

MINI Countryman

S ALL4 PETROL AWD AUTOMATIC

2024



46%



7.9
/10 

**Clean Air
Index**

3.9
/10 

**Energy Efficiency
Index**

2.2
/10 

**Greenhouse Gas
Index**

	Laboratory Test	NMHC	NO _x	NH ₃	CO	PN
8.0/10	Cold Test					
8.5/10	Warm Test					
6.8/10	Highway					
	Cold Ambient Test	Does not qualify for additional robustness testing				

	Road Test					
8.4/10	On-Road Drive					
3.9/5	On-Road Short Trip					
	On-Road Heavy Load	Does not qualify for additional robustness testing				
	On-Road Light Load	Does not qualify for additional robustness testing				
	Congestion	Does not qualify for additional robustness testing				

n.a.

good

adequate

marginal

weak

poor

Comments

Generally, the exhaust pollutants are handled well by the Mini's aftertreatment systems, but the measurements reveal that the car can be challenged in the Highway Test BAB130. Here, point deductions come for particulate emissions where the Countryman performs only averagely well despite being equipped with a GPF. Carbon monoxide emissions are slightly increased during high load operation in highway driving. That being said, the test values are still far below the legal limits and demonstrate the robustness of the emissions control, both in the lab and on the street.

Energy Efficiency Tests



Laboratory Test

Energy

4.8/10 Cold Test



5.1/10 Warm Test



2.1/10 Highway



Cold Ambient Test

Does not qualify for additional robustness testing

Consumption

Driving Range

Average

7.2 l/100 km

639 km

Worst-case

8.8 l/100 km

514 km



n.a.



good



adequate



marginal



weak



poor

Comments

The Mini Countryman is a relatively heavy and powerful vehicle with a SUV body type and all-wheel drive. The two-litre turbo-charged petrol engine is supported by a 48 V mild-hybrid system. While WLTC+ tests in the lab require around 6.5 litres for 100 km, the more challenging BAB130 test raises the consumption to more than 8.5 l/100 km. The real-world On-Road Drive was performed with 6.1 l/100 km.

2.2
/10

Greenhouse Gases Tests

 Greenhouse gases		CO ₂	N ₂ O	CH ₄
3.2/10	Cold Test			
3.6/10	Warm Test			
0.0/10	Highway			
Cold Ambient Test		Does not qualify for additional robustness testing		



n.a.



good



adequate



marginal



weak



poor

Comments

CH₄ and N₂O are controlled very well and earn the maximum bonus points. In the tests, the Countryman beats its official CO₂ emissions in the WLTC+ tests but the additional well-to-tank emissions push the overall GHG values to more than 180 g/km. Carbon dioxide exceeds Green NCAP limits in the more energy demanding Highway Test, resulting in zero points. Overall, the fossil fuel driven Mini could only score 2.2 out of 10 points for greenhouse gas emissions.

Our Verdict

The Mini Countryman S tested here is a large family hatchback of SUV character, with a two-litre turbo-charged petrol engine providing 160 kW peak system power that is supported by a 48 V mild-hybrid system. Like most other large fossil fuelled cars, it scores weakly in the Greenhouse Gas part of the assessment. On the positive side, pollutant emissions are managed quite well and the Mini demonstrates a robust Clean Air behaviour. The measured consumption values are not impressive, but still creditable for a vehicle of this type and powertrain. Overall, the Mini Countryman collects 2½ Green stars with an average score of 46%.

Disclaimer [↗](#)

Specification

Tested Car

WMW21GA0107R1xxx

Publication Date	Vehicle Class	Tyres	Emissions Class
11 2024	Small MPV	225/55 R18	Euro 6 EC
Mass	Engine Size	Power/Torque	Declared CO ₂
1,728 kg	1,998 cc	160 kW/360 Nm	153 g/km
Declared Battery Capacity	Declared Driving Range	Declared Consumption	
n.a.	n.a.	6.8 l/100 km	

Heating Concept

Waste heat



Think before you print