

# **BMW 2 Series Active Tourer**

2201 PETROL FWD AUTOMATIC

2024





Clean Air Index

4.7

**Energy Efficiency Greenhouse Gas** Index

Index



	Laboratory Test	ИМНС	NO <sub>x</sub>	NH <sub>3</sub>	co	PN
<b>7.2</b> /10	Cold Test					
<b>8.1</b> /10	Warm Test					
<b>7.4</b> /10	Highway					
	Cold Ambient Test	Does not qualify for additional robustness testing				
	Road Test					
<b>7.7</b> /10	On-Road Drive					
<b>3.5</b> /5	On-Road Short Trip					
	On-Road Heavy Load	Does not qua	alify for additior	nal robustness t	esting	
	On-Road Light Load	Does not qua	alify for additior	nal robustness t	esting	
	Congestion	Does not qua	alify for addition	nal robustness t	esting	













#### **Comments**

Exhaust gas aftertreatment is handled very well by the BMW in all tests. The car continuously scores more than 7 out of 10 points, even during the demanding Highway Test BAB130 in the lab and during the longer On-Road Drive, demonstrating robust performance. However, points are deducted for particle emissions where the direct injection Active Tourer performs only averagely well despite being equipped with a GPF. Carbon monoxide is managed quite well under all tested driving conditions and the typically-challenging ammonia (NH<sub>3</sub>) emissions are kept low.



## **Energy Efficiency Tests**

	<b>Laboratory Test</b>	Energy		
<b>5.1</b> /10	Cold Test			
<b>5.5</b> /10	Warm Test			
<b>3.5</b> /10	Highway			
	Cold Ambient Test	Does not qualify t	or additional robustness testing	
		Consumption	Driving Range	
	Average	<b>6.6</b> I/100 km	<b>828</b> km	
	Worst-case	<b>7.6</b> l/100 km	<b>715</b> km	







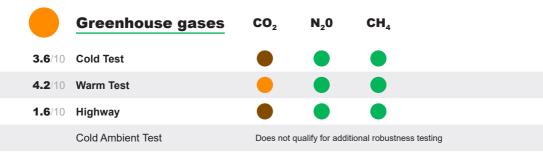






#### **Comments**

The 1.5 litre turbocharged petrol engine in the Active Tourer is supported by a 48 V mild-hybrid system. While WLTC+ tests in the lab require around 6 litres per 100 km, the more challenging BAB130 test raises the consumption to 7.5 l/100 km. The real-world On-Road Drive used 5.5 l/100 km, which is less than the type approval figure of 6.3 l/100 km. The On-Road Short Trip consumed 5.3 l/100 km.















#### **Comments**

Like other fossil fuel combustion engine vehicles, greenhouse gases are the most challenging category for the 220i. Emissions of N<sub>2</sub>O and CH<sub>4</sub> are very low in all tests. The Cold and Warm WLTC+ Tests at 23° C lead to tailpipe emissions of approx. 142 and 134 g/km CO<sub>2</sub>, respectively, while in the Highway Test, the BMW emits 170 g/km. The score is noticeably influenced by the addition of the upstream greenhouse gas emissions for the fuel supply – around 35-44 g CO<sub>2</sub>-eq./km, depending on the test consumption. This step reflects Green NCAP's well-to-wheel+ approach for the greenhouse gas assessment.

#### **Our Verdict**

The BMW 220i Active Tourer tested here is a family hatchback with a 1.5 I turbocharged petrol engine providing 125 kW peak system power that is supported by a 48 V mild-hybrid system. The car demonstrates good exhaust aftertreatment, successfully minimising its polluting effect. The management of all gaseous pollutants is above average, but the abatement of particle emissions could be improved to deliver an even better result. Like most other fossil fuelled cars, the 220i scores most poorly in the Greenhouse Gas part of the assessment due to the direct CO<sub>2</sub> emissions from the combustion of the petrol. The consumption values are reasonable for a vehicle of this type – in the Highway Test 7.5 I/100 km are used and the real-world On-Road Drive was performed with 5.5 I/100 km. Overall, the BMW 220i Active Tourer completes Green NCAP's assessment with an Average Score of 51% and collects well-deserved 3.

#### Disclaimer 2

#### **Specification**

### Tested Car

Publication Date 02 2024 Vehicle Class Small Family Ca

**Tyres** 205/65 R16

Emissions Class

**Mass** 1,618 kg Engine Size 1,499 cc Power/Torque 125 kW/280 Nm Declared CO<sub>2</sub> 142 g/km

Declared Battery Capacity

Declared Driving Range

Declared Consumption

Heating Concept
Waste heat



Think before you print