



EV FACT SHEET

Mini Countryman

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2024 Mini Countryman. Image: Mini

INTRODUCTION

The Mini Countryman is classified here as a "Medium SUV". As such, although it looks a bit like the Mini of old, it is definitely no longer mini!

Built in China, it is offered here in two electric versions:

- Countryman E: 2WD (front wheels driven)
- Countryman SE ALL4: AWD

Like all new Minis, the main driver interface and display is a central 24cm circular touchscreen with a few buttons for some basic functions plus a head-up display (HUD). As such, it is competing for buyers interested in the minimalist aesthetic initiated by Tesla, but now also inhabited by models such as the Volvo EX30 and Leapmotor C10. (Unlike Tesla though, the Countryman, EX30 and C10 do still maintain steering column stalks for the indicators and windscreen wipers).

Note: The Countryman is sold here in both electric and petrol versions – only the electric versions are covered in this Fact Sheet.

DRIVING RANGE

Currently, the official Australian ADR 81/02 test cycle is based on the outdated (and highly over-optimistic) European NEDC test cycle. However, few importers now give this figure for their new releases. Instead, they generally quote the more achievable ranges found using the newer European WLTP test cycle.

Therefore, to avoid disappointment always check which test cycle has been used when assessing an EV for your needs. As a rough guide, NEDC is generally 30% too high, WLTP a good estimate if doing mostly urban and outer suburban driving and US EPA the better guide if doing mostly outer suburban to regional driving.

DRIVING RANGE (continued)

Version	National testing system range estimates:		
	ADR 81/02 (Aust)	WLTP (Euro)	US EPA
E	Not rated	462 km	NA ¹
SE ALL4	Not rated	432 km	NA ¹

Table 1: Driving range estimates for the Mini Countryman versions

Using the WLTP range (with a roughly 10% discount for extended highway driving) a Mini Countryman E should be capable of a return trip from the Melbourne GPO to Ararat in the central west of Victoria. (Assuming neither the heating nor air conditioning are heavily used).

If done as a day-trip, it would be useful to do either a ½ to 1 hour top-up charge at an AC charger or 5 to 10 min at a DCFC (DC fast-charger) using one of the expanding number of AC and DCFC sites along this route. For further charging options and availability, see: <https://www.plugshare.com/>

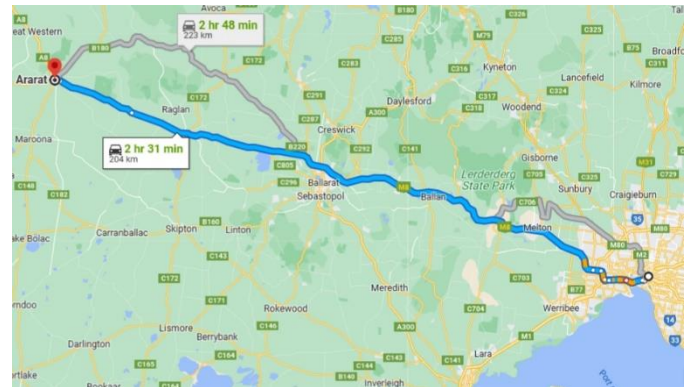


Image: Google maps

CHARGING SPEEDS/REQUIREMENTS

Charging port:

The Mini Countryman is fitted with a CCS2 socket allowing it to charge via Type 2 AC chargers² as well as CCS2 DC fast-chargers.



CCS2 charging plug and socket

Notes:

1. Mini do not sell the Countryman in the USA.
2. The Countryman can be charged at any AC EVSE, however an adaptor will be needed to use the (very few) remaining older EVSEs fitted with Type 1 (J1772) plugs. It will also only charge at a maximum of 7.4 kW on a Type 1 plug EVSE.

CHARGING SPEEDS/REQUIREMENTS (CONTINUED)

AC charging:

Like all new EVs sold in Australia, the Mini Countryman is fitted with a type 2 AC socket.

Charging rates:

Single phase: maximum of 7.4 kW (32A)

Three phase: 22 kW (32A per phase)

Charging speeds vary on the capacity of the EVSE (Electric Vehicle Supply Equipment) the car is connected to. Approximate AC charging times for the Mini Countryman are shown in table 2.

AC: 0 – 100% time				DC: 0 – 80% time	
10 A (power point)	15 A 1 phase (Caravan outlet)	32 A (1 ph. Home EVSE)	16 or 32 A (3 phase public AC EVSE)	DC Fast charge (50kW)	DC Fast charge (150+kW)
27h	18h	9h	16A: 6h 32A: 3h	90m	35m

Table 2: Approx. charging times for the Mini Countryman battery sizes

DC fast charging

Like all new BEVs on the Australian market (except the ageing Nissan Leaf and Lexus UX300e), the Mini Countryman uses the CCS2 DC fast-charge connector and can charge at up to 130 kW DC.

V2X capability:

The Countryman does not offer any V2X functionality.

Notes:

V2X is the generic term covering the options of getting 230V AC power from the battery and supplying it as:

- V2L: vehicle to load (230V power available from outlet in car)
- V2H: vehicle to home (supply home via special connection)
- V2G: vehicle to grid (supply home or grid via spec. connection)

HOME CHARGING CONSIDERATIONS

General

To get the shortest home charging time for a Mini Countryman, a 22 kW (3 phase) would be needed. However, depending on your existing power supply and/or charging needs, it may only be practicable to fit a lower rated EVSE. (See notes below). Lower capacity EVSEs will increase charging times, as shown in table 2.

Important notes for any home EVSE installation:

1. High charging rates are generally not needed for overnight charging.
2. Homes do not normally have three phase AC connected.
3. Switchboard and/or electrical supply upgrades may be needed if your home is more than 20 years old. For more information on this item – see Fact Sheets at EVchoice.com.au or read articles in:
 - (a) Renew magazine edition 143. (EVSE wiring)
 - (b) Renew magazine edition 156. (EVSE buyer's guide)

SPECIFICATIONS

Seating: 5

Boot volumes in litres: (1 litre = 10 x 10 x 10 cm)

- Boot - seats up: 460 L
- Boot - seat folded/to roof: 1,450 L
- Froot (front boot): NA

Dimensions:

- Overall length: 4,445 mm
- Overall height: 1,635 mm
- Ground clearance: 171 mm
- Overall width (edge of doors): 1,843 mm
- Overall width (edge of mirrors): 2,069 mm

Battery:

- 64.5 kWh (useable)

Energy consumption: (WLTP test cycle)

- Countryman E: 14.1 kWh/100km
- Countryman SE: 15 kWh/100km

Kerb weight:

- Countryman E: 1,865 kg
- Countryman SE ALL4: 2,000 kg

Charging:

- 1 phase AC: 7.4 kW max.
- 3 phase AC: 22 kW max.
- DC: 130 kW

Charge port location:

- RHS, rear (just behind the rear driver's side door)

Drive configuration:

- Countryman E: 2WD, front wheels driven
- Countryman SE ALL4: AWD

Towing: (kg unbraked/braked)

- Countryman E: 750/750
- Countryman SE ALL4: 750/1,200

Performance:

Version	Max. Power (kW)	0 to 100km/h (Sec)
Countryman E	150	8.6
Countryman SE ALL4	230	5.6

Spare tyre: No

IMPORTANT NOTE

Always check all specifications with the manufacturer prior to any purchase. No responsibility accepted by AEVA or Bryce Gatton (EVChoice) for errors factual or due to reproduction in this Fact Sheet. Whilst all efforts are made to ensure the accuracy of the material in this Fact Sheet, manufacturers regularly make changes (often unannounced) to their model ranges and specifications.