

THE NEW MINI CLUBMAN ALL4. TABLE OF CONTENTS.



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THE NEW MINI CLUBMAN ALL4. PROFILE.



- The very latest MINI feeling in a whole new dimension – now also available with all-wheel drive; new MINI Clubman ALL4 combines the innovative vehicle concept in the premium compact segment with an even sportier and more versatile version of hallmark brand driving fun; newly developed all-wheel drive system for the latest MINI generation available in two engine variants. Combined fuel consumption: 7.0 – 4.8 l/100 km; CO2 emissions combined: 162 – 126 g/km.
- Premiere for the new generation of the all-wheel drive system ALL4 with electrohydraulic regulation, optimised weight and increased efficiency in the largest and most versatile MINI model; ideal alternative and supplement to the characteristic MINI front-wheel drive featuring a new construction principle with power take-off bevel gear on the front axle, dual-section propeller shaft for power transmission and Hang-On multidisc clutch in the rear axle differential; distribution of drive torque between the front and rear wheels precisely adapted to the given situation due to interconnection of the ALL4 control unit with Dynamic Stability Control (DSC); swift response to changes in driving style and road surface enables extremely sporty handling and supreme traction properties in all weathers and road conditions.
- Market launch of the new MINI Clubman ALL4 featuring highly powerful engines of the latest generation with MINI TwinPower Turbo Technology and also the current versions of the manual and Steptronic transmission; MINI Cooper S Clubman ALL4 with 2.0-litre 4-cylinder petrol engine (141 kW/192 hp) and standard 6-speed manual transmission as well as optional 8-speed Steptronic transmission; MINI Cooper SD Clubman ALL4 with 2.0-litre 4-cylinder diesel engine (140 kW/190 hp) and 8-speed Steptronic transmission as standard.
- Intensive driving fun due to powerful engines and traction-optimised power transmission to all four wheels; optionally available: 8-speed Steptronic sports transmission with shift paddles at the steering wheel and Launch Control function for highly dynamic acceleration from standing; optimised fuel consumption and emission figures due to efficient design and functioning of the new all-wheel drive system ALL4 as well as extensive MINIMALISM technology; auto start/stop function as standard; GREEN mode including coasting with decoupled drivetrain in conjunction with optional MINI Driving Modes and Steptronic transmission.
- All-wheel drive system ALL4 as an additional contribution to the highest level of everyday practicality and long-distance suitability ever achieved by a MINI; new MINI Clubman ALL4 combines hallmark brand go-kart feeling with secure handling properties and supreme driving comfort at all times; high-quality suspension technology unique within the competitive field featuring single-joint strut front axle and multilink rear axle: maximum agility due to large track width and weight-

optimised, torsionally stiff body construction; electromechanical power steering with Servotronic function as standard.

- MINI Clubman ALL4 as standard with Dynamic Stability Control (DSC) including Dynamic Traction Control (DTC), Electronic Differential Lock Control (EDLC) and Performance Control; sports suspension and Dynamic Damper Control optionally available; standard trim with light alloy wheels in 17-inch format; light alloy wheels optionally available up to a size of 19 inches.
- New MINI Clubman now available in eight engine variants; extended variety for a vehicle concept that is unique in the compact segment in the tradition of the classic shooting brake; distinctive body design with dynamically stretched silhouette, powerful shoulder contour, long roof line and sloping rear; optimised aerodynamic properties due to Air Curtains in the form of air inlets in the front apron and air outlets behind the front wheel arches known as Air Breathers; high level of versatility due to the four side doors and characteristic, side-opening split doors at the rear; five fully-fledged seats; luggage compartment volume: 360 litres; rear backrest with optional 40 : 20 : 40 folding split; maximum storage volume: 1 250 litres; range of body paint finishes expanded to include Digital Blue metallic.
- Distinctively designed interior with wide dashboard and cockpit fascia frame in upper section; instrument panel on the steering column; central instrument with diverse display functions; intuitively operated air conditioning control unit; central console with electric parking brake, storage compartments, two cupholders, MINI Controller and armrest.
- 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 child seat mounting at rear and optionally also on the front passenger seat; tyre pressure display; excellent acoustic and vibrational comfort.
- Full range of optional equipment to increase driving fun, comfort and individuality also available for the new MINI Clubman ALL4; MINI Driving Modes for individual vehicle set-up; modern driver assistance systems including MINI Head-Up-Display, Parking Assistant, rear view camera and Driving Assistant; LED headlamps; LED fog lights; electrically adjustable seats for driver and front passenger; Comfort Access including non-contact opening of the split doors; trailer tow hitch; panorama glass roof; MINI Excitement Package with LED interior and ambient lighting and 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; alarm system including red LED status light in the fin antenna; range also includes: exclusive John Cooper Works and MINI Yours options and the current MINI Connected in-car infotainment program.

- Engine variants:

MINI Cooper S Clubman ALL4: 4-cylinder petrol engine with MINI TwinPower Turbo Technology (turbo charging, 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): 7.0 seconds (automatic: 6.9 seconds),

top speed: 225 km/h (225 km/h),

average fuel consumption*: 7.0 – 6.9 litres (6.4 – 6.3 litres)/100 kilometres,

CO₂ emissions*: 162 – 159 g/km (149 – 146 g/km), exhaust emission standard: EU6.

MINI Cooper SD Clubman ALL4: 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): 7.2 seconds,

top speed: 222 km/h,

average fuel consumption*: 4.9 – 4.8 litres/100 kilometres,

CO₂ emissions*: 129 - 126 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

SUPREME DRIVING FUN IN EVERY SITUATION: THE NEW MINI CLUBMAN ALL4.



The market launch of the new MINI Clubman sees the latest model generation of the British brand embark on its advance into the premium compact segment. Additional momentum is now provided by the all-wheel drive system ALL4. The new MINI Clubman ALL4 guarantees an even sportier yet particularly supreme type of driving fun. What is more, its power transmission to all four wheels raises MINI versatility, everyday practicality and long-distance suitability to a whole new level. In this way, the new MINI Clubman ALL4 further establishes its position as an exceptional talent in the compact segment – with the unique versatility of its body concept, individual style and premium quality, as well as outstanding agile handling properties due to the newly developed version of the ALL4 all-wheel drive system.

Similar to the engines and transmissions developed for the latest members of the MINI model family, the new generation of the all-wheel drive system ALL4 optimises both the efficiency and sporty the flair of the models in which it is featured. The power transmission system of the new MINI Clubman ALL4 consists of a power take-off bevel gear on the front axle differential, a dual-section propeller shaft and a rear axle differential with an electrohydraulically controlled hang-on clutch. Its control system is interconnected with Dynamic Stability Control (DSC). This enables distribution of the drive torque between the front and rear wheels to be adapted instantly and precisely to the given situation on the road at all times. In this way, ALL4 not only optimises traction and driving stability in all weathers and road conditions but also enhances agility during acceleration and when taking bends at speed.

The alternative to the characteristic MINI front-wheel drive is offered in conjunction with two particularly powerful engines of the latest generation. The 2.0-litre 4-cylinder engines with MINI TwinPower Turbo Technology are characterised by spontaneous and spirited power delivery which can be used for even sportier acceleration in conjunction with all-wheel drive. The 141 kW/192 hp petrol engine of the new MINI Cooper S Clubman ALL4 (combined fuel consumption: 7.0 – 6.9 litres/100 kilometres, CO₂ emissions: (162 to 159 grams per kilometre) is combined as standard with a 6-speed manual transmission and optionally with a 8-speed Steptronic transmission. In the new MINI Cooper SD Clubman ALL4 (combined fuel consumption: 4.9 – 4.8 litres per 100 kilometres, CO₂ emissions: 129 to 126 grams per kilometre) a 140 kW/190 hp diesel engine relays its power as standard via the 8-speed Steptronic transmission to all four wheels (fuel consumption and emission figures in the EU test cycle, dependent on the tyre format selected).

With the launch of the new MINI Clubman ALL4, the choice of model variants of the new MINI generation available in the premium compact segment now increases to eight. This makes the range of the British brand in this vehicle category even more attractive. Three petrol engines and three diesel engines are available to choose from, the most powerful of which can be combined with either front-wheel drive or all-wheel drive. The high-quality suspension technology, which can be optionally supplemented with Dynamic Damper Control, guarantees typical go-kart feeling with both agile and secure handling properties as well as outstanding driving comfort. All engine variants of the new MINI Clubman also share the innovative vehicle concept of a 6-door car with a generous, versatile interior that is both high-end and distinctive in its design. Four side doors, the characteristic split doors at the rear, five fully-fledged seats and a luggage compartment whose volume can be expanded from 360 litres to as much as 1 250 litres by folding down the rear back ensure the highest level of functionality and versatility ever offered by a MINI. The matured premium character of the new MINI Clubman is highlighted by the extensive range of standard fittings including air conditioning, Radio MINI Boost with USB socket, hands-free telephone facility and electric parking brake.

The full range of optional equipment to increase driving fun, comfort and individuality is also available for the new MINI Clubman ALL4. In addition to modern driver assistance systems such as MINI Head-Up-Display, Driving Assistant, rear view camera and Parking Assistant, this also includes such features as LED headlamps, Comfort Access including non-contact opening of the split doors, electrically adjustable seats for driver and front passenger, a panorama glass roof, a trailer tow hitch with removable ball head, the MINI Driving Modes and the MINI Excitement Package including LED interior and ambient lighting and a projection of the MINI logo onto the ground from the exterior mirror on the driver's side when opening and closing the car. What is more, exclusive MINI Yours and John Cooper Works options are available as well as the navigation system Professional including MINI Touch Controller and the complete MINI Connected in-car infotainment program.

Exterior design: classic shooting brake concept in a modern interpretation.

The new MINI Clubman introduces a contemporary interpretation of the tradition-steeped shooting brake concept. Its distinctive proportions, unique in the compact segment, are characterised by a dynamically stretched silhouette, a powerful shoulder contour, a long roof line and a sloping rear. With a length of 4 253 millimetres, a width of 1 800 millimetres, a height of 1 441 millimetres and a wheelbase of 2 670 millimetres, it is significantly longer than both its predecessor and the MINI 5 door. The car's distinctive appearance is also accounted for by the horizontal rear lights and a combination applied to a MINI for the first time to reduce aerodynamic drag: Air Curtains - air inlets in the outer areas of the front apron - together with the air outlets known as Air Breathers, which are positioned behind the front wheel arches.

In addition to the circular headlamps set in a chrome frame, the hexagon contour of the radiator grille and the strikingly curved powerdome on the bonnet, typical MINI design features also include the side turn indicator elements known as side scuttles and the black surrounds on the bottom edge of the body. Other equally characteristic aspects are the short overhangs and the large track, which indicate the car's stable stature and - together with a low centre of gravity - contribute to a handling agility that can now be felt more intensely with the all-wheel drive of the new MINI Clubman ALL4.

Exclusive design features are indicative of the powerful engines in the models MINI Cooper S Clubman ALL4 and MINI Cooper SD Clubman ALL4. Their front aprons have a distinctive shaping and there are large cooling air inlets for the brakes. What is more, both models have an additional opening on the bonnet and a chrome rib in the radiator grille bearing a red "S" with a chrome surround. The chrome side scuttles likewise bear an "S" logo. At the rear of the new MINI Cooper S Clubman ALL4 and the new MINI Cooper SD Clubman ALL4, striking features are the aerodynamically optimised bumpers with diffuser element and two widely spaced exhaust tailpipes. In addition, the two all-wheel drive variants of the new MINI Clubman can be identified by their conspicuous "ALL4" inscriptions on the front side panels.

The range of exterior paint finishes available for the MINI Clubman has been expanded at the launch of the all-wheel-drive models to include the new Digital Blue metallic. The roof and exterior mirror caps can be optionally finished in one of the contrasting colours white, silver or black.

Interior: lots of space, distinctive design with sporty flair.

Comfortable freedom to move on five fully-fledged seats, versatile space and a distinctive cockpit design - these are the characteristic features of the new MINI Clubman interior, whose high-end ambience is supplemented with a particularly sporty touch in the all-wheel drive models. A clear sign 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. With the new MINI Yours Interior Styles option, the striking door trim design is highlighted by means of indirectly illuminated decorative strips.

The central instrument typical of the brand is integrated particularly harmoniously in the dashboard. A red toggle switch located underneath the central instrument serves as the engine start/stop button. The centre console reaches up to the dashboard and provides space for a storage compartment and two cupholders as well as the switch for the standard electric parking brake and the optional MINI Controller. The standard trim of the new MINI Cooper S Clubman ALL4 and the new MINI Cooper SD Clubman ALL4 also includes sports seats for driver and front passenger as well as a sports leather steering wheel.

The new all-wheel drive system ALL4: fast and precise, compact and efficient.

Power transmission to all four wheels now enriches hallmark brand driving fun in the new MINI Clubman ALL4 with the addition of a particularly appealing aspect. The electronically controlled all-wheel drive system distributes drive torque between the front and rear axles as appropriate to each specific situation on the road. This enables highly spirited acceleration and increases agility when taking bends at speed. What is more, ALL4 ensures supreme traction and optimised driving stability in all weathers and road conditions. In this way, the all-wheel drive system underscores the character of the new MINI model in the premium compact segment, which is defined by versatility as well as outstanding everyday practicality and long-distance suitability.

The latest version of the all-wheel drive system ALL4 is particularly compact and weight-optimised in its design. The new construction principle also promotes the efficiency of the MINI Clubman ALL4. The drive power delivered by the engine via the manual or Steptronic transmission in the form of engine speed and torque is initially fed to the front axle differential. An integrated single-stage power take-off bevel gear diverts the power and relays it to a propeller shaft leading to the rear axle. Here power transmission to the rear axle differential is effected in a continuously variable manner via a hang-on clutch, depending on the given situation on the road.

In normal driving situations with active Dynamic Stability Control (DSC), the new MINI Clubman ALL4 uses front-wheel drive as is typical of the brand. This enables a reduction in lost torque of up to 30 per cent in power transmission to the rear axle. If necessary, the hang-on clutch can relay torque to the rear wheels within a fraction of a second by means of an electrohydraulic pump. Fast and precise adaptation to the given situation on the road is possible because the all-wheel drive system is interconnected with the driving dynamics system DSC. Its control unit permanently calculates the ideal power distribution between front and rear wheels. Not only are the wheel rotation speeds and the current longitudinal and lateral acceleration figures taken into account here but also the road speed, accelerator position, engine torque and steering angle as well as the settings of the driving dynamics system and the optional MINI Driving Modes. Based on this data, it is possible to identify early on any risk of drive slip when setting off, in the event of a particularly intense load requirement or during dynamic cornering; in this way it is possible to anticipate and counteract any tendency to lose traction or any oversteering or understeering of the vehicle. Thanks to intelligent control, ALL4 feeds all the power of the engine to the place where it can be converted most effectively and efficiently into driving fun.

The propeller shaft of the ALL4 system is designed as a dual-section tubular shaft. Its joints permit compensation of component movements. The front and rear joint provide the interfaces to the power take-off bevel gear and the hang-on clutch, while it is attached to the body in the area of the central joint. The front section of the propeller shaft also serves to absorb deformation energy in the event of a collision. The efficiency-optimised mode of operation of the ALL4 system is also supported by the hang-on clutch.

This can be operated in a particularly energy-efficient mode when there is no power transmission to the rear wheels.

It is instantly activated whenever necessary, however, and directs the appropriate amount of drive torque supplied by the propeller shaft to the rear wheel differential, from where it is transmitted in equal parts to the right and left rear wheel. Differing wheel rotation speeds arising from the specific situation on the road are compensated for in the usual way by means of differentials on both the rear and front axle. Drive slip is suppressed by the driving dynamics system DSC by means of selective braking on individual wheels.

Taking the form of an electronic locking function for the front axle differential, the standard Electronic Differential Lock Control (EDLC) optimises traction when accelerating out of bends by means of selective braking. In DSC Off mode, this prevents spinning of the front wheel on the inside of the bend and transmits drive power to the outer front wheel instead. The Performance Control function is another standard feature that helps enhance agility in the MINI Cooper S Clubman ALL4 and the MINI Cooper SD Clubman ALL4. It supports precise steering into bends even before the threshold range is reached and regardless of the DSC mode selected. Braking on the two wheels on the inside of the bend impacts positively on the car's self-steering response and suppresses the risk of understeering. Other functions of the driving dynamics system DSC include the anti-lock brake system ABS, Electronic Brakeforce Distribution (EBD), Cornering Brake Control (CBD), the braking and drive-off assistant, the brake dry function and Fading Brake Support. It is also possible to activate the DTC (Dynamic Traction Control) mode at the press of a button, permitting controlled slip and thereby facilitating set-off on loose sand or in deep snow.

Petrol and diesel engines with MINI TwinPower Turbo Technology: a lot of power efficiently distributed over four wheels.

The power distributed as needed by the all-wheel drive system ALL4 between the front and rear axle is produced by highly powerful 4-cylinder engines of the latest generation with MINI TwinPower Turbo Technology. These make for sporty driving properties and are also able to demonstrate their qualities in the area of efficiency in the new MINI Clubman ALL4. Thanks to the optimised weight and efficient mode of operation of the new all-wheel drive system, the boost in terms of driving fun and supreme forward thrust only involves a very slight increase in fuel consumption and exhaust emissions as compared to the respective models with front-wheel drive.

With a peak output of 141 kW/192 hp, the 2.0-litre petrol engine in the new MINI Cooper S Clubman ALL4 is the most powerful engine in the compact model's portfolio. Its technology package 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). It mobilises a maximum torque of 280 Newton metres at 1 250 rpm, and this can even be briefly increased to 300 Newton metres by means of the overboost function.

With the standard 6-speed manual transmission, the new MINI Cooper S Clubman ALL4 accelerates in 7.0 seconds from standing to 100 km/h, while in conjunction with the optional 8-speed Steptronic transmission the standard spurt takes just 6.9 seconds. The top speed is 225 km/h in each case.

These figures are combined with an average fuel consumption of 7.0 to 6.9 litres (automatic: 6.4 – 6.3 litres) per 100 kilometres and CO₂ emissions of 162 to 159 grams per kilometre (149 – 146 g/km; EU test cycle figures, dependent on tyre format selected).

A turbocharging system with variable turbine geometry and common rail direct injection of the latest generation operating at a pressure of up to 2000 bar helps the likewise 2.0-litre diesel engine in the new MINI Cooper SD Clubman ALL4 achieve superb pulling power as well as exemplary fuel consumption figures and emissions. The power unit 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 ALL4 combines the most powerful diesel engine ever installed in a model of the brand as standard with the 8-speed Steptronic transmission. This enables a sprint from standing to 100 km/h in 7.2 seconds. The top speed is 222 km/h. These sporty figures are combined with an average fuel consumption of 4.9 to 4.8 litres per 100 kilometres and a CO₂ emissions level of 129 to 126 grams per kilometre (EU test cycle figures, dependent on tyre format selected).

Innovative transmissions for increased driving fun and efficiency.

The transmissions available for the new MINI Clubman ALL4 have also been newly developed for the current model generation of the brand. The 6-speed manual transmission is characterised by low weight, high internal efficiency and shift comfort optimised by means of carbon 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.

With its broader gear spread and smaller engine speed steps, the 8-speed Steptronic transmission provides an especially favourable basis for efficient, comfortable and sporty driving. An 8-speed Steptronic sports transmission is optionally available for the new MINI Cooper S Clubman ALL4 and the new MINI Cooper SD Clubman ALL4 that offers even shorter shift times and is operated in manual mode by means of shift paddles on the steering wheel. It also has a Launch Control function for traction-optimised acceleration with maximum dynamic performance from standing.

Both 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 also based on the route profile.

Typical MINI suspension technology, characteristic go-kart feeling.

In conjunction with all-wheel drive, too, the high-quality suspension technology with a single joint strut axle at the front and a multilink rear axle provides an ideal basis for the agile handling known as the go-kart feeling. The large track width and long wheelbase of the MINI Clubman ALL4 benefit the model-specific interpretation of this construction principle.

The new development of all front axle parts has resulted in an optimisation of kinematics as well as component stiffness and weight. The particularly stiff wheel suspension on the rear axle also enhances the agile handling properties of the MINI Clubman. Dynamic Damper Control is available as an optional extra. This allows the damper program map to be adjusted via MINI Driving Modes.

The new MINI Clubman ALL4 comes as standard with the speed-related Servotronic steering support for the electromechanical power steering. Both all-wheel drive model variants come off the production line with 17-inch light alloy wheels. The range of special equipment features includes additional light alloy wheels sized 17 to 19 inches.

A complete set of safety features, innovative driver assistance systems, intelligent connectivity.

In addition to the torsionally stiff, rigid and also weight-optimised body structure, a complete set of standard safety features also contributes to the outstanding occupant protection of the new MINI Clubman ALL4. This comprises six airbags, 3-point automatic belts on all seats including belt tensioners and adaptive belt force limiters at the front as well as ISOFIX child seat mountings at the rear. A 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 driver assistance systems offered for the new MINI Clubman ALL4 serve to increase both safety and comfort. The MINI Head-Up Display which extends from above the steering column promotes concentration on the road. In addition to the cruise control with brake function, the Driving Assistant system is also available. This comprises not just camera-based active cruise control as well as collision and pedestrian warning with initial brake function but also high beam assistant and road sign detection. Additional options include the Parking Assistant and rear view camera.

The unique MINI Connected in-car infotainment program is also available in its entirety for the new MINI Clubman ALL4. The option MINI Connected is 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 driving experience by means of apps. Operation is intuitive and reflects hallmark brand style, using the MINI Controller in the centre console and the 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 current version of the MINI Connected App comprises new and exclusive functions to increase comfort and driving fun. The online search function makes it easier to find addresses. The applications Sports Instruments and Force Meter can be used to show information on the central instrument display such as the level of current engine power and torque in use and longitudinal and transverse acceleration. The new function Streetwise provides the driver with tips for an optimum route even before the journey gets underway. 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. The new MINI Clubman ALL4 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.

TECHNICAL SPECIFICATIONS.

MINI COOPER S CLUBMAN ALL4, MINI COOPER S CLUBMAN ALL4 AUTOMATIC.



Body	MINI Cooper S Clubman ALL4	MINI Cooper S Clubman ALL4
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 1450 / 1525	1460 / 1535
Payload according to DIN	kg 530	530
Permitted gross vehicle weight	kg 2030	2055
Permitted axle loads, front/rear	kg 1055 / 1050	1070 / 1010
Permitted trailer load braked (12 %) / unbraked	kg 1500 / 750	1500 / 750
Permitted roof load/permited 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; DSC control unit interconnected with all-wheel drive system MINI ALL4, handbrake acts electrically on the 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 x 17 light alloy	7.5J x 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 10.3	10.4
Power output per litre	kW/l 70.6	70.6
Acceleration 0-100 km/h	s 7.0	6.9
Top speed	km/h 225	225

Fuel consumption in EU cycle ³⁾			
Urban	l/100 km	²⁾	²⁾
Extra-urban	l/100 km	²⁾	²⁾
Total	l/100 km	7.0 – 6.9	6.4 – 6.3
CO ₂	g/km	162 – 159	149 – 146
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 ALL4 AUTOMATIC.

Body		MINI Cooper SD Clubman ALL4 Automatic
Number of doors/seats		5 / 5
Length/width/height (empty)	mm	4253 / 1800 / 1441
Wheelbase	mm	2670
Track width, front/rear	mm	1560 / 1561
Turning circle	m	11.3
Fuel tank capacity	approx. l	48
Engine oil	l	5.0
Transmission oil incl. drivetrain	l	lifetime filling
Unladen weight according to DIN/EU ¹⁾	kg	1465 / 1540
Payload according to DIN	kg	530
Permitted gross vehicle weight	kg	2055
Permitted axle loads, front/rear	kg	1070 / 1010
Permitted trailer load braked (12 %) / unbraked	kg	1500 / 750
Permitted roof load/permited download	kg	75 / 75
Luggage compartment capacity	l	360 - 1250
Aerodynamic drag $c_x / A / c_x \times A$	- / m ² / m ²	0.33 / 2.22 / 0.73
Engine		
Type/no. of cylinders/valves		in-line / 4 / 4
Engine control		DDE 7.01
Capacity	cc	1995
Bore/stroke	mm	84.0 / 90.0
Compression	:1	16.5
Fuel	RON	Diesel
Output	kW / hp	140 / 190
at engine speed	rpm	4000
Torque	Nm	400
at engine speed	rpm	1750 - 2500
Electrical system		
Battery/installation	Ah / -	80 / engine compartment
Alternator	A	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
Rear brakes		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) and Performance Control; DSC control unit interconnected with all-wheel drive system MINI ALL4, handbrake acts electrically on the rear wheels
Steering		Electrically assisted EPS unit with Servotronic function
Overall steering ratio	:1	14.2
Tyres		225/45 R17 94W XL
Rims		7.5J x 17 light alloy
Transmission		
Transmission type		8-speed Steptronic transmission
Gear ratio	I	:1 5.250
	II	:1 3.029
	III	:1 1.950
	IV	:1 1.457
	V	:1 1.221
	VI	:1 1.000
	VII	:1 0.809
	VIII	:1 0.673
Reverse gear		:1 4.015
Final drive ratio		:1 2.839
Driving performance figures		
Power-to-weight ratio according to DIN	kg/kW	10.5
Power output per litre	kW/l	70.2
Acceleration 0-100 km/h	s	7.2
Top speed	km/h	222

Fuel consumption in EU cycle ³⁾		
Urban	l/100 km	²⁾
Extra-urban	l/100 km	²⁾
Total	l/100 km	4.9 – 4.8
CO ₂	g/km	129 – 126
Other		
Emission rating		EU6
Insurance rating	3rd party/fully	²⁾
Ground clearance (empty)	mm	141

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

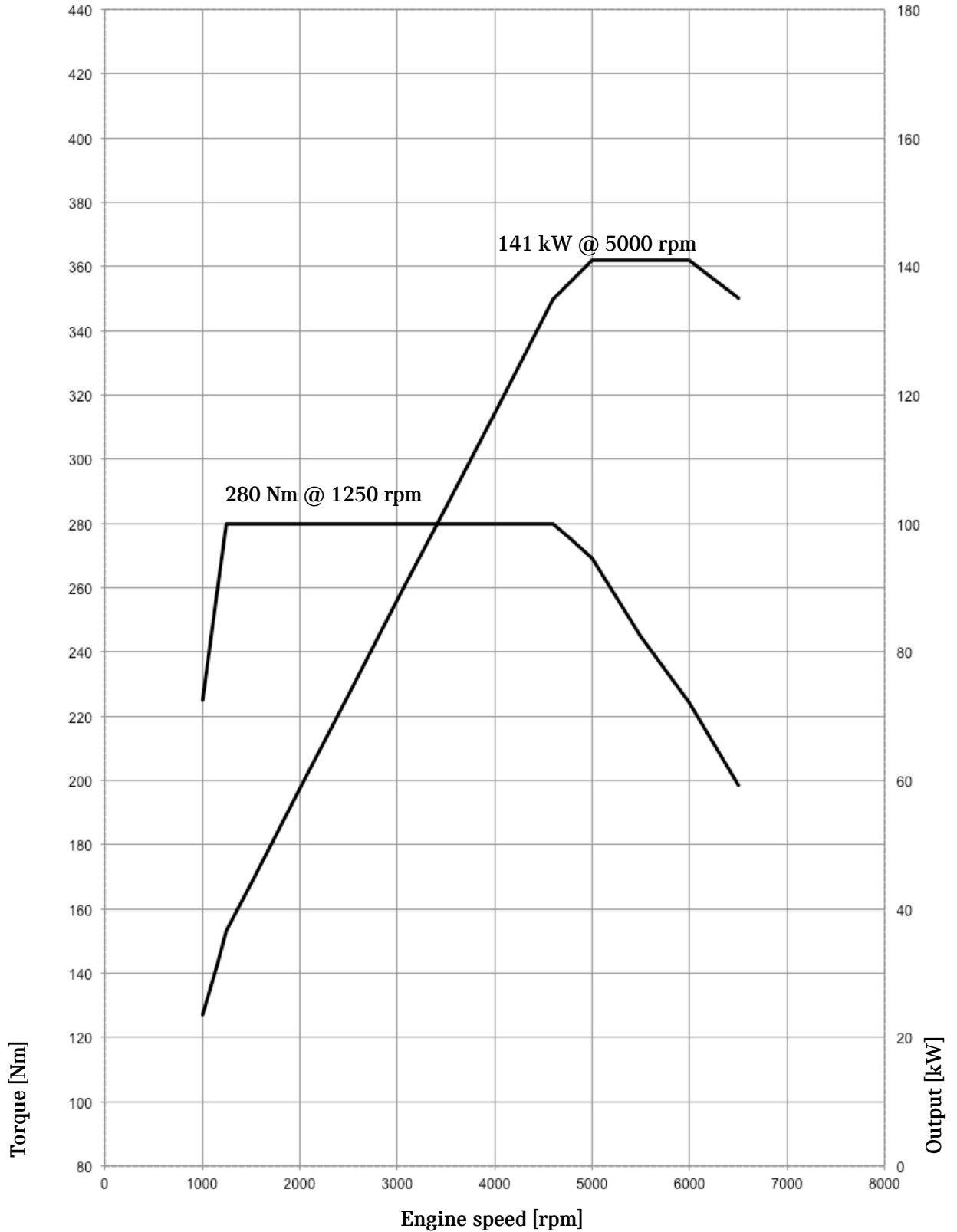
¹⁾ Weight of road-ready automobile (DIN) plus 75 kg for driver and luggage

²⁾ Details not yet available

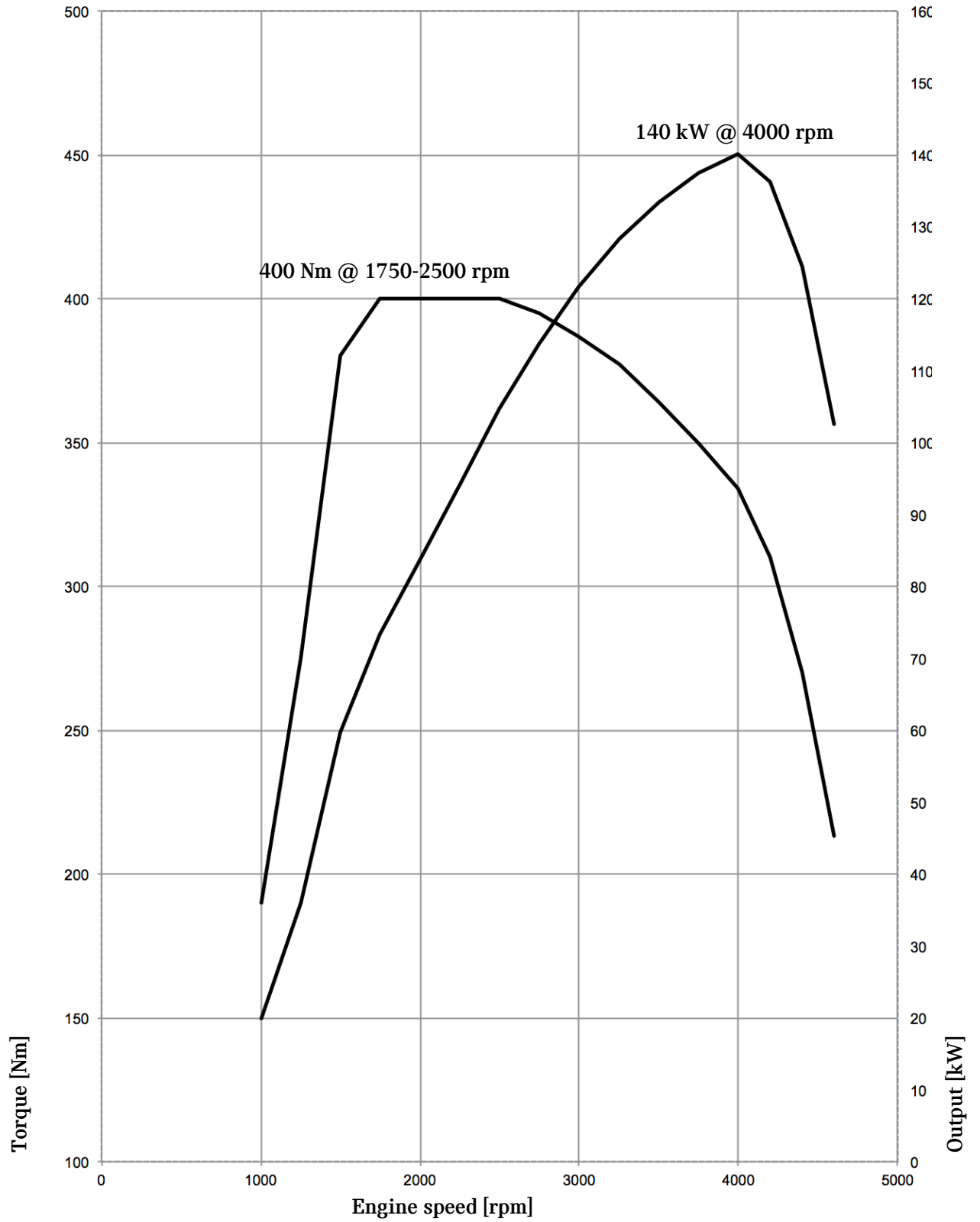
³⁾ Dependent on tyre format selected

PERFORMANCE AND TORQUE DIAGRAMS.

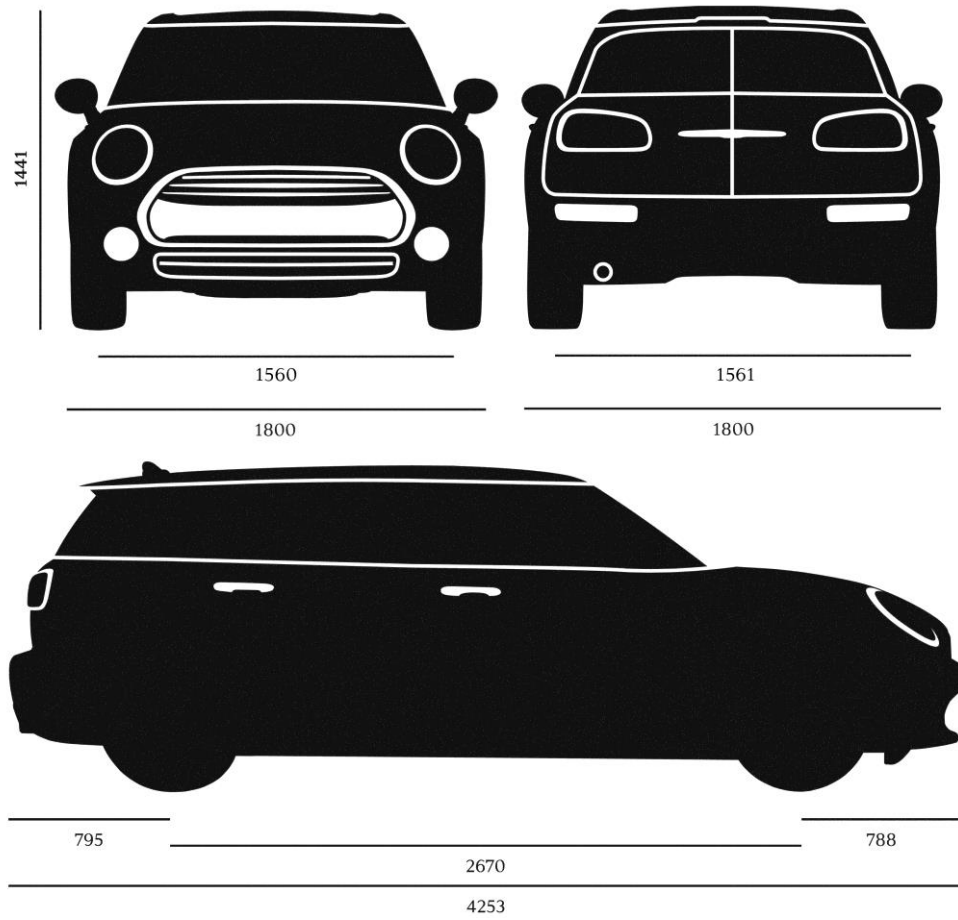
MINI Cooper S Clubman ALL4.



MINI Cooper SD Clubman ALL4.



EXTERIOR DIMENSIONS.



Dimensions in mm.