assessment information

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

8.8 /10

Total LCA GHG emissions



Vehicle Life Cycle average emissions 54 (+/-)
(best 49 | worst 60)

* The scoring does not consider the direct exhaust GHG emissions at the tailpipe, because they are scored separately in 'Exhaust GHG emissions' above.





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 BMW 120'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	7.8	5.2	5.8	6.9	l/100 km
Cold Winter	9.0	5.8	6.5	7.8	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
Small Family Car

System power/torque
115 kW/280 Nm

Engine size
1,499 cc

Declared consumption
5.5 l/100 km

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

Declared CO₂
125 g/km

Declared battery capacity
Usable (net) 0.8 kWh
Installed (gross) n.a.

Mass
1,466 kg

Heating concept
Waste heat

Tyres
225/45 R18

Emissions class
Euro 6 EC

Tested car
WBA81GE0707R2xxxx

Publication date
09 2025

Also covered by this rating

Variants
BMW 1 Series
120 M Sport Design Steptronic petrol FWD automatic

BMW 1 Series
120 M Sport Pro Steptronic petrol FWD automatic

BMW 1 Series
120 M Sport Steptronic petrol FWD automatic

BMW 1 Series
120 Steptronic petrol FWD automatic

Other models
BMW 2 Series Gran Coupé
220 petrol FWD automatic



