

BMW 2 Series Active Tourer

220i PETROL FWD AUTOMATIC

2024



51%



7.5 
/10

**Clean Air
Index**

4.7 
/10

**Energy Efficiency
Index**

3.1 
/10

**Greenhouse Gas
Index**

7.5
/10



Clean Air Tests



Laboratory Test

NMHC

NO_x

NH₃

CO

PN

7.2/10 Cold Test



8.1/10 Warm Test



7.4/10 Highway



Cold Ambient Test

Does not qualify for additional robustness testing



Road Test

7.7/10 On-Road Drive



3.5/5 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 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 (NH₃) emissions are kept low.

Energy Efficiency Tests



Laboratory Test

Energy

5.1/10 Cold Test



5.5/10 Warm Test



3.5/10 Highway



Cold Ambient Test

Does not qualify for additional robustness testing

Consumption

Driving Range

Average

6.6 l/100 km

828 km

Worst-case

7.6 l/100 km

715 km



n.a.



good



adequate



marginal



weak



poor

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.

3.1

/10

Greenhouse Gases Tests



Greenhouse gases

CO₂

N₂O

CH₄

3.6/10 Cold Test



4.2/10 Warm Test



1.6/10 Highway



Cold Ambient Test

Does not qualify for additional robustness testing



n.a.



good



adequate



marginal



weak



poor

Comments

Like other fossil fuel combustion engine vehicles, greenhouse gases are the most challenging category for the 220i. Emissions of N₂O and CH₄ 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 CO₂, 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 CO₂-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 l 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 CO₂ emissions from the combustion of the petrol. The consumption values are reasonable for a vehicle of this type – in the Highway Test 7.5 l/100 km are used and the real-world On-Road Drive was performed with 5.5 l/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 [↗](#)

Specification

Tested Car

WBA71BX0207M3xxxx

Publication Date 02 2024	Vehicle Class Small Family Car	Tyres 205/65 R16	Emissions Class Euro 6d AP
Mass 1,618 kg	Engine Size 1,499 cc	Power/Torque 125 kW/280 Nm	Declared CO₂ 142 g/km
Declared Battery Capacity n.a.	Declared Driving Range n.a.	Declared Consumption 6.3 l/100 km	

Heating Concept

Waste heat



Think before you print