autoemoción

SEAT

The SEAT Mii is a completely new vehicle. It belongs to the small cars segment. It is a vehicle basically intended for city driving and for customers who need to have a highly functional car.

For the launch there are three finishing versions: Entry, Reference and Style. The difference between the three versions is to be found in the series equipment and optionals available.

The Mii is the first SEAT car to include the EA211 family engines. They are low capacity and low consumption engines.

The Mii model is fitted with the new electro-mechanical power steering C-EPS (*Column Electronic Power Steering*). A particularity of this power steering is that it includes a motor that generates the assist on the actual column instead of on the steering rack.

D148-01

Note: *The exact instructions for checking, adjusting and repair are included in the ELSA application and VAS 505X.*

SUMMARY OF CONTENTS

PRESENTATION

DESIGN
Its modern, fresh and optimistic design make the Mii a very attractive vehicle.

ENGINES
The Mii offers two new low consumption and low emission engines combined with a new five speed manual gearbox.

INFOTAINMENT
The SEAT Portable System provides the user a wide range of options for entertainment.

SAFETY
The Mii offers *Top-Tether Isofix* attachments, four airbags and the city brake assist. The SEAT Mii has been rated with four *EuroNCap* stars.

DRIVETRAIN
Incorporation the City brake assist function prevents collisions at low speed.

D148-02

INTERIOR DESIGN

The interior design offers optimal comfort to the four occupants without leaving out practical details such as several compartments for carrying things, the glovebox, the cup-holders and the luggage compartment hooks.

There are **two types of dashboard trims**, depending on the finishing version. The most basic versions are fitted with and **open** dashboard trim, whilst the higher versions are fitted with a **closed** dashboard trim. The differences are to be found on the lower part of the trim.

The luggage compartment tray is available from the Style finishing version.

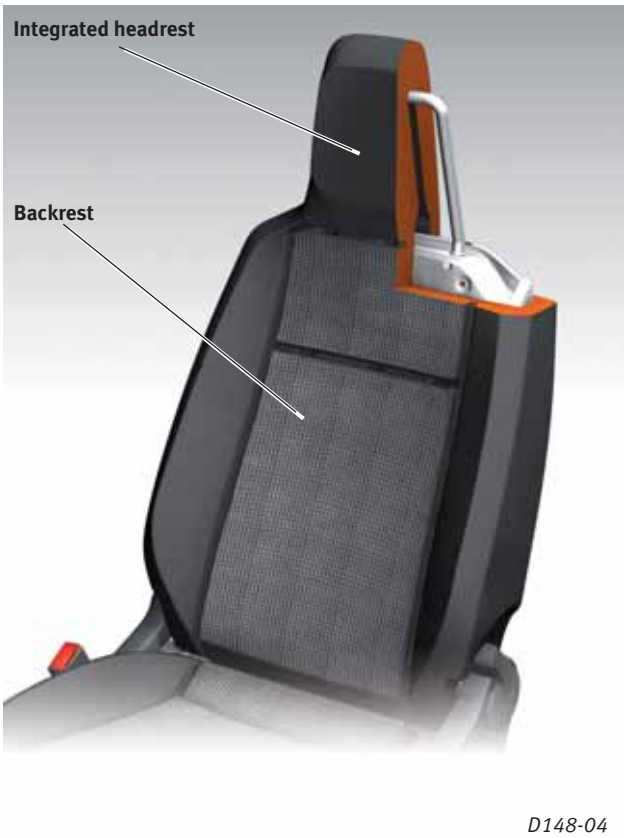
FRONT SEATS

The front seats integrate the headrest in the seat structure. The headrest is neither height nor angle adjustable.

The front seats ,depending on the finishing version, incorporate the ***Easy-Entry*** system. The *Easy-Entry* system allows moving the complete seat forward so that it is easier for the rear seat passengers to **enter and exit** the car. The *Easy-Entry* is activated by reclining the seat fully forward. For this, the lower part of the seat backrests have **two levers** for adjusting the backrest angle.

When one of the levers is activated, the backrest can be folded fully forward, and then a Bowden cable releases the seat from the guides and allows the whole seat to move.

The occupant needs to adjust the backrest angle and the seat distance after activarting the *Easy-Entry,* system as it **does not memorize** the original setting of the seat.



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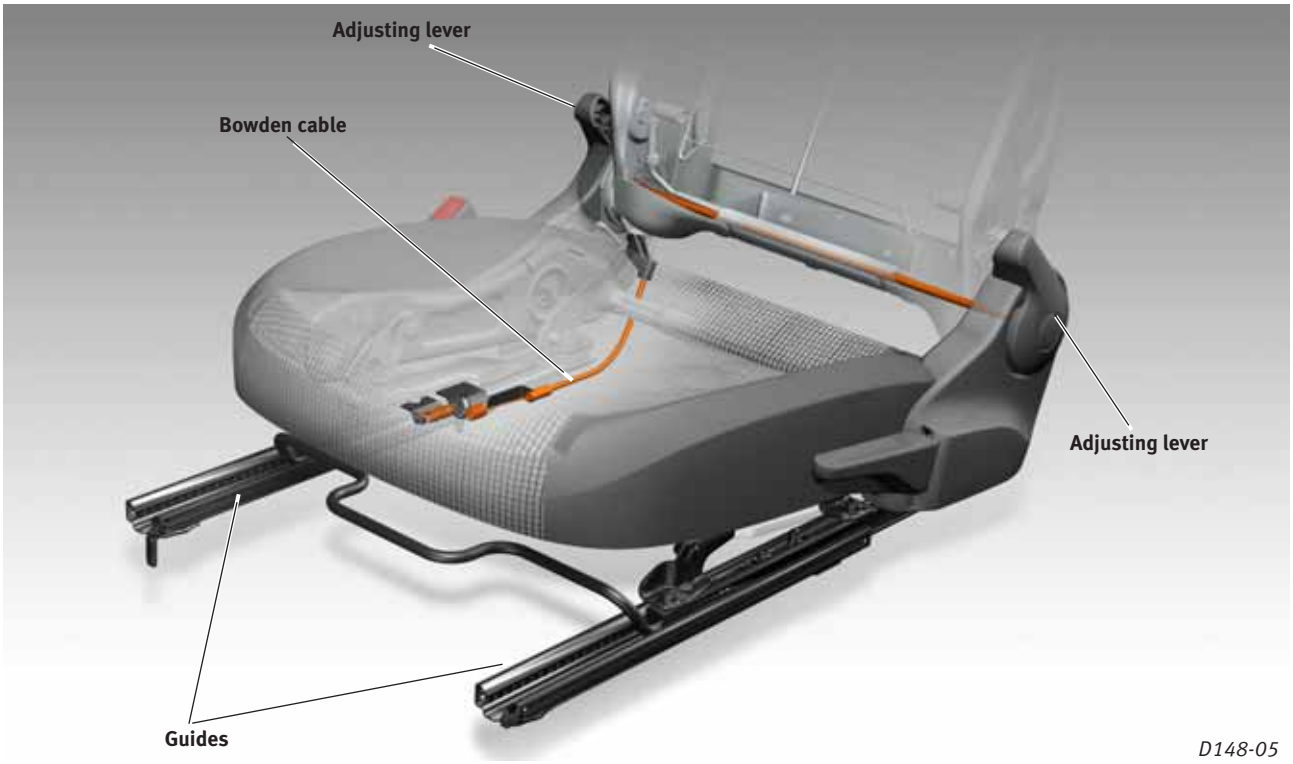

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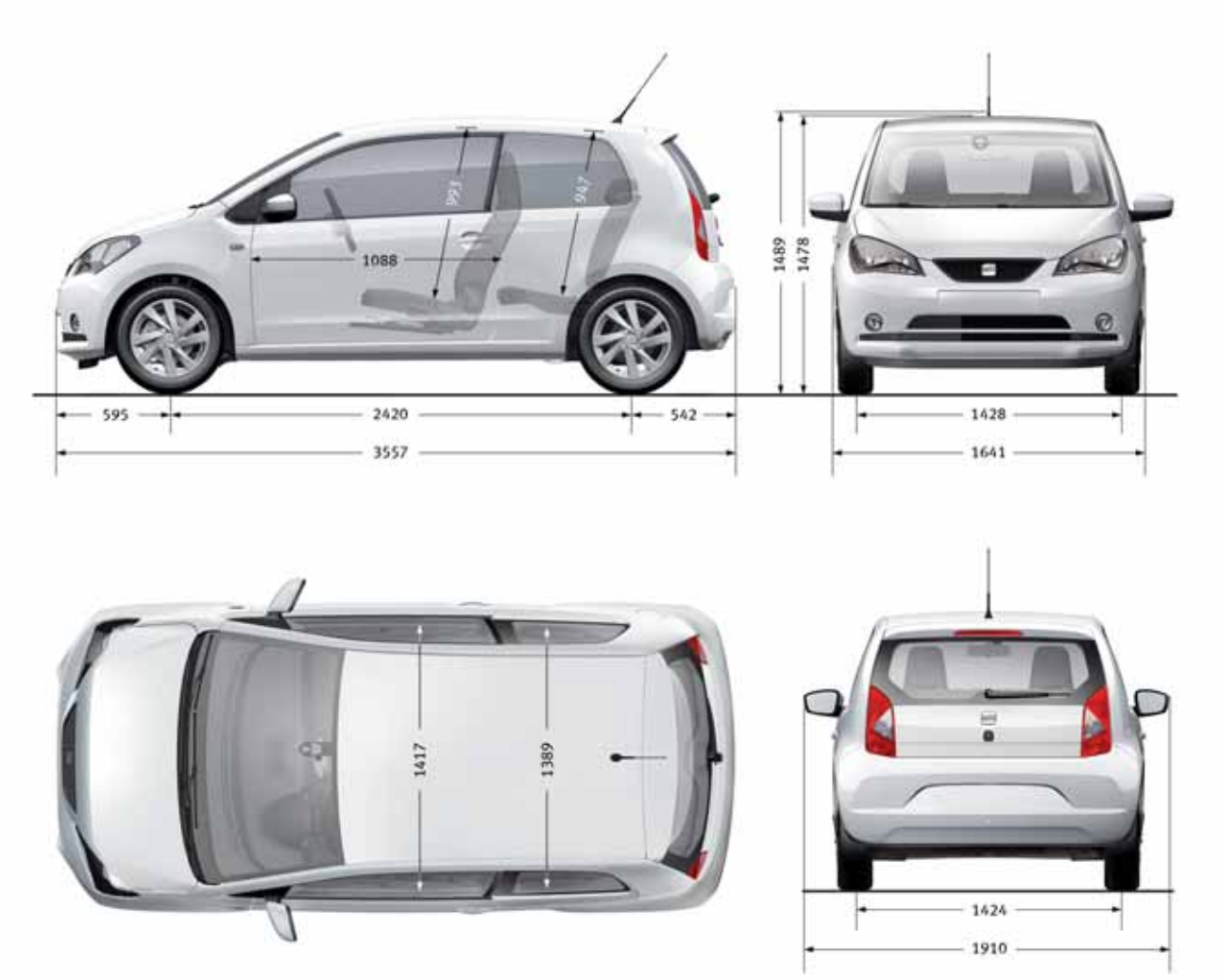


D148-06

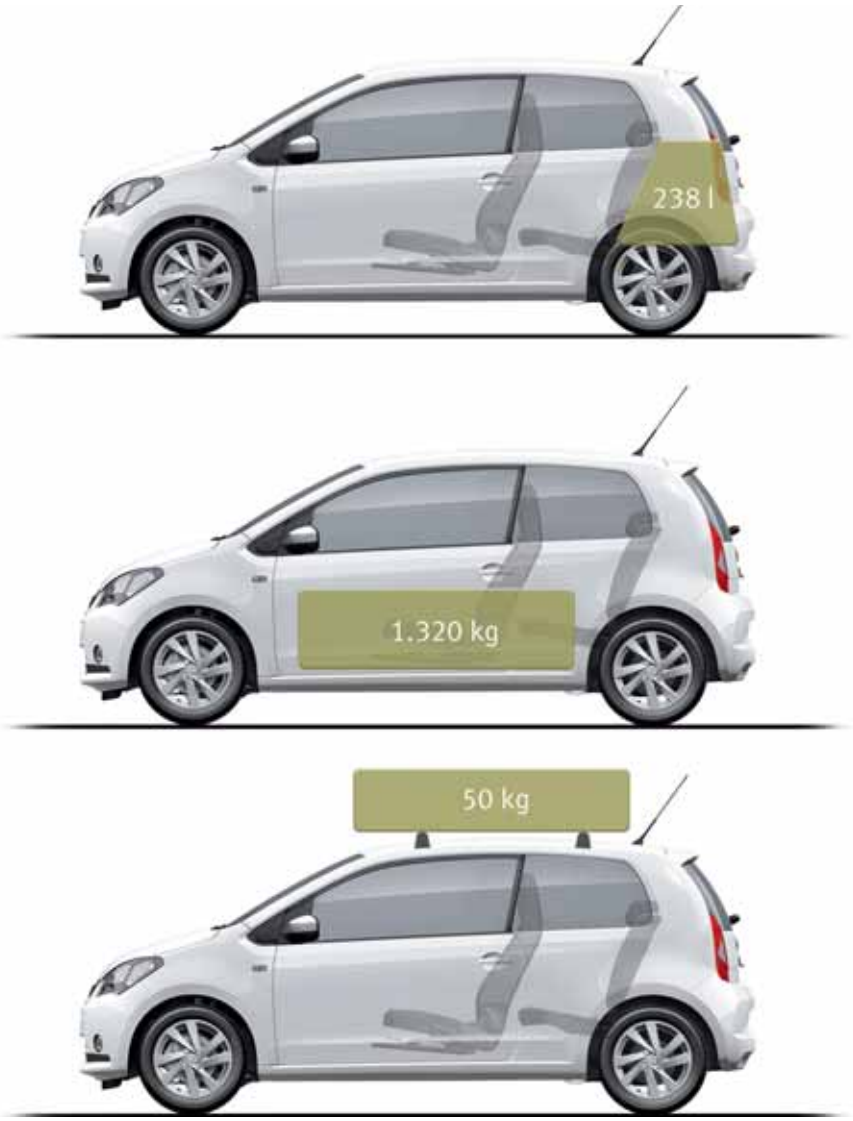
DIMENSIONS

The Mii body highlights for its small dimensions. The total length of 3557 mm and 2420 mm wheelbase make the Mii and easy to handle, agile and efficient car in urban traffic.

An almost equally overall height of the body allow for the rear passengers to travel in comfort.

The most remarkable interior dimensions from the perspective of occupant comfort are:

- The height from the front seat to the roof.
- The height from the rear seat to the roof.



D148-07

CAPACITY AND LOAD

Maximum boot capacity has to do with the **luggage compartment** tray. For versions without tray, capacity is 251 litres. For versions with tray, boot capacity is 238 litres. When the seats are folded, load capacity is increased Up to 650 litres.

Kerb weight is 854 kg. The gross vehicle weigh rating is 1320 kg, of which 50 kg can be on the roof.

The capacity of the fuel tank is 35 litres.

BODYWORK

The design of the Mii body is completely new. Different types of steels have been used in order to achieve a body that provides maximum occupant protection without increasing the total weight of the vehicle.

The materials used are:

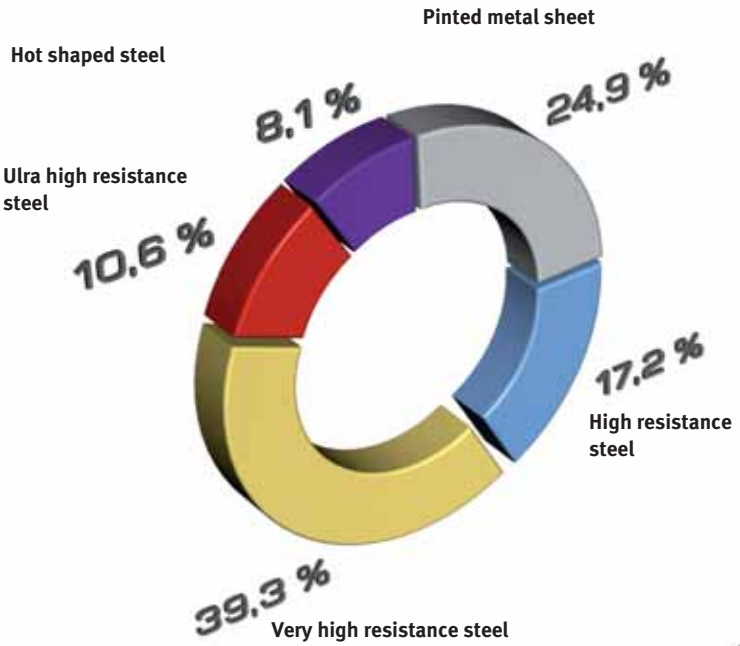
- High resistance steel.
- Very high resistance steel.
- Ultra high resistance steel.
- Hot shaped steel.
- Printed metal sheet.

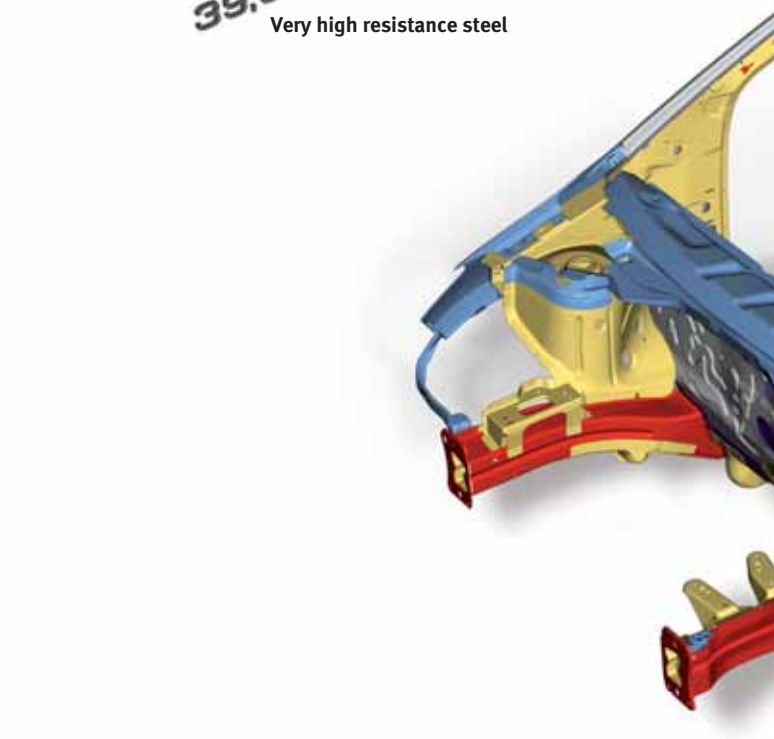
To be highlighted is the use of very high reistance steel in most of the body as well as ultra high resistance steel for the sill, the upper side panel zone and the front members.

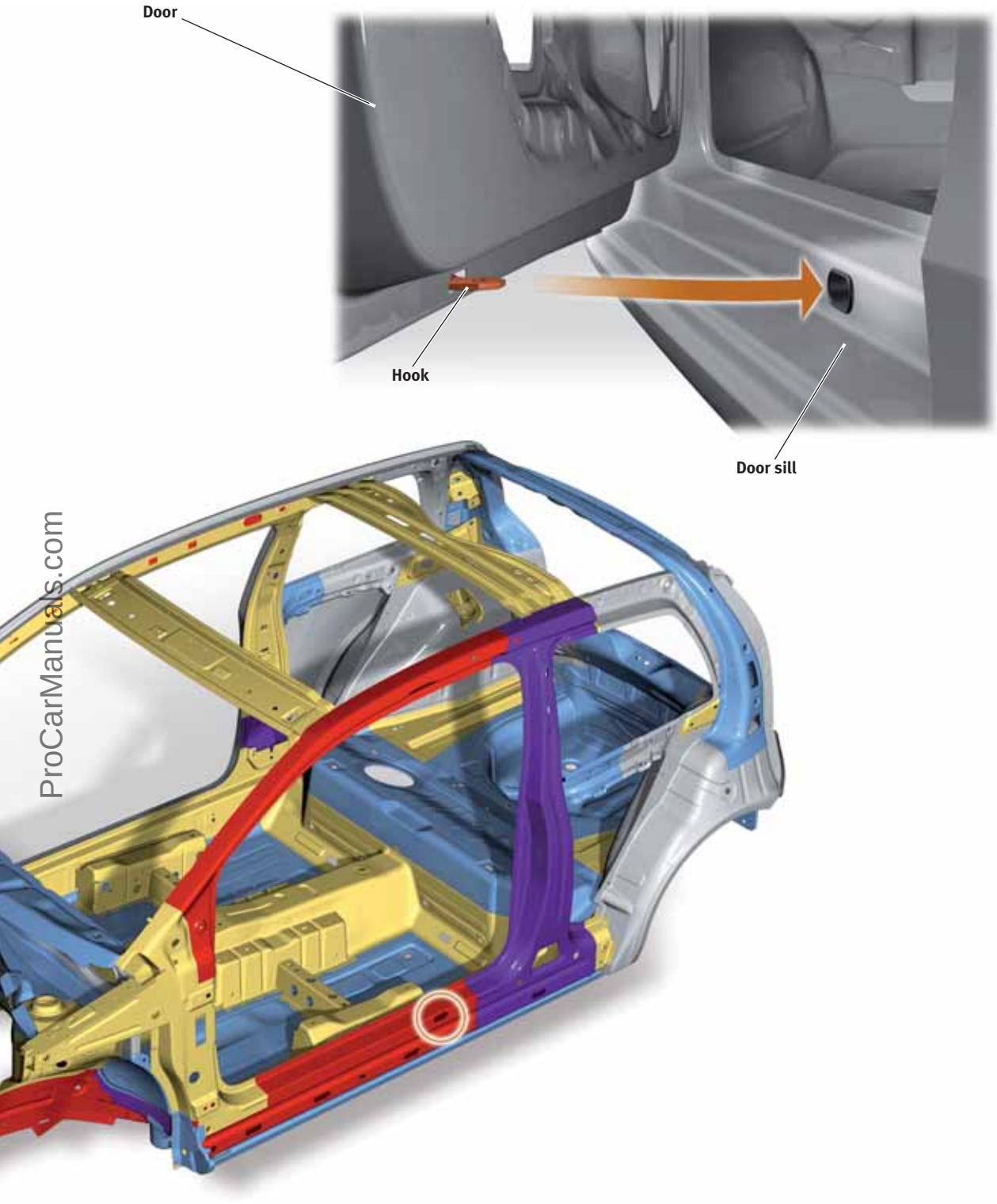
The following techniques have been used for assembling the body:

- Laser welding.
- MAG welding.
- Spot welding.
- Bonding with structural adhesive.

The lower part of the doors includes a hook-shaped **reinforcement** which fits into the sill when the door is closed. This provides greater strength to the body and prevents the door from intruding into the passengr compartment in the event of a side collision. This hook is fixed to the door with structural adhesive.



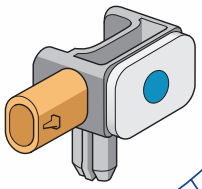




D148-08

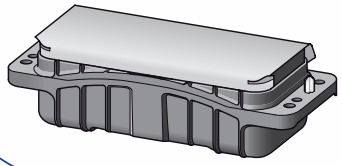
OCCUPANT PROTECTION

Front airbag collision sensor, G190

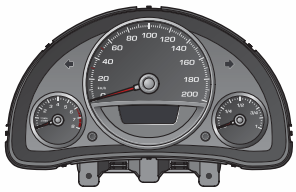


Passenger airbag deactivation warning light, K145

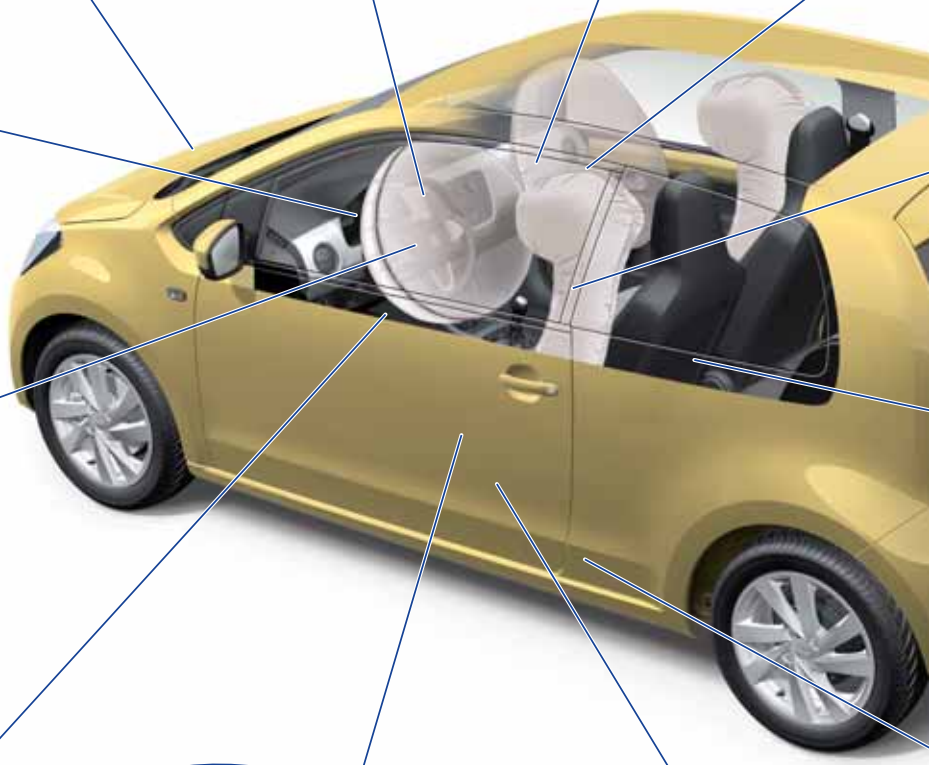
Passenger side detonator 1, N131

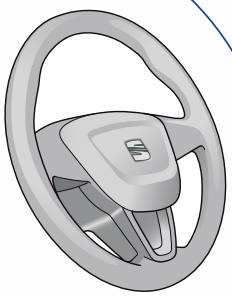


Airbag warning light, K75

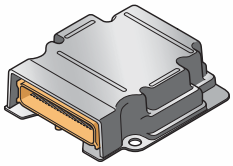


Seatbelts warning light, K19

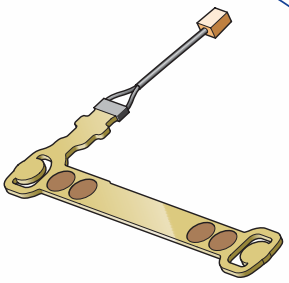




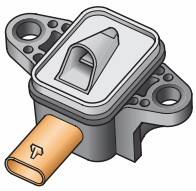
Driver's front airbag detonator, N95



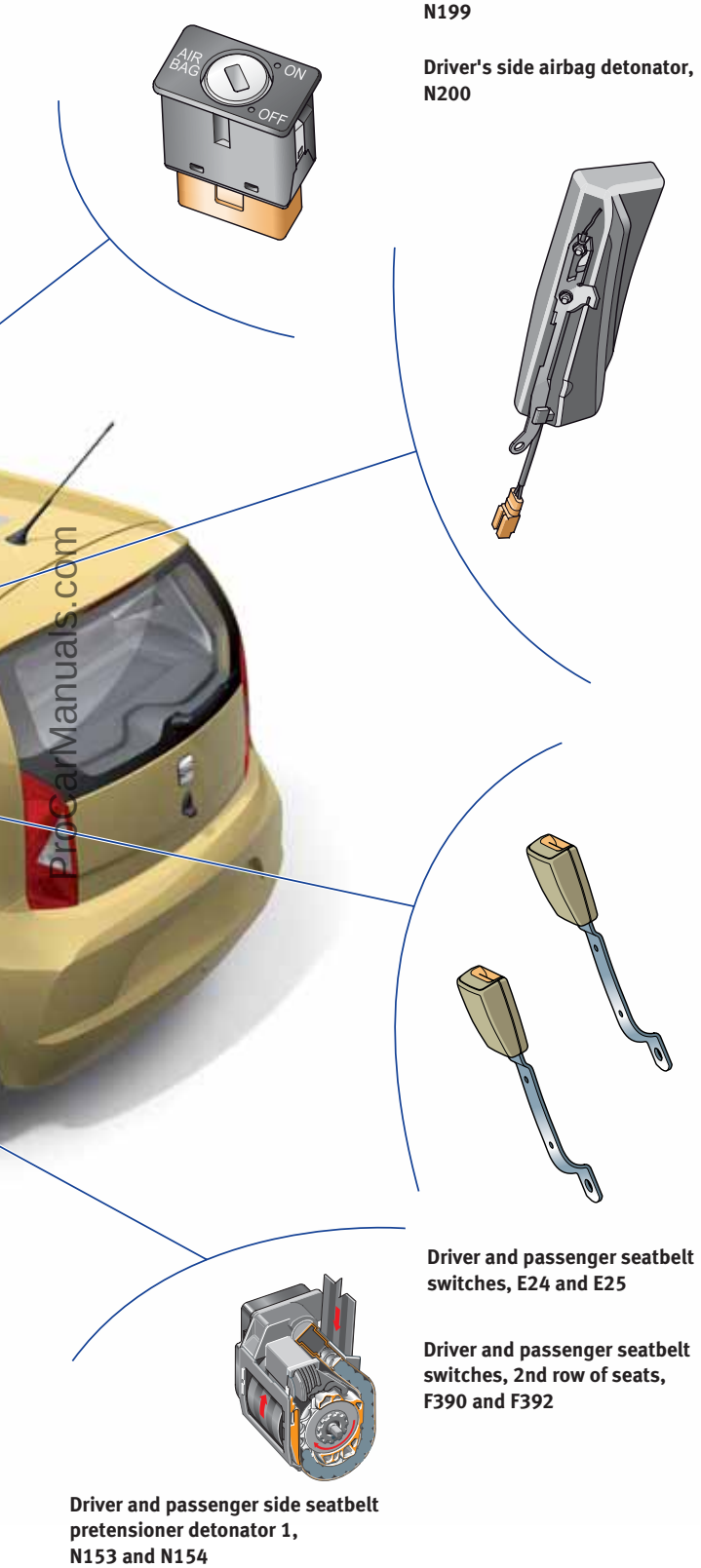
Airbag control unit, J231



Occupied passenger seat detection sensor, G128



Driver and passenger side collision sensors, G179 and G180



D148-09

The airbag system has been designed to provide maximum safety to all vehicle ocupants. It uses the **VW10 management** and is available in two configurations. The most complete configuration includes the following elements:

- 54 litre driver airbag.
- 90 litre passenger airbag.
- 14 litre side airbags for the front seats.
- Three attachment point seatbelts with pretensioner and force limiter for the front seats.
- Driver and passenger seatbelt switches, E24 and E25.
- Three attachment point seatbelts without pretensioner and with force limiter for the rear seats.
- Driver and passenger seatbelt switches, 2nd row of seats, F390 and F392.
- Occupied passenger seat detection sensor, G128.
- Key switch for deactivating the passenger compartment airbag, E224.

The two airbag configurations use the following sensors:

- Driver side airbag collision sensor, G179.
- Passenger side airbag collision sensor, G180.
- Front airbag collision sensor, G190.

The **side collision sensors** are **pressure sensors** and are screwed on to the doors.

The **front collision sensor** is **piezoelectric** and is located in the engine compartment screwed onto the front panel.

Children safety seats are attached on the rear seats with the following elements:

- *Isofix* attachments for the two rear seats.
- *Top Tether* attachments for the two rear seats.

ENGINES

For its launching, the SEAT Mii offers **two 1.0L MPI petrol engines** with two different power outputs: **44 kW** and **55 kW**.

Both engines belong to the new family of engines **EA211**. They share the same mechanical basis. The power difference has been achieved by modifying the **engine control unit programming**. The designation letters of the engines vary depending on their power.

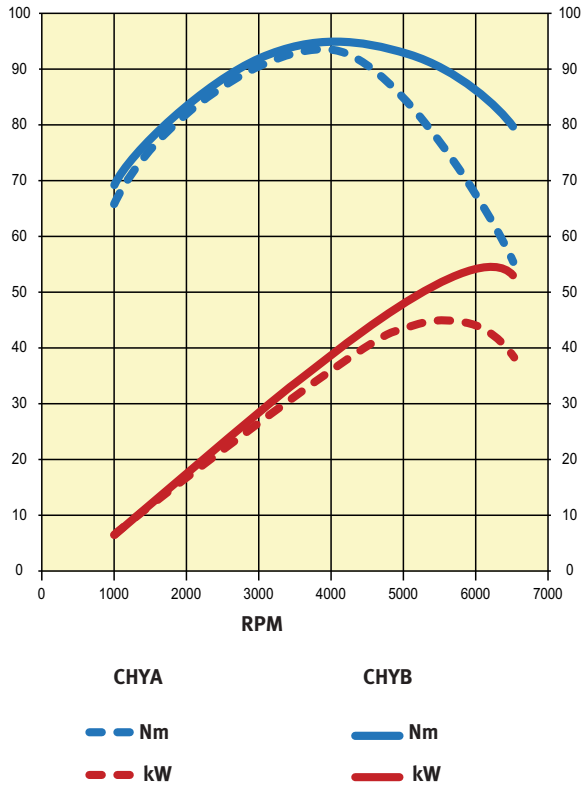
Their main features are:

- Three cylinders.
- Four valves per cylinder.
- Aluminium engine block and cylinder head.
- Exhaust manifold integrated in the cyllinder head.
- Variable Timing.
- Toothed timing belt.

D148-10

TECHNICAL SPECIFICATIONS

Maximum power output CHYA .....44 kW at 5,000 rpm
Maximum torque CHYA ..... 92 Nm at 3,000 rpm
Maximum power output CHYB .....55 kW at 6,000 rpm
Maximum torque CHYB ..... 95 Nm between 3,000 and 4,300 rpm
Capacity..... 999 cm^3
Bore × stroke .....74.5 × 76.4 mm
Compression ratio..... 10.5:1
Valves per cylinder..... 4
Engine management..... Bosch ME 17.5.20
Emission standard ..... EU V
Fuel..... Unleaded 95 octane petrol

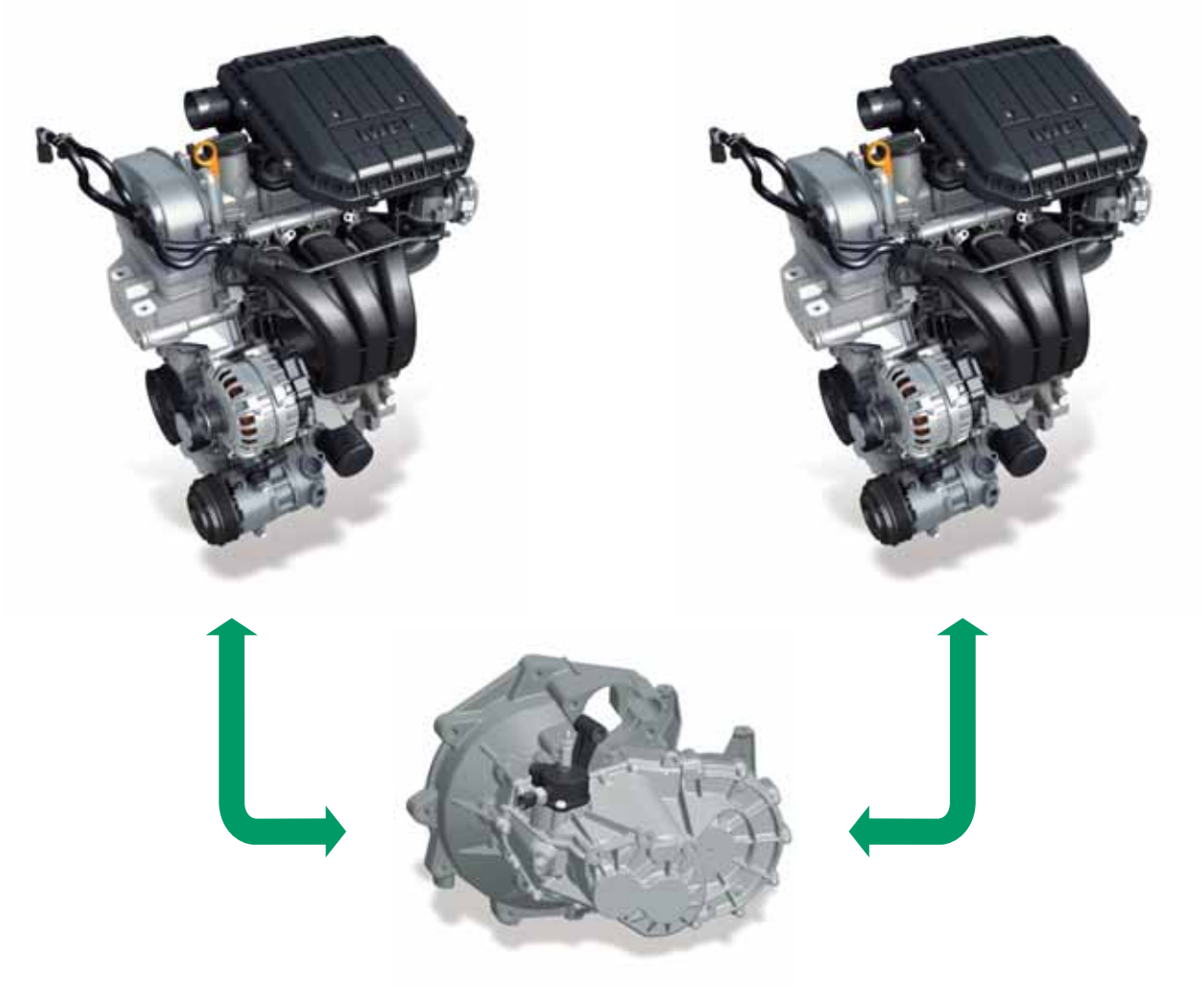


D148-11

Note: *For further information consult Self-study Programme no. 150 "1.0L MPI engine".*

1.0L “CHYB” engine

1.0L “CHYA” engine



0CF gearbox

D148-12

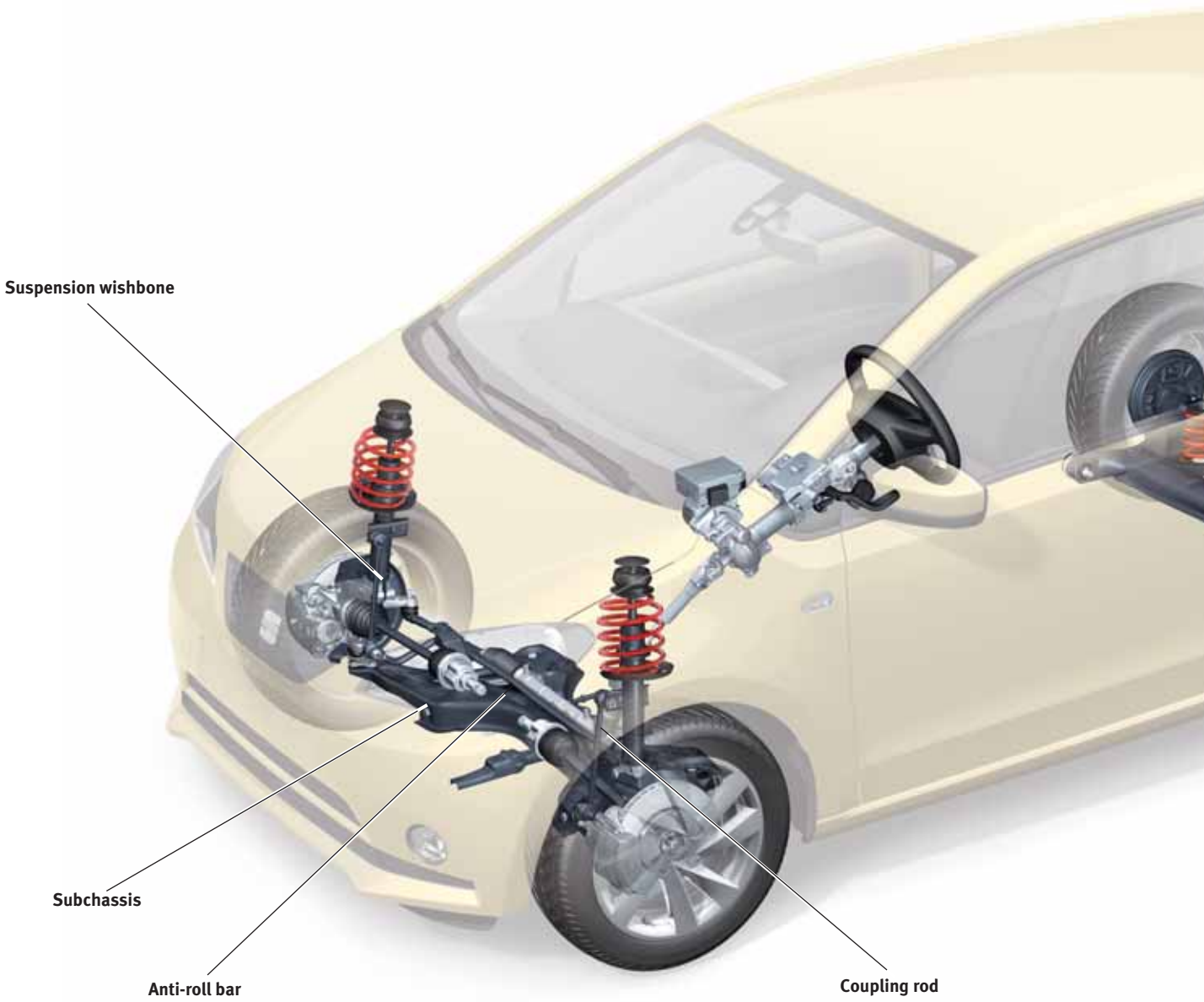
GEARBOX

The new CHYA and CHYB engine are combined with the five speed manual gearbox **0CF**.

The 0CF gearbox is a new design and has the following features:

- Five speeds.
- 120 Nm maximum admissible torque.
- 1st. and 2nd. gears with double synchronising.
- 3rd., 4th. and 5th. gear are single synchronisation gears.
- Reverse gear located on the 5th. gear guide **without shift lever lock**.

Note: *For further information consult Self-study Programme no. 149 “0CF automatic gearbox”.*



The SEAT Mii drivetrain is includes a **McPherson** type front axle and a **torsional stiff axle** at the rear.

The main features of the front axle are:

- Steel subchassis.
- Two suspension wishbones attached by two silentblocks.
- Anti-roll bar.
- Two coupling rods.

The front silentblock of the suspension wishbone does not have a defined assembly positiuon, whilst the rear wishbone silentblock does have an assembly position. The wishbone has two reference marks that must be lined up with the mark on the silentblock.

In the fornt axle **toe** can be adjusted and **camber** compensated.

The main features of the rear axle are:

- Arms integrated in the axle.
- Gas and spring dampeners fitted separately.

Neither corrections nor adjustings can be done to the geometry measurements.

The SEAT Mii offers two dampening configurations: **normal and sport**. The differnece between them is to be found on the rating of the springs, the shock absorbers, the bump-stops, and the thickness of the anti-roll bar (17 mm diameter for the Normal suspension configuration and 18 mm diameter for the Sport suspension configuration).

The clearance (ground clearance) of the Mii varies according to the suspension configuration. The Sport configuration Mii is **15 mm** lower than the normal configuration version.

D148-13

Note: *For further information about the Mii drivetrain, consult self study programme no. 147 "Mii drivetrain".*

STEERING

The SEAT Mii offers power steering depending on the finishing version.

The power steering is a new concept **electro-mechanical power steering** named **C-EPS** (*Column Electronic Power Steering*).

The main feature of the C-EPS electro-mechanical power steering is that the system (control unit and motor) is housed in the **steering column**.

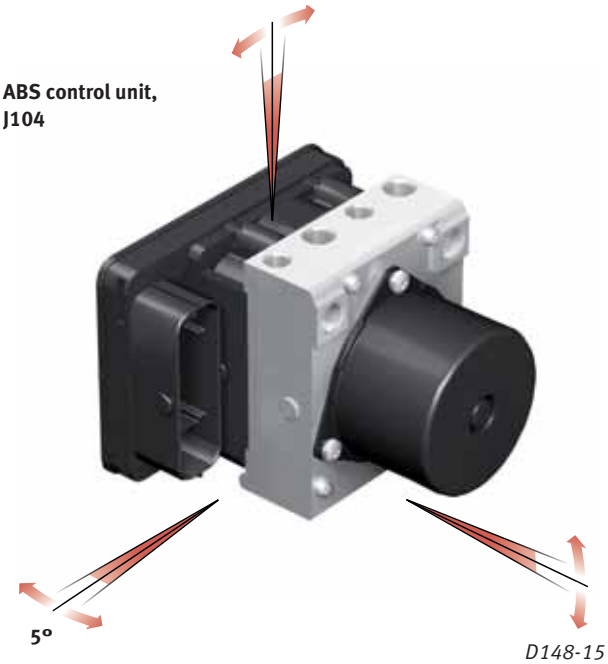
The operation principle is similar to the existing electro-mechanical power steerings in SEAT. The steering wheel steering torque sensor, G269, is fixed to the torsion bar and recognises the steering torque applied by the driver. By considering said steering torque, the steering wheel speed of rotation and the vehicle speed, the steering column control unit, J500, calculates the level of assist that needs to be generated by the electro-mechanical power steering motor, V187.

BRAKES MANAGEMENT SYSTEM

The management system the Mii uses is the **TRW/EBC 460**. It is available in two versions: ABS and ABS/ESC.

The ABS/ESC version manages the following funtions: ABS, ESC, HHC, EBA, ASR, RKA and EDS.

As the control unit integrates the sensors that measure the vehicle accelerations, it is necessary to fit the unit properly in its support. Once fitted in the car, the ABS control unit, J104, cannot be offset more than 5 degrees from its reference axis, as otherwise this could result in malfunctioning of the unit.



D148-15

FRONT BRAKES

The front disks are cooled disks of the following measurements:

- Disk diameter: 256 mm.
- Disk thickness: 22 mm.

The brake calipers fitted are the FSIII-14".

D148-16

REAR BRAKES

The rear brakes are 200 × 40 mm drums.

The brake drums have a gap on the inside for inspecting the thickness of the brake shoes.

D148-17

CITY BRAKING ASSIST FUNCTION

The city brake assist function is aimd at **preventing or reducing** damage in impacts at **speeds below 30 km/h**.

The funtion uses the following components:

- Emergency brake function sensors unit, J939.
- ABS control unit, J104.
- Airbag control unit, J234.
- Instrument panel, J285.
- On-board network control unit, J519.
- Emergency brake function switch, E773.

The sensors unit for the emergency function J939 is fitted on the central upper part of the windscreen and it includes:

- One laser sender.
- Two receivers.
- One electronics.

The **laser sender** projects a cone-shaped infra-red light beam that generates a detection zone of 4.8 metres wide at a distance of 10 metres.

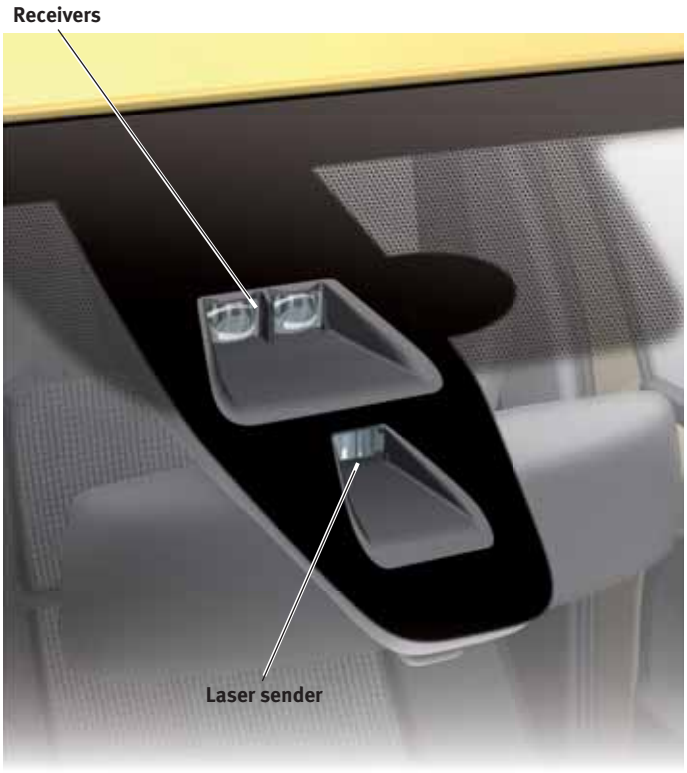
The **receivers** pick up the light beam reflected by the objects within the detection zone.

The **electronics** analyzes the light beam captured by the receivers and calculates:

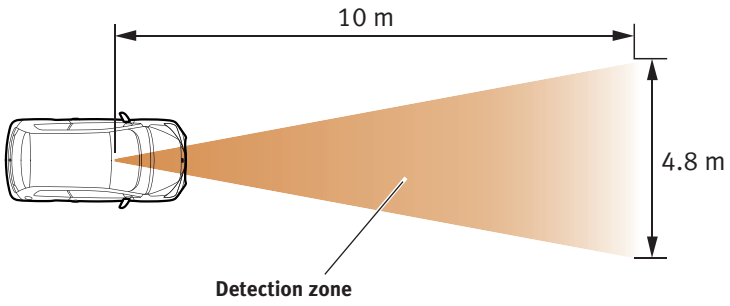
- The relative speed between the vehicle and the object detected.
- The position of the object detected.

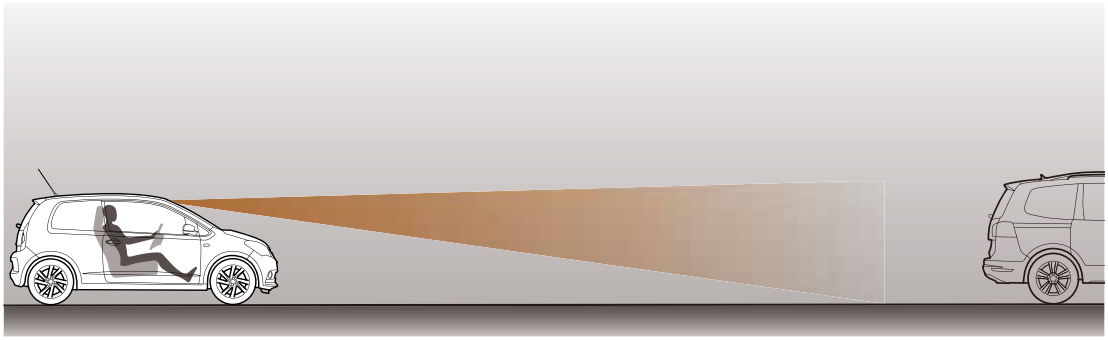
If the electronics of unit J939 determines that there is risk of impact between the object detected and the vehicle, it sends a message to the Drive CAN-Bus line so that the ABS control unit, J104, **preloads** the brakes system.

When the unit J939 electronics calculates that the risk of impact is too high and the driver is not manoeuvring to avoid it -by acelerating or steering the wheel- or is neither applying enough presure on the brake pedal, the emergency brake activation sensors unit, J939, sends a message to the Drive CAN-Bus line so that the ABS control unit, J104 **executes the braking with maximum precision as possible** in order to bring the car to a halt. Then, the On-board network control unit, J519, switches on the brake lights and the instrument panel, J285, activates the warning light for the city braking assist on the display.

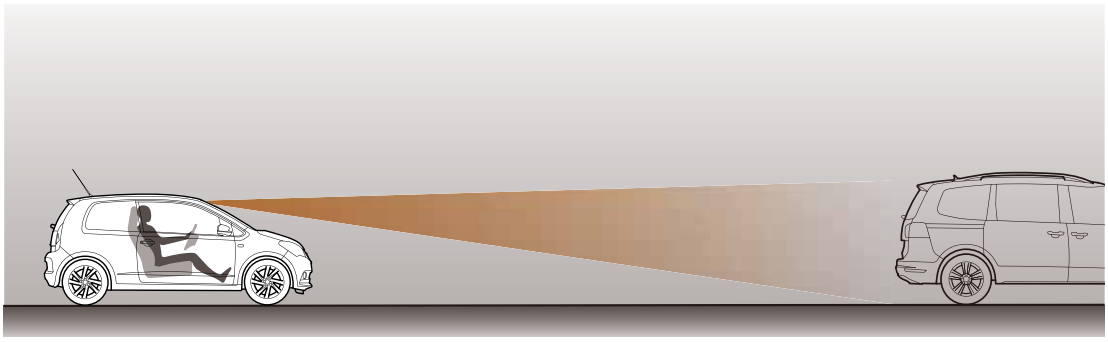


Emergency brake function sensors unit, J939

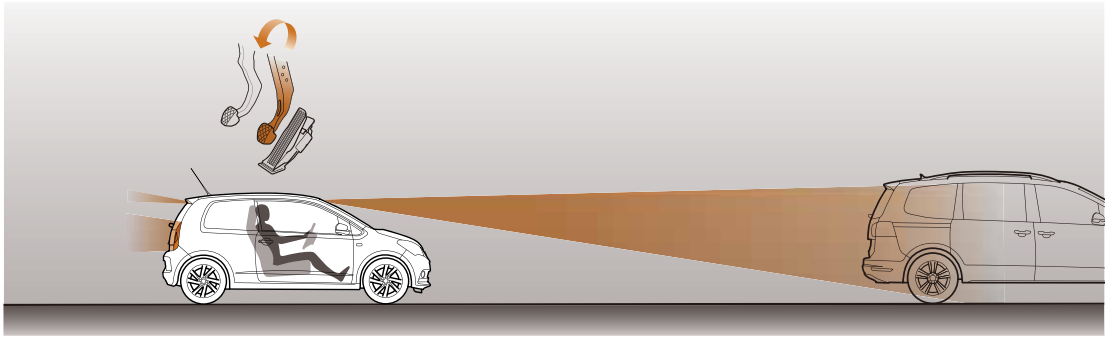




Object not detected



Object detected



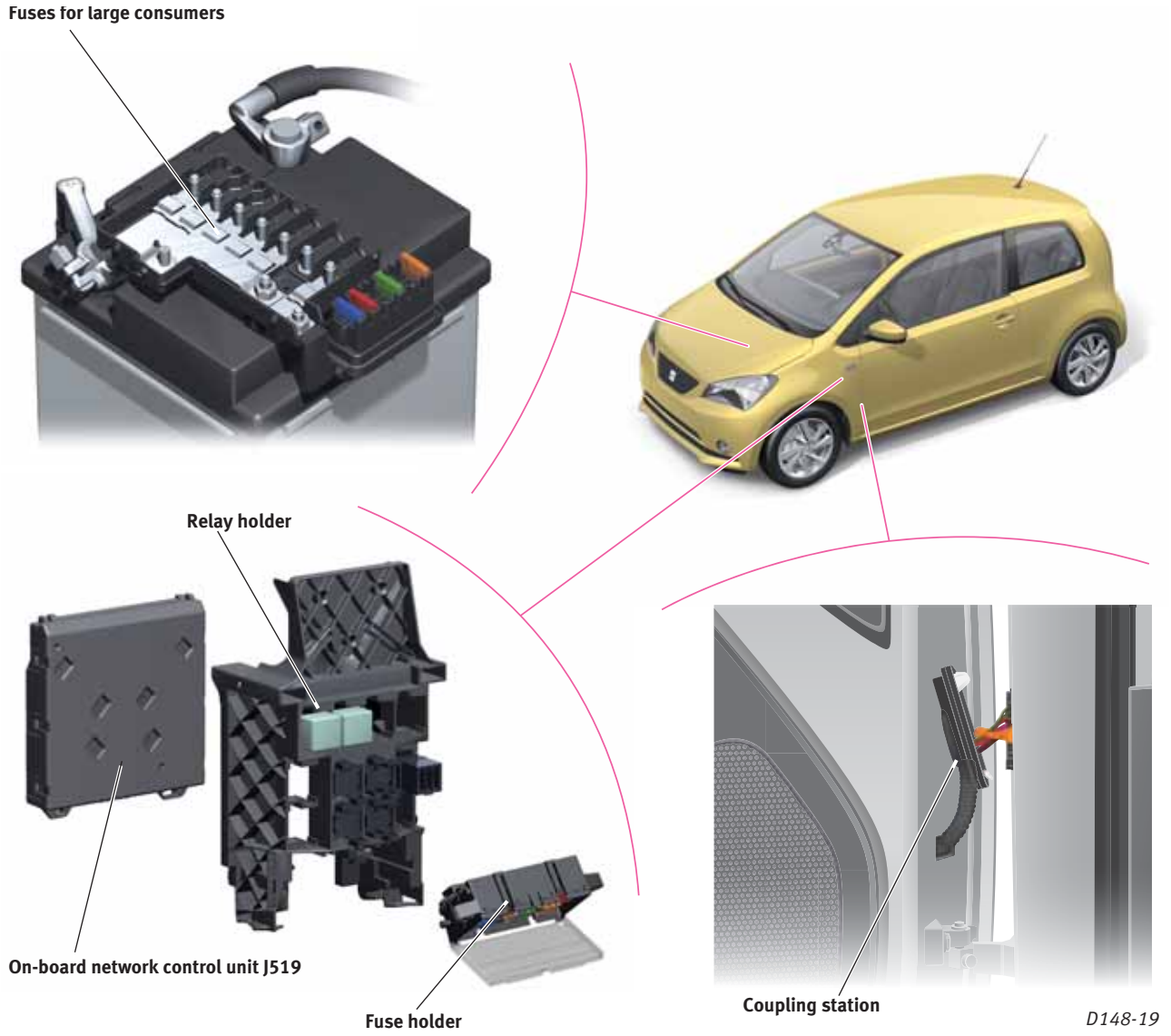
Braking carried executed

D148-18

Conditions that must comply so that the function is activated are:

- The function must not have been disabled with the emergency brake function switch.
- The emergency brake function sensors unit, J393, and the ABS, J104, must not have any incidents memorised.
- The zone of vision of the sender and receivers must be in optimal visibility conditions.

If the driver **accelerates or steers the wheel** when braking is taking place the function is automatically disabled as it understands that the driver is taking control of the situation.

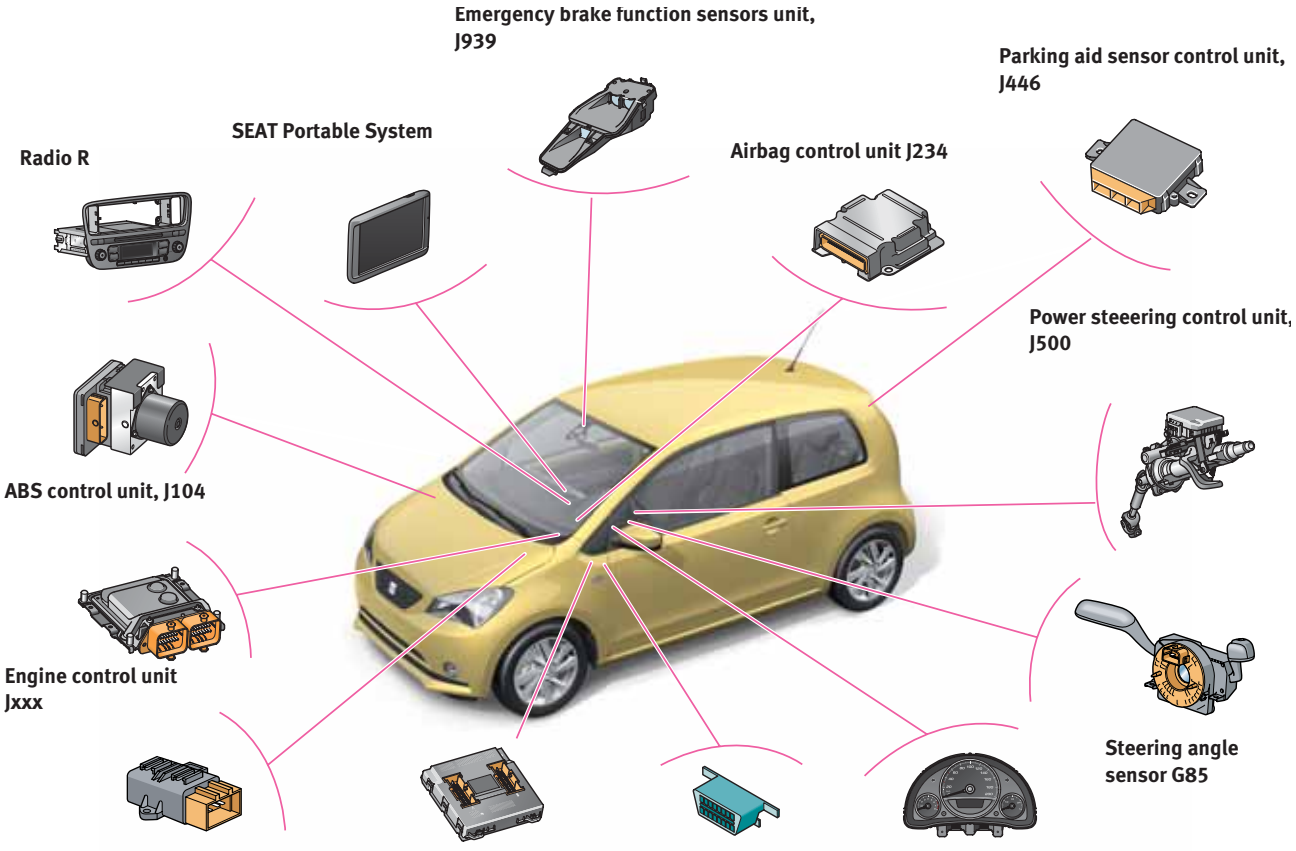


ELECTRICAL INSTALLATION

The Mii incorporates a **decentralised** electrical installation similar to that of the rest of the SEAT models.

Its main components are:

- The **large consumer fuses**, located next to the battery.
- The **fuseholder**, located in the passenger compartment at the driver's side lower dashboard zone.
- The **relay holder**, placed next to the fuses.
- The **On-board network control unit, J519**, placed behind the fuseholder and the relay holder.
- The **coupling stations**, placed on the right and left A pillars.



D148-20

LOCATION OF UNITS

At its lauch, the SEAT Mii can be fitted with **12 control units**.

These units are:

- Engine control unit JXX, fitted behind the battery.
- Airbag control unit, J234, placed at the front of the central console, under the climate assembly.
- On-board network control unit, J519, located behind the passenger compartment relay holder and fuse holder.
- Park assist control unit, J446, placed inside the luggage compartment, under the left side trim.
- ABS J104 control unit, fitted on the left of the engine compartment.
- Front heated seats control unit, J774, located next to the climate assembly on the driver's side.
- Sensors unit for the emergency brake function, J939, palced on the upper part of the windscreen.
- Power steering control unit, J500, fitted on the steering column.
- Instrument panel, J285.
- Radio R.
- SEAT Portable System.
- Steering angle sensor, G85, fitted behind the steering wheel.

The diagnosis connector is located below the fuse holder.

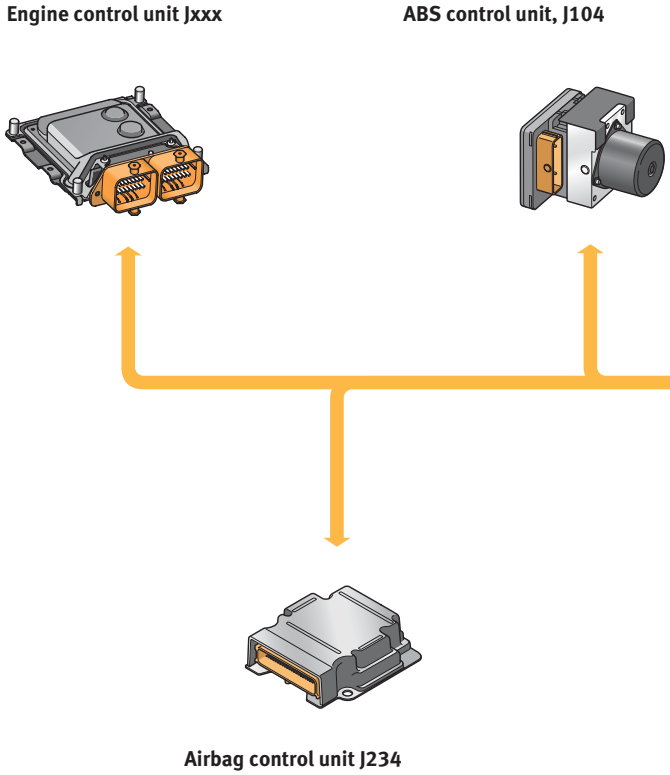
DATA BUSES

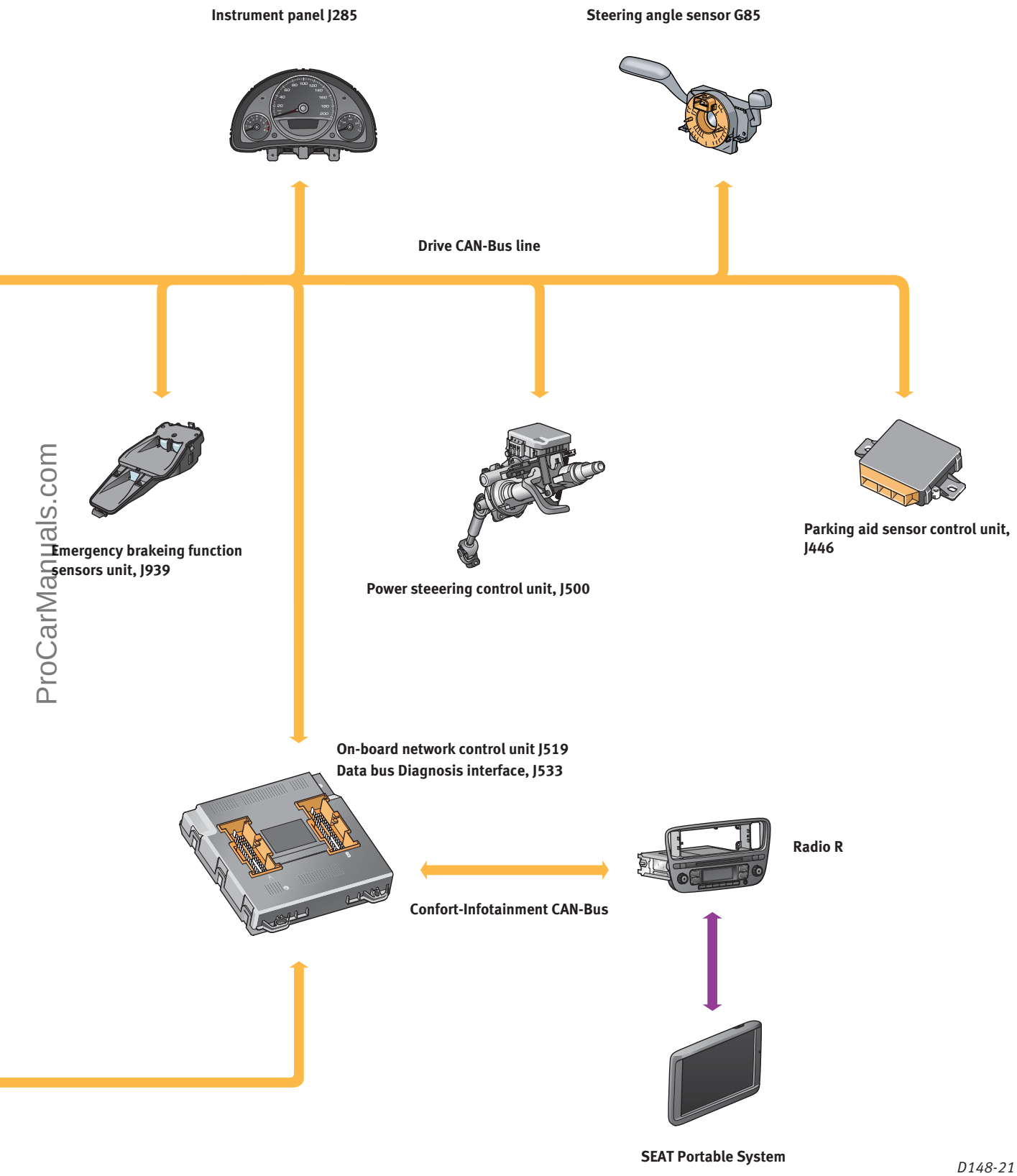
The Mii has two or three CAN-Bus lines, depending on the equipment. The CAN-Bus lines converge at the databus diagnosis interface, J533, which is integrated in the on-board network control unit, J519.

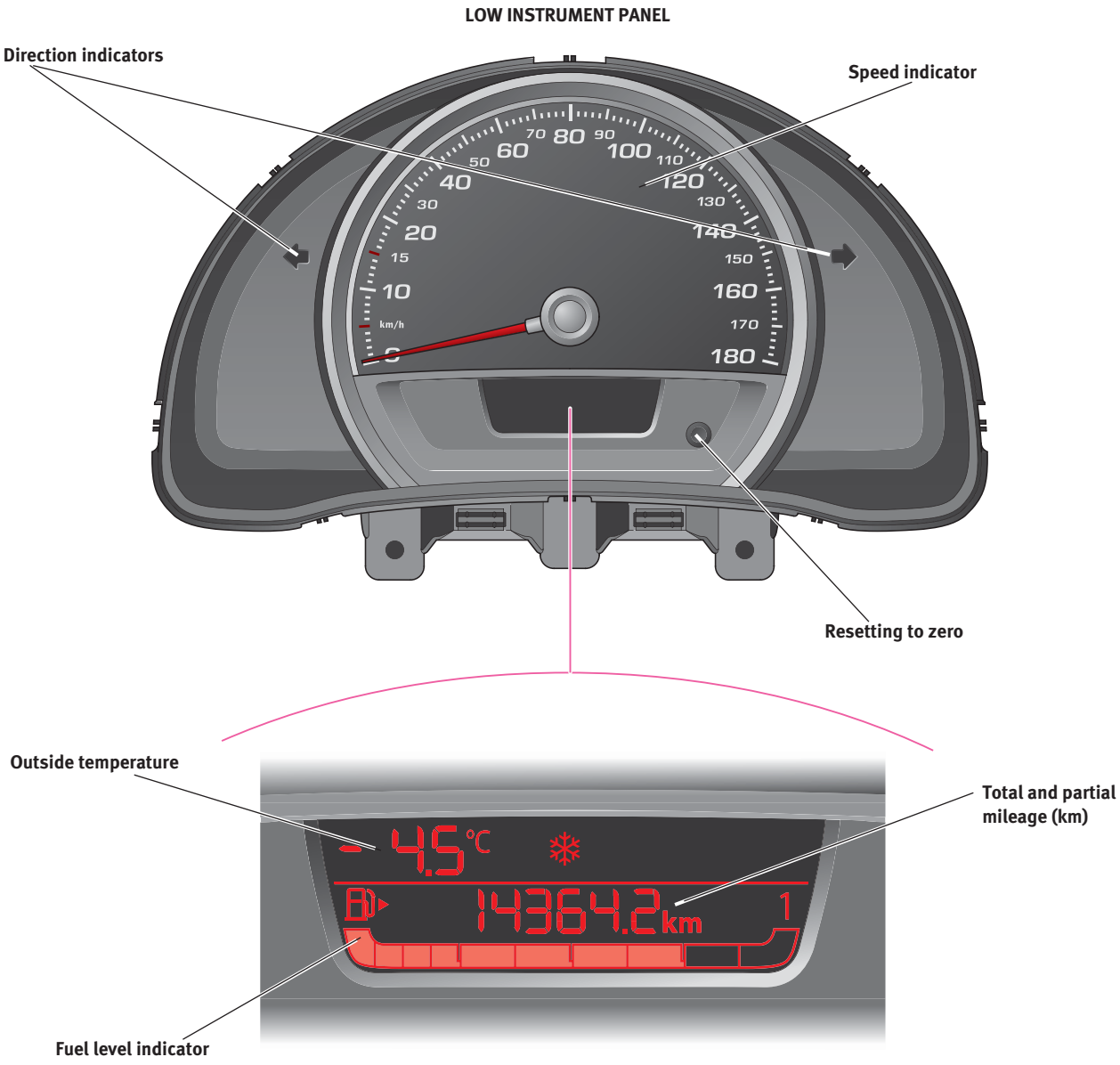
The CAN-Bus lines are:

- **Drive CAN-Bus line**, 500 kbaud speed.
- **Diagnosis CAN-Bus line**, 500 kbaud speed.
- **Comfort-Infotainment CAN-Bus line**, 100 kbaud speed.

The radio R and the SEAT Portable System device communicate via a **specific data bus**, at a speed of 19.2 kbaud.







INSTRUMENT PANEL

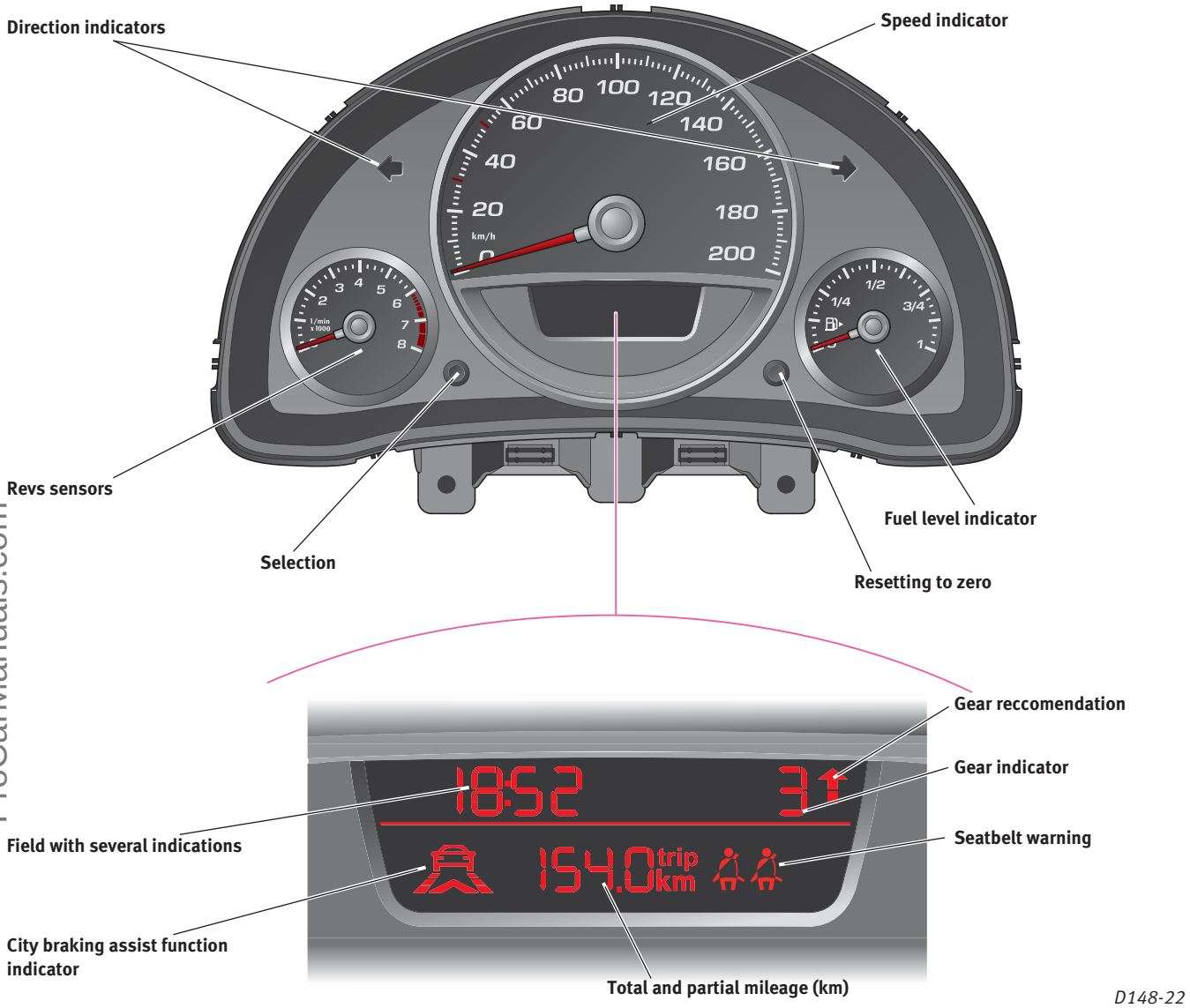
The SEAT Mii can be equipped with two different instrument panel versions depending on the finishing version: **Low** and **High**. The difference between them is the amount of information they provide.

Both instrument panel versions incorpporate a sphere with the speed indicator and a display with additional information. The warning lights are displayed inside the speedometer.

The Low instrument panel has the speedometer sphere on the central area and the display shows the following information:

- Outside temperature.
- Seatbelt warning.
- Gear engaged recommendation.
- Gear engaged indicator.
- Fuel level.
- Total and partial mileage (km).

HIGH INSTRUMENT PANEL



D148-22

The High instrument panel revs sphere is placed on the left, the speed shpere on the central zone, and the fuel level sphere on the right. The display **adds** the following information to that shown by the Low instrument panel:

- Fuel consumption.
- Daily travel.
- Clock.
- City braking assist function indicator.

The service interval warnings are shown as text on the display when connecting terminal 15.

The **immobiliser** belongs to **phase 4C** and is integrated in the instrument panel.

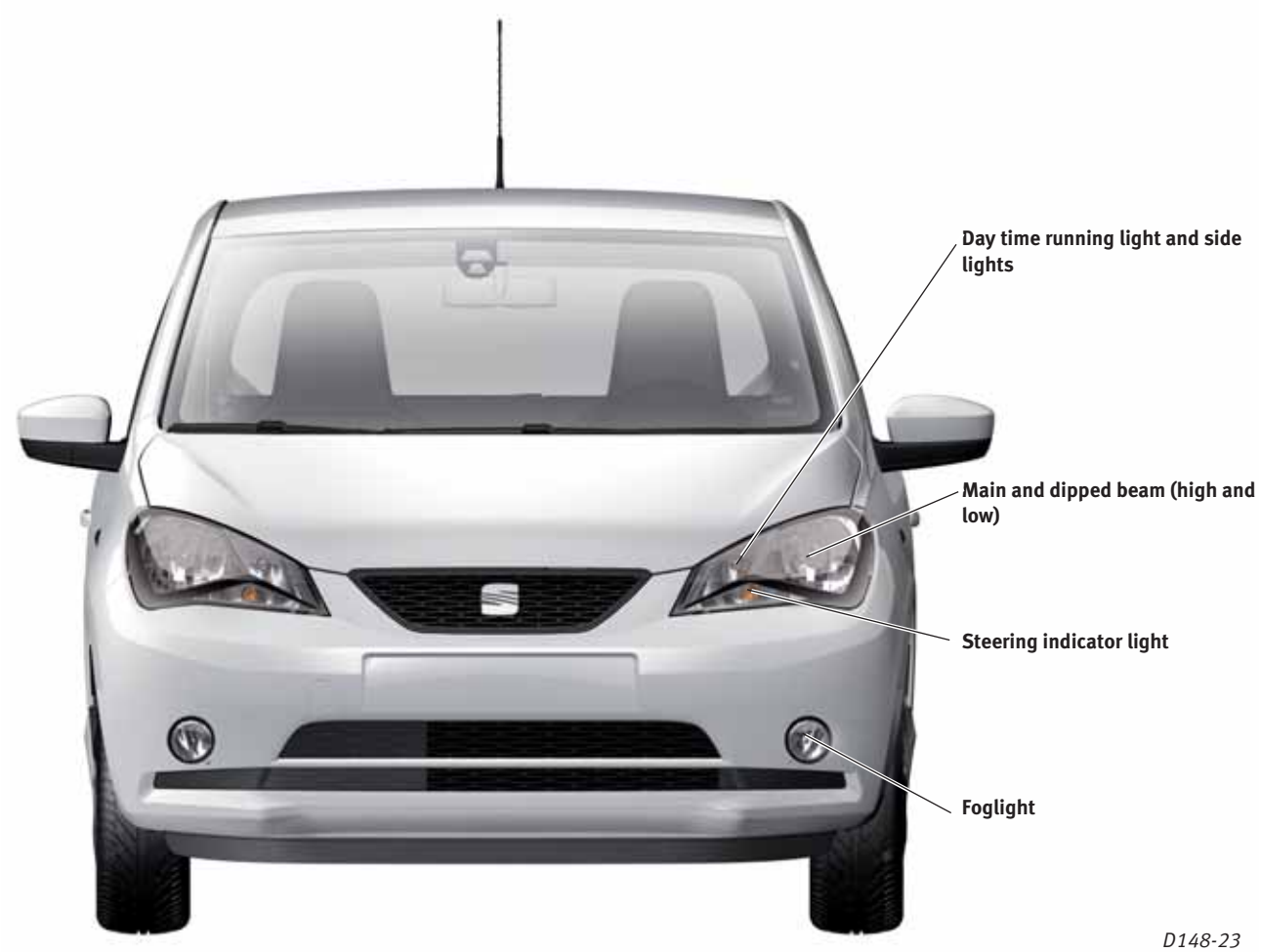
Note: *For further information about the Mii immobiliser consult self study programme no. 122 "Exeo".*

FRONT LIGHTING

The SEAT Mii headlight assemblies are **large**, thus providing a characteristic touch to the front end of th car. They have been designed considering easy access to the different bulbs. The headlight assembly bulbs can be easily replaced from the engine compartment, and the foglight bulbs are replaced from the wheel arches.

Four types of bulbs are used for the front lighting:

- W21/5W bulbs for day time running and side lights.
- H4 bulbs for dipped and main beam lights (high and low).
- HB4 bulbs for foglights.
- PY21W bulbs for steering indicators.



REAR LIGHTS

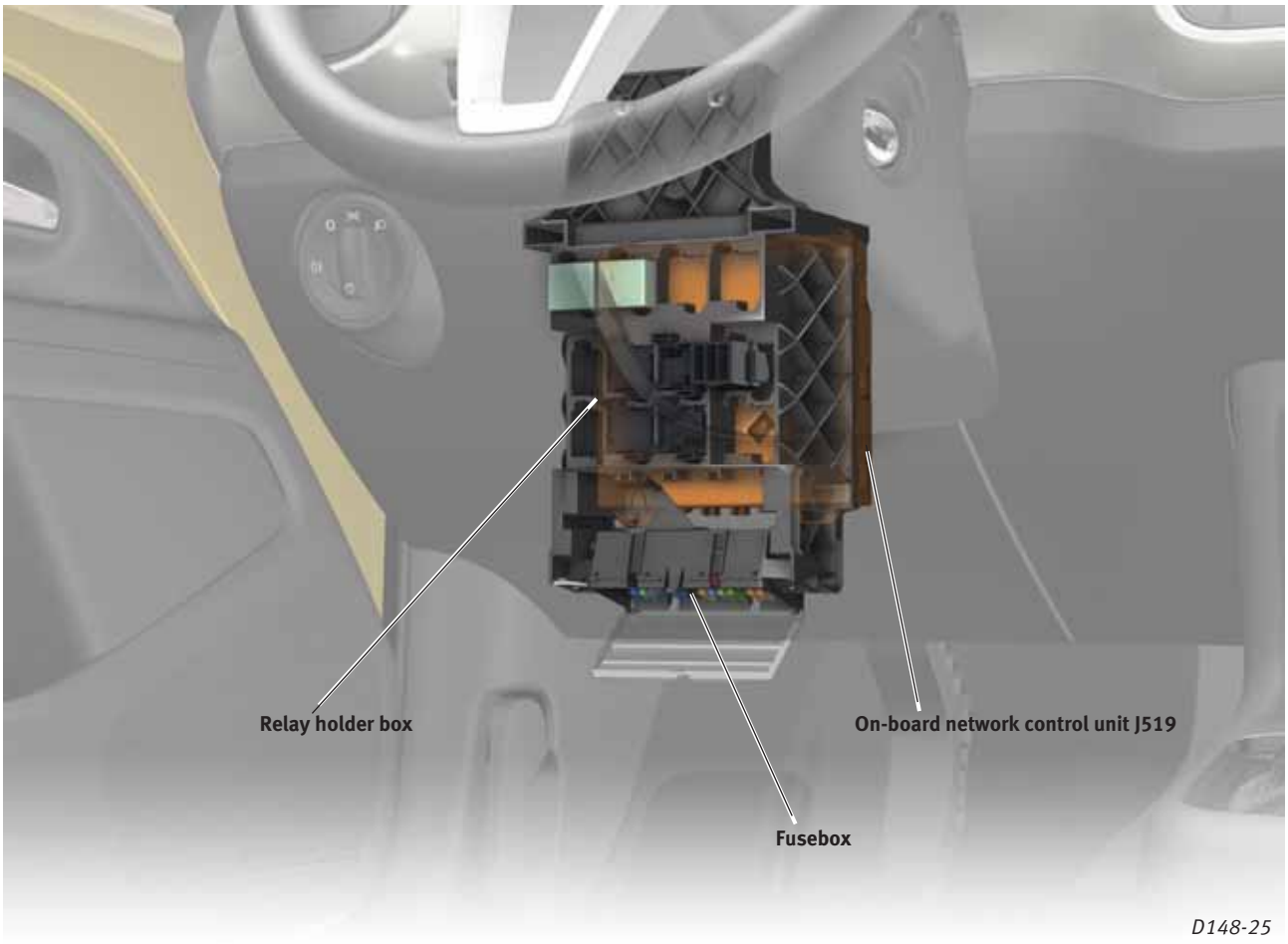
The Mii rear lighting includes **two tail lights** which are integrated in the body.

The rear lights are distributed **asymetrically** because the foglight is only available in one of the tail lights. For left-hand drive vehicles it is in the left tail light, and for right-hand drive vehicles it is in the right tail light.

Five types of bulbs are used for the rear lighting:

- P21W/5W bulbs for side and brake lights.
- P21W bulb for foglights.
- R10W bulbs for reverse speed lights.
- PY21W bulb for steering lights indicator.

The third brake light is located at the upper part of the tailgate and includes a chipboard with LEDs.



ON-BOARD NETWORK CONTROL UNIT J519

The on-board network control unit, J519, is placed at the lower area of the dashboard, on the driver's side, behind the fusebox.

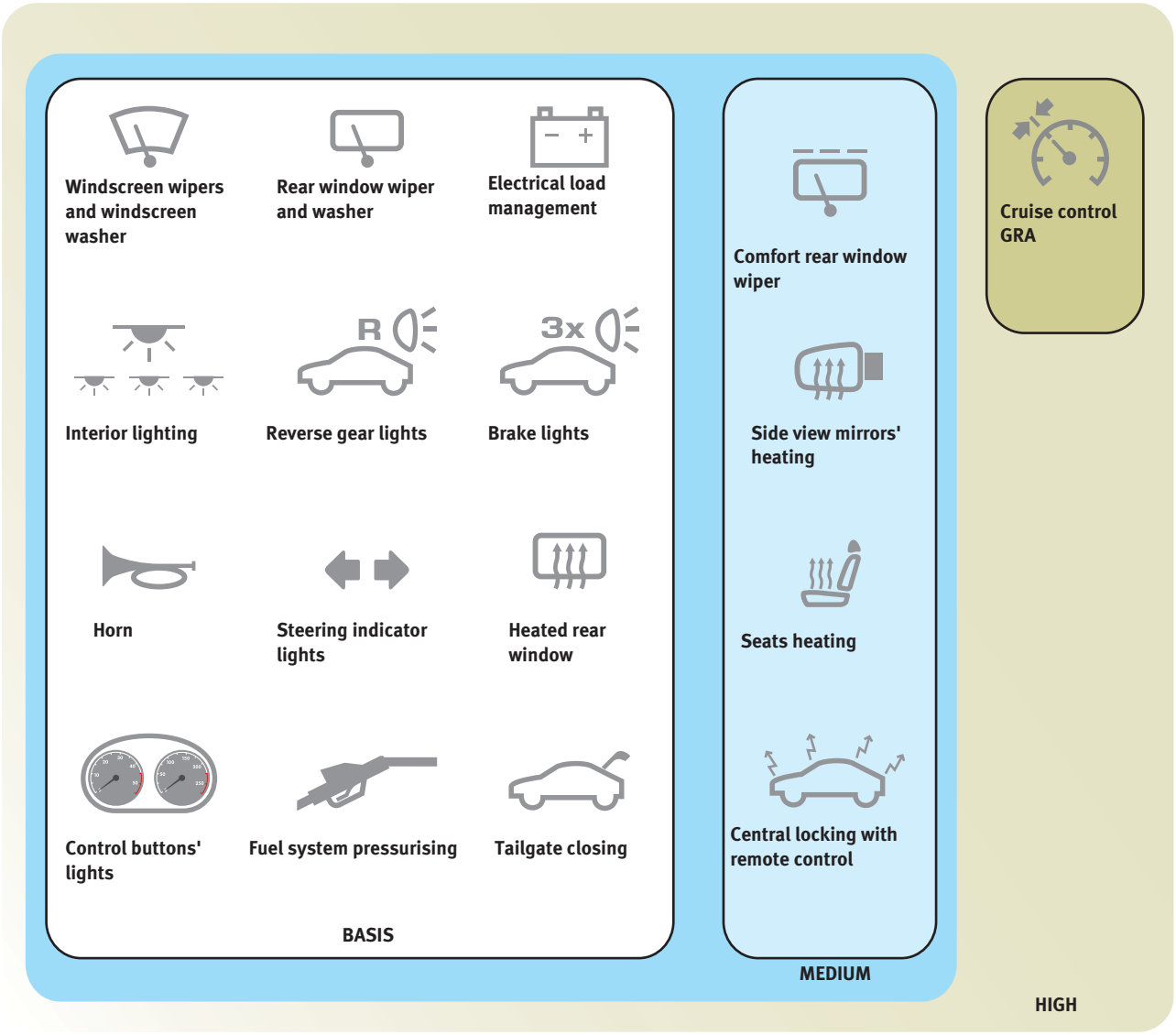
It is fixed in place by a “U-shaped” attachment at the top and two flaps at the lower part.

The two On-board network control unit, J519, connectors are **mechanically coded** so that they can not be inter-changed.

There are **three** On-board network control unit, **J519, versions** available, depending on the vehicle equipment. These versions are named **“Basis”**, **“Medium”** and **“High”**. The “Medium” and “High” versions are available in two frequency values for the remote control (315 and 433 MHz), depending on the country the vehicle is destined to.

The functions assumed by the “Basis” version are:

- Fuel system pressurizing.
- Interior lighting (courtesy, collision, long retard and short retard)
- Control buttons' lights.
- Steering indicator lights (changes of direction, warning, emergency braking, collision, central locking, bulbs monitoring, and key learning).
- Brake lights.
- Reverse gear lights.
- Windscreen wiper (thermal protection, droplets and service position).
- Rear window.
- Windscreen washer.
- Rear window washer.



D148-26

- Heated rear window.
- Tailgate lock (authorisation for opening, automatic speed locking, and energising of the tailgate unlock motor, V139).
- Electric load management (idle control and activation/deactivation of consumers).
- Horn.

The “Medium” version adds the following functions to the “Basis” version functions:

- Central locking with remote control key (single locking, double locking, automatic speed locking, unlocking by S contact signal, and unlocking due to collision).
- Seats heating (authorisation for operation).
- Side view mirrors heating.
- Rear window wiper comfort function.

The “High” version adds the following functions to the “Medium” version functions:

- Cruise control GRA.

INFOTAINMENT

The SEAT Mii offers different combinations for the infotainment system. The most complete combination includes:

- Radio CD MP3.
- SEAT Portable System.
- Four bass speakers and two trebble speakers.

RADIO

The radio the Mii is equipped with for its launch is the **RCD215**. Its main features are:

- RDS tuning into AM/FM.
- CD player with MP3.
- 4 × 20 W power output.
- DOT-Matrix display.
- Reception of TP traffic announcements.
- Volume adjusting for the assisted park.
- Speed related volume adjusting (GALA function).
- Driving school function (speed indication on the display).
- AUX-IN socket.

To remove the radio tools T20076 have to be used.

SEAT PORTABLE SYSTEM

The Mii model is the first one to include the SEAT Portable System, a novelty device that centralises the infotainment functions and allows visualising the vehicle information.

The SEAT Portable System is perfectly integrated in the interior design of the Mii and as well as portraying a modern and functional image.

The main features of the SEAT Portable System are:

- 5” colour touch screen in 16:9 format.
- Navigation GPS (in the car and on foot).
- Bluetooth® phone system.
- Audio-*streaming* Bluetooth®.
- Voice control of the navigation menus.
- Control of the radio RCD215 menus.
- Slot for Micro SD cards of up to 4 GB.
- 128 MB RAM.
- Proximity sensor.
- TMC warnings (reception depending on the availability of each country).

The SEAT Portable System is connected to the car by means of a removable support fitted on the top of the dashboard trim. The following are take place through this support:

- The 1400 mA lithium battery charge. The customer can remove the SEAT Portable System from the vehicle and use it autonomously.

D148-27

- Communication between the SEAT Portable System and the radio RCD215.

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The SEAT Portable System includes the following:

- Touch screen.
- ON/OFF switch
- Michrophone.
- Slot for Micro SD cards.
- Mini USB socket for a USB wire.
- Vehicle socket.
- Reset switch.
- Battery status LED diode.

The SEAT Portable System can be handled through:

- Voice control.
- Touch screen.
- Proximity sensor.

The SEAT Portable System **proximity sensor** alows opening the options bar by moving one's hand over the display.

Information provided by the SEAT Portable System is distributed throughout the following menus:

- Vehicle information.
- Media.
- Navigation.
- Phone.

"VEHICLE INFORMATION" MENU

The most outstanding "Vehicle information" menu items are the following:

- Onboard computer (consumption, autonomy, miles (km), and trip duration).
- Outside temperature.
- Coolant temperature.
- Revs
- Three-channel assisted parking.
- Open doors.

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"MEDIA" MENU

The most outstanding possibilities of the "Media" menu are the following:

- Audio settings (volume, mute, trebble, bass, fader and balance).
- Play mode selection (AUX-In, Radio, CD, Bluetooth® or Micro SD).
- Search and selection of radio stations.
- Search and selection of audio tracks.
- Exploring the contents of the Micro SD card.
- Visualising images in jpg, bmp and png format.

D148-30

"NAVIGATION" MENU

The most outstanding visuals of the "Navigation" menu are the following:

- GPS Navigation in the car and on foot.
- Most relevant buildings in 3D.

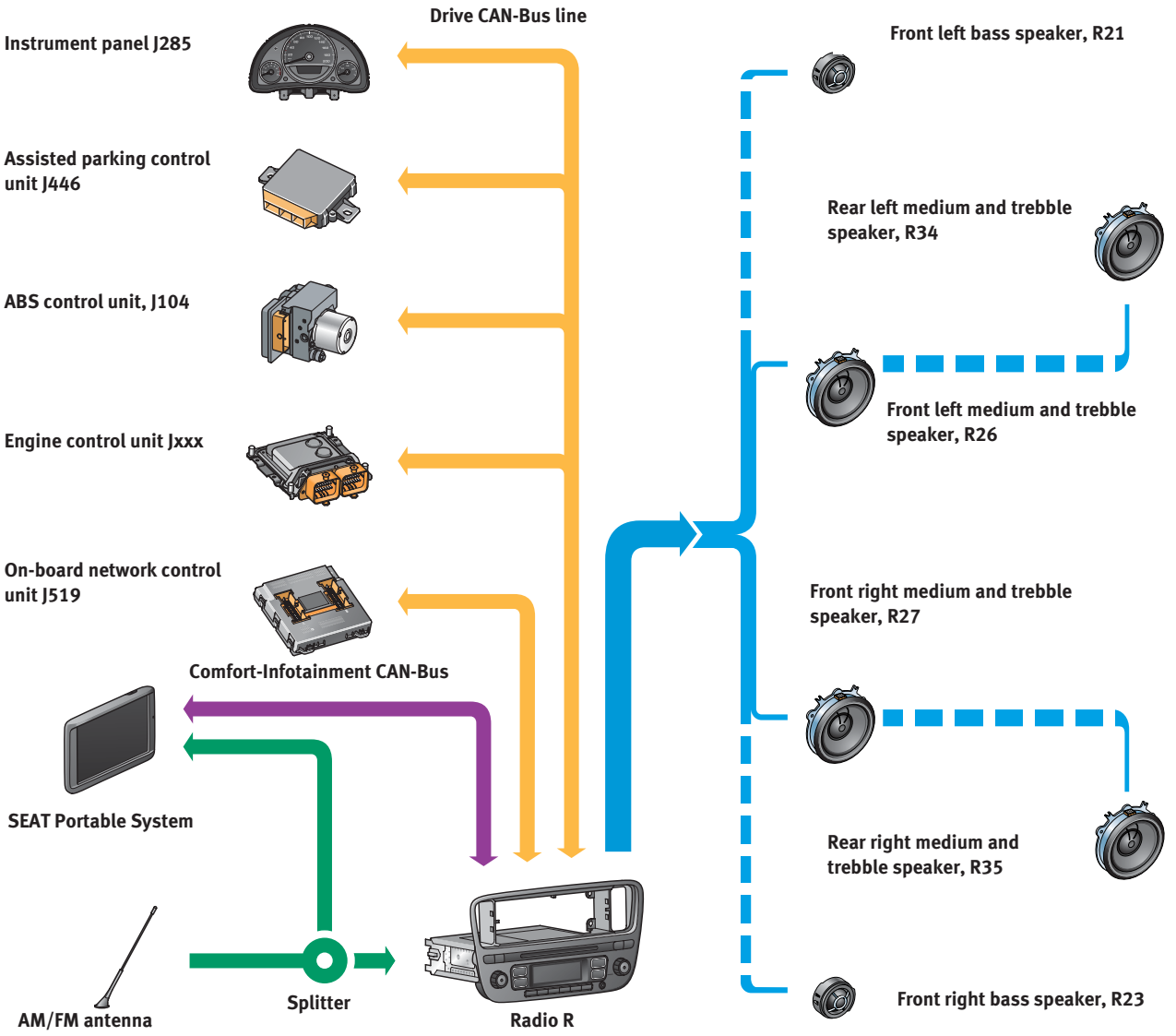
D148-31

"PHONE" MENU

The most outstanding actions of the "Phone" menu are the following:

- Handsfree calls and incoming calls.
- Consult calls registry.
- Visualise text messages (SMS).
- Synchronize the mobile phone agenda.

D148-32



D148-33

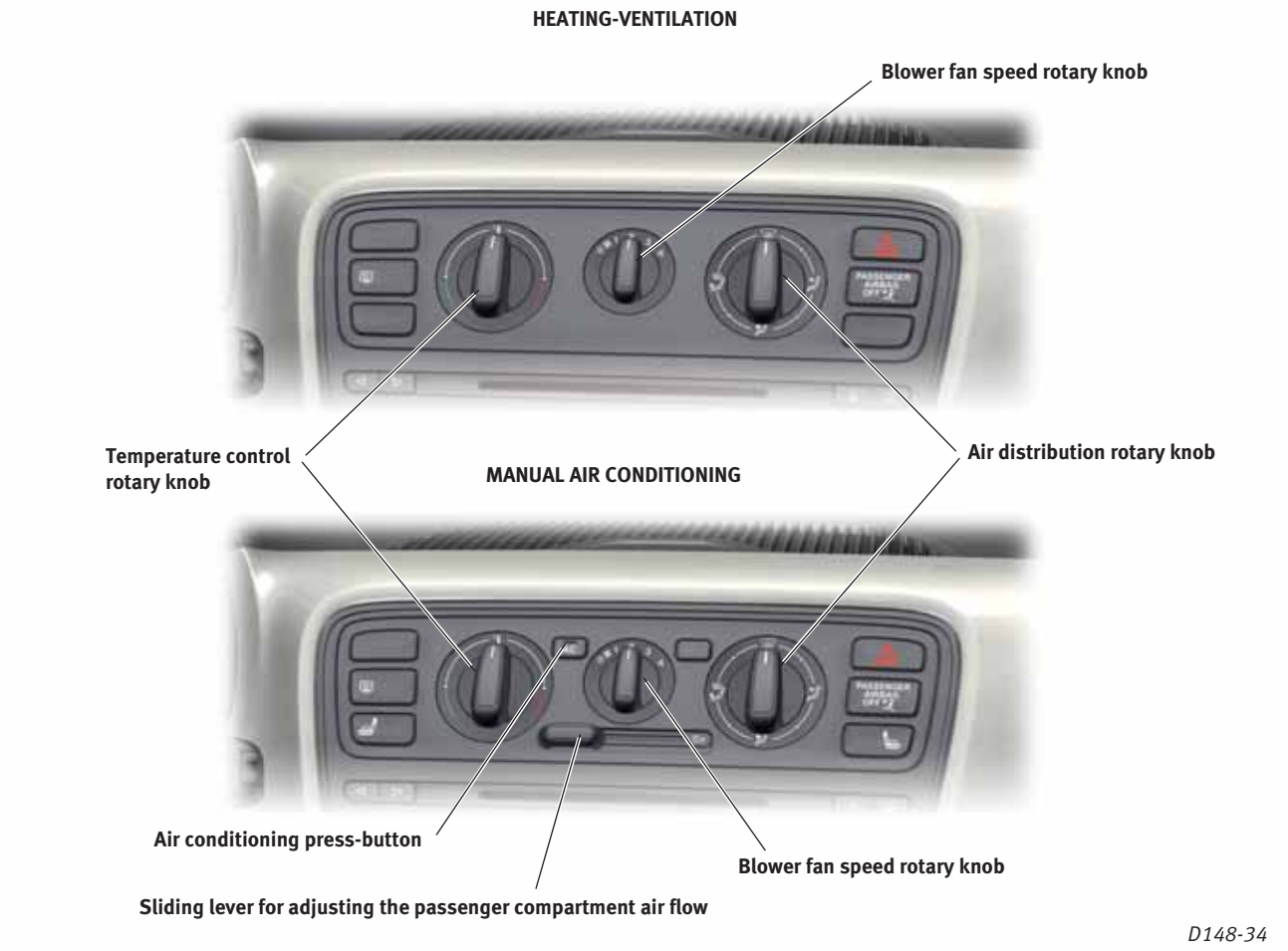
The SEAT Portable System communicates with the radio R via **its own databus**. The radio R provides the SEAT Portable System with the necessary data for visualising the different options.

The most outstanding data supplied by the radio R to the SEAT Portable System are:

- State fo terminals 15, 50, S and X.
- Information for visualising the park assist optical system.
- Date and time.
- Mileage (km).
- Consumption.
- Speed.
- Revs.
- Transportation mode activated.
- Radio station.

The radio AM/FM signal received by the exterior antenna is duplicated by a **passive *splitter*** for the Radio RCD215 and the SEAT Portable System. The SEAT Portable System uses tha radio signal to display the TMC notices. The *splitter* is located in the SEAT Portable System support wiring loom.

CLIMATE SYSTEM



The SEAT Mii offers **two** passenger compartment climate system **versions**:

- Heating-ventilation.

- Manual Airconditioning.

The **heating-ventilation** version only allows increasing the temperature of the incoming air to the passenger compartment. Control of temperature, air output and blower fan speed is done through rotary controls placed on the handling unit.

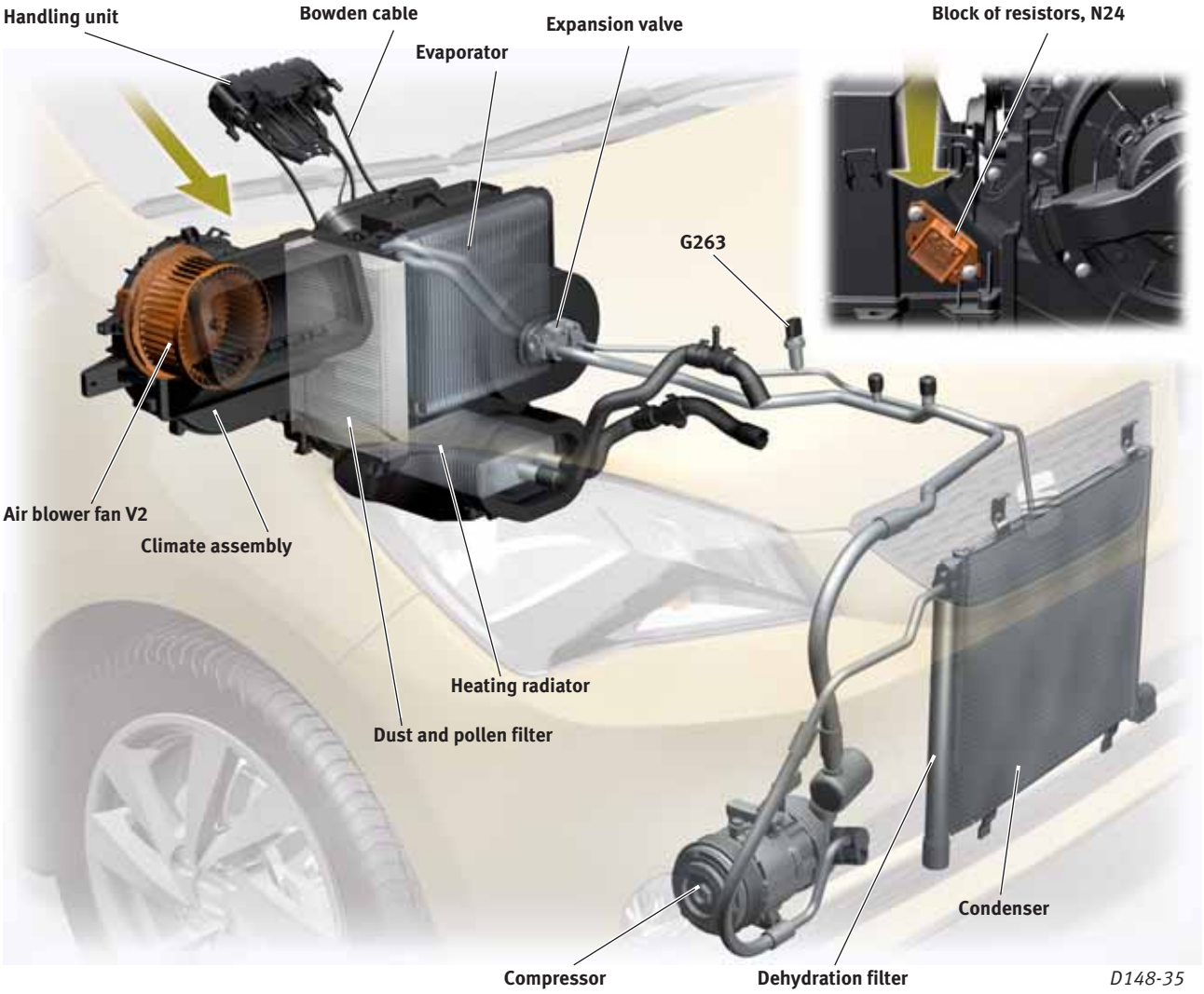
The temperature control rotary knob moves the temperature flap inside the climate assembly by means of a Bowden cable.

The air output rotary knob moves the air distribution flap by means of a Bowden cable.

The blower fan rotary knob has five positions, four of them send an electrical signal to the block of resistors -located in the climate assembly- so that the different blower fan speeds are activated.

The **air conditioning** version allows cooling and heating the incoming air to the passenger comppartment. Control of temperature, air output and blower fan speed is done the same way as for the heating-ventilation version, however, a **press-swicth** has been added to activate the air conditioning compressor and the sliding regulator lever for activating the passenger compartment air recirculation.

CLIMATE SYSTEM



HEATING-VENTILATION

The climate assembly of the heating-ventilation version includes the following:

- Blower fan, V2.
- Resistor block, N24.
- Dust and pollen filter.
- Heating radiator.

MANUAL AIR CONDITIONING

The manual air conditioning climate assembly **adds** the following components to the heating-ventilation version:

- Condenser.
- Dehydration filter.
- Expansion valve.
- Evaporator.
- Evaporator output temperature sensor, G263.
- Compressor with air conditioning electro-magnetic clutch, N25.

Magnetic coupling air conditioning compressor. It incorporates a safety valve that starts opening at 35.5 bar. At 42.4 bar the safety valve is completely open.

The circuit includes a charge of 380 grams of refrigerating agent **R134a**.

Technical status 12-11. Due to constant product development and improvement, all data displayed is subject possible changes.

TITLE: Mii
AUTHOR: After Sales Institute - Copyright © 2008, SEAT, S.A. All rights reserved.
Autovía A-2, km 585, 08760 Martorell, Barcelona (España)

1st. edition

DATE OF PUBLISHING: January 2012
LEGAL REGISTER: B-2.124 - 2012
Pre-printing and printing: TECFOTO, S.L.
C/ Ciutat de Granada, 55 - 08005 - BARCELONA

SEAT

ENG148cd