THE NEW MINI CLUBMAN. CONTENTS.

Note: The figures for driving performance, fuel consumption and emissions that appear in this press folder are provisional.

THE NEW MINI CLUBMAN. PROFILE.

- Continuation of the generation change in the MINI model family; new MINI Clubman (combined fuel consumption: 6.2 – 3.8 l/100 km; combined CO_2 emissions: 144 – 99 g/km) as an innovative vehicle concept for the premium compact segment; unique combination of functionality, everyday practicality and long-distance suitability offering driving fun, premium charisma and individuality in MINI style.

- New interpretation of the tradition-steeped shooting brake concept adapted to the demands of the compact class for the first time; powerful front section with inlets for Air Curtains; also side Air Breathers behind the front wheel arches for the first time in a MINI; dynamically stretched silhouette with four side doors and a shoulder contour that emphasises the car's width; long roof line and fin antenna with red alarm system status light; steep rear with characteristic split doors, Clubman model inscription and integrated, horizontal lights; new paint finishes Melting Silver metallic and Pure Burgundy metallic; roof and exterior mirror caps in white, black or silver contrast finish.

- MINI Clubman with clearly matured character as compared to its predecessor in terms of versatility, space and product substance; exterior and interior dimensions significantly more generous, also in comparison to the new MINI 5 door: length + 27 centimetres, width + 9 centimetres, wheelbase + 10 centimetres; five fully-fledged seats; luggage compartment volume: 360 litres; rear backrest with 40:20:40 folding split; maximum storage volume: 1 250 litres.

- Entirely newly designed interior; broad instrument panel with cockpit facia frame in upper section; instrument cluster on the steering column; harmoniously integrated circular central instrument with LED lighting ring and display for vehicle, infotainment, phone and navigation functions; intuitively usable air conditioning control unit and toggle switch below the central instrument; model-specific centre console with electric parking brake, storage compartments, two cup holders, MINI Controller and armrest; high-end decorative strips for centre console and door trim panels.

- Market launch of the new MINI Clubman with six engine variants; petrol and diesel engines of the new generation with MINI TwinPower Turbo Technology; MINI One D Clubman with 3-cylinder diesel engine (85 kW/116 hp); premiere for 4-cylinder diesel engines with 110 kW/150 hp in the MINI Cooper D Clubman and 140 kW/190 hp in the MINI Cooper SD Clubman; 3-cylinder petrol engines in the MINI One Clubman (75 kW/102 hp) and in the MINI Cooper Clubman (100 kW/136 hp); MINI Cooper S Clubman with 141 kW/192 hp 4-cylinder petrol engine.

- Power transmission to the front wheels as standard via 6-speed transmission; 8-speed Steptronic transmission optionally available for the first time in a MINI (MINI Cooper S Clubman, MINI Cooper SD Clubman and MINI Cooper D Clubman) also 8-speed Steptronic sport transmission (MINI Cooper S Clubman and MINI Cooper SD Clubman); 6-speed Steptronic transmission as an optional extra for all other models; extensive MINIMALISM technology including auto start/stop function and optional GREEN mode.

- Highest level of ride comfort and brand-based go-kart feeling ever seen in a MINI due to high-quality suspension technology that is unique within the competitive field; single-joint strut front axle with completely newly developed components; multilink rear axle optimised on a model-specific basis; maximum agility due to particularly large track width, weight-optimised construction and high level of stiffness; electromechanical power steering with Servotronic function as standard.

- Dynamic Stability Control (DSC) as standard including Dynamic Traction Control (DTC) and Electronic Differential Lock Control (EDLC), also with Performance Control in the MINI Cooper S Clubman and MINI Cooper SD Clubman; model-specific spring and damper set-up; sports suspension and Dynamic Damper Control optionally available; standard trim with light alloy wheels in 16-inch or 17-inch (MINI Cooper S Clubman, MINI Cooper SD Clubman) format; light alloy wheels optionally available up to 19 inches.

- MINI Driving Modes optionally available for individual car set-up; rotary switch at the base of the gear or selector lever to activate MID, SPORT and GREEN modes; capacity to influence characteristic curves of the acceleration and steering, the shift dynamics of the Steptronic transmission and Dynamic Damper Control; GREEN mode in conjunction with Steptronic transmission including coasting with decoupled drivetrain.

- Weight-optimised and crash-optimised body structure; standard safety fittings include front and side airbags, side curtain airbags, 3-point automatic belts on all seats, at front with belt tensioners and adaptive belt force limiters, ISOFIX children's seat attachment at rear and optionally also on the front passenger seat; tyre pressure display; excellent acoustic and vibrational comfort.

- Wide range of innovative driver assistance systems: MINI Head-Up-Display, Parking Assistant, rear view camera and Driving Assistant including camera-based active cruise control, collision and pedestrian warning with initial brake function, high beam assistant and road sign detection.

- High-end standard trim including features such as air conditioning, radio with USB interface and AUX-IN socket, Bluetooth telephone hands-free facility, rain sensor with automatic driving lights control and electric parking brake.

- Innovative optional lighting technology: LED headlamp including LED daytime driving light and LED rear lights; adaptive light distribution and LED turning light; LED fog light.

- Model-specific MINI Excitement Package with LED interior and ambient lighting as well as novel projection of the MINI logo from the exterior mirror on the driver's side when opening and closing the car; MINI Yours Interior Styles with backlit door bezels for the first time; alarm system including red LED status light integrated in fin antenna.

- Wide-ranging options for increased comfort and functionality: electrically adjustable seats with memory function for the driver for the first time in MINI, as well as sports seats and John Cooper Works sports seats; Comfort Access exclusively for the MINI Clubman with non-contact opening of the split doors (easy opener); 2-zone automatic air conditioning; seat heating; electrically operated panorama glass roof; electrical heatable and foldable exterior mirrors; interior and exterior mirrors with automatic dip function; multifunction steering wheel; through-loading system with rear backrest in 40:20:40 split; trailer tow hitch; MINI navigation system Professional; Radio MINI Visual Boost; Harman Kardon hi-fi speaker system.

- Extensive range of options for exterior and interior individualisation: John Cooper Works Aerodynamics Kit; Chrome Line exterior; roof rails; large selection of seat types, decorative surfaces and interior colours; exclusive John Cooper Works and MINI Yours fitting options.

- MINI Connected in-car infotainment program unique within the competitive field; Intelligent Emergency Call and MINI TeleServices available for use with permanently installed SIM card; wide range of functions and the opportunity for ongoing expansion due to apps that allow integration in the car via smartphone; exclusive MINI functions such as Mission Control, Dynamic Music, Driving Excitement and MINIMALISM Analyser; MINI Connected XL Journey Mate with Real Time Traffic Information; online connection also allows the use of social networks such as Twitter, foursquare and Glympse, the reception of RSS news feeds and entertainment programs such as Spotify, GoPro, AUPEO!, Stitcher, Deezer, Audible, Napster/Rhapsody and TuneIn.

- Engine variants:

MINI Cooper S Clubman: 4-cylinder petrol engine with MINI TwinPower Turbo Technology (turbocharging, direct injection, fully variable valve control, variable camshaft control),
capacity: 1 998 cc, output: 141 kW/192 hp at 5 000 rpm, max. torque: 280 Nm at 1 250 rpm (300 Nm with overboost),
acceleration (0–100 km/h): 7.2 seconds (automatic: 7.1 seconds),
top speed: 228 km/h (228 km/h),
average fuel consumption*: 6.3 – 6.2 litres (5.9 – 5.8 litres)/100 kilometres,
CO_2 emissions*: 147 – 144 g/km (137 – 134 g/km), exhaust emission standard: EU6.

MINI Cooper Clubman: 3-cylinder petrol engine with MINI TwinPower Turbo Technology (turbo charging, direct injection, fully variable valve control, variable camshaft control),
capacity: 1 499 cc, output: 100 kW/136 hp at 4 400 rpm,
max. torque: 220 Nm at 1 250 rpm (230 Nm with overboost),
acceleration (0–100 km/h): 9.1 seconds (automatic: 9.1 seconds),
top speed: 205 km/h (205 km/h),
average fuel consumption*: 5.3 – 5.1 litres (5.3 – 5.1 litres)/100 kilometres,
CO_2 emissions*: 123 – 118 g/km (123 – 118 g/km), exhaust emission standard: EU6.

MINI One Clubman: 3-cylinder petrol engine with MINI TwinPower Turbo Technology (turbo charging, direct injection, fully variable valve control, variable camshaft control),
capacity: 1 499 cc, output: 75 kW/102 bhp at 4 000 rpm,
max. torque: 180 Nm at 1 200 – 3 800 rpm,
acceleration (0–100 km/h): 11.1 seconds (automatic: 11.7 seconds),
top speed: 185 km/h (185 km/h),
average fuel consumption*: 5.3 – 5.1 litres (5.3 – 5.1 litres)/100 kilometres,
CO_2 emissions*: 124 – 119 g/km (124 – 119 g/km), exhaust emission standard: EU6.

MINI Cooper SD Clubman: 4-cylinder diesel engine with MINI TwinPower Turbo

Technology (turbocharger with variable turbine geometry, common rail direct injection),
capacity: 1 995 cc, output: 140 kW/190 hp at 4 000 rpm,
max. torque: 400 Nm at 1 750 – 2 500 rpm,
acceleration (0–100 km/h): 7.4 seconds (automatic: 7.4 seconds),
top speed: 225 km/h (225 km/h),
average fuel consumption*: 4.6 – 4.5 litres (4.4 – 4.3 litres)/100 kilometres,
CO_2 emissions*: 122 – 119 g/km (117 – 114 g/km), exhaust emission standard: EU6.

MINI Cooper D Clubman: 4-cylinder diesel engine with MINI TwinPower Turbo Technology (turbocharger with variable turbine geometry, common rail direct injection),
capacity: 1 995 cc, output: 110 kW/150 hp at 4 000 rpm,
max. torque: 330 Nm at 1 750 rpm,
acceleration (0–100 km/h): 8.6 seconds (automatic: 8.5 seconds),
top speed: 212 km/h (212 km/h),
average fuel consumption*: 4.4 – 4.1 litres (4.4 – 4.1 litres)/100 kilometres,
CO_2 emissions*: 115 – 109 g/km (115 – 109 g/km), exhaust emission standard: EU6.

MINI One D Clubman: 3-cylinder diesel engine with MINI TwinPower Turbo Technology (turbocharger with variable turbine geometry, common rail direct injection),
capacity: 1 496 cc, output: 85 kW/116 hp at 4 000 rpm,
max. torque: 270 Nm at 1 750 – 2 250 rpm,
acceleration (0–100 km/h): 10.4 seconds (automatic: 10.4 seconds),
top speed: 192 km/h (192 km/h),
average fuel consumption*: 3.9 – 3.8 litres (4.1 – 3.9 litres)/100 kilometres,
CO_2 emissions*: 104 – 99 g/km (109 – 104 g/km), exhaust emission standard: EU6.

* EU test cycle figures, fuel consumption dependent on the selected tyre format.

- Exterior dimensions:
  Length: 4 253 millimetres
  Width: 1 800 millimetres
  Height: 1 441 millimetres
  Wheelbase: 2 670 millimetres

For further details on official consumption figures, official specific CO2 emissions and power consumption of new cars, please refer to the "Manual on fuel consumption, CO2 emissions and power consumption of new cars" available free of charge at all sales outlets, from Deutsche Automobil Treuhand GmbH (DAT), Hellmuth-Hirth-Str. 1, 73760 Ostfildern-Scharnhausen and at http://www.dat.de/angebote/verlagsprodukte/leitfaden-kraftstoffverbrauch.html.

RIPE FOR FRESH CONQUESTS: THE NEW MINI CLUBMAN.

The new generation of the MINI model family continues to grow.
With the new MINI Clubman it now conquers the premium compact segment, too. The new model offers the highest level of everyday practicality, long distance suitability, versatility and ride comfort ever seen in a MINI. With four doors and the characteristic split doors at the rear, five fully-fledged seats and a generously sized, versatile interior, the new MINI Clubman meets all the requirements of the compact class in terms of functionality in its own unconventional way. Individual style, outstanding driving fun and the quality level of a premium automobile make it an exceptional phenomenon that allows additional target groups to get a taste of the distinctive MINI feeling.

The matured character of the new MINI Clubman is reflected in dimensions that are significantly larger than the predecessor model, a distinctive body concept, high-quality materials and finish quality and also new features in the areas of drive, suspension comfort, safety, controls and connectivity based on the latest MINI generation. Its status as the largest representative of the new MINI generation is also clearly shown in comparison with the MINI 5 door. The new MINI Clubman is 27 centimetres longer and 9 centimetres wider than the latter, while its wheelbase is 10 centimetres larger. Its luggage compartment has a volume of 360 litres, which can be extended to as much as 1 250 litres by folding down the rear backrest with its 40:20:40 split.

Engines with the latest generation of MINI TwinPower Turbo Technology power the six model variants of the new MINI Clubman available at market launch (combined fuel consumption: 6.2 – 3.8 l/100 km; CO_2 emissions combined: 144 – 99 g/km). In addition to the new MINI One Clubman and the new MINI Cooper Clubman, which are powered by 3-cylinder petrol engines with 75 kW/102 hp and 100 kW/136 hp respectively, the new MINI Cooper S Clubman also lines up for the start with a 4-cylinder petrol engine and 141 kW/192 hp. The new MINI One D Clubman has a 3-cylinder petrol engine with an output of 85 kW/116 hp. What is more, two 4-cylinder diesel engines are premiered with 110 kW/150 hp in the new MINI Cooper D Clubman and 140 kW/190 hp in the new MINI Cooper SD Clubman. Another new feature for MINI: the 8-speed Steptronic transmission available as an option for the MINI Cooper S Clubman, the MINI Cooper SD Clubman and the MINI Cooper D Clubman. For handling properties that are supreme within the segment, all suspension components in the new MINI Clubman were also specially developed and harmonised to suit the model.

The new MINI Clubman also offers numerous features that appear in an automobile of the brand for the first time for increased driving fun, comfort and safety. These

include the electric parking brake, the electrical seat adjustment function available as a special equipment feature and the option MINI Yours Interior Styles with backlit door bezels. The MINI Excitement Package comprises LED interior and ambient lighting as well as a projection of the MINI logo onto the ground from the exterior mirror on the driver's side when the car is opened and closed. Another new feature that is unique within the competitive field is the Comfort Access option including non-contact opening of the split doors at the rear. Other options available for the new MINI Clubman include LED headlamps, the MINI Driving Modes and Dynamic Damper Control.

The program of optional driver assistance systems includes the Head-Up Display which extends above the steering column, the Driving Assistant system including camera-based active cruise control, collision and pedestrian warning with initial brake function, high beam assistant, road sign detection, Parking Assistant and rear view camera. The complete MINI Connected in-car infotainment program is also available. The new MINI Clubman can be equipped with a SIM card which is permanently fitted in the car. This means that Intelligent Emergency Call with automatic detection of vehicle location and accident severity is available, as well as MINI TeleServices. In intelligent, brand-appropriate style, the MINI Connected XL Journey Mate helps the driver plan journeys as well as providing individualised information en route to the destination as required. Numerous other social network and infotainment functions can be integrated in the car by means of smartphone apps, allowing them to be used intuitively, conveniently and safely via the MINI operating system.

Exterior design: distinctive proportions, typical brand features, innovative details.
The new MINI Clubman introduces a contemporary interpretation of the tradition-steeped shooting brake concept. This genre of vehicle - especially popular in the country in which MINI originated, the UK - combines sporty style with functionality and is reflected in design by means of a stretched silhouette, a long roof line and a steep rear.

These features of the new MINI Clubman not only provide a link with its direct predecessor. A body variant of the classic Mini geared towards extended transport capacity was presented as long ago as 55 years. The structurally identical models Morris Mini Traveller and Austin Seven Countryman were 25 centimetres longer than their original counterpart, with a wheelbase that was extended by 10 centimetres.
Another parallel with the latest new contemporary addition to the MINI family were the split doors at the rear, consisting of two side-opening wings. These help give the new MINI Clubman its unique status within the competitive field as a six-door model, emphasising its outstanding versatility in typical brand style.

For the first time, the new MINI Clubman combines the characteristic brand interpretation of this concept with the functional qualities of a modern automobile

in the compact segment. With a length of 4 253 millimetres, a width of 1 800 millimetres and a height of 1 441 millimetres, it has distinctive proportions that make it unique within both the brand's model program and the compact segment as a whole. The wheelbase measures 2 670 millimetres, while the track width is 1 564 millimetres at the front and 1 565 millimetres at the rear. These dimensions provide the ideal basis for a stylish, individual and exclusive appearance, agile driving properties and - thanks to clever space utilisation in typical MINI style – a roomy interior as well.

Classic design features and the emotionally appealing styling indicate the kinship of the new MINI Clubman as part of the brand's model family while at the same time setting it clearly apart from its competitors. Circular headlamps with chrome surrounds, the hexagonal contours of the radiator grille and the vigorously arched power dome of the engine compartment lid define the front view in characteristic MINI style. The lower air inlet is particularly wide, thereby highlighting the car's solid stature. The bumper trim, integrated in the radiator grille and also acting as a number plate carrier, is finished in matt (MINI One Clubman, MINI One D Clubman) or high-gloss black. In the models MINI One Clubman, MINI One D Clubman, MINI Cooper Clubman and MINI Cooper D Clubman, the section of the radiator grille above this is subdivided by three ribs in high-gloss black. The radiator grille of the MINI Cooper S Clubman and the MINI Cooper SD Clubman has a chrome rib bearing a red "S" logo with a chrome surround. What is more, these engine variants can be recognised by the distinctive shaping of its front apron with air inlets for the brakes and an additional opening in the engine compartment lid.

For optimum visibility: LED headlamps, adaptive light distribution, LED fog light.
Arch-shaped turn indicators are positioned in the lower section of the headlamps. In the standard version, both the daytime driving light and the parking light are generated by the additional lighting units integrated in the front apron. The optional fog lamps are also positioned here. LED headlamps are also available as a special equipment feature. Their LED units emit bright, white light for both low and high beam. They are surrounded by an LED daylight driving ring, the lower section of which reaches down to the white turn indicators. In conjunction with the LED headlamps, the rear light clusters also come as LED units.

Another option is that of LED headlamps with additional functions, ensuring optimum illumination of the road surface and roadside - depending on the situation and route profile - and also including an LED turning light. The optional fog lamps are also available in halogen, or else in LED technology in conjunction with LED headlights.

New MINI features: Air Curtains and Air Breathers optimise air ducting.
The aerodynamic properties of the new MINI Clubman are optimised by means of precisely conceived air ducting elements which are now applied to a model of the British brand for the first time. The so-called Air Curtains consist of narrow,

vertically arranged openings in the outer sections of the lower air inlet. From here, air is selectively channelled around the wheel arches. It flows along the wheels with much reduced turbulence, escaping once again through Air Breathers in the rear section of the side panels. A model-specific roof spoiler also helps reduce aerodynamic drag.

The bottom edge of the body features black surrounds in the new MINI Clubman. A new design has also been created for the side scuttles - the elements which embellish the front side panels along with the side turn indicators. In the models MINI One Clubman, MINI Cooper Clubman, MINI One D Clubman and MINI Cooper D Clubman these are finished in matt and high-gloss black while in the MINI Cooper S Clubman and the MINI Cooper SD Clubman they are finished in chrome and bear an "S" logo.

In addition to the three-part structure of the body, window graphic and roof as is typical of the brand, the silhouette of the new MINI Clubman also exhibits a surface design of supreme elegance in the area of the wheel arches and doors that is specific to this model. The length of the roof line and wheelbase is emphasised by generous surface expanses that are given additional precision and presence by means of finely modelled edges. The powerful shaping of the shoulder contour in the area of the rear doors and wheel arches creates a dynamic, elegant curve that highlights the breadth and stable stature of the new MINI Clubman.

Split doors and rear lights in novel design.
The split doors with their striking metal surround are the most striking feature at the rear of the new MINI Clubman. The central bar between the glass sections of the two side-opening wings is significantly narrower than in the predecessor model, thereby optimising the view to the rear.
The split doors are opened by means of a dual-section door handle finished in chrome. Non-contact opening of the split doors is possible in combination with the optional Comfort Access function. If the driver has the car key on them, it is sufficient to make a foot movement under the rear apron to trigger automatic opening.

The likewise newly designed, horizontally oriented rear lights are integrated in the wing doors and have chrome surrounds. Additional lights arranged below the doors perform a signalling function when the split doors are open. The impression of a body that rests powerfully on its wheels is emphasised from this perspective, too, with a contour edge in the rear apron as well as the downward increase in width at the rear that is typical of MINI. The models MINI Cooper S Clubman and MINI Cooper SD Clubman have an aerodynamically optimised bumper including diffuser element and two exhaust tailpipes that are set wide apart.

Four non-metallic and eight metallic paint finishes are available for the body of the MINI Clubman at market launch. The program also includes Melting Silver metallic and Pure Burgundy metallic for the first time, as well as the MINI Yours paint finish Lapisluxury Blue. The roof and exterior mirror caps can be finished in a contrasting colour - white, silver and black - as an option and at no extra cost.

Individual accents include white or black bonnet stripes and Chrome Line for the exterior.

Interior: generous space, new design.
Five fully-fledged seats, convenient access, plenty of freedom to move for all occupants and a versatile luggage compartment are the salient features of the MINI Clubman as it advances into the premium compact segment. The generous space and comprehensive redesign of the interior ensure that the driving fun so characteristic of the brand can be enjoyed in a unique ambience. A clear signal of the more sophisticated character of the MINI Clubman is its exceptionally wide instrument panel with cockpit facia frame. This design feature is also echoed in the door trim panels and centre console. Below the air outlets there is a horizontal decorative strip which lends additional emphasis to the width of the interior.

The central instrument typical of the brand is integrated in the instrument panel of the new MINI Clubman in especially harmonious style. Fitted either with a two-colour 2.7-inch display or a 6.5 or 8.8-inch colour screen, depending on equipment features, it serves as a display for vehicle, infotainment, phone and navigation functions and has an LED ring surround which can optionally respond to the current situation on the road and to specific operating procedures by means of an interactive lighting display. The selection and control of all functions is facilitated by a Controller in the centre console which comes in conjunction with the Radio MINI Visual Boost, the MINI navigation system or the MINI navigation system Professional.

In this specific model, the controls for heating and air conditioning are also located below the central instrument, as are the toggle switches. A red toggle switch also serves as the start/stop button for the engine in the new MINI Clubman.
The USB socket, AUX-IN socket and a storage compartment are located one level lower down. Extending up to the instrument panel for the first time in a MINI, the centre console offers space for a storage compartment and two cup holders in front of the gear or selector lever. The optional MINI Controller and the switch for the electrical parking brake are also positioned on the centre console.
It can be optionally expanded to include a centre armrest with integrated telephone compartment. The speedometer and engine speed display are located in the instrument cluster on the steering column as in the new MINI 3 door and the new MINI 5 door.

The elliptically shaped surrounds in the door panelling frame the speakers and door openers. The decorative strips of the door trim also follow a gently curved contour back to the rear. This creates a visual connection between the two rows of seats that emphasises the generous space of the interior.

New options: atmospheric lighting, electrically adjustable seats.
With the new MINI Yours Interior Styles option, this striking door trim design is highlighted by means of indirectly illuminated decorative strips.
They are combined with interior trim finishers available in various types. The optional lighting package with LED interior and ambient lighting also creates an

atmospheric ambience. In conjunction with the special equipment feature MINI Excitement Package, this offers continuously variable colour changes and has also been extended to include a light display that is activated when opening and closing the car. On activation of the remote key, the MINI logo is projected onto the ground for 20 seconds from an additional light source in the exterior mirror on the driver's side.

Another new option is the electrical adjustment of the driver and front passenger seats, including memory function on the driver's side. For the first time, seat height, longitudinal position, seat surface angle, backrest angle and lumbar setting can be adjusted at the press of a button. A wide range of individualisation options is available with the model-specific selection of upholstery colours, interior surfaces and the optional Chrome Line for the interior. As an alternative to the standard fabric, the seat surfaces are also available in fabric/leather combinations and leather finishes with various seam patterns.
The models MINI Cooper S Clubman and MINI Cooper SD Clubman are fitted with sport seats as standard and these are optionally available for the other variants. Alternatively there are also John Cooper Works sports seats. In addition to the typical MINI seats with the tube-like visual structure, the new Chester pattern is also offered in Indigo Blue with diagonal stitching and piping in Pure Burgundy.

The functional character and long-distance suitability of the new MINI Clubman is enhanced by its many storage facilities, a large glove compartment, storage compartments in the split doors and door pockets which can hold one-litre drink bottles. When all five seats are in use, the luggage compartment has a volume of 360 litres. For bulkier transport, the rear backrest with a 60:40 split can be folded down. A 40:20 : 40 split is optionally available and as is a tilt adjustment function for the rear backrest. This enables the load volume to be increased in stages as required up to as much as 1 250 litres. A storage package is also available comprising elements such as a variable load compartment floor, additional storage compartments, lashing eyes and attachment nets.

Powerful engines with MINI TwinPower Turbo Technology.
For the launch of the new MINI Clubman there are three petrol engines and three diesel engines of the latest generation to choose from with three and four cylinders respectively as well as MINI TwinPower Turbo Technology.
All motorisations meet the EU6 exhaust emission standard.

Fascinating pulling power and exemplary efficiency are guaranteed by the first 4-cylinder diesel engines ever installed in a MINI. The 2.0-litre engines both have a turbocharging system with variable turbine geometry and common rail direct injection of the latest generation: this operates with a pressure of up to 2 000 bar, making for high-precision fuel dosage and clean combustion.

The new MINI Cooper SD Clubman is fitted with the most powerful diesel engine ever to be seen in a model of the British brand. It generates a peak output of 140 kW/190 hp and puts its maximum torque of 400 Newton metres on line at just 1 750 rpm. The new MINI Cooper SD Clubman accelerates from standing to

100 km/h in just 7.4 seconds, both with the standard manual transmission and with the optional automatic transmission. Its top speed is 225 km/h in each case. This athletic performance goes hand in hand with an average fuel consumption of 4.6 to 4.5 litres per 100 kilometres (automatic: 4.4 – 4.3 litres) and CO_2 emissions of 122 to 119 grams per kilometre (117 – 114 g/km; EU test cycle figures, dependent on tyre format selected).

The 4-cylinder diesel engine of the new MINI Cooper D Clubman delivers a peak output of 110 kW/150 hp and a maximum torque of 330 Newton metres at 1 750 rpm. It enables acceleration from zero to 100 km/h in 8.6 seconds (automatic: 8.5 seconds), reaching a top speed of 212 km/h (212 km/h). In both transmission types, the efficiency of the diesel engine is reflected in an average fuel consumption of 4.4 to 4.1 litres per 100 kilometres and a CO_2 emissions level of 115 to 109 grams per kilometre (EU test cycle figures, dependent on tyre format selected).

The 3-cylinder diesel engine of the new MINI One D Clubman offers even more favourable fuel consumption and emission figures. The 1.5-litre power unit with 85 kW/116 hp provides its maximum torque of 270 Newton metres at 1 750 rpm, accelerating the entry-level model in 10.4 seconds from zero to 100 km/h, with both manual and automatic transmission. The top speed of the new MINI One D Clubman is 192 km/h in each case. Its average fuel consumption is 3.9 to 3.8 litres (automatic: 4.1 – 3.9 litres) per 100 kilometres, while the CO_2 emission figure is 104 to 99 grams per kilometre (109 – 104 g/km; EU test cycle figures, dependent on tyre format selected).

The technology package of the petrol engines comprises turbocharging, petrol direct injection with centrally placed injectors, fully variable valve control in the form of VALVETRONIC as patented by the BMW Group and variable camshaft control on the intake and exhaust side (double VANOS). This combination gives the 2.0-litre 4-cylinder engine of the MINI Cooper S Clubman particularly sporty performance figures. It mobilises a peak output of 141 kW/192 hp and a maximum torque of 280 Newton metres that goes on stream at just 1 250 rpm and can be briefly increased to 300 Newton metres by means of the overboost function. The new MINI Cooper S Clubman sprints in 7.2 seconds (automatic: 7.1 seconds) from standing to 100 km/h, reaching a top speed of 228 km/h (228 km/h). These figures are combined with an average fuel consumption of 6.3 to 6.2 litres (5.9 to 5.8 litres) per 100 kilometres and a CO2 emissions level of 147 to 144 grams per kilometre (137 to 134 g/km; EU test cycle figures, dependent on tyre format selected).

Spirited power delivery is also characteristic of the 1.5-litre 3-cylinder petrol engine in the MINI Cooper Clubman. With a peak output of 100 kW/102 hp and a maximum torque of 220 Newton metres (230 Nm with overboost) at 1 250 rpm, this engine also ensures sporting performance figures. 9.1 seconds is all that is required with both manual transmission and Steptronic for acceleration from zero to 100 km/h, and the top speed is 205 km/h in each case. Regardless of the

transmission type selected, the average fuel consumption of the new MINI Cooper Clubman is 5.3 to 5.1 litres per 100 kilometres, while its level of CO2 emissions is 123 to 118 grams per kilometre (EU test cycle figures, dependent on tyre format selected).

The engine portfolio is rounded off with another 3-cylinder petrol engine which powers the new MINI One Clubman. Likewise from a capacity of 1.5 litres it generates a peak output of 75 kW/102 hp, putting its maximum torque of 180 Newton metres on stream at 1 200 rpm. The new MINI One Clubman takes 11.1 seconds (automatic: 11.7 seconds) to accelerate from zero to 100 km/h, reaching a top speed of 185 km/h in each case. Both with manual and automatic transmission, the entry-level variant of the new MINI Clubman has a combined fuel consumption of 5.3 to 5.1 litres per 100 kilometres and CO_2 emissions of 124 to 119 grams per kilometre (EU test cycle figures, dependent on tyre format selected).

A MINI premiere: 8-speed Steptronic transmission
The 4-cylinder engines in the models MINI Cooper S Clubman, MINI Cooper SD Clubman and MINI Cooper D Clubman can be optionally combined with an 8-speed Steptronic transmission. This automatic transmission type is available in a MINI for the first time, providing an even more favourable basis for efficient, comfortable and sporty driving due to a broader gear spread and smaller engine speed steps. Another option for the new MINI Cooper S Clubman and the new MINI Cooper SD Clubman is an 8-speed Steptronic sports transmission offering even shorter shift times that can be operated in manual mode by means of shift paddles at the steering wheel. It also has a Launch Control function for traction-optimised acceleration with maximum dynamic performance from standing.

For all other models, an optional 6-speed Steptronic transmission of the latest generation is available which demonstrates increased efficiency and a high level of shift comfort, as well as shift dynamics optimised for sporty driving. It offers both automatic and manual changes in drive position using the gear selector switch. All automatic variants have a transmission control system that is able to draw on navigation data for the purpose of gear and shift point selection. This means that in cars fitted with a navigation system, shift control is based on the route profile. In this way, the appropriate drive position is selected to match the imminent situation on the road ahead, e.g. directly prior to junctions or on corners. This obviates the need for upshifts between two bends in quick succession.

All engine variants of the new MINI Clubman are fitted as standard with a 6-speed transmission of the latest generation, characterised by low weight, a high level of internal efficiency and shift comfort optimised by means of carbon fibre friction linings for the synchroniser rings. A gear sensor also enables active engine speed adaptation for especially sporty shifting when accelerating and increased comfort when shifting down.

In addition to the auto start/stop function that can also be used in conjunction with an automatic transmission and extensive measures to optimise weight and aerodynamic drag, the MINIMALISM Technology fitted as standard in all of the new MINI Clubman models also features a shift point display, brake energy regeneration, active cooling air flaps and needs-oriented control of the fuel and coolant pump as well as other ancillary components. The electromechanical power steering operates energy-efficiently, as do the map-controlled oil pumps in all engines.
An optimised preheating process achieves an approximately 50 per cent reduction in the energy required to start the new diesel engines.

MINI Driving Modes: sporty flair and efficiency at the turn of a switch.
The optional MINI Driving Modes are activated by means of a rotary switch at the base of the gear or selector lever. In addition to the standard MID mode there is a choice of SPORT and GREEN mode. In SPORT mode, the accelerator pedal characteristic curve and steering are switched to a sporty set-up, as are the shift times in cars fitted with Steptronic transmission. In GREEN mode, a more relaxed and also more fuel-efficient driving style is supported by intelligent control of energy and climate management as well as by means of systems such as shift point display. In cars fitted with Steptronic transmission it is also possible to use the coasting function. The drivetrain is decoupled at speeds of between 50 and 160 km/h as soon as the driver's foot is removed from the accelerator pedal. The new MINI Clubman then rolls at idling engine speed with a minimum rate of fuel consumption.

A new dimension of go-kart feeling: characteristic MINI suspension technology with completely newly developed components.
The large track width and long wheelbase of the MINI Clubman benefit the model-specific design of the suspension. What is more, new development of all front axle parts has resulted in optimisation of kinematics and component stiffness. The car's weight has been reduced by the use of aluminium swivel bearings as well as front axle supports and wishbones in highly rigid steel. The particularly stiff wheel suspension on the rear axle also enhances the agile handling properties of the MINI Clubman. In addition, spatial economy is achieved by the separate arrangement of springs and dampers, impacting positively on the room available at the rear and in the luggage compartment.

Thanks to the brand's typical combination of single joint strut axle at the front with a multilink rear axle and a model-specific interpretation of this structure, the new MINI Clubman has suspension technology that is unusually sophisticated for the compact segment, too. In conjunction with the power transmission to the front wheels and the low centre of gravity, this construction principle provides the perfect basis for the agile handling known as the go-kart feeling. Electromechanical

power steering including speed-related steering assistance as standard also contributes to the car's precise driving properties.

The dampers are decoupled at the front and rear axle by means of triple-path support bearings. The new MINI Clubman can be optionally fitted with Dynamic Damper Control. Two characteristic lines are available for damper set-up, allowing activation of either a more comfort-oriented response or a direct, sporty response to road bumps, depending on the given situation.
The compression and rebound stage are adjusted by means of electrical control of the EDC valves.

In addition to the anti-lock system ABS, electronic brake force distribution EBD, Cornering Brake Control (CBC) and the brake assistant, the standard driving stability control system DSC (Dynamic Stability Control) also includes a drive-off assistant, a brake dry function, Fading Brake Support and DTC mode (Dynamic Traction Control), which permits controlled slip so as to facilitate driving off on loose sand or deep snow.
When the driving stability system is deactivated (DSC Off mode), there is an electronic locking function for the front axle differential known as the Electronic Differential Lock Control (EDLC) which selectively and appropriately brakes a spinning drive wheel on tight corners, redirecting the drive torque to the other wheel. A standard feature in the MINI Cooper S Clubman and the MINI Cooper SD Clubman, Performance Control supports agile steering for dynamic cornering prior to reaching the threshold level.

The new MINI Cooper S Clubman and the MINI Cooper SD Clubman are fitted as standard with 17-inch light alloy wheels. All other models come with 16-inch light alloy wheels as standard. The range of special equipment features additional light alloy wheels sized 17 to 19 inches.

Low weight, stable passenger cell, comprehensive safety features.
In the new MINI Clubman, too, intelligent lightweight construction ensures maximum safety, agility and acoustic comfort by means of a torsionally stiff, rigid but also weight-optimised body structure. Highly resilient load-bearing structures, deformation zones in optimum design and an extremely stable passenger cell provide an excellent basis for keeping impact energy away from passengers and ensuring maximum occupant protection.

The integrated MINI safety concept also includes a standard fitting of six airbags, three-point automatic belts on all seats including belt tensioners and adaptive belt force limiters at the front and ISOFIX children's seat attachments at the rear
Tyre pressure display for each individual wheel is also included as standard.
Meanwhile, impact absorbers and precisely defined deformation elements ensure optimised pedestrian protection.

The full range of driver assistance systems.
The driver assistance systems optionally available for the MINI Clubman enable selective optimisation of comfort, driving fun and safety. They include Park Distance Control with sensors at front and rear, a rear view camera, the Parking Assistant which helps the driver select and use parking spaces parallel to the road, and a cruise control with brake function.

The Driving Assistant option comprises a camera-based cruise control and distance control function that automatically maintains a distance from the vehicle ahead, as well as the collision and pedestrian warning system with initial brake function. In critical situations, the driver is initially warned by means of visual and acoustic signals. In addition to this, an automatic brake manoeuvre is triggered in the case of an imminent collision with a pedestrian or if there is a risk of a rear-on collision in urban traffic. Other components of the Driving Assistant include road sign detection for speed limits and overtaking bans and the high beam assistant.

The likewise optional MINI Head-Up-Display promotes concentration on the road in that it projects driving-related information onto an extendible display in the upper area of the instrument panel between the windscreen and steering wheel. Here it can be read quickly and conveniently without the driver having to avert their eyes from the road. The information that can be shown includes speed in figures, navigation directions in the form of arrow graphics and junction sketches, visual signals for collision warning, display symbols generated by Speed Limit Info and No Passing Info, Check Control messages and entertainment program details such as radio channels and track titles.

For individual premium character and additional driving fun:
high-end fittings, the current MINI Connected range.
The standard trim of the new MINI Clubman includes such features as electrically adjustable exterior mirrors, air conditioning, a rain sensor with automatic driving lights control, the MINI Radio including AUX-IN socket and USB interface as well as a Bluetooth hands-free phone facility. A wide range of high-end options in the areas of comfort, functionality and individuality are available to allow drivers to match the car precisely to their own personal style. In addition to a 2-zone automatic air conditioning, a seat heating for driver and front passenger and a visibility package including windscreen heating, there is also a panorama glass roof with a glass surface measuring 120 centimetres in length. Other options include the choice of a sports leather steering wheel (as standard in the MINI Cooper S Clubman and MINI Cooper SD Clubman), a MINI Yours sports leather steering wheel and a John Cooper Works leather steering wheel.

The options program also includes roof rails, a trailer tow hitch with removable ball head, electrically heatable and foldable exterior mirrors, interior and exterior mirrors with automatic dip function and the Harmon Kardon hi-fi speaker system.

The option MINI Connected is also available in conjunction with the Radio MINI Visual Boost or a navigation system.
It offers extensive integration of smartphones in the car, allowing the use of

internet-based services in the areas of infotainment, communication and driver experience. The MINI Connected XL option available in combination with the MINI navigation system Professional also comprises the Journey Mate function including innovative functions for trip preparation and support as well as Real Time Traffic Radar with highly precise, up-to-date traffic information.

Numerous social media and infotainment functions for integration in the car via apps are available for both the Apple iPhone and for smartphones using the Android operating system. Operation is intuitive and reflects hallmark brand style in using the MINI Controller in the centre console and a colour display in the central instrument. The features of the MINI navigation system Professional include an 8.8-inch version of the on-board computer and the MINI Touch Controller with touch-sensitive surface. The new MINI Clubman can also be equipped with a SIM card which is permanently fitted in the car. This means that Intelligent Emergency Call with automatic detection of vehicle location and accident severity is available, as well as MINI TeleServices.

The new MINI Clubman: an innovative concept with traditional roots.
Offering driving fun typical of the brand, innovative technology and a maximum level of comfort and versatility, the new MINI Clubman brings the qualities of the latest model generation to an additional vehicle segment. In so doing, it draws on a principle that has defined the history of the brand and was first put into practice 55 years ago. Just one year after its debut, an additional body type was produced for the classic Mini so as to conquer new target groups, applying new techniques of creative space utilisation. Measuring 25 centimetres more in exterior length and with a wheelbase enlarged by 10 centimetres, the identically structured models Morris Mini Traveller and Austin Seven Countryman offered significantly enlarged space for passengers and luggage. As suggested by the model designations, both were designed for country outings and holiday trips with the family. Due to their still very compact exterior dimensions and customary agile handling properties, however, they continued to provide the driving experience that was typical of the classic Mini.

The two models underscored their talents as a stylish means of transport not least by means of a luggage compartment opening at the rear that consisted of two wing doors. With each one opening at an angle of more than 90 degrees, the split doors facilitated loading of the car in tight parking spaces. This distinctive body feature contributes to optimised functionality in the new MINI Clubman, too.

What is more, the split doors help make the new MINI Clubman an individual character within its segment - a modern interpretation of the tradition-steeped vehicle concept of the shooting brake, as is especially popular in the country in which MINI originated, the UK.

The model designation Clubman first appeared in the classic Mini program in the year 1969. The original classic Mini model was still available and the newly

developed car that bore the name of Clubman was positioned above it within the brand family. With a clear and sturdy-looking body design and a front section that now sported a broad radiator grille, it was offered as the Mini Clubman Estate from the outset. Again with split doors and extended transport capacity, this body variant replaced the models Morris Mini Traveller and Austin Seven Countryman, of which more than 200 000 had been already been sold by this time.

As compared to its predecessors, the Mini Clubman Estate had grown by another 10 centimetres to an exterior length of 3.40 metres.
Modern functionality in the interior was provided in the form of new circular instruments: these replaced the speedometer positioned centrally in the dashboard and were now placed behind the steering wheel - directly in the driver's line of sight. The basic concept remained, consisting of short overhangs and widely set wheels, front-wheel drive and a transversely installed 4-cylinder engine at the front, while the output was increased from 34 to 39 hp. The Mini Clubman Estate remained in the program until 1982, and a total of 197 606 of this all-rounder were manufactured during this period.

55 years of success: individualists with a sense of versatility.
After the relaunch of the brand, too, there was soon a need for extended transport capacity and expanded variety in the model program. As the first premium model in the small car segment, the MINI offered terrific driving fun which many fans were keen to enjoy on long-distance trips, too.
The MINI Clubman presented in 2007 responded to a desire for space to accommodate more passengers and luggage as well as to expectations of a 21st century automobile in terms of comfort, safety and efficiency. It took the shooting brake concept in MINI style to a whole new dimension - not just in terms of technology. The MINI Clubman surpassed its predecessor and namesake from the era of the classic Mini by more than half a metre with an exterior length of 3 945 millimetres.

Within the MINI model program, the new addition took on the role of the extrovert individualist with a marked sense of versatility. Its unusual design - with distinctions that include a red dot award and an IF Product Design Award - combined the characteristic brand styling with distinctive proportions, the longest roof line ever seen in a MINI, a steep rear and a fresh and very striking interpretation of the legendary split doors.

Behind the two rear doors, a luggage compartment was revealed that could be expanded to a volume of 930 litres by folding down the rear backrest. And that was not all: on the right-hand side the MINI Clubman featured an additional door that provided increased functionality in unconventional style. The rear-hinged so-called Clubdoor gave rear passengers a particularly convenient entrance and exit - stylish, unique and perfectly suited to the car's generous leg room, which had increased by eight centimetres as compared to the three-door MINI. The MINI Clubman was also available with three rear seats on request.

The new model opened up a whole new range of ways to enrich everyday life and leisure with driving fun typical of the brand. Its unique blend of contemporary utility value, individual charisma and traditional roots took it to worldwide popularity, reflected in a total sales figure of 204 669 units up until the end of its production period. Now the latest interpretation of the shooting brake in characteristic MINI style is lined up at the start. Further matured and having grown out of the small car segment of its predecessor, the new MINI Clubman sets out to conquer additional target groups with progressive technology, clever functionality and individual style.

TECHNICAL SPECIFICATIONS.
MINI ONE CLUBMAN,
MINI ONE CLUBMAN AUTOMATIC.

Body			MINI One Clubman	MINI One Clubman Automatic
Number of doors/seats			5 / 5	5 / 5
Length/width/height (empty)		mm	4253 / 1800 / 1441	4253 / 1800 / 1441
Wheelbase		mm	2670	2670
Track width, front/rear		mm	1564 / 1565	1564 / 1565
Turning circle		m	11.3	11.3
Fuel tank capacity		approx. l	48	48
Engine oil		l	4.25	4.25
Transmission oil incl. drivetrain		l	lifetime filling	lifetime filling
Unladen weight according to DIN/EU [1]		kg	1300 / 1375	1320 / 1395
Payload according to DIN		kg	530	530
Permitted gross vehicle weight		kg	1870	1890
Permitted axle loads, front/rear		kg	975 / 945	995 / 945
Permitted trailer load braked (12 %) / unbraked		kg	1100 / 680	1100 / 680
Permitted roof load/permitted download		kg	75 / 75	75 / 75
Luggage compartment volume		l	360 - 1250	360 - 1250
Aerodynamic drag c_x / A / $c_x \times A$		– / m^2 / m^2	0.32 / 2.21 / 0.71	0.33 / 2.21 / 0.72
Engine				
Type/no. of cylinders/valves			in-line / 3 / 4	in-line / 3 / 4
Engine control			MEVD 17.2.3	MEVD 17.2.3
Capacity		cc	1499	1499
Bore/stroke		mm	82.0 / 94.6	82.0 / 94.6
Compression		:1	11.0	11.0
Fuel		RON	91–98	91–98
Output		kW/hp	75 / 102	75 / 102
at engine speed		rpm	4100	4100
Torque		Nm	180	180
at engine speed		rpm	1200 – 3800	1200 – 3800
Electrical system				
Battery/installation		Ah / –	70 / engine compartment	70 / engine compartment
Alternator		A	150	150
Suspension				
Front wheel suspension			Single-joint McPherson spring strut axle with aluminium swivel bearing and anti-dive control	
Rear wheel suspension			Multilink axle with weight-optimised trailing arms	
Brakes, front			disc, vented	disc, vented
Rear brakes			disc	disc
Driving stability systems			Hydraulic 2-circuit brake system with anti-lock brakes (ABS), electronic brake force distribution (EBD) and Cornering Brake Control (CBC), Dynamic Stability Control (DSC) with brake assistant, hill start assistant, brake dry function, Fading Brake Support, Dynamic Traction Control (DTC) and Electronic Differential Lock Control (EDLC). Handbrake impacts electrically on rear wheels	
Steering			Electrically assisted EPS unit with Servotronic function	
Overall steering ratio		:1	14.2	14.2
Tyres			205/55 R16 91W	205/55 R16 91W
Rims			7J × 16 light alloy	7J × 16 light alloy
Transmission				
Transmission type			6-speed manual transmission	6-speed Steptronic transmission
Gear ratio	I	:1	3.615	4.459
	II	:1	1.952	2.508
	III	:1	1.241	1.556
	IV	:1	0.969	1.142
	V	:1	0.806	0.851
	VI	:1	0.683	0.672
Reverse gear		:1	3.538	3.185
Final drive ratio		:1	3.882	3.683
Driving performance figures				
Power-to-weight ratio according to DIN		kg/kW	17.3	17.6
Power output per litre		kW/l	50.0	50.0
Acceleration	0–100 km/h	s	11.1	11.7
Top speed		km/h	185	185

Fuel consumption in EU cycle [3]			
Urban	l/100 km	6.5 – 6.3	6.3 – 6.1
Extra-urban	l/100 km	4.6 – 4.4	4.7 – 4.6
Total	l/100 km	5.3 – 5.1	5.3 – 5.1
CO_2	g/km	124 – 119	124 – 119
Other			
Emission rating		EU6	EU6
Insurance rating	3rd party/fully	[2]	[2]
Ground clearance (empty)	mm	141	141

Technical specifications valid for ACEA markets / registration-related data only relevant to Germany in some cases (weights)

[1] Weight of road-ready automobile (DIN) plus 75 kg for driver and luggage
[2] Details not yet available
[3] Dependent on tyre format selected

MINI COOPER CLUBMAN,
MINI COOPER CLUBMAN AUTOMATIC.

Body			MINI Cooper Clubman	MINI Cooper Clubman Automatic
Number of doors/seats			5 – 5	5 – 5
Length/width/height (empty)		mm	4253 / 1800 / 1441	4253 / 1800 / 1441
Wheelbase		mm	2670	2670
Track width, front/rear		mm	1564 / 1565	1564 / 1565
Turning circle		m	11.3	11.3
Fuel tank capacity		approx. l	48	48
Engine oil		l	4.25	4.25
Transmission oil incl. drivetrain		l	lifetime filling	lifetime filling
Unladen weight according to DIN/EU [1]		kg	1300 / 1375	1320 / 1395
Payload according to DIN		kg	530	530
Permitted gross vehicle weight		kg	1870	1890
Permitted axle loads, front/rear		kg	975 / 940	995 / 940
Permitted trailer load braked (12 %) / unbraked		kg	1300 / 680	1300 / 680
Permitted roof load/permitted download		kg	75 / 75	75 / 75
Luggage compartment volume		l	360 - 1250	360 - 1250
Aerodynamic drag c_x / A / $c_x \times A$		– / m^2 / m^2	0.32 / 2.21 / 0.71	0.33 / 2.21 / 0.73
Engine				
Type/no. of cylinders/valves			in-line / 3 / 4	in-line / 3 / 4
Engine control			MEVD 17.2.3	MEVD 17.2.3
Capacity		cc	1499	1499
Bore/stroke		mm	82.0 / 94.6	82.0 / 94.6
Compression		:1	11.0	11.0
Fuel		RON	91–98	91–98
Output		kW/hp	100 / 136	100 / 136
at engine speed		rpm	4400	4400
Torque (with overboost)		Nm	220 (230)	220 (230)
at engine speed		rpm	1250	1250
Electrical system				
Battery/installation		Ah / –	70 / engine compartment	70 / engine compartment
Alternator		A	150	150
Suspension				
Front wheel suspension			Single-joint McPherson spring strut axle with aluminium swivel bearing and anti-dive control	
Rear wheel suspension			Multilink axle with weight-optimised trailing arms	
Brakes, front			disc, vented	disc, vented
Rear brakes			disc	disc
Driving stability systems			Hydraulic 2-circuit brake system with anti-lock brakes (ABS), electronic brake force distribution (EBD) and Cornering Brake Control (CBC), Dynamic Stability Control (DSC) with brake assistant, hill start assistant, brake dry function, Fading Brake Support, Dynamic Traction Control (DTC) and Electronic Differential Lock Control (EDLC). Handbrake impacts electrically on rear wheels	
Steering			Electrically assisted EPS unit with Servotronic function	
Overall steering ratio		:1	14.2	14.2
Tyres			205/55 R16 91W	205/55 R16 91W
Rims			7J × 16 light alloy	7J × 16 light alloy
Transmission				
Transmission type			6-speed manual transmission	6-speed Steptronic transmission
Gear ratio	I	:1	3.615	4.459
	II	:1	1.952	2.508
	III	:1	1.241	1.556
	IV	:1	0.969	1.142
	V	:1	0.806	0.851
	VI	:1	0.683	0.672
Reverse gear		:1	3.538	3.185
Final drive ratio		:1	3.882	3.683
Driving performance figures				
Power-to-weight ratio according to DIN		kg/kW	13.0	13.2
Power output per litre		kW/l	66.7	66.7
Acceleration	0–100 km/h	s	9.1	9.1
Top speed		km/h	205	205

Fuel consumption in EU cycle [3]			
Urban	l/100 km	6.5 – 6.2	6.3 – 6.1
Extra-urban	l/100 km	4.6 – 4.4	4.7 – 4.5
Total	l/100 km	5.3 – 5.1	5.3 – 5.1
CO_2	g/km	123 – 118	123 – 118
Other			
Emission rating		EU6	EU6
Insurance rating	3rd party/fully	[2]	[2]
Ground clearance (empty)	mm	141	141

Technical specifications valid for ACEA markets / registration-related data only relevant to Germany in some cases (weights)

[1] Weight of road-ready automobile (DIN) plus 75 kg for driver and luggage
[2] Details not yet available
[3] Dependent on tyre format selected

MINI COOPER S CLUBMAN,
MINI COOPER S CLUBMAN AUTOMATIC.

Body			MINI Cooper S Clubman	MINI Cooper S Clubman Automatic
Number of doors/seats			5 / 5	5 / 5
Length/width/height (empty)		mm	4253 / 1800 / 1441	4253 / 1800 / 1441
Wheelbase		mm	2670	2670
Track width, front/rear		mm	1560 / 1561	1560 / 1561
Turning circle		m	11.3	11.3
Fuel tank capacity		approx. l	48	48
Engine oil		l	5.25	5.25
Transmission oil incl. drivetrain		l	lifetime filling	lifetime filling
Unladen weight according to DIN/EU [1]		kg	1360 / 1435	1390 / 1465
Payload according to DIN		kg	530	530
Permitted gross vehicle weight		kg	1930	1960
Permitted axle loads, front/rear		kg	1020 / 950	1050 / 950
Permitted trailer load braked (12 %) / unbraked		kg	1300 / 720	1300 / 720
Permitted roof load/permitted download		kg	75 / 75	75 / 75
Luggage compartment capacity		l	360 - 1250	360 - 1250
Aerodynamic drag c_x / A / $c_x \times A$		– / m^2 / m^2	0.34 / 2.22 / 0.75	0.34 / 2.22 / 0.75
Engine				
Type/no. of cylinders/valves			in-line / 4 / 4	in-line / 4 / 4
Engine control			MEVD 17.2.3	MEVD 17.2.3
Capacity		cc	1998	1998
Bore/stroke		mm	82.0 / 94.6	82.0 / 94.6
Compression		:1	11.0	11.0
Fuel		RON	91–98	91–98
Output		kW/hp	141 / 192	141 / 192
at engine speed		rpm	5000	5000
Torque (with overboost)		Nm	280 (300)	280 (300)
at engine speed		rpm	1250	1250
Electrical system				
Battery/installation		Ah / –	80 / engine compartment	80 / engine compartment
Alternator		A	150	150
Suspension				
Front wheel suspension			Single-joint McPherson spring strut axle with aluminium swivel bearing and anti-dive control	
Rear wheel suspension			Multilink axle with weight-optimised trailing arms	
Brakes, front			disc, vented	disc, vented
Rear brakes			disc	disc
Driving stability systems			Hydraulic 2-circuit brake system with anti-lock brakes (ABS), electronic brake force distribution (EBD) and Cornering Brake Control (CBC), Dynamic Stability Control (DSC) with brake assistant, hill start assistant, brake dry function, Fading Brake Support, Dynamic Traction Control (DTC), Electronic Differential Lock Control (EDLC) and Performance Control. Handbrake impacts electrically on rear wheels	
Steering			Electrically assisted EPS unit with Servotronic function	
Overall steering ratio		:1	14.2	14.2
Tyres			225/45 R17 94W XL	225/45 R17 94W XL
Rims			7.5J × 17 light alloy	7.5J × 17 light alloy
Transmission				
Transmission type			6-speed manual transmission	8-speed Steptronic transmission
Gear ratio	I	:1	3.923	5.250
	II	:1	2.136	3.029
	III	:1	1.276	1.950
	IV	:1	0.921	1.457
	V	:1	0.756	1.221
	VI	:1	0.628	1.000
	VII	:1	–	0.809
	VIII	:1	–	0.673
Reverse gear		:1	3.538	4.015
Final drive ratio		:1	3.588	3.200
Driving performance figures				
Power-to-weight ratio according to DIN		kg/kW	9.6	9.9
Power output per litre		kW/l	70.6	70.6
Acceleration	0–100 km/h	s	7.2	7.1
Top speed		km/h	228	228

Fuel consumption in EU cycle [3]			
Urban	l/100 km	8.0 – 7.9	7.2 – 7.1
Extra-urban	l/100 km	5.4 – 5.2	5.1 – 5.0
Total	l/100 km	6.3 – 6.2	5.9 – 5.8
CO_2	g/km	147 – 144	137 – 134
Other			
Emission rating		EU6	EU6
Insurance rating	3rd party/fully	[2]	[2]
Ground clearance (empty)	mm	141	141

Technical specifications valid for ACEA markets / registration-related data only relevant to Germany in some cases (weights)

[1] Weight of road-ready automobile (DIN) plus 75 kg for driver and luggage
[2] Details not yet available
[3] Dependent on tyre format selected

MINI ONE D CLUBMAN, MINI ONE D CLUBMAN AUTOMATIC.

Body			MINI One D Clubman	MINI One D Clubman Automatic
Number of doors/seats			5 / 5	5 / 5
Length/width/height (empty)		mm	4253 / 1800 / 1441	4253 / 1800 / 1441
Wheelbase		mm	2670	2670
Track width, front/rear		mm	1564 / 1565	1564 / 1565
Turning circle		m	11.3	11.3
Fuel tank capacity		approx. l	48	48
Engine oil		l	4.4	4.4
Transmission oil incl. drivetrain		l	lifetime filling	lifetime filling
Unladen weight according to DIN/EU [1]		kg	1320 / 1395	1345 / 1420
Payload according to DIN		kg	530	530
Permitted gross vehicle weight		kg	1900	1920
Permitted axle loads, front/rear		kg	995 / 950	1015 / 950
Permitted trailer load braked (12 %) / unbraked		kg	1200 / 700	1200 / 700
Permitted roof load/permitted download		kg	75 / 75	75 / 75
Luggage compartment capacity		l	360 - 1250	360 - 1250
Aerodynamic drag c_x / A / $c_x \times A$		– / m^2 / m^2	0.31 / 2.21 / 0.69	0.32 / 2.21 / 0.71
Engine				
Type/no. of cylinders/valves			in-line / 3 / 4	in-line / 3 / 4
Engine control			DDE 7.01	DDE 7.01
Capacity		cc	1496	1496
Bore/stroke		mm	84.0 / 90.0	84.0 / 90.0
Compression		:1	16.5	16.5
Fuel		RON	Diesel	Diesel
Output		kW/hp	85 / 116	85 / 116
at engine speed		rpm	4000	4000
Torque		Nm	270	270
at engine speed		rpm	1750 – 2250	1750 – 2250
Electrical system				
Battery/installation		Ah / –	80 / engine compartment	80 / engine compartment
Alternator		A	150	150
Suspension				
Front wheel suspension			Single-joint McPherson spring strut axle with aluminium swivel bearing and anti-dive control	
Rear wheel suspension			Multilink axle with weight-optimised trailing arms	
Brakes, front			disc, vented	disc, vented
Rear brakes			disc	disc
Driving stability systems			Hydraulic 2-circuit brake system with anti-lock brakes (ABS), electronic brake force distribution (EBD) and Cornering Brake Control (CBC), Dynamic Stability Control (DSC) with brake assistant, hill start assistant, brake dry function, Fading Brake Support, Dynamic Traction Control (DTC) and Electronic Differential Lock Control (EDLC). Handbrake impacts electrically on rear wheels	
Steering			Electrically assisted EPS unit with Servotronic function	
Overall steering ratio		:1	14.2	14.2
Tyres			205/55 R16 91W	205/55 R16 91W
Rims			7J × 16 light alloy	7J × 16 light alloy
Transmission				
Transmission type			6-speed manual transmission	6-speed Steptronic transmission
Gear ratio	I	:1	3.923	4.459
	II	:1	2.136	2.508
	III	:1	1.276	1.556
	IV	:1	0.921	1.142
	V	:1	0.756	0.851
	VI	:1	0.628	0.672
Reverse gear		:1	3.538	3.185
Final drive ratio		:1	3.389	3.234
Driving performance figures				
Power-to-weight ratio according to DIN		kg/kW	15.5	15.8
Power output per litre		kW/l	56.8	56.8
Acceleration	0–100 km/h	s	10.4	10.4
Top speed		km/h	192	192

Fuel consumption in EU cycle [3]			
Urban	l/100 km	4.6 – 4.4	4.7 – 4.4
Extra-urban	l/100 km	3.6 – 3.4	3.8 – 3.6
Total	l/100 km	3.9 – 3.8	4.1 – 3.9
CO_2	g/km	104 – 99	109 – 104
Other			
Emission rating		EU6	EU6
Insurance rating	3rd party/fully	[2]	[2]
Ground clearance (empty)	mm	141	141

Technical specifications valid for ACEA markets / registration-related data only relevant to Germany in some cases (weights)

[1] Weight of road-ready automobile (DIN) plus 75 kg for driver and luggage
[2] Details not yet available
[3] Dependent on tyre format selected

MINI COOPER D CLUBMAN, MINI COOPER D CLUBMAN AUTOMATIC.

Body			MINI Cooper D Clubman	MINI Cooper D Clubman Automatic
Number of doors/seats			5 / 5	5 / 5
Length/width/height (empty)		mm	4253 / 1800 / 1441	4253 / 1800 / 1441
Wheelbase		mm	2670	2670
Track width, front/rear		mm	1564 / 1565	1564 / 1565
Turning circle		m	11.3	11.3
Fuel tank capacity		approx. l	48	48
Engine oil		l	5.0	5.0
Transmission oil incl. drivetrain		l	lifetime filling	lifetime filling
Unladen weight according to DIN/EU [1]		kg	1320 / 1395	1360 / 1435
Payload according to DIN		kg	530	530
Permitted gross vehicle weight		kg	1910	1945
Permitted axle loads, front/rear		kg	1010 / 940	1045 / 940
Permitted trailer load braked (12 %) / unbraked		kg	1300 / 710	1300 / 710
Permitted roof load/permitted download		kg	75 / 75	75 / 75
Luggage compartment capacity		l	360 - 1250	360 - 1250
Aerodynamic drag c_x / A / $c_x \times A$		– / m^2 / m^2	0.31 / 2.21 / 0.69	0.31 / 2.21 / 0.69
Engine				
Type/no. of cylinders/valves			in-line / 4 / 4	in-line / 4 / 4
Engine control			DDE 7.01	DDE 7.01
Capacity		cc	1995	1995
Bore/stroke		mm	84.0 / 90.0	84.0 / 90.0
Compression		:1	16.5	16.5
Fuel		RON	Diesel	Diesel
Output		kW/hp	110 / 150	110 / 150
at engine speed		rpm	4000	4000
Torque		Nm	330	330
at engine speed		rpm	1750	1750
Electrical system				
Battery/installation		Ah / –	80 / engine compartment	80 / engine compartment
Alternator		A	150	150
Suspension				
Front wheel suspension			Single-joint McPherson spring strut axle with aluminium swivel bearing and anti-dive control	
Rear wheel suspension			Multilink axle with weight-optimised trailing arms	
Brakes, front			disc, vented	disc, vented
Rear brakes			disc	disc
Driving stability systems			Hydraulic 2-circuit brake system with anti-lock brakes (ABS), electronic brake force distribution (EBD) and Cornering Brake Control (CBC), Dynamic Stability Control (DSC) with brake assistant, hill start assistant, brake dry function, Fading Brake Support, Dynamic Traction Control (DTC) and Electronic Differential Lock Control (EDLC). Handbrake impacts electrically on rear wheels	
Steering			Electrically assisted EPS unit with Servotronic function	
Overall steering ratio		:1	14.2	14.2
Tyres			205/55 R16 91W	205/55 R16 91W
Rims			7J × 16 light alloy	7J × 16 light alloy
Transmission				
Transmission type			6-speed manual transmission	8-speed Steptronic transmission
Gear ratio	I	:1	3.923	5.250
	II	:1	2.136	3.029
	III	:1	1.276	1.950
	IV	:1	0.921	1.457
	V	:1	0.756	1.221
	VI	:1	0.628	1.000
	VII	:1	–	0.809
	VIII	:1	–	0.673
Reverse gear		:1	3.538	4.015
Final drive ratio		:1	3.389	2.839
Driving performance figures				
Power-to-weight ratio according to DIN		kg/kW	12.0	12.4
Power output per litre		kW/l	55.1	55.1
Acceleration	0–100 km/h	s	8.6	8.5
Top speed		km/h	212	212

Fuel consumption in EU cycle [3]			
Urban	l/100 km	5.1 – 4.8	4.9 – 4.7
Extra-urban	l/100 km	4.0 – 3.7	4.1 – 3.8
Total	l/100 km	4.4 – 4.1	4.4 – 4.1
CO_2	g/km	115 – 109	115 – 109
Other			
Emission rating		EU6	EU6
Insurance rating	3rd party/fully	[2]	[2]
Ground clearance (empty)	mm	141	141

Technical specifications valid for ACEA markets / registration-related data only relevant to Germany in some cases (weights)

[1] Weight of road-ready automobile (DIN) plus 75 kg for driver and luggage
[2] Details not yet available
[3] Dependent on tyre format selected

MINI COOPER SD CLUBMAN, MINI COOPER SD CLUBMAN AUTOMATIC.

Body			MINI Cooper SD Clubman	MINI Cooper SD Clubman Automatic
Number of doors/seats			5 / 5	5 / 5
Length/width/height (empty)		mm	4253 / 1800 / 1441	4253 / 1800 / 1441
Wheelbase		mm	2670	2670
Track width, front/rear		mm	1560 / 1561	1560 / 1561
Turning circle		m	11.3	11.3
Fuel tank capacity		approx. l	48	48
Engine oil		l	5.0	5.0
Transmission oil incl. drivetrain		l	lifetime filling	lifetime filling
Unladen weight according to DIN/EU [1]		kg	1385 / 1460	1405 / 1480
Payload according to DIN		kg	530	530
Permitted gross vehicle weight		kg	1960	1980
Permitted axle loads, front/rear		kg	1030 / 960	1050 / 960
Permitted trailer load braked (12 %) / unbraked		kg	1300 / 720	1300 / 720
Permitted roof load/permitted download		kg	75 / 75	75 / 75
Luggage compartment capacity		l	360 - 1250	360 - 1250
Aerodynamic drag c_x / A / $c_x \times A$		– / m^2 / m^2	0.33 / 2.22 / 0.73	0.33 / 2.22 / 0.73
Engine				
Type/no. of cylinders/valves			in-line / 4 / 4	in-line / 4 / 4
Engine control			DDE 7.01	DDE 7.01
Capacity		cc	1995	1995
Bore/stroke		mm	84.0 / 90.0	84.0 / 90.0
Compression		:1	16.5	16.5
Fuel		RON	Diesel	Diesel
Output		kW/hp	140 / 190	140 / 190
at engine speed		rpm	4000	4000
Torque		Nm	400	400
at engine speed		rpm	1750 – 2500	1750 – 2500
Electrical system				
Battery/installation		Ah / –	80 / engine compartment	80 / engine compartment
Alternator		A	150	150
Suspension				
Front wheel suspension			Single-joint McPherson spring strut axle with aluminium swivel bearing and anti-dive control	
Rear wheel suspension			Multilink axle with weight-optimised trailing arms	
Brakes, front			disc, vented	disc, vented
Rear brakes			disc	disc
Driving stability systems			Hydraulic 2-circuit brake system with anti-lock brakes (ABS), electronic brake force distribution (EBD) and Cornering Brake Control (CBC), Dynamic Stability Control (DSC) with brake assistant, hill start assistant, brake dry function, Fading Brake Support, Dynamic Traction Control (DTC), Electronic Differential Lock Control (EDLC) and Performance Control. Handbrake impacts electrically on rear wheels	
Steering			Electrically assisted EPS unit with Servotronic function	
Overall steering ratio		:1	14.2	14.2
Tyres			225/45 R17 94W XL	225/45 R17 94W XL
Rims			7.5J × 17 light alloy	7.5J × 17 light alloy
Transmission				
Transmission type			6-speed manual transmission	8-speed Steptronic transmission
Gear ratio	I	:1	3.538	5.250
	II	:1	1.923	3.029
	III	:1	1.219	1.950
	IV	:1	0.881	1.457
	V	:1	0.810	1.221
	VI	:1	0.674	1.000
	VII	:1	–	0.809
	VIII	:1	–	0.673
Reverse gear		:1	3.831	4.015
Final drive ratio		:1	3.778	2.839
Driving performance figures				
Power-to-weight ratio according to DIN		kg/kW	9.9	10.0
Power output per litre		kW/l	70.2	70.2
Acceleration	0–100 km/h	s	7.4	7.4
Top speed		km/h	225	225

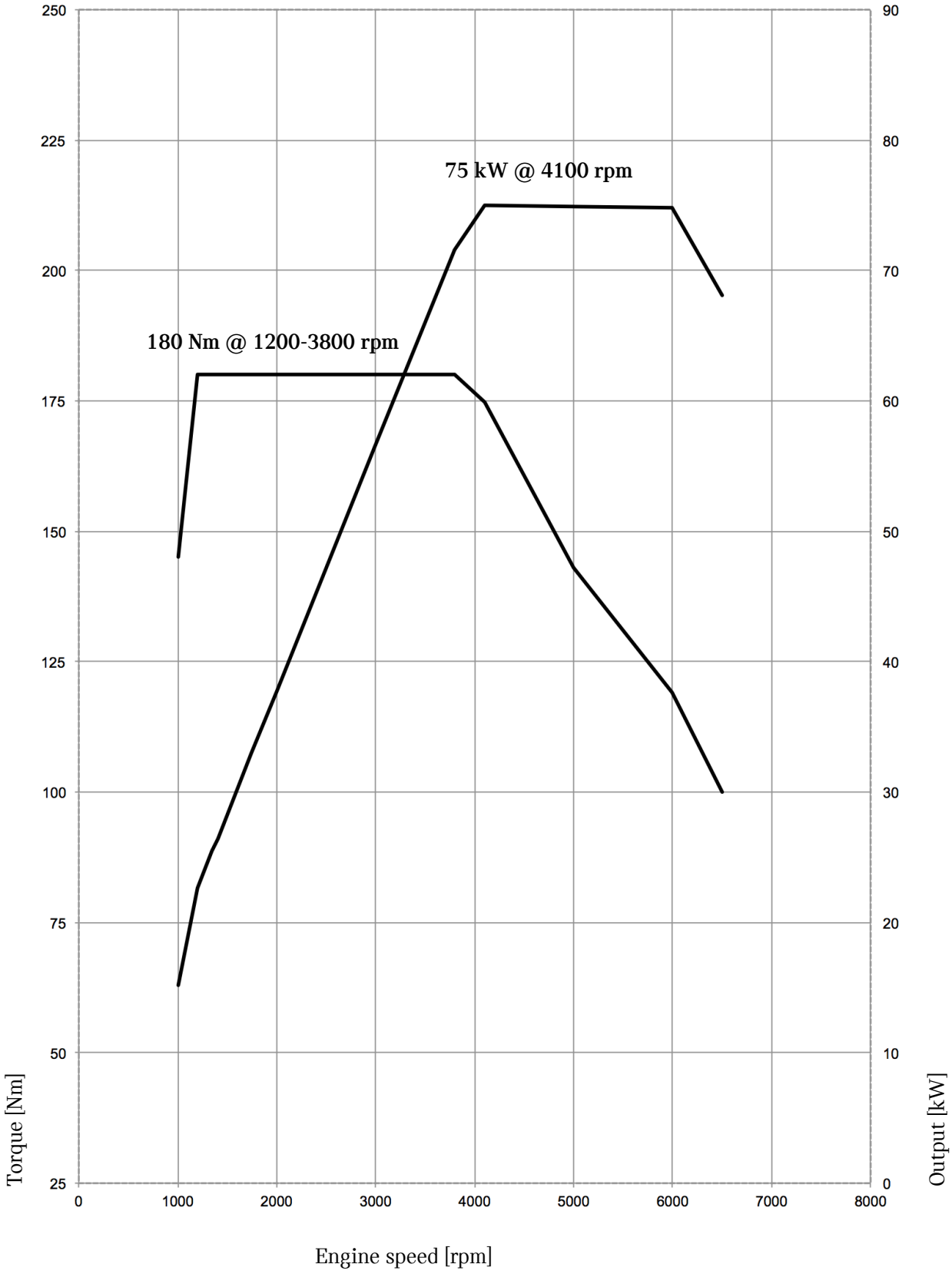
Fuel consumption in EU cycle [3]			
Urban	l/100 km	5.4 – 5.3	5.0 – 4.9
Extra-urban	l/100 km	4.2 – 4.1	4.1 – 4.0
Total	l/100 km	4.6 – 4.5	4.4 – 4.3
CO_2	g/km	122 – 119	117 – 114
Other			
Emission rating		EU6	EU6
Insurance rating	3rd party/fully	[2]	[2]
Ground clearance (empty)	mm	141	141

Technical specifications valid for ACEA markets / registration-related data only relevant to Germany in some cases (weights)

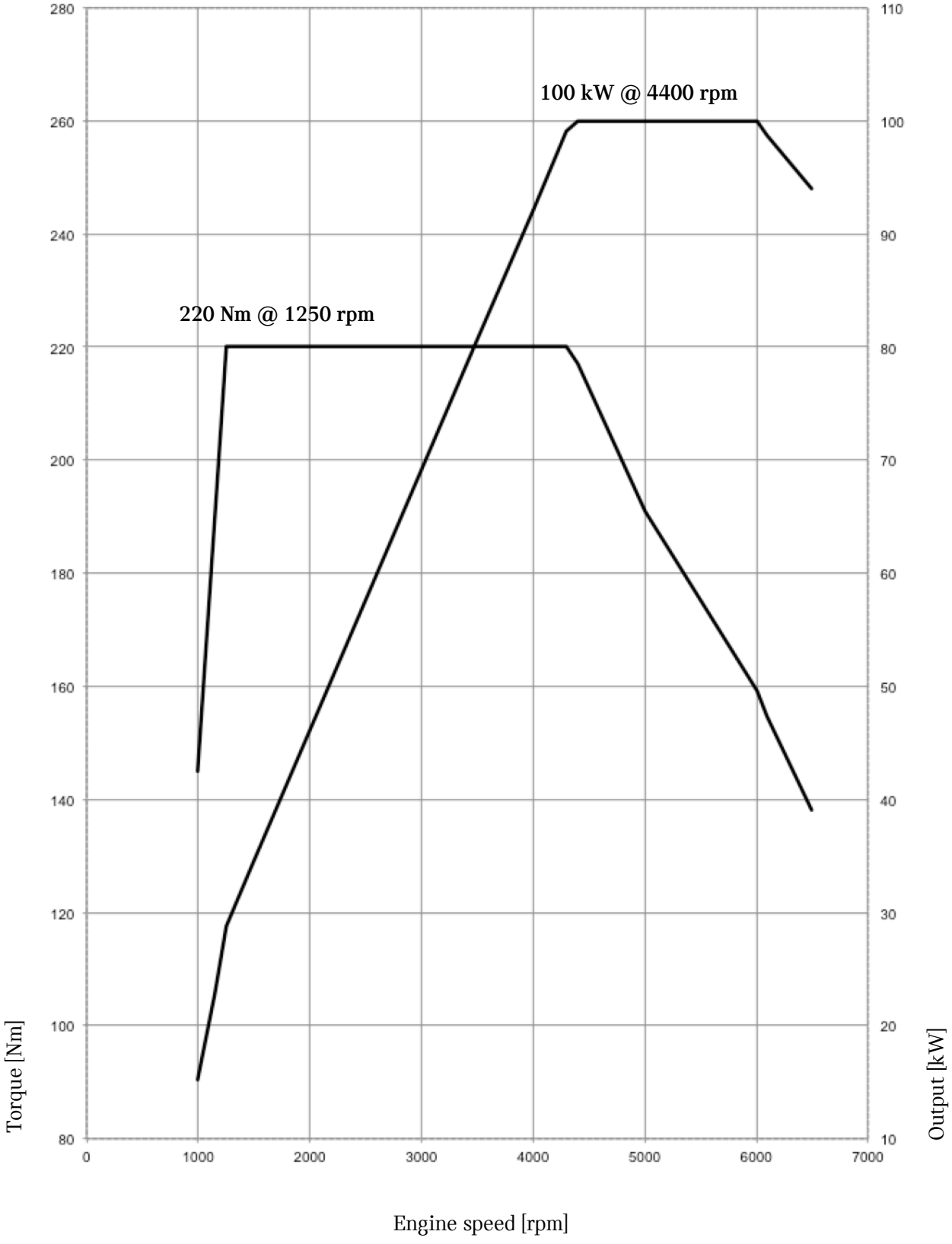
[1] Weight of road-ready automobile (DIN) plus 75 kg for driver and luggage
[2] Details not yet available
[3] Dependent on tyre format selected

PERFORMANCE AND TORQUE DIAGRAMS.

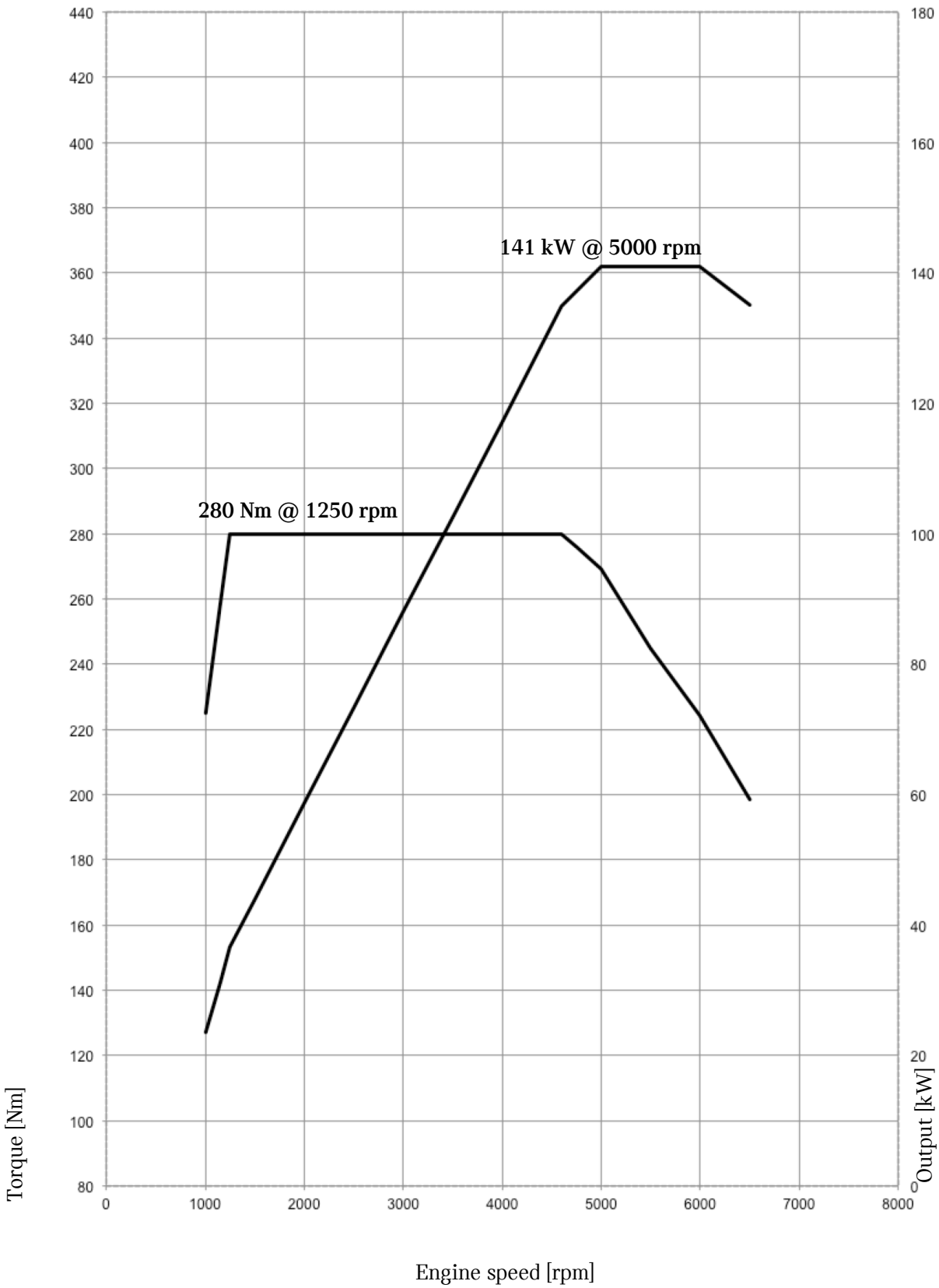
MINI One Clubman.



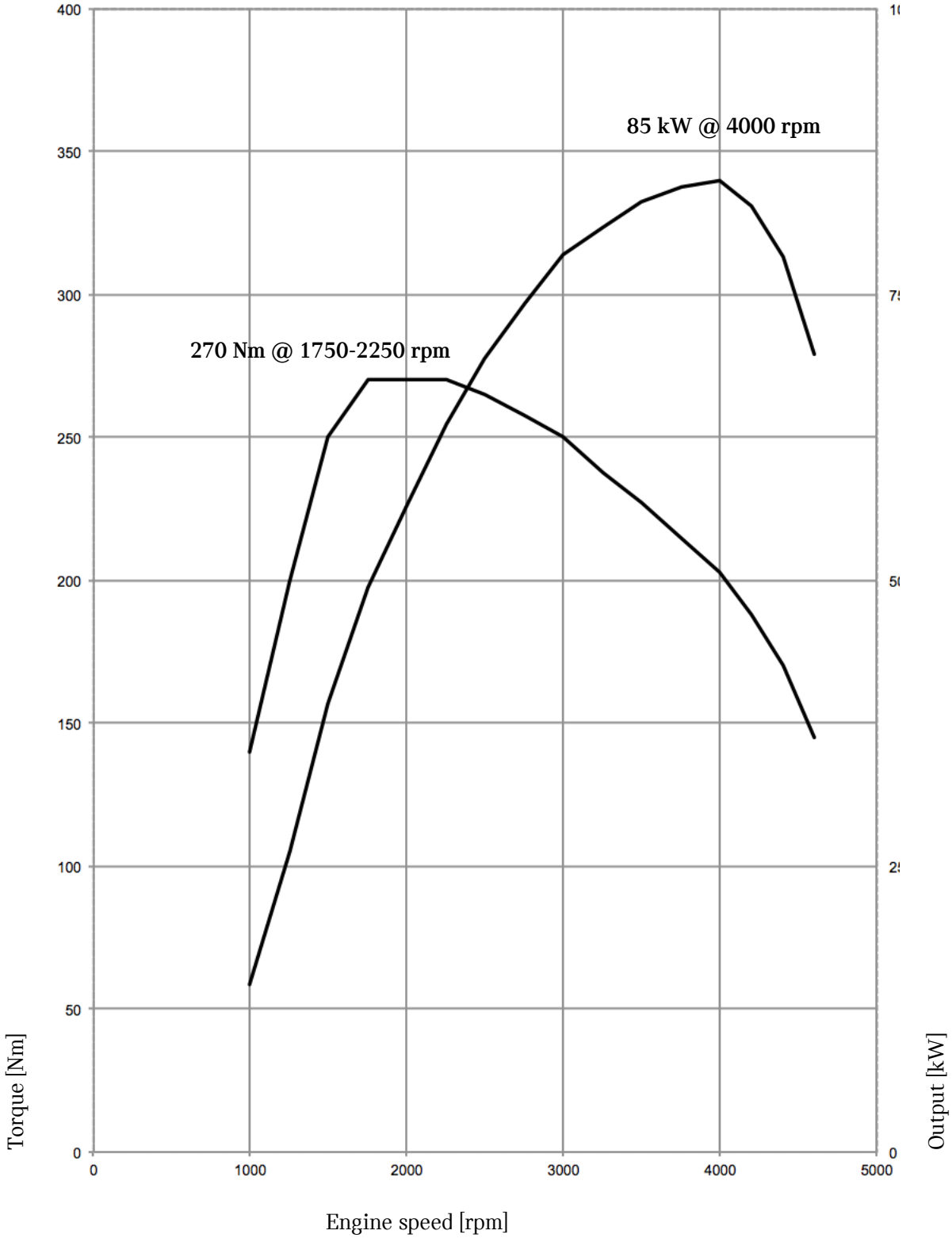
MINI Cooper Clubman.



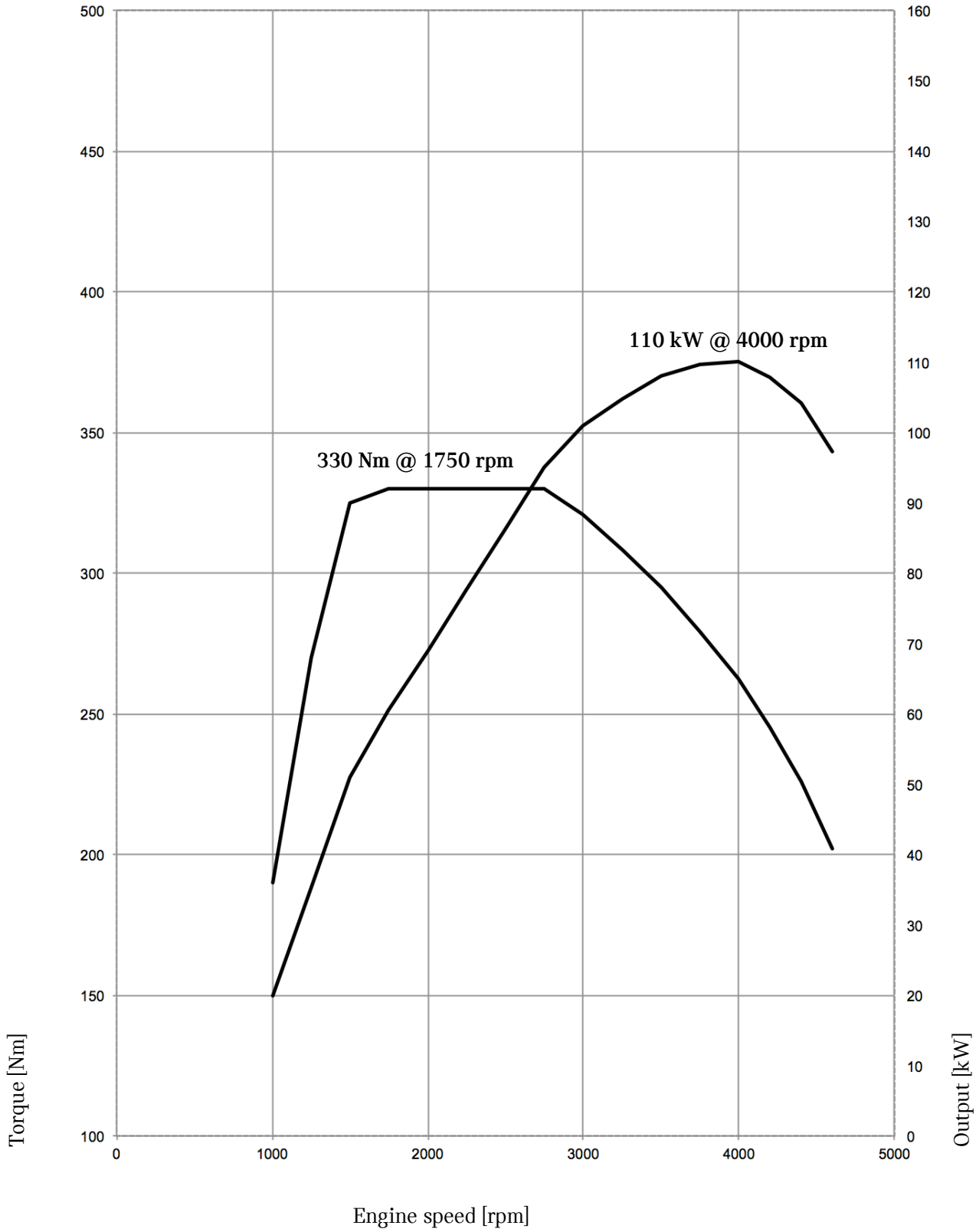
MINI Cooper S Clubman.



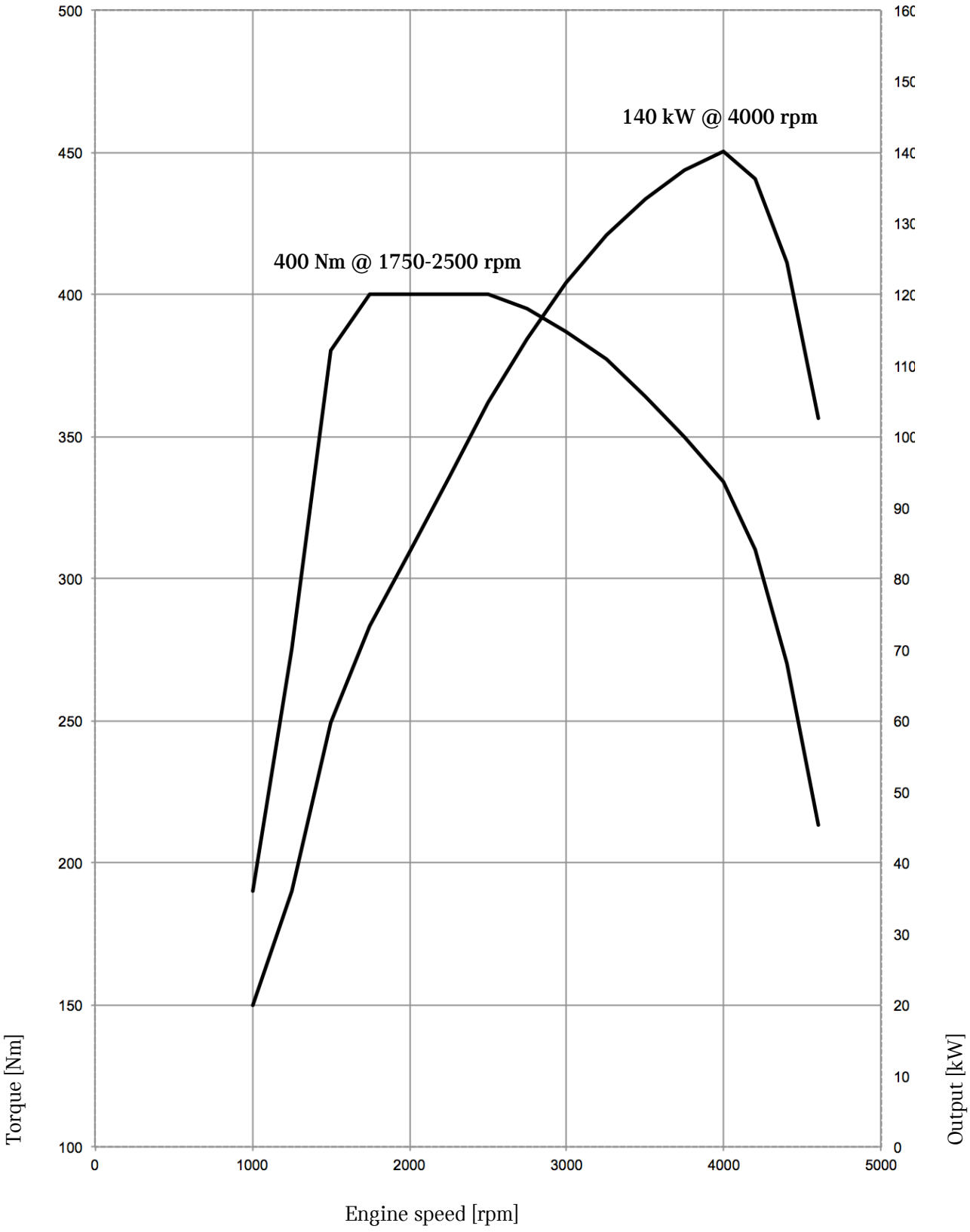
MINI One D Clubman.



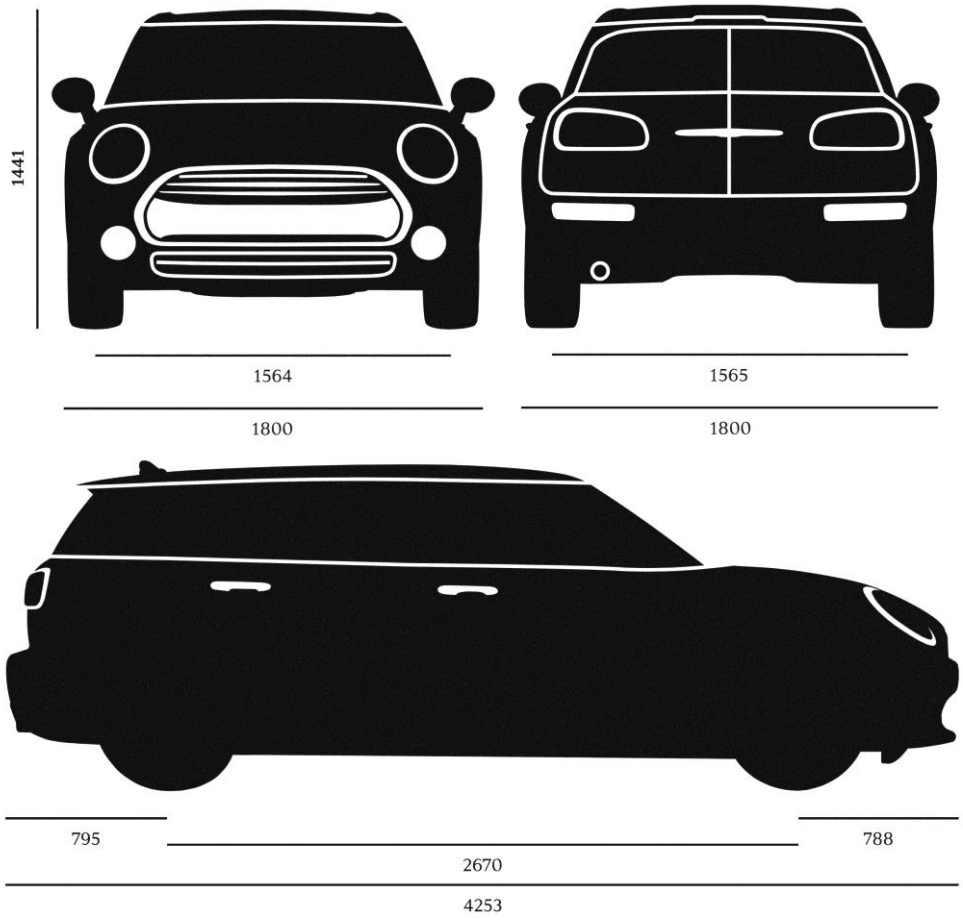
MINI Cooper D Clubman.



MINI Cooper SD Clubman.



EXTERIOR DIMENSIONS.



Dimensions in mm.