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# MINI at the 2011 Frankfurt International Motor Show (IAA).



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## 1. MINI at the 2011 Frankfurt International Motor Show.



(Short version)

The MINI brand takes to the stage at the 2011 Frankfurt International Motor Show (IAA) with increasing variety within its ranks and an unparalleled focus on the individualisation of its models. The world's most important car show plays host to the world premiere of the MINI Coupé. And visitors to the event – which takes place from 15-25 September 2011 – will also be able to explore the rest of the MINI model family, not to mention the latest MINI Yours range of products and an attractive array of Original MINI Accessories. The impressively diverse product portfolio presented by MINI once again underlines its status as a maker of premium cars which faithfully express both the unmistakable character of the brand and the personal style of its customers.

The launch of the MINI Coupé sees the British premium small car manufacturer taking the next step in its rigorous model range expansion process. The brand's fifth model wraps up hallmark MINI qualities in a new and distinctive package. The first two-seater in the current range boasts an even sharper focus on delivering unbeatable fun at the wheel. Powerful engines, a bespoke set-up for the car's sophisticated suspension and finely-judged adjustments in terms of aerodynamics and weight balance help whisk the legendary go-kart feeling into a new dimension.

The distinctive identity of the MINI Coupé is also reflected in its design. With its sporty, hunkered-down feel and fresh new roof design, the two-seater occupies its very own niche within the model line-up. At the same time, though, familiar MINI exterior and interior design features clearly highlight its membership of the brand family. The fun-filled driving experience and functionality of the new model are geared squarely to driving "two up", but the MINI Coupé cuts no corners in displaying all the charisma, efficiency and premium quality MINI has brought to the small car segment.

The extra depth to the MINI model range shines the spotlight once again on the brand's unrivalled potential. Around the world MINI has become a byword for driving fun, agility, expressive design, premium quality and individuality. And having broken new ground in the premium small car segment, MINI is now building its advantage over its rivals. Ten years after the relaunch of the brand

and five years since the second generation of the 21st-century MINI hit the roads, its popularity in car markets around the globe continues to grow with the arrival of each new model.

With five models now carrying the MINI badge, the brand has succeeded in meeting the specific needs of various target groups. The luxury of choice created by the variety of models within the MINI family is taken a stage further by the scope for effective customisation that each individual model allows. The brand offers its customers more freedom than any other carmaker to configure their car to their own personal style.

#### MINI Coupé: world premiere for a more focused go-kart feeling.

Two years ago a concept car previewing a two-seater Coupé from the MINI brand turned heads aplenty at the Frankfurt Motor Show. And now that vision of even more sharply focused driving fun has become a reality on the road. The 2011 Frankfurt Show provides the stage for the world premiere of the MINI Coupé. The two-seater will be offered from launch with a choice of four engine variants with outputs ranging from the 90 kW/122 hp of the MINI Cooper Coupé and the MINI Cooper SD Coupé's 105 kW/143 hp to the 135 kW/184 hp developed by the MINI Cooper S Coupé and the 155 kW/211 hp of the sporting flagship, the MINI John Cooper Works Coupé. In league with these powerful engines, the Coupé's bespoke suspension set-up, harmonious weight distribution, extremely rigid body and special aerodynamic tweaks – including an extending rear spoiler – help to bring the car's go-kart feeling even further to the fore.

The MINI Coupé is the brand's first model to adopt a classical three-box structure with a strikingly stepped rear end. The car's roof has a standard contrasting paint finish, accentuating its distinctive design, while the 280-litre luggage compartment behind the high-opening tailgate reveals impressive functionality. Other particularly noteworthy features of the interior include oval recesses in the roof liner, which are specific to the MINI Coupé and emphasise the car's two-seat design, and the wide through-loading facility linking the cabin and luggage compartment.

#### MINI Yours: customisation at its most exclusive.

The extra breadth in the model range is complemented by the increased scope for owners to customise their cars. For example, the MINI Yours collection of

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products represents a particularly attractive addition to the options list. MINI Yours comprises a range of exclusive options – designed as the perfect complement to the unmistakable character of the MINI brand – for the exterior and interior design of the MINI Coupé. In addition to unusual paint finishes, trim elements, upholstery variants and interior colours, the MINI Yours range also offers customers stylishly composed equipment packages and limited-edition models.

The 2011 Frankfurt Motor Show will also host the unveiling of the MINI Clubman Hampton, which embodies the inimitable style of MINI Yours in particularly concentrated form. The paintwork and wheels of the MINI Clubman Hampton, as well as its exterior and interior design, and other equipment features chosen specially for it, have been carefully coordinated down to the smallest details to lend a special flavour to both its appearance and the driving experience on board. Currently only one MINI exudes an even more exclusive allure: the MINI INSPIRED BY GOODWOOD. This special-edition take on the three-door MINI was created under the expert eye of the Rolls-Royce Motor Cars design team and is also on display at the Frankfurt Motor Show.

## Original MINI Accessories: more freedom for customers to express their personal style.

Looking beyond the range of optional equipment available ex-factory, MINI also opens up an extraordinary wealth of possibilities when it comes to configuring owners' cars to their personal style and requirements. The Original MINI Accessories range gives owners all the tools they need to enjoy the hallmark MINI driving fun in an individually tailored one-off car. The range comprises a constantly expanding selection of products which enhance and accentuate the expressive design, sporting characteristics and functionality of a MINI.

Alongside the familiar customisation options for the exterior, such as roof flags, mirror caps and side indicator surrounds, the Original MINI Accessories presented at the 2011 Frankfurt Motor Show also include steering wheels, gearshift knobs, interior trim strips and other retro-fit components for the interior. Customers will also find specifically designed transport systems to carry sports equipment safely and comfortably while on the move. Likewise on show is the latest range of accessories from the John Cooper Works brand. These include John Cooper Works tuning products, which further enhance both

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engine performance and handling, make the car's aerodynamic properties and exterior design that much more effective, and bring the sensation of the race track to the interior.

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#### 2. At a glance.



#### World premiere: the MINI Coupé.

The 2011 Frankfurt Motor Show will host the world premiere of the MINI Coupé. The first two-seater in the current model range sees MINI deliver another injection of engaging variety into the small car segment – and, at the same time, introduce a particularly focused brand of driving fun. The sporting character of the MINI Coupé is reflected not only in its design, but also in the range of engines available to customers. The most powerful petrol and diesel engines in the MINI line-up join forces with a bespoke suspension set-up, harmonious weight distribution, a rigid body structure and optimised aerodynamics to deliver the customary MINI go-kart feeling at its most intense. A contrasting paint finish for the MINI Coupé's roof (included as standard) emphasises its distinctive form, while the 280-litre luggage compartment behind the high-opening tailgate reveals impressive functionality.

#### • Rich in variety: the MINI model family.

A model range that started out with one model – the MINI – has now grown into a family of five, with the launch of the MINI Coupé taking the expansion of the brand's model portfolio to its logical next stage. The MINI Coupé adds another new model with its own individual character to stand alongside the MINI, MINI Clubman and MINI Convertible, while the MINI Countryman embodies the brand's move into another new vehicle segment. The selection of engines available for MINI models is also larger than ever, including up to four petrol variants and three diesels (depending on the model). Outputs stretch from 55 kW/75 hp to 135 kW/184 hp. The elite group of extreme sporting models within the range has also gained another member: the MINI John Cooper Works Coupé becomes the fourth such model to enjoy the services of the race-derived four-cylinder engine developing 155 kW/211 hp.

#### High in exclusivity: the MINI Yours range.

MINI is also using the 2011 Frankfurt Motor Show to showcase vehicle customisation at its most exclusive. The MINI Yours range offers exclusive options for the exterior and interior design which have been developed as the perfect complement to the unmistakable character of the MINI brand. MINI Yours offers customers everything from special exterior paint finishes

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and trim elements, upholstery variants and interior colours, to stylishly composed equipment packages and limited-run special-edition models. The inimitable MINI Yours style is modelled at the 2011 Frankfurt Motor Show by a brace of exceptional vehicles: the MINI Clubman Hampton and the MINI INSPIRED BY GOODWOOD, which was created under the expert eye of the Rolls-Royce Motor Cars design team.

#### • Strong on individuality: the Original MINI Accessories range.

Customers looking for the antithesis of an "off the peg" car should make MINI their first port of call. The British brand goes further than any other carmaker to offer its customers the freedom to tailor their car precisely to their own personal style. A range now comprising five models, plus a large selection of optional equipment, exterior paint finishes and interior design configurations, along with the Original MINI Accessories range, create unrivalled scope to turn each and every MINI into a one-off car exuding the style of its owner. The array of products in the Original MINI Accessories range is larger than ever. In addition to exterior and interior design options, customers can also choose from a wealth of clever transportation solutions to enhance the car's functionality as well as the John Cooper Works Tuning products geared to providing driving fun of the ultra-sporty variety.

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# 3. A recipe for unbridled driving fun: The MINI Coupé.



#### 3.1 Design.

The MINI Coupé brings a fascinatingly unique character to its market segment and the MINI model family alike. Its body design is based on a faithful interpretation of MINI design and places a clear emphasis on the brand's sporting genes. Plus, it features a number of eye-catching individual touches which amount to rather more than model-specific details. At the same time, though, the Coupé remains unmistakably a MINI. A combination of taut, athletic surfaces, harmonious curves and parallel lines confirms the allegiance of its formal language to the cornerstones of MINI design. Indeed, the appearance of the MINI Coupé is also defined by its powerful over-the-wheel stance. And then there are unique design features exclusive to MINI, such as the hexagonal contours of the radiator grille, the black border around the lower part of the body, a host of chrome strips and surrounds, and the large circular headlights with integrated direction indicators. The headlights, like the vertically stacked rear lights positioned on the outer extremes of the rear end, are integrated like "islands" into the body. The positioning lights and foglamps located in the front apron and the surrounds of the side indicators on the front side panels are among the design elements whose origins can be traced back to the classic Mini of the 1950s.

At the same time, however, the Coupé also breaks the mould – as the first MINI to adopt a three-box body structure. Unlike the MINI, MINI Clubman and MINI Convertible, the MINI Coupé is divided into three distinct segments: engine compartment, passenger compartment and boot. This structure broadens the MINI Coupé's spectrum of geometric forms and helps to create a classic and very distinctive gran turismo-style rear end, particularly when viewed from the side.

The exterior dimensions of the MINI Coupé give it very sporty proportions and a low, forward-thrusting profile. The two-seater measures 3,734 millimetres (MINI Cooper Coupé: 3,728 millimetres) in length, 1,683 millimetres in width and 1,384 millimetres (MINI Cooper Coupé: 1,378 millimetres) in height. In other words, while the overall length, width and wheelbase (2,467 millimetres) are almost identical to the measurements of the MINI, the car's overall height has been lowered by as much as 52 millimetres.

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## Distinctive roof form; steeply raked A-pillars, integrated roof spoiler and active rear spoiler optimise aerodynamics.

The clear horizontal structuring of the Coupé into three distinct tiers – the body, the wraparound glass surfaces and the strikingly superimposed roof – is also a typical MINI hallmark. The rearward tapering glasshouse, the flat side windows and, most prominently, the innovative "helmet roof" give the MINI Coupé a distinctive appearance from every angle.

The active rear spoiler, fitted for the first time on a MINI, optimises airflow at higher speeds. Integrated in the boot lid, the spoiler pops up automatically when the MINI Coupé reaches a speed of 80 km/h (50 mph). When the speed drops below 60 km/h (37 mph) again, a four-part control mechanism returns the spoiler to its rest position. It is also possible to operate the active rear spoiler manually, for example for cleaning purposes, using a button in the overhead control panel.

At higher speeds, the active rear spoiler reduces lift at the rear axle, optimising the aerodynamic balance – and therefore the grip levels – of the MINI Coupé. It forms part of a precisely configured aerodynamic concept that also includes an innovatively designed roof spoiler with integrated aerial. This roof spoiler is fully integrated into the styling of the helmet roof. It has an opening in the centre which allows the airflow over the roof to be directed down to the rear window or, depending on speed, to the rear spoiler. This reduces rear lift and, in so doing, improves the driving dynamics of the MINI Coupé.

Also distinctive are the A-pillars and windscreen, which are more sharply raked than on the MINI. The resulting smaller frontal area makes an additional contribution to the excellent aerodynamic properties of the MINI Coupé. Airflow has been optimised to an even greater extent on the range-topping MINI John Cooper Works Coupé. The most powerful member of the Coupé line-up is fitted with a John Cooper Works aerodynamic kit as standard in a nod to its exceptionally dynamic performance capability.

## Interior: clear emphasis of two-seated layout, generous storage capacity.

The design of the MINI Coupé's interior also showcases the pure-bred character of a compact sports car. In typical MINI style, the Coupé has a large Centre Speedo and a rev counter positioned directly behind the steering wheel,

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and the standard-fitted sports seats offer outstanding lateral support through quickly-taken corners. The colours of the interior, meanwhile, also help enhance concentration on the road ahead. Regardless of the combination of upholstery variant, trim elements and Colour Lines chosen by the MINI Coupé owner, the interior colour remains Carbon Black. An anthracite roof liner is also part of the standard specification.

Oval recesses in the roof liner create extra headroom. This exclusive design element lends further emphasis to the two-seat layout and hunkered-down, sports-orientated form of the MINI Coupé body.

The absence of a rear seat bench creates new scope for offering spontaneous driving enjoyment for two people while at the same time catering for the requirements of an active and varied lifestyle. The adaptable 290-litre boot is extremely flexible. With a large, high-opening tailgate and a 36 cm (14 in.) wide and 20 cm (approx. 8 in.) high through-loading system that can also be opened from the driver's or passenger's seat, the MINI Coupé offers cargo-carrying possibilities that will suit a wide range of needs, whether for daily routine, leisure or touring for two. The car's practicality is further enhanced by larger door bins, three cupholders and a cross-rack behind the seats. Meanwhile, the variable luggage compartment cover eases stowage of particularly bulky items or sports equipment. When the boot lid is opened, the rear section of the three-dimensional cover is also raised. The entire cover can be detached if required.

#### An exclusive selection of colours and materials.

The range of exterior paint finishes for the MINI Coupé body comprises nine colours. The car's roof is painted as standard in a contrasting colour; customers can choose from Jet Black, Pure Silver and – exclusively for the MINI John Cooper Works Coupé – Chili Red. This gives the extravagant roof shape a particularly striking appearance. The only exception here is the Midnight Black body paint variant, which can be combined with a roof in Jet Black. Model-specific Sport stripes are available as an option. On the roof these come in body colour, on the front and rear ends in the contrasting colour. The MINI Coupé is kitted out as standard with 15-inch, 16-inch or 17-inch light-alloy wheels, depending on the variant. Further light-alloy wheel designs in these formats can be ordered as an option.

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Special piping-style sports seats and the upholstery colour Toffy – unique to the Coupé – add even more scope to the customary MINI variety of seat and upholstery variants. Added to which, the black sports seats can also be specified in Punch Leather with beige-coloured perforations. Trim strips can be ordered in any of six variants, and a Chili Red option is also offered for the MINI John Cooper Works Coupé. A choice of five Colour Lines is available; the Polar Beige variant can also be combined with beige-coloured exterior mirrors. What's more, customers can explore the additional, extremely exclusive interior design options offered by the MINI Yours range.

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#### 3.2 Engines and gearboxes.

to the pumps.

In the MINI Coupé, engine power is converted into pure driving fun more directly and comprehensively than ever. Cutting-edge drive system technology ensures that the engine's output and torque are generated exceptionally efficiently – and experienced with great intensity by the driver. Instantaneous power development delivers impressive sports performance, while high elasticity and optimum gear ratios guarantee unbeatable agility in mid-range acceleration. Plus, extensive MINIMALISM technology makes the driver a less frequent visitor

The MINI Coupé therefore takes a thoroughly modern route to delivering an extra dose of urban driving fun. At the same time, the brand's racing genes are clearly reflected in its character. Customers can choose from a selection of four engines for their MINI Coupé. All the model variants carry the Cooper name in their designation. Traditionally, this familiar badge has been a sign of outstanding sporting ability and a nod to the brand's association with legendary Formula One designer John Cooper. This is the man who smoothed the passage of the classic Mini into race competition. Its racing exploits have long since passed into legend, reaching their zenith with three overall victories in the Monte Carlo Rally. The MINI Coupé is also imbued with these genes. Indeed, the MINI Cooper Coupé, MINI Cooper S Coupé, MINI John Cooper Works Coupé and MINI Cooper SD Coupé offer a blend of fuel consumption and driving fun unmatched within their respective output classes.

Outputs stretch from the 90 kW/122 hp of the MINI Cooper Coupé, via the MINI Cooper SD Coupé with 105 kW/143 hp and MINI Cooper S Coupé with 135 kW/184 hp, all the way up to the extremely sporty MINI John Cooper Works Coupé developing 155 kW/211 hp. The MINI Cooper Coupé, MINI Cooper S Coupé and MINI Cooper SD Coupé can be specified with an optional six-speed automatic gearbox as an alternative to the six-speed manual fitted as standard across the Coupé range.

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#### MINI Cooper Coupé: high in energy, low in CO<sub>2</sub>.

The new member of the MINI family displays an infectious spirit and verve – even in entry-level form. The four-cylinder petrol engine in the MINI Cooper Coupé develops 90 kW/122 hp from its 1.6-litre displacement, reaching this maximum output at 6,000 rpm. Peak torque of 160 Newton metres (118 lb-ft) is on tap at 4,250 rpm. The secret behind the engine's lightning-fast response to every movement of the accelerator pedal lies primarily in the fully variable valve management system unique in the MINI segment. This throttle-free load control technology is based on the VALVETRONIC system found in BMW engines and optimises both the engine's responsiveness and its fuel consumption and emissions. Within fractions of a second, the valve management wizardry adjusts the stroke and opening period of the intake valves to the amount of output required, the camshaft acting on the valves through an additional intermediate arm, and not directly through the cam follower. The pivot point of this additional intermediate arm is infinitely adjustable by an eccentric shaft controlled by an electric motor. The throttle butterfly – used to control load in conventional engines – is fitted solely as an emergency backup and for diagnostic purposes. Under normal circumstances it remains fully open at all times to minimise flow losses in the intake manifold.

The MINI Cooper Coupé uses this instantaneous pulling power to deliver impressive acceleration and races from rest to the 100 km/h (62 mph) mark in just 9.0 seconds. Its top speed stands at 204 km/h (127 mph). This performance contrasts with average fuel consumption in the EU test cycle of 5.4 litres per 100 km (52.3 mpg imp) and CO<sub>2</sub> emissions of 127 grams per kilometre.

## MINI Cooper S Coupé: unbeatable efficiency, intoxicating driving fun.

The likewise 1.6-litre power unit under the bonnet of the MINI Cooper S Coupé comes with fully variable valve management as part of a package of technology which also features a twin-scroll turbocharger and petrol direct injection. In this type of charge system the ducts of two cylinders are combined with one another in the exhaust manifold and in the turbocharger. This construction leads to instantaneous development of charge pressure. Meanwhile, direct injection allows extremely precise amounts of fuel to be fed into the cylinders, promoting clean and efficient combustion. The combination of turbocharging, direct injection and variable valve management produces maximum output of

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135 kW/184 hp at 5,500 rpm and makes the four-cylinder unit in the MINI Cooper S Coupé the world's most efficient engine in its displacement class.

Maximum torque of 240 Newton metres (177 lb-ft) is on tap as low down as 1,600 rpm, and can be raised to 260 Newton metres (192 lb-ft) for a short time using Overboost. This function serves up additional pulling power to ensure particularly dynamic acceleration. The MINI Cooper S Coupé dashes from 0 to 100 km/h (62 mph) in just 6.9 seconds, and its top speed stands at 230 km/h (143 mph). These performance figures team up with average fuel consumption in the EU test cycle of 5.8 litres per 100 km (48.7 mpg imp) and  $CO_2$  emissions of 136 grams per kilometre.

## MINI John Cooper Works Coupé: an extreme sportsman reaches the peak of his powers.

The exceptionally sporty MINI models bearing the John Cooper Works badge hold a very special status within the model range. Features such as engine technology derived directly from the race track mark them out from the norm. The MINI John Cooper Works Coupé adds another top-class athlete to the MINI ranks. A 155 kW/211 hp four-cylinder engine with twin-scroll turbocharger and direct injection imbues it with unrestrained power, giving it the tools to do what MINI does best – entertaining drivers – even better.

The 1.6-litre engine under the bonnet of the MINI John Cooper Works Coupé is largely the same as the unit powering the competitors in the MINI CHALLENGE Clubsport series. Numerous technical details originate directly from developments in motor sport, including the aluminium cylinder block and bearing mounts, reinforced pistons, a particularly high-strength cylinder head and low-weight crankshafts. The exhaust valves are sodium-filled to provide the extra cooling required by a turbocharged engine, and the intake camshaft features infinite phase adjustment. The modified turbocharger develops even greater charge pressure than the engine in the MINI Cooper S Coupé. The model-specific exhaust system can be identified from the outside by its polished stainless steel twin tailpipes, while its resonant soundtrack – best sampled from inside the cabin – adds a distinctive extra layer to the extreme sports machine's character.

The engine generates peak output at 6,000 rpm and develops maximum torque of 260 Newton metres (192 lb-ft); the Overboost function pushes this figure up to 280 Newton metres (207 lb-ft) for a short time. The instantaneous power development ensures imposing acceleration, the MINI John Cooper Works Coupé rocketing from a standstill to 100 km/h (62 mph) in 6.4 seconds on the way to a top speed of 240 km/h (149 mph). And yet average fuel consumption in the EU test cycle is kept at an unusually low level for cars in this output class; the MINI John Cooper Works Coupé burns just 7.1 litres of fuel per 100 km (39.8 mpg imp) and has CO<sub>2</sub> emissions of 165 grams per kilometre.

#### MINI Cooper SD Coupé: brawny yet economical.

As an alternative to the three petrol units, the MINI Coupé can also be ordered with a diesel engine. Its incredibly sporty power development allows it to slot perfectly into the engine line-up, where it occupies pole position in the efficiency standings. The four-cylinder diesel unit under the bonnet of the MINI Cooper SD Coupé comes with an all-aluminium crankcase, a turbocharger with variable intake geometry and common-rail direct injection with solenoid-valve injectors. It produces maximum output of 105 kW/143 hp from its 2.0-litre displacement, a figure achieved at 4,000 rpm. Thanks to muscular pulling power sustained all the way from low engine speeds into the higher reaches of the rev range, the most powerful diesel representative of the MINI engine line-up offers both an impressive balance between power and fuel economy and the ideal platform for a sporty driving style.

The engine's maximum torque of 305 Newton metres (225 lb-ft) is available between 1,750 and 2,700 rpm, and the MINI Cooper SD Coupé needs a mere 7.9 seconds to sprint from 0 to 100 km/h (62 mph). Top speed is 216 km/h (134 mph). Proof of its outstanding efficiency is demonstrated by average fuel consumption in the EU test cycle of 4.3 litres per 100 km (65.7 mpg imp). The  $CO_2$  emissions of the MINI Cooper SD Coupé stand at 114 grams per kilometre.

#### A lot of power from a little fuel: MINIMALISM technology as standard.

All model variants of the MINI Coupé come as standard with a wide range of MINIMALISM technology. In addition to the engines' efficiency, features such as Brake Energy Regeneration, the Auto Start/Stop function, Shift Point Display, Electric Power Steering and the need-based operation of ancillary components help to make efficient use of the energy contained in the fuel and deliver

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exceptionally low CO<sub>2</sub> emissions. Moreover, innovative thermal encapsulation of the drivetrain shortens the fuel-sapping warm-up period after a cold start.

The standard-fitted six-speed manual gearbox sets a new benchmark in the segment with its short shift travel and impressively precise action. A ready-to-drive weight of 44.8 kilograms (98.7 lb) makes this the lightest gearbox of its kind. The MINI Cooper S Coupé and MINI Cooper SD Coupé come with a new, self-adjusting clutch. Automatic readjustment ensures that the pedal feel you expect from a MINI is there to be enjoyed over the car's full service life. Plus, the synchronisation of the gears is further optimised by a carbon coating for the clutch linings. The ratios have been set to ensure that each gear change takes place at the optimum engine speed and thus allows the rapid progression of the acceleration process.

A six-speed automatic gearbox with Steptronic function can be ordered for the MINI Cooper Coupé, MINI Cooper S Coupé and MINI Cooper SD Coupé as an option. With its exceptionally short shift times and direct "target gear" finding capability on downshifts, the automatic likewise showcases the sporting character of the MINI Coupé. The driver can also change gear manually using the selector lever, while shift paddles on the steering wheel are available as an additional option.

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#### 3.3 Chassis and body.

The suspension system effortlessly translates the power of the MINI Coupé engines into a fun-filled and agile driving experience, delivering the sharp handling typical of MINI that also contributes to a high standard of active safety. With the suspension technology closely matched to the engine power, the MINI Coupé provides the most intensive expression to date of the trademark MINI driving experience, or go-kart feeling. Even when pushed hard in dynamic driving situations, the outstanding quality of the suspension, control arms, steering and brake system ensures confident control of the vehicle at all times.

The MINI Coupé owes its agility and sure, safe handling not only to front-wheel drive and superior suspension technology, but also to a low centre of gravity, a long wheelbase measuring 2,467 millimetres, and a front and rear track width of 1,459 and 1,467 mm respectively. The Dynamic Stability Control (DSC) system is fitted as standard on the MINI Coupé. With its extensive functionality, it adds to the safe and sporty handling qualities. As an option (standard on the MINI John Cooper Works Coupé) this system can be extended to include Dynamic Traction Control (DTC) with Electronic Differential Lock Control (EDLC) for the driven axle. DTC is activated at the touch of a button and raises the response thresholds of the stability control system. DTC mode makes it easier to move off on loose ground by allowing the driven wheels to spin slightly and allows controlled slip through the driven wheels when you're pressing on in corners.

#### Suspension technology: specific to MINI and unique in its segment.

Using top-quality components and a design that draws on the outstanding engineering expertise of the BMW Group, the MINI range offers suspension quality that is unique in this segment. In the MINI Coupé too, the suspension technology – as ever designed specifically and exclusively for the MINI – plays a big part in giving the vehicle its typical MINI character. This MINI-specific development approach is also responsible for the excellent balance between ride comfort and cornering stability, as well as the remarkably low levels of torque steer even when accelerating hard.

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MacPherson strut front suspension provides excellent wheel location, while the sophisticated kinematics of the multi-link rear suspension maintain optimal road grip at all times. The longitudinal control arms are made of aluminium, which cuts down on weight. Anti-roll bars reduce body roll to a minimum and make their own contribution to safety and agility. The suspension components have been meticulously adapted to the sporty personality and specific weight balance of the MINI Coupé and the body calibration on all model versions emphasises their sparkling handling characteristics. The optional sports suspension has firmer damper settings and comes with sturdier anti-roll bars front and rear. For a "hard-core" racing experience, the accessories range offers John Cooper Works suspension, with a 10 mm drop in ride height, ultra-firm damping and anti-roll bars whose diameter is even larger than on the sports suspension package.

15-inch alloy wheels are standard specification on the MINI Cooper Coupé, with 16-inch items standard on the MINI Cooper S Coupé and MINI Cooper SD Coupé. The MINI John Cooper Works Coupé is specified with 17-inch, weight-optimised alloy wheels in John Cooper Works Cross Spoke CHALLENGE styling. This model has run-flat tyres, so it is possible to continue driving, subject to certain restrictions, even after a complete loss of tyre pressure. The run-flat tyres are also available, as an option, for all other model versions. All models feature a Tyre Defect Indicator as standard.

#### Guaranteed precision: Electric Power Steering and powerful brakes.

The compelling handling is also partly down to Electric Power Steering (EPS), which gives the MINI Coupé excellent directional control in all situations. This electromechanical power steering system is particularly effective at soaking up steering shocks and other vibrations. The integrated active return function ensures that the steering wheel always returns precisely to the centre position when straightening up after a turn. The speed-dependent power assist reduces the steering effort required from the driver when parking and manoeuvring and, conversely, reduces the amount of assist at higher speeds to improve road feel and directional stability.

The Electric Power Steering also helps to make the MINI more energy-efficient since its electric motor only operates on demand, when steering assistance is actually required. No power is consumed during straightline driving or steady-state cornering.

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The MINI Coupé's Electric Power Steering is also available with variable power assist levels. A Sport Button on the centre console, standard in the case of the MINI John Cooper Works Coupé and optionally available for all other model versions, allows the driver to choose between the basic power assist level and a second mode designed to support a more performance-minded driving style. This second mode requires more steering input but provides a more responsive steering feel. Simultaneously, pressing the Sport Button also alters the response characteristics of the accelerator, which immediately delivers sharper, sportier reactions.

The MINI Coupé's model-specific braking system provides powerful, fade-free deceleration, even under the hardest braking. The vented front brake discs have a diameter of 280 millimetres on the MINI Cooper Coupé, 294 millimetres on the MINI Cooper S Coupé and MINI Cooper SD Coupé, and 316 millimetres on the MINI John Cooper Works Coupé. Optimal braking performance at the rear is provided by 259 mm discs

(MINI John Cooper Works Coupé: 280 mm).

## DSC Dynamic Stability Control as standard: optimised traction with DTC and EDLC.

The standard-fitted Dynamic Stability Control system, with extensive functionality, is a benchmark in the MINI segment. DSC makes an important contribution to safe and agile handling. In very dynamic driving situations and on slippery surfaces, the system can selectively brake individual wheels and reduce engine power to prevent a front- or rear-end slide at the earliest possible stage. The system includes integral anti-lock braking (ABS), Electronic Brakeforce Distribution (EBD), Cornering Brake Control (CBC), Brake Assist and Hill Start Assist.

Dynamic Stability Control is combined as standard on the MINI John Cooper Works Coupé, and optionally on all other model versions, with the Dynamic Traction Control system (DTC) with integrated Electronic Differential Lock Control (EDLC). DTC, which can be activated at the push of a button, raises the response thresholds to make it easier to move off on loose sand or snow, allowing the drive wheels to spin slightly in the process. DTC also permits a degree of controlled wheel slip under very sporty cornering. A longer push of the button fully deactivates the DSC system. With DSC in "off" mode, the EDLC system responds instead, in relevant situations. EDLC offers

enhanced performance characteristics when accelerating hard out of corners and tight bends by precisely controlled braking of a drive wheel that is starting to spin. This improves traction without negatively affecting the understeer/oversteer characteristics of the car. The result is smoother, faster cornering.

#### Active rear spoiler for optimised aerodynamics.

To improve airflow at higher speeds, the MINI Coupé is the first ever MINI to feature an active rear spoiler. At higher speeds, the active rear spoiler reduces lift at the rear axle to improve aerodynamic balance and road grip. The active rear spoiler forms part of a precisely configured aerodynamic concept that also includes an innovatively designed roof spoiler with integrated aerial. When travelling at maximum speed, the active rear spoiler provides 40 kilograms (88 lb) of extra downforce.

#### Stiff body, ideal weight balance.

The MINI Coupé has extra bodyshell stiffening at the rear, which means that the overall torsional rigidity of the body is even higher than on the MINI. In conjunction with the extra-sturdy side sills, this optimises the occupant protection provided by the high-strength passenger cell. At the same time the MINI Coupé's impressive body stiffness also enhances its agility and handling precision.

At the front of the vehicle, too, there are special body stiffening measures, along with innovative features to improve pedestrian protection. The resulting weight distribution has major benefits for vehicle dynamics. The slight increase in front axle load rating compared with the MINI increases traction at the front wheels and helps to ensure that the engine power is effortlessly translated into sporty acceleration.

The range of safety equipment fitted as standard includes front airbags and head-thorax airbags, which are integrated into the sides of the seat backrests and protect the head, upper body and hip area from injury in the event of a side-on impact. Added to which, both seats come with three-point inertia-reel seat belts including belt force limiters and belt tensioners. The MINI Coupé is also equipped with a Tyre Defect Indicator as standard.

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#### 3.4 Equipment.

The MINI Coupé comes with an impressive standard specification, further enhancing the driving fun available on board and underlining the car's premium character. The equipment list includes air conditioning (MINI Cooper S Coupé, MINI Cooper SD Coupé,

MINI John Cooper Works Coupé), speed-sensitive power steering and Park Distance Control with rear sensors, which makes parking and manoeuvring that much easier. Height-adjustable sports seats, electrically adjustable exterior mirrors and the radio MINI CD audio system (radio MINI Boost CD in the MINI John Cooper Works Coupé) with MP3-compatible CD player and AUX IN connection are also included as standard.

High-quality items of optional equipment – some of which are unique in the small car segment – allow customers to further enhance the comfort and individuality of their MINI Coupé. The list of options includes front foglamps, a rain sensor with automatic headlamp activation, and Adaptive Headlights (in conjunction with optional xenon light) which adjust the tilt of the headlights to the car's steering angle and speed in order to optimise illumination of the road through corners. Xenon headlights can also be specified with black housing.

#### High-quality options further enhance driving fun and individuality.

Among the other options available are Comfort Access, an on-board computer, automatic climate control, heated seats, a multifunction steering wheel, automatically dimming rear-view and exterior mirrors, an armrest, the storage package, and preparation for a rear luggage carrier rack. Customers can also dip into the selection of exclusive options available from the MINI Yours range and ultra-sporty John Cooper Works options and accessories.

Among the items owners can have fitted to maximise on-board entertainment and make communication even easier are the Harman Kardon hi-fi loudspeaker system and USB audio interface. The MINI Visual Boost radio and MINI navigation system link up with a 6.5-inch high-resolution colour display in the Centre Speedo and the Bluetooth hands-free system with USB audio interface. This allows customers to access an even more extensive range of functions supported by a connected mobile device, including audio streaming via

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Bluetooth, album cover artwork display on the on-board monitor and innovative office functions. The maps for the MINI navigation system are stored on the car's built-in Flash memory device and can be updated via the USB interface.

### Unrivalled entertainment and communications functions from MINI Connected.

Customers specifying the MINI Visual Boost radio or MINI navigation system will also be able to access internet-based services inside the car courtesy of MINI Connected. MINI-specific functions can be uploaded via a MINI Connected software application and operated using the joystick, steering wheel buttons and on-board monitor. Adopting the familiar MINI display and operating logic, MINI Connected enables comfortable, simple, secure and intuitive control of all functions while minimising driver distraction. The MINI Connected App gives owners of an Apple iPhone access to innovative functions designed to enhance driving fun, entertainment and social networking.

Among the functions no other model in the MINI segment can offer are web radio, use of the Google local search and Google Send to Car services, as well as reception of user-definable RSS news feeds, the content of which is displayed on the on-board monitor and can be read out using the optional voice output function. MINI also allows in-car usage of web-based social networks. MINI Connected customers can receive Facebook and Twitter posts inside the car, display them on the on-board monitor and have them read out by the optional MINI Connected voice output function. In addition, current vehicle data and details of the driver's destination or the outside temperature can be added to preformatted text messages and sent out directly from the car using either service. With the Dynamic Music function, meanwhile, every journey in the MINI can be enjoyed to the soundtrack of specially arranged songs, whose rhythm and sound volume adjust to the driving style at any one time.

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# 3.5 Baptism of fire in the Green Hell – the MINI John Cooper Works Coupé Endurance.

The MINI Coupé gives the brand's time-honoured sporting credentials an even sharper edge. The two-seater carries the historical motor sport success of MINI in its genes, so it was fitting that its first official appearance should take place on the track. The 24-hour race on the Nürburgring's Nordschleife circuit provided a spectacular stage for the MINI John Cooper Works Coupé Endurance, a race-trim version of the MINI Coupé developed specially for the classic endurance event and combining the exceptional sporting attributes of the MINI Coupé with up-to-the-minute motor sport expertise from the MINI CHALLENGE series.

The MINI John Cooper Works Coupé Endurance was designed squarely to provide maximum performance and durability in race conditions. The aerodynamic properties and weight balance of the MINI Coupé already provide the perfect platform for sporty handling on the road, but for the heat of battle on the Nürburgring the MINI John Cooper Works Coupé Endurance also gained a race suspension set-up tuned specifically to the Nordschleife as well as competition-spec safety technology. Providing the power is the four-cylinder engine from the MINI John Cooper Works Coupé, its responses tweaked for deployment on the race track and its maximum output boosted to 184 kW/250 hp.

Two MINI John Cooper Works Coupé Endurance racers lined up at the start for the 39th running of the world's most demanding endurance race. With the world premiere of the standard production model still some time away, they emerged from their baptism of fire on the legendary circuit – referred to with reverence by the drivers as the "Green Hell" – with flying colours. In front of a crowd of 250,000 enthusiastic fans the

MINI John Cooper Works Coupé Endurance pair finished 106th and 118th out of 202 cars in the overall classification after completing 114 and 108 laps respectively. And that secured them 11th and 13th places in the high-calibre SP3T category.

#### Nurtured for the Nordschleife: engine and chassis technology.

A full race set-up gave the MINI John Cooper Works Coupé Endurance the tools it needed to complete a successful debut in the toughest endurance race

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the world can offer. At the heart of its drive technology is the four-cylinder engine from the standard MINI John Cooper Works Coupé. Tweaks to the engine's responses enable the race-spec car to develop maximum output of some 184 kW/250 hp from its 1.6-litre four-cylinder powerplant with twin-scroll turbocharger and petrol direct injection. Plus, the Overboost function gives the driver peak torque of up to 330 Newton metres (243 lb-ft) on tap as and when required. Sending the engine's power to the front wheels is a six-speed manual gearbox developed for the MINI CHALLENGE racing cars.

The stiff race suspension of the MINI John Cooper Works Coupé Endurance ensures impressive roadholding and gives the driver direct feedback from the road surface. Adjustable shock absorber units allow the suspension set-up to be adapted to fluctuating track conditions, a feature that comes in particularly handy in endurance races. When it comes to active safety, the car adopts the proven braking system with Race ABS from MINI CHALLENGE racing and adds a specially tuned DSC dynamic control system, likewise optimised for the race track. Moreover, in the interests of safety – and rapid pit stops – the MINI John Cooper Works Coupé Endurance is kitted out with an integrated pneumatic jack.

Race expertise developed through the MINI CHALLENGE series also makes its presence felt in the safety technology on board the MINI John Cooper Works Coupé Endurance. The racing car includes features such as a roll cage welded to the body, a sports bucket seat with six-point safety belt and a Formula One-style HANS (Head And Neck Support) system.

#### Higher top speed thanks to optimised aerodynamic properties.

The development of the MINI John Cooper Works Coupé Endurance saw the aerodynamic qualities of the standard road car fine-tuned for race action. The sharply raked windscreen and low-slung coupé silhouette reduce drag and manipulate the airflow over the front and rear of the car to assist roadholding.

The John Cooper Works Aerodynamics Package further enhances the Coupé's already supreme handling for the purposes of the racing machine; the front spoiler, rear diffuser and adjustable rear wing generate downforce, optimising the balance between the front and rear axle.

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These impressive aerodynamics and the optimised airflow over the car are particularly welcome over long straights, such as those on which the MINI John Cooper Works Coupé Endurance hit speeds of over 240 km/h (149 mph) during the 24-hour race.

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# 4. Distinctive characters with a unique style: The current MINI model range.



With further new arrivals in its model line-up, a state-of-the-art and diverse range of engines, and additions to its options list, selection of paint finishes and Original MINI Accessories portfolio, MINI is leaving no stone unturned as it pens another new chapter in its successful history. The MINI brand remains a byword in the small car segment for individual style, expressive design, premium quality and unmistakable driving fun. The continuing growth of the MINI model family allows customers to experience these distinctive characteristics in a variety of different guises. The MINI, MINI Clubman – complete with longer wheelbase and more versatile-use interior – and

MINI Convertible, with its allure of open-top motoring, are now joined by a specialist in sporty driving fun: the MINI Coupé. Added to which, the MINI Countryman has also established itself successfully in another different market segment as the brand's first model with four doors and a large tailgate.

Depending on the model involved, the engine line-up comprises up to four petrol engines and three diesel units. Outputs extend from 55 kW/75 hp in the MINI One MINIMALIST entry-level variant up to the 135 kW/184 hp of the MINI Cooper S. The ranks of extreme sports versions lining up under the MINI and John Cooper Works brands have also swollen once again. With its 155 kW/211 hp four-cylinder engine, the MINI John Cooper Works Coupé has joined the MINI John Cooper Works, MINI John Cooper Works Clubman and MINI John Cooper Works Convertible in providing customers with an undiluted race track feeling.

All the MINI models put a smile on their owner's face with outstanding performance and leading efficiency in their respective output classes. Cuttingedge engine technology underpinned by the BMW Group's outstanding development expertise delivers a balance between driving fun and fuel consumption unmatched even in the small car sector. This combines with extensive MINIMALISM technology (fitted as standard on every MINI), including Brake Energy Regeneration, the Auto Start/Stop function, Shift Point Display, Electric Power Steering (and other ancillary components working according to need), optimised aerodynamic properties, intelligent lightweight design and tyres with low rolling resistance.

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#### The original – and still unrivalled in the premium segment.

Regardless of the body variant or the engine under the bonnet, every MINI boasts a range of characteristic features inspired by the origins and heritage of the brand, a vehicle concept focused on delivering maximum driving fun, an appreciation of individual style and a commitment to premium quality. In addition, the historic roots of MINI remain a key factor in its popularity. Every model represents the continuation of more than 50 years of tradition, and the history of the brand exudes an extraordinarily strong allure.

As the world's first maker of premium small cars, MINI broke new ground with the relaunch of the brand in 2001. Its strategy of offering cars in this segment with advanced drive system and chassis technology, uncompromising quality and an individual style immediately earned MINI a unique position in the world's car markets. Its innovative profile enabled MINI to win over a trend-conscious and quality-oriented target group. Sales approaching two million cars since 2001 provide evidence of the brand's dynamic growth in this newly created market segment.

#### The MINI: a global success and "Car of the Decade".

The modern MINI combines agile "go-kart" handling at its most natural with cutting-edge efficiency, uncompromising premium quality and extensive scope for customisation. The British premium small car has established itself around the world as a symbol of urban driving fun and an indispensable element in its drivers' mobile lifestyles.

A jury assembled by German motoring magazine "Automobilwoche" in early 2011 crowned the MINI the "Car of the Decade". The first small car in the premium segment had exerted a greater influence on the development of the automotive industry than any other model of the 21st century so far, concluded the experts from the Munich-based publication. Despite the increasing competition in the segment over the 10 years since it was launched, the MINI has maintained its leading position in the market with something to spare.

The current MINI can be ordered with the brand's full array of engines. The selection of petrol models stretches from the entry-level MINI One MINIMALIST developing 55 kW/75 hp and the MINI One with 72 kW/98 hp, to the MINI Cooper with 90 kW/122 hp and, at the top end of the range, the 135 kW/184 hp MINI Cooper S. The three diesel units develop 66 kW/90 hp in

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the MINI One D, 82 kW/112 hp in the MINI Cooper D and 105 kW/143 hp in the MINI Cooper SD respectively. The MINI One D boasts outstanding economy, with average fuel consumption in the EU test cycle of 3.8 litres per 100 kilometres (74.3 mpg imp) and CO<sub>2</sub> emissions of 99 grams per kilometre. Of the petrol models, the MINI One MINIMALIST is particularly efficient, recording average fuel consumption of 5.1 litres per 100 kilometres (55.4 mpg imp) and CO<sub>2</sub> emissions of 119 grams per kilometre. All model variants (with the exception of the MINI One MINIMALIST and MINI One D) can be specified with a six-speed automatic gearbox as an option over the standard six-speed manual item.

#### MINI Clubman: new possibilities, unmistakable style.

The MINI Clubman has cemented its place as a fixture in the brand's range alongside the MINI. Although inspired by its historical roots, the development process for the Clubman yielded a fresh and innovative result. The versatile MINI Clubman fits the template of traditional shooting brake concepts, its flowing roofline and hatchback-style rear emphasising both sportiness and functionality. Viewed alongside the MINI, its has 24 centimetres (9.4 in.) of extra body length and an 8 cm (3.1 in.) longer wheelbase, all of which goes towards increasing legroom for the rear passengers. In addition to the driver's and front passenger doors, the MINI Clubman also features an additional entry point on the right-hand side of the car (the Clubdoor) and two split rear doors that open to the sides. The rear-hinged Clubdoor allows passengers comfortable access into the rear of the MINI Clubman, while the split rear doors are a fresh interpretation of an original feature from the Morris Mini Traveller and Austin Mini Countryman – Clubman forebears from the 1960s. The generous luggage area of the MINI Clubman (capacity: 260 - 930 litres) can be expanded in various ways and, thanks to the design of the rear doors, is extremely easy to load.

Smile-inducing handling, sporty performance and exemplary efficiency make the MINI Clubman another faithful representative of the brand. Under the bonnet of the MINI One Clubman, MINI Cooper Clubman, MINI Cooper S Clubman, MINI One D Clubman, MINI Cooper D Clubman and MINI Cooper SD Clubman is the same state-of-the-art drive technology which helps imbue the corresponding variants of the MINI with their stand-out driving fun.

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#### MINI Convertible: inspiringly agile, refreshingly open.

The new MINI Convertible blends the brand's hallmark attributes with the refreshing feeling of open-air motoring with greater intensity than ever before. Again, the brand's soft-top representative is unmistakably a MINI. Its proportions, short front and rear overhangs, large wheel cutouts, the height of the waistline and numerous design features typical of the brand clearly show that this is a fully-fledged member of the MINI family. The new MINI Convertible once again protects its occupants from the vagaries of the weather with a high-quality fabric roof with integral sunroof function. The soft top folds down fully automatically in less than 15 seconds - and even while on the move (at up to 30 km/h / 19 mph). And on those occasions when you'd rather limit the supply of fresh air into the cabin, the sunroof function can be activated at the touch of a button at speeds of up to 120 km/h (75 mph); the front section of the soft top retracts by as much as 40 centimetres (15.7 in.). The MINI Convertible also demonstrates outstanding everyday practicality, thanks to the Easy Load function, split/folding rear seats and the extraordinarily large through-loading facility to the passenger compartment, which increases the capacity of the luggage area to 660 litres.

The MINI Convertible can be ordered with any of five engines from the current line-up. The MINI One Convertible, MINI Cooper Convertible and MINI Cooper S Convertible are fitted with powerful and efficient petrol engines, the MINI Cooper D Convertible and MINI Cooper SD Convertible with torquey and economical diesel units.

## Finely-tuned elite athletes: four models now carry the John Cooper Works badge.

For customers seeking extreme driving fun at the wheel of a MINI, the brand's model range now includes an elite group of four top-class performers. The MINI John Cooper Works, MINI John Cooper Works Clubman and MINI John Cooper Works Convertible have been joined by the MINI John Cooper Works Coupé in the starting blocks. Standing apart from the rest of the model range, the MINI John Cooper Works cars provide a particularly faithful embodiment of the brand's passion for motor sport.

The four models bearing the John Cooper Works badge source the power for their impressive performance from a 1.6-litre four-cylinder engine developing maximum output of 155 kW/211 hp. As well as the twin-scroll turbo engine with

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petrol direct injection, the exclusive and extremely lightweight light-alloy wheels, incredibly powerful brakes, special exhaust system and modified six-speed manual gearbox have much in common with those of the racing machines competing in the MINI CHALLENGE Clubsport series. Rarely has expertise from the race track been given such a direct ticket onto the road.

The four models are equipped with a sporty suspension set-up as standard, while the standard sports braking system ensures short stopping distances and stands out with its precise responses and impressive feel. The fixed-calliper disc brakes featuring red painted aluminium callipers – with inner venting at the front wheels and identified by their John Cooper Works logo – are generously sized, while their construction and action take their cues from the braking system on the MINI CHALLENGE race cars. The standard equipment inside the car exudes a simple, sporty elegance.

#### MINI Countryman: taking driving fun into new territory.

The MINI Countryman takes the hallmark MINI driving fun into a new dimension – and marks the arrival on the scene of a MINI with four doors, a large tailgate and a variable-use interior capable of accommodating up to five people. The MINI Countryman is also the brand's first model with a body over four metres in length and which can be ordered with the ALL4 all-wheel-drive system as an option. Like all the brand's models, the MINI Countryman offers the most agile handling of any car in its segment. Its advanced chassis technology and the extremely precise and efficient Electric Power Steering ensure that the typically MINI go-kart driving experience is preserved, while the raised seating position and optional ALL4 all-wheel-drive system lends it a whole new dimension. The MINI Countryman demonstrates in impressive style how a distinctive type of driving fun can be opened up to new target groups through an innovative vehicle concept.

A choice of three petrol and three diesel engines is available for the MINI Countryman. The petrol variants range from the MINI One Countryman developing 72 kW/98 hp and MINI Cooper Countryman with 90 kW/122 hp up to the 135 kW/184 hp MINI Cooper S Countryman. These are joined by the diesel MINI One D Countryman (66 kW/90 hp), MINI Cooper D Countryman (82 kW/122 hp) and MINI Cooper SD Countryman models in the line-up. The ALL4 all-wheel-drive system can be ordered for the MINI Cooper S Countryman and MINI Cooper D Countryman.

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## Unique and typically MINI: distinctive vehicle concepts, premium quality, safety and value retention.

All the current MINI models combine the brand's hallmark character and unmistakable design with irresistible driving fun, rigorously optimised safety and outstanding build quality. Like the MINI Cooper before it, the MINI Countryman was also awarded the maximum Euro NCAP crash test rating of five stars. All the other MINI models likewise offer excellent occupant protection, underpinned by an optimised body structure and extensive safety equipment, including six airbags, three-point safety belts for all seats, ISOFIX child seat attachments in the rear and central safety electronics providing need-based operation of the car's restraint systems.

MINI also sets the benchmark in the small car segment and beyond with the unsurpassed variety of customisation options available for its models. Driving a MINI is not only about enjoying the journey but also expressing your own personal style. The MINI enables far-reaching scope for customisation, giving drivers enviable freedom to express their personal preferences. MINI offers its customers a more extensive and detailed range of options than any other manufacturer when it comes to kitting out their car in their own image. The unusually large selection of exterior paint finishes, roof/soft-top colours, interior colours, seat covers and trim variants form the basis for each custom-made design.

The compelling aura of the MINI, however, is rooted in a truly original concept. Although it is part of the BMW Group, the MINI brand benefits from a considerable degree of autonomy, which is expressed as much through its design as in its drive concept, variety of equipment options and the target groups identified in the development of additional models and variants. Every model built by the brand is conceived and produced exclusively as a MINI. This is a recipe for cars defined by a distinctive and credible, not to mention exclusive, character. Every model is therefore very much an original – displaying a wealth of attributes only a MINI can offer.

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# 5. Exclusive and unmistakable: The MINI Yours range.



In addition to a wide variety of exterior paint finishes, interior colours, seat variants and comfort-enhancing equipment, ex-factory options for the exterior design, model-specific interior trim elements and Colour Lines give customers the perfect tools to configure their MINI precisely to their personal preferences. Moreover, the MINI Yours product range provides a particularly stylish addition to the optional equipment pool. MINI Yours comprises exclusive exterior and interior design options whose characteristics fit the unmistakable style of the MINI brand like a glove. MINI Yours is the latest initiative from the British brand aimed at helping customers to carry out a high-class, innovative and typically MINI customisation job on their car.

MINI Yours offers customers everything from unusual exterior paint finishes, upholstery variants and interior colours, to stylishly composed equipment packages and limited-edition models. All the items reflect the tradition of the MINI brand, an appreciation of premium quality and a strong sense of creativity in the design and selection of materials. The stylishness embodied by MINI Yours is expressed in particularly concentrated form in the MINI Clubman Hampton special-edition model. The paintwork and wheels of the MINI Clubman Hampton, as well as its exterior and interior design, and other equipment features chosen specially for it, have been carefully coordinated down to the smallest details to lend a special flavour to both its appearance and the driving experience on board. Currently only one MINI exudes an even more exclusive allure: the MINI INSPIRED BY GOODWOOD. This special-edition take on the three-door MINI was created under the expert eye of the Rolls-Royce Motor Cars design team.

## MINI Yours: colours, materials and trim elements add eye-catching flourishes.

From autumn 2011 the selection of exterior paint shades in the MINI Yours range will include Laguna Green metallic – available for the MINI, MINI Convertible and MINI Coupé – alongside Highclass Grey metallic. Customers can then add some neat flourishes with MINI Yours Tattoo Funky and MINI Yours Tattoo Glorious graphics and colour schemes made up of white, grey and black. The 17-inch light-alloy wheels in Twin Blade Spoke design can

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also be given an individual stylistic touch with a white trim ring on the wheel rim. Elsewhere, an innovative film application lends the mirror caps in Soda Mirror design a fascinating hologram effect.

For the interior, the MINI Yours range contains items such as Lounge Leather seats in the colour variant Satellite Grey with Highclass Grey and a stylish crown pattern matching the trim strip on the instrument panel. Fulled nappa leather trim is also available for the entire instrument panel. The upper section of the panel is black and – depending on the seat upholstery – the centre section is Polar Beige or Satellite Grey. This colour variant is also available as a Colour Line. To match these options, there is a leather gearshift lever gaiter with contrasting stitching in Polar Beige or Satellite Grey and a two-tone leather steering wheel with matching colour scheme for the hub.

#### Stylish by tradition: the MINI Clubman Hampton.

The fascinating ingredients of the MINI Yours range are showcased to particularly comprehensive effect by the

MINI Clubman Hampton special-edition model. The unmistakable style of the brand and the precise interplay of the car's design features shine through in every detail. The MINI Clubman Hampton is therefore the latest in a line of successful special-edition MINI models. Like the MINI Parklane, Seven, Checkmate and Sidewalk special editions, the MINI Clubman Hampton also meets the demand for a neatly coordinated configuration of exclusive design and equipment features. The special edition's name – derived from a district of southwest London – is a nod to the brand's British roots. Production of the MINI Clubman Hampton is limited to one year. It is available with four different engine variants, in MINI Cooper Clubman, MINI Cooper S Clubman, MINI Cooper D Clubman and MINI Cooper SD Clubman form.

The MINI Clubman Hampton is painted in the Reef Blue metallic shade developed specially for this model. The roof and surrounds for the special edition's rear doors are silver, as are the wheels and Colour Line. The exterior colours Pepper White, Midnight Black and Eclipse Grey can be specified as an option, while Black and Reef Blue are available as contrast colours for the roof and C-pillars. The light-alloy wheels in Twin Blade Spoke design can be ordered in silver or black with a dark red trim ring. The headlights come with black reflectors if the optional xenon units are specified. A logo on the B-pillar and "Hampton" lettering on the side indicator surrounds and radiator grille

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provide subtle references to the car's exclusive status. The "MINI 50 Hampton" lettering on the door entry strips recalls the introduction five decades ago of an additional body variant of the classic Mini, which today ranks as the historic precursor to the MINI Clubman.

The interior of the MINI Clubman Hampton also boasts a very distinctive style. An "H" on the seat tags, red edging and orange contrast stitching are the identifying features of the black Lounge Leather seats. The anthracite-coloured roof liner, the likewise anthracite dials of the rev counter and the speedometer on the Centre Speedo also contribute to the model's special ambience. The Centre Speedo is bordered by a trim ring in matt dark red, like that on the wheels. The Chili Pack is also included in the MINI Clubman Hampton, adding items such as a sports leather steering wheel, foglamps, automatic climate control, an on-board computer, a light package, a storage package and special velour floor mats in the style of the special-edition model.

## Unrivalled exclusivity in the small car segment: the MINI INSPIRED BY GOODWOOD.

A genuine connection and shared heritage form the basis for a cooperation that brings an unrivalled exclusivity to the small car segment. The result is the MINI INSPIRED BY GOODWOOD, a special-edition three-door MINI developed under the expert eye of the Rolls-Royce Motor Cars design team. The exterior and interior design features dreamed up in the Rolls-Royce design department in Goodwood, southern England, lend this MINI Yours model a captivating allure and incomparably high-class ambience. With its stylish appearance and outstanding level of material quality and workmanship, the MINI INSPIRED BY GOODWOOD brings the inimitable style of the British luxury car manufacturer to an equally unique one-off in the premium small car segment.

Inside the MINI INSPIRED BY GOODWOOD a harmonious colour concept, exquisite materials and a quality of fit and finish achieved through precise workmanship generates a heightened sense of wellbeing. The dashboard, including the Centre Speedo and air vent surrounds, the centre console, the carpet surfaces, the Lounge Leather seats, the roof liner and the door, side and body pillar trim are all in the exclusive Rolls-Royce variant Corn Silk. Additional exclusive touches are provided by the interior surfaces for the instrument panel,

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manufactured at the factory in Goodwood, the door pulls in a high-quality walnut likewise exclusive to Rolls-Royce, the upper section of the instrument panel, which is covered with extremely high-quality soft full-grain leather in black, door panels in Tipped Leather Corn Silk and the Piano Black surface paintwork for the multifunction steering wheel buttons and control panels underneath the Centre Speedo. These features are complemented by cashmere trim for the roof liner, sun visors and luggage compartment cover, and floor mats in a quality of deep-pile lambswool also enjoyed by passengers in current Rolls-Royce models. The most eye-catching elements of the car's exterior design are the Diamond Black metallic exterior paint finish developed by Rolls-Royce Design and 17-inch light-alloy wheels in multi-spoke design.

The MINI INSPIRED BY GOODWOOD is powered by a 1.6-litre four-cylinder engine with twin-scroll turbocharger, petrol direct injection and variable valve control developing 135 kW/184 hp. Familiar from the new MINI Cooper S, the engine generates inspiringly instantaneous power delivery, yet is also the most efficient unit in its displacement class. Added to which, the high-quality standard equipment of the MINI INSPIRED BY GOODWOOD also includes xenon Adaptive Headlights, Park Distance Control, automatic climate control, an onboard computer and the MINI Visual Boost radio including Harman Kardon hi-fi loudspeaker system.

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## 6. Out of variety comes individuality: Original MINI Accessories.



The MINI model family is expanding, as is the potential for experiencing the brand's inimitable style in different guises. The fifth model in the line-up, the MINI Coupé, brings another distinctive character to the table. The latest addition to the model range opens up additional scope for individuality, an element that traditionally enjoys particularly prominent billing at MINI. In addition to the extensive selection of exterior paint finishes, optional equipment, seat variants and interior design options available ex-factory, the Original MINI Accessories range also opens plenty of doors when it comes to configuring your MINI according to your own personal style.

MINI is therefore more committed than any other carmaker to giving its customers the chance to enjoy the driving fun typical of the brand in a one-off car tailored to their personal tastes. Original MINI Accessories play an important role here. All the products in the range are closely geared in their design and technology to the brand's distinctive style and the specific character profile of each individual model. The extensive selection of products is ideally suited to accentuating or further enhancing the expressive design, sporty driving attributes and functionality of a MINI. Original MINI Accessories also provide flexibility when it comes to customising your car. All the products available for the current range of MINI models can be ordered either when you purchase the car or at any time subsequently to tailor the appearance and characteristics of the MINI to your personal preferences.

#### Exterior with a personal touch, made-to-measure interior.

The classic and strikingly impressive items in the Original MINI Accessories range include products for customising the car's exterior design. Roof flags in Union Jack and Checkered Flag design, several variants of the "side scuttles" (side indicator surrounds), specially designed mirror caps available for both the exterior and the rear-view mirrors, and light-alloy wheels in various sizes and designs all lend eye-catching and high-quality touches to any MINI. Auxiliary headlights and dark rear lights round off the spectrum of products for the exterior of the MINI.

Items from the options list can be complemented by Original MINI Accessories to bring a personal flourish to the interior as well. For example, various designs of steering wheel, gearshift knob, handbrake lever, interior trim and floor mats are all available. Illuminated door sills carrying a design determined by the customer provide an even higher level of individualisation. Added to which, the MINI Countryman gives customers the chance to fit the standard Centre Rail with items such as attachment mounts, a universal box, various types of cases and a notepad holder.

# More freedom for touring and sport: model-specific transport systems.

The transport systems available through the Original MINI Accessories range are tailored to an extremely wide range of travel and leisure needs. Model-specific roof boxes and bicycle, ski and surfboard holders reveal additional possibilities when it comes to loading up luggage and sports equipment. In addition, all MINI models can be ordered with accessories such as luggage area mats, stowage boxes and luggage nets, which make packing in large and small items that much easier.

# Bringing the race track to the road: John Cooper Works accessories for the MINI.

The special qualities of John Cooper Works accessories are rooted in many years of experience on the race track and close historical links with MINI. For 50 years the John Cooper name has served as a byword for ultra-sporty driving fun and legendary success on race circuits and rally stages around the globe. The John Cooper Works brand, now established under the umbrella of MINI, embodies the passion for intoxicating performance in combination with the hallmark MINI premium quality. The range of accessories here includes John Cooper Works tuning products, which further enhance both engine performance and handling, make the car's aerodynamic properties and exterior design that much more effective, and bring the sensation of the race track to the interior.

The John Cooper Works Tuning Kit for the MINI Cooper S boosts the output of the twin-scroll turbo engine to 141 kW/192 hp or 147 kW/200 hp, depending on the car's model year. Customers looking to raise the hallmark MINI go-kart driving experience another notch can opt for John Cooper Works suspension with a lower ride height, John Cooper Works fixed-calliper brakes with red-

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painted brake callipers, and 18-inch or 19-inch John Cooper Works light-alloy wheels for the MINI Countryman. The aerodynamic package can be complemented by additional exterior components made from carbon to give the car an even sportier visual flair. Items customers can order in this extremely lightweight and high-quality material include exterior mirror caps, an air outlet trim element, a diffuser for the rear apron, and the tailgate handle. The interior can also be given a similar flavour, with items such as door pulls, interior trim strips, a gearshift knob and a handbrake lever all available in carbon. In addition, a John Cooper Works sports steering wheel and John Cooper Works sports seats in leather or Alcantara can be ordered to highlight a driving experience defined by precisely controlled agility.

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# **Specifications.** MINI One 55 kW.



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Body		MINI One (55 kW)	
No of doors/seats		3/4	
Length/width/height (unladen)	mm	3723 / 1683 / 1407	
Wheelbase	mm	2467	
Track, front/rear	mm	1459 / 1467	
Turning circle	m	10.7	
Tank capacity	approx. I	40	
Cooling system incl. heater		5.2	
Engine oil	I	4.2	
Transmission oil incl. drive train	I	Lifetime	
Weight, unladen to DIN/EU <sup>1</sup>	kg	1070 / 1145	
Max load to DIN	kg	450	
Max permissible load to DIN	kg	1520	
Max axle load, front/rear	kg	815 / 730	
Max trailer load <sup>2</sup>			
braked (12%) / unbraked	kg	_/_	
Max roofload/max download	kg	75/-	
Luggage comp to DIN		160-680	
Air drag c <sub>x</sub> / A / c <sub>x</sub> × A	-/ m²/ m²	0.32 / 1.99 / 0.64	
Engine		Inline/ 4/ 4	
Config/No of cyls/valves		Inline/ 4/ 4	
Engine management		MEV 17.2.2	
Capacity Bore/stroke	cm³ 	1598 77 / 85.8	
Compression ratio			
Fuel grade	RON	91–98	
Max output	kW/hp	55 / 75	
at	min <sup>-1</sup>	6000	
Max torque	Nm	140	
at	min <sup>-1</sup>	2250	
Electrical System	111111	2200	
Battery/installation	Ah / –	55 / Engine compartment	
Alternator	A	120	
Chassis			
Suspension, front		Single-	joint MacPherson spring strut axle with anti-dive control
Suspension, rear			um longitudinal struts and centrally-pivoted control arms
Front brakes		Vented disc	
Diameter	mm	280 × 22	
Rear brakes		Disc	
Diameter	mm	259 × 10	
Driving stability systems	Control (CBC), ASC+T tra	ction control, Dynamic Stability Control (D	nic Brake Force Distribution (EBD) and Cornering Brake DSC) with Brake Assist and Hill Start Assistant, optional: Control (EDLC). Parking brake acts mechanically on rear wheels
Steering			Electric power steering (EPS); 2.4 rotations in total
Steering transmission, overall	:1	14.1	
Tyres		175 / 65 R15 84H	
Wheels		5.5J × 15 St	
Transmission			
Type of gearbox		6-gear manual transmission	
Gear ratios I		3.214	
		1.792	
		1.194	
IV		0.914	
V		0.784	
VI		0.683	
Reverse gear		3.143	
Final drive ratio		3.706	
Performance			
Power-to-weight ratio to DIN			
		19.5	
Output per litre		34.4	
Acceleration 0–100 km/h		34.4 13.2	
Acceleration 0–100 km/h 0–1000 m		34.4 13.2 35.0	
Acceleration 0-100 km/h 0-1000 m In 4th/5th gear 80-120 km/h		34.4 13.2 35.0 13.5 / 16.7	
Acceleration 0–100 km/h 0–1000 m In 4th/5th gear 80–120 km/h Top speed		34.4 13.2 35.0	
Acceleration 0–100 km/h 0–1000 m In 4th/5th gear 80–120 km/h Top speed Fuel Consumption in EU Cycle		34.4 13.2 35.0 13.5 / 16.7 175	
Acceleration 0–100 km/h 0–1000 m In 4th/5th gear 80–120 km/h Top speed Fuel Consumption in EU Cycle Urban		34.4 13.2 35.0 13.5 / 16.7 175	
Acceleration 0–100 km/h 0–1000 m In 4th/5th gear 80–120 km/h Top speed  Fuel Consumption in EU Cycle Urban  Extra-urban		34.4 13.2 35.0 13.5 / 16.7 175 7.2 4.4	
Acceleration 0–100 km/h 0–1000 m In 4th/5th gear 80–120 km/h Top speed Fuel Consumption in EU Cycle Urban Extra-urban Composite		34.4 13.2 35.0 13.5 / 16.7 175 7.2 4.4 5.4	
Acceleration 0–100 km/h 0–1000 m In 4th/5th gear 80–120 km/h Top speed Fuel Consumption in EU Cycle Urban Extra-urban Composite CO2		34.4 13.2 35.0 13.5 / 16.7 175 7.2 4.4	
Acceleration 0–100 km/h 0–1000 m  In 4th/5th gear 80–120 km/h Top speed  Fuel Consumption in EU Cycle Urban  Composite  CO2  Miscellaneous		34.4 13.2 35.0 13.5 / 16.7 175 7.2 4.4 5.4 127	
Acceleration 0–100 km/h 0–1000 m In 4th/5th gear 80–120 km/h Top speed Fuel Consumption in EU Cycle Urban Extra-urban Composite CO <sub>2</sub> Miscellaneous Emission rating		34.4 13.2 35.0 13.5 / 16.7 175 7.2 4.4 5.4 127	
Acceleration 0–100 km/h 0–1000 m In 4th/5th gear 80–120 km/h Top speed Fuel Consumption in EU Cycle Urban Extra-urban Composite CO <sub>2</sub> Miscellaneous Emission rating Insurance ratings Germany		34.4 13.2 35.0 13.5 / 16.7 175 7.2 4.4 5.4 127 EU5	
Acceleration 0–100 km/h 0–1000 m In 4th/5th gear 80–120 km/h Top speed Fuel Consumption in EU Cycle Urban Extra-urban Composite CO <sub>2</sub> Miscellaneous Emission rating		34.4 13.2 35.0 13.5 / 16.7 175 7.2 4.4 5.4 127	

 $<sup>^1</sup>$  Weight of the car in road trim (DIN) plus 75 kg for driver and luggage.  $^2$  Deviations are possible under certain circumstances.

# MINI One (55 kW) MINIMALIST.

Body		MINI One (55 kW) MINIMALIST	
No of doors/seats		3/4	
Length/width/height (unladen)	mm	3723 / 1683 / 1407	
Wheelbase	mm	2467	
Track, front/rear	mm	1459 / 1467	
Turning circle Tank capacity	m approx. I	10.7 40	
Cooling system incl. heater	арргох. г	5.2	
Engine oil	i	4.2	
Transmission oil incl. drive train	i	Lifetime	
Weight, unladen to DIN/EU <sup>1</sup>	kg	1070 / 1145	
Max load to DIN	kg	450	
Max permissible load to DIN	kg	1520	
Max axle load, front/rear	kg	815 / 730	
Max trailer load <sup>2</sup> braked (12%) / unbraked	ka	- <i>I</i> -	
Max roofload/max download	kg kg		
Luggage comp to DIN	Ng	160–680	
Air drag c <sub>x</sub> / A / c <sub>x</sub> × A	-/ m <sup>2</sup> / m <sup>2</sup>	0.32 / 1.99 / 0.64	
Engine			
Config/No of cyls/valves		Inline/ 4/ 4	
Engine management		MEV 17.2.2	
Capacity	cm <sup>3</sup>	1598	
Bore/stroke	mm	77 / 85.8	
Compression ratio	:1 RON	11:1	
Fuel grade Max output	KW/hp	91–98 55 / 75	
at	min <sup>-1</sup>	6000	
Max torque	Nm	140	
at	min <sup>-1</sup>	2250	
Electrical System			
Battery/installation	Ah / –	55 / Engine compartment	
Alternator	Α	120	
Chassis			
Suspension, front			t MacPherson spring strut axle with anti-dive control
Suspension, rear Front brakes		Vented disc	ongitudinal struts and centrally-pivoted control arms
Diameter	mm	280 × 22	
	111111		
Rear brakes		Disc	
Rear brakes Diameter	mm	Disc 259 × 10	
	Hydraulic two-circuit brake sys Control (CBC), ASC+T tra	259 × 10 stem with anti-lock brakes (ABS), Electronic ction control, Dynamic Stability Control (DSC	Brake Force Distribution (EBD) and Cornering Brake C) with Brake Assist and Hill Start Assistant, optional: trol (EDLC). Parking brake acts mechanically on rear wheels
Diameter	Hydraulic two-circuit brake sys Control (CBC), ASC+T tra	259 × 10 stem with anti-lock brakes (ABS), Electronic ction control, Dynamic Stability Control (DSC	C) with Brake Assist and Hill Start Assistant, optional: trol (EDLC). Parking brake acts mechanically on rear
Diameter Driving stability systems	Hydraulic two-circuit brake sys Control (CBC), ASC+T tra	259 × 10 stem with anti-lock brakes (ABS), Electronic ction control, Dynamic Stability Control (DSC I (DTC) and Electronic Differential Lock Con	C) with Brake Assist and Hill Start Assistant, optional: trol (EDLC). Parking brake acts mechanically on rear wheels
Diameter Driving stability systems  Steering Steering transmission, overall Tyres	Hydraulic two-circuit brake sy: Control (CBC), ASC+T tra Dynamic Traction Contro	259 × 10  Item with anti-lock brakes (ABS), Electronic ction control, Dynamic Stability Control (DSC I (DTC) and Electronic Differential Lock Con	C) with Brake Assist and Hill Start Assistant, optional: trol (EDLC). Parking brake acts mechanically on rear wheels
Diameter Driving stability systems  Steering Steering transmission, overall Tyres Wheels	Hydraulic two-circuit brake sy: Control (CBC), ASC+T tra Dynamic Traction Contro	259 × 10 stem with anti-lock brakes (ABS), Electronic ction control, Dynamic Stability Control (DSC I (DTC) and Electronic Differential Lock Con	C) with Brake Assist and Hill Start Assistant, optional: trol (EDLC). Parking brake acts mechanically on rear wheels
Diameter Driving stability systems  Steering Steering transmission, overall Tyres Wheels Transmission	Hydraulic two-circuit brake sy: Control (CBC), ASC+T tra Dynamic Traction Contro	259 × 10 stem with anti-lock brakes (ABS), Electronic ction control, Dynamic Stability Control (DSC I (DTC) and Electronic Differential Lock Con  14.1  175 / 65 R15 84H  5.5 J × 15 St	C) with Brake Assist and Hill Start Assistant, optional: trol (EDLC). Parking brake acts mechanically on rear wheels
Diameter Driving stability systems  Steering Steering transmission, overall Tyres Wheels Transmission Type of gearbox	Hydraulic two-circuit brake sy: Control (CBC), ASC+T tra Dynamic Traction Contro :1	259 × 10 stem with anti-lock brakes (ABS), Electronic cition control, Dynamic Stability Control (DSC I (DTC) and Electronic Differential Lock Con  14.1  175 / 65 R15 84H  5.5J × 15 St  6-gear manual transmission	C) with Brake Assist and Hill Start Assistant, optional: trol (EDLC). Parking brake acts mechanically on rear wheels
Diameter Driving stability systems  Steering Steering transmission, overall Tyres Wheels Transmission Type of gearbox Gear ratios I	Hydraulic two-circuit brake sy: Control (CBC), ASC+T tra Dynamic Traction Contro  :1	259 × 10 stem with anti-lock brakes (ABS), Electronic cition control, Dynamic Stability Control (DSC I (DTC) and Electronic Differential Lock Con  14.1  175 / 65 R15 84H  5.5J × 15 St  6-gear manual transmission 3.214	C) with Brake Assist and Hill Start Assistant, optional: trol (EDLC). Parking brake acts mechanically on rear wheels
Diameter Driving stability systems  Steering Steering transmission, overall Tyres Wheels Transmission Type of gearbox Gear ratios  I	Hydraulic two-circuit brake sy: Control (CBC), ASC+T tra Dynamic Traction Contro  :1 :1 :1	259 × 10 stem with anti-lock brakes (ABS), Electronic cition control, Dynamic Stability Control (DSC I (DTC) and Electronic Differential Lock Con  14.1  175 / 65 R15 84H  5.5J × 15 St  6-gear manual transmission  3.214  1.792	C) with Brake Assist and Hill Start Assistant, optional: trol (EDLC). Parking brake acts mechanically on rear wheels
Diameter Driving stability systems  Steering Steering transmission, overall Tyres Wheels Transmission Type of gearbox Gear ratios  I  II  III	Hydraulic two-circuit brake system (CBC), ASC+T transparent control (CBC), ASC+T transparent contro	259 × 10 stem with anti-lock brakes (ABS), Electronic cition control, Dynamic Stability Control (DSC I (DTC) and Electronic Differential Lock Con  14.1  175 / 65 R15 84H  5.5J × 15 St  6-gear manual transmission  3.214  1.792  1.194	C) with Brake Assist and Hill Start Assistant, optional: trol (EDLC). Parking brake acts mechanically on rear wheels
Diameter Driving stability systems  Steering Steering transmission, overall Tyres Wheels Transmission Type of gearbox Gear ratios  I	Hydraulic two-circuit brake sy: Control (CBC), ASC+T tra Dynamic Traction Contro  :1 :1 :1	259 × 10 stem with anti-lock brakes (ABS), Electronic cition control, Dynamic Stability Control (DSC I (DTC) and Electronic Differential Lock Con  14.1  175 / 65 R15 84H  5.5J × 15 St  6-gear manual transmission  3.214  1.792	C) with Brake Assist and Hill Start Assistant, optional: trol (EDLC). Parking brake acts mechanically on rear wheels
Diameter Driving stability systems  Steering Steering transmission, overall Tyres Wheels Transmission Type of gearbox Gear ratios	Hydraulic two-circuit brake system Control (CBC), ASC+T transport traction Control (CBC), ASC+T traction C	259 × 10  istem with anti-lock brakes (ABS), Electronic cition control, Dynamic Stability Control (DSC I (DTC) and Electronic Differential Lock Con  14.1  175 / 65 R15 84H  5.5J × 15 St  6-gear manual transmission  3.214  1.792  1.194  0.914  0.784  0.683	C) with Brake Assist and Hill Start Assistant, optional: trol (EDLC). Parking brake acts mechanically on rear wheels
Diameter Driving stability systems  Steering Steering transmission, overall Tyres Wheels Transmission Type of gearbox Gear ratios I III III IV V VI Reverse gear	Hydraulic two-circuit brake system Control (CBC), ASC+T transport traction CBC, ASC+T transport traction CBC, ASC+T transport traction CBC, ASC+T transport traction CBC, ASC+T traction C	259 × 10  istem with anti-lock brakes (ABS), Electronic cition control, Dynamic Stability Control (DSC I (DTC) and Electronic Differential Lock Con  14.1  175 / 65 R15 84H  5.5J × 15 St  6-gear manual transmission  3.214  1.792  1.194  0.914  0.784  0.683  3.143	C) with Brake Assist and Hill Start Assistant, optional: trol (EDLC). Parking brake acts mechanically on rear wheels
Diameter Driving stability systems  Steering Steering transmission, overall Tyres Wheels Transmission Type of gearbox Gear ratios	Hydraulic two-circuit brake system Control (CBC), ASC+T transcription CBC, ASC+T transcription C	259 × 10  istem with anti-lock brakes (ABS), Electronic cition control, Dynamic Stability Control (DSC I (DTC) and Electronic Differential Lock Con  14.1  175 / 65 R15 84H  5.5J × 15 St  6-gear manual transmission  3.214  1.792  1.194  0.914  0.784  0.683	C) with Brake Assist and Hill Start Assistant, optional: trol (EDLC). Parking brake acts mechanically on rear wheels
Diameter Driving stability systems  Steering Steering transmission, overall Tyres Wheels Transmission Type of gearbox Gear ratios	Hydraulic two-circuit brake system Control (CBC), ASC+T transcription CBC, ASC+T	259 × 10 stem with anti-lock brakes (ABS), Electronic ction control, Dynamic Stability Control (DSC I (DTC) and Electronic Differential Lock Con  14.1 175 / 65 R15 84H 5.5J × 15 St  6-gear manual transmission 3.214 1.792 1.194 0.914 0.784 0.683 3.143 3.706	C) with Brake Assist and Hill Start Assistant, optional: trol (EDLC). Parking brake acts mechanically on rear wheels
Diameter Driving stability systems  Steering Steering transmission, overall Tyres Wheels Transmission Type of gearbox Gear ratios IIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIII	Hydraulic two-circuit brake system Control (CBC), ASC+T transcription CBC, ASC+T	259 × 10 stem with anti-lock brakes (ABS), Electronic ction control, Dynamic Stability Control (DSC I (DTC) and Electronic Differential Lock Con  14.1 175 / 65 R15 84H 5.5 J × 15 St  6-gear manual transmission 3.214 1.792 1.194 0.914 0.784 0.683 3.143 3.706	C) with Brake Assist and Hill Start Assistant, optional: trol (EDLC). Parking brake acts mechanically on rear wheels
Diameter Driving stability systems  Steering Steering transmission, overall Tyres Wheels Transmission Type of gearbox Gear ratios  II  III  IV  V  VI  Reverse gear Final drive ratio Performance Power-to-weight ratio to DIN Output per litre	Hydraulic two-circuit brake system Control (CBC), ASC+T transcription CBC, ASC+T transcription C	259 × 10  stem with anti-lock brakes (ABS), Electronic cition control, Dynamic Stability Control (DSC I (DTC) and Electronic Differential Lock Con  14.1  175 / 65 R15 84H  5.5 J × 15 St  6-gear manual transmission  3.214  1.792  1.194  0.914  0.784  0.683  3.143  3.706	C) with Brake Assist and Hill Start Assistant, optional: trol (EDLC). Parking brake acts mechanically on rear wheels
Diameter Driving stability systems  Steering Steering transmission, overall Tyres Wheels Transmission Type of gearbox Gear ratios  II  III  IV  V  VI  Reverse gear Final drive ratio Performance Power-to-weight ratio to DIN Output per litre Acceleration 0-100 km/h	Hydraulic two-circuit brake system Control (CBC), ASC+T transcription Control (CBC), ASC+T transcription Control (CBC), ASC+T transcription Control (CBC), ASC+T transcription CBC, ASC+T transcript	259 × 10  istem with anti-lock brakes (ABS), Electronic cition control, Dynamic Stability Control (DSC I (DTC) and Electronic Differential Lock Con  14.1  175 / 65 R15 84H  5.5J × 15 St  6-gear manual transmission  3.214  1.792  1.194  0.914  0.784  0.683  3.143  3.706	C) with Brake Assist and Hill Start Assistant, optional: trol (EDLC). Parking brake acts mechanically on rear wheels
Diameter Driving stability systems  Steering Steering transmission, overall Tyres Wheels Transmission Type of gearbox Gear ratios  II  III  IV  V  VI  Reverse gear Final drive ratio Performance Power-to-weight ratio to DIN Output per litre Acceleration 0–1000 km/h 0–1000 m	Hydraulic two-circuit brake system Control (CBC), ASC+T transport traction CBC, ASC+T	259 × 10 stem with anti-lock brakes (ABS), Electronic cition control, Dynamic Stability Control (DSC) I (DTC) and Electronic Differential Lock Con  14.1 175 / 65 R15 84H 5.5J × 15 St  6-gear manual transmission 3.214 1.792 1.194 0.914 0.784 0.683 3.143 3.706	C) with Brake Assist and Hill Start Assistant, optional: trol (EDLC). Parking brake acts mechanically on rear wheels
Diameter Driving stability systems  Steering Steering transmission, overall Tyres Wheels Transmission Type of gearbox Gear ratios  II  III  IV  V  VI  Reverse gear Final drive ratio Performance Power-to-weight ratio to DIN Output per litre Acceleration 0-100 km/h	Hydraulic two-circuit brake system Control (CBC), ASC+T transcription Control (CBC), ASC+T transcription Control (CBC), ASC+T transcription Control (CBC), ASC+T transcription CBC, ASC+T transcript	259 × 10  istem with anti-lock brakes (ABS), Electronic cition control, Dynamic Stability Control (DSC I (DTC) and Electronic Differential Lock Con  14.1  175 / 65 R15 84H  5.5J × 15 St  6-gear manual transmission  3.214  1.792  1.194  0.914  0.784  0.683  3.143  3.706	C) with Brake Assist and Hill Start Assistant, optional: trol (EDLC). Parking brake acts mechanically on rear wheels
Diameter Driving stability systems  Steering Steering transmission, overall Tyres Wheels Transmission Type of gearbox Gear ratios	Hydraulic two-circuit brake system Control (CBC), ASC+T transcription CBC, ASC+T	259 × 10 stem with anti-lock brakes (ABS), Electronic ction control, Dynamic Stability Control (DSC I (DTC) and Electronic Differential Lock Con  14.1 175 / 65 R15 84H 5.5J × 15 St  6-gear manual transmission 3.214 1.792 1.194 0.914 0.784 0.683 3.143 3.706  19.5 34.4 13.2 35.0 13.5 / 16.7	C) with Brake Assist and Hill Start Assistant, optional: trol (EDLC). Parking brake acts mechanically on rear wheels
Diameter Driving stability systems  Steering Steering transmission, overall Tyres Wheels  Transmission Type of gearbox Gear ratios I III III IV V V VI Reverse gear Final drive ratio Performance Power-to-weight ratio to DIN Output per litre Acceleration 0–100 km/h 0–1000 m In 4th/5th gear 80–120 km/h Top speed	Hydraulic two-circuit brake system Control (CBC), ASC+T transport traction CBC, ASC+T transport traction CBC, ASC+T transport traction CBC, ASC+T transport traction CBC, ASC+T traction C	259 × 10  item with anti-lock brakes (ABS), Electronic cition control, Dynamic Stability Control (DSC I (DTC) and Electronic Differential Lock Con  14.1  175 / 65 R15 84H  5.5J × 15 St  6-gear manual transmission  3.214  1.792  1.194  0.914  0.784  0.683  3.143  3.706  19.5  34.4  13.2  35.0  13.5 / 16.7  175	C) with Brake Assist and Hill Start Assistant, optional: trol (EDLC). Parking brake acts mechanically on rear wheels
Diameter Driving stability systems  Steering Steering transmission, overall Tyres Wheels Transmission Type of gearbox Gear ratios  II  III  IV  V  VI  Reverse gear Final drive ratio Performance Power-to-weight ratio to DIN Output per litre Acceleration 0–1000 m In 4th/5th gear 80–120 km/h Top speed Fuel Consumption in EU Cycle Urban Extra-urban	Hydraulic two-circuit brake system Control (CBC), ASC+T transport traction CBC, ASC+T transport traction CBC, ASC+T traction C	259 × 10 stem with anti-lock brakes (ABS), Electronic cition control, Dynamic Stability Control (DSC) I (DTC) and Electronic Differential Lock Con  14.1 175 / 65 R15 84H 5.5J × 15 St  6-gear manual transmission 3.214 1.792 1.194 0.914 0.784 0.683 3.143 3.706  19.5 34.4 13.2 35.0 13.5 / 16.7 175	C) with Brake Assist and Hill Start Assistant, optional: trol (EDLC). Parking brake acts mechanically on rear wheels
Diameter Driving stability systems  Steering Steering transmission, overall Tyres Wheels Transmission Type of gearbox Gear ratios	Hydraulic two-circuit brake system Control (CBC), ASC+T transcription CBC, ASC+T	259 × 10 stem with anti-lock brakes (ABS), Electronic ction control, Dynamic Stability Control (DSC I (DTC) and Electronic Differential Lock Con  14.1 175 / 65 R15 84H 5.5 J × 15 St  6-gear manual transmission 3.214 1.792 1.194 0.914 0.784 0.683 3.143 3.706  19.5 34.4 13.2 35.0 13.5 / 16.7 175	C) with Brake Assist and Hill Start Assistant, optional: trol (EDLC). Parking brake acts mechanically on rear wheels
Diameter Driving stability systems  Steering Steering transmission, overall Tyres Wheels Transmission Type of gearbox Gear ratios I IIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIII	Hydraulic two-circuit brake system Control (CBC), ASC+T transport traction CBC, ASC+T transport traction CBC, ASC+T traction C	259 × 10 stem with anti-lock brakes (ABS), Electronic cition control, Dynamic Stability Control (DSC) I (DTC) and Electronic Differential Lock Con  14.1 175 / 65 R15 84H 5.5J × 15 St  6-gear manual transmission 3.214 1.792 1.194 0.914 0.784 0.683 3.143 3.706  19.5 34.4 13.2 35.0 13.5 / 16.7 175	C) with Brake Assist and Hill Start Assistant, optional: trol (EDLC). Parking brake acts mechanically on rear wheels
Diameter Driving stability systems  Steering Steering transmission, overall Tyres Wheels  Transmission Type of gearbox Gear ratios I III III IV V VI Reverse gear Final drive ratio Performance Power-to-weight ratio to DIN Output per litre Acceleration 0-100 km/h 0-1000 m In 4th/5th gear 80-120 km/h Top speed Fuel Consumption in EU Cycle Urban Extra-urban Composite CO2 Miscellaneous	Hydraulic two-circuit brake system Control (CBC), ASC+T transcription CBC, ASC+T	259 × 10  stem with anti-lock brakes (ABS), Electronic ction control, Dynamic Stability Control (DSC I (DTC) and Electronic Differential Lock Con  14.1  175 / 65 R15 84H  5.5 J × 15 St  6-gear manual transmission 3.214 1.792 1.194 0.914 0.784 0.683 3.143 3.706  19.5 34.4 13.2 35.0 13.5 / 16.7 175 6.5 4.3 5.1	C) with Brake Assist and Hill Start Assistant, optional: trol (EDLC). Parking brake acts mechanically on rear wheels
Diameter Driving stability systems  Steering Steering transmission, overall Tyres Wheels Transmission Type of gearbox Gear ratios  II  III  IV  V  VI  Reverse gear Final drive ratio Performance Power-to-weight ratio to DIN Output per litre Acceleration 0–1000 m In 4th/5th gear Acceleration In 4th/5th gear Every speed Fuel Consumption in EU Cycle Urban Extra-urban Composite CO2 Miscellaneous Emission rating	Hydraulic two-circuit brake system Control (CBC), ASC+T transport traction CBC, ASC+T transport traction Control (CBC), ASC+T transport traction CBC, ASC+T transport traction CBC, ASC+T	259 × 10  stem with anti-lock brakes (ABS), Electronic cition control, Dynamic Stability Control (DSC I (DTC) and Electronic Differential Lock Con  14.1  175 / 65 R15 84H  5.5 J × 15 St  6-gear manual transmission  3.214  1.792  1.194  0.914  0.784  0.683  3.143  3.706  19.5  34.4  13.2  35.0  13.5 / 16.7  175  6.5  4.3  5.1  119  EU5	C) with Brake Assist and Hill Start Assistant, optional: trol (EDLC). Parking brake acts mechanically on rear wheels
Diameter Driving stability systems  Steering Steering transmission, overall Tyres Wheels  Transmission Type of gearbox Gear ratios I III III IV V VI Reverse gear Final drive ratio Performance Power-to-weight ratio to DIN Output per litre Acceleration 0-100 km/h 0-1000 m In 4th/5th gear 80-120 km/h Top speed Fuel Consumption in EU Cycle Urban Extra-urban Composite CO2 Miscellaneous	Hydraulic two-circuit brake system Control (CBC), ASC+T transcription CBC, ASC+T	259 × 10  stem with anti-lock brakes (ABS), Electronic ction control, Dynamic Stability Control (DSC I (DTC) and Electronic Differential Lock Con  14.1  175 / 65 R15 84H  5.5 J × 15 St  6-gear manual transmission 3.214 1.792 1.194 0.914 0.784 0.683 3.143 3.706  19.5 34.4 13.2 35.0 13.5 / 16.7 175 6.5 4.3 5.1	C) with Brake Assist and Hill Start Assistant, optional: trol (EDLC). Parking brake acts mechanically on rear wheels

 $<sup>^1</sup>$  Weight of the car in road trim (DIN) plus 75 kg for driver and luggage.  $^2$  Deviations are possible under certain circumstances.

### MINI One 72 kW.

Body		MINI One (72 kW)	MINI One (72 kW) Automat
No of doors/seats		3/4	31
_ength/width/height (unladen)	mm	3723 / 1683 / 1407	3723 / 1683 / 140
Vheelbase	mm	2467	246
rack, front/rear	mm	1459 / 1467	1459 / 146
Turning circle	m	10.7	10
ank capacity	approx. I	40	
Cooling system incl. heater	I	5.2	5
ngine oil	1	4.2	
ransmission oil incl. drive train	1	Lifetime	Lifetin
Veight, unladen to DIN/EU <sup>1</sup>	kg	1070 / 1145	1110 / 11
Max load to DIN	kg	450	4
Max permissible load to DIN	kg	1520	15
flax axle load, front/rear	kg	815 / 730	855 / 7
Max trailer load <sup>2</sup>			
raked (12%) / unbraked	kg	<b>-</b> / <b>-</b>	-
lax roofload/max download	kg	75 / –	75
uggage comp to DIN	I	160–680	160–6
ir drag c <sub>x</sub> / A / c <sub>x</sub> × A	$-1  \mathrm{m}^2  /  \mathrm{m}^2$	0.32 / 1.99 / 0.64	0.32 / 1.99 / 0.
ngine			
onfig/No of cyls/valves		Inline/ 4/ 4	Inline/ 4
ngine management		MEV 17.2.2	MEV 17.:
apacity	cm <sup>3</sup>	1598	15
ore/stroke	mm	77 / 85.8	77 / 8:
ompression ratio	:1	11:1	1
uel grade	RON	91–98	91–
der grade fax output	kW/hp	72 / 98	72/
t	min <sup>-1</sup>	6000	60
lax torque	Nm	153	
	min <sup>-1</sup>	3000	30
la atria al Creata na	rnin	3000	
lectrical System	Al- /	EE / En eigen anderstande	EE / En vins a serva entre
attery/installation	Ah / –	55 / Engine compartment	55 / Engine compartme
Iternator	A	120	1
hassis			
uspension, front			Pherson spring strut axle with anti-dive cont
uspension, rear			
ront brakes		Vented disc	Vented d
ront brakes Diameter	mm	Vented disc 280 × 22	Vented d 280 ×
ront brakes iameter ear brakes		Vented disc 280 × 22 Disc	Vented d 280 × D
puspersion, real Front brakes Diameter Rear brakes Diameter Driving stability systems	mm Hydraulic two-circuit brake sy Control (CBC), ASC+T tra	Vented disc 280 × 22	n Brake Assist and Hill Start Assistant, option
ront brakes iameter ear brakes iameter	mm Hydraulic two-circuit brake sy Control (CBC), ASC+T tra	Vented disc 280 × 22 Disc 259 × 10 stem with anti-lock brakes (ABS), Electronic Brake action control, Dynamic Stability Control (DSC) with ol (DTC) and Electronic Differential Lock Control (E	Vented d 280 × D 259 × e Force Distribution (EBD) and Cornering Bra n Brake Assist and Hill Start Assistant, option EDLC). Parking brake acts mechanically on re
ront brakes iameter ear brakes iameter riving stability systems	mm Hydraulic two-circuit brake sy Control (CBC), ASC+T tra	Vented disc 280 × 22 Disc 259 × 10 stem with anti-lock brakes (ABS), Electronic Brake action control, Dynamic Stability Control (DSC) with ol (DTC) and Electronic Differential Lock Control (E	Vented of 280 × C   259 × E Force Distribution (EBD) and Cornering Branch Assist and Hill Start Assistant, option EDLC). Parking brake acts mechanically on rowher whee ctric power steering (EPS); 2.4 rotations in to
ront brakes iameter ear brakes iameter riving stability systems teering teering transmission, overall	mm Hydraulic two-circuit brake sy Control (CBC), ASC+T tra Dynamic Traction Contro	Vented disc  280 × 22  Disc  259 × 10  stem with anti-lock brakes (ABS), Electronic Brake action control, Dynamic Stability Control (DSC) with ol (DTC) and Electronic Differential Lock Control (Electronic Differential Lock	Vented of 280 × D × D × D × D × D × D × D × D × D ×
ront brakes iameter ear brakes iameter riving stability systems  teering teering transmission, overall yres	mm Hydraulic two-circuit brake sy Control (CBC), ASC+T tra Dynamic Traction Contro	Vented disc  280 × 22  Disc  259 × 10  stem with anti-lock brakes (ABS), Electronic Brake action control, Dynamic Stability Control (DSC) with ol (DTC) and Electronic Differential Lock Control (Electronic Differential Lock Roman Electronic Differential Lock Rom	Vented of 280 × C 280 × C 259 × e Force Distribution (EBD) and Cornering Branch Assist and Hill Start Assistant, option EDLC). Parking brake acts mechanically on r whe otric power steering (EPS); 2.4 rotations in to 175 / 65 R15 8
ront brakes iameter ear brakes iameter iameter riving stability systems  teering teering transmission, overall yres	mm Hydraulic two-circuit brake sy Control (CBC), ASC+T tra Dynamic Traction Contro	Vented disc  280 × 22  Disc  259 × 10  stem with anti-lock brakes (ABS), Electronic Brake action control, Dynamic Stability Control (DSC) with ol (DTC) and Electronic Differential Lock Control (Electronic Differential Lock	Vented of 280 × Expression of the control of the co
ront brakes iameter ear brakes iameter riving stability systems  teering teering transmission, overall yres //heels ransmission	mm Hydraulic two-circuit brake sy Control (CBC), ASC+T tra Dynamic Traction Contro	Vented disc 280 × 22 Disc 259 × 10 Stem with anti-lock brakes (ABS), Electronic Brake action control, Dynamic Stability Control (DSC) with ol (DTC) and Electronic Differential Lock Control (Electronic Differential Lock Stability Control (Electronic Differential Lock Sta	Vented of 280 × C 280 × C 259
ront brakes iameter ear brakes iameter riving stability systems  teering teering transmission, overall tyres //heels ransmission ype of gearbox	mm Hydraulic two-circuit brake sy Control (CBC), ASC+T tra Dynamic Traction Contro	Vented disc 280 × 22 Disc 259 × 10 stem with anti-lock brakes (ABS), Electronic Brake action control, Dynamic Stability Control (DSC) with ol (DTC) and Electronic Differential Lock Control (E  Electronic Differential Lock Control (SSC) with Stability Control (ESC) with Stabili	Vented of 280 × Experience of the control of the co
ront brakes iameter ear brakes iameter riving stability systems  teering teering transmission, overall yres //heels ransmission ype of gearbox ear ratios	mm Hydraulic two-circuit brake sy Control (CBC), ASC+T tra Dynamic Traction Control :1	Vented disc  280 × 22  Disc  259 × 10  stem with anti-lock brakes (ABS), Electronic Brake action control, Dynamic Stability Control (DSC) with ol (DTC) and Electronic Differential Lock Control (Electronic Differential Lock Stability Control (Electronic Differential Lock Control (Electronic Differe	Vented of 280 × D × D × D × D × D × D × D × D × D ×
ront brakes iameter ear brakes iameter riving stability systems  teering teering transmission, overall tyres fheels ransmission type of gearbox ear ratios I	mm Hydraulic two-circuit brake sy Control (CBC), ASC+T tra Dynamic Traction Control :1	Vented disc  280 × 22  Disc  259 × 10  Stem with anti-lock brakes (ABS), Electronic Brake action control, Dynamic Stability Control (DSC) with ol (DTC) and Electronic Differential Lock Control (Electronic Differential Lock	Vented of 280 × C 280 × C 259 × Proce Distribution (EBD) and Cornering Brahe Assist and Hill Start Assistant, option EDLC). Parking brake acts mechanically on right whe ctric power steering (EPS); 2.4 rotations in to 175 / 65 R15 8 5.5 J × 15 6-gear manual transmiss 4.1
cont brakes lameter la	mm  Hydraulic two-circuit brake sy Control (CBC), ASC+T tra Dynamic Traction Contro  :1  :1 :1 :1	Vented disc  280 × 22  Disc  259 × 10  Stem with anti-lock brakes (ABS), Electronic Brake action control, Dynamic Stability Control (DSC) with ol (DTC) and Electronic Differential Lock Control (Electronic Differential Lock	Vented of 280 × E 280 × E 259 × E Force Distribution (EBD) and Cornering Branch Assist and Hill Start Assistant, option EDLC). Parking brake acts mechanically on right whe ctric power steering (EPS); 2.4 rotations in to 175 / 65 R15 8 5.5J × 15 6-gear manual transmiss 4.1 2.3
ont brakes ameter aar brakes ameter iving stability systems  eering eering transmission, overall rres heels ransmission rpe of gearbox ear ratios  II  III IV	mm Hydraulic two-circuit brake sy Control (CBC), ASC+T tra Dynamic Traction Control :1 :1 :1 :1 :1	Vented disc  280 × 22  Disc  259 × 10  Stem with anti-lock brakes (ABS), Electronic Brake action control, Dynamic Stability Control (DSC) with ol (DTC) and Electronic Differential Lock Control (Electronic Differential Lock Stability Control (Electronic Differential Lock Control (Electronic Differe	Vented of 280 × E   280 × E   259 × E   Proce Distribution (EBD) and Cornering Br. In Brake Assist and Hill Start Assistant, optio EDLC). Parking brake acts mechanically on r whe ctric power steering (EPS); 2.4 rotations in t   175 / 65 R15 8   5.5J × 15   6-gear manual transmiss   4.1   2.3   1.5   1.1
ont brakes ameter are trakes ameter iving stability systems  eering eering transmission, overall res heels ransmission rpe of gearbox ear ratios  II  III  IV  V	mm Hydraulic two-circuit brake sy Control (CBC), ASC+T tra Dynamic Traction Contro  :1  :1 :1 :1 :1 :1	Vented disc  280 × 22  Disc  259 × 10  stem with anti-lock brakes (ABS), Electronic Brake action control, Dynamic Stability Control (DSC) with ol (DTC) and Electronic Differential Lock Control (E  Electronic Differential Lock Control (E  14.1  175 / 65 R15 84H  5.5J × 15 St  6-gear manual transmission  3.214  1.792  1.194  0.914  0.784	Vented of 280 × E   259 × E   Force Distribution (EBD) and Cornering Br n Brake Assist and Hill Start Assistant, optio EDLC). Parking brake acts mechanically on r whee ctric power steering (EPS); 2.4 rotations in t 175 / 65 R15 8 5.5J × 15 6-gear manual transmiss 4.1 2.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1
ont brakes ameter arr brakes ameter iving stability systems  eering eering transmission, overall eering transmission eering transmission ivres heels ansmission ippe of gearbox ear ratios II III IV V VI	mm Hydraulic two-circuit brake sy Control (CBC), ASC+T tra Dynamic Traction Control :1 :1 :1 :1 :1 :1 :1 :1	Vented disc   280 × 22   Disc   259 × 10	Vented of 280 × E   259 × E   Force Distribution (EBD) and Cornering Br n Brake Assist and Hill Start Assistant, optio EDLC). Parking brake acts mechanically on r whe ctric power steering (EPS); 2.4 rotations in t   175 / 65 R15 E   5.5J × 15   6-gear manual transmiss   4.   2.6   1.6   0.8   0.6
ont brakes ameter par brakes ameter riving stability systems  eering eering transmission, overall pres heels ransmission pre of gearbox paar ratios  II  III  IV  V  veverse gear	mm  Hydraulic two-circuit brake sy Control (CBC), ASC+T tra Dynamic Traction Control  :1  :1  :1 :1 :1 :1 :1 :1 :1 :1 :1	Vented disc   280 × 22   Disc   259 × 10	Vented of 280 × E   280 × E   259 × E   Force Distribution (EBD) and Cornering Br n Brake Assist and Hill Start Assistant, optio EDLC). Parking brake acts mechanically on r whe ctric power steering (EPS); 2.4 rotations in to 1175 / 65 R15 8   5.5J × 15   6-gear manual transmiss 4.1   2.3   1.5   0.6   0.6   3.3
eering eering eering transmission, overall rres heels ansmission rpe of gearbox ear ratios II III IV V VI everse gear hal drive ratio	mm Hydraulic two-circuit brake sy Control (CBC), ASC+T tra Dynamic Traction Control :1 :1 :1 :1 :1 :1 :1 :1	Vented disc   280 × 22   Disc   259 × 10	Vented of 280 × E 259 × E Force Distribution (EBD) and Cornering Br n Brake Assist and Hill Start Assistant, optio EDLC). Parking brake acts mechanically on r whe ctric power steering (EPS); 2.4 rotations in t 175 / 65 R15 & 5.5J × 15 & 5.5J × 15 & 6-gear manual transmiss 4.1 & 2.3 & 1.1 & 0.8 & 0.6
ont brakes ameter aar brakes ameter iving stability systems  eering eering transmission, overall ares heels ransmission are of gearbox ear ratios  II  III  IV  V  VI  everse gear hal drive ratio erformance	mm Hydraulic two-circuit brake sy Control (CBC), ASC+T tra Dynamic Traction Control :1 :1:1:1:1:1:1:1:1:1:1:1:1:1:1:1:1:1:	Vented disc   280 × 22   Disc   259 × 10	Vented of 280 × Care Period of the Care Period of t
eering eering eering transmission, overall res heels ear ratios II III IV V V VI everse gear anal drive ratio eartor brakes anameter iving stability systems eering eering transmission, overall III III IV V V VI everse gear anal drive ratio earformance over-to-weight ratio to DIN	mm  Hydraulic two-circuit brake sy Control (CBC), ASC+T tra Dynamic Traction Control  :1  :1 :1 :1 :1 :1 :1 :1 :1 :1 :1 :1 :	Vented disc  280 × 22  Disc  259 × 10  stem with anti-lock brakes (ABS), Electronic Brake action control, Dynamic Stability Control (DSC) with ol (DTC) and Electronic Differential Lock Control (E  Electronic Differential Lock Control (E  14.1  175 / 65 R15 84H  5.5J × 15 St  6-gear manual transmission  3.214  1.792  1.194  0.914  0.784  0.683  3.143  3.706	Vented of 280 × Care Process of the Care Proce
eering eering eering transmission, overall erres heels ear ratios III III IV V VI everse gear hal drive ratio expertor weight ratio to DIN Jutput per litre	mm Hydraulic two-circuit brake sy Control (CBC), ASC+T tra Dynamic Traction Control :1 :1 :1 :1::1 :1::1 :1::1 :1 :1 :1 :1	Vented disc   280 × 22   Disc   259 × 10     Stem with anti-lock brakes (ABS), Electronic Brake action control, Dynamic Stability Control (DSC) with of (DTC) and Electronic Differential Lock Control (Electronic Different	Vented of 280 × [ 259 ×
eering eering eering transmission, overall res neels ansmission pe of gearbox ear ratios II III IV V VI everse gear nal drive ratio erformance wer-to-weight ratio to DIN utput per litre celeration	mm  Hydraulic two-circuit brake sy Control (CBC), ASC+T trace Dynamic Traction Control (CBC), ascential trace and the control (CBC), ascential trace and trace are asserted to the control (CBC), ascential trace are asserted to the control (CBC), as a second trace are asserted to the control (CBC), as a second trace are a second trac	Vented disc   280 × 22   Disc   259 × 10	Vented of 280 × [ 259 ×
cont brakes ameter ameter arar brakes ameter aiving stability systems  eering eering transmission, overall ares heels ansmission ape of gearbox par ratios  II  III  IV  V  V  VI  everse gear hal drive ratio erformance ower-to-weight ratio to DIN utput per litre toceleration 0–1000 m	mm Hydraulic two-circuit brake sy Control (CBC), ASC+T tra Dynamic Traction Control :1 :1 :1 :1::1 :1::1 :1::1 :1 :1 :1 :1	Vented disc  280 × 22  Disc  259 × 10  Stem with anti-lock brakes (ABS), Electronic Brake action control, Dynamic Stability Control (DSC) with ol (DTC) and Electronic Differential Lock Control (Electronic Differential Lock	Vented of 280 × 10 × 10 × 10 × 10 × 10 × 10 × 10 ×
cont brakes ameter arr brakes ameter arratios ameter ansmission arratios ar	mm  Hydraulic two-circuit brake sy Control (CBC), ASC+T trace Dynamic Traction Control (CBC), ascential trace and the control (CBC), ascential trace and trace are asserted to the control (CBC), ascential trace are asserted to the control (CBC), as a second trace are asserted to the control (CBC), as a second trace are a second trac	Vented disc   280 × 22   Disc   259 × 10	Vented of 280 × 10 × 10 × 10 × 10 × 10 × 10 × 10 ×
cont brakes ameter amet	mm  Hydraulic two-circuit brake sy Control (CBC), ASC+T tra Dynamic Traction Control  :1  :1 :1 :1::1 :1	Vented disc  280 × 22  Disc  259 × 10  Stem with anti-lock brakes (ABS), Electronic Brake action control, Dynamic Stability Control (DSC) with ol (DTC) and Electronic Differential Lock Control (Electronic Differential Lock	Vented of 280 × [ 259 ×
eering eering eering transmission, overall res aransmission pe of gearbox ear ratios II III IV V V VI verse gear anal drive ratio erformance ewer-to-weight ratio to DIN utput per litre sceleration 0–1000 km/h 0–1000 m 4th/5th gear 80–120 km/h par brakes ameter search and serious seriou	mm Hydraulic two-circuit brake sy Control (CBC), ASC+T tra Dynamic Traction Control :1 :1::1::1::1::1::1::1::1::1::1::1::1:	Vented disc  280 × 22  Disc  259 × 10  Stem with anti-lock brakes (ABS), Electronic Brake action control, Dynamic Stability Control (DSC) with ol (DTC) and Electronic Differential Lock Control (Electronic Differential Lock	Vented of 280 × [ 259 ×
eering eering eering transmission, overall rres heels ransmission rpe of gearbox ear ratios II III IV V V VI vi everse gear nal drive ratio exprormance ewer-to-weight ratio to DIN utput per litre sceleration 0–100 km/h 0–1000 m 4th/5th gear 80–120 km/h sp speed eel Consumption in EU Cycle	mm Hydraulic two-circuit brake sy Control (CBC), ASC+T tra Dynamic Traction Control :1 :1::1::1::1::1::1::1::1::1::1::1::1:	Vented disc	Vented of 280 ×    280 ×    259 ×   Prorce Distribution (EBD) and Cornering Bring Brake Assist and Hill Start Assistant, option (EDLC). Parking brake acts mechanically on the ctric power steering (EPS); 2.4 rotations in 1  175 / 65 R15 & 5.5J × 1!  6-gear manual transmiss 4.  2.3  1.4  0.8  0.9  0.9  1.5  1.6  1.7  1.7  1.8  1.9  1.9  1.9  1.9  1.9  1.9  1.9
ont brakes ameter par brakes ameter iving stability systems  eering eering transmission, overall pres heels fransmission pre of gearbox par ratios II III IV V VI Everse gear hal drive ratio erformance power-to-weight ratio to DIN utput per litre cocleration 0–1000 m 4th/5th gear 80–120 km/h po speed puel Consumption in EU Cycle ban	mm Hydraulic two-circuit brake sy Control (CBC), ASC+T tra Dynamic Traction Control :1 :1:1::1::1::1::1::1::1::1::1::1::1::	Vented disc	Vented of 280 ×    280 ×    Expression of the state of th
cont brakes ameter pair brakes ameter pair brakes ameter riving stability systems  eering eering transmission, overall pres heels ransmission pre of gearbox pair ratios II III IV V V VI Everse gear nal drive ratio erformance over-to-weight ratio to DIN utput per litre cocleration 0–1000 m 4th/5th gear 80–120 km/h pp speed uel Consumption in EU Cycle ban ttra-urban	mm  Hydraulic two-circuit brake sy Control (CBC), ASC+T tra Dynamic Traction Control (CBC), ASC+T translation CBC, ASC+T	Vented disc	Vented of 280 × E 259 × Peroce Distribution (EBD) and Cornering Bring Brake Assist and Hill Start Assistant, option EDLC). Parking brake acts mechanically on rewriting brake acts mechanically on the ctric power steering (EPS); 2.4 rotations in 1 175 / 65 R15 8 5.5 J × 18 6-gear manual transmiss 4. 2.3 1.9 1.0 8
ront brakes iameter ear brakes iameter iriving stability systems  teering teering transmission, overall tyres line stability systems  lear brakes iameter iriving stability systems  teering teering transmission, overall tyres line stability line sype of gearbox ear ratios II III IV V V VI everse gear nal drive ratio erformance over-to-weight ratio to DIN utput per litre coeleration 0-100 km/h 0-1000 m  4th/5th gear 80-120 km/h op speed uel Consumption in EU Cycle rban omposite	mm Hydraulic two-circuit brake sy Control (CBC), ASC+T tra Dynamic Traction Control :1  :1  :1 :1 :1: :1: :1: :1: :1 :1 :1 :	Vented disc	Vented of 280 × E   280 × E   259 × Peroce Distribution (EBD) and Cornering Brane Assist and Hill Start Assistant, optio EDLC). Parking brake acts mechanically on resulting brake acts mechanically on the ctric power steering (EPS); 2.4 rotations in the ctric power steering (EPS); 2
cont brakes lameter lameter lameter bar brakes lameter	mm  Hydraulic two-circuit brake sy Control (CBC), ASC+T tra Dynamic Traction Control (CBC), ASC+T translation CBC, ASC+T	Vented disc	Vented of 280 × E   280 × E   259 × Peroce Distribution (EBD) and Cornering Brane Assist and Hill Start Assistant, optio EDLC). Parking brake acts mechanically on resulting brake acts mechanically on the ctric power steering (EPS); 2.4 rotations in the ctric power steering (EPS); 2
ront brakes iameter ear brakes iameter ear brakes iameter iriving stability systems  teering teering transmission, overall yres //heels ransmission ype of gearbox ear ratios IIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIII	mm Hydraulic two-circuit brake sy Control (CBC), ASC+T tra Dynamic Traction Control :1  :1  :1 :1 :1: :1: :1: :1: :1 :1 :1 :	Vented disc	Vented of 280 × C
ront brakes iameter ear brakes iameter ear brakes iameter riving stability systems  teering teering transmission, overall yres // leels ransmission ype of gearbox ear ratios	mm Hydraulic two-circuit brake sy Control (CBC), ASC+T tra Dynamic Traction Control in the contr	Vented disc	Vented of 280 × C
ront brakes iameter ear brakes iameter ear brakes iameter iriving stability systems  teering teering transmission, overall yres //heels ransmission ype of gearbox ear ratios IIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIII	mm Hydraulic two-circuit brake sy Control (CBC), ASC+T tra Dynamic Traction Control :1  :1  :1 :1 :1: :1: :1: :1: :1 :1 :1 :	Vented disc	Vented of 280 × D × D × D × D × D × D × D × D × D ×

 $<sup>^1</sup>$  Weight of the car in road trim (DIN) plus 75 kg for driver and luggage.  $^2$  Deviations are possible under certain circumstances.

### MINI One 72 kW MINIMALIST.

Body		MINI One (72 kW) MINIMALIST	
No of doors/seats		3/4	
Length/width/height (unladen)	mm	3723 / 1683 / 1407	
Wheelbase	mm	2467	
Track, front/rear	mm	1459 / 1467	
Turning circle	m	10.7	
Tank capacity	approx. I	40	
Cooling system incl. heater	1	5.2	
Engine oil	[	4.2	
Transmission oil incl. drive train	I	Lifetime	
Weight, unladen to DIN/EU <sup>1</sup>	kg	1070 / 1145	
Max load to DIN	kg	450	
Max permissible load to DIN	kg	1520	
Max axle load, front/rear	kg	815 <i>l</i> 730	
Max trailer load <sup>2</sup>			
braked (12%) / unbraked	kg	_/_	
Max roofload/max download	kg	75/-	
Luggage comp to DIN	1 2, 2	160-680	
Air drag c <sub>x</sub> / A / c <sub>x</sub> × A	- / m <sup>2</sup> / m <sup>2</sup>	0.32 / 1.99 / 0.64	
Engine		Into at At A	
Config/No of cyls/valves		Inline/ 4/ 4	
Engine management		MEV 17.2.2	
Capacity	cm <sup>3</sup>	1598	
Bore/stroke		77 / 85.8	
Compression ratio	:1 RON	11:1 91–98	
Fuel grade Max output	KUNkW/hp		
at Max output	KVV/np min <sup>-1</sup>	6000	
Max torque	Nm	153	
at	min <sup>-1</sup>	3000	
Electrical System	111111	3000	
Battery/installation	Ah / -	55 / Engine compartment	
Alternator	A117-	120	
Chassis		120	
Suspension, front		Single-ic	oint MacPherson spring strut axle with anti-dive control
Suspension, rear			n longitudinal struts and centrally-pivoted control arms
Front brakes		Vented disc	Thoriginal and active and active any proced control arms
Diameter	mm		
Diameter Rear brakes	mm	280 × 22 Disc	
	mm	280 × 22 Disc 259 × 10	
Rear brakes	mm Hydraulic two-circuit brake sy Control (CBC), ASC+T tr	280 × 22 Disc 259 × 10 stem with anti-lock brakes (ABS), Electroni action control, Dynamic Stability Control (Di	SC) with Brake Assist and Hill Start Assistant, optional: ontrol (EDLC). Parking brake acts mechanically on rear
Rear brakes Diameter Driving stability systems	mm Hydraulic two-circuit brake sy Control (CBC), ASC+T tr	280 × 22 Disc 259 × 10 stem with anti-lock brakes (ABS), Electroni action control, Dynamic Stability Control (Di	SC) with Brake Assist and Hill Start Assistant, optional: ontrol (EDLC). Parking brake acts mechanically on rear wheels
Rear brakes Diameter Driving stability systems Steering	mm Hydraulic two-circuit brake sy Control (CBC), ASC+T tr Dynamic Traction Contr	280 × 22 Disc 259 × 10 stem with anti-lock brakes (ABS), Electronic action control, Dynamic Stability Control (Diol (DTC)) and Electronic Differential Lock Co	SC) with Brake Assist and Hill Start Assistant, optional: ontrol (EDLC). Parking brake acts mechanically on rear wheels
Rear brakes Diameter Driving stability systems Steering Steering transmission, overall	mm Hydraulic two-circuit brake sy Control (CBC), ASC+T tr	280 × 22 Disc 259 × 10 stem with anti-lock brakes (ABS), Electroni action control, Dynamic Stability Control (Di ol (DTC) and Electronic Differential Lock Co	SC) with Brake Assist and Hill Start Assistant, optional: ontrol (EDLC). Parking brake acts mechanically on rear wheels
Rear brakes Diameter Driving stability systems Steering	mm Hydraulic two-circuit brake sy Control (CBC), ASC+T tr Dynamic Traction Contr	280 × 22 Disc 259 × 10 stem with anti-lock brakes (ABS), Electronic action control, Dynamic Stability Control (Diol (DTC)) and Electronic Differential Lock Co	SC) with Brake Assist and Hill Start Assistant, optional: ontrol (EDLC). Parking brake acts mechanically on rear wheels
Rear brakes Diameter Driving stability systems  Steering Steering transmission, overall Tyres	mm Hydraulic two-circuit brake sy Control (CBC), ASC+T tr Dynamic Traction Contr	280 × 22 Disc 259 × 10 stem with anti-lock brakes (ABS), Electroni action control, Dynamic Stability Control (Di ol (DTC) and Electronic Differential Lock Co	SC) with Brake Assist and Hill Start Assistant, optional: ontrol (EDLC). Parking brake acts mechanically on rear wheels
Rear brakes Diameter Driving stability systems  Steering Steering transmission, overall Tyres Wheels	mm Hydraulic two-circuit brake sy Control (CBC), ASC+T tr Dynamic Traction Contr	280 × 22 Disc 259 × 10 restem with anti-lock brakes (ABS), Electroni action control, Dynamic Stability Control (Di ol (DTC) and Electronic Differential Lock Co	SC) with Brake Assist and Hill Start Assistant, optional: ontrol (EDLC). Parking brake acts mechanically on rear wheels
Rear brakes Diameter Driving stability systems  Steering Steering transmission, overall Tyres Wheels Transmission	mm Hydraulic two-circuit brake sy Control (CBC), ASC+T tr Dynamic Traction Contr	280 × 22 Disc 259 × 10 stem with anti-lock brakes (ABS), Electroni action control, Dynamic Stability Control (Di ol (DTC) and Electronic Differential Lock Co	SC) with Brake Assist and Hill Start Assistant, optional: ontrol (EDLC). Parking brake acts mechanically on rear wheels
Rear brakes Diameter Driving stability systems  Steering Steering transmission, overall Tyres Wheels Transmission Type of gearbox	mm Hydraulic two-circuit brake sy Control (CBC), ASC+T tr Dynamic Traction Contr	280 × 22 Disc 259 × 10 estem with anti-lock brakes (ABS), Electronic action control, Dynamic Stability Control (Disc) (DTC) and Electronic Differential Lock Control (DTC) and Electronic DTC (DTC) and Electroni	SC) with Brake Assist and Hill Start Assistant, optional: ontrol (EDLC). Parking brake acts mechanically on rear wheels
Rear brakes Diameter Driving stability systems  Steering Steering transmission, overall Tyres Wheels Transmission Type of gearbox Gear ratios  II III	mm Hydraulic two-circuit brake sy Control (CBC), ASC+T tr Dynamic Traction Contr	280 × 22 Disc 259 × 10 259 × 10 retem with anti-lock brakes (ABS), Electroni action control, Dynamic Stability Control (Disc) and Electronic Differential Lock Control (DTC) and Electronic DTC (DTC) and Electronic	SC) with Brake Assist and Hill Start Assistant, optional: ontrol (EDLC). Parking brake acts mechanically on rear wheels
Rear brakes Diameter Driving stability systems  Steering Steering transmission, overall Tyres Wheels Transmission Type of gearbox Gear ratios  I	mm Hydraulic two-circuit brake sy Control (CBC), ASC+T tr Dynamic Traction Control :1	280 × 22 Disc 259 × 10 259 × 10 stem with anti-lock brakes (ABS), Electroni action control, Dynamic Stability Control (Di ol (DTC) and Electronic Differential Lock Co  14.1 175 / 65 R15 84H 5.5J × 15 St  6-gear manual transmission 3.214 1.792	SC) with Brake Assist and Hill Start Assistant, optional: ontrol (EDLC). Parking brake acts mechanically on rear wheels
Rear brakes Diameter Driving stability systems  Steering Steering transmission, overall Tyres Wheels Transmission Type of gearbox Gear ratios  I II IV V	mm Hydraulic two-circuit brake sy Control (CBC), ASC+T tr Dynamic Traction Contr	280 × 22 Disc 259 × 10 259 × 10 retem with anti-lock brakes (ABS), Electroni action control, Dynamic Stability Control (Disc) and Electronic Differential Lock Control (DTC) and Electronic DTC (DTC) and Electronic	SC) with Brake Assist and Hill Start Assistant, optional: ontrol (EDLC). Parking brake acts mechanically on rear wheels
Rear brakes Diameter Driving stability systems  Steering Steering transmission, overall Tyres Wheels Transmission Type of gearbox Gear ratios  I II III IV	mm Hydraulic two-circuit brake sy Control (CBC), ASC+T tr Dynamic Traction Control :1 :1 :1 :1 :1 :1 :1	280 × 22	SC) with Brake Assist and Hill Start Assistant, optional: ontrol (EDLC). Parking brake acts mechanically on rear wheels
Rear brakes Diameter Driving stability systems  Steering Steering transmission, overall Tyres Wheels Transmission Type of gearbox Gear ratios II III IV V VI Reverse gear	mm Hydraulic two-circuit brake sy Control (CBC), ASC+T tr Dynamic Traction Contr	280 × 22	SC) with Brake Assist and Hill Start Assistant, optional: ontrol (EDLC). Parking brake acts mechanically on rear wheels
Rear brakes Diameter Driving stability systems  Steering Steering transmission, overall Tyres Wheels Transmission Type of gearbox Gear ratios  III III IV V VI Reverse gear Final drive ratio	mm Hydraulic two-circuit brake sy Control (CBC), ASC+T tr Dynamic Traction Control :1 :1 :1 :1 :1 :1 :1	280 × 22	SC) with Brake Assist and Hill Start Assistant, optional: ontrol (EDLC). Parking brake acts mechanically on rear wheels
Rear brakes Diameter Driving stability systems  Steering Steering transmission, overall Tyres Wheels Transmission Type of gearbox Gear ratios  II III IV V VI Reverse gear Final drive ratio Performance	mm Hydraulic two-circuit brake sy Control (CBC), ASC+T tr Dynamic Traction Contr	280 × 22	SC) with Brake Assist and Hill Start Assistant, optional: ontrol (EDLC). Parking brake acts mechanically on rear wheels
Rear brakes Diameter Driving stability systems  Steering Steering transmission, overall Tyres Wheels Transmission Type of gearbox Gear ratios  III III IV V VI Reverse gear Final drive ratio	mm Hydraulic two-circuit brake sy Control (CBC), ASC+T tr Dynamic Traction Control :1 :1 :1 :1 :1 :1 :1 :1 :1 :1 :1	280 × 22 Disc 259 × 10 259 × 10 retem with anti-lock brakes (ABS), Electroni action control, Dynamic Stability Control (Disc) and Electronic Differential Lock Co  14.1 175 / 65 R15 84H 5.5J × 15 St  6-gear manual transmission 3.214 1.792 1.194 0.914 0.784 0.683 3.143 3.706	SC) with Brake Assist and Hill Start Assistant, optional: ontrol (EDLC). Parking brake acts mechanically on rear wheels
Rear brakes Diameter Driving stability systems  Steering Steering transmission, overall Tyres Wheels Transmission Type of gearbox Gear ratios IIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIII	mm Hydraulic two-circuit brake sy Control (CBC), ASC+T tr Dynamic Traction Contr	280 × 22 Disc 259 × 10 Stem with anti-lock brakes (ABS), Electroni action control, Dynamic Stability Control (Disc) and Electronic Differential Lock Control (DTC) and Electronic DTC (D	SC) with Brake Assist and Hill Start Assistant, optional: ontrol (EDLC). Parking brake acts mechanically on rear wheels
Rear brakes Diameter Driving stability systems  Steering Steering transmission, overall Tyres Wheels Transmission Type of gearbox Gear ratios  II  III  IV  V  VI  Reverse gear Final drive ratio Performance Power-to-weight ratio to DIN Output per litre Acceleration O-100 km/h	mm Hydraulic two-circuit brake sy Control (CBC), ASC+T tr Dynamic Traction Control :1 :1 :1 :1 :1 :1 :1 :1 :1 :1 :1 :1 :1	280 × 22 Disc 259 × 10 259 × 10 stem with anti-lock brakes (ABS), Electroni action control, Dynamic Stability Control (Di ol (DTC) and Electronic Differential Lock Co  14.1 175 / 65 R15 84H 5.5J × 15 St  6-gear manual transmission 3.214 1.792 1.194 0.914 0.784 0.683 3.143 3.706	SC) with Brake Assist and Hill Start Assistant, optional: ontrol (EDLC). Parking brake acts mechanically on rear wheels
Rear brakes Diameter Driving stability systems  Steering Steering transmission, overall Tyres Wheels Transmission Type of gearbox Gear ratios  II  III  IV  V  VI  Reverse gear Final drive ratio Performance Power-to-weight ratio to DIN Output per litre Acceleration 0–1000 km/h 0–1000 m	mm Hydraulic two-circuit brake sy Control (CBC), ASC+T tr Dynamic Traction Control :1 :1 :1::1::1::1::1::1::1::1::1::1::1:	280 × 22	SC) with Brake Assist and Hill Start Assistant, optional ontrol (EDLC). Parking brake acts mechanically on rear wheels
Rear brakes Diameter Driving stability systems  Steering Steering transmission, overall Tyres Wheels Transmission Type of gearbox Gear ratios  II  III  IV  V  VI  Reverse gear Final drive ratio  Performance Power-to-weight ratio to DIN Output per litre Acceleration 0–1000 m In 4th/5th gear 80–120 km/h	mm Hydraulic two-circuit brake sy Control (CBC), ASC+T tr Dynamic Traction Contr  :1  :1 :1 :1 :1 :1 :1 :1 :1 :1 :1 :1 :	280 × 22 Disc 259 × 10 259 × 10 retem with anti-lock brakes (ABS), Electroni action control, Dynamic Stability Control (Disc) and Electronic Differential Lock Control (DTC) and Electronic DTC (DTC) and Electronic	SC) with Brake Assist and Hill Start Assistant, optional: ontrol (EDLC). Parking brake acts mechanically on rear wheels
Rear brakes Diameter Driving stability systems  Steering Steering transmission, overall Tyres Wheels  Transmission Type of gearbox Gear ratios II III IV V V VI Reverse gear Final drive ratio Performance Power-to-weight ratio to DIN Output per litre Acceleration 0–100 km/h 0–1000 m In 4th/5th gear Acceleration Driving stability systems	mm Hydraulic two-circuit brake sy Control (CBC), ASC+T tr Dynamic Traction Control :1 :1 :1::1::1::1::1::1::1::1::1::1::1:	280 × 22	SC) with Brake Assist and Hill Start Assistant, optional ontrol (EDLC). Parking brake acts mechanically on rear wheels
Rear brakes Diameter Driving stability systems  Steering Steering transmission, overall Tyres Wheels  Transmission Type of gearbox Gear ratios IIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIII	mm Hydraulic two-circuit brake sy Control (CBC), ASC+T tr Dynamic Traction Contr  :1  :1 :1 :1 :1 :1 :1 :1 :1 :1 :1 :1 :	280 × 22 Disc 259 × 10 259 × 10 stem with anti-lock brakes (ABS), Electroni action control, Dynamic Stability Control (Di ol (DTC) and Electronic Differential Lock Co  14.1 175 / 65 R15 84H 5.5J × 15 St  6-gear manual transmission 3.214 1.792 1.194 0.914 0.784 0.683 3.143 3.706  14.9 45.1 10.5 31.7 12.1 / 15.3 186	SC) with Brake Assist and Hill Start Assistant, optional ontrol (EDLC). Parking brake acts mechanically on rear wheels
Rear brakes Diameter Driving stability systems  Steering Steering transmission, overall Tyres Wheels Transmission Type of gearbox Gear ratios II III IV V VI Reverse gear Final drive ratio Performance Power-to-weight ratio to DIN Output per litre Acceleration 0–100 km/h 0–1000 m In 4th/5th gear 80–120 km/h Top speed Fuel Consumption in EU Cycle Urban	mm Hydraulic two-circuit brake sy Control (CBC), ASC+T tr Dynamic Traction Control :1 :1 :1::1::1::1::1::1::1::1::1::1::1:	280 × 22 Disc 259 × 10 259 × 10 stem with anti-lock brakes (ABS), Electroni action control, Dynamic Stability Control (Di ol (DTC) and Electronic Differential Lock Co  14.1 175 / 65 R15 84H 5.5J × 15 St  6-gear manual transmission 3.214 1.792 1.194 0.914 0.784 0.683 3.143 3.706  14.9 45.1 10.5 31.7 12.1 / 15.3 186	SC) with Brake Assist and Hill Start Assistant, optional ontrol (EDLC). Parking brake acts mechanically on rear wheels
Rear brakes Diameter Driving stability systems  Steering Steering transmission, overall Tyres Wheels Transmission Type of gearbox Gear ratios  II  III  IV  V  VI  Reverse gear Final drive ratio Performance Power-to-weight ratio to DIN Output per litre Acceleration 0–1000 km/h 0–1000 m In 4th/5th gear Royal Roya	mm Hydraulic two-circuit brake sy Control (CBC), ASC+T tr Dynamic Traction Control :1 :1 :1::1::1::1::1::1::1::1::1::1::1:	280 × 22 Disc 259 × 10 259 × 10 stem with anti-lock brakes (ABS), Electroni action control, Dynamic Stability Control (Di ol (DTC) and Electronic Differential Lock Co  14.1 175 / 65 R15 84H 5.5J × 15 St  6-gear manual transmission 3.214 1.792 1.194 0.914 0.784 0.683 3.143 3.706  14.9 45.1 10.5 31.7 12.1 / 15.3 186	SC) with Brake Assist and Hill Start Assistant, optional ontrol (EDLC). Parking brake acts mechanically on rear wheels
Rear brakes Diameter Driving stability systems  Steering Steering transmission, overall Tyres Wheels Transmission Type of gearbox Gear ratios  II  III  IV  V  VI  Reverse gear Final drive ratio  Performance Power-to-weight ratio to DIN Output per litre Acceleration 0-1000 m In 4th/5th gear 80-120 km/h Top speed Fuel Consumption in EU Cycle Urban Extra-urban Composite	mm Hydraulic two-circuit brake sy Control (CBC), ASC+T tr Dynamic Traction Contr  :1 :1 :1::1::1::1::1::1::1::1::1::1::1	280 × 22	SC) with Brake Assist and Hill Start Assistant, optional: ontrol (EDLC). Parking brake acts mechanically on rear wheels
Rear brakes Diameter Driving stability systems  Steering Steering transmission, overall Tyres Wheels  Transmission Type of gearbox Gear ratios  II  III  IV  V  VI  Reverse gear Final drive ratio  Performance Power-to-weight ratio to DIN Output per litre Acceleration 0–1000 m In 4th/5th gear 80–120 km/h Top speed Fuel Consumption in EU Cycle Urban Extra-urban Composite CO2	mm Hydraulic two-circuit brake sy Control (CBC), ASC+T tr Dynamic Traction Control :1 :1 :1::1::1::1::1::1::1::1::1::1::1:	280 × 22 Disc 259 × 10 259 × 10 stem with anti-lock brakes (ABS), Electroni action control, Dynamic Stability Control (Di ol (DTC) and Electronic Differential Lock Co  14.1 175 / 65 R15 84H 5.5J × 15 St  6-gear manual transmission 3.214 1.792 1.194 0.914 0.784 0.683 3.143 3.706  14.9 45.1 10.5 31.7 12.1 / 15.3 186	SC) with Brake Assist and Hill Start Assistant, optional: ontrol (EDLC). Parking brake acts mechanically on rear wheels
Rear brakes Diameter Driving stability systems  Steering Steering transmission, overall Tyres Wheels  Transmission Type of gearbox Gear ratios III III IV V VI Reverse gear Final drive ratio Performance Power-to-weight ratio to DIN Output per litre Acceleration 0–100 km/h 0–1000 m In 4th/5th gear Ro-120 km/h Top speed Fuel Consumption in EU Cycle Urban Extra-urban Composite CO2 Miscellaneous	mm Hydraulic two-circuit brake sy Control (CBC), ASC+T tr Dynamic Traction Contr  :1 :1 :1::1::1::1::1::1::1::1::1::1::1	280 × 22	SC) with Brake Assist and Hill Start Assistant, optional: ontrol (EDLC). Parking brake acts mechanically on rear wheels
Rear brakes Diameter Driving stability systems  Steering Steering transmission, overall Tyres Wheels Transmission Type of gearbox Gear ratios II III IV V V Reverse gear Final drive ratio Performance Power-to-weight ratio to DIN Output per litre Acceleration 0–100 km/h 0–1000 m In 4th/5th gear Ro-120 km/h Top speed Fuel Consumption in EU Cycle Urban Extra-urban Composite CO2 Miscellaneous Emission rating	mm Hydraulic two-circuit brake sy Control (CBC), ASC+T tr Dynamic Traction Control :1 :1 :1:1:1:1:1:1:1:1:1:1:1:1:1:1:1:1	280 × 22	SC) with Brake Assist and Hill Start Assistant, optional: ontrol (EDLC). Parking brake acts mechanically on rear wheels
Rear brakes Diameter Driving stability systems  Steering Steering transmission, overall Tyres Wheels  Transmission Type of gearbox Gear ratios III III IV V VI Reverse gear Final drive ratio Performance Power-to-weight ratio to DIN Output per litre Acceleration 0–100 km/h 0–1000 m In 4th/5th gear Ro-120 km/h Top speed Fuel Consumption in EU Cycle Urban Extra-urban Composite CO2 Miscellaneous	mm Hydraulic two-circuit brake sy Control (CBC), ASC+T tr Dynamic Traction Contr  :1 :1 :1::1::1::1::1::1::1::1::1::1::1	280 × 22	ic Brake Force Distribution (EBD) and Cornering Brake SC) with Brake Assist and Hill Start Assistant, optional: ontrol (EDLC). Parking brake acts mechanically on rear wheels Electric power steering (EPS); 2.4 rotations in total

 $<sup>^1</sup>$  Weight of the car in road trim (DIN) plus 75 kg for driver and luggage.  $^2$  Deviations are possible under certain circumstances.

### MINI Cooper.

Body		MINI Cooper	MINI Cooper Automatic
No of doors/seats		3/4	31
_ength/width/height (unladen)	mm	3723 / 1683 / 1407	3723 / 1683 / 140
Vheelbase	mm	2467	246
rack, front/rear	mm	1459 / 1467	1459 / 146
urning circle	m	10.7	10
ank capacity	approx. l	40	4
Cooling system incl. heater	· I	5.2	5
Engine oil		4.2	4
ransmission oil incl. drive train	i	Lifetime	 Lifetim
Veight, unladen to DIN/EU <sup>1</sup>	kg	1075 / 1150	1115/119
Max load to DIN	kg	450	45
Max permissible load to DIN		1525	156
Max axle load, front/rear	kg		
	kg	820 / 730	860 / 73
Max trailer load <sup>2</sup>		,	
raked (12%) / unbraked	kg	_/_	
Max roofload/max download	kg	75 / –	75.
uggage comp to DIN		160–680	160–68
A = A + A + A + A + A + A + A + A + A +	$- / m^2 / m^2$	0.32 / 1.99 / 0.64	0.32 / 1.99 / 0.6
ingine			
Config/No of cyls/valves		MEV 17.2.2	MEV 17.2
ingine management	cm <sup>3</sup>	1598	159
Capacity	mm	77/ 85.8	77/ 85
Bore/stroke	:1	11:1	11
	RON		91–9
Compression ratio		91–98	
uel grade	kW / hp	90 / 122	90 / 12
Max output	min <sup>-1</sup>	6000	600
t	Nm	160	16
Max torque	min <sup>-1</sup>	4250	425
ıt	min <sup>-1</sup>	4250	425
Electrical system			
Battery/installation	Ah / -	55 / Engine compartment	55 / Engine compartme
Alternator	A	120	12
	A	120	1.2
Chassis		0: 1 : : : 14 - 5!	
Suspension, front			nerson spring strut axle with anti-dive cont
Suspension, rear			nal struts and centrally-pivoted control arr
ront brakes		Vented disc	Vented d
Diameter	mm	280 × 22	280 × 2
Rear brakes		Disc	Dis
Diameter	mm	259 × 10	259 × 1
Driving stability systems	Brake Control (CBC), ASC	system with anti-lock brakes (ABS), Electronic Bra +T traction control, Dynamic Stability Control (DSC iic Traction Control (DTC) and Electronic Differenti	c) with Brake Assist and Hill Start Assistan al Lock Control (EDLC). Parking brake act mechanically on rear wheel
Steering			power steering (EPS); 2.4 rotations in total
Steering transmission, overall	:1	14,1	14,
Tyres		175 / 65 R15 84H	175 / 65 R15 84
Vheels		5.5J × 15 LM	5.5J × 15 LI
ransmission			
ype of gearbox		6-gear manual transmission	6-speed automatic transmission
Gear ratios I	:1	3.214	4.14
	:1	1.792	2.37
	:1	1.194	1.55
IV	:1	0.914	1.15
V	:1	0.784	0.85
VI	:1	0.683	0.68
Reverse gear	:1	3.143	3.39
inal drive ratio	:1	4.353	4.10
Performance			
Power-to-weight ratio to DIN	kg/kW	11.9	12.
Output per litre	kW/l	56.3	56.
cceleration 0–100 km/h	S	9.1	10.
0–1000 m	S	30.3	31
1 4th/5th gear 80–120 km/h	S	9.6 / 12.1	-1
op speed	km/h	203	19
uel Consumption in EU Cycle			
Irban	l/100 km	6.9	8.
xtra-urban	1/100 km	4.6	5
Composite	I/100 km	5.4	6.
•			
O <sub>2</sub>	g/km	127	15
liscellaneous			
mission rating		EU5	EU
nsurance ratings Germany	HPF/VK/TK	13 / 17 / 19	13 / 17 / 1
S 1 1		139	13
Ground clearance	mm	139	I.

 $<sup>^1</sup>$  Weight of the car in road trim (DIN) plus 75 kg for driver and luggage.  $^2$  Deviations are possible under certain circumstances.

# MINI Cooper S.

Body		MINI Cooper S	MINI Cooper S Automat
No of doors/seats		3/4	31
_ength/width/height (unladen)	mm	3729 / 1683 / 1407	3729 / 1683 / 140
Vheelbase	mm	2467	246
rack, front/rear	mm	1453 / 1461	1453 / 146
urning circle	m	10.7	10
ank capacity	approx. l	50	
Cooling system incl. heater	l	5.2	5
ngine oil	I	4.2	2
ransmission oil incl. drive train	[	Lifetime	Lifetir
Veight, unladen to DIN/EU <sup>1</sup>	kg	1140 / 1215	1165 / 12
Max load to DIN	kg	450	4
Max permissible load to DIN	kg	1590	16
Max axle load, front/rear	kg	865 / 745	890 / 7
Nax trailer load <sup>2</sup>			
raked (12%) / unbraked	kg	-/-	_
Max roofload/max download	ka	751-	75
uggage comp to DIN		160–680	160–6
ir drag c <sub>x</sub> / A / c <sub>x</sub> × A	-/ m <sup>2</sup> / m <sup>2</sup>	0.36 / 1.99 / 0.72	0.36 / 1.99 / 0.
ingine	7111 7111	0.007 1.337 0.72	0.007 1.337 0.
Config/No of cyls/valves		Inline / 4 / 4	Inline / 4
ngine management		MEVD 17.2.2	MEVD 17.:
apacity	cm <sup>3</sup>	1598	15 IVIEVD 17.
apacity ore/stroke		77.0 / 85.8	77.0/8
Compression ratio	:1 DON	10.5	1
uel grade	RON	91–98	91-
Max output	kW / hp	135 / 184	135 / 1
<u>t</u>	min <sup>-1</sup>	5500	55
Max torque	Nm	240 (260)	240 (2)
t	min <sup>-1</sup>	1600 – 5000 (1700 – 4500)	1600 – 5000 (1700 – 45
lectrical system			
Battery/installation	Ah / –	55 / Engine compartment	55 / Engine compartme
lternator	Α	120	1
hassis			
Suspension, front		Single-joint MacPher	rson spring strut axle with anti-dive con
Suspension, rear		Multi-link axle with aluminium longitudina	al struts and centrally-pivoted control ar
ront brakes		Vented disc	Vented d
iameter	mm	004 00	00.1
nameter	111111	294 × 22	294 ×
	111111		
Rear brakes Diameter	mm	Disc 259 × 10	D 259 ×
Rear brakes Diameter Driving stability systems	mm Hydraulic two-circuit brake syst Brake Control (CBC), ASC+T tr.	Disc	with Brake Assist and Hill Start Assista
Rear brakes Diameter	mm Hydraulic two-circuit brake syst Brake Control (CBC), ASC+T tr.	Disc 259 × 10 em with anti-lock brakes (ABS), Electronic Brak action control, Dynamic Stability Control (DSC) action Control (DTC) and Electronic Differentia	D 259 × ke Force Distribution (EBD) and Corner I) with Brake Assist and Hill Start Assista II Lock Control (EDLC). Parking brake a
ear brakes iameter riving stability systems teering	mm Hydraulic two-circuit brake syst Brake Control (CBC), ASC+T tr.	Disc 259 × 10 em with anti-lock brakes (ABS), Electronic Brak action control, Dynamic Stability Control (DSC) action Control (DTC) and Electronic Differentia	D 259 ×  ke Force Distribution (EBD) and Corner ) with Brake Assist and Hill Start Assista I Lock Control (EDLC). Parking brake a mechanically on rear whe
ear brakes biameter briving stability systems teering teering transmission, overall	mm Hydraulic two-circuit brake syst Brake Control (CBC), ASC+T tr optional: Dynamic Tr	Disc 259 × 10 em with anti-lock brakes (ABS), Electronic Brak action control, Dynamic Stability Control (DSC) action Control (DTC) and Electronic Differentia Electric p	259 × xe Force Distribution (EBD) and Corner with Brake Assist and Hill Start Assist al Lock Control (EDLC). Parking brake a mechanically on rear whe power steering (EPS); 2.4 rotations in to
ear brakes iameter riving stability systems  teering teering transmission, overall yres	mm Hydraulic two-circuit brake syst Brake Control (CBC), ASC+T tr optional: Dynamic Tr	Disc 259 × 10  em with anti-lock brakes (ABS), Electronic Brak action control, Dynamic Stability Control (DSC) action Control (DTC) and Electronic Differentia  Electric p 14.1	259 × xe Force Distribution (EBD) and Corner with Brake Assist and Hill Start Assist al Lock Control (EDLC). Parking brake a mechanically on rear whe power steering (EPS); 2.4 rotations in to
ear brakes iameter riving stability systems  teering teering transmission, overall yres /heels	mm Hydraulic two-circuit brake syst Brake Control (CBC), ASC+T tr optional: Dynamic Tr	Disc 259 × 10 em with anti-lock brakes (ABS), Electronic Brak action control, Dynamic Stability Control (DSC) action Control (DTC) and Electronic Differentia  Electric p 14.1 195/55 R16 87V	E 259 × xe Force Distribution (EBD) and Corner with Brake Assist and Hill Start Assist all Lock Control (EDLC). Parking brake mechanically on rear whe power steering (EPS); 2.4 rotations in to 195/55 R16.8
ear brakes biameter priving stability systems teering teering transmission, overall tyres Wheels Transmission	mm Hydraulic two-circuit brake syst Brake Control (CBC), ASC+T tr optional: Dynamic Tr	Disc 259 × 10  em with anti-lock brakes (ABS), Electronic Brak action control, Dynamic Stability Control (DSC) action Control (DTC) and Electronic Differentia  Electric p 14.1  195/55 R16 87V 6.5J × 16 LM	xe Force Distribution (EBD) and Corner ) with Brake Assist and Hill Start Assistal Lock Control (EDLC). Parking brake a mechanically on rear whe power steering (EPS); 2.4 rotations in to 195/55 R16 & 6.5J × 16
ear brakes iameter rriving stability systems  teering teering transmission, overall yres //heels ransmission ype of gearbox	mm Hydraulic two-circuit brake system Brake Control (CBC), ASC+T tr. optional: Dynamic Tr	Disc 259 × 10 em with anti-lock brakes (ABS), Electronic Brak action control, Dynamic Stability Control (DSC) action Control (DTC) and Electronic Differentia  Electric; 14.1 195/55 R16 87V 6.5J × 16 LM 6-gear manual transmission	xe Force Distribution (EBD) and Corner ) with Brake Assist and Hill Start Assist al Lock Control (EDLC). Parking brake a mechanically on rear whe power steering (EPS); 2.4 rotations in to 1 195/55 R16 8 6.5J × 16 6-speed automatic transmiss
ear brakes iameter rriving stability systems  teering teering transmission, overall yres //heels ransmission ype of gearbox	mm Hydraulic two-circuit brake syste Brake Control (CBC), ASC+T tr. optional: Dynamic Tr	Disc 259 × 10 em with anti-lock brakes (ABS), Electronic Brak action control, Dynamic Stability Control (DSC) action Control (DTC) and Electronic Differentia  Electric p 14.1 195/55 R16 87V 6.5J × 16 LM 6-gear manual transmission 3.308	xe Force Distribution (EBD) and Corner with Brake Assist and Hill Start Assist al Lock Control (EDLC). Parking brake a mechanically on rear whe power steering (EPS); 2.4 rotations in to 1 195/55 R16 8 6.5J × 16 6-speed automatic transmiss 4.0
ear brakes iameter riving stability systems  teering teering transmission, overall yres //heels iransmission ype of gearbox ear ratios	mm Hydraulic two-circuit brake syste Brake Control (CBC), ASC+T tr. optional: Dynamic Tr  :1	Disc 259 × 10  em with anti-lock brakes (ABS), Electronic Brak action control, Dynamic Stability Control (DSC) action Control (DTC) and Electronic Differentia  Electric p 14.1  195/55 R16 87V 6.5J × 16 LM  6-gear manual transmission 3.308 2.130	xe Force Distribution (EBD) and Corner with Brake Assist and Hill Start Assists all Lock Control (EDLC). Parking brake a mechanically on rear whe power steering (EPS); 2.4 rotations in to 195/55 R16 & 6.5J × 16
ear brakes iameter riving stability systems  teering teering transmission, overall yres //heels ransmission ype of gearbox ear ratios	mm Hydraulic two-circuit brake syst Brake Control (CBC), ASC+T tr. optional: Dynamic Tr  :1 :1 :1	Disc 259 × 10  em with anti-lock brakes (ABS), Electronic Brak action control, Dynamic Stability Control (DSC) action Control (DTC) and Electronic Differentia  Electric p 14.1  195/55 R16 87V 6.5J × 16 LM  6-gear manual transmission 3.308 2.130 1.483	cke Force Distribution (EBD) and Corner of with Brake Assist and Hill Start Assist al Lock Control (EDLC). Parking brake a mechanically on rear whe power steering (EPS); 2.4 rotations in t 195/55 R16 & 6.5J × 16 6-speed automatic transmise 4.0 2.3 1.5
ear brakes iameter riving stability systems  teering teering transmission, overall tyres //heels ransmission type of gearbox ear ratios	mm Hydraulic two-circuit brake system Brake Control (CBC), ASC+T troptional: Dynamic Troptional: Dynamic Troptional: 1:1:1:1:1:1:1:1:1:1:1:1:1:1:1:1:1:1:1	Disc 259 × 10  em with anti-lock brakes (ABS), Electronic Brak action control, Dynamic Stability Control (DSC) action Control (DTC) and Electronic Differentia  Electric p 14.1 195/55 R16 87V 6.5J × 16 LM  6-gear manual transmission 3.308 2.130 1.483 1.139	ce Force Distribution (EBD) and Corner y with Brake Assist and Hill Start Assist. Id Lock Control (EDLC). Parking brake a mechanically on rear whe power steering (EPS); 2.4 rotations in t 195/55 R16 & 6.5J × 16  6-speed automatic transmiss 4.0 2.3 1.5
ear brakes iameter riving stability systems  teering teering transmission, overall yres //heels ransmission ype of gearbox ear ratios	mm Hydraulic two-circuit brake system Brake Control (CBC), ASC+T troptional: Dynamic Troptional: Dynamic Troptional: 1:1:1:1:1:1:1:1:1:1:1:1:1:1:1:1:1:1:1	Disc 259 × 10  em with anti-lock brakes (ABS), Electronic Brak action control, Dynamic Stability Control (DSC) action Control (DTC) and Electronic Differentia  Electric p 14.1  195/55 R16 87V 6.5J × 16 LM  6-gear manual transmission 3.308 2.130 1.483 1.139 0.949	ce Force Distribution (EBD) and Corner  we Force Distribution (EBD) and Corner  with Brake Assist and Hill Start Assist  Il Lock Control (EDLC). Parking brake a mechanically on rear whe power steering (EPS); 2.4 rotations in t  195/55 R16 8 6.5J × 16  6-speed automatic transmiss 4.0 2.3 1.5 1.7
ear brakes iameter riving stability systems  teering teering transmission, overall yres //neels ransmission ype of gearbox ear ratios	mm Hydraulic two-circuit brake syste Brake Control (CBC), ASC+T tr. optional: Dynamic Tr  :1 :1 :1 :1 :1 :1 :1	Disc 259 × 10 em with anti-lock brakes (ABS), Electronic Brak action control, Dynamic Stability Control (DSC) action Control (DTC) and Electronic Differentia  Electric p 14.1 195/55 R16 87V 6.5J × 16 LM  6-gear manual transmission 3.308 2.130 1.483 1.139 0.949 0.816	xe Force Distribution (EBD) and Corner by with Brake Assist and Hill Start Assist. Id Lock Control (EDLC). Parking brake a mechanically on rear whe power steering (EPS); 2.4 rotations in to 195/55 R16 8 6.5J × 16 6-speed automatic transmiss 4.6 2.3 1.5 0.6 0.6
ear brakes iameter riving stability systems  teering teering transmission, overall yres //heels ransmission ype of gearbox iear ratios	mm Hydraulic two-circuit brake syste Brake Control (CBC), ASC+T tr. optional: Dynamic Tr  :1 :1 :1 :1 :1 :1 :1 :1 :1 :1 :1	Disc 259 × 10 em with anti-lock brakes (ABS), Electronic Brak action control, Dynamic Stability Control (DSC) action Control (DTC) and Electronic Differentia  Electric p 14.1 195/55 R16 87V 6.5J × 16 LM  6-gear manual transmission 3.308 2.130 1.483 1.139 0.949 0.816 3.231	xe Force Distribution (EBD) and Corner ve Force Distribution (EBD) and Corner ve Force Distribution (EBD) and Corner ve Start Sala Lock Control (EDLC). Parking brake a mechanically on rear whe power steering (EPS); 2.4 rotations in to 1 195/55 R16 8 6.5J × 16 6-speed automatic transmiss 4.0 2.3 1.5 0.6 0.6 0.6 3.7
ear brakes iameter rriving stability systems  teering teering transmission, overall yres //heels ransmission ype of gearbox iear ratios	mm Hydraulic two-circuit brake syste Brake Control (CBC), ASC+T tr. optional: Dynamic Tr  :1 :1 :1 :1 :1 :1 :1	Disc 259 × 10 em with anti-lock brakes (ABS), Electronic Brak action control, Dynamic Stability Control (DSC) action Control (DTC) and Electronic Differentia  Electric p 14.1 195/55 R16 87V 6.5J × 16 LM  6-gear manual transmission 3.308 2.130 1.483 1.139 0.949 0.816	xe Force Distribution (EBD) and Corner ve Force Distribution (EBD) and Corner ve Force Distribution (EBD) and Corner ve Start Sala Lock Control (EDLC). Parking brake a mechanically on rear whe power steering (EPS); 2.4 rotations in to 1 195/55 R16 8 6.5J × 16 6-speed automatic transmiss 4.0 2.3 1.5 0.6 0.6 0.6 3.7
ear brakes iameter riving stability systems  teering teering transmission, overall yres //heels ransmission ype of gearbox ear ratios	mm Hydraulic two-circuit brake syst Brake Control (CBC), ASC+T tr. optional: Dynamic Tr  :1 :1 :1 :1 :1 :1 :1 :1 :1	Disc 259 × 10  em with anti-lock brakes (ABS), Electronic Brak action control, Dynamic Stability Control (DSC) action Control (DTC) and Electronic Differentia  Electric p 14.1  195/55 R16 87V 6.5J × 16 LM  6-gear manual transmission 3.308 2.130 1.483 1.139 0.949 0.816 3.231 3.706	ce Force Distribution (EBD) and Corner of with Brake Assist and Hill Start Assists al Lock Control (EDLC). Parking brake a mechanically on rear whe power steering (EPS); 2.4 rotations in to 195/55 R16 & 6.5J × 16 6-speed automatic transmise 4.0 2.3 1.5 0.6 0.6 3.7
ear brakes iameter riving stability systems  teering teering transmission, overall yres //heels ransmission ype of gearbox ear ratios	mm Hydraulic two-circuit brake syste Brake Control (CBC), ASC+T troptional: Dynamic Tr  :1 :1:1:1:1:1:1:1:1:1:1:1:1:1:1:1:1:1	Disc   259 × 10	E 259 × xe Force Distribution (EBD) and Corner I) with Brake Assist and Hill Start Assist all Lock Control (EDLC). Parking brake a mechanically on rear whe power steering (EPS); 2.4 rotations in to 195/55 R16 & 6.5J × 16  6-speed automatic transmiss 4.6 2.3 1.5 0.6 0.6 3.3
ear brakes iameter riving stability systems  teering teering transmission, overall yres //neels ransmission ype of gearbox ear ratios	mm Hydraulic two-circuit brake syst Brake Control (CBC), ASC+T tr. optional: Dynamic Tr  :1 :1 :1 :1 :1 :1 :1 :1 :1	Disc   259 × 10	xe Force Distribution (EBD) and Corner I) with Brake Assist and Hill Start Assist al Lock Control (EDLC). Parking brake a mechanically on rear whe power steering (EPS); 2.4 rotations in t 195/55 R16 8 6.5J × 16 6-speed automatic transmiss 4.0 2.0 1.1 0.8 0.6 3.1
ear brakes iameter riving stability systems  deering teering transmission, overall yres lineels ransmission ype of gearbox ear ratios II III IV V V VI everse gear nal drive ratio erformance ower-to-weight ratio to DIN utput per litre coceleration 0–100 km/h	mm Hydraulic two-circuit brake syste Brake Control (CBC), ASC+T troptional: Dynamic Tr  :1 :1:1:1:1:1:1:1:1:1:1:1:1:1:1:1:1:1	Disc   259 × 10	ke Force Distribution (EBD) and Corner I with Brake Assist and Hill Start Assist I Lock Control (EDLC). Parking brake a mechanically on rear who power steering (EPS); 2.4 rotations in t 195/55 R16 & 6.5J × 16 6-speed automatic transmiss 4.0 2.0 1.1 1.1 0.8 3.3 3.6
ear brakes iameter riving stability systems  teering teering transmission, overall yres //neels ransmission ype of gearbox ear ratios	mm Hydraulic two-circuit brake syste Brake Control (CBC), ASC+T tr. optional: Dynamic Tr  :1 :1 :1::1::1::1::1::1::1::1::1::1::1	Disc   259 × 10	ke Force Distribution (EBD) and Corner I with Brake Assist and Hill Start Assist I Lock Control (EDLC). Parking brake a mechanically on rear who power steering (EPS); 2.4 rotations in t 195/55 R16 & 6.5J × 16 6-speed automatic transmiss 4.0 2.0 1.1 1.1 0.8 3.3 3.6
ear brakes iameter riving stability systems  teering teering teering transmission, overall yres //heels ransmission ype of gearbox ear ratios	mm Hydraulic two-circuit brake syste Brake Control (CBC), ASC+T tr. optional: Dynamic Tr  :1 :1 :1::1::1::1::1::1::1::1::1::1::1	Disc   259 × 10	ke Force Distribution (EBD) and Corner I with Brake Assist and Hill Start Assist I Lock Control (EDLC). Parking brake a mechanically on rear whe power steering (EPS); 2.4 rotations in t 195/55 R16 & 6.5J × 16 6-speed automatic transmise 4.0 2.0 1.6 0.6 0.6 3.6 3.6
ear brakes lameter riving stability systems  seering seering transmission, overall lyres lineels ransmission lineels ransmission lineels linee	mm Hydraulic two-circuit brake systs Brake Control (CBC), ASC+T tr. optional: Dynamic Tr  :1 :1 :1::1 :1	Disc   259 × 10	ke Force Distribution (EBD) and Corne with Brake Assist and Hill Start Assist al Lock Control (EDLC). Parking brake a mechanically on rear whe power steering (EPS); 2.4 rotations in t 195/55 R16 8 6.5J × 16 6-speed automatic transmiss 4.0 2.1 1.0 0.8 0.0 3.3 3.6
ear brakes iameter riving stability systems  teering teering transmission, overall tyres //heels ransmission type of gearbox ear ratios II III IV V V VI everse gear nal drive ratio erformance ower-to-weight ratio to DIN utput per litre cceleration 0-100 km/h 0-1000 m  4th/5th gear 80-120 km/h op speed	mm Hydraulic two-circuit brake syste Brake Control (CBC), ASC+T tr. optional: Dynamic Tr  :1 :1::1::1::1::1::1::1::1::1::1::1::1	Disc   259 × 10	ke Force Distribution (EBD) and Corne with Brake Assist and Hill Start Assist al Lock Control (EDLC). Parking brake a mechanically on rear whe power steering (EPS); 2.4 rotations in t 195/55 R16 8 6.5J × 16 6-speed automatic transmiss 4.0 2.1 1.0 0.8 0.0 3.3 3.6
ear brakes iameter riving stability systems  teering teering transmission, overall yres //reels ransmission ype of gearbox ear ratios	mm Hydraulic two-circuit brake syste Brake Control (CBC), ASC+T troptional: Dynamic Troptional: Dynamic Troptional: Dynamic Troptional: 1  :1 :1:1:1:1:1:1:1:1:1:1:1:1:1:1:1:1	Disc   259 × 10	ke Force Distribution (EBD) and Corne I) with Brake Assist and Hill Start Assist al Lock Control (EDLC). Parking brake a mechanically on rear who power steering (EPS); 2.4 rotations in t 195/55 R16 8 6.5J × 16 6-speed automatic transmiss 4.0 2.3 1.1 0.8 0.0 3.3 3.6
ear brakes iameter riving stability systems  teering teering transmission, overall yres //heels ransmission ype of gearbox ear ratios II III III IV V V VI everse gear nal drive ratio erformance ower-to-weight ratio to DIN utput per litre cceleration 0–100 km/h 0–1000 m 4th/5th gear 80–120 km/h op speed uel Consumption in EU Cycle rban	mm Hydraulic two-circuit brake syste Brake Control (CBC), ASC+T trooptional: Dynamic Trooptional: Dynamic Trooptional: Dynamic Trooptional: 1  :1 :1:1:1:1:1:1:1:1:1:1:1:1:1:1:1:1	Disc   259 × 10	ke Force Distribution (EBD) and Corner to with Brake Assist and Hill Start Assist all Lock Control (EDLC). Parking brake a mechanically on rear who power steering (EPS); 2.4 rotations in the steer
ear brakes iameter riving stability systems  teering teering transmission, overall yres //heels ransmission ype of gearbox ear ratios  II  III  IV  V  VI  everse gear inal drive ratio erformance ower-to-weight ratio to DIN utuput per litre cceleration 0–1000 m  4th/5th gear 0–120 km/h op speed uel Consumption in EU Cycle rban ktra-urban	mm Hydraulic two-circuit brake syste Brake Control (CBC), ASC+T troptional: Dynamic Troptional: Dynamic Troptional: Dynamic Troptional: 1  :1 :1:1:1:1:1:1:1:1:1:1:1:1:1:1:1:1	Disc   259 × 10	Re Force Distribution (EBD) and Corner  I) with Brake Assist and Hill Start Assista al Lock Control (EDLC). Parking brake a mechanically on rear whe power steering (EPS); 2.4 rotations in to 195/55 R16 8 6.5J × 16 6-speed automatic transmiss 4.0 2.3 1.5 1.1 0.6 3.1 3.6
teer brakes biameter virving stability systems  teering teering transmission, overall tyres vheels vansmission teer ratios II III IV V V V V V V teerse gear inal drive ratio teerformance tower-to-weight ratio to DIN toutput per litre tocceleration 0-1000 m 14th/5th gear 80-120 km/h top speed teer to bias and the speed teer to be the speed teer	### Hydraulic two-circuit brake syst Brake Control (CBC), ASC+T tr. optional: Dynamic Tr  ### :1  ###	Disc   259 × 10	ce Force Distribution (EBD) and Corner of with Brake Assist and Hill Start Assistal Lock Control (EDLC). Parking brake a mechanically on rear whe power steering (EPS); 2.4 rotations in to 195/55 R16 8 6.5J × 16 6-speed automatic transmiss 4.0 2.3 1.5 1.1 0.6 3.1 3.6
ear brakes iiameter rriving stability systems  teering teering transmission, overall yres //heels //ransmission ype of gearbox lear ratios II III IV V V V VI everse gear inal drive ratio lerformance ower-to-weight ratio to DIN butput per litre cceleration 0-100 km/h 0-1000 m 14th/5th gear 80-120 km/h op speed uel Consumption in EU Cycle rban xtra-urban immostie O2	mm Hydraulic two-circuit brake syste Brake Control (CBC), ASC+T troptional: Dynamic Troptional: Dynamic Troptional: Dynamic Troptional: 1  :1 :1:1:1:1:1:1:1:1:1:1:1:1:1:1:1:1	Disc   259 × 10	ce Force Distribution (EBD) and Corner of with Brake Assist and Hill Start Assistal Lock Control (EDLC). Parking brake a mechanically on rear whe power steering (EPS); 2.4 rotations in to 195/55 R16 8 6.5J × 16 6-speed automatic transmiss 4.0 2.3 1.5 1.1 0.6 3.1 3.6
ear brakes iiameter rriving stability systems  teering teering transmission, overall yres //heels //ransmission ype of gearbox lear ratios II III IV V V VI everse gear inal drive ratio erformance ower-to-weight ratio to DIN butput per litre coceleration 0-100 km/h 0-1000 m 14th/5th gear 80-120 km/h lop speed uel Consumption in EU Cycle rban xtra-urban iomposite O2 liscellaneous	### Hydraulic two-circuit brake syst Brake Control (CBC), ASC+T tr. optional: Dynamic Tr  ### :1  ###	Disc   259 × 10	xe Force Distribution (EBD) and Corner I) with Brake Assist and Hill Start Assistal Lock Control (EDLC). Parking brake a mechanically on rear whe power steering (EPS); 2.4 rotations in to 195/55 R16 8 6.5 J × 16 6-speed automatic transmiss 4.0 2.3 1.5 1.1 0.8 0.6 3.1 3.6
teer brakes liameter liteering stability systems liteering transmission, overall lyres lyres lyheels literansmission lype of gearbox lear ratios literarios letrormance lower-to-weight ratio to DIN loutput per litre locceleration location lath/5th gear location lath/5th gear location lath/5th gear location location literarios lit	### Hydraulic two-circuit brake syst Brake Control (CBC), ASC+T tr. optional: Dynamic Tr. optional: Dynamic Tr. i1 ### 1.1 ###	Disc   259 × 10	Re Force Distribution (EBD) and Corner of with Brake Assist and Hill Start Assistant Lock Control (EDLC). Parking brake a mechanically on rear whe power steering (EPS); 2.4 rotations in to 195/55 R16 8 6.5J × 16 6-speed automatic transmiss 4.0 2.3 1.5 1.1 0.8 0.6 3.1 3.6
Rear brakes Diameter Driving stability systems Disteering Disteering transmission, overall Driving stability systems Disteering transmission, overall Driving stability systems Disteering transmission, overall Driving stability systems Driving stability	### Hydraulic two-circuit brake syst Brake Control (CBC), ASC+T tr. optional: Dynamic Tr  ### :1  ###	Disc   259 × 10	259 × xe Force Distribution (EBD) and Corner with Brake Assist and Hill Start Assist all Lock Control (EDLC). Parking brake mechanically on rear whe power steering (EPS); 2.4 rotations in to 1 195/55 R16 8

 $<sup>^1</sup>$  Weight of the car in road trim (DIN) plus 75 kg for driver and luggage.  $^2$  Deviations are possible under certain circumstances.

# MINI John Cooper Works.

Body		MINI John Cooper Works	
No of doors/seats		3/4	
Length/width/height (unladen)	mm	3729 / 1683 / 1407	
Wheelbase	mm	2467	
Track, front/rear	mm	1453 / 1461	
Turning circle	m	10.7	
Tank capacity	approx. l	50	
Cooling system incl. heater	I	5.2	
Engine oil		4.2	
Transmission oil incl. drive train	I	Lifetime	
Weight, unladen to DIN/EU <sup>1</sup>	kg	1140 / 1215	
Max load to DIN	kg	450	
Max permissible load to DIN	kg	1590	
Max axle load, front/rear	kg	860 / 750	
Max trailer load <sup>2</sup>			
braked (12%) / unbraked	kg	-/-	-/-
Max roofload/max download	kg	75 / –	75 / -
Luggage comp to DIN	Ī	160–680	160–680
Air drag $c_x / A / c_x \times A$	$-/m^2/m^2$	0.36 / 1.99 / 0.72	
Engine			
Config/No of cyls/valves		Inline / 4 / 4	
Engine management		MED 17.2	
Capacity	cm <sup>3</sup>	1598	
Bore/stroke	mm	77.0 / 85.8	
Compression ratio	:1	10.0	
Fuel grade	: I RON	91–98	
Max output	kW / PS	155 / 211	
at	min <sup>-1</sup>	6000	
Max torque	Nm	260 (280)	
at	min <sup>-1</sup>	1850 – 5600 (2000 – 5100)	
Electrical system			
Battery/installation	Ah / –	46 / Engine compartment	
Alternator	A	120	
Chassis			
Suspension, front		Single-joint MacPhers	on spring strut axle with anti-dive control
Suspension, rear		Multi-link axle with aluminium longitudinal	struts and centrally-pivoted control arms
Front brakes		Vented disc	
Diameter	mm	316 × 22	
Rear brakes		Disc	
Diameter	mm	280 × 10	
Driving stability systems	Brake Control (CBC), ASC+T tra	em with anti-lock brakes (ABS), Electronic Brake action control, Dynamic Stability Control (DSC) va action Control (DTC) and Electronic Differential	with Brake Assist and Hill Start Assistant,
Steering		Flectric po	ower steering (EPS); 2.4 rotations in total
Steering transmission, overall	:1	14.1	2000 010011119 (E. O), E. F. Ottation of the total
Tyres		205/45 R17 84W	
Wheels		7J × 17 LM	
		75 × 17 LIVI	
Transmission Type of gearbox			
Gear ratios I		6-goar manual transmission	
	.1	6-gear manual transmission	
	:1	3.308	
II	:1	3.308 2.130	
II III	:1 :1	3.308 2.130 1.483	
II III IV	:1 :1 :1	3.308 2.130 1.483 1.139	
II III IV V	:1 :1 :1 :1	3.308 2.130 1.483 1.139 0.949	
	:1 :1 :1 :1 :1	3.308 2.130 1.483 1.139 0.949 0.816	
II III IV V VI Reverse gear	:1 :1 :1 :1 :1 :1 :1	3.308 2.130 1.483 1.139 0.949 0.816 3.231	
II III IV V VI Reverse gear Final drive ratio	:1 :1 :1 :1 :1	3.308 2.130 1.483 1.139 0.949 0.816	
II III IV V VI Reverse gear	:1 :1 :1 :1 :1 :1 :1	3.308 2.130 1.483 1.139 0.949 0.816 3.231 3.647	
II III IV V VI Reverse gear Final drive ratio	:1 :1 :1 :1 :1 :1 :1	3.308 2.130 1.483 1.139 0.949 0.816 3.231	
II III IV V VI Reverse gear Final drive ratio Performance	:1 :1 :1 :1 :1 :1 :1	3.308 2.130 1.483 1.139 0.949 0.816 3.231 3.647	
II III IV V V Reverse gear Final drive ratio Performance Power-to-weight ratio to DIN	:1 :1 :1 :1 :1 :1 :1 :1	3.308 2.130 1.483 1.139 0.949 0.816 3.231 3.647	
II III IV V V VI Reverse gear Final drive ratio Performance Power-to-weight ratio to DIN Output per litre	:1 :1 :1 :1 :1 :1 :1 :1 kg/kW kW/l	3.308 2.130 1.483 1.139 0.949 0.816 3.231 3.647	
II	:1 :1 :1 :1 :1 :1 :1 :1 kg/kW kW/l s	3.308 2.130 1.483 1.139 0.949 0.816 3.231 3.647 7.4 97.0 6.5 26.3	
II	:1 :1 :1 :1 :1 :1 :1 :1 :1 :1 :1 :1 :1 :	3.308 2.130 1.483 1.139 0.949 0.816 3.231 3.647  7.4 97.0 6.5 26.3 5.2/6.2	
II	:1 :1 :1 :1 :1 :1 :1 :1 kg/kW kW/l s	3.308 2.130 1.483 1.139 0.949 0.816 3.231 3.647  7.4 97.0 6.5 26.3	
II	:1 :1 :1 :1 :1 :1 :1 :1 :1 :1 :1 :1 :1 :	3.308 2.130 1.483 1.139 0.949 0.816 3.231 3.647  7.4 97.0 6.5 26.3 5.2/6.2 238	
II III IV V VI Reverse gear Final drive ratio Performance Power-to-weight ratio to DIN Output per litre Acceleration 0–1000 m In 4th/5th gear 80–120 km/h Top speed Fuel Consumption in EU Cycle Urban	:1 :1 :1 :1 :1 :1 :1 :1 :1 :1 :1 :1 :1 :	3.308 2.130 1.483 1.139 0.949 0.816 3.231 3.647  7.4 97.0 6.5 26.3 5.2/6.2 238	
II III IV V VI Reverse gear Final drive ratio Performance Power-to-weight ratio to DIN Output per litre Acceleration 0–100 km/h 0–1000 m In 4th/5th gear Top speed Fuel Consumption in EU Cycle Urban Extra-urban	:1 :1 :1 :1 :1 :1 :1 :1 :1 :1 :1 :1 :1 :	3.308 2.130 1.483 1.139 0.949 0.816 3.231 3.647  7.4 97.0 6.5 26.3 5.2 / 6.2 238	
II III IV V VI Reverse gear Final drive ratio Performance Power-to-weight ratio to DIN Output per litre Acceleration 0–100 km/h 0–1000 m In 4th/5th gear 80–120 km/h Top speed Fuel Consumption in EU Cycle Urban Extra-urban Composite	:1 :1 :1 :1 :1 :1 :1 :1 :1 :1 :1 :1 :1 :	3.308 2.130 1.483 1.139 0.949 0.816 3.231 3.647  7.4 97.0 6.5 26.3 5.2/6.2 238	
II	:1 :1 :1 :1 :1 :1 :1 :1 :1 :1 :1 :1 :1 :	3.308 2.130 1.483 1.139 0.949 0.816 3.231 3.647  7.4 97.0 6.5 26.3 5.2 / 6.2 238	
II III IV V VI Reverse gear Final drive ratio Performance Power-to-weight ratio to DIN Output per litre Acceleration 0-1000 m In 4th/5th gear 80-120 km/h Top speed Fuel Consumption in EU Cycle Urban Extra-urban Composite CO2 Miscellaneous	:1 :1 :1 :1 :1 :1 :1 :1 :1 :1 :1 :1 :1 :	3.308 2.130 1.483 1.139 0.949 0.816 3.231 3.647  7.4 97.0 6.5 26.3 5.2/6.2 238  9.4 5.8 7.1 165	
II III IV V VI Reverse gear Final drive ratio Performance Power-to-weight ratio to DIN Output per litre Acceleration 0–100 km/h 0–1000 m In 4th/5th gear 80–120 km/h Top speed Fuel Consumption in EU Cycle Urban Extra-urban Composite CO <sub>2</sub> Miscellaneous Emission rating	:1 :1 :1 :1 :1 :1 :1 :1 :1 :1 :1 :1 :1 :	3.308 2.130 1.483 1.139 0.949 0.816 3.231 3.647  7.4 97.0 6.5 26.3 5.2/6.2 238  9.4 5.8 7.1 165	
II III IV V VI Reverse gear Final drive ratio Performance Power-to-weight ratio to DIN Output per litre Acceleration 0-1000 m In 4th/5th gear 80-120 km/h Top speed Fuel Consumption in EU Cycle Urban Extra-urban Composite CO2 Miscellaneous	:1 :1 :1 :1 :1 :1 :1 :1 :1 :1 :1 :1 :1 :	3.308 2.130 1.483 1.139 0.949 0.816 3.231 3.647  7.4 97.0 6.5 26.3 5.2/6.2 238  9.4 5.8 7.1 165	

 $<sup>^1</sup>$  Weight of the car in road trim (DIN) plus 75 kg for driver and luggage.  $^2$  Deviations are possible under certain circumstances

### MINI One D.

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Body		MINI One D	
No of doors/seats		3/4	
Length/width/height (unladen)	mm	3723 / 1683 / 1407	
Wheelbase	mm	2467	
Track, front/rear	mm	1459 / 1467	
Turning circle	m	10.7	
Tank capacity	approx. I	40	
Cooling system incl. heater	<u>-</u>	5.4	
Engine oil	<u> </u>	5.2	
Transmission oil incl. drive train	<u> </u>	Lifetime	
Weight, unladen to DIN/EU <sup>1</sup>	kg	1090 / 1165	
Max load to DIN	kg	450	
Max permissible load to DIN	kg	1540	
Max axle load, front/rear	kg	860 / 715	
Max trailer load <sup>2</sup>			
oraked (12%) / unbraked	kg	<b>-</b> / <b>-</b>	
Max roofload/max download	kg	75 / –	
_uggage comp to DIN	Ī	160–680	
Air drag c <sub>x</sub> / A / c <sub>x</sub> × A	-/m²/m²	0.32 / 2.00 / 0.64	
Engine			
Config/No of cyls/valves		Inline / 4 / 4	
Engine management		DDE 7.01	
	cm <sup>3</sup>	1598	
Capacity			
Bore/stroke	mm	78/83.6	
Compression ratio	:1	16.5	
Fuel grade	RON	Diesel	
Max output	kW/PS	66 / 90	
at	min <sup>-1</sup>	4000	
Max torque	Nm	215	
at	min <sup>-1</sup>	1750–2500	
Electrical system			
Battery/installation	Ah / –	70 / Engine compartment	
Alternator	A	150	
Chassis			
Suspension, front		Single-joint MacPherson spring stru	it avle with anti-dive contr
Suspension, rear		Multi-link axle with aluminium longitudinal struts and cen	
Front brakes		Vented disc	itrany-pivoted control arms
Diameter	mm	280 × 22	
Rear brakes		Disc	
Diameter Driving stability systems	mm	259 × 10 system with anti-lock brakes (ABS), Electronic Brake Force Distribu	
	Brake Control (CBC), ASC+	-Ť traction control, Dynamic Śtability Control (DSC) with Brake Assi ic Traction Control (DTC) and Electronic Differential Lock Control (E me	st and Hill Start Assistant, EDLC). Parking brake acts echanically on rear wheels
Steering			EPS); 2.4 rotations in total
Steering transmission, overall	:1	14.1	
Tyres			
Wheels		175 / 65 R15 84H	
Transmission		5.5J × 15 St	
Type of gearbox		5.5J × 15 St	
	:1		
		5.5J × 15 St 6-gear manual transmission 3.308	
Gear ratios I	:1	5.5J × 15 St  6-gear manual transmission 3.308 1.870	
Gear ratios I II III	:1 :1	5.5J × 15 St  6-gear manual transmission 3.308 1.870 1.194	
Gear ratios I II III IV	:1 :1 :1	5.5J × 15 St  6-gear manual transmission 3.308 1.870 1.194 0.872	
Gear ratios I II III IV V	:1 :1 :1 :1	5.5J × 15 St  6-gear manual transmission 3.308 1.870 1.194 0.872 0.721	
Gear ratios	:1 :1 :1 :1 :1	5.5J × 15 St  6-gear manual transmission 3.308 1.870 1.194 0.872 0.721 0.596	
Gear ratios I II III IV V VI Reverse gear	:1 :1 :1 :1 :1 :1	5.5J × 15 St  6-gear manual transmission 3.308 1.870 1.194 0.872 0.721 0.596 3.231	
I	:1 :1 :1 :1 :1	5.5J × 15 St  6-gear manual transmission 3.308 1.870 1.194 0.872 0.721 0.596	
I	:1 :1 :1 :1 :1 :1 :1	5.5J × 15 St  6-gear manual transmission 3.308 1.870 1.194 0.872 0.721 0.596 3.231 3.474	
Gear ratios I II III IV V VI Reverse gear Final drive ratio Performance Power-to-weight ratio to DIN	:1 :1 :1 :1 :1 :1 :1	5.5J × 15 St  6-gear manual transmission 3.308 1.870 1.194 0.872 0.721 0.596 3.231 3.474	
Gear ratios I II III IV V VI Reverse gear Final drive ratio Performance Power-to-weight ratio to DIN	:1 :1 :1 :1 :1 :1 :1	5.5J × 15 St  6-gear manual transmission 3.308 1.870 1.194 0.872 0.721 0.596 3.231 3.474  16.5 41.3	
Gear ratios I II III IV V V VI Reverse gear Final drive ratio Performance Power-to-weight ratio to DIN Dutput per litre	:1 :1 :1 :1 :1 :1 :1	5.5J × 15 St  6-gear manual transmission 3.308 1.870 1.194 0.872 0.721 0.596 3.231 3.474	
Gear ratios I II III IV V V VI Reverse gear Final drive ratio Performance Power-to-weight ratio to DIN Dutput per litre	:1 :1 :1 :1 :1 :1 :1 kg/kW kW/l	5.5J × 15 St  6-gear manual transmission 3.308 1.870 1.194 0.872 0.721 0.596 3.231 3.474  16.5 41.3	
I	:1 :1 :1 :1 :1 :1 :1 kg/kW kW/l s	5.5J × 15 St  6-gear manual transmission 3.308 1.870 1.194 0.872 0.721 0.596 3.231 3.474  16.5 41.3 11.4	
I	:1 :1 :1 :1 :1 :1 :1 :1 kg/kW kW/l s	5.5J × 15 St  6-gear manual transmission 3.308 1.870 1.194 0.872 0.721 0.596 3.231 3.474  16.5 41.3 11.4 32.6	
Clear ratios	:1 :1 :1 :1 :1 :1 :1 :1 kg/kW kW/l s	5.5J × 15 St  6-gear manual transmission 3.308 1.870 1.194 0.872 0.721 0.596 3.231 3.474  16.5 41.3 11.4 32.6 9.5 / 11.8	
	:1 :1 :1 :1 :1 :1 :1 :1 kg/kW kW/l s s s s	5.5J × 15 St  6-gear manual transmission 3.308 1.870 1.194 0.872 0.721 0.596 3.231 3.474  16.5 41.3 11.4 32.6 9.5 / 11.8 184	
	:1 :1 :1 :1 :1 :1 :1 :1 :1 :1 :1 :1 :1 :	5.5J × 15 St  6-gear manual transmission 3.308 1.870 1.194 0.872 0.721 0.596 3.231 3.474  16.5 41.3 11.4 32.6 9.5 / 11.8 184	
Gear ratios I  II  III  IV  V  VI  Reverse gear  Final drive ratio  Performance  Power-to-weight ratio to DIN  Output per litre  Acceleration 0–100 km/h  0–1000 m  n 4th/5th gear 80–120 km/h  Top speed  Fuel Consumption in EU Cycle  Urban  Extra-urban	:1 :1 :1 :1 :1 :1 :1 :1 :1 :1 :1 :1 :1 :	5.5J × 15 St  6-gear manual transmission 3.308 1.870 1.194 0.872 0.721 0.596 3.231 3.474  16.5 41.3 11.4 32.6 9.5 / 11.8 184	
Gear ratios I  II  III  IV  V  VI  Reverse gear  Final drive ratio  Performance  Power-to-weight ratio to DIN  Dutput per litre  Acceleration 0–100 km/h  0–1000 m  n 4th/5th gear 80–120 km/h  Top speed  Fuel Consumption in EU Cycle  Jorban  Extra-urban  Composite	:1 :1 :1 :1 :1 :1 :1 :1 :1 :1 :1 :1 :1 :	5.5J × 15 St  6-gear manual transmission 3.308 1.870 1.194 0.872 0.721 0.596 3.231 3.474  16.5 41.3 11.4 32.6 9.5 / 11.8 184  4.2 3.5 3.8	
	:1 :1 :1 :1 :1 :1 :1 :1 :1 :1 :1 :1 :1 :	5.5J × 15 St  6-gear manual transmission 3.308 1.870 1.194 0.872 0.721 0.596 3.231 3.474  16.5 41.3 11.4 32.6 9.5 / 11.8 184	
Gear ratios I  II  III  IV  V  VI  Reverse gear Final drive ratio  Performance Power-to-weight ratio to DIN  Output per litre Acceleration 0–100 km/h 0–1000 m In 4th/5th gear 80–120 km/h  Top speed Fuel Consumption in EU Cycle  Urban  Extra-urban  Composite  CO2  Miscellaneous	:1 :1 :1 :1 :1 :1 :1 :1 :1 :1 :1 :1 :1 :	5.5J × 15 St  6-gear manual transmission 3.308 1.870 1.194 0.872 0.721 0.596 3.231 3.474  16.5 41.3 11.4 32.6 9.5 / 11.8 184  4.2 3.5 3.8 99	
Gear ratios I  II  III  IV  V  VI  Reverse gear  Final drive ratio  Performance  Power-to-weight ratio to DIN  Output per litre  Acceleration 0–100 km/h  0–1000 m  In 4th/5th gear 80–120 km/h  Top speed  Fuel Consumption in EU Cycle  Urban  Extra-urban  Composite  CO2  Miscellaneous  Emission rating	:1 :1 :1 :1 :1 :1 :1 :1 :1 :1 :1 :1 :1 :	5.5J × 15 St  6-gear manual transmission 3.308 1.870 1.194 0.872 0.721 0.596 3.231 3.474  16.5 41.3 11.4 32.6 9.5 / 11.8 184  4.2 3.5 3.8 99	
III IV V V VI Reverse gear Final drive ratio Performance Power-to-weight ratio to DIN Output per litre Acceleration 0–100 km/h 0–1000 m In 4th/5th gear 80–120 km/h Top speed Fuel Consumption in EU Cycle Urban Extra-urban Composite CO <sub>2</sub> Miscellaneous Emission rating Insurance ratings Germany	:1 :1 :1 :1 :1 :1 :1 :1 :1 :1 :1 :1 :1 :	5.5J × 15 St  6-gear manual transmission 3.308 1.870 1.194 0.872 0.721 0.596 3.231 3.474  16.5 41.3 11.4 32.6 9.5 / 11.8 184  4.2 3.5 3.8 99  EU5 13 / 17 / 19	
Gear ratios I  II  III  IV  V  VI  Reverse gear  Final drive ratio  Performance  Power-to-weight ratio to DIN  Output per litre  Acceleration 0–100 km/h  0–1000 m  n 4th/5th gear 80–120 km/h  Top speed  Fuel Consumption in EU Cycle  Jrban  Extra-urban  Composite  CO2  Miscellaneous  Emission rating	:1 :1 :1 :1 :1 :1 :1 :1 :1 :1 :1 :1 :1 :	5.5J × 15 St  6-gear manual transmission 3.308 1.870 1.194 0.872 0.721 0.596 3.231 3.474  16.5 41.3 11.4 32.6 9.5 / 11.8 184  4.2 3.5 3.8 99	

 $<sup>^1</sup>$  Weight of the car in road trim (DIN) plus 75 kg for driver and luggage.  $^2$  Deviations are possible under certain circumstances

MINI Media Information

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# MINI Cooper D.

Body		MINI Cooper D	MINI Cooper D Automatic
No of doors/seats		3 / 4	3/4
Length/width/height (unladen)	mm	3723 / 1683 / 1407	3723 / 1683 / 1407
Wheelbase	mm	2467	2467
Track, front/rear	mm	1459 / 1467	1459 / 1467
Turning circle	m	10,7	14397 1407
Tank capacity	approx. I	40	4(
Cooling system incl. heater	арр.ол.	5,4	
Engine oil	<u> </u>	•	5,4
Transmission oil incl. drive train	· ·	5,2 Lifetime	5,2 Lifetime
Weight, unladen to DIN/EU <sup>1</sup>	kg	1090 / 1165	1120 / 1195
Max load to DIN	kg		
Max permissible load to DIN	kg	450 1540	450 1570
Max axle load, front/rear		860 / 715	860 / 715
Max trailer load <sup>2</sup>	kg	8607713	8007713
oraked (12%) / unbraked	kg	-1-	-1-
Max roofload/max download	kg	751-	75/-
	Ng I		
Luggage comp to DIN	1 2 1 2	160–680	160–680
Air drag c <sub>x</sub> / A / c <sub>x</sub> × A	-/m²/m²	0,32 / 2,00 / 0,64	0,32 / 2,00 / 0,64
Engine		1-11 1 4 1 4	
Config/No of cyls/valves		Inline / 4 / 4	Inline / 4 / 4
Engine management		DDE 7.01	DDE 7.2.
Capacity	cm <sup>3</sup>	1598	1995
Bore/stroke	mm	78/ 83,6	84/90
Compression ratio	:1	16,5	16,5
Fuel grade	RON	Diesel	Diese
Max output	kW/PS	82 <i>l</i> 112	82 / 111
at	min <sup>-1</sup>	4000	4000
Max torque	Nm	270	270
at	min <sup>-1</sup>	1750–2250	1750–2250
Electrical system			
Battery/installation	Ah / –	70 / Engine compartment	70 / Engine compartmen
Alternator	А	150	150
Chassis			
Suspension, front		Single-joint MacF	Pherson spring strut axle with anti-dive contro
			linal struts and centrally-pivoted control arms
Suspension, rear			
<u> </u>			Mantad dia
Suspension, rear Front brakes	mm	Vented disc	
Front brakes Diameter	mm	Vented disc 280 × 22	280 × 22
Front brakes Diameter Rear brakes		Vented disc 280 × 22 Disc	280 × 22 Disc
Front brakes Diameter Rear brakes Diameter Driving stability systems	mm Hydraulic two-circuit brake Brake Control (CBC), ASC+	Vented disc  280 × 22  Disc  259 × 10  system with anti-lock brakes (ABS), Electronic B T traction control, Dynamic Stability Control (DS ic Traction Control (DTC) and Electronic Differen	C) with Brake Assist and Hill Start Assistant, itial Lock Control (EDLC). Parking brake acts mechanically on rear wheels
Front brakes Diameter Rear brakes Diameter Diving stability systems Steering	mm Hydraulic two-circuit brake Brake Control (CBC), ASC+ optional: Dynami	Vented disc  280 × 22  Disc  259 × 10  system with anti-lock brakes (ABS), Electronic B -T traction control, Dynamic Stability Control (DS ic Traction Control (DTC) and Electronic Differen	280 × 22 Dist Dist 259 × 10 rake Force Distribution (EBD) and Cornering C) with Brake Assist and Hill Start Assistant, tital Lock Control (EDLC). Parking brake acts mechanically on rear wheels ic power steering (EPS); 2.4 rotations in total
Front brakes Diameter Rear brakes Diameter Driving stability systems Steering Steering transmission, overall	mm Hydraulic two-circuit brake Brake Control (CBC), ASC+	Vented disc  280 × 22  Disc  259 × 10  system with anti-lock brakes (ABS), Electronic B T traction control, Dynamic Stability Control (DS ic Traction Control (DTC) and Electronic Differen  Electri  14,1	280 × 22 Distr 259 × 10 rake Force Distribution (EBD) and Cornering 6C) with Brake Assist and Hill Start Assistant, titial Lock Control (EDLC). Parking brake acts mechanically on rear wheels ic power steering (EPS); 2.4 rotations in total
Front brakes Diameter Rear brakes Diameter Driving stability systems Steering Steering transmission, overall	mm Hydraulic two-circuit brake Brake Control (CBC), ASC+ optional: Dynami	Vented disc  280 × 22  Disc  259 × 10  system with anti-lock brakes (ABS), Electronic B -T traction control, Dynamic Stability Control (DS ic Traction Control (DTC) and Electronic Differen	280 × 22 Distr 259 × 10 rake Force Distribution (EBD) and Cornering 6C) with Brake Assist and Hill Start Assistant, titial Lock Control (EDLC). Parking brake acts mechanically on rear wheels ic power steering (EPS); 2.4 rotations in total
Front brakes Diameter Rear brakes Diameter Driving stability systems Steering Steering transmission, overall Tyres Wheels	mm Hydraulic two-circuit brake Brake Control (CBC), ASC+ optional: Dynami	Vented disc  280 × 22  Disc  259 × 10  system with anti-lock brakes (ABS), Electronic B T traction control, Dynamic Stability Control (DS ic Traction Control (DTC) and Electronic Differen  Electri  14,1	280 × 22 Disc 259 × 10 rake Force Distribution (EBD) and Cornering CO) with Brake Assist and Hill Start Assistant, tial Lock Control (EDLC). Parking brake acts
Front brakes Diameter Rear brakes Diameter Driving stability systems Steering Steering transmission, overall Tyres Wheels Transmission	mm Hydraulic two-circuit brake Brake Control (CBC), ASC+ optional: Dynami	Vented disc  280 × 22  Disc  259 × 10  system with anti-lock brakes (ABS), Electronic B FT traction control, Dynamic Stability Control (DS ic Traction Control (DTC) and Electronic Differen  Electri  14,1  175 / 65 R15 84H  5,5J × 15 LM	280 × 22 Disc 259 × 10 rake Force Distribution (EBD) and Cornering C) with Brake Assist and Hill Start Assistant, tital Lock Control (EDLC). Parking brake acts mechanically on rear wheels ic power steering (EPS); 2.4 rotations in total 14,1 175 / 65 R15 84H 5,5J × 15 LM
Front brakes Diameter Rear brakes Diameter Driving stability systems Steering Steering transmission, overall Tyres Wheels Transmission Type of gearbox	mm Hydraulic two-circuit brake Brake Control (CBC), ASC+ optional: Dynami :1	Vented disc  280 × 22  Disc  259 × 10  system with anti-lock brakes (ABS), Electronic B FT traction control, Dynamic Stability Control (DS ic Traction Control (DTC) and Electronic Differen  Electri  14,1  175 / 65 R15 84H  5,5J × 15 LM  6-gear manual transmission	280 × 22 Dist Dist 259 × 10 rake Force Distribution (EBD) and Cornering C) with Brake Assist and Hill Start Assistant, tital Lock Control (EDLC). Parking brake acts mechanically on rear wheels ic power steering (EPS); 2.4 rotations in total 14,1 175 / 65 R15 84H 5,5J × 15 LM 6-speed automatic transmission
Front brakes Diameter Rear brakes Diameter Driving stability systems Steering Steering transmission, overall Tyres Wheels Transmission Type of gearbox Gear ratios I	mm Hydraulic two-circuit brake Brake Control (CBC), ASC+ optional: Dynami :1	Vented disc  280 × 22  Disc  259 × 10  system with anti-lock brakes (ABS), Electronic B FT traction control, Dynamic Stability Control (DS ic Traction Control (DTC) and Electronic Differen  Electri  14,1  175 / 65 R15 84H  5,5J × 15 LM  6-gear manual transmission  3,308	280 × 22 Dist Dist 259 × 10 rake Force Distribution (EBD) and Cornering C) with Brake Assist and Hill Start Assistant, tital Lock Control (EDLC). Parking brake acts mechanically on rear wheels ic power steering (EPS); 2.4 rotations in total 14,1 175 / 65 R15 84H 5,5J × 15 LM 6-speed automatic transmission 4,044
Front brakes Diameter Rear brakes Diameter Driving stability systems  Steering Steering transmission, overall Tyres Wheels Transmission Type of gearbox Gear ratios  I	mm Hydraulic two-circuit brake Brake Control (CBC), ASC+ optional: Dynami :1 :1	Vented disc  280 × 22  Disc  259 × 10  system with anti-lock brakes (ABS), Electronic B FT traction control, Dynamic Stability Control (DS ic Traction Control (DTC) and Electronic Differen  Electri  14,1  175 / 65 R15 84H  5,5J × 15 LM  6-gear manual transmission  3,308  1,870	280 × 22 Dist Dist 259 × 10 rake Force Distribution (EBD) and Cornering C) with Brake Assist and Hill Start Assistant, tital Lock Control (EDLC). Parking brake acts mechanically on rear wheels ic power steering (EPS); 2.4 rotations in total 14,1 175 / 65 R15 84H 5,5J × 15 LM 6-speed automatic transmission 4,044 2,371
Front brakes Diameter Rear brakes Diameter Driving stability systems Steering Steering transmission, overall Tyres Wheels Transmission Type of gearbox Gear ratios I	mm Hydraulic two-circuit brake Brake Control (CBC), ASC+ optional: Dynami :1	Vented disc  280 × 22  Disc  259 × 10  system with anti-lock brakes (ABS), Electronic B FT traction control, Dynamic Stability Control (DS ic Traction Control (DTC) and Electronic Differen  Electri  14,1  175 / 65 R15 84H  5,5J × 15 LM  6-gear manual transmission  3,308  1,870  1,194	280 × 22 Dist Dist 259 × 10 rake Force Distribution (EBD) and Cornering C) with Brake Assist and Hill Start Assistant, tital Lock Control (EDLC). Parking brake acts mechanically on rear wheels ic power steering (EPS); 2.4 rotations in total 14,1 175 / 65 R15 84H 5,5J × 15 LM 6-speed automatic transmission 4,044 2,371 1,556
Front brakes Diameter Rear brakes Diameter Driving stability systems  Steering Steering transmission, overall Tyres Wheels Transmission Type of gearbox Gear ratios  I	mm Hydraulic two-circuit brake Brake Control (CBC), ASC+ optional: Dynami :1 :1	Vented disc  280 × 22  Disc  259 × 10  system with anti-lock brakes (ABS), Electronic B FT traction control, Dynamic Stability Control (DS ic Traction Control (DTC) and Electronic Differen  Electri  14,1  175 / 65 R15 84H  5,5J × 15 LM  6-gear manual transmission  3,308  1,870	280 × 22 Dist Dist 259 × 10 rake Force Distribution (EBD) and Cornering C) with Brake Assist and Hill Start Assistant, tital Lock Control (EDLC). Parking brake acts mechanically on rear wheels ic power steering (EPS); 2.4 rotations in total 14,1 175 / 65 R15 84H 5,5J × 15 LM 6-speed automatic transmission 4,044 2,371 1,556
Front brakes Diameter Rear brakes Diameter Driving stability systems  Steering Steering transmission, overall Tyres Wheels Transmission Type of gearbox Gear ratios  I  II  III	mm Hydraulic two-circuit brake Brake Control (CBC), ASC+ optional: Dynami :1 :1 :1	Vented disc  280 × 22  Disc  259 × 10  system with anti-lock brakes (ABS), Electronic B FT traction control, Dynamic Stability Control (DS ic Traction Control (DTC) and Electronic Differen  Electri  14,1  175 / 65 R15 84H  5,5J × 15 LM  6-gear manual transmission  3,308  1,870  1,194	280 × 22 Disc 259 × 10 259 × 10 rake Force Distribution (EBD) and Cornering C) with Brake Assist and Hill Start Assistant, titial Lock Control (EDLC). Parking brake acts mechanically on rear wheels ic power steering (EPS); 2.4 rotations in total 14,1 175 / 65 R15 84H 5,5J × 15 LM 6-speed automatic transmission 4,044 2,371 1,556 1,159
Front brakes Diameter Rear brakes Diameter Driving stability systems  Steering Steering transmission, overall Tyres Wheels Transmission Type of gearbox Gear ratios  I  II  III  IV	mm Hydraulic two-circuit brake Brake Control (CBC), ASC+ optional: Dynami  :1 :1 :1 :1 :1	Vented disc  280 × 22  Disc  259 × 10  system with anti-lock brakes (ABS), Electronic B -T traction control, Dynamic Stability Control (DS ic Traction Control (DTC) and Electronic Differen  Electri  14,1  175 / 65 R15 84H  5,5 J × 15 LM  6-gear manual transmission  3,308  1,870  1,194  0,872  0,721	280 × 22 Dist 259 × 10 rake Force Distribution (EBD) and Cornering CO) with Brake Assist and Hill Start Assistant, titial Lock Control (EDLC). Parking brake acts mechanically on rear wheels ic power steering (EPS); 2.4 rotations in total 14,1 175 / 65 R15 84H 5,5J × 15 LM 6-speed automatic transmission 4,044 2,371 1,556 1,159 0,852
Front brakes Diameter Rear brakes Diameter Driving stability systems  Steering Steering transmission, overall Tyres Wheels Transmission Type of gearbox Gear ratios  II  III  IV  V  VI	mm Hydraulic two-circuit brake Brake Control (CBC), ASC+ optional: Dynami  :1 :1 :1 :1 :1 :1	Vented disc  280 × 22  Disc  259 × 10  system with anti-lock brakes (ABS), Electronic B -T traction control, Dynamic Stability Control (DS ic Traction Control (DTC) and Electronic Differen  Electri  14,1  175 / 65 R15 84H  5,5 J × 15 LM  6-gear manual transmission  3,308  1,870  1,194  0,872  0,721  0,596	280 × 22 Distribution (EBD) and Cornering SC) with Brake Assist and Hill Start Assistant, titial Lock Control (EDLC). Parking brake acts mechanically on rear wheels to power steering (EPS); 2.4 rotations in total 14,1 175 / 65 R15 84H 5,5J × 15 LM 6-speed automatic transmission 4,044 2,371 1,556 1,159 0,852 0,672
Front brakes Diameter Rear brakes Diameter Driving stability systems  Steering Steering transmission, overall Tyres Wheels Transmission Type of gearbox Gear ratios  I II III IV V V VI Reverse gear	mm Hydraulic two-circuit brake Brake Control (CBC), ASC+ optional: Dynami  :1 :1 :1 :1 :1 :1 :1 :1 :1	Vented disc  280 × 22  Disc  259 × 10  system with anti-lock brakes (ABS), Electronic B -T traction control, Dynamic Stability Control (DS ic Traction Control (DTC) and Electronic Differen  Electri  14,1  175 / 65 R15 84H  5,5J × 15 LM  6-gear manual transmission  3,308  1,870  1,194  0,872  0,721  0,596  3,231	280 × 22 Disc 259 × 10 rake Force Distribution (EBD) and Cornering CO) with Brake Assist and Hill Start Assistant, titial Lock Control (EDLC). Parking brake acts mechanically on rear wheels to power steering (EPS); 2.4 rotations in total 14,1 175 / 65 R15 84H 5,5J × 15 LM 6-speed automatic transmission 4,044 2,371 1,556 1,159 0,852 0,672 3,193
Front brakes Diameter Rear brakes Diameter Driving stability systems  Steering Steering transmission, overall Tyres Wheels Transmission Type of gearbox Gear ratios  II  III  IV  V  VI  Reverse gear Final drive ratio	mm Hydraulic two-circuit brake Brake Control (CBC), ASC+ optional: Dynami  :1 :1 :1 :1 :1 :1 :1 :1	Vented disc  280 × 22  Disc  259 × 10  system with anti-lock brakes (ABS), Electronic B -T traction control, Dynamic Stability Control (DS ic Traction Control (DTC) and Electronic Differen  Electri  14,1  175 / 65 R15 84H  5,5 J × 15 LM  6-gear manual transmission  3,308  1,870  1,194  0,872  0,721  0,596	280 × 22 Distribution (EBD) and Cornering SC) with Brake Assist and Hill Start Assistant, tital Lock Control (EDLC). Parking brake acts mechanically on rear wheels to power steering (EPS); 2.4 rotations in total 14,1 175 / 65 R15 84H 5,5J × 15 LM 6-speed automatic transmission 4,044 2,371 1,556 1,159 0,852 0,672 3,193
Front brakes Diameter Rear brakes Diameter Oriving stability systems  Steering Steering transmission, overall Tyres Wheels Transmission Type of gearbox Gear ratios II III IV V V VI Reverse gear Final drive ratio Performance	mm Hydraulic two-circuit brake Brake Control (CBC), ASC+ optional: Dynami  :1 :1 :1 :1 :1 :1 :1 :1 :1 :1 :1 :1 :1	Vented disc  280 × 22  Disc  259 × 10  system with anti-lock brakes (ABS), Electronic B -T traction control, Dynamic Stability Control (DS ic Traction Control (DTC) and Electronic Differen  Electri  14,1  175 / 65 R15 84H  5,5J × 15 LM  6-gear manual transmission  3,308  1,870  1,194  0,872  0,721  0,596  3,231  3,474	280 × 22 Distribution (EBD) and Cornering SC) with Brake Assist and Hill Start Assistant, tital Lock Control (EDLC). Parking brake acts mechanically on rear wheels ic power steering (EPS); 2.4 rotations in total 14,1 175 / 65 R15 84H 5,5J × 15 LM 6-speed automatic transmission 4,044 2,371 1,556 1,159 0,852 0,672 3,193 3,683
Front brakes Diameter Rear brakes Diameter Driving stability systems  Steering Steering transmission, overall Tyres Wheels Transmission Type of gearbox Gear ratios  II  III  IV  V  VI  Reverse gear Final drive ratio  Performance Power-to-weight ratio to DIN	mm Hydraulic two-circuit brake Brake Control (CBC), ASC+ optional: Dynami  :1 :1 :1 :1 :1 :1 :1 :1 :1 :1 :1 :1 :1	Vented disc  280 × 22  Disc  259 × 10  system with anti-lock brakes (ABS), Electronic B -T traction control, Dynamic Stability Control (DS ic Traction Control (DTC) and Electronic Differen  Electri  14,1  175 / 65 R15 84H  5,5J × 15 LM  6-gear manual transmission  3,308  1,870  1,194  0,872  0,721  0,596  3,231  3,474	280 × 22 Distribution (EBD) and Cornering SC) with Brake Assist and Hill Start Assistant, titial Lock Control (EDLC). Parking brake acts mechanically on rear wheels ic power steering (EPS); 2.4 rotations in total 14,1 175 / 65 R15 84H 5,5J × 15 LM 6-speed automatic transmission 4,044 2,371 1,556 1,159 0,852 0,672 3,193 3,683
Front brakes Diameter Rear brakes Diameter Driving stability systems  Steering Steering transmission, overall Tyres Wheels Transmission Type of gearbox Gear ratios  II  III  IV  V  VI  Reverse gear Final drive ratio Performance Power-to-weight ratio to DIN Dutput per litre	mm Hydraulic two-circuit brake Brake Control (CBC), ASC+ optional: Dynami  :1 :1 :1 :1 :1 :1 :1 :1 :1 :1 :1 :1 :1	Vented disc  280 × 22  Disc  259 × 10  system with anti-lock brakes (ABS), Electronic B -T traction control, Dynamic Stability Control (DS ic Traction Control (DTC) and Electronic Differen  Electri  14,1  175 / 65 R15 84H  5,5J × 15 LM  6-gear manual transmission  3,308  1,870  1,194  0,872  0,721  0,596  3,231  3,474  13,3  51,3	280 × 22 Distribution (EBD) and Cornering CO with Brake Assist and Hill Start Assistant, tital Lock Control (EDLC). Parking brake acts mechanically on rear wheels ic power steering (EPS); 2.4 rotations in total 14,1 175 / 65 R15 84H 5,5J × 15 LM 6-speed automatic transmission 4,044 2,371 1,556 1,159 0,852 0,672 3,193 3,683
Front brakes Diameter Rear brakes Diameter Driving stability systems  Steering Steering transmission, overall Tyres Wheels Transmission Type of gearbox Gear ratios  II  III  IV  V  VI  Reverse gear Final drive ratio  Performance Power-to-weight ratio to DIN Dutput per litre Acceleration  Plameter  Power-to-weight ratio to DIN Dutput per litre Acceleration  O-100 km/h	mm Hydraulic two-circuit brake Brake Control (CBC), ASC+ optional: Dynami  :1 :1 :1:1:1:1:1:1:1:1:1:1:1:1:1:1:1:	Vented disc  280 × 22  Disc  259 × 10  system with anti-lock brakes (ABS), Electronic B IT traction control, Dynamic Stability Control (DS) ic Traction Control (DTC) and Electronic Different  Electric 14,1  175 / 65 R15 84H  5,5J × 15 LM  6-gear manual transmission  3,308  1,870  1,194  0,872  0,721  0,596  3,231  3,474  13,3  51,3  9,7	280 × 22 Distribution (EBD) and Cornering CO with Brake Assist and Hill Start Assistant, tital Lock Control (EDLC). Parking brake acts mechanically on rear wheels ic power steering (EPS); 2.4 rotations in total 14,1 175 / 65 R15 84H 5,5J × 15 LM 6-speed automatic transmission 4,044 2,371 1,556 1,159 0,852 0,672 3,193 3,683
Front brakes Diameter Rear brakes Diameter Driving stability systems  Steering Steering transmission, overall Tyres Wheels Transmission Type of gearbox Gear ratios  II  III  IV  V  VI  Reverse gear Final drive ratio Performance Power-to-weight ratio to DIN Output per litre	mm Hydraulic two-circuit brake Brake Control (CBC), ASC+ optional: Dynami  :1 :1 :1 :1 :1 :1 :1 :1 :1 :1 :1 :1 :1	Vented disc  280 × 22  Disc  259 × 10  system with anti-lock brakes (ABS), Electronic B -T traction control, Dynamic Stability Control (DS ic Traction Control (DTC) and Electronic Differen  Electri  14,1  175 / 65 R15 84H  5,5J × 15 LM  6-gear manual transmission  3,308  1,870  1,194  0,872  0,721  0,596  3,231  3,474  13,3  51,3	280 × 22 Disc 259 × 10 rake Force Distribution (EBD) and Cornering CO) with Brake Assist and Hill Start Assistant, titial Lock Control (EDLC). Parking brake acts mechanically on rear wheels to power steering (EPS); 2.4 rotations in total 14,1 175 / 65 R15 84H 5,5J × 15 LM 6-speed automatic transmission 4,044 2,371 1,556 1,159 0,852 0,672

#### MINI

Media Information

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Fuel Consumption in EU Cycle			
Urban	l/100 km	4,2	6,8
Extra-urban	l/100 km	3,5	4,1
Composite	l/100 km	3,8	5,1
CO <sub>2</sub>	g/km	99	135
Miscellaneous			
mission rating		EU5	EU5
Insurance ratings Germany	HPF/VK/TK	19 / 25 /27	19 / 25 /27
Ground clearance	mm	139	139
ar darra didarance		100	

 $<sup>^{\</sup>rm 1}$  Weight of the car in road trim (DIN) plus 75 kg for driver and luggage.  $^{\rm 2}$  Deviations are possible under certain circumstances.

# MINI Cooper SD.

Body		MINI Cooper SD	MINI Cooper SD Automatic
No of doors/seats		3/4	3/4
Length/width/height (unladen)	mm		
Wheelbase		3729 / 1683 / 1407	3729 / 1683 / 1407
	mm	2467	2467
Track, front/rear	mm	1459 / 1467	1459 / 1467
Turning circle	m	10.7	10.7
Tank capacity	approx. l	40	40
Cooling system incl. heater	L	5.4	5.4
Engine oil	<u> </u>	5.2	5.2
Transmission oil incl. drive train	I_	Lifetime	Lifetime
Weight, unladen to DIN/EU <sup>1</sup>	kg	1150 / 1225	1170 / 1245
Max load to DIN	kg	450	450
Max permissible load to DIN	kg	1600	1620
Max axle load, front/rear	kg	890 / 735	910 / 735
Max trailer load <sup>2</sup>	kg	-1-	-1-
braked (12%) / unbraked	Ng .	•	,
Max roofload/max download	kg	751-	75 /-
Luggage comp to DIN		160–680	
Air drag $c_x / A / c_x \times A$	-/m²/m²	0.36 / 2.01 / 0.72	
Engine	-/111 /111	0.5072.0170.72	0.3072.0170.77
		In Ear of A. L.A.	In Proceedings
Config/No of cyls/valves		Inline / 4 / 4	Inline / 4 / 4
Engine management		MEVD 7.2.1	MEVD 7.2.
Capacity	cm <sup>3</sup>	1995	1999
Bore/stroke	mm	84/90	84/90
Compression ratio	:1	16.5	16.5
Fuel grade	RON	Diese	Diese
Max output	kW/hp	105 / 143	105 / 143
at	min <sup>-1</sup>	4000	4000
Max torque	Nm	305	305
at	min <sup>-1</sup>	1750 – 2700	1750 – 2700
	111111	1750 - 2700	1750 = 2700
Electrical system	***	7015	70.15
Battery/installation	Ah / –	70 / Engine compartment	70 / Engine compartmen
Alternator	A	150	150
Chassis			
Suspension, front		Single-joint Mac	Pherson spring strut axle with anti-dive contro
Suspension, rear		Multi-link axle with aluminium longitu	udinal struts and centrally-pivoted control arms
Front brakes		Vented disc	Vented disc
Diameter	mm	280 × 22	280 × 22
Rear brakes		Disc	Disc
Diameter	mm	259 × 10	259 × 10
		e system with anti-lock brakes (ABS), Electronic	
Driving stability systems	Brake Control (CBC), ASC	C+T traction control, Dynamic Stability Control (D nic Traction Control (DTC) and Electronic Differe	OSC) with Brake Assist and Hill Start Assistant ential Lock Control (EDLC). Parking brake acts mechanically on rear wheels
Steering		Elec	tric power steering (EPS); 2.4 rotations in tota
Steering transmission, overall	:1	14.1	14,
Tyres		195/55 R16 87V	195/55 R16 87\
Wheels		6.5J × 16 LM	6.5J × 16 LN
Transmission			
Type of gearbox		6-gear manual transmission	6-speed automatic transmission
Gear ratios I	:1	3,308	4.044
	.ı :1	·	2.37
		1,870	
	:1	1,194	1.556
IV	.1:	0,872	1.159
V	:1	0,721	0.852
VI	:1	0,596	0.672
Reverse gear	:1	3,231	3.193
Final drive ratio	:1	3,706	3.683
Performance			
Power-to-weight ratio to DIN	kg/kW	11	11.
Output per litre	kW/l	52.6	52.6
		52.0 8.1	
	S		8,4
0–1000 m	S	29.2	29.0
In 4 <sup>th</sup> /5 <sup>th</sup> gear 80–120 km/h	S	6.6 / 7.8	-1-
Top speed	km/h	215	209
Fuel Consumption in EU Cycle			
Urban	l/100 km	5.1	6.1
Extra-urban	l/100 km	3.9	4.0
Composite	l/100 km	4.3	5.0
CO <sub>2</sub>	g/km	114	
	g/km	114	13:
Miscellaneous			
Emission rating		EU5	EU
Ground clearance	mm	139	139

 $<sup>^{\</sup>rm 1}$  Weight of the car in road trim (DIN) plus 75 kg for driver and luggage  $^{\rm 2}$  Deviations are possible under certain circumstances.

### MINI One Clubman.

Body		MINI One Clubman	MINI One Clubman Automati
No of doors/seats		5/5	5/
_ength/width/height (unladen)	mm	3961 / 1683 / 1426	3961 / 1683 / 142
Wheelbase Frack, front/rear	mm mm		
Furning circle	m	11.0	14397 140
Fank capacity	approx. l	40	
Cooling system incl. heater	арргол. г	5.2	5
Engine oil		4.2	4
Fransmission oil incl. drive train	i	Lifetime	 Lifetim
Weight, unladen to DIN/EU <sup>1</sup>	kg	1140 / 1215	1170 / 124
Max load to DIN	kg	500	50
Max permissible load to DIN	kg	1640	167
Max axle load, front/rear	kg	835 / 840	870 / 84
Max trailer load <sup>2</sup>	-		
raked (12%) / unbraked	kg	-1-	
flax roofload/max download	kg	75 / –	75
uggage comp to DIN		260–930	260–9
Air drag $c_x / A / c_x \times A$	$- / m^2 / m^2$	0.32 / 2.01 / 0.64	0.32 / 2.01 / 0.
ingine ingine			
Config/No of cyls/valves		Inline/ 4/ 4	Inline/ 4
ngine management		MEV 17.2.2	MEV 17.2
Capacity	cm <sup>3</sup>	1598	15
ore/stroke	mm	77 / 85.8	77 / 85
Compression ratio	:1	11	
uel grade	RON	91–98	91–
Max output	kW/hp	72/98	72/9
t .	min <sup>-1</sup>	6000	60
Max torque	Nm 1	153	11
t	min <sup>-1</sup>	3000	300
Electrical System Battery/installation	Λ h /	EE / Casina agencetorant	EE / En sin a access orters
Alternator	Ah / – A	55 / Engine compartment	55 / Engine compartme
	A	120	12
Chassis		Single joint Me	cPherson spring strut axle with anti-dive contr
Suspension, front Suspension, rear			tudinal struts and centrally-pivoted control arn
		<u> </u>	
ront brakes	mm	Vented disc	Vented di
ront brakes Diameter	mm	Vented disc 280 × 22	Vented di 280 × 2
ront brakes Diameter Rear brakes Diameter	mm	Vented disc 280 × 22 Disc 259 × 10	Vented di. 280 × 2 Di. 259 × 2
Front brakes Diameter Rear brakes Diameter Driving stability systems	mm Hydraulic two-circuit brake sy: Control (CBC), ASC+T tra	Vented disc 280 × 22 Disc 259 × 10 stem with anti-lock brakes (ABS), Electronic Brake (DTC) and Electronic Differential Lock Control (DTC) and Electronic Differential Lock Control (IDTC) and Electronic Differential Lock Control (IDTC)	Vented dis  280 × 2  Dis  259 × 1  e Force Distribution (EBD) and Cornering Brak th Brake Assist and Hill Start Assistant, options EDLC). Parking brake acts mechanically on rewinded.
ront brakes Diameter Rear brakes Diameter Priving stability systems Steering	mm Hydraulic two-circuit brake sy: Control (CBC), ASC+T tra Dynamic Traction Contro	Vented disc 280 × 22 Disc 259 × 10  stem with anti-lock brakes (ABS), Electronic Brake loction control, Dynamic Stability Control (DSC) wit ol (DTC) and Electronic Differential Lock Control (I	Vented di 280 × 2 Di 259 × 2 e Force Distribution (EBD) and Cornering Bral th Brake Assist and Hill Start Assistant, option EDLC). Parking brake acts mechanically on re whee vectric power steering (EPS); 2.4 rotations in to
iront brakes Diameter Rear brakes Diameter Priving stability systems Steering Steering transmission, overall	mm Hydraulic two-circuit brake sy: Control (CBC), ASC+T tra	Vented disc  280 × 22  Disc  259 × 10  stem with anti-lock brakes (ABS), Electronic Brake loction control, Dynamic Stability Control (DSC) wit ol (DTC) and Electronic Differential Lock Control (Electronic Differential Lock Control (Inc.)	Vented di 280 × 2 Di 259 × 7 e Force Distribution (EBD) and Cornering Braith Brake Assist and Hill Start Assistant, option EDLC). Parking brake acts mechanically on rewhere extric power steering (EPS); 2.4 rotations in to
Front brakes Diameter Rear brakes Diameter Diameter Driving stability systems Steering Steering transmission, overall Tyres	mm Hydraulic two-circuit brake sy: Control (CBC), ASC+T tra Dynamic Traction Contro	Vented disc  280 × 22  Disc  259 × 10  stem with anti-lock brakes (ABS), Electronic Brake (ction control, Dynamic Stability Control (DSC) with (DTC) and Electronic Differential Lock Control (Electronic Differential Lock Control (Inc.)  Electronic Differential Lock Control (Inc.)	Vented di 280 × 2 Di 259 × 2 e Force Distribution (EBD) and Cornering Brath Brake Assist and Hill Start Assistant, option EDLC). Parking brake acts mechanically on rewhere extric power steering (EPS); 2.4 rotations in to
ront brakes Diameter Rear brakes Diameter Diameter Driving stability systems Steering Steering transmission, overall Tyres Vheels	mm Hydraulic two-circuit brake sy: Control (CBC), ASC+T tra Dynamic Traction Contro	Vented disc  280 × 22  Disc  259 × 10  stem with anti-lock brakes (ABS), Electronic Brake loction control, Dynamic Stability Control (DSC) wit ol (DTC) and Electronic Differential Lock Control (Electronic Differential Lock Control (Inc.)	Vented di 280 × : Di 259 × : e Force Distribution (EBD) and Cornering Bra th Brake Assist and Hill Start Assistant, option EDLC). Parking brake acts mechanically on re wher ectric power steering (EPS); 2.4 rotations in to
ront brakes biameter lear brakes biameter virving stability systems steering teering transmission, overall fyres wheels fransmission	mm Hydraulic two-circuit brake sy: Control (CBC), ASC+T tra Dynamic Traction Contro	Vented disc 280 × 22 Disc 259 × 10 Stem with anti-lock brakes (ABS), Electronic Brake (ction control, Dynamic Stability Control (DSC) with (DTC) and Electronic Differential Lock Control (Ele 14.1 175 / 65 R15 84H 5.5J × 15 St	Vented di 280 × Di 259 × e Force Distribution (EBD) and Cornering Bra th Brake Assist and Hill Start Assistant, option EDLC). Parking brake acts mechanically on re where ectric power steering (EPS); 2.4 rotations in to 14 175 / 65 R15 84 5.5J × 15
ront brakes Diameter Rear brakes Diameter Driving stability systems Distering Steering transmission, overall Tyres Vheels Transmission Type of gearbox	mm Hydraulic two-circuit brake sy: Control (CBC), ASC+T tra Dynamic Traction Contro	Vented disc 280 × 22 Disc 259 × 10 Stem with anti-lock brakes (ABS), Electronic Brake (Control, Dynamic Stability Control (DSC) wit of (DTC) and Electronic Differential Lock Control (IEEE 14.1 175 / 65 R15 84H 5.5J × 15 St 6-gear manual transmission	Vented di 280 × Di 259 × e Force Distribution (EBD) and Cornering Bra th Brake Assist and Hill Start Assistant, option EDLC). Parking brake acts mechanically on re where cetric power steering (EPS); 2.4 rotations in to 12 175 / 65 R15 84 5.5J × 15 6-speed automatic transmissi
ront brakes biameter lear brakes biameter riving stability systems liteering liteering transmission, overall lyres lyres lype of gearbox lear ratios I	mm Hydraulic two-circuit brake sys Control (CBC), ASC+T tra Dynamic Traction Contro	Vented disc  280 × 22  Disc  259 × 10  Stem with anti-lock brakes (ABS), Electronic Brake iction control, Dynamic Stability Control (DSC) with place of the properties of the	Vented di 280 ×: Di 259 × e Force Distribution (EBD) and Cornering Bra th Brake Assist and Hill Start Assistant, option EDLC). Parking brake acts mechanically on re where extric power steering (EPS); 2.4 rotations in to 14 175 / 65 R15 84 5.5J × 15 6-speed automatic transmissi 4.0:
ront brakes iameter ear brakes iameter riving stability systems  teering teering transmission, overall tyres //heels iransmission type of gearbox ear ratios	mm Hydraulic two-circuit brake sy: Control (CBC), ASC+T tra Dynamic Traction Contro  :1 :1 :1	Vented disc  280 × 22  Disc  259 × 10  Stem with anti-lock brakes (ABS), Electronic Brake (Att of the Control o	Vented di 280 × Di 259 × e Force Distribution (EBD) and Cornering Brath Brake Assist and Hill Start Assistant, option EDLC). Parking brake acts mechanically on rewhere the properties of the pr
ront brakes iiameter ear brakes iiameter ear brakes iiameter riving stability systems  teering teering transmission, overall yres //neels ransmission ype of gearbox iear ratios	mm  Hydraulic two-circuit brake sy: Control (CBC), ASC+T tra Dynamic Traction Control  :1  :1 :1 :1	Vented disc  280 × 22  Disc  259 × 10  stem with anti-lock brakes (ABS), Electronic Brake (ction control, Dynamic Stability Control (DSC) with DI (DTC) and Electronic Differential Lock Control (IDTC) and Electronic Differe	Vented di 280 × Di 259 × e Force Distribution (EBD) and Cornering Bra th Brake Assist and Hill Start Assistant, option EDLC). Parking brake acts mechanically on re where extric power steering (EPS); 2.4 rotations in to 14 175 / 65 R15 84 5.5J × 15 6-speed automatic transmissi 4.0 2.3 1.5
ront brakes iameter ear brakes iameter riving stability systems  teering teering transmission, overall yres //heels ransmission ype of gearbox ear ratios	mm Hydraulic two-circuit brake sy: Control (CBC), ASC+T tra Dynamic Traction Contro  :1 :1 :1 :1 :1	Vented disc  280 × 22  Disc  259 × 10  stem with anti-lock brakes (ABS), Electronic Brake (ction control, Dynamic Stability Control (DSC) with DI (DTC) and Electronic Differential Lock Control (DTC) and Electronic DTC	Vented di 280 × D 259 × e Force Distribution (EBD) and Cornering Bra th Brake Assist and Hill Start Assistant, option EDLC). Parking brake acts mechanically on re where extric power steering (EPS); 2.4 rotations in to 175 / 65 R15 & 5.5J × 15 6-speed automatic transmissi 4.0 2.3 1.5
ront brakes iameter ear brakes iameter ear brakes iameter riving stability systems  teering teering transmission, overall yres //heels ransmission ype of gearbox ear ratios	mm  Hydraulic two-circuit brake sy: Control (CBC), ASC+T tra Dynamic Traction Contro  :1  :1 :1 :1 :1 :1	Vented disc  280 × 22  Disc  259 × 10  Stem with anti-lock brakes (ABS), Electronic Brake (ADS), Electronic Brake (ADS), Electronic Brake (ADS), Electronic Differential Lock Control (DTC) and Electronic Differential Lock Control (Electronic Differential Lock Stemperson (BTS) (ADS)	Vented di 280 × D 259 × e Force Distribution (EBD) and Cornering Bra th Brake Assist and Hill Start Assistant, optior EDLC). Parking brake acts mechanically on re whe extric power steering (EPS); 2.4 rotations in to 14 175 / 65 R15 8 5.5J × 15 6-speed automatic transmissi 4.0 2.3 1.5 1.1
ront brakes iiameter ear brakes iiameter riving stability systems  teering teering transmission, overall yres /heels iransmission ype of gearbox lear ratios	mm Hydraulic two-circuit brake system Control (CBC), ASC+T transport traction Control (CBC), ASC+T traction CDC, ASC	Vented disc  280 × 22  Disc  259 × 10  Stem with anti-lock brakes (ABS), Electronic Brake iction control, Dynamic Stability Control (DSC) with place of the properties of the	Vented di 280 × D 259 × e Force Distribution (EBD) and Cornering Brach Brake Assist and Hill Start Assistant, option EDLC). Parking brake acts mechanically on rewhere extric power steering (EPS); 2.4 rotations in to 14 175 / 65 R15 8 5.5J × 15 6-speed automatic transmissi 4.0 2.3 1.5 1.1 0.8 0.6
iront brakes Diameter Rear brakes Diameter Priving stability systems Diameter Diamet	mm  Hydraulic two-circuit brake sy: Control (CBC), ASC+T tra Dynamic Traction Control  :1  :1 :1 :1 :1 :1 :1 :1 :1 :1 :1	Vented disc  280 × 22  Disc  259 × 10  Stem with anti-lock brakes (ABS), Electronic Brake loction control, Dynamic Stability Control (DSC) with place of the properties of the	Vented di 280 × : Di 259 × e Force Distribution (EBD) and Cornering Bra th Brake Assist and Hill Start Assistant, option EDLC). Parking brake acts mechanically on re wher extric power steering (EPS); 2.4 rotations in to 1 175 / 65 R15 8 5.5J × 15 6-speed automatic transmissi 4.0 2.3 1.5 1.1: 0.88 0.6 3.1!
ront brakes iameter ear brakes iameter riving stability systems  teering teering transmission, overall yres //neels ransmission ype of gearbox ear ratios	mm Hydraulic two-circuit brake system Control (CBC), ASC+T transport traction Control (CBC), ASC+T traction CDC, ASC	Vented disc  280 × 22  Disc  259 × 10  Stem with anti-lock brakes (ABS), Electronic Brake iction control, Dynamic Stability Control (DSC) with place of the properties of the	Vented d 280 × D 259 × e Force Distribution (EBD) and Cornering Brach Brake Assist and Hill Start Assistant, option EDLC). Parking brake acts mechanically on rewhere tric power steering (EPS); 2.4 rotations in to 14 175 / 65 R15 8 5.5 J × 15 6-speed automatic transmissi 4.0 2.3 1.5 1.1 0.8 0.6 3.1
ront brakes iiameter ear brakes iiameter ear brakes iiameter iiameter riving stability systems  teering teering transmission, overall tyres //heels ransmission type of gearbox teer ratios II III IV V VI everse gear inal drive ratio terformance	mm  Hydraulic two-circuit brake sy: Control (CBC), ASC+T tra Dynamic Traction Control  :1  :1 :1 :1 :1 :1 :1 :1 :1 :1 :1 :1 :	Vented disc  280 × 22  Disc  259 × 10  stem with anti-lock brakes (ABS), Electronic Brake (ction control, Dynamic Stability Control (DSC) with policy of the	Vented di 280 × D 259 × e Force Distribution (EBD) and Cornering Bra th Brake Assist and Hill Start Assistant, option EDLC). Parking brake acts mechanically on re where extric power steering (EPS); 2.4 rotations in to 175 / 65 R15 & 5.5 J × 15 6-speed automatic transmissi 4.0 2.3 1.5 1.1 0.8 0.6 3.1 4.1
ront brakes iniameter lear brakes litering stability systems litering transmission, overall lyres lyres lyheels lear ratios ll lll llV V VI leverse gear linal drive ratio letrormance lower-to-weight ratio to DIN	mm  Hydraulic two-circuit brake sy: Control (CBC), ASC+T tra Dynamic Traction Control  :1  :1 :1 :1 :1 :1 :1 :1 :1 :1 :1 :1 :	Vented disc  280 × 22  Disc  259 × 10  Stem with anti-lock brakes (ABS), Electronic Brake (ADS), Electronic Brake (ADS), Electronic Differential Lock Control (DTC) and Electronic Differential Lock Control (Electronic Differential Lock Control (DTC) and Electronic DTC) and Electronic DTC (DTC) and Electronic DTC (DTC) and Electronic DTC (DTC) and Electronic DTC) and Electronic DTC (DTC) and Electr	Vented d 280 × D 259 × e Force Distribution (EBD) and Cornering Brach Brake Assist and Hill Start Assistant, option EDLC). Parking brake acts mechanically on research power steering (EPS); 2.4 rotations in the extric power steering (EPS); 2.4 rotations in the extriction of the ex
ront brakes iiameter ear brakes iiameter riving stability systems  teering teering transmission, overall yres /heels 'ransmission ype of gearbox dear ratios	mm  Hydraulic two-circuit brake sy: Control (CBC), ASC+T tra Dynamic Traction Control  :1  :1 :1 :1 :1 :1 :1 :1 :1 :1 :1 :1 :	Vented disc	Vented d 280 × D 259 × e Force Distribution (EBD) and Cornering Brach Brake Assist and Hill Start Assistant, option EDLC). Parking brake acts mechanically on research power steering (EPS); 2.4 rotations in total control of the start and the
ront brakes iameter ear brakes iameter riving stability systems  teering teering transmission, overall tyres //heels ransmission type of gearbox ear ratios II III IV V VI everse gear inal drive ratio erformance ower-to-weight ratio to DIN utput per litre cceleration ear brakes iameter iameter intervity systems  versulation iameter intervity systems  iameter iamete	mm  Hydraulic two-circuit brake sy: Control (CBC), ASC+T tra Dynamic Traction Control  :1  :1 :1 :1 :1 :1 :1 :1 :1 :1 :1 :1 :	Vented disc	Vented d 280 × D 259 × e Force Distribution (EBD) and Cornering Brach Brake Assist and Hill Start Assistant, option EDLC). Parking brake acts mechanically on rewhere tric power steering (EPS); 2.4 rotations in to the start Assistant Additional Properties of the start Assistant Additional Properties Addition
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ront brakes iiameter ear brakes iiameter teering teering teering transmission, overall tyres //neels ransmission type of gearbox iear ratios II III IV V V VI everse gear inal drive ratio (reformance ower-to-weight ratio to DIN butput per litre cceleration 0–1000 m 14th/5th gear 0 diameter Items Item	mm  Hydraulic two-circuit brake sy: Control (CBC), ASC+T tra Dynamic Traction Control  :1  :1 :1 :1 :1 :1 :1 :1 :1 :1 :1 :1 :	Vented disc  280 × 22  Disc  259 × 10  Stern with anti-lock brakes (ABS), Electronic Brake (IDTC) and Electronic Differential Lock Control (IDTC) and Electronic Differential	Vented d 280 × D 259 × e Force Distribution (EBD) and Cornering Brach Brake Assist and Hill Start Assistant, option EDLC). Parking brake acts mechanically on rewhole ectric power steering (EPS); 2.4 rotations in to 175 / 65 R15 8 5.5J × 15 6-speed automatic transmissis 4.0 2.3 1.5 1.1 0.8 0.6 3.1 4.1 11 41 42 43 3.3
ront brakes iameter ear brakes iameter riving stability systems  teering teering transmission, overall yres //heels ransmission ype of gearbox ear ratios	mm  Hydraulic two-circuit brake sy: Control (CBC), ASC+T tra Dynamic Traction Control  :1  :1 :1 :1 :1 :1 :1 :1 :1 :1 :1 :1 :	Vented disc  280 × 22  Disc  259 × 10  Stem with anti-lock brakes (ABS), Electronic Brake (Incidence of the Control of the Con	Vented of 280 × D 280 × D 259 × e Force Distribution (EBD) and Cornering Brath Brake Assist and Hill Start Assistant, option EDLC). Parking brake acts mechanically on rewhere ctric power steering (EPS); 2.4 rotations in to 175 / 65 R15 8 5.5J × 15 6-speed automatic transmiss 6-speed automatic transmiss 1.5 1.1 0.8 0.6 3.1 4.1
ront brakes iiameter ear brakes iiameter riving stability systems  teering teering transmission, overall yres /heels ransmission ype of gearbox iear ratios I II III IV V VI VI everse gear iinal drive ratio refrormance ower-to-weight ratio to DIN butput per litre cceleration 0–100 km/h 0–1000 m 144th/5th gear 80–120 km/h op speed uel Consumption in EU Cycle	mm  Hydraulic two-circuit brake sy: Control (CBC), ASC+T tra Dynamic Traction Control  :1  :1 :1 :1 :1 :1 :1 :1 :1 :1 :1 :1 :	Vented disc	Vented d 280 × D 259 × e Force Distribution (EBD) and Cornering Brach Brake Assist and Hill Start Assistant, option EDLC). Parking brake acts mechanically on research power steering (EPS); 2.4 rotations in to the extric power steering (EPS); 2.4 rotations in to the extrice power steering (EPS); 2.4 rotations in to the extrice power steering (EPS); 2.4 rotations in to the extrice power steering (EPS); 2.4 rotations in the extrince power steering (EPS); 2.4 rotations in the extrice power steering (EPS); 2.4 rotations in the extrince power steering (
ront brakes iameter ear brakes iameter riving stability systems  teering teering transmission, overall tyres freasmission type of gearbox ear ratios II III IV V VI everse gear inal drive ratio erformance ower-to-weight ratio to DIN utput per litre cceleration 0–1000 m 14th/5th gear 80–120 km/h op speed uel Consumption in EU Cycle rban	mm  Hydraulic two-circuit brake sy: Control (CBC), ASC+T tra Dynamic Traction Control  :1  :1 :1 :1::1 :1::1 :1::1 :1 :1 :1 :	Vented disc	Vented d 280 × D 259 × e Force Distribution (EBD) and Cornering Brach Brake Assist and Hill Start Assistant, option EDLC). Parking brake acts mechanically on rewhere tric power steering (EPS); 2.4 rotations in to the start Assistant Additional Properties of the start Assistant Additional Properties Addition
iront brakes Diameter lear brakes Diameter Priving stability systems Diameter Diameter Driving stability systems Diameter Driving stability systems Diameter Driving stability systems Diameter Driving stability systems Diameter Diameter Diameter Diameter Driving stability systems Driving stability	mm  Hydraulic two-circuit brake sy: Control (CBC), ASC+T tra Dynamic Traction Control  :1  :1 :1 :1::1::1::1::1::1::1::1::1::	Vented disc	Vented di 280 × D 259 × e Force Distribution (EBD) and Cornering Brath Brake Assist and Hill Start Assistant, option EDLC). Parking brake acts mechanically on rewhere the sectoric power steering (EPS); 2.4 rotations in to 17 175 / 65 R15 8 5.5J × 15 6-speed automatic transmissis 4.0 2.3 1.5 1.1 0.8 0.6 3.1 4.1 16 45 17 34
ront brakes biameter lear brakes biameter lear brakes biameter biameter briving stability systems  steering lear ransmission, overall lives lear ratios  II  III  IV  V  VI  leverse gear linal drive ratio leterformance leterfor	mm  Hydraulic two-circuit brake sy: Control (CBC), ASC+T tra Dynamic Traction Control  :1  :1  :1 :1 :1 :1 :1 :1 :1 :1 :1 :1	Vented disc  280 × 22  Disc  259 × 10  stem with anti-lock brakes (ABS), Electronic Brake (tion control, Dynamic Stability Control (DSC) with place of the properties of the p	Vented di 280 × : Di 259 × : e Force Distribution (EBD) and Cornering Bra th Brake Assist and Hill Start Assistant, option EDLC). Parking brake acts mechanically on re wher extric power steering (EPS); 2.4 rotations in to 14 175 / 65 R15 84 5.5J × 15 6-speed automatic transmissis 4.0 2.3 1.5: 1.11 0.88 0.66 3.19 4.10 16 45 12 34 34 34 35 36 36 36 36 36 37 37 38 38 38 38 38 38 38 38 38 38 38 38 38
iront brakes plameter Rear brakes plameter priving stability systems  Steering Steering Steering transmission, overall Steering transmission, overall Steering transmission Steering transmission, overall Steering transmission Steering transmission, overall Steering transmission	mm  Hydraulic two-circuit brake sy: Control (CBC), ASC+T tra Dynamic Traction Control  :1  :1 :1 :1::1::1::1::1::1::1::1::1::	Vented disc	Vented di 280 × : Di 259 × : e Force Distribution (EBD) and Cornering Bra th Brake Assist and Hill Start Assistant, option EDLC). Parking brake acts mechanically on re wher extric power steering (EPS); 2.4 rotations in to 14 175 / 65 R15 84 5.5J × 15 6-speed automatic transmissis 4.0 2.3 1.5: 1.11 0.88 0.66 3.19 4.10 16 45 12 34 34 34 35 36 36 36 36 36 37 37 38 38 38 38 38 38 38 38 38 38 38 38 38
iront brakes Diameter Rear brakes Diameter Priving stability systems  Steering Steering transmission, overall Stream transmission Steering transmission St	mm  Hydraulic two-circuit brake sy: Control (CBC), ASC+T tra Dynamic Traction Control  :1  :1  :1 :1 :1 :1 :1 :1 :1 :1 :1 :1	Vented disc	Vented di 280 ×: Di 259 × e Force Distribution (EBD) and Cornering Bra th Brake Assist and Hill Start Assistant, option EDLC). Parking brake acts mechanically on re where extric power steering (EPS); 2.4 rotations in to 14 175 / 65 R15 84 5.5J × 15 6-speed automatic transmissi 4.0 2.3 1.5 1.1: 0.8 0.6 3.1: 4.11 16 45 12 34 15 16 16 17 18 18 18 18 19 19 10 10 10 10 10 10 10 10 10 10 10 10 10
Front brakes Diameter Rear brakes Diameter Priving stability systems  Steering Steering transmission, overall Tyres Wheels Fransmission Type of gearbox Gear ratios II III IV V V VI Reverse gear Final drive ratio Performance Dower-to-weight ratio to DIN Dutput per litre Acceleration 0–1000 m	mm  Hydraulic two-circuit brake sy: Control (CBC), ASC+T tra Dynamic Traction Control  :1  :1  :1 :1 :1 :1 :1 :1 :1 :1 :1 :1	Vented disc  280 × 22  Disc  259 × 10  stem with anti-lock brakes (ABS), Electronic Brake (tion control, Dynamic Stability Control (DSC) with place of the properties of the p	Vented di 280 × 2 Di 259 × 2 e Force Distribution (EBD) and Cornering Bral th Brake Assist and Hill Start Assistant, option EDLC). Parking brake acts mechanically on re whee

 $<sup>^1</sup>$  Weight of the car in road trim (DIN) plus 75 kg for driver and luggage  $^2$  Deviations are possible under certain circumstances.

# MINI Cooper Clubman.

Body		MINI Cooper Clubman	MINI Cooper Clubman Automatic
No of doors/seats		5/5	5/5
Length/width/height (unladen) Wheelbase	mm	3961 / 1683 / 1426	3961 / 1683 / 1426
vvneelbase Track, front/rear	mm mm	2547 1459 / 1467	
Turning circle	m	11.0	14397 1407
Tank capacity	approx. l	40	40
Cooling system incl. heater	арргол. г	5.2	5.2
Engine oil		4.2	4.2
Transmission oil incl. drive train		Lifetime	Lifetime
Weight, unladen to DIN/EU <sup>1</sup>	kg	1145 / 1220	1175 / 1250
Max load to DIN	kq	500	500
Max permissible load to DIN	kg	1645	1675
Max axle load, front/rear	kg	840 / 840	870 / 850
Max trailer load <sup>2</sup>		0.107.010	6707000
braked (12%) / unbraked	kg	750 / 500	750 / 500
Max roofload/max download	kg	75 / 50	75 / 50
Luggage comp to DIN		260-930	260–930
Air drag $c_x / A / c_x \times A$	$-1 \mathrm{m}^2 / \mathrm{m}^2$	0.32 / 2.01 / 0.64	0.32 / 2.01 / 0.64
Engine			
Config/No of cyls/valves		Inline/ 4/ 4	Inline/ 4/ 4
Engine management		MEV 17.2.2	MEV 17.2.2
Capacity	cm <sup>3</sup>	1598	1598
Bore/stroke	mm	77 / 85.8	77 / 85.8
Compression ratio	:1	11	11
Fuel grade	RON	91–98	91–98
Max output	kW/hp	90 / 122	90 / 122
at	min <sup>-1</sup>	6000	6000
Max torque	Nm	160	160
at	min <sup>-1</sup>	4250	4250
Electrical System	111111	4200	7230
Battery/installation	Ah / –	55 / Engine compartment	55 / Engine compartment
Alternator	A	120	120
Chassis		120	120
Suspension, front		Single-joint M	acPherson spring strut axle with anti-dive control
Suspension, rear			itudinal struts and centrally-pivoted control arms
Front brakes		Vented disc	Vented disc
Diameter	mm	280 × 22	280 × 22
Rear brakes	111111	Disc	Disc
Diameter	mm	259 × 10	259 × 10
Driving stability systems	Control (CBC), ASC+T tra	action control, Dynamic Stability Control (DSC) w ol (DTC) and Electronic Differential Lock Control	ke Force Distribution (EBD) and Cornering Brake ith Brake Assist and Hill Start Assistant, optional: (EDLC). Parking brake acts mechanically on rear wheels
Steering		E	ectric power steering (EPS); 2.4 rotations in total
Steering transmission, overall	:1	14.1	14.1
Tyres		175 / 65 R15 84H	175 / 65 R15 84H
Wheels		5.5J × 15 LM	5.5J × 15 LM
Transmission			
Type of gearbox		6-gear manual transmission	6-speed automatic transmission
Gear ratios I	:1	3.214	4.044
	:1	1.792	2.371
	:1	1.194	1.556
IV	:1	0.914	1.159
V	:1	0.784	0.852
VI	:1	0.683	0.672
Reverse gear	:1	3.143	3.193
Final drive ratio	:1	4.353	4.103
Performance			
Power-to-weight ratio to DIN	kg/kW	12.7	13.1
Output per litre	kW/I	56.3	56.3
Acceleration 0–100 km/h	S	9.8	10.9
0–1000 m	S	30.9	32.0
In 4th/5th gear 80–120 km/h	S	10.2 / 12.7	-1-
Top speed	km/h	201	195
Fuel Consumption in EU Cycle			
Urban	l/100 km	7.0	8.8
Extra-urban	l/100 km	4.7	5.2
Composite	l/100 km	5.5	6.5
CO <sub>2</sub>	g/km	129	152
Miscellaneous			
Emission rating		EU5	EU5
	LIDEAUATIA	10/17/10	10/17/10
Insurance ratings Germany	HPF/VK/TK	13 / 17 / 19	13/17/19
Insurance ratings Germany Ground clearance	HPF/VK/TK mm	13717719	137 177 19

 $<sup>^1</sup>$  Weight of the car in road trim (DIN) plus 75 kg for driver and luggage  $^2$  Deviations are possible under certain circumstances.

# MINI Cooper S Clubman.

Body		MINI Cooper S Clubman	MINI Cooper S Clubman Automatic
No of doors/seats		5/5	5/5
Length/width/height (unladen)	mm	3961 / 1683 / 1432	3961 / 1683 / 1432
Wheelbase	mm	2547	2547
Track, front/rear	mm	1453 / 1461	1453 / 1461
Turning circle	m	11.0	11.0
Tank capacity	approx. l	50	50
Cooling system incl. heater	L L	5.2	5.2
Engine oil	i	4.2	4.2
Transmission oil incl. drive train		Lifetime	Lifetime
Weight, unladen to DIN/EU <sup>1</sup>	kg	1205 / 1280	1230 / 1305
Max load to DIN		485	485
	kg		
Max permissible load to DIN	kg	1690	
Max axle load, front/rear	kg	875 / 850	900 / 850
Max trailer load <sup>2</sup>			
braked (12%) / unbraked	kg	-1-	-1-
Max roofload/max download	kg	75 / –	75 / -
Luggage comp to DIN	<u> </u>	260–930	260–930
Air drag $c_x / A / c_x \times A$	$-1  \mathrm{m}^2  /  \mathrm{m}^2$	0.34 / 2.02 / 0.69	0.34 / 2.02 / 0.69
Engine			
Config/No of cyls/valves		Inline/ 4/ 4	Inline/ 4/ 4
Engine management		MEV 17.2.2	MEV 17.2.2
Capacity	cm <sup>3</sup>	1598	1598
Bore/stroke	mm	77 / 85.8	77 / 85.8
Compression ratio	:1	10.5	10.5
Fuel grade	RON	91–98	91–98
Max output	kW/hp	135 / 184	135 / 184
at	min <sup>-1</sup>	5500	5500
Max torque	Nm	240 (260)	240 (260)
at	min <sup>-1</sup>	1600 – 5000 (1700 – 4500)	1600 – 5000 (1700 – 4500)
Electrical System			
Battery/installation	Ah / –	55 / Engine compartment	55 / Engine compartment
Alternator	A	120	120
Chassis	7.1	120	120
Suspension, front		Single joir	nt MacPherson spring strut axle with anti-dive control
Suspension, rear			longitudinal struts and centrally-pivoted control arms
			<u> </u>
Front brakes		Vented disc	Vented disc
Diameter	mm	294 × 22	294 × 22
Rear brakes		Disc	Disc
Diameter	mm	259 × 10	259 × 10
Driving stability systems	Control (CBC), ASC+T tr	action control, Dynamic Stability Control (DSC	Brake Force Distribution (EBD) and Cornering Brake C) with Brake Assist and Hill Start Assistant, optional: htrol (EDLC). Parking brake acts mechanically on rear wheels
Steering			Electric power steering (EPS); 2.4 rotations in total
Steering transmission, overall	:1	14.1	14.1
Tyres		195/55 R16 87V	195/55 R16 87V
Wheels		6.5J × 16 LM	6.5J × 16 LM
Transmission			
Type of gearbox		6-gear manual transmission	6-gear manual transmission
Gear ratios I	:1	3.308	4.044
I	:1	2.130	2.371
	:1	1.483	1.556
IV	:1	1.139	1.159
V	:1	0.949	0.852
VI	:1	0.816	0.672
Reverse gear	:1	3.231	3.193
Final drive ratio	:1	3.706	3.683
Performance			
Power-to-weight ratio to DIN	kg/kW	8.9	9.1
Output per litre	kW/l	84.5	84.5
Acceleration 0–100 km/h	S	7.5	7.7
0–100 m	s	28.0	27.8
		5.9/7.6	
	S Im/h		
Top speed	km/h	227	222
Fuel Consumption in EU Cycle			
Urban	l/100 km	7.4	8.9
Extra-urban	l/100 km	5.0	5.0
Composite	l/100 km	5.9	6.4
CO <sub>2</sub>	g/km	137	150
Miscellaneous			
Emission rating		EU5	EU5
Insurance ratings Germany	HPF/VK/TK	14/20/23	14/20/23
Ground clearance	mm	135	135

 $<sup>^1</sup>$  Weight of the car in road trim (DIN) plus 75 kg for driver and luggage  $^2$  Deviations are possible under certain circumstances.

# MINI John Cooper Works Clubman.

Body		MINI John Cooper Works Clubman	
No of doors/seats		5/5	
Length/width/height (unladen)	mm	3961 / 1683 / 1432	
Wheelbase	mm	2547	
Track, front/rear	mm	1453 / 1461	
Turning circle	m	11.0	
Tank capacity	approx. I	50	
Cooling system incl. heater	1	5.2	
Engine oil		4.2	
Transmission oil incl. drive train		Lifetime	
Weight, unladen to DIN/EU <sup>1</sup>	kg	1205 / 1280	
Max load to DIN	kg	485	
Max permissible load to DIN	kg	1690	
Max axle load, front/rear  Max trailer load <sup>2</sup>	kg	865 / 855	
braked (12%) / unbraked	kg	-/-	
Max roofload/max download	kg	75/-	
Luggage comp to DIN		260–930	
Air drag c <sub>x</sub> / A / c <sub>x</sub> × A	$-/m^2/m^2$	0.34 / 2.02 / 0.69	
Engine			
Config/No of cyls/valves		Inline / 4 / 4	
Engine management		MED 17.2	
Capacity	cm <sup>3</sup>	1598	
Bore/stroke	mm	77.0 / 85.8	
Compression ratio	:1	10.0	
Fuel grade	RON	91–98	
Max output	kW / PS	155 / 211	
at	min <sup>-1</sup>	6000	
Max torque	Nm	260 (280)	
at	min <sup>-1</sup>	1850 – 5600 (2000 – 5100)	
Electrical System			
Battery/installation	Ah / –	55 / Engine compartment	
Alternator	A	120	
Chassis		Cinala isint Mos	Dharana anxina atruit aula critta anti dica control
Suspension, front			Pherson spring strut axle with anti-dive control
Suspension, rear Front brakes		Vented disc	udinal struts and centrally-pivoted control arms
Diameter	mm	316 × 22	
Rear brakes	111111	Disc	
Diameter	mm	280 × 10	
Driving stability systems	Brake Control (CBC), AS	ke system with anti-lock brakes (ABS), Electronic C+T traction control, Dynamic Stability Control (Cumic Traction Control (DTC) and Electronic Differ	OSC) with Brake Assist and Hill Start Assistant,
Steering		Elec	tric power steering (EPS); 2.4 rotations in total
Steering transmission, overall	:1	14.1	
Tyres		205/45 R17 84W	
Wheels		7J × 17 LM	
Transmission			
Type of gearbox		6-gear manual transmission	
Gear ratios I	:1	3.308	
	:1	2.130	
	:1	1.483	
	:1	1.139	
V	:1	0.949	
	<u>1:</u> 1:		
Reverse gear Final drive ratio		3.231	
Performance		3.047	
Power-to-weight ratio to DIN	kg/kW	7.8	
Output per litre	kW/l	97.0	
Acceleration 0–100 km/h	S		
0–1000 m	S		
In 4th/5th gear 80–120 km/h	S		
Top speed	km/h	238	
Fuel Consumption in EU Cycle			
Urban	l/100 km	9.5	
	1/4.00	5.8	
Extra-urban	I/100 km		
Composite	l/100 km	7.2	
Composite CO <sub>2</sub>			
Composite CO <sub>2</sub> Miscellaneous	l/100 km	7.2 167	
Composite CO <sub>2</sub> Miscellaneous Emission rating	l/100 km g/km	7.2	
Composite CO <sub>2</sub> Miscellaneous	l/100 km	7.2 167	

 $<sup>^1</sup>$  Weight of the car in road trim (DIN) plus 75 kg for driver and luggage  $^2$  Deviations are possible under certain circumstances.

### MINI One D Clubman.

Body		MINI One D Clubman	
No of doors/seats		5/5	
Length/width/height (unladen)	mm	3961 / 1683 / 1426	
Wheelbase	mm	2547	
Track, front/rear	mm	1459 / 1467	
Turning circle	m	11.0	
Tank capacity	approx. I	40	
Cooling system incl. heater	арргол. г	5.4	
Engine oil	<u> </u>	5.2	
Transmission oil incl. drive train	<u> </u>	Lifetime	
Weight, unladen to DIN/EU <sup>1</sup>	kg	1185 / 1260	
Max load to DIN	kg	500	
Max permissible load to DIN	kg	1685	
Max axle load, front/rear	kg	890 / 825	
Max trailer load <sup>2</sup>	r.y	030 / 023	
oraked (12%) / unbraked	kg	-1-	
Max roofload/max download	kg	75 / –	
Luggage comp to DIN	I I	260–930	
Air drag $c_x / A / c_x \times A$	-/ m <sup>2</sup> / m <sup>2</sup>	0.32 / 2.02 / 0.65	
Engine	-7111 7111	0.32 / 2.02 / 0.03	
		Inline / 4 / 4	
Config/No of cyls/valves		Inline / 4 / 4	
Engine management	2/2-3	DDE 7.01	
Capacity	cm <sup>3</sup>	1598	
Bore/stroke	mm	78/ 83.6	
Compression ratio	:1	16.5	
Fuel grade	RON	Diesel	
Max output	kW / PS	66 / 90	
at	min <sup>-1</sup>	4000	
Max torque	Nm	215	
at	min <sup>-1</sup>	1750–2500	
Electrical System			
Battery/installation	Ah / –	70 / Engine compartment	
Alternator	A	150	
Chassis			
Suspension, front		Single-joint MacPherson spring strut axle wit	th anti-dive contro
Suspension, rear		Multi-link axle with aluminium longitudinal struts and centrally-piv	oted control arms
ouspension, real		ividiti-ilirk axie with aluminium longitudinal struts and centrally-piv	
		Vented disc	
Front brakes	mm		
Diameter Rear brakes	mm	Vented disc	
Front brakes Diameter Rear brakes Diameter	mm	Vented disc 280 × 22 Disc 259 × 10	
Front brakes Diameter Rear brakes Diameter	mm Hydraulic two-circuit brake Brake Control (CBC), ASC	Vented disc  280 × 22  Disc  259 × 10  system with anti-lock brakes (ABS), Electronic Brake Force Distribution (EE T traction control, Dynamic Stability Control (DSC) with Brake Assist and Is c Traction Control (DTC) and Electronic Differential Lock Control (EDLC).  mechanic	BD) and Cornering Hill Start Assistant Parking brake acts ally on rear wheels
Front brakes Diameter Rear brakes Diameter Driving stability systems Steering	mm Hydraulic two-circuit brake Brake Control (CBC), ASC- optional: Dynam	Vented disc  280 × 22  Disc  259 × 10  system with anti-lock brakes (ABS), Electronic Brake Force Distribution (EE T traction control, Dynamic Stability Control (DSC) with Brake Assist and Is Traction Control (DTC) and Electronic Differential Lock Control (EDLC).  mechanic  Electric power steering (EPS); 2.	BD) and Cornering Hill Start Assistant Parking brake act ally on rear wheel:
Front brakes Diameter Rear brakes Diameter Driving stability systems Steering	mm Hydraulic two-circuit brake Brake Control (CBC), ASC	Vented disc  280 × 22  Disc  259 × 10  system with anti-lock brakes (ABS), Electronic Brake Force Distribution (EE T traction control, Dynamic Stability Control (DSC) with Brake Assist and Is c Traction Control (DTC) and Electronic Differential Lock Control (EDLC).  mechanic	BD) and Cornerin Hill Start Assistan Parking brake act ally on rear wheel
Front brakes Diameter Rear brakes Diameter Driving stability systems Steering Steering transmission, overall	mm Hydraulic two-circuit brake Brake Control (CBC), ASC- optional: Dynam	Vented disc  280 × 22  Disc  259 × 10  system with anti-lock brakes (ABS), Electronic Brake Force Distribution (EE T traction control, Dynamic Stability Control (DSC) with Brake Assist and Is Traction Control (DTC) and Electronic Differential Lock Control (EDLC).  mechanic  Electric power steering (EPS); 2.	BD) and Cornerin Hill Start Assistan Parking brake act ally on rear wheel
Front brakes Diameter Rear brakes Diameter Driving stability systems Steering Steering transmission, overall	mm Hydraulic two-circuit brake Brake Control (CBC), ASC- optional: Dynam	Vented disc  280 × 22  Disc  259 × 10  system with anti-lock brakes (ABS), Electronic Brake Force Distribution (Ef T traction control, Dynamic Stability Control (DSC) with Brake Assist and h Traction Control (DTC) and Electronic Differential Lock Control (EDLC).  mechanic  Electric power steering (EPS); 2.	BD) and Cornerin Hill Start Assistan Parking brake act ally on rear wheel
Front brakes Diameter Rear brakes Diameter Driving stability systems Steering Steering transmission, overall Fyres Wheels	mm Hydraulic two-circuit brake Brake Control (CBC), ASC- optional: Dynam	Vented disc  280 × 22  Disc  259 × 10  system with anti-lock brakes (ABS), Electronic Brake Force Distribution (Ef T traction control, Dynamic Stability Control (DSC) with Brake Assist and H Traction Control (DTC) and Electronic Differential Lock Control (EDLC).  mechanic  Electric power steering (EPS); 2.  14.1  175 / 65 R15 84H	BD) and Cornerin Hill Start Assistan Parking brake act ally on rear wheel
Front brakes Diameter Rear brakes Diameter Oriving stability systems Steering Steering transmission, overall Fyres Wheels Fransmission	mm Hydraulic two-circuit brake Brake Control (CBC), ASC- optional: Dynam	Vented disc  280 × 22  Disc  259 × 10  system with anti-lock brakes (ABS), Electronic Brake Force Distribution (Ef T traction control, Dynamic Stability Control (DSC) with Brake Assist and H Traction Control (DTC) and Electronic Differential Lock Control (EDLC).  mechanic  Electric power steering (EPS); 2.  14.1  175 / 65 R15 84H	BD) and Cornerin Hill Start Assistan Parking brake act ally on rear wheel
Front brakes Diameter Rear brakes Diameter Oriving stability systems  Steering Steering transmission, overall Fyres Wheels Fransmission Fype of gearbox	mm Hydraulic two-circuit brake Brake Control (CBC), ASC- optional: Dynam	Vented disc  280 × 22  Disc  259 × 10  system with anti-lock brakes (ABS), Electronic Brake Force Distribution (EE T traction control, Dynamic Stability Control (DSC) with Brake Assist and It Traction Control (DTC) and Electronic Differential Lock Control (EDLC).  mechanic  Electric power steering (EPS); 2.  14.1  175 / 65 R15 84H  5.5J × 15 St	BD) and Cornerin Hill Start Assistan Parking brake act ally on rear wheel
Front brakes Diameter Rear brakes Diameter Oriving stability systems  Steering Steering transmission, overall Fyres Wheels Fransmission Fype of gearbox	mm Hydraulic two-circuit brake Brake Control (CBC), ASC optional: Dynam :1	Vented disc  280 × 22  Disc  259 × 10  system with anti-lock brakes (ABS), Electronic Brake Force Distribution (EE T traction control, Dynamic Stability Control (DSC) with Brake Assist and It Traction Control (DTC) and Electronic Differential Lock Control (EDLC).  mechanic  Electric power steering (EPS); 2.  14.1  175 / 65 R15 84H  5.5J × 15 St  6-gear manual transmission	BD) and Cornerin Hill Start Assistan Parking brake act ally on rear wheel
Front brakes Diameter Rear brakes Diameter Priving stability systems Steering Steering transmission, overall Fyres Wheels Fransmission Fype of gearbox Gear ratios Jiameter Ji	mm Hydraulic two-circuit brake Brake Control (CBC), ASC- optional: Dynam :1	Vented disc  280 × 22  Disc  259 × 10  system with anti-lock brakes (ABS), Electronic Brake Force Distribution (Ef T traction control, Dynamic Stability Control (DSC) with Brake Assist and h Traction Control (DTC) and Electronic Differential Lock Control (EDLC).  mechanic  Electric power steering (EPS); 2.  14.1  175 / 65 R15 84H  5.5J × 15 St  6-gear manual transmission  3.308	BD) and Cornerin Hill Start Assistan Parking brake act ally on rear wheel
Front brakes  Diameter Rear brakes  Diameter  Oriving stability systems  Steering Steering transmission, overall Tyres Wheels  Transmission Type of gearbox Gear ratios  I	mm Hydraulic two-circuit brake Brake Control (CBC), ASC- optional: Dynam :1 :1 :1	Vented disc  280 × 22  Disc  259 × 10  system with anti-lock brakes (ABS), Electronic Brake Force Distribution (ET traction control, Dynamic Stability Control (DSC) with Brake Assist and For Traction Control (DTC) and Electronic Differential Lock Control (EDLC).  Electric power steering (EPS); 2.  14.1  175 / 65 R15 84H  5.5J × 15 St  6-gear manual transmission  3.308  1.870	BD) and Cornerin Hill Start Assistan Parking brake act ally on rear wheel
Front brakes Diameter Rear brakes Diameter Oriving stability systems  Steering Steering transmission, overall Tyres Wheels Transmission Type of gearbox Gear ratios	mm Hydraulic two-circuit brake Brake Control (CBC), ASC- optional: Dynam :1 :1 :1 :1	Vented disc  280 × 22  Disc  259 × 10  system with anti-lock brakes (ABS), Electronic Brake Force Distribution (Ef T traction control, Dynamic Stability Control (DSC) with Brake Assist and F Traction Control (DTC) and Electronic Differential Lock Control (EDLC).  Electric power steering (EPS); 2.  14.1  175 / 65 R15 84H  5.5J × 15 St  6-gear manual transmission  3.308  1.870  1.194	BD) and Cornerin Hill Start Assistan Parking brake act ally on rear wheel
Front brakes Diameter Rear brakes Diameter Oriving stability systems  Steering Steering transmission, overall Fyres Wheels Fransmission Fype of gearbox Gear ratios	mm Hydraulic two-circuit brake Brake Control (CBC), ASC- optional: Dynam  :1 :1 :1 :1 :1 :1	Vented disc  280 × 22  Disc  259 × 10  system with anti-lock brakes (ABS), Electronic Brake Force Distribution (EE T traction control, Dynamic Stability Control (DSC) with Brake Assist and f t Traction Control (DTC) and Electronic Differential Lock Control (EDLC).  mechanic  Electric power steering (EPS); 2.  14.1  175 / 65 R15 84H  5.5J × 15 St  6-gear manual transmission  3.308  1.870  1.194  0.872  0.721	BD) and Cornerin Hill Start Assistan Parking brake act ally on rear wheel
Front brakes Diameter Rear brakes Diameter Oriving stability systems  Steering Steering transmission, overall Tyres Wheels Transmission Type of gearbox Gear ratios  II  III  IV  V  VI	mm Hydraulic two-circuit brake Brake Control (CBC), ASC- optional: Dynam  :1 :1 :1 :1 :1 :1 :1 :1	Vented disc  280 × 22  Disc  259 × 10  system with anti-lock brakes (ABS), Electronic Brake Force Distribution (Ef T traction control, Dynamic Stability Control (DSC) with Brake Assist and h Traction Control (DTC) and Electronic Differential Lock Control (EDLC).  mechanic  Electric power steering (EPS); 2.  14.1  175 / 65 R15 84H  5.5J × 15 St  6-gear manual transmission  3.308  1.870  1.194  0.872  0.721  0.596	BD) and Cornerin Hill Start Assistan Parking brake act ally on rear wheel
Front brakes  Diameter Rear brakes  Diameter  Oriving stability systems  Steering Steering transmission, overall Tyres Wheels  Transmission Type of gearbox Gear ratios  II  III  IV  V  VI  Reverse gear	mm Hydraulic two-circuit brake Brake Control (CBC), ASC- optional: Dynam  :1  :1  :1 :1 :1 :1 :1 :1 :1	Vented disc  280 × 22  Disc  259 × 10  system with anti-lock brakes (ABS), Electronic Brake Force Distribution (Ef T traction control, Dynamic Stability Control (DSC) with Brake Assist and Is T traction Control (DTC) and Electronic Differential Lock Control (EDLC).  mechanic  Electric power steering (EPS); 2.  14.1  175 / 65 R15 84H  5.5J × 15 St  6-gear manual transmission  3.308  1.870  1.194  0.872  0.721  0.596  3.231	BD) and Cornerin Hill Start Assistan Parking brake act ally on rear wheel
Front brakes Diameter Rear brakes Diameter Driving stability systems  Steering Steering transmission, overall Tyres Wheels Transmission Type of gearbox Gear ratios	mm Hydraulic two-circuit brake Brake Control (CBC), ASC- optional: Dynam  :1 :1 :1 :1 :1 :1 :1 :1	Vented disc  280 × 22  Disc  259 × 10  system with anti-lock brakes (ABS), Electronic Brake Force Distribution (Ef T traction control, Dynamic Stability Control (DSC) with Brake Assist and h Traction Control (DTC) and Electronic Differential Lock Control (EDLC).  mechanic  Electric power steering (EPS); 2.  14.1  175 / 65 R15 84H  5.5J × 15 St  6-gear manual transmission  3.308  1.870  1.194  0.872  0.721  0.596	BD) and Cornerin Hill Start Assistan Parking brake act ally on rear wheel
Front brakes Diameter Rear brakes Diameter Oriving stability systems  Steering Steering transmission, overall Tyres Wheels Transmission Type of gearbox Gear ratios II III IV V V Reverse gear Final drive ratio Performance	mm Hydraulic two-circuit brake Brake Control (CBC), ASC- optional: Dynam  :1  :1 :1 :1 :1 :1 :1 :1 :1 :1 :1	Vented disc  280 × 22  Disc  259 × 10  system with anti-lock brakes (ABS), Electronic Brake Force Distribution (Ef T traction control, Dynamic Stability Control (DSC) with Brake Assist and F Traction Control (DTC) and Electronic Differential Lock Control (EDLC).  Electric power steering (EPS); 2.  14.1  175 / 65 R15 84H  5.5J × 15 St  6-gear manual transmission  3.308  1.870  1.194  0.872  0.721  0.596  3.231  3.474	BD) and Cornerin Hill Start Assistan Parking brake act ally on rear wheel
Front brakes Diameter Rear brakes Diameter Oriving stability systems  Steering Steering transmission, overall Fyres Wheels Transmission Type of gearbox Gear ratios II III IV V V VI Reverse gear Final drive ratio Performance Power-to-weight ratio to DIN	mm Hydraulic two-circuit brake Brake Control (CBC), ASC- optional: Dynam  :1 :1 :1::1::1::1::1::1::1::1::1::1::1	Vented disc  280 × 22  Disc  259 × 10  system with anti-lock brakes (ABS), Electronic Brake Force Distribution (EE T traction control, Dynamic Stability Control (DSC) with Brake Assist and f C Traction Control (DTC) and Electronic Differential Lock Control (EDLC).  mechanic  Electric power steering (EPS); 2.  14.1  175 / 65 R15 84H  5.5J × 15 St  6-gear manual transmission  3.308  1.870  1.194  0.872  0.721  0.596  3.231  3.474	BD) and Cornerin Hill Start Assistan Parking brake act ally on rear whee
Front brakes Diameter Rear brakes Diameter Oriving stability systems  Steering Steering transmission, overall Fyres Wheels Fransmission Fype of gearbox Gear ratios II III IV V VI Reverse gear Final drive ratio Performance Power-to-weight ratio to DIN Dutput per litre	mm Hydraulic two-circuit brake Brake Control (CBC), ASC-optional: Dynam  :1 :1 :1::1::1::1::1::1::1::1::1::1::1	Vented disc  280 × 22  Disc  259 × 10  system with anti-lock brakes (ABS), Electronic Brake Force Distribution (EF T traction control, Dynamic Stability Control (DSC) with Brake Assist and he Traction Control (DTC) and Electronic Differential Lock Control (EDLC).  mechanic  Electric power steering (EPS); 2.  14.1  175 / 65 R15 84H  5.5J × 15 St  6-gear manual transmission  3.308  1.870  1.194  0.872  0.721  0.596  3.231  3.474  18.0  41.3	BD) and Cornerin Hill Start Assistan Parking brake act ally on rear whee
Front brakes Diameter Rear brakes Diameter Clear brakes Diameter Driving stability systems  Steering Steering transmission, overall Tyres Wheels Transmission Type of gearbox Gear ratios II III IV V V VI Reverse gear Final drive ratio Performance Dower-to-weight ratio to DIN Dutput per litre Acceleration O-100 km/h	mm Hydraulic two-circuit brake Brake Control (CBC), ASC- optional: Dynam  :1 :1 :1::1::1::1::1::1::1::1::1::1::1	Vented disc  280 × 22  Disc  259 × 10  system with anti-lock brakes (ABS), Electronic Brake Force Distribution (Eff traction control, Dynamic Stability Control (DSC) with Brake Assist and he Traction Control (DTC) and Electronic Differential Lock Control (EDLC).  mechanic  Electric power steering (EPS); 2.  14.1  175 / 65 R15 84H  5.5J × 15 St  6-gear manual transmission  3.308  1.870  1.194  0.872  0.721  0.596  3.231  3.474  18.0  41.3  11.8	BD) and Cornerin Hill Start Assistan Parking brake act ally on rear whee
Front brakes Diameter Rear brakes Diameter Oriving stability systems  Steering Steering transmission, overall Tyres Wheels  Transmission Type of gearbox Gear ratios I IIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIII	mm Hydraulic two-circuit brake Brake Control (CBC), ASC- optional: Dynam  :1  :1 :1 :1 :1 :1 :1 :1 :1 :1 :1 :1 :	Vented disc  280 × 22  Disc  259 × 10  system with anti-lock brakes (ABS), Electronic Brake Force Distribution (ET T traction control, Dynamic Stability Control (DSC) with Brake Assist and H Traction Control (DTC) and Electronic Differential Lock Control (EDLC).  Electric power steering (EPS); 2.  14.1  175 / 65 R15 84H  5.5J × 15 St  6-gear manual transmission  3.308  1.870  1.194  0.872  0.721  0.596  3.231  3.474  18.0  41.3  11.8  33.2	BD) and Cornerin Hill Start Assistan Parking brake act ally on rear whee
Front brakes Diameter Rear brakes Diameter Oriving stability systems  Steering Steering transmission, overall Tyres Wheels  Fransmission Type of gearbox Gear ratios  II  III  IV  V  VI  Reverse gear Final drive ratio  Performance Power-to-weight ratio to DIN Dutput per litre Acceleration 0–1000 m n 4th/5th gear  80–120 km/h	mm Hydraulic two-circuit brake Brake Control (CBC), ASC- optional: Dynam  :1  :1 :1 :1 :1 :1 :1 :1 :1 :1 :1 :1 :	Vented disc  280 × 22  Disc  259 × 10  system with anti-lock brakes (ABS), Electronic Brake Force Distribution (Ef T traction control, Dynamic Stability Control (DSC) with Brake Assist and H Traction Control (DTC) and Electronic Differential Lock Control (EDLC).  Electric power steering (EPS); 2.  14.1  175 / 65 R15 84H  5.5J × 15 St  6-gear manual transmission  3.308  1.870  1.194  0.872  0.721  0.596  3.231  3.474  18.0  41.3  11.8  33.2  10.4 / 12.6	BD) and Cornerin Hill Start Assistan Parking brake act ally on rear whee
Front brakes Diameter Rear brakes Diameter Oriving stability systems  Steering Steering transmission, overall Fyres Wheels Fransmission Fype of gearbox Gear ratios II III IV V V VI Reverse gear Final drive ratio Performance Power-to-weight ratio to DIN Dutput per litre Acceleration 0–1000 km/h 0–1000 m n 4th/5th gear 80–120 km/h Fop speed	mm Hydraulic two-circuit brake Brake Control (CBC), ASC- optional: Dynam  :1  :1 :1 :1 :1 :1 :1 :1 :1 :1 :1 :1 :	Vented disc  280 × 22  Disc  259 × 10  system with anti-lock brakes (ABS), Electronic Brake Force Distribution (ET T traction control, Dynamic Stability Control (DSC) with Brake Assist and H Traction Control (DTC) and Electronic Differential Lock Control (EDLC).  Electric power steering (EPS); 2.  14.1  175 / 65 R15 84H  5.5J × 15 St  6-gear manual transmission  3.308  1.870  1.194  0.872  0.721  0.596  3.231  3.474  18.0  41.3  11.8  33.2	BD) and Cornerin Hill Start Assistan Parking brake act ally on rear whee
Front brakes Diameter Rear brakes Diameter Rear brakes Diameter Driving stability systems  Steering Steering transmission, overall Tyres Wheels Transmission Type of gearbox Gear ratios II III III IV V V VI Reverse gear Final drive ratio Performance Power-to-weight ratio to DIN Dutput per litre Acceleration 0–1000 m n 4th/5th gear 80–120 km/h Top speed Fuel Consumption in EU Cycle	mm Hydraulic two-circuit brake Brake Control (CBC), ASC- optional: Dynam  :1  :1 :1 :1::1 :1::1 :1 :1 :1 :1 :1 :	Vented disc           280 × 22         Disc           259 × 10         System with anti-lock brakes (ABS), Electronic Brake Force Distribution (ET traction control, Dynamic Stability Control (DSC) with Brake Assist and heart Traction Control (DTC) and Electronic Differential Lock Control (EDLC).           Incomplete (EDLC)         mechanic           Electric power steering (EPS); 2.         14.1           175 / 65 R15 84H         5.5J × 15 St           6-gear manual transmission         3.308           1.870         1.194           0.872         0.721           0.596         3.231           3.474         18.0           41.3         11.8           33.2         10.4 / 12.6           182         182	BD) and Cornerin Hill Start Assistan Parking brake act ally on rear whee
Front brakes Diameter Rear brakes Diameter Rear brakes Diameter Driving stability systems  Steering Steering fransmission, overall Tyres Wheels Transmission Type of gearbox Gear ratios II III IV V V VI Reverse gear Final drive ratio Performance Power-to-weight ratio to DIN Dutput per litre Acceleration 0–1000 m n 4th/5th gear 80–120 km/h Top speed Fuel Consumption in EU Cycle Jrban	mm Hydraulic two-circuit brake Brake Control (CBC), ASC- optional: Dynam  :1  :1 :1 :1::1 :1::1 :1::1 :1 :1::1 :1	Vented disc   280 × 22   Disc   259 × 10	BD) and Cornerin Hill Start Assistan Parking brake act ally on rear wheel
Front brakes Diameter Rear brakes Diameter Driving stability systems  Steering Steering transmission, overall Tyres Wheels  Transmission Type of gearbox Gear ratios  II  III  IV  V  V  V  Reverse gear Final drive ratio  Performance Power-to-weight ratio to DIN Output per litre Acceleration 0–100 km/h 0–1000 m n 4th/5th gear Revelse Pruel Consumption in EU Cycle Urban Extra-urban	mm Hydraulic two-circuit brake Brake Control (CBC), ASC- optional: Dynam  :1  :1 :1 :1::1	Vented disc   280 × 22   Disc   259 × 10	BD) and Cornerin Hill Start Assistan Parking brake act ally on rear wheel
Front brakes Diameter Rear brakes Diameter Oriving stability systems  Steering Steering transmission, overall Fyres Wheels Fransmission Type of gearbox Gear ratios II III IV V V VI Reverse gear Final drive ratio Performance Power-to-weight ratio to DIN Dutput per litre Acceleration 0–100 km/h 0–1000 m n 4th/5th gear Reverse gear Final drive ratio Performance Power-to-weight ratio to DIN Dutput per litre Acceleration 0–100 km/h 0–1000 m n 4th/5th gear Reverse gear Final drive ratio Fixer auction Dispect of the training t	mm Hydraulic two-circuit brake Brake Control (CBC), ASC- optional: Dynam  :1  :1 :1 :1: :1: :1: :1 :1 :1 :1 :1 :	Vented disc   280 × 22   Disc   259 × 10	BD) and Cornerin Hill Start Assistan Parking brake act ally on rear wheel
Front brakes Diameter Rear brakes Diameter Rear brakes Diameter Driving stability systems  Steering Steering transmission, overall Tyres Wheels Transmission Type of gearbox Gear ratios II III IV V V VI Reverse gear Final drive ratio Performance Power-to-weight ratio to DIN Dutput per litre Acceleration 0–100 km/h 0–1000 m n 4th/5th gear Royler Gearbor Top speed Fuel Consumption in EU Cycle Urban Extra-urban Composite CO2	mm Hydraulic two-circuit brake Brake Control (CBC), ASC- optional: Dynam  :1  :1 :1 :1::1	Vented disc   280 × 22   Disc   259 × 10	BD) and Cornerin Hill Start Assistan Parking brake act ally on rear wheel
Front brakes Diameter Rear brakes Diameter Rear brakes Diameter Driving stability systems  Steering Steering transmission, overall Tyres Wheels Transmission Type of gearbox Gear ratios II III IV V V VI Reverse gear Final drive ratio Performance Power-to-weight ratio to DIN Dutput per litre Acceleration 0-100 km/h 0-1000 m In 4th/5th gear Ro-120 km/h Top speed Fuel Consumption in EU Cycle Urban Extra-urban Composite CO2 Miscellaneous	mm Hydraulic two-circuit brake Brake Control (CBC), ASC- optional: Dynam  :1  :1 :1 :1: :1: :1: :1 :1 :1 :1 :1 :	Vented disc	BD) and Cornerin Hill Start Assistan Parking brake act ally on rear wheel
Front brakes Diameter Rear brakes Diameter Rear brakes Diameter Driving stability systems  Steering Steering transmission, overall Tyres Wheels Transmission Type of gearbox Gear ratios II III IV V V VI Reverse gear Final drive ratio Performance Power-to-weight ratio to DIN Dutput per litre Acceleration O-1000 m n 4th/5th gear Ro-120 km/h Top speed Fuel Consumption in EU Cycle Urban Extra-urban Composite CO2 Miscellaneous Emission rating	mm Hydraulic two-circuit brake Brake Control (CBC), ASC- optional: Dynam  :1  :1 :1 :1::1 :1::1 :1::1 :1 :1 :1 :	Vented disc   280 × 22   Disc   259 × 10	BD) and Cornerin Hill Start Assistan Parking brake act ally on rear wheel
Front brakes Diameter Rear brakes Diameter Driving stability systems  Steering Steering transmission, overall Tyres Wheels Transmission Type of gearbox Gear ratios II III IV V V VI Reverse gear Final drive ratio Performance Power-to-weight ratio to DIN Output per litre Acceleration Parkes Diameter Power-to-weight ratio to DIN Output per litre Acceleration 0-1000 km/h 0-1000 m	mm Hydraulic two-circuit brake Brake Control (CBC), ASC- optional: Dynam  :1  :1 :1 :1: :1: :1: :1 :1 :1 :1 :1 :	Vented disc	BD) and Cornering Hill Start Assistant Parking brake acts ally on rear wheels

 $<sup>^1</sup>$  Weight of the car in road trim (DIN) plus 75 kg for driver and luggage  $^2$  Deviations are possible under certain circumstances.

MINI Media Information

# MINI Cooper D Clubman.

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	MINI Cooper D Clubman	MINI Cooper D Clubman Automatic
	5/5	5/5
mm		3961 / 1683 / 1420
		254
		1459 / 146
		11,(
арргох. г		40
<u> </u>	•	5,4
<u>'</u>		5,´
ka		1215 / 1290
ку	8907825	915 / 830
ka	750 / 500	750 / 500
		75 / 50
- kg		
1 2 1 2		260–930
-/m /m	0,32 / 2,02 / 0,65	0,32 / 2,02 / 0,6
	latin a 1 4 1 4	In the second of the second
		Inline / 4 / 4
2		DDE 7.2.
		199
mm	78/ 83,6	84/ 90
	16,5	16,
	Diesel	Diese
		82 / 11
min <sup>-1</sup>		4000
Nm		270
min <sup>-1</sup>	1750–2250	1750–2250
Ah / –	70 / Engine compartment	70 / Engine compartmen
А	150	150
	Single-joint M	flacPherson spring strut axle with anti-dive contro
	Multi-link axle with aluminium long	gitudinal struts and centrally-pivoted control arm:
	Vented disc	Vented dis
mm		280 × 22
		Disc
mm		259 × 10
Cornering Brake Control	ol (CBC), ASC+T traction control, Dynamic al: Dynamic Traction Control (DTC) and Elec	Stability Control (DSC) with Brake Assist and Hil
·1		14,1
.1	· · · · · · · · · · · · · · · · · · ·	
		175 / 65 R15 84F
	5,5J × 15 St	5,5J × 15 S
	6-goar manual transmission	6-speed automatic transmission
	o-gear manual transmission	·
.1	2.200	1.044
:1	3,308	4,044
:1	1,870	2,371
:1 :1	1,870 1,194	2,371 1,556
:1 :1 :1	1,870 1,194 0,872	2,371 1,556 1,159
:1 :1 :1 :1	1,870 1,194 0,872 0,721	2,371 1,556 1,159 0,852
.1 .1 .1 .1 .1	1,870 1,194 0,872 0,721 0,596	2,371 1,556 1,159 0,852 0,672
:1 :1 :1 :1	1,870 1,194 0,872 0,721	2,371 1,556 1,159 0,852 0,672 3,193
.1 .1 .1 .1 .1	1,870 1,194 0,872 0,721 0,596	2,371 1,556 1,159 0,852 0,672 3,193
.1 .1 .1 .1 .1 .1	1,870 1,194 0,872 0,721 0,596 3,231	2,371 1,556 1,159 0,852 0,672 3,193
.1 .1 .1 .1 .1 .1	1,870 1,194 0,872 0,721 0,596 3,231	2,371 1,556 1,159 0,852 0,672 3,193 3,683
.1 .1 .1 .1 .1 .1 .1	1,870 1,194 0,872 0,721 0,596 3,231 3,474	2,371 1,556 1,159 0,852 0,672 3,193 3,683
:1 :1 :1 :1 :1 :1 :1 kg/kW	1,870 1,194 0,872 0,721 0,596 3,231 3,474	2,371 1,556 1,159 0,852 0,672 3,193 3,683
:1 :1 :1 :1 :1 :1 :1 :1 kg/kW kW/l	1,870 1,194 0,872 0,721 0,596 3,231 3,474 14,5 51,3 10,2	2,371 1,556 1,159 0,852 0,672 3,193 3,683 14,6 41,1
:1 :1 :1 :1 :1 :1 :1 kg/kW	1,870 1,194 0,872 0,721 0,596 3,231 3,474	2,371 1,556 1,159 0,852 0,672 3,193 3,683
	:1  RON  kW / PS  min <sup>-1</sup> Nm  min <sup>-1</sup> Ah / –  A  mm  Hydraulic two-circ  Cornering Brake Contro	S / 5   mm   3961 / 1683 / 1426   mm   2547   mm   2547   mm   1459 / 1467   m   11,0   approx.   40   1   5,4   1   5,2   1   Lifetime   kg   1185 / 1260   kg   500   kg   1685   kg   890 / 825   kg   750 / 500   kg   75 / 50   1   260 - 330   -/ m² / m²   0,32 / 2,02 / 0.65   lnline / 4 / 4   DDE 7.01   cm³   1598   mm   78 / 83,6   :1   1   6,5   RON   Diesel   kW / PS   82 / 112   min⁻¹   4000   Nm   270   min⁻¹   1750 - 2250   Multi-link axle with aluminium long   Vented disc   mm   280 × 22   Disc   mm   280 × 22   Disc   mm   270   Cornering Brake Control (CBC), ASC+T traction control, Dynamic Start Assistant, optional: Dynamic Traction Control (DTC) and Ele

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Fuel Consumption in EU Cycle			
Urban	l/100 km	4,4	6,9
Extra-urban	l/100 km	3,6	4,2
Composite	l/100 km	3,9	5,2
CO <sub>2</sub>	g/km	103	138
Miscellaneous			
Emission rating		EU5	EU5
Insurance ratings Germany	HPF/VK/TK	15 / 20 / 22	15 / 20 / 22
Ground clearance	mm	138	138

 $<sup>^1</sup>$  Weight of the car in road trim (DIN) plus 75 kg for driver and luggage  $^2$  Deviations are possible under certain circumstances.

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# MINI Cooper SD Clubman.

Body		MINI Cooper SD Clubman	MINI Cooper SD Clubman Automatic
No of doors/seats		5/5	5/5
Length/width/height (unladen)	mm	3961 / 1683 / 1426	3961 / 1683 / 1426
Wheelbase	mm	2547	2547
Track, front/rear	mm	1453 / 1461	1453 / 1467
Turning circle	m	11,0	11.0
Tank capacity	approx. I	40	40
Cooling system incl. heater		5.4	5.4
Engine oil		5.2	5.2
Transmission oil incl. drive train	<u> </u>	Lifetime	Lifetime
Weight, unladen to DIN/EU <sup>1</sup>	kg	1235 / 1310	1235 / 1330
Max load to DIN	kg	500	500
Max permissible load to DIN	kg	1735	1755
Max axle load, front/rear	kg	915 / 850	935 / 850
Max trailer load <sup>2</sup>			
braked (12%) / unbraked	kg	750/ 500	750 / 500
Max roofload/max download	kg	75 / 50	75 / 50
Luggage comp to DIN	l l	260-930	260-930
Air drag c <sub>x</sub> / A / c <sub>x</sub> × A	$- / m^2 / m^2$	0.34 / 2.04 / 0.69	0.34 / 2.04 / 0.69
Engine			
Config/No of cyls/valves		Inline / 4 / 4	Inline / 4 / 4
Engine management		MEV 7.2.1	MEV 7.2.1
Capacity	cm <sup>3</sup>	1995	1995
Bore/stroke	mm	84/ 90	84/ 90
Compression ratio	:1	16,5	16,5
Fuel grade	RON	Diesel	Diesel
Max output	kW / hp	105 / 143	105 / 143
	min <sup>-1</sup>	4000	4000
<u>at</u>			
Max torque	Nm	305	305
at	min <sup>-1</sup>	1750 – 2700	1750 – 2700
Electrical system		70.45	70/5
Battery/installation	Ah / –	70 / Engine compartment	70 / Engine compartment
Alternator	A	150	150
Chassis			
Suspension, front			MacPherson spring strut axle with anti-dive control
Suspension, rear			ngitudinal struts and centrally-pivoted control arms
Front brakes		Vented disc	Vented disc
Diameter	mm	280 × 22	294 × 22
Rear brakes		Disc	Disc
Diameter	mm	259 × 10	280 × 10
Driving stability systems	Control (CBC), sowie Trak	ktionshilfe (ASC+T), ASC+T traction control, Dyn nal:Dynamic Traction Control (DTC) and Electrol	rake Force Distribution (EBD) and Cornering Brake amic Stability Control (DSC) with Brake Assist and nic Differential Lock Control (EDLC). Parking brake acts mechanically on rear wheels
Steering			Electric power steering (EPS); 2.4 rotations in total
Steering transmission, overall	:1	14,1	14,1
Tyres		195/55 R16 87V	195/55 R16 87V
Wheels		6.5J × 16 LM	6.5J × 16 LM
Transmission			
Type of gearbox		6-gear manual transmission	6-speed automatic transmission
Gear ratios I	:1	3.308	4,044
II	:1	1.870	2,371
III	:1	1.194	1,556
IV	:1	0.872	1,159
V	:1	0.721	0,852
VI	:1	0.596	0,672
Reverse gear	:1	3.231	3,193
Final drive ratio	:1	3,706	3,683
Performance	.,	5,700	
Power-to-weight ratio to DIN	kg/kW	11.8	10
			12 52.6
Output per litre	kW/l	52.6	
Acceleration 0–100 km/h	S	8.6	8.8
0–1000 m	S	29.7	30
<u>In 4<sup>th</sup>/5<sup>th</sup> gear</u> 80–120 km/h	S	6.9 / 8.4	-1-
Top speed	km/h	215	205

#### MINI

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Fuel Consumption in EU Cycle Urban I/100 km 5.2 7 Extra-urban I/100 km 3.9 4.3 Composite CO<sub>2</sub> l/100 km g/km 4.4 115 5.3 141 Miscellaneous Emission rating EU5 EU5 Ground clearance mm 138 138

 $<sup>^1</sup>$  Weight of the car in road trim (DIN) plus 75 kg for driver and luggage  $^2$  Deviations are possible under certain circumstances.

### MINI One Convertible.

Body		MINI One Convertible	MINI One Convertible Automatic
No of doors/seats		2/4	2/4
Length/width/height (unladen)	mm	3723 / 1683 / 1414	3723 / 1683 / 1414
Wheelbase	mm	2467	2467
Track, front/rear	mm	1459 / 1467	1459 / 1467
Turning circle	m	10.7	10.7
Tank capacity	approx. l	40	40
Cooling system incl. heater	1	5.2	5.2
Engine oil	1	4.2	4.2
Transmission oil incl. drive train	I	Lifetime	Lifetime
Weight, unladen to DIN/EU <sup>1</sup>	kg	1160 / 1235	1200 / 1275
Max load to DIN	kg	430	430
Max permissible load to DIN	kg	1590	1630
Max axle load, front/rear	kg	840 / 775	880 / 775
Max trailer load <sup>2</sup>			
braked (12%) / unbraked	kg	- <i>l</i> -	-/-
Max roofload/max download	kg	-/-	-/-
Luggage comp to DIN	Ī	125 / 170 / 660	125 / 170 / 660
Air drag $c_x / A / c_x \times A$	$-/ m^2 / m^2$	0.35 / 2.00 / 0.70	0.35 / 2.00 / 0.70
Engine			
Config/No of cyls/valves		Inline/ 4/ 4	Inline/ 4/ 4
Engine management		MEV 17.2.2	MEV 17.2.2
Capacity	cm <sup>3</sup>	1598	1598
Bore/stroke	mm	77 / 85.8	77 / 85.8
Compression ratio	:1		
Fuel grade	RON	91–98	91–98
	kW/hp	72/98	72/98
Max output	min <sup>-1</sup>	6000	6000
at			
Max torque	Nm · -1	153	153
at	min <sup>-1</sup>	3000	3000
Electrical System	A1 /	55.15	
Battery/installation	Ah / –	55 / Engine compartment	55 / Engine compartment
Alternator	A	120	120
Chassis			
Suspension, front			acPherson spring strut axle with anti-dive control
Suspension, rear			itudinal struts and centrally-pivoted control arms
Front brakes		Vented disc	Vented disc
Diameter	mm	280 × 22	280 × 22
Diameter Rear brakes	mm	Disc	
Rear brakes Diameter	mm	Disc 259 × 10	Disc 259 × 10
Rear brakes	mm Hydraulic two-circuit brake Control (CBC), ASC+T	Disc	Disc 259 × 10 ke Force Distribution (EBD) and Cornering Brake th Brake Assist and Hill Start Assistant, optional: (EDLC), Parking brake acts mechanically on rear
Rear brakes Diameter	mm Hydraulic two-circuit brake Control (CBC), ASC+T	Disc 259 × 10 system with anti-lock brakes (ABS), Electronic Brak traction control, Dynamic Stability Control (DSC) wi trol (DTC) and Electronic Differential Lock Control	Disc 259 × 10 ke Force Distribution (EBD) and Cornering Brake th Brake Assist and Hill Start Assistant, optional: (EDLC). Parking brake acts mechanically on rear wheels
Rear brakes Diameter Driving stability systems	mm Hydraulic two-circuit brake Control (CBC), ASC+T	Disc 259 × 10 system with anti-lock brakes (ABS), Electronic Brak traction control, Dynamic Stability Control (DSC) wi trol (DTC) and Electronic Differential Lock Control	Disc 259 × 10 ke Force Distribution (EBD) and Cornering Brake th Brake Assist and Hill Start Assistant, optional: (EDLC). Parking brake acts mechanically on rear wheels ectric power steering (EPS); 2.4 rotations in total
Rear brakes Diameter Driving stability systems Steering	mm Hydraulic two-circuit brake Control (CBC), ASC+T Dynamic Traction Cor	Disc 259 × 10 system with anti-lock brakes (ABS), Electronic Brak traction control, Dynamic Stability Control (DSC) wi trol (DTC) and Electronic Differential Lock Control (	Disc 259 × 10 ke Force Distribution (EBD) and Cornering Brake th Brake Assist and Hill Start Assistant, optional: (EDLC). Parking brake acts mechanically on rear wheels ectric power steering (EPS); 2.4 rotations in total 14.1
Rear brakes Diameter Driving stability systems  Steering Steering transmission, overall	mm Hydraulic two-circuit brake Control (CBC), ASC+T Dynamic Traction Cor	Disc 259 × 10  system with anti-lock brakes (ABS), Electronic Brak traction control, Dynamic Stability Control (DSC) wi strol (DTC) and Electronic Differential Lock Control Ele 14.1	Disc 259 × 10 ke Force Distribution (EBD) and Cornering Brake th Brake Assist and Hill Start Assistant, optional: (EDLC). Parking brake acts mechanically on rear wheels ectric power steering (EPS); 2.4 rotations in total 14.1 175 / 65 R15 84H
Rear brakes Diameter Driving stability systems Steering Steering transmission, overall Tyres	mm Hydraulic two-circuit brake Control (CBC), ASC+T Dynamic Traction Cor	Disc 259 × 10  system with anti-lock brakes (ABS), Electronic Brak traction control, Dynamic Stability Control (DSC) wi strol (DTC) and Electronic Differential Lock Control  Ele 14.1  175 / 65 R15 84H	Disc 259 × 10 ke Force Distribution (EBD) and Cornering Brake th Brake Assist and Hill Start Assistant, optional: (EDLC). Parking brake acts mechanically on rear wheels ectric power steering (EPS); 2.4 rotations in total 14.1 175 / 65 R15 84H
Rear brakes Diameter Driving stability systems  Steering Steering transmission, overall Tyres Wheels Transmission	mm Hydraulic two-circuit brake Control (CBC), ASC+T Dynamic Traction Cor	Disc 259 × 10 259 × 10 system with anti-lock brakes (ABS), Electronic Brak traction control, Dynamic Stability Control (DSC) wi ttrol (DTC) and Electronic Differential Lock Control Ele 14.1 175 / 65 R15 84H 5.5J × 15 St	Disc 259 × 10 ke Force Distribution (EBD) and Cornering Brake th Brake Assist and Hill Start Assistant, optional: (EDLC). Parking brake acts mechanically on rear wheels ectric power steering (EPS); 2.4 rotations in total 14.1 175 / 65 R15 84H 5.5J × 15 St
Rear brakes Diameter Driving stability systems  Steering Steering transmission, overall Tyres Wheels Transmission Type of gearbox	mm Hydraulic two-circuit brake Control (CBC), ASC+T Dynamic Traction Cor	Disc 259 × 10 system with anti-lock brakes (ABS), Electronic Brak traction control, Dynamic Stability Control (DSC) wi trol (DTC) and Electronic Differential Lock Control  Ele 14.1 175 / 65 R15 84H 5.5J × 15 St  6-gear manual transmission	Disc 259 × 10 ke Force Distribution (EBD) and Cornering Brake th Brake Assist and Hill Start Assistant, optional: (EDLC). Parking brake acts mechanically on rear wheels ectric power steering (EPS); 2.4 rotations in total 14.1 175 / 65 R15 84H 5.5J × 15 St 6-speed automatic transmission
Rear brakes Diameter Driving stability systems  Steering Steering transmission, overall Tyres Wheels Transmission Type of gearbox Gear ratios	mm Hydraulic two-circuit brake Control (CBC), ASC+T Dynamic Traction Cor	Disc 259 × 10 system with anti-lock brakes (ABS), Electronic Brak traction control, Dynamic Stability Control (DSC) wi trol (DTC) and Electronic Differential Lock Control  Ele 14.1 175 / 65 R15 84H 5.5J × 15 St  6-gear manual transmission 3.214	Disc 259 × 10 259 × 1
Rear brakes Diameter Driving stability systems  Steering Steering transmission, overall Tyres Wheels Transmission Type of gearbox Gear ratios	mm Hydraulic two-circuit brake Control (CBC), ASC+T Dynamic Traction Cor  :1 :1	Disc 259 × 10 system with anti-lock brakes (ABS), Electronic Brak traction control, Dynamic Stability Control (DSC) wi trol (DTC) and Electronic Differential Lock Control  Ele 14.1 175 / 65 R15 84H 5.5J × 15 St  6-gear manual transmission 3.214 1.792	Disc 259 × 10 259 × 1
Rear brakes Diameter Driving stability systems  Steering Steering transmission, overall Tyres Wheels Transmission Type of gearbox Gear ratios	mm Hydraulic two-circuit brake Control (CBC), ASC+T Dynamic Traction Cor  :1 :1 :1 :1	Disc 259 × 10 259 × 10 system with anti-lock brakes (ABS), Electronic Brak traction control, Dynamic Stability Control (DSC) wi ttrol (DTC) and Electronic Differential Lock Control i  Ele 14.1 175 / 65 R15 84H 5.5J × 15 St  6-gear manual transmission 3.214 1.792 1.194	Disc 259 × 10  ke Force Distribution (EBD) and Cornering Brake th Brake Assist and Hill Start Assistant, optional: (EDLC). Parking brake acts mechanically on rear wheels ectric power steering (EPS); 2.4 rotations in total 14.1 175 / 65 R15 84H 5.5J × 15 St 6-speed automatic transmission 4.148 2.370 1.556
Rear brakes Diameter Driving stability systems  Steering Steering transmission, overall Tyres Wheels Transmission Type of gearbox Gear ratios	mm Hydraulic two-circuit brake Control (CBC), ASC+T Dynamic Traction Cor  :1 :1 :1 :1 :1	Disc	Disc 259 × 10 ke Force Distribution (EBD) and Cornering Brake th Brake Assist and Hill Start Assistant, optional: (EDLC), Parking brake acts mechanically on rear wheels ectric power steering (EPS); 2.4 rotations in total 14.1 175 / 65 R15 84H 5.5J × 15 St 6-speed automatic transmission 4.148 2.370 1.556 1.155
Rear brakes Diameter Driving stability systems  Steering Steering transmission, overall Tyres Wheels Transmission Type of gearbox Gear ratios  I II III V V	mm Hydraulic two-circuit brake Control (CBC), ASC+T Dynamic Traction Cor  :1 :1 :1 :1 :1 :1	Disc 259 × 10 259 × 10 system with anti-lock brakes (ABS), Electronic Brak traction control, Dynamic Stability Control (DSC) wi itrol (DTC) and Electronic Differential Lock Control  14.1 175 / 65 R15 84H 5.5 J × 15 St  6-gear manual transmission 3.214 1.792 1.194 0.914 0.784	Disc 259 × 10  Re Force Distribution (EBD) and Cornering Brake th Brake Assist and Hill Start Assistant, optional: (EDLC). Parking brake acts mechanically on rear wheels ectric power steering (EPS); 2.4 rotations in total 14.1 175 / 65 R15 84H 5.5J × 15 St  6-speed automatic transmission 4.148 2.370 1.556 1.155 0.859
Rear brakes Diameter Driving stability systems  Steering Steering transmission, overall Tyres Wheels Transmission Type of gearbox Gear ratios II III IV V VI	mm Hydraulic two-circuit brake Control (CBC), ASC+T Dynamic Traction Cor  :1 :1 :1 :1 :1 :1 :1	Disc 259 × 10	Disc 259 × 10 259 × 15 259 × 1
Rear brakes Diameter Driving stability systems  Steering Steering transmission, overall Tyres Wheels Transmission Type of gearbox Gear ratios I III III V V VI Reverse gear	mm Hydraulic two-circuit brake Control (CBC), ASC+T Dynamic Traction Cor  :1  :1 :1 :1 :1 :1 :1 :1 :1	Disc	Disc 259 × 10 259 × 10 259 × 10 269 × 1
Rear brakes Diameter Driving stability systems  Steering Steering transmission, overall Tyres Wheels Transmission Type of gearbox Gear ratios  II III IV V V Reverse gear Final drive ratio	mm Hydraulic two-circuit brake Control (CBC), ASC+T Dynamic Traction Cor  :1 :1 :1 :1 :1 :1 :1	Disc 259 × 10	Disc 259 × 10 259 × 1
Rear brakes Diameter Driving stability systems  Steering Steering transmission, overall Tyres Wheels Transmission Type of gearbox Gear ratios II III IV V V Reverse gear Final drive ratio Performance	mm Hydraulic two-circuit brake Control (CBC), ASC+T Dynamic Traction Cor  :1  :1 :1 :1 :1 :1 :1 :1 :1 :1 :1	Disc   259 × 10   259 × 10   System with anti-lock brakes (ABS), Electronic Brak traction control, Dynamic Stability Control (DSC) with trol (DTC) and Electronic Differential Lock Control (DTC) and Electronic DTC (DTC) and Electroni	Disc 259 × 10 46 Force Distribution (EBD) and Cornering Brake th Brake Assist and Hill Start Assistant, optional: (EDLC). Parking brake acts mechanically on rear wheels ectric power steering (EPS); 2.4 rotations in total 14.1 175 / 65 R15 84H 5.5J × 15 St 6-speed automatic transmission 4.148 2.370 1.556 1.155 0.859 0.686 3.394 4.103
Rear brakes Diameter Driving stability systems  Steering Steering transmission, overall Tyres Wheels Transmission Type of gearbox Gear ratios III III IV V VI Reverse gear Final drive ratio Performance Power-to-weight ratio to DIN	mm Hydraulic two-circuit brake Control (CBC), ASC+T Dynamic Traction Cor  :1  :1 :1 :1 :1 :1 :1 :1 :1 :1 :1 :1 :	Disc   259 × 10   259 × 10   System with anti-lock brakes (ABS), Electronic Brak traction control, Dynamic Stability Control (DSC) with trol (DTC) and Electronic Differential Lock Control (DTC) and Electronic DTC	Disc 259 × 10 ke Force Distribution (EBD) and Cornering Brake th Brake Assist and Hill Start Assistant, optional: (EDLC). Parking brake acts mechanically on rear wheels ectric power steering (EPS); 2.4 rotations in total 14.1 175 / 65 R15 84H 5.5J × 15 St 6-speed automatic transmission 4.148 2.370 1.556 1.155 0.859 0.686 3.394 4.103
Rear brakes Diameter Driving stability systems  Steering Steering transmission, overall Tyres Wheels  Transmission Type of gearbox Gear ratios I II III IV V VI Reverse gear Final drive ratio Performance Power-to-weight ratio to DIN Output per litre	mm Hydraulic two-circuit brake Control (CBC), ASC+T Dynamic Traction Cor  :1  :1 :1 :1 :1 :1 :1 :1 :1 :1 :1 :1 :	Disc 259 × 10 system with anti-lock brakes (ABS), Electronic Brak traction control, Dynamic Stability Control (DSC) witrol (DTC) and Electronic Differential Lock Control (175) and Electronic Differential Lock Cont	Disc 259 × 10 259 × 1
Rear brakes Diameter Driving stability systems  Steering Steering transmission, overall Tyres Wheels Transmission Type of gearbox Gear ratios II III IV V V VI Reverse gear Final drive ratio Performance Power-to-weight ratio to DIN Output per litre Acceleration O-100 km/h	mm Hydraulic two-circuit brake Control (CBC), ASC+T Dynamic Traction Cor  :1  :1 :1 :1 :1 :1 :1 :1 :1 :1 :1 :1 :	Disc 259 × 10 259 × 10 system with anti-lock brakes (ABS), Electronic Brak traction control, Dynamic Stability Control (DSC) wi ttrol (DTC) and Electronic Differential Lock Control i  Ele 14.1 175 / 65 R15 84H 5.5J × 15 St  6-gear manual transmission 3.214 1.792 1.194 0.914 0.784 0.683 3.143 3.706	Disc 259 × 10 259 × 10 269 × 10 269 × 10 269 × 10 269 × 10 260 × 269 × 10 260 × 269 × 10 260 × 269 × 10 260 × 269 × 10 260 × 269 × 10 260 × 269 × 10 260 × 269 × 10 260 × 269 × 10 260 × 269 × 10 260 × 269 × 10 260 × 10 2
Rear brakes Diameter Driving stability systems  Steering Steering transmission, overall Tyres Wheels Transmission Type of gearbox Gear ratios II III IV V V VI Reverse gear Final drive ratio Performance Power-to-weight ratio to DIN Output per litre Acceleration 0–1000 m	mm Hydraulic two-circuit brake Control (CBC), ASC+T Dynamic Traction Cor  :1  :1 :1 :1 :1 :1 :1 :1 :1 :1 :1 :1 :	Disc 259 × 10 259 × 10 259 × 10 system with anti-lock brakes (ABS), Electronic Brak traction control, Dynamic Stability Control (DSC) wi ttrol (DTC) and Electronic Differential Lock Control  Ele 14.1 175 / 65 R15 84H 5.5J × 15 St  6-gear manual transmission 3.214 1.792 1.194 0.914 0.784 0.683 3.143 3.706  16.1 45.1 11.3 32.6	Disc 259 x 10 259 x 10 259 x 10 26 Force Distribution (EBD) and Cornering Brake th Brake Assist and Hill Start Assistant, optional (EDLC). Parking brake acts mechanically on rear wheels ectric power steering (EPS); 2.4 rotations in total 14.1 175 / 65 R18 84H 5.5J × 15 SI 6-speed automatic transmission 4.148 2.370 1.556 1.155 0.859 0.686 3.394 4.103 16.7 45.1 13.1
Rear brakes Diameter Driving stability systems  Steering Steering transmission, overall Tyres Wheels Transmission Type of gearbox Gear ratios  II  III  IV  V  VI  Reverse gear Final drive ratio Performance Power-to-weight ratio to DIN Output per litre Acceleration 0-1000 m In 4th/5th gear  Poriving stability systems	mm Hydraulic two-circuit brake Control (CBC), ASC+T Dynamic Traction Cor  :1  :1 :1 :1 :1 :1 :1 :1 :1 :1 :1 :1 :	Disc   259 × 10   259 × 10   System with anti-lock brakes (ABS), Electronic Brak traction control, Dynamic Stability Control (DSC) wittrol (DTC) and Electronic Differential Lock Control (DTC) and Electronic DTC (DTC) an	Disc 259 × 10 259 × 15 259 × 1
Rear brakes Diameter Driving stability systems  Steering Steering transmission, overall Tyres Wheels Transmission Type of gearbox Gear ratios II III IV V V VI Reverse gear Final drive ratio Performance Power-to-weight ratio to DIN Output per litre Acceleration 0-1000 m In 4th/5th gear 80-120 km/h Top speed	mm Hydraulic two-circuit brake Control (CBC), ASC+T Dynamic Traction Cor  :1  :1 :1 :1 :1 :1 :1 :1 :1 :1 :1 :1 :	Disc 259 × 10 259 × 10 259 × 10 system with anti-lock brakes (ABS), Electronic Brak traction control, Dynamic Stability Control (DSC) wi ttrol (DTC) and Electronic Differential Lock Control  Ele 14.1 175 / 65 R15 84H 5.5J × 15 St  6-gear manual transmission 3.214 1.792 1.194 0.914 0.784 0.683 3.143 3.706  16.1 45.1 11.3 32.6	Disc 259 × 10 259 × 15 259 × 1
Rear brakes Diameter Driving stability systems  Steering Steering transmission, overall Tyres Wheels Transmission Type of gearbox Gear ratios IIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIII	mm Hydraulic two-circuit brake Control (CBC), ASC+T Dynamic Traction Cor  :1  :1 :1 :1 :1 :1 :1 :1 :1 :1 :1 :1 :	Disc 259 × 10 system with anti-lock brakes (ABS), Electronic Brak traction control, Dynamic Stability Control (DSC) wittrol (DTC) and Electronic Differential Lock Control (DTC) and Electronic DTC (DTC) and Electroni	Disc 259 × 10 xe Force Distribution (EBD) and Cornering Brake th Brake Assist and Hill Start Assistant, optional: (EDLC). Parking brake acts mechanically on rear wheels ectric power steering (EPS); 2.4 rotations in total 14.1 175 / 65 R15 84H 5.5J × 15 St 6-speed automatic transmission 4.148 2.370 1.556 1.155 0.859 0.686 3.394 4.103 16.7 45.1 13.1 34.8 1.37
Rear brakes Diameter Driving stability systems  Steering Steering transmission, overall Tyres Wheels Transmission Type of gearbox Gear ratios II III IV V V VI Reverse gear Final drive ratio Performance Power-to-weight ratio to DIN Output per litre Acceleration 0-1000 m In 4th/5th gear 80-120 km/h Top speed	mm Hydraulic two-circuit brake Control (CBC), ASC+T Dynamic Traction Cor  :1  :1 :1 :1 :1 :1 :1 :1 :1 :1 :1 :1 :	Disc   259 × 10   259 × 10   System with anti-lock brakes (ABS), Electronic Brak traction control, Dynamic Stability Control (DSC) wittrol (DTC) and Electronic Differential Lock Control (DTC) and Electronic DTC (DTC) an	Disc 259 × 10 xe Force Distribution (EBD) and Cornering Brake th Brake Assist and Hill Start Assistant, optional (EDLC). Parking brake acts mechanically on rear wheels ectric power steering (EPS); 2.4 rotations in total 14.1 175 / 65 R15 84H 5.5J × 15 St 6-speed automatic transmission 4.148 2.370 1.556 1.155 0.859 0.686 3.394 4.103 4.
Rear brakes Diameter Driving stability systems  Steering Steering transmission, overall Tyres Wheels Transmission Type of gearbox Gear ratios IIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIII	mm Hydraulic two-circuit brake Control (CBC), ASC+T Dynamic Traction Cor  :1  :1 :1 :1 :1 :1 :1 :1 :1 :1 :1 :1 :	Disc 259 × 10 system with anti-lock brakes (ABS), Electronic Brak traction control, Dynamic Stability Control (DSC) wittrol (DTC) and Electronic Differential Lock Control (DTC) and Electronic DTC (DTC) and Electroni	Disc 259 × 10 xe Force Distribution (EBD) and Cornering Brake th Brake Assist and Hill Start Assistant, optional (EDLC). Parking brake acts mechanically on rear wheels ectric power steering (EPS); 2.4 rotations in total 14.1 175 / 65 R15 84H 5.5J × 15 St 6-speed automatic transmission 4.148 2.370 1.556 1.155 0.859 0.686 3.394 4.103 4.
Rear brakes Diameter Driving stability systems  Steering Steering transmission, overall Tyres Wheels Transmission Type of gearbox Gear ratios II III IV V V VI Reverse gear Final drive ratio Performance Power-to-weight ratio to DIN Output per litre Acceleration 0-1000 m In 4th/5th gear Roughler Sustain Roughler Perfor Market III III III III III III III III III I	mm Hydraulic two-circuit brake Control (CBC), ASC+T Dynamic Traction Cor  :1  :1 :1 :1 :1 :1 :1 :1 :1 :1 :1 :1 :	Disc 259 × 10 system with anti-lock brakes (ABS), Electronic Brak traction control, Dynamic Stability Control (DSC) wittrol (DTC) and Electronic Differential Lock Control (DTC) and Electronic DTC	Disc 259 × 10 259 × 1
Rear brakes Diameter Driving stability systems  Steering Steering transmission, overall Tyres Wheels Transmission Type of gearbox Gear ratios II III IV V V VI Reverse gear Final drive ratio Performance Power-to-weight ratio to DIN Output per litre Acceleration 0–1000 m In 4th/5th gear Royal Consumption in EU Cycle Urban Extra-urban	mm Hydraulic two-circuit brake Control (CBC), ASC+T Dynamic Traction Cor  :1  :1 :1 :1 :1 :1 :1 :1 :1 :1 :1 :1 :	Disc 259 × 10 system with anti-lock brakes (ABS), Electronic Brak traction control, Dynamic Stability Control (DSC) wittrol (DTC) and Electronic Differential Lock Control (DTC) and Electronic DTC (DTC) an	Disc 259 × 10 xe Force Distribution (EBD) and Cornering Brake th Brake Assist and Hill Start Assistant, optional: (EDLC). Parking brake acts mechanically on rear wheels eactric power steering (EPS); 2.4 rotations in total 14.1 175 / 65 R15 84H 5.5J × 15 St 6-speed automatic transmission 4.148 2.370 1.556 1.155 0.859 0.686 3.394 4.103 4.103 4.103 4.103 4.103 4.103 4.103 4.104 4.103 4.104
Rear brakes Diameter Driving stability systems  Steering Steering transmission, overall Tyres Wheels Transmission Type of gearbox Gear ratios II III IV V V VI Reverse gear Final drive ratio Performance Power-to-weight ratio to DIN Output per litre Acceleration O-1000 m In 4th/5th gear 80-120 km/h Top speed Fuel Consumption in EU Cycle Urban Extra-urban Composite CO2	mm Hydraulic two-circuit brake Control (CBC), ASC+T Dynamic Traction Cor  :1  :1 :1 :1 :1 :1 :1 :1 :1 :1 :1 :1 :	Disc   259 × 10   25	Disc 259 × 10 xe Force Distribution (EBD) and Cornering Brake th Brake Assist and Hill Start Assistant, optional: (EDLC). Parking brake acts mechanically on rear wheels eactric power steering (EPS); 2.4 rotations in total 14.1 175 / 65 R15 84H 5.5J × 15 St 6-speed automatic transmission 4.148 2.370 1.556 1.155 0.859 0.686 3.394 4.103 4.103 4.103 4.103 4.103 4.103 4.103 4.104 4.103 4.104
Rear brakes Diameter Driving stability systems  Steering Steering transmission, overall Tyres Wheels Transmission Type of gearbox Gear ratios II III IV V V VI Reverse gear Final drive ratio Performance Power-to-weight ratio to DIN Output per litre Acceleration 0-1000 m In 4th/5th gear Top speed Fuel Consumption in EU Cycle Urban Extra-urban Composite CO2 Miscellaneous	mm Hydraulic two-circuit brake Control (CBC), ASC+T Dynamic Traction Cor  :1  :1 :1 :1 :1 :1 :1 :1 :1 :1 :1 :1 :	Disc   259 × 10   259 × 10   System with anti-lock brakes (ABS), Electronic Brak traction control, Dynamic Stability Control (DSC) wittrol (DTC) and Electronic Differential Lock Control (DTC) and Electronic Diff	Disc 259 × 10 ke Force Distribution (EBD) and Cornering Brake th Brake Assist and Hill Start Assistant, optional: (EDLC). Parking brake acts mechanically on rear wheels ectric power steering (EPS); 2.4 rotations in total 14.1 175 / 65 R15 84H 5.5J × 15 St 6-speed automatic transmission 4.148 2.370 1.556 1.155 0.859 0.686 3.394 4.103 4.103 16.7 45.1 13.1 34.8 -/- 174 174 175 175 175 175 175 175 175 175 175 175
Rear brakes Diameter Driving stability systems  Steering Steering transmission, overall Tyres Wheels Transmission Type of gearbox Gear ratios II III IV V V VI Reverse gear Final drive ratio Performance Power-to-weight ratio to DIN Output per litre Acceleration O-1000 m In 4th/5th gear 80-120 km/h Top speed Fuel Consumption in EU Cycle Urban Extra-urban Composite CO2	mm Hydraulic two-circuit brake Control (CBC), ASC+T Dynamic Traction Cor  :1  :1 :1 :1 :1 :1 :1 :1 :1 :1 :1 :1 :	Disc   259 × 10   25	Disc 259 × 10 ke Force Distribution (EBD) and Cornering Brake th Brake Assist and Hill Start Assistant, optional: (EDLC). Parking brake acts mechanically on rear wheels ectric power steering (EPS); 2.4 rotations in total 14.1 175 / 65 R15 84H 5.5 J × 15 St 6-speed automatic transmission 4.148 2.370 1.556 1.155 0.859 0.686 3.394 4.103 16.7 45.1 13.1 34.8 - / - / - 174 174 175 175 175 175 175 175 175 175 175 175
Rear brakes Diameter Driving stability systems  Steering Steering transmission, overall Tyres Wheels Transmission Type of gearbox Gear ratios II III IV V V VI Reverse gear Final drive ratio Performance Power-to-weight ratio to DIN Output per litre Acceleration 0-1000 m In 4th/5th gear Ro-120 km/h Top speed Fuel Consumption in EU Cycle Urban Extra-urban Composite CO <sub>2</sub> Miscellaneous Emission rating	mm Hydraulic two-circuit brake Control (CBC), ASC+T Dynamic Traction Cor  :1  :1 :1 :1 :1 :1 :1 :1 :1 :1 :1 :1 :	Disc   259 × 10   259 × 10   System with anti-lock brakes (ABS), Electronic Brak traction control, Dynamic Stability Control (DSC) wittrol (DTC) and Electronic Differential Lock Control (DTC) and Electronic Diff	th Brake Assist and Hill Start Assistant, optional: (EDLC). Parking brake acts mechanically on rear wheels ectric power steering (EPS); 2.4 rotations in total 14.1 175 / 65 R15 84H 5.5J × 15 St  6-speed automatic transmission 4.148 2.370

 $<sup>^1</sup>$  Weight of the car in road trim (DIN) plus 75 kg for driver and luggage  $^2$  Deviations are possible under certain circumstances.

### **MINI Cooper Convertible.**

Body		MINI Cooper Convertible	MINI Cooper Convertible Automatic
No of doors/seats		2/4	2/4
Length/width/height (unladen)	mm	3723 / 1683 / 1414	3723 / 1683 / 1414
Wheelbase	mm	2467	2467
Track, front/rear	mm	1459 / 1467	1459 / 1467
Turning circle	m	10.7	10.7
Tank capacity	approx. I	40	40
Cooling system incl. heater	арргол. г	5.2	5.2
	I		
Engine oil	<u> </u>	4.2	4.2
Transmission oil incl. drive train		Lifetime	Lifetime
Weight, unladen to DIN/EU <sup>1</sup>	kg	1165 / 1240	1205 / 1280
Max load to DIN	kg	430	430
Max permissible load to DIN	kg	1595	1635
Max axle load, front/rear	kg	845 / 775	880 / 780
Max trailer load <sup>2</sup>			
braked (12%) / unbraked	kg	-/-	-/-
Max roofload/max download	kg	-/-	-/-
Luggage comp to DIN	Ī	125 / 175 / 660	125 / 175 / 660
Air drag $c_x / A / c_x \times A$	-/ m <sup>2</sup> / m <sup>2</sup>	0.35 / 2.00 / 0.70	0.35 / 2.00 / 0.70
Engine	,,	0.007 2.007 0.70	0.007 2.007 0.70
Config/No of cyls/valves		Inline / 4 / 4	Inline / 4 / 4
Engine management	2	MEV 17.2.2	MEV 17.2.2
Capacity	cm <sup>3</sup>	1598	1598
Bore/stroke	mm	77/ 85.8	77/ 85.8
Compression ratio	:1	11	11
Fuel grade	RON	91–98	91–98
Max output	kW/PS	90 / 122	90 / 122
at	min <sup>-1</sup>	6000	6000
Max torque	Nm	160	160
at	min <sup>-1</sup>	4250	4250
Electrical System		1250	1200
	Ah / –	55 / Engine compartment	55 / Engine compartment
Battery/installation		<u>v</u>	<u> </u>
Alternator	A	120	120
Chassis			
Suspension, front			MacPherson spring strut axle with anti-dive control
Suspension, rear		Multi-link axle with aluminium Ion	gitudinal struts and centrally-pivoted control arms
Front brakes		Vented disc	Vented disc
Diameter	mm	280 × 22	280 × 22
Rear brakes		Disc	Disc
Diameter	mm	259 × 10	259 × 10
Driving stability systems	Brake Control (CBC), ASC	+Ť traction control, Dynamic Stability Contro ic Traction Control (DTC) and Electronic Diff	iic Brake Force Distribution (EBD) and Cornering (DSC) with Brake Assist and Hill Start Assistant, erential Lock Control (EDLC). Parking brake acts mechanically on rear wheels
Steering			ectric power steering (EPS); 2.4 rotations in total
Steering transmission, overall	:1	14.1	14.1
Tyres		175 / 65 R15 84H	175 / 65 R15 84H
Wheels		5.5J × 15 LM	5.5J × 15 LM
Transmission			
Type of gearbox		6-gear manual transmission	6-speed automatic transmission
Gear ratios I	:1	3.214	4.148
	:1	1.792	2.370
<u>"</u>	:1	1.194	1.556
V	:1	0.914	1.155
V	:1	0.784	0.859
	:1	0.683	0.686
Reverse gear	:1	3.143	3.394
Final drive ratio	.1	4.353	4.103
Performance			
Power-to-weight ratio to DIN	kg/kW	12.9	13.4
Output per litre	kW/l	56.3	56.3
Acceleration 0–100 km/h	S	9.8	11.1
0–1000 m	S	31.0	32.1
In 4th/5th gear 80–120 km/h	S	10.5 / 13.3	-1-
Top speed	km/h	198	191
Fuel Consumption in EU Cycle			
Urban	I/100 km	7.2	8.9
Extra-urban	I/100 km	4.9	5.3
Composite	I/100 km	5.7	6.6
CO <sub>2</sub>	g/km	133	154
Miscellaneous			
Emission rating		EU5	EU5
Insurance ratings Germany	HPF/VK/TK		
Ground clearance	mm	139	139
a. ca. la cicararioc	11111	103	109

MINI Cooper Convertible

MINI Cooper Convertible Automatic

 $<sup>^1</sup>$  Weight of the car in road trim (DIN) plus 75 kg for driver and luggage  $^2$  Deviations are possible under certain circumstances.

# MINI Cooper S Convertible.

Body		MINI Cooper S Convertible	MINI Cooper S Convertible
No of doors/seats		2/4	Automatic 2 / 4
Length/width/height (unladen)	mm	3729 / 1683 / 1414	3729 / 1683 / 1414
Wheelbase	mm	2467	2467
Track, front/rear	mm	1453 / 1461	1453 / 1461
Turning circle	m	10.7	10.7
Tank capacity	approx. I	50	50
Cooling system incl. heater	<u> </u>	5.2	5.2
Engine oil	l	4.2	4.2
Transmission oil incl. drive train	I	Lifetime	Lifetime
Weight, unladen to DIN/EU <sup>1</sup>	kg	1230 / 1305	1255 / 1330
Max load to DIN	kg	430	430
Max permissible load to DIN	kg	1660	1685
Max axle load, front/rear	kg	885 / 795	905 / 795
Max trailer load <sup>2</sup>		,	,
braked (12%) / unbraked	kg	-1-	
Max roofload/max download	kg	-/-	-/-
Luggage comp to DIN	I	125 / 170 / 660	125 / 170 / 660
Air drag c <sub>x</sub> / A / c <sub>x</sub> × A	-/ m²/ m²	0.37 / 2.00 / 0.74	0.37 / 2.00 / 0.74
Engine		1.2. / 4 / 4	
Config/No of cyls/valves		Inline / 4 / 4	Inline / 4 / 4
Engine management	2	MEVD 17.2.2	MEVD 17.2.2
Capacity	cm <sup>3</sup>	1598	1598
Bore/stroke	mm	77.0 / 85.8	77.0 / 85.8
Compression ratio	:1	10.5	10.5
Fuel grade	RON	91–98	91–98
Max output	kW / PS	135 / 184	135 / 184
at	min <sup>-1</sup>	5500	5500
Max torque	Nm	240 (260)	240 (260)
at	min <sup>-1</sup>	1600 – 5000 (1700 – 4500)	1600 – 5000 (1700 – 4500)
Electrical System	A1 /	55.15	55.15
Battery/installation	Ah / –	55 / Engine compartment	55 / Engine compartment
Alternator	Α	120	120
Chassis		0: 1 :: 114	
Suspension, front			Pherson spring strut axle with anti-dive control
Suspension, rear			idinal struts and centrally-pivoted control arms
Front brakes		Vented disc	Vented disc
Diameter	mm	294 × 22	294 × 22
Rear brakes		Disc	Disc
Diameter Driving stability systems	mm	259 × 10	259 × 10 Brake Force Distribution (EBD) and Cornering
Driving stability systems	Brake Control (CBC), ASC+T t	traction control, Dynamic Stability Control (D Fraction Control (DTC) and Electronic Differe	OSC) with Brake Assist and Hill Start Assistant, ential Lock Control (EDLC). Parking brake acts mechanically on rear wheels
Steering			tric power steering (EPS); 2.4 rotations in total
Steering transmission, overall	:1	14.1	14.1
Tyres		195/55 R16 87V	195/55 R16 87V
Wheels		6.5J × 16 LM	6.5J × 16 LM
Transmission			
Type of gearbox		6-gear manual transmission	6-speed automatic transmission
Gear ratios I	:1	3.308	4.044
<u> </u>	:1	2.130	2.371
	:1	1.483	1.556
IV	:1	1.139	1.159
<u>V</u>	:1	0.949	0.852
VI	:1	0.816	0.672
Reverse gear	:1	3.231	3.193
Final drive ratio	:1	3.706	3.683
Performance		0.1	0.0
Power-to-weight ratio to DIN	kg/kW	9.1	9.3
Output per litre	kW/I	84.5	84.5
Acceleration 0–100 km/h 0–1000 m	S	7.3 27.7	7.6
U=1000 m In 4th/5th gear 80–120 km/h	S	6.2 / 7.5	28.0 - / -
In 4th/5th gear 80–120 km/n Top speed	S km/h	225	220
Fuel Consumption in EU Cycle	km/h	225	
Urban	1/100 lm	7.5	0.1
<u>Urban</u> Extra-urban	/100 km  /100 km	7.5	9.1
		5.1	<u>5.1</u>
Composite	I/100 km	6.0	6.6
CO <sub>2</sub>	g/km	139	153
Miscellaneous		FLIC	FLIE
Emission rating		EU5	EU5
Insurance ratings Germany Ground clearance	HPF/VK/TK mm	130	130

 $<sup>^1</sup>$  Weight of the car in road trim (DIN) plus 75 kg for driver and luggage  $^2$  Deviations are possible under certain circumstances.

### MINI John Cooper Works Convertible.

Body	MI	II John Cooper Works Convertible
No of doors/seats		2/4
Length/width/height (unladen)	mm	3729 / 1683 / 1414
Wheelbase	mm	2467
Track, front/rear	mm	1453 / 1461
Turning circle	m	10.7
Tank capacity	approx. I	50
Cooling system incl. heater		5.2
Engine oil	<u> </u>	4.2
Transmission oil incl. drive train		<u>Lifetime</u> 1230 / 1305
Weight, unladen to DIN/EU <sup>1</sup> Max load to DIN	kg kg	430
Max permissible load to DIN	kg	1660
Max axle load, front/rear	kg	875 / 800
Max trailer load <sup>2</sup>		0101000
braked (12%) / unbraked	kg	-/-
Max roofload/max download	kg	-/-
Luggage comp to DIN	I	125 / 170 / 660
Air drag c <sub>x</sub> / A / c <sub>x</sub> × A	$-/ m^2 / m^2$	0.37 / 2.00 / 0.74
Engine		
Config/No of cyls/valves		Inline / 4 / 4
Engine management		MED 17.2
Capacity	cm <sup>3</sup>	1598
Bore/stroke	mm	77.0 / 85.8
Compression ratio	:1 DOM	10.0
Fuel grade Max output	RON kW/PS	91–98 155 / 211
at at		6000
Max torque	Nm	260 (280)
at	min <sup>-1</sup>	1850 – 5600 (2000 – 5100)
Electrical System	111111	1000 0000 (2000 0100)
Battery/installation	Ah / -	55 / Engine compartment
Alternator	A	120
Chassis		
Suspension, front		Single-joint MacPherson spring strut axle with anti-dive co
Suspension, rear		Multi-link axle with aluminium longitudinal struts and centrally-pivoted control a
Front brakes		Vented disc
Diameter	mm	316 × 22
Rear brakes		Disc
Diameter Driving stability systems	Brake Control (CBC), ASC+T trac	280 × 10  with anti-lock brakes (ABS), Electronic Brake Force Distribution (EBD) and Corne tion control, Dynamic Stability Control (DSC) with Brake Assist and Hill Start Assis tion Control (DTC) and Electronic Differential Lock Control (EDLC). Parking brake mechanically on rear wh
Steering		Electric power steering (EPS); 2.4 rotations in
Steering transmission, overall	:1	14.1
Tyres		205/45 R17 84W
Wheels		7J × 17 LM
Transmission		
Type of gearbox		6-gear manual transmission
Gear ratios I	:1	3.308
II	:1	2.130
III	:1	1.483
IV	:1	1.139
<u>V</u>	.1	0.949
VI	:1	0.816
Reverse gear	:1	3.231
Final drive ratio	:1	3.647
Performance Power-to-weight ratio to DIN	kg/kW	7.0
Power-to-weight ratio to DIN	kW/l	7.9 97.0
Output per litre Acceleration 0–100 km/h		6.9
0–100 m		26.8
In 4th/5th gear 80–120 km/h		5.7 / 6.8
Top speed	km/h	235
Fuel Consumption in EU Cycle		
Urban	l/100 km	9.6
Extra-urban	I/100 km	5.9
EXITA-UIDATI		7.0
Composite	l/100 km	7.3
Composite CO <sub>2</sub>		7.3 169
Composite CO <sub>2</sub> Miscellaneous	l/100 km	169
Composite CO <sub>2</sub> Miscellaneous Emission rating	l/100 km g/km	
Composite  CO <sub>2</sub> Miscellaneous  Emission rating Insurance ratings Germany	l/100 km g/km HPF/VK/TK	169 EU5
Composite CO <sub>2</sub> <b>Miscellaneous</b> Emission rating	l/100 km g/km	169

 $<sup>^1</sup>$  Weight of the car in road trim (DIN) plus 75 kg for driver and luggage  $^2$  Deviations are possible under certain circumstances.

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# MINI Cooper D Convertible.

Body		MINI Cooper D Convertible	MINI Cooper D Cabrio Automatic
No of doors/seats		2/4	2/4
Length/width/height (unladen)	mm	3723 / 1683 / 1414	3723 / 1683 / 1414
Wheelbase	mm	2467	2467
Track, front/rear	mm	1459 / 1467	1459 / 1467
Turning circle	m	10,7	10,7
Tank capacity	approx. l	40	40
Cooling system incl. heater			
Engine oil		5,2	5,2
Transmission oil incl. drive train		5,2 Lifetime	5,2 Lifetime
Weight, unladen to DIN/EU <sup>1</sup>	kg	1200 / 1275	1225 / 1300
Max load to DIN	kg		
		<u>430</u> 1630	
Max permissible load to DIN	kg		
Max axle load, front/rear	kg	875 / 770	905 / 770
Max trailer load <sup>2</sup> braked (12%) / unbraked	kg	-/-	-1-
Max roofload/max download		-/-	
	kg	· · · · · · · · · · · · · · · · · · ·	
Luggage comp to DIN	1 2 1 2	125 / 170 - 660	125 / 170 - 660
Air drag c <sub>x</sub> / A / c <sub>x</sub> × A	-/m²/m²	0,35 / 2,01 / 0,70	0,35 / 2,01 / 0,70
Engine			
Config/No of cyls/valves		Inline / 4 / 4	Inline / 4 / 4
Engine management		DDE 7.01	DDE 7.2.1
Capacity	cm <sup>3</sup>	1598	1995
Bore/stroke	mm	78/ 83,6	84/90
Compression ratio	:1	16,5	16,5
Fuel grade	RON	Diesel	Diesel
Max output	kW/PS	82 / 112	82 / 111
at	min <sup>-1</sup>	4000	4000
Max torque	Nm	270	270
at	min <sup>-1</sup>	1750-2250	1750–2250
<u> </u>	min <sup>-1</sup>	1750–2250	1750–2250
at	min <sup>-1</sup> Ah / -	1750–2250 70 / Engine compartment	1750–2250 70 / Engine compartment
at Electrical System			
at <b>Electrical System</b> Battery/installation	Ah / –	70 / Engine compartment	70 / Engine compartment
at  Electrical System  Battery/installation  Alternator  Chassis	Ah / –	70 / Engine compartment 150	70 / Engine compartment 150
at  Electrical System  Battery/installation  Alternator  Chassis  Suspension, front	Ah / –	70 / Engine compartment 150 Single-	70 / Engine compartment 150 -joint MacPherson spring strut axle with anti-dive control
at  Electrical System  Battery/installation  Alternator  Chassis  Suspension, front Suspension, rear	Ah / –	70 / Engine compartment 150 Single- Multi-link axle with aluminiu	70 / Engine compartment 150 -joint MacPherson spring strut axle with anti-dive control Im longitudinal struts and centrally-pivoted control arms
at  Electrical System  Battery/installation  Alternator  Chassis  Suspension, front Suspension, rear  Front brakes	Ah / – A	70 / Engine compartment 150 Single- Multi-link axle with aluminiu Vented disc	70 / Engine compartment 150 -joint MacPherson spring strut axle with anti-dive control Im longitudinal struts and centrally-pivoted control arms Vented disc t
at  Electrical System  Battery/installation  Alternator  Chassis  Suspension, front  Suspension, rear  Front brakes  Diameter	Ah / –	70 / Engine compartment 150 Single- Multi-link axle with aluminiu Vented disc 280 × 22	70 / Engine compartment 150 -joint MacPherson spring strut axle with anti-dive control um longitudinal struts and centrally-pivoted control arms Vented disc t 280 × 22
at  Electrical System  Battery/installation  Alternator  Chassis  Suspension, front  Suspension, rear  Front brakes  Diameter  Rear brakes	Ah / – A	70 / Engine compartment 150 Single- Multi-link axle with aluminiu Vented disc 280 × 22 Disc	70 / Engine compartment 150 -joint MacPherson spring strut axle with anti-dive control Im longitudinal struts and centrally-pivoted control arms Vented disc t 280 × 22 Disc
at  Electrical System  Battery/installation  Alternator  Chassis  Suspension, front  Suspension, rear  Front brakes  Diameter  Rear brakes  Diameter	Ah / - A	70 / Engine compartment 150 Single- Multi-link axle with aluminiu Vented disc 280 × 22 Disc 259 × 10	70 / Engine compartment 150  -joint MacPherson spring strut axle with anti-dive control am longitudinal struts and centrally-pivoted control arms  Vented disc t 280 × 22  Disc 259 × 10
at  Electrical System  Battery/installation  Alternator  Chassis  Suspension, front  Suspension, rear  Front brakes  Diameter  Rear brakes	Ah / – A  mm  Hydraulic two-circ Brake Control (CB	70 / Engine compartment 150  Single- Multi-link axle with aluminiu  Vented disc 280 × 22 Disc 259 × 10  uit brake system with anti-lock brakes (ABS), E	70 / Engine compartment 150 -joint MacPherson spring strut axle with anti-dive control Im longitudinal struts and centrally-pivoted control arms Vented disc t 280 × 22 Disc
at  Electrical System  Battery/installation  Alternator  Chassis  Suspension, front  Suspension, rear  Front brakes  Diameter  Rear brakes  Diameter  Driving stability systems	Ah / – A  mm  Hydraulic two-circ Brake Control (CB	70 / Engine compartment 150  Single- Multi-link axle with aluminiu  Vented disc 280 × 22 Disc 259 × 10  uit brake system with anti-lock brakes (ABS), E	70 / Engine compartment 150  -joint MacPherson spring strut axle with anti-dive control Im longitudinal struts and centrally-pivoted control arms  Vented disc t 280 × 22  Disc 259 × 10  lectronic Brake Force Distribution (EBD) and Cornering Control (DSC) with Brake Assist and Hill Start Assistant, nic Differential Lock Control (EDLC), Parking brake acts mechanically on rear wheels
at  Electrical System  Battery/installation  Alternator  Chassis  Suspension, front  Suspension, rear  Front brakes  Diameter  Rear brakes  Diameter  Driving stability systems  Steering  Steering transmission, overall	Mh / – A A  Mm  Mm  Hydraulic two-circ Brake Control (CB optiona	70 / Engine compartment 150 Single- Multi-link axle with aluminiu Vented disc 280 × 22 Disc 259 × 10 uit brake system with anti-lock brakes (ABS), E IC), ASC+T traction control, Dynamic Stability (Is) Bynamic Traction Control (DTC) and Electron	70 / Engine compartment 150  -joint MacPherson spring strut axle with anti-dive control Im longitudinal struts and centrally-pivoted control arms  Vented disc t 280 × 22  Disc 259 × 10  lectronic Brake Force Distribution (EBD) and Cornering Control (DSC) with Brake Assist and Hill Start Assistant, nic Differential Lock Control (EDLC). Parking brake acts mechanically on rear wheels Electric power steering (EPS); 2.4 rotations in total
at  Electrical System  Battery/installation  Alternator  Chassis  Suspension, front  Suspension, rear  Front brakes  Diameter  Rear brakes  Diameter  Driving stability systems  Steering  Steering transmission, overall  Tyres	Mh / – A A  Mm  Mm  Hydraulic two-circ Brake Control (CB optiona	70 / Engine compartment 150  Single- Multi-link axle with aluminiu.  Vented disc 280 × 22 Disc 259 × 10  uit brake system with anti-lock brakes (ABS), E IC), ASC+T traction control, Dynamic Stability ( al: Dynamic Traction Control (DTC) and Electron  14,1  175 / 65 R15 84H	70 / Engine compartment 150  -joint MacPherson spring strut axle with anti-dive control am longitudinal struts and centrally-pivoted control arms  Vented disc t 280 × 22  Disc 259 × 10  lectronic Brake Force Distribution (EBD) and Cornering Control (DSC) with Brake Assist and Hill Start Assistant, nic Differential Lock Control (EDLC). Parking brake acts mechanically on rear wheels  Electric power steering (EPS); 2.4 rotations in total 14,1 175 / 65 R15 84H
at  Electrical System  Battery/installation  Alternator  Chassis  Suspension, front  Suspension, rear  Front brakes  Diameter  Rear brakes  Diameter  Driving stability systems  Steering  Steering transmission, overall  Tyres  Wheels	Mh / – A A  Mm  Mm  Hydraulic two-circ Brake Control (CB optiona	70 / Engine compartment 150 Single- Multi-link axle with aluminiu Vented disc 280 × 22 Disc 259 × 10 uit brake system with anti-lock brakes (ABS), E IC), ASC+T traction control, Dynamic Stability (Is) Bynamic Traction Control (DTC) and Electron	70 / Engine compartment 150  -joint MacPherson spring strut axle with anti-dive control Im longitudinal struts and centrally-pivoted control arms  Vented disc t 280 × 22  Disc 259 × 10  lectronic Brake Force Distribution (EBD) and Cornering Control (DSC) with Brake Assist and Hill Start Assistant, nic Differential Lock Control (EDLC). Parking brake acts mechanically on rear wheels Electric power steering (EPS); 2.4 rotations in total
at  Electrical System  Battery/installation  Alternator  Chassis  Suspension, front Suspension, rear  Front brakes  Diameter  Rear brakes  Diameter  Driving stability systems  Steering  Steering transmission, overall  Tyres  Wheels  Transmission	Mh / – A A  Mm  Mm  Hydraulic two-circ Brake Control (CB optiona	70 / Engine compartment 150  Single- Multi-link axle with aluminiu  Vented disc 280 × 22 Disc 259 × 10 uit brake system with anti-lock brakes (ABS), E (C), ASC+T traction control, Dynamic Stability 0 II: Dynamic Traction Control (DTC) and Electror  14,1 175 / 65 R15 84H 5,5J × 15 LM	70 / Engine compartment 150  Lijoint MacPherson spring strut axle with anti-dive control Im longitudinal struts and centrally-pivoted control arms Vented disc t 280 × 22 Disc 259 × 10  Lectronic Brake Force Distribution (EBD) and Cornering Control (DSC) with Brake Assist and Hill Start Assistant, nic Differential Lock Control (EDLC). Parking brake acts mechanically on rear wheels Electric power steering (EPS); 2.4 rotations in total 14,1 175 / 65 R15 84H 5,5J × 15 LM
at  Electrical System  Battery/installation  Alternator  Chassis  Suspension, front Suspension, rear  Front brakes  Diameter  Rear brakes  Diameter  Driving stability systems  Steering Steering transmission, overall Tyres Wheels  Transmission Type of gearbox	mm mm Hydraulic two-circ Brake Control (CE optiona	70 / Engine compartment 150  Single- Multi-link axle with aluminiu  Vented disc 280 × 22 Disc 259 × 10 uit brake system with anti-lock brakes (ABS), E (C), ASC+T traction control, Dynamic Stability (al: Dynamic Traction Control (DTC) and Electror  14,1 175 / 65 R15 84H 5,5J × 15 LM  6-gear manual transmission	70 / Engine compartment 150  i-joint MacPherson spring strut axle with anti-dive control im longitudinal struts and centrally-pivoted control arms  Vented disc t 280 × 22  Disc 259 × 10  lectronic Brake Force Distribution (EBD) and Cornering Control (DSC) with Brake Assist and Hill Start Assistant, nic Differential Lock Control (EDLC). Parking brake acts mechanically on rear wheels Electric power steering (EPS); 2.4 rotations in total 14,1 175 / 65 R15 84H 5,5J × 15 LM 6-speed automatic transmission
at  Electrical System  Battery/installation  Alternator  Chassis  Suspension, front Suspension, rear  Front brakes  Diameter  Rear brakes  Diameter  Driving stability systems  Steering Steering transmission, overall Tyres  Wheels  Transmission Type of gearbox  Gear ratios	mm mm Hydraulic two-circ Brake Control (CE options :1	70 / Engine compartment 150 Single- Multi-link axle with aluminiu Vented disc 280 × 22 Disc 259 × 10 uit brake system with anti-lock brakes (ABS), E IC), ASC+T traction control, Dynamic Stability C II: Dynamic Traction Control (DTC) and Electror 14,1 175 / 65 R15 84H 5,5J × 15 LM 6-gear manual transmission 3,308	70 / Engine compartment 150  Lipint MacPherson spring strut axle with anti-dive control Im longitudinal struts and centrally-pivoted control arms  Vented disc t 280 × 22  Disc 259 × 10  Lectronic Brake Force Distribution (EBD) and Cornering Control (DSC) with Brake Assist and Hill Start Assistant, nic Differential Lock Control (EDLC). Parking brake acts mechanically on rear wheels  Electric power steering (EPS); 2.4 rotations in total 14,1 175 / 65 R15 84H 5,5J × 15 LM  6-speed automatic transmission 4,044
at  Electrical System  Battery/installation  Alternator  Chassis  Suspension, front Suspension, rear  Front brakes  Diameter  Rear brakes  Diameter  Driving stability systems  Steering Steering transmission, overall Tyres  Wheels  Transmission  Type of gearbox  Gear ratios  I	Mh / – A A A A A A A A A A A A A A A A A A A	70 / Engine compartment 150  Single- Multi-link axle with aluminiu  Vented disc 280 × 22  Disc 259 × 10  uit brake system with anti-lock brakes (ABS), E IC), ASC+T traction control, Dynamic Stability C II: Dynamic Traction Control (DTC) and Electror  14,1  175 / 65 R15 84H  5,5J × 15 LM  6-gear manual transmission 3,308 1,870	70 / Engine compartment 150  Lipint MacPherson spring strut axle with anti-dive control Im longitudinal struts and centrally-pivoted control arms  Vented disc t 280 × 22  Disc 259 × 10  Lectronic Brake Force Distribution (EBD) and Cornering Control (DSC) with Brake Assist and Hill Start Assistant, nic Differential Lock Control (EDLC). Parking brake acts mechanically on rear wheels  Electric power steering (EPS); 2.4 rotations in total 14,1 175 / 65 R15 84H 5,5J × 15 LM  6-speed automatic transmission 4,044 2,371
at  Electrical System  Battery/installation  Alternator  Chassis  Suspension, front Suspension, rear  Front brakes Diameter  Rear brakes Diameter  Driving stability systems  Steering Steering transmission, overall Tyres Wheels  Transmission Type of gearbox Gear ratios  I	Ah / – A A A A A A A A A A A A A A A A A A A	70 / Engine compartment 150  Single- Multi-link axle with aluminiu  Vented disc 280 × 22  Disc 259 × 10  uit brake system with anti-lock brakes (ABS), F (C), ASC+T traction control, Dynamic Stability al: Dynamic Traction Control (DTC) and Electror  14,1  175 / 65 R15 84H 5,5J × 15 LM  6-gear manual transmission 3,308 1,870 1,194	70 / Engine compartment 150  Goint MacPherson spring strut axle with anti-dive control Im longitudinal struts and centrally-pivoted control arms  Vented disc to 280 × 22  Disc 259 × 10  Rectronic Brake Force Distribution (EBD) and Cornering Control (DSC) with Brake Assist and Hill Start Assistant, nic Differential Lock Control (EDLC). Parking brake acts mechanically on rear wheels  Electric power steering (EPS); 2.4 rotations in total 14,1 175 / 65 R15 84H 5,5J × 15 LM 6-speed automatic transmission 4,044 2,371 1,556
Battery/installation Alternator Chassis Suspension, front Suspension, rear Front brakes Diameter Rear brakes Diameter Driving stability systems Steering Steering transmission, overall Tyres Wheels Transmission Type of gearbox Gear ratios I	Mh / – A A A A A A A A A A A A A A A A A A A	70 / Engine compartment 150  Single- Multi-link axle with aluminiu.  Vented disc 280 × 22  Disc 259 × 10  uit brake system with anti-lock brakes (ABS), E IC), ASC+T traction control, Dynamic Stability (Id.: Dynamic Traction Control (DTC) and Electror  14,1 175 / 65 R15 84H 5,5J × 15 LM  6-gear manual transmission 3,308 1,870 1,194 0,872	70 / Engine compartment 150
Battery/installation Alternator Chassis Suspension, front Suspension, rear Front brakes Diameter Rear brakes Diameter Driving stability systems Steering Steering transmission, overall Tyres Wheels Transmission Type of gearbox Gear ratios II III IV V	Ah / – A  Ah / A  Ah / – A  Ah / A  Ah / – A  Ah /	70 / Engine compartment 150  Single- Multi-link axle with aluminiu.  Vented disc 280 × 22  Disc 259 × 10  uit brake system with anti-lock brakes (ABS), E IC), ASC+T traction control, Dynamic Stability (II): Dynamic Traction Control (DTC) and Electror  14,1  175 / 65 R15 84H 5,5J × 15 LM  6-gear manual transmission 3,308 1,870 1,194 0,872 0,721	70 / Engine compartment 150  -joint MacPherson spring strut axle with anti-dive control am longitudinal struts and centrally-pivoted control arms  Vented disc t 280 × 22  Disc 259 × 10  lectronic Brake Force Distribution (EBD) and Cornering Control (DSC) with Brake Assist and Hill Start Assistant, nic Differential Lock Control (EDLC), Parking brake acts mechanically on rear wheels  Electric power steering (EPS); 2.4 rotations in total 14,1 175 / 65 R15 84H 5,5J × 15 LM  6-speed automatic transmission 4,044 2,371 1,556 1,159 0,852
at  Electrical System  Battery/installation  Alternator  Chassis  Suspension, front Suspension, rear  Front brakes  Diameter Rear brakes  Diameter  Driving stability systems  Steering Steering transmission, overall Tyres Wheels  Transmission Type of gearbox  Gear ratios  I  III  IV  V	Ah / – A A A A A A A A A A A A A A A A A A A	70 / Engine compartment 150  Single- Multi-link axle with aluminiu  Vented disc 280 × 22  Disc 259 × 10  uit brake system with anti-lock brakes (ABS), E IC), ASC+T traction control, Dynamic Stability (Id) and Electror  14,1 175 / 65 R15 84H 5,5J × 15 LM  6-gear manual transmission 3,308 1,870 1,194 0,872 0,721 0,596	70 / Engine compartment 150  -joint MacPherson spring strut axle with anti-dive control am longitudinal struts and centrally-pivoted control arms  Vented disc 280 × 22  Disc 259 × 10  lectronic Brake Force Distribution (EBD) and Cornering Control (DSC) with Brake Assist and Hill Start Assistant, nic Differential Lock Control (EDLC), Parking brake acts mechanically on rear wheels  Electric power steering (EPS); 2.4 rotations in total 14,1 175 / 65 R15 84H 5,5J × 15 LM  6-speed automatic transmission 4,044 2,371 1,556 1,159 0,852 0,672
Battery/installation Alternator Chassis Suspension, front Suspension, rear Front brakes Diameter Rear brakes Diameter Driving stability systems  Steering Steering transmission, overall Tyres Wheels Transmission Type of gearbox Gear ratios I III III IV V Reverse gear	Ah / – A  Ah / A	70 / Engine compartment 150  Single- Multi-link axle with aluminiu.  Vented disc 280 × 22  Disc 259 × 10  uit brake system with anti-lock brakes (ABS), E IC), ASC+T traction control, Dynamic Stability (II) III: Dynamic Traction Control (DTC) and Electron  14,1  175 / 65 R15 84H 5,5J × 15 LM  6-gear manual transmission 3,308 1,870 1,194 0,872 0,721 0,596 3,231	70 / Engine compartment 150  -joint MacPherson spring strut axle with anti-dive control am longitudinal struts and centrally-pivoted control arms  Vented disc 280 × 22  Disc 259 × 10  lectronic Brake Force Distribution (EBD) and Cornering Control (DSC) with Brake Assist and Hill Start Assistant, nic Differential Lock Control (EDLC), Parking brake acts mechanically on rear wheels  Electric power steering (EPS); 2.4 rotations in total 14,1 175 / 65 R15 84H 5,5J × 15 LM  6-speed automatic transmission 4,044 2,371 1,556 1,159 0,852 0,672 3,193
at  Electrical System  Battery/installation  Alternator  Chassis  Suspension, front Suspension, rear  Front brakes Diameter  Rear brakes Diameter  Driving stability systems  Steering Steering transmission, overall Tyres Wheels  Transmission Type of gearbox Gear ratios  II  III  IV  V  VI  Reverse gear Final drive ratio	Ah / – A  Ah / A  Ah / – A  Ah / A  Ah / – A  Ah /	70 / Engine compartment 150  Single- Multi-link axle with aluminiu  Vented disc 280 × 22  Disc 259 × 10  uit brake system with anti-lock brakes (ABS), E IC), ASC+T traction control, Dynamic Stability (Id) and Electror  14,1 175 / 65 R15 84H 5,5J × 15 LM  6-gear manual transmission 3,308 1,870 1,194 0,872 0,721 0,596	70 / Engine compartment 150  -joint MacPherson spring strut axle with anti-dive control am longitudinal struts and centrally-pivoted control arms  Vented disc t 280 × 22  Disc 259 × 10  lectronic Brake Force Distribution (EBD) and Cornering Control (DSC) with Brake Assist and Hill Start Assistant, nic Differential Lock Control (EDLC), Parking brake acts mechanically on rear wheels  Electric power steering (EPS); 2.4 rotations in total 14,1 175 / 65 R15 84H 5,5J × 15 LM  6-speed automatic transmission 4,044 2,371 1,556 1,159 0,852 0,672
Electrical System Battery/installation Alternator Chassis Suspension, front Suspension, rear Front brakes Diameter Rear brakes Diameter Driving stability systems  Steering Steering transmission, overall Tyres Wheels Transmission Type of gearbox Gear ratios II III IV V VI Reverse gear Final drive ratio Performance	Ah / – A  Ah / A  Ah / – A  Ah / A  Ah / – A  Ah /	70 / Engine compartment 150  Single- Multi-link axle with aluminiu.  Vented disc 280 × 22  Disc 259 × 10  uit brake system with anti-lock brakes (ABS), E IC), ASC+T traction control, Dynamic Stability (II) III: Dynamic Traction Control (DTC) and Electron  14,1  175 / 65 R15 84H 5,5J × 15 LM  6-gear manual transmission 3,308 1,870 1,194 0,872 0,721 0,596 3,231	70 / Engine compartment 150  -joint MacPherson spring strut axle with anti-dive control am longitudinal struts and centrally-pivoted control arms  Vented disc t 280 × 22  Disc 259 × 10  lectronic Brake Force Distribution (EBD) and Cornering Control (DSC) with Brake Assist and Hill Start Assistant, nic Differential Lock Control (EDLC), Parking brake acts mechanically on rear wheels  Electric power steering (EPS); 2.4 rotations in total 14,1  175 / 65 R15 84H 5,5J × 15 LM  6-speed automatic transmission 4,044 2,371 1,556 1,159 0,852 0,672 3,193 3,683
Battery/installation Alternator Chassis Suspension, front Suspension, rear Front brakes Diameter Rear brakes Diameter Driving stability systems  Steering Steering transmission, overall Tyres Wheels Transmission Type of gearbox Gear ratios II III IV V VI Reverse gear Final drive ratio Performance Power-to-weight ratio to DIN	Ah / – A A A A A A A A A A A A A A A A A A A	70 / Engine compartment 150  Single- Multi-link axle with aluminiu.  Vented disc 280 × 22  Disc 259 × 10  uit brake system with anti-lock brakes (ABS), E IC), ASC+T traction control, Dynamic Stability (I) Id: Dynamic Traction Control (DTC) and Electron 14,1 175 / 65 R15 84H 5,5J × 15 LM  6-gear manual transmission 3,308 1,870 1,194 0,872 0,721 0,596 3,231 3,474	70 / Engine compartment 150  -joint MacPherson spring strut axle with anti-dive control am longitudinal struts and centrally-pivoted control arms  Vented disc t  280 × 22  Disc  259 × 10  lectronic Brake Force Distribution (EBD) and Cornering Control (DSC) with Brake Assist and Hill Start Assistant, nic Differential Lock Control (EDLC), Parking brake acts mechanically on rear wheels  Electric power steering (EPS); 2.4 rotations in total  14,1  175 / 65 R15 84H  5,5J × 15 LM  6-speed automatic transmission  4,044  2,371  1,556  1,159  0,852  0,672  3,193  3,683
at  Electrical System  Battery/installation  Alternator  Chassis  Suspension, front Suspension, rear  Front brakes Diameter  Rear brakes Diameter  Driving stability systems  Steering Steering transmission, overall Tyres  Wheels  Transmission Type of gearbox Gear ratios  II  III  III  V  V  VI  Reverse gear  Final drive ratio  Performance Power-to-weight ratio to DIN	Ah / – A  Ah / A  Ah / – A  Ah / A  Ah / – A  Ah /	70 / Engine compartment 150  Single- Multi-link axle with aluminiu  Vented disc 280 × 22  Disc 259 × 10  uit brake system with anti-lock brakes (ABS), E IC), ASC+T traction control, Dynamic Stability (II) ali Dynamic Traction Control (DTC) and Electron  14,1  175 / 65 R15 84H 5,5J × 15 LM  6-gear manual transmission 3,308 1,870 1,194 0,872 0,721 0,596 3,231 3,474	70 / Engine compartment 150  -joint MacPherson spring strut axle with anti-dive control am longitudinal struts and centrally-pivoted control arms  Vented disc t 280 × 22  Disc 259 × 10  lectronic Brake Force Distribution (EBD) and Cornering Control (DSC) with Brake Assist and Hill Start Assistant, nic Differential Lock Control (EDLC), Parking brake acts mechanically on rear wheels  Electric power steering (EPS); 2.4 rotations in total 14,1  175 / 65 R15 84H 5,5J × 15 LM  6-speed automatic transmission 4,044 2,371 1,556 1,159 0,852 0,672 3,193 3,683
at  Electrical System  Battery/installation  Alternator  Chassis  Suspension, front Suspension, rear  Front brakes Diameter  Rear brakes Diameter  Driving stability systems  Steering Steering transmission, overall Tyres Wheels  Transmission Type of gearbox Gear ratios  II  III  IV  V  VI  Reverse gear Final drive ratio	Mh / - A A A A A A A A A A A A A A A A A A A	70 / Engine compartment 150  Single- Multi-link axle with aluminiu.  Vented disc 280 × 22  Disc 259 × 10  uit brake system with anti-lock brakes (ABS), E IC), ASC+T traction control, Dynamic Stability (I) Id: Dynamic Traction Control (DTC) and Electron 14,1 175 / 65 R15 84H 5,5J × 15 LM  6-gear manual transmission 3,308 1,870 1,194 0,872 0,721 0,596 3,231 3,474	70 / Engine compartment 150  -joint MacPherson spring strut axle with anti-dive control am longitudinal struts and centrally-pivoted control arms  Vented disc t  280 × 22  Disc  259 × 10  lectronic Brake Force Distribution (EBD) and Cornering Control (DSC) with Brake Assist and Hill Start Assistant, nic Differential Lock Control (EDLC), Parking brake acts mechanically on rear wheels  Electric power steering (EPS); 2.4 rotations in total  14,1  175 / 65 R15 84H  5,5J × 15 LM  6-speed automatic transmission  4,044  2,371  1,556  1,159  0,852  0,672  3,193  3,683
at  Electrical System  Battery/installation  Alternator  Chassis  Suspension, front  Suspension, rear  Front brakes  Diameter  Rear brakes  Diameter  Driving stability systems  Steering  Steering transmission, overall  Tyres  Wheels  Transmission  Type of gearbox  Gear ratios  I  III  III  IV  V  VI  Reverse gear  Final drive ratio  Performance  Power-to-weight ratio to DIN  Output per litre	Mh / - A A A A A A A A A A A A A A A A A A A	70 / Engine compartment 150  Single- Multi-link axle with aluminiu  Vented disc 280 × 22  Disc 259 × 10  uit brake system with anti-lock brakes (ABS), E IC), ASC+T traction control, Dynamic Stability (II) ali Dynamic Traction Control (DTC) and Electron  14,1  175 / 65 R15 84H 5,5J × 15 LM  6-gear manual transmission 3,308 1,870 1,194 0,872 0,721 0,596 3,231 3,474	70 / Engine compartment 150  -joint MacPherson spring strut axle with anti-dive control am longitudinal struts and centrally-pivoted control arms  Vented disc t  280 × 22  Disc  259 × 10  lectronic Brake Force Distribution (EBD) and Cornering Control (DSC) with Brake Assist and Hill Start Assistant, nic Differential Lock Control (EDLC), Parking brake acts mechanically on rear wheels  Electric power steering (EPS); 2.4 rotations in total  14,1  175 / 65 R15 84H  5,5J × 15 LM  6-speed automatic transmission  4,044  2,371  1,556  1,159  0,852  0,672  3,193  3,683
at  Electrical System  Battery/installation  Alternator  Chassis  Suspension, front  Suspension, rear  Front brakes  Diameter  Rear brakes  Diameter  Driving stability systems  Steering  Steering transmission, overall  Tyres  Wheels  Transmission  Type of gearbox  Gear ratios  II  III  IV  V  VI  Reverse gear  Final drive ratio  Performance  Power-to-weight ratio to DIN  Output per litre  Acceleration  O-100 km/l	### A #### A ### A #### A ### A #### A ### A #### A ### A ### A ### A ### A #### A #### A ### A ### A ### A #### A #### A ##### A ######	70 / Engine compartment 150  Single- Multi-link axle with aluminiu  Vented disc 280 × 22  Disc 259 × 10  uit brake system with anti-lock brakes (ABS), E IC), ASC+T traction control, Dynamic Stability (II) Bynamic Traction Control (DTC) and Electron  14,1 175 / 65 R15 84H 5,5J × 15 LM  6-gear manual transmission 3,308 1,870 1,194 0,872 0,721 0,596 3,231 3,474  14,6 51,3 10,3	70 / Engine compartment 150  -joint MacPherson spring strut axle with anti-dive control am longitudinal struts and centrally-pivoted control arms  Vented disc t 280 × 22

#### MINI

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Fuel Consumption in EU Cycle			
Urban	l/100 km	4,5	7
Extra-urban	l/100 km	3,7	4,3
Composite	l/100 km	4,0	5,3
CO <sub>2</sub>	g/km	105	140
Miscellaneous			
Emission rating		EU5	EU5
Insurance ratings Germany	HPF/VK/TK	16/ 20/ 22	16/ 20/ 22
Ground clearance	mm	139	139

 $<sup>^1</sup>$  Weight of the car in road trim (DIN) plus 75 kg for driver and luggage.  $^2$  Deviations are possible under certain circumstances.

MINI Media Information

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# MINI Cooper SD Convertible.

Body		MINI Cooper SD Convertible	MINI Cooper SD Convertible Automatic
No of doors/seats		2/4	Automatic 2/4
Length/width/height (unladen)	mm		
Wheelbase	mm	3729 / 1683 / 1414	3729 / 1683 / 1414
Track, front/rear	mm	<u>2467</u> 1459 / 1467	2467 1459 / 1467
Turning circle	m	10.7	14397 1407
		40	40
Tank capacity	approx. l		
Cooling system incl. heater		5.4	5.4
Engine oil	<u> </u>	5.2	5.2
Transmission oil incl. drive train	l	Lifetime	Lifetim
Weight, unladen to DIN/EU1	kg	1250 / 1325	1265 / 1340
Max load to DIN	kg	430	430
Max permissible load to DIN	kg	1680	169
Max axle load, front/rear	kg	905 / 790	925 / 79
Max trailer load <sup>2</sup>	kg	-/-	-1
braked (12%) / unbraked	Ng .	,	,
Max roofload/max download	kg	-1-	-/
Luggage comp to DIN			105 / 170 . 66
Air drag c <sub>x</sub> / A / c <sub>x</sub> × A	-/m²/m²	125 / 170 - 660 0.37 / 2.02 / 0.75	125 / 170 - 66 0.37 / 2.02 / 0.7
	-/111 /111	0.3112.0210.13	0.3772.0270.7
Engine		1.5. 7474	11: / 4 /
Config/No of cyls/valves		Inline / 4 / 4	Inline / 4 /
Engine management		MEVD 7.2.1	MEVD 7.2.
Capacity	cm <sup>3</sup>	1995	199
Bore/stroke	mm	84 /90	84 /9
Compression ratio	:1	16,5	16,
Fuel grade	RON	Diesel	Diese
Max output	kW / hp	105 / 143	105 / 14
at	min <sup>-1</sup>	4000	400
Max torque	Nm	305	305
at	min <sup>-1</sup>	1750 – 2700	1750 – 2700
Electrical system			
Battery/installation	Ah / –	70 / Engine compartment	70 / Engine compartmen
Alternator	A	150	150
Chassis			
Suspension, front		Single-joint MacPherso	on spring strut axle with anti-dive contro
Suspension, rear		Multi-link axle with aluminium longitudinal s	
Front brakes		Vented disc	Vented disc
Diameter	mm	280 × 22	280 × 23
Rear brakes		Disc	Dis
Diameter	mm	259 × 10	259 × 10
Driving stability systems	Brake Control (CBC), ASC+T tracti	with anti-lock brakes (ABS), Electronic Brake ion control, Dynamic Stability Control (DSC) w ion Control (DTC) and Electronic Differential L	ith Brake Assist and Hill Start Assistant
Steering			mechanically on rear wheel
Steering transmission, overall		Electric po	mechanically on rear wheel
	:1	Electric po	mechanically on rear wheel wer steering (EPS); 2.4 rotations in total
Tyres	:1		mechanically on rear wheel wer steering (EPS); 2.4 rotations in total 14,
Tyres Wheels	:1	14,1 195/55 R16 87V	mechanically on rear wheel wer steering (EPS); 2.4 rotations in tota 14, 195/55 R16 87
Wheels	:1	14,1	mechanically on rear wheel wer steering (EPS); 2.4 rotations in tota 14, 195/55 R16 87
Wheels Transmission	:1	14,1 195/55 R16 87V 6.5J × 16 LM	mechanically on rear wheel wer steering (EPS); 2.4 rotations in tota 14, 195/55 R16 87 6.5J × 16 LN
Wheels <b>Transmission</b> Type of gearbox		14,1 195/55 R16 87V 6.5J × 16 LM 6-gear manual transmission	mechanically on rear wheel wer steering (EPS); 2.4 rotations in tota 14, 195/55 R16 87 6.5J × 16 LN 6-speed automatic transmissio
Wheels Transmission Type of gearbox Gear ratios I	:1	14,1 195/55 R16 87V 6.5J × 16 LM 6-gear manual transmission 3.308	mechanically on rear wheel wer steering (EPS); 2.4 rotations in tota 14, 195/55 R16 87 6.5J × 16 LN 6-speed automatic transmissio 4.04
Wheels Transmission Type of gearbox Gear ratios	:1 :1	14,1 195/55 R16 87V 6.5J × 16 LM 6-gear manual transmission 3.308 1,870	mechanically on rear wheel wer steering (EPS); 2.4 rotations in tota 14, 195/55 R16 87 6.5J × 16 LN 6-speed automatic transmissio 4.04. 2.37
Wheels Transmission Type of gearbox Gear ratios	:1 :1 :1	14,1 195/55 R16 87V 6.5J × 16 LM 6-gear manual transmission 3.308 1,870 1,194	mechanically on rear wheel wer steering (EPS); 2.4 rotations in tota 14, 195/55 R16 87 6.5J × 16 LN 6-speed automatic transmissio 4.04. 2.37 1.55
Wheels Transmission Type of gearbox Gear ratios	:1 :1 :1 :1	14,1 195/55 R16 87V 6.5J × 16 LM 6-gear manual transmission 3.308 1,870 1,194 0,872	mechanically on rear wheel wer steering (EPS); 2.4 rotations in tota 14, 195/55 R16 87 6.5J × 16 LN 6-speed automatic transmissio 4.04. 2.37 1.55
Wheels Transmission Type of gearbox Gear ratios	:1 :1 :1	14,1 195/55 R16 87V 6.5J × 16 LM 6-gear manual transmission 3.308 1,870 1,194	mechanically on rear wheel wer steering (EPS); 2.4 rotations in tota 14, 195/55 R16 87 6.5J × 16 LN 6-speed automatic transmissio 4.04. 2.37 1.55
Wheels Transmission Type of gearbox Gear ratios I II III IV	:1 :1 :1 :1	14,1 195/55 R16 87V 6.5J × 16 LM 6-gear manual transmission 3.308 1,870 1,194 0,872	mechanically on rear wheel wer steering (EPS); 2.4 rotations in tota 14, 195/55 R16 87 6.5J × 16 LN 6-speed automatic transmissio 4.04. 2.37 1.55 1.15 0.85
Wheels  Transmission  Type of gearbox  Gear ratios	11 11 11 11 11 11	14,1 195/55 R16 87V 6.5J × 16 LM 6-gear manual transmission 3.308 1,870 1,194 0,872 0,721 0,596	mechanically on rear wheel wer steering (EPS); 2.4 rotations in tota 14, 195/55 R16 87 6.5J × 16 LN 6-speed automatic transmission 4.04 2.37 1.55 1.155 0.855 0.672
Wheels  Transmission  Type of gearbox  Gear ratios	:1 :1 :1 :1 :1 :1 :1 :1	14,1 195/55 R16 87V 6.5J × 16 LM 6-gear manual transmission 3.308 1,870 1,194 0,872 0,721 0,596 3,231	mechanically on rear wheel wer steering (EPS); 2.4 rotations in tota 14, 195/55 R16 87 6.5J × 16 LN 6-speed automatic transmissio 4.04 2.37 1.55 1.15 0.85 0.67: 3.19
Wheels  Transmission  Type of gearbox  Gear ratios	11 11 11 11 11 11	14,1 195/55 R16 87V 6.5J × 16 LM 6-gear manual transmission 3.308 1,870 1,194 0,872 0,721 0,596	mechanically on rear wheel wer steering (EPS); 2.4 rotations in tota 14, 195/55 R16 87 6.5J × 16 LN 6-speed automatic transmissio 4.04 2.37 1.55 1.15 0.85 0.67: 3.19
Wheels  Transmission  Type of gearbox  Gear ratios  I  III  IV  V  VI  Reverse gear  Final drive ratio  Performance	:1 :1 :1 :1 :1 :1 :1 :1	14,1 195/55 R16 87V 6.5J × 16 LM 6-gear manual transmission 3.308 1,870 1,194 0,872 0,721 0,596 3,231 3.706	mechanically on rear wheel wer steering (EPS); 2.4 rotations in tota 14, 195/55 R16 87 6.5J × 16 LN 6-speed automatic transmissio 4.04 2.37 1.55 1.15 0.85 0.67 3.19 3.68
Wheels Transmission Type of gearbox Gear ratios I II III IV V VI Reverse gear Final drive ratio Performance Power-to-weight ratio to DIN	:1 :1 :1 :1 :1 :1 :1 :1	14,1 195/55 R16 87V 6.5J × 16 LM 6-gear manual transmission 3.308 1,870 1,194 0,872 0,721 0,596 3,231 3.706	mechanically on rear wheel wer steering (EPS); 2.4 rotations in tota 14, 195/55 R16 87 6.5J × 16 LN 6-speed automatic transmissio 4.04 2.37 1.55 1.15 0.85; 0.67; 3.19; 3.68;
Wheels Transmission Type of gearbox Gear ratios I II III IV V VI Reverse gear Final drive ratio Performance Power-to-weight ratio to DIN Output per litre	:1 :1 :1 :1 :1 :1 :1 :1 :1 kg/kW	14,1 195/55 R16 87V 6.5J × 16 LM  6-gear manual transmission 3.308 1,870 1,194 0,872 0,721 0,596 3,231 3,706	mechanically on rear wheel wer steering (EPS); 2.4 rotations in tota 14, 195/55 R16 87 6.5J × 16 LN 6-speed automatic transmissio 4.04 2.37 1.55 1.15 0.85 0.67: 3.19 3.68
Wheels Transmission Type of gearbox Gear ratios  II  III  IV  V  VI  Reverse gear Final drive ratio  Performance Power-to-weight ratio to DIN Output per litre Acceleration 0–100 km/h	:1 :1 :1 :1 :1 :1 :1 :1 :1 kg/kW	14,1 195/55 R16 87V 6.5J × 16 LM  6-gear manual transmission 3.308 1,870 1,194 0,872 0,721 0,596 3,231 3.706	mechanically on rear wheel wer steering (EPS); 2.4 rotations in tota 14, 195/55 R16 87 6.5J × 16 LN 6-speed automatic transmissio 4.04 2.37 1.55 0.85 0.67 3.19 3.68 1.50 6.52 8, 8, 8,
Wheels  Transmission  Type of gearbox  Gear ratios	:1 :1 :1 :1 :1 :1 :1 :1 :1 kg/kW	14,1 195/55 R16 87V 6.5J × 16 LM  6-gear manual transmission 3.308 1,870 1,194 0,872 0,721 0,596 3,231 3.706  11.9 52.6 8,7 29.8	mechanically on rear wheel wer steering (EPS); 2.4 rotations in tota 14, 195/55 R16 87 6.5J × 16 LN 6-speed automatic transmissio 4.04 2.37 1.55 0.85 0.67 3.19 3.68 1.55 6.5
Wheels  Transmission  Type of gearbox  Gear ratios	:1 :1 :1 :1 :1 :1 :1 :1 :1 kg/kW	14,1 195/55 R16 87V 6.5J × 16 LM  6-gear manual transmission 3.308 1,870 1,194 0,872 0,721 0,596 3,231 3.706	mechanically on rear wheel wer steering (EPS); 2.4 rotations in tota 14, 195/55 R16 87 6.5J × 16 LN 6-speed automatic transmissio 4.04 2.37 1.55 0.85 0.67 3.19 3.68 1.55 6.5
Wheels  Transmission  Type of gearbox  Gear ratios  II  III  IV  V  VI  Reverse gear  Final drive ratio  Performance  Power-to-weight ratio to DIN  Output per litre  Acceleration  0–100 km/h  0–1000 m  In 4th/5th gear  80–120 km/h	:1 :1 :1 :1 :1 :1 :1 :1 :1 :1 :1 :1 :1 :	14,1 195/55 R16 87V 6.5J × 16 LM  6-gear manual transmission 3.308 1,870 1,194 0,872 0,721 0,596 3,231 3.706  11.9 52.6 8,7 29.8	mechanically on rear wheel wer steering (EPS); 2.4 rotations in tota 14, 195/55 R16 87 6.5J × 16 LN 6-speed automatic transmissio 4.04 2.37 1.55 1.15 0.85; 0.67 3.19 3.68
Wheels  Transmission  Type of gearbox  Gear ratios  II  III  IV  V  VI  Reverse gear  Final drive ratio  Performance  Power-to-weight ratio to DIN  Output per litre  Acceleration  0-100 km/h  0-1000 m  In 4*/5* gear  80-120 km/h  Top speed	:1 :1 :1 :1 :1 :1 :1 :1 :1 :1 :1 :1 :1 :	14,1 195/55 R16 87V 6.5J × 16 LM  6-gear manual transmission 3.308 1,870 1,194 0,872 0,721 0,596 3,231 3.706  11.9 52.6 8,7 29.8 7.1/8.6	mechanically on rear wheel wer steering (EPS); 2.4 rotations in tota 14, 195/55 R16 87 6.5J × 16 LN 6-speed automatic transmissio 4.04 2.37 1.55 1.15 0.85; 0.67 3.19 3.68
Wheels Transmission Type of gearbox Gear ratios  II  III  IV  V  VI  Reverse gear Final drive ratio  Performance Power-to-weight ratio to DIN Output per litre Acceleration 0-100 km/h 0-1000 m In 4th/5th gear 80-120 km/h Top speed Fuel Consumption in EU Cycle	:1 :1 :1 :1 :1 :1 :1 :1 :1 :1 :1 :1 :1 :	14,1 195/55 R16 87V 6.5J × 16 LM  6-gear manual transmission 3.308 1,870 1,194 0,872 0,721 0,596 3,231 3.706  11.9 52.6 8,7 29.8 7.1/8.6 210	mechanically on rear wheel wer steering (EPS); 2.4 rotations in tota 14, 195/55 R16 87 6.5J × 16 LN 6-speed automatic transmissio 4.04. 2.37 1.55 1.15 0.85 0.67 3.19 3.68 1.52 1.52 1.52 1.52 1.52 1.52 1.52 1.52
Wheels Transmission Type of gearbox Gear ratios  II  III  IV  V  VI  Reverse gear Final drive ratio  Performance Power-to-weight ratio to DIN Output per litre Acceleration 0-1000 m In 4th/5th gear 10 gear 1	:1 :1 :1 :1 :1 :1 :1 :1 :1 :1 :1 :1 :1 :	14,1 195/55 R16 87V 6.5J × 16 LM  6-gear manual transmission 3.308 1,870 1,194 0,872 0,721 0,596 3,231 3.706  11.9 52.6 8,7 29.8 7.1/8.6 210	mechanically on rear wheel wer steering (EPS); 2.4 rotations in tota 14, 195/55 R16 87 6.5J × 16 LN 6-speed automatic transmissio 4.04 2.37 1.55 1.15 0.85 0.67 3.19 3.68 1 52. 8, 30/ 20
Wheels Transmission Type of gearbox Gear ratios  II  III  IV  V  VI  Reverse gear Final drive ratio  Performance Power-to-weight ratio to DIN Output per litre Acceleration 0–100 km/h 0–1000 m In 4 <sup>th</sup> /5 <sup>th</sup> gear 80–120 km/h Top speed Fuel Consumption in EU Cycle Urban Extra-urban	:1 :1 :1 :1 :1 :1 :1 :1 :1 :1 :1 :1 :1 :	14,1 195/55 R16 87V 6.5J × 16 LM  6-gear manual transmission 3.308 1,870 1,194 0,872 0,721 0,596 3,231 3.706  11.9 52.6 8,7 29.8 7.1/8.6 210	mechanically on rear wheel wer steering (EPS); 2.4 rotations in tota 14, 195/55 R16 87 6.5J × 16 LN 6-speed automatic transmissio 4.04 2.37 1.55 1.15 0.85; 0.67 3.19 3.68 1.524 8, 307 207 4.
Wheels  Transmission  Type of gearbox  Gear ratios  II  III  IV  V  VI  Reverse gear  Final drive ratio  Performance  Power-to-weight ratio to DIN  Output per litre  Acceleration  0-100 km/h  0-1000 m  In 4th/5th gear  80-120 km/h  Top speed  Fuel Consumption in EU Cycle  Urban  Extra-urban  Composite	:1 :1 :1 :1 :1 :1 :1 :1 :1 :1 :1 :1 :1 :	14,1 195/55 R16 87V 6.5J × 16 LM  6-gear manual transmission 3.308 1,870 1,194 0,872 0,721 0,596 3,231 3.706  11.9 52.6 8,7 29.8 7.1/8.6 210  5.3 4	mechanically on rear wheel wer steering (EPS); 2.4 rotations in tota 14, 195/55 R16 87 6.5J × 16 LN 6-speed automatic transmissio 4.04 2.37 1.55 1.15 0.85 0.67 3.19 3.68 1.52 1.52 1.52 1.52 1.52 1.55 1.55 1.55
Wheels  Transmission  Type of gearbox  Gear ratios  II  III  IV  V  VI  Reverse gear  Final drive ratio  Performance  Power-to-weight ratio to DIN  Output per litre  Acceleration  0-100 km/h  0-1000 m  In 4th/5th gear  80-120 km/h  Top speed  Fuel Consumption in EU Cycle  Urban  Extra-urban  Composite	:1 :1 :1 :1 :1 :1 :1 :1 :1 :1 :1 :1 :1 :	14,1 195/55 R16 87V 6.5J × 16 LM  6-gear manual transmission 3.308 1,870 1,194 0,872 0,721 0,596 3,231 3.706  11.9 52.6 8,7 29.8 7.1/8.6 210	mechanically on rear wheel wer steering (EPS); 2.4 rotations in tota 14, 195/55 R16 87\ 6.5J × 16 LN 6-speed automatic transmission 4.04 2.37 1.55( 1.15; 0.85; 0.67; 3.19; 3.68; 1.52.4 8, 3.0.5 - / / 20; 7. 4.6 5.6 6.5 6.5 6.5 6.5 6.5 6.5 6.5 6.5 6
Wheels  Transmission  Type of gearbox  Gear ratios  II  III  IV  V  VI  Reverse gear  Final drive ratio  Performance  Power-to-weight ratio to DIN  Output per litre  Acceleration  0–100 km/h  0–1000 m	:1 :1 :1 :1 :1 :1 :1 :1 :1 :1 :1 :1 :1 :	14,1 195/55 R16 87V 6.5J × 16 LM  6-gear manual transmission 3.308 1,870 1,194 0,872 0,721 0,596 3,231 3.706  11.9 52.6 8,7 29.8 7.1/8.6 210  5.3 4	mechanically on rear wheel wer steering (EPS); 2.4 rotations in tota 14, 195/55 R16 87 6.5J × 16 LN 6-speed automatic transmissio 4.04 2.37 1.55 1.15 0.85 0.67 3.19 3.68 1.52 1.52 1.52 1.52 1.52 1.55 1.55 1.55
Wheels  Transmission  Type of gearbox  Gear ratios  II  III  IV  V  VI  Reverse gear  Final drive ratio  Performance  Power-to-weight ratio to DIN  Output per litre  Acceleration  0-100 km/h  0-1000 m  In 4th/5th gear  80-120 km/h  Top speed  Fuel Consumption in EU Cycle  Urban  Extra-urban  Composite  CO <sub>2</sub>	:1 :1 :1 :1 :1 :1 :1 :1 :1 :1 :1 :1 :1 :	14,1 195/55 R16 87V 6.5J × 16 LM  6-gear manual transmission 3.308 1,870 1,194 0,872 0,721 0,596 3,231 3.706  11.9 52.6 8,7 29.8 7.1/8.6 210  5.3 4	mechanically on rear wheel wer steering (EPS); 2.4 rotations in tota 14, 195/55 R16 87\ 6.5J × 16 LN 6-speed automatic transmission 4.04 2.37 1.55( 1.15 0.85;  0.67;  3.19;  3.68;  30 / 20;  4 / 20;  4 / 20;  4 / 4 / 4 5 14;
Wheels  Transmission Type of gearbox Gear ratios  II  III  IV  V  VI  Reverse gear Final drive ratio  Performance Power-to-weight ratio to DIN Output per litre Acceleration 0-100 km/h 0-1000 m  In 4th/5th gear 80-120 km/h Tps speed Fuel Consumption in EU Cycle Urban Extra-urban Composite CO2 Miscellaneous	:1 :1 :1 :1 :1 :1 :1 :1 :1 :1 :1 :1 :1 :	14,1 195/55 R16 87V 6.5J × 16 LM  6-gear manual transmission 3.308 1,870 1,194 0,872 0,721 0,596 3,231 3.706  11.9 52.6 8,7 29.8 7.1/8.6 210  5.3 4 4.5 118	mechanically on rear wheels wer steering (EPS); 2.4 rotations in tota 14,' 195/55 R16 87\ 6.5J × 16 LN 6-speed automatic transmission 4.044 2.37' 1.556 1.155 0.852 0.672 3.193 3.683 12 52.6 8,9 30.2 -/- 203 7.1 4.4 5.4

 $<sup>^{\</sup>rm 1}\,\mbox{Weight}$  of the car in road trim (DIN) plus 75 kg for driver and luggage

### MINI One Countryman.

Body		MINI One Countryman	MINI One Countryman Automatic
No of doors/seats		5/4 (5)	5/4 (5)
Length/width/height (unladen)	mm	4097 / 1789 / 1561	4097 / 1789 / 1561
Wheelbase	mm	2595	2595
Track, front/rear	mm	1534 / 1559	1534 / 1559
Turning circle		11.6	11.6
	m		
Tank capacity	approx. I	47	47
Cooling system incl. heater	<u> </u>	5.5	6.0
Engine oil	I	4.2	4.2
Transmission oil incl. drive train	I	Lifetime	Lifetime
Weight, unladen to DIN/EU <sup>1</sup>	kg	1265 / 1340	1295 / 1370
Max load to DIN	kg	470	470
Max permissible load to DIN	kg	1735	1765
Max axle load, front/rear	kg	935 / 855	965 / 855
Max trailer load <sup>2</sup>			
Max roofload/max download	kg	-1-	-/-
Luggage comp to DIN	kg	75/-	75/-
Air drag $c_x/A/c_x \times A$	Ng I	350 / 450 / 1170	350 / 450 / 1170
No of doors/seats	$-/m^2/m^2$	0.36 / 2.36 / 0.85	0.36 / 2.36 / 0.85
	-/111 /111	0.3672.3670.63	0.3072.3070.63
Engine			
Config/No of cyls/valves		Inline/ 4/ 4	Inline/ 4/ 4
Engine management		MEV 17.2.2	MEV 17.2.2
Capacity	cm <sup>3</sup>	1598	1598
Bore/stroke	mm	77 / 85.8	77 / 85.8
Compression ratio	:1	11:1	11:1
Fuel grade	RON	91–98	91–98
Max output	kW/hp	72 / 98	72 / 98
at	min <sup>-1</sup>	6000	6000
Max torque	Nm	153	153
at	min <sup>-1</sup>	3000	3000
Electrical System			
Battery/installation	Ah / –	60 / Engine compartment	55 / Engine compartment
Alternator	A	150	120
Chassis			
Suspension, front			Single-joint MacPherson spring strut axle with anti-dive control
Suspension, rear			Multi-link axle with longitudinal struts in lightweight aluminium design
Front brakes		Vented dis	<u> </u>
Diameter	mm	294 x 2	
Rear brakes	mm		
Diameter	mm	280 x 1	
Driving stability systems	Control (CRC) Du	t brake system with anti-lock brakes (/	ABS), Electronic Brake Force Distribution (EBD) and Cornering Brake ake Assist and Hill Start Assistant, optional: Dynamic Traction Control
	Control (CBC), Dy		Lock Control (EDLC). Parking brake acts mechanically on rear wheels
Steering		(S 1 G) and Erostromo Smorentian	Electric power steering (EPS); 2.4 rotations in total
Steering transmission, overall	:1	14	
Tyres	• • • • • • • • • • • • • • • • • • • •	205 / 60 R16 92	
Wheels		6.5J × 16.5	
Transmission		0.55 ^ 10 3	31 0.55 ^ 10 31
		6	Consolistantia terretia terresia in
Type of gearbox	4	6-gear manual transmissio	
Gear ratios I	:1	3.21	
	:1	1.79	
	:1	1.19	
IV	:1	0.91	
V	:1	0.78	
VI	:1	0.68	
Reverse gear	:1	3.14	
Final drive ratio	:1	4.35	53 4.643
Performance			
Power-to-weight ratio to DIN	kg/kW	17.	.6 18.0
Output per litre	kW/l	45	
Acceleration 0–100 km/h	S	11.	
0–1000 m	S	33.	
In 4th/5th gear 80–120 km/h	S	13.9 / 17	
Top speed	km/h	17	
Fuel Consumption in EU Cycle			
Urban	I/100 km		7.4 9.3
Extra-urban	1/100 km		5.2 6.0
Composite	I/100 km		6.0 7.2
CO <sub>2</sub>	g/km		139 168
Miscellaneous			
Emission rating			U5 EU5
Insurance ratings Germany	HPF/VK/TK		
Ground clearance	mm	1-	49 149

 $<sup>^1</sup>$  Weight of the car in road trim (DIN) plus 75 kg for driver and luggage.  $^2$  Deviations are possible under certain circumstances.  $^3$  Figures not yet available.

# **MINI Cooper Countryman.**

ody		MINI Cooper Countryman	MINI Cooper Countryman Automatic
o of doors/seats		5 / 4 (5)	5 / 4 (5
ength/width/height (unladen)	mm	4097 / 1789 / 1561	4097 / 1789 / 156
/heelbase	mm	2595	259
rack, front/rear	mm	1534 / 1559	1534 / 155
urning circle	m	11.6	11.
ank capacity	approx. l	47	4
ooling system incl. heater	· · ·	5.5	6.
ngine oil		4.2	4.
ransmission oil incl. drive train	<u> </u>	Lifetime	Lifetim
/eight, unladen to DIN/EU <sup>1</sup>	l la	1265 / 1340	1295 / 137
<u> </u>	kg		
ax load to DIN	kg	470	47
ax permissible load to DIN	kg	1735	176
ax axle load, front/rear	kg	930 / 855	960 / 85
ax trailer load <sup>2</sup>			
aked (12%) / unbraked	kg	-1-	1000/50
lax roofload/max download	kg	75 / –	75 / 7
uggage comp to DIN		350 / 450 / 1170	350 / 450 / 117
r drag c <sub>x</sub> / A / c <sub>x</sub> × A	-/ m <sup>2</sup> / m <sup>2</sup>	0.35 / 2.36 / 0.83	0.35 / 2.36 / 0.8
ngine	-/III /III	0.337 2.307 0.83	0.3372.3070.8
		India a LALA	In Euro I. A.I.
onfig/No of cyls/valves		Inline / 4 / 4	Inline / 4 /
ngine management		MEV 17.2.2	MEV 17.2
apacity	cm <sup>3</sup>	1598	159
pre/stroke	mm	77/ 85.8	77/ 85
ompression ratio	:1	11.0	11
uel grade	RON	91–98	91–9
lax output	kW / PS	90 / 122	90 / 12
•	min <sup>-1</sup>	6000	600
ax torque	Nm	160	16
in torque	min <sup>-1</sup>	4250	425
lectrical System	711111	1200	120
attery/installation	Ah / –	60 / Engine compartment	55 / Engine compartme
ternator	A117 –	150	557 Engine compartine
	A	150	12
hassis			
uspension, rear			longitudinal struts in lightweight aluminium desi
uspension, rear ront brakes	mm	Multi-link axle with	longitudinal struts in lightweight aluminium desi Vented d
uspension, rear ront brakes iameter	mm	Multi-link axle with Vented disc 294 × 22	longitudinal struts in lightweight aluminium desi Vented d 294 × 2
uspension, rear ront brakes iameter ear brakes	mm mm	Multi-link axle with Vented disc	longitudinal struts in lightweight aluminium desi Vented d 294 × 2 Di:
uspension, front uspension, rear ront brakes iameter ear brakes iameter riving stability systems	mm Hydraulic two-circuit brake system Control (CBC), Dynamic Stability	Multi-link axle with Vented disc 294 × 22 Disc 280 × 10 n with anti-lock brakes (ABS), Electronic Bra V Control (DSC) with Brake Assist and Hill St Electronic Differential Lock Control (EDLC)	MacPherson spring strut axle with anti-dive cont longitudinal struts in lightweight aluminium desi Vented di 294 × 2 Dis 280 × 1 ke Force Distribution (EBD) and Cornering Brak art Assistant, optional: Dynamic Traction Contro. Parking brake acts mechanically on rear wheel
uspension, rear ront brakes iameter ear brakes iameter riving stability systems	mm Hydraulic two-circuit brake system Control (CBC), Dynamic Stability (DTC) and	Multi-link axle with Vented disc 294 × 22 Disc 280 × 10 n with anti-lock brakes (ABS), Electronic Brain/Control (DSC) with Brake Assist and Hill St Electronic Differential Lock Control (EDLC)	longitudinal struts in lightweight aluminium desi Vented d 294 × 2 Di 280 × 1 ke Force Distribution (EBD) and Cornering Brak art Assistant, optional: Dynamic Traction Contro I. Parking brake acts mechanically on rear wheel lectric power steering (EPS); 2.4 rotations in tot
uspension, rear ront brakes iameter ear brakes iameter riving stability systems	mm Hydraulic two-circuit brake system Control (CBC), Dynamic Stability	Multi-link axle with Vented disc 294 × 22 Disc 280 × 10 n with anti-lock brakes (ABS), Electronic Bra V Control (DSC) with Brake Assist and Hill St Electronic Differential Lock Control (EDLC)	longitudinal struts in lightweight aluminium desi Vented d 294 × 2 Di 280 × 1 ke Force Distribution (EBD) and Cornering Brak art Assistant, optional: Dynamic Traction Control. Parking brake acts mechanically on rear wheel
uspension, rear ront brakes iameter ear brakes iameter riving stability systems	mm Hydraulic two-circuit brake system Control (CBC), Dynamic Stability (DTC) and	Multi-link axle with Vented disc 294 × 22 Disc 280 × 10 n with anti-lock brakes (ABS), Electronic Brain/Control (DSC) with Brake Assist and Hill St Electronic Differential Lock Control (EDLC)	longitudinal struts in lightweight aluminium desi Vented d 294 × 2 Di 280 × 1 ke Force Distribution (EBD) and Cornering Brak tart Assistant, optional: Dynamic Traction Contra. Parking brake acts mechanically on rear wheelectric power steering (EPS); 2.4 rotations in tot 14.
uspension, rear ront brakes lameter ear brakes lameter riving stability systems lameter lamete	mm Hydraulic two-circuit brake system Control (CBC), Dynamic Stability (DTC) and	Multi-link axle with Vented disc 294 × 22 Disc 280 × 10 n with anti-lock brakes (ABS), Electronic Bray Control (DSC) with Brake Assist and Hill St Electronic Differential Lock Control (EDLC) El 14.1	longitudinal struts in lightweight aluminium desi Vented d 294 × 2 Di 280 × 1 ke Force Distribution (EBD) and Cornering Brak art Assistant, optional: Dynamic Traction Contr 1. Parking brake acts mechanically on rear wheel ectric power steering (EPS); 2.4 rotations in tot 14. 205/60 R16 92
uspension, rear ront brakes ameter ear brakes ameter riving stability systems eering eering transmission, overall yres heels	mm Hydraulic two-circuit brake system Control (CBC), Dynamic Stability (DTC) and	Multi-link axle with Vented disc 294 × 22 Disc 280 × 10 n with anti-lock brakes (ABS), Electronic Bray Control (DSC) with Brake Assist and Hill St Electronic Differential Lock Control (EDLC) El 14.1 205/60 R16 92H	longitudinal struts in lightweight aluminium des Vented d 294 × 2 Di 280 × 1 ke Force Distribution (EBD) and Cornering Brakert Assistant, optional: Dynamic Traction Control. Parking brake acts mechanically on rear whee lectric power steering (EPS); 2.4 rotations in tot 14. 205/60 R16 92
uspension, rear ront brakes ameter ear brakes ameter riving stability systems eering eering transmission, overall vres heels ransmission	mm Hydraulic two-circuit brake system Control (CBC), Dynamic Stability (DTC) and	Multi-link axle with Vented disc 294 × 22 Disc 280 × 10 n with anti-lock brakes (ABS), Electronic Brake Control (DSC) with Brake Assist and Hill St Electronic Differential Lock Control (EDLC) El 14.1 205/60 R16 92H 6.5J × 16 LM	longitudinal struts in lightweight aluminium des Vented d 294 × 2 Di 280 × 1 ke Force Distribution (EBD) and Cornering Brak art Assistant, optional: Dynamic Traction Contr . Parking brake acts mechanically on rear whee e
uspension, rear ont brakes ameter aar brakes ameter iving stability systems  eering eering transmission, overall vres heels ransmission vpe of gearbox	mm Hydraulic two-circuit brake system Control (CBC), Dynamic Stability (DTC) and	Multi-link axle with Vented disc 294 × 22 Disc 280 × 10 with anti-lock brakes (ABS), Electronic Bra Control (DSC) with Brake Assist and Hill St Electronic Differential Lock Control (EDLC) El 14.1 205/60 R16 92H 6.5J × 16 LM 6-gear manual transmission	longitudinal struts in lightweight aluminium desi Vented d 294 × 2 Di 280 × 1 ke Force Distribution (EBD) and Cornering Brak art Assistant, optional: Dynamic Traction Control. Parking brake acts mechanically on rear wheelectric power steering (EPS); 2.4 rotations in tot 14. 205/60 R16 92 6.5J × 16 Lf 6-speed automatic transmission
uspension, rear ont brakes ameter ear brakes ameter riving stability systems  reering reering transmission, overall res heels ransmission rype of gearbox ear ratios	mm Hydraulic two-circuit brake system Control (CBC), Dynamic Stability (DTC) and :1	Multi-link axle with Vented disc 294 × 22 Disc 280 × 10 n with anti-lock brakes (ABS), Electronic Bra v Control (DSC) with Brake Assist and Hill St Electronic Differential Lock Control (EDLC) El 14.1 205/60 R16 92H 6.5J × 16 LM 6-gear manual transmission 3.214	longitudinal struts in lightweight aluminium desi Vented d 294 × 2 Di 280 × 1 ke Force Distribution (EBD) and Cornering Brak art Assistant, optional: Dynamic Traction Control. Parking brake acts mechanically on rear wheelectric power steering (EPS); 2.4 rotations in tot 14. 205/60 R16 92 6.5J × 16 L1 6-speed automatic transmission 4.14
spension, rear ont brakes ameter ear brakes ameter riving stability systems  eering eering transmission, overall rres heels ransmission /pe of gearbox ear ratios	mm Hydraulic two-circuit brake system Control (CBC), Dynamic Stability (DTC) and :1	Multi-link axle with Vented disc 294 × 22 Disc 280 × 10 n with anti-lock brakes (ABS), Electronic Brat / Control (DSC) with Brake Assist and Hill St Electronic Differential Lock Control (EDLC) El 14.1 205/60 R16 92H 6.5J × 16 LM 6-gear manual transmission 3.214 1.792	longitudinal struts in lightweight aluminium des Vented d 294 × 2 Di 280 × 1 ke Force Distribution (EBD) and Cornering Brak art Assistant, optional: Dynamic Traction Contr I. Parking brake acts mechanically on rear whee lectric power steering (EPS); 2.4 rotations in tot 14 205/60 R16 92 6.5J × 16 Ll 6-speed automatic transmissic 4.14 2.37
uspension, rear ont brakes ameter ear brakes ameter iving stability systems eering eering transmission, overall vres heels ransmission vpe of gearbox ear ratios	mm Hydraulic two-circuit brake system Control (CBC), Dynamic Stability (DTC) and :1 :1 :1 :1	Multi-link axle with Vented disc 294 × 22 Disc 280 × 10 n with anti-lock brakes (ABS), Electronic Bray Control (DSC) with Brake Assist and Hill St Electronic Differential Lock Control (EDLC) El 14.1 205/60 R16 92H 6.5J × 16 LM 6-gear manual transmission 3.214 1.792 1.194	longitudinal struts in lightweight aluminium des Vented d 294 × 2 Di 280 × 1 ke Force Distribution (EBD) and Cornering Brak art Assistant, optional: Dynamic Traction Contr 1. Parking brake acts mechanically on rear whee lectric power steering (EPS); 2.4 rotations in tot 14. 205/60 R16 92 6.5J × 16 Li 6-speed automatic transmissic 4.14 2.37
spension, rear ont brakes ameter ear brakes ameter iving stability systems eering eering transmission, overall eering eering transmission overall eres heels earsmission epe of gearbox ear ratios	mm Hydraulic two-circuit brake system Control (CBC), Dynamic Stability (DTC) and :1 :1 :1 :1 :1	Multi-link axle with Vented disc 294 × 22 Disc 280 × 10 n with anti-lock brakes (ABS), Electronic Braic Control (DSC) with Brake Assist and Hill St Electronic Differential Lock Control (EDLC) Electr	longitudinal struts in lightweight aluminium des Vented d 294 × 2 Di 280 × 1 ke Force Distribution (EBD) and Cornering Brak art Assistant, optional: Dynamic Traction Contr. I. Parking brake acts mechanically on rear whee lectric power steering (EPS); 2.4 rotations in tot 14 205/60 R16 92 6.5J × 16 Li 6-speed automatic transmissic 4.14 2.37 1.55
spension, rear ont brakes ameter sar brakes ameter iving stability systems eering eering transmission, overall vres heels ransmission vpe of gearbox ear ratios  I II III IV V	mm Hydraulic two-circuit brake system Control (CBC), Dynamic Stability (DTC) and :1 :1 :1 :1 :1 :1 :1	Multi-link axle with Vented disc 294 × 22 Disc 280 × 10 with anti-lock brakes (ABS), Electronic Brai Control (DSC) with Brake Assist and Hill St Electronic Differential Lock Control (EDLC) El 14.1 205/60 R16 92H 6.5J × 16 LM 6-gear manual transmission 3.214 1.792 1.194 0.914	longitudinal struts in lightweight aluminium des Vented d 294 × 2 Di 280 × 1 Like Force Distribution (EBD) and Cornering Brak art Assistant, optional: Dynamic Traction Contr. I. Parking brake acts mechanically on rear whee lectric power steering (EPS); 2.4 rotations in tot 14. 205/60 R16 92 6.5J × 16 LI 6-speed automatic transmissic 4.14 2.37 1.55 1.15 0.85
spension, rear ont brakes ameter aar brakes ameter iving stability systems  eering eering transmission, overall //res heels //ansmission //pe of gearbox ear ratios  II III IV V VI	mm Hydraulic two-circuit brake system Control (CBC), Dynamic Stability (DTC) and :1 :1 :1 :1 :1 :1 :1 :1	Multi-link axle with Vented disc 294 × 22 Disc 280 × 10 280 × 10 n with anti-lock brakes (ABS), Electronic Bra v Control (DSC) with Brake Assist and Hill St Electronic Differential Lock Control (EDLC) El 14.1 205/60 R16 92H 6.5J × 16 LM 6-gear manual transmission 3.214 1.792 1.194 0.914 0.784 0.683	longitudinal struts in lightweight aluminium des Vented d 294 × 2 Di 280 × 1 Like Force Distribution (EBD) and Cornering Brak art Assistant, optional: Dynamic Traction Contr. Learning brake acts mechanically on rear whee lectric power steering (EPS); 2.4 rotations in tot 14. 205/60 R16 92 6.5J × 16 LI 6-speed automatic transmissic 4.14 2.37 1.55 1.15 0.85 0.68
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 $<sup>^1</sup>$  Weight of the car in road trim (DIN) plus 75 kg for driver and luggage.  $^2$  Deviations are possible under certain circumstances.  $^3$  Figures not yet available.

# MINI Cooper S Countryman.

		MINI Cooper S Countryman	MINI Cooper S Countryman Automatic
No of doors/seats		5 / 4 (5)	5 / 4 (5
Length/width/height (unladen)	mm	4110 / 1789 / 1561	4110 / 1789 / 1561
Wheelbase	mm	2595	2595
Track, front/rear	mm	1525 / 1551	1525 / 1551
Turning circle	m	11.6	11.6
Tank capacity	approx. I	47	47
Cooling system incl. heater	арргол 1	5.5	6.0
Engine oil		4.2	4.2
Transmission oil incl. drive train	<u> </u>	Lifetime	Lifetime
Weight, unladen to DIN/EU <sup>1</sup>	l la	1310 / 1385	1335 / 1410
	kg		
Max load to DIN	kg	470	470
Max permissible load to DIN	kg	1780	1805
Max axle load, front/rear	kg	960 / 855	980 / 855
Max trailer load <sup>2</sup>		750 / 500	
braked (12%) / unbraked	kg	750 / 500	1000 / 500
Max roofload/max download	kg	75 / 75	75 / 75
Luggage comp to DIN		350 / 450 / 1170	350 / 450 / 1170
Air drag $c_x / A / c_x \times A$	$- / m^2 / m^2$	0.36 / 2.36 / 0.85	0.36 / 2.35 / 0.85
Engine			
Config/No of cyls/valves		Inline / 4 / 4	Inline / 4 / 4
Engine management		MEVD 17.2.2	MEVD 17.2.2
Capacity	cm <sup>3</sup>	1598	1598
Bore/stroke	mm	77.0 / 85.8	77.0 / 85.8
Compression ratio	:1	10.5	10.5
Fuel grade	RON	91–98	91–98
Max output	kW/PS	135 / 184	135 / 184
at	min <sup>-1</sup>	5500	5500
Max torque	Nm	240 (260)	240 (260
at	min <sup>-1</sup>	1600 – 5000 (1700 – 4500)	1600 – 5000 (1700 – 4500
	111111	1000 = 3000 (1700 = 4300)	1000 = 3000 (1700 = 4300
Electrical System	Ah / -	60 / Engine compartment	EE / En ain a nanna artus an
Battery/installation		<u> </u>	55 / Engine compartmen
Alternator	A	150	120
Chassis			
Suspension, front			Pherson spring strut axle with anti-dive contro
Suspension, rear		Multi-link axle with lon	gitudinal struts in lightweight aluminium desigr
Front brakes		Vented disc	Vented disc
Diameter	mm	307 × 24	307 × 24
Rear brakes		Disc	Disc
Diameter	mm	280 × 10	280 × 10
Driving stability systems		m with anti-lock brakes (ABS), Electronic Brake by Control (DSC) with Brake Assist and Hill Star d Electronic Differential Lock Control (EDLC).	t Assistant, optional: Dynamic Traction Contro
Steering			Parking brake acts mechanically on rear wheels
Steering Steering transmission guardle	(DTC) an	Elec	ctric power steering (EPS); 2.4 rotations in tota
Steering transmission, overall		Elec 14.1	ctric power steering (EPS); 2.4 rotations in tota 14.1
Steering transmission, overall Tyres	(DTC) an	Elec 14.1 205/55 R17 91V RSC	ctric power steering (EPS); 2.4 rotations in tota 14.1 205/55 R17 91V RSC
Steering transmission, overall Tyres Wheels	(DTC) an	Elec 14.1	ctric power steering (EPS); 2.4 rotations in tota
Steering transmission, overall Tyres Wheels Transmission	(DTC) an	Elec 14.1 205/55 R17 91V RSC 7J × 17 LM	ctric power steering (EPS); 2.4 rotations in tota 14.1 205/55 R17 91V RSC 7J × 17 LN
Steering transmission, overall Tyres Wheels Transmission Type of gearbox	:1	Elec 14.1 205/55 R17 91V RSC 7J × 17 LM 6-gear manual transmission	ctric power steering (EPS); 2.4 rotations in tota 14.1 205/55 R17 91V RSC 7J × 17 LN 6-speed automatic transmission
Steering transmission, overall Tyres Wheels Transmission Type of gearbox Gear ratios I	:1	Elec 14.1 205/55 R17 91V RSC 7J × 17 LM 6-gear manual transmission 3.308	ctric power steering (EPS); 2.4 rotations in tota 14.1 205/55 R17 91V RSC 7J × 17 LN 6-speed automatic transmission 4.044
Steering transmission, overall Tyres Wheels Transmission Type of gearbox Gear ratios I	:1 :1 :1	Elec 14.1 205/55 R17 91V RSC 7J × 17 LM 6-gear manual transmission 3.308 2.130	ctric power steering (EPS); 2.4 rotations in tota 14.1 205/55 R17 91V RSC 7J × 17 LM 6-speed automatic transmissior 4.04 2.371
Steering transmission, overall Tyres Wheels Transmission Type of gearbox Gear ratios I	:1	Elec 14.1 205/55 R17 91V RSC 7J × 17 LM 6-gear manual transmission 3.308	ctric power steering (EPS); 2.4 rotations in tota 14.1 205/55 R17 91V RSC 7J × 17 LN 6-speed automatic transmission 4.044
Steering transmission, overall Tyres Wheels Transmission Type of gearbox Gear ratios I	:1 :1 :1	Elec 14.1 205/55 R17 91V RSC 7J × 17 LM 6-gear manual transmission 3.308 2.130	ctric power steering (EPS); 2.4 rotations in tota 14.1 205/55 R17 91V RSC 7J × 17 LM 6-speed automatic transmissior 4.04 2.371
Steering transmission, overall Tyres Wheels Transmission Type of gearbox Gear ratios  I	:1 :1 :1 :1 :1 :1	Elec 14.1 205/55 R17 91V RSC 7J × 17 LM 6-gear manual transmission 3.308 2.130 1.483	ctric power steering (EPS); 2.4 rotations in tota 14.1 205/55 R17 91V RSC 7J × 17 LN 6-speed automatic transmissior 4.04 2.371 1.556
Steering transmission, overall Tyres Wheels Transmission Type of gearbox Gear ratios  I  II  III  IV	:1 :1 :1 :1 :1 :1 :1	Elec 14.1 205/55 R17 91V RSC 7J × 17 LM 6-gear manual transmission 3.308 2.130 1.483 1.139	ctric power steering (EPS); 2.4 rotations in tota 14.1 205/55 R17 91V RSC 7J × 17 LN 6-speed automatic transmissior 4.04 2.371 1.556
Steering transmission, overall Tyres Wheels Transmission Type of gearbox Gear ratios	:1 :1 :1 :1 :1 :1 :1 :1 :1 :1	Elec 14.1 205/55 R17 91V RSC 7J × 17 LM 6-gear manual transmission 3.308 2.130 1.483 1.139 0.949	ctric power steering (EPS); 2.4 rotations in tota 14.1 205/55 R17 91V RSC 7J × 17 LN 6-speed automatic transmissior 4.04 2.371 1.556 1.159
Steering transmission, overall Tyres Wheels Transmission Type of gearbox Gear ratios I II III V V VI Reverse gear	:1 :1 :1 :1 :1 :1 :1 :1 :1 :1 :1	Elec 14.1 205/55 R17 91V RSC 7J × 17 LM 6-gear manual transmission 3.308 2.130 1.483 1.139 0.949 0.816 3.231	ctric power steering (EPS); 2.4 rotations in tota 14.1 205/55 R17 91V RSC 7J × 17 LM 6-speed automatic transmission 4.04 2.371 1.556 1.159 0.852 0.672
Steering transmission, overall Tyres Wheels Transmission Type of gearbox Gear ratios I II III V V V Reverse gear Final drive ratio	:1 :1 :1 :1 :1 :1 :1 :1 :1 :1	Elec 14.1 205/55 R17 91V RSC 7J × 17 LM 6-gear manual transmission 3.308 2.130 1.483 1.139 0.949 0.816	ctric power steering (EPS); 2.4 rotations in tota 14.1 205/55 R17 91V RSC 7J × 17 LN 6-speed automatic transmission 4.04 2.37 1.556 0.852 0.672
Steering transmission, overall Tyres Wheels Transmission Type of gearbox Gear ratios  I  II  IV  V  VI  Reverse gear Final drive ratio Performance	:1 :1 :1 :1 :1 :1 :1 :1 :1 :1	Elec 14.1 205/55 R17 91V RSC 7J × 17 LM 6-gear manual transmission 3.308 2.130 1.483 1.139 0.949 0.816 3.231 3.706	ctric power steering (EPS); 2.4 rotations in tota 14.1 205/55 R17 91V RSC 7J × 17 LM 6-speed automatic transmission 4.04 2.371 1.556 1.155 0.852 0.672 3.193
Steering transmission, overall Tyres Wheels Transmission Type of gearbox Gear ratios I II III IV V V VI Reverse gear Final drive ratio Performance Power-to-weight ratio to DIN	:1 :1:1:1:1:1:1:1:1:1:1:1:1:1:1:1:1:1:1	Elec 14.1 205/55 R17 91V RSC 7J × 17 LM 6-gear manual transmission 3.308 2.130 1.483 1.139 0.949 0.816 3.231 3.706	ctric power steering (EPS); 2.4 rotations in tota 14.1 205/55 R17 91V RSC 7J × 17 LM 6-speed automatic transmission 4.044 2.371 1.556 1.155 0.852 0.672 3.193 3.683
Steering transmission, overall Tyres Wheels Transmission Type of gearbox Gear ratios I II III IV V V VI Reverse gear Final drive ratio Performance Power-to-weight ratio to DIN Output per litre	:1 :1::1::1::1::1::1::1::1::1::1::1::1::	Elec 14.1 205/55 R17 91V RSC 7J × 17 LM 6-gear manual transmission 3.308 2.130 1.483 1.139 0.949 0.816 3.231 3.706	ctric power steering (EPS); 2.4 rotations in tota 14.1 205/55 R17 91V RSC 7J × 17 LN 6-speed automatic transmission 4.044 2.377 1.556 1.159 0.852 0.677 3.193 3.683
Steering transmission, overall Tyres Wheels Transmission Type of gearbox Gear ratios  I  II  IV  V  VI  Reverse gear Final drive ratio Performance Power-to-weight ratio to DIN Output per litre Acceleration O-100 km/h	(DTC) an :1 :1 :1::1 :1::1::1 :1::1::1 :1	Elec 14.1 205/55 R17 91V RSC 7J × 17 LM 6-gear manual transmission 3.308 2.130 1.483 1.139 0.949 0.816 3.231 3.706	ctric power steering (EPS); 2.4 rotations in tota 14.1 205/55 R17 91V RSC 7J × 17 LM 6-speed automatic transmission 4.04 2.371 1.556 1.159 0.852 0.672 3.193 3.683
Steering transmission, overall Tyres Wheels Transmission Type of gearbox Gear ratios II III IV V V VI Reverse gear Final drive ratio Performance Power-to-weight ratio to DIN Output per litre Acceleration 0-1000 m	(DTC) an  :1  :1  :1  :1  :1  :1  :1  :1  :1  :	Elec 14.1 205/55 R17 91V RSC 7J × 17 LM 6-gear manual transmission 3.308 2.130 1.483 1.139 0.949 0.816 3.231 3.706	ctric power steering (EPS); 2.4 rotations in tota 14.1 205/55 R17 91V RSC 7J × 17 LM 6-speed automatic transmission 4.044 2.371 1.556 1.155 0.852 0.677 3.193 3.683 9.9
Steering transmission, overall Tyres Wheels Transmission Type of gearbox Gear ratios II III IV V V VI Reverse gear Final drive ratio Performance Power-to-weight ratio to DIN Output per litre Acceleration 0-1000 m In 4th/5th gear 80-120 km/h	(DTC) an  :1  :1  :1  :1  :1  :1  :1  :1  :1  :	Elec 14.1 205/55 R17 91V RSC 7J × 17 LM 6-gear manual transmission 3.308 2.130 1.483 1.139 0.949 0.816 3.231 3.706 9.7 84.5 7.6 28.2 7.1/8.6	ctric power steering (EPS); 2.4 rotations in tota 14.1 205/55 R17 91V RSC 7J × 17 LM 6-speed automatic transmission 4.04 2.371 1.556 1.155 0.852 0.672 3.193 3.683
Steering transmission, overall	(DTC) an  :1  :1  :1  :1  :1  :1  :1  :1  :1  :	Elec 14.1 205/55 R17 91V RSC 7J × 17 LM 6-gear manual transmission 3.308 2.130 1.483 1.139 0.949 0.816 3.231 3.706	ctric power steering (EPS); 2.4 rotations in tota 14.1 205/55 R17 91V RSC 7J × 17 LM 6-speed automatic transmission 4.04 2.371 1.556 1.155 0.852 0.672 3.193 3.683
Steering transmission, overall Tyres Wheels Transmission Type of gearbox Gear ratios II III IV V V VI Reverse gear Final drive ratio Performance Power-to-weight ratio to DIN Output per litre Acceleration 0-1000 m In 4th/5th gear 80-120 km/h Top speed Fuel Consumption in EU Cycle	(DTC) an  :1  :1  :1 :1 :1 :1 :1 :1 :1 :1 :1 :1	Elec 14.1 205/55 R17 91V RSC 7J × 17 LM 6-gear manual transmission 3.308 2.130 1.483 1.139 0.949 0.816 3.231 3.706 9.7 84.5 7.6 28.2 7.1 / 8.6 215	ctric power steering (EPS); 2.4 rotations in tota  14.1  205/55 R17 91V RSC  7J × 17 LM  6-speed automatic transmission  4.04  2.371  1.556  1.155  0.852  0.672  3.193  3.683
Steering transmission, overall Tyres Wheels Transmission Type of gearbox Gear ratios II III IV V V VI Reverse gear Final drive ratio Performance Power-to-weight ratio to DIN Output per litre Acceleration O-100 km/h O-1000 m In 4th/5th gear Ro-120 km/h Top speed Fuel Consumption in EU Cycle Urban	(DTC) an  :1  :1  :1 :1 :1 :1 :1 :1 :1 :1 :1 :1	Elec 14.1 205/55 R17 91V RSC 7J × 17 LM 6-gear manual transmission 3.308 2.130 1.483 1.139 0.949 0.816 3.231 3.706  9.7 84.5 7.6 28.2 7.1/8.6 215	ctric power steering (EPS); 2.4 rotations in tota 14.1 205/55 R17 91V RSC 7J × 17 LM 6-speed automatic transmission 4.044 2.371 1.556 1.159 0.852 0.672 3.193 3.683
Steering transmission, overall Tyres Wheels Transmission Type of gearbox Gear ratios II III IV V V VI Reverse gear Final drive ratio Performance Power-to-weight ratio to DIN Output per litre Acceleration O-1000 m In 4th/5th gear 80-120 km/h Top speed Fuel Consumption in EU Cycle	(DTC) an  :1  :1  :1 :1 :1 :1 :1 :1 :1 :1 :1 :1	Elec 14.1 205/55 R17 91V RSC 7J × 17 LM 6-gear manual transmission 3.308 2.130 1.483 1.139 0.949 0.816 3.231 3.706 9.7 84.5 7.6 28.2 7.1 / 8.6 215	ctric power steering (EPS); 2.4 rotations in tota 14.1 205/55 R17 91V RSC 7J × 17 LM 6-speed automatic transmission 4.04 2.371 1.556 1.159 0.852 0.677 3.193 3.683
Steering transmission, overall Tyres Wheels Transmission Type of gearbox Gear ratios II III IV V V VI Reverse gear Final drive ratio Performance Power-to-weight ratio to DIN Output per litre Acceleration O-100 km/h O-1000 m In 4th/5th gear Ro-120 km/h Top speed Fuel Consumption in EU Cycle Urban	(DTC) an  :1  :1  :1 :1 :1 :1 :1 :1 :1 :1 :1 :1	Elec 14.1 205/55 R17 91V RSC 7J × 17 LM 6-gear manual transmission 3.308 2.130 1.483 1.139 0.949 0.816 3.231 3.706  9.7 84.5 7.6 28.2 7.1/8.6 215	ctric power steering (EPS); 2.4 rotations in tota 14.1 205/55 R17 91V RSC 7J × 17 LM 6-speed automatic transmission 4.04 2.371 1.556 1.159 0.852 0.677 3.193 3.683
Steering transmission, overall Tyres Wheels Transmission Type of gearbox Gear ratios  II  III  IV  V  VI  Reverse gear Final drive ratio Performance Power-to-weight ratio to DIN Output per litre Acceleration 0-100 km/h 0-1000 m In 4th/5th gear 80-120 km/h Top speed Fuel Consumption in EU Cycle Urban Extra-urban	(DTC) an  :1  :1  :1 :1 :1 :1 :1 :1 :1 :1 :1 :1	Elec 14.1 205/55 R17 91V RSC 7J × 17 LM 6-gear manual transmission 3.308 2.130 1.483 1.139 0.949 0.816 3.231 3.706 9.7 84.5 7.6 28.2 7.1/8.6 215 7.5	ctric power steering (EPS); 2.4 rotations in tota 14.1 205/55 R17 91V RSC 7J × 17 LM 6-speed automatic transmission 4.04 2.371 1.556 1.159 0.852 0.677 3.193 3.683
Steering transmission, overall Tyres Wheels Transmission Type of gearbox Gear ratios  II  III  IV  V  VI  Reverse gear Final drive ratio Performance Power-to-weight ratio to DIN Output per litre Acceleration 0–1000 m In 4th/5th gear 80–120 km/h Top speed Fuel Consumption in EU Cycle Urban Extra-urban Composite	(DTC) an  :1  :1  :1 :1 :1 :1 :1 :1 :1 :1 :1 :1	Elec 14.1 205/55 R17 91V RSC 7J × 17 LM 6-gear manual transmission 3.308 2.130 1.483 1.139 0.949 0.816 3.231 3.706 9.7 84.5 7.6 28.2 7.1/8.6 215 7.5 5.4 6.1	ctric power steering (EPS); 2.4 rotations in tota 14.1 205/55 R17 91V RSC 7J × 17 LM 6-speed automatic transmission 4.04 2.371 1.556 1.159 0.852 0.677 3.193 3.683
Steering transmission, overall Tyres Wheels Transmission Type of gearbox Gear ratios II III IV V V VI Reverse gear Final drive ratio Performance Power-to-weight ratio to DIN Output per litre Acceleration O-1000 m In 4th/5th gear 80-120 km/h Top speed Fuel Consumption in EU Cycle Urban Extra-urban Composite CO2 Miscellaneous	(DTC) an  :1  :1  :1 :1 :1 :1 :1 :1 :1 :1 :1 :1	Elec 14.1 205/55 R17 91V RSC 7J × 17 LM 6-gear manual transmission 3.308 2.130 1.483 1.139 0.949 0.816 3.231 3.706 9,7 84.5 7.6 28.2 7.1/8.6 215 7.5 5.4 6.1 143	ctric power steering (EPS); 2.4 rotations in tota 14.1 205/55 R17 91V RSC 7J × 17 LM 6-speed automatic transmission 4.04 2.371 1.556 1.155 0.852 0.672 3.193 3.683 9.9 84.5 7.5 28.5 -1- 210 9.5 5.7 7.1
Steering transmission, overall Tyres Wheels Transmission Type of gearbox Gear ratios  II  III  IV  V  VI  Reverse gear Final drive ratio Performance Power-to-weight ratio to DIN Output per litre Acceleration 0-1000 m In 4th/5th gear 80-120 km/h Top speed Fuel Consumption in EU Cycle Urban Extra-urban Composite CO2 Miscellaneous Emission rating	(DTC) an  :1  :1  :1 :1 :1 :1 :1 :1 :1 :1 :1 :1	Elec 14.1 205/55 R17 91V RSC 7J × 17 LM 6-gear manual transmission 3.308 2.130 1.483 1.139 0.949 0.816 3.231 3.706 9.7 84.5 7.6 28.2 7.1/8.6 215 7.5 5.4 6.1	ctric power steering (EPS); 2.4 rotations in tota 14.1 205/55 R17 91V RSC 7J × 17 LM 6-speed automatic transmission 4.04 2.371 1.556 1.159 0.852 0.677 3.193 3.683
Steering transmission, overall Tyres Wheels Transmission Type of gearbox Gear ratios II III IV V V VI Reverse gear Final drive ratio Performance Power-to-weight ratio to DIN Output per litre Acceleration O-1000 m In 4th/5th gear 80-120 km/h Top speed Fuel Consumption in EU Cycle Urban Extra-urban Composite CO2 Miscellaneous	(DTC) an  :1  :1  :1  :1  :1  :1  :1  :1  :1  :	Elec 14.1 205/55 R17 91V RSC 7J × 17 LM 6-gear manual transmission 3.308 2.130 1.483 1.139 0.949 0.816 3.231 3.706 9,7 84.5 7.6 28.2 7.1/8.6 215 7.5 5.4 6.1 143	ctric power steering (EPS); 2.4 rotations in tota 14.1 205/55 R17 91V RSC 7J × 17 LM 6-speed automatic transmission 4.04 2.371 1.556 1.155 0.852 0.672 3.193 3.683 9.9 84.5 7.5 28.5 -1- 210

 $<sup>^1</sup>$  Weight of the car in road trim (DIN) plus 75 kg for driver and luggage.  $^2$  Deviations are possible under certain circumstances.  $^3$  Figures not yet available.

# MINI Cooper S Countryman ALL4.

Body		MINI Cooper S Countryman ALL4	MINI Cooper S Countryman ALL4 Automatic
No of doors/seats		5 / 4 (5)	5 / 4 (5)
Length/width/height (unladen)	mm	4110 / 1789 / 1561	4110 / 1789 / 1561
Wheelbase	mm	2595	2595
Track, front/rear	mm	1525 / 1551	1525 / 1551
Turning circle	m	11.6	11.6
Tank capacity	approx. l	47	47
	арргох. г	5.5	
Cooling system incl. heater			6.0
Engine oil		4.2	4.2
Transmission oil incl. drive train	<u> </u>	Lifetime	Lifetime
Weight, unladen to DIN/EU <sup>1</sup>	kg	1380 / 1455	1405 / 1480
Max load to DIN	kg	460	460
Max permissible load to DIN	kg	1840	1865
Max axle load, front/rear	kg	980 / 895	1000 / 895
Max trailer load <sup>2</sup>			
braked (12%) / unbraked	kg	750 / 500	1000 / 500
Max roofload/max download	kg	75 / 75	75 / 75
Luggage comp to DIN		350 / 450 / 1170	350 / 450 / 1170
Air drag c <sub>x</sub> / A / c <sub>x</sub> × A	-/m²/m²	0.36 / 2.36 / 0.85	0.36 / 2.36 / 0.85
Engine	7111 7111	0.307 2.307 0.03	0.007 2.007 0.00
Config/No of cyls/valves		Inline / 4 / 4	Inline / 4 / 4
Engine management		MEVD 17.2.2	MEVD 17.2.2
Capacity	cm <sup>3</sup>	1598	1598
Bore/stroke	mm	77.0 / 85.8	77.0 / 85.8
Compression ratio	:1	10.5	10.5
Fuel grade	RON	91–98	91–98
Max output	kW/PS	135 / 184	135 / 184
at	min <sup>-1</sup>	5500	5500
Max torque	Nm	240 (260)	240 (260)
at	min <sup>-1</sup>	1600 – 5000 (1700 – 4500)	1600 – 5000 (1700 – 4500)
Electrical System		1000 0000 (1700 1000)	1000 0000 (1700 1000)
Battery/installation	Ah / –	70 / Engine compartment	55 / Engine compartment
Alternator	A A	150	120
	A	130	120
Chassis		0: 1 ::	. M. Di
Suspension, front			t MacPherson spring strut axle with anti-dive control
Suspension, rear		Multi-link axle wit	th longitudinal struts in lightweight aluminium design
Front brakes		Vented disc	Vented disc
Diameter	mm	307 × 24	307 × 24
Rear brakes		Disc	Disc
Diameter	mm	280 × 10	280 × 10
Driving stability systems			tronic Brake Force Distribution (EBD) and Cornering
Steering	Brake Control (CBC), Dyn	namic Stability Control (DSC) with Brake rential Lock Control (EDLC), DSC control	Assist, Hill Start Assistant, Dynamic Traction Control of unit with integrated control electronics for the MINI tem. Parking brake acts mechanically on rear wheels Electric power steering (EPS); 2.4 rotations in total
Steering transmission, overall	:1	14.1	14.1
Tyres		205/55 R17 91V RSC	205/55 R17 91V RSC
<u>,                                      </u>			
Wheels		7J × 17 LM	7J × 17 LM
Transmission			
Type of gearbox		6-gear manual transmission	6-speed automatic transmission
Gear ratios I	:1	3.308	4.044
	:1	2.130	2.371
<u></u>	:1	1.483	1.556
IV	:1	1.139	1.159
V			
	:1	0.949	0.852
VI	:1	0.816	0.672
Reverse gear	:1	3.231	3.193
Final drive ratio	:1	3.706	3.683
Performance			
Power-to-weight ratio to DIN	kg/kW	10.2	10.4
Output per litre	kW/l	84.5	84.5
Acceleration 0–100 km/h	S	7.9	8.3
0–1000 m	S	28.4	29.0
In 4th/5th gear 80–120 km/h	S	7.2 / 9.4	-1-
Top speed	km/h	210	205
Fuel Consumption in EU Cycle			
Urban	I/100 km	8.2	10.3
Extra-urban	1/100 km	5.8	
			6.2
Composite	I/100 km	6.7	7.7
CO <sub>2</sub>	g/km	157	180
Miscellaneous			
Emission rating		EU5	EU5
Insurance ratings Germany	HPF/VK/TK	3	3
		149	149
Ground clearance	mm		

 $<sup>^1</sup>$  Weight of the car in road trim (DIN) plus 75 kg for driver and luggage.  $^2$  Deviations are possible under certain circumstances.  $^3$  Figures not yet available.

# MINI One D Countryman.

Body			MINI One D Countryman
No of doors/seats			5 / 4 (5)
Length/width/height	mm		4097 / 1789 / 1561
Wheelbase	mm		2595
Track, front/rear	mm		
Turning circle	m		11.6
Tank capacity	approx. l		47
Cooling system incl. heater	арргох. г		5.4
			5.4
Engine oil	1		
Transmission oil incl. drive			Lifetime
Weight, unladen to DIN/EU <sup>1</sup>	kg		1310 / 1385
Max load to DIN	kg		470
Max permissible load to DIN	kg		1780
Max axle load, front/rear	kg		995 / 850
Max trailer load <sup>2</sup>			
braked (12%) / unbraked	kg		-
Max roofload/max download	kg		75/-
Luggage comp to DIN	Ĭ		350 / 450 / 1170
Air drag $c_x / A / c_x \times A$	$-/m^2/m^2$		0.35 / 2.36 / 0.83
Engine			
Config/No of cyls/valves			Inline / 4 / 4
Engine management			DDE 7.0
Capacity	cm <sup>3</sup>		1598
_ · _ ·			
Bore/stroke	mm		78 / 83.6
Compression ratio	:1		16.5
Fuel grade	RON		Diesel
Max output	kW/PS		66 / 90
at	min <sup>-1</sup>		4000
Max torque	Nm		215
at	min <sup>-1</sup>		1750 – 2500
Electrical System			
Battery/installation	Ah / –		70 / Engine compartment
Alternator	A		150
Chassis	7.1		100
Suspension, front			Single-joint MacPherson spring strut axle with anti-dive control
Suspension, rear			Multi-link axle with longitudinal struts in lightweight aluminium design
Front brakes			Vented disc
Diameter	mm		294 × 22
Rear brakes			Disc
Diameter	mm		280 × 10
Driving stability systems  Steering			nic Brake Force Distribution (EBD) and Cornering Brake Control (CBC), nt, optional: Dynamic Traction Control (DTC) and Electronic Differential Lock Control (EDLC). Parking brake acts mechanically on rear wheels Electric power steering (EPS); 2.4 rotations in total
Steering transmission, overall	:1		14.1
Tyres	.1		205/60 R16 92H
Wheels			6.5J × 16 St.
			0.5J × 10 St.
Transmission			
Type of gearbox			6-gear manual transmission
Gear ratios I	:1		3.308
	: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	<u>.                              </u>		3.706
Performance	.1		3.700
	1		400
Power-to-weight ratio to DIN	kg/kW		19.8
Output per litre	kW/l		41.3
Acceleration 0–100 km/h	S		12.9
0–1000 m	S		34.8
In 4th/5th gear 80–120 km/h	S		12.5 / 15.9
Top speed	km/h		170
Fuel Consumption in EU Cyc			
Urban		l/100 km	4.7
Extra-urban		1/100 km	4.7
Composite		I/100 km	4.2
			4.4
CO <sub>2</sub>		g/km	115
Miscellaneous			
Emission rating			EU5
Insurance ratings Germany			3
		HPF/VK/TK	
Ground clearance		mm	149

 $<sup>^1</sup>$  Weight of the car in road trim (DIN) plus 75 kg for driver and luggage.  $^2$  Deviations are possible under certain circumstances.  $^3$  Figures not yet available.

### MINI Cooper D Countryman.

Body	IIM	NI Cooper D Countryman	MINI Cooper D Countryman Automatic
No of doors/seats		5/4	5 / 4)
Length/width/height (unladen)	mm	4097 / 1789 / 1561	4097 / 1789 / 1561
Wheelbase	mm	2595	2595
Track, front/rear	mm	1534 / 1559	1534 / 1559
Turning circle	m	11,6	11,6
Tank capacity	approx. I	47	47
Cooling system incl. heater	I	5,4	5,4
Engine oil	l	5,2	5,2
Transmission oil incl. drive train	I	Lifetime	Lifetime
Weight, unladen to DIN/EU <sup>1</sup>	kg	1310 / 1385	1335 / 1410
Max load to DIN	kg	470	470
Max permissible load to DIN	kg	1780	1805
Max axle load, front/rear	kg	985 / 850	1005 / 850
Max trailer load <sup>2</sup>			
braked (12%) / unbraked	kg	750 / 500	1200 / 500
Max roofload/max download	kg	75 / 75	75 / 75
Luggage comp to DIN	I	350 / 450 / 1170	350 / 450 / 1170
Air drag c <sub>x</sub> / A / c <sub>x</sub> × A	$-1 \mathrm{m}^2 \mathrm{/}\mathrm{m}^2$	0,35 / 2,36 / 0,83	0,35 / 2,36 / 0,83
Engine			
Config/No of cyls/valves		Inline / 4 / 4	Inline / 4 / 4
Engine management		DDE 7.0	DDE 7.2.1
Capacity	cm <sup>3</sup>	1598	1995
Bore/stroke	mm	78/ 83,6	84/90
Compression ratio	:1	16,5	16,5
Fuel grade	RON	Diesel	Diesel
Max output	kW/PS	82 <i>l</i> 112	82 <i>l</i> 111
at	min <sup>-1</sup>	4000	4000
Max torque	Nm	270	270
at	min <sup>-1</sup>	1750–2250	1750–2250
Electrical System			
Battery/installation	Ah / –	70 / Engine compartment	70 / Engine compartment
Alternator	A	150	150
Chassis			
Suspension, front			MacPherson spring strut axle with anti-dive control
Suspension, rear		Multi-link axle with	longitudinal struts in lightweight aluminium design
Front brakes		Vented disc	Vented disc
Diameter	mm	294 × 22	294 × 22
Rear brakes		Disc	Disc
Diameter	mm	280 × 10	280 × 10

Hydraulic two-circuit brake system with anti-lock brakes (ABS), Electronic Brake Force Distribution (EBD) and Cornering Brake Control (CBC), Dynamic Stability Control (DSC) with Brake Assist and Hill Start Assistant, optional: Dynamic Traction Control (DTC) and Electronic Differential Lock Control (EDLC). Parking brake acts mechanically on rear wheels

Steering				Electric power steering (EPS); 2.4 rotations in total
Steering transmissi	ion, overall	:1	14,1	14,1
Tyres	ion, ovoran	··-	205/60 R16 92H	205/60 R16 92H
Wheels			6,5J × 16 LM	6,5J × 16 LM
Transmission			.,	
Type of gearbox			6-gear manual transmission	6-speed automatic transmission
Gear ratios	I	:1	3.308	4.044
	II	:1	1.870	2.371
	III	:1	1.194	1.556
	IV	:1	0.872	1.159
	V	:1	0.721	0.852
	VI	:1	0.596	0.672
Reverse gear		:1	3.231	3.193
Final drive ratio		:1	3,706	3,683
Performance				
Power-to-weight ra	atio to DIN	kg/kW	16,0	16,3
Output per litre		kg/l	51,3	41,3
Acceleration	0–100 km/h	S	10,9	11,3
	0–1000 m	S	32,6	33
In 4th/5th gear	80-120 km/h	S	9,7 / 11,9	
Top speed		km/h	185	180
Fuel Consumption	on in EU Cycle			
Urban		l/100 km	4,7	7,2
Extra-urban		l/100 km	4,2	4,7
Composite		l/100 km	4,4	5,6
CO <sub>2</sub>		g/km	115	149
Miscellaneous				
Emission rating			EU5	EU5
Insurance ratings G	Germany	HPF/VK/TK	18/ 19/ 23	18/ 19/ 23
Ground clearance		mm	149	149

 $<sup>^{\</sup>rm I}$  Weight of the car in road trim (DIN) plus 75 kg for driver and luggage.  $^{\rm 2}$  Deviations are possible under certain circumstances.

### MINI Cooper SD Countryman.

		MINI Cooper SD Countryman	MINI Cooper SD Countryman Automatic
No of doors/seats		5/4	5/4
Length/width/height (unladen)	mm	4110 / 1789 / 1561	4110 / 1789 / 1561
Wheelbase	mm	2595	2595
Track, front/rear	mm	1525 / 1551	1525 / 1551
Turning circle	m	11.6	11.6
Tank capacity	approx. I	47	47
Cooling system incl. heater	i I	5.2	5.2
Engine oil		5.2	5,2
Transmission oil incl. drive train		Lifetime	Lifetime
Weight, unladen to DIN/EU1	kg	1320 / 1395	1345 / 1420
Max load to DIN	kg	470	470
Max permissible load to DIN	kg	1790	1815
Max axle load, front/rear	kg	995 / 855	1015 / 855
Max trailer load <sup>2</sup>	ing .	3337633	10137633
braked (12%) / unbraked	kg	800 / 500	1200 / 500
Max roofload/max download	kg	75 / 75	75 / 75
Luggage comp to DIN	9	350 / 450 / 1170	350 / 450 / 1170
Air drag c <sub>x</sub> / A / c <sub>x</sub> × A	-/m²/m²	0.35 / 2.36 / 0.83	0.35 / 2.36 / 0.83
Engine	-/111 /111	0.337 2.307 0.03	0.337 2.307 0.83
		Inline / 4 / 4	Inline / 4 / 4
Config/No of cyls/valves		Inline / 4 / 4	Inline / 4 / 4
Engine management		MEVD 7.01	MEVD 7.01
Capacity	cm <sup>3</sup>	1995	1995
Bore/stroke	mm	84 / 90	84 / 90
Compression ratio	:1	16.5	16.5
Fuel grade	RON	Diesel	Diesel
Max output	kW/hp	105 / 143	105 / 143
at	min <sup>-1</sup>	4000	4000
Max torque	Nm	305	305
at	min <sup>-1</sup>	1750 – 2700	1750 – 2700
Electrical system		1700 2700	1760 2760
Battery/installation	Ah / –	70 / Engine compartment	70 / Engine compartment
Alternator	A117 –	150	120
	A	150	120
Chassis		0: 1:::114 B	
Suspension, front			on spring strut axle with anti-dive control
Suspension, rear			nal struts in lightweight aluminium design
Front brakes		Vented disc	Vented disc
Diameter	mm	294 × 22	294 × 22
Rear brakes		Disc	Disc
Diameter	mm	280 × 10	280 × 10
Driving stability systems			
0	(CBC), Dynamic Stability Co	k brakes (ABS), Electronic Brake Force Distribu Introl (DSC) with Brake Assist, Hill Start Assista Itronic Differential Lock Control (EDLC). Parking	nt, Dynamic Traction Control (DTC) and g brake acts mechanically on rear wheels
Steering	(CBC), Dynamic Stability Co Elect	ontrol (DSC) with Brake Assist, Hill Start Assista tronic Differential Lock Control (EDLC). Parking Electric po	ution (EBD) and Cornering Brake Control nt, Dynamic Traction Control (DTC) and g brake acts mechanically on rear wheels ower steering (EPS); 2.4 rotations in total
Steering transmission, overall	(CBC), Dynamic Stability Co	ontrol (DSC) with Brake Assist, Hill Start Assista tronic Differential Lock Control (EDLC). Parking Electric po 14,1	ution (EBD) and Cornering Brake Control nt, Dynamic Traction Control (DTC) and g brake acts mechanically on rear wheels ower steering (EPS); 2.4 rotations in total 14,1
Steering transmission, overall Tyres	(CBC), Dynamic Stability Co Elect	ontrol (DSC) with Brake Assist, Hill Start Assista tronic Differential Lock Control (EDLC). Parking Electric po 14,1 205/55 R17 91V RSC	ution (EBD) and Cornering Brake Control nt, Dynamic Traction Control (DTC) and g brake acts mechanically on rear wheels ower steering (EPS); 2.4 rotations in total 14,1 205/55 R17 91V RSC
Steering transmission, overall Tyres Wheels	(CBC), Dynamic Stability Co Elect	ontrol (DSC) with Brake Assist, Hill Start Assista tronic Differential Lock Control (EDLC). Parking Electric po 14,1	ution (EBD) and Cornering Brake Control nt, Dynamic Traction Control (DTC) and g brake acts mechanically on rear wheels ower steering (EPS); 2.4 rotations in total 14,1
Steering transmission, overall Tyres	(CBC), Dynamic Stability Co Elect	ontrol (DSC) with Brake Assist, Hill Start Assista tronic Differential Lock Control (EDLC). Parking Electric po 14,1 205/55 R17 91V RSC	ution (EBD) and Cornering Brake Control nt, Dynamic Traction Control (DTC) and g brake acts mechanically on rear wheels ower steering (EPS); 2.4 rotations in total 14,1 205/55 R17 91V RSC
Steering transmission, overall Tyres Wheels Transmission Type of gearbox	(CBC), Dynamic Stability Co Elect	ontrol (DSC) with Brake Assist, Hill Start Assista tronic Differential Lock Control (EDLC). Parking Electric po 14,1 205/55 R17 91V RSC	ution (EBD) and Cornering Brake Control nt, Dynamic Traction Control (DTC) and g brake acts mechanically on rear wheels ower steering (EPS); 2.4 rotations in total 14,1 205/55 R17 91V RSC
Steering transmission, overall Tyres Wheels Transmission	(CBC), Dynamic Stability Co Elect	ontrol (DSC) with Brake Assist, Hill Start Assista tronic Differential Lock Control (EDLC). Parking Electric po 14,1 205/55 R17 91V RSC 7J × 17 LM	ution (EBD) and Cornering Brake Control nt, Dynamic Traction Control (DTC) and g brake acts mechanically on rear wheels ower steering (EPS); 2.4 rotations in total 14,1 205/55 R17 91V RSC 7J × 17 LM
Steering transmission, overall Tyres Wheels Transmission Type of gearbox	(CBC), Dynamic Stability Co Elect	ontrol (DSC) with Brake Assist, Hill Start Assista tronic Differential Lock Control (EDLC). Parking Electric po 14,1 205/55 R17 91V RSC 7J × 17 LM 6-gear manual transmission	ution (EBD) and Cornering Brake Control nt, Dynamic Traction Control (DTC) and g brake acts mechanically on rear wheels ower steering (EPS); 2.4 rotations in total 14,1 205/55 R17 91V RSC 7J × 17 LM 6-speed automatic transmission
Steering transmission, overall Tyres Wheels Transmission Type of gearbox Gear ratios I	(CBC), Dynamic Stability Co Elect :1	ontrol (DSC) with Brake Assist, Hill Start Assista tronic Differential Lock Control (EDLC). Parking Electric pt 14,1 205/55 R17 91V RSC 7J × 17 LM 6-gear manual transmission 2,308	ution (EBD) and Cornering Brake Control nt, Dynamic Traction Control (DTC) and g brake acts mechanically on rear wheels bwer steering (EPS); 2.4 rotations in total 14,1 205/55 R17 91V RSC 7J × 17 LM 6-speed automatic transmission 4.044 2.371
Steering transmission, overall Tyres Wheels Transmission Type of gearbox Gear ratios I	(CBC), Dynamic Stability Co Elect :1	ontrol (DSC) with Brake Assist, Hill Start Assistatoronic Differential Lock Control (EDLC). Parking Electric points of the Control (EDLC) and the Control (EDLC)	ution (EBD) and Cornering Brake Control nt, Dynamic Traction Control (DTC) and g brake acts mechanically on rear wheel sower steering (EPS); 2.4 rotations in total 14,1 205/55 R17 91V RSC 7J × 17 LM 6-speed automatic transmission 4.044 2.371 1.556
Steering transmission, overall Tyres Wheels Transmission Type of gearbox Gear ratios I II III	(CBC), Dynamic Stability Co Elect :1	ontrol (DSC) with Brake Assist, Hill Start Assistatronic Differential Lock Control (EDLC). Parking Electric por 14,1 205/55 R17 91V RSC 7J × 17 LM 6-gear manual transmission 2,308 2.130 1.483 1.139	ution (EBD) and Cornering Brake Control nt, Dynamic Traction Control (DTC) and g brake acts mechanically on rear wheels bwer steering (EPS); 2.4 rotations in total 14,1 205/55 R17 91V RSC 7J × 17 LM 6-speed automatic transmission 4.044 2.371 1.556 1.159
Steering transmission, overall Tyres Wheels Transmission Type of gearbox Gear ratios  I  II  IV  V	(CBC), Dynamic Stability Co Elect	ontrol (DSC) with Brake Assist, Hill Start Assistatronic Differential Lock Control (EDLC). Parking Electric points of the Control (EDLC) and the Control (EDLC) and the Control (EDLC) and the Control (EDLC). Parking Electric points of the Control (EDLC) and the Control (EDLC)	ution (EBD) and Cornering Brake Control nt, Dynamic Traction Control (DTC) and g brake acts mechanically on rear wheels ower steering (EPS); 2.4 rotations in total 14,1 205/55 R17 91V RSC 7J × 17 LM 6-speed automatic transmission 4.044 2.371 1.556 1.159 0.852
Steering transmission, overall Tyres Wheels Transmission Type of gearbox Gear ratios  I  II  IV  V  VI	(CBC), Dynamic Stability Co Elect	ontrol (DSC) with Brake Assist, Hill Start Assistatronic Differential Lock Control (EDLC). Parking Electric points of the Control (EDLC) and the Control (EDLC) and the Control (EDLC) and the Control (EDLC). Parking Electric points of the Control (EDLC) and the Control (EDLC)	ution (EBD) and Cornering Brake Control nt, Dynamic Traction Control (DTC) and g brake acts mechanically on rear wheels ower steering (EPS); 2.4 rotations in total 14,1 205/55 R17 91V RSC 7J × 17 LM 6-speed automatic transmission 4.044 2.371 1.556 1.159 0.852 0.672
Steering transmission, overall Tyres Wheels Transmission Type of gearbox Gear ratios  I  II  IV  V  VI  Reverse gear	(CBC), Dynamic Stability Confederal Stability Confe	ontrol (DSC) with Brake Assist, Hill Start Assistatronic Differential Lock Control (EDLC). Parking Electric po 14,1 205/55 R17 91V RSC 7J × 17 LM  6-gear manual transmission 2,308 2.130 1.483 1.139 0.949 0.816 3.231	ution (EBD) and Cornering Brake Control nt, Dynamic Traction Control (DTC) and gb rake acts mechanically on rear wheels ower steering (EPS); 2.4 rotations in total 14,1 205/55 R17 91V RSC 7J × 17 LM 6-speed automatic transmission 4.044 2.371 1.556 1.159 0.852 0.672 3,683
Steering transmission, overall Tyres Wheels Transmission Type of gearbox Gear ratios  II III V V VI Reverse gear Final drive ratio	(CBC), Dynamic Stability Co Elect	ontrol (DSC) with Brake Assist, Hill Start Assistatronic Differential Lock Control (EDLC). Parking Electric points of the Control (EDLC) and the Control (EDLC) and the Control (EDLC) and the Control (EDLC). Parking Electric points of the Control (EDLC) and the Control (EDLC)	ution (EBD) and Cornering Brake Control nt, Dynamic Traction Control (DTC) and g brake acts mechanically on rear wheels ower steering (EPS); 2.4 rotations in total 14,1 205/55 R17 91V RSC 7J × 17 LM 6-speed automatic transmission 4.044 2.371 1.556 1.159 0.852 0.672
Steering transmission, overall Tyres Wheels Transmission Type of gearbox Gear ratios  II  III  IV  V  VI  Reverse gear Final drive ratio  Performance	(CBC), Dynamic Stability Confederal Stability Confe	ontrol (DSC) with Brake Assist, Hill Start Assistatronic Differential Lock Control (EDLC). Parking Electric po 14,1 205/55 R17 91V RSC 7J × 17 LM  6-gear manual transmission 2,308 2.130 1.483 1.139 0.949 0.816 3.231 3.706	ution (EBD) and Cornering Brake Control nt, Dynamic Traction Control (DTC) and gb rake acts mechanically on rear wheels ower steering (EPS); 2.4 rotations in total 14,1 205/55 R17 91V RSC 7J × 17 LM 6-speed automatic transmission 4.044 2.371 1.556 1.159 0.852 0.672 3,683 3.683
Steering transmission, overall Tyres Wheels Transmission Type of gearbox Gear ratios  II  III  IV  V  VI  Reverse gear Final drive ratio Performance Power-to-weight ratio to DIN	(CBC), Dynamic Stability Confederal Stability Confe	ontrol (DSC) with Brake Assist, Hill Start Assistatronic Differential Lock Control (EDLC). Parking Electric pt 14,1 205/55 R17 91V RSC 7J × 17 LM  6-gear manual transmission 2,308 2.130 1.483 1.139 0.949 0.816 3.231 3.706	ution (EBD) and Cornering Brake Control nt, Dynamic Traction Control (DTC) and gbrake acts mechanically on rear wheels ower steering (EPS); 2.4 rotations in total 14,1 205/55 R17 91V RSC 7J × 17 LM 6-speed automatic transmission 4.044 2.371 1.556 1.159 0.852 0.672 3,683 3.683
Steering transmission, overall Tyres Wheels Transmission Type of gearbox Gear ratios  II  III  IV  V  VI  Reverse gear Final drive ratio  Performance Power-to-weight ratio to DIN Output per litre	(CBC), Dynamic Stability Confederal Stability Confe	ntrol (DSC) with Brake Assist, Hill Start Assistatronic Differential Lock Control (EDLC). Parking Electric pt 14,1 205/55 R17 91V RSC 7J × 17 LM  6-gear manual transmission 2,308 2.130 1.483 1.139 0.949 0.816 3.231 3.706	ution (EBD) and Cornering Brake Control nt, Dynamic Traction Control (DTC) and gbrake acts mechanically on rear wheels ower steering (EPS); 2.4 rotations in total 14,1 205/55 R17 91V RSC 7J × 17 LM 6-speed automatic transmission 4.044 2.371 1.556 1.159 0.852 0.672 3,683 3.683 12.8 52.6
Steering transmission, overall Tyres Wheels Transmission Type of gearbox Gear ratios II III IV V V VI Reverse gear Final drive ratio Performance Power-to-weight ratio to DIN Output per litre Acceleration O-100 km/h	(CBC), Dynamic Stability Confederal Stability Confe	ntrol (DSC) with Brake Assist, Hill Start Assistatronic Differential Lock Control (EDLC). Parking Electric pt 14,1 205/55 R17 91V RSC 7J × 17 LM  6-gear manual transmission 2,308 2.130 1.483 1.139 0.949 0.816 3.231 3.706	ution (EBD) and Cornering Brake Control nt, Dynamic Traction Control (DTC) and gbrake acts mechanically on rear wheels ower steering (EPS); 2.4 rotations in total 14,1 205/55 R17 91V RSC 7J × 17 LM 6-speed automatic transmission 4.044 2.371 1.556 1.159 0.852 0.672 3,683 3.683 12.8 52.6 9.5
Steering transmission, overall Tyres Wheels Transmission Type of gearbox Gear ratios II III IV V V VI Reverse gear Final drive ratio Performance Power-to-weight ratio to DIN Output per litte Acceleration 0-100 km/h 0-1000 m	(CBC), Dynamic Stability Confederal Stability Confe	ntrol (DSC) with Brake Assist, Hill Start Assistatronic Differential Lock Control (EDLC). Parking Electric pt 14,1 205/55 R17 91V RSC 7J × 17 LM 6-gear manual transmission 2,308 2.130 1.483 1.139 0.949 0.816 3.231 3.706	ution (EBD) and Cornering Brake Control nt, Dynamic Traction Control (DTC) and g brake acts mechanically on rear wheels ower steering (EPS); 2.4 rotations in total 14,1 205/55 R17 91V RSC 7J × 17 LM 6-speed automatic transmission 4.044 2.371 1.556 1.159 0.852 0.672 3,683 3.683 3.683 12.8 52.6 9.5 30.7
Steering transmission, overall Tyres Wheels Transmission Type of gearbox Gear ratios II III IV V V VI Reverse gear Final drive ratio Performance Power-to-weight ratio to DIN Output per litre Acceleration 0-100 km/h 0-1000 m In 4th/5th gear 80-120 km/h	(CBC), Dynamic Stability Confederal Stability Confe	ntrol (DSC) with Brake Assist, Hill Start Assistatronic Differential Lock Control (EDLC). Parking Electric pt 14,1 205/55 R17 91V RSC 7J × 17 LM  6-gear manual transmission 2,308 2.130 1.483 1.139 0.949 0.816 3.231 3.706	ution (EBD) and Cornering Brake Control nt, Dynamic Traction Control (DTC) and go brake acts mechanically on rear wheels ower steering (EPS); 2.4 rotations in total 14,1 205/55 R17 91V RSC 7J × 17 LM 6-speed automatic transmission 4.044 2.371 1.556 1.159 0.852 0.672 3,683 3.683 3.683 3.683 3.683 3.683 3.7 - 1.586 9.5 30.7 - / -
Steering transmission, overall Tyres Wheels Transmission Type of gearbox Gear ratios II III IV V V VI Reverse gear Final drive ratio Performance Power-to-weight ratio to DIN Output per litte Acceleration 0-100 km/h 0-1000 m	(CBC), Dynamic Stability Confederal Stability Confe	ntrol (DSC) with Brake Assist, Hill Start Assistatronic Differential Lock Control (EDLC). Parking Electric pt 14,1 205/55 R17 91V RSC 7J × 17 LM 6-gear manual transmission 2,308 2.130 1.483 1.139 0.949 0.816 3.231 3.706	ution (EBD) and Cornering Brake Control nt, Dynamic Traction Control (DTC) and go brake acts mechanically on rear wheels ower steering (EPS); 2.4 rotations in total 14,1 205/55 R17 91V RSC 7J × 17 LM 6-speed automatic transmission 4.044 2.371 1.556 1.159 0.852 0.672 3,683 3.683 3.683 3.683 3.683 3.683 3.7 - 1.586 9.5 30.7 - / -
Steering transmission, overall Tyres Wheels Transmission Type of gearbox Gear ratios II III IV V V VI Reverse gear Final drive ratio Performance Power-to-weight ratio to DIN Output per litre Acceleration 0-100 km/h 0-1000 m In 4th/5th gear 80-120 km/h	(CBC), Dynamic Stability Confederal Stability Confe	ntrol (DSC) with Brake Assist, Hill Start Assistatronic Differential Lock Control (EDLC). Parking Electric pt 14,1 205/55 R17 91V RSC 7J × 17 LM  6-gear manual transmission 2,308 2.130 1.483 1.139 0.949 0.816 3.231 3.706	ution (EBD) and Cornering Brake Control nt, Dynamic Traction Control (DTC) and go brake acts mechanically on rear wheels ower steering (EPS); 2.4 rotations in total 14,1 205/55 R17 91V RSC 7J × 17 LM 6-speed automatic transmission 4.044 2.371 1.556 1.159 0.852 0.672 3,683 3.683 3.683 3.683 3.683 3.683 3.7 - 1.586 9.5 30.7 - / -
Steering transmission, overall Tyres Wheels Transmission Type of gearbox Gear ratios II III IV V V VI Reverse gear Final drive ratio Performance Power-to-weight ratio to DIN Output per litre Acceleration 0-100 km/h 0-1000 m In 4th/5th gear 80-120 km/h Top speed	(CBC), Dynamic Stability Confederal Stability Confe	ntrol (DSC) with Brake Assist, Hill Start Assistatronic Differential Lock Control (EDLC). Parking Electric pt 14,1 205/55 R17 91V RSC 7J × 17 LM  6-gear manual transmission 2,308 2.130 1.483 1.139 0.949 0.816 3.231 3.706	ution (EBD) and Cornering Brake Control nt, Dynamic Traction Control (DTC) and go brake acts mechanically on rear wheels ower steering (EPS); 2.4 rotations in total 14,1 205/55 R17 91V RSC 7J × 17 LM 6-speed automatic transmission 4.044 2.371 1.556 1.159 0.852 0.672 3,683 3.683 3.683 12.8 52.6 9.5 30.7 - / -
Steering transmission, overall Tyres Wheels Transmission Type of gearbox Gear ratios  II  III  IV  V  VI  Reverse gear Final drive ratio  Performance Power-to-weight ratio to DIN Output per litre Acceleration 0-1000 m In 4th/5th gear 80-120 km/h Top speed Fuel Consumption in EU Cycle Urban	(CBC), Dynamic Stability Confederal Election   :1	Introl (DSC) with Brake Assist, Hill Start Assistatronic Differential Lock Control (EDLC). Parking Electric pot 14,1 205/55 R17 91V RSC 7J × 17 LM 6-gear manual transmission 2,308 2,130 1,483 1,139 0,949 0,816 3,231 3,706	ution (EBD) and Cornering Brake Control nt, Dynamic Traction Control (DTC) and go brake acts mechanically on rear wheels over steering (EPS); 2.4 rotations in total 14,1 205/55 R17 91V RSC 7J × 17 LM 6-speed automatic transmission 4.044 2.371 1.556 1.159 0.852 0.672 3,683 3.683 3.683 3.683 3.683 3.7 - / - 9.5 30.7 - / - 195 7.3
Steering transmission, overall Tyres Wheels Transmission Type of gearbox Gear ratios  II  III  IV  V  VI  Reverse gear Final drive ratio Performance Power-to-weight ratio to DIN Output per litre Acceleration 0-1000 m In 4th/5th gear 80-120 km/h Top speed Fuel Consumption in EU Cycle Urban Extra-urban	(CBC), Dynamic Stability Confederal Election   :1	Introl (DSC) with Brake Assist, Hill Start Assistatronic Differential Lock Control (EDLC). Parking Electric pot 14,1 205/55 R17 91V RSC 7J × 17 LM  6-gear manual transmission 2,308 2,130 1,483 1,139 0,949 0,816 3,231 3,706  12,6 52,6 9,3 30,5 10,1 198	ution (EBD) and Cornering Brake Control nt, Dynamic Traction Control (DTC) and go brake acts mechanically on rear wheels over steering (EPS); 2.4 rotations in total 14,1 205/55 R17 91V RSC 7J × 17 LM 6-speed automatic transmission 4.044 2.371 1.556 1.159 0.852 0.672 3,683 3.683 3.683 3.683 3.683 3.7 - 1 - 1 - 1 95 3.7
Steering transmission, overall Tyres Wheels Transmission Type of gearbox Gear ratios  II  III  IV  V  VI  Reverse gear Final drive ratio  Performance Power-to-weight ratio to DIN Output per litre Acceleration 0-100 km/h 0-1000 m In 4th/5th gear 80-120 km/h Top speed Fuel Consumption in EU Cycle Urban Extra-urban Composite	(CBC), Dynamic Stability Confederal Election   :1	Introl (DSC) with Brake Assist, Hill Start Assistatronic Differential Lock Control (EDLC). Parking Electric pt 14,1 205/55 R17 91V RSC 7J × 17 LM 6-gear manual transmission 2,308 2.130 1.483 1.139 0.949 0.816 3.231 3.706 12.6 52.6 9.3 30.5 10.1 198 5.2 4.3 4.6	ution (EBD) and Cornering Brake Control nt, Dynamic Traction Control (DTC) and gb rake acts mechanically on rear wheels over steering (EPS); 2.4 rotations in total 14,1 205/55 R17 91V RSC 7J × 17 LM 6-speed automatic transmission 4.044 2.371 1.556 0.852 0.672 3.683 3.683 3.683 3.683 3.683 3.7 - / - / - 195 7.3 4.8 5.7
Steering transmission, overall Tyres Wheels Transmission Type of gearbox Gear ratios II III IV V V VI Reverse gear Final drive ratio Performance Power-to-weight ratio to DIN Output per litre Acceleration 0-100 km/h 0-1000 m In 4th/5th gear 80-120 km/h Top speed Fuel Consumption in EU Cycle Urban Extra-urban Composite CO2	(CBC), Dynamic Stability Confederal Election   :1	Introl (DSC) with Brake Assist, Hill Start Assistatronic Differential Lock Control (EDLC). Parking Electric pot 14,1 205/55 R17 91V RSC 7J × 17 LM  6-gear manual transmission 2,308 2,130 1,483 1,139 0,949 0,816 3,231 3,706  12,6 52,6 9,3 30,5 10,1 198	ution (EBD) and Cornering Brake Control nt, Dynamic Traction Control (DTC) and gb rake acts mechanically on rear wheels over steering (EPS); 2.4 rotations in total 14,1 205/55 R17 91V RSC 7J × 17 LM 6-speed automatic transmission 4.044 2.371 1.556 0.852 0.672 3.683 3.683 3.683 3.683 3.683 3.7 - / - / - 195 7.3 4.8 5.7
Steering transmission, overall Tyres Wheels Transmission Type of gearbox Gear ratios II III IV V V VI Reverse gear Final drive ratio Performance Power-to-weight ratio to DIN Output per litre Acceleration 0-100 km/h 0-1000 m In 4th/5th gear 80-120 km/h Top speed Fuel Consumption in EU Cycle Urban Extra-urban Composite CO2 Miscellaneous	(CBC), Dynamic Stability Confederal Election   :1	Introl (DSC) with Brake Assist, Hill Start Assistatronic Differential Lock Control (EDLC). Parking Electric pt 14,1 205/55 R17 91V RSC 7J × 17 LM 6-gear manual transmission 2,308 2.130 1.483 1.139 0.949 0.816 3.231 3.706	ution (EBD) and Cornering Brake Control nt, Dynamic Traction Control (DTC) and g brake acts mechanically on rear wheels ower steering (EPS); 2.4 rotations in total 14,1 205/55 R17 91V RSC 7J × 17 LM 6-speed automatic transmission 4.044 2.371 1.556 1.159 0.852 0.672 3.683 3.683 3.683 3.683 3.683 3.683 3.7 - / - 195 3.7 - / - 195 3.7 - / - 195 3.7 - / - 195 3.7 - / - 195 3.7 - / - 150 3.5 - 150
Steering transmission, overall Tyres Wheels Transmission Type of gearbox Gear ratios II III IV V V VI Reverse gear Final drive ratio Performance Power-to-weight ratio to DIN Output per litre Acceleration 0-100 km/h 0-1000 m In 4th/5th gear 80-120 km/h Top speed Fuel Consumption in EU Cycle Urban Extra-urban Composite CO2	(CBC), Dynamic Stability Confederal Election   :1	Introl (DSC) with Brake Assist, Hill Start Assistatronic Differential Lock Control (EDLC). Parking Electric pt 14,1 205/55 R17 91V RSC 7J × 17 LM 6-gear manual transmission 2,308 2.130 1.483 1.139 0.949 0.816 3.231 3.706 12.6 52.6 9.3 30.5 10.1 198 5.2 4.3 4.6	ution (EBD) and Cornering Brake Control nt, Dynamic Traction Control (DTC) and go brake acts mechanically on rear wheels ower steering (EPS); 2.4 rotations in total 14,1 205/55 R17 91V RSC 7J × 17 LM 6-speed automatic transmission 4.044 2.371 1.556 1.159 0.852 0.672 3,683 3,683 3,683 12.8 52.6 9.5

 $<sup>^1</sup>$  Weight of the car in road trim (DIN) plus 75 kg for driver and luggage.  $^2$  Deviations are possible under certain circumstances.

# MINI Cooper D Countryman ALL4.

Body		MINI Cooper D Countryman ALL4	MINI Cooper D Countryman ALL4 Automatic
No of doors/seats		5/4	51
Length/width/height (unladen)	mm	4097 / 1789 / 1561	4097 / 1789 / 156
Wheelbase	mm	2595	259
Track, front/rear	mm	1534 / 1559	1534 / 155
Turning circle	m	11,6	11,
Tank capacity	approx. I	47	4
Cooling system incl. heater	1	5,4	5
Engine oil		5,2	5.
Transmission oil incl. drive train		Dauerfüllung	
Weight, unladen to DIN/EU <sup>1</sup>	kg	1380 / 1455	1405 / 148
Max load to DIN		470	47
Max permissible load to DIN	kg		187
	kg	1850	
Max axle load, front/rear	kg	1010/890	1030 / 89
Max trailer load <sup>2</sup>	Lea	750 / 500	1000 / 5/
oraked (12%) / unbraked	kg	750 / 500	1200 / 50
Max roofload/max download	kg	75 / 75	75 / 7
uggage comp to DIN		350 / 450 / 1170	350 / 450 / 11
Air drag c <sub>x</sub> / A / c <sub>x</sub> × A	$-1  \text{m}^2  /  \text{m}^2$	0,35 / 2,36 / 0,83	0,35 / 2,36 / 0,8
Engine		· · ·	· · ·
Config/No of cyls/valves		Reihe / 4 / 4	Reihe / 4 /
Engine management		DDE 7.0	DDE 7.2
<u> </u>	9		
Capacity	cm <sup>3</sup>	1598	199
Bore/stroke	mm	78 / 83,6	84/9
Compression ratio	:1	16,5	16
uel grade	RON	Diesel	Dies
Max output	kW / hp	82 / 112	82/1
t	min <sup>-1</sup>	4000	400
Max torque	Nm	270	27
at	min <sup>-1</sup>	1750 – 2250	1750 – 225
·	111111	1730 - 2230	1730 - 223
Electrical System	• • • •	70.45	70.45
Battery/installation	Ah / –	70 / Engine compartment	70 / Engine compartme
Alternator	А	150	1!
Chassis			
Suspension, front		S	ingle-joint MacPherson spring strut axle with anti-dive conti
Suspension, rear			Multi-link axle with longitudinal struts in lightweight aluminiu
Front brakes		Vented disc	Vented di
Diameter		294 × 22	294 × 2
	mm		
Rear brakes		Disc	Die
Diameter	mm	280 × 10	280 × 1
Driving stability systems	Dynamic Stability Cont		Force Distribution (EBD) and Cornering Brake Control (CBC raction Control (DTC) and Electronic Differential Lock Contr -wheel-drive system. Parking brake acts mechanically on re
Steering		•	whee
			whee
Steering transmission, overall	:1	14,1	whee Electric power steering (EPS); 2.4 rotations in to
	:1	14,1 205/60 R16 92H	whee Electric power steering (EPS); 2.4 rotations in to
yres	:1	205/60 R16 92H	whee Electric power steering (EPS); 2.4 rotations in to 14 205/60 R16 92
Tyres Wheels	:1		whee Electric power steering (EPS); 2.4 rotations in to 14 205/60 R16 92
「yres Wheels <b>「ransmission</b>	:1	205/60 R16 92H 6,5J × 16 LM	whee Electric power steering (EPS); 2.4 rotations in to 14 205/60 R16 92 6,5J × 16 L
Tyres Wheels <b>Transmission</b> Type of gearbox		205/60 R16 92H 6,5J × 16 LM 6-gear manual transmission	whee Electric power steering (EPS); 2.4 rotations in to 14 205/60 R16 92 6,5J × 16 L 6-speed automatic transmission
Tyres Wheels Fransmission Type of gearbox Gear ratios	:1	205/60 R16 92H 6,5J × 16 LM 6-gear manual transmission 3,308	whee Electric power steering (EPS); 2.4 rotations in to 14 205/60 R16 92 6,5J × 16 L 6-speed automatic transmissi 4,0
Tyres Wheels Fransmission Type of gearbox Gear ratios I	:1 :1	205/60 R16 92H 6,5J × 16 LM 6-gear manual transmission 3,308 1,870	whee Electric power steering (EPS); 2.4 rotations in to 14 205/60 R16 92 6,5J × 16 L 6-speed automatic transmissi 4,0
Tyres Vheels Transmission Type of gearbox Gear ratios  II  III	:1 :1 :1	205/60 R16 92H 6,5J × 16 LM 6-gear manual transmission 3,308 1,870 1,194	whee Electric power steering (EPS); 2.4 rotations in to 14 205/60 R16 92 6,5J × 16 L 6-speed automatic transmissi 4,0 2,3
Fyres Wheels Fransmission Fype of gearbox Gear ratios  I	:1 :1	205/60 R16 92H 6,5J × 16 LM 6-gear manual transmission 3,308 1,870 1,194 0,872	whee Electric power steering (EPS); 2.4 rotations in to 14 205/60 R16 92 6,5J × 16 L 6-speed automatic transmissi 4,0 2,3
Fyres Wheels Fransmission Fype of gearbox Gear ratios  II  III	:1 :1 :1	205/60 R16 92H 6,5J × 16 LM 6-gear manual transmission 3,308 1,870 1,194	whee Electric power steering (EPS); 2.4 rotations in to 14 205/60 R16 92 6,5J × 16 L 6-speed automatic transmissi 4,0 2,3 1,5 1,1
Tyres Wheels Fransmission Type of gearbox Gear ratios  II  III  IV	:1 :1 :1 :1	205/60 R16 92H 6,5J × 16 LM 6-gear manual transmission 3,308 1,870 1,194 0,872	whee Electric power steering (EPS); 2.4 rotations in to 14 205/60 R16 92 6,5J × 16 L 6-speed automatic transmissi 4,0 2,3 1,5 1,1 0,8
Tyres Vheels Fransmission Type of gearbox Gear ratios  II  III  IV  V  VI	:1 :1 :1 :1 :1 :1	205/60 R16 92H 6,5J × 16 LM 6-gear manual transmission 3,308 1,870 1,194 0,872 0,721 0,596	When Electric power steering (EPS); 2.4 rotations in to  12 205/60 R16 92 6,5J × 16 L  6-speed automatic transmissi  4,0 2,3 1,5 1,1 0,8 0,6
Fyres Wheels Fransmission Fype of gearbox Gear ratios  II  III  IV  V  VI  Reverse gear	:1 :1 :1 :1 :1 :1 :1	205/60 R16 92H 6,5J × 16 LM 6-gear manual transmission 3,308 1,870 1,194 0,872 0,721 0,596 3,231	Electric power steering (EPS); 2.4 rotations in to  12 205/60 R16 92 6,5J × 16 L  6-speed automatic transmissi  4,0 2,3 1,5; 1,1; 0,8; 0,6 3,19
Tyres Wheels Transmission Type of gearbox Gear ratios	:1 :1 :1 :1 :1 :1	205/60 R16 92H 6,5J × 16 LM 6-gear manual transmission 3,308 1,870 1,194 0,872 0,721 0,596	Electric power steering (EPS); 2.4 rotations in to  14  205/60 R16 92  6,5J × 16 L  6-speed automatic transmissis  4,0 2,3 1,5j 1,1; 0,88 0,66
Tyres Wheels Transmission Type of gearbox Transmission Type of gearbox Type of	:1 :1 :1 :1 :1 :1 :1 :1	205/60 R16 92H 6,5J × 16 LM 6-gear manual transmission 3,308 1,870 1,194 0,872 0,721 0,596 3,231 3,706	Electric power steering (EPS); 2.4 rotations in to  205/60 R16 9/ 6,5J × 16 L  6-speed automatic transmissi  4.0  2,3  1.5  1,1  0,8  0,6  3,1: 3,6
yres Wheels Fransmission Type of gearbox Gear ratios  II  III  IV  V  Reverse gear Final drive ratio Foreformance Fower-to-weight ratio to DIN	:1 :1 :1 :1 :1 :1 :1 :1 :1	205/60 R16 92H 6,5J × 16 LM 6-gear manual transmission 3,308 1,870 1,194 0,872 0,721 0,596 3,231 3,706	where Electric power steering (EPS); 2.4 rotations in to 14 205/60 R16 93 6,5J × 16 L 6-speed automatic transmissi 4.0 2.3 1.5 1.1 0.8 0.6 3.1 3,6
Fyres Wheels Fransmission Fype of gearbox Gear ratios  II  III  IV  V  VI  Reverse gear Final drive ratio  Performance Power-to-weight ratio to DIN Dutput per litre	:1 :1 :1 :1 :1 :1 :1 :1	205/60 R16 92H 6,5J × 16 LM 6-gear manual transmission 3,308 1,870 1,194 0,872 0,721 0,596 3,231 3,706	## Electric power steering (EPS); 2.4 rotations in to  14  205/60 R16 92  6,5J × 16 L  6-speed automatic transmissi  4,0  2,3  1,5  1,1  0,8  0,6  3,1  3,6  17  41
Tyres Wheels Fransmission Type of gearbox Gear ratios  II  III  IV  V  VI  Reverse gear Final drive ratio  Dower-to-weight ratio to DIN Dutput per litre	:1 :1 :1 :1 :1 :1 :1 :1 :1 :1 :1	205/60 R16 92H 6,5J × 16 LM 6-gear manual transmission 3,308 1,870 1,194 0,872 0,721 0,596 3,231 3,706	## Electric power steering (EPS); 2.4 rotations in to  14  205/60 R16 92  6,5J × 16 L  6-speed automatic transmissi  4,0  2,3  1,5  1,1  0,8  0,6  3,1  3,6  17  41
Fyres Wheels Fransmission Fype of gearbox Gear ratios  II  III  IV  V  VI  Reverse gear Final drive ratio  Performance Dower-to-weight ratio to DIN Dutput per litre	:1 :1 :1 :1 :1 :1 :1 :1 :1 kg/kW	205/60 R16 92H 6,5J × 16 LM 6-gear manual transmission 3,308 1,870 1,194 0,872 0,721 0,596 3,231 3,706	## Electric power steering (EPS); 2.4 rotations in to  12 205/60 R16 92 6,5J × 16 L  6-speed automatic transmissi  4,0 2,3 1,5 1,1 0,8 0,6 3,1 3,6 17 41
Fyres Mheels Fransmission Fype of gearbox Gear ratios  II  III  IV  V  VI  Reverse gear Final drive ratio  Performance Power-to-weight ratio to DIN Dutput per litre Acceleration  0–1000 mm/h	:1   :1   :1   :1   :1   :1   :1   :1	205/60 R16 92H 6,5J × 16 LM 6-gear manual transmission 3,308 1,870 1,194 0,872 0,721 0,596 3,231 3,706	Electric power steering (EPS); 2.4 rotations in to  14  205/60 R16 92  6,5J × 16 L  6-speed automatic transmissis  4.0- 2,33  1.5; 1.1! 0,88 0,66 3,11! 3,66
Tyres Vheels Vheels Transmission Type of gearbox Gear ratios II III IV V VI Reverse gear Final drive ratio Fortormance Fower-to-weight ratio to DIN Dutput per litre Acceleration 0-1000 m 1 4th/5th gear 80-120	:1 :1:1 :1:1 :1:1 :1:1 :1:1 :1:1 :1:1	205/60 R16 92H 6,5J × 16 LM 6-gear 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 10,6 / 12,9	## Electric power steering (EPS); 2.4 rotations in to  12 205/60 R16 92 6,5J × 16 L  6-speed automatic transmissis  4,0 2,3 1,5; 1,1: 0,8: 0,6 3,1! 3,6: 17 41 11
Fyres Wheels Fransmission Fype of gearbox Gear ratios  II  III  IV  V  VI  Reverse gear Final drive ratio Performance Power-to-weight ratio to DIN Dutput per litre Acceleration 0-1000 m 1 4th/5th gear 80-120 For speed	:1   :1   :1   :1   :1   :1   :1   :1	205/60 R16 92H 6,5J × 16 LM 6-gear manual transmission 3,308 1,870 1,194 0,872 0,721 0,596 3,231 3,706	whee Electric power steering (EPS); 2.4 rotations in to  205/60 R16 9; 6,5J × 16 L  6-speed automatic transmissi  4,0 2,3 1,5 1,1 0,8 0,6 3,1 3,6 17 4' 11 33
Tyres	:1   :1   :1   :1   :1   :1   :1   :1	205/60 R16 92H 6,5J × 16 LM 6-gear 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 10,6 / 12,9 180	Whee Electric power steering (EPS); 2.4 rotations in to  14 205/60 R16 92 6,5J × 16 L  6-speed automatic transmissis 4,0 2,3 1,5; 1,1; 0,8; 0,6 3,1! 3,60 17 41 11 33
Fyres Wheels Fransmission Fype of gearbox Gear ratios  II  III  IV  V  VI Reverse gear Final drive ratio Performance Power-to-weight ratio to DIN Dutput per litre Acceleration  0-1000 m  14th/5th gear  4th/5th gear  Fuel Consumption in EU Cycle Urban	:1   :1   :1   :1   :1   :1   :1   :1	205/60 R16 92H 6,5J × 16 LM 6-gear 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 10,6 / 12,9 180	When Electric power steering (EPS); 2.4 rotations in to  14 205/60 R16 92 6,5J × 16 L  6-speed automatic transmissi  4,0 2,3 1,5 1,1 0,8 0,6 3,1 3,6 17 41 17 33
Fyres Wheels Fransmission Fype of gearbox Gear ratios  II  III  IV  V  VI Reverse gear Final drive ratio Performance Power-to-weight ratio to DIN Dutput per litre Acceleration 0–1000 km/h 0–1000 m 14th/5th gear 80–120 Fop speed Fuel Consumption in EU Cycle Jrban Extra-urban	:1   :1   :1   :1   :1   :1   :1   :1	205/60 R16 92H 6,5J × 16 LM 6-gear 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 10,6 / 12,9 180 5,3	Whee Electric power steering (EPS); 2.4 rotations in to  14 205/60 R16 92 6,5J × 16 L  6-speed automatic transmissis 4,0 2,3 1,5; 1,1; 0,8; 0,6 3,1! 3,60 17 41 11 33
Tyres Wheels Fransmission Type of gearbox Gear ratios  II  III  IV  V  VI  Reverse gear Final drive ratio Performance Power-to-weight ratio to DIN Dutput per litre Acceleration 0-1000 mm 14th/5th gear 0-1000 m 14th/5th gear Fuel Consumption in EU Cycle Urban Extra-urban	:1   :1   :1   :1   :1   :1   :1   :1	205/60 R16 92H 6,5J × 16 LM 6-gear 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 10,6 / 12,9 180	Whee Electric power steering (EPS); 2.4 rotations in to  14 205/60 R16 92 6,5J × 16 L  6-speed automatic transmissis 4,0 2,3 1,5; 1,1; 0,8; 0,6 3,1! 3,60 17 41 11 33
Fyres Wheels Fransmission Fype of gearbox Gear ratios  II  III  IV  V  VI Reverse gear Final drive ratio Performance Power-to-weight ratio to DIN Dutput per litre Acceleration  0-1000 m  n 4th/5th gear Acceleration  1 on 4th/5th gear  Fop speed Fuel Consumption in EU Cycle Urban Extra-urban Composite	:1   :1   :1   :1   :1   :1   :1   :1	205/60 R16 92H 6,5J × 16 LM 6-gear 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 10,6 / 12,9 180 5,3	whee Electric power steering (EPS); 2.4 rotations in to  14 205/60 R16 92 6,5J × 16 L  6-speed automatic transmissi  4.0 2,3 1,5: 1,1: 0,8: 3,6: 17 41 11 33
Tyres Wheels Fransmission Type of gearbox Gear ratios  II  III  IV  V  VI  Reverse gear Final drive ratio Performance Power-to-weight ratio to DIN Dutput per litre Acceleration 0-1000 m 0-1000 m 14th/5th gear 0-120 Top speed Fuel Consumption in EU Cycle Urban Extra-urban Composite CO2	:1   :1   :1   :1   :1   :1   :1   :1	205/60 R16 92H 6,5J × 16 LM 6-gear 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 10,6 / 12,9 180 5,3 4,7	Electric power steering (EPS); 2.4 rotations in to  14  205/60 R16 92  6,5J × 16 L  6-speed automatic transmissic  4,0- 2,3: 1,5: 1,1! 0,8: 3,6: 3,6: 41  11  33
Tyres Wheels Vheels Vheels Vheels Vheels Vheels Vye of gearbox Gear ratios II III IV V V VI Reverse gear Final drive ratio Verformance Vower-to-weight ratio to DIN Output per litre Vocceleration O-1000 m O-1000	:1   :1   :1   :1   :1   :1   :1   :1	205/60 R16 92H 6,5J × 16 LM 6-gear 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 10,6 / 12,9 180 5,3	When Electric power steering (EPS); 2.4 rotations in to  12 205/60 R16 9/ 6,5J × 16 L  6-speed automatic transmissi  4.0 2,3 1.5 1,1 0,8 0,6 3,1: 3,6 17 41 11 33
Tyres Wheels Transmission Type of gearbox Gear ratios  II  III  IV  V  VI  Reverse gear Final drive ratio Performance Power-to-weight ratio to DIN Output per litre Acceleration 0-1000 m In 4th/5th gear 80-120 Top speed Fruel Consumption in EU Cycle Urban Extra-urban Composite CO2 Miscellaneous Emission rating	:1   :1   :1   :1   :1   :1   :1   :1	205/60 R16 92H 6,5J × 16 LM 6-gear 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 10,6 / 12,9 180 5,3 4,7 4,9 129	Electric power steering (EPS); 2.4 rotations in to  14 205/60 R16 92 6,5J × 16 L  6-speed automatic transmissis 4,0 2,3; 1,5; 1,1; 0,8; 0,6; 3,1; 3,6; 17 41 11 33
III IV V VI Reverse gear Final drive ratio Performance Power-to-weight ratio to DIN Output per litre Acceleration 0–1000 km/h	:1   :1   :1   :1   :1   :1   :1   :1	205/60 R16 92H 6,5J × 16 LM 6-gear 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 10,6 / 12,9 180 5,3	whee Electric power steering (EPS); 2.4 rotations in tot 14 205/60 R16 92 6,5J × 16 LI 6-speed automatic transmissic 4,04 2.37 1.55 1.15 0.85 0.67 3.19 3,68

 $<sup>^1</sup>$  Weight of the car in road trim (DIN) plus 75 kg for driver and luggage  $^2$  Deviations are possible under certain circumstances.

# MINI Cooper SD Countryman ALL4.

Body	MI	NI Cooper SD Coutryman ALL4	MINI Cooper SD Countryman ALL4 Automatic
No of doors/seats		5/4	5/4
_ength/width/height (unladen)	mm	4110 / 1789 / 1561	4110 / 1789 / 1561
Wheelbase	mm	2595	2595
Track, front/rear	mm	1525 / 1551	1525 / 1551
Turning circle	m	11.6	11.6
Tank capacity	approx. I	47	47
Cooling system incl. heater		5.2	5.2
Engine oil		5.2	5.2
Transmission oil incl. drive train		Lifetime	Lifetime
Weight, unladen to DIN/EU1	kg	1395 / 1470	1420 / 1495
• .		460	460
Max load to DIN	kg		
Max permissible load to DIN	kg	1855	1880
Max axle load, front/rear	kg	1015 / 900	1035 / 900
Max trailer load <sup>2</sup>	kg	800 / 500	1200 / 500
oraked (12%) / unbraked			
Max roofload/max download	kg	75 / 75	75 / 75
_uggage comp to DIN	l I	350 / 450 / 1170	350 / 450 / 1170
Air drag c <sub>x</sub> / A / c <sub>x</sub> × A	- / m² / m²	0.35 / 2.36 / 0,83	0.35 / 2.36 / 0.83
	- 7111 7111	0.001 2.001 0,00	0.007 2.007 0.00
Engine			
Config/No of cyls/valves		Inline / 4 / 4	Inline / 4 / 4
Engine management		MEVD 7.01	MEVD 7.01
Capacity	cm <sup>3</sup>	1995	1995
Bore/stroke	mm	84 /90	84/90
Compression ratio	:1	10.5	10.5
•	RON		
Fuel grade		Diesel	Diesel
Max output	kW / hp	105 / 143	105 / 143
at	min <sup>-1</sup>	4000	4000
Max torque	Nm	305	305
	min <sup>-1</sup>	1750 – 2700	1750 – 2700
at			
			70 / Engine compartment
Electrical system	Ah / –	70 / Engine compartment	
Electrical system Battery/installation	Ah / –	70 / Engine compartment	
Electrical system Batterylinstallation Alternator	Ah / – A	70 / Engine compartment 150	150
Electrical system Batterylinstallation Alternator Chassis		150	150
Electrical system Batterylinstallation Alternator Chassis Guspension, front		150 Single-joint M	150 lacPherson spring strut axle with anti-dive control
Electrical system Batterylinstallation Alternator Chassis		150 Single-joint M	150
Electrical system Batterylinstallation Alternator Chassis Guspension, front		150 Single-joint M	150 lacPherson spring strut axle with anti-dive control ongitudinal struts in lightweight aluminium design
Electrical system Batterylinstallation Alternator Chassis Suspension, front Suspension, rear		150 Single-joint M Multi-link axle with Ic	150 lacPherson spring strut axle with anti-dive control ongitudinal struts in lightweight aluminium design Vented disc
Electrical system Batterylinstallation Alternator Chassis Suspension, front Suspension, rear Front brakes Diameter	A	Single-joint M Multi-link axle with lo Vented disc 294 × 22	150 lacPherson spring strut axle with anti-dive control ongitudinal struts in lightweight aluminium design Vented disc 294 × 22
Electrical system Battery/installation Alternator Chassis Suspension, front Suspension, rear Front brakes Diameter Rear brakes	A mm	Single-joint M Multi-link axle with lo Vented disc 294 × 22 Disc	150 lacPherson spring strut axle with anti-dive control ongitudinal struts in lightweight aluminium design Vented disc 294 × 22 Disc
Electrical system Battery/installation Alternator Chassis Suspension, front Suspension, rear Front brakes Diameter Rear brakes Diameter	A	Single-joint M Multi-link axle with lo Vented disc 294 × 22 Disc 280 × 10	150 lacPherson spring strut axle with anti-dive control ongitudinal struts in lightweight aluminium design Vented disc 294 × 22 Disc 280 × 10
Electrical system Battery/installation Alternator Chassis Suspension, front Suspension, rear Front brakes Diameter Rear brakes	mm  mm  Brake Force Distribution (EBC Start Assistant, Dynamic T	Single-joint M Multi-link axle with Ic Vented disc 294 × 22 Disc 280 × 10 Hydraulic two-circuit bral b) and Cornering Brake Control (CBC), Dynau Traction Control (DTC) and Electronic Differe	lacPherson spring strut axle with anti-dive control ongitudinal struts in lightweight aluminium design Vented disc 294 × 22 Disc 280 × 10 ke system with anti-lock brakes (ABS), Electronic mic Stability Control (DSC) with Brake Assist, Hill ential Lock Control (pDLC), DSC control unit with
Electrical system Battery/installation Alternator Chassis Suspension, front Suspension, rear Front brakes Diameter Rear brakes Diameter	mm  mm  Brake Force Distribution (EBC Start Assistant, Dynamic T	Single-joint M Multi-link axle with Ic Vented disc 294 × 22 Disc 280 × 10 Hydraulic two-circuit bral 0) and Cornering Brake Control (CBC), Dynar Traction Control (DTC) and Electronic Differe cs for the MINI ALL4 all-wheel-drive system	lacPherson spring strut axle with anti-dive control ongitudinal struts in lightweight aluminium design Vented disc 294 × 22 Disc 280 × 10 ke system with anti-lock brakes (ABS), Electronic mic Stability Control (DSC) with Brake Assist, Hill ential Lock Control (EDLC), DSC control unit with h, Parking brake acts mechanically on rear wheels
Electrical system Battery/installation Alternator Chassis Suspension, front Suspension, rear Front brakes Diameter Rear brakes Diameter	mm  mm  Brake Force Distribution (EBC Start Assistant, Dynamic T	Single-joint M Multi-link axle with Ic Vented disc 294 × 22 Disc 280 × 10 Hydraulic two-circuit bral 0) and Cornering Brake Control (CBC), Dynar Traction Control (DTC) and Electronic Differe cs for the MINI ALL4 all-wheel-drive system	lacPherson spring strut axle with anti-dive control ongitudinal struts in lightweight aluminium design Vented disc 294 × 22 Disc 280 × 10 ke system with anti-lock brakes (ABS), Electronic mic Stability Control (DSC) with Brake Assist, Hill ential Lock Control (pDLC), DSC control unit with
Electrical system Battery/installation Alternator Chassis Suspension, front Suspension, rear Front brakes Diameter Rear brakes Diameter Driving stability systems	mm  mm  Brake Force Distribution (EBC Start Assistant, Dynamic T	Single-joint M Multi-link axle with Ic Vented disc 294 × 22 Disc 280 × 10 Hydraulic two-circuit bral 0) and Cornering Brake Control (CBC), Dynar Traction Control (DTC) and Electronic Differe cs for the MINI ALL4 all-wheel-drive system	lacPherson spring strut axle with anti-dive control ongitudinal struts in lightweight aluminium design Vented disc 294 × 22 Disc 280 × 10 ke system with anti-lock brakes (ABS), Electronic mic Stability Control (DSC) with Brake Assist, Hill ential Lock Control (EDLC), DSC control unit with h, Parking brake acts mechanically on rear wheels
Electrical system Battery/installation Alternator Chassis Suspension, front Suspension, rear Front brakes Diameter Rear brakes Diameter Driving stability systems Steering Steering transmission, overall	mm  mm  Brake Force Distribution (EBC Start Assistant, Dynamic T integrated control electroni	Single-joint M Multi-link axle with Ic Vented disc 294 × 22 Disc 280 × 10 Hydraulic two-circuit bral 0) and Cornering Brake Control (CBC), Dynal raction Control (DTC) and Electronic Differe cs for the MINI ALL4 all-wheel-drive system El	lacPherson spring strut axle with anti-dive control ongitudinal struts in lightweight aluminium design Vented disc. 294 × 22 Disc 280 × 10 ke system with anti-lock brakes (ABS), Electronic mic Stability Control (DSC) with Brake Assist, Hill ential Lock Control (EDLC), DSC control unit with h, Parking brake acts mechanically on rear wheels lectric power steering (EPS); 2.4 rotations in total 14.1
Electrical system Batterylinstallation Alternator Chassis Guspension, front Guspension, rear Front brakes Diameter Rear brakes Diameter Driving stability systems Steering Gteering transmission, overall Tyres	mm  mm  Brake Force Distribution (EBC Start Assistant, Dynamic T integrated control electroni	Single-joint M Multi-link axle with Ic Vented disc 294 × 22 Disc 280 × 10 Hydraulic two-circuit bral 0) and Cornering Brake Control (CBC), Dynar raction Control (DTC) and Electronic Differe cs for the MINI ALL4 all-wheel-drive system El 14.1 205/55 R17 91V RSC	lacPherson spring strut axle with anti-dive control ongitudinal struts in lightweight aluminium design Vented disc. 294 × 22 Disc. 280 × 10 ke system with anti-lock brakes (ABS), Electronic mic Stability Control (DSC) with Brake Assist, Hill ential Lock Control (EDLC), DSC control unit with , Parking brake acts mechanically on rear wheels lectric power steering (EPS); 2.4 rotations in total 14.1 205/55 R17 91V RSC
Electrical system Batterylinstallation Alternator Chassis Guspension, front Suspension, rear Front brakes Diameter Rear brakes Diameter Driving stability systems Steering Steering transmission, overall Tyres Wheels	mm  mm  Brake Force Distribution (EBC Start Assistant, Dynamic T integrated control electroni	Single-joint M Multi-link axle with Ic Vented disc 294 × 22 Disc 280 × 10 Hydraulic two-circuit bral 0) and Cornering Brake Control (CBC), Dynal raction Control (DTC) and Electronic Differe cs for the MINI ALL4 all-wheel-drive system El	lacPherson spring strut axle with anti-dive control ongitudinal struts in lightweight aluminium design Vented disparation of the variety of t
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Electrical system Battery/installation Alternator Chassis Suspension, front Suspension, rear Front brakes Diameter Rear brakes Diameter Oriving stability systems  Steering Steering transmission, overall Fyres Wheels Fransmission Type of gearbox Gear ratios II III IV V V VI Reverse gear Final drive ratio Performance Power-to-weight ratio to DIN Dutput per litre Acceleration 0 - 100 km/h 0 - 1000 m 1 4th/5th gear 80 - 120 km/h Top speed Fruel Consumption in EU Cycle Urban Extra-urban Composite	mm  mm  Brake Force Distribution (EBL Start Assistant, Dynamic T integrated control electroni  :1  :1 :1 :1 :1 :1 :1 :1 :1 :1 :1 :1 :	150  Single-joint M Multi-link axle with Ic Vented disc 294 × 22 Disc 280 × 10 Hydraulic two-circuit bral D) and Cornering Brake Control (CBC), Dynal Fraction Control (DTC) and Electronic Differences for the MINI ALL4 all-wheel-drive system  14.1 205/55 R17 91V RSC 7J × 17 LM  6-gear manual transmission 2,308 2,130 1,483 1,139 0,949 0,816 3,231 3,706  13.3 52.6 9,4 30.8 8,5 / 10.7 195 5,3 4,7	lacPherson spring strut axle with anti-dive control ongitudinal struts in lightweight aluminium design Vented disc 294 × 22 Disc 280 × 10 Sec 280 ×
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Electrical system Battery/installation Alternator Chassis Suspension, front Suspension, rear Front brakes Diameter Rear brakes Diameter Oriving stability systems  Steering Steering transmission, overall Tyres Wheels Transmission Type of gearbox Gear ratios II III IV V V VI Reverse gear Final drive ratio Performance Power-to-weight ratio to DIN Dutput per litre Acceleration 0 – 100 km/h 0 – 1000 m n 4th/5th gear 80 – 120 km/h Top speed Fuel Consumption in EU Cycle Urban Extra-urban Composite CO2	mm  mm  Brake Force Distribution (EBE Start Assistant, Dynamic Tintegrated control electronii:1  :1 :1::1::1::1::1::1::1::1::1::1::1:	150  Single-joint M Multi-link axle with Ic Vented disc 294 × 22 Disc 280 × 10 Hydraulic two-circuit bral D) and Cornering Brake Control (CBC), Dynal Fraction Control (DTC) and Electronic Differences for the MINI ALL4 all-wheel-drive system  14.1 205/55 R17 91V RSC 7J × 17 LM  6-gear manual transmission 2,308 2,130 1,483 1,139 0,949 0,816 3,231 3,706  13.3 52.6 9,4 30.8 8,5 / 10.7 195 5,3 4,7	lacPherson spring strut axle with anti-dive control ongitudinal struts in lightweight aluminium design Vented disc. 294 × 22 Disc. 280 × 10 ke system with anti-lock brakes (ABS), Electronic mic Stability Control (DSC) with Brake Assist, Hill ential Lock Control (EDLC), DSC control unit with h, Parking brake acts mechanically on rear wheels lectric power steering (EPS); 2.4 rotations in total 14.1 205/55 R17 91V RSC 7J × 17 LM  6-speed automatic transmission 4.044 2.371 1.556 1.159 0.852 0.672 3,683 3.683 3.683 3.683 3.683 3.683 3.7.7 5.1 5.26 9.5 30.9 7.7.7 5.1 5.1 6.1
Electrical system Battery/installation Alternator Chassis Suspension, front Suspension, rear Front brakes Diameter Rear brakes Diameter Oriving stability systems Steering Steering transmission, overall Tyres Wheels Transmission Type of gearbox Gear ratios II III IV V V VI Reverse gear Final drive ratio Performance Power-to-weight ratio to DIN Dutput per litre Acceleration 0 – 100 km/h 0 – 1000 m n 4th/5th gear 80 – 120 km/h Top speed Fuel Consumption in EU Cycle Urban Extra-urban Composite CO2 Miscellaneous	mm  mm  Brake Force Distribution (EBE Start Assistant, Dynamic Tintegrated control electronii:1  :1 :1::1::1::1::1::1::1::1::1::1::1:	Single-joint M Multi-link axle with lovented disc 294 × 22 Disc 280 × 10 Hydraulic two-circuit bral D) and Cornering Brake Control (CBC), Dynar raction Control (DTC) and Electronic Differences for the MINI ALL4 all-wheel-drive system E 14.1 205/55 R17 91V RSC 7J × 17 LM 6-gear manual transmission 2,308 2,130 1,483 1,139 0,949 0,816 3,231 3,706 13.3 52.6 9,4 30.8 8,5 / 10.7 195	lacPherson spring strut axle with anti-dive control ongitudinal struts in lightweight aluminium design Vented disp.  Vented disp.  280 × 10  ke system with anti-lock brakes (ABS), Electronic mic Stability Control (DSC) with Brake Assist, Hill ential Lock Control (EDLC), DSC control unit with p. Parking brake acts mechanically on rear wheels lectric power steering (EPS); 2.4 rotations in total 14.1  205/55 R17 91V RSC  7J × 17 LM  6-speed automatic transmission 4.044 2.371 1.556 1.159 0.852 0.672 3,683 3.683 13.5 52.6 9.5 30.9 - / - 193
Electrical system Battery/installation Alternator Chassis Suspension, front Suspension, rear Front brakes Diameter Rear brakes Diameter Oriving stability systems  Steering Steering transmission, overall Tyres Wheels Transmission Type of gearbox Gear ratios II III IV V V VI Reverse gear Final drive ratio Performance Power-to-weight ratio to DIN Dutput per litre Acceleration 0 – 100 km/h 0 – 1000 m n 4th/5th gear 80 – 120 km/h Top speed Fuel Consumption in EU Cycle Urban Extra-urban Composite CO2	mm  mm  Brake Force Distribution (EBE Start Assistant, Dynamic Tintegrated control electronii:1  :1 :1::1::1::1::1::1::1::1::1::1::1:	150  Single-joint M Multi-link axle with Ic Vented disc 294 × 22 Disc 280 × 10 Hydraulic two-circuit bral D) and Cornering Brake Control (CBC), Dynal Fraction Control (DTC) and Electronic Differences for the MINI ALL4 all-wheel-drive system  14.1 205/55 R17 91V RSC 7J × 17 LM  6-gear manual transmission 2,308 2,130 1,483 1,139 0,949 0,816 3,231 3,706  13.3 52.6 9,4 30.8 8,5 / 10.7 195 5,3 4,7	lacPherson spring strut axle with anti-dive control ongitudinal struts in lightweight aluminium design Vented disc 294 × 22 Disc 280 × 10 ke system with anti-lock brakes (ABS), Electronic mic Stability Control (DSC) with Brake Assist, Hill ential Lock Control (EDLC), DSC control unit with parking brake acts mechanically on rear wheels lectric power steering (EPS); 2.4 rotations in total 14.1 205/55 R17 91V RSC 7J × 17 LM 6-speed automatic transmission 4.044 2.371 1.556 1.159 0.852 0.672 3,683 3.683 13.5 52.6 9.5 30.9 - /- 193

 $<sup>^1</sup>$  Weight of the car in road trim (DIN) plus 75 kg for driver and luggage  $^2$  Deviations are possible under certain circumstances.  $^3$  Figures not yet available.

# MINI Coupé.

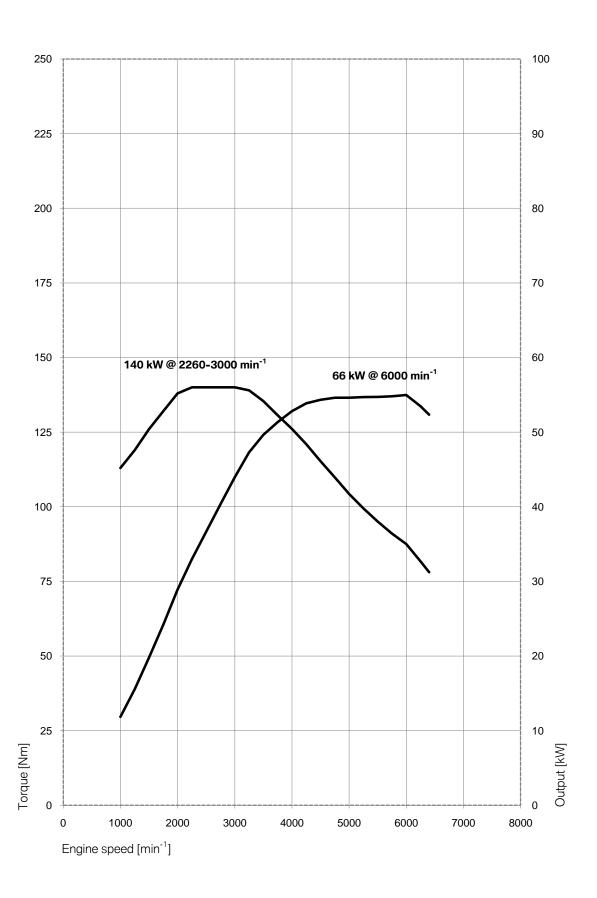
Body		MINI Cooper Coupé	MINI Cooper Coupé Automatic
No of doors/seats		2/2	2/:
Length/width/height (unladen)	mm	3728 / 1683 / 1378	3728 / 1683 / 137
Wheelbase	mm	2467	246
Track, front/rear	mm	1459 / 1467	1459 / 146
Turning circle	m	10.7	10.
Tank capacity	approx. I	40	4
Cooling system incl. heater	1	7.5	7.
Engine oil	· I	4.2	4.
Transmission oil incl. drive train		Lifetime	Lifetim
Weight, unladen to DIN/EU <sup>1</sup>	kg	1090 / 1165	1135 / 121
Max load to DIN	kg	290	29
Max permissible load		1380	142
	kg	820 / 590	
Max axle load, front/rear	kg	8207590	855 / 59
Max trailer load braked (12%) / unbraked	ka	-/-	-1
Max roofload/max download	kg kg		
Luggage compartment	Ng I	280	28
	-/m²/m²		
Air drag c <sub>x</sub> / A / c <sub>x</sub> × A	-/ m-/ m-	0.32 / 1.98 / 0.63	0.32 / 1.98 / 0.6
Engine			
Config/No of cyls/valves		Inline / 4 / 4	Inline / 4 /
Engine management		MEV 17.2.2	MEV 17.2.
Capacity	cm <sup>3</sup>	1598	159
Bore/stroke	mm	77.0 / 85.8	77.0 / 85.
Compression ratio	:1	11.0	11.
Fuel grade	RON	91–98	91–9
Max output	kW/HP	90 / 122	90 / 12
at	min <sup>-1</sup>	6000	600
Max torque	Nm	160	160
· · · · · · · · · · · · · · · · · · ·		4250	
at	min <sup>-1</sup>	4250	4250
Electrical system		55.15	55.45
Battery/installation	Ah / –	55 / Engine compartment	55 / Engine compartmen
Alternator	A	120	120
Chassis			
Suspension, front			erson spring strut axle with anti-dive contro
Suspension, rear		Multi-link axle with aluminium longitudir	nal struts and centrally-pivoted control arm
Front brakes		Vented disc	Vented dis
Diameter	mm	2)	
Rear brakes	111111	Disc	Dis
Diameter	mm	2)	D13
Driving stability systems		system with anti-lock brakes (ABS), Electronic Bra	aka Earga Distribution (ERD) and Cornering
Steering	•	Brake Control (CBC), Dynamic S nal: Dynamic Traction Control (DTC) and Electroni	tability Control (DSC) with Brake Assist and
	.4		
Steering transmission, overall	:1	14.1	14.
Tyres		175/65 R15 84H	175/65 R15 84F
Wheels		5.5J × 15 light-alloy	5.5J × 15 light-allo
Transmission			
Type of gearbox		6-gear manual transmission	6-speed automatic transmission
Gear ratios I	:1	3.214	4.148
II	:1	1.792	2.37
III	:1	1.194	1.55
	:1	0.914	1.15
V	:1	0.784	0.85
VI	:1	0.784	0.68
			3.39
Reverse gear	:1	3.143	
Final drive ratio	.1.	4.353	4.103
Performance			
Power-to-weight ratio to DIN	kg/kW	12.1	12.
Output per litre	kW/I	56.3	56.
Acceleration 0–100 km/h	S	9.0	10.
0–1000 m	S	30.1	31.:
in 4th/5th gear 80–120 km/h	S	9.4 / 11.9	-1
Top speed Fuel consumption in EU cycle	km/h	204	19
Urban	l/100 km	6.9	8.
Extra-urban	l/100 km	4.6	5,
Composite	l/100 km	5.4	6,
CO <sub>2</sub>	g/km	127	15
Miscellaneous			
Emission rating		EU5	EU:
Insurance ratings Germany	HPF/VK/TK	15/19/22	15 / 19 / 2
Ground clearance (empty)	mm	139	139

 $<sup>^{1}\,\</sup>mbox{Weight}$  of the car in road trim (DIN) plus 75 kg for driver and luggage.  $^{2}$  Data not yet available.

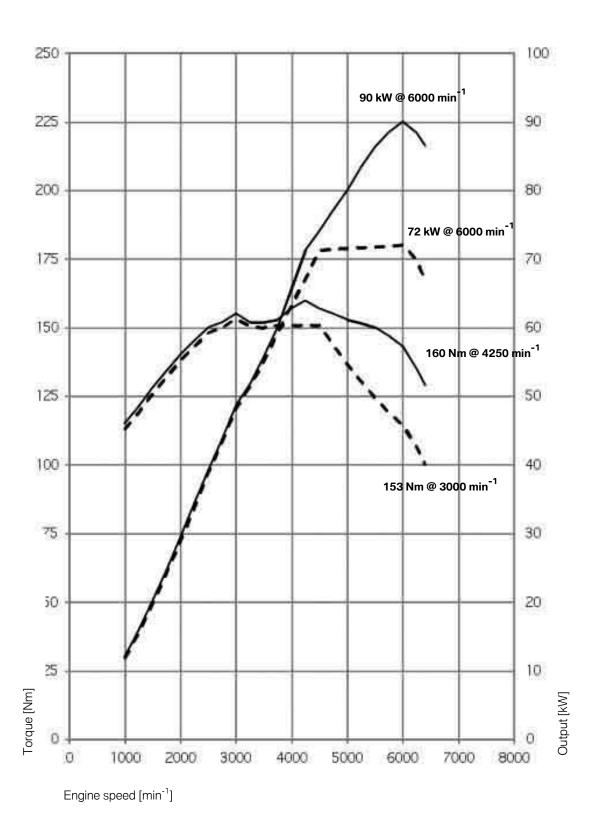
# 8. Output and torque diagrams.



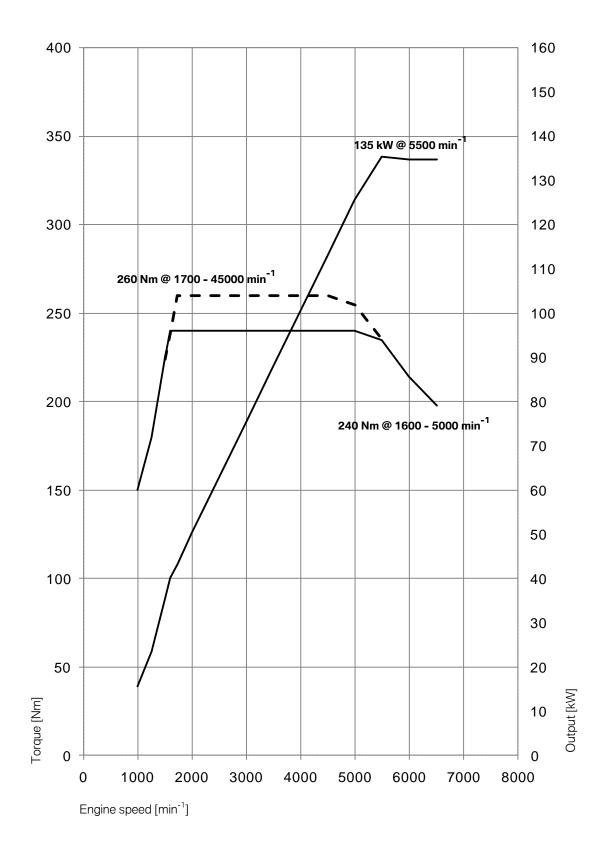
MINI One (55kW).



#### MINI One, MINI Cooper.

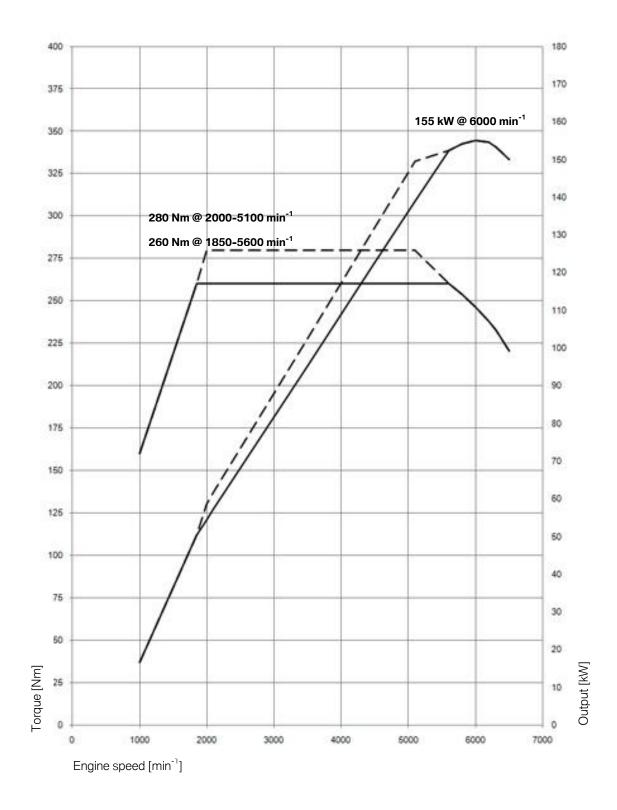


#### MINI Cooper S.

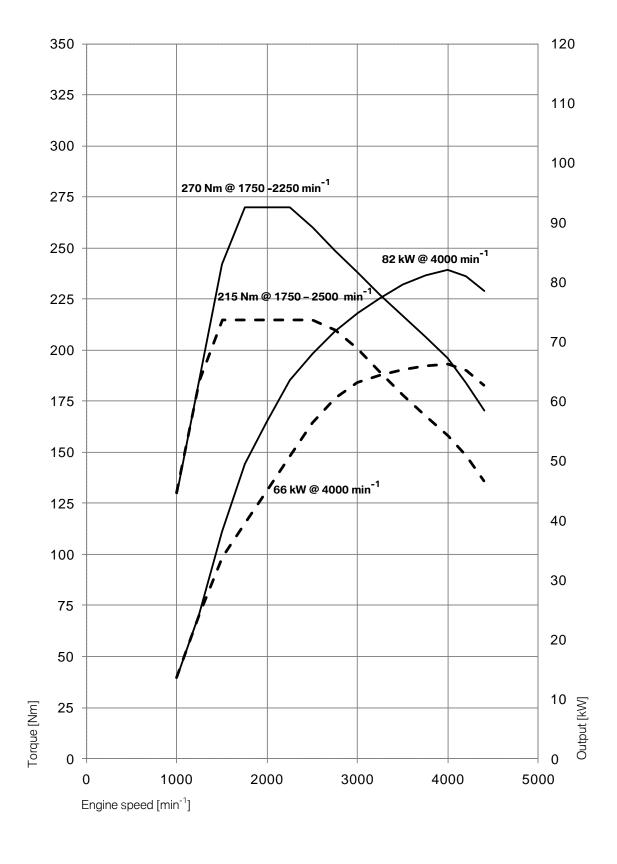


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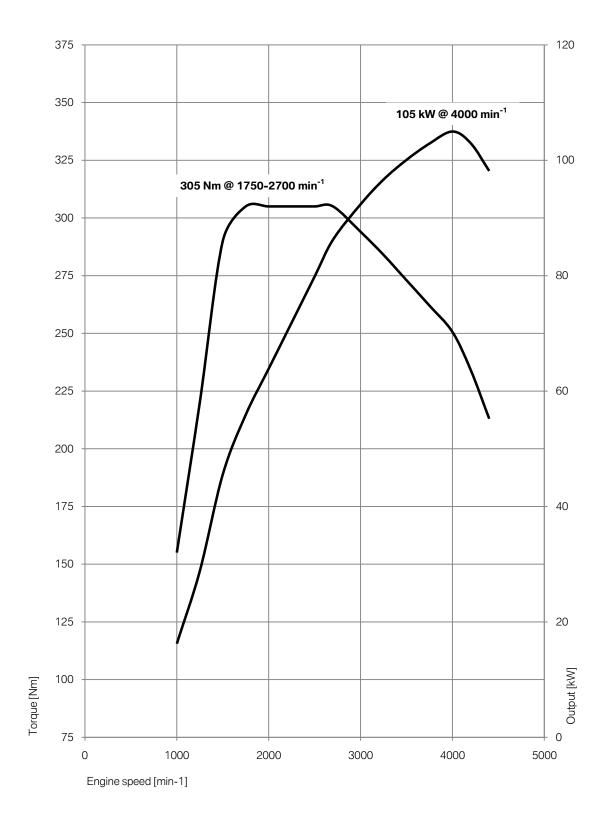
#### **MINI John Cooper Works.**



#### MINI One D, MINI Cooper D.



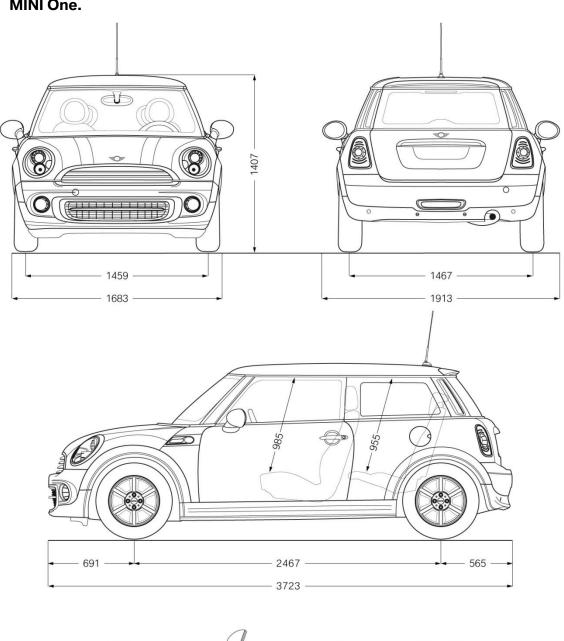
#### MINI Cooper SD.

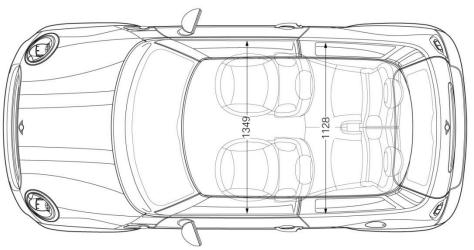


#### **Exterior and Interior Dimensions** 9.

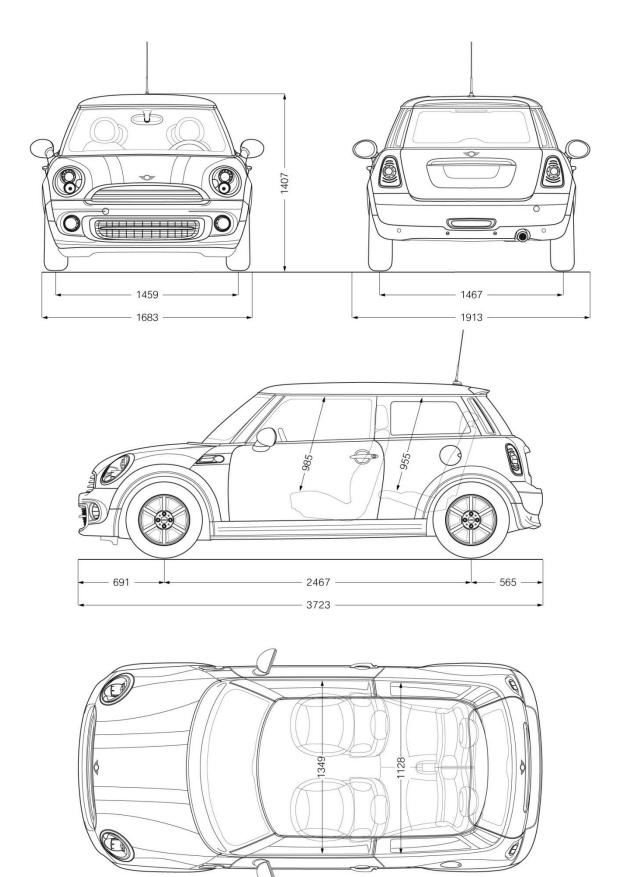


#### MINI One.

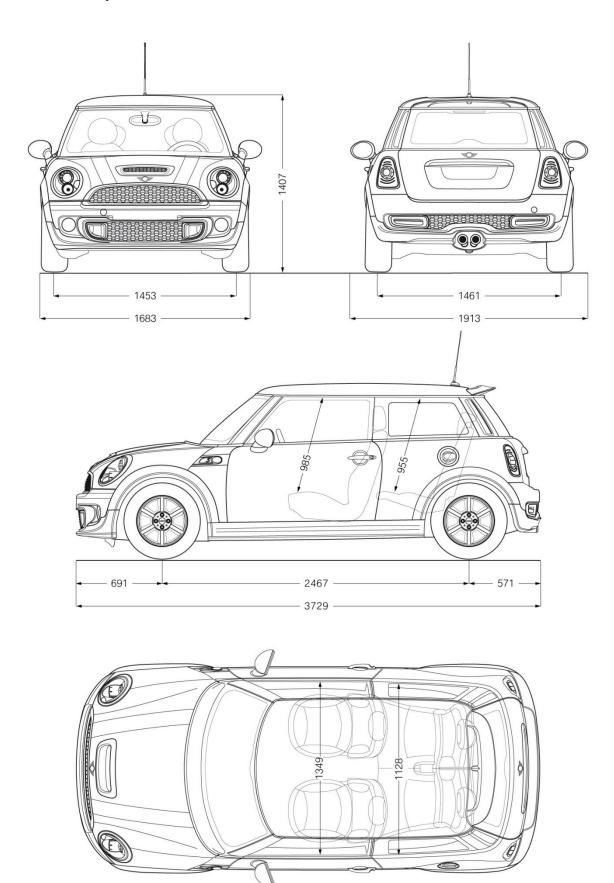




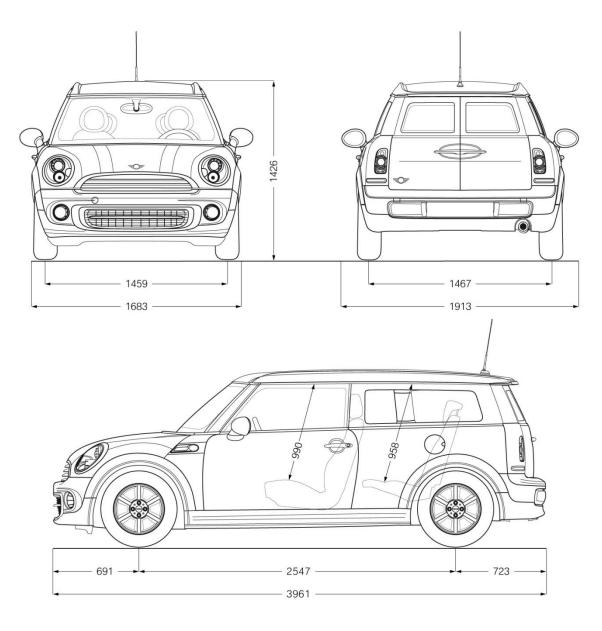
# MINI Cooper.

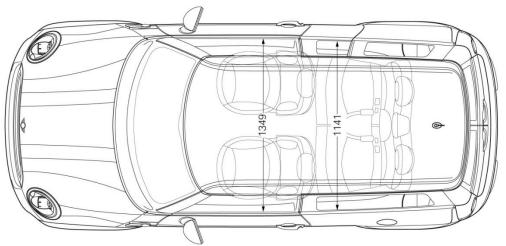


# MINI Cooper S.

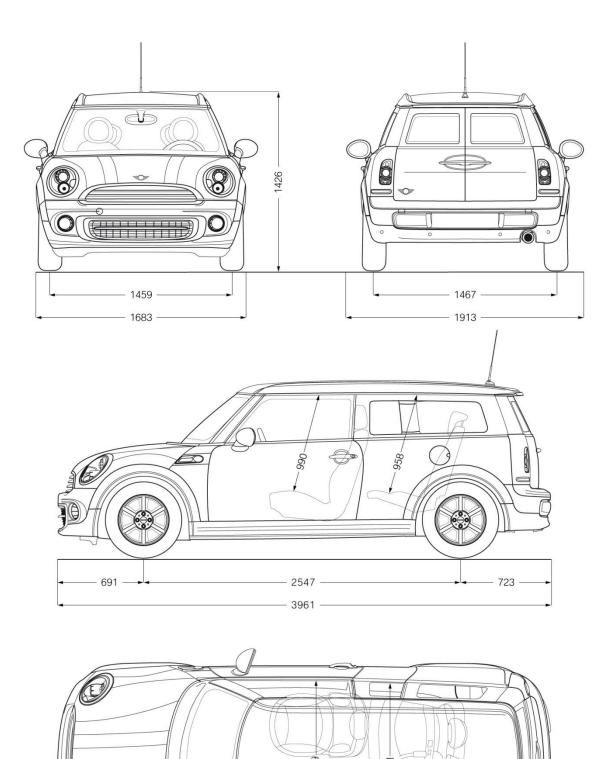


#### MINI One Clubman.

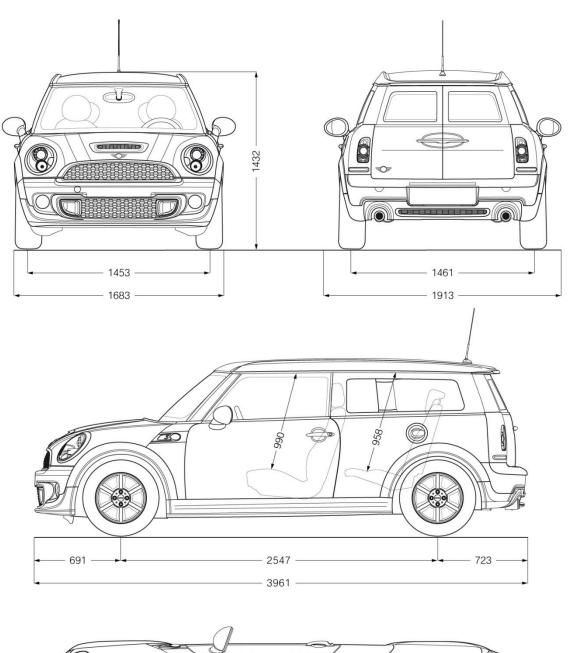


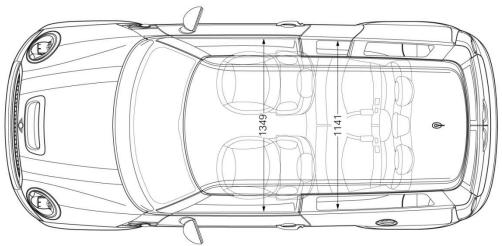


# MINI Cooper Clubman.

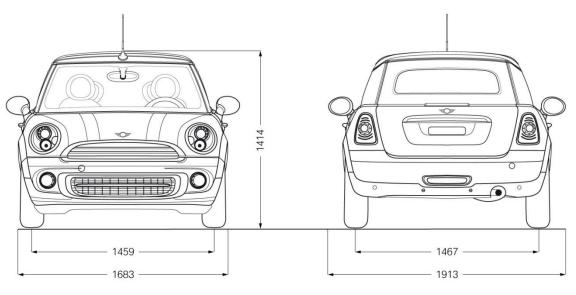


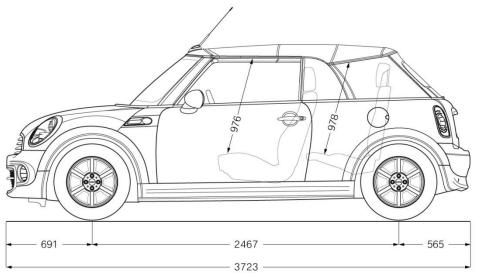
# MINI Cooper S Clubman.

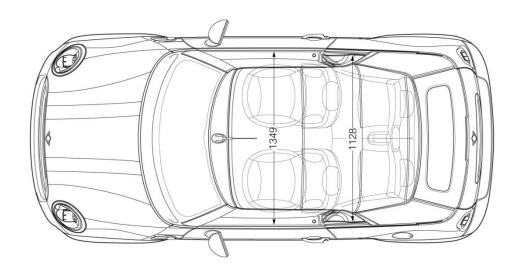




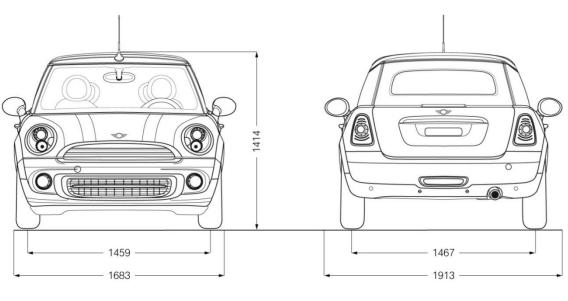
#### **MINI One Convertible.**

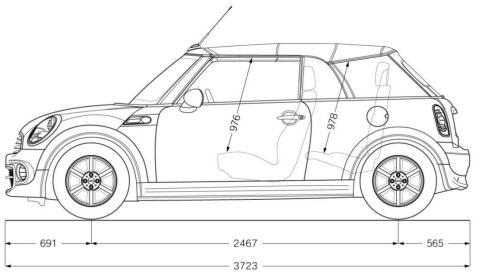


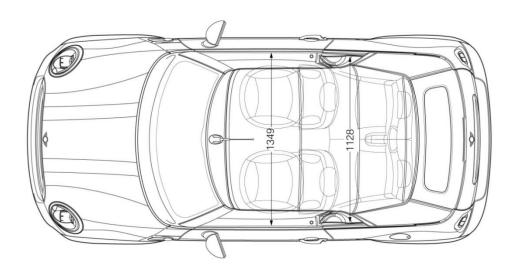




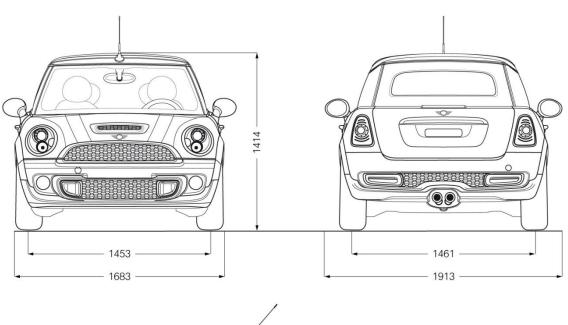
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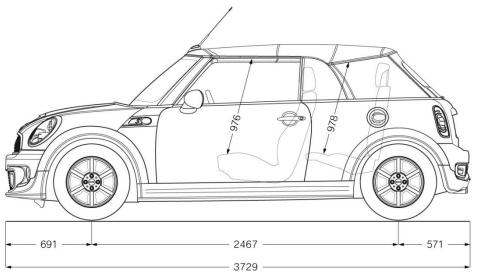


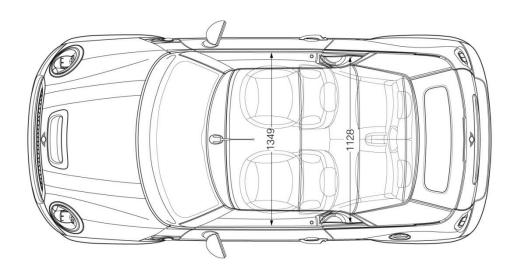




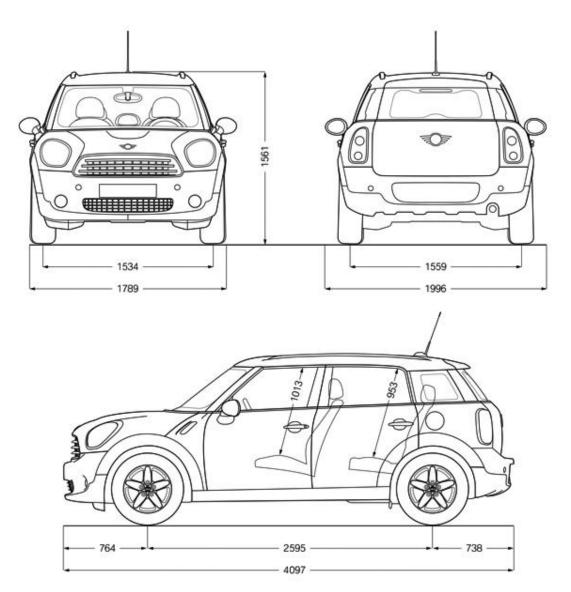
# MINI Cooper S Convertible.

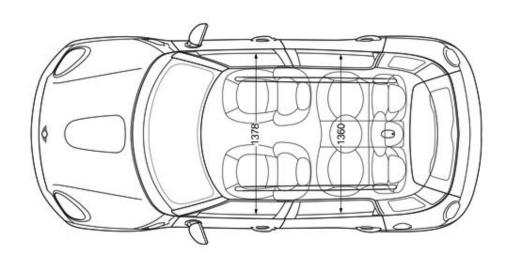




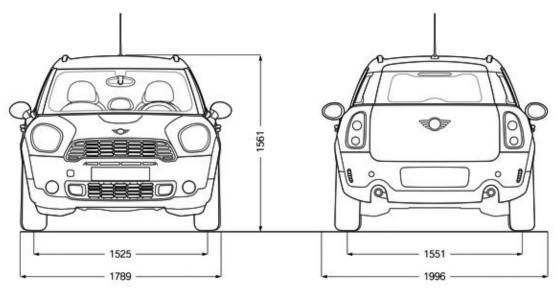


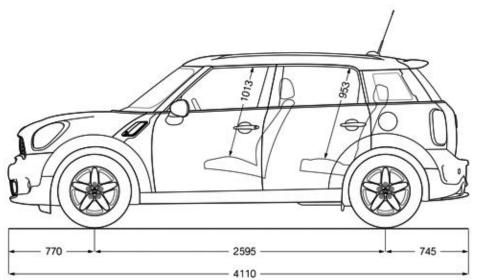
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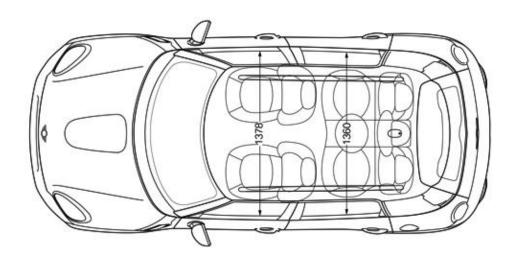




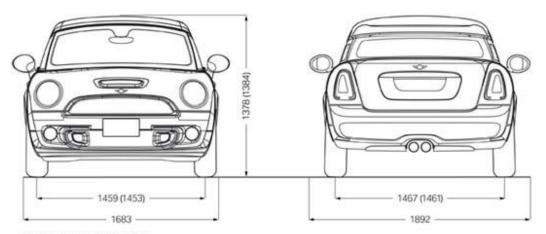
# MINI Cooper S Countryman.







# MINI Coupé.



() Figures Cooper S/Cooper SD

