

# The MINI Countryman\*. Contents.



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**\*Note: All performance, fuel consumption and emissions figures stated in this press kit are based on provisional European specifications. Equipment levels noted are preliminary - final specifications and pricing will be confirmed closer to market launch.**



## 1. Fun has no Limits. The MINI Countryman.

The MINI Countryman takes the hallmark driving fun of the brand into a new dimension. This is the first MINI to come with four doors and a large tailgate as well as a versatile interior offering space. The MINI Countryman is the first member of the MINI family with a body measuring more than four metres (157") in length and available in all-wheel drive variants. With these features, in addition to the Countryman's raised seating position and optimised ride comfort, the world's only premium vehicle of its kind crosses the boundaries of urban mobility to take the trademark MINI feeling into new dimensions and win over additional target groups.

### **The latest generation MINI engines.**

Two engines will be available at market launch in Canada. The 122 hp MINI Cooper Countryman whose 1.6-litre four-cylinder engine is the most efficient unit in its displacement class and the 184 hp MINI Cooper S Countryman, with its twin-scroll turbocharger and direct injection now complemented by fully variable valve management.

All variants of the MINI Countryman meet the EU5 exhaust gas standard in Europe and the ULEV II standard in the North America.

### **MINI ALL4: Breaking new ground in driving fun.**

MINI ALL4 all-wheel drive allows the driving fun you expect from the brand to be experienced off the beaten track as well. The permanent all-wheel-drive system's quick and precise responses to changing conditions provide a new, traction-led expression of the handling talents for which MINI is famed. An electromagnetic centre differential positioned directly on the final drive varies the distribution of power seamlessly between the front and rear axles. The ALL4 system will be standard equipment on a distinct ALL4 version of the MINI Cooper S Countryman.

### **Newly developed suspension combines quintessential MINI agility with outstanding ride comfort.**

With its precise handling and captivating agility, the MINI Countryman transplants the driving characteristics associated with the brand into a new vehicle concept. These attributes are complemented by outstanding ride

comfort, equipping the Countryman perfectly for a wider range of usage. Underpinning this is sophisticated new suspension technology, which includes a front axle with MacPherson spring struts and forged track control arms, multi-link rear suspension and the electromechanical power steering system EPS. The MINI Countryman comes as standard with the Dynamic Stability Control (DSC) system.

**Design: Undeniably an individualist, unmistakably a MINI.**

The MINI Countryman exudes an air of originality, robustness and versatility. Four doors and a large tailgate, a striking roof shape and an upright front end reinforce its status as an individualist within the MINI ranks. Other distinctive features are its MINI proportions and design cues. Short overhangs, a high window line, the wrap-around look of the windows and the car's powerful over-the-wheel stance create a familiar appearance transplanted onto larger exterior dimensions. Elsewhere, the Countryman provides a fresh interpretation of characteristic MINI features, such as the hexagonal radiator grille, large headlights set into the hood, side indicator surrounds, voluminous wheel arches and vertical rear light clusters.

**Top-class standard equipment.**

The list of standard equipment for the MINI Countryman includes air conditioning and a CD audio system. A wide range of customization options are also available, such as exterior paint finishes and interior colours designed exclusively for the Countryman, a host of upholstery variants, trim elements and model-specific equipment items, and high-quality audio and navigation systems.

## 2. Description in Brief.

- With the addition of the MINI Countryman as the fourth variant in its model family, MINI is taking the inimitable MINI feeling into a new dimension. The MINI Countryman crossover bridges the gap between the classic MINI concept and a contemporary Sports Activity Vehicle. Its broader range of abilities in both urban use and beyond paves the way for larger and evolving target groups with a greater need for space and flexibility to experience the driving fun that comes with a MINI. The brand's first model to feature four doors and a wide-opening tailgate, the Countryman offers more space – which can be used in a wide variety of ways – to go with its raised seating position and optimised ride comfort. Plus, the “go-kart” feeling for which MINI is a byword has been preserved and takes on a new dimension on the MINI Cooper S Countryman ALL4 . The MINI Countryman expresses the defining virtues of the brand in terms of design, premium quality, handling, efficiency and the scope for customisation – and does so in an absorbingly individual way.
- The MINI Countryman manifests an effective and assured development of the brand's design language. The new model combines larger body dimensions, increased ground clearance and four side doors with the hallmark features of MINI design. Short overhangs, a high window line, a commanding over-the-wheel stance and the wrap-around look of the windows – extending all the way around the vehicle – create typical MINI proportions. The Countryman provides a fresh interpretation of classic MINI features, such as the roof line, hexagonal radiator grille, large headlights set into the hood, side indicator surrounds, capacious wheel arches and vertical rear light clusters.
- Using the MINI design language as a starting point, the stand-out features of the MINI Countryman are showcased in fitting style. The upright front end exudes presence and helps to optimise pedestrian protection. The increase in interior space is emphasised by large glass surfaces, the four-door layout by the distinctive contours of the roof. The extra-wide border around the lower part of the body and powerfully bolstered wheel arches are a nod to the robustness of the vehicle and its all-wheel drive (when equipped). The precise transposition of the MINI style into a new vehicle segment ensures that the MINI Countryman comes across as a totally new type of vehicle and yet is instantly recognisable as a MINI.

- The interior of the MINI Countryman is very much in keeping with the brand's familiar style but boasts a selection of new design and functional elements. The slightly raised seating position allows easy entry, optimises the driver's view over the road and reinforces the powerful character of the new model. The Centre Speedo and air vents are bordered by coloured rings. The unique MINI Centre Rail, meanwhile, runs lengthwise through the middle of the interior in place of a conventional centre console and opens up new ways of integrating storage boxes, cup holders, external audio devices, mobile phones and other comfort-enhancing elements just as you want them. Clip-in fixtures have a flexible range of positioning that allows the storage area to be divided up as desired and items to be kept close at hand at all times. Added to which, the Centre Rail creates an unconventional visual and functional connection between the front and rear compartments.
- The MINI Countryman is underpinned by sophisticated new suspension technology, which includes a front axle with MacPherson spring struts and forged track control arms, multi-link rear suspension and the electromechanical power steering system EPS. The MINI Countryman comes as standard with the Dynamic Stability Control (DSC) system.
- A crash-optimised body structure with precisely defined load paths and deformation zones ensures exceptional passive safety. Standard safety features include front and side airbags, plus side curtain airbags for the front and rear seats, three-point inertia-reel seat belts on all seats, belt tensioners and belt force limiters at the front and ISOFIX child seat attachments in the rear
- New model-specific equipment features have been added to the usual extensive selection of exterior and interior customisation options available for the MINI. A newly configured range of interior colours, trim elements and upholstery materials allows for particularly harmonious combinations. Air conditioning, the MINI Centre Rail and an audio system with CD player are all fitted as standard, while the model-specific array of optional equipment items and accessories available for the MINI Countryman includes high-quality audio and navigation systems as well as mobile phone interfaces. Customers can also specify a large panoramic sunroof, Adaptive Headlights with xenon light, a heated windscreen, 16- to 19-inch light-alloy wheels, sports suspension (with the vehicle height lowered by 10 mm / almost 0.4") and John Cooper Works performance components.

- Engine variants:

**MINI Cooper S Countryman:** Four-cylinder gasoline engine with twin-scroll turbocharger, direct injection and fully variable valve management based on the BMW Group's VALVETRONIC technology. Displacement: 1,598 cc, output: 184 hp at 5,500 rpm, max. torque: 177 lb-ft at 1,600 rpm (192 lb-ft with Overboost). Acceleration 0–100 km/h (62 mph): 7.6 seconds (**preliminary EU figure**) Average fuel consumption (**preliminary EU figure**) 6.1 litres/100 km, CO<sub>2</sub> emissions: 143 g/km.

**MINI Cooper Countryman:** Four-cylinder gasoline engine with fully variable valve management based on the BMW Group's VALVETRONIC technology. Displacement: 1,598 cc, output: 122 hp at 6,000 rpm, max. torque: 118 lb-ft at 4,250 rpm. Acceleration 0–100 km/h : 10.5 seconds (**preliminary EU figure**)

Average fuel consumption according to EU standard:

6.1 litres/100 km (**preliminary EU figure**)  
CO<sub>2</sub> emissions: 142 g/km.

- Exterior dimensions:

Length: 4,097 millimetres (161.3") (MINI Cooper S Countryman: 4,110 millimetres/161.8")  
Width: 1,789 millimetres (70.4")  
Height: 1,561 millimetres (61.5")  
Wheelbase: 2,595 millimetres (102.2")



### 3. New Routes to Agility and Efficiency. Drivetrain and Driving Experience.

#### **MINI Cooper S Countryman:**

##### **Bringing together variable valve management with turbocharging and direct injection for the first time.**

The MINI Cooper S Countryman is the brand's first model in which fully variable valve management has been combined with turbocharging and petrol direct injection. This impressive blend of technology helps the 1.6-litre four-cylinder unit with twin-scroll turbocharger to achieve a balance between output and fuel consumption that is unsurpassed in this displacement class. The fuel economy of this new engine in the EU test cycle is around 9 per cent better than its predecessor's.

In a twin-scroll turbocharger the ducts of two cylinders are combined with one another in the exhaust manifold. This design enables the turbine to reach its maximum speed of 210,000 rpm at low engine revs. The full charge effect (approx. 0.8 bar overpressure) is on tap from as low down the engine speed range as 1,600 rpm. Instead of the familiar "turbo lag" delay in response characteristic of engines with conventional turbocharging, with this technology the driver can enjoy instantaneous power delivery. The compressed air is brought down to a low temperature in an intercooler before entering the combustion chamber. Increasing the specific oxygen content in this way optimises power output.

Fuel is fed into the turbocharged engine by a direct injection system.

A mechanically driven two-piston high-pressure pump delivers fuel to the injection valves via a stainless-steel distributor rail. The high-pressure valves then spray the fuel directly into the combustion chambers from the side at a maximum 120 bar of pressure, producing a homogeneous fuel/air mixture. The engine in the MINI Cooper S Countryman is not reliant on sulphur-free fuel and so can be used around the world.

The four-cylinder engine of the MINI Cooper S Countryman develops its maximum output of 184 hp at an engine speed of 5,500 rpm.

Peak torque of 177 lb-ft is available as low down as 1,600 rpm and can be raised to 192 lb-ft for a short time using the turbocharger's Overboost function (approx. 1.0 bar overpressure). This serves up additional pulling power when particularly dynamic acceleration is required.

## **MINI Cooper Countryman: Sporting character and exceptional efficiency.**

The 1.6-litre naturally aspirated engine in the MINI Cooper Countryman also uses fully variable valve management to support sporty power delivery and efficient fuel consumption. Both power units are fed by a multi-point fuel injection system. Controlled individually by the engine electronics, single-spark ignition coils supply each spark plug with the optimum ignition voltage. In addition to fully variable valve management, other measures such as the map-controlled oil pump, thermostat-controlled water pump and a reduction in friction losses in the base engine also help these four-cylinder units to achieve an extremely effective balance between output and fuel consumption. The new units can claim an improvement of up to 9 per cent in fuel economy in the EU test cycle over their respective predecessor engines.

The engine under the hood of the MINI Cooper Countryman generates its peak output of 122 hp at 6,000 rpm. Maximum torque of 118 lb-ft comes on stream at 4,250 rpm.

## **Six-speed manual transmission fitted as standard, six-speed automatic optional.**

All model variants of the MINI Countryman are fitted as standard with a six-speed manual transmission matched perfectly to the engine's performance characteristics. With its precise action and short shift travel it ticks all the right boxes for a premium vehicle in this segment. The MINI Cooper Countryman and MINI Cooper S Countryman can be ordered as an option with a six-speed automatic transmission with Steptronic and steering wheel shift paddles.

## **Newly developed chassis gives the MINI Countryman the best handling characteristics in its segment.**

The unique position held by the MINI Countryman in its segment is based, among other things, on the "go-kart" handling with which the brand is synonymous. The MINI chassis technology, which has been further developed for the new crossover model, comfortably harnesses the potential of the impressively powerful engines and converts it with great authority into captivating agility. Precise, emphatically sporty handling and excellent ride comfort lift the MINI Countryman head and shoulders above its competitors with comparable vehicle concepts.

The front axle of the Countryman has MacPherson spring struts and forged track control arms. This construction provides excellent wheel guidance and

ensures that drive forces cannot be felt through the steering wheel, even under rapid acceleration or when cornering at high speed. In addition, the difference in length between the drive shafts to the left and right front wheels – the result of the transverse engine layout – is evened out by an intermediate shaft. This design element, normally only found on front and all-wheel-drive vehicles in higher segments, prevents contortion under acceleration and deceleration.

The multi-link rear axle of the MINI Countryman, which benefited from the BMW Group's chassis expertise in its development, is designed to fit into either a front-wheel-drive or an all-wheel-drive construction. Anti-roll bars on the front and rear axle minimise body sway, further boosting the car's safe and agile handling. The suspension of the MINI Cooper S Countryman has an even sportier set-up than the other model variants. In addition, sports suspension, which also lowers the vehicle's ride height by 10 millimetres, can be specified as an option.

The powerful brakes of the MINI Countryman allow precise inputs and maintain their performance even under heavy loads. The front brakes have inner-vented discs with a diameter of 294 mm (MINI Cooper S Countryman: 307 mm), the rear items are fitted with solid 280 mm or 11" discs.

### **Electromechanical power steering:**

### **Trademark MINI handling with unbeatable efficiency.**

A large slice of the credit for the trademark MINI agility of the Countryman goes to EPS (Electric Power Steering), offered as standard in all model variants. The precise set-up of the system delivers remarkable accuracy at all speeds, as well as the clear feedback which has become a MINI hallmark. The power assistance provided by EPS is graded according to the speed of the car. Parking and manoeuvring at low speeds demand very little effort on behalf of the driver, but the degree of assistance is reduced at higher speeds to aid steering precision. Added to which, EPS also smoothes out jolts and other unwanted vibrations from the steering to impressive effect.

The agile handling of the Countryman – a characteristic feature of all MINI cars – is achieved with remarkable efficiency. In contrast to conventional mechanical/hydraulic systems, the steering's power assistance is generated by an electric motor. This motor is only activated when power assistance is required or desired by the driver. Which means that on straight sections of road, or when driving around corners with a constant steering angle,

no energy is used. EPS is therefore another element in the package of MINIMALISM measures designed to reduce fuel consumption and emissions.

Also on the list of standard equipment for the MINI Countryman is the DSC (Dynamic Stability Control) system. DSC comprises ABS anti-lock brakes, Electronic Brake Force Distribution (EBD), Cornering Brake Control (CBC), Brake Assist and Hill Assist. DTC mode allows controlled slip through the driven wheels to ease moving off on loose sand or deep snow. DTC is included as a standard feature on the two variants with ALL4 all-wheel-drive and the front-wheel-drive version of the MINI Cooper S Countryman, and is available as an option for all other models. When the stability system is deactivated (in DSC Off mode) an electronic locking function for the front axle differential comes into play. In tight corners it brakes a spinning wheel as required to enhance handling. Known as Electronic Differential Lock Control (EDLC), this system enhances the car's traction without adversely affecting its steering properties.

The MINI Cooper S Countryman has 17-inch light-alloy wheels fitted as standard. The MINI Cooper Countryman and MINI Cooper D Countryman, meanwhile, come with standard 16-inch light-alloy rims, available in a choice of two exclusive designs. The MINI One Countryman and MINI One D Countryman are fitted with 16-inch steel wheels. 18-inch rims are available as an option for all model variants and 19-inch wheels can be ordered from the accessories range to lend the Countryman an even sportier appearance.



## 4. The First of its Kind in the Premium Segment – and Unmistakably a MINI. Concept and Design.

The distinctive appearance of a MINI and the driving fun inextricably linked with the brand are now packaged in a totally new and extremely versatile vehicle displaying a multifaceted spread of excellence. The MINI Countryman crossover represents a whole new combination of the absorbing handling characteristics of a MINI with the versatile interior of a four-door car and the optimised traction of a Sports Activity Vehicle (in the shape of the optional all-wheel-drive system). At the same time, it provides a fresh and distinctive interpretation of established MINI features as far as design, premium quality, efficiency and customisation are concerned. The brand's fourth model – joining the classic two-door, MINI Clubman and MINI Convertible in the range – meets the challenges of urban mobility with impressive flexibility, captures the imagination beyond traditional MINI territory with its broader range of abilities, and paves the way for an expanding band of prospective customers with varying mobility-based requirements to experience the trademark driving fun of a MINI.

With the long-distance comfort of four individual seats, plus a raised seating position, versatile interior, new generation of powerful and efficient engines and the MINI ALL4 all-wheel-drive system standard on the MINI Cooper S Countryman All4, the Countryman adds another sprinkling of attractive features to the emotional driving experience of a MINI. Its body and interior concept invite you to share the MINI feeling with friends and in a variety of different situations. This propels the Countryman onto the radar of broader target groups, whose family or leisure pursuits have created an increased need for space and flexibility and who are therefore keen to blend the distinctive style of the brand with innovative functionality and a higher level of interior versatility.

The unmistakable MINI design language showcases the innovative vehicle concept of the Countryman in fitting style. The first MINI to measure more than four metres in length also follows the principle established for the classic Mini of creating maximum interior space and functionality on a compact footprint. In addition to the classic MINI proportions, characteristic design features at the front, side and rear of the car help to ensure that the MINI Countryman is immediately recognisable as a member of the brand family.

### **MINI family traits with a high degree of individuality.**

The concept of the MINI Countryman puts clear water between the new model and the brand's existing line-up. This new direction is expressed in its confident body design. Measuring 4,097 millimetres in length (MINI Cooper S Countryman: 4,110 mm), 1,789 in width and 1,561 millimetres in height, the four-door body combines the customary brand proportions with increased ground clearance and a raised seating position. The MINI Countryman therefore bridges the gap between the classic MINI concept and a state-of-the-art Sports Activity Vehicle. Its design exudes originality, performance, redoubtable strength and versatility. The clear structure of the front end, in particular, gives the MINI Countryman a well-resolved and stylishly imposing appearance. And yet the trademark MINI charm and distinctive charisma are still undeniably intact.

The upright radiator grille, strikingly contoured bonnet and large headlight units are all characteristic features of the front end. Rising up high, it meets the stipulations of current pedestrian protection legislation and lends the crossover model a powerful stance. The powerdome tapering forward to the front of the bonnet betrays the performance of the engine lurking below. Together with the main headlights, which occupy the traditional MINI position on the outer edges of the hood, the powerdome gives the surface of the car an unmistakable look. The newly designed headlights have chrome surrounds and extend conspicuously far into the shoulders of the car, lending extra emphasis to its width. The shape of the headlights is a marked departure from the classic circular form of the other MINI models in the range. The upper edge slants to the outside, adding further presence to the wheel arches. On the inner edge, meanwhile, they appear to be shrinking away from the broad-spread radiator grille.

The modified form of the radiator grille complements the stand-alone styling of the MINI Countryman: the enclosed hexagonal unit stands more upright than the grilles on the brand's existing models. The three horizontal grille slats of the MINI Cooper Countryman, MINI One Countryman, MINI Cooper D Countryman and MINI One D Countryman reach a long way back, creating a free-floating impression. The slats on the MINI One Countryman and MINI One D Countryman grilles are in high-gloss black, while those on the other model versions are painted matt silver. The front end of the MINI Cooper S Countryman has its very own hexagonal grille design in black and can also be identified by an additional air intake integrated into the grille and ventilation inlets for the brakes.

Larger stature and raised ground clearance define the side view.

From the side the impeccable harmony of the metal body and greenhouse is particularly clear. The familiar MINI three-level split of body, greenhouse and roof is also striking on the Countryman. Despite its height and greater ground clearance, the keynote MINI proportions remain intact. The short front and rear overhangs highlight the brand's trusted philosophy of creating maximum interior space within a compact footprint.

The distinctive contours of the MINI Countryman's roof underline the four-door layout of the body and make the car easily recognisable. Functional roof rails are integrated into the roof as standard, lending extra visual effect to a silhouette reminiscent of a helmet. The greenhouse wraps itself like a glass ribbon around the car and exudes an inviting allure with its powerful transparency. The rising shoulder line of the body lends the greenhouse a "V" shape, which in turn gives the car the appearance of surging forward dynamically – even when at a standstill.

A precise character line, which arcs between the wheels along the lower third of the car's flank, lowers its visual centre of gravity and stretches out the side view. This stylistic bridge between the front and rear axle also serves as a reference to the optional all-wheel drive. The imposing wheel arches grow powerfully out of the body of the car and symbolise its solid roadholding.

The black border around the lower part of the body is more clearly defined on the MINI Countryman than on the brand's other models and underlines the raised ground clearance and clear emphasis on the wheels. The extra-long suspension travel of the wheels is also noticeable and hints at the car's broader range of possible uses. The fresh design of the side scuttle at the transition from front wing to door also helps to set the MINI Countryman apart within the brand family. This element – another new interpretation of the welding seams in a similar position on the classic Mini – houses both the side direction indicators and an air outlet on the MINI Countryman. The side scuttle has a broad, extremely sturdy-looking design and leads the eye from the A-pillar down towards the front wheel. Like the path of the C-pillar heading towards the rear axle, this line also heightens the impression of the body's powerful over-the-wheels stance.

### **Rear view: Attractive contrasts created by horizontal lines and upright rear light clusters.**

The proportions and horizontal structuring of the rear of the car underline the sporting capability of the MINI Countryman and create a strong sense of purpose. The body spreads out in stages from roof to wheels and

accentuates the car's solid stance, while the muscular shoulder line reinforces its masculine character. The roof, with its integrated, aerodynamically efficient spoiler lip, appears to be "planted" on top of the greenhouse. Another horizontal line is provided by the narrow chrome strip which wraps around the car as a border between the greenhouse and body.

As with all MINI models, the rear lights on the MINI Countryman are arranged in upright clusters, contrasting with the otherwise horizontal lines of the rear. These clusters have chrome surrounds and protrude from the body in three-dimensional form. Positioned on the outer edges of the rear end, they emphasise the width of the car and, in so doing, offer a clear indication of the generously sized interior. All the light functions are arranged within these "islands". The inner structure of the lights is defined – in customary MINI style – by full and "sawn-off" circles, which give the rear of the car its distinctive appearance during night driving.

For the first time, the MINI logo at the rear of the car is also assigned a function. Pressing the inner circle of the brand emblem releases the upward-opening tailgate. The licence plate recess echoes the form of the air intake in the front bumper, forging a stylistic link between the front and rear of the car.

The rear apron of the MINI Cooper S Countryman takes the form of a diffuser, which channels the airflow under the rear of the car to optimise its aerodynamic properties. The most powerful variant in the Countryman range can also be identified by its model-specific roof spoiler, the twin-tailpipe exhaust system and the eye-catching cut-outs in the outer edges of the rear bumper.

A selection of 11 body colours are available for the MINI Countryman – five non-metallic and six metallic paint finishes. The roof on the MINI One Countryman and MINI One D Countryman is painted in the body colour. Customers choosing a MINI Cooper S Countryman, MINI Cooper Countryman or MINI Cooper D Countryman, meanwhile, can customise their car by specifying the paint shades Black or Light White for the roof as an alternative to the body colour.

### **The MINI Countryman:**

#### **New vehicle concept, new usage possibilities, familiar MINI feeling.**

With a stand-alone design, broader functionality, cutting-edge chassis technology and newly developed engines, the MINI Countryman combines the emotional edge hard-wired into MINI cars with a generous dose of rational

thinking. The new MINI Countryman breaks new ground by blending the classic features of the brand with qualities more suggestive of a modern Sports Activity Vehicle. Added to which, the accustomed MINI agility is backed up by improved ride comfort to provide an unparalleled driving experience across a far wider spread of environments.

As the brand's fourth model and first premium car of its kind, the MINI Countryman is performing a pioneering role on many different levels. First and foremost, it is opening up the time-honoured MINI feeling to both new and evolving target groups. In so doing it is introducing individual design and intoxicating driving fun into a vehicle segment defined by an elevated demand for interior space, versatility and ride comfort. This move into new territory has opened up fresh perspectives for the MINI brand as well. With the expansion of its model range, the brand is demonstrating once again – and more strongly than ever – its ability to match the requirements of its fan base and yet remain true to its own identity. The MINI Countryman adds new and intriguing facets to the brand, and wraps them up in an innovative body concept.



## 5. New Customisation Options for Individualists. Interior Fittings and Equipment.

The interior of the MINI Countryman shows some similarities with the established MINI design language, but adds a refreshing new identity of its own. A longer, 2,595-millimetre wheelbase and higher body allows the interior to reach a level of space and functionality unmatched by any other MINI model.

The solid, robust and reliable character embodied by the exterior appearance of the MINI Countryman reflects the high level of passive safety the new model has achieved. Its body structure is designed to provide maximum occupant protection in the event of a crash. High-strength member structures, precisely defined deformation zones and an extremely durable passenger cell help to keep impact energy away from the passengers. The interior is fitted with highly effective restraint systems which are controlled by central safety electronics. The standard equipment of the MINI Countryman includes front and side airbags as well as side curtain airbags for the front and rear, and all seats have three-point inertia-reel seat belts. Belt tensioners and belt force limiters are fitted to the front seats, while ISOFIX child seat attachments are provided in the rear.

### **Central features of the MINI Countryman: Raised seating position, more interior space, extended functionality.**

One characteristic feature of the MINI Countryman is its raised seating position. This enables comfortable access to the interior, optimises the driver's view over the road and lends the driving experience a stronger SAV-type flavour. All the interior surfaces have a new and eye-catching grain, which merges perfectly with the powerful styling. Thus the interior, too, reflects the innovative overall concept of the MINI Countryman and its distinctive character.

The dashboard of the MINI Countryman is striking with its pronounced, concave forms and a sporty yet functional feel. Particularly large side air vents underline an interior character defined by cutting-edge functionality. Like the central vents, Centre Speedo and gearshift lever, they are ringed in a broad surround sporting a contrasting colour. The side edging of the centre console adds another dash of colour and has the visual effect of supporting the dashboard. The centre console exudes an extremely high-quality feel with its matt black finish and chrome ring encircling the controls for the

standard-fitted air conditioning. In addition to the air conditioning controls and CD player, the centre console also houses the classic MINI toggle switches operating various vehicle functions.

Newly designed interior door trim highlights the distinctive body shape and extra space of the MINI Countryman. The trademark MINI elliptical door ring around the armrests and door pulls is centrally positioned for the first time in the new model. This design element also takes in the B-pillars and emphasises the length of the interior with its extended contours.

Versatile interior space thanks to sliding individual seats in the rear. The MINI Countryman is fitted with model-specific seats. The MINI Cooper S Countryman, for example, has sports seats as standard. All model variants can be specified as an option with sports seats in a choice of two cloth/leather combinations or two full leather options. Another highlight of the seat range is the Lounge variant, whose exceptionally high-quality hide is reminiscent of the piped leather seats of a classic British car.

### **MINI Centre Rail:**

#### **Unique storage concept with wide range of customisation options.**

In place of a conventional centre console between the seats, the MINI Countryman is fitted with an innovative rail system. The unique MINI Centre Rail allows personal items to be kept within easy reach at all times. Added to which, it creates a visual and functional link between the front and rear compartments. The U-profile Centre Rail runs through the middle of the passenger compartment back as far as the rear seat backrests. A specially developed and user-friendly clip-in attachment system allows the MINI Centre Rail to be divided up as desired and fitted with various storage elements. Everything from brackets for entertainment and telecommunications devices to cup holders, from a glasses case in MINI design to centre armrests, can be fitted to the rail safely and easily. The storage elements and holders can also slide backwards or forwards continuously along the Centre Rail.

#### **Ambient lighting and Colour Line raise the tone.**

The ambient lighting system (part of the optional light package) adds a special allure to the interior of the MINI Countryman. This system uses indirect illumination to give a colour accent to the door centre panel during night driving, lending the interior a unique ambience. The colour of the light can be varied – using a toggle switch – between a warm orange and a sporty blue, just as the mood takes you. Optical fibres also bathe the top surface of the MINI Centre Rail in the desired colour tone along its full length.

The optional Colour Line offers a selection of additional customisation options which add colour emphasis to the door centre panel inside the elliptical door ring, the lower section of the B-pillar trim and the Centre Rail insert. The selection of colours comprises Carbon Black, Polar Beige, Pure Red, Dark Tobacco and – exclusively for the MINI Cooper S Countryman – the powerful Surf Blue. Meanwhile, customers can tailor the interior even more closely to their personal style with trim elements for the cockpit and a chrome package of high-quality inserts which imbue the air vents, Centre Speedo, rev counter and gearshift lever surround with a subtle lustre.

**Extensive standard equipment and a wide variety  
of customisation options.**

The standard equipment of the MINI Countryman includes an air conditioning system, the MINI Centre Rail and a high-quality hi-fi system with CD player from car audio experts harman/kardon. Meanwhile, customers can configure the new model to their personal requirements in true MINI style by selecting items from the model-specific range of optional equipment and accessories.

Adaptive Headlights can be ordered in conjunction with xenon units. This technology adjusts the beam angle of the headlights to the path of the road ahead by tracking the steering angle of the car. It also offers variable light distribution, whereby the beam of light is adapted to the speed of the car. Also available are a large panoramic sunroof, heated windscreen, sports suspension – which also lowers the vehicle's ride height by 10 millimetres (almost 0.4") – and John Cooper Works performance components.



## 6. Specifications.

# MINI Cooper S Countryman, MINI Cooper S Countryman Automatic.

(status: Preliminary - May 2010)

<b>Body</b>		<b>MINI Cooper S Countryman</b>	<b>MINI Cooper S Countryman Automatic</b>
No of doors/seats		5 / 4	5 / 4
Length/width/height (unladen)	mm	4110 / 1789 / 1561	4110 / 1789 / 1561
Wheelbase	mm	2595	2595
Track, front/rear	mm	1525 / 1551	1525 / 1551
Turning circle	m	11.6	11.6
Tank capacity	ca. l	47	47
Cooling system incl. heater	l		
Engine oil	l		
Transmission oil incl. drive train	l	lifetime	lifetime
Weight, unladen to EU (DIN)	kg	1310 / 1385	1335 / 1410
Max load toDIN	kg	470	470
Max permissible load	kg	1780	1805
Max axle load, front/rear	kg	960 / 855	980 / 855
Max trailer load braked (12%)	kg	750 / 500	1000 / 500
Max roofload/max download	kg	75 / 75	75 / 75
Luggage comp	l	350 / 442 / 1170	350 / 442 / 1170
Air drag c <sub>x</sub> / A / c <sub>x</sub> x A	/ m <sup>2</sup> /	0.36 / 2.35 / 0.85	0.36 / 2.35 / 0.85
<b>Engine</b>			
Config/No of cyls/valves		Inline / 4 / 4	Inline / 4 / 4
Engine management		MEVD 17.2.2	MEVD 17.2.2
Capacity	cm <sup>3</sup>	1598	1598
Bore/stroke	mm	77.0 / 85.8	77.0 / 85.8
Compression ratio	:1	10.5	10.5
Fuel grade	ROZ	91-98	91-98
Max output	kW / PS	135 / 184	135 / 184
at	min <sup>-1</sup>	5500	5500
Max torque (with overboost)	Nm	240 (260)	240 (260)
at	min <sup>-1</sup>	1600	1600
<b>Electrical System</b>			
Battery/installation	Ah / -	60 / Engine compartment	55 / Engine compartment
Alternator	A	150	120
<b>Chassis</b>			
Suspension, front		Single-joint MacPherson spring strut axle with anti-dive control	
Suspension, rear		Multi-link axle with trailing arms with aluminium lightweight construction	
Front brakes		Disc vented	Disc vented
Diameter	mm	307 x 24	307 x 24
Rear brakes		Disc	Disc
Diameter	mm	280 x 10	280 x 10
Driving stability systems		Hydraulic 2-circuit brake system with Antilock Brake System (ABS), electronic brake force distribution (EBD) and Cornering Brake Control (CBC), Dynamic Stability Control (DSC) with Brake Assist and Hill Assist, Dynamic Traction Control (DTC) and Electronic Differential Lock Control (EDLC). Parking brake acts mechanically on rear wheels	
Steering		Electric power steering (EPS); 2.4 rotations in total	
Steering transmission, overall	:1	14.1	14.1
Tires		205/55 R17 91V RSC	205/55 R17 91V RSC
Wheels		7J x 17 LM	7J x 17 LM
<b>Transmission</b>			
Type of gearbox		Six-speed manual transmission	Six-speed automatic
Gear ratios	I	:1	3.308
	II	:1	2.130
	III	:1	1.483
	IV	:1	1.139
	V	:1	0.949
	VI	:1	0.816
Reverse gear		:1	3.231
Final drive ratio		:1	3.706

**Performance (European Specifications)**

Acceleration	0–100 km/h	s	7.6	7.9
In 4th/5th gear	80–120 km/h	s	7.1 / 8.6	- / -

**Fuel Consumption in EU Cycle**

Urban	l / 100 km		
Extra-urban	l / 100 km		
Composite	l / 100 km	6.1	7.1
CO <sub>2</sub>	g / km	143	166

**Miscellaneous**

Emission rating		EU5	EU5
Ground clearance (empty)	mm	149	149

# Specifications.

## MINI Cooper S Countryman ALL4, MINI Cooper S Countryman ALL4 Automatic.

(status: Preliminary - May 2010)

Body	MINI Cooper S Countryman ALL4		MINI Cooper S Countryman ALL4 Automatic
No of doors/seats	5 / 4		5 / 4
Length/width/height (unladen)	mm	4110 / 1789 / 1561	4110 / 1789 / 1561
Wheelbase	mm	2595	2595
Track, front/rear	mm	1525 / 1551	1525 / 1551
Turning circle	m	11.6	11.6
Tank capacity	ca. l	47	47
Cooling system incl. heater	l		
Engine oil	l		
Transmission oil incl. drive train	l	lifetime	lifetime
Weight, unladen to EU (DIN)	kg	1380 / 1455	1405 / 1480
Max load as per DIN	kg	460	460
Max permissible load	kg	1840	1865
Max axle load, front/rear	kg	980 / 895	1000 / 895
Max trailer load braked (12%)	kg	750 / 500	1000 / 500
Max roofload/max download	kg	75 / 75	75 / 75
Luggage comp	l	350 / 442 / 1170	350 / 442 / 1170
Air drag $c_x$ / A / $c_x$ x A	- / m <sup>2</sup> / m <sup>2</sup>	0.37 / 2.35 / 0.87	0.37 / 2.35 / 0.87
Engine			
Config/No of cyls/valves	Inline / 4 / 4		Inline / 4 / 4
Engine management	MEVD 17.2.2		MEVD 17.2.2
Capacity	cm <sup>3</sup>	1598	1598
Bore/stroke	mm	77.0 / 85.8	77.0 / 85.8
Compression ratio	:	10.5	10.5
Fuel grade	ROZ	91-98	91-98
Max output	kW / PS	135 / 184	135 / 184
at	min <sup>-1</sup>	5500	5500
Max torque (with overboost)	Nm	240 (260)	240 (260)
at	min <sup>-1</sup>	1600	1600
Electrical System			
Battery/installation	Ah / -	70 / Engine compartment	55 / Engine compartment
Alternator	A	150	120
Chassis			
Suspension, front	Single-joint MacPherson spring strut axle with anti-dive control		
Suspension, rear	Multi-link axle with trailing arms with aluminium lightweight construction		
Front brakes	Disc vented		Disc vented
Diameter	mm	307 x 24	307 x 24
Rear brakes	Disc		Disc
Diameter	mm	280 x 10	280 x 10
Driving stability systems	Hydraulic 2-circuit brake system with Antilock Brake System (ABS), electronic brake force distribution (EBD) and Cornering Brake Control (CBC), Dynamic Stability Control (DSC) with Brake Assist and Hill Assist, Dynamic Traction Control (DTC) and Electronic Differential Lock Control (EDLC). Parking brake acts mechanically on rear wheels		
Steering	Electric power steering (EPS); 2.4 rotations in total		
Steering transmission, overall	:	14.1	14.1
Tires	205/55 R17 91V RSC		205/55 R17 91V RSC
Wheels	7J x 17 LM		7J x 17 LM
Transmission			
Type of gearbox	Six-speed manual transmission		Six-speed automatic
Gear ratios	I : 1	3.308	4.044
	II : 1	2.130	2.371
	III : 1	1.483	1.556
	IV : 1	1.139	1.159
	V : 1	0.949	0.852
	VI : 1	0.816	0.672
Reverse gear	: 1	3.231	3.193
Final drive ratio	: 1	3.706	3.683

**Performance (European Specifications)**

Acceleration	0–100 km/h	s	7.9	8.3
In 4th/5th gear	80–120 km/h	s	7.2 / 9.4	- / -
Urban	l / 100 km			
Extra-urban	l / 100 km			
Composite	l / 100 km		6.7	7.7
CO <sub>2</sub>	g / km		157	180
<b>Miscellaneous</b>				
Emission rating			EU5	EU5
Ground clearance (empty)	mm		149	149

# Specifications.

## MINI Cooper Countryman, MINI Cooper Countryman Automatic.

(status: Preliminary - May 2010)

<b>Body</b>		<b>MINI Cooper Countryman</b>	<b>MINI Cooper Countryman Automatic</b>
No of doors/seats		5 / 4 (5)	5 / 4 (5)
Length/width/height (unladen)	mm	4097 / 1789 / 1561	4097 / 1789 / 1561
Wheelbase	mm	2595	2595
Track, front/rear	mm	1534 / 1559	1534 / 1559
Turning circle	m	11.6	11.6
Tank capacity	ca. l	47	47
Cooling system incl. heater	l		
Engine oil	l		
Transmission oil incl. drive train	l	lifetime	lifetime
Weight, unladen to EU (DIN)	kg	1265 / 1340	1295 / 1370
Max load to DIN	kg	470	470
Max permissible load	kg	1735	1765
Max axle load, front/rear	kg	930 / 855	960 / 855
Max trailer load braked (12%)	kg	- / -	1000 / 500
Max roofload/max download	kg	75 / -	75 / 75
Luggage comp	l	350 / 442 / 1170	350 / 442 / 1170
Air drag c <sub>x</sub> / A / c <sub>x</sub> x A	- / m <sup>2</sup> / m <sup>2</sup>	0.36 / 2.35 / 0.85	0.36 / 2.35 / 0.85
<b>Engine</b>			
Config/No of cyls/valves		Inline / 4 / 4	Inline / 4 / 4
Engine management		MEV 17.2.2	MEV 17.2.2
Capacity	cm <sup>3</sup>	1598	1598
Bore/stroke	mm	77 / 85.8	77 / 85.8
Compression ratio	:1	11.0	11.0
Fuel grade	ROZ	91-98	91-98
Max output	kW / PS	90 / 122	90 / 122
at	min <sup>-1</sup>	6000	6000
Max torque (with overboost)	Nm	160	160
at	min <sup>-1</sup>	4250	4250
<b>Electrical System</b>			
Battery/installation	Ah / -	60 / Engine compartment	55 / Engine compartment
Alternator	A	150	120
<b>Chassis</b>			
Suspension, front		Single-joint MacPherson spring strut axle with anti-dive control	
Suspension, rear		Multi-link axle with trailing arms with aluminium lightweight construction	
Front brakes		Disc vented	Disc vented
Diameter	mm	294 x 22	294 x 22
Rear brakes		Disc	Disc
Diameter	mm	280 x 10	280 x 10
Driving stability systems		Hydraulic 2-circuit brake system with Antilock Brake System (ABS), electronic brake force distribution (EBD) and Cornering Brake Control (CBC), Dynamic Stability Control (DSC) with Brake Assist and Hill Assist, optional: Dynamic Traction Control (DTC) and Electronic Differential Lock Control (EDLC). Parking brake acts mechanically on rear wheels	
Steering		Electric power steering (EPS); 2.4 rotations in total	
Steering transmission, overall	:1	14.1	14.1
Tires		205/60 R16 92H	205/60 R16 92H
Wheels		6,5J x 16 LM	6,5J x 16 LM
<b>Transmission</b>			
Type of gearbox		Six-speed manual transmission	Six-speed automatic
Gear ratios	I	:1	3.214
	II	:1	1.792
	III	:1	1.194
	IV	:1	0.914
	V	:1	0.784
	VI	:1	0.683
Reverse gear		:1	3.143
Final drive ratio		:1	4.722

**Performance (European Specifications)**

Acceleration	0–100 km/h	s	10.5	11.6
	0–1000 m	s	32.2	33.3
In 4th/5th gear	80–120 km/h	s	11.6 / 14.9	–/–

**Fuel Consumption in EU Cycle**

Urban	l / 100 km		
Extra-urban	l / 100 km		
Composite	l / 100 km	6.1	7.1
CO <sub>2</sub>	g / km	142	167

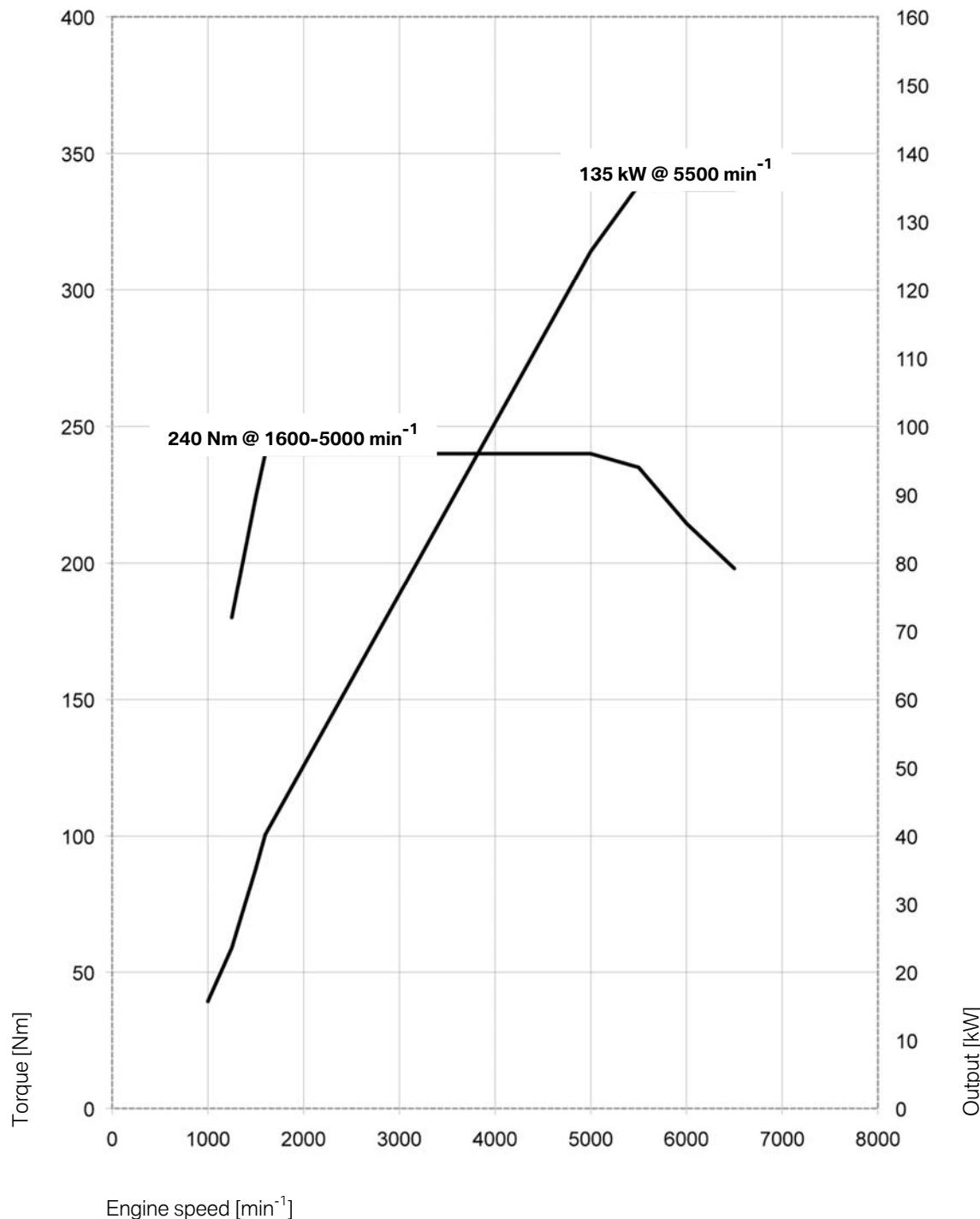
**Miscellaneous**

Emission rating	EU5	EU5
Ground clearance (empty)	mm	149

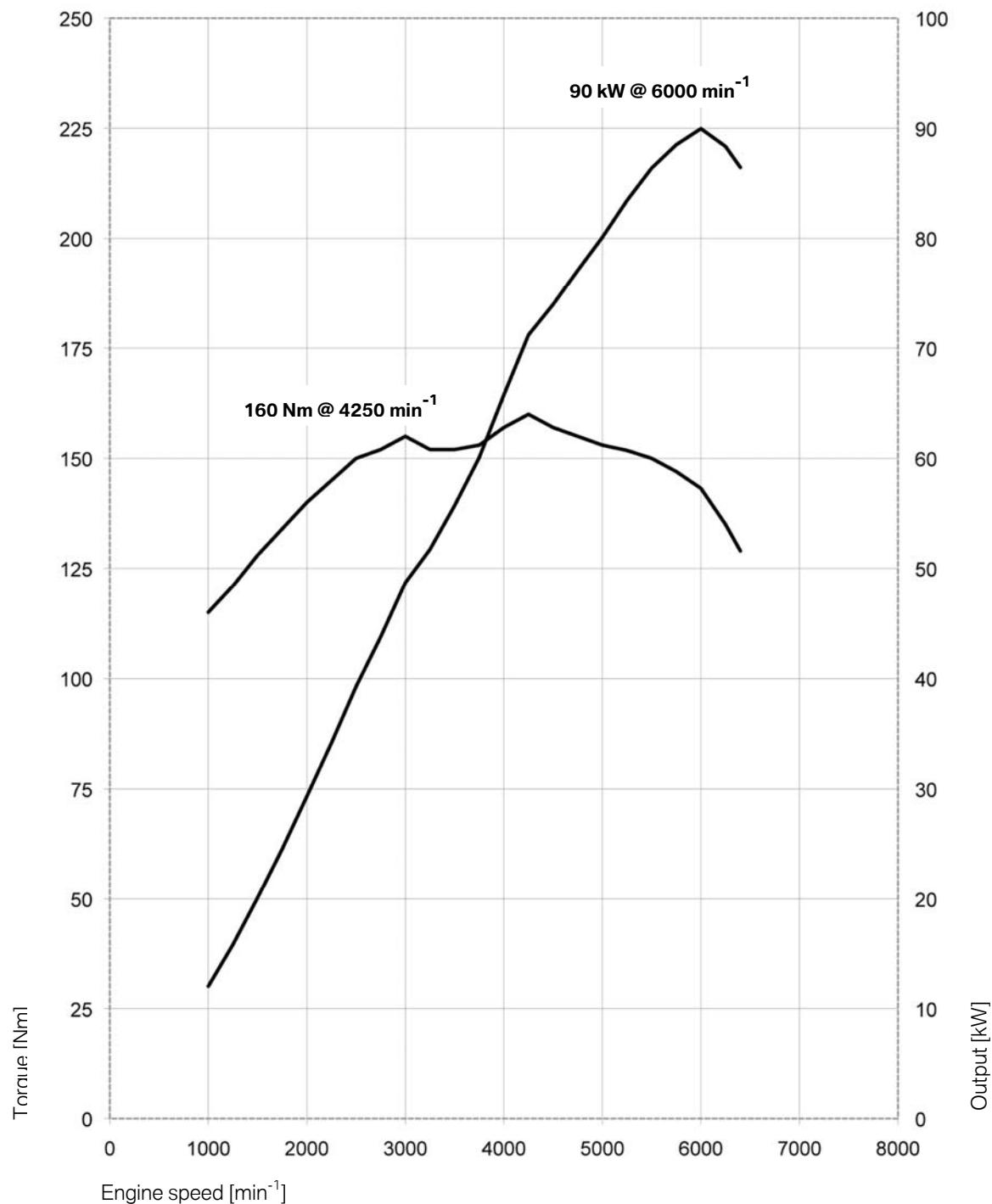


## 7. Output and Torque Diagram.

**MINI Cooper S Countryman.**



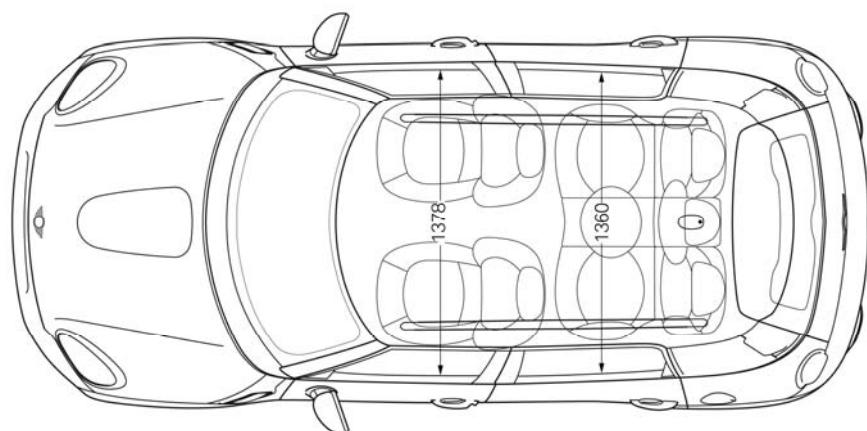
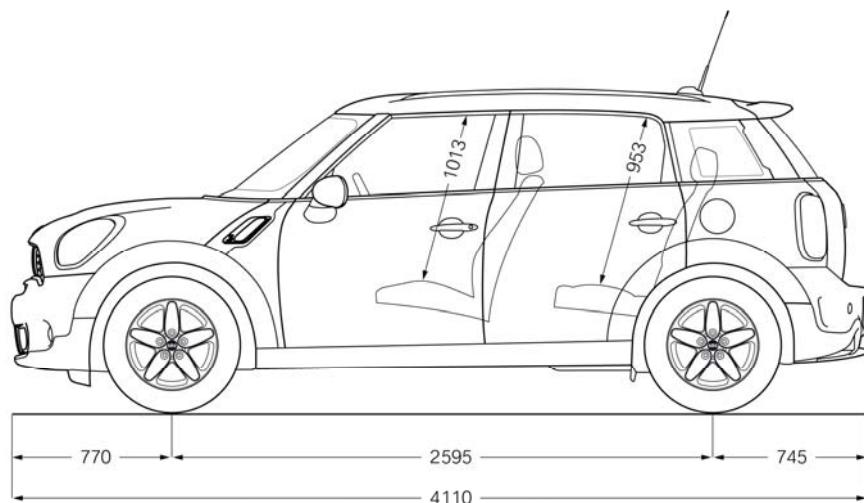
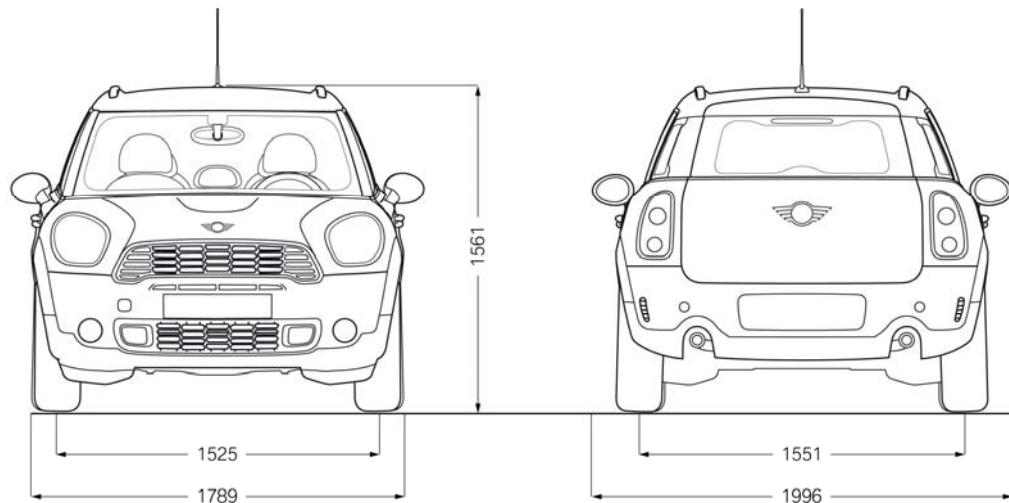
### MINI Cooper Countryman.





## 8. Exterior and Interior Dimensions.

**MINI Cooper S Countryman.**



**MINI Cooper Countryman.**

