

# Mitsubishi ASX

1.3 DI-T DCT PETROL FWD AUTOMATIC



5.4   
/10

**Clean Air  
Index**

4.4   
/10

**Energy Efficiency  
Index**

2.7   
/10

**Greenhouse Gas  
Index**

# 5.4

/10



## Clean Air Tests



### Laboratory Test

NMHC

NO<sub>x</sub>

NH<sub>3</sub>

CO

PN

4.1/10 Cold Test



6.0/10 Warm Test



4.9/10 Highway



Cold Ambient Test

Does not qualify for additional robustness testing



### Road Test

6.6/10 On-Road Drive



2.9/5 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

Exhaust gas aftertreatment is handled averagely well by the Mitsubishi ASX. The car scores around 5 out of 10 points in most tests with a best result of 6.6 in the On-Road Drive. The scores are primarily limited by NH<sub>3</sub> emissions. Carbon monoxide output exceeds Green NCAP's upper threshold in the Highway Test and generally could be controlled better. Particle emissions are an order of magnitude lower than the Euro 6 limit but with the more stringent thresholds applicable here, this is enough only for a little less than half of the possible points.

# Energy Efficiency Tests



## Laboratory Test

## Energy

5.2/10 Cold Test



5.1/10 Warm Test



2.9/10 Highway



Cold Ambient Test

Does not qualify for additional robustness testing

## Consumption

## Driving Range

Average

6.8 l/100 km

713 km

Worst-case

8.1 l/100 km

592 km



n.a.



good



adequate



marginal



weak



poor

## Comments

The 1.3 litre turbocharged petrol engine in the ASX is supported by a mild hybrid system. The modest configuration of the hybrid system (only 13 V compared to industry standard 48 V) doesn't notably contribute to a reduced consumption. While WLTC+ tests in the lab require around 6 litres for 100 km, the more demanding Highway Test BAB130 increases the consumption to 8.1 l/100 km. This leads to a below average score of 4.4 out of 10 for energy efficiency.

# Greenhouse Gases Tests



## Greenhouse gases

CO<sub>2</sub>

N<sub>2</sub>O

CH<sub>4</sub>

3.9/10 Cold Test



3.7/10 Warm Test



0.7/10 Highway



Cold Ambient Test

Does not qualify for additional robustness testing



n.a.



good



adequate



marginal



weak



poor

### Comments

The Greenhouse Gas Index is based on a Well-to-Wheel+ approach, meaning that the greenhouse gas emissions related to the supply of the energy are added to the tailpipe emissions. In the WLTC+ Lab Tests, about 140 g CO<sub>2</sub>/km are measured at the tailpipe. With the addition of some 36 g/km from fuel production and supply and the CO<sub>2</sub>-equivalent values for methane and laughing gas, the total CO<sub>2</sub>-equivalent emissions rise to approx. 176 g/km. In the Highway Test the total figure is 230 g CO<sub>2</sub>-eq./km, due to higher fuel consumption.

## Our Verdict

The Mitsubishi ASX tested here is a compact SUV with a 1.3 l turbocharged petrol engine that is supported by a weak mild-hybrid system. The car provides 116 kW peak power and is generally very similar to the Renault Captur. Like most other fossil fuelled petrol cars, it scores less in the Greenhouse Gas Index due to the CO<sub>2</sub> emissions measured at the tailpipe. Tested consumption values are around 6 l/100 km, with the demand increasing to 8.1 l/100 km in the Highway Test with full-power accelerations. Pollutants are averagely well managed and ammonia and carbon monoxide emissions could be better handled. Overall, the Mitsubishi ASX reaches an average score of 41% and 2½ Green stars.

## Disclaimer [↗](#)

## Specification

### Tested Car

VF1RJB0017040xxxx

<b>Publication Date</b> 11 2023	<b>Vehicle Class</b> Small SUV	<b>Tyres</b> 215/55R18	<b>Emissions Class</b> Euro 6d AP
<b>Mass</b> 1,345 kg	<b>Engine Size</b> 1,332 cc	<b>Power/Torque</b> 116 kW/270 Nm	<b>Declared CO<sub>2</sub></b> 134 g/km
<b>Declared Battery Capacity</b> n.a.	<b>Declared Driving Range</b> n.a.	<b>Declared Consumption</b> 5.9 l/100 km	

### Heating Concept

Waste heat



Think before you print