

# MINI at the 80th Geneva Motor Show 2010. Contents.



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# 1. MINI at the 80th Geneva Motor Show 2010. (Short Version)

Celebrating the world debut of the brand's fourth model, MINI is setting one of the outstanding highlights at the 80th Geneva Motor Show 2010.

The MINI Countryman carries over the driving pleasure so typical of the brand into a new dimension. This is the first MINI with four doors and a large tailgate as well as a variable interior offering space for up to five occupants. At the same time the MINI Countryman is the brand's first model measuring more than four metres (157") in length and available as an option with ALL4 all-wheel drive.

Given all these qualities, the world's one and only premium car of its kind exceeds the limits to urban mobility, adding new features to that feeling so characteristic of MINI and winning over additional target groups.

The new MINI One Convertible is another of the new models being presented to the public at the Geneva Motor Show from 4 – 14 March 2010. With its 72 kW/98 hp four-cylinder power unit, this new version of the Convertible offers a particularly economical opportunity to enjoy the thrilling openness and fascinating agility on the road again so characteristic of the open-air MINI.

Like all other petrol engines available for the MINI, the MINI Clubman and MINI Convertible, the power unit of this new model has also been optimised in the spirit of MINIMALISM for superior performance and efficiency all in one. All of the brand's petrol engines now fulfil the EU5 emission standard and offer a – in some cases significantly – improved balance of performance and fuel economy on the road.

The MINI One MINIMALIST also making its debut at the 2010 Geneva Motor Show is a particularly outstanding example of sustainable driving pleasure the owner will enjoy for a long time. The new entry-level model is available with either 55 kW/75 hp or 72 kW/98 hp and in both cases offers an outstandingly low CO<sub>2</sub> rating of just 119 grams per kilometre quite exceptional on a petrol engine car. (The MINI One MINIMALIST will launch in the UK in May 2010).

**The MINI Countryman:  
brand new options – but still a typical MINI all the way.**

Once again the MINI brand is presenting its unusual potential through a completely new vehicle concept. Offering even more space than before, featuring an elevated seating position and additional ground clearance as well as ALL4 all-wheel drive, the MINI Countryman introduces brand-new opportunities to enjoy the driving pleasure so typical of the MINI brand.

In its design and driving behaviour, the new MINI Countryman is clearly recognisable at first sight as a genuine MINI. Right from the start, the car stands out through its unique look – it is powerful, robust and versatile in all its features and appearance. Various design elements and proportions typical of the brand also stand out from the very beginning, enabling the fourth model in the MINI range to bridge the gap between the classic concept of the MINI and a modern Sports Activity Vehicle.

The MINI Countryman clearly demonstrates its provenance from the very beginning through its driving qualities. Like all models within the brand, it offers the most agile handling in its segment. Highly sophisticated suspension technology and electromechanical steering both precise and efficient guarantee that characteristic go-kart feeling further enhanced to a new level through the elevated seating position and optional ALL4 all-wheel drive. Active safety of the highest calibre is guaranteed also by DSC Dynamic Stability Control naturally featured as standard.

The MINI Countryman is available from the start with a choice of three petrol and two diesel engines. The range of petrol engines extends from the 72 kW/98 hp MINI One Countryman through the 90 kW/122 hp MINI Cooper Countryman all the way to the 135 kW/184 hp MINI Cooper S Countryman boasting the most efficient power unit worldwide in its four-cylinder 1.6-litre class. The two diesel models are the 82 kW/122 hp MINI Cooper D Countryman and the 66 kW/90 hp MINI One D Countryman.

ALL4 all-wheel drive is available in both the MINI Cooper S Countryman and the MINI Cooper D Countryman. And last but not least in this context, all models naturally comply with the EU5 emission standard in Europe and ULEV II in the USA.

One of the standard features of the MINI Countryman is the innovative Center Rail storage and fastening system. Body paintwork and interior colours created exclusively for the new model, a large range of upholstery variants, decorative trim,

high-end audio and navigation systems as well as numerous features specific to the new model offer the connoisseur and aficionado a wide range of options in configuring the MINI Countryman to his personal style in a unique manner again typical of the brand.

**MINIMALISM all the way: more pulling power, less CO<sub>2</sub>.**

The features typical of every MINI, apart from the characteristic design of the car, its thrilling, very agile handling and premium quality quite unique in the small car segment, include a truly outstanding level of efficiency. And now, after thoroughly upgrading the wide range of petrol engines available on the MINI, MINI Clubman and the MINI Convertible, the entire brand is making further progress in the consistent reduction of both fuel consumption and emissions.

Following the philosophy of MINIMALISM, the balance of performance, on the one hand, and CO<sub>2</sub> emissions, on the other, has been further optimised on all petrol engine models. And again, it almost goes without saying that all models now fulfil the EU5 emission standard.

The MINI Cooper S with its 1.6-litre four-cylinder offering another 7 kW/10 hp for overall output of 135 kW/184 hp and with a reduction in CO<sub>2</sub> in the EU test cycle versus the former model by 13 to 136 grams per kilometre, is a particularly outstanding example of MINIMALISM and its practical benefits. A similar improvement of both agility and efficiency results in particular from the combination of a twin-scroll turbocharger, direct gasoline injection and fully variable valve management now featured for the first time on a MINI.

The new MINI Cooper combines an increase in output by 2 kW/3 hp to 90 kW/122 hp with a reduction in CO<sub>2</sub> emissions to just 127 grams. Delivering maximum output of 72 kW/98 hp, the new MINI One comes with an increase in engine size, engine output and torque combined with yet a further reduction of CO<sub>2</sub>. Now also displacing 1.6 litres, this power unit is likewise available in the new MINI One Convertible, accelerating the open four-seater from a standstill to 100 km/h in 11.3 seconds on average fuel consumption in the EU test cycle of 5.7 litres/100 kilometres (equal to 49.6 mpg imp) and a CO<sub>2</sub> rating of 133 grams per kilometre.

The new MINI One MINIMALIST now available in two engine variants is making its appearance in the market with the lowest level of fuel consumption and emissions ever seen so far in a MINI with petrol engine. Featuring the appropriate engine in each case, these two entry-level models offer the same performance as the

72 kW/98 hp MINI One and, respectively, the 55 kW/75 hp MINI One. Thanks to optimised engine technology, Brake Energy Regeneration, Auto Start Stop, a gearshift point indicator and further special features of MINIMALISM, both models average fuel consumption of just 5.1 litres/100 kilometres (equal to 55.4 mpg imp) in the EU test cycle and the same CO<sub>2</sub> rating of 119 grams per kilometre.

### **Enhanced networking for even greater driving pleasure:**

#### **MINI Connected.**

At the 2010 Geneva Motor Show MINI is setting the stage for a completely new and absolutely unique rendition of in-car entertainment. Together with the market launch of the MINI Countryman, MINI is also introducing innovative options to further enhance the driving pleasure so typical of the brand by intelligently networking the driver, his MINI, and the world around them.

As the world's first car maker, MINI, through the introduction of MINI Connected, offers a newly developed, functionally quite unique USB interface for optimum integration of the Apple iPhone in the car's audio and infotainment system. Exclusive to MINI, this technology sets the foundation for full integration of Smartphone functions to a standard never seen before. For the first time in an automobile, MINI Connected ensures a complete network with the world of entertainment, communication and online functions, plus vehicle information, all provided by modern Smartphone technology.

The new, additional functions integrated in the MINI are activated and masterminded through the car's own control system. The prerequisite for full use of all functions provided by MINI Connected is the installation of the likewise brand-new MINI Visual Boost audio system which, through its high-resolution colour display in the central instrument and the MINI joystick on the centre console, ensures ideal conditions for convenient, simple and intuitive use of the system at all times.

#### **Unique the world over: Web Radio and Mission Control.**

MINI is proudly presenting the Web Radio function at the Geneva Motor Show as a typical example of the many new options offered by MINI Connected. Sitting in a MINI networked through MINI Connected with the outside world, the driver is able to receive his favourite radio station anywhere in the world and regardless of his current location, provided the station he would like to hear transmits its programmes also in the comprehensive database of radio broadcasters.

The driver chooses his station the usual way through the MINI Audio System, thus benefiting from very convenient and safe control options also while driving. MINI is the first car manufacturer in the world to offer this function in a regular production car.

MINI Connected also offers the option to integrate further services and functions in the car, the innovative iPhone interface providing a unique potential for the exchange of data subsequently used for an unusually wide range of infotainment, navigation and communication options in the car.

And at the same time MINI Connected provides the possibility to enhance and upgrade every function, tailoring all features to the driver's specific wishes and preferences.

Yet a further outstanding highlight of MINI Connected is the Mission Control function featured for the first time in the MINI 50 Camden anniversary model. Mission Control evaluates a wide range of signals relating to the vehicle itself, current driving conditions, and the surroundings, thus offering the driver – again in that particular style so typical of MINI – very helpful information and advice relevant to his current requirements. Mission Control therefore highlights the MINI's status as a genuine personality in the world of motoring, at the same time giving the driver an even greater feeling of being connected directly to his car through direct interaction.

Signals from the car are used consistently to generate new, situation-based dialogues time and again, always according to current requirements. Information typically used for this purpose covers the car's safety and comfort settings, such as the signal to buckle up the seat belts, use of the car's air conditioning, as well as current information on driving and traffic conditions, such as the outside temperature and the level of fuel in the tank.

The wide range of information and messages provided by the system once again significantly enhanced over all conventional functions, ensures an ongoing, highly meaningful and helpful dialogue between the MINI and its driver also in situations recurring daily on the road. And last but not least, MINI Connected offers a wide range of options also through Mission Control to expand and customise the mode of operation, for example through different language versions and driving modes.



## 2. At a Glance.

- **World debut: MINI Countryman.**

The MINI model family is growing once again, with the MINI Countryman making its first appearance at the 2010 Geneva Motor Show. Measuring more than four metres in length, featuring four doors at the side, four fully-fledged seats and optional MINI ALL4 all-wheel drive, the brand's fourth model offers that typical MINI feeling in a new dimension. Its extra, variable space inside and the elevated driving position give the MINI Countryman an absolutely unique look, while still retaining that distinctive character of a MINI both in its design and driving behaviour. As the first premium car of its kind, the MINI Countryman has everything it takes to win over additional target groups for that driving pleasure so typical of the brand.

- **World debut: MINI One Convertible.**

Open-air driving pleasure in that unique MINI style is now becoming even more economical, with the new MINI One Convertible entering the market powered by the latest generation of MINI's four-cylinder petrol engine. Displacing 1.6 litres and delivering maximum output of 72 kW/98 hp, this power unit again offers all the agility so typical of MINI, combined with average fuel consumption in the EU test cycle of 5.7 litres/100 kilometres (49.6 mpg imp) and a CO<sub>2</sub> rating of 133 grams per kilometre. As a further highlight, the MINI One Convertible comes as standard with a six-speed manual gearbox and is available as an option with six-speed automatic transmission.

- **World debut: MINI One MINIMALIST.**

New petrol engines for the MINI, the MINI Clubman and the MINI Convertible ensure even greater agility – and, thanks to MINIMALISM – even lower CO<sub>2</sub> ratings. A further important point is that the MINI Cooper S, the MINI Cooper, the MINI One, and the MINI John Cooper Works all fulfil the EU5 emission standard. The MINI One MINIMALIST, in turn, offers maximum all-round economy, the entry-level model available with either a 55 kW/75 hp or 72 kW/98 hp four-cylinder setting new standards in terms of all-round economy and low emissions. Both variants make do with average fuel consumption in the EU test cycle of just 5.1 litres/100 kilometres (equal to 55.4 mpg imp) and a CO<sub>2</sub> emission rating of 119 grams per kilometre.

### **3. Driving Pleasure without Limits: World Debut of the MINI Countryman\*.**



The introduction of a particularly versatile car concept raises the individual style of MINI and the driving pleasure so typical of the brand to a brand-new, unprecedented level of all-round perfection. As a genuine Crossover, the MINI Countryman for the first time combines the unique handling of a MINI with the variable space and versatility of a four-door and the supreme traction of a Sports Activity Vehicle optimised by optional all-wheel drive.

Following the classic two-door, the MINI Clubman and the MINI Convertible, the fourth model in the range now meets all the challenges of urban mobility with maximum flexibility and individual style, offering a wide range of options in use far beyond conventional limits and opening up that typical feeling of MINI to new target groups.

Providing superior long-distance comfort on four single seats or, as an alternative, space for up to five passengers, an elevated seating position, flexible use of the interior, a new generation of both powerful and efficient engines as well as optional MINI ALL4 all-wheel drive, the MINI Countryman adds numerous attractive highlights to the emotional experience of driving a MINI. At the same time it re-interprets features characteristic of MINI in terms of design, premium quality, handling, efficiency and individual customisation in new, unprecedented style.

Given all these qualities, the MINI Countryman appeals strongly to additional target groups requiring extra space and flexibility for their family or leisure time activities and therefore seeking to combine the individual style of the brand with innovative function and enhanced versatility within the interior.

The innovative concept of the MINI Countryman is implemented authentically by that unique design language so characteristic of MINI. The first model in the range to measure more than four metres in length, the MINI Countryman follows the principle once developed for the classic Mini to offer maximum interior space and function on the smallest possible footprint. Apart from the proportions typical of MINI, characteristic design features at the front, side and rear show clearly at very first sight that the MINI Countryman is a true member of the brand family.

\*The name of the car may vary in some markets.

Note: All performance, consumption and emission figures presented in this press kit are provisional.



The MINI Countryman is the first premium car of its kind, confirming its exclusive position against the widest range of competition through excellent quality of finish and supreme functionality within the interior as well as superior drivetrain and suspension technology.

The MINI Countryman comes as standard with two single seats at the rear adjustable individually for length, and is available at no extra cost with a three-seat rear bench. Luggage capacity may be increased in several steps from 350 all the way to 1,170 litres (12.2–41.0 cubic feet). Standard features include not just air conditioning and the CD audio system, but also the innovative MINI Center Rail storage and fastening system connecting the front seats with the rear.

Upon its introduction in the market, the MINI Countryman is available with a choice of no less than three petrol and two diesel engines ranging in output from 60 kW/90 hp all the way to 135 kW/184 hp and offering exemplary efficiency in every respect. And it almost goes without saying that all variants of the MINI Countryman fulfil the EU5 emission standard in Europe and the ULEV II standard in the USA.

Apart from the top-of-the-range MINI Cooper S Countryman, the MINI Cooper D Countryman is also available as an option with MINI ALL4 all-wheel drive, offering that agility so typical of MINI also beyond the beaten track. The suspension on all models comes as standard with DSC Dynamic Stability Control, while passive safety of the highest calibre is ensured not only by the high-load-resistant body structure, but also by no less than six airbags, three-point inertia-reel seat belts on all seats, ISOFIX child seat fastening at the rear, and a Tyre Defect Indicator.

**Design: MINI all the way with a high standard of individual style.**

In its concept, the MINI Countryman stands out clearly from all former models of the MINI brand, expressing its unique style self-confidently through the design and looks of the body. Measuring 4,097 millimetres or 161.3" in length, the four-door body of the car combines the proportions typical of the brand with extra ground clearance and an elevated seating position, the MINI Countryman thus bridging the gap between the classic Mini and a modern Sports Activity Vehicle.

From the start, the design of the MINI Countryman emanates a unique feeling of independence, performance, robustness and versatility, particularly the clear structure of the front end giving the MINI Countryman a mature and most

respectable look of class and style. But at the same time the new model naturally retains that unique charm and individual flair so typical of MINI.

Features characteristic of the front end of the MINI Countryman are the upright radiator grille, the powerfully contoured engine compartment lid, and the large headlight units. Rising up high, the front end guarantees full maintenance of the latest statutory requirements in pedestrian safety and at the same time gives the Crossover powerful stance on the wheels.

The Powerdome on the engine compartment lid tapering out to the front bears clear reference to the muscle of the engine lurking within. Together with the main headlights positioned far to the outside in the engine compartment lid again in typical MINI style, the Powerdome offers a unique look on the surface of the car.

Newly designed and embellished by chrome surrounds, the headlights extend unusually far into the side shoulders of the car, additionally emphasising the sheer width of the new model. In their contours, the headlights stand out clearly from the classic round design featured on the existing models in the range so far. The contour line moves dynamically to the outside at the upper level to increase the volume of the wheel arches, while further inside the headlight contours would appear to almost retreat from the wide-opening radiator grille, moving away in the opposite direction.

In its special and, indeed, quite unique shape, the radiator grille enhances the exclusive look of the MINI Countryman. Shaped as one hexagonal unit, the grille rises up in a more upright position than on all models so far. The three horizontal grid bars featured on the MINI Cooper Countryman, the MINI One Countryman, the MINI Cooper D Countryman, and the MINI One D Countryman extend far into the interior and thus appear to be almost hovering in space. On the MINI One Countryman and the MINI One D Countryman the horizontal bars are finished in high-gloss black, on the other models they come in painted matt silver.

The front end of the MINI Cooper S Countryman, finally, comes with a special radiator grille in unique design, with its hexagonal grid finished in black, and features an additional air intake integrated in the radiator grille as well as opening vents supplying air to the brakes.

**Side-view characterised by growth in stature and greater ground clearance.**

The perfect harmony of the body itself and the windows comes out particularly clearly from the side of the car, the MINI Countryman again boasting the subdivision so typical of the brand into the actual body of the car, the window areas, and the roof. Despite the extra height of the MINI Countryman and its greater ground clearance, the proportions characteristic of MINI are still retained in full, short overhangs front and rear accentuating the typical concept and philosophy of offering maximum space on a minimum footprint.

Through its unique graphics, the roof of the MINI Countryman accentuates the four-door configuration of the body and creates a high recall value.

A functional roof railing further underlining the silhouette of the car almost reminiscent of a ship's helm is integrated as standard in the roof, while the windows extend like a band round the entire car, creating a genuine feeling of "come inside" through their powerful transparency.

Rising up to the rear, the shoulder line of the body gives the windows a strong V-shape, as if the car were urging forwards dynamically even while at a standstill.

A precise character line extending along the lower third of the car's flanks like an arch between the wheels shifts the visual centre of gravity to the rear and at the same time stretches the side view. The visual bridge between the front and rear axle, in turn, bears clear reference to all-wheel drive available as an option. The wheel arches in their powerful presence, finally, literally grow out of the body of the car and at the same time symbolise the powerful stance of the MINI Countryman on its wheels.

The black frame around the bottom of the body stands out even more on the MINI Countryman than on the other models of the MINI brand, accentuating the car's greater ground clearance and highlighting the position of the wheels. A further feature clearly borne out in this way is the particularly long spring travel of the wheels, confirming that the MINI Countryman is suitable for a wide range of different purposes.

The new diagonal function line at the transition point from the front side panel to the door likewise serves to distinguish the MINI Countryman from its counterparts within the range. This particular feature – yet another re-interpretation of the body welding seam at the same point on the classic Mini – comprises both the side direction indicator and the air outlet on

the MINI Countryman. Conceived and designed as a wide and very robust-looking band, this diagonal function line continues the course of the A-pillar towards the front wheel. Like the C-pillar facing towards the rear axle, this special line again emphasises the impression of a powerful body resting strongly on its wheels.

**Rear view: attractive contrasts of horizontal lines and upright rear light clusters.**

The proportions and horizontal subdivision of the rear end again underline the sporting character of the MINI Countryman, ensuring powerful presence also from this perspective. Broadening out in steps from top to bottom, the body structure emphasises the stable stance of the car, the muscular shoulder line additionally highlighting the masculine character of the MINI Countryman.

With its integrated, aerodynamically refined air flow contour, the roof appears to almost hover above the window areas. The chrome band extending round the entire car between the windows and the body, finally, forms yet another horizontal line as a further highlight in the design of the MINI Countryman.

Like all models in the MINI range, the MINI Countryman comes with upright rear light clusters forming a distinctive contrast to the otherwise horizontal lines at the rear. Highlighted by chrome surrounds, the rear light clusters stand out three-dimensionally from the body of the car. Positioned far to the outside, the rear lights emphasise the width of the MINI Countryman and bear clear reference to the generous interior space.

All light functions are integrated in the rear lights embedded like islands in the rear side panels. The inner structure of the lights is determined again in typical MINI style by full circles and circular sections also giving the car its unique night design.

For the first time the MINI logo at the rear has a specific function: Pressing the inner circle on the logo, the driver releases the rear lid swinging up to the top. The numberplate recess takes up the shape of the air intake in the front bumper, thus linking the front and rear ends through their clear symbiosis in design.

The rear air dam on the MINI Cooper S Countryman comes as a diffuser guiding the flow of air beneath the rear end of the car to optimise the aerodynamic qualities of this special model. The most powerful model in

the range also stands out through its special roof spoiler, a twin-chamber exhaust system, as well as striking openings in the rear wheel arches.

The MINI Countryman is available with a choice of no less than eleven body colours, five non-metallic, six metallic. On the MINI One Countryman and the MINI One D Countryman the roof comes in body colour, while the MINI Cooper S Countryman, the MINI Cooper Countryman, and the MINI Cooper D Countryman are available with the roof finished either in Black or Light White as an alternative to the colour of the body as such.

**Interior design and elevated seating position reflecting the car's enhanced function and powerful character.**

The interior of the MINI Countryman bears out strong analogies to the famous design language of the MINI, but is nevertheless refreshingly new. With wheelbase extended to 2,595 millimetres or 102.2" and the extra height of the body, the interior offers a new dimension of space and function.

A particularly outstanding feature is the elevated seating position providing very comfortable access to the car, optimising the driver's all-round visibility and intensifying the driving experience in the style of a Sports Activity Vehicle. All surfaces come in new, even more striking grain harmonising perfectly with the powerful look of the car. Hence, the innovative overall concept of the MINI Countryman and its unique character are also reflected clearly within the interior.

The instrument panel in the MINI Countryman is characterised by powerful, concave shapes and a sporting, functional impression. Extra-large air vents at the side emphasise the particular style of the interior in its modern class and function. Like the centre air vents, the Center Speedo and the gearshift lever, the air vents are highlighted by white surrounds in a contrasting colour.

A further colour highlight is provided by the side surrounds on the centre console appearing to actually support and hold up the dashboard. The centre console itself, through its matt-black colour in conjunction with a chrome ring for the climate controls, is particularly stylish and sophisticated in its looks. Apart from the control units for the air conditioning featured as standard and a CD player, the toggle switches for various car functions typical of MINI are also housed within the centre console.

Newly designed door panels underline the specific shape of the body and the extra space the MINI Countryman has to offer. The ellipsoid frame around the

armrests and door closing handles again so typical of the brand is for the first time positioned in the middle, encompassing in its design also the B-pillars and emphasising the length of the interior through its stretched contours.

**Variable space thanks to individual rear seats moving fore-and-aft.**

The MINI Countryman comes with new, special seats specific to this particular model. Sports seats are featured as standard on the MINI Cooper S Countryman, and sports seats in two different combinations of cloth and leather as well as various choices of all-leather finish are available optionally on all model variants. A particular highlight is the Lounge seats boasting the very best leather reminiscent of classy leather seats with piping all round in a classic British car.

The single seats featured as standard at the rear move fore-and-aft 130 millimetres or 5.1" independently of one another. The rear seat bench with three seats extending from one side to the other and available at not extra cost likewise boasts this function, with the adjusting seat segments coming in a 60:40 split.

Even with the seats in their standard position, the MINI Countryman is able to accommodate a pram, for example, in its luggage compartment – and to meet additional transport requirements, the rear seat backrests may be moved to a cargo position increasing luggage space from 350 to 440 litres (12.2–15.4 cubic feet).

The rear seat backrests moving down both in part or in full also help to provide flexible space at the rear, with the backrests on the three-seat bench coming in a 40:20:40 split. This enables the driver and his passengers to increase their luggage capacity all the way to 1,170 litres or 41.0 cubic feet, enough for two mountain bikes with their front wheels removed.

A roof carrier system is available as an option supplementing the roof railing featured as standard and may be prepared for fitting straight at the factory.

**MINI Center Rail: Unique storage concept with a wide range of customisation options.**

Instead of a conventional centre console between the seats, the MINI Countryman comes with an innovative rail system, the unique MINI Center Rail enabling the driver and passengers to keep their personal belongings and odds and ends exactly where they need them at any point

in time. At the same time the MINI Center Rail forms a visual and functional connection between the front and rear seats.

Whenever the MINI Countryman is fitted with single seats at the rear, the Center Rail configured as a U-profile extends through the entire passenger compartment all the way to the rear seat backrests. On models fitted with a three-seat rear bench, in turn, the MINI Center Rail ends at the backrests of the front seats.

Specially developed and easy-to-use clip-in fixtures allow the driver and passengers to use the MINI Center Rail individually as required, hanging on various bins and storage units. As an example, the MINI Center Rail may be fitted with holders for entertainment and telecommunication devices, cupholders, a case for glasses in genuine MINI design, as well as centre armrests held safely and comfortably in position. The holders and storage bins placed on the Center Rail may then be moved forwards and backwards to any desired position. And whenever the users place electronic devices such as a mobile phone or an MP3 player on the Center Rail, the integrated cable system automatically connects the respective device to the car's on-board network and ensures full and convenient integration into the MINI Countryman's entertainment system.

#### **Ambient Illumination and Colour Line for individual highlights.**

Ambient Illumination included in the optional Lights Package sets a particular highlight within the interior of the MINI Countryman. Providing an indirect lighting effect, Ambient Illumination creates special colour highlights throughout the entire door panel in night design, thus giving the interior a truly unique atmosphere. Using a toggle switch, the driver and passengers may vary the colour of the light generated infinitely all the way from warm orange to sporting blue, light rods also providing the colour desired on the MINI Center Rail from one end to the other.

A further advantage of this indirect illumination is that it is now much easier to find objects parked on the Center Rail.

The optional Colour Line provides further opportunities to customise the car, creating different colour effects along the door panels within their ellipsoid frame, on the centre armrest side panels, the lower section of the B-pillar covers, and the inserts on the Center Rail itself. The colours available in this case are Carbon Black, Polar Beige, Pure Red, and Dark Tobacco, as well as powerful Surf Blue exclusive to the MINI Cooper S Countryman.

Trim bars for the cockpit as well as a Chrome Package adding discreet gloss to the air vents, the central instrument, the rev counter and the surrounds on the gearshift lever, provide an even more intense touch of colour and style.

**Modern generation of petrol and turbodiesel power units.**

Superior, powerful, and efficient – these are the fundamental highlights of the three petrol and two turbodiesel power units available for the MINI Countryman. In their technical features, the power units are based on the outstanding know-how of the BMW Group in the development of the most advanced engines. They stand out in particular through supreme efficiency and, in the context of the MINIMALISM philosophy, come with the latest features for reducing both fuel consumption and CO<sub>2</sub> emissions.

The features offered for supreme fuel economy and emission management include, depending on the model involved, Brake Energy Regeneration, Auto Start Stop, a gearshift point indicator, as well as on-demand management of the engine's ancillary units. So it is only obvious that all engines fulfil the EU5 emission standard in Europe and the ULEV II standard in the USA.

All versions of the MINI Countryman are fitted as standard with a manual six-speed gearbox perfectly harmonising with the engines' power and performance characteristics and meeting the specific requirements made of a premium car in this segment. As an option the MINI One Countryman, the MINI Cooper Countryman, and the MINI Cooper S Countryman are available with six-speed automatic transmission complete with Steptronic and gearshift paddles on the steering wheel.

**MINI Cooper S Countryman:  
featuring variable valve management for the first time supplementing the  
turbocharger and direct fuel injection.**

All petrol engines featured in the MINI Countryman come with fully variable valve management. This technology for masterminding engine load without requiring a throttle effect quite unique within the segment of this new MINI and based on the VALVETRONIC valve management featured in BMW power units, optimises engine response and serves to significantly reduce both fuel consumption and emissions.

Valve management adjusts the stroke and opening period of the intake valves within fractions of a second to the respective level of power required, the camshaft acting on the valves through an additional intermediate lever, and not



directly through the follower arm. The rotating point of this additional lever is adjusted infinitely by an eccentric shaft controlled by an electric motor.

The MINI Cooper S Countryman is the first model in the brand to combine fully variable valve management with turbocharging and direct fuel injection. This highly advanced combination gives the 1.6-litre four-cylinder with its twin-scroll turbocharger an unprecedented balance of power and fuel economy quite unparalleled in this segment. Maximum output of 135 kW/184 hp comes at an engine speed of 5,500 rpm, peak torque of 240 Newton-metres/177 lb-ft is available at just 1,600 rpm, increasing briefly by way of Overboost all the way to 260 Newton-metres/192 lb-ft for extra power when accelerating particularly fast and dynamically.

Benefiting from this kind of power, the MINI Cooper S Countryman accelerates from a standstill to 100 km/h in just 7.6 seconds and has a top speed of 215 km/h or 133 mph. Fuel consumption in the EU test cycle, finally, is 6.3 litres/100 kilometres (equal to 44.8 mpg imp), with a CO<sub>2</sub> rating of 146 grams per kilometre.

**MINI Cooper Countryman and MINI One Countryman:  
sporting performance and outstanding efficiency all in one.**

Likewise displacing 1.6 litres, the naturally-aspirated power unit of the MINI Cooper Countryman again features fully variable valve management for sporting performance and efficient use of fuel. Maximum output of 90 kW/122 hp comes in this case at 6,000 rpm, with peak torque of 160 Newton-metres/118 lb-ft at 4,250 rpm. This kind of power accelerates the MINI Cooper Countryman from a standstill to 100 km/h in 10.5 seconds and gives the car a top speed of 190 km/h or 118 mph. Fuel consumption in the EU test cycle, finally, is 6.1 litres/100 kilometres (equal to 46.3 mpg imp), with a CO<sub>2</sub> rating of 142 grams per kilometre.

The dynamic entry-level model into the range is the 1.6-litre MINI One Countryman with maximum output of 72 kW/98 hp at 6,000 rpm and peak torque of 153 Newton-metres/113 lb-ft at 3,000 revs. Acceleration to 100 km/h comes in this case in 12.7 seconds, with the MINI One Countryman reaching a top speed of 175 km/h or 109 mph. Average fuel consumption in the EU test cycle is 5.9 litres/100 kilometres (equal to 47.9 mpg imp), with a CO<sub>2</sub> rating of 137 grams per kilometre.

**MINI Cooper D Countryman and MINI One D Countryman  
with new turbodiesel power units.**

Spontaneous power and pulling force, excellent running smoothness and a particularly high standard of fuel efficiency – these are the particular fortes of the new generation of turbodiesel power units available in the MINI Countryman. Indeed, the 1.6-litre four-cylinder represents all the outstanding know-how in development of the BMW Group, combining common-rail direct fuel injection with a turbocharger featuring variable turbine geometry for optimum power and performance at all engine speeds.

And being particularly light thanks to their aluminium structure, the engines also set standards throughout the entire segment of the MINI Countryman through their low weight and superior acoustics.

The new turbodiesel offers particularly impressive potentials in the MINI Cooper D Countryman, maximum output of 82 kW/112 hp at 4,000 rpm and peak torque of 270 Newton-metres/199 lb-ft at 1,750 rpm ensuring spontaneous acceleration and superior development of power. No surprise, therefore, that the MINI Cooper D Countryman accelerates from a standstill to 100 km/h in 10.9 seconds and reaches a top speed of 180 km/h or 112 mph. Average fuel consumption of the MINI D Countryman in the EU test cycle of just 4.4 litres/100 kilometres (equal to 64.2 mpg imp), finally, is just as impressive as the CO<sub>2</sub> rating of 116 grams per kilometre.

The most fuel-efficient version of the new MINI is the MINI One D Countryman with its turbodiesel developing 66 kW/90 hp at 4,000 rpm. Maximum torque of 215 Nm/158 lb-ft, in turn, comes at just 1,750 rpm, enabling the MINI One D Countryman to accelerate from a standstill to 100 km/h in 13.2 seconds and reach a top speed of 170 km/h or 105 mph. Average fuel consumption of just 4.3 litres/100 kilometres (equal to 65.7 mpg imp) and a CO<sub>2</sub> rating of 113 grams per kilometre set supreme standards against the competition.

Both the MINI Cooper D Countryman and the MINI One D Countryman come as standard with a diesel particulates filter and an oxidation catalyst.

**Newly developed suspension:  
best handling also in the MINI Countryman segment.**

The exceptional position of the MINI Countryman in its segment also results from the driving behaviour reminiscent of a go-kart so typical of the brand. And now the suspension technology enhanced to an even higher level on the new Crossover model converts the full potential of the very powerful engines safely and in superior

style into outstanding agility. The precise and particularly sporting handling of the car, together with excellent motoring comfort, raises the MINI Countryman to a supreme position far above comparable concepts in the market.

The MINI Countryman comes with McPherson spring struts and forged track control arms on the front axle – a configuration ensuring excellent wheel guidance and keeping the steering free of drive forces even when accelerating fast or driving dynamically on a winding road. The multi-arm rear axle of the MINI Countryman based in its development on all the suspension know-how of the BMW Group is conceived for both front-wheel and all-wheel drive.

Anti-roll bars front and rear minimise body sway and thus make an additional contribution to the car's agile and safe driving behaviour.

Compared with the other models in the range, the MINI Cooper S Countryman comes with an even more sporting suspension. And all variants of the MINI Countryman are available as an option with sports suspension lowering the entire car by 10 millimetres or almost 0.4".

EPS Electric Power Steering featured as standard makes a significant contribution to the agility of the MINI Countryman so typical of the brand. Another feature likewise boasted as standard is DSC Dynamic Stability Control comprising highlights such as ABS anti-lock brakes, EBD Electronic Brake Force Distribution, CBC Cornering Brake Control, a Brake Assistant, and a Hill Start-Off Assistant. The DTC mode allowing controlled slip on the drive wheels for setting off even more easily on loose sand or in deep snow comes as standard with the MINI Cooper S Countryman and in conjunction with the ALL4 all-wheel-drive system, and is available as an option on all other models.

With Dynamic Stability Control switched off (DSC Off mode), the electronic lock function on the front wheel differential automatically applies the brakes on a drive wheel spinning in a tight bend for appropriate control and handling. Referred to as EDLC Electronic Differential Lock Control, this system enhances the car's traction and drive power without generating a negative effect on its steering behaviour.

The MINI Cooper S Countryman comes as standard with 17-inch light-alloy wheels, and the MINI Cooper Countryman as well as the MINI Cooper D Countryman are fitted with 16-inch light-alloy wheels available in two exclusive design variants. The MINI One Countryman and the MINI One D Countryman, finally, come on 16-inch steel wheels.

All models are available as an option with 18-inch wheels and the wide range of special equipment even includes wheels measuring 19 inches for an even more sporting and dynamic look.

**MINI ALL4:**

**more driving pleasure also when the road comes to an end.**

The MINI Cooper S Countryman and the MINI Cooper D Countryman are available as an option with permanent MINI ALL4 all-wheel drive. Based on an electromagneticoperating centre differential, this sophisticated system spreads out drive power infinitely between the front and rear axle. Together with greater ground clearance, all-wheel drive offers ideal conditions for enjoying that driving pleasure so typical of MINI also beyond the beaten track. At the same time MINI ALL4 significantly enhances the car's dynamic potential and ensures an even more superior driving experience particularly in critical situations.

Under normal driving conditions up to 50 per cent of the drive forces go to the rear axle, in extreme cases – for example on ice and snow – up to 100 per cent may be fed to the rear. This appropriate distribution of drive power between the front and rear axle optimises the efficiency of the new Crossover in the MINI range to an even higher standard, the control electronics of the MINI ALL4 system integrated for the first time directly in the DSC control unit ensuring a response time of less than a tenth of a second for optimum power distribution even on rapidly changing surfaces and with rapidly changing dynamic requirements.

This gives the driver supreme agility combined with the usual safe driving characteristics again so typical of MINI.

Thanks to pro-active control by the MINI ALL4 system, the wheels are prevented from spinning by means of appropriate power and traction control, offering the driver not only enhanced driving dynamics, but also a much higher standard of motoring comfort.

The MINI Cooper S Countryman with ALL4 all-wheel drive comes as standard on 205/50 R17 tyres featuring runflat technology for supreme safety and performance in all situations. The same tyres are available as an option on all other models, just as all optionally available 18-inch wheels likewise come with runflat tyres.

A further feature of both ALL4 models is their specific suspension set-up: Together with the elaborate mounting for the final drive and propeller shaft, including a vibration damper fitted within the shaft, this set-up gives the all-wheel-drive versions of the MINI Countryman the same high standard of acoustic and dynamic comfort as on the models with front-wheel drive.

**All-inclusive safety concept with torsionally stiff body structure and six airbags.**

In terms of crash behaviour, there is again no difference between the front-wheel and all-wheel-drive versions of the MINI Countryman. To ensure this equality, the car comes with an innovative drive shaft made up of two elements giving way within one another in the event of a collision to absorb impact energy.

The body structure of the MINI Countryman is also designed to offer maximum occupant safety in the event of a collision, high-load-resistant bearer structures, precisely defined deformation zones and an extremely stable passenger cell serving to keep impact forces away from the passengers.

Highly effective restraint systems masterminded by central safety electronics provide further benefits within the interior. Through its decentralised satellites, the networked airbag control system is able to precisely recognise the specific conditions in the event of a crash, activating the appropriate restraint systems immediately and with maximum efficiency.

The MINI Countryman comes as standard with frontal and side airbags as well as curtain airbags at the side on both the front and rear seats. All seats are furthermore equipped with three-point inertia-reel seat belts, belt latch tensioners and belt force limiters at the front, as well as ISOFIX child seat fastenings at the rear.

**Wide range of standard equipment, numerous options for customising the car.**

The MINI Countryman comes as standard with features such as air conditioning, the MINI Center Rail, and an audio system complete with a CD player. At the same time a wide range of optional extras and special equipment is available for each model, enabling the proud owner to configure his or her MINI in its typical style, according to his personal preferences and requirements.

Among other highlights, this range of options includes high-end audio and navigation systems as well as mobile telephone interfaces including the option to fully integrate an Apple iPhone and extra Smartphones.

Adaptive Headlights are available in conjunction with the optional xenon headlight units, adjusting the beam angle to the course of the road ahead as a function of the steering position. Further highlights are an extra-large Panorama roof, a heated windscreen, a towbar, sports suspension lowering the entire car by 10 millimetres or almost 0.4", as well as the full range of John Cooper Works Performance Components.

**The MINI Countryman: new car concept, new options in use, typical MINI feeling.**

In its unique design, with enhanced functions, the most advanced suspension technology and newly developed power units, the MINI Countryman combines the emotional character so typical of the brand with a high standard of common sense and rational thinking. Hence, the new MINI Countryman takes an entirely new approach by combining the classic features of the brand with all the qualities of a modern Sports Activity Vehicle. And at the same time it brings together that unique agility so typical of MINI with enhanced motoring comfort to provide a truly unique driving experience.

As the fourth model within the range and the first premium car of its kind, the MINI Countryman is a pioneer in many respects. It opens up that characteristic MINI feeling for new target groups and at the same time transfers individual design and the unique fun of motoring into a segment with greater demands in terms of space available, diversity and motoring comfort, thus opening up new perspectives for the MINI brand as a whole.

Through this extension of the model range, the MINI brand once again proves its ability to grow with the demands of its fans and followers, while nevertheless remaining true to its particular character. So the MINI Countryman gives the brand fascinating new strengths and qualities all borne out in perfection by a truly innovative body concept and unique design.

## 3.1 Specifications. MINI Cooper S Countryman.



(preliminary data, status: February 2010)

<b>Body</b>		<b>MINI Cooper S Countryman</b>
No of doors/seats		5 / 4 (5)
Length/width/height (unladen)	mm	4108 / 1789 / 1561
Wheelbase	mm	2595
Track, front/rear	mm	1525 / 1551
Turning circle	m	11,6
Tank capacity	ca. l	47
Cooling system incl heater	l	
Engine oil	l	
Transmission oil incl. drive train	l	lifetime
Weight, unladen to EU (DIN)	kg	1310 / 1385 (1330 / 1405)
Max load toDIN	kg	470
Max permissible load	kg	1780 (1800)
Max axle load, front/rear	kg	960 / 855 (980 / 855)
Max trailer load braked (12%)	kg	750 / 500
Max roofload/max download	kg	75 / 75
Luggage comp	l	350 / 442 / 1170
Air drag $c_x / A / c_x \times A$	- / $m^2 /$	0,36 / 2,35 / 0,85
<b>Engine</b>		
Config/No of cyls/valves		Inline / 4 / 4
Engine management		MEVD 17.2.2
Capacity	cm <sup>3</sup>	1598
Bore/stroke	mm	77,0 / 85,8
Compression ratio	:1	10,5
Fuel grade	ROZ	91-98
Max output	kW / PS	135 / 184
at	min <sup>-1</sup>	5500
Max torque (with overboost)	Nm	240 (260)
at	min <sup>-1</sup>	1600
<b>Electrical System</b>		
Battery/installation	Ah / -	55 (46) / Engine compartment
Alternator	A	150 (120)
<b>Chassis</b>		
Suspension, front		Single-joint MacPherson spring strut axle with anti-dive control
Suspension, rear		Multi-link axlewith trailing arms with aluminum lightweight construction
Front brakes		Disc vented
Diameter	mm	307 x 24
Rear brakes		Disc
Diameter	mm	280 x 10
Driving stability systems		Hydraulic 2-circuit brake system with Antilock Brake System (ABS), electronic brake force distribution (EBD) and Cornering Brake Control (CBC), Dynamic Stability Control (DSC) with Brake Assist and Hill Assist, optional: Dynamic Traction Control (DTC) and Electronic Differential Lock Control (EDLC). Parking brake acts mechanically on rear wheels
Steering		Electric power steering (EPS); 2.4 rotations in total
Steering transmission, overall	:1	14,1
Type of gearbox		6-gear manual transmission (Six-speed automatic)
Gear ratios	I	:1 3,308 (4,044)
	II	:1 2,130 (2,371)
	III	:1 1,483 (1,556)
	IV	:1 1,139 (1,159)
	V	:1 0,949 (0,852)
	VI	:1 0,816 (0,672)
Reverse gear	:1	3,231 (3,193)
Final drive ratio	:1	3,706 (3,683)
Tires		205/55 R17 91V RSC
Wheels		7J x 17 LM

<b>Performance</b>		
Power-to-weight ratio to DIN	kg / kW	9,7 (9,9)
Output per litre	kW / l	84,5
Acceleration	s	7,6 (7,8)
0–100 km/h		
0–1000 m	s	28,2 (28,6)
In 4th/5th gear	s	6,8 / 8,6
80–120 km/h		
Top speed	km / h	215 (213)
<b>Fuel Consumption in EU Cycle</b>		
Urban	l / 100 km	
Extra-urban	l / 100 km	
Composite	l / 100 km	6,3 (7,1)
CO <sub>2</sub>	g / km	146 (166)
<b>Miscellaneous</b>		
Emission rating		EU5
	HPF/VK/TK	
Ground clearance (empty)	mm	149



# Specifications.

## MINI Cooper S Countryman ALL4.

(preliminary data, status: February 2010)

<b>Body</b>		<b>MINI Cooper S Countryman ALL4</b>	
No of doors/seats		5 / 4 (5)	
Length/width/height (unladen)	mm	4108 / 1789 / 1561	
Wheelbase	mm	2595	
Track, front/rear	mm	1525 / 1551	
Turning circle	m	11,6	
Tank capacity	ca. l	47	
Cooling system incl heater	l		
Engine oil	l		
Transmission oil incl. drive train	l	lifetime	
Weight, unladen to EU (DIN)	kg	1375 / 1450 (1395 / 1470)	
Max load as peDIN	kg	460	
Max permissible load	kg	1835 (1855)	
Max axle load, front/rear	kg	980 / 895 (1000 / 895)	
Max trailer load braked (12%)	kg	750 / 500	
Max roofload/max download	kg	75 / 75	
Luggage comp	l	350 / 442 / 1170	
Air drag $c_x / A / c_x \times A$	- / $m^2 /$	0,37 / 2,35 / 0,87	
<b>Engine</b>			
Config/No of cyls/valves		Inline / 4 / 4	
Engine management		MEVD 17.2.2	
Capacity	cm <sup>3</sup>	1598	
Bore/stroke	mm	77,0 / 85,8	
Compression ratio	:1	10,5	
Fuel grade	ROZ	91-98	
Max output	kW / PS	135 / 184	
at	min <sup>-1</sup>	5500	
Max torque (with overboost)	Nm	240 (260)	
at	min <sup>-1</sup>	1600	
<b>Electrical System</b>			
Battery/installation	Ah / -	55 (46) / Engine compartment	
Alternator	A	150 (120)	
<b>Chassis</b>			
Suspension, front		Single-joint MacPherson spring strut axle with anti-dive control	
Suspension, rear		Multi-link axle with trailing arms with aluminum lightweight construction	
Front brakes		Disc vented	
Diameter	mm	307 x 24	
Rear brakes		Disc	
Diameter	mm	280 x 10	
Driving stability systems		Hydraulic 2-circuit brake system with Antilock Brake System (ABS), electronic brake force distribution (EBD) and Cornering Brake Control (CBC), Dynamic Stability Control (DSC) with Brake Assist and Hill Assist, optional: Dynamic Traction Control (DTC) and Electronic Differential Lock Control (EDLC). Parking brake acts mechanically on rear wheels	
Steering		Electric power steering (EPS); 2.4 rotations in total	
Steering transmission, overall	:1	14,1	
Type of gearbox		6-gear manual transmission (Six-speed automatic)	
Gear ratios	I	:1	3,308 (4,044)
	II	:1	2,130 (2,371)
	III	:1	1,483 (1,556)
	IV	:1	1,139 (1,159)
	V	:1	0,949 (0,852)
	VI	:1	0,816 (0,672)
Reverse gear	:1	3,231 (3,193)	
Final drive ratio	:1	3,706 (3,683)	
Tires		205/55 R17 91V RSC	
Wheels		7J x 17 LM	

<b>Performance</b>		
Power-to-weight ratio to DIN	kg / kW	10,2 (10,3)
Output per litre	kW / l	84,5
Acceleration 0–100 km/h	s	7,8 (8,0)
0–1000 m	s	28,6 (29,0)
In 4th/5th gear 80–120 km/h	s	7,4 / 9,4
Top speed	km / h	209 (208)
<b>Fuel Consumption in EU Cycle</b>		
Urban	l / 100 km	
Extra-urban	l / 100 km	
Composite	l / 100 km	6,7 (7,6)
CO <sub>2</sub>	g / km	157 (178)
<b>Miscellaneous</b>		
Emission rating		EU5
Ground clearance (empty)	mm	149

# Specifications.

## MINI One Countryman, MINI Cooper Countryman.

(preliminary data, status: February 2010)

<b>Body</b>		<b>MINI One Countryman</b>	<b>MINI Cooper Countryman</b>
No of doors/seats		5 / 4 (5)	5 / 4 (5)
Length/width/height (unladen)	mm	4097 / 1789 / 1561	4097 / 1789 / 1561
Wheelbase	mm	2595	2595
Track, front/rear	mm	1534 / 1559	1534 / 1559
Turning circle	m	11,6	11,6
Tank capacity	ca. l	47	47
Cooling system incl heater	l		
Engine oil	l		
Transmission oil incl. drive train	l	lifetime	lifetime
Weight, unladen to EU (DIN)	kg	1260 / 1335 (1290 / 1365)	1260 / 1335 (1290 / 1365)
Max load to DIN	kg	470	470
Max permissible load	kg	1730 (1760)	1730 (1760)
Max axle load, front/rear	kg	935 / 855 (965 / 855)	930 / 855 (960 / 855)
Max trailer load braked (12%)	kg	-	-
Max roofload/max download	kg	75 / -	75 / -
Luggage comp	l	350 / 442 / 1170	350 / 442 / 1170
Air drag $c_x / A / c_x \times A$	- / m <sup>2</sup> / m <sup>2</sup>	0,37 / 2,35 / 0,87	0,36 / 2,35 / 0,85
<b>Engine</b>			
Config/No of cyls/valves		Inline / 4 / 4	Inline / 4 / 4
Engine management		MEV 17.2.2	MEV 17.2.2
Capacity	cm <sup>3</sup>	1598	1598
Bore/stroke	mm	77 / 85,8	77 / 85,8
Compression ratio	:1	11,0	11,0
Fuel grade	ROZ	91-98	91-98
Max output	kW / PS	72 / 98	90 / 122
at	min <sup>-1</sup>	6000	6000
Max torque (with overboost)	Nm	153	160
at	min <sup>-1</sup>	3000	4250
<b>Electrical System</b>			
Battery/installation	Ah / -	55 (46) / Engine compartment	55 (46) / Engine
Alternator	A	150 (120)	150 (120)
<b>Chassis</b>			
Suspension, front		Single-joint MacPherson spring strut axle with anti-dive control	
Suspension, rear		Multi-link axle with trailing arms with aluminum lightweight	
Front brakes		Disc vented	
Diameter	mm	294 x 22	294 x 22
Rear breaks		Disc	
Diameter	mm	280 x 10	280 x 10
Driving stability systems		Hydraulic 2-circuit brake system with Antilock Brake System (ABS), electronic brake force distribution (EBD) and Cornering Brake Control (CBC), Dynamic Stability Control (DSC) with Brake Assist and Hill Assist, optional: Dynamic Traction Control (DTC) and Electronic Differential Lock Control (EDLC). Parking brake acts mechanically on rear wheels	
Steering		Electric power steering (EPS); 2.4 rotations in total	
Steering transmission, overall	:1	14,1	14,1
Type of gearbox		6-gear manual transmission (Six-speed automatic)	
Gear ratios	I	3,214 (4,148)	3,214 (4,148)
	II	1,792 (2,370)	1,792 (2,370)
	III	1,194 (1,556)	1,194 (1,556)
	IV	0,914 (1,155)	0,914 (1,155)
	V	0,784 (0,859)	0,784 (0,859)
	VI	0,683 (0,686)	0,683 (0,686)
Reverse gear	:1	3,143 (3,394)	3,143 (3,394)
Final drive ratio	:1	4,353 (4,643)	4,722 (4,643)
Tires		205/60 R16 92H	205/60 R16 92H
Wheels		6,5J x 16 St.	6,5J x 16 LM

<b>Performance</b>			
Power-to-weight ratio to DIN	kg / kW	17,5 (17,9)	14,0 (14,3)
Output per litre	kW / l	45,1	56,3
Acceleration 0–100 km/h	s	12,7 (13,7)	10,5 (11,7)
0–1000 m	s	33,9 (35,3)	32,1 (33,5)
In 4th/5th gear 80–120 km/h	s	14,2 / 18,2	11,8 / 14,9
Top speed	km / h	175 (168)	190 (182)
<b>Fuel Consumption in EU Cycle</b>			
Urban	l / 100 km		
Extra-urban	l / 100 km		
Composite	l / 100 km	5,9 (7,2)	6,1 (7,1)
CO <sub>2</sub>	g / km	137 (167)	142 (167)
<b>Miscellaneous</b>			
Emission rating		EU5	EU5
	HPF/VK/TK		
Ground clearance (empty)	mm	149	149

# Specifications.

## MINI Cooper D Countryman ALL4.

(preliminary data, status: February 2010)

<b>Body</b>		<b>MINI Cooper D Countryman ALL4</b>
No of doors/seats		5 / 4 (5)
Length/width/height (unladen)	mm	4097 / 1789 / 1561
Wheelbase	mm	2595
Track, front/rear	mm	1534 / 1559
Turning circle	m	11,6
Tank capacity	ca. l	47
Cooling system incl heater	l	
Engine oil	l	
Transmission oil incl. drive train	l	lifetime
Weight, unladen to EU (DIN)	kg	1375 / 1450
Max load to DIN	kg	470
Max permissible load	kg	1845
Max axle load, front/rear	kg	1010 / 890
Max trailer load braked (12%)	kg	750 / 500
Max roofload/max download	kg	75 / 75
Luggage comp	l	350 / 442 / 1170
Air drag $c_x / A / c_x \times A$	- / $m^2 /$	0,36 / 2,35 / 0,85
<b>Engine</b>		
Config/No of cyls/valves		Inline / 4 / 4
Engine management		DDE 7.0
Capacity	cm <sup>3</sup>	1598
Bore/stroke	mm	78 / 83,6
Compression ratio	:1	16,5
Fuel grade	ROZ	Diesel
Max output	kW / PS	82 / 112
at	min <sup>-1</sup>	4000
Max torque (with overboost)	Nm	270
at	min <sup>-1</sup>	1750
<b>Electrical System</b>		
Battery/installation	Ah / -	70 / Engine compartment
Alternator	A	150
<b>Chassis</b>		
Suspension, front		Single-joint MacPherson spring strut axle with anti-dive control
Suspension, rear		Multi-link axle with trailing arms with aluminum lightweight construction
Front brakes		Disc vented
Diameter	mm	294 x 22
Rear brakes		Disc
Diameter	mm	280 x 10
Driving stability systems		Hydraulic 2-circuit brake system with Antilock Brake System (ABS), electronic brake force distribution (EBD) and Cornering Brake Control (CBC), Dynamic Stability Control (DSC) with Brake Assist and Hill Assist, optional: Dynamic Traction Control (DTC) and Electronic Differential Lock Control (EDLC). Parking brake acts mechanically on rear wheels
Steering		Electric power steering (EPS); 2.4 rotations in total
Steering transmission, overall	:1	14,1
Type of gearbox		6-gear manual transmission
Gear ratios	I	:1 3,308
	II	:1 1,870
	III	:1 1,194
	IV	:1 0,872
	V	:1 0,721
	VI	:1 0,596
Reverse gear	:1	3,231
Final drive ratio	:1	3,706
Tires		205/60 R16 92H
Wheels		6,5J x 16 LM

<b>Performance</b>		
Power-to-weight ratio to DIN	kg / kW	16,8
Output per litre	kW / l	52,6
Acceleration 0–100 km/h	s	11,6
0–1000 m	s	33,4
In 4th/5th gear 80–120 km/h	s	10,9 / 13,1
Top speed	km / h	182
<b>Fuel Consumption in EU Cycle</b>		
Urban	l / 100 km	
Extra-urban	l / 100 km	
Composite	l / 100 km	4,6
CO <sub>2</sub>	g / km	121
<b>Miscellaneous</b>		
Emission rating		EU5
	HPF/VK/TK	
Ground clearance (empty)	mm	149

# Specifications.

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

(preliminary data, status: February 2010)

Body		MINI One D Countryman	MINI Cooper D Countryman
No of doors/seats		5 / 4 (5)	5 / 4 (5)
Length/width/height (unladen)	mm	4097 / 1789 / 1561	4097 / 1789 / 1561
Wheelbase	mm	2595	2595
Track, front/rear	mm	1534 / 1559	1534 / 1559
Turning circle	m	11,6	11,6
Tank capacity	ca. l	47	47
Cooling system incl heater	l		
Engine oil	l		
Transmission oil incl. drive train	l	lifetime	lifetime
Weight, unladen to EU (DIN)	kg	1310 / 1385	1310 / 1385
Max load to DIN	kg	470	470
Max permissible load	kg	1780	1780
Max axle load, front/rear	kg	995 / 850	985 / 850
Max trailer load braked (12%)	kg	-	750 / 500
Max roofload/max download	kg	75 / -	75 / 75
Luggage comp	l	350 / 442 / 1170	350 / 442 / 1170
Air drag $c_x / A / c_x \times A$	- / m <sup>2</sup> / m <sup>2</sup>	0,36 / 2,35 / 0,85	0,36 / 2,35 / 0,85
<b>Engine</b>			
Config/No of cyls/valves		Inline / 4 / 4	Inline / 4 / 4
Engine management		DDE 7.0	DDE 7.0
Capacity	cm <sup>3</sup>	1598	1598
Bore/stroke	mm	78 / 83,6	78 / 83,6
Compression ratio	:1	16,5	16,5
Fuel grade	ROZ	Diesel	Diesel
Max output	kW / PS	66 / 90	82 / 112
at	min <sup>-1</sup>	4000	4000
Max torque (with overboost)	Nm	215	270
at	min <sup>-1</sup>	1750	1750
<b>Electrical System</b>			
Battery/installation	Ah / -	70 / Engine compartment	70 / Engine compartment
Alternator	A	150	150
<b>Chassis</b>			
Suspension, front		Single-joint MacPherson spring strut axle with anti-dive control	
Suspension, rear		Multi-link axlewith trailing arms with aluminum lightweight construction	
Front breaks		Disc vented	
Diameter	mm	294 x 22	294 x 22
Rear breaks		Disc	
Diameter	mm	280 x 10	280 x 10
Driving stability systems		Hydraulic 2-circuit brake system with Antilock Brake System (ABS), electronic brake force distribution (EBD) and Cornering Brake Control (CBC), Dynamic Stability Control (DSC) with Brake Assist and Hill Assist, optional: Dynamic Traction Control (DTC) and Electronic Differential Lock Control (EDLC). Parking brake acts mechanically on rear wheels	
Steering		Electric power steering (EPS); 2.4 rotations in total	
Steering transmission, overall	:1	14,1	14,1
Type of gearbox		6-gear manual transmission	
Gear ratios	I	:1	3,308
	II	:1	1,870
	III	:1	1,194
	IV	:1	0,872
	V	:1	0,721
	VI	:1	0,596
Reverse gear	:1	3,231	3,231
Final drive ratio	:1	3,706	3,706
Tires		205/60 R16 92H	205/60 R16 92H
Wheels		6,5J x 16 St.	6,5J x 16 LM

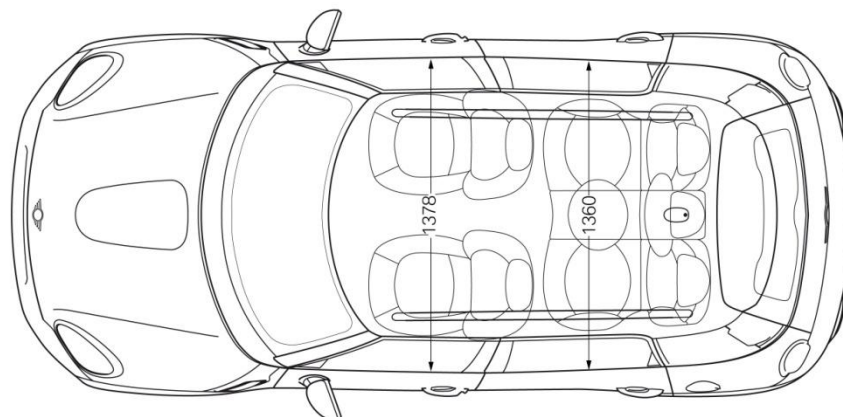
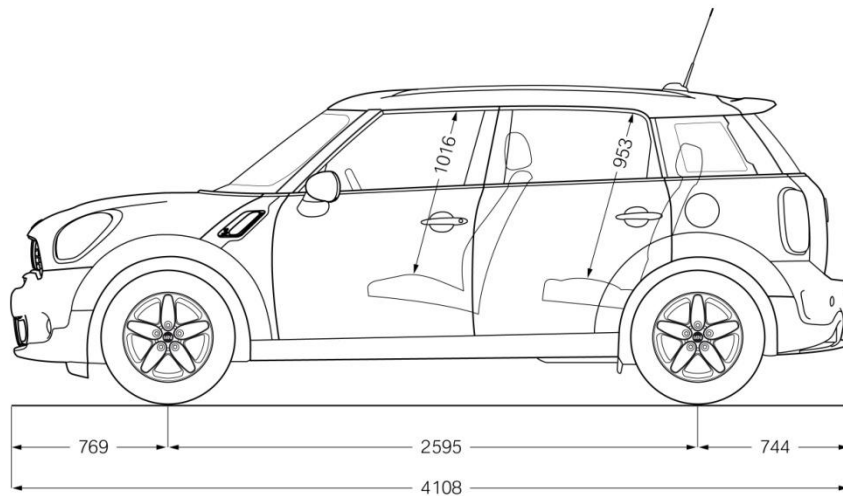
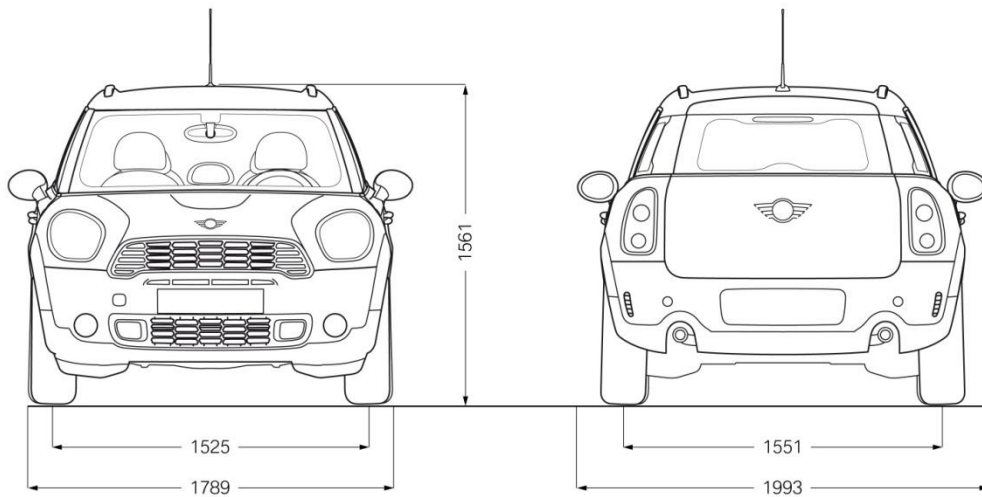
<b>Performance</b>			
Power-to-weight ratio to DIN	kg / kW	19,8	16,0
Output per litre	kW / l	42,4	52,6
Acceleration	0–100 km/h	s	10,9
	0–1000 m	s	32,8
In 4th/5th gear	80–120 km/h	s	12,8 / 15,9
Top speed	km / h	170	180
<b>Fuel Consumption in EU Cycle</b>			
Urban	l / 100 km		
Extra-urban	l / 100 km		
Composite	l / 100 km	4,3	4,4
CO <sub>2</sub>	g / km	113	116
<b>Miscellaneous</b>			
Emission rating		EU5	EU5
	HPF/VK/TK		
Ground clearance (empty)	mm	149	149



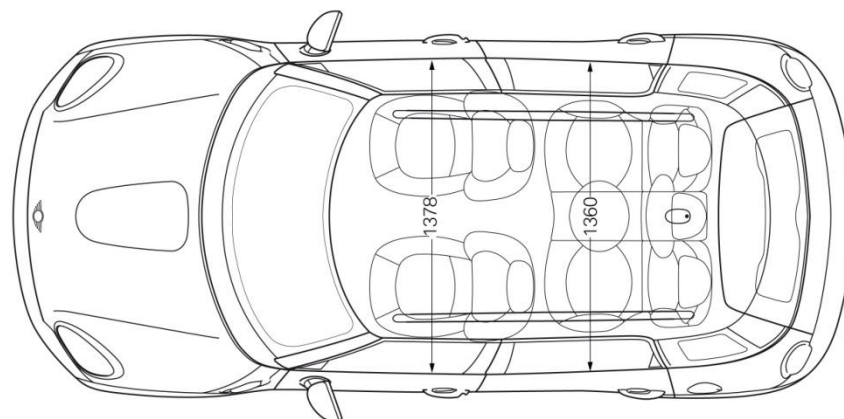
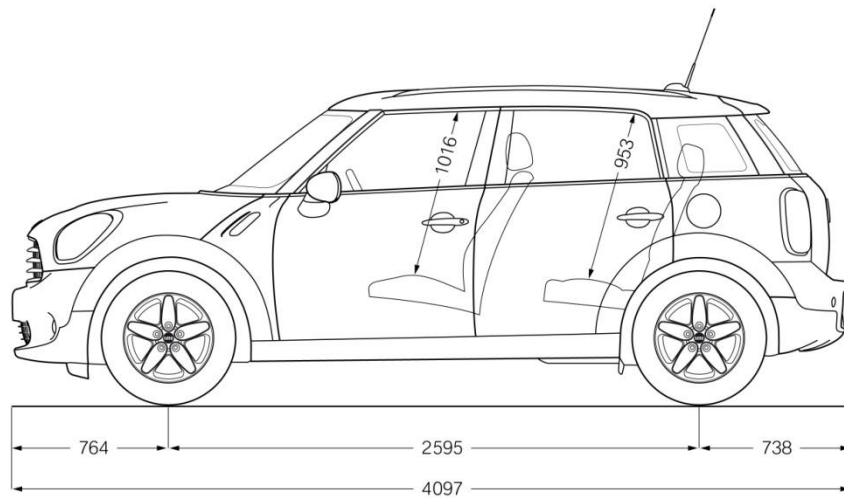
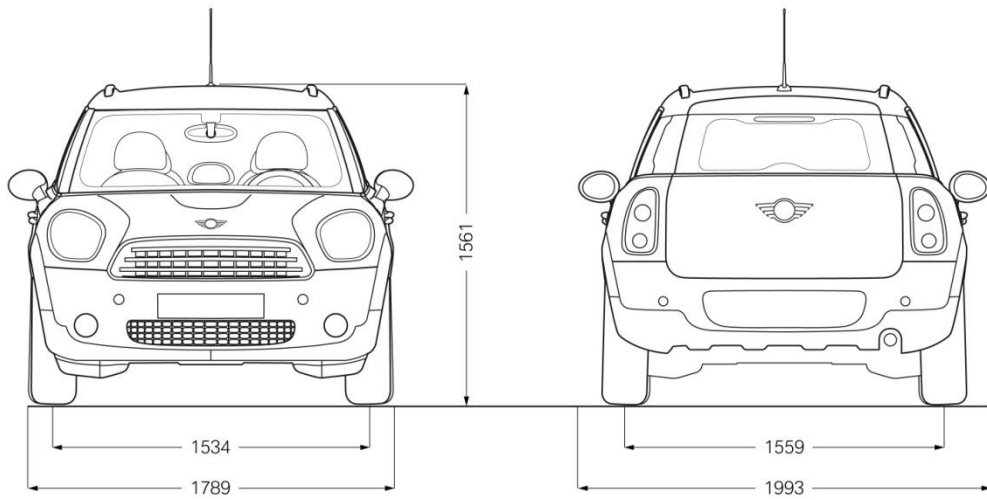
## 3.2 Exterior and Interior Dimensions.



### MINI Cooper S Countryman. (preliminary data)



**MINI Cooper Countryman.**  
(preliminary data)





## 4. **Fresh Power: MINIMALISM in the MINI, MINI Clubman and MINI Convertible.**

Typical MINIMALISM: More output, more efficiency and more driving fun thanks to a thoroughly revised range of petrol engines for the MINI, MINI Clubman and MINI Convertible – All petrol MINI models meet the EU5 exhaust emissions standard – Market launch of the new MINI One Convertible and MINI One MINIMALIST in March 2010.

Performance, efficiency and driving fun – MINIMALISM offers more of everything. The MINI, MINI Clubman and MINI Convertible will line up in 2010 with an extensively revised range of petrol engines, a move that sees the MINI brand building consistently on its position as the world's leading maker of inspiringly sporty and exceptionally economical premium small cars. At the same time, all petrol MINI models will meet the EU5 exhaust emissions standard in Europe and the ULEV II standard in the USA from spring 2010. A fresh addition to the model range is the new MINI One Convertible. Powered by a low-fuel consumption and low-emissions four-cylinder engine producing 72 kW/98 hp, the new model offers an extremely economical way to enjoy that typical MINI go-kart feeling in soft-top form.

Targeted powertrain modifications further enhance the relationship between performance and CO<sub>2</sub> emissions in all petrol-engined MINI models. An outstanding example of the progress made is the MINI Cooper S, whose new 1.6-litre four-cylinder engine now develops 135 kW/184 hp (an increase of 7 kW) yet emits only 136 grams of CO<sub>2</sub> per kilometre in the EU test cycle – 13 g/km less than its predecessor. The MINI Cooper and MINI One also take the balance of driving fun and CO<sub>2</sub> emissions to another new level. The new MINI One MINIMALIST has the lowest emissions values of any petrol MINI, using optimised engine technology, Brake Energy Regeneration, the Auto Start Stop function, Shift Point Display and other MINIMALISM measures to achieve a CO<sub>2</sub> figure of 119 g/km.

The MINIMALISM concept covers all the technological measures in the current MINI line-up which help to further increase the driving fun typical of the brand at the same time as keeping both fuel economy and CO<sub>2</sub> emissions as low as possible. In the new MINI petrol powerplants, measures such as reducing friction and improving heat management in the basic engine have enabled further improvements in efficiency. Added to which, the engines are now served by a map-controlled oil

pump with need-based operation, which – in a similar way to the electromechanical power steering and further optimised coolant pump – ensures extremely efficient use of energy.

**The MINI Cooper S: fully variable valve control delivers unbeatable efficiency in the 1.6-litre class.**

The new 1.6-litre engine in the MINI Cooper S boasts another special feature unique in the small car segment. This is the first time that the twin-scroll turbocharger and petrol direct injection system of this powerplant have been offered together with fully variable valve control. Based on the VALVETRONIC system used in BMW engines, this throttle-free load control technology optimises the engine's responses and enables a significant reduction in fuel consumption and emissions. It does so by adjusting the lift and opening period of the intake valves to the driver's power requirements within fractions of a second.

The new engine, fitted in the MINI Cooper S, MINI Cooper S Clubman and MINI Cooper S Convertible, is the world's most efficient unit in this displacement class. It develops maximum output of 135 kW/184 hp at 5,500 rpm and has peak torque of 240 Nm on tap from as low down the engine speed range as 1,600 rpm. An Overboost function allows this pulling power to be raised to a maximum 260 Nm for a short spell, placing additional thrust at the driver's disposal when a particularly dynamic burst of acceleration is required. The MINI Cooper S sprints from 0 to 100 km/h in just 7.0 seconds on the way to a top speed of 228 km/h. These performance figures share top billing with average fuel economy in the EU test cycle of 5.8 litres per 100 km – 0.4 litres below the value of the predecessor car – and CO<sub>2</sub> output of 136 g/km.

The new MINI Cooper S Clubman now packs 0 to 100 km/h acceleration of 7.5 seconds and a top speed of 227 km/h, combined with average fuel consumption of 5.9 litres per 100 km and CO<sub>2</sub> emissions of 137 g/km. The new MINI Cooper S Convertible, meanwhile, reaches 100 km/h from rest in just 7.3 seconds and a top speed of 225 km/h, yet posts average fuel economy of 6.0 litres per 100 km and a CO<sub>2</sub> figure of 139 g/km.

The MINI Cooper S, MINI Cooper S Clubman and MINI Cooper S Convertible are fitted as standard with a six-speed manual gearbox, while a six-speed automatic, complete with shift paddles mounted on the steering wheel, can be ordered as an option for all models. In future, manual MINI Cooper S models will come with a new, self-adjusting clutch. Automatic readjustment ensures that the pedal feel you expect from a MINI is there to be enjoyed

over the car's full service life. Plus, the synchronisation of the gears is further optimised by a carbon coating for the clutch linings. The automatic gearbox, available for the MINI Cooper and MINI One as well as the MINI Cooper S, stands out with its high-efficiency set-up. This enables further significant reductions in fuel consumption and CO<sub>2</sub> emissions in all models in which it is fitted.

**The MINI Cooper: more output, less CO<sub>2</sub>.**

A 2 kW increase in the output of its 1.6-litre naturally aspirated engine to 90 kW/122 hp further sharpens the sporting edge of the MINI Cooper. The four-cylinder unit – which likewise features fully variable valve control, as well as optimisations to other details – generates peak output at 6,000 rpm and maximum torque of 160 Nm at 4,250 rpm. The MINI Cooper sprints from a standstill to 100 km/h in 9.1 seconds. Top speed is 203 km/h. This impressive performance contrasts with average fuel economy of 5.4 litres per 100 km in the EU test cycle and CO<sub>2</sub> emissions reduced to just 127 g/km.

The new MINI Cooper Clubman posts a 0 to 100 km/h acceleration figure of 9.8 seconds and a top speed of 201 km/h, combined with average fuel economy of 5.5 litres per 100 km and a CO<sub>2</sub> figure of 129 g/km. The new MINI Cooper Convertible notches up 100 km/h in 9.8 seconds en route to a maximum 198 km/h. Average fuel economy is 5.7 litres per 100 km; CO<sub>2</sub> emissions stand at 133 g/km.

**The MINI One 72 kW: acceleration up, emissions down.**

With displacement increased from 1.4 litres to 1.6 litres and output raised by 2 kW to 72 kW/98 hp, the new MINI One 72 kW can now claim even greater agility. Moreover, its extensively revised engine helps to further reduce CO<sub>2</sub> emissions. The four-cylinder powerplant, again equipped with fully variable valve control, releases maximum output at 6,000 rpm. Peak torque increases to 153 Nm – up by 13 Nm – and is available from as low down as 3,000 rpm.

The MINI One 72 kW displays the fruits of this performance boost in the form of enhanced sprinting power. 0 to 100 km/h is negotiated in 10.5 seconds – 0.4 seconds quicker than its predecessor – and top speed is now 186 km/h. The MINI One 72 kW blends its sporting spirit with exemplary average fuel economy figures of 5.4 litres per 100 km in the EU test cycle and a drop in CO<sub>2</sub> emissions to 127 g/km. The new MINI One Clubman also benefits in a variety of ways from the optimised powertrain technology. It needs just 11.1 seconds to move from 0 to 100 km/h and powers on to a top speed

of 185 km/h. Average fuel economy in the EU test cycle stands at 5.5 litres per 100 km, while CO<sub>2</sub> emissions are 129 g/km.

**A breath of fresh air, a blow to CO<sub>2</sub>: the new MINI One Convertible.**

The qualities of the new 72 kW/98 hp engine also come convincingly to the fore with the roof folded down. The four-cylinder unit in the new MINI One Convertible takes an extremely efficient route to marrying inspiring agility with the open-air driving experience typical of the brand. The new MINI One Convertible accelerates from 0 to 100 km/h in 11.3 seconds and on to a maximum 181 km/h. And yet the open-top four-seater burns a mere 5.7 litres per 100 km in the EU test cycle and emits just 133 g/km of CO<sub>2</sub>.

The new MINI One Convertible is the most economical way of enjoying driving fun in an open-top premium car. This attractive entry-level variant completes the range alongside the MINI Cooper S Convertible and MINI Cooper Convertible models. The new MINI One Convertible displays all the features which highlight the unique style of the brand's open-top four-seater cars. Beautifully chiselled body surfaces, a sporty, stretched side view, short front and rear overhangs and large wheel cut-outs define the car's unmistakable appearance. The typically MINI proportions are emphasised by the fabric soft-top with standard electrohydraulic opening and closing function. Cutting-edge chassis technology, including EPS electromechanical steering, unlocks that hallmark go-kart feeling. The standard driving stability control system DSC, meanwhile, ensures active safety at the highest level. Occupant protection is maximised by measures including four airbags and the single-piece roll-over bar, which extends automatically from behind the rear seats when required.

A further hallmark of the only premium open-top model in the small car segment is the broad scope for individualisation thanks to the customer-specified composition of exterior paint shade, soft-top colour and interior design, coupled with the extensive selection of optional equipment and accessories. Among the convertible-specific options also available for the MINI One Convertible is the Openometer, which records the amount of driving time spent with the roof open.

**A new standard in efficiency: the MINI One MINIMALIST.**

The entry-level variant in the MINI model range, the MINI One 55 kW, also benefits from a fundamental drive unit refresh, with the displacement of its four-cylinder engine likewise increased to 1.6 litres. Maximum output remains unchanged at 55 kW/75 hp at 6,000 rpm, but peak torque is now

140 Nm – up by 20 Nm – and can be sourced from as low down as 2,250 rpm. All of which allows the new MINI One 55 kW to accelerate from 0 to 100 km/h in 13.2 seconds and reach a top speed of 175 km/h. Average fuel economy in the EU test cycle stands at 5.4 litres per 100 km, while CO<sub>2</sub> emissions drop to 127 g/km.

Joining the range for model year 2010 is the MINI One MINIMALIST, which focuses even more intensely on minimising fuel consumption and CO<sub>2</sub> emissions. The new arrival shares the four-cylinder engine from the MINI One 55 kW and achieves identical performance values, but combines these with an even greater degree of efficiency. Extremely focused and extensively employed MINIMALISM measures bring average fuel consumption down to 5.1 litres per 100 km in the EU test cycle and cut CO<sub>2</sub> emissions to 119 g/km. The MINI One MINIMALIST therefore has the lowest fuel consumption and emissions figures of all the brand's petrol-engined models.

The MINI One MINIMALIST is also fitted as standard with a six-speed manual gearbox and the driving stability control system DSC. Stand-out exterior features include aerodynamically optimised wheels, exclusive Pepper White design elements in the radiator grille and on the exterior mirror caps, and a model-specific logo. Plus, like every MINI it is configured according to customer specification. Customers keen to express other facets of their individual style in addition to their appreciation of economical and low-emission mobility can therefore also choose from a wide selection of exterior paint finishes, interior colours and upholstery variants for their MINI One MINIMALIST, as well as an extensive range of optional equipment and accessories.

**For further information please contact:**

Sarah Heaney  
Tel: 01344 480110

MINI Media Relations Manager  
Email: [Sarah.Heaney@mini.co.uk](mailto:Sarah.Heaney@mini.co.uk)

Wieland Bruch  
Tel: 01344 480113

Product Communications Manager  
Email: [Wieland.Bruch@bmw.co.uk](mailto:Wieland.Bruch@bmw.co.uk)

Graham Biggs  
Tel: 01344 480109

Corporate Communications Director  
Email: [Graham.Biggs@bmw.co.uk](mailto:Graham.Biggs@bmw.co.uk)

For images: [www.press.bmwgroup.co.uk](http://www.press.bmwgroup.co.uk)