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THE NEW MINI CLUBMAN. PROFILE.



- Continuation of the generation change in the MINI model family; new MINI Clubman as an innovative vehicle concept for the premium compact segment; unique combination of functionality, everyday practicality and long-distance suitability offering driving fun, premium charisma and individuality in MINI style.
- New interpretation of the tradition-steeped shooting brake concept adapted to the demands of the compact class for the first time; powerful front section with inlets for Air Curtains; also side Air Breathers behind the front wheel arches for the first time in a MINI; dynamically stretched silhouette with four side doors and a shoulder contour that emphasises the car's width; long roof line and fin antenna with red alarm system status light; steep rear with characteristic split doors, Clubman model inscription and integrated, horizontal lights; new paint finishes Melting Silver metallic and Pure Burgundy metallic; roof and exterior mirror caps in white, black or silver contrast finish.
- MINI Clubman with clearly matured character as compared to its predecessor in terms of versatility, space and product substance; exterior and interior dimensions significantly more generous, also in comparison to the new MINI 5 door: length + 27 centimetres, width + 9 centimetres, wheelbase + 10 centimetres; five fully-fledged seats; luggage compartment volume: 360 litres; rear backrest with 40:20:40 folding split; maximum storage volume: 1250 litres.
- Entirely newly designed interior; broad instrument panel with cockpit facia frame in upper section; instrument cluster on the steering column; harmoniously integrated circular central instrument with LED lighting ring and display for vehicle, infotainment, phone and navigation functions; intuitively usable air conditioning control unit and toggle switch below the central instrument; model-specific centre console with electric parking brake, storage compartments, two cup holders, MINI Controller and armrest; high-end decorative strips for centre console and door trim panels.
- Market launch of the new MINI Clubman with six engine variants (combined fuel consumption: 6.2 3.8 l/100 km; combined CO₂ emissions: 144 99 g/km); petrol and diesel engines of the new generation with MINI TwinPower Turbo Technology; MINI One D Clubman with 3-cylinder diesel engine (85 kW/116 hp); premiere for 4-cylinder diesel engines with 110 kW/150 hp in the MINI Cooper D Clubman and 140 kW/190 hp in the MINI Cooper SD Clubman; 3-cylinder petrol engines in the MINI One Clubman (75 kW/102 hp) and in the MINI Cooper Clubman (100 kW/136 hp); MINI Cooper S Clubman with 141 kW/192 hp 4-cylinder petrol engine.

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- Power transmission to the front wheels as standard via 6-speed transmission; 8-speed
 Steptronic transmission optionally available for the first time in a MINI (MINI Cooper
 S Clubman, MINI Cooper SD Clubman and MINI Cooper D Clubman) also 8-speed
 Steptronic sport transmission (MINI Cooper S Clubman and
 MINI Cooper SD Clubman); 6-speed Steptronic transmission as an optional extra for
 all other models; extensive MINIMALISM technology including auto start/stop
 function and optional GREEN mode.
- Highest level of ride comfort and brand-based go-kart feeling ever seen in a MINI due to high-quality suspension technology that is unique within the competitive field; single-joint strut front axle with completely newly developed components; multilink rear axle optimised on a model-specific basis; maximum agility due to particularly large track width, weight-optimised construction and high level of stiffness; electromechanical power steering with Servotronic function as standard.
- Dynamic Stability Control (DSC) as standard including Dynamic Traction Control (DTC) and Electronic Differential Lock Control (EDLC), also with Performance Control in the MINI Cooper S Clubman and MINI Cooper SD Clubman; model-specific spring and damper set-up; sports suspension and Dynamic Damper Control optionally available; standard trim with light alloy wheels in 16-inch or 17-inch (MINI Cooper S Clubman, MINI Cooper SD Clubman) format; light alloy wheels optionally available up to 19 inches.
- MINI Driving Modes optionally available for individual car set-up; rotary switch at the base of the gear or selector lever to activate MID, SPORT and GREEN modes; capacity to influence characteristic curves of the acceleration and steering, the shift dynamics of the Steptronic transmission and Dynamic Damper Control; GREEN mode in conjunction with Steptronic transmission including coasting with decoupled drivetrain.
- Weight-optimised and crash-optimised body structure; standard safety fittings include front and side airbags, side curtain airbags, 3-point automatic belts on all seats, at front with belt tensioners and adaptive belt force limiters, ISOFIX children's seat attachment at rear and optionally also on the front passenger seat; tyre pressure display; excellent acoustic and vibrational comfort.
- Wide range of innovative driver assistance systems: MINI Head-Up-Display, Parking Assistant, rear view camera and Driving Assistant including camera-based active cruise control, collision and pedestrian warning with initial brake function, high beam assistant and road sign detection.
- High-end standard trim including features such as air conditioning, radio with USB interface and AUX-IN socket, Bluetooth telephone hands-free facility, rain sensor with automatic driving lights control and electric parking brake.

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- Innovative optional lighting technology: LED headlamp including LED daytime driving light and LED rear lights; adaptive light distribution and LED turning light; LED fog light.
- Model-specific MINI Excitement Package with LED interior and ambient lighting as well as novel projection of the MINI logo from the exterior mirror on the driver's side when opening and closing the car; MINI Yours Interior Styles with backlit door bezels for the first time; alarm system including red LED status light integrated in fin antenna.
- Wide-ranging options for increased comfort and functionality: electrically adjustable seats with memory function for the driver for the first time in MINI, as well as sports seats and John Cooper Works sports seats; Comfort Access exclusively for the MINI Clubman with non-contact opening of the split doors (easy opener); 2-zone automatic air conditioning; seat heating; electrically operated panorama glass roof; electrical heatable and foldable exterior mirrors; interior and exterior mirrors with automatic dip function; multifunction steering wheel; through-loading system with rear backrest in 40:20:40 split; trailer tow hitch; MINI navigation system Professional; Radio MINI Visual Boost; Harman Kardon hi-fi speaker system.
- Extensive range of options for exterior and interior individualisation: John Cooper Works Aerodynamics Kit; Chrome Line exterior; roof rails; large selection of seat types, decorative surfaces and interior colours; exclusive John Cooper Works and MINI Yours fitting options.
- MINI Connected in-car infotainment program unique within the competitive field; Intelligent Emergency Call and MINI TeleServices available for use with permanently installed SIM card; wide range of functions and the opportunity for ongoing expansion due to apps that allow integration in the car via smartphone; exclusive MINI functions such as Mission Control, Dynamic Music, Driving Excitement and MINIMALISM Analyser; MINI Connected XL Journey Mate with Real Time Traffic Information; online connection also allows the use of social networks such as Twitter, foursquare and Glympse, the reception of RSS news feeds and entertainment programs such as Spotify, GoPro, AUPEO!, Stitcher, Deezer, Audible, Napster/Rhapsody and TuneIn.

Engine variants:

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capacity: 1 998 cc, output: 141 kW/192 hp at 5 000 rpm, max. torque: 280 Nm at 1250 rpm (300 Nm with overboost),

acceleration (0–100 km/h): 7.2 seconds (automatic: 7.1 seconds), top speed: 228 km/h (228 km/h),

average fuel consumption*: 6.3 – 6.2 litres (5.9 – 5.8 litres)/100 kilometres,

CO₂ emissions*: 147 – 144 g/km (137 – 134 g/km), exhaust emission standard: EU6.

MINI Cooper Clubman: 3-cylinder petrol engine with MINI TwinPower Turbo Technology (turbo charging, direct injection, fully variable valve control, variable camshaft control),

capacity: 1 499 cc, output: 100 kW/136 hp at 4 400 rpm,

max. torque: 220 Nm at 1250 rpm (230 Nm with overboost),

acceleration (0-100 km/h): 9.1 seconds (automatic: 9.1 seconds),

top speed: 205 km/h (205 km/h),

average fuel consumption*: 5.3 - 5.1 litres (5.3 - 5.1 litres)/100 kilometres, CO_2 emissions*: 123 - 118 g/km (123 - 118 g/km), exhaust emission standard: EU6.

MINI One Clubman: 3-cylinder petrol engine with MINI TwinPower Turbo Technology (turbo charging, direct injection, fully variable valve control, variable camshaft control),

capacity: 1 499 cc, output: 75 kW/102 bhp at 4 000 rpm,

max. torque: 180 Nm at 1 200 – 3 800 rpm,

acceleration (0-100 km/h): 11.1 seconds (automatic: 11.7 seconds),

top speed: 185 km/h (185 km/h),

average fuel consumption*: 5.3 – 5.1 litres (5.3 – 5.1 litres)/100 kilometres,

CO₂ emissions*: 124 - 119 g/km (124 - 119 g/km), exhaust emission standard: EU6.

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09/2015 page 6 MINI Cooper SD Clubman: 4-cylinder diesel engine with MINI TwinPower Turbo Technology (turbocharger with variable turbine geometry, common rail direct injection), capacity: 1 995 cc, output: 140 kW/190 hp at 4 000 rpm, max. torque: 400 Nm at 1 750 – 2 500 rpm, acceleration (0–100 km/h): 7.4 seconds (automatic: 7.4 seconds), top speed: 225 km/h (225 km/h), average fuel consumption*: 4.6 – 4.5 litres (4.4 – 4.3 litres)/100 kilometres, CO₂ emissions*: 122 – 119 g/km (117 – 114 g/km), exhaust emission standard: EU6.

MINI Cooper D Clubman: 4-cylinder diesel engine with MINI TwinPower Turbo Technology (turbocharger with variable turbine geometry, common rail direct injection),

capacity: 1 995 cc, output: 110 kW/150 hp at 4 000 rpm,

max. torque: 330 Nm at 1750 rpm,

acceleration (0-100 km/h): 8.6 seconds (automatic: 8.5 seconds),

top speed: 212 km/h (212 km/h),

average fuel consumption*: 4.4 - 4.1 litres (4.4 - 4.1 litres)/100 kilometres,

CO₂ emissions*: 115 – 109 g/km (115 – 109 g/km), exhaust emission standard: EU6.

MINI One D Clubman: 3-cylinder diesel engine with MINI TwinPower Turbo Technology (turbocharger with variable turbine geometry, common rail direct injection), capacity: 1 496 cc, output: 85 kW/116 hp at 4 000 rpm, max. torque: 270 Nm at 1 750 – 2 250 rpm, acceleration (0–100 km/h): 10.4 seconds (automatic: 10.4 seconds), top speed: 192 km/h (192 km/h), average fuel consumption*: 3.9 – 3.8 litres (4.1 – 3.9 litres)/100 kilometres, CO₂ emissions*: 104 – 99 g/km (109 – 104 g/km), exhaust emission standard: EU6.

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

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

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

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RIPE FOR FRESH CONQUESTS: THE NEW MINI CLUBMAN.



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

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

Engines with the latest generation of MINI TwinPower Turbo Technology power the six model variants of the new MINI Clubman available at market launch (combined fuel consumption: 6.2 – 3.8 l/100 km; CO₂ emissions combined: 144 – 99 g/km). In addition to the new MINI One Clubman and the new MINI Cooper Clubman, which are powered by 3-cylinder petrol engines with 75 kW/102 hp and 100 kW/136 hp respectively, the new MINI Cooper S Clubman also lines up for the start with a 4-cylinder petrol engine and 141 kW/192 hp. The new MINI One D Clubman has a 3-cylinder petrol engine with an output of 85 kW/116 hp. What is more, two 4-cylinder diesel engines are premiered with 110 kW/150 hp in the new MINI Cooper D Clubman and 140 kW/190 hp in the new MINI Cooper SD Clubman. Another new feature for MINI: the 8-speed Steptronic transmission available as an option for the MINI Cooper S Clubman, the MINI Cooper SD Clubman and the MINI Cooper D Clubman. For handling properties that are supreme within the segment, all suspension components in the new MINI Clubman were also specially developed and harmonised to suit the model.

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

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

Exterior design: distinctive proportions, typical brand features, innovative details.

The new MINI Clubman introduces a contemporary interpretation of the traditionsteeped shooting brake concept. This genre of vehicle - especially popular in the country in which MINI originated, the UK - combines sporty style with functionality and is reflected in design by means of a stretched silhouette, a long roof line and a steep rear.

These features of the new MINI Clubman not only provide a link with its direct predecessor. A body variant of the classic Mini geared towards extended transport capacity was presented as long ago as 55 years. The structurally identical models Morris Mini Traveller and Austin Seven Countryman were 25 centimetres longer than their original counterpart, with a wheelbase that was extended by 10 centimetres.

Another parallel with the latest new contemporary addition to the MINI family were the split doors at the rear, consisting of two side-opening wings. These help give the new MINI Clubman its unique status within the competitive field as a sixdoor model, emphasising its outstanding versatility in typical brand style.

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09/2015 page 9 For the first time, the new MINI Clubman combines the characteristic brand interpretation of this concept with the functional qualities of a modern automobile in the compact segment. With a length of 4 253 millimetres, a width of 1 800 millimetres and a height of 1 441 millimetres, it has distinctive proportions that make it unique within both the brand's model program and the compact segment as a whole. The wheelbase measures 2 670 millimetres, while the track width is 1 564 millimetres at the front and 1 565 millimetres at the rear. These dimensions provide the ideal basis for a stylish, individual and exclusive appearance, agile driving properties and - thanks to clever space utilisation in typical MINI style – a roomy interior as well.

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

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

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

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New MINI features: Air Curtains and Air Breathers optimise air ducting.

The aerodynamic properties of the new MINI Clubman are optimised by means of precisely conceived air ducting elements which are now applied to a model of the British brand for the first time. The so-called Air Curtains consist of narrow, vertically arranged openings in the outer sections of the lower air inlet. From here, air is selectively channelled around the wheel arches. It flows along the wheels with much reduced turbulence, escaping once again through Air Breathers in the rear section of the side panels. A model-specific roof spoiler also helps reduce aerodynamic drag.

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

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

Split doors and rear lights in novel design.

The split doors with their striking metal surround are the most striking feature at the rear of the new MINI Clubman. The central bar between the glass sections of the two side-opening wings is significantly narrower than in the predecessor model, thereby optimising the view to the rear.

The split doors are opened by means of a dual-section door handle finished in chrome. Non-contact opening of the split doors is possible in combination with the optional Comfort Access function. If the driver has the car key on them, it is sufficient to make a foot movement under the rear apron to trigger automatic opening.

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

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

Interior: generous space, new design.

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

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

In this specific model, the controls for heating and air conditioning are also located below the central instrument, as are the toggle switches. A red toggle switch also serves as the start/stop button for the engine in the new MINI Clubman. The USB socket, AUX-IN socket and a storage compartment are located one level lower down. Extending up to the instrument panel for the first time in a MINI, the centre console offers space for a storage compartment and two cup holders in front of the gear or selector lever. The optional MINI Controller and the switch for the electrical parking brake are also positioned on the centre console.

It can be optionally expanded to include a centre armrest with integrated telephone compartment. The speedometer and engine speed display are located in the instrument cluster on the steering column as in the new MINI 3 door and the new MINI 5 door.

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

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New options: atmospheric lighting, electrically adjustable seats.

With the new MINI Yours Interior Styles option, this striking door trim design is highlighted by means of indirectly illuminated decorative strips. They are combined with interior trim finishers available in various types. The optional lighting package with LED interior and ambient lighting also creates an atmospheric ambience. In conjunction with the special equipment feature MINI Excitement Package, this offers continuously variable colour changes and has also been extended to include a light display that is activated when opening and closing the car. On activation of the remote key, the MINI logo is projected onto the ground for 20 seconds from an additional light source in the exterior mirror on the driver's side.

Another new option is the electrical adjustment of the driver and front passenger seats, including memory function on the driver's side. For the first time, seat height, longitudinal position, seat surface angle, backrest angle and lumbar setting can be adjusted at the press of a button. A wide range of individualisation options is available with the model-specific selection of upholstery colours, interior surfaces and the optional Chrome Line for the interior. As an alternative to the standard fabric, the seat surfaces are also available in fabric/leather combinations and leather finishes with various seam patterns.

The models MINI Cooper S Clubman and MINI Cooper SD Clubman are fitted with sport seats as standard and these are optionally available for the other variants. Alternatively there are also John Cooper Works sports seats. In addition to the typical MINI seats with the tube-like visual structure, the new Chester pattern is also offered in Indigo Blue with diagonal stitching and piping in Pure Burgundy.

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

Powerful engines with MINI TwinPower Turbo Technology.

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

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

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The new MINI Cooper SD Clubman is fitted with the most powerful diesel engine ever to be seen in a model of the British brand. It generates a peak output of 140 kW/190 hp and puts its maximum torque of 400 Newton metres on line at just 1750 rpm. The new MINI Cooper SD Clubman accelerates from standing to 100 km/h in just 7.4 seconds, both with the standard manual transmission and with the optional automatic transmission. Its top speed is 225 km/h in each case. This athletic performance goes hand in hand with an average fuel consumption of 4.6 to 4.5 litres per 100 kilometres (automatic: 4.4 - 4.3 litres) and CO₂ emissions of 122 to 119 grams per kilometre (117 – 114 g/km; EU test cycle figures, dependent on tyre format selected).

The 4-cylinder diesel engine of the new MINI Cooper D Clubman delivers a peak output of 110 kW/150 hp and a maximum torque of 330 Newton metres at 1750 rpm. It enables acceleration from zero to 100 km/h in 8.6 seconds (automatic: 8.5 seconds), reaching a top speed of 212 km/h (212 km/h). In both transmission types, the efficiency of the diesel engine is reflected in an average fuel consumption of 4.4 to 4.1 litres per 100 kilometres and a CO₂ emissions level of 115 to 109 grams per kilometre (EU test cycle figures, dependent on tyre format selected).

The 3-cylinder diesel engine of the new MINI One D Clubman offers even more favourable fuel consumption and emission figures. The 1.5-litre power unit with 85 kW/116 hp provides its maximum torque of 270 Newton metres at 1750 rpm, accelerating the entry-level model in 10.4 seconds from zero to 100 km/h, with both manual and automatic transmission. The top speed of the new MINI One D Clubman is 192 km/h in each case. Its average fuel consumption is 3.9 to 3.8 litres (automatic: 4.1 - 3.9 litres) per 100 kilometres, while the CO₂ emission figure is 104 to 99 grams per kilometre (109 – 104 g/km; EU test cycle figures, dependent on tyre format selected).

The technology package of the petrol engines comprises turbocharging, petrol direct injection with centrally placed injectors, fully variable valve control in the form of VALVETRONIC as patented by the BMW Group and variable camshaft control on the intake and exhaust side (double VANOS). This combination gives the 2.0-litre 4-cylinder engine of the MINI Cooper S Clubman particularly sporty performance figures. It mobilises a peak output of 141 kW/192 hp and a maximum torque of 280 Newton metres that goes on stream at just 1250 rpm and can be briefly increased to 300 Newton metres by means of the overboost function. The new MINI Cooper S Clubman sprints in 7.2 seconds (automatic: 7.1 seconds) from standing to 100 km/h, reaching a top speed of 228 km/h (228 km/h). These figures are combined with an average fuel consumption of 6.3 to 6.2 litres (5.9 to 5.8 litres) per 100 kilometres and a CO2 emissions level of 147 to 144 grams per kilometre (137 to 134 g/km; EU test cycle figures, dependent on tyre format selected).

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Spirited power delivery is also characteristic of the 1.5-litre 3-cylinder petrol engine in the MINI Cooper Clubman. With a peak output of 100 kW/102 hp and a maximum torque of 220 Newton metres (230 Nm with overboost) at 1 250 rpm, this engine also ensures sporting performance figures. 9.1 seconds is all that is required with both manual transmission and Steptronic for acceleration from zero to 100 km/h, and the top speed is 205 km/h in each case. Regardless of the transmission type selected, the average fuel consumption of the new MINI Cooper Clubman is 5.3 to 5.1 litres per 100 kilometres, while its level of CO2 emissions is 123 to 118 grams per kilometre (EU test cycle figures, dependent on tyre format selected).

The engine portfolio is rounded off with another 3-cylinder petrol engine which powers the new MINI One Clubman. Likewise from a capacity of 1.5 litres it generates a peak output of 75 kW/102 hp, putting its maximum torque of 180 Newton metres on stream at 1200 rpm. The new MINI One Clubman takes 11.1 seconds (automatic: 11.7 seconds) to accelerate from zero to 100 km/h, reaching a top speed of 185 km/h in each case. Both with manual and automatic transmission, the entry-level variant of the new MINI Clubman has a combined fuel consumption of 5.3 to 5.1 litres per 100 kilometres and CO_2 emissions of 124 to 119 grams per kilometre (EU test cycle figures, dependent on tyre format selected).

A MINI premiere: 8-speed Steptronic transmission

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

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

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

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

An optimised preheating process achieves an approximately 50 per cent reduction in the energy required to start the new diesel engines.

MINI Driving Modes: sporty flair and efficiency at the turn of a switch.

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

A new dimension of go-kart feeling: characteristic MINI suspension technology with completely newly developed components.

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

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

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

The compression and rebound stage are adjusted by means of electrical control of the EDC valves.

In addition to the anti-lock system ABS, electronic brake force distribution EBD, Cornering Brake Control (CBC) and the brake assistant, the standard driving stability control system DSC (Dynamic Stability Control) also includes a drive-off assistant, a brake dry function, Fading Brake Support and DTC mode (Dynamic Traction Control), which permits controlled slip so as to facilitate driving off on loose sand or deep snow.

When the driving stability system is deactivated (DSC Off mode), there is an electronic locking function for the front axle differential known as the Electronic Differential Lock Control (EDLC) which selectively and appropriately brakes a spinning drive wheel on tight corners, redirecting the drive torque to the other wheel. A standard feature in the MINI Cooper S Clubman and the MINI Cooper SD Clubman, Performance Control supports agile steering for dynamic cornering prior to reaching the threshold level.

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

Low weight, stable passenger cell, comprehensive safety features.

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

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

The full range of driver assistance systems.

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

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

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

For individual premium character and additional driving fun: high-end fittings, the current MINI Connected range.

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

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09/2015 page 18 The options program also includes roof rails, a trailer tow hitch with removable ball head, electrically heatable and foldable exterior mirrors, interior and exterior mirrors with automatic dip function and the Harmon Kardon hi-fi speaker system.

The option MINI Connected is also available in conjunction with the Radio MINI Visual Boost or a navigation system.

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

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

The new MINI Clubman: an innovative concept with traditional roots.

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

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

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09/2015 page 19 What is more, the split doors help make the new MINI Clubman an individual character within its segment - a modern interpretation of the tradition-steeped vehicle concept of the shooting brake, as is especially popular in the country in which MINI originated, the UK.

The model designation Clubman first appeared in the classic Mini program in the year 1969. The original classic Mini model was still available and the newly developed car that bore the name of Clubman was positioned above it within the brand family. With a clear and sturdy-looking body design and a front section that now sported a broad radiator grille, it was offered as the Mini Clubman Estate from the outset. Again with split doors and extended transport capacity, this body variant replaced the models Morris Mini Traveller and Austin Seven Countryman, of which more than 200 000 had been already been sold by this time.

As compared to its predecessors, the Mini Clubman Estate had grown by another 10 centimetres to an exterior length of 3.40 metres.

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

55 years of success: individualists with a sense of versatility.

After the relaunch of the brand, too, there was soon a need for extended transport capacity and expanded variety in the model program. As the first premium model in the small car segment, the MINI offered terrific driving fun which many fans were keen to enjoy on long-distance trips, too.

The MINI Clubman presented in 2007 responded to a desire for space to accommodate more passengers and luggage as well as to expectations of a 21st century automobile in terms of comfort, safety and efficiency. It took the shooting brake concept in MINI style to a whole new dimension - not just in terms of technology. The MINI Clubman surpassed its predecessor and namesake from the era of the classic Mini by more than half a metre with an exterior length of 3 945 millimetres.

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

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

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

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

Body		MINI One Clubman	MINI One Clubman Automatic
Number of doors/seats		5 / 5	5 / 5
Length/width/height (empty)	mm	4253 / 1800 / 1441	4253 / 1800 / 1441
Wheelbase	mm	2670	2670
Track width, front/rear	mm	1564 / 1565	1564 / 1565
Turning circle	m	11.3	11.3
Fuel tank capacity	approx. l	48	48
Engine oil	1	4.25	4.25
Transmission oil incl. drivetrain	l	lifetime filling	lifetime filling
Unladen weight according to DIN/EU ¹⁾	kg	1300 / 1375	1320 / 1395
Payload according to DIN	kg	530	530
Permitted gross vehicle weight	kg	1870	1890
Permitted axle loads, front/rear	kg	975 / 945	995 / 945
Permitted trailer load	0		
braked (12 %) / unbraked	kg	1100 / 680	1100 / 680
Permitted roof load/permitted download	kg	75 / 75	75 / 75
Luggage compartment volume	1	360 - 1250	360 - 1250
Aerodynamic drag $c_x / A / c_x \times A$	$-/m^2/m^2$	0.32 / 2.21 / 0.71	0.33 / 2.21 / 0.72
Engine			
Type/no. of cylinders/valves		in-line / 3 / 4	in-line / 3 / 4
Engine control		MEVD 17.2.3	MEVD 17.2.3
Capacity	сс	1499	1499
Bore/stroke	mm	82.0 / 94.6	82.0 / 94.6
Compression	:1	11.0	11.0
Fuel	RON	91-98	91-98
Output	kW/hp	75 / 102	75 / 102
at engine speed	rpm	4100	4100
Torque	Nm	180	180
at engine speed	rpm	1200 - 3800	1200 - 3800
Electrical system			
Battery/installation	Ah / -	70 / engine compartment	70 / engine compartment
Alternator	А	150	150
Suspension			
Front wheel suspension	S	ingle-joint McPherson spring strut axl	e with aluminium swivel bearing and anti-dive control
Rear wheel suspension		Mul	tilink axle with weight-optimised trailing arms
Brakes, front		disc, vented	disc, vented
Rear brakes		disc, vented	disc, vented disc
Driving stability systems			system with anti-lock brakes (ABS), electronic
		stribution (EBD) and Cornering Brake start assistant, brake dry function, Fa (DTC) au	Control (CBC), Dynamic Stability Control (DSC) ding Brake Support, Dynamic Traction Control de Electronic Differential Lock Control (EDLC). Handbrake impacts electrically on rear wheels
Steering		Electrica	lly assisted EPS unit with Servotronic function
Overall steering ratio	:1	14.2	14.2
Tyres		205/55 R16 91W	205/55 R16 91W
Rims		7J × 16 light alloy	7J × 16 light alloy
Transmission			
Transmission type		6-speed manual transmission	6-speed Steptronic transmission
Gear ratio I	:1	3.615	4.459
II	:1	1.952	2.508
III	:1	1.241	1.556
IV	:1	0.969	1.142
V	:1	0.806	0.851
VI	:1	0.683	0.672
Reverse gear	:1	3.538	3.185
Final drive ratio	:1	3.882	3.683
Driving performance figures			
Power-to-weight ratio according to DIN	kg/kW	17.3	17.6
Power output per litre	kW/l	50.0	50.0
Acceleration 0–100 km/h	s	11.1	11.7
Top speed	km/h	185	185
	1411/11	105	105

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

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

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

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MINI COOPER CLUBMAN, MINI COOPER CLUBMAN AUTOMATIC.

Body		MINI Cooper Clubman	MINI Cooper Clubman Automatic
Number of doors/seats		5 - 5	5 - 5
Length/width/height (empty)	mm	4253 / 1800 / 1441	4253 / 1800 / 1441
Wheelbase	mm	2670	2670
Track width, front/rear	mm	1564 / 1565	1564 / 1565
Turning circle		11.3	1304 / 1305
Fuel tank capacity	m	48	48
	approx. l		4.25
Engine oil	<u>l</u>	4.25	
Transmission oil incl. drivetrain	1	lifetime filling	lifetime filling
Unladen weight according to DIN/EU ¹⁾	kg	1300 / 1375	1320 / 1395
Payload according to DIN	kg	530	530
Permitted gross vehicle weight	kg	1870	1890
Permitted axle loads, front/rear	kg	975 / 940	995 / 940
Permitted trailer load			
braked (12 %) / unbraked	kg	1300 / 680	1300 / 680
Permitted roof load/permitted download	kg	75 / 75	75 / 75
Luggage compartment volume	1	360 - 1250	360 - 1250
Aerodynamic drag $c_x / A / c_x \times A$	- / m ² / m ²	0.32 / 2.21 / 0.71	0.33 / 2.21 / 0.73
Engine			
Type/no. of cylinders/valves		in-line / 3 / 4	in-line / 3 / 4
Engine control		MEVD 17.2.3	MEVD 17.2.3
Capacity	сс	1499	1499
Bore/stroke	mm	82.0 / 94.6	82.0 / 94.6
Compression	:1	11.0	11.0
Fuel	RON	91-98	91–98
	kW/hp	100 / 136	100 / 136
Output		4400	4400
at engine speed	rpm		
Torque (with overboost)	Nm	220 (230)	220 (230)
at engine speed	rpm	1250	1250
Electrical system			
Battery/installation	Ah / -	70 / engine compartment	70 / engine compartment
Alternator	Α	150	150
Suspension Front wheel suspension	Sing	le-joint McPherson spring strut axle	e with aluminium swivel bearing and anti-dive control
Described and an ending		Male	
Rear wheel suspension			ilink axle with weight-optimised trailing arms
Brakes, front		disc, vented	disc, vented
Rear brakes		disc	disc
Driving stability systems		bution (EBD) and Cornering Brake C rt assistant, brake dry function, Fad (DTC) and	system with anti-lock brakes (ABS), electronic Control (CBC), Dynamic Stability Control (DSC) ling Brake Support, Dynamic Traction Control d Electronic Differential Lock Control (EDLC), Handbrake impacts electrically on rear wheels
Steering		Electrical	ly assisted EPS unit with Servotronic function
Overall steering ratio	:1	14.2	14.2
Tyres		205/55 R16 91W	205/55 R16 91W
Rims		7J × 16 light alloy	71×16 light alloy
Transmission		.,	.,
Transmission type		6-speed manual transmission	6-speed Steptronic transmission
0	.1	1	
	:1	3.615	4.459
<u>II</u>	:1	1.952	2.508
	:1	1.241	1.556
IV	:1	0.969	1.142
V	:1	0.806	0.851
VI	:1	0.683	0.672
Reverse gear	:1	3.538	3.185
Final drive ratio	:1	3.882	3.683
Driving performance figures			
Power-to-weight ratio according to DIN	kg/kW	13.0	13.2
Power output per litre	kW/l	66.7	66.7
Acceleration 0–100 km/h	S	9.1	9.1
			5.1
Top speed	km/h	205	205

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l/100 km	6.5 - 6.2	6.3 - 6.1
l/100 km	4.6 - 4.4	4.7 - 4.5
l/100 km	5.3 - 5.1	5.3 - 5.1
g/km	123 - 118	123 - 118
	EU6	EU6
3rd party/fully	2)	2)
mm	141	141
	l/100 km l/100 km g/km 3rd party/fully	l/100 km 4.6 - 4.4 l/100 km 5.3 - 5.1 g/km 123 - 118 EU6 3rd party/fully 2

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

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

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MINI COOPER S CLUBMAN, MINI COOPER S CLUBMAN AUTOMATIC.

Body		MINI Cooper S Clubman	MINI Cooper S Clubman Automatic
Number of doors/seats		5 / 5	5 / 5
Length/width/height (empty)	mm	4253 / 1800 / 1441	4253 / 1800 / 1441
Wheelbase	mm	2670	2670
Track width, front/rear	mm	1560 / 1561	1560 / 1561
Turning circle	m	11.3	11.3
Fuel tank capacity	approx. l	48	48
Engine oil	1	5.25	5.25
Transmission oil incl. drivetrain	1	lifetime filling	lifetime filling
Unladen weight according to DIN/EU ¹⁾	kg	1360 / 1435	1390 / 1465
Payload according to DIN	kg	530	530
Permitted gross vehicle weight	kg	1930	1960
Permitted axle loads, front/rear		1020 / 950	1050 / 950
Permitted trailer loads, from feat	kg	1020 / 930	10507 950
braked (12 %) / unbraked	kg	1300 / 720	1300 / 720
Permitted roof load/permitted download	kg	75 / 75	75 / 75
Luggage compartment capacity	1	360 - 1250	360 - 1250
$\frac{\text{Auguage compartment expansion}}{\text{Aerodynamic drag } c_x / A / c_x \times A}$	$-/m^2/m^2$	0.34 / 2.22 / 0.75	0.34 / 2.22 / 0.75
	/ 111 / 111	0.34 / 2.22 / 0.73	0.54 / 2.22 / 0.75
Engine Type/pe. of cylinders/yelves		in line / 4 / 4	in-line / 4 / 4
Type/no. of cylinders/valves		in-line / 4 / 4	
Engine control		MEVD 17.2.3	MEVD 17.2.3
Capacity	CC	1998	1998
Bore/stroke	mm	82.0 / 94.6	82.0 / 94.6
Compression	:1	11.0	11.0
Fuel	RON	91-98	91-98
Output	kW/hp	141 / 192	141 / 192
at engine speed	rpm	5000	5000
Torque (with overboost)	Nm	280 (300)	280 (300)
at engine speed	rpm	1250	1250
Electrical system			
Battery/installation	Ah / -	80 / engine compartment	80 / engine compartment
Alternator	А	150	150
Suspension			
Front wheel suspension	Singl	le-joint McPherson spring strut axle wit	h aluminium swivel bearing and anti-dive control
Rear wheel suspension		Multilink	axle with weight-optimised trailing arms
Brakes, front		disc, vented	disc, vented
Rear brakes		disc	disc, venteu
Driving stability systems			em with anti-lock brakes (ABS), electronic
Driving stability systems		ibution (EBD) and Cornering Brake Contr art assistant, brake dry function, Fading (DTC), Electronic Differential Lock	In with and potential of acts (1995), electrony rol (CBC), Dynamic Stability Control (DSC) Brake Support, Dynamic Traction Control Control (EDLC) and Performance Control. Ibrake impacts electrically on rear wheels
Steering			sisted EPS unit with Servotronic function
Overall steering ratio	:1	14.2	14.2
Tyres		225/45 R17 94W XL	225/45 R17 94W XL
Rims		7.5] × 17 light alloy	7.5] × 17 light alloy
Transmission		, ioj = 17 iigite alloy	, ioj :: 1, iigin unoj
Transmission type		6-speed manual transmission	8-speed Steptronic transmission
		1	
Gear ratio I II	:1	3.923	5.250 3.029
		2.136	
<u>III</u>	:1	1.276	1.950
		0.921	1.457
IV	:1		
V	:1	0.756	1.221
V VI	:1 :1	0.756 0.628	1.221 1.000
V VI VII	:1 :1 :1	0.756	1.221 1.000 0.809
V VI	:1 :1	0.756 0.628	1.221 1.000 0.809 0.673
V VI VII	:1 :1 :1	0.756 0.628	1.221 1.000 0.809 0.673
V VI VII VII	:1 :1 :1 :1	0.756 0.628 - -	1.221 1.000 0.809 0.673 4.015
V VI VII VII Reverse gear	:1 :1 :1 :1 :1 :1	0.756 0.628 - - 3.538	1.221 1.000 0.809 0.673 4.015
V VI VII VII Reverse gear Final drive ratio	:1 :1 :1 :1 :1 :1 :1	0.756 0.628 - - 3.538	1.221 1.000 0.809 0.673 4.015 3.200
V VI VII VIII Reverse gear Final drive ratio Driving performance figures Power-to-weight ratio according to DIN	:1 :1 :1 :1 :1 :1 :1 kg/kW	0.756 0.628 - - 3.538 3.588 9.6	1.221 1.000 0.809 0.673 4.015 3.200 9.9
V VI VII VIII Reverse gear Final drive ratio Driving performance figures Power-to-weight ratio according to DIN Power output per litre	:1 :1 :1 :1 :1 :1 :1 kg/kW kW/l	0.756 0.628 - - 3.538 3.588 9.6 70.6	1.221 1.000 0.809 0.673 4.015 3.200 9.9 70.6
V VI VII VIII Reverse gear Final drive ratio Driving performance figures Power-to-weight ratio according to DIN	:1 :1 :1 :1 :1 :1 :1 kg/kW	0.756 0.628 - - 3.538 3.588 9.6	1.221 1.000 0.809 0.673 4.015 3.200 9.9 70.6 7.1 228

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

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

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

The new MINI Clubman

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MINI ONE D CLUBMAN, MINI ONE D CLUBMAN AUTOMATIC.

Langth-width/neight (empty) ma 4237 / 1000 / 1441 4233 / 1000 / 1441 Vestobias ma 2070 2670 Track sidth, front/var ma 1564 / 1565 1564 / 1565 Trank sidth, front/var ma 113 113 Parl tank scapacity approx.1 480 480 Engine of 1 14.44 144 Transmission of Incl. driversin 1 1187 113.3 Parload according to DIN/UPU kg 1330 1335 Parload according to DIN/UPU kg 9130 1357 Parload cascording to DIN/UPU kg 920 1020 / 700 1202 / 700 Parload cascording to DIN/UPU kg 757 / 75 75 / 75 75 / 75 75 / 75 75 / 75 75 / 75 75 / 75 75 / 75 75 / 75 75 / 75 75 / 75 75 / 75 75 / 75 75 / 75 75 / 75 75 / 75 76 / 75 76 / 75 76 / 75 76 / 75 76 / 75 76 / 75 76 / 75 76 / 75 76 / 75 75 / 75	Body		MINI One D Clubman	MINI One D Clubman Automatic
Waterbase mm 2070 2670 Trach width, Francy ma 11.3 11.3 Frank width, Francy apprex.1 480 484 Regime oil I 4.4 4.4 4.4 Regime oil I III.4 IIII.4 IIII.4 IIII.4 IIII.4 IIII.4 IIIII.4 IIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIII	Number of doors/seats		5 / 5	5 / 5
Track solid, front/var man 154/1565 154/1565 Tranks cipcel m 11.3 11.13 Ford track capacity approx.1 48 44 Transmission of licel. driver in 1 11.44 44.4 Transmission of licel. driver in 1 Hietma Hilling Hietma Hilling Undern weight according to DINZU ¹⁹ kg 1320 1335 Probed according to DINZU ¹⁹ kg 1320 1305 Probed according to DINZU ¹⁹ kg 1320 1305 Probed according to DINZU ¹⁹ kg 1200 / 700 1200 / 700 Probed according to DINZ kg 957 / 75 77 / 75 77 / 75 Lagges compartment capacity 1 360 / 1200 032 / 221 / 07.7 Lagges compartment capacity in Hile / 3 / 4 104 / 90.0 360 / 1200 Tagges compartment capacity in Hile / 3 / 4 104 / 90.0 360 / 120 Tagges compartment capacity in Hile / 3 / 4 104 / 90.0 360 / 120 Tagges compartment capacity in Hile / 3 / 4	Length/width/height (empty)	mm	4253 / 1800 / 1441	4253 / 1800 / 1441
Turning circle n 1.3 1.1.3 Turning circle approx.1 4.4 4.4 Engine oil 1 4.4.4 4.4 Turning circle 1 1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.	Wheelbase	mm	2670	2670
Pacel mail exagacity approx.1 44 44 Transmission oil incl. drivertain 1 Hiefmen Olling, Hiefmen Olling, Darladen weight according to DINRU ¹¹ kg 1320 / 1995 1345 / 1440 Payload according to DINRU ¹¹ kg 1300 1032 Payload according to DINRU ¹¹ kg 930 1037 Permitted alse baads, front/rear kg 935 / 950 1007 / 900 Permitted lase baads, front/rear kg 95 / 75 75 / 75 Derinted reals darp and permitted overland acound alge (\$7 / 75 75 / 75 75 / 75 Leggac compartmeet capacity 1 360 - 1250 330 / 221 / 201 Paylons of cylinders/valves In-Hile / 1/4 In-Hile / 3/4 Engle (\$7 / 75 75 / 75 Loggacity cc 1496 1490 1005 / 900 1005 / 900 Topprion of cylinders/valves In-Hile / 3/4 In-Hile / 3/4 Engle (\$ / 900 1000 / 900 Comparesion :1 16.5 16.8 16.8 16.8 16.8 16.8 17.6 16.8	Track width, front/rear	mm	1564 / 1565	1564 / 1565
Engine of 1 4.4 (4.4) Transmission of Inde Arbitraria 1 Hiefme (Hing, Hiefme) Under weight according to DIN/GU ¹⁷ kg (130) (133) (133) Promited acle does weight according to DIN/GU ¹⁷ kg (130) (132) (135) (135) Promited acle does which sweight kg (130) (135)	Turning circle	m	11.3	11.3
Transmission of line. Lrivertain 1 lifetime (Illing line) (Illin) (Illing line) (Illi	Fuel tank capacity	approx. l	48	48
Unadem weight according to DIN/CU ¹⁷ kg 120/195 1345/1420 Periodal according to DIN kg 530 533 Periodal according to DIN kg 930 930 1302 Periodal condition to DIN kg 935/950 1015/950 Perinter date loads, from trear kg 935/950 1015/950 Perinter date loads, from trear kg 935/750 757 Degage compartment capacity 1 360 1250 360 1250 Degage compartment capacity 1 360 1250 360 1250 Arady main the day, for treat download kg 75.75 75.75 75.75 Arady main the day of the treat download kg 75.75 76.75 100	Engine oil	1	4.4	4.4
Paloal according to DIN kg 530 533 Permited goas valido weight kg 1000 1022 Permited table loaks, front/rear kg 995 / 950 1015 / 950 Permited table loaks, front/rear kg 995 / 950 1005 / 950 Permited table loaks, front/rear kg 75 / 75 75 / 75 Laggas compartment capacity 1 360 - 1250 360 - 1250 Accordynamic drags c, / A / c, s A - / m² / m² 0.31 / 221 / 0.69 0.32 / 221 / 0.71 Table Table 7 / m² 0.31 / 221 / 0.69 0.32 / 221 / 0.71 Table Table 1 1.61 / 3 / 4 Inline / 3 / 4 Table C 1.41 / 65 1.61 / 65 1.61 / 65 Table C 1.49 / 66 1.61 / 65 1.65 Fuel RON Disced Disced Disced 1.65 1.65 1.65 1.65 1.65 1.65 1.65 1.65 1.65 1.65 1.65 1.65 1.65 1.65 1.65 1.65 <td>Transmission oil incl. drivetrain</td> <td>1</td> <td>lifetime filling</td> <td>lifetime filling</td>	Transmission oil incl. drivetrain	1	lifetime filling	lifetime filling
Permitted gross while weight kg 1900 1920 Permitted arbited gross while weight kg 995 / 950 1015 / 950 Permitted arbited railer had kg 997 / 950 1020 / 700 Permitted arbited arbiter had kg 75 / 75 75 / 75 Laggage compartment capacity 1 360 - 1250 360 - 1250 Laggage compartment capacity 0.31 / 221 / 0.69 0.32 / 221 / 0.71 Diption Type'no. of yinders/valves in-line / 3 / 4 in-line / 3 / 4 Engine control 0.02 / 221 / 0.71 0.02 / 221 / 0.71 Diption Cc 1496 1446 Bore/stroke mm 84.0 / 90.0 84.0 / 90.0 Compression :1 1.6.5 16.5 Fuel RON Disesel Dise Output KW/hp 85 / 116 68 / 116 Compression :1 1.5.5 16.5 Fuel Row Dise Dise Output KW/hp 85 / 116 0.02 202	Unladen weight according to DIN/EU ¹⁾	kg	1320 / 1395	1345 / 1420
Permitted adde loads, from/rear kg 995 / 950 1015 / 950 Permitted radie loads, from/rear Permitted radie download kg 1200 / 700 1200 / 700 1200 / 700 1200 / 700 1200 / 700 1200 / 700 1200 / 700 1200 / 700 306 / 1250 306	Payload according to DIN	kg	530	530
$\begin{tabular}{ c c c c } \hline C & C & C & C & C & C & C & C & C & C$	Permitted gross vehicle weight	kg	1900	1920
braked (12 %) / unbraked kg 1200 / 700 1200 / 700 Dermited roof (0udpremitted download) kg 75,75 75,75 Laggage compartment capacity 1 360 · 1250 360 · 1250 Aerodynamic drag c, / A / c, * A - / m² / m² 0.31 / 221 / 0.69 0.32 / 221 / 0.75 Stappe In-line / 3 / A Rapite control DDE 7.01 DDE 7.01 DDE 7.01 ODE 7.01 Capacity cc 1406 1406 1406 Bore/strock mn 84.07 90.0 64.07 90.0 64.07 90.0 Capacity cc 1406 16.5 16.5 16.5 Pael RON Diseal Diseal 10.16 17.5 27.0 17.50 27.0 17.50 27.0 17.50 27.0 17.50 27.0 17.50 27.0 17.50 27.0 17.50 27.0 17.50 27.0 17.50 27.0 17.50 27.0 17.50 27.0 15.0 <	Permitted axle loads, front/rear	kg	995 / 950	1015 / 950
Permitted not load/permitted advanlaad kg 77 / 75 77 / 75 Dargage compariment capacity 1 360 - 1250 360 - 1250 Accodynamic drag c, / A / c, * A - / m² / m² 0.31 / 221 / 0.69 0.32 / 221 / 0.71 Dargine DDE 7.01 DDE 7.01 DDE 7.01 Capacity cc 1496 1496 Bore/ artok mm 84.0 / 90.0 64.0 / 90.0 Compression :1 16.5 16.5 Fuel RON Dilesel Dilesel Orapter KW/hp 65 / 116 65 / 116 Steped rpm 40.00 40.00 Carget artengine speed rpm 770 / 270 270 Torque Nm 270 270 270 Carget artengine speed rpm 150 50 50 Stapersion Stapersion Stapersion 250 750 / 250 Port wheel suspension Staple - joint McPherson spring strut axle with atuninium swite bearing and anti-dive carget axies disc disc	Permitted trailer load			
Laggage compartment capacity 1 360-1250 360-1250 Arcodynamic drage v, / A (v, v A - / m² / m² 0.31 / 221 / 069 0.32 / 221 / 071 Engine DBE 7.01 DDE 7.01 DDE 7.01 Arcodynamic drage v, / A (v, v A indine / 3 / 4 indine / 3 / 4 Arcodynamic drage v, / A (v, v A indine / 3 / 4 indine / 3 / 4 Arcodynamic drage v, / A (v, v A indine / 3 / 4 indine / 3 / 4 Arcodynamic drage v, / A (v, v A indine / 3 / 4 indine / 3 / 4 Argine control DDE 7.01 DDE 7.01 DDE 7.01 Capacity cc indine / 3 / 4 indine / 3 / 4 Storey of the wide version				
Accodynamic drag $c_1 / A / c_n \cdot A$ $-/m^2 / m^2$ $0.31 / 221 / 0.69$ $0.32 / 221 / 0.71$ IngineType fro. of cylinders/valvesincline / 3 / 4incline / 3 / 4Engine controlDDE 7.01DDE 7.01DDE 7.01Organitycc14961496Borry Atrokemm84.0 / 90.084.0 / 90.0Compression:11165155FielRONDieselDieselOutputkW/hp85 / 11685 / 116Compression:1105.2107.0TorqueNm270270Compression:1105.7250Electrical systemElectrical system80 / engine compartment80 / engine compartmentAlternatorA150150SuspensionSingle-joint McPherson spring stnt axle with aluminium swivel bearing and anti-dive controlControlProt wheel suspensionSingle-joint McPherson spring stnt axle with aluminium swivel bearing and anti-dive control (SGD) mount is shally Control (SGD)Weight optimised trailing armsBrakes, frontGisgle-foint McPherson spring stnt axle with aluminium swivel bearing and anti-dive control (SGD) mount is shally Control (SGD)Weight optimised trailing armsControlSingle-joint McPherson spring stnt axle with aluminium swivel bearing and anti-dive control (SGD) mount is shally Control (SGD)Weight optimised trailing armsStrategringControl (SGD)Stored (SGD) mount is shally Control (SGD)Stored (SGD) mount is shally Control (SGD)StrategringControl (SGD)Stored (SGD) mount i	-			
Englan Initian / 3 / 4 Initian / 3 / 4 Type/rat. of cylinders/valves in line / 3 / 4 Initian / 3 / 4 Singine control DDE 7.01 DDE 7.01 Capacity cc 1496 Borr/stroke mm 84.0 / 90.0 84.0 / 90.0 Compression :1 16.5 16.5 Prel RON Diesel Diesel Output kW/hp 85 / 116 85 / 116 at engine speed rpm 4000 4000 Torque Nm 270 270 Battery/installation Ah / - 80 / engine compartment 80 / engine compartment Retrantor A 150 150 Suppension Single-joint McPherson spring strut axle with aluminium swivel bearing and anti-dive control control Rear wheel suspension Single-joint McPherson spring strut axle with aluminium swivel bearing and anti-dive control disc, vented Rear brakes, froat disc, vented disc, vented disc, vented Rear brakes Gifter alugististed tralling ansisted tralling ansisted tralling ansisted trall				
Typeron of cylinders/valves in-fline / 3 / 4 In-fline / 3 / 4 Ingine control DDE 7.01 DDE 7.01 Capacity cc 1496 1496 Bore/Stroke mm 84.0 / 90.0 84.0 / 90.0 Compression :1 16.5 16.5 Freel RON Diesel Diesel Output kW/hp 85 / 116 85 / 116 at engine speed rpm 4000 4000 Torgue Nm 270 270 at engine speed rpm 1750 - 2250 1750 - 2250 Exters/installation Ah /- 80 / engine compartment 80 / engine compartment Alternator A 150 150 150 Stagension Single-joint McPherson spring strut axle with aluminium swivel bearing and anti dive archite supension Single-joint McPherson spring strut axle with aluminium swivel bearing and anti dive archite supension Multilink axle with eight-optimised trailing arms Bracks, front disc, vented disc, vented disc, vented Oriving stability systems Hydrall 2 = circuit brake system		- / m² / m²	0.31 / 2.21 / 0.69	0.32 / 2.21 / 0./1
Engine controlDDE 7.01DDE 7.01Capacitycc14961496Capacitycc14961496Bert/strokemm64.0 / 90.0 $64.0 / 90.0$ Compression:116.516.5FuelRONDiteselDiteselOutputkW/hp85 / 11685 / 116at engine speedrpm400004000at engine speedrpm1750 - 22501750 - 2250Electrical system200150150SteryinstallationAh / -80 / engine compartment80 / engine compartmentAlternatorA150150150StepensionSingle-joint McPherson spring strut axle with aluminium swivel bearing and anti-dive controldisc, venteddisc, ventedRear wheel suspensionMultilik axle with eight-optimisel drailing amsSingle-joint McPherson spring strut axle with aluminium swivel bearing and anti-dive controldisc, venteddisc, ventedRear brakesdisc is venteddisc, venteddisc, venteddisc, ventedRear brakes1114.214.214.2Driving stability systemsTj vi fo light alloy7 / s 16 light alloy7 / s 16 light alloyTres2055 R16 01W2055 R16 01W2055 R16 01W2556Tres215 SR 16 01W2056 R16 0.914.450Tres216 SR 16 01W216 Gageed manual transission6-speed Steptoric transissionGeneratioI:13.2304.459Tres2055 R16 01W <td>•</td> <td></td> <td></td> <td></td>	•			
Capacity cc 1496 1496 Bore/stroke mm 84.0 / 90.0 84.0 / 90.0 Bore/stroke mm 84.0 / 90.0 84.0 / 90.0 Compression :1 16.5 16.5 Fuel RON Diesel Diesel Output KW/hp 85 / 116 85 / 116 at engine speed rpm 4000 4000 Torque Nm 270 270 at engine speed rpm 1750 - 2250 1750 - 2250 Battery/installation Ah / - 80 / engine compartment 80 / engine compartment Aternator A 150 150 50 Suspension Single-joint McPherson spring strut axle with aluminium swivel bearing and anti-dive control control Rear wheel suspension Multilink axle with weight-optimised trailing arms Bracks, forot disc, vented disc, vented disc Driving stability systems Hydraulic 2-circuit brake system with anti-lock brakes (ABS), electronic Drivens disc disc disc disc Driving st				
Bore/stroke mm 84.0 / 90.0 84.0 / 90.0 Compression :1 16.5 16.5 Fuel RON Diesel Diesel Output KW/hp 85.116 68.5 Output KW/hp 85.116 68.5 Output KW/hp 85.116 68.7 Terque Nm 270 270 at engine speed rpm 1750 - 250 1750 - 250 Electrical system Electrical system 80 / engine compartment 80 / engine compartment Battery/installation Ah / - 80 / engine compartment 80 / engine compartment Rear brakes Single-joint McPherson spring strut acle with aluminium swivel bearing and anti dive control Rear brakes disc enterity control Rear brakes disc disc disc, vented Driving stability systems Hydraulic 2-circuit brake system with anti-lock brakes ABN; electronic (DFC) Handbrake inpacts electrically sortal stability Control (BDL) Driving stability systems Hydraulic 2-circuit brake system, with anti-lock brakes ABN; electronic (DF				
Compression:116.516.5FuelRONDieselDieselOutputkW/hp85 / 11685 / 116at engine speedrpm40004000TorqueNm270270at engine speedrpm1750 - 22501750 - 2250Electrical systemBattery/installationAh / - 80 / engine compartment80 / engine compartmentMaternatorA150150SuspensionSingle-joint McPherson spring strut axle with aluminum swivel bearing and anti-flve controlcontrolRear wheel suspensionSingle-joint McPherson spring strut axle with aluminum swivel bearing and anti-flve controlcontrolRear wheel suspensionSingle-joint McPherson spring strut axle with aluminum swivel bearing and anti-flve controlcontrolRear wheel suspensionMultilink ack with weight- optimised trailing arms controlcontrolRear brakesdisc.disc.disc.Driving stability systemsHydraulic 2-circuit brake system with anti-lock brakes (ABS), electronic brake force distribution (EBD) and Control (CBC), Dynamic Traction CostCo with brake assistant, hill start assistant, brake dyf unction, Fading Brake Support, Dynamic Traction CostCo With Brake assistant, hill start assistant, brake dyf unction, Fading Brake Support, Dynamic Traction CostCo With Brake assistant, hill start assistant, brake dyf unction, Fading Brake Support, Dynamic Traction CostCo With Brake assistant, brake dyf unction, Fading Brake Support, Dynamic Traction CostCo With Brake assistant, brake dyf unction, Fading Brake Support, Dynamic Traction CostCo Handbrake impact electrically assisted EPS				
PuelRONDieselDieselOutput kW/hp $85/116$ $85/116$ at engine speedrpm 4000 4000 TorqueNm 270 270 at engine speedrpm $1750-2250$ $2750-2250$ Electrical system $80/$ engine compartment $80/$ engine compartmentBattery/installationAh / - $80/$ engine compartment $80/$ engine compartmentAlternatorA 150 150 SupensionSingle-joint McPherson spring strut asle with aluminium swivel bearing and anti-dive controlRear wheel suspensionMultilink axle with weight-optimised trailing armsBrakes, frontdisc, venteddisc, ventedRear brakesdiscdiscDriving stability systemsHydraulic 2-circuit brake system with anti-lock brakes (ABS), electronicWith brake assistant, hill start assistant, brake dry function (BCB) and Cornering Brake Control (BCD), Namic Stability Control (BCD), Namic Stability Control (BCD), Mandbrake impacts electrically on rear wheelsOverall steering attio:114.214.2Tyres205/55 R16 91W205/55 R16 91WTransmission type6-speed mannal transmission6-speed Steptronic transmissionGar attioI:11.302.3Transmission type6-speed mannal transmission6-speed Steptronic transmissionTransmission type6-speed mannal transmission6-speed Steptronic transmissionGar attioI:11.2761.556III:10.9211.142 <trr< td=""><td></td><td></td><td></td><td></td></trr<>				
Output kW/hp 85 / 116 85 / 116 at engine speed rpm 4000 4000 Torque Nm 270 270 at engine speed rpm 1750 - 2250 1750 - 2250 Electrical system 80 / engine compartment 80 / engine compartment Alternator A 150 150 Suspension 50 150 150 Front wheel suspension Single-joint McPherson spring strut axle with aluminium swivel bearing and anti-dive control control Rear wheel suspension Multilink axle with weight-optimised trailing arms Brakes, front disc. vented disc. vented click. vented click. vented click. vented disc. vented				
a length espeedrpm40004000TorqueNm270270at engine speedrpm1750 - 22501750 - 2250Electrical system1750 - 22501750 - 2250Battery/installationAh / -80 / engine compartment80 / engine compartment80 / engine compartmentAlternatorA150150SuspensionSingle-joint McPherson spring strut axle with aluminium swivel bearing and anti-dive controlRear wheel suspensionSingle-joint McPherson spring strut axle with aluminium swivel bearing and anti-dive controlRear brakesdisc.disc.Driving stability systemsHydraulic 2-circuit brake system with anti-lock brakes (ABS), electronic brake force distribution (EBD) and Cornering Brake Control (CBC), Dynamic Stability Control (DSC) with brake assistant, bill start assistant, brake dry function, Fading Brake Control (CBC), Dynamic Traction Control (CDTO) and Electronic Differential Lock Control (EDLO). Handbrake impacts electrically on rear wheelsSteeringElectrically assisted EPS unit with Servotronic function Overall steering ratio:114.214.2Tyres205/55 R16 91W205/55 R16 91WCara atioI:13.923III:11.2761.508III:10.6280.652V:10.6280.652V:10.6280.652VI:10.6280.652VI:10.6280.652Power to verify threatio:13.3893.234Drivin				
Torque Nm 270 270 at engine speed rpm 1750 - 2250 1750 - 2250 Battery/installation Ah / - 80 / engine compartment 80 / engine compartment Alternator A 150 150 Suspension Single-joint McPherson spring strut axle with aluminium swivel bearing and anti-dive control control Rear wheel suspension Single-joint McPherson spring strut axle with aluminium swivel bearing and anti-dive control control Rear wheel suspension Multilink axle with weight-optimised trailing arms control Rear wheel suspension Multilink axle with weight-optimised trailing arms control Rear wheel suspension Multilink axle with aluminium swivel bearing and anti-dive control control Rear wheel suspension Multilink axle with aluminium swivel bearing and anti-dive control control Rear wheel suspension Multilink axle with aluminium swivel bearing and anti-dive control control Driving stability systems Hydraulic 2- circuit brake system with anti-lock brakes (ABS), electronic disc Driving stability systems Hydraulic 2-circuit brake system with anti-lock brakes (ABS), electronic traction Carrol (DCC) With brake assistant, hill start assistant, brake dry function, Fading Brake Sport, Dynamic Traction Control (DCD) Traction Control (DCD) Tyres 205/				
at engine speed rpm 1750 - 2250 1750 - 2250 Electrical system Battery.installation Ah /- 80 / engine compartment 80 / engine compartment Aternator A 150 150 Suspension Front wheel suspension Single-joint McPherson spring strut axle with aluminium swivel bearing and anti-dive Rear wheel suspension Multilink axle with weight-optimised trailing arms Brakes, front disc, vented disc wented Rear brakes Driving stability systems Hydrault2 - 2:::untrailed for the system with anti-lock brakes (ABS), electronic brake force distribution (EBD) and Cornering Brake Support, Dynamic Stability control (OSC) with brake assistant, hill start assistant, brake dry function, Fading Brake Support, Dynamic Stability Control (OSC) With grave assistant, hill start assistant, brake dry function, Fading Brake Support, Dynamic Stability Control (OSC) With Brake assistant, hill start assistant, brake dry function, Fading Brake Support, Dynamic Stability Control (OSC) With Brake assistant, hill start assistant, brake dry function, Fading Brake Support, Dynamic Stability Control (OSC) Handbrake impacts electrically on rear wheels Steering Detering atio : 1 14.2 14.2 Tyres 205/55 R16 91W 205/55 R16 91W Rims 7] × 16 light alloy 7] × 16 light alloy Transmission type 6-speed manual transmission 6-speed Steptronic transmission Gear ratio 1 : 1 21.36 2.5008 III : 1 21.36 2.5008 III : 1 21.36 2.5008 VI : 1 0.756 0.0851 VI : 1 0.756 0.0851 Final drive ratio : 1 3.389 3.3185 Final drive ratio : 1 3.389 3.324 Driving performance figures Power to weight ratio according to DIN kg/kW 15.5 15.8 Power output per litre kW/1 56.8 56.8 Recerratio 0 -100 km/h s 10.4 10.4				
Electrical system 80 / engine compartment 80 / engine compartment Battery/installation Ah / - 80 / engine compartment 80 / engine compartment Atternator A 150 150 Suspension Single-joint McPherson spring strut axle with aluminium swivel bearing and anti-dive control Rear wheel suspension Multilink axle with weight-optimised trailing arms Brakes, front disc, vented disc, vented Rear brakes disc disc disc Driving stability systems Hydraulic 2-circuit brake system with anti-lock brakes (ABS), electronic brake force distribution (EBD) and Cornering Brake Control (CBC), Dynamic Stability Control (CBC), with brake assistant, hill start assistant, brake dry linetion, Fading Brake Support, Dynamic Traction Control (CPC) and Electronic Differential Lock Control (EDLC), Handbrake inpacts electrically on rear wheels Steering Electrically assisted EPS unit with Servotronic function Overall steering ratio :1 14.2 14.2 Tyres 205/55 R16 91W 205/55 R16 91W 205/55 R16 91W Gear ratio I :1 2.136 2.508 III :1 2.136 2.508 III				
Battery/installation Ah /- 80 / engine compartment 80 / engine compartment Alternator A 150 150 Suspension Single-joint McPherson spring strut axle with aluminium swivel bearing and anti-dive control Control Rear wheel suspension Multilink axle with weight-optimised trailing arms Single-joint McPherson spring strut axle with aluminium swivel bearing and anti-dive control Rear wheel suspension Multilink axle with weight-optimised trailing arms Brakes, front disc, vented disc, vented disc, vented disc disc disc Driving stability systems Hydraulic 2-circuit brake system with anti-lock brakes (ABS), electronic brake force distribution (EBD) and Cornering Brake Control (CBC), pananic Stability Control (DSC) with brake assistant, hill start assistant, brak dry function, Fading Brake Support, Dynamic Traction Control (DCO) and Electronical Differential Lock Control (EDC). Handbrake impacts electrically on rear wheels Overall steering ratio :1 14.2 14.2 14.2 Trassmission To see a set and transmission 6-speed manual transmission 6-speed Steptronic transmission Garanti I :1 0.756 0.851 1.04 2.05 III :1 0.756 0.851 1.04		rpm	1750 - 2250	1750 - 2250
Alternator A 150 150 Suspension Single-joint McPherson spring strut axle with aluminium swivel bearing and anti-dive control Rear wheel suspension Multilink axle with weight-optimised trailing arms Brakes, front disc, vented disc, vented Gar brakes disc, vented disc, vented disc, vented Driving stability systems Hydraulic 2-circuit brake system with anti-lock brakes (ABS), electronic brake force distribution (EBD) and Cornering Brake Control (CBC), Dynamic Traction Control (DTC) and Electronic Differential Lock Control (EDC). Vering Electrically assisted EPS unit with Servotronic function (CTC) and Electronic Differential Lock Control (EDC). Vering 205/55 R16 91W 205/55 R16 91W Overall steering ratio :1 14.2 14.2 Transmission G-speed manual transmission 6-speed Steptronic transmission Transmission type G-speed manual transmission 6-speed Steptronic transmission Carratio I :1 2.136 2.508 III :1 0.921 1.142 1.42 V :1 0.926 0.675 1.68 0.675 Transmission Y 16 1.506				
Suspension Single-joint McPherson spring strut axle with aluminium swivel bearing and anti-dive control Rear wheel suspension Multilink axle with weight-optimised trailing arms. Brakes, front disc, vented disc, vented Brakes, front disc disc disc Driving stability systems Hydraulic 2-circuit brake system with anti-lock brakes (ABS, electronic 0ED) and Cornering Brake Control (CBC), Dynamic Stability Control 0ENC) With brake assistant, hill start assistant, brake dry function, Fading Brake Support, Dynamic Stability Control 0ENC) Vertains Electrically assisted EPS unit with Servotronic function (DTC) and Electronic Differential Lock Control (EDC). Vertains 1 14.2 14.2 Tyres 205/55 R16 91W 205/55 R16 91W 205/55 R16 91W Transmission type 6-speed manual transmission 6-speed Steptronic transmission Gear ratio I 1 2.500 III :1 1.276 1.556 III :1 0.921 1.142 V :1 0.921 1.142 V :1 0.921 1.556 IIII :1 0.538			· ·	
Prot Single-joint McPherson spring strut axle with aluminium swivel bearing and anti-dive control Rear wheel suspension Multilink axle with weight-optimised trailing arms Brakes, front disc, vented disc, vented Rear brakes disc disc disc Driving stability systems Hydraulic 2-circuit brake system with anti-lock brakes (ABS), electronic brake force distribution (EBD) and Cornering Brake Control (CDC), Dynamic Stability Control (DSC) with brake assistant, brake dry function, Fading Brake Support, Dynamic Stability Control (DSC) (DYTO and Electronic Differential Lock Control (EDLO, Madbrake impacts electrically on rear wheels Steering Electrically assisted EPS unit with Servotonic function (DCC) Overall steering ratio :1 14.2 14.2 Tyres 205/55 R16 91W 205/55 R16 91W 205/55 R16 91W Transmission 6-speed manual transmission 6-speed Steptronic transmission Gear ratio I :1 3.923 4.449 V :1 0.921 1.142 V :1 0.921 1.142 V :1 0.921 1.142 Transmission IIII :1 3.923 4.459 IIII :1 0.926 <		A	150	150
Rear wheel suspension Multilink axle with weight-optimised trailing arms Brakes, front disc, vented disc, vented Rear brakes disc disc Driving stability systems Hydraulic 2-circuit brake system with anti-lock brakes (ABS), electronic brake force distribution (EBD) and Cornering Brake Corntol (CBC), Dynamic Stability Control (DSC), with brake assistant, brake dry function, Fading Brake Support, Dynamic Traction Control (DTC) and Electronic Differential Lock Control (EDLO), Handbrake impacts electrically on rear wheels Steering Electrically assisted EPS unit with Servotronic function Overall steering ratio :1 14.2 14.2 Tyres 205/55 R16 91W 205/55 R16 91W 205/55 R16 91W Transmission Gespeed manual transmission 6-speed Steptronic transmission 6-speed Steptronic transmission Gear ratio I :1 2.136 2.508 III :1 2.126 1.508 VI :1 0.921 1.142 V :1 0.921 1.142 Transmission type Ge-speed manual transmission 6-speed Steptronic transmission 6-speed Steptronic transmission Quite ratio I	Front wheel suspension	Sing	le-joint McPherson spring strut axle with	
Brakes, front disc, vented disc, vented disc, vented Rear brakes disc disc disc Driving stability systems Hydraulic 2-circuit brake system with anti-lock brakes (ABS), electronic brake force distribution (EBD) and Cornering Brake Control (CBC), Dynamic Traction Control (DPC), with brake assistant, hill start assistant, brake dry function, Fading Brake Support, Dynamic Traction Control (DPC), and Electronic Differential Lock Control (EDLC), Handbrake impacts electrically on craw wheels Steering Electrically assisted EPS unit with Servotronic function Overall steering ratio :1 14.2 14.2 Tyres 205/55 R16 91W 205/55 R16 91W 205/55 R16 91W Transmission 6-speed manual transmission 6-speed Steptronic transmission 6-speed Steptronic transmission Gear ratio I :1 3.923 4.459 III :1 0.216 2.508 IV :1 0.921 1.142 V :1 0.756 0.851 III :1 0.276 0.851 VI :1 0.628 0.672 Reverse gear :1 3.389 3.234 VI :1 0.628 <td>Rear wheel suspension</td> <td></td> <td>Multilink</td> <td></td>	Rear wheel suspension		Multilink	
Rear brakes disc disc Driving stability systems Hydraulic 2-circuit brake system with anti-lock brakes (ABS), electronic brake force distribution (EBD) and Cornering Brake Control (CBC), Dynamic Stability Control (DSC) with brake assistant, brake dry function, Fading Brake Support, Dynamic Traction Control (DTC) and Electronic Differential Lock Control (EDLC). Handbrake inpacts electrically on rear wheels Steering Electrically assisted EPS unit with Servotronic function Overall steering ratio :1 14.2 14.2 Tyres 205/55 R16 91W 205/55 R16 91W 205/55 R16 91W Transmission 6-speed manual transmission 6-speed Steptronic transmission Gear ratio I :1 3.923 4.459 III :1 2.136 2.508 IV :1 0.921 1.142 V :1 0.921 1.142 Transmission 6-speed manual transmission 6-speed Steptronic transmission III :1 0.921 1.142 V :1 0.921 1.142 V :1 0.756 0.851 III :1 0.628 0.672 Reverse gear :1 3.538				
Driving stability systems Hydraulic 2-circuit brake system with anti-lock brakes (ABS), electronic brake force distribution (EBD) and Cornering Brake Control (CBC), Dynamic Stability Control (DSC), with brake assistant, hill start assistant, brake dry function, Fading Brake Support, Dynamic Traction Control (CBC). Hydraulic 2-circuit brake system with anti-lock brakes (ABS), electronic Drake force distribution (EBD) and Cornering Brake Control (CBC), Dynamic Stability Control (DSC), with brake assistant, hill start assistant, brake dry function, Fading Brake Support, Dynamic Traction Control (CBC). Handbrake inpacts electrically on rear wheels Steering Overall steering ratio 14.2 Tyres 205/55 R16 91W Overall steering ratio Transmission Gespeed manual transmission				
$\begin{tabular}{ c c c c c } brake force distribution (EBD) and Cornering Brake Control (CBC), Dynamic Stability Control (DSC) with brake assistant, hill start assistant, brake dry function, Fading Brake Support, Dynamic Traction Control (EDLC). Handbrake impacts electrically on rear wheels Steering the control of the control (EDLC) and the$				
Overall steering ratio :1 14.2 14.2 Tyres 205/55 R16 91W 205/55 R16 91W 205/55 R16 91W Rims 7J × 16 light alloy 7J × 16 light alloy 7J × 16 light alloy Transmission 6-speed manual transmission 6-speed Steptronic transmission Gear ratio I :1 3.923 4.459 II :1 3.923 4.459 III :1 2.136 2.508 III :1 0.276 1.556 VI :1 0.921 1.142 V :1 0.756 0.851 VI :1 0.628 0.672 Reverse gear :1 3.538 3.185 Final drive ratio :1 3.389 3.234 Driving performance figures 2 2 1.5.5 Power-to-weight ratio according to DIN kg/kW 15.5 15.8 Power output per litre kW/l 56.8 56.8 Acceleration 0-100 km/h s <td< td=""><td></td><td></td><td>ibution (EBD) and Cornering Brake Contr art assistant, brake dry function, Fading I (DTC) and Ele</td><td>ol (CBC), Dynamic Stability Control (DSC) Brake Support, Dynamic Traction Control ctronic Differential Lock Control (EDLC).</td></td<>			ibution (EBD) and Cornering Brake Contr art assistant, brake dry function, Fading I (DTC) and Ele	ol (CBC), Dynamic Stability Control (DSC) Brake Support, Dynamic Traction Control ctronic Differential Lock Control (EDLC).
Tyres 205/55 R16 91W 205/55 R16 91W Rims 7J × 16 light alloy 7J × 16 light alloy Transmission 6-speed manual transmission 6-speed Steptronic transmission Gear ratio I :1 3.923 4.459 II :1 2.136 2.508 III :1 2.136 2.508 IV :1 0.921 1.142 V :1 0.921 1.142 V :1 0.756 0.851 VI :1 0.628 0.672 Reverse gear :1 3.538 3.185 Final drive ratio :1 3.389 3.234 Driving performance figures 2 2 1.5 Power-to-weight ratio according to DIN kg/kW 15.5 15.8 Power output per litre kW/l 56.8 56.8 Acceleration 0-100 km/h s 10.4 10.4	Steering		Electrically ass	sisted EPS unit with Servotronic function
Rims 7] × 16 light alloy 7] × 16 light alloy Transmission Transmission 6-speed manual transmission 6-speed Steptronic transmission Gear ratio I :1 3.923 4.459 II :1 2.136 2.508 III :1 1.276 1.556 IV :1 0.921 1.142 V :1 0.756 0.851 VI :1 0.628 0.672 Reverse gear :1 3.538 3.185 Final drive ratio :1 3.389 3.234 Driving performance figures 2 1 3.58 Power-to-weight ratio according to DIN kg/kW 15.5 15.8 Power output per litre kW/l 56.8 56.8 Acceleration 0-100 km/h s 10.4 10.4	Overall steering ratio	:1	14.2	14.2
Transmission 6 - Speed manual transmission 6 - speed Steptronic transmission Gear ratio I :1 3.923 4.459 II :1 2.136 2.508 III :1 2.136 2.508 IV :1 0.921 1.142 V :1 0.921 1.142 V :1 0.921 1.142 V :1 0.756 0.851 VI :1 0.628 0.672 Reverse gear :1 3.538 3.185 Final drive ratio :1 3.389 3.234 Driving performance figures Power-to-weight ratio according to DIN kg/kW 15.5 15.8 Power output per litre kW/l 56.8 56.8 56.8 Acceleration 0-100 km/h s 10.4 10.4	Tyres			205/55 R16 91W
Transmission type 6-speed manual transmission 6-speed Steptronic transmission Gear ratio I :1 3.923 4.459 II :1 2.136 2.508 III :1 2.136 2.508 IV :1 0.921 1.142 V :1 0.921 1.142 V :1 0.756 0.851 VI :1 0.628 0.672 Reverse gear :1 3.538 3.185 Final drive ratio :1 3.389 3.234 Driving performance figures 2 1.55 15.8 Power-to-weight ratio according to DIN kg/kW 15.5 15.8 Power output per litre kW/l 56.8 56.8 Acceleration 0-100 km/h s 10.4 10.4	Rims		$7J \times 16$ light alloy	$7J \times 16$ light alloy
Gear ratio I :1 3.923 4.459 II :1 2.136 2.508 III :1 1.276 1.556 IV :1 0.921 1.142 V :1 0.756 0.851 VI :1 0.628 0.672 Reverse gear :1 3.538 3.185 Final drive ratio :1 3.389 3.234 Driving performance figures Power-to-weight ratio according to DIN kg/kW 15.5 15.8 Power output per litre kW/l 56.8 56.8 56.8 Acceleration 0-100 km/h s 10.4 10.4	Transmission			
II :1 2.136 2.508 III :1 1.276 1.556 IV :1 0.921 1.142 V :1 0.756 0.851 VI :1 0.628 0.672 Reverse gear :1 3.538 3.185 Final drive ratio :1 3.389 3.234 Driving performance figures 2 2 15.5 15.8 Power-to-weight ratio according to DIN kg/kW 15.5 15.8 56.8 56.8 Acceleration 0-100 km/h s 10.4 10.4 10.4	Transmission type		6-speed manual transmission	6-speed Steptronic transmission
III :1 1.276 1.556 IV :1 0.921 1.142 V :1 0.756 0.851 VI :1 0.628 0.672 Reverse gear :1 3.538 3.185 Final drive ratio :1 3.389 3.234 Driving performance figures Power-to-weight ratio according to DIN kg/kW 15.5 15.8 Power output per litre kW/l 56.8 56.8 56.8 Acceleration 0-100 km/h s 10.4 10.4	Gear ratio I	:1	3.923	4.459
IV :1 0.921 1.142 V :1 0.756 0.851 VI :1 0.628 0.672 Reverse gear :1 3.538 3.185 Final drive ratio :1 3.389 3.234 Driving performance figures VI 15.5 15.8 Power-to-weight ratio according to DIN kg/kW 15.5 15.8 Power output per litre kW/l 56.8 56.8 Acceleration 0-100 km/h s 10.4 10.4	П	:1	2.136	2.508
V :1 0.756 0.851 VI :1 0.628 0.672 Reverse gear :1 3.538 3.185 Final drive ratio :1 3.389 3.234 Driving performance figures V 15.5 15.8 Power-to-weight ratio according to DIN kg/kW 15.5 15.8 Power output per litre kW/l 56.8 56.8 Acceleration 0-100 km/h s 10.4 10.4	III	:1	1.276	1.556
VI :1 0.628 0.672 Reverse gear :1 3.538 3.185 Final drive ratio :1 3.389 3.234 Driving performance figures VIII 15.5 15.8 Power-to-weight ratio according to DIN kg/kW 15.5 15.8 Power output per litre kW/l 56.8 56.8 Acceleration 0–100 km/h s 10.4 10.4	IV	:1	0.921	1.142
Reverse gear :1 3.538 3.185 Final drive ratio :1 3.389 3.234 Driving performance figures 2000<	V	:1	0.756	0.851
Final drive ratio :1 3.389 3.234 Driving performance figures 3.234 Driving performance figures 3.234 Driving performance figures 3.234	VI	:1	0.628	0.672
Driving performance figures 5 Power-to-weight ratio according to DIN kg/kW 15.5 15.8 Power output per litre kW/l 56.8 56.8 Acceleration 0–100 km/h s 10.4 10.4	Reverse gear	:1	3.538	3.185
Power-to-weight ratio according to DIN kg/kW 15.5 15.8 Power-output per litre kW/l 56.8 56.8 Acceleration 0–100 km/h s 10.4 10.4	Final drive ratio	:1	3.389	3.234
Power-to-weight ratio according to DIN kg/kW 15.5 15.8 Power-output per litre kW/l 56.8 56.8 Acceleration 0–100 km/h s 10.4 10.4	Driving performance figures			
Power output per litre kW/l 56.8 56.8 Acceleration 0–100 km/h s 10.4 10.4		kg/kW	15.5	15.8
Acceleration 0-100 km/h s 10.4 10.4		-	56.8	56.8
				10.4

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

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

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

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MINI COOPER D CLUBMAN, MINI COOPER D CLUBMAN AUTOMATIC.

Body		MINI Cooper D Clubman	MINI Cooper D Clubman Automatic
Number of doors/seats		5 / 5	5 / 5
Length/width/height (empty)	mm	4253 / 1800 / 1441	4253 / 1800 / 144
Wheelbase	mm	2670	267
Track width, front/rear	mm	1564 / 1565	1564 / 156
Turning circle	m	11.3	11.
Fuel tank capacity	approx. l	48	4
Engine oil	l	5.0	5.
Transmission oil incl. drivetrain	1	lifetime filling	lifetime fillin
Unladen weight according to DIN/EU ¹⁾	kg	1320 / 1395	1360 / 143
Payload according to DIN	kg	530	53
Permitted gross vehicle weight	kg	1910	194
Permitted axle loads, front/rear	kg	1010 / 940	1045 / 94
Permitted trailer load			
braked (12 %) / unbraked	kg	1300 / 710	1300 / 71
Permitted roof load/permitted download	kg	75 / 75	75 / 7
Luggage compartment capacity	1	360 - 1250	360 - 125
Aerodynamic drag $c_x / A / c_x \times A$	- / m ² / m ²	0.31 / 2.21 / 0.69	0.31 / 2.21 / 0.6
Engine			
Type/no. of cylinders/valves		in-line / 4 / 4	in-line / 4 /
Engine control		DDE 7.01	DDE 7.0
Capacity	сс	1995	199
Bore/stroke	mm	84.0 / 90.0	84.0 / 90.0
	:1		
Compression		16.5	16.
Fuel	RON	Diesel	Diese
Output	kW/hp	110 / 150	110 / 150
at engine speed	rpm	4000	4000
Torque	Nm	330	33
at engine speed	rpm	1750	1750
Electrical system			
Battery/installation	Ah / -	80 / engine compartment	80 / engine compartmen
Alternator	A	150	150
Front wheel suspension Rear wheel suspension	Single	e-joint McPherson spring strut axle with Multilink :	aluminium swivel bearing and anti-divent contro axle with weight-optimised trailing arm
Brakes, front		disc, vented	disc, vente
Rear brakes		disc	dis
Driving stability systems			m with anti-lock brakes (ABS), electronic
		oution (EBD) and Cornering Brake Contro t assistant, brake dry function, Fading E	
Steering		Handl	Brake Support, Dynamic Traction Contro ctronic Differential Lock Control (EDLC prake impacts electrically on rear wheel
		Handl Electrically ass	Brake Support, Dynamic Traction Contro ctronic Differential Lock Control (EDLC orake impacts electrically on rear wheel isted EPS unit with Servotronic function
Overall steering ratio	:1	Handl Electrically ass 14.2	Brake Support, Dynamic Traction Contro ctronic Differential Lock Control (EDLC orake impacts electrically on rear wheel isted EPS unit with Servotronic functio 14.
Overall steering ratio Tyres	:1	Handl Electrically ass 14.2 205/55 R16 91W	Brake Support, Dynamic Traction Contro ctronic Differential Lock Control (EDLC orake impacts electrically on rear wheel isted EPS unit with Servotronic functio 14. 205/55 R16 91V
Overall steering ratio	:1	Handl Electrically ass 14.2	Brake Support, Dynamic Traction Contro ctronic Differential Lock Control (EDLC orake impacts electrically on rear wheel isted EPS unit with Servotronic function 14. 205/55 R16 91W
Overall steering ratio Tyres	:1	Handl Electrically ass 14.2 205/55 R16 91W	Brake Support, Dynamic Traction Contro ctronic Differential Lock Control (EDLC orake impacts electrically on rear wheel isted EPS unit with Servotronic function 14. 205/55 R16 91W
Overall steering ratio Tyres Rims	:1	Handl Electrically ass 14.2 205/55 R16 91W	Brake Support, Dynamic Traction Contro ctronic Differential Lock Control (EDLC prake impacts electrically on rear wheel
Overall steering ratio Tyres Rims Transmission Transmission type		Handl Electrically ass 14.2 205/55 R16 91W 7J × 16 light alloy 6-speed manual transmission	Brake Support, Dynamic Traction Contro ctronic Differential Lock Control (EDLC orake impacts electrically on rear wheel isted EPS unit with Servotronic function 14. 205/55 R16 91V 7J × 16 light allo 8-speed Steptronic transmission
Overall steering ratio Tyres Rims Transmission Transmission type Gear ratio I	:1	Handl Electrically ass 14.2 205/55 R16 91W 7J × 16 light alloy 6-speed manual transmission 3.923	arake Support, Dynamic Traction Contro tronic Differential Lock Control (EDLC orake impacts electrically on rear wheel isted EPS unit with Servotronic functio 14. 205/55 R16 91V 7] × 16 light allo 8-speed Steptronic transmissio 5.250
Overall steering ratio Tyres Rims Transmission Transmission type Gear ratio I	:1 :1	Handl Electrically ass 14.2 205/55 R16 91W 7J × 16 light alloy 6-speed manual transmission 3.923 2.136	rake Support, Dynamic Traction Contro tronic Differential Lock Control (EDLC orake impacts electrically on rear wheel isted EPS unit with Servotronic functio 14. 205/55 R16 91V 7J × 16 light allo 8-speed Steptronic transmissio 5.25 3.02
Overall steering ratio Tyres Rims Transmission Transmission type Gear ratio II III	:1 :1 :1 :1	Handl Electrically ass 14.2 205/55 R16 91W 7J × 16 light alloy 6-speed manual transmission 3.923 2.136 1.276	arake Support, Dynamic Traction Contro tronic Differential Lock Control (EDLC orake impacts electrically on rear wheel isted EPS unit with Servotronic functio 14. 205/55 R16 91V 7J × 16 light allo 8-speed Steptronic transmissio 5.25 3.02 1.95
Overall steering ratio Tyres Rims Transmission Transmission type Gear ratio II III III IV	:1 :1 :1 :1 :1	Handl Electrically ass 14.2 205/55 R16 91W 7J × 16 light alloy 6-speed manual transmission 3.923 2.136 1.276 0.921	rake Support, Dynamic Traction Contro tronic Differential Lock Control (EDLC orake impacts electrically on rear wheel isted EPS unit with Servotronic functio 205/55 R16 91V 7J × 16 light allo 8-speed Steptronic transmissio 5.25 3.02 1.95 1.45
Overall steering ratio Tyres Rims Transmission Gear ratio II III IV V	:1 :1 :1 :1 :1 :1 :1	Handl Electrically ass 14.2 205/55 R16 91W 7J × 16 light alloy 6-speed manual transmission 3.923 2.136 1.276 0.921 0.756	arake Support, Dynamic Traction Contro tronic Differential Lock Control (EDLC) orake impacts electrically on rear wheel isted EPS unit with Servotronic function 14. 205/55 R16 91V 7J × 16 light allo 8-speed Steptronic transmission 5.25 3.02 1.95 1.45 1.22
Overall steering ratio Tyres Rims Transmission Transmission type Gear ratio II III IV V VI VI	:1 :1 :1 :1 :1 :1 :1	Handl Electrically ass 14.2 205/55 R16 91W 7J × 16 light alloy 6-speed manual transmission 3.923 2.136 1.276 0.921 0.756 0.628	arake Support, Dynamic Traction Contro tronic Differential Lock Control (EDLC) orake impacts electrically on rear wheel isted EPS unit with Servotronic functio 14. 205/55 R16 91V 7J × 16 light allo 8-speed Steptronic transmissio 5.25 3.00 1.95 1.45 1.22 1.00
Overall steering ratio Tyres Rims Transmission Transmission type Gear ratio II III IV V V VI VI VII	:1 :1 :1 :1 :1 :1 :1 :1	Handl Electrically ass 14.2 205/55 R16 91W 7J × 16 light alloy 6-speed manual transmission 3.923 2.136 1.276 0.921 0.756 0.628	brake Support, Dynamic Traction Contro tronic Differential Lock Control (EDLC) orake impacts electrically on rear wheel isted EPS unit with Servotronic functio 14. 205/55 R16 91V 7] × 16 light allo 8-speed Steptronic transmissio 5.25 3.02 1.95 1.45 1.22 1.00 0.80
Overall steering ratio Tyres Rims Transmission Transmission type Gear ratio II III IV V VI VI	:1 :1 :1 :1 :1 :1 :1	Handl Electrically ass 14.2 205/55 R16 91W 7J × 16 light alloy 6-speed manual transmission 3.923 2.136 1.276 0.921 0.756 0.628	avake Support, Dynamic Traction Contro tronic Differential Lock Control (EDLC) orake impacts electrically on rear wheel isted EPS unit with Servotronic functio 14. 205/55 R16 91V 7J × 16 light allo 8-speed Steptronic transmissio 5.25 3.02 1.45 1.45 1.45 1.22 0.00 0.80 0.67
Overall steering ratio Tyres Rims Transmission Transmission type Gear ratio I I I I I V V V V VI VI VII VII VIII	:1 :1 :1 :1 :1 :1 :1 :1	Handl Electrically ass 14.2 205/55 R16 91W 7J × 16 light alloy 6-speed manual transmission 3.923 2.136 1.276 0.921 0.756 0.628	brake Support, Dynamic Traction Contro tronic Differential Lock Control (EDLC orake impacts electrically on rear wheel isted EPS unit with Servotronic function 14. 205/55 R16 91V 7J × 16 light allo 8-speed Steptronic transmission 5.25 3.02 1.95 1.45 1.22 1.00 0.80 0.67
Overall steering ratio Tyres Rims Transmission Transmission type Gear ratio II III IV V V V VI VI VII VII Reverse gear	:1 :1 :1 :1 :1 :1 :1 :1 :1	Handl Electrically ass 14.2 205/55 R16 91W 7J × 16 light alloy 6-speed manual transmission 3.923 2.136 1.276 0.921 0.756 0.628	rake Support, Dynamic Traction Contro tronic Differential Lock Control (EDLC orake impacts electrically on rear wheel isted EPS unit with Servotronic functio 14. 205/55 R16 91V 7] × 16 light allo 8-speed Steptronic transmissio 5.25 3.02 1.45 1.45 1.45 1.22 1.00 0.80 0.67 4.01
Overall steering ratio Tyres Rims Transmission Transmission type Gear ratio II III IV V V V VI VI VII VII Reverse gear Final drive ratio	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	Handt Electrically ass 14.2 205/55 R16 91W 7J × 16 light alloy 6-speed manual transmission 3.923 2.136 1.276 0.921 0.756 0.628 - - - 3.538	Brake Support, Dynamic Traction Contro ctronic Differential Lock Control (EDLC orake impacts electrically on rear wheel isted EPS unit with Servotronic function 14. 205/55 R16 91V 7J × 16 light allo 8-speed Steptronic transmission 5.25(3.02) 1.950 1.455 1.222 1.000 0.800 0.677 4.01
Overall steering ratio Tyres Rims Transmission Transmission type Gear ratio II III IV V V VI VI VI VII Reverse gear Final drive ratio Driving performance figures	:1 :1 :1 :1 :1 :1 :1 :1 :1 :1 :1 :1	Handi Electrically ass 14.2 205/55 R16 91W 7J × 16 light alloy 6-speed manual transmission 3.923 2.136 1.276 0.921 0.756 0.628 - - - 3.538 3.389	Brake Support, Dynamic Traction Contro tronic Differential Lock Control (EDLC orake impacts electrically on rear wheel isted EPS unit with Servotronic function 14. 205/55 R16 91W 7] × 16 light allo 8-speed Steptronic transmission 5.256 3.022 1.956 1.455 1.222 1.000 0.800 0.677 4.011 2.835
Overall steering ratio Tyres Rims Transmission Transmission type Gear ratio II III III IV V V VI VI VII VII Reverse gear Final drive ratio Driving performance figures Power-to-weight ratio according to DIN	:1 :1 :1 :1 :1 :1 :1 :1 :1 :1 :1 :1 :1 :	Handi Electrically ass 14.2 205/55 R16 91W 7J × 16 light alloy 6-speed manual transmission 3.923 2.136 1.276 0.921 0.756 0.628 - - - 3.538 3.389	rake Support, Dynamic Traction Contro tronic Differential Lock Control (EDLC orake impacts electrically on rear wheel isted EPS unit with Servotronic functio 14. 205/55 R16 91V 7] × 16 light allo 8-speed Steptronic transmissio 5.250 3.02 1.95 1.45 1.22 1.000 0.80 0.67 4.01 2.83 12.
Overall steering ratio Tyres Tyres Rims Transmission Transmission type Gear ratio I I I I I I I I I I I I I I I I I I I	:1 :1 :1 :1 :1 :1 :1 :1 :1 :1 :1 :1 :1 :	Handl Electrically ass 14.2 205/55 R16 91W 7J × 16 light alloy 6-speed manual transmission 3.923 2.136 1.276 0.921 0.756 0.628 - - - 3.538 3.389 - - 12.0 55.1	arake Support, Dynamic Traction Contro tronic Differential Lock Control (EDLC) orake impacts electrically on rear wheel isted EPS unit with Servotronic functio 14. 205/55 R16 91V 7] × 16 light allo 8-speed Steptronic transmissio 5.25 3.02 1.95 1.45 1.22 1.00 0.80 0.67 4.01 2.83 12. 55.
Overall steering ratio Tyres Rims Transmission type Gear ratio I I II II IV V V VI VI VII VII Reverse gear Final drive ratio Driving performance figures Power-to-weight ratio according to DIN Power output per litre Acceleration 0–100 km/h	:1 :1 :1 :1 :1 :1 :1 :1 :1 :1 :1 :1 :1 :	Handl Electrically ass 14.2 205/55 R16 91W 7J × 16 light alloy 6-speed manual transmission 3.923 2.136 1.276 0.921 0.756 0.628 - - - - 3.538 3.389 2.120 12.0 55.1 8.6	Brake Support, Dynamic Traction Contro tronic Differential Lock Control (EDLC orake impacts electrically on rear wheel isted EPS unit with Servotronic function 14. 205/55 R16 91W 7] × 16 light allo 8-speed Steptronic transmission 5.256 3.022 1.955 1.45 1.22 1.000 0.800 0.677 4.01 2.83 12. 55.
Dverall steering ratio Fyres Rims Fransmission Fransmission type Gear ratio I I III III IV V V V VI VI VII VII Reverse gear Final drive ratio Criving performance figures Power-to-weight ratio according to DIN Power output per litre	:1 :1 :1 :1 :1 :1 :1 :1 :1 :1 :1 :1 :1 :	Handl Electrically ass 14.2 205/55 R16 91W 7J × 16 light alloy 6-speed manual transmission 3.923 2.136 1.276 0.921 0.756 0.628 - - - 3.538 3.389 - - 12.0 55.1	rake Support, Dynamic Traction Contro tronic Differential Lock Control (EDLC) orake impacts electrically on rear wheel isted EPS unit with Servotronic functio 14. 205/55 R16 91V 7] × 16 light allo 8-speed Steptronic transmissio 5.25 3.02 1.95 1.45 1.22 1.00 0.80 0.67 4.01 2.83 1.25 5.55

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

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

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

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MINI COOPER SD CLUBMAN, MINI COOPER SD CLUBMAN AUTOMATIC.

Body		MINI Cooper SD Clubman	MINI Cooper SD Clubman Automatic
Number of doors/seats		5 / 5	5 / 5
Length/width/height (empty)	mm	4253 / 1800 / 1441	4253 / 1800 / 1441
Wheelbase	mm	2670	2670
Track width, front/rear	mm	1560 / 1561	1560 / 1561
Turning circle	m	11.3	11.3
Fuel tank capacity	approx. l	48	48
Engine oil	1	5.0	5.0
Transmission oil incl. drivetrain	1	lifetime filling	lifetime filling
Unladen weight according to DIN/EU ¹⁾	kg	1385 / 1460	1405 / 1480
Payload according to DIN	kg	530	530
· · · · · · · · · · · · · · · · · · ·		1960	1980
Permitted gross vehicle weight	kg		
Permitted axle loads, front/rear	kg	1030 / 960	1050 / 960
Permitted trailer load	,	1200 (520	1200 / 520
braked (12 %) / unbraked Permitted roof load/permitted download	kg	<u>1300 / 720</u> 75 / 75	1300 / 720
	kg l		
Luggage compartment capacity		360 - 1250	360 - 1250
Aerodynamic drag $c_x / A / c_x \times A$	- / m ² / m ²	0.33 / 2.22 / 0.73	0.33 / 2.22 / 0.73
Engine			
Type/no. of cylinders/valves		in-line / 4 / 4	in-line / 4 / 4
Engine control		DDE 7.01	DDE 7.01
Capacity	сс	1995	1995
Bore/stroke	mm	84.0 / 90.0	84.0 / 90.0
Compression	:1	16.5	16.5
Fuel	RON	Diesel	Diese
Output	kW/hp	140 / 190	140 / 190
at engine speed	rpm	4000	4000
Torque	Nm	400	400
at engine speed	rpm	1750 - 2500	1750 - 2500
	Ipiii	1750 - 2500	1750 - 2500
Electrical system	A1_/	00/ :	00/
Battery/installation	Ah / -	80 / engine compartment	80 / engine compartmen
Alternator	A	150	150
Suspension			
Front wheel suspension	Single	e-joint McPherson spring strut axle with	aluminium swivel bearing and anti-dive
			contro
Rear wheel suspension		Multilink	axle with weight-optimised trailing arms
Brakes, front		11 1	
Rear brakes		disc, vented	· · ·
Driving stability systems		disc, vented disc	disc, venteo
		disc	disc, venteo disc
	brake force distribution	disc Hydraulic 2-circuit brake syste	disc, venteo disc m with anti-lock brakes (ABS), electronic
		disc Hydraulic 2-circuit brake syste n (EBD) and Cornering Brake Control (CF	disc, ventee disc m with anti-lock brakes (ABS), electroni 3C), Dynamic Stability Control (DSC) with
		disc Hydraulic 2-circuit brake syste n (EBD) and Cornering Brake Control (CI t assistant, brake dry function, Fading I	disc, ventee disc m with anti-lock brakes (ABS), electroni 3C), Dynamic Stability Control (DSC) with 3rake Support, Dynamic Traction Contro
		disc Hydraulic 2-circuit brake syste n (EBD) and Cornering Brake Control (CF t assistant, brake dry function, Fading F (DTC), Electronic Differential Lock (disc, vented disc m with anti-lock brakes (ABS), electroni GC), Dynamic Stability Control (DSC) with Trake Support, Dynamic Traction Contro Control (EDLC) and Performance Control
Steering		disc Hydraulic 2-circuit brake syste (EBD) and Cornering Brake Control (Cf t assistant, brake dry function, Fading F (DTC), Electronic Differential Lock (Handl	disc, vented disc m with anti-lock brakes (ABS), electronic CO, Dynamic Stability Control (DSC) with Brake Support, Dynamic Traction Contro Control (EDLC) and Performance Control brake impacts electrically on rear wheels
Steering Overall steering ratio		disc Hydraulic 2-circuit brake syste (EBD) and Cornering Brake Control (Cf t assistant, brake dry function, Fading F (DTC), Electronic Differential Lock (Handl	disc, ventee disc m with anti-lock brakes (ABS), electronic CO, Dynamic Stability Control (DSC) with Brake Support, Dynamic Traction Contro Control (EDLC) and Performance Control brake impacts electrically on rear wheels isted EPS unit with Servotronic function
Overall steering ratio	brake assistant, hill star	disc Hydraulic 2-circuit brake syste (EBD) and Cornering Brake Control (CF t assistant, brake dry function, Fading F (DTC), Electronic Differential Lock Hand Electrically ass	disc, ventee disc m with anti-lock brakes (ABS), electronid SC), Dynamic Stability Control (DSC) with Brake Support, Dynamic Traction Control Control (EDLC) and Performance Control orake impacts electrically on rear wheels isted EPS unit with Servotronic function 14.2
Overall steering ratio Tyres	brake assistant, hill star	disc Hydraulic 2-circuit brake syste n (EBD) and Cornering Brake Control (CE t assistant, brake dry function, Fading F (DTC), Electronic Differential Lock (Hand Electrically ass 14.2 225/45 R17 94W XL	disc, ventee disc with anti-lock brakes (ABS), electronid SC), Dynamic Stability Control (DSC) with Brake Support, Dynamic Traction Control Control (EDLC) and Performance Control brake impacts electrically on rear wheels isted EPS unit with Servotronic function 14.2 225/45 R17 94W XI
Overall steering ratio Tyres Rims	brake assistant, hill star	disc Hydraulic 2-circuit brake syste (EBD) and Cornering Brake Control (Cf t assistant, brake dry function, Fading F (DTC), Electronic Differential Lock (Hand) Electrically ass 14.2	disc, ventee disc with anti-lock brakes (ABS), electronid SC), Dynamic Stability Control (DSC) with Brake Support, Dynamic Traction Control Control (EDLC) and Performance Control brake impacts electrically on rear wheels isted EPS unit with Servotronic function 14.2 225/45 R17 94W XI
Overall steering ratio Tyres Rims Transmission	brake assistant, hill star	disc Hydraulic 2-circuit brake syste n (EBD) and Cornering Brake Control (CF t assistant, brake dry function, Fading F (DTC), Electronic Differential Lock (Hand Electrically ass 14.2 225/45 R17 94W XL 7.5J × 17 light alloy	disc, ventee disc, wentee disc m with anti-lock brakes (ABS), electronid C), Dynamic Stability Control (DSC) with Brake Support, Dynamic Traction Control Control (EDLC) and Performance Control brake impacts electrically on rear wheels isted EPS unit with Servotronic function 14.2 225/45 R17 94W XI 7.5] × 17 light allog
Overall steering ratio Tyres Rims Transmission Transmission type	brake assistant, hill star :1	disc Hydraulic 2-circuit brake syste n (EBD) and Cornering Brake Control (CF t assistant, brake dry function, Fading F (DTC), Electronic Differential Lock (Hand Electrically ass 14.2 225/45 R17 94W XL 7.5J × 17 light alloy 6-speed manual transmission	disc, ventee disc, wentee disc m with anti-lock brakes (ABS), electronid C), Dynamic Stability Control (DSC) with Brake Support, Dynamic Traction Control Control (EDLC) and Performance Control brake impacts electrically on rear wheels isted EPS unit with Servotronic function 14.2 225/45 R17 94W XI 7.5J × 17 light allog 8-speed Steptronic transmission
Overall steering ratio Tyres Rims Transmission Transmission type Gear ratio I	brake assistant, hill star :1 :1	disc Hydraulic 2-circuit brake syste n (EBD) and Cornering Brake Control (CF t assistant, brake dry function, Fading F (DTC), Electronic Differential Lock (Hand Electrically ass 14.2 225/45 R17 94W XL 7.5J × 17 light alloy 6-speed manual transmission 3.538	disc, vented disc m with anti-lock brakes (ABS), electroni 3C), Dynamic Stability Control (DSC) with Prake Support, Dynamic Traction Contro Control (EDLC) and Performance Control brake impacts electrically on rear wheels isted EPS unit with Servotronic function 14.2 225/45 R17 94W XI 7.5J × 17 light allow 8-speed Steptronic transmission 5.250
Overall steering ratio Tyres Rims Transmission Transmission type Gear ratio I	brake assistant, hill star :1 :1 :1 :1 :1	disc Hydraulic 2-circuit brake syste (EBD) and Cornering Brake Control (Cf t assistant, brake dry function, Fading F (DTC), Electronic Differential Lock (Handl Electrically ass 14.2 225/45 R17 94W XL 7.5J × 17 light alloy 6-speed manual transmission 3.538 1.923	disc, ventee disc with anti-lock brakes (ABS), electroni BC), Dynamic Stability Control (DSC) with Parke Support, Dynamic Traction Contro Control (EDLC) and Performance Control brake impacts electrically on rear wheels isted EPS unit with Servotronic function 14.2 225/45 R17 94W XI 7.5J × 17 light allog 8-speed Steptronic transmission 5.25(3.029
Overall steering ratio Tyres Rims Transmission Transmission type Gear ratio II III	brake assistant, hill star :1 :1 :1 :1 :1 :1	disc Hydraulic 2-circuit brake syste (EBD) and Cornering Brake Control (Cf t assistant, brake dry function, Fading F (DTC), Electronic Differential Lock (Hand) Electrically ass 14.2 225/45 R17 94W XL 7.5J × 17 light alloy 6-speed manual transmission 3.538 1.923 1.219	disc, ventee dis m with anti-lock brakes (ABS), electroni SC), Dynamic Stability Control (DSC) with Parke Support, Dynamic Traction Contro Control (EDLC) and Performance Control brake impacts electrically on rear wheel isted EPS unit with Servotronic function 14 225/45 R17 94W XI 7.5] × 17 light allow 8-speed Steptronic transmission 5.25(3.029 1.950
Overall steering ratio Tyres Rims Transmission Transmission type Gear ratio II II III IV	brake assistant, hill star :1 :1 :1 :1 :1 :1 :1 :1	disc Hydraulic 2-circuit brake syste (EBD) and Cornering Brake Control (CF t assistant, brake dry function, Fading F (DTC), Electronic Differential Lock (Hand) Electrically ass 14.2 225/45 R17 94W XL 7.5J × 17 light alloy 6-speed manual transmission 3.538 1.923 1.219 0.881	disc, ventee dis m with anti-lock brakes (ABS), electroni SC), Dynamic Stability Control (DSC) with Parke Support, Dynamic Traction Contro Control (EDLC) and Performance Control brake impacts electrically on rear wheel isted EPS unit with Servotronic function 14. 225/45 R17 94W XI 7.5J × 17 light allo 8-speed Steptronic transmission 5.25(3.022 1.956
Overall steering ratio Tyres Rims Transmission Transmission type Gear ratio II III III V V	brake assistant, hill star :1 :1 :1 :1 :1 :1	disc Hydraulic 2-circuit brake syste (EBD) and Cornering Brake Control (Cf t assistant, brake dry function, Fading F (DTC), Electronic Differential Lock (Hand) Electrically ass 14.2 225/45 R17 94W XL 7.5J × 17 light alloy 6-speed manual transmission 3.538 1.923 1.219	disc, ventee dis m with anti-lock brakes (ABS), electroni GD, Dynamic Stability Control (DSC) with Brake Support, Dynamic Traction Contro Control (EDLC) and Performance Control brake impacts electrically on rear wheel isted EPS unit with Servotronic function 14.: 225/45 R17 94W XI 7.5J × 17 light allo 8-speed Steptronic transmission 5.25(3.022 1.956 1.455
Overall steering ratio Tyres Rims Transmission Transmission type Gear ratio II II III IV	brake assistant, hill star :1 :1 :1 :1 :1 :1 :1 :1	disc Hydraulic 2-circuit brake syste (EBD) and Cornering Brake Control (CF t assistant, brake dry function, Fading F (DTC), Electronic Differential Lock (Hand) Electrically ass 14.2 225/45 R17 94W XL 7.5J × 17 light alloy 6-speed manual transmission 3.538 1.923 1.219 0.881	disc, ventee dis m with anti-lock brakes (ABS), electroni GD, Dynamic Stability Control (DSC) with Brake Support, Dynamic Traction Contro Control (EDLC) and Performance Control brake impacts electrically on rear wheel isted EPS unit with Servotronic function 14.: 225/45 R17 94W XI 7.5J × 17 light allo 8-speed Steptronic transmission 5.25(3.022 1.956 1.455
Overall steering ratio Tyres Rims Transmission Transmission type Gear ratio II III III V V	brake assistant, hill star :1 :1 :1 :1 :1 :1 :1 :1 :1 :1	disc Hydraulic 2-circuit brake syste (EBD) and Cornering Brake Control (CF t assistant, brake dry function, Fading H (DTC), Electronic Differential Lock (Hand) Electrically ass 14.2 225/45 R17 94W XL 7.5J × 17 light alloy 6-speed manual transmission 3.538 1.923 1.219 0.881 0.810	disc, ventee dis m with anti-lock brakes (ABS), electroni SC), Dynamic Stability Control (DSC) with Brake Support, Dynamic Traction Contro Control (EDLC) and Performance Control brake impacts electrically on rear wheel isted EPS unit with Servotronic function 14.: 225/45 R17 94W XI 7.5J × 17 light allo 8-speed Steptronic transmission 5.250 3.022 1.955 1.455 1.22 1.000
Overall steering ratio Tyres Rims Transmission Transmission type Gear ratio II III IV V VI VI	brake assistant, hill star :1 :1 :1 :1 :1 :1 :1 :1 :1 :1 :1 :1	disc Hydraulic 2-circuit brake syste (EBD) and Cornering Brake Control (CF t assistant, brake dry function, Fading H (DTC), Electronic Differential Lock (Handl Electrically ass 14.2 225/45 R17 94W XL 7.5J × 17 light alloy 6-speed manual transmission 3.538 1.923 1.219 0.881 0.810 0.674	disc, ventee dis m with anti-lock brakes (ABS), electroni SC), Dynamic Stability Control (DSC) with Brake Support, Dynamic Traction Control Control (EDLC) and Performance Control brake impacts electrically on rear wheel isted EPS unit with Servotronic function 14.2 225/45 R17 94W XI 7.5] × 17 light allo 8-speed Steptronic transmission 5.250 3.022 1.955 1.455 1.22 1.000
Overall steering ratio Tyres Rims Transmission Transmission type Gear ratio I I I I I V V V V VI VI VII VIII VIII	brake assistant, hill star :1 :1 :1 :1 :1 :1 :1 :1 :1 :1 :1 :1 :1	disc Hydraulic 2-circuit brake syste n (EBD) and Cornering Brake Control (CL t assistant, brake dry function, Fading F (DTC), Electronic Differential Lock (Handl Electrically ass 14.2 225/45 R17 94W XL 7.5J × 17 light alloy 6-speed manual transmission 3.538 1.923 1.219 0.881 0.810 0.674	disc, ventee dis m with anti-lock brakes (ABS), electroni 3C), Dynamic Stability Control (DSC) with Trake Support, Dynamic Traction Contro Control (EDLC) and Performance Control brake impacts electrically on rear wheel isted EPS unit with Servotronic function 14.: 225/45 R17 94W XI 7.5] × 17 light allo 8-speed Steptronic transmission 5.25(3.022 1.950 1.450 1.22 1.000 0.809 0.673
Overall steering ratio Tyres Rims Transmission Transmission type Gear ratio I I I I I I V V V V VI VI VII VII Reverse gear	brake assistant, hill star :1 :1 :1 :1 :1 :1 :1 :1 :1 :1 :1 :1 :1	disc Hydraulic 2-circuit brake syste (EBD) and Cornering Brake Control (Cf t assistant, brake dry function, Fading F (DTC), Electronic Differential Lock (Handl Electrically ass 14.2 225/45 R17 94W XL 7.5J × 17 light alloy 6-speed manual transmission 3.538 1.923 1.219 0.881 0.810 0.674 - - 3.831	disc, ventee dis m with anti-lock brakes (ABS), electroni BC), Dynamic Stability Control (DSC) with Prake Support, Dynamic Traction Contro Control (EDLC) and Performance Control brake impacts electrically on rear wheel isted EPS unit with Servotronic function 14. 225/45 R17 94W XI 7.5J × 17 light allo 8-speed Steptronic transmission 5.250 3.022 1.955 1.455 1.222 1.000 0.880 0.677 4.015
Overall steering ratio Tyres Rims Transmission Transmission type Gear ratio I I II III IV V V VI VI VII VII Reverse gear Final drive ratio	brake assistant, hill star :1 :1 :1 :1 :1 :1 :1 :1 :1 :1 :1 :1 :1	disc Hydraulic 2-circuit brake syste n (EBD) and Cornering Brake Control (CL t assistant, brake dry function, Fading F (DTC), Electronic Differential Lock (Handl Electrically ass 14.2 225/45 R17 94W XL 7.5J × 17 light alloy 6-speed manual transmission 3.538 1.923 1.219 0.881 0.810 0.674	disc, vented disc m with anti-lock brakes (ABS), electroni BC), Dynamic Stability Control (DSC) with Prake Support, Dynamic Traction Contro Control (EDLC) and Performance Control brake impacts electrically on rear wheels isted EPS unit with Servotronic function 14.2 225/45 R17 94W XI 7.5] × 17 light alloy 8-speed Steptronic transmission 5.250 3.022 1.950 1.455 1.222 1.000 0.880 0.673
Overall steering ratio Tyres Rims Transmission Transmission type Gear ratio II III IV V V VI VI VII VII Reverse gear Final drive ratio Driving performance figures	brake assistant, hill star :1 :1 :1 :1 :1 :1 :1 :1 :1 :1 :1 :1 :1	disc Hydraulic 2-circuit brake syste (EBD) and Cornering Brake Control (CT t assistant, brake dry function, Fading F (DTC), Electronic Differential Lock (Hand) Electrically ass 14.2 225/45 R17 94W XL 7.5J × 17 light alloy 6-speed manual transmission 3.538 1.923 1.219 0.881 0.810 0.674 - 3.831 3.778	disc, ventee disc m with anti-lock brakes (ABS), electroni BC), Dynamic Stability Control (DSC) with Parke Support, Dynamic Traction Contro Control (EDLC) and Performance Control brake impacts electrically on rear wheels isted EPS unit with Servotronic function 14.2 225/45 R17 94W XI 7.5] × 17 light allog 8-speed Steptronic transmission 5.25(3.029 1.955 1.445 1.22 1.000 0.889 0.667 4.011 2.839
Overall steering ratio Tyres Rims Transmission Transmission type Gear ratio II III IV V V VI VI VII VII Reverse gear Final drive ratio Driving performance figures Power-to-weight ratio according to DIN	brake assistant, hill star	disc Hydraulic 2-circuit brake syste n (EBD) and Cornering Brake Control (CT t assistant, brake dry function, Fading H (DTC), Electronic Differential Lock (Hand) Electrically ass 14.2 225/45 R17 94W XL 7.5J × 17 light alloy 6-speed manual transmission 3.538 1.923 1.219 0.881 0.810 0.674 - 3.831 3.778	disc, ventee disc, wentee disc, wentee disc, wentee disc, wentee disc, Dynamic Stability Control (DSC) with Parke Support, Dynamic Traction Contro Control (EDLC) and Performance Control brake impacts electrically on rear wheels disted EPS unit with Servotronic function 14.2 225/45 R17 94W XI 7.5] × 17 light allow 8-speed Steptronic transmission 5.25(3.022 1.950 1.457 1.22 1.000 0.809 0.667 4.011 2.833
Overall steering ratio Tyres Rims Transmission Transmission type Gear ratio I I I I I I I I I I I I I I I I I I I	brake assistant, hill star :1 :1 :1 :1 :1 :1 :1 :1 :1 :1	disc Hydraulic 2-circuit brake syste n (EBD) and Cornering Brake Control (CT t assistant, brake dry function, Fading F (DTC), Electronic Differential Lock Hand Electrically ass 14.2 225/45 R17 94W XL 7.5J × 17 light alloy 6-speed manual transmission 3.538 1.923 1.219 0.881 0.810 0.674 - - 3.831 3.778 9.9 70.2	disc, ventec disc m with anti-lock brakes (ABS), electronic (C), Dynamic Stability Control (DSC) with Parke Support, Dynamic Traction Contro Control (EDLC) and Performance Control brake impacts electrically on rear wheels isted EPS unit with Servotronic function 14.2 225/45 R17 94W XI 7.5J × 17 light alloy 8-speed Steptronic transmission 5.250 3.022 1.950 1.457 1.221 1.000 0.809 0.673 4.011 2.835
Overall steering ratio Tyres Rims Transmission Transmission type Gear ratio I I I II III IV V V VI VI VII VII Reverse gear Final drive ratio Driving performance figures Power-to-weight ratio according to DIN Power output per litre Acceleration 0-100 km/h	brake assistant, hill star	disc Hydraulic 2-circuit brake syste n (EBD)) and Cornering Brake Control (CF t assistant, brake dry function, Fading H (DTC), Electronic Differential Lock (Hand) Electrically ass 14.2 225/45 R17 94W XL 7.5J × 17 light alloy 6-speed manual transmission 3.538 1.923 1.219 0.881 0.810 0.674 - - 3.831 3.778 9.9 9.9	disc, ventec disc m with anti-lock brakes (ABS), electronic (C), Dynamic Stability Control (DSC) with Brake Support, Dynamic Traction Contro Control (EDLC) and Performance Control brake impacts electrically on rear wheels isted EPS unit with Servotronic function 14.2 225/45 R17 94W XI 7.5J × 17 light alloy 8-speed Steptronic transmission 5.256 3.022 1.956 1.457 1.221 1.000 0.809 0.667 4.015 2.835
Overall steering ratio Tyres Rims Transmission Transmission type Gear ratio I I I I I I I V V V V V VI VI VII Reverse gear Final drive ratio Driving performance figures Power-to-weight ratio according to DIN Power output per litre	brake assistant, hill star :1 :1 :1 :1 :1 :1 :1 :1 :1 :1	disc Hydraulic 2-circuit brake syste n (EBD) and Cornering Brake Control (CT t assistant, brake dry function, Fading F (DTC), Electronic Differential Lock Hand Electrically ass 14.2 225/45 R17 94W XL 7.5J × 17 light alloy 6-speed manual transmission 3.538 1.923 1.219 0.881 0.810 0.674 - - 3.831 3.778 9.9 70.2	disc, ventee dis m with anti-lock brakes (ABS), electroni SC), Dynamic Stability Control (DSC) with Parke Support, Dynamic Traction Contro Control (EDLC) and Performance Control brake impacts electrically on rear wheel isted EPS unit with Servotronic function 14. 225/45 R17 94W XI 7.5J × 17 light allo 8-speed Steptronic transmission 5.256 3.022 1.950 1.457 1.22 1.000 0.869 0.667 4.011 2.833

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

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

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

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MINI Clubman 09/2015

PERFORMANCE AND TORQUE DIAGRAMS.





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MINI Cooper Clubman.

The new MINI Clubman

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MINI One D Clubman.

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MINI Cooper D Clubman.

Engine speed [rpm]

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MINI Cooper SD Clubman.

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Dimensions in mm.