The new MINI Countryman. Table of contents.



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The new MINI Countryman. Profile.



- New version of the first MINI with four doors, a large tailgate, five seats and optional all-wheel drive; new MINI Countryman (combined fuel consumption: 7.1- 4.2 l/100 km, combined CO2 emissions: 165 111 g/km) hones its profile as an all-round talent for versatile mobility and an active lifestyle; fresh measures to ensure the continued success of the premium compact model that has sold more than 350,000 units worldwide; selective design modifications; further enhanced driving performance figures; optimised fuel consumption and emissions; increased engine output in the new MINI Cooper S Countryman; market launch of all model variants including the top sports model MINI John Cooper Works Countryman in July 2014.
- Striking accents underscore the distinctive interpretation of the hallmark MINI body design; clear emphasis of the specific dimensions and proportions convey variable functionality and versatile athletic flair over all terrains; characteristic hexagonal radiator grille in new design reinforces the presence of the upright front section; visual underride guard elements for the front and rear apron and side sills now standard in conjunction with the all-wheel drive system MINI ALL4 (exception: MINI John Cooper Works Countryman) and optional for all other model variants; new standard and optionally available light alloy wheels with reduced weight and optimised aerodynamics properties; tyres with reduced rolling resistance as an option; new exterior paint finishes in Jungle Green metallic, Midnight Grey metallic and Starlight Blue metallic; additional customisation options include contrasting colours for the roof and exterior mirror caps, bonnet stripes and Sport Stripes as well as Piano Black Exterior available for MINI for the first time.
- Refined details, optimised acoustic comfort and reinforced premium characteristics in the interior; dark dials for road speed and engine speed; MINI John Cooper Works Countryman additionally with John Cooper Works logo in the central instrument; ventilation controls with chrome applications; five seats and exceptional variability with rear seats that can be shifted 13 centimetres longitudinally, backrests that are tilt-adjustable and foldable in a 40: 20: 40 split; luggage compartment volume can be extended from 350 to as much as 1 170 litres.
- Extensive engine portfolio comprising 4-cylinder petrol and 4-cylinder diesel engines; all engine types now with emission rating according to EU6 emission standard; increase in output by 5 kW to 140 kW/190 hp in the MINI Cooper S Countryman; optimised driving performance and fuel

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consumption figures due to extended MINIMALISM technology including improved aerodynamic properties; 6-speed manual transmission as standard, 6-speed automatic transmission as an option (exception: MINI One D Countryman); MINI specific all-wheel drive system ALL4 optional for the models MINI Cooper Countryman, MINI Cooper S Countryman, MINI Cooper D Countryman and MINI Cooper SD Countryman, as standard in the MINI John Cooper Works Countryman.

- Outstanding safety; MINI Countryman with top 5-star rating on the Euro NCAP crash test thanks to extensive standard equipment features in the areas of active and passive safety, now supplemented with type pressure control on each individual wheel and daytime driving light.
- High-quality standard trim and a wide selection of options for additional driving fun, increased comfort and maximum customisation; new LED fog lights including daytime driving and parking light in LED technology; other features available include xenon headlamps and adaptive turning light, comfort access, panorama glass roof, automatic air conditioning, removable tow hitch with trailer load of up to 1 200 kilograms, MINI navigation system, Sport Button, sports suspension, sports leather steering wheel with shift paddles for automatic transmission, multifunction steering wheel with cruise control, Harman Kardon hi-fi speaker system and model-specific John Cooper Works accessories.
- Extensive MINI Connected in-car infotainment program; unique functional diversity and permanent expansion options with apps integrated in the automobile via smartphone; increased driving fun with typical MINI functions such as Mission Control, Dynamic Music, Driving Excitement and MINIMALISM Analyser; online connection also enables the use of social networks such as Facebook, Twitter and foursquare as well as Glympse, RSS news feed reception and entertainment programs such as AUPEO!, Stitcher, Deezer, Audible, Napster/Rhapsody and TuneIn.

Model variants:

MINI John Cooper Works Countryman: 4-cylinder petrol engine with twin-scroll turbocharger, direct injection and fully variable valve control based on BMW Group VALVETRONIC technology, capacity: 1 598 cc, output: 160 kW/218 hp at 6 000 rpm, max. torque: 280 Nm at 1 900 - 5 000 rpm (300 Nm at 2 100 - 4 500 rpm with overboost), acceleration (0-100 km/h): 6.9 seconds (automatic: 6.9 seconds),

top speed: 228 km/h (225 km/h), average fuel consumption according to EU: 7.1 litres/100 kilometres (7.5 litres), CO2 emissions: 165 g/km (175 g/km), exhaust emission standard: EU6.

07/2014 page 4 **MINI Cooper S Countryman:** 4-cylinder petrol engine with twin-scroll turbocharger, direct injection and fully variable valve control based on BMW Group VALVETRONIC technology,

capacity: 1 598 cc, output: 140 kW/190 hp at 5 500 - 6 500 rpm, max. torque: 240 Nm at 1 600 - 5 000 rpm (260 Nm at 1 700 - 4 500 with overboost), acceleration (0-100 km/h): 7.5 seconds (automatic: 7.8 seconds),

top speed: 218 km/h (214 km/h), average fuel consumption according to EU: 6.0 litres/100 kilometres (6.8 litres), CO2 emissions: 139 g/km (157 g/km), exhaust emission standard: EU6.

MINI Cooper S Countryman ALL4: 4-cylinder petrol engine with twinscroll turbocharger, direct injection and fully variable valve control based on BMW Group VALVETRONIC technology,

capacity: 1 598 cc, output: 140 kW/190 hp at 5 500 - 6 500 rpm, max. torque: 240 Nm at 1 600 - 5 000 rpm (260 Nm at 1 700 - 4 500 with overboost), acceleration (0-100 km/h): 7.7 seconds (automatic: 8.1 seconds),

top speed: 215 km/h (213 km/h), average fuel consumption according to EU: 6.4 litres/100 kilometres (7.1 litres), CO2 emissions: 148 g/km (165 g/km), exhaust emission standard: EU6.

MINI Cooper Countryman: 4-cylinder petrol engine with fully variable valve control based on BMW Group VALVETRONIC technology, capacity: 1 598 cc,

output: 90 kW/122 hp at 6 000 rpm, max. torque: 160 Nm at 4 250 rpm, acceleration (0-100 km/h): 10.4 seconds (automatic: 11,6 seconds), top speed: 191 km/h (184 km/h),

average fuel consumption according to EU: 5.9 litres/100 kilometres (6.9 litres), CO2 emissions: 137 g/km (159 g/km), exhaust emission standard: EU6.

MINI Cooper Countryman ALL4: 4-cylinder petrol engine with fully variable valve control based on BMW Group VALVETRONIC technology (in the MINI Cooper Countryman ALL4 with automatic transmission also: twin-scroll turbocharger, direct injection),

capacity: 1598 cc,

output: 90 kW /122 hp at 6 000 rpm, max. torque: 160 Nm (MINI Cooper Countryman ALL4 with automatic transmission: 190 Nm) at 4 250 rpm, acceleration (0-100 km/h): 11.5 seconds (automatic: 11,7 seconds),

top speed: 186 km/h (184 km/h), average fuel consumption according to EU: 6.7 litres/100 kilometres (7.0 litres), CO2 emissions: 156 g/km (164 g/km), exhaust emission standard: EU6

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MINI One Countryman: 4-cylinder petrol engine with fully variable valve control based on BMW Group VALVETRONIC technology, capacity: 1 598 cc,

output: 72 kW/98 hp at 6 000 rpm, max. torque: 153 Nm at 3 000 rpm, acceleration (0-100 km/h): 11.9 seconds (automatic: 13,9 seconds), top speed: 175 km/h (170 km/h),

average fuel consumption according to EU: 5.7 litres/100 kilometres (6.9 litres), CO2 emissions: 134 g/km (159 g/km), exhaust emission standard: EU6.

MINI Cooper SD Countryman: 4-cylinder turbodiesel with aluminium crankcase, common rail injection and variable turbine geometry, capacity: 1 995 cc,

output: 105 kW/143 hp at 4 000 rpm, max. torque: 305 Nm at 1 750 - 2 700 rpm.

acceleration (0-100 km/h): 9.2 seconds (automatic: 9.4 seconds), top speed: 200 km/h (197 km/h), average fuel consumption according to EU: 4.5 litres/100 kilometres (5.7 litres), CO2 emissions: 119 g/km (149 g/km), exhaust emission standard: EU6.

MINI Cooper SD Countryman ALL4: 4-cylinder turbodiesel with aluminium crankcase, common rail injection and variable turbine geometry,

capacity: 1995 cc,

output: 105 kW/143 hp at 4 000 rpm, max. torque: 305 Nm at 1 750 - 2 700 rpm,

acceleration (0-100 km/h): 9.3 seconds (automatic: 9.4 seconds), top speed: 197 km/h (195 km/h),

average fuel consumption according to EU: 4.8 litres/100 kilometres (5.9 litres), CO2 emissions: 126 g/km (156 g/km), exhaust emission standard: EU6.

MINI Cooper D Countryman: 4-cylinder turbodiesel with aluminium crankcase, common rail injection and variable turbine geometry, capacity: 1 598 cc (MINI Cooper D Countryman with automatic transmission: 1 995 cc), output: 82 kW/112 hp at 4000 rpm, max. torque: 270 Nm at 1 750 - 2 250 rpm, acceleration: (0-100 km/h): 10.9 seconds (automatic: 11.3 seconds), top speed: 186 km/h (181 km/h), average fuel consumption according to EU: 4.2 litres/100 kilometres (5.6 litres), CO2 emissions: 111 g/km (148 g/km), exhaust emission standard: EU6.

07/2014 page 6 **MINI Cooper D Countryman ALL4:** 4-cylinder turbodiesel with aluminium crankcase, common rail injection and variable turbine geometry,

capacity: 1 598 cc (MINI Cooper D Countryman ALL4 with automatic

transmission: 1 995 cc),

output: 82 kW/112 hp at 4000 rpm,

max. torque: 270 Nm at 1 750 - 2 250 rpm,

acceleration (0-100 km/h): 11.6 seconds (automatic: 11,9 seconds),

top speed: 181 km/h (176 km/h),

average fuel consumption according to EU: 4.7 litres/100 kilometres (5.9 litres), CO2 emissions: 123 g/km (155 g/km), exhaust emission

standard: EU6.

MINI One D Countryman: 4-cylinder turbodiesel with aluminium crankcase, common rail injection and variable turbine geometry,

capacity: 1598 cc,

output: 66 kW/90 hp at 4 000 rpm,

max. torque: 215 Nm at 1 750 - 2 500 rpm, acceleration (0-100 km/h): 12.9 seconds,

top speed: 171 km/h,

average fuel consumption according to EU: 4.2 litres/100 kilometres,

CO2 emissions: 111 g/km, exhaust emission standard: EU6.

• Exterior dimensions:

Length: 4 097 millimetres (MINI Cooper Countryman ALL4 and MINI Cooper D Countryman ALL4: 4 100 millimetres, MINI Cooper S Countryman and MINI Cooper SD Countryman: 4 109 millimetres, MINI John Cooper Works Countryman: 4 133 millimetres)

Width: 1 789 millimetres

Height: 1561 (MINI John Cooper Works Countryman 1 549 millimetres) Wheelbase: 2 595 millimetres (MINI John Cooper Works Countryman

2 596 millimetres)

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All-rounder in top form: the new MINI Countryman.



The MINI Countryman has pursued its path to success both on and off-road. The first MINI with four doors, a large tailgate, five seats and optional all-wheel drive now gives an additional boost to the brand's advance into the premium compact segment. Selective design modifications for the exterior and interior, optimised fuel consumption and emission figures as well as innovative equipment features contribute to the more mature charisma and increased appeal of the new MINI Countryman. This gives it a more pronounced profile as an all-round talent for versatile mobility and an active lifestyle, both in city traffic and beyond.

With striking body design accents, refined premium characteristics in the interior and enhanced agility and efficiency, the new MINI Countryman specifically emphasises all the strengths that account for its exceptional standing within the competitive field. Now an important pillar of growth for MINI with 350,000 units already sold worldwide, the compact model has everything it takes to attract new target groups to the characteristic driving fun and distinctive style of the premium British brand.

An increase in output of 5 kW to 140 kW/190 hp in the new MINI Cooper S Countryman, improved aerodynamic properties and other optimised details in the area of MINIMALISM technology have resulted in increased figures for acceleration, elasticity and top speed in some models.

At the same time, all model variants have lower fuel consumption and emission figures, as well as meeting the EU6 emission standard. The all-wheel drive system ALL4 specially developed for MINI continues to be available for the models MINI Cooper S Countryman, MINI Cooper Countryman, MINI Cooper SD Countryman and MINI Cooper D Countryman. It comes as standard with the MINI John Cooper Works Countryman. The top athlete of the model family also lines up for the start to coincide with the market launch of the new MINI Countryman in July 2014 - with further increased driving performance figures.

Exterior: striking accentuations for enhanced presence and distinctive style.

The distinctive appearance of the MINI Countryman derives from its dimensions, four doors, large tailgate and specific roof shape as well as an individual interpretation of the brand's hallmark proportions and design features.

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In the new MINI Countryman, both model-specific and hallmark brand elements are given additional emphasis. The upright front section instantly conveys a powerful presence, while a newly designed structure for the characteristic hexagonal radiator grill now further underscores this impression. A horizontal radiator grille rib finished in chrome in the new MINI Cooper S Countryman and the new MINI Cooper SD Countryman along with a curved "S" in red now help give the front view a clear, purist expression to ensure instant recognition. The front section of the new MINI John Cooper Works Countryman features a red radiator grille rib supplemented with the John Cooper Works logo. In all other model variants the radiator grille is now subdivided by two ribs. In the models MINI One Countryman and MINI One D Countryman these are finished in high-gloss black, while in the MINI Cooper Countryman and the MINI Cooper D Countryman they are finished in matt silver.

The robust yet versatile character of the new MINI Countryman is also given intense emphasis. In conjunction with the all-wheel drive system ALL4, all visual underride guard elements for the front and rear apron as well as for the side sill area are now included as standard (exception: MINI John Cooper Works Countryman). These focus more strikingly on the ground clearance of the MINI Countryman, indicating its potential for driving fun away from paved roads. They are also optionally available for the model variants with front-wheel drive.

The range of exterior paint finishes has been expanded with the addition of Jungle Green metallic and Midnight Grey metallic, and Starlight Blue metallic paint is now available on the MINI Countryman for the first time.

A contrasting paint finish for the roof and exterior mirror caps in black or white is available on request and at no extra charge for all model variants with the exception of the MINI One Countryman and the MINI One D. A contrasting paint finish in red is likewise offered free of charge exclusively for the new MINI John Cooper Works Countryman. There are also Sport Stripes and bonnet stripes in a variety of colours to choose from.

Another customisation option available for MINI for the first time is the new Piano Black Exterior. It comprises a paint finish in high-gloss black for selected surfaces, thereby providing novel emphasis not only for the car's characteristic features but also for the proportions of the MINI Countryman. In addition to the surrounds of the headlamps and rear lights finished in chrome as standard, a high-end dark shading is applied to the diagonal links between the A columns and front wheel arches, the roof rails and the cross-ribs in the radiator grille of the MINI One Countryman, MINI Cooper Countryman and MINI Cooper D Countryman.

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New light alloy wheels with reduced weight, optional LED fog lights.

Adaptations to the wheel rim program contribute to increased agility and efficiency in the new MINI Countryman. The MINI Cooper Countryman and MINI Cooper D Countryman now come as standard with 16-inch light alloy wheels in 5-Star Air Spoke Design, offering the advantage of reduced weight and optimised aerodynamic properties. The 17-inch light alloy wheels in the new 5-Star Triangle Spoke Design for the MINI Cooper S Countryman and MINI Cooper SD Countryman are also lighter than their predecessors. They are also optionally available in a two-colour design. Both wheel versions are also optionally available in a MINIMALISM version, including tyres with reduced rolling resistance for further reduced fuel consumption and exhaust emission figures.

Another new addition are the LED fog lights with parking and daytime driving lights in LED - available as an optional extra for the first time. They provide an intense, bright white light with a much higher level of energy efficiency than conventional headlamps. The structure of their light sources in full LED technology also helps make the front view of the new MINI Countryman striking and instantly recognisable. This light can be used to improve visibility in fog and is generated by three LED units arranged horizontally at the centre of the cluster, radiated across the entire surface of the headlamp. The daytime driving light takes the form of a luminous ring fed by 15 LED units. When the parking lights are switched on, only five LED units are active in the upper third of the ring.

Interior with optimised acoustic comfort and refined premium characteristics.

In the interior of the MINI Countryman, characteristic brand design features are combined with a highly versatile interior space. The premium compact model offers five seats as standard along with the MINI Center Rail attachment system fitted between the driver and front passenger seat. The MINI Countryman offers a comfortable ride not only on rough terrain but also over longer distances. Meanwhile expansion of the luggage compartment from 350 to as much 1 170 litres provides space for luggage, bulkier sports equipment or other any other items that may be required for leisure activities. To this end the rear seats can be shifted longitudinally by up to 13 centimetres, either together or in a 40 : 60 split. It is also possible to adjust the tilt of the seats, and the rear backrests can be folded down in a 40 : 20 : 40 split.

Another factor that helps provide a pleasant driving and travel experience in the new MINI Countryman is its acoustic comfort, which has also been further enhanced. The displays and controls have been redesigned so as to enhance the car's sporty flair and premium character. All model variants of the new MINI Countryman now have anthracite-coloured dials for the

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engine speed and road speed display in the style of the MINI John Cooper Works Countryman, whose central instrument now also bears the John Cooper Works logo. The standard trim of the new MINI Countryman also includes chrome applications for the ventilation controls.

Extended MINIMALISM technology for increased driving fun and reduced fuel consumption figures.

The petrol and diesel engines available for the new MINI Countryman all meet the EU6 exhaust emissions standard without exception. The high efficiency of the modern 4-cylinder power units and the extended use of MINIMALISM technology also ensure an even more favourable balance between driving fun and fuel consumption. Detailed measures promoting efficiency include optimised air ducting in the area of the underbody, wheel bearings with a lower friction coefficient and tyres with reduced rolling resistance. This means that the figures for acceleration, elasticity and top speed are significantly improved in certain model variants.

The 4-cylinder spark ignition engine used in the MINI Cooper S Countryman with twin-scroll turbocharger, direct injection and variable valve control also sees an increase in output by 5 kW to 140 kW/190 hp. This leads to a reduction in the figure for acceleration from zero to 100 km/h by 0.1 to 7.5 seconds, while the burst from 80 to 120 km/h in fifth gear now takes just 8.4 seconds - 0.2 seconds less than before - while top speed is increased by 3 km/h to 218 km/h. At the same time, fuel consumption in the EU test cycle in the new MINI Cooper S Countryman is reduced to 6.0 litres per 100 kilometres, while the relevant CO2 emissions drop by three per cent to 139 grams per kilometre.

A similar improvement can be seen in the acceleration and elasticity figures for the new MINI Cooper Countryman with 90 kW/122 hp. Its average fuel consumption in the EU test cycle drops to 5.9 litres per 100 kilometres (CO2 emissions: 137 g/km). The new MINI One Countryman (72 kW/98 PS) especially increases performance on the interim sprint, while its average fuel consumption in the EU test cycle is now just 5.7 litres per 100 kilometres (CO2 emissions: 134 g/km).

The three diesel variants of the new MINI Countryman also feature an increase in both agility and economy. The new 105 kW/143 hp MINI Cooper SD Countryman sprints in 9.2 seconds (minus 0.1 seconds) from zero to 100 km/h and in 9.7 seconds (minus 0.4 seconds) from 80 to 120 km/h. Its average fuel consumption in the EU test cycle drops to 4.5 litres per 100 kilometres (CO2 emissions: 119 g/km). The new MINI Cooper D Countryman (82 kW/112 hp) and the new MINI One D Countryman (66 kW/90 hp) provide more driving fun than ever with elasticity figures increased by 0.4 and 0.3 respectively. The two models see the same extended reduction in

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terms of fuel consumption and emission figures in the EU test cycle: 4.2 litres per 100 kilometres and 111 g/km.

The all-wheel drive system ALL4 specially developed for MINI is optionally available as an alternative to the brand's characteristic front-wheel drive for the models MINI Cooper S Countryman, MINI Cooper Countryman, MINI Cooper SD Countryman and MINI Cooper D Countryman. The system is based on an electromagnetic centre differential and distributes drive force at continuously variable levels between the front and rear axle.

The ALL4 electronic management system integrated directly in the DSC unit enables power transmission to be altered as required, responding within milliseconds.

All-wheel drive comes as standard with the MINI John Cooper Works Countryman. In this way, the supreme power of its 160 kW/218 hp turbo engine is transferred to all four wheels so as to ensure maximum traction, ride stability and sporty flair on bends at all time. The extreme driving fun offered by top athlete of the model program has also been further increased in intensity. The time required for the sprint from standing to 100 km/h is reduced by 0.1 seconds to 6.9 seconds, while a time of just 7.7 seconds rather than 7.9 seconds is required for accelerating from 80 to 120 km/h. The maximum speed of the new MINI John Cooper Works Countryman is increased by 3 km/h to 228 km/h. Meanwhile, the extreme athlete has also been able to improve its efficiency. Its average fuel consumption in the EU test cycle drops to 7.1 litres per 100 kilometres (CO2 emissions: 165 g/km).

All engines are combined with a 6-speed manual transmission as standard. An optional 6-gear automatic transmission is available for all model variants except for the MINI One D Countryman. Shift paddles for manual selection of drive position are another option. A Sport Button is available for all model variants of the new MINI Countryman, allowing activation of a more direct steering and accelerator response.

In conjunction with the automatic transmission, pressing the Sport Button also results in changes to the shift points. In the new MINI Cooper S Countryman this also triggers a particularly striking, sporty engine sound.

Safety at 5-star level, tyre pressure control and daytime driving light now standard.

The integrated safety concept of the MINI Countryman guarantees outstanding occupant protection. Its extensive standard features in the area of active and passive safety led to a top score of 5 stars on the Euro NCAP crash test in 2010.

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The standard trim of the MINI Countryman now also includes daytime driving light and tyre pressure control. Constant measurement of pressure on each individual tyre means that the driver is given an early warning of potential loss in each tyre.

High-quality equipment, innovative MINI Connected in-car infotainment.

The remaining standard equipment of the new MINI Countryman is also at a high level, including air conditioning, MINI Center Rail between the front seats and a high-end radio system comprising CD player with MP3 capability, AUX-in socket and five speakers. In addition there is a model-specific range of special equipment and accessories to choose from. The high-quality options include xenon headlamps and adaptive turning light, comfort access, panorama glass roof, automatic air conditioning, removable tow hitch with a trailer load of up to 1 200 kilograms, MINI navigation system, multifunction steering wheel with cruise control, Harman Kardon hi-fi speaker system and model-specific John Cooper Works accessories.

Another special highlight within the segment of the new MINI Countryman is the wide range of MINI Connected functions for use in conjunction with Radio MINI Visual Boost and the MINI 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. These are provided via apps whose functional diversity is being continuously expanded. There are vehicle-related functions such as Mission Control, Dynamic Music, Driving Excitement and MINIMALISM Analyser as well as various online-based services. Current functions available include web radio, the use of social networks such as Facebook, Twitter, foursquare and Glympse, RSS news feed reception and entertainment programs such as AUPEO!, Stitcher, Deezer, Audible, Napster/Rhapsody and TuneIn. Operation is intuitive reflects hallmark MINI style by means of a joystick in the centre console and the on-board computer in the central instrument.

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Technical specifications. MINI John Cooper Works Countryman, MINI John Cooper Works Countryman Automatic.

| Body | MINI | John Cooper Works Countryman | MINI John Cooper Works Countryman Automatic |
|--|---|---|--|
| Number of doors/seats | | 5 / 5 | 5 / 5 |
| Length/width/height (empty) | mm | 4133 / 1789 / 1549 | 4133 / 1789 / 1549 |
| Wheelbase | mm | 2596 | 2596 |
| Track width, front/rear | mm | 1527 / 1554 | 1527 / 1554 |
| Turning circle | m | 11.6 | 11.6 |
| Fuel tank capacity | approx. l | 47 | 47 |
| Cooling system incl. heating | ı | 6.0 | 6.5 |
| Engine oil | | 4.2 | 4.2 |
| Transmission oil incl. drivetrain | | lifetime filling | lifetime filling |
| Unladen weight according to | kg | 1405 / 1480 | 1430 / 1505 |
| Payload according to DIN | kg | 510 | 510 |
| Permitted gross vehicle weight | kg | 1915 | 1940 |
| Permitted axle loads, front/rear | kg | 1000 / 940 | 1025 / 940 |
| Permitted trailer load braked (12 %) / unbraked | kg | -1- | -1- |
| Permitted roof load/permitted | kg | 75 / - | 75 / - |
| Luggage compartment capacity | Ī | 350 - 1170 | 350 – 1170 |
| Aerodynamic drag c / A / c x × A | - / m² / m² | 0.36 / 2.36 / 0.85 | 0.36 / 2.36 / 0.85 |
| Engine | 7 7 | 5.55 (5.55 (5.55 | 3,507 = 1507 5150 |
| Type/no. of cylinders/valves | | in-line / 4 / 4 | in-line / 4 / 4 |
| Engine control | | MEVD 1727 | MEVD 1727 |
| Capacity | сс | 1598 | 1598 |
| Bore/stroke | mm | 77.0 / 85.8 | 77.0 / 85.8 |
| Compression | :1 | 10.5 | 77.0783.8 |
| Fuel | RON | 91–98 | 91–98 |
| Output | kW/hp | 160 / 218 | 160 / 218 |
| | | 6000 | 6000 |
| at engine speed Torque (with overboost) | rpm | | |
| | Nm | 280 (300) | 280 (300) |
| at engine speed | rpm | 1900-5000 (2100-4500) | 1900-5000 (2100-4500) |
| Electrical system | A L / | 70 / | 70 / |
| Battery/installation | Ah / - | 70 / engine compartment | 70 / engine compartment |
| Alternator | Α | 120 | 120 |
| Suspension | | Cin ala ia | int Mark and a second and a second and the second second |
| Front wheel suspension | | | oint McPherson spring strut axle with anti-dive control |
| Rear wheel suspension | | | inium trailing arms and centrally mounted wishbones |
| Prakor front | | disc, vented | disc, vented |
| Brakes, front | | · | · · · · · · · · · · · · · · · · · · · |
| Diameter | mm | 307 × 24 | 307 × 24 |
| Diameter Rear brakes | mm | 307 × 24 disc | 307 × 24 disc |
| Diameter Rear brakes Diameter | mm | 307 × 24 disc 296 × 10 | 307 × 24 disc 296 × 10 |
| Diameter Rear brakes Diameter Driving stability systems brake force start | mm distribution (EBI | 307 × 24 disc 296 × 10 Hydraulic 2-circui and Cornering Brake Control (CBC), Dy ic Traction Control (DTC) and Electronic I integrated electronic managem | 307 × 24 disc 296 × 10 it brake system with anti-lock brakes (ABS), electronic mamic Stability Control (DSC) with brake assistant, hill Differential Lock Control (EDLC), DSC control unit with nent system for the all-wheel drive system MINI ALLA. Handbrake impacts mechanically on rear wheels |
| Diameter Rear brakes Diameter Driving stability systems brake force start | mm distribution (EBI assistant, Dynam | 307 × 24 disc 296 × 10 Hydraulic 2-circui 0) and Cornering Brake Control (CBC), Dy ic Traction Control (DTC) and Electronic I integrated electronic managerr | 307 × 24 disc 296 × 10 it brake system with anti-lock brakes (ABS), electronic rnamic Stability Control (DSC) with brake assistant, hill Differential Lock Control (EDLC), DSC control unit with nent system for the all-wheel drive system MINI ALLA. Handbrake impacts mechanically on rear wheels orted steering (EPS); 2.4 revolutions from lock to lock |
| Diameter Rear brakes Diameter Driving stability systems brake force start | mm distribution (EBI | 307 × 24 disc 296 × 10 Hydraulic 2-circui 0) and Cornering Brake Control (CBC), Dy ic Traction Control (DTC) and Electronic I integrated electronic managem Electrically supp 14.1 | disc 296 × 10 it brake system with anti-lock brakes (ABS), electronic rnamic Stability Control (DSC) with brake assistant, hill Differential Lock Control (DEDLC), DSC control unit with enert system for the all-wheel drive system MINI ALL4. Handbrake impacts mechanically on rear wheels corted steering (EPS); 2.4 revolutions from lock to lock |
| Diameter Rear brakes Diameter Driving stability systems brake force start Steering Overall steering ratio Tyres | mm distribution (EBI assistant, Dynam | 307 × 24 disc 296 × 10 Hydraulic 2-circui O) and Cornering Brake Control (CBC), Dy ic Traction Control (DTC) and Electronic I integrated electronic managem Electrically supp 14.1 225/45 R18 91W | disc 296 × 10 it brake system with anti-lock brakes (ABS), electronic rnamic Stability Control (DSC) with brake assistant, hill Differential Lock Control (EDLC), DSC control unit with nent system for the all-wheel drive system MINI ALL4. Handbrake impacts mechanically on rear wheels orted steering (EPS); 2.4 revolutions from lock to lock 14.1 225/45 R18 91W |
| Diameter Rear brakes Diameter Driving stability systems brake force start Steering Overall steering ratio Tyres Rims | mm distribution (EBI assistant, Dynam | 307 × 24 disc 296 × 10 Hydraulic 2-circui 0) and Cornering Brake Control (CBC), Dy ic Traction Control (DTC) and Electronic I integrated electronic managem Electrically supp 14.1 | disc 296 × 10 it brake system with anti-lock brakes (ABS), electronic rnamic Stability Control (DSC) with brake assistant, hill Differential Lock Control (EDLC), DSC control unit with nent system for the all-wheel drive system MINI ALL4. Handbrake impacts mechanically on rear wheels orted steering (EPS); 2.4 revolutions from lock to lock 14.1 225/45 R18 91W |
| Diameter Rear brakes Diameter Driving stability systems brake force start Steering Overall steering ratio Tyres Rims Transmission | mm distribution (EBI assistant, Dynam | 307 × 24 disc 296 × 10 Hydraulic 2-circui O) and Cornering Brake Control (CBC), Dy ic Traction Control (DTC) and Electronic t integrated electronic manager Electrically supp 14.1 225/45 R18 91W 7.5J × 18 light alloy | 307 × 24 disc 296 × 10 it brake system with anti-lock brakes (ABS), electronic rnamic Stability Control (DSC) with brake assistant, hill Differential Lock Control (EDLC), DSC control unit with nent system for the all-wheel drive system MINI ALL4. Handbrake impacts mechanically on rear wheels iorted steering (EPS); 2.4 revolutions from lock to lock 14.1 225/45 R18 91W 7.5J × 18 light alloy |
| Diameter Rear brakes Diameter Driving stability systems brake force start Steering Overall steering ratio Tyres Rims Transmission Transmission Transmission type | mm distribution (EBI assistant, Dynam :1 | 307 × 24 disc 296 × 10 Hydraulic 2-circui D) and Cornering Brake Control (CBC), Dy ic Traction Control (DTC) and Electronic i integrated electronic manager Electrically supp 14.1 225/45 R18 91W 7.5J × 18 light alloy 6-speed manual transmission | disc 296 × 10 it brake system with anti-lock brakes (ABS), electronic rnamic Stability Control (DSC) with brake assistant, hill Differential Lock Control (EDLC), DSC control unit with nent system for the all-wheel drive system MINI ALL4. Handbrake impacts mechanically on rear wheels orted steering (EPS); 2.4 revolutions from lock to lock 14.1 225/45 R18 91W 7.5J × 18 light alloy 6-speed automatic transmission |
| Diameter Rear brakes Diameter Driving stability systems brake force start Steering Overall steering ratio Tyres Rims Transmission Transmission type Gear ratio | mm distribution (EBI assistant, Dynam :1 | 307 × 24 disc 296 × 10 Hydraulic 2-circui D) and Cornering Brake Control (CBC), Dy ic Traction Control (DTC) and Electronic I integrated electronic manager Electrically supp 14.1 225/45 R18 91W 7.5J × 18 light alloy 6-speed manual transmission 3.308 | disc 296 × 10 it brake system with anti-lock brakes (ABS), electronic rnamic Stability Control (DSC) with brake assistant, hill Differential Lock Control (EDLC), DSC control unit with nent system for the all-wheel drive system MINI ALL4. Handbrake impacts mechanically on rear wheels iorted steering (EPS); 2.4 revolutions from lock to lock 14.1 225/45 R18 91W 7.5J × 18 light alloy 6-speed automatic transmission 4.044 |
| Diameter Rear brakes Diameter Driving stability systems brake force start Steering Overall steering ratio Tyres Rims Transmission Transmission type Gear ratio I | mm distribution (EBI assistant, Dynam :1 | 307 × 24 disc 296 × 10 Hydraulic 2-circui D) and Cornering Brake Control (CBC), Dy ic Traction Control (DTC) and Electronic I integrated electronic manager Electrically supp 14.1 225/45 R18 91W 7.5J × 18 light alloy 6-speed manual transmission 3.308 2.130 | disc 296 × 10 it brake system with anti-lock brakes (ABS), electronic romanic Stability Control (DSC) with brake assistant, hill Differential Lock Control (EDLC), DSC control unit with nent system for the all-wheel drive system MINI ALL4. Handbrake impacts mechanically on rear wheels rorted steering (EPS); 2.4 revolutions from lock to lock 14.1 225/45 R18 91W 7.5J × 18 light alloy 6-speed automatic transmission 4.044 2.371 |
| Diameter Rear brakes Diameter Driving stability systems brake force start Steering Overall steering ratio Tyres Rims Transmission Transmission type Gear ratio | mm distribution (EBI assistant, Dynam :1 :1 :1 | 307 × 24 disc 296 × 10 Hydraulic 2-circui 2) and Cornering Brake Control (CBC), Dy ic Traction Control (DTC) and Electronic I integrated electronic manager Electrically supp 14.1 225/45 R18 91W 7.5J × 18 light alloy 6-speed manual transmission 3.308 2.130 1.483 | disc 296 × 10 it brake system with anti-lock brakes (ABS), electronic roamic Stability Control (DSC) with brake assistant, hill Differential Lock Control (EDLC), DSC control unit with nent system for the all-wheel drive system MINI ALL4. Handbrake impacts mechanically on rear wheels rorted steering (EPS); 2.4 revolutions from lock to lock 14.1 225/45 R18 91W 7.5J × 18 light alloy 6-speed automatic transmission 4.044 2.371 1.556 |
| Diameter Rear brakes Diameter Driving stability systems brake force start Steering Overall steering ratio Tyres Rims Transmission Transmission type Gear ratio II III IV | mm distribution (EBI assistant, Dynam :1 :1 :1 :1 :1 | 307 × 24 disc 296 × 10 Hydraulic 2-circui 2) and Cornering Brake Control (CBC), Dy ic Traction Control (DTC) and Electronic I integrated electronic manager Electrically supp 14.1 225/45 R18 91W 7.5J × 18 light alloy 6-speed manual transmission 3.308 2.130 1.483 1.139 | disc 296 × 10 it brake system with anti-lock brakes (ABS), electronic roamic Stability Control (DSC) with brake assistant, hill Differential Lock Control (EDLC), DSC control unit with eent system for the all-wheel drive system MINI ALLA. Handbrake impacts mechanically on rear wheels rorted steering (EPS); 2.4 revolutions from lock to lock 14.1 225/45 R18 91W 7.5J × 18 light alloy 6-speed automatic transmission 4.044 2.371 1.556 1.159 |
| Diameter Rear brakes Diameter Driving stability systems brake force start. Steering Overall steering ratio Tyres Rims Transmission Transmission type Gear ratio II III IV V | mm distribution (EBI assistant, Dynam :1 :1 :1 :1 :1 :1 | 307 × 24 disc 296 × 10 Hydraulic 2-circui 0) and Cornering Brake Control (CBC), Dy ic Traction Control (DTC) and Electronic I integrated electronic manager Electrically supp 14.1 225/45 R18 91W 7.5J × 18 light alloy 6-speed manual transmission 3.308 2.130 1.483 1.139 0.949 | disc 296 × 10 it brake system with anti-lock brakes (ABS), electronic romanic Stability Control (DSC) with brake assistant, hill Differential Lock Control (EDLC), DSC control unit with eent system for the all-wheel drive system MINI ALLA. Handbrake impacts mechanically on rear wheels rorted steering (EPS); 2.4 revolutions from lock to lock 14.1 225/45 R18 91W 7.5J × 18 light alloy 6-speed automatic transmission 4.044 2.371 1.556 1.159 0.852 |
| Diameter Rear brakes Diameter Driving stability systems brake force start Steering Overall steering ratio Tyres Rims Transmission Transmission type Gear ratio II III IV | mm distribution (EBI assistant, Dynam :1 :1 :1 :1 :1 :1 :1 :1 | 307 × 24 disc 296 × 10 Hydraulic 2-circui 0) and Cornering Brake Control (CBC), by ic Traction Control (DTC) and Electronic I integrated electronic managem Electrically supp 14.1 225/45 R18 91W 7.5J × 18 light alloy 6-speed manual transmission 3.308 2.130 1.483 1.139 0.949 0.816 | disc 296 × 10 it brake system with anti-lock brakes (ABS), electronic rnamic Stability Control (DSC) with brake assistant, hill Differential Lock Control (EDLQ), DSC control unit with nent system for the all-wheel drive system MINI ALL4. Handbrake impacts mechanically on rear wheels orted steering (EPS); 2.4 revolutions from lock to lock 14.1. 225/45 R18 91W 7.5J × 18 light alloy 6-speed automatic transmission 4.044 2.371 1.556 1.159 0.852 0.672 |
| Diameter Rear brakes Diameter Driving stability systems brake force start. Steering Overall steering ratio Tyres Rims Transmission Transmission type Gear ratio II III IV V | mm distribution (EBI assistant, Dynam :1 :1 :1 :1 :1 :1 | 307 × 24 disc 296 × 10 Hydraulic 2-circui 0) and Cornering Brake Control (CBC), Dy ic Traction Control (DTC) and Electronic I integrated electronic manager Electrically supp 14.1 225/45 R18 91W 7.5J × 18 light alloy 6-speed manual transmission 3.308 2.130 1.483 1.139 0.949 | 307 × 24 disc 296 × 10 it brake system with anti-lock brakes (ABS), electronic rnamic Stability Control (DSC) with brake assistant, hill Differential Lock Control (EDLC), DSC control unit with nent system for the all-wheel drive system MINI ALL4. Handbrake impacts mechanically on rear wheels oorted steering (EPS); 2.4 revolutions from lock to lock 14.1. 225/45 R18 91W 7.5J × 18 light alloy 6-speed automatic transmission 4.044 2.371 1.556 1.159 0.852 0.672 |
| Diameter Rear brakes Diameter Driving stability systems Steering Overall steering ratio Tyres Rims Transmission Transmission type Gear ratio II III IV V VI | mm distribution (EBI assistant, Dynam :1 :1 :1 :1 :1 :1 :1 :1 | 307 × 24 disc 296 × 10 Hydraulic 2-circui 0) and Cornering Brake Control (CBC), by ic Traction Control (DTC) and Electronic I integrated electronic managem Electrically supp 14.1 225/45 R18 91W 7.5J × 18 light alloy 6-speed manual transmission 3.308 2.130 1.483 1.139 0.949 0.816 | disc 296 × 10 it brake system with anti-lock brakes (ABS), electronic roamic Stability Control (DSC) with brake assistant, hill Differential Lock Control (EDLC), DSC control unit with nent system for the all-wheel drive system MINI ALL4. Handbrake impacts mechanically on rear wheels oorted steering (EPS); 2.4 revolutions from lock to lock 14.1. 225/45 R18 91W 7.5J × 18 light alloy 6-speed automatic transmission 4.044 2.371 1.556 1.159 0.852 0.672 3.193 |
| Diameter Rear brakes Diameter Driving stability systems brake force start. Steering Overall steering ratio Tyres Rims Transmission Transmission type Gear ratio II III IV V VI Reverse gear | mm distribution (EBI assistant, Dynam :1 :1 :1 :1 :1 :1 :1 :1 :1 | 307 × 24 disc 296 × 10 Hydraulic 2-circui D) and Cornering Brake Control (CBC), Dy ic Traction Control (DTC) and Electronic I integrated electronic manager Electrically supp 14.1 225/45 R18 91W 7.5J × 18 light alloy 6-speed manual transmission 3.308 2.130 1.483 1.139 0.949 0.816 3.231 | disc 296 × 10 it brake system with anti-lock brakes (ABS), electronic roamic Stability Control (DSC) with brake assistant, hill Differential Lock Control (EDLQ), DSC control unit with nent system for the all-wheel drive system MINI ALL4. Handbrake impacts mechanically on rear wheels oorted steering (EPS); 2.4 revolutions from lock to lock 14.1. 225/45 R18 91W 7.5J × 18 light alloy 6-speed automatic transmission 4.044 2.371 1.1596 0.852 0.672 3.193 |
| Diameter Rear brakes Diameter Driving stability systems brake force start. Steering Overall steering ratio Tyres Rims Transmission Transmission type Gear ratio II III IV V VI Reverse gear Final drive ratio | mm distribution (EBI assistant, Dynam :1 :1 :1 :1 :1 :1 :1 :1 :1 | 307 × 24 disc 296 × 10 Hydraulic 2-circui D) and Cornering Brake Control (CBC), Dy ic Traction Control (DTC) and Electronic I integrated electronic manager Electrically supp 14.1 225/45 R18 91W 7.5J × 18 light alloy 6-speed manual transmission 3.308 2.130 1.483 1.139 0.949 0.816 3.231 | disc 296 × 10 di |
| Diameter Rear brakes Diameter Driving stability systems brake force start. Steering Overall steering ratio Tyres Rims Transmission Transmission type Gear ratio II III IV V VI Reverse gear Final drive ratio Driving performance figures | mm distribution (EBI assistant, Dynam :1 :1 :1 :1 :1 :1 :1 :1 :1 :1 :1 :1 :1 | 307 × 24 disc 296 × 10 Hydraulic 2-circui D) and Cornering Brake Control (CBC), Dy ic Traction Control (DTC) and Electronic integrated electronic managem Electrically supp 14.1 225/45 R18 91W 7.5J × 18 light alloy 6-speed manual transmission 3.308 2.130 1.483 1.139 0.949 0.816 3.231 3.706 | disc 296 × 10 di |
| Diameter Rear brakes Diameter Driving stability systems brake force start. Steering Overall steering ratio Tyres Rims Transmission Transmission type Gear ratio II III IV V VI Reverse gear Final drive ratio Driving performance figures Power-to-weight ratio according to | mm distribution (EBI assistant, Dynam :1 :1 :1 :1 :1 :1 :1 :1 :1 :1 :1 :1 :1 | 307 × 24 disc 296 × 10 Hydraulic 2-circui D) and Cornering Brake Control (CBC), Dy ic Traction Control (DTC) and Electronic I integrated electronic manager Electrically supp 14.1 225/45 R18 91W 7.5J × 18 light alloy 6-speed manual transmission 3.308 2.130 1.483 1.139 0.949 0.816 3.231 3.706 | disc 296 × 10 it brake system with anti-lock brakes (ABS), electronic romanic Stability Control (DSC) with brake assistant, hill Differential Lock Control (EDLC), DSC control unit with nent system for the all-wheel drive system MINI ALL4. Handbrake impacts mechanically on rear wheels corted steering (EPS); 2.4 revolutions from lock to lock 14.1 225/45 R18 91W 7.5J × 18 light alloy 6-speed automatic transmission 4.044 2.371 1.556 1.159 0.852 0.672 3.193 3.683 |
| Diameter Rear brakes Diameter Driving stability systems brake force start: Steering Overall steering ratio Tyres Rims Transmission Transmission type Gear ratio II III IV V VI Reverse gear Final drive ratio Driving performance figures Power-to-weight ratio according to Power output per litre Acceleration Diameter Brake force start: Draw Grace Start: | mm distribution (EBI assistant, Dyname in its property in its | 307 × 24 disc 296 × 10 Hydraulic 2-circui D) and Cornering Brake Control (CBC), Dy ic Traction Control (DTC) and Electronic Integrated electronic manager Electrically supp 14.1 225/45 R18 91W 7.5J × 18 light alloy 6-speed manual transmission 3.308 2.130 1.483 1.139 0.949 0.816 3.231 3.706 8.8 100.1 6.9 | disc 296 × 10 disc 296 × 10 it brake system with anti-lock brakes (ABS), electronic romanic Stability Control (DSC) with brake assistant, hill Differential Lock Control (EDLC), DSC control unit with nent system for the all-wheel drive system MINI ALL4. Handbrake impacts mechanically on rear wheels rorted steering (EPS); 2.4 revolutions from lock to lock 14.1 225/45 R18 91W 7.5J × 18 light alloy 6-speed automatic transmission 4.044 2.371 1.556 1.159 0.852 0.672 3.193 3.683 8.9 100.1 |
| Diameter Rear brakes Diameter Driving stability systems brake force start. Steering Overall steering ratio Tyres Rims Transmission Transmission type Gear ratio II III IV V VI Reverse gear Final drive ratio Driving performance figures Power-to-weight ratio according to Power output per litre Acceleration 0–100 km/h 0–1000 m | mm distribution (EBI assistant, Dynam :1 :1 :1 :1 :1 :1 :1 :1 :1 :1 :1 :1 :1 | 307 × 24 disc 296 × 10 Hydraulic 2-circui 3) and Cornering Brake Control (CBC), by ic Traction Control (DTC) and Electronic I integrated electronic managem Electrically supp 14.1 225/45 R18 91W 7.5J × 18 light alloy 6-speed manual transmission 3.308 2.130 1.483 1.139 0.949 0.816 3.231 3.706 8.8 100.1 6.9 27.5 | disc 296 × 10 disc 297 × 10 di |
| Diameter Rear brakes Diameter Driving stability systems brake force start: Steering Overall steering ratio Tyres Rims Transmission Transmission type Gear ratio II III IV V VI Reverse gear Final drive ratio Driving performance figures Power-to-weight ratio according to Power output per litre Acceleration Diameter Brake force start: Draw Grace Start: | mm distribution (EBI assistant, Dyname in its property in its | 307 × 24 disc 296 × 10 Hydraulic 2-circui D) and Cornering Brake Control (CBC), Dy ic Traction Control (DTC) and Electronic Integrated electronic manager Electrically supp 14.1 225/45 R18 91W 7.5J × 18 light alloy 6-speed manual transmission 3.308 2.130 1.483 1.139 0.949 0.816 3.231 3.706 8.8 100.1 6.9 | disc 296 × 10 it brake system with anti-lock brakes (ABS), electronic romanic Stability Control (DSC) with brake assistant, hill Differential Lock Control (EDLC), DSC control unit with nent system for the all-wheel drive system MINI ALL4. Handbrake impacts mechanically on rear wheels corted steering (EPS); 2.4 revolutions from lock to lock 14.1 225/45 R18 91W 7.5J × 18 light alloy 6-speed automatic transmission 4.044 2.371 1.556 1.159 0.852 0.672 3.193 3.683 |

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| Fuel consumption in EU cycle | e | | |
|------------------------------|-----------------|-----|------|
| Urban | l/100 km | 9.1 | 10.4 |
| Extra-urban | l/100 km | 6.0 | 5.9 |
| Total | l/100 km | 7.1 | 7.5 |
| CO ₂ | g/km | 165 | 175 |
| Other | | | |
| Emission rating | | EU6 | EU6 |
| Insurance rating | 3rd party/fully | 2 | 2 |
| Ground clearance (empty) | mm | 128 | 128 |

 $^{^{\}rm D}$ Weight of road-ready automobile (DIN) plus 75 kg for driver and luggage $^{\rm D}$ Details not yet available

MINI Cooper S Countryman, MINI Cooper S Countryman Automatic.

| Body | | MINI Cooper S Countryman | MINI Cooper S Countryman Automatic |
|--|---|---|---|
| Number of doors/seats | | 5/5 | 5/5 |
| Length/width/height (empty) | mm | 4109 / 1789 / 1561 | 4109 / 1789 / 1561 |
| Wheelbase | mm | 2595 | 2595 |
| Track width, front/rear | mm | 1525 / 1551 | 1525 / 1551 |
| Turning circle | m | 11.6 | 11.6 |
| | approx. I | 47 | 47 |
| Fuel tank capacity | approx. i | | |
| Cooling system incl. heating | <u> </u> | 5.5 | 6.0 |
| Engine oil | <u> </u> | 4.2 | 4.2 |
| Transmission oil incl. drivetrain | | lifetime filling | lifetime filling |
| Unladen weight according to | kg | 1310 / 1385 | 1335 / 1410 |
| Payload according to DIN | kg | 510 | 510 |
| Permitted gross vehicle weight | kg | 1820 | 1845 |
| Permitted axle loads, front/rear | kg | 970 / 880 | 995 / 880 |
| Permitted trailer load ² | | | |
| braked (12 %) / unbraked | kg | 750 / 500 | 1000 / 500 |
| Permitted roof load/permitted | kg | 75 75 | 75 75 |
| Luggage compartment capacity | I | 350 – 1170 | 350 - 1170 |
| Aerodynamic drag c / A / c $_{\times}$ × A | - / m² / m² | 0.36 / 2.36 / 0.85 | 0.36 / 2.35 / 0.85 |
| Engine | | | |
| Type/no. of cylinders/valves | | in-line / 4 / 4 | in-line / 4 / 4 |
| Engine control | | MEVD 17.2.2 | MEVD 17.2.2 |
| Capacity | сс | 1598 | 1598 |
| Bore/stroke | mm | 77.0 / 85.8 | 77.0 / 85.8 |
| Compression | :1 | 10.5 | 10.5 |
| Fuel | RON | 91–98 | 91–98 |
| Output | kW/hp | 140 / 190 | 140 / 190 |
| at engine speed | | 5500 | 5500 |
| Torque (with overboost) | rpm | 240 (260) | 240 (260) |
| | Nm | | , , |
| at engine speed | rpm | 1600 - 5000 (1700 - 4500) | 1600 - 5000 (1700 - 4500) |
| Electrical system | •1. / | | |
| Battery/installation | Ah / - | 60 / engine compartment | 55 / engine compartment |
| | | | |
| Alternator | Α | 150 | 120 |
| Suspension | Α | | |
| Suspension Front wheel suspension | A | Sing | ele-joint McPherson spring strut axle with anti-dive control |
| Suspension Front wheel suspension Rear wheel suspension | A | Sing Multilink axl | e with trailing arms in aluminium lightweight construction |
| Suspension Front wheel suspension Rear wheel suspension Brakes, front | A | Sing Multilink axl disc, vented | ele-joint McPherson spring strut axle with anti-dive control e with trailing arms in aluminium lightweight construction disc, vented |
| Suspension Front wheel suspension Rear wheel suspension | mm | Sing Multilink axl | e with trailing arms in aluminium lightweight construction |
| Suspension Front wheel suspension Rear wheel suspension Brakes, front | | Sing Multilink axl disc, vented | ele-joint McPherson spring strut axle with anti-dive control e with trailing arms in aluminium lightweight construction disc, vented |
| Suspension Front wheel suspension Rear wheel suspension Brakes, front Diameter | | Sing Multilink axl disc, vented 307 × 24 | ele-joint McPherson spring strut axle with anti-dive control e with trailing arms in aluminium lightweight construction disc, vented 307 × 24 |
| Suspension Front wheel suspension Rear wheel suspension Brakes, front Diameter Rear brakes | mm | Sing Multilink axl disc, vented 307 × 24 disc 280 × 10 Hydraulic 2-c | e with trailing arms in aluminium lightweight construction disc, vented 307 × 24 disc 280 × 10 circuit brake system with anti-lock brakes (ABS), electronic |
| Suspension Front wheel suspension Rear wheel suspension Brakes, front Diameter Rear brakes Diameter | mm mm brake force di | Sing Multilink axl disc, vented 307 × 24 disc 280 × 10 Hydraulic 2-c stribution (EBD) and Cornering Brake | ele-joint McPherson spring strut axle with anti-dive control e with trailing arms in aluminium lightweight construction disc, vented 307 × 24 disc 280 × 10 circuit brake system with anti-lock brakes (ABS), electronic e Control (CBC), Dynamic Stability Control (DSC) with brake |
| Suspension Front wheel suspension Rear wheel suspension Brakes, front Diameter Rear brakes Diameter | mm mm brake force di | Sing Multilink axl disc, vented 307 × 24 disc 280 × 10 Hydraulic 2-c stribution (EBD) and Cornering Brake | e with trailing arms in aluminium lightweight construction disc, vented 307 × 24 disc 280 × 10 circuit brake system with anti-lock brakes (ABS), electronic e Control (CBC), Dynamic Stability Control (DSC) with brake ntrol (DTC) and Electronic Differential Lock Control (EDLC). |
| Suspension Front wheel suspension Rear wheel suspension Brakes, front Diameter Rear brakes Diameter Driving stability systems | mm mm brake force di | Sing Multilink axl disc, vented 307 × 24 disc 280 × 10 Hydraulic 2-c stribution (EBD) and Cornering Brake start assistant, Dynamic Traction Col | e with trailing arms in aluminium lightweight construction disc, vented 307 × 24 disc 280 × 10 circuit brake system with anti-lock brakes (ABS), electronic control (CBC), Dynamic Stability Control (DSC) with brake antrol (DTC) and Electronic Differential Lock Control (EDLC). Handbrake impacts mechanically on rear wheels |
| Suspension Front wheel suspension Rear wheel suspension Brakes, front Diameter Rear brakes Diameter Driving stability systems | mm mm brake force di assistant, hill | Sing Multilink axl disc, vented 307 × 24 disc 280 × 10 Hydraulic 2-c stribution (EBD) and Cornering Brake start assistant, Dynamic Traction Col | ele-joint McPherson spring strut axle with anti-dive control e with trailing arms in aluminium lightweight construction disc, vented 307 × 24 disc 280 × 10 circuit brake system with anti-lock brakes (ABS), electronic control (CBC), Dynamic Stability Control (DSC) with brake introl (DTC) and Electronic Differential Lock Control (EDLC). Handbrake impacts mechanically on rear wheels supported steering (EPS); 2.4 revolutions from lock to lock |
| Suspension Front wheel suspension Rear wheel suspension Brakes, front Diameter Rear brakes Diameter Driving stability systems Steering Overall steering ratio | mm mm brake force di | Sing Multilink axl disc, vented 307 × 24 disc 280 × 10 Hydraulic 2-c stribution (EBD) and Cornering Brake start assistant, Dynamic Traction Col | e with trailing arms in aluminium lightweight construction disc, vented 307 × 24 disc 280 × 10 circuit brake system with anti-lock brakes (ABS), electronic e control (CBC), Dynamic Stability Control (DSC) with brake ntrol (DTC) and Electronic Differential Lock Control (EDLC). Handbrake impacts mechanically on rear wheels supported steering (EPS); 2.4 revolutions from lock to lock 14.1 |
| Suspension Front wheel suspension Rear wheel suspension Brakes, front Diameter Rear brakes Diameter Driving stability systems Steering Overall steering ratio Tyres | mm mm brake force di assistant, hill | Sing Multilink axl disc, vented 307 × 24 disc 280 × 10 Hydraulic 2-c stribution (EBD) and Cornering Brake start assistant, Dynamic Traction Col Electrically: 14.1 205/55 R17 91V RSC | e with trailing arms in aluminium lightweight construction disc, vented 307 × 24 disc 280 × 10 circuit brake system with anti-lock brakes (ABS), electronic e control (CBC), Dynamic Stability Control (DSC) with brake ntrol (DTC) and Electronic Differential Lock Control (EDLC). Handbrake impacts mechanically on rear wheels supported steering (EPS); 2.4 revolutions from lock to lock 14.1 |
| Suspension Front wheel suspension Rear wheel suspension Brakes, front Diameter Rear brakes Diameter Driving stability systems Steering Overall steering ratio Tyres Rims | mm mm brake force di assistant, hill | Sing Multilink axl disc, vented 307 × 24 disc 280 × 10 Hydraulic 2-c stribution (EBD) and Cornering Brake start assistant, Dynamic Traction Col | e with trailing arms in aluminium lightweight construction disc, vented 307 × 24 disc 280 × 10 circuit brake system with anti-lock brakes (ABS), electronic e control (CBC), Dynamic Stability Control (DSC) with brake ntrol (DTC) and Electronic Differential Lock Control (EDLC). Handbrake impacts mechanically on rear wheels supported steering (EPS); 2.4 revolutions from lock to lock 14.1 |
| Suspension Front wheel suspension Rear wheel suspension Brakes, front Diameter Rear brakes Diameter Driving stability systems Steering Overall steering ratio Tyres Rims Transmission | mm mm brake force di assistant, hill | Sing Multilink axl disc, vented 307 × 24 disc 280 × 10 Hydraulic 2-c stribution (EBD) and Cornering Brake start assistant, Dynamic Traction Col Electrically: 14.1 205/55 R17 91V RSC 7J × 17 light alloy | e with trailing arms in aluminium lightweight construction disc, vented 307 × 24 disc 280 × 10 circuit brake system with anti-lock brakes (ABS), electronic e control (CBC), Dynamic Stability Control (DSC) with brake introl (DTC) and Electronic Differential Lock Control (EDLC). Handbrake impacts mechanically on rear wheels supported steering (EPS); 2.4 revolutions from lock to lock 14.1 205/55 R17 91V RSC 7J × 17 light alloy |
| Suspension Front wheel suspension Rear wheel suspension Brakes, front Diameter Rear brakes Diameter Driving stability systems Steering Overall steering ratio Tyres Rims Transmission Transmission Fransmission | mm brake force di assistant, hill | Sing Multilink axl disc, vented 307 × 24 disc 280 × 10 Hydraulic 2-c stribution (EBD) and Cornering Brake start assistant, Dynamic Traction Col Electrically: 14.1 205/55 R17 91V RSC 7J × 17 light alloy 6-speed manual transmission | e with trailing arms in aluminium lightweight construction disc, vented 307 × 24 disc 280 × 10 circuit brake system with anti-lock brakes (ABS), electronic e Control (CBC), Dynamic Stability Control (DSC) with brake introl (DTC) and Electronic Differential Lock Control (EDLC). Handbrake impacts mechanically on rear wheels supported steering (EPS); 2.4 revolutions from lock to lock 14.1 205/55 R17 91V RSC 7J × 17 light alloy 6-speed automatic transmission |
| Suspension Front wheel suspension Rear wheel suspension Brakes, front Diameter Rear brakes Diameter Driving stability systems Steering Overall steering ratio Tyres Rims Transmission Transmission type Gear ratio | mm brake force di assistant, hill :1 | Sing Multilink axl disc, vented 307 × 24 disc 280 × 10 Hydraulic 2-c stribution (EBD) and Cornering Brake start assistant, Dynamic Traction Cor Electrically: 14.1 205/55 R17 91V RSC 7J × 17 light alloy 6-speed manual transmission 3.308 | e with trailing arms in aluminium lightweight construction disc, vented 307 × 24 disc 280 × 10 circuit brake system with anti-lock brakes (ABS), electronic e Control (CBC), Dynamic Stability Control (DSC) with brake ntrol (DTC) and Electronic Differential Lock Control (EDLC). Handbrake impacts mechanically on rear wheels supported steering (EPS); 2.4 revolutions from lock to lock to 14.1 205/55 R17 91V RSC 7J × 17 light alloy 6-speed automatic transmission 4.044 |
| Suspension Front wheel suspension Rear wheel suspension Brakes, front Diameter Rear brakes Diameter Driving stability systems Steering Overall steering ratio Tyres Rims Transmission Transmission type Gear ratio I | mm brake force di assistant, hill :1 :1:1:1:1 | Sing Multilink axl disc, vented 307 × 24 disc 280 × 10 Hydraulic 2-c stribution (EBD) and Cornering Brake start assistant, Dynamic Traction Col Electrically: 14.1 205/55 R17 91V RSC 7J × 17 light alloy 6-speed manual transmission 3.308 2.130 | e with trailing arms in aluminium lightweight construction disc, vented 307 × 24 disc 280 × 10 circuit brake system with anti-lock brakes (ABS), electronic e Control (CBC), Dynamic Stability Control (DSC) with brake ntrol (DTC) and Electronic Differential Lock Control (EDLC). Handbrake impacts mechanically on rear wheels supported steering (EPS); 2.4 revolutions from lock to lock 14.1 205/55 R17 91V RSC 7J × 17 light alloy 6-speed automatic transmission 4.044 2.371 |
| Suspension Front wheel suspension Rear wheel suspension Brakes, front Diameter Rear brakes Diameter Driving stability systems Steering Overall steering ratio Tyres Rims Transmission Transmission type Gear ratio II | mm brake force di assistant, hill :1 | Sing Multilink axl disc, vented 307 × 24 disc 280 × 10 Hydraulic 2-c stribution (EBD) and Cornering Brake start assistant, Dynamic Traction Cor Electrically: 14.1 205/55 R17 91V RSC 7J × 17 light alloy 6-speed manual transmission 3.308 | e with trailing arms in aluminium lightweight construction disc, vented 307 × 24 disc 280 × 10 circuit brake system with anti-lock brakes (ABS), electronic e Control (CBC), Dynamic Stability Control (DSC) with brake ntrol (DTC) and Electronic Differential Lock Control (EDLC). Handbrake impacts mechanically on rear wheels supported steering (EPS); 2.4 revolutions from lock to lock 14.1 205/55 R17 91V RSC 7J × 17 light alloy 6-speed automatic transmission 4.044 2.371 1.556 |
| Suspension Front wheel suspension Rear wheel suspension Brakes, front Diameter Rear brakes Diameter Driving stability systems Steering Overall steering ratio Tyres Rims Transmission Transmission type Gear ratio II III IV | mm brake force di assistant, hill :1 :1:1:1:1 | Sing Multilink axl disc, vented 307 × 24 disc 280 × 10 Hydraulic 2-c stribution (EBD) and Cornering Brake start assistant, Dynamic Traction Col Electrically: 14.1 205/55 R17 91V RSC 7J × 17 light alloy 6-speed manual transmission 3.308 2.130 | e with trailing arms in aluminium lightweight construction disc, vented 307 × 24 disc 280 × 10 circuit brake system with anti-lock brakes (ABS), electronic e Control (CBC), Dynamic Stability Control (DSC) with brake ntrol (DTC) and Electronic Differential Lock Control (EDLC). Handbrake impacts mechanically on rear wheels supported steering (EPS); 2.4 revolutions from lock to lock 14.1 205/55 R17 91V RSC 7J × 17 light alloy 6-speed automatic transmission 4.044 2.371 |
| Suspension Front wheel suspension Rear wheel suspension Brakes, front Diameter Rear brakes Diameter Driving stability systems Steering Overall steering ratio Tyres Rims Transmission Transmission type Gear ratio II | mm brake force di assistant, hill :1 :1 :1 :1 :1 | Sing Multilink axl disc, vented 307 × 24 disc 280 × 10 Hydraulic 2-c stribution (EBD) and Cornering Brake start assistant, Dynamic Traction Col Electrically: 14.1 205/55 R17 91V RSC 7J × 17 light alloy 6-speed manual transmission 3.308 2.130 1.483 | e with trailing arms in aluminium lightweight construction disc, vented 307 × 24 disc 280 × 10 circuit brake system with anti-lock brakes (ABS), electronic e Control (CBC), Dynamic Stability Control (DSC) with brake ntrol (DTC) and Electronic Differential Lock Control (EDLC). Handbrake impacts mechanically on rear wheels supported steering (EPS); 2.4 revolutions from lock to lock 14.1 205/55 R17 91V RSC 7J × 17 light alloy 6-speed automatic transmission 4.044 2.371 1.556 |
| Suspension Front wheel suspension Rear wheel suspension Brakes, front Diameter Rear brakes Diameter Driving stability systems Steering Overall steering ratio Tyres Rims Transmission Transmission type Gear ratio II III IV | mm brake force di assistant, hill :1 :1 :1 :1 :1 :1 | Sing Multilink axl disc, vented 307 × 24 disc 280 × 10 Hydraulic 2- stribution (EBD) and Cornering Brake start assistant, Dynamic Traction Cor Electrically: 14.1 205/55 R17 91V RSC 7J × 17 light alloy 6-speed manual transmission 3.308 2.130 1.483 1.139 | e with trailing arms in aluminium lightweight construction disc, vented 307 × 24 disc 280 × 10 circuit brake system with anti-lock brakes (ABS), electronic e Control (CBC), Dynamic Stability Control (DSC) with brake ntrol (DTC) and Electronic Differential Lock Control (EDLC). Handbrake impacts mechanically on rear wheels supported steering (EPS); 2.4 revolutions from lock to lock 14.1 205/55 R17 91V RSC 7J × 17 light alloy 6-speed automatic transmission 4.044 2.371 1.556 1.159 |
| Suspension Front wheel suspension Rear wheel suspension Brakes, front Diameter Rear brakes Diameter Driving stability systems Steering Overall steering ratio Tyres Rims Transmission Transmission type Gear ratio II III IV V | mm brake force di assistant, hill :1 :1 :1 :1 :1 :1 :1 | Sing Multilink axl disc, vented 307 × 24 disc 280 × 10 Hydraulic 2-c stribution (EBD) and Cornering Brake start assistant, Dynamic Traction Col Electrically: 14.1 205/55 R17 91V RSC 7J × 17 light alloy 6-speed manual transmission 3.308 2.130 1.483 1.139 0.949 | ele-joint McPherson spring strut axle with anti-dive control e with trailing arms in aluminium lightweight construction disc, vented 307 × 24 disc 280 × 10 circuit brake system with anti-lock brakes (ABS), electronic e Control (CBC), Dynamic Stability Control (DSC) with brake ntrol (DTC) and Electronic Differential Lock Control (EDLC). Handbrake impacts mechanically on rear wheels supported steering (EPS); 2.4 revolutions from lock to lock 14.1 205/55 R17 91V RSC 7J × 17 light alloy 6-speed automatic transmission 4.044 2.371 1.556 1.159 0.852 |
| Suspension Front wheel suspension Rear wheel suspension Brakes, front Diameter Rear brakes Diameter Driving stability systems Steering Overall steering ratio Tyres Rims Transmission Transmission type Gear ratio II III IV V VI | mm brake force di assistant, hill :1 :1 :1 :1 :1 :1 :1 :1 | Sing Multilink axl disc, vented 307 × 24 disc 280 × 10 Hydraulic 2-c stribution (EBD) and Cornering Brake start assistant, Dynamic Traction Col Electrically: 14.1 205/55 R17 91V RSC 7J × 17 light alloy 6-speed manual transmission 3.308 2.130 1.483 1.139 0.949 0.816 | ele-joint McPherson spring strut axle with anti-dive control e with trailing arms in aluminium lightweight construction disc, vented 307 × 24 disc 280 × 10 circuit brake system with anti-lock brakes (ABS), electronic e Control (CBC), Dynamic Stability Control (DSC) with brake ntrol (DTC) and Electronic Differential Lock Control (EDLC). Handbrake impacts mechanically on rear wheels supported steering (EPS); 2.4 revolutions from lock to lock 14.1 205/55 R17 91V RSC 7J × 17 light alloy 6-speed automatic transmission 4.044 2.371 1.556 1.159 0.852 0.672 |
| Suspension Front wheel suspension Rear wheel suspension Brakes, front Diameter Rear brakes Diameter Driving stability systems Steering Overall steering ratio Tyres Rims Transmission Transmission type Gear ratio II III IV V VI Reverse gear Final drive ratio | mm brake force di assistant, hill :1 :1 :1 :1 :1 :1 :1 :1 :1 :1 | Sing Multilink axl disc, vented 307 × 24 disc 280 × 10 Hydraulic 2-c stribution (EBD) and Cornering Brake start assistant, Dynamic Traction Col Electrically: 14.1 205/55 R17 91V RSC 7J × 17 light alloy 6-speed manual transmission 3.308 2.130 1.483 1.139 0.949 0.816 3.231 | e with trailing arms in aluminium lightweight construction disc, vented 307 × 24 disc 280 × 10 disc (control to the with trailing arms in aluminium lightweight construction disc, vented 307 × 24 disc 280 × 10 disc (control (CBC), Dynamic Stability Control (DSC) with brake ntrol (DTC) and Electronic Differential Lock Control (EDLC). Handbrake impacts mechanically on rear wheels supported steering (EPS); 2.4 revolutions from lock to lock 14.1 205/55 R17 91V RSC 7J × 17 light alloy 6-speed automatic transmission 4.044 2.371 1.556 1.159 0.852 0.672 3.193 |
| Suspension Front wheel suspension Rear wheel suspension Brakes, front Diameter Rear brakes Diameter Driving stability systems Steering Overall steering ratio Tyres Rims Transmission Transmission type Gear ratio II III IV V VI Reverse gear Final drive ratio Driving performance figures | mm mm brake force di assistant, hill :1 :1 :1 :1 :1 :1 :1 :1 :1 :1 :1 | Sing Multilink axl disc, vented 307 × 24 disc 280 × 10 Hydraulic 2-c stribution (EBD) and Cornering Brake start assistant, Dynamic Traction Col Electrically: 14.1 205/55 R17 91V RSC 7J × 17 light alloy 6-speed manual transmission 3.308 2.130 1.483 1.139 0.949 0.816 3.231 | e with trailing arms in aluminium lightweight construction disc, vented 307 × 24 disc 280 × 10 disc (control to the with trailing arms in aluminium lightweight construction disc, vented 307 × 24 disc 280 × 10 disc (control (CBC), Dynamic Stability Control (DSC) with brake ntrol (DTC) and Electronic Differential Lock Control (EDLC). Handbrake impacts mechanically on rear wheels supported steering (EPS); 2.4 revolutions from lock to lock 14.1 205/55 R17 91V RSC 7J × 17 light alloy 6-speed automatic transmission 4.044 2.371 1.556 1.159 0.852 0.672 3.193 |
| Suspension Front wheel suspension Rear wheel suspension Brakes, front Diameter Rear brakes Diameter Driving stability systems Steering Overall steering ratio Tyres Rims Transmission Transmission type Gear ratio II III IV V VI Reverse gear Final drive ratio Driving performance figures Power-to-weight ratio according to | mm brake force di assistant, hill :1 :1 :1 :1 :1 :1 :1 :1 :1 :1 :1 :1 : | Sing Multilink axl disc, vented 307 × 24 disc 280 × 10 Hydraulic 2-c stribution (EBD) and Cornering Brake start assistant, Dynamic Traction Cor Electrically: 14.1 205/55 R17 91V RSC 7J × 17 light alloy 6-speed manual transmission 3.308 2.130 1.483 1.139 0.949 0.816 3.231 3.706 | e with trailing arms in aluminium lightweight construction disc, vented 307 × 24 disc 280 × 10 circuit brake system with anti-lock brakes (ABS), electronic e Control (CBC), Dynamic Stability Control (DSC) with brake introl (DTC) and Electronic Differential Lock Control (EDLC). Handbrake impacts mechanically on rear wheels supported steering (EPS); 2.4 revolutions from lock to lock 14.1 205/55 R17 91V RSC 7J × 17 light alloy 6-speed automatic transmission 4.044 2.371 5.556 1.159 0.852 0.672 3.193 3.683 |
| Suspension Front wheel suspension Rear wheel suspension Brakes, front Diameter Rear brakes Diameter Driving stability systems Steering Overall steering ratio Tyres Rims Transmission Transmission type Gear ratio II III IV V VI Reverse gear Final drive ratio Driving performance figures Power output per litre | mm brake force di assistant, hill :1 :1 :1 :1 :1 :1 :1 :1 :1 :1 :1 :1 kg/kW kW/l | Sing Multilink axl disc, vented 307 × 24 disc 280 × 10 Hydraulic 2-c stribution (EBD) and Cornering Brake start assistant, Dynamic Traction Cor Electrically: 14.1 205/55 R17 91V RSC 7J × 17 light alloy 6-speed manual transmission 3.308 2.130 1.483 1.139 0.949 0.816 3.231 3.706 | e with trailing arms in aluminium lightweight construction disc, vented 307 × 24 disc 280 × 10 circuit brake system with anti-lock brakes (ABS), electronic e Control (CBC), Dynamic Stability Control (DSC) with brake introl (DTC) and Electronic Differential Lock Control (EDLC). Handbrake impacts mechanically on rear wheels supported steering (EPS); 2.4 revolutions from lock to lock 14.1 205/55 R17 91V RSC 7J × 17 light alloy 6-speed automatic transmission 4.044 2.371 1.556 1.159 0.852 0.6672 3.193 3.683 9.9 |
| Suspension Front wheel suspension Rear wheel suspension Brakes, front Diameter Rear brakes Diameter Driving stability systems Steering Overall steering ratio Tyres Rims Transmission Transmission type Gear ratio II IV V VI Reverse gear Final drive ratio Driving performance figures Power-to-weight ratio according to Power output per litre Acceleration Rear wheel suspension Rear wheel suspension Rear wheel suspension III III IV V VI Reverse gear Final drive ratio Driving performance figures Power-to-weight ratio according to Power output per litre Acceleration O-100 km/h | mm brake force di assistant, hill :1 :1 :1 :1 :1 :1 :1 :1 :1 :1 :1 :1 : | Sing Multilink axl disc, vented 307 × 24 disc 280 × 10 Hydraulic 2-c stribution (EBD) and Cornering Brake start assistant, Dynamic Traction Cor Electrically: 14.1 205/55 R17 91V RSC 7J × 17 light alloy 6-speed manual transmission 3.308 2.130 1.483 1.139 0.949 0.816 3.231 3.706 | ele-joint McPherson spring strut axle with anti-dive control e with trailing arms in aluminium lightweight construction disc, vented 307 × 24 disc 280 × 10 circuit brake system with anti-lock brakes (ABS), electronic e Control (CBC), Dynamic Stability Control (DSC) with brake ntrol (DTC) and Electronic Differential Lock Control (EDLC). Handbrake impacts mechanically on rear wheels supported steering (EPS); 2.4 revolutions from lock to lock 7J × 17 light alloy 6-speed automatic transmission 4.044 2.371 1.556 1.159 0.852 0.672 3.193 3.683 |
| Suspension Front wheel suspension Rear wheel suspension Brakes, front Diameter Rear brakes Diameter Driving stability systems Steering Overall steering ratio Tyres Rims Transmission Transmission type Gear ratio II III IV V VI Reverse gear Final drive ratio Driving performance figures Power-to-weight ratio according to Power output per litre Acceleration O-1000 m | mm brake force di assistant, hill :1 :1 :1 :1 :1 :1 :1 :1 :1 :1 :1 :1 : | Sing Multilink axl disc, vented 307 × 24 disc 280 × 10 Hydraulic 2-c stribution (EBD) and Cornering Brake start assistant, Dynamic Traction Cornering Brake start assistant, Dynamic Traction Cornering Brake 14.1 205/55 R17 91V RSC 7J × 17 light alloy 6-speed manual transmission 3.308 2.130 1.483 1.139 0.949 0.816 3.231 3.706 | ele-joint McPherson spring strut axle with anti-dive control e with trailing arms in aluminium lightweight construction disc, vented 307 × 24 disc 280 × 10 circuit brake system with anti-lock brakes (ABS), electronic e Control (CBC), Dynamic Stability Control (DSC) with brake introl (DTC) and Electronic Differential Lock Control (EDLC). Handbrake impacts mechanically on rear wheels supported steering (EPS); 2.4 revolutions from lock to lock 7J × 17 light alloy 6-speed automatic transmission 6-speed automatic transmission 1.556 1.159 0.852 0.6672 3.193 3.683 |
| Suspension Front wheel suspension Rear wheel suspension Brakes, front Diameter Rear brakes Diameter Driving stability systems Steering Overall steering ratio Tyres Rims Transmission Transmission type Gear ratio II IV V VI Reverse gear Final drive ratio Driving performance figures Power-to-weight ratio according to Power output per litre Acceleration Rear wheel suspension Rear wheel suspension Rear wheel suspension III III IV V VI Reverse gear Final drive ratio Driving performance figures Power-to-weight ratio according to Power output per litre Acceleration O-100 km/h | mm brake force di assistant, hill :1 :1 :1 :1 :1 :1 :1 :1 :1 :1 :1 :1 : | Sing Multilink axl disc, vented 307 × 24 disc 280 × 10 Hydraulic 2-c stribution (EBD) and Cornering Brake start assistant, Dynamic Traction Cor Electrically: 14.1 205/55 R17 91V RSC 7J × 17 light alloy 6-speed manual transmission 3.308 2.130 1.483 1.139 0.949 0.816 3.231 3.706 | ele-joint McPherson spring strut axle with anti-dive control e with trailing arms in aluminium lightweight construction disc, vented 307 × 24 disc 280 × 10 circuit brake system with anti-lock brakes (ABS), electronic e Control (CBC), Dynamic Stability Control (DSC) with brake ntrol (DTC) and Electronic Differential Lock Control (EDLC). Handbrake impacts mechanically on rear wheels supported steering (EPS); 2.4 revolutions from lock to lock 7J × 17 light alloy 6-speed automatic transmission 4.044 2.371 1.556 1.159 0.852 0.672 3.193 3.683 |

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| Fuel consumption in EU cycle | 2 | | |
|------------------------------|-----------------|-----|-----|
| Urban | l/100 km | 7.5 | 9.2 |
| Extra-urban | l/100 km | 5.1 | 5.4 |
| Total | l/100 km | 6.0 | 6.8 |
| CO ₂ | g/km | 139 | 157 |
| Other | | | |
| Emission rating | | EU6 | EU6 |
| Insurance rating | 3rd party/fully | 2 | 2 |
| Ground clearance (empty) | mm | 135 | 135 |

 $^{^{\}rm D}$ Weight of road-ready automobile (DIN) plus 75 kg for driver and luggage $^{\rm D}$ Details not yet available

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

| Body | | MINI Cooper S Countryman ALL4 | MINI Cooper S Countryman ALL4 Automatic |
|-------------------------------------|-------------|--|---|
| Number of doors/seats | | 5/5 | 5/5 |
| Length/width/height (empty) | mm | 4109 / 1789 / 1561 | 4109 / 1789 / 1561 |
| Wheelbase | mm | 2595 | 2595 |
| Track width, front/rear | mm | 1525 / 1551 | 1525 / 1551 |
| Turning circle | m | 11.6 | 11.6 |
| Fuel tank capacity | approx. I | 47 | 47 |
| Cooling system incl. heating | | 5.5 | 6.0 |
| Engine oil | I | 4.2 | 4.2 |
| Transmission oil incl. drivetrain | I | lifetime filling | lifetime filling |
| Unladen weight according to | kg | 1390 / 1465 | 1415 / 1490 |
| Payload according to DIN | kg | 510 | 510 |
| Permitted gross vehicle weight | kg | 1900 | 1925 |
| Permitted axle loads, front/rear | kg | 1000 / 930 | 1025 / 930 |
| Permitted trailer load ² | | , | |
| braked (12 %) / unbraked | kg | 750 / 500 | 1000 / 500 |
| Permitted roof load/permitted | kg | 75 / 75 | 75 / 75 |
| Luggage compartment capacity | | 350 – 1170 | 350 – 1170 |
| Aerodynamic drag c / A / c x × A | - / m² / m² | 0.36 / 2.36 / 0.85 | 0.36 / 2.36 / 0.85 |
| Engine | 7 7 | 3.52 / 2.52 / 3.55 | 516.5 / =16.5 / 5165 |
| Type/no. of cylinders/valves | | in-line / 4 / 4 | in-line / 4 / 4 |
| Engine control | | MEVD 17.2.2 | MEVD 17.2.2 |
| Capacity | сс | 1598 | 1598 |
| Bore/stroke | mm | 77.0 / 85.8 | 77.0 / 85.8 |
| Compression | :1 | 10.5 | 10.5 |
| Fuel | RON | 91–98 | 91–98 |
| Output | kW/hp | 140 / 190 | 140 / 190 |
| at engine speed | rpm | 5500 | 5500 |
| Torque (with overboost) | Nm | 240 (260) | 240 (260) |
| at engine speed | rpm | 1600 - 5000 (1700 - 4500) | 1600 - 5000 (1700 - 4500) |
| Electrical system | | | , |
| Battery/installation | Ah / - | 70 / engine compartment | 55 / engine compartment |
| Alternator | Α | 150 | 120 |
| Suspension | | | |
| Front wheel suspension | | Single | joint McPherson spring strut axle with anti-dive control |
| Rear wheel suspension | | | with trailing arms in aluminium lightweight construction |
| Brakes, front | | disc, vented | disc, vented |
| Diameter | mm | 307 × 24 | 307 × 24 |
| Rear brakes | | disc | disc |
| Diameter | mm | 280 × 10 | 280 × 10 |
| Driving stability systems | | Hvdraulic 2-circ | cuit brake system with anti-lock brakes (ABS), electronic |
| - , , | assistant, | distribution (EBD) and Cornering Brake C hill start assistant, Dynamic Traction Contr rol unit with integrated electronic manago | control (CBC), Dynamic Stability Control (DSC) with brake rol (DTC) and Electronic Differential Lock Control (EDLC), ement system for the all-wheel drive system MINI ALL4, handbrake acts mechanically on the rear wheels |
| Steering | - | | pported steering (EPS); 2.4 revolutions from lock to lock |
| Overall steering ratio | :1 | 14.1 | 14.1 |
| Tyres | | 205/55 R17 91V RSC | 205/55 R17 91V RSC |
| Rims | | 7J × 17 light alloy | 7J × 17 light alloy |
| Transmission | | | |
| Transmission type | | 6-speed manual transmission | 6-speed automatic transmission |
| Gear ratio I | :1 | 3.308 | 4.044 |
| II | :1 | 2.130 | 2.371 |
| III | :1 | 1.483 | 1.556 |
| IV | :1 | 1.139 | 1.159 |
| V | :1 | 0.949 | 0.852 |
| VI | :1 | 0.816 | 0.672 |
| Reverse gear | :1 | 3.231 | 3.193 |
| Final drive ratio | :1 | 3.706 | 3.683 |
| Driving performance figures | | | |
| Power-to-weight ratio according to | kg/kW | 10.2 | 10.4 |
| ower to weight fatto according to | | | |
| Power output per litre | kW/I | 84.5 | 84.5 |

7.7

28.4

8.1

29.0

-/-213

0-100 km/h

0-1000 m

80-120 km/h

Acceleration

in 5th gear

Top speed

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| Fuel consumption in EU cycle | e | | |
|------------------------------|-----------------|-----|-----|
| Urban | l/100 km | 8.0 | 9.5 |
| Extra-urban | l/100 km | 5.5 | 5.7 |
| Total | l/100 km | 6.4 | 7.1 |
| CO ₂ | g/km | 148 | 165 |
| Other | | | |
| Emission rating | | EU6 | EU6 |
| Insurance rating | 3rd party/fully | 2 | 2 |
| Ground clearance (empty) | mm | 135 | 135 |

 $^{^{\}rm D}$ Weight of road-ready automobile (DIN) plus 75 kg for driver and luggage $^{\rm D}$ Details not yet available

MINI Cooper Countryman, MINI Cooper Countryman Automatic.

| Body | | MINI Cooper Countryman | MINI Cooper Countryman Automatic |
|---|-----------------|--|---|
| Number of doors/seats | | 5/5 | 5/5 |
| Length/width/height (empty) | mm | 4097 / 1789 / 1561 | 4097 / 1789 / 1561 |
| Wheelbase | mm | 2595 | 2595 |
| Track width, front/rear | mm | 1534 / 1559 | 1534 / 1559 |
| Turning circle | m | 11.6 | 11.6 |
| Fuel tank capacity | approx. l | 47 | 47 |
| | 1 | | |
| Cooling system incl. heating | <u> </u> | 5.5 4.2 | 6.0 |
| Engine oil Transmission oil incl. drivetrain | <u> </u> | lifetime filling | 4.2 lifetime filling |
| Unladen weight according to DIN/EU ¹ | kg | 1265 / 1340 | 1295 / 1370 |
| Payload according to DIN | kg | 510 | 510 |
| Permitted gross vehicle weight | kg | 1775 | 1805 |
| | | | 960 / 880 |
| Permitted axle loads, front/rear Permitted trailer load ² | kg | 930 / 880 | 900 / 660 |
| braked (12 %) / unbraked | kg | -1- | 1000/500 |
| Permitted roof load/permitted | kg | 75 / - | 75 / 75 |
| Luggage compartment capacity | ī | 350 - 1170 | 350 - 1170 |
| Aerodynamic drag c / A / c x × A | - / m² / m² | 0.35 / 2.36 / 0.83 | 0.35 / 2.36 / 0.83 |
| Engine | | · · · | |
| Type/no. of cylinders/valves | | in-line / 4 / 4 | in-line / 4 / 4 |
| Engine control | | MEV 17.2.2 | MEV 17.2.2 |
| Capacity | cc | 1598 | 1598 |
| Bore/stroke | mm | 77 / 85.8 | 77 / 85.8 |
| Compression | :1 | 11.0 | 11.0 |
| | | | |
| Fuel | RON | 91-98 | 91-98 |
| Output | kW/hp | 90 / 122 | 90 / 122 |
| at engine speed | rpm | 6000 | 6000 |
| Torque (with overboost) | Nm | 160 | 160 |
| at engine speed | rpm | 4250 | 4250 |
| Electrical system | | | |
| Battery/installation | Ah / – | 60 / engine compartment | 55 / engine compartment |
| Alternator | A | 150 | 120 |
| Suspension | | | |
| Front wheel suspension | | Sin | gle-joint McPherson spring strut axle with anti-dive control |
| Rear wheel suspension | | Multilink ax | le with trailing arms in aluminium lightweight construction |
| Brakes, front | | disc, vented | disc, vented |
| Diameter | mm | 294 × 22 | 294 × 22 |
| Rear brakes | | disc | disc |
| Diameter | mm | 280 × 10 | 280 × 10 |
| Driving stability systems Steering | Cornering Brake | Control (CBC), Dynamic Stability Dynamic Traction Control (DTC) a | brakes (ABS), electronic brake force distribution (EBD) and y Control (DSC) with brake assistant and hill start assistant, and Electronic Differential Lock Control (EDLC). Handbrake impacts mechanically on rear wheels supported steering (EPS); 2.4 revolutions from lock to lock |
| Overall steering ratio | :1 | 14.1 | 14.1 |
| Tyres | •• | 205/60 R16 92H | 205/60 R16 92H |
| Rims | | 6.5J × 16 light alloy | 6.5J × 16 light alloy |
| | | 0.33 × 10 light alloy | 0.53 ^ TO light alloy |
| Transmission Transmission type | | 6-speed manual transmission | 6-spand automatic transmission |
| Transmission type | .1 | 6-speed manual transmission | 6-speed automatic transmission |
| Gear ratio I | :1 | 3.214 | 4.148 |
| II | :1 | 1.792 | 2.370 |
| III | :1 | 1.194 | 1.556 |
| IV | :1 | 0.914 | 1.155 |
| V | :1 | 0.784 | 0.859 |
| VI | :1 | 0.683 | 0.000 |
| Reverse gear | :1 | 3.143 | 3.334 |
| Final drive ratio | :1 | 4.722 | 4.643 |
| Driving performance figures | | | |
| Power-to-weight ratio according to | kg/kW | 14.1 | 14.4 |
| Power output per litre | kW/l | 56.3 | 56.3 |
| Acceleration 0–100 km/h | S | 10.4 | 11.6 |
| 0-1000 m | S | 32.2 | 33.3 |
| in 5th gear 80–120 km/h | S | 14.7 | -/- |
| Top speed | km/h | 191 | 184 |
| | | | |

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| Fuel consumption in EU | | | |
|------------------------|----------|-----|-----|
| Urban | l/100 km | 7.3 | 9.0 |
| Extra-urban | l/100 km | 5.1 | 5.6 |
| Total | l/100 km | 5.9 | 6.9 |
| CO ₂ | g/km | 137 | 159 |

| Other | | | |
|--------------------------|-----------------|-----|-----|
| Emission rating | | EU6 | EU6 |
| Insurance rating | 3rd party/fully | 2 | 2 |
| Ground clearance (empty) | mm | 145 | 145 |

 $^{^{\}rm D}$ Weight of road-ready automobile (DIN) plus 75 kg for driver and luggage $^{\rm D}$ Details not yet available

MINI Cooper Countryman ALL4, MINI Cooper Countryman ALL4 Automatic.

| Body | M | IINI Cooper Countryman ALL4 | MINI Cooper Countryman ALL4 Automatic |
|--|--|--|--|
| Number of doors/seats | | 5 / 5 | 5 / 5 |
| Length/width/height (empty) | mm | 4100 / 1789 / 1561 | 4100 / 1789 / 1561 |
| Wheelbase | mm | 2596 | 2596 |
| Track width, front/rear | mm | 1537 / 1564 | 1537 / 1564 |
| Turning circle | m | 11.6 | 11.6 |
| Fuel tank capacity | approx. I | 47 | 47 |
| | арргох. г | | |
| Cooling system incl. heating | • | 7.5 | 7.5 |
| Engine oil | <u> </u> | 4.2 | 4.2 |
| Transmission oil incl. drivetrain | l l | lifetime filling | lifetime filling |
| Unladen weight according to DIN/EU 1) | kg | 1350 / 1425 | 1395 / 1470 |
| Payload according to DIN | kg | 510 | 510 |
| Permitted gross vehicle weight | kg | 1860 | 1905 |
| Permitted axle loads, front/rear | kg | 960 / 930 | 1005 / 930 |
| Permitted trailer load | | · | · |
| braked (12 %) / unbraked | kg | -1- | 1000 / 500 |
| Permitted roof load/permitted | kg | 75 / - | 75 / 75 |
| Luggage compartment capacity | Ī | 350 - 1170 | 350 - 1170 |
| Aerodynamic drag c _x / A / c _x × A | - / m² / m² | 0.35 / 2.36 / 0.83 | 0.35 / 2.36 / 0.83 |
| Engine | 7 7 | 3,550 / 2,550 / 3,550 | 2,22 (2,22 (2,22 |
| Type/no. of cylinders/valves | | in-line / 4 / 4 | in-line / 4 / 4 |
| | | | |
| Engine control | | MEV 1722 | MEVD 1722 |
| Capacity | сс | 1598 | 1598 |
| Bore/stroke | mm | 77.0 / 85.8 | 77.0 / 85.8 |
| Compression | :1 | 11.0 | 10.5 |
| Fuel | RON | 91–98 | 91–98 |
| Output | kW/hp | 90 / 122 | 90 / 122 |
| at engine speed | rpm | 6000 | 6000 |
| Torque | Nm | 160 | 190 |
| at engine speed | rpm | 4250 | 4250 |
| Electrical system | ı pııı | 4230 | 4230 |
| Battery/installation | Λh / | EE / angina sampartment | EE / angina sampartment |
| | Ah / – A | 55 / engine compartment 120 | 55 / engine compartment |
| Alternator | A | 120 | 120 |
| Suspension | | | |
| | | C'l. '' M.D | to a contract the contract of the contract of the contract of |
| Front wheel suspension | | | herson spring strut axle with anti-dive control |
| Rear wheel suspension | | | herson spring strut axle with anti-dive control g arms in aluminium lightweight construction |
| | | | |
| Rear wheel suspension | mm | Multilink axle with trailin | g arms in aluminium lightweight construction |
| Rear wheel suspension Brakes, front | mm | Multilink axle with trailin disc, vented | g arms in aluminium lightweight construction disc, vented |
| Rear wheel suspension Brakes, front Diameter Rear brakes | | Multilink axle with trailin disc, vented 294 × 22 disc | g arms in aluminium lightweight construction disc, vented 294 × 22 disc |
| Rear wheel suspension Brakes, front Diameter Rear brakes Diameter | mm | Multilink axle with trailin disc, vented 294 × 22 disc 280 × 10 | g arms in aluminium lightweight construction disc, vented 294 × 22 disc 280 × 10 |
| Rear wheel suspension Brakes, front Diameter Rear brakes | mm brake force d | Multilink axle with trailin disc, vented 294 × 22 disc 280 × 10 Hydraulic 2-circuit brake iistribution (EBD) and Cornering Brake Cont iill start assistant, Dynamic Traction Control | g arms in aluminium lightweight construction disc, vented 294 × 22 disc |
| Rear wheel suspension Brakes, front Diameter Rear brakes Diameter Driving stability systems | mm brake force d | Multilink axle with trailin disc, vented 294 × 22 disc 280 × 10 Hydraulic 2-circuit brake slistribution (EBD) and Cornering Brake Control ontrol unit with integrated electronic mana MINI ALL4. Har | g arms in aluminium lightweight construction disc, vented 294 × 22 disc 280 × 10 system with anti-lock brakes (ABS), electronic rol (CBC), Dynamic Stability Control (DSC) with (DTC) and Electronic Differential Lock Control gement system for the all-wheel drive system dbrake impacts mechanically on rear wheels |
| Rear wheel suspension Brakes, front Diameter Rear brakes Diameter | mm brake force d | Multilink axle with trailin disc, vented 294 × 22 disc 280 × 10 Hydraulic 2-circuit brake slistribution (EBD) and Cornering Brake Control ontrol unit with integrated electronic mana MINI ALL4. Har | g arms in aluminium lightweight construction disc, vented 294 × 22 disc 280 × 10 system with anti-lock brakes (ABS), electronic rol (CBC), Dynamic Stability Control (DSC) with (DTC) and Electronic Differential Lock Control gement system for the all-wheel drive system |
| Rear wheel suspension Brakes, front Diameter Rear brakes Diameter Driving stability systems | mm brake force d | Multilink axle with trailin disc, vented 294 × 22 disc 280 × 10 Hydraulic 2-circuit brake slistribution (EBD) and Cornering Brake Control ontrol unit with integrated electronic mana MINI ALL4. Har | g arms in aluminium lightweight construction disc, vented 294 × 22 disc 280 × 10 system with anti-lock brakes (ABS), electronic rol (CBC), Dynamic Stability Control (DSC) with (DTC) and Electronic Differential Lock Control gement system for the all-wheel drive system dbrake impacts mechanically on rear wheels |
| Rear wheel suspension Brakes, front Diameter Rear brakes Diameter Driving stability systems Steering | mm brake force d brake assistant, h (EDLC). DSC co | Multilink axle with trailin disc, vented 294 × 22 disc 280 × 10 Hydraulic 2-circuit brake elistribution (EBD) and Cornering Brake Control ontrol unit with integrated electronic mana MINI ALL4. Har Electrically supported st | g arms in aluminium lightweight construction disc, vented 294 × 22 disc 280 × 10 system with anti-lock brakes (ABS), electronic rol (CBC), Dynamic Stability Control (DSC) with (DTC) and Electronic Differential Lock Control gement system for the all-wheel drive system idbrake impacts mechanically on rear wheels eering (EPS); 2.4 revolutions from lock to lock |
| Rear wheel suspension Brakes, front Diameter Rear brakes Diameter Driving stability systems Steering Overall steering ratio Tyres | mm brake force d brake assistant, h (EDLC). DSC co | Multilink axle with trailin disc, vented 294 × 22 disc 280 × 10 Hydraulic 2-circuit brake istribution (EBD) and Cornering Brake Control unit with integrated electronic mana MINI ALL4. Har Electrically supported st 14.1 205/60 R16 92H | g arms in aluminium lightweight construction disc, vented 294 × 22 disc 280 × 10 system with anti-lock brakes (ABS), electronic rol (CBC), Dynamic Stability Control (DSC) with (DTC) and Electronic Differential Lock Control gement system for the all-wheel drive system dbrake impacts mechanically on rear wheels eering (EPS); 2.4 revolutions from lock to lock 14.1 205/60 R16 92H |
| Rear wheel suspension Brakes, front Diameter Rear brakes Diameter Driving stability systems Steering Overall steering ratio Tyres Rims | mm brake force d brake assistant, h (EDLC). DSC co | Multilink axle with trailin disc, vented 294 × 22 disc 280 × 10 Hydraulic 2-circuit brake: listribution (EBD) and Cornering Brake Control start assistant, Dynamic Traction Control ontrol unit with integrated electronic mana MINI ALL4. Har Electrically supported st | g arms in aluminium lightweight construction disc, vented 294 × 22 disc 280 × 10 system with anti-lock brakes (ABS), electronic rol (CBC), Dynamic Stability Control (DSC) with (DTC) and Electronic Differential Lock Control gement system for the all-wheel drive system dibrake impacts mechanically on rear wheels eering (EPS); 2.4 revolutions from lock to lock 14.1 |
| Rear wheel suspension Brakes, front Diameter Rear brakes Diameter Driving stability systems Steering Overall steering ratio Tyres Rims Transmission | mm brake force d brake assistant, h (EDLC). DSC co | Multilink axle with trailin disc, vented 294 × 22 disc 280 × 10 Hydraulic 2-circuit brake istribution (EBD) and Cornering Brake Control ontrol unit with integrated electronic manaminto MINI ALLA. Har Electrically supported st 14.1 205/60 R16 92H 6.5J × 16 light alloy | g arms in aluminium lightweight construction disc, vented 294 × 22 disc 280 × 10 system with anti-lock brakes (ABS), electronic rol (CBC), Dynamic Stability Control (DSC) with (DTC) and Electronic Differential Lock Control gement system for the all-wheel drive system ddbrake impacts mechanically on rear wheels eering (EPS); 2.4 revolutions from lock to lock 14.1 205/60 R16 92H 6.5J × 16 light alloy |
| Rear wheel suspension Brakes, front Diameter Rear brakes Diameter Driving stability systems Steering Overall steering ratio Tyres Rims Transmission Transmission Transmission type | mm brake force d brake assistant, f (EDLC). DSC co | Multilink axle with trailin disc, vented 294 × 22 disc 280 × 10 Hydraulic 2-circuit brake slistribution (EBD) and Cornering Brake Control control unit with integrated electronic management of the control control unit with integrated electronic management of the control control unit with integrated electronic management of the control control unit with integrated electronic management of the control control unit with integrated electronic management of the control control unit with integrated electronic management of the control control unit with integrated electronic management of the control contro | g arms in aluminium lightweight construction disc, vented 294 × 22 disc 280 × 10 system with anti-lock brakes (ABS), electronic rol (CBC), Dynamic Stability Control (DSC) with (DTC) and Electronic Differential Lock Control gement system for the all-wheel drive system idbrake impacts mechanically on rear wheels eering (EPS); 2.4 revolutions from lock to lock 14.1 205/60 R16 92H 6.5J × 16 light alloy 6-speed automatic transmission |
| Rear wheel suspension Brakes, front Diameter Rear brakes Diameter Driving stability systems Steering Overall steering ratio Tyres Rims Transmission Transmission type Gear ratio | mm brake force d brake assistant, f (EDLC). DSC co | Multilink axle with trailin disc, vented 294 × 22 disc 280 × 10 Hydraulic 2-circuit brake slistribution (EBD) and Cornering Brake Control ontrol unit with integrated electronic manament of the control ontrol unit with integrated electronic manament of the control ontrol unit with integrated electronic manament of the control ontrol unit with integrated electronic manament of the control ontrol unit with integrated electronic manament of the control ontrol unit with integrated electronic manament of the control | g arms in aluminium lightweight construction disc, vented 294 × 22 disc 280 × 10 system with anti-lock brakes (ABS), electronic rol (CBC), Dynamic Stability Control (DSC) with (DTC) and Electronic Differential Lock Control gement system for the all-wheel drive system ndbrake impacts mechanically on rear wheels eering (EPS); 2.4 revolutions from lock to lock 14.1 205/60 R16 92H 6.5J × 16 light alloy 6-speed automatic transmission 4.148 |
| Rear wheel suspension Brakes, front Diameter Rear brakes Diameter Driving stability systems Steering Overall steering ratio Tyres Rims Transmission Transmission type Gear ratio I | mm brake force d brake assistant, I (EDLC). DSC co | Multilink axle with trailin disc, vented 294 × 22 disc 280 × 10 Hydraulic 2-circuit brake ilistribution (EBD) and Cornering Brake Control unit with integrated electronic manamini Allah Electrically supported st 14.1 205/60 R16 92H 6.5J × 16 light alloy 6-speed manual transmission 3.308 2.130 | g arms in aluminium lightweight construction disc, vented 294 × 22 disc 280 × 10 280 × 10 system with anti-lock brakes (ABS), electronic rol (CBC), Dynamic Stability Control (DSC) with (DTC) and Electronic Differential Lock Control gement system for the all-wheel drive system rdbrake impacts mechanically on rear wheels eering (EPS); 2.4 revolutions from lock to lock 14.1 205/60 R16 92H 6.5J × 16 light alloy 6-speed automatic transmission 4.148 2.370 |
| Rear wheel suspension Brakes, front Diameter Rear brakes Diameter Driving stability systems Steering Overall steering ratio Tyres Rims Transmission Transmission type Gear ratio I | mm brake force d brake assistant, t (EDLC). DSC co | Multilink axle with trailin disc, vented 294 × 22 disc 280 × 10 Hydraulic 2-circuit brake ilistribution (EBD) and Cornering Brake Control ontrol unit with integrated electronic manaminity and the Electrically supported st 14.1 205/60 R16 92H 6.5J × 16 light alloy 6-speed manual transmission 3.308 2.130 1.483 | g arms in aluminium lightweight construction disc, vented 294 × 22 disc 280 × 10 system with anti-lock brakes (ABS), electronic rol (CBC), Dynamic Stability Control (DSC) with (DTC) and Electronic Differential Lock Control gement system for the all-wheel drive system dbrake impacts mechanically on rear wheels eering (EPS); 2.4 revolutions from lock to lock 14.1 205/60 R16 92H 6.5J × 16 light alloy 6-speed automatic transmission 4.148 2.370 1.556 |
| Rear wheel suspension Brakes, front Diameter Rear brakes Diameter Driving stability systems Steering Overall steering ratio Tyres Rims Transmission Transmission type Gear ratio II III III | mm brake force d brake assistant, I (EDLC). DSC co | Multilink axle with trailin disc, vented 294 × 22 disc 280 × 10 Hydraulic 2-circuit brake ilistribution (EBD) and Cornering Brake Control unit with integrated electronic manamini Allah Electrically supported st 14.1 205/60 R16 92H 6.5J × 16 light alloy 6-speed manual transmission 3.308 2.130 | g arms in aluminium lightweight construction disc, vented 294 × 22 disc 280 × 10 system with anti-lock brakes (ABS), electronic rol (CBC), Dynamic Stability Control (DSC) with (DTC) and Electronic Differential Lock Control gement system for the all-wheel drive system dibrake impacts mechanically on rear wheels eering (EPS); 2.4 revolutions from lock to lock 14.1 205/60 R16 92H 6.5J × 16 light alloy 6-speed automatic transmission 4.148 2.370 1.556 |
| Rear wheel suspension Brakes, front Diameter Rear brakes Diameter Driving stability systems Steering Overall steering ratio Tyres Rims Transmission Transmission type Gear ratio I | mm brake force d brake assistant, t (EDLC). DSC co | Multilink axle with trailin disc, vented 294 × 22 disc 280 × 10 Hydraulic 2-circuit brake ilistribution (EBD) and Cornering Brake Control ontrol unit with integrated electronic manaminity and the Electrically supported st 14.1 205/60 R16 92H 6.5J × 16 light alloy 6-speed manual transmission 3.308 2.130 1.483 | g arms in aluminium lightweight construction disc, vented 294 × 22 disc 280 × 10 system with anti-lock brakes (ABS), electronic rol (CBC), Dynamic Stability Control (DSC) with (DTC) and Electronic Differential Lock Control gement system for the all-wheel drive system dibrake impacts mechanically on rear wheels eering (EPS); 2.4 revolutions from lock to lock 14.1 205/60 R16 92H 6.5J × 16 light alloy 6-speed automatic transmission 4.148 2.370 1.556 |
| Rear wheel suspension Brakes, front Diameter Rear brakes Diameter Driving stability systems Steering Overall steering ratio Tyres Rims Transmission Transmission type Gear ratio II III III | mm brake force d brake assistant, t (EDLC). DSC co | Multilink axle with trailin disc, vented 294 × 22 disc 280 × 10 Hydraulic 2-circuit brake: listribution (EBD) and Cornering Brake Control unit with integrated electronic mana MINI ALLA. Har Electrically supported st. 14.1 205/60 R16 92H 6.5J × 16 light alloy 6-speed manual transmission 3.308 2.130 1.483 1.139 | g arms in aluminium lightweight construction disc, vented 294 × 22 disc 280 × 10 system with anti-lock brakes (ABS), electronic rol (CBC), Dynamic Stability Control (DSC) with (DTC) and Electronic Differential Lock Control gement system for the all-wheel drive system dibrake impacts mechanically on rear wheels eering (EPS); 2.4 revolutions from lock to lock 14.1 205/60 R16 92H 6.5J × 16 light alloy 6-speed automatic transmission 4.148 2.370 1.556 1.155 |
| Rear wheel suspension Brakes, front Diameter Rear brakes Diameter Driving stability systems Steering Overall steering ratio Tyres Rims Transmission Transmission type Gear ratio II III IV V | mm brake force d brake assistant, t (EDLC). DSC of | Multilink axle with trailin disc, vented 294 × 22 disc 280 × 10 Hydraulic 2-circuit brake distribution (EBD) and Cornering Brake Control unit with integrated electronic mana MINI ALL4. Har Electrically supported st 14.1 205/60 R16 92H 6.5J × 16 light alloy 6-speed manual transmission 3.308 2.130 1.483 1.139 0.949 | g arms in aluminium lightweight construction disc, vented 294 × 22 disc 280 × 10 system with anti-lock brakes (ABS), electronic rol (CBC), Dynamic Stability Control (DSC) with (DTC) and Electronic Differential Lock Control gement system for the all-wheel drive system dibrake impacts mechanically on rear wheels eering (EPS); 2.4 revolutions from lock to lock 14.1 205/60 R16 92H 6.5J × 16 light alloy 6-speed automatic transmission 4.148 2.370 1.556 1.155 0.859 0.686 |
| Rear wheel suspension Brakes, front Diameter Rear brakes Diameter Driving stability systems Steering Overall steering ratio Tyres Rims Transmission Transmission type Gear ratio II III IV V V Reverse gear | mm brake force d brake assistant, f (EDLC). DSC of :1 :1 :1 :1 :1 :1 :1 :1 :1 :1 | Multilink axle with trailin disc, vented 294 × 22 disc 280 × 10 Hydraulic 2-circuit brake distribution (EBD) and Cornering Brake Control unit with integrated electronic manay MINI ALL4. Har Electrically supported st 14.1 205/60 R16 92H 6.5J × 16 light alloy 6-speed manual transmission 3.308 2.130 1.483 1.139 0.949 0.816 3.231 | g arms in aluminium lightweight construction disc, vented 294 × 22 disc 280 × 10 system with anti-lock brakes (ABS), electronic rol (CBC), Dynamic Stability Control (DSC) with (DTC) and Electronic Differential Lock Control gement system for the all-wheel drive system dibrake impacts mechanically on rear wheels eering (EPS); 2.4 revolutions from lock to lock 14.1 205/60 R16 92H 6.5J × 16 light alloy 6-speed automatic transmission 4.148 2.370 1.556 1.155 0.859 0.686 3.394 |
| Rear wheel suspension Brakes, front Diameter Rear brakes Diameter Driving stability systems Steering Overall steering ratio Tyres Rims Transmission Transmission type Gear ratio II III III IV V VI Reverse gear Final drive ratio | mm brake force of brake assistant, I (EDLC). DSC of the second state of the second sta | Multilink axle with trailin disc, vented 294 × 22 disc 280 × 10 Hydraulic 2-circuit brake distribution (EBD) and Cornering Brake Control unit with integrated electronic mana MINI ALL4. Har Electrically supported st 14.1 205/60 R16 92H 6.5J × 16 light alloy 6-speed manual transmission 3.308 2.130 1.483 1.139 0.949 0.816 | g arms in aluminium lightweight construction disc, vented 294 × 22 disc 280 × 10 system with anti-lock brakes (ABS), electronic rol (CBC), Dynamic Stability Control (DSC) with (DTC) and Electronic Differential Lock Control gement system for the all-wheel drive system dibrake impacts mechanically on rear wheels eering (EPS); 2.4 revolutions from lock to lock 14.1 205/60 R16 92H 6.5J × 16 light alloy 6-speed automatic transmission 4.148 2.370 1.556 1.155 0.859 0.686 |
| Rear wheel suspension Brakes, front Diameter Rear brakes Diameter Driving stability systems Steering Overall steering ratio Tyres Rims Transmission Transmission type Gear ratio II III IV V VI Reverse gear Final drive ratio Driving praction Driving performance figures | mm brake force d brake assistant, f (EDLC). DSC of | Multilink axle with trailin disc, vented 294 × 22 disc 280 × 10 Hydraulic 2-circuit brake: listribution (EBD) and Cornering Brake Control ontrol unit with integrated electronic manage MINI ALL4. Har Electrically supported st 14.1 205/60 R16 92H 6.5J × 16 light alloy 6-speed manual transmission 3.308 2.130 1.483 1.139 0.949 0.816 3.231 4.353 | g arms in aluminium lightweight construction disc, vented 294 × 22 disc 280 × 10 system with anti-lock brakes (ABS), electronic rol (CBC), Dynamic Stability Control (DSC) with (DTC) and Electronic Differential Lock Control gement system for the all-wheel drive system idbrake impacts mechanically on rear wheels eering (EPS); 2.4 revolutions from lock to lock 14.1 205/60 R16 92H 6.5J × 16 light alloy 6-speed automatic transmission 4.148 2.370 1.556 0.859 0.686 3.394 3.683 |
| Rear wheel suspension Brakes, front Diameter Rear brakes Diameter Driving stability systems Steering Overall steering ratio Tyres Rims Transmission Transmission type Gear ratio II III V V VI Reverse gear Final drive ratio Driving performance figures Power-to-weight ratio according to | mm brake force d brake assistant, I (EDLC). DSC or :1 :1 :1 :1 :1 :1 :1 :1 :1 :1 :1 :1 :1 | Multilink axle with trailin disc, vented 294 × 22 disc 280 × 10 Hydraulic 2-circuit brake sistribution (EBD) and Cornering Brake Control ontrol unit with integrated electronic manay MINI ALL4. Har Electrically supported st 14.1 205/60 R16 92H 6.5J × 16 light alloy 6-speed manual transmission 3.308 2.130 1.483 1.139 0.949 0.816 3.231 4.353 | g arms in aluminium lightweight construction disc, vented 294 × 22 disc 280 × 10 system with anti-lock brakes (ABS), electronic rol (CBC), Dynamic Stability Control (DSC) with (DTC) and Electronic Differential Lock Control gement system for the all-wheel drive system ddbrake impacts mechanically on rear wheels eering (EPS); 2.4 revolutions from lock to lock eering (EPS); 2.4 revolutions from lock to lock 14.1 205/60 R16 92H 6.5J × 16 light alloy 6-speed automatic transmission 4.148 2.370 1.556 1.155 0.859 0.686 3.394 3.683 |
| Rear wheel suspension Brakes, front Diameter Rear brakes Diameter Driving stability systems Steering Overall steering ratio Tyres Rims Transmission Transmission type Gear ratio II III IV V VI Reverse gear Final drive ratio Driving performance figures Power-to-weight ratio according to Power output per litre | mm brake force d brake assistant, I (EDLC). DSC of :1 :1 :1 :1 :1 :1 :1 :1 :1 :1 :1 :1 :1 | Multilink axle with trailin disc, vented 294 × 22 disc 280 × 10 Hydraulic 2-circuit brake: Iistribution (EBD) and Cornering Brake Control unit with integrated electronic mana; MINI ALL4. Har Electrically supported st 14.1 205/60 R16 92H 6.5J × 16 light alloy 6-speed manual transmission 3.308 2.130 1.483 1.139 0.949 0.816 3.231 4.353 | g arms in aluminium lightweight construction disc, vented 294 × 22 disc 280 × 10 system with anti-lock brakes (ABS), electronic rol (CBC), Dynamic Stability Control (DSC) with (DTC) and Electronic Differential Lock Control genent system for the all-wheel drive system dbrake impacts mechanically on rear wheels eering (EPS); 2.4 revolutions from lock to lock 14.1 205/60 R16 92H 6.5J × 16 light alloy 6-speed automatic transmission 4.148 2.370 1.556 1.155 0.859 0.686 3.394 3.683 |
| Rear wheel suspension Brakes, front Diameter Rear brakes Diameter Driving stability systems Steering Overall steering ratio Tyres Rims Transmission Transmission III III IV V VI Reverse gear Final drive ratio Driving performance figures Power-to-weight ratio according to Power output per litre Acceleration Dammats | mm brake force d brake assistant, I (EDLC). DSC of :1 :1 :1 :1 :1 :1 :1 :1 :1 :1 :1 :1 : | Multilink axle with trailin disc, vented 294 × 22 disc 280 × 10 Hydraulic 2-circuit brake: listribution (EBD) and Cornering Brake Control unit with integrated electronic mana MINI ALLA. Har Electrically supported st 14.1 205/60 R16 92H 6.5J × 16 light alloy 6-speed manual transmission 3.308 2.130 1.483 1.139 0.949 0.816 3.231 4.353 14.9 56.3 11.5 | g arms in aluminium lightweight construction disc, vented 294 × 22 disc 280 × 10 system with anti-lock brakes (ABS), electronic rol (CBC), Dynamic Stability Control (DSC) with (DTC) and Electronic Differential Lock Control gement system for the all-wheel drive system dibrake impacts mechanically on rear wheels eering (EPS); 2.4 revolutions from lock to lock 14.1 205/60 R16 92H 6.5J × 16 light alloy 6-speed automatic transmission 4.148 2.370 1.556 1.155 0.859 0.686 3.394 3.683 |
| Rear wheel suspension Brakes, front Diameter Rear brakes Diameter Driving stability systems Steering Overall steering ratio Tyres Rims Transmission Transmission III III IV V VI Reverse gear Final drive ratio Driving performance figures Power-to-weight ratio according to Power output per litre Acceleration O-1000 m | mm brake force d brake assistant, I (EDLC). DSC of :1 :1 :1 :1 :1 :1 :1 :1 :1 :1 :1 :1 :1 | Multilink axle with trailin disc, vented 294 × 22 disc 280 × 10 Hydraulic 2-circuit brake: listribution (EBD) and Cornering Brake Control unit with integrated electronic mana MINI ALL4. Har Electrically supported st. 14.1 205/60 R16 92H 6.5J × 16 light alloy 6-speed manual transmission 3.308 2.130 1.483 1.139 0.949 0.816 3.231 4.353 14.9 56.3 11.5 56.3 11.5 33.5 | g arms in aluminium lightweight construction disc, vented 294 × 22 disc 280 × 10 system with anti-lock brakes (ABS), electronic rol (CBC), Dynamic Stability Control (DSC) with (DTC) and Electronic Differential Lock Control gement system for the all-wheel drive system dibrake impacts mechanically on rear wheels eering (EPS); 2.4 revolutions from lock to lock 14.1 205/60 R16 92H 6.5J × 16 light alloy 6-speed automatic transmission 4.148 2.370 1.556 1.155 0.859 0.686 3.394 3.683 |
| Rear wheel suspension Brakes, front Diameter Rear brakes Diameter Driving stability systems Steering Overall steering ratio Tyres Rims Transmission Transmission III III IV V VI Reverse gear Final drive ratio Driving performance figures Power-to-weight ratio according to Power output per litre Acceleration Dammats | mm brake force d brake assistant, I (EDLC). DSC of :1 :1 :1 :1 :1 :1 :1 :1 :1 :1 :1 :1 : | Multilink axle with trailin disc, vented 294 × 22 disc 280 × 10 Hydraulic 2-circuit brake: listribution (EBD) and Cornering Brake Control unit with integrated electronic mana MINI ALLA. Har Electrically supported st 14.1 205/60 R16 92H 6.5J × 16 light alloy 6-speed manual transmission 3.308 2.130 1.483 1.139 0.949 0.816 3.231 4.353 14.9 56.3 11.5 | g arms in aluminium lightweight construction disc, vented 294 × 22 disc 280 × 10 system with anti-lock brakes (ABS), electronic rol (CBC), Dynamic Stability Control (DSC) with (DTC) and Electronic Differential Lock Control gement system for the all-wheel drive system dibrake impacts mechanically on rear wheels eering (EPS); 2.4 revolutions from lock to lock 14.1 205/60 R16 92H 6.5J × 16 light alloy 6-speed automatic transmission 4.148 2.370 1.556 1.155 0.859 0.686 3.394 3.683 |

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| Fuel consumption in EU cycle | | | |
|------------------------------|----------|-----|-----|
| Urban | l/100 km | 8.2 | 9.4 |
| Extra-urban | l/100 km | 5.8 | 5.7 |
| Total | l/100 km | 6.7 | 7.0 |
| CO ₂ | g/km | 156 | 164 |
| Other | | | |
| Emission rating | | EU6 | EU6 |
| Insurance rating | 3rd | 2 | 2 |
| Ground clearance (empty) | mm | 145 | 130 |
| | | | |

 $^{^{\}rm D}$ Weight of road-ready automobile (DIN) plus 75 kg for driver and luggage $^{\rm D}$ Details not yet available

MINI One Countryman, MINI One Countryman Automatic.

| Body | | MINI One Countryman | MINI One Countryman Automatic |
|--|-------------------------------------|--|--|
| Number of doors/seats | | 5 / 5 | 5/5 |
| Length/width/height (empty) | mm | 4097 / 1789 / 1561 | 4097 / 1789 / 1561 |
| Wheelbase | mm | 2595 | 2595 |
| Track width, front/rear | mm | 1534 / 1559 | 1534 / 1559 |
| Turning circle | m | 11.6 | 11.6 |
| Fuel tank capacity | approx. l | 47 | 47 |
| Cooling system incl. heating | | 5.5 | 6.0 |
| Engine oil | I | 4.2 | 4.2 |
| Transmission oil incl. drivetrain | <u> </u> | lifetime filling | lifetime filling |
| Unladen weight according to DIN/EU1 | kg | 1265 / 1340 | 1295 / 1370 |
| Payload according to DIN | kg | 510 | 510 |
| Permitted gross vehicle weight | kg | 1775 | 1805 |
| Permitted axle loads, front/rear | kg | 935 / 880 | 965 / 880 |
| Permitted trailer load ² | | | |
| braked (12 %) / unbraked | kg | -/- | -1- |
| Permitted roof load/permitted | kg | 75 / - | 75 / - |
| Luggage compartment capacity | i | 350 – 1170 | 350 – 1170 |
| Aerodynamic drag c _x / A / c _x × A | - / m ² / m ² | 0.36 / 2.36 / 0.85 | 0.36 / 2.36 / 0.85 |
| Engine | | | 5.55 / 2.55 / 5.55 |
| Type/no. of cylinders/valves | | in-line/ 4 / 4 | in-line/ 4/ 4 |
| Engine control | | MEV 17.2.2 | MEV 17.2.2 |
| Capacity | СС | 1598 | 1598 |
| Bore/stroke | mm | 77 / 85.8 | 77 / 85.8 |
| Compression | :1 | 11.0 | 11.0 |
| Fuel | RON | 91–98 | 91–98 |
| | | | |
| Output | kW/hp | 72 / 98 | 72 / 98 |
| at engine speed | rpm | 6000 | 6000 |
| Torque | Nm | 153 | 153 |
| at engine speed | rpm | 3000 | 3000 |
| Electrical system | | | |
| Battery/installation | Ah / – | 60 / engine compartment | 55 / engine compartment |
| Alternator | A | 150 | 120 |
| Suspension | | | |
| Front wheel suspension | | | Pherson spring strut axle with anti-dive control |
| Rear wheel suspension | | Multilink axle with trailir | ng arms in aluminium lightweight construction |
| Brakes, front | | disc, vented | disc, vented |
| Diameter | mm | 294 x 22 | 294 x 22 |
| Rear brakes | | disc | disc |
| Diameter | mm | 280 x 10 | 280 x 10 |
| Driving stability systems | | stribution (EBD) and Cornering Brake Con t, hill start assistant, optional: Dynamic Tr Lock Control (EDLC). Ha | e system with anti-lock brakes (ABS), electronic trol (CBC), Dynamic Stability Control (DSC) with action Control (DTC) and Electronic Differential andbrake impacts mechanically on rear wheels |
| Steering Occupation | | | steering (EPS); 2.4 revolutions from lock to lock |
| Overall steering ratio | :1 | 14.1 | 14.1 |
| Tyres | | 205 / 60 R16 92H | 205 / 60 R16 92H |
| Rims Transmission | | 6.5J × 16 | 6.5J × 16 |
| | | | |
| Transmission type | | 6-speed manual transmission | 6-speed automatic transmission |
| Gear ratio I | :1 | 3.214 | 4.148 |
| II | :1 | 1.792 | 2.370 |
| | :1 | 1.194 | 1.556 |
| IV | :1 | 0.914 | 1.155 |
| V | :1 | 0.784 | 0.859 |
| VI | :1 | 0.683 | 0.686 |
| Reverse gear | :1 | 3.143 | 3.394 |
| Final drive ratio | :1 | 4.353 | 4.643 |
| Driving performance figures | | | |
| Power-to-weight ratio according to | kg/kW | 17.6 | 18.0 |
| | | | |
| Power output per litre | kW/l | 45.1 | 45.1 |
| Power output per litre Acceleration 0–100 km/h | kW/l s | 45.1 11.9 | 45.1 13.9 |
| Acceleration 0–100 km/h | S | 11.9 | 13.9 |
| Acceleration 0–100 km/h 0–1000 m | s s | 11.9 33.7 | 13.9 36.1 |
| Acceleration 0–100 km/h | S | 11.9 | 13.9 |

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| Fuel consumption in EU cy | cle | | |
|---------------------------|--|-----|-----|
| Urban | l/100 km | 7.1 | 9.0 |
| Extra-urban | l/100 km | 5.0 | 5.6 |
| Total | l/100 km | 5.7 | 6.9 |
| CO ₂ | g/km | 134 | 159 |
| Other | | | |
| Emission rating | | EU6 | EU6 |
| Insurance rating | 3rd party/fully comprehen sive/3rd party fire + theft | 2 | |
| Ground clearance | mm | 145 | 145 |

 $^{^{\}rm D}$ Weight of road-ready automobile (DIN) plus 75 kg for driver and luggage $^{\rm D}$ Details not yet available

MINI Cooper SD Countryman, MINI Cooper SD Countryman Automatic.

| Body | | MINI Cooper SD Countryman | MINI Cooper SD Countryman Automatic |
|--|--|--|--|
| Number of doors/seats | | 5/5 | 5/5 |
| Length/width/height (empty) | mm | 4109 / 1789 / 1561 | 4109 / 1789 / 1561 |
| Wheelbase | mm | 2596 | 2596 |
| Track width, front/rear | mm | 1529 / 1556 | 1529 / 1556 |
| Turning circle | | 1329 / 1330 | 1329 / 1330 |
| | m | ** | 47 |
| Fuel tank capacity | approx. I | 47 | |
| Cooling system incl. heating | <u> </u> | 6.0 | 6.5 |
| Engine oil | <u>!</u> | 5.2 | 5.2 |
| Transmission oil incl. drivetrain | | lifetime filling | lifetime filling |
| Unladen weight according to DIN/EU | | 1320 / 1395 | 1350 / 1425 |
| Payload according to DIN | kg | 510 | 510 |
| Permitted gross vehicle weight | kg | 1830 | 1860 |
| Permitted axle loads, front/rear | kg | 995 / 880 | 1025 / 880 |
| Permitted trailer load | | | |
| braked (12 %) / unbraked | kg | 800 / 500 | 1200 / 500 |
| Permitted roof load/permitted | kg | 75 / 75 | 75 75 |
| Luggage compartment capacity | <u> </u> | 350 – 1170 | 350 – 1170 |
| Aerodynamic drag $c_x / A / c_x \times A$ | - / m² / m² | 0.35 / 2.36 / 0.83 | 0.35 / 2.36 / 0.83 |
| Engine | | | |
| Type/no. of cylinders/valves | | in-line / 4 / 4 | in-line / 4 / 4 |
| Engine control | | DDE 701 | DDE 701 |
| Capacity | СС | 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 | 105 / 143 | 105 / 143 |
| <u> </u> | | <u> </u> | |
| at engine speed | rpm | 4000 | 4000 |
| Torque | Nm | 305 | 305 |
| at engine speed | rpm | 1750 – 2700 | 1750 – 2700 |
| Electrical system | | | |
| Battery/installation | Ah / - | 70 / engine compartment | 70 / engine compartment |
| Alternator | Α | 150 | 150 |
| Suspension | | | |
| Front wheel suspension | | Single-joint M | cPherson spring strut axle with anti-dive control |
| Rear wheel suspension | | Multilink axle with tra | iling arms in aluminium lightweight construction |
| Brakes, front | | disc, vented | disc, vented |
| שומגלא, ווטוונ | | | |
| Diameter | mm | 307 × 24 | 307 × 24 |
| Diameter | mm | 307 × 24 | |
| Diameter Rear brakes | | disc | disc |
| Diameter Rear brakes Diameter | mm | disc 280 × 10 | disc 280 × 10 |
| Diameter Rear brakes Diameter Driving stability systems | mm brake force d | disc 280 × 10 Hydraulic 2-circuit bral istribution (EBD) and Cornering Brake Co ill start assistant, Dynamic Traction Cont (EDLC). + | disc 280 × 10 ke system with anti-lock brakes (ABS), electronic introl (CBC), Dynamic Stability Control (DSC) with rol (DTC) and Electronic Differential Lock Control landbrake impacts mechanically on rear wheels |
| Diameter Rear brakes Diameter Driving stability systems Steering | mm brake force d brake assistant, h | disc 280 × 10 Hydraulic 2-circuit bral istribution (EBD) and Cornering Brake Co ill start assistant, Dynamic Traction Cont (EDLC). + Electrically supported | 307 × 24 disc 280 × 10 ke system with anti-lock brakes (ABS), electronic (CBC), Dynamic Stability Control (DSC) with rol (DTC) and Electronic Differential Lock Control Handbrake impacts mechanically on rear wheels Isteering (EPS); 2.4 revolutions from lock to lock |
| Diameter Rear brakes Diameter Driving stability systems Steering Overall steering ratio | mm brake force d | disc 280 × 10 Hydraulic 2-circuit bral istribution (EBD) and Cornering Brake Co ill start assistant, Dynamic Traction Cont (EDLC). F Electrically supported | disc 280 × 10 ke system with anti-lock brakes (ABS), electronic introl (CBC), Dynamic Stability Control (DSC) with rol (DTC) and Electronic Differential Lock Control landbrake impacts mechanically on rear wheels I steering (EPS); 2.4 revolutions from lock to lock 14.1 |
| Diameter Rear brakes Diameter Driving stability systems Steering Overall steering ratio Tyres | mm brake force d brake assistant, h | disc 280 × 10 Hydraulic 2-circuit bral istribution (EBD) and Cornering Brake Co ill start assistant, Dynamic Traction Cont (EDLC). F Electrically supported 14.1 205/55 R17 91V | disc 280 × 10 ke system with anti-lock brakes (ABS), electronic ontrol (CBC), Dynamic Stability Control (DSC) with old (DTC) and Electronic Differential Lock Control landbrake impacts mechanically on rear wheels I steering (EPS); 2.4 revolutions from lock to lock 14.1 205/55 R17 91V |
| Diameter Rear brakes Diameter Driving stability systems Steering Overall steering ratio Tyres Rims | mm brake force d brake assistant, h | disc 280 × 10 Hydraulic 2-circuit bral istribution (EBD) and Cornering Brake Co ill start assistant, Dynamic Traction Cont (EDLC). F Electrically supported | disc 280 × 10 ke system with anti-lock brakes (ABS), electronic introl (CBC), Dynamic Stability Control (DSC) with rol (DTC) and Electronic Differential Lock Control landbrake impacts mechanically on rear wheels I steering (EPS); 2.4 revolutions from lock to lock |
| Diameter Rear brakes Diameter Driving stability systems Steering Overall steering ratio Tyres Rims Transmission | mm brake force d brake assistant, h | disc 280 × 10 Hydraulic 2-circuit bral istribution (EBD) and Cornering Brake Co ill start assistant, Dynamic Traction Cont (EDLC). H Electrically supported 14.1 205/55 R17 91V 7J × 17 light alloy | disc 280 × 10 ke system with anti-lock brakes (ABS), electronic introl (CBC), Dynamic Stability Control (DSC) with rol (DTC) and Electronic Differential Lock Control landbrake impacts mechanically on rear wheels I steering (EPS); 2.4 revolutions from lock to lock 14.1 205/55 R17 91V 7J × 17 light alloy |
| Diameter Rear brakes Diameter Driving stability systems Steering Overall steering ratio Tyres Rims Transmission Transmission type | mm brake force d brake assistant, h | disc 280 × 10 Hydraulic 2-circuit bral istribution (EBD) and Cornering Brake Co ill start assistant, Dynamic Traction Cont (EDLC). F Electrically supported 14.1 205/55 R17 91V 7J × 17 light alloy 6-speed manual transmission | disc 280 × 10 ke system with anti-lock brakes (ABS), electronic introl (CBC), Dynamic Stability Control (DSC) with rol (DTC) and Electronic Differential Lock Control Handbrake impacts mechanically on rear wheels I steering (EPS); 2.4 revolutions from lock to lock 14.1 205/55 R17 91V 7J × 17 light alloy 6-speed automatic transmission |
| Diameter Rear brakes Diameter Driving stability systems Steering Overall steering ratio Tyres Rims Transmission Transmission type Gear ratio | mm brake force d brake assistant, h :1 | disc 280 × 10 Hydraulic 2-circuit bral istribution (EBD) and Cornering Brake Co ill start assistant, Dynamic Traction Cont (EDLC). H Electrically supported 14.1 205/55 R17 91V 7J × 17 light alloy 6-speed manual transmission 3.308 | disc 280 × 10 ke system with anti-lock brakes (ABS), electronic introl (CBC), Dynamic Stability Control (DSC) with rol (DTC) and Electronic Differential Lock Control landbrake impacts mechanically on rear wheels I steering (EPS); 2.4 revolutions from lock to lock 14.1 205/55 R17 91V 7J × 17 light alloy 6-speed automatic transmission 4.044 |
| Diameter Rear brakes Diameter Driving stability systems Steering Overall steering ratio Tyres Rims Transmission Transmission type Gear ratio I | mm brake force d brake assistant, h | disc 280 × 10 Hydraulic 2-circuit bral istribution (EBD) and Cornering Brake Co ill start assistant, Dynamic Traction Cont (EDLC). It Electrically supported 14.1 205/55 R17 91V 7J × 17 light alloy 6-speed manual transmission 3.308 1.870 | disc 280 × 10 ke system with anti-lock brakes (ABS), electronic introl (CBC), Dynamic Stability Control (DSC) with rol (DTC) and Electronic Differential Lock Control Handbrake impacts mechanically on rear wheels I steering (EPS); 2.4 revolutions from lock to lock 14.1 205/55 R17 91V 7J × 17 light alloy 6-speed automatic transmission 4.044 2.371 |
| Diameter Rear brakes Diameter Driving stability systems Steering Overall steering ratio Tyres Rims Transmission Transmission type Gear ratio | mm brake force d brake assistant, h :1 | disc 280 × 10 Hydraulic 2-circuit bral istribution (EBD) and Cornering Brake Co ill start assistant, Dynamic Traction Cont (EDLC). H Electrically supported 14.1 205/55 R17 91V 7J × 17 light alloy 6-speed manual transmission 3.308 | disc 280 × 10 ke system with anti-lock brakes (ABS), electronic introl (CBC), Dynamic Stability Control (DSC) with rol (DTC) and Electronic Differential Lock Control landbrake impacts mechanically on rear wheels I steering (EPS); 2.4 revolutions from lock to lock 14.1 205/55 R17 91V 7J × 17 light alloy 6-speed automatic transmission 4.044 |
| Diameter Rear brakes Diameter Driving stability systems Steering Overall steering ratio Tyres Rims Transmission Transmission type Gear ratio I | mm brake force d brake assistant, h :1 :1 | disc 280 × 10 Hydraulic 2-circuit bral istribution (EBD) and Cornering Brake Co ill start assistant, Dynamic Traction Cont (EDLC). It Electrically supported 14.1 205/55 R17 91V 7J × 17 light alloy 6-speed manual transmission 3.308 1.870 | disc 280 × 10 ke system with anti-lock brakes (ABS), electronic introl (CBC), Dynamic Stability Control (DSC) with rol (DTC) and Electronic Differential Lock Control landbrake impacts mechanically on rear wheels I steering (EPS); 2.4 revolutions from lock to lock 14.1 205/55 R17 91V 7J × 17 light alloy 6-speed automatic transmission 4.044 2.371 1.556 |
| Diameter Rear brakes Diameter Driving stability systems Steering Overall steering ratio Tyres Rims Transmission Transmission type Gear ratio II | mm brake force d brake assistant, h :1 :1 :1 :1 | disc 280 × 10 Hydraulic 2-circuit bral istribution (EBD) and Cornering Brake Co ill start assistant, Dynamic Traction Cont (EDLC). F Electrically supported 14.1 205/55 R17 91V 7J × 17 light alloy 6-speed manual transmission 3.308 1.870 1.194 | disc 280 × 10 ke system with anti-lock brakes (ABS), electronic introl (CBC), Dynamic Stability Control (DSC) with rol (DTC) and Electronic Differential Lock Control landbrake impacts mechanically on rear wheels I steering (EPS); 2.4 revolutions from lock to lock 14.1 205/55 R17 91V 7J × 17 light alloy 6-speed automatic transmission 4.044 2.371 1.556 1.159 |
| Diameter Rear brakes Diameter Driving stability systems Steering Overall steering ratio Tyres Rims Transmission Transmission type Gear ratio II III IV | mm brake force d brake assistant, h :1 :1 :1 :1 :1 :1 | disc 280 × 10 Hydraulic 2-circuit bral istribution (EBD) and Cornering Brake Co ill start assistant, Dynamic Traction Cont (EDLC). + Electrically supported 14.1 205/55 R17 91V 7J × 17 light alloy 6-speed manual transmission 3.308 1.870 1.194 0.872 0.721 | disc 280 × 10 280 × 1 |
| Diameter Rear brakes Diameter Driving stability systems Steering Overall steering ratio Tyres Rims Transmission Transmission type Gear ratio II III IV V VI | mm brake force d brake assistant, h :1 :1 :1 :1 :1 :1 :1 :1 :1 | disc 280 × 10 Hydraulic 2-circuit bral istribution (EBD) and Cornering Brake Co ill start assistant, Dynamic Traction Cont (EDLC). F Electrically supported 14.1 205/55 R17 91V 7J × 17 light alloy 6-speed manual transmission 3.308 1.870 1.194 0.872 0.721 0.596 | disc 280 × 10 280 × 1 |
| Diameter Rear brakes Diameter Driving stability systems Steering Overall steering ratio Tyres Rims Transmission Transmission type Gear ratio II III IV V VI Reverse gear | mm brake force d brake assistant, h :1 :1 :1 :1 :1 :1 :1 :1 :1 :1 :1 | disc 280 × 10 Hydraulic 2-circuit bral istribution (EBD) and Cornering Brake Co ill start assistant, Dynamic Traction Cont (EDLC). F Electrically supported 14.1 205/55 R17 91V 7J × 17 light alloy 6-speed manual transmission 3.308 1.870 1.194 0.872 0.721 0.596 3.231 | disc 280 × 10 ke system with anti-lock brakes (ABS), electronic introl (CBC), Dynamic Stability Control (DSC) with rol (DTC) and Electronic Differential Lock Control landbrake impacts mechanically on rear wheels I steering (EPS); 2.4 revolutions from lock to lock 14.1 205/55 R17 91V 7J × 17 light alloy 6-speed automatic transmission 4.044 2.371 1.556 1.159 0.852 0.672 3.193 |
| Diameter Rear brakes Diameter Driving stability systems Steering Overall steering ratio Tyres Rims Transmission Transmission type Gear ratio II III IV V VI Reverse gear Final drive ratio | mm brake force d brake assistant, h :1 :1 :1 :1 :1 :1 :1 :1 :1 | disc 280 × 10 Hydraulic 2-circuit bral istribution (EBD) and Cornering Brake Co ill start assistant, Dynamic Traction Cont (EDLC). F Electrically supported 14.1 205/55 R17 91V 7J × 17 light alloy 6-speed manual transmission 3.308 1.870 1.194 0.872 0.721 0.596 | disc 280 × 10 ke system with anti-lock brakes (ABS), electronic introl (CBC), Dynamic Stability Control (DSC) with rol (DTC) and Electronic Differential Lock Control landbrake impacts mechanically on rear wheels I steering (EPS); 2.4 revolutions from lock to lock 14.1 205/55 R17 91V 7J × 17 light alloy 6-speed automatic transmission 4.044 2.371 1.556 1.159 0.852 0.672 3.193 |
| Diameter Rear brakes Diameter Driving stability systems Steering Overall steering ratio Tyres Rims Transmission Transmission type Gear ratio II III IV V VI Reverse gear Final drive ratio Driving performance figures | mm brake force d brake assistant, h :1 :1 :1 :1 :1 :1 :1 :1 :1 :1 :1 | disc 280 × 10 Hydraulic 2-circuit bral istribution (EBD) and Cornering Brake Co ill start assistant, Dynamic Traction Cont (EDLC). H Electrically supported 14.1 205/55 R17 91V 7J × 17 light alloy 6-speed manual transmission 3.308 1.870 1.194 0.872 0.721 0.596 3.231 3.706 | disc 280 × 10 ke system with anti-lock brakes (ABS), electronic introl (CBC), Dynamic Stability Control (DSC) with landbrake impacts mechanically on rear wheels I steering (EPS); 2.4 revolutions from lock to lock 14.1 205/55 R17 91V 7J × 17 light alloy 6-speed automatic transmission 4.044 2.371 1.556 1.159 0.852 0.672 3.193 3.683 |
| Diameter Rear brakes Diameter Driving stability systems Steering Overall steering ratio Tyres Rims Transmission Transmission type Gear ratio II III IV V VI Reverse gear Final drive ratio Driving performance figures Power-to-weight ratio according to | mm brake force d brake assistant, h :1 :1 :1 :1 :1 :1 :1 :1 :1 :1 :1 :1 : | disc 280 × 10 Hydraulic 2-circuit bral istribution (EBD) and Cornering Brake Co ill start assistant, Dynamic Traction Cont (EDLC). It Electrically supported 14.1 205/55 R17 91V 7J × 17 light alloy 6-speed manual transmission 3.308 1.870 1.194 0.872 0.721 0.596 3.231 3.706 | disc 280 × 10 ke system with anti-lock brakes (ABS), electronic introl (CBC), Dynamic Stability Control (DSC) with rol (DTC) and Electronic Differential Lock Control landbrake impacts mechanically on rear wheels I steering (EPS); 2.4 revolutions from lock to lock 14.1 205/55 R17 91V 7J × 17 light alloy 6-speed automatic transmission 4.044 2.371 1.556 1.159 0.852 0.672 3.193 3.683 |
| Diameter Rear brakes Diameter Driving stability systems Steering Overall steering ratio Tyres Rims Transmission Transmission type Gear ratio II III IV V VI Reverse gear Final drive ratio Driving performance figures Power-to-weight ratio according to Power output per litre | mm brake force d brake assistant, h :1 :1 :1 :1 :1 :1 :1 :1 :1 :1 kg/kW kW/l | disc 280 × 10 Hydraulic 2-circuit bral istribution (EBD) and Cornering Brake Co ill start assistant, Dynamic Traction Cont (EDLC). It Electrically supported 14.1 205/55 R17 91V 7J × 17 light alloy 6-speed manual transmission 3.308 1.870 1.194 0.872 0.721 0.596 3.231 3.706 | disc 280 × 10 ke system with anti-lock brakes (ABS), electronic introl (CBC), Dynamic Stability Control (DSC) with rol (DTC) and Electronic Differential Lock Control landbrake impacts mechanically on rear wheels I steering (EPS); 2.4 revolutions from lock to lock 14.1 205/55 R17 91V 7J × 17 light alloy 6-speed automatic transmission 4.044 2.371 1.556 1.159 0.852 0.672 3.193 3.683 |
| Diameter Rear brakes Diameter Driving stability systems Steering Overall steering ratio Tyres Rims Transmission Transmission type Gear ratio II III IV V VI Reverse gear Final drive ratio Driving performance figures Power-to-weight ratio according to Power output per litre Acceleration O-100 km/h | mm brake force d brake assistant, h :1 :1 :1 :1 :1 :1 :1 :1 :1 :1 :1 :1 :1 | disc 280 × 10 Hydraulic 2-circuit bral istribution (EBD) and Cornering Brake Co ill start assistant, Dynamic Traction Cont (EDLC). F Electrically supported 14.1 205/55 R17 91V 7J × 17 light alloy 6-speed manual transmission 3.308 1.870 1.194 0.872 0.721 0.596 3.231 3.706 12.6 52.6 9.2 | disc 280 × 10 ke system with anti-lock brakes (ABS), electronic introl (CBC), Dynamic Stability Control (DSC) with rol (DTC) and Electronic Differential Lock Control landbrake impacts mechanically on rear wheels I steering (EPS); 2.4 revolutions from lock to lock 14.1 205/55 R17 91V 7J × 17 light alloy 6-speed automatic transmission 4.044 2.371 1.556 1.159 0.852 0.672 3.193 3.683 12.8 52.6 |
| Diameter Rear brakes Diameter Driving stability systems Steering Overall steering ratio Tyres Rims Transmission Transmission type Gear ratio II III IV V VI Reverse gear Final drive ratio Driving performance figures Power-to-weight ratio according to Power output per litre Acceleration O-1000 m | mm brake force d brake assistant, h :1 :1 :1 :1 :1 :1 :1 :1 :1 :1 :1 :1 | disc 280 × 10 Hydraulic 2-circuit bral istribution (EBD) and Cornering Brake Co ill start assistant, Dynamic Traction Cont (EDLC). F Electrically supported 14.1 205/55 R17 91V 7J × 17 light alloy 6-speed manual transmission 3.308 1.870 1.194 0.872 0.721 0.596 3.231 3.706 12.6 52.6 9.2 30.4 | disc 280 × 10 ke system with anti-lock brakes (ABS), electronic introl (CBC), Dynamic Stability Control (DSC) with rol (DTC) and Electronic Differential Lock Control landbrake impacts mechanically on rear wheels I steering (EPS); 2.4 revolutions from lock to lock 14.1 205/55 R17 91V 7J × 17 light alloy 6-speed automatic transmission 4.044 2.371 1.556 1.159 0.852 0.672 3.193 3.683 12.8 52.6 9.4 30.6 |
| Diameter Rear brakes Diameter Driving stability systems Steering Overall steering ratio Tyres Rims Transmission Transmission type Gear ratio II III IV V VI Reverse gear Final drive ratio Driving performance figures Power-to-weight ratio according to Power output per litre Acceleration O-100 km/h | mm brake force d brake assistant, h :1 :1 :1 :1 :1 :1 :1 :1 :1 :1 :1 :1 :1 | disc 280 × 10 Hydraulic 2-circuit bral istribution (EBD) and Cornering Brake Co ill start assistant, Dynamic Traction Cont (EDLC). F Electrically supported 14.1 205/55 R17 91V 7J × 17 light alloy 6-speed manual transmission 3.308 1.870 1.194 0.872 0.721 0.596 3.231 3.706 12.6 52.6 9.2 | disc 280 × 10 280 × 1 |

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| Fuel consumption in EU cycle | | | |
|------------------------------|----------|-----|-----|
| Urban | l/100 km | 5.1 | 7.2 |
| Extra-urban | l/100 km | 4.2 | 4.8 |
| Total | l/100 km | 4.5 | 5.7 |
| CO ₂ | g/km | 119 | 149 |
| Other | | | |
| Emission rating | | EU6 | EU6 |
| Insurance rating | 3rd | 2 | 2 |
| Ground clearance (empty) | mm | 150 | 150 |
| | | | |

 $^{^{\}rm D}$ Weight of road-ready automobile (DIN) plus 75 kg for driver and luggage $^{\rm D}$ Details not yet available

Body

MINI Cooper SD Countryman ALL4, MINI Cooper SD Countryman ALL4 Automatic.

MINI Cooper SD Countryman ALL4

MINI Cooper SD Countryman ALL4 Automatic

| bouy . | • | inti coopei 35 countrymun ALL4 | mini cooper 35 country man ALL4 Automatic |
|---|--|--|--|
| Number of doors/seats | | 5/5 | 5/5 |
| Length/width/height (empty) | mm | 4109 / 1789 / 1561 | 4109 / 1789 / 1561 |
| Wheelbase | mm | 2596 | 2596 |
| Track width, front/rear | mm | 1529 / 1556 | 1529 / 1556 |
| Turning circle | m | 11.6 | 11.6 |
| Fuel tank capacity | approx. l | 47 | 47 |
| Cooling system incl. heating | <u> </u> | 6.0 | 6.5 |
| Engine oil | l l | 5.2 | 5.2 |
| Transmission oil incl. drivetrain | I | lifetime filling | lifetime filling |
| Unladen weight according to DIN/EU | 1) kg | 1405 / 1480 | 1430 / 1505 |
| Payload according to DIN | kg | 510 | 510 |
| Permitted gross vehicle weight | kg | 1915 | 1940 |
| Permitted axle loads, front/rear | kg | 1020 / 930 | 1040 / 930 |
| Permitted trailer load | | | |
| braked (12 %) / unbraked | kg | 800 / 500 | 1200 / 500 |
| Permitted roof load/permitted | kg | 75 75 | 75 75 |
| Luggage compartment capacity | <u> </u> | 350 – 1170 | 350 - 1170 |
| Aerodynamic drag c _x / A / c _x × A | - / m² / m² | 0.35 / 2.36 / 0.83 | 0.35 / 2.36 / 0.83 |
| Engine | | | |
| Type/no. of cylinders/valves | | in-line / 4 / 4 | in-line / 4 / 4 |
| Engine control | | DDE 701 | DDE 701 |
| Capacity | сс | 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 | 105 / 143 | 105 / 143 |
| at engine speed | rpm | 4000 | 4000 |
| Torque | Nm | 305 | 305 |
| at engine speed | rpm | 1750 - 2700 | 1750 – 2700 |
| Electrical system | | | |
| Battery/installation | Ah / - | 70 / engine compartment | 70 / engine compartment |
| Alternator | Α | 150 | 150 |
| Suspension | | .50 | .53 |
| Front wheel suspension | | Single-ioint | McPherson spring strut axle with anti-dive control |
| Rear wheel suspension | | | railing arms in aluminium lightweight construction |
| Brakes, front | | disc, vented | disc, vented |
| Diameter | mm | 307 × 24 | 307 × 24 |
| | | | |
| Rear brakes | | disc | disc |
| Diameter | mm | 280 × 10 | 280 × 10 |
| Driving stability systems | | distribution (EBD) and Cornering Brake (| ake system with anti-lock brakes (ABS), electronic Control (CBC), Dynamic Stability Control (DSC) with ntrol (DTC) and Electronic Differential Lock Control |
| | | ontrol unit with integrated electronic m MINI ALL4 | anagement system for the all-wheel drive system . Handbrake impacts mechanically on rear wheels |
| Steering | | ontrol unit with integrated electronic m MINI ALL4 | |
| Steering Overall steering ratio | | ontrol unit with integrated electronic m MINI ALL4 Electrically supporte 14.1 | . Handbrake impacts mechanically on rear wheels |
| | (EDLC). DSC c | ontrol unit with integrated electronic m MINI ALL4 Electrically supporte | . Handbrake impacts mechanically on rear wheels ed steering (EPS); 2.4 revolutions from lock to lock |
| Overall steering ratio | (EDLC). DSC c | ontrol unit with integrated electronic m MINI ALL4 Electrically supporte 14.1 | . Handbrake impacts mechanically on rear wheels ed steering (EPS); 2.4 revolutions from lock to lock 14.1 205/55 R17 91V |
| Overall steering ratio Tyres | (EDLC). DSC c | ontrol unit with integrated electronic m MINI ALL4 Electrically supporto 14.1 205/55 R17 91V | . Handbrake impacts mechanically on rear wheels ed steering (EPS); 2.4 revolutions from lock to lock 14.1 |
| Overall steering ratio Tyres Rims Transmission | (EDLC). DSC c | ontrol unit with integrated electronic m MINI ALL4 Electrically supporto 14.1 205/55 R17 91V | . Handbrake impacts mechanically on rear wheels ed steering (EPS); 2.4 revolutions from lock to lock 14.1 205/55 R17 91V |
| Overall steering ratio Tyres Rims | (EDLC). DSC c | ontrol unit with integrated electronic m MINI ALLA Electrically support 14.1 205/55 R17 91V 7J × 17 light alloy | . Handbrake impacts mechanically on rear wheels ed steering (EPS); 2.4 revolutions from lock to lock 14.1 205/55 R17 91V 7J × 17 light alloy 6-speed automatic transmission |
| Overall steering ratio Tyres Rims Transmission Transmission type | (EDLC). DSC c | ontrol unit with integrated electronic m MINI ALL4 Electrically supports 14.1 205/55 R17 91V 7J × 17 light alloy 6-speed manual transmission | . Handbrake impacts mechanically on rear wheels ed steering (EPS); 2.4 revolutions from lock to lock 14.1 205/55 R17 91V 7J × 17 light alloy 6-speed automatic transmission 4.044 |
| Overall steering ratio Tyres Rims Transmission Transmission type Gear ratio I | :1 | ontrol unit with integrated electronic m MINI ALL4 Electrically supporte 14.1 205/55 R17 91V 7J × 17 light alloy 6-speed manual transmission 3.308 1.870 | . Handbrake impacts mechanically on rear wheels ed steering (EPS); 2.4 revolutions from lock to lock 14.1 205/55 R17 91V 7J × 17 light alloy 6-speed automatic transmission 4.044 2.371 |
| Overall steering ratio Tyres Rims Transmission Transmission type Gear ratio I II | :1 :1 :1 :1 :1 | ontrol unit with integrated electronic m MINI ALL4 Electrically supports 14.1 205/55 R17 91V 7J × 17 light alloy 6-speed manual transmission 3.308 1.870 1.194 | . Handbrake impacts mechanically on rear wheels ed steering (EPS); 2.4 revolutions from lock to lock 14.1 205/55 R17 91V 7J × 17 light alloy 6-speed automatic transmission 4.044 2.371 1.556 |
| Overall steering ratio Tyres Rims Transmission Transmission type Gear ratio | :1 :1 :1 :1 :1 :1 | ontrol unit with integrated electronic m MINI ALL4 Electrically supports 14.1 205/55 R17 91V 7J × 17 light alloy 6-speed manual transmission 3.308 1.870 1.194 0.872 | . Handbrake impacts mechanically on rear wheels ed steering (EPS); 2.4 revolutions from lock to lock 14.1 205/55 R17 91V 7J × 17 light alloy 6-speed automatic transmission 4.044 2.371 1.556 |
| Overall steering ratio Tyres Rims Transmission Transmission type Gear ratio II III IV V | :1 :1 :1 :1 :1 :1 :1 | ontrol unit with integrated electronic m MINI ALL4 Electrically supports 14.1 205/55 R17 91V 7J × 17 light alloy 6-speed manual transmission 3.308 1.870 1.194 0.872 0.721 | . Handbrake impacts mechanically on rear wheels ed steering (EPS); 2.4 revolutions from lock to lock 14.1 205/55 R17 91V 7J × 17 light alloy 6-speed automatic transmission 4.044 2.371 1.556 1.159 0.852 |
| Overall steering ratio Tyres Rims Transmission Transmission type Gear ratio IIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIII | :1 :1 :1 :1 :1 :1 :1 :1 | ontrol unit with integrated electronic m MINI ALL4 Electrically supports 14.1 205/55 R17 91V 7J × 17 light alloy 6-speed manual transmission 3.308 1.870 1.194 0.872 0.721 | . Handbrake impacts mechanically on rear wheels ed steering (EPS); 2.4 revolutions from lock to lock 14.1 205/55 R17 91V 7J × 17 light alloy 6-speed automatic transmission 4.044 2.371 1.556 1.159 0.852 |
| Overall steering ratio Tyres Rims Transmission Transmission type Gear ratio I II III V V VI Reverse gear | :1 :1 :1 :1 :1 :1 :1 :1 :1 | ontrol unit with integrated electronic m MINI ALL4 Electrically supports 14.1 205/55 R17 91V 7J × 17 light alloy 6-speed manual transmission 3.308 1.870 1.194 0.872 0.721 0.596 3.231 | . Handbrake impacts mechanically on rear wheels ed steering (EPS); 2.4 revolutions from lock to lock 14.1 205/55 R17 91V 7J × 17 light alloy 6-speed automatic transmission 4.044 2.371 1.556 1.159 0.852 0.672 3.193 |
| Overall steering ratio Tyres Rims Transmission Transmission type Gear ratio I II III IV V VI Reverse gear Final drive ratio | :1 :1 :1 :1 :1 :1 :1 :1 | ontrol unit with integrated electronic m MINI ALL4 Electrically supports 14.1 205/55 R17 91V 7J × 17 light alloy 6-speed manual transmission 3.308 1.870 1.194 0.872 0.721 | . Handbrake impacts mechanically on rear wheels ed steering (EPS); 2.4 revolutions from lock to lock 14.1 205/55 R17 91V 7J × 17 light alloy 6-speed automatic transmission 4.044 2.371 1.556 1.159 0.852 0.672 3.193 |
| Overall steering ratio Tyres Rims Transmission Transmission type Gear ratio I II III IV V VI Reverse gear Final drive ratio Driving performance figures | :1 :1 :1 :1 :1 :1 :1 :1 :1 | ontrol unit with integrated electronic m MINI ALL4 Electrically supports 14.1 205/55 R17 91V 7J × 17 light alloy 6-speed manual transmission 3.308 1.870 1.194 0.872 0.721 0.596 3.231 | . Handbrake impacts mechanically on rear wheels ed steering (EPS); 2.4 revolutions from lock to lock 14.1 205/55 R17 91V 7J × 17 light alloy 6-speed automatic transmission 4.044 2.371 1.556 1.159 0.852 0.672 3.193 3.683 |
| Overall steering ratio Tyres Rims Transmission Transmission type Gear ratio IIIIIIIV V V VI Reverse gear Final drive ratio Driving performance figures Power-to-weight ratio according to | :1 ::1 ::1 ::1 ::1 ::1 ::1 ::1 ::1 ::1 | ontrol unit with integrated electronic m MINI ALL4 Electrically supports 14.1 205/55 R17 91V 7J × 17 light alloy 6-speed manual transmission 3.308 1.870 1.194 0.872 0.721 0.596 3.231 3.706 | . Handbrake impacts mechanically on rear wheels ed steering (EPS); 2.4 revolutions from lock to lock 14.1 205/55 R17 91V 7J × 17 light alloy 6-speed automatic transmission 4.044 2.371 1.556 1.159 0.852 0.672 3.193 3.683 |
| Overall steering ratio Tyres Rims Transmission Transmission type Gear ratio IIIIIIV V VI Reverse gear Final drive ratio Driving performance figures Power-to-weight ratio according to Power output per litre | :1 ::1 ::1 ::1 ::1 ::1 ::1 ::1 ::1 ::1 | ontrol unit with integrated electronic m MINI ALL4 Electrically supporte 14.1 205/55 R17 91V 7J × 17 light alloy 6-speed manual transmission 3.308 1.870 1.194 0.872 0.721 0.596 3.231 3.706 | . Handbrake impacts mechanically on rear wheels ed steering (EPS); 2.4 revolutions from lock to lock 14.1 205/55 R17 91V 7J × 17 light alloy 6-speed automatic transmission 4.044 2.371 1.556 1.159 0.852 0.672 3.193 3.683 |
| Overall steering ratio Tyres Rims Transmission Transmission type Gear ratio IIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIII | :1 :1:1:1:1:1:1:1:1:1:1:1:1:1:1:1:1:1:1 | ontrol unit with integrated electronic m MINI ALL4 Electrically supporte 14.1 205/55 R17 91V 7J × 17 light alloy 6-speed manual transmission 3.308 1.870 1.194 0.872 0.721 0.596 3.231 3.706 13.3 52.6 9.3 | . Handbrake impacts mechanically on rear wheels ed steering (EPS); 2.4 revolutions from lock to lock 14.1 205/55 R17 91V 7J × 17 light alloy 6-speed automatic transmission 4.044 2.371 1.556 1.159 0.852 0.672 3.193 3.683 13.5 52.6 9.4 |
| Overall steering ratio Tyres Rims Transmission Transmission type Gear ratio I III IV V VI Reverse gear Final drive ratio Driving performance figures Power-to-weight ratio according to Power output per litre Acceleration 0–100 km/h 0–1000 m | :1 ::1 ::1 ::1 ::1 ::1 ::1 ::1 ::1 ::1 | ontrol unit with integrated electronic m MINI ALL4 Electrically supporte 14.1 205/55 R17 91V 7J × 17 light alloy 6-speed manual transmission 3.308 1.870 1.194 0.872 0.721 0.596 3.231 3.706 13.3 52.6 9.3 30.4 | . Handbrake impacts mechanically on rear wheels ed steering (EPS); 2.4 revolutions from lock to lock 14.1 205/55 R17 91V 7J × 17 light alloy 6-speed automatic transmission 4.044 2.371 1.556 1.159 0.852 0.672 3.193 3.683 13.5 52.6 9.4 30.6 |
| Overall steering ratio Tyres Rims Transmission Transmission type Gear ratio IIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIII | :1 :1:1:1:1:1:1:1:1:1:1:1:1:1:1:1:1:1:1 | ontrol unit with integrated electronic m MINI ALL4 Electrically supporte 14.1 205/55 R17 91V 7J × 17 light alloy 6-speed manual transmission 3.308 1.870 1.194 0.872 0.721 0.596 3.231 3.706 13.3 52.6 9.3 | . Handbrake impacts mechanically on rear wheels ed steering (EPS); 2.4 revolutions from lock to lock 14.1 205/55 R17 91V 7J × 17 light alloy 6-speed automatic transmission 4.044 2.371 1.556 1.159 0.852 0.672 3.193 3.683 13.5 52.6 9.4 |

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| l/100 km | 5.4 | 7.5 |
|----------|------------------------------|----------|
| l/100 km | 4.5 | 5.0 |
| l/100 km | 4.8 | 5.9 |
| g/km | 126 | 156 |
| | | |
| | EU6 | EU6 |
| 3rd | 2 | 2 |
| mm | 150 | 150 |
| | I/100 km I/100 km g/km | 1/100 km |

 $^{^{\}rm D}$ Weight of road-ready automobile (DIN) plus 75 kg for driver and luggage $^{\rm D}$ Details not yet available

MINI Cooper D Countryman, MINI Cooper D Countryman Automatic.

| Body | | MINI Cooper D Countryman | MINI Cooper D Countryman Automatic |
|---|---|--|---|
| Number of doors/seats | | 5/5 | 5/5 |
| Length/width/height (empty) | mm | 4097 / 1789 / 1561 | 4097 / 1789 / 1561 |
| Wheelbase | mm | 2596 | 2596 |
| Track width, front/rear | mm | 1537 / 1564 | 1537 / 1564 |
| Turning circle | m | 11.6 | 11.6 |
| Fuel tank capacity | approx. l | 47 | 47 |
| Cooling system incl. heating | арргох. г | 5.4 | 5.4 |
| Engine oil | · · | 5.2 | 5.4 |
| Transmission oil incl. drivetrain | - I | | |
| | | lifetime filling | lifetime filling |
| Unladen weight according to DIN/EU | | 1310 / 1385 | 1335 / 1410 |
| Payload according to DIN | kg | 510 | 510 |
| Permitted gross vehicle weight | kg | 1820 | 1845 |
| Permitted axle loads, front/rear | kg | 985 / 880 | 1005 / 880 |
| Permitted trailer load | | 000 / 500 | 4000 / 500 |
| braked (12 %) / unbraked | kg | 800 / 500 | 1200 / 500 |
| Permitted roof load/permitted | kg | 75 / 75 | 75 / 75 |
| Luggage compartment capacity | 1 | 350 - 1170 | 350 - 1170 |
| Aerodynamic drag c _x / A / c _x × A | - / m ² / m ² | 0.35 / 2.36 / 0.83 | 0.35 / 2.36 / 0.83 |
| Engine | | | |
| Type/no. of cylinders/valves | | in-line / 4 / 4 | in-line / 4 / 4 |
| Engine control | | DDE 701 | DDE 701 |
| Capacity | сс | 1598 | 1995 |
| Bore/stroke | mm | 78.0 / 83.6 | 84.0 / 90.0 |
| Compression | :1 | 16.5 | 16.5 |
| Fuel | RON | Diesel | Diesel |
| Output | kW/hp | 82 / 112 | 82 / 112 |
| at engine speed | rpm | 4000 | 4000 |
| Torque | Nm | 270 | 270 |
| at engine speed | rpm | 1750 – 2250 | 1750 – 2250 |
| Electrical system | | | |
| Dette - /installation | Ah / - | 70 / engine compartment | 70 / engine compartment |
| Battery/installation | A11/ | 70 / engine compartment | 70 / engine comparament |
| Alternator | A117 | 150 | 150 |
| Alternator | · · · · · · · · · · · · · · · · · · · | | |
| Alternator Suspension | · · · · · · · · · · · · · · · · · · · | 150 | 150 |
| Alternator Suspension Front wheel suspension | · · · · · · · · · · · · · · · · · · · | 150 Single-joint Mo | 150 Pherson spring strut axle with anti-dive control |
| Alternator Suspension Front wheel suspension Rear wheel suspension | · · · · · · · · · · · · · · · · · · · | 150 Single-joint Mo Multilink axle with trail | 150 Pherson spring strut axle with anti-dive control ing arms in aluminium lightweight construction |
| Alternator Suspension Front wheel suspension Rear wheel suspension Brakes, front | A | 150 Single-joint Mo Multilink axle with trail disc, vented | 150 Pherson spring strut axle with anti-dive control ing arms in aluminium lightweight construction disc, vented |
| Alternator Suspension Front wheel suspension Rear wheel suspension Brakes, front Diameter | · · · · · · · · · · · · · · · · · · · | 150 Single-joint Mo Multilink axle with trail disc, vented 294 × 22 | 150 Pherson spring strut axle with anti-dive control ing arms in aluminium lightweight construction disc, vented 294 × 22 |
| Alternator Suspension Front wheel suspension Rear wheel suspension Brakes, front Diameter Rear brakes | A mm | 150 Single-joint Mo Multilink axle with trail disc, vented 294 × 22 disc | 150 Pherson spring strut axle with anti-dive control ing arms in aluminium lightweight construction disc, vented 294 × 22 disc |
| Alternator Suspension Front wheel suspension Rear wheel suspension Brakes, front Diameter Rear brakes Diameter | A | Single-joint Mo Single-joint Mo Multilink axle with trail disc, vented 294 × 22 disc 280 × 10 | Pherson spring strut axle with anti-dive control ing arms in aluminium lightweight construction disc, vented 294 × 22 disc 280 × 10 |
| Alternator Suspension Front wheel suspension Rear wheel suspension Brakes, front Diameter Rear brakes | mm mm brake force o | Single-joint Mo Single-joint Mo Multilink axle with trail disc, vented 294 × 22 disc 280 × 10 Hydraulic 2-circuit brak distribution (EBD) and Cornering Brake Coi | Pherson spring strut axle with anti-dive control ing arms in aluminium lightweight construction disc, vented 294 × 22 disc 280 × 10 e system with anti-lock brakes (ABS), electronic torol (CBC), Dynamic Stability Control (DSC) with ol (DTC) and Electronic Differential Lock Control |
| Alternator Suspension Front wheel suspension Rear wheel suspension Brakes, front Diameter Rear brakes Diameter Driving stability systems | mm mm brake force o | Single-joint Mo Single-joint Mo Multilink axle with trail disc, vented 294 × 22 disc 280 × 10 Hydraulic 2-circuit brak distribution (EBD) and Cornering Brake Cornill Start assistant, Dynamic Traction Contr | Pherson spring strut axle with anti-dive control ing arms in aluminium lightweight construction disc, vented 294 × 22 disc 280 × 10 e system with anti-lock brakes (ABS), electronic tol (CBC), Dynamic Stability Control (DSC) with oli (DTC) and Electronic Differential Lock Control andbrake impacts mechanically on rear wheels |
| Alternator Suspension Front wheel suspension Rear wheel suspension Brakes, front Diameter Rear brakes Diameter Driving stability systems Steering | mm mm brake force of brake assistant, l | Single-joint Mo Single-joint Mo Multilink axle with trail disc, vented 294 × 22 disc 280 × 10 Hydraulic 2-circuit brak distribution (EBD) and Cornering Brake Cornell Start assistant, Dynamic Traction Control (EDLC). H Electrically supported | Pherson spring strut axle with anti-dive control ing arms in aluminium lightweight construction disc, vented 294 × 22 disc 280 × 10 e system with anti-lock brakes (ABS), electronic chtrol (CBC), Dynamic Stability Control (DSC) with ol (DTC) and Electronic Differential Lock Control andbrake impacts mechanically on rear wheels steering (EPS); 2.4 revolutions from lock to lock |
| Alternator Suspension Front wheel suspension Rear wheel suspension Brakes, front Diameter Rear brakes Diameter Driving stability systems Steering Overall steering ratio | mm mm brake force o | Single-joint Mo Single-joint Mo Multilink axle with trail disc, vented 294 × 22 disc 280 × 10 Hydraulic 2-circuit brak distribution (EBD) and Cornering Brake Coinlil start assistant, Dynamic Traction Contro (EDLC). H Electrically supported | Pherson spring strut axle with anti-dive control ing arms in aluminium lightweight construction disc, vented 294 × 22 disc 280 × 10 e system with anti-lock brakes (ABS), electronic ntrol (CBC), Dynamic Stability Control (DSC) with ol (DTC) and Electronic Differential Lock Control andbrake impacts mechanically on rear wheels steering (EPS); 2.4 revolutions from lock to lock 14.1 |
| Alternator Suspension Front wheel suspension Rear wheel suspension Brakes, front Diameter Rear brakes Diameter Driving stability systems Steering Overall steering ratio Tyres | mm mm brake force of brake assistant, l | Single-joint Mo Single-joint Mo Multilink axle with trail disc, vented 294 × 22 disc 280 × 10 Hydraulic 2-circuit brak distribution (EBD) and Cornering Brake Conhill start assistant, Dynamic Traction Contr (EDLC). H Electrically supported 14.1 205/60 R16 92H | Pherson spring strut axle with anti-dive control ing arms in aluminium lightweight construction disc, vented 294 × 22 disc 280 × 10 e system with anti-lock brakes (ABS), electronic ntrol (CBC), Dynamic Stability Control (DSC) with ol (DTC) and Electronic Differential Lock Control andbrake impacts mechanically on rear wheels steering (EPS); 2.4 revolutions from lock to lock 14.1 205/60 R16 92H |
| Alternator Suspension Front wheel suspension Rear wheel suspension Brakes, front Diameter Rear brakes Diameter Driving stability systems Steering Overall steering ratio | mm mm brake force of brake assistant, l | Single-joint Mo Single-joint Mo Multilink axle with trail disc, vented 294 × 22 disc 280 × 10 Hydraulic 2-circuit brak distribution (EBD) and Cornering Brake Coinlil start assistant, Dynamic Traction Contro (EDLC). H Electrically supported | Pherson spring strut axle with anti-dive control ing arms in aluminium lightweight construction disc, vented 294 × 22 disc 280 × 10 e system with anti-lock brakes (ABS), electronic ntrol (CBC), Dynamic Stability Control (DSC) with ol (DTC) and Electronic Differential Lock Control andbrake impacts mechanically on rear wheels steering (EPS); 2.4 revolutions from lock to lock 14.1 |
| Alternator Suspension Front wheel suspension Rear wheel suspension Brakes, front Diameter Rear brakes Diameter Driving stability systems Steering Overall steering ratio Tyres | mm mm brake force of brake assistant, I | Single-joint Mo Single-joint Mo Multilink axle with trail disc, vented 294 × 22 disc 280 × 10 Hydraulic 2-circuit brak distribution (EBD) and Cornering Brake Conhill start assistant, Dynamic Traction Contr (EDLC). H Electrically supported 14.1 205/60 R16 92H | Pherson spring strut axle with anti-dive control ing arms in aluminium lightweight construction disc, vented 294 × 22 disc 280 × 10 e system with anti-lock brakes (ABS), electronic ntrol (CBC), Dynamic Stability Control (DSC) with ol (DTC) and Electronic Differential Lock Control andbrake impacts mechanically on rear wheels steering (EPS); 2.4 revolutions from lock to lock 14.1 205/60 R16 92H |
| Alternator Suspension Front wheel suspension Rear wheel suspension Brakes, front Diameter Rear brakes Diameter Driving stability systems Steering Overall steering ratio Tyres Rims | mm mm brake force of brake assistant, I | Single-joint Mo Single-joint Mo Multilink axle with trail disc, vented 294 × 22 disc 280 × 10 Hydraulic 2-circuit brak distribution (EBD) and Cornering Brake Conhill start assistant, Dynamic Traction Contr (EDLC). H Electrically supported 14.1 205/60 R16 92H | Pherson spring strut axle with anti-dive control ing arms in aluminium lightweight construction disc, vented 294 × 22 disc 280 × 10 e system with anti-lock brakes (ABS), electronic trol (CBC), Dynamic Stability Control (DSC) with ol (DTC) and Electronic Differential Lock Control andbrake impacts mechanically on rear wheels steering (EPS); 2.4 revolutions from lock to lock to lock of 14.1 205/60 R16 92H 6.5J × 16 light alloy 6-speed automatic transmission |
| Alternator Suspension Front wheel suspension Rear wheel suspension Brakes, front Diameter Rear brakes Diameter Driving stability systems Steering Overall steering ratio Tyres Rims Transmission | mm mm brake force of brake assistant, I | Single-joint Mo Single-joint Mo Multilink axle with trail disc, vented 294 × 22 disc 280 × 10 Hydraulic 2-circuit brak distribution (EBD) and Cornering Brake Conhill start assistant, Dynamic Traction Contr (EDLC). H Electrically supported 14.1 205/60 R16 92H 6.5J × 16 light alloy | Pherson spring strut axle with anti-dive control ing arms in aluminium lightweight construction disc, vented 294 × 22 disc 280 × 10 e system with anti-lock brakes (ABS), electronic ntrol (CBC), Dynamic Stability Control (DSC) with ol (DTC) and Electronic Differential Lock Control andbrake impacts mechanically on rear wheels steering (EPS); 2.4 revolutions from lock to lock 14.1 205/60 R16 92H 6.5J × 16 light alloy |
| Alternator Suspension Front wheel suspension Rear wheel suspension Brakes, front Diameter Rear brakes Diameter Driving stability systems Steering Overall steering ratio Tyres Rims Transmission Transmission Transmission type | mm brake force of brake assistant, left. | Single-joint Mo Multilink axle with trail disc, vented 294 × 22 disc 280 × 10 Hydraulic 2-circuit brak distribution (EBD) and Cornering Brake Corhill start assistant, Dynamic Traction Contr (EDLC). H Electrically supported 14.1 205/60 R16 92H 6.5J × 16 light alloy | Pherson spring strut axle with anti-dive control ing arms in aluminium lightweight construction disc, vented 294 × 22 disc 280 × 10 e system with anti-lock brakes (ABS), electronic trol (CBC), Dynamic Stability Control (DSC) with ol (DTC) and Electronic Differential Lock Control andbrake impacts mechanically on rear wheels steering (EPS); 2.4 revolutions from lock to lock to lock of 14.1 205/60 R16 92H 6.5J × 16 light alloy 6-speed automatic transmission |
| Alternator Suspension Front wheel suspension Rear wheel suspension Brakes, front Diameter Rear brakes Diameter Driving stability systems Steering Overall steering ratio Tyres Rims Transmission Transmission type Gear ratio | mm mm brake force obrake assistant, l :1 | Single-joint Mo Multilink axle with trail disc, vented 294 × 22 disc 280 × 10 Hydraulic 2-circuit brak distribution (EBD) and Cornering Brake Conhill start assistant, Dynamic Traction Contraction Co | Pherson spring strut axle with anti-dive control ing arms in aluminium lightweight construction disc, vented 294 × 22 disc 280 × 10 e system with anti-lock brakes (ABS), electronic trol (CBC), Dynamic Stability Control (DSC) with ol (DTC) and Electronic Differential Lock Control andbrake impacts mechanically on rear wheels steering (EPS); 2.4 revolutions from lock to lock 14.1 205/60 R16 92H 6.5J × 16 light alloy 6-speed automatic transmission 4.044 |
| Alternator Suspension Front wheel suspension Rear wheel suspension Brakes, front Diameter Rear brakes Diameter Driving stability systems Steering Overall steering ratio Tyres Rims Transmission Transmission type Gear ratio I | mm mm brake force obrake assistant, l :1 :1 | Single-joint Mo Multilink axle with trail disc, vented 294 × 22 disc 280 × 10 Hydraulic 2-circuit brak distribution (EBD) and Cornering Brake Conhill start assistant, Dynamic Traction Contr (EDLC). H Electrically supported 14.1 205/60 R16 92H 6.5J × 16 light alloy 6-speed manual transmission 3.308 1.870 | Pherson spring strut axle with anti-dive control ing arms in aluminium lightweight construction disc, vented 294 × 22 disc 280 × 10 e system with anti-lock brakes (ABS), electronic throl (CBC), Dynamic Stability Control (DSC) with ol (DTC) and Electronic Differential Lock Control andbrake impacts mechanically on rear wheels steering (EPS); 2.4 revolutions from lock to lock 14.1 205/60 R16 92H 6.5J × 16 light alloy 6-speed automatic transmission 4.044 2.371 |
| Alternator Suspension Front wheel suspension Rear wheel suspension Brakes, front Diameter Rear brakes Diameter Driving stability systems Steering Overall steering ratio Tyres Rims Transmission Transmission type Gear ratio II | mm brake force obrake assistant, l :1 :1 :1 :1 | Single-joint Mo Single-joint Mo Multilink axle with trail disc, vented 294 × 22 disc 280 × 10 Hydraulic 2-circuit brak distribution (EBD) and Cornering Brake Co hill start assistant, Dynamic Traction Contr (EDLO). H Electrically supported 14.1 205/60 R16 92H 6.5J × 16 light alloy 6-speed manual transmission 3.308 1.870 1.194 | Pherson spring strut axle with anti-dive control ing arms in aluminium lightweight construction disc, vented 294 × 22 disc 280 × 10 e system with anti-lock brakes (ABS), electronic ntrol (CBC), Dynamic Stability Control (DSC) with 10 (DTC) and Electronic Differential Lock Control andbrake impacts mechanically on rear wheels steering (EPS); 2.4 revolutions from lock to lock 14.1 205/60 R16 92H 6.5J × 16 light alloy 6-speed automatic transmission 4.044 2.371 1.556 |
| Alternator Suspension Front wheel suspension Rear wheel suspension Brakes, front Diameter Rear brakes Diameter Driving stability systems Steering Overall steering ratio Tyres Rims Transmission Transmission type Gear ratio II III IV | mm brake force obrake assistant, l :1 :1 :1 :1 :1 :1 | Single-joint Mo Single-joint Mo Multilink axle with trail disc, vented 294 × 22 disc 280 × 10 Hydraulic 2-circuit brak distribution (EBD) and Cornering Brake Coi hill start assistant, Dynamic Traction Contre (EDLC). H Electrically supported 14.1 205/60 R16 92H 6.5J × 16 light alloy 6-speed manual transmission 3.308 1.870 1.194 0.872 | Pherson spring strut axle with anti-dive control ing arms in aluminium lightweight construction disc, vented 294 × 22 280 × 10 e system with anti-lock brakes (ABS), electronic ntrol (CBC), Dynamic Stability Control (DSC) with ol (DTC) and Electronic Differential Lock Control andbrake impacts mechanically on rear wheels steering (EPS); 2.4 revolutions from lock to lock 14.1 205/60 R16 92H 6.5J × 16 light alloy 6-speed automatic transmission 4.044 2.371 1.556 |
| Alternator Suspension Front wheel suspension Rear wheel suspension Brakes, front Diameter Rear brakes Diameter Driving stability systems Steering Overall steering ratio Tyres Rims Transmission Transmission type Gear ratio II III IV V VI | mm brake force obrake assistant, l :1 :1 :1 :1 :1 :1 :1 | Single-joint Mo Single-joint Mo Multilink axle with trail disc, vented 294 × 22 disc 280 × 10 Hydraulic 2-circuit brak distribution (EBD) and Cornering Brake Conhill start assistant, Dynamic Traction Contr (EDLC). H Electrically supported 14.1 205/60 R16 92H 6.5J × 16 light alloy 6-speed manual transmission 3.308 1.870 1.194 0.872 0.721 | Pherson spring strut axle with anti-dive control ing arms in aluminium lightweight construction disc, vented 294 × 22 Selection 280 × 10 e system with anti-lock brakes (ABS), electronic ntrol (CBC), Dynamic Stability Control (DSC) with ol (DTC) and Electronic Differential Lock Control andbrake impacts mechanically on rear wheels steering (EPS); 2.4 revolutions from lock to lock 14.1 205/60 R16 92H 6.5J × 16 light alloy 6-speed automatic transmission 4.044 2.371 1.556 1.159 0.852 |
| Alternator Suspension Front wheel suspension Rear wheel suspension Brakes, front Diameter Rear brakes Diameter Driving stability systems Steering Overall steering ratio Tyres Rims Transmission Transmission type Gear ratio II III IV V | mm brake force obrake assistant, l :1 :1 :1 :1 :1 :1 :1 :1 :1 | Single-joint Mo Multilink axle with trail disc, vented 294 × 22 disc 280 × 10 Hydraulic 2-circuit brak distribution (EBD) and Cornering Brake Conhill start assistant, Dynamic Traction Contr (EDLC). H Electrically supported 14.1 205/60 R16 92H 6.5J × 16 light alloy 6-speed manual transmission 3.308 1.870 1.194 0.872 0.721 0.596 3.231 | Pherson spring strut axle with anti-dive control ing arms in aluminium lightweight construction disc, vented 294 × 22 disc 280 × 10 e system with anti-lock brakes (ABS), electronic ntrol (CBC), Dynamic Stability Control (DSC) with ol (DTC) and Electronic Differential Lock Control (DTC) and Electronic Differential Lock Control (EPS); 2.4 revolutions from lock to lock 14.1 205/60 R16 92H 6.5J × 16 light alloy 6-speed automatic transmission 4.044 2.371 1.556 1.159 0.852 0.672 3.193 |
| Alternator Suspension Front wheel suspension Rear wheel suspension Brakes, front Diameter Rear brakes Diameter Driving stability systems Steering Overall steering ratio Tyres Rims Transmission Transmission type Gear ratio II III IV V VI Reverse gear Final drive ratio | mm brake force obrake assistant, I :1 :1 :1 :1 :1 :1 :1 :1 :1 :1 | Single-joint Mo Multilink axle with trail disc, vented 294 × 22 disc 280 × 10 Hydraulic 2-circuit brak distribution (EBD) and Cornering Brake Conhill start assistant, Dynamic Traction Contr (EDLC). H Electrically supported 14.1 205/60 R16 92H 6.5J × 16 light alloy 6-speed manual transmission 3.308 1.870 1.194 0.872 0.721 0.596 | Pherson spring strut axle with anti-dive control ing arms in aluminium lightweight construction disc, vented 294 × 22 disc 280 × 10 e system with anti-lock brakes (ABS), electronic ntrol (CBC), Dynamic Stability Control (DSC) with ol (DTC) and Electronic Differential Lock Control andbrake impacts mechanically on rear wheels steering (EPS); 2.4 revolutions from lock to lock 14.1 205/60 R16 92H 6.5J × 16 light alloy 6-speed automatic transmission 4.044 2.371 1.556 1.159 0.852 |
| Alternator Suspension Front wheel suspension Rear wheel suspension Brakes, front Diameter Rear brakes Diameter Driving stability systems Steering Overall steering ratio Tyres Rims Transmission Transmission type Gear ratio II III IV V VI Reverse gear Final drive ratio Driving performance figures | mm brake force obrake assistant, l :1 :1 :1 :1 :1 :1 :1 :1 :1 :1 :1 | Single-joint Mo Multilink axle with trail disc, vented 294 × 22 disc 280 × 10 Hydraulic 2-circuit brak distribution (EBD) and Cornering Brake Cornill start assistant, Dynamic Traction Contr (EDLC). H Electrically supported 14.1 205/60 R16 92H 6.5J × 16 light alloy 6-speed manual transmission 3.308 1.870 1.194 0.872 0.721 0.596 3.231 3.706 | Pherson spring strut axle with anti-dive control ing arms in aluminium lightweight construction disc, vented 294 × 22 disc 280 × 10 e system with anti-lock brakes (ABS), electronic ntrol (CBC), Dynamic Stability Control (DSC) with ol (DTC) and Electronic Differential Lock Control andbrake impacts mechanically on rear wheels steering (EPS); 2.4 revolutions from lock to lock 14.1 205/60 R16 92H 6.5J × 16 light alloy 6-speed automatic transmission 4.044 2.371 1.556 1.159 0.852 0.672 3.193 3.683 |
| Alternator Suspension Front wheel suspension Brakes, front Diameter Rear brakes Diameter Driving stability systems Steering Overall steering ratio Tyres Rims Transmission Transmission type Gear ratio II III IV V VI Reverse gear Final drive ratio Driving performance figures Power-to-weight ratio according to | mm brake force obrake assistant, l :1 :1 :1 :1 :1 :1 :1 :1 :1 :1 :1 :1 : | Single-joint Mo Multilink axle with trail disc, vented 294 × 22 disc 280 × 10 Hydraulic 2-circuit brak distribution (EBD) and Cornering Brake Corhill start assistant, Dynamic Traction Contr (EDLC). H Electrically supported 14.1 205/60 R16 92H 6.5J × 16 light alloy 6-speed manual transmission 3.308 1.870 1.194 0.872 0.721 0.596 3.231 3.706 | Pherson spring strut axle with anti-dive control ing arms in aluminium lightweight construction disc, vented 294 × 22 disc 280 × 10 e system with anti-lock brakes (ABS), electronic trol (CBC), Dynamic Stability Control (DSC) with ol (DTC) and Electronic Differential Lock Control andbrake impacts mechanically on rear wheels steering (EPS); 2.4 revolutions from lock to lock to lock of 14.1 205/60 R16 92H 6.5J × 16 light alloy 6-speed automatic transmission 4.044 2.371 1.556 1.159 0.852 0.672 3.193 3.683 |
| Alternator Suspension Front wheel suspension Brakes, front Diameter Rear brakes Diameter Driving stability systems Steering Overall steering ratio Tyres Rims Transmission Transmission type Gear ratio II III IV V VI Reverse gear Final drive ratio Driving performance figures Power output per litre | mm brake force obrake assistant, l :1 :1 :1 :1 :1 :1 :1 :1 :1 :1 :1 :1 : | Single-joint Mo Single-joint Mo Multilink axle with trail disc, vented 294 × 22 disc 280 × 10 Hydraulic 2-circuit brak distribution (EBD) and Cornering Brake Co hill start assistant, Dynamic Traction Contr (EDLO). H Electrically supported 14.1 205/60 R16 92H 6.5J × 16 light alloy 6-speed manual transmission 3.308 1.870 1.194 0.872 0.721 0.596 3.231 3.706 | Pherson spring strut axle with anti-dive control ing arms in aluminium lightweight construction disc, vented 294 × 22 disc 280 × 10 e system with anti-lock brakes (ABS), electronic ntrol (CBC), Dynamic Stability Control (DSC) with 10 (DTC) and Electronic Differential Lock Control andbrake impacts mechanically on rear wheels steering (EPS); 2.4 revolutions from lock to lock 14.1 205/60 R16 92H 6.5J × 16 light alloy 6-speed automatic transmission 4.044 2.371 1.556 1.159 0.852 0.672 3.193 3.683 3.683 |
| Alternator Suspension Front wheel suspension Brakes, front Diameter Rear brakes Diameter Driving stability systems Steering Overall steering ratio Tyres Rims Transmission Transmission type Gear ratio II III IV V VI Reverse gear Final drive ratio Driving performance figures Power-to-weight ratio according to Power output per litre Acceleration Front wheel suspension III IV VI Reverse gear Final drive ratio Driving performance figures Power-to-weight ratio according to Power output per litre Acceleration O-100 km/h | mm brake force obrake assistant, l :1 :1 :1 :1 :1 :1 :1 :1 :1 :1 :1 :1 : | Single-joint Mo Single-joint Mo Multilink axle with trail disc, vented 294 × 22 disc 280 × 10 Hydraulic 2-circuit brak distribution (EBD) and Cornering Brake Co hill start assistant, Dynamic Traction Contr (EDLC). H Electrically supported 14.1 205/60 R16 92H 6.5J × 16 light alloy 6-speed manual transmission 3.308 1.870 1.194 0.872 0.721 0.596 3.231 3.706 | Pherson spring strut axle with anti-dive control ing arms in aluminium lightweight construction disc, vented 294 × 22 disc 280 × 10 e system with anti-lock brakes (ABS), electronic ntrol (CBC), Dynamic Stability Control (DSC) with ol (DTC) and Electronic Differential Lock Control andbrake impacts mechanically on rear wheels steering (EPS); 2.4 revolutions from lock to lock 6.5J × 16 light alloy 6-speed automatic transmission 4.044 2.371 1.556 1.159 0.852 0.672 3.193 3.683 41.1 |
| Alternator Suspension Front wheel suspension Brakes, front Diameter Rear brakes Diameter Driving stability systems Steering Overall steering ratio Tyres Rims Transmission Transmission type Gear ratio II III IV V VI Reverse gear Final drive ratio Driving performance figures Power-to-weight ratio according to Power output per litre Acceleration O-100 km/h O-1000 m | mm mm brake force obrake assistant, I :1 :1 :1 :1 :1 :1 :1 :1 :1 :1 :1 :1 : | Single-joint Mo Multilink axle with trail disc, vented 294 × 22 disc 280 × 10 Hydraulic 2-circuit brak distribution (EBD) and Cornering Brake Conhill start assistant, Dynamic Traction Contr (EDLC). H Electrically supported 14.1 205/60 R16 92H 6.5J × 16 light alloy 6-speed manual transmission 3.308 1.870 1.194 0.872 0.721 0.596 3.231 3.706 | Pherson spring strut axle with anti-dive control ing arms in aluminium lightweight construction disc, vented 294 × 22 disc 280 × 10 e system with anti-lock brakes (ABS), electronic ntrol (CBC), Dynamic Stability Control (DSC) with ol (DTC) and Electronic Differential Lock Control andbrake impacts mechanically on rear wheels steering (EPS); 2.4 revolutions from lock to lock 14.1 205/60 R16 92H 6.5J × 16 light alloy 6-speed automatic transmission 4.044 2.371 1.556 1.159 0.852 0.672 3.193 3.683 16.3 41.1 13.3 |
| Alternator Suspension Front wheel suspension Brakes, front Diameter Rear brakes Diameter Driving stability systems Steering Overall steering ratio Tyres Rims Transmission Transmission type Gear ratio II III IV V VI Reverse gear Final drive ratio Driving performance figures Power-to-weight ratio according to Power output per litre Acceleration Front wheel suspension III IV VI Reverse gear Final drive ratio Driving performance figures Power-to-weight ratio according to Power output per litre Acceleration O-100 km/h | mm brake force obrake assistant, l :1 :1 :1 :1 :1 :1 :1 :1 :1 :1 :1 :1 : | Single-joint Mo Single-joint Mo Multilink axle with trail disc, vented 294 × 22 disc 280 × 10 Hydraulic 2-circuit brak distribution (EBD) and Cornering Brake Co hill start assistant, Dynamic Traction Contr (EDLC). H Electrically supported 14.1 205/60 R16 92H 6.5J × 16 light alloy 6-speed manual transmission 3.308 1.870 1.194 0.872 0.721 0.596 3.231 3.706 | Pherson spring strut axle with anti-dive control ing arms in aluminium lightweight construction disc, vented 294 × 22 disc 280 × 10 e system with anti-lock brakes (ABS), electronic ntrol (CBC), Dynamic Stability Control (DSC) with ol (DTC) and Electronic Differential Lock Control andbrake impacts mechanically on rear wheels steering (EPS); 2.4 revolutions from lock to lock 6.5J × 16 light alloy 6-speed automatic transmission 4.044 2.371 1.556 1.159 0.852 0.672 3.193 3.683 41.1 |

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| l/100 km | 4.7 | 7.2 |
|----------|------------------------------|---|
| l/100 km | 3.9 | 4.8 |
| l/100 km | 4.2 | 5.6 |
| g/km | 111 | 148 |
| | | |
| | EU6 | EU6 |
| 3rd | 2 | 2 |
| mm | 145 | 145 |
| | I/100 km I/100 km g/km | I/100 km 3.9 I/100 km 4.2 g/km 111 EU6 3rd 2 |

 $^{^{\}rm D}$ Weight of road-ready automobile (DIN) plus 75 kg for driver and luggage $^{\rm D}$ Details not yet available

MINI Cooper D Countryman ALL4, MINI Cooper D Countryman ALL4 Automatic.

| Body | | MINI Cooper D Countryman ALL4 | MINI Cooper D Countryman ALL4 Automatic |
|--|--|--|--|
| Number of doors/seats | | 5 / 5 | 5/5 |
| Length/width/height (empty) | mm | 4110 / 1789 / 1561 | 4110 / 1789 / 1561 |
| Wheelbase | mm | 2596 | 2596 |
| Track width, front/rear | mm | 1537 / 1564 | 1537 / 1564 |
| Turning circle | m | 11.6 | 11.6 |
| Fuel tank capacity | approx. I | 47 | 47 |
| Cooling system incl. heating | 1 | 5.4 | 5.4 |
| Engine oil | | 5.2 | 5.2 |
| Transmission oil incl. drivetrain | I | lifetime filling | lifetime filling |
| Unladen weight according to DIN/EU | ı) kg | 1390 / 1465 | 1415 / 1490 |
| Payload according to DIN | kg | 510 | 510 |
| Permitted gross vehicle weight | kg | 1900 | 1925 |
| Permitted axle loads, front/rear | kg | 1010 / 930 | 1030 / 930 |
| Permitted trailer load | | 10107330 | 1030 7 930 |
| braked (12 %) / unbraked | kg | 800 / 500 | 1200 / 500 |
| Permitted roof load/permitted | kg | 75 75 | 75 75 |
| Luggage compartment capacity | Ī | 350 - 1170 | 350 – 1170 |
| Aerodynamic drag c _x / A / c _x × A | - / m² / m² | 0.35 / 2.36 / 0.83 | 0.35 / 2.36 / 0.83 |
| Engine | , , | 3.55 / 2.55 / 3.55 | 102 / 202 / 100 |
| Type/no. of cylinders/valves | | in-line / 4 / 4 | in-line / 4 / 4 |
| Engine control | | DDE 701 | DDE 701 |
| Capacity | СС | 1598 | 1995 |
| Bore/stroke | mm | 78.0 / 83.6 | 84.0 / 90.0 |
| Compression | :1 | 16.5 | 16.5 |
| <u>'</u> | | | |
| Fuel Output | RON kW/hp | Diesel 82 / 112 | |
| | | | · |
| at engine speed | rpm | 4000 | 4000 |
| Torque | Nm | 270 | 270 |
| at engine speed | rpm | 1750 – 2250 | 1750 – 2250 |
| Electrical system | | | |
| Battery/installation | Ah / - | 70 / engine compartment | 70 / engine compartment |
| Alternator | Α | 150 | 150 |
| Suspension | | | |
| Front wheel suspension | | | McPherson spring strut axle with anti-dive control |
| Rear wheel suspension | | Multilink axle with t | ailing arms in aluminium lightweight construction |
| Brakes, front | | disc, vented | disc, vented |
| Diameter | mm | 294 × 22 | 294 × 22 |
| Rear brakes | | disc | disc |
| Diameter | mm | 280 × 10 | 280 × 10 |
| Driving stability systems | | | ake system with anti-lock brakes (ABS), electronic |
| | brake assistant, | hill start assistant, Dynamic Traction Col control unit with integrated electronic m MINI ALL4 | Control (CBC), Dynamic Stability Control (DSC) with ntrol (DTC) and Electronic Differential Lock Control lanagement system for the all-wheel drive system Handbrake impacts mechanically on rear wheels |
| Steering | | , ,, | ed steering (EPS); 2.4 revolutions from lock to lock |
| Overall steering ratio | :1 | 14.1 | 14.1 |
| Tyres | | 205/60 R16 92H | 205/60 R16 92H |
| Rims | | | |
| | | 6.5J × 16 light alloy | 6.5J × 16 light alloy |
| Transmission | | 6.5J × 16 light alloy | |
| Transmission Transmission type | | 6-speed manual transmission | 6-speed automatic transmission |
| Transmission | :1 | , , , , , , , , , , , , , , , , , , , | |
| Transmission Transmission type | :1 :1 | 6-speed manual transmission | 6-speed automatic transmission |
| Transmission Transmission type Gear ratio I | | 6-speed manual transmission 3.308 | 6-speed automatic transmission 4.044 2.371 |
| Transmission Transmission type Gear ratio I | :1 | 6-speed manual transmission 3.308 1.870 | 6-speed automatic transmission 4.044 2.371 1.556 |
| Transmission Transmission type Gear ratio I II III | :1 :1 | 6-speed manual transmission 3.308 1.870 1.194 | 6-speed automatic transmission 4.044 2.371 1.556 1.159 |
| Transmission Transmission type Gear ratio I II III IV | :1 :1 :1 | 6-speed manual transmission 3.308 1.870 1.194 0.872 | 6-speed automatic transmission 4.044 2.371 1.556 1.159 0.852 |
| Transmission Transmission type Gear ratio I II III V V | :1 :1 :1 :1 | 6-speed manual transmission 3.308 1.870 1.194 0.872 0.721 | 6-speed automatic transmission 4.044 2.371 1.556 1.159 0.852 0.672 |
| Transmission Transmission type Gear ratio IIIIIIIV VV | :1 :1 :1 :1 :1 | 6-speed manual transmission 3.308 1.870 1.194 0.872 0.721 0.596 3.231 | 6-speed automatic transmission 4.044 2.371 1.556 1.159 0.852 0.672 3.193 |
| Transmission Transmission type Gear ratio I III IIV V VI Reverse gear Final drive ratio Transmission type Transmission type III IV V VI Transmission type Transmission type Transmission type III Transmission type III II | :1 :1 :1 :1 :1 :1 | 6-speed manual transmission 3.308 1.870 1.194 0.872 0.721 0.596 | 6-speed automatic transmission 4.044 2.371 1.556 1.159 0.852 0.672 |
| Transmission Transmission type Gear ratio IIIIIIIV V VI Reverse gear Final drive ratio Driving performance figures | :1 :1 :1 :1 :1 :1 | 6-speed manual transmission 3.308 1.870 1.194 0.872 0.721 0.596 3.231 3.706 | 6-speed automatic transmission 4.044 2.371 1.556 1.159 0.852 0.672 3.193 3.683 |
| Transmission Transmission type Gear ratio IIIIIIIIV V VI Reverse gear Final drive ratio Driving performance figures Power-to-weight ratio according to | :1 :1 :1 :1 :1 :1 :1 kg/kW | 6-speed manual transmission 3.308 1.870 1.194 0.872 0.721 0.596 3.231 3.706 | 6-speed automatic transmission 4.044 2.371 1.556 1.159 0.852 0.672 3.193 3.683 |
| Transmission Transmission type Gear ratio I III III III V V VI Reverse gear Final drive ratio Driving performance figures Power-to-weight ratio according to Power output per litre | :1 :1 :1 :1 :1 :1 :1 :1 kg/kW | 6-speed manual transmission 3.308 1.870 1.194 0.872 0.721 0.596 3.231 3.706 | 6-speed automatic transmission 4.044 2.371 1.556 1.159 0.852 0.672 3.193 3.683 |
| Transmission Transmission type Gear ratio II III III IV V VI Reverse gear Final drive ratio Driving performance figures Power-to-weight ratio according to Power output per litre Acceleration 0-100 km/h | :1 :1 :1 :1 :1 :1 :1 :1 kg/kW kw/l | 6-speed manual transmission 3.308 1.870 1.194 0.872 0.721 0.596 3.231 3.706 16.8 51.3 | 6-speed automatic transmission 4.044 2.371 1.556 1.159 0.852 0.672 3.193 3.683 17.1 41.1 |
| Transmission Transmission type Gear ratio I III III IIV V VI Reverse gear Final drive ratio Driving performance figures Power-to-weight ratio according to Power output per litre Acceleration O-100 km/h O-1000 m | :1 :1 :1 :1 :1 :1 :1 :1 kg/kW kW/l s | 6-speed manual transmission 3.308 1.870 1.194 0.872 0.721 0.596 3.231 3.706 16.8 51.3 11.6 33.1 | 6-speed automatic transmission 4.044 2.371 1.556 1.159 0.852 0.672 3.193 3.683 17.1 41.1 11.9 |
| Transmission Transmission type Gear ratio II III III IV V VI Reverse gear Final drive ratio Driving performance figures Power-to-weight ratio according to Power output per litre Acceleration 0-100 km/h | :1 :1 :1 :1 :1 :1 :1 :1 kg/kW kw/l | 6-speed manual transmission 3.308 1.870 1.194 0.872 0.721 0.596 3.231 3.706 16.8 51.3 | 6-speed automatic transmission 4.044 2.371 1.556 1.159 0.852 0.672 3.193 3.683 |

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| Fuel consumption in EU cycle | | | |
|------------------------------|----------|-----|-----|
| Urban | l/100 km | 5.2 | 7.5 |
| Extra-urban | l/100 km | 4.4 | 5.0 |
| Total | l/100 km | 4.7 | 5.9 |
| CO ₂ | g/km | 123 | 155 |
| Other | | | |
| Emission rating | | EU6 | EU6 |
| Insurance rating | 3rd | 2 | 2 |
| Ground clearance (empty) | mm | 145 | 145 |

 $^{^{\}rm D}$ Weight of road-ready automobile (DIN) plus 75 kg for driver and luggage $^{\rm D}$ Details not yet available

MINI One D Countryman.

| Number of doors/sest | Body | | MINI One D Countryman |
|--|-------------------------|-------------|--|
| Length/width/height (empty) | • | | · |
| Wheebase mm 1536 153 | | mm | |
| Track width, front/rear | | | <u> </u> |
| Turning circle | | | |
| Fire | | | |
| Segment Segm | | | `` |
| Engine oil | | | |
| Transmission oil Incl. drivertaria | | <u>.</u> | |
| | | · | |
| Payload according to DIN | | · | |
| Permitted agos vehicle weight | | | · |
| Permitted axie loads 1995 850 | _ · · | | |
| Permitted trailer load | | | |
| braked 12 % J unbraked kg | | кд | 950 650 |
| Permitted roof load/permitted kg 75 1 | | kσ | <u>-</u> |
| Luggage compartment capacity | | | 75.1_ |
| Aerodynamic drag c, A C, x A F m² m² m² m² m² m² m² | | | |
| Page | | <u> </u> | |
| Type no. of cylinders/valves | | - / m² / m² | 0.35 / 2.30 / 0.85 |
| Engine control | | | . 6. 1.1. |
| Capacity | | | |
| Borelstoke | | | |
| Section 1 | | | |
| Fue | | | · |
| Output kW/hp 66 / 90 at engine speed rpm 4000 Torque (with overboost) Nm 215 at engine speed rpm 1750 - 2500 Electrical system Battery/installation Ah / - 70 / engine compartment Alternator A 150 150 Suspension Single-joint McPherson spring strut aske with anti-dive control on the suspension Single-joint McPherson spring strut aske with anti-dive control on the suspension of Multilink aske with trailing arms in aluminum lightweight construction Brakes, front disc Brakes, front mm 294 × 22 Rear brakes disc Diameter mm 200 × 10 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, optional: Dynamic Traction Control (DT and Electronic Differential Lock Control (EDLC), Handbrake impacts mechanically on rear wheels Steering Electrically supported steering (EPS); 2.4 revolutions from lock to lock of (EDLC), Handbrake impacts mechanically on rear wheels Steering Electrically supported steering (EPS); 2.4 revolutions from lock to lock of (EDLC), Handbrake impacts mechanica | Compression | | |
| Acceleration Application | | | |
| Torque (with overboost) | Output | kW/hp | 66 / 90 |
| at engine speed rpm 1750 – 2500 Effectrical system Battery/installation Ah / - 70 / engine compartment Alternator A 150 Suspension 150 Suspension 750 / engine compartment Alternator 9 Suspension 9 Single-joint McPherson spring strut axle with anti-dive control Rear wheel suspension Multilink axle with trailing arms in aluminium lightweight construction Brakes, front General Park (1994 × 22 Rear brakes) Multilink axle with trailing arms in aluminium lightweight construction Brakes, front General Park (1994 × 22 Rear brakes) | at engine speed | rpm | 4000 |
| Battery/Installation Ah / — 70 / engine compartment Alternator A 150 / Suspension | Torque (with overboost) | Nm | 215 |
| Battery/installation Ah / - 70 / engine compartment Alternator A 150 Alternator A Single-joint McPherson spring strut axile with anti-dive control Rear wheel suspension Multilink axile with trailling arms in aluminium lightweight construction disc, vented Diameter mm 294 × 22 Rear brakes disconstruction of Diameter mm 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, optional: Dynamic Traction Control (DTC) and Electronic Differential Lock Control (EDLC). Handbrake impacts mechanically on rear wheels Steering Electrically supported steering (EPS); 2.4 revolutions from lock to lock with assistant assistant assistant, potional: Dynamic Traction Control (DTC) and Electronic Differential Lock Control (EDLC). Handbrake impacts mechanically on rear wheels Steering Electrically supported steering (EPS); 2.4 revolutions from lock to lock (EDLC). Handbrake impacts mechanically on rear wheels Steering Electrically supported steering (EPS); 2.4 revolutions from lock to lock (EDLC). Handbrake impacts mechanically on rear wheels Steering Electrically supported steering (EPS); 2.4 revolutions from lock to lock (EDLC). Handbrake impacts mechanically on rear wheels Steering Electrically supported steering (EPS); 2.4 revolutions from lock to lock t | at engine speed | rpm | 1750 - 2500 |
| Alternator A Suspension Suspension Front wheel suspension Brakes, front Brakes | Electrical system | | |
| Alternator Suspension Front wheel suspension Brakes, front Brakes | Battery/installation | Ah / - | 70 / engine compartment |
| Front wheel suspension Rear wheel suspension Rear wheel suspension Rear wheel suspension Rackes, front Multilink axle with trailing arms in aluminium lightweight construction Rackes, front Gameter | Alternator | A | |
| Rear wheel suspension Brakes, front disc, vented Diameter mm 2294 × 22 Rear brakes Diameter mm 280 × 10 Driving stability systems Driving stability | Suspension | | |
| Rear wheel suspension Brakes, front disc, vented Diameter mm 2294 × 22 Rear brakes | Front wheel suspension | | Single-joint McPherson spring strut axle with anti-dive control |
| Brakes, front disc, vented Diameter mm 294 × 22 Rear brakes 0 disc, Diameter mm 1280 × 10 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, optional: Dynamic Traction Control (DTC) and Electronic Differential Lock Control (EDLC). Handbrake impacts mechanically on rear wheels Steering Electrically supported steering (EPS); 2.4 revolutions from lock to lock of the same steering ratio 1 4.1 Overall steering ratio :1 Electrically supported steering (EPS); 2.4 revolutions from lock to lock of the self steering steering (EPS); 2.4 revolutions from lock to lock of the self steering s | Rear wheel suspension | | |
| Diameter mm 294 × 22 Rear brakes disconsinemeter mm 280 × 10 Driving stability systems brake force distribution (EBD) and Cornering Brake Control (CBC), Dynamic Stability Control (DSC) with brake assistant, hill start assistant, optional: Dynamic Traction Control (DTC) and Electronic Differential Lock Control (EDLC). Handbrake impacts mechanically on rear wheels Steering Electrically supported steering (EPS); 2.4 revolutions from lock to lock Overall steering ratio :1 Electrically supported steering (EPS); 2.4 revolutions from lock to lock Overall steering ratio :1 Steering Electrically supported steering (EPS); 2.4 revolutions from lock to lock Overall steering ratio :1 Steering Electrically supported steering (EPS); 2.4 revolutions from lock to lock Overall steering ratio :1 Steering Electrically supported steering (EPS); 2.4 revolutions from lock to lock Overall steering ratio :1 Steering Electrically supported steering (EPS); 2.4 revolutions from lock to lock Overall steering ratio :1 Steering Electrically supported steering (EPS); 2.4 revolutions from lock to lock Overall steering ratio :1 Steering Electrically supported steering (EPS); 2.4 revolutions from lock to lock Overall steering Electrically supported steering (EPS); 2.4 revolutions from lock to lock Overall steering assistant, hill start assistant, optional: Popular steering Electrically supported steering (EPS); 2.4 revolutions from lock to lock Overall steering Electrically supported steering (EPS); 2.4 revolutions from lock to lock Overall steering Electroine Electroine Transmission type | | | |
| Rear brakes Diameter mm 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, optional: Dynamic Traction Control (DTC) and Electronic Differential Lock Control (EDLC). Handbrake impacts mechanically on rear wheels Steering Electrically supported steering (EPS); 2.4 revolutions from lock to lock Overall steering ratio :1 | | mm | · |
| Diameter mm 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, optional: Dynamic Traction Control (CDC) and Electronic Differential Lock Control (EDLC). Handbrake impacts mechanically on rear wheels (EDLC). H | | | |
| Driving stability systems brake force distribution (EBD) and Cornering Brake Control (CBC), Dynamic Stability Control (DSC) with brake assistant, hill start assistant, optional: Dynamic Traction Control (DTC) and Electronic Differential Lock Control (EDLC). Handbrake impacts mechanically on rear wheels (EDLC). Handbrake impacts mechanically on ear wheels (EDLC). Handbrake impacts mechanically on ear wheels (EDLC). Handbrak | | mm | |
| brake force distribution (EBD) and Cornering Brake Control (CBC). Dynamic Stability Control (DSC) with brake assistant, hill start assistant, optional: Dynamic Traction Control (DTC) and Electronic Differential Lock Control (EDLC). Handbrake impacts mechanically on rear wheels (EDLC). Handbrake impacts on factor (ED | | 111111 | |
| Overall steering ratio :1 14.1 Tyres 205/60 R16 92H Rims 6.5J × 16 steel Transmission Transmission type 6-speed manual transmission Gear ratio I :1 3.308 II :1 1.870 III :1 1.194 Quality :1 0.872 V :1 0.721 VI :1 0.596 Reverse gear :1 3.231 Final drive ratio :1 3.706 Driving performance figures 8 Power-to-weight ratio according to kg/kW 19.8 Power output per litre kW/l 41.3 Acceleration 0-100 km/h s 12.9 0-1000 m s 34.8 in 5th gear 80-120 km/h s 15.9 | DIVING SCOUNCY SYSTEMS | | oution (EBD) and Cornering Brake Control (CBC), Dynamic Stability Control (DSC) with brake assistant, optional: Dynamic Traction Control (DTC) and Electronic Differential Lock Control |
| Tyres 205/60 R16 92H Rims 6.5J × 16 steel Transmission Gear ratio I :1 3.308 II :1 1.870 III :1 1.94 IV :1 0.872 V :1 0.596 Reverse gear :1 3.231 Final drive ratio :1 3.706 Driving performance figures Power output per litre kW/I 41.3 Acceleration 0-100 km/h s 12.9 Acceleration 0-1000 m s 34.8 in 5th gear 80-120 km/h s 15.9 | Steering | | Electrically supported steering (EPS); 2.4 revolutions from lock to lock |
| Rims 6.5J × 16 steel Transmission Transmission type 6-speed manual transmission Gear ratio I :1 3.308 II :1 1.870 III :1 1.194 IV :1 0.872 V :1 0.721 VI :1 0.596 Reverse gear :1 3.231 Final drive ratio :1 3.706 Driving performance figures Power-to-weight ratio according to kg/kW 19.8 Power output per litre kW/l 41.3 Acceleration 0-100 km/h s 12.9 0-1000 m s 34.8 in 5th gear 80-120 km/h s 15.9 | Overall steering ratio | :1 | · · · · · · · · · · · · · · · · · · · |
| Transmission Transmission type 6-speed manual transmission Gear ratio I :1 3.308 II :1 1.870 III :1 0.872 IV :1 0.872 V :1 0.721 VI :1 0.596 Reverse gear :1 3.231 Final drive ratio :1 3.706 Driving performance figures ** Power-to-weight ratio according to kg/kW 19.8 Power output per litre kW/l 41.3 Acceleration 0-100 km/h s 12.9 0-1000 m s 34.8 in 5th gear 80-120 km/h s 15.9 | Tyres | | 205/60 R16 92H |
| Transmission type 6-speed manual transmission Gear ratio I :1 3.308 II :1 1.870 IIII :1 1.194 IV :1 0.872 V :1 0.721 VI :1 0.596 Reverse gear :1 3.231 Final drive ratio :1 3.706 Driving performance figures 5 19.8 Power output per litre kW/I 41.3 Acceleration 0-100 km/h s 12.9 0-1000 m s 34.8 in 5th gear 80-120 km/h s 15.9 | Rims | | 6.5J × 16 steel |
| Gear ratio I :1 3.308 II :1 1.870 III :1 1.194 IV :1 0.872 V :1 0.721 VI :1 0.596 Reverse gear :1 3.231 Final drive ratio :1 3.706 Driving performance figures Power-to-weight ratio according to kg/kW 19.8 Power output per litre kW/l 41.3 Acceleration 0-100 km/h s 12.9 0-1000 m s 34.8 in 5th gear 80-120 km/h s 15.9 | Transmission | | |
| Gear ratio I :1 3.308 II :1 1.870 III :1 1.194 IV :1 0.872 V :1 0.721 VI :1 0.596 Reverse gear :1 3.231 Final drive ratio :1 3.706 Driving performance figures Power-to-weight ratio according to kg/kW 19.8 Power output per litre kW/l 41.3 Acceleration 0-100 km/h s 12.9 0-1000 m s 34.8 in 5th gear 80-120 km/h s 15.9 | Transmission type | | 6-speed manual transmission |
| II | | :1 | · |
| III | | | 1.000 |
| IV :1 0.872 V :1 0.721 VI :1 0.596 Reverse gear :1 3.231 Final drive ratio :1 3.706 Driving performance figures 8 Power-to-weight ratio according to kg/kW 19.8 Power output per litre kW/I 41.3 Acceleration 0-100 km/h s 12.9 0-1000 m s 34.8 in 5th gear 80-120 km/h s 15.9 | | | |
| V :1 0.721 VI :1 0.596 Reverse gear :1 3.231 Final drive ratio :1 3.706 Driving performance figures 8 Power-to-weight ratio according to kg/kW 19.8 Power output per litre kW/l 41.3 Acceleration 0-100 km/h s 12.9 0-1000 m s 34.8 in 5th gear 80-120 km/h s 15.9 | | | |
| VI :1 0.596 Reverse gear :1 3.231 Final drive ratio :1 3.706 Driving performance figures Power-to-weight ratio according to kg/kW 19.8 Power output per litre kW/l 41.3 Acceleration 0-100 km/h s 12.9 0-1000 m s 34.8 in 5th gear 80-120 km/h s 15.9 | | | |
| Reverse gear :1 3.231 Final drive ratio :1 3.706 Driving performance figures Power-to-weight ratio according to kg/kW 19.8 Power output per litre kW/l 41.3 Acceleration 0-100 km/h s 12.9 0-1000 m s 34.8 in 5th gear 80-120 km/h s 15.9 | | | |
| Final drive ratio :1 3.706 Driving performance figures | | | |
| Driving performance figures Power-to-weight ratio according to Power output per litre kg/kW 19.8 Acceleration 0-100 km/h s 12.9 0-1000 m s 34.8 in 5th gear 80-120 km/h s 15.9 | | | |
| Power-to-weight ratio according to kg/kW 19.8 Power output per litre kW/l 41.3 Acceleration 0-100 km/h s 12.9 0-1000 m s 34.8 in 5th gear 80-120 km/h s 15.9 | | .1 | 3.700 |
| Power output per litre kW/l 41.3 Acceleration 0-100 km/h s 12.9 0-1000 m s 34.8 in 5th gear 80-120 km/h s 15.9 | | الادالحا | 10.0 |
| Acceleration 0-100 km/h s 12.9 0-1000 m s 34.8 in 5th gear 80-120 km/h s 15.9 | | | |
| 0-1000 m s 34.8 in 5th gear 80-120 km/h s 15.9 | | | |
| in 5th gear 80–120 km/h s 15.9 | | | |
| | | | |
| rop speed km/h 171 | | | |
| | Top speed | km/h | 171 |

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| l/100 km | 4.7 |
|-----------------|---|
| l/100 km | 3.9 |
| l/100 km | 4.2 |
| g/km | 111 |
| | |
| | EU6 |
| 3rd party/fully | 2) |
| mm | 145 |
| | I/100 km I/100 km g/km 3rd party/fully |

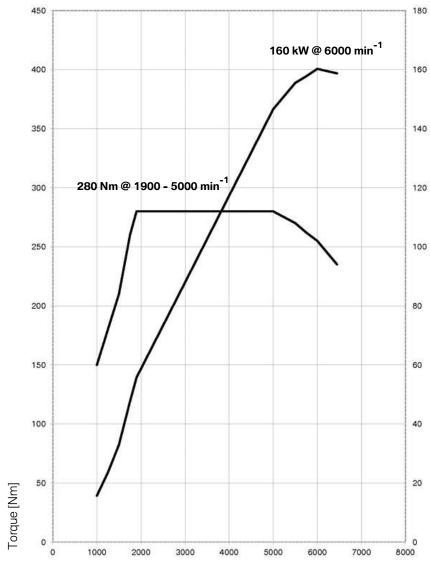
 $^{^{\}rm D}$ Weight of road-ready automobile (DIN) plus 75 kg for driver and luggage $^{\rm D}$ Details not yet available

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Power and torque diagrams.



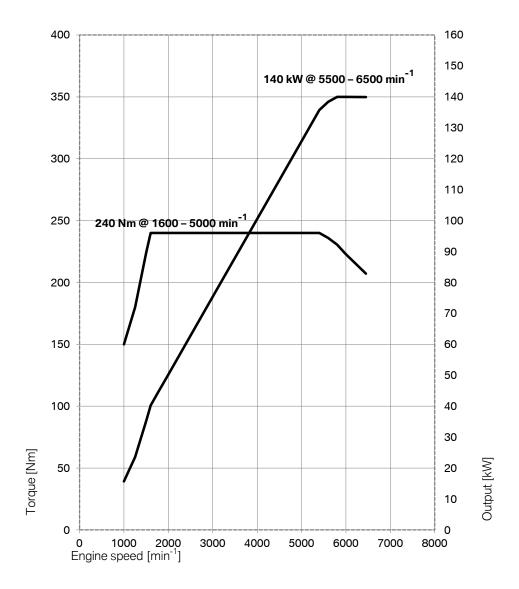
MINI John Cooper Works Countryman.



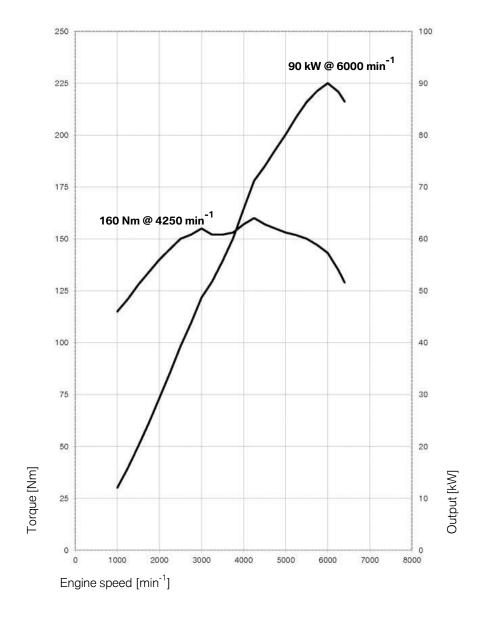
Output [kW]

Engine speed [min⁻¹]

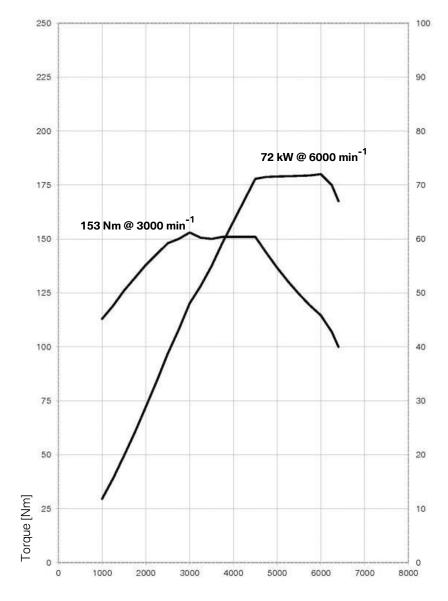
MINI Cooper S Countryman.



MINI Cooper Countryman.



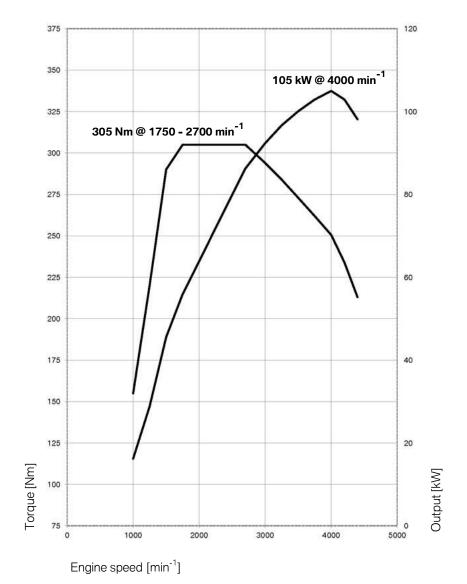
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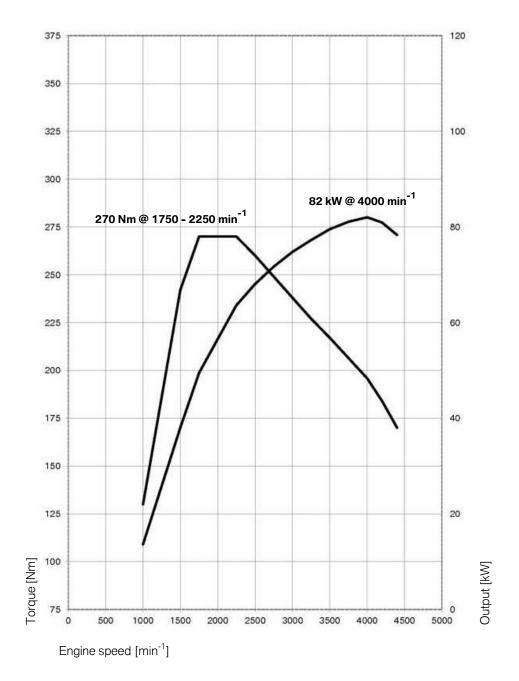
Output [kW]

Engine speed [min⁻¹]

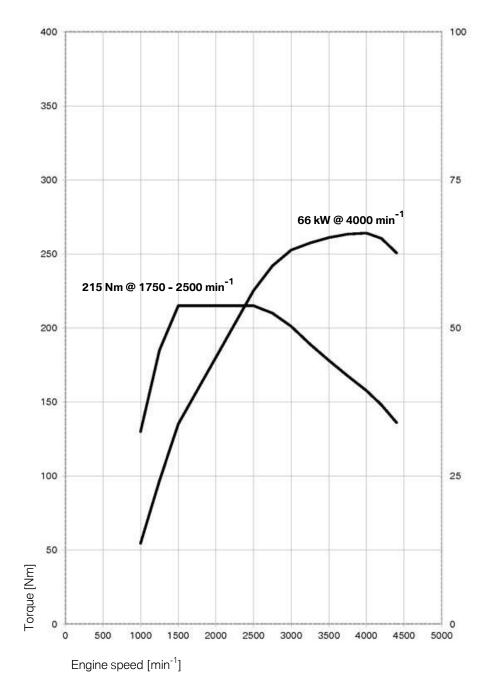
MINI Cooper SD Countryman.



MINI Cooper D Countryman.



MINI One D Countryman.

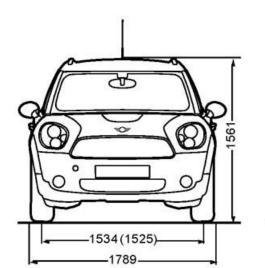


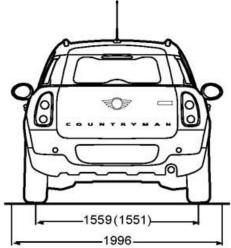
Output [kW]

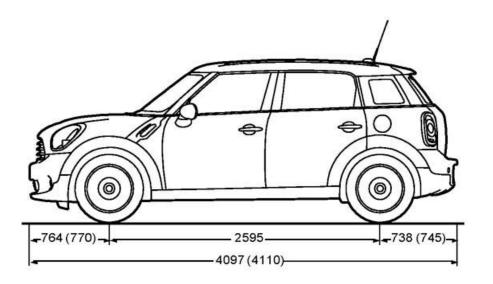
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Exterior and interior dimensions.









mm