

MINI at the 2010 Paris Motor Show. Contents.



1. MINI at the 2010 Paris Motor Show.	
(Short version)	2
2. At a glance.	6
3. MINI at the 2010 Paris Motor Show.	
(Long version)	8
3.1 Urban driving fun with zero emissions: The MINI Scooter E Concept.	8
3.2 A born winner with a proud heritage: The MINI Countryman WRC gears up for the World Rally Championship.	17
3.3 The new MINI family: MINI, MINI Clubman, MINI Convertible.	21
3.4 Premium quality and individual style in unparalleled variety: MINI – the founder member of the small car segment.	31
3.5 A link to the future: MINI Connected.	36
3.6 Limitless driving fun, even broader possibilities: The range of accessories for the MINI Countryman.	39
3.7 New trends, unmistakable style: The MINI Collection.	42
4. Specifications; Output and torque diagrams; Exterior and interior dimensions; Model prices.	45

1. MINI at the 2010 Paris Motor Show. (Short version)



MINI is bringing its commitment to innovation, sustainability, driving fun and individuality to the Mondial de l'Automobile 2010 in Paris. In addition to the current model line-up, a spectacular study vehicle is set to take centre stage and provide renewed evidence of the MINI design team's outstanding expertise in the development of sustainable vehicle concepts. The MINI Scooter E Concept combines the familiar MINI feeling with CO₂-free mobility on two wheels for the first time and introduces a whole new range of individualisation options. Powered by an electric motor, the MINI Scooter E Concept represents the embodiment of spontaneity and independence on city roads. Typically MINI design and drive system technology developed to deliver emission-free travel give it everything it needs to offer the driving fun associated with the brand as part of an all-new, groundbreaking package.

As for cars already in series production, the MINI brand is represented at the 2010 Paris Motor Show by the most attractive and diverse range of models in its history. Eye-catching design modifications, additional engine variants, a comprehensively updated selection of diesel engines and innovative new equipment items sharpen the appeal of the new MINI family in terms of design, driving fun, efficiency and individuality. With its MINI, MINI Clubman and MINI Convertible models, the world's only maker of independently developed premium small cars will continue to boast both the most extensive and the highest-quality range in the segment.

The fourth model in the brand's portfolio opens up new ways of experiencing the driving fun of a MINI. The MINI Countryman conquers the roads and trails outside the city limits – and wins over new target groups in the process. This is the first MINI to come with four doors and a large tailgate, as well as a versatile interior offering seating for up to five occupants. The Countryman is also the first model from the brand with a body exceeding four metres in length and which can be ordered with the ALL4 all-wheel-drive system as an option.

These attributes also mean that the new model is perfectly equipped to compete in the sporting arena. It makes perfect sense, then, that the brand is about to return to the world's rally tracks. The 2010 Paris Motor Show sees the presentation of the MINI Countryman WRC, which is ready to line up for the 2011 World Rally Championship. It marks the revival of a successful history in rally racing: back in the 1960s the Mini Cooper S caused a sensation by winning the legendary Monte Carlo Rally three times, among other triumphs. The race version of the MINI Countryman – a co-production with partner Prodrive – will be taking its first tests in autumn 2010 and will also be available as a customer car for privateer rally teams.

MINI Scooter E Concept: two wheels, zero emissions, usual MINI style.

The unique potential of MINI not only allows the brand to venture into new vehicle segments, it also underpins the development of totally new mobility concepts. The world premiere of the MINI Scooter E Concept at the 2010 Paris Motor Show spotlights in fascinating style the innovative power of MINI. For the first time, the hallmark MINI driving fun has been distilled into a two-wheel package and combined with a – likewise groundbreaking – vision of emission-free mobility.

The study vehicle betrays its MINI design genealogy in both its proportions and a host of details which leave no doubt as to its family identity. Equally characteristic of MINI is the extensive scope for customisation worked into the concept, and the intelligent functionality inherent in both the cargo and storage concept and the extensive integration of smartphones into the vehicle's control system.

An electric motor integrated into the rear wheel allows the MINI Scooter E Concept to execute rapid overtaking manoeuvres. The instantaneous pick-up typical of electric drive systems, plus the vehicle's low weight and compact dimensions, ensure maximum agility on city roads. A lithium-ion battery serves as the energy storage system and can be charged from conventional power sockets using a connecting cable integrated into the MINI Scooter E Concept.

Striking appearance, minimal emissions: the new MINI family.

Carefully targeted design modifications, even more efficient engines and additional innovative equipment features increase both the variety and the appeal of the MINI model range. For instance, the sporting character of the MINI, MINI Clubman and MINI Convertible is now highlighted even more sharply. And under the bonnet, the new-generation petrol engines already in place are now joined by newly developed diesel units to deliver another boost to efficiency. Based on the BMW Group's drive system expertise, the four-cylinder engines offer a further optimised blend of driving fun and fuel economy. The MINI Cooper D and MINI One D, in particular, have raised their game, posting CO₂ emissions of 99 grams per km combined with fuel consumption of 3.8 litres per 100 km (74.3 mpg imp) in the EU test cycle.

The presentation of the new MINI family at the Paris Motor Show includes the world premiere of a further two model variants. The new MINI Cooper D Convertible sees the inimitable driving fun of an open-top MINI now combined with the pulling power and efficiency of a diesel engine. The newly developed four-cylinder diesel unit produces 82 kW/112 hp and accelerates the MINI Cooper D Convertible from 0 to 100 km/h (62 mph) in 10.3 seconds. The new model variant records average fuel consumption in the EU test cycle of 4.0 litres per 100 km (70.6 mpg imp) to go with CO₂ emissions of 105 g/km.

The other newcomer to the range is the MINI One D Clubman. The new entry-level diesel engine now also gives the Clubman unsurpassed levels of fuel economy. The new MINI One D Clubman sprints from 0 to 100 km/h (62 mph) in 11.8 seconds, burns an average of 3.9 litres of fuel per 100 km (72.4 mpg imp) in the EU test cycle and emits 103 g/km of CO₂.

Linking up for more driving fun: MINI Connected.

Among the other innovations presented at the 2010 Paris Motor Show is an all-new and globally unique form of in-car entertainment. MINI Connected heightens the enjoyment of driving by intelligently linking the driver, the MINI and the outside world. MINI is the world's first car manufacturer to offer – with MINI Connected – a newly developed USB interface with exceptional functionality designed to maximise the integration of the Apple iPhone into the car's audio and infotainment system. An application available for MINI

Connected comprises a web radio function, the use of Google local search and Google Send to Car services, and reception of RSS news feeds. Moreover, it also enables Facebook and Twitter posts to be displayed on the on-board monitor and allows the user to send standardised text messages.

The additional functions integrated into the MINI are activated and operated via the on-board control system. To use the full range of MINI Connected functions, customers need to specify their cars with either the MINI Visual Boost audio system or the MINI navigation system. Both options use a high-resolution colour display in the Centre Speedo and the MINI joystick positioned on the centre console to ensure comfortable, easy and intuitive operation.



2. At a glance.

- **World premiere: the MINI Scooter E Concept.**

Specialising in urban driving fun as part of its mission to provide CO₂-free mobility, the MINI Scooter E Concept offers further evidence of the MINI design team's exceptional expertise in the development of vehicle concepts for the future. The innovative study transplants the classic MINI feeling into a single-track vehicle powered by an electric motor and satisfies the need for spontaneous and independent personal mobility in the everyday driving conditions of modern cities. The distinctive design language of MINI has been expressed faithfully in both the proportions of the MINI Scooter E Concept and the design of various striking details, while its drive concept reflects the importance of sustainability to the brand and its aim of developing emission-free personal mobility.

- **World premiere: the MINI Countryman WRC.**

MINI is making its comeback to the world's rally tracks. The MINI Countryman WRC is being presented at the 2010 Paris Motor Show and is gearing up to compete in the 2011 World Rally Championship. This decision sees the brand picking up from the successful rally record of the classic Mini. The Mini Cooper S, in particular, raked in some legendary triumphs in the 1960s, including three wins in the Monte Carlo Rally.

- **World premiere: the new MINI family.**

Modified design details, new diesel engines and additional innovative equipment features imbue the MINI family model range with even more driving fun, greater variety and unrivalled appeal. The MINI, MINI Clubman and MINI Convertible cut an extremely sporty figure and raise efficiency another notch. The new MINI Cooper D and new MINI One D post particularly impressive new figures, each recording CO₂ emissions of just 99 g/km.

Meanwhile, the MINI Cooper D Convertible and MINI One D Clubman add two new variants to the model range.

- **Innovation: MINI Connected.**

MINI Connected creates new ways of linking up the MINI, its driver and the outside world by using innovative new technology to integrate the Apple iPhone into the car. The application available for this globally unique form of infotainment comprises a web radio function, the use of Google local search and Google Send to Car services, and reception of RSS news feeds. Moreover, it also enables Facebook and Twitter posts to be displayed on the on-board monitor and allows the user to send standardised text messages.



3. MINI at the 2010 Paris Motor Show. (Long version)

3.1 Urban driving fun with zero emissions: The MINI Scooter E Concept.

With an innovative vehicle concept that brings together the brand's hallmark driving fun, compelling design and an array of innovative features, MINI is opening up groundbreaking prospects for tomorrow's urban mobility. The MINI Scooter E Concept, which marks its world premiere at the 2010 Paris Motor Show, combines that familiar MINI feeling with CO₂-free mobility – for the first time on two wheels and with entirely new personalisation options. Powered by an electric motor, the MINI Scooter E Concept embodies spontaneity and independence in urban traffic. With styling reflecting the familiar MINI look and drive technology targeted at zero-emission mobility, it provides the ideal conditions for savouring the brand's hallmark driving fun in an innovative and forward-looking form.

With its heritage and its trendsetting status, the MINI brand is positively predestined to pave the way for innovative vehicle concepts. 51 years ago it was the classic Mini with its revolutionary drive and space concept which established the design principles that still apply to the small car and compact segment to this day. In its unique way, it met the new challenges of urban traffic in its time. The MINI Scooter E Concept likewise takes into account the changes in urban mobility requirements. Following the principle – embraced by the MINI brand for over 50 years now – of enabling personal mobility with optimum use of space implemented on the smallest possible footprint, the brand's first two-wheel vehicle accommodates up to two people within remarkably compact dimensions. As such, the MINI Scooter E Concept represents a timely focus on basic mobility needs in major urban areas. At the same time, the authentic MINI fusion of style and handling meets the expectations of target groups who also bring their awareness of sustainability, individuality and advanced technology to bear in their choice of vehicle.

Striking styling cues taken from the MINI design language – including chrome features, the circular instrument panel with wraparound

speedometer and the visually accentuated indicators in classic MINI style – all serve as identifying features. Likewise typical of MINI and recognisable at first glance is the finely tuned colour and material concept of the study vehicle. This is manifested in two different versions which are presented side by side. One of the two MINI Scooter E Concept variants takes its cue from the appearance of the MINI E, which is also electrically powered. Sharing the spotlight is a classically sporty edition of the first two-wheeled MINI with a seat reserved for the sole use of the rider.

In both versions, the MINI Scooter E Concept is driven by an electric motor integrated in the rear wheel whose power is supplied by a compact lithium-ion battery. The battery can be charged at any conventional power socket. The charging cable is integrated on a spindle at the rear of the MINI Scooter E Concept, where it can be pulled out to the requisite length and plugged into the mains.

The MINI Scooter E Concept represents the first mobility concept in this vehicle segment to bring sustainability and lifestyle into harmony. The MINI Scooter E Concept represents a means of conveyance that is as singular as the classic Mini in its time. Easy operation and agile handling offer ideal conditions for giving young drivers a fascinating entry into the world of the MINI brand. At the same time, the concept will appeal to style-conscious and environmentally aware car drivers who are interested in an attractive adjunct or a longer-term alternative to their accustomed form of personal mobility.

Typical MINI design – a world first on two wheels.

The unique potential of the MINI brand not only permits penetration into additional vehicle segments but also forms the basis for the development of entirely new mobility concepts. The MINI Scooter E Concept is another compelling example of this innovative power. It opens up a whole host of options for enjoying the driving fun associated with MINI, while at the same time being clearly recognisable as an ambassador of the brand.

This synthesis has been achieved by the systematic transfer of fundamental MINI design principles to the new vehicle concept and through an authentic reinterpretation of distinctive details. The design language and wealth of individual details embodied in the two-wheel study are based on the current models of the MINI brand.

Clearly defined proportions and smoothly contoured lines lend the MINI Scooter E Concept an aesthetic appearance that evinces significant parallels to the brand's cars. The relationship between the size of the wheels and the vehicle as a whole plays a significant role here. The 11-inch rims of the MINI Scooter E Concept give the study a powerful and robust stance on the road, emulating the profile of MINI cars. The alignment of the contours enhances this impression from the side by clearly defining the front and rear of the vehicle before sweeping up towards each other at virtually identical angles. The windshield of the MINI Scooter E Concept is angled in an upright position similar to that of the front windshield in MINI cars. The curvature designed into the sides also displays parallels with the transitions of a windshield in the MINI as it merges into the A-pillars.

Round headlights with independent contour, windshield with an aperture in MINI radiator grille style.

The front view of the MINI Scooter E Concept is dominated by a remarkably large, round headlight unit. Similar to the headlights of the MINI Countryman, the headlight contour diverges slightly from the original circular shape, and both designs are influenced by the geometry of the surrounding surfaces. The independent contour of the headlight unit in the MINI Countryman matches the brawny, curved wheel arches and the robust radiator grille, while on the MINI Scooter E Concept it takes its cue from the low-slung windshield. The headlight unit tapers upwards and features a chrome surround, creating a strong profile in characteristic MINI style. The circular shape of the main headlight interior is highlighted by an illuminated coloured ring.

Projecting indicators, meanwhile, invoke the front view of the classic Mini. The glass covers for the flasher lamps are enclosed in chrome frames and curve slightly outwards to resemble the historic profile.

A stylised aperture in the windshield configured below the headlight contributes to the front profile so typical of the brand, its shape mimicking the contour of the hexagonal radiator grille in MINI cars. This design element also has a chrome frame, while the impression of familiarity is further enhanced by the MINI brand logo above it. The windshield itself is framed by a wraparound plastic surround. Each of the two study versions also has individually matched paintwork for the windshield, wheel covers and fairing enclosing the frame. A contrasting colour is applied to the surface of each of the windshields, and the range of hues in the paintwork reflects the light and shade effects on the curved engine bonnet of a MINI four-wheeler.

Unmistakably MINI: chrome elements, round mirrors and two upright tail lights.

Other chrome elements are evident on the hand grip at the back of the seat and on the footrest. The hand grip is shaped like the rear spoiler of the MINI Cooper S, while a continuous band of chrome positioned directly below the seat recalls the side sill on MINI cars.

The rear-view mirrors on the MINI Scooter E Concept likewise display familiar characteristics in their shape and their size in proportion to the vehicle. This applies to the round contour of the mirror surfaces, the eye-catching volume of the hemispherical casing, as well as the different mirror cap designs that permit additional individualisation options.

Another characteristic design feature is reinterpreted at the rear of the MINI Scooter E Concept: the two tail-light units are mounted on the outside of the rear wheel fairing in an upright position. A transparent glass cover recalls the MINI Countryman and provides a view of the three-dimensional structure of the tail lights, brake lights and indicators. Each of the tail-light units on the MINI Scooter E Concept is mounted in a chrome frame and the MINI logo is positioned between the tail lights.

One concept, two characters.

The exceptional potential of the new mobility concept is underscored by the parallel presentation of two design concepts. These two versions highlight the key features of the study – driving fun, sustainability, sportiness and lifestyle orientation – with an individual focus. The concepts have different functionalities in terms of the number of seats: the MINI Scooter E Concept is presented in a version developed to support driving fun for two people and in an emphatically sporty, puristic version with a seat designed for the rider alone.

The colour design of the two-seater version of the MINI Scooter E Concept is based on the appearance of the MINI E, which highlights its emission-free drive concept in a particularly striking way. The livery designed in matt anthracite creates an attractive contrast with the seat finished in yellow, with the iridescent colour of the windshield around the headlight unit and the yellow mirror caps providing further accentuating features. The surface of the seat is made of tough fabric, with a yellow strip bordering the lower part of the seat.

In each of the two versions of the MINI Scooter E Concept, this strip sweeps downwards from the front of the seat into the frame fairing and continues along the edge of the footrest towards the front, where it also runs around the windshield. This creates a visual boundary between the body of the scooter and the rider/passenger area including the foot space and cockpit.

The design of the second version of the MINI Scooter E Concept is steeped in the brand's heritage and British origins. Primarily designed for solo riders, this version represents the sportier version of the new vehicle concept. Its British Racing Green finish harks back to classic racing cars, with the sparkle of the paintwork lending a particularly distinguished, high-quality aura to this new interpretation. The seat is upholstered in dark brown leather and the surface has an artificially created "used look". Attractive contrasts to the dark-green body colour are provided by silver mirror caps and

paintwork around the headlight unit in the windshield that flips between green and silver.

Progressive, stylish, uncomplicated operation.

The MINI Scooter E Concept symbolises spontaneous riding enjoyment. This is fostered by intuitive operation and agile ride characteristics. Thoroughbred mobility in hallmark MINI style entails vehicle handling that is completely intuitive and needs no further explanation. That applies to the immediate activity of riding as well as charging the lithium-ion battery. The operating concept is also directed towards enabling straightforward and effortless use of the other functions designed to enhance driving fun.

This challenge is met by an innovative way of integrating mobile devices. The cockpit of the MINI Scooter E Concept comprises an instrument panel in the circular shape familiar from MINI, with a smartphone integrated in the middle. The wraparound speedometer is in the form of a tube filled with fluid, the content expanding in line with the speed rather like a thermometer. In the lower area of the instrument panel, a battery charge level display indicates the range currently available. The design of all the control elements for lights, indicators and other driving functions corresponds to the buttons on the multifunction steering wheel of MINI cars.

Smartphone as key, display and central control element.

The inside of the round instrument comprises a snap-in adapter for a smartphone, which operates simultaneously as the vehicle key, display and central control element. As soon as the rider docks his mobile phone and switches it on, the vehicle is ready to go. This configuration in the MINI Scooter E Concept yields new initiatives for integrating infotainment, communication and navigation functions in a two-wheeler. While the scooter is in motion, a smartphone can be used as a navigation system, music player or telephone as required. A wireless Bluetooth interface can be connected to a helmet from the MINI Collection. This is fitted with a microphone and headphones so that riders are able to use the telephone function or access their personal music collection while on the road.

The innovative operating concept creates a network between the rider, the vehicle and the environment which paves the way for numerous new interactive functions. Building on the MINI Connected services already available in current MINI production cars, specific features can be implemented by adding further smartphone applications; for example, the navigation function can be supplemented by a special map view in Google Maps which indicates the current position of other scooters from the brand in the immediate vicinity. This provides a feature similar to social networks on the Internet where riders who are friends can be identified and invited to come together on a whim by simply pressing a button. A greeting function has also been developed for the MINI Scooter E Concept to further strengthen the community appeal and highlight the friendly and open-minded personality of this vehicle. An automated full-beam headlight function that operates when two vehicles meet strengthens this sense of community.

MINI Centre Rail in an innovative design and with specific accessories.

Alongside the intuitive control and interactive functions, the advanced functionality of the MINI Scooter E Concept also contributes to its intuitive and compelling operation. Two compartments on the inside of the windshield are available for stowing personal items. The study also incorporates an innovative aluminium design of the MINI Centre Rail first presented in the MINI Countryman. The mounting rail arranged inside the windshield extends downwards into the foot space, and the unique clip-on mechanism offers a range of options for transporting items that are required during the journey or at the rider's destination. These items are stored so that they easily come to hand.

Dedicated Centre Rail specifications are offered for each version of the concept. The universal mounting system means that they can be switched between vehicles at any time or complemented by other products from the MINI Accessories range for the MINI Countryman. The accessories for the Centre Rail include tailor-made holders from the MINI Collection for the helmet as well as for umbrellas, sunglasses and thermos flasks. An additional closed

compartment and an expanded rain guard to protect the rider's legs can also be easily connected to the Centre Rail. A music player, calendar, stopwatch and tea cups specially designed for the MINI Scooter E Concept can also be safely and securely attached to the Centre Rail.

All you need is a power socket: maximum independence guaranteed by an integrated charging cable.

When riding the MINI Scooter E Concept, brief stops can be used to top up the on-board energy storage system. Consistent charging significantly increases independence and flexibility when using the electrically powered two-wheeler. The electric drive unit, concealed beneath a painted cover inside the rear wheel, is powered by electricity supplied from a lithium-ion battery. Apart from the compact battery, a charging system and connecting cable are integrated snugly in the rear of the MINI Scooter E Concept. The charging cable has a plug which fits into any conventional domestic socket. This has the major advantage that topping up the energy reserve does not depend on a special charging station being available. Stop-offs for shopping or visiting a café can be used for hassle-free battery recharging.

Plugs and cables are accommodated underneath a cover similar to the round tank flap in a MINI car. After opening the illuminated flap, the plug and charging cable can be pulled out to a length of up to five metres and connected to the power system. After the battery has been charged up, a button-operated spring mechanism ensures that the cable is retracted and coiled in a space-saving compartment.

MINI Scooter E Concept: innovative, sustainable, lifestyle-oriented – in other words, a true MINI.

Urban driving fun enters a new dimension with the MINI Scooter E Concept. This innovative mobility concept embodies a combination of sustainability and lifestyle unprecedented in the two-wheel segment. Both facets are showcased particularly convincingly by the MINI brand. A period spanning more than 50 years has seen this brand representing leading-edge vehicle concepts that encompass

environmental and economic aspects while satisfying the desire for spontaneous driving fun and individual style. In its time, the classic Mini became the icon of a new kind of mould-breaking mobility in modern urban environments. The MINI Scooter E Concept similarly delivers alternative solutions for the shifting requirements in today's urban traffic landscape. Its design in typical MINI style incorporates a pioneering operating concept and comprehensive options for creating a personalised vehicle, taking account of the sophisticated requirements of young, environmentally aware target groups who are open to new trends.

The drive concept incorporated in the study also underpins the consistent development efforts of the BMW Group in its quest to achieve CO₂-free mobility. The electric drive plays a key role in this endeavour and allows the MINI Scooter E Concept to deliver the driving fun associated with the brand in a new and highly contemporary package. The instantaneous pick-up of electric drive systems, plus the vehicle's low weight and compact dimensions, ensure maximum agility in typical traffic conditions on urban roads. These features and the simple operation of the charging system make the MINI Scooter E Concept a pioneering symbol of independent, flexible and spontaneous mobility.



3.2 A born winner with a proud heritage: The MINI Countryman WRC gears up for the World Rally Championship.

MINI is making a comeback in international rally racing. From 2011, the brand will compete in selected rounds of the FIA World Rally Championship (WRC) and will go on to contest the entire season from 2012. The brand's involvement is planned for several years.

The car charged with this task is the MINI Countryman WRC, which is being developed by Prodrive in close cooperation with MINI and is based on the production model. The powerful heart of the racing car is a 1.6-litre, four-cylinder turbocharged engine from BMW Motorsport. The car complies with the new Super2000 regulations put in place by the International Automobile Federation (FIA). These stipulate the use of turbo engines with 1,600 cc displacement and four-wheel drive, and the WRC now also features an increased emphasis on road-relevant technologies. The result is an impressive 25 percent reduction in overall costs. The first test for the MINI Countryman WRC, which will also be available to customer teams, is scheduled for autumn 2010.

The brand's involvement in motorsport enters a new dimension.

This decision sees MINI continue its success story in the world of rallying. In the 1960s, the Mini Cooper S caused a sensation with victories at the legendary Monte Carlo Rally. The company also tasted success on many occasions in the European Rally Championship. Having already demonstrated the sporty character of its models in many countries through the MINI CHALLENGE, the brand is now taking its presence in motorsport to a new level with its involvement in the WRC.

Ian Robertson, member of the Board of Management of BMW AG, responsible for Sales and Marketing, says: "I am delighted MINI will be represented on one of the most popular stages in international motorsport. The success enjoyed on the rally circuit has made a vital contribution to the image of the brand. MINI customers have always

shown great interest in motorsport. I am convinced we will add a few more chapters to our success story in rallying. The MINI Countryman provides an excellent basis from which to create a competitive racing car for the world championship. In Prodrive, we have a strong and experienced partner. We will work hard together over the coming months to ensure we get the project on track right from the word go.”

“This is a very exciting new motorsport programme,” said Prodrive Chairman David Richards. “During the 1960s Mini captured the imagination of the world when the tiny car took on the might of V8-powered Fords and won what was then one of the toughest motorsport events, the 4,000 km Monte Carlo Rally. I believe our new MINI will become a firm favourite of the latest generation of rally fans, just as it is adored by its millions of owners across the world. We already have a significant number of confirmed customer orders for the new MINI rally car, with the first deliveries scheduled for the start of the 2011 season.”

Prodrive has been working on developing the MINI Countryman WRC since early 2009. The company was formed in 1984 by Richards, who won the World Rally Championship as co-driver to the Finn Ari Vatanen three years earlier. Based in Banbury, England, Prodrive has developed into a leading independent company in the motorsport and automobile sector under Richards’ guidance, and today employs over 500 staff. Prodrive’s many successes currently include six overall victories in the World Rally Championship, five titles in the British Touring Car Championship and three class victories at the Le Mans 24 Hours race in France.

MINI in rally racing: giant-slayer and crowd favourite.

BMW was present when the World Rally Championship made its debut back in 1973. Germany’s Achim Warmbold and Frenchman Jean Todt tasted victory in their BMW 2002 at the Alpenfahrt Rally in Austria. However, MINI’s tradition in this discipline stretches back even further: British driver Pat Moss piloted the Mini 850 to its maiden victory at the 1959 Mini Miglia National Rally. MINI ultimately

enjoyed its finest hours in the Monte Carlo Rally in 1964, 1965 and 1967, as the Mini Cooper S celebrated three overall victories in the world's most iconic rally. Paddy Hopkirk (Ireland, 1964), Timo Mäkinen (Finland, 1965) and Rauno Aaltonen (Finland, 1967) added their names to the list of winners in this prestigious event. In 1965 "Rally Professor" Aaltonen also won the European Rally Championship, with Britain's Tony Ambrose and Mäkinen finishing second and third to round off an excellent overall result for the Mini Cooper S. In addition, MINI drivers also enjoyed many individual wins at renowned rallies throughout Europe. BMW achieved its most recent World Rally Championship victory in Corsica in 1987, courtesy of Frenchman Bernard Béguin at the wheel of a Prodrive BMW M3.

One step removed from the rally car: the MINI Cooper S Countryman with ALL4.

And so, as MINI returns to rally racing after more than 40 years away, the MINI Countryman WRC has the task of adding further chapters to this history of success. The MINI Countryman bridges the gap between the classic MINI concept and a contemporary Sports Activity Vehicle. The brand's first model to feature four doors and a wide-opening tailgate, it offers more space – which can be used in a wide variety of ways – to go with its raised seating position and optimised ride comfort. Plus, the "go-kart" feeling for which MINI is a byword has been preserved and takes on a new dimension with the optional MINI ALL4 all-wheel-drive system. The MINI Countryman expresses the defining virtues of the brand in terms of design, premium quality, handling, efficiency and the scope for customisation – and does so in an absorbingly individual way.

The closest version of the production car to the rally-trim version is the MINI Cooper S Countryman. With its twin-scroll turbocharger and direct injection now complemented by fully variable valve management, the 1.6-litre four-cylinder petrol engine in the range-topping model offers by far the best balance between output and fuel consumption in its displacement class. The engine generates an impressive 135 kW/184 hp and allows the MINI Cooper S Countryman to accelerate from 0 to 100 km/h (62 mph) in 7.6

seconds. Furthermore, the MINIMALISM concept sees wide-ranging technology designed to reduce fuel consumption and emissions – such as Brake Energy Regeneration, the Auto Start/Stop function, Shift Point Display and the demand-based operation of ancillary components – fitted as standard and in model-specific combinations.

The MINI Cooper S Countryman and MINI Cooper D Countryman can be ordered as an option with MINI ALL4 permanent all-wheel drive. Here, an electromagnetic centre differential positioned directly on the final drive varies the distribution of power seamlessly between the front and rear axles. In normal driving conditions up to 50 percent of the torque is sent to the rear wheels, in extreme situations as much as 100 percent. The result is a new, traction-led expression of the agile handling for which MINI is famed.

3.3 The new MINI family: MINI, MINI Clubman, MINI Convertible.



Eye-catching design modifications, an updated range of engines and a selection of additional innovative equipment items give the MINI family new impetus as it sets about writing a dynamic new chapter in its history of success. The MINI, MINI Clubman and MINI Convertible all enjoy the benefits of a host of new features which emphasise even more powerfully their characteristic personality, high level of quality, unmistakable driving fun and exceptional efficiency. And this, in turn, further raises the appeal of this unparalleled range of premium models in the small car segment. All-new diesel engines provide increased pulling power combined with even better economy. For example, the new MINI Cooper D and new MINI One D both post average fuel consumption in the EU5 test cycle of 3.8 litres per 100 km (74.3 mpg imp) and a corresponding CO₂ emissions figure of 99 g/km.

The new four-cylinder diesel engines join the extensively further developed petrol engines already in the line-up. The power range covered by the MINI family extends from 55 kW/75 hp in the MINI One to 135 kW/184 hp in the MINI Cooper S, and now two additional variants have arrived to lend the model range even greater variety: the launch of the new MINI family will be accompanied by the premiere of the new MINI One D Clubman and new MINI Cooper D Convertible.

The updated design details of the MINI, MINI Clubman and MINI Convertible showcase both the sharper sporting edge and further enhanced premium character of the cars. For example, the air intake in the front bumper of most notably the MINI Cooper S – but also its stablemates – now has more prominent styling. Modern elegance is also the watchword for a selection of other features, including the newly designed LED rear lights and the striking surrounds for the side indicators.

High-quality materials and neatly coordinated colours define the contemporary yet exclusive feel inside all the models. The newly

designed controls for the audio system and air conditioning ensure optimised functionality. And there is now even greater scope for customising each car to personal tastes and style. The selection of seat upholstery variants, trim elements and Colour Lines has been updated and expanded, while the range of exterior paint finishes and wheel designs also sets new trends. The Rally, Classic and Scene “design worlds” serve as pointers to help customers put together an appealingly harmonious combination of these features. The design worlds are based on recommendations from the MINI design team, but still allow extensive scope for variations and additions according to individual preference.

The extended range of equipment available for the updated models underlines the innovative character of the MINI family. Adaptive Headlights are available for the first time for the MINI, MINI Clubman and MINI Convertible in conjunction with the optional xenon lights. Plus, automatically dimming exterior mirrors and new ambient lighting can also be specified, providing a comprehensive spectrum of colour . The on-board entertainment and communications systems – including the innovative MINI Connected functions – also set a new benchmark. Globally unique integration technology for the Apple iPhone allows the device’s telephone function, music player and online services to be operated using the car’s joystick, steering wheel buttons and on-board monitor. An application available from the Apple App Store enables Facebook and Twitter posts to be received inside the car, displayed on the on-board monitor and read out via the optional MINI Connected voice output function. This application also allows customers to enjoy the web radio function, reception of RSS news feeds, access to Google local search and Google Send to Car services, and the Dynamic Music function.

New diesel engines: increased pulling power, CO₂ emissions cut to 99 g/km.

A new generation of turbo-diesel engines enables the members of the MINI family to build further on their already outstanding position as far as efficiency is concerned. The 1.6-litre four-cylinder units embody the superlative level of development expertise within the BMW Group.

Their combustion chambers have the same optimum ratio between bore and stroke as the 2.0-litre engines fitted in BMW cars, with a specially designed engine housing and likewise made-to-measure cylinder head making the transversely mounted units the perfect fit for the MINI models. The engines boast common-rail direct injection and a turbocharger with variable turbine geometry, which provides precisely-judged power development throughout the rev range. The new units benefit from a programme of substantial optimisation over the engines they replace – improving both responsiveness and efficiency. Their aluminium construction makes them extremely lightweight, and they also break new ground in the small car segment in terms of engine acoustics.

Both the MINI Cooper D and MINI One D are fitted with a diesel particulate filter and oxidation catalytic converter. These are accommodated within the same housing, are maintenance-free, go about their business so unobtrusively that the driver would not know they were there, and do not require any additional assistance to do their jobs. Like all MINI models, the new turbo-diesel variants also meet the EU5 emissions standard.

The potential of the new turbo-diesel concept in the MINI Cooper D is particularly impressive. Maximum output of 82 kW/112 hp at 4,000 rpm and peak torque of 270 Nm (199 lb-ft) between 1,750 and 2,250 rpm are a recipe for instantaneous responses and impressive power development. The dash from 0 to 100 km/h (62 mph) takes a mere 9.7 seconds on the way to a top speed of 197 km/h (122 mph). The new MINI Cooper D boasts average fuel consumption in the EU5 test cycle of 3.8 litres per 100 km (74.3 mpg imp) and achieves a new best CO₂ emissions mark of 99 g per km.

MINI Clubman and MINI Convertible also set new benchmarks in efficiency.

The more powerful of the two turbo-diesel engines in the new MINI Cooper D Clubman generates acceleration of 0 to 100 km/h (62 mph) in 10.2 seconds and a top speed of 197 km/h (122 mph). The average fuel consumption of this model in the EU test cycle has been reduced

to 3.9 litres per 100 km (72.4 mpg imp), combined with CO₂ emissions of 103 g per km.

The launch of the new MINI family also sees the debut of diesel technology in the brand's open-top variant. The MINI Cooper D Convertible blends the outstanding efficiency of the new turbo-diesel with a still unmatched level of top-down driving pleasure in the small car segment. The MINI Cooper D Convertible accelerates from a standstill to 100 km/h (62 mph) in 10.3 seconds and is capable of a 194 km/h (121 mph) top speed. The sporting credentials of the new model are complemented by average fuel consumption of 4.0 litres per 100 km (70.6 mpg imp) in the EU test cycle and CO₂ emissions of 105 g per km.

MINI One D: a new engine and now two model variants.

Impressive low-range torque and exceptionally high fuel economy are further defining characteristics of the entry-level diesel model in the MINI family. The turbo-diesel unit powering the MINI One D develops 66 kW/90 hp at 4,000 rpm and places maximum torque of 215 Nm (159 lb-ft) on tap from between just 1,750 and 2,500 rpm. The MINI One D completes the sprint from 0 to 100 km/h (62 mph) in 11.4 seconds on the way to a top speed of 184 km/h (114 mph). This model brings together improved performance figures over its predecessor with likewise optimised efficiency. Its average fuel consumption in the EU test cycle also comes in at just 3.8 litres per 100 km (74.3 mpg imp), and CO₂ emissions are pinned to the new low of 99 g per km.

The new entry-level diesel engine is also available for the MINI Clubman. This model accelerates from 0 to 100 km/h (62 mph) in 11.8 seconds and reaches a top speed of 182 km/h (mph). The average fuel consumption of the MINI One D Clubman in the EU test cycle is 3.9 litres per 100 km (72.4 mpg imp), with CO₂ emissions recorded at 103 g per km.

Building on the impressive efficiency of the new diesel engines, the introduction of MINIMALISM technology as standard also contributes to further reducing fuel consumption and emissions. For example, the

engineers' focus on aerodynamic optimisation has seen the front aprons of both models redesigned to reduce drag. MINIMALISM technology is grouped into model-specific combinations, and includes systems such as Brake Energy Regeneration, the Auto Start/Stop function, Shift Point Display, electromechanical power steering (EPS) and the demand-based operation of ancillary components. A standard six-speed manual gearbox channels the engine power to the wheels. Both models 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.

Sporting capability, efficiency and variety: the range of petrol engines for the new MINI family.

Cutting-edge drive system technology boasting exceptional variety headlines the range of petrol engines for the new MINI family. The 1.6-litre four-cylinder units also boast numerous technical features whose development is rooted in the outstanding wealth of engine expertise within the BMW Group. The performance of the new generation of engines – introduced in spring 2010 – ranges from 55 kW/75 hp or 72 kW/98 hp in the MINI One to the 90 kW/122 hp of the MINI Cooper and the 135 kW/184 hp under the bonnet of the MINI Cooper S.

All the petrol engines are equipped with fully variable valve management, which is based on the VALVETRONIC system used in BMW engines. This technology optimises the engine's responses and at the same time significantly reduces fuel consumption and emissions levels. In the MINI Cooper S, MINI Cooper S Clubman and MINI Cooper S Convertible it joins forces with petrol direct injection and a twin-scroll turbocharger, making the engine the most efficient in its displacement class. In the MINI Cooper S it delivers acceleration of 0 to 100 km/h (62 mph) in 7.0 seconds yet gives average fuel consumption in the EU test cycle of just 5.8 litres per 100 km (48.7 mpg imp) and limits CO₂ emissions to 136 g per km.

The MINI One MINIMALIST, available in two variants, has the lowest fuel consumption and emissions of all the petrol-engine models. It can be ordered with output of either 55 kW/75 hp or 72 kW/98 hp, both options claiming average fuel consumption of 5.1 litres per 100 km (55.4 mpg imp) and CO₂ emissions of 119 g per km.

Modified design gives a clear sense of sportiness and elegance.

The precision-modified design of the MINI, MINI Clubman and MINI Convertible accurately showcases the three models' enhanced sporting potential. A new geometry for the front bumper allows them to meet increasingly stringent pedestrian protection requirements even more effectively. The new details merge in subtly with the overall appearance of the new models. The designers went to great lengths with the three-dimensional sculpting of the newly designed body elements to ensure that the customary MINI proportions, including its short overhangs, were kept intact.

The modifications in the lower section of the front apron are considerably more prominent. Here, the bezels of the positioning light units and foglamps now have more pronounced three-dimensional contours. The lower air intake on all models is also given greater visual emphasis. On the MINI One and MINI Cooper, a black cross-piece accentuates the width of the car, while outer air intakes (optionally with chrome trim) on the MINI Cooper S guide cool air to the brake discs and add an extra edge to the sporting appearance of this model.

The hallmark MINI circular headlights are halogen units as standard but can be ordered with xenon light – and the adaptive headlight function – as an option. Black headlight reflectors, which were first featured in the MINI 50 Camden anniversary model, are available as an option for all models, with the exception of the MINI John Cooper Works.

Looking at the car from the side, the new design of the familiar MINI side indicator surrounds between the front side panel and the door provides an extra, finely-judged touch of elegance. The glass cover of

the indicators now has a striking structure formed from concentric circles. On the MINI One and MINI Cooper, the combination of shiny and matt black surfaces gives the surround an extremely high-quality appearance.

LEDs optimise both the signalling efficiency and contemporary appearance of the rear lights on all members of the new MINI family. Dynamic brake lights fitted as standard flash to warn following vehicles if the MINI is braking particularly hard and prompts them to follow suit. This advanced light technology also lends the MINI models a very distinctive look during the hours of darkness. Other new features include the reversing lights and rear foglamps, now located in the lower section of the rear bumper. On the MINI One and MINI Cooper these are housed in a centrally positioned and harmoniously styled red strip of lights. An additional light-breaking edge in the bumper emphasises the horizontal orientation – and thus the broadness – of the rear of both models. In the rear bumper of the MINI Cooper S is an outlet opening whose width and contours take their lead from the design of the front air intake. The reversing lights and rear foglamps are integrated into the outer areas of the rear of the car, reflecting the positioning of the brake air ducts at the front.

The powerful lines of the rear end of the MINI One Clubman and MINI Cooper Clubman are emphasised by the broader impact elements on either side of the licence plate recess. The rear bumper of the MINI Cooper S Clubman has a wide opening between the two exhaust tailpipes which replicates the form of an air outlet.

Attractive new additions to the range of exterior paint finishes and standard and optional wheel variants offer customers additional scope for personalising their new car. The new metallic paint finishes British Racing Green II, Spice Orange and – for the MINI Cooper S – Eclipse Grey can be specified from launch. Ice Blue will be available at a later stage. Chili Red can now be specified exclusively for the MINI John Cooper Works and MINI John Cooper Works Clubman as a contrast colour for the roof.

Design worlds help to achieve detailed customisation.

The range of seat upholstery, interior colours, trim elements and colour lines has also been extensively revised. Among the newly introduced options are the cross check cloth/leather combination, the interior colour polar beige, trim elements in striped alloy, black checkered and pepper white, and the satellite grey and toffee colour lines.

The selection of available colours and materials is set out on a model-specific basis. What's more, the Rally, Classic and Scene "design worlds" have been introduced for the first time as a basis for creating a configuration of the MINI, MINI Clubman and MINI Convertible which fits the owner's personal style. Each of these design worlds comprises a carefully coordinated combination of body paint finish, roof colour, wheel design, interior colour, upholstery, trim elements, colour line and other visual details. They represent a recommendation by the MINI design team and lend each car an extremely coherent character. In customary MINI style, additional – and almost limitless – customisation can be achieved by varying the individual components of each design world and adding further items from the extensive range of equipment and accessories.

All the models in the new MINI family come as standard with a wealth of interior features which underline their high level of quality even more strikingly than before, as well as ensuring optimised functionality. The distinctive design of the cockpit, all the controls and the door and side trim exudes cutting-edge exclusivity, a virtue now accentuated further by an extremely harmonious colour scheme and high-quality materials. All of the buttons and switches on the centre console below the Centre Speedo – as well as the surrounds of the controls – are now black, as is the audio system display. The air conditioning controls are bordered by a chrome ring, and another chrome highlight can be found in the steering wheel. The keypads of the optional multifunction steering wheel are also in black.

MINI premiere: adaptive headlights.

All models can be ordered with a selection of innovative equipment features to enhance comfort, safety and the familiar MINI personality. Adaptive headlights are available for the first time for a MINI in conjunction with the optional xenon lights. This technology allows the headlights to follow the line of upcoming corners to ensure illumination of the road surface. The steering angle, yaw rate and speed of the car are all taken into account in determining the beam angle of the headlights. In addition, customers can now specify an automatic dimming function not only for the rear-view mirror but for the exterior mirrors as well.

The optional ambient lighting uses three LEDs to provide a broad spectrum of colour. This allows the interior lighting to be adjusted even more precisely and widely. The MINI Clubman is fitted with a new retractable roller-type luggage compartment cover. Added to which, the belt guide for the right-side front seat has been optimised to make it easier for rear passengers to get in and out through the rear-hinged Clubdoor.

First-class entertainment and communications.

The new audio and navigation systems and optional integration platforms for external music players and mobile phones all offer top-class entertainment and communications capability. All the radio systems include an MP3-compatible CD player and AUX IN connection to hook up external music players with the on-board audio system. Even the standard-fitted MINI CD radio comes with six loudspeakers. The optional MINI Boost CD radio boasts newly designed controls, and the radio's volume control and station selector are now positioned at the same level.

The MINI Visual Boost radio and MINI navigation system come with a 6.5-inch high-resolution display in the Centre Speedo and a Bluetooth hands-free facility with USB audio interface. The maps for the MINI navigation systems are stored on an on-board Flash memory device and can be updated via a USB interface. The map display can be viewed in a day or night mode.

In conjunction with the Bluetooth mobile phone preparation with USB audio interface, which also includes a snap-in adapter in the centre console with charging function and a roof aerial, both the MINI Visual Boost radio and MINI navigation system allow the use of add-on functions supported by a connected mobile device. These include audio streaming via Bluetooth, album cover artwork display on the on-board monitor and innovative office functions. For example, caller lists stored on a mobile phone and business cards from contacts can be viewed on the on-board monitor. In addition, the optional voice output function allows calendar entries recorded in a smartphone to be read out.



3.4 Premium quality and individual style in unparalleled variety: MINI – the founder member of the small car segment.

Striking design modifications, an updated range of engines and a selection of additional innovative equipment items give the MINI family new impetus as it sets about writing a dynamic new chapter in its history of success. The MINI, MINI Clubman and MINI Convertible all enjoy the benefits of a host of new features which emphasise even more powerfully their characteristic personality, high level of quality, unmistakable driving fun and exceptional efficiency. And this, in turn, further enhances the appeal of this unparalleled range of premium models in the small car segment.

The new MINI family showcases the brand's charisma across an even greater variety of model variants. The MINI will be available powered by one of four different petrol engines or two diesel units. The MINI Clubman range offers three petrol engines and now also two diesel variants, and the MINI Convertible can be specified with one of three petrol units or a diesel option for the first time. In addition, customers may also be tempted by the extremely sporty MINI John Cooper Works, MINI John Cooper Works Clubman and MINI John Cooper Works Convertible models. Launched under the John Cooper Works badge denoting outstanding performance, these elite sporting machines ensure that the MINI model range is without parallel worldwide, both in its breadth and in terms of ultimate ability.

Whichever body style and engine the customer chooses, all MINI models share distinctive characteristics born out of the origins and tradition of the brand, a concept geared towards delivering maximum driving fun, an appreciation of individual style and a commitment to premium quality. Expressive design incorporating the contemporary interpretation of historical features, agility commonly described as a "go-kart" feeling, an unmatched variety of customisation options and an exceptional level of technology and workmanship lift the MINI, MINI Clubman and MINI Convertible head and shoulders above the competition.

The original: independent concept is the key to giving MINI its unmistakable identity.

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

As the world's first maker of premium small cars, MINI broke new ground when the brand was relaunched in 2001. The strategy of combining advanced drive and chassis technology, uncompromising quality and an individual style in cars in this segment immediately earned MINI its own niche in the world's car markets. With its innovative profile, MINI won over a trend-conscious target group of customers who also shared an appreciation of quality. Over 1.7 million MINI models have been sold since 2001, highlighting the dynamic growth in this newly established market segment.

Character with a history – unique for more than 50 years.

In addition to the variety of models and the product quality of the MINI, the car's historical roots also play a significant role in its popularity. The new MINI family builds on a tradition which now stretches back more than 50 years, and the history of the brand exudes an extraordinarily powerful allure.

Few other vehicles have had such a sustained impact on automotive development as the classic Mini presented in 1959. A rigorous commitment to the efficient use of space and the innovative arrangement of the drive components spawned a small car concept that was revolutionary at the time and is still considered pioneering today. As well as the practical and economic virtues of the compact

four-seater, its agile handling also helped the classic Mini to attain legendary status not only in its native Britain, but around the world.

Fast-forward to the 21st century and MINI remains a maker of classless and globally successful cars. Indeed, the brand's current crop of models also retain significant links with their forebears in terms of design. The principle adhered to in the development of the classic Mini – of creating maximum interior space and functionality within exceptionally small exterior dimensions – also underpins the brand's present line-up.

Front-wheel drive, engines mounted transversely at the front, short body overhangs and a low centre of gravity helped to give the classic Mini its distinctive character. And, along with the distinctive design features reflected in both the proportions of the cars and a number of details, these elements of the original car's construction remain – in a reinterpreted, updated form – today. This allows the MINI, similarly to the classic Mini in its day, to raise the bar in terms of advanced drive and chassis technology, combined with state-of-the-art active and passive safety elements. MINI therefore remains faithful to both the traditional values of the brand and the requirements of a modern car in terms of space, performance and safety.

Customisation on a premium level: MINI as an expression of personality.

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

A host of attractive and high-quality options available ex-factory for the MINI, MINI Clubman and MINI Convertible help to further enhance both driving fun and comfort. The range of Original MINI Accessories, meanwhile, includes everything from classic racing technology – in the form of John Cooper Works components, roof carrier systems and auxiliary headlights – to handy features for everyday needs and rather more off-the-wall elements, such as extravagant roof trim, mirror caps, door handles and side indicator surrounds.

Global popularity, sustained growth: a new chapter in the MINI success story.

Another ingredient in the identity of the brand is its British origins. All the members of the new MINI family are built at the MINI plant in Oxford. Multiple expansion programmes have allowed production capacity to keep pace with growing demand. Today, MINI cars are exported from Oxford to more than 80 countries. The USA has become the biggest single market for premium small cars, with Great Britain and Germany following in second and third places in the sales figures. And, more recently the brand has seen an extremely dynamic growth in demand in China, in particular.

Credit for the steady increase in sales figures must also go to the brand's rigorously pursued model strategy. In 2004 the classic two-door model was joined by the MINI Convertible in the range. Then, in 2007, the MINI Clubman arrived on the scene with its longer wheelbase and an all-new space concept. The hallmark MINI driving fun had now been combined with additional day-to-day practicality.

The three body variants of the current MINI family already give the brand a broader-based model line-up than any of its competitors. Yet the growth potential of MINI is far from exhausted. Indeed, in autumn 2010 the MINI Countryman will see a five-door MINI measuring more than four metres in length set out onto the world's roads – and, thanks to the optional all-wheel-drive system, off them as well – for the first time. The Countryman paves the way for the brand's trademark driving fun to be experienced beyond the boundaries of urban mobility as well, and is therefore geared to the requirements of a larger and

evolving target group. Added to which, the MINI Concept Coupé and MINI Roadster Concept studies presented at the 2009 International Motor Show in Frankfurt have offered a preview of further variants, the first of which will be ready for series production as early as 2011.

3.5 A link to the future: MINI Connected.



The new selection of standard and optional radio systems for the MINI give customers everything they need to enjoy music just the way they want it. Both the standard MINI CD radio and optional MINI Boost CD radio allow external music sources to be linked to the car's own audio system via an AUX IN connection. A USB audio interface is supplied with the optional MINI Visual Boost radio and MINI navigation system. These systems also come with the Bluetooth hands-free facility for making telephone calls safely while on the move.

Both systems enable even more extensive integration of mobile devices in conjunction with the Bluetooth mobile phone preparation, which also includes a USB audio interface, a mount integrated into the centre console for the snap-in adapter, and a roof aerial. The phone and music player functions are operated in customary MINI style using a joystick on the centre console and the colour display in the Centre Speedo. The same goes for audio streaming via Bluetooth, displaying album cover artwork on the on-board monitor and using innovative office functions, provided these are supported by the connected device.

Both the MINI Visual Boost radio and MINI navigation system allow iPhone owners access to MINI Connected. This development – which can be specified as an option for all MINI models – opens the door to a unique form of in-car entertainment, using new technology specially developed for the MINI to integrate the entertainment and online functions of the iPhone into the car. MINI-specific functions can be integrated via an app for the iPhone and operated using the joystick, steering wheel buttons and on-board monitor. MINI Connected adopts the familiar MINI display and operating logic to ensure that all functions can be used comfortably, simply, safely and intuitively while minimising driver distraction. The iPhone is hooked up to the car either via a cable for the USB socket, supplied with the MINI Visual Boost radio and MINI navigation system, or via a snap-in adapter. MINI Connected App available at www.itunes.com/appstore.

Innovative iPod integration: the MINI Connected PlugIn.

Another option which promises to add even greater variety to the spectrum of entertainment features on board the MINI is the MINI Connected PlugIn (MINI Connected PlugIn supports Apple's iPod Out), expected to be available from autumn 2010. Teaming up with the various MINI infotainment systems, it optimises display and control capability for music playback from an iPhone or iPod touch using the on-board monitor and vehicle controls. Its newly developed interface technology supports the new sixth generation iPod nano, iPhone and iPod touch running iOS 4. This allows the MINI on-board monitor to offer users the simplicity and familiarity they are used to from the iPhone and iPod touch. The integrated, intuitive iPod navigation menu can be operated securely using the car's interface controls. In addition, the on-board monitor gives MINI drivers direct access to the latest iPod functions, such as a custom playlist and Genius, which lets you automatically create playlists from songs in your music library that go great together. To use the MINI Connected PlugIn customers will need to have the new sixth generation iPod nano with Multi-Touch Interface or be running iOS 4 or later on iPhone 3GS, iPhone 4 or iPod touch (second, third and fourth generation).

Added future-proofing with MINI-specific apps.

The functional repertoire of MINI Connected can be extended easily by dipping into the selection of MINI Connected Apps. This will allow MINI Connected customers to continue to benefit from technical advances and creative developments in the field of in-car entertainment into the future.

The MINI Connected App, a full version of which will be available from the fourth quarter of 2010, includes a web radio function to allow users to pick up their preferred radio stations regardless of their location. The station database available through the app contains thousands of radio stations whose programmes can be accessed online. The other functions of the MINI Connected App – such as access to the Google local search and Google Send to Car functions and reception of user-definable RSS news feeds, the content of which is displayed on the on-board monitor and can be read out using the optional voice output function.

Always in touch: send and receive Facebook and Twitter posts inside the car.

In addition, the MINI Connected app gives MINI owners the platform to receive Facebook and Twitter posts in their car, view them on the on-board monitor and use the optional voice control to have them read out. Plus, standardised text messages can be sent out directly from the car via both services. This function enables MINI drivers to warn each other about traffic congestion or other problems on the road, for example.

Another MINI innovation is the Dynamic Music function included in the MINI Connected app. This comprises a selection of exclusively composed music which can be played on the audio system of the MINI and whose rhythm and dynamics change according to driving style. This function allows MINI drivers to use their accelerator and steering wheel to create their own personal soundtrack to that trademark go-kart feeling.

Programmed for efficiency: the MINIMALISM Analyser.

Another element of MINI Connected is the MINIMALISM Analyser, expected to be available from autumn 2010. This function, which likewise works in combination with the iPhone, displays advice on how to make your driving style more efficient. The technology analyses a range of data and flashes up tips on reducing fuel consumption during the journey. Once the driver has reached his destination, the innovative MINI Connected app ensures the data is set out in a simple and informative manner, allowing the journey to be analysed and compared to other MINI drivers as well, so the driver can run the MINI as efficiently as possible at all times.



3.6 Limitless driving fun, even broader possibilities: The range of accessories for the MINI Countryman.

The MINI Countryman takes the joy of driving, so characteristic of the marque, to a new level. This is the first MINI to come with four doors and a large tailgate as well as a versatile interior offering space for up to five people. The MINI Countryman is the first member of the MINI family with a body measuring more than four metres in length and which can be ordered as an option with all-wheel drive. With these features, in addition to the Countryman's raised seating position and optimised ride comfort, the world's only premium vehicle of its kind crosses the boundaries of urban mobility.

The multi-faceted character of the MINI Countryman is also reflected in the selection of accessories available for the fourth model in the brand's line-up. The range contains a host of high-quality products designed to allow even more thorough exploration of the new car's broader range of abilities. What's more, model-specific exterior components can be specified which open the door to even greater individualisation of the MINI Countryman. And the sporting potential of the new model can be accentuated to impressive effect with John Cooper Works components.

Design elements underline its robust character.

The robust appearance of the MINI Countryman is given extra emphasis by underguard protection-style design elements for the front and rear ends. The silver-coloured plastic attachments can be fixed to the standard bumpers. For the interior, meanwhile, customers can order hard-wearing all-weather floor mats, and a luggage area mat in matching design is also available. Additional storage potential is provided by items such as a survival kit and a universal box, both of which can be fixed to the MINI centre rail.

The youngest of MINI fans can look forward to safe and comfortable journeys thanks to the new generation of MINI child seats. These seats, boasting a typically MINI design and orange/black colour

scheme, can be secured safely in the rear of the car using the ISOFIX attachments provided. In addition, customers can order the Tablet DVD system as part of a customised entertainment package for the rear passengers.

Roof and rear-mounted carrier systems add to the transportation options.

The accessories range also offers a variety of options which create additional transportation capacity beyond the boundaries of the flexible-usage interior. For example, a roof carrier system can be mounted to the standard-fitted roof rails of the MINI Countryman. Additional attachments can then allow the Countryman driver to transport large items of sports equipment or extra luggage. Among the accessories available are a bicycle rack, ski or snowboard holder, surfboard mount, universal carrier, and a roof box. A rear carrier for up to two bicycles can also be purchased for the MINI Countryman. This system can be mounted quickly and easily to the rear of the car with the help of the rear carrier preparation available as an option.

The exterior design accessories available for the MINI Countryman also lend it an unmistakable identity. The wide variety of items which customers can specify to achieve a detailed level of personalisation include mirror caps in Union Jack and Checkered Flag design, the bonnet Sport Stripes also available for other MINI models, and the Union Jack roof flag.

Performance components from John Cooper Works.

The sporting character of the MINI Countryman is given an extra edge by the John Cooper Works performance components. The aerodynamics package available for the MINI Cooper S Countryman includes flaps for the front bumper, eye-catching side skirts (painted in the body colour and featuring an additional air intake), a diffuser for the rear apron, which generates extra downforce, and extra-large embellishers for the exhaust tailpipes. 19-inch double-spoke light-alloy wheels are also available exclusively from the range of John Cooper Works accessories. These can be ordered in matt black or in gloss black with a machined surface. For the interior, customers may

be tempted by a three-spoke sports steering wheel with Alcantara cover and carbon clasp and a gearshift lever in the same material combination.



3.7 New trends, unmistakable style: The MINI Collection.

MINI has always been more than a car. The brand represents the attitude and expression of a certain "Britishness" – a combination of rebellion and tradition. It was over 50 years ago that the first model of the legendary car rolled off the production line. Since then the brand has been thrilling fans of cars and drivestyle all over the world. Today MINI is more alive than ever and presents an extensive collection of textiles and accessories that are sure to appeal not just to long-standing fans. Accompanied by the motto "Go your own way", MINI delivers reliable companions with unique designs and high-quality materials regardless of where the road trip might take you.

The MINI Getaway Package for spontaneous stop-offs along the way.

We've all had one of those days when you're out in the car, the sun shining, and your thoughts turn to finding a nice rural spot for an impromptu breather. If only you'd packed the right equipment for the job in hand. Luckily, MINI is pitching in to help out. The British brand has come up with a handy set of items for off-the-cuff mid-journey breaks – just in time for the market launch of the MINI Countryman.

The Getaway Package contains the MINI Countryman Seats, two comfortable folding chairs in characteristic MINI design. These seats can also be converted into tables by adding a wooden board. Another essential feature of the travel set is the MINI Five-In-One Cover: poncho, sleeping bag, awning, picnic blanket and bed cover in one. The new MINI Countryman Boots ensure that your feet stay dry on cross-country hikes. The MINI Parka, a contemporary interpretation of the classic M51 Fishtail, also protects against the vagaries of the weather. The limited edition MINI Countryman Tee suits MINI down to the ground with its print of the new MINI model.

The clever MINI Countryman Getaway Package can be stowed away in the new crossover model's dual-layer load compartment floor, which is separated from the regular storage space by a lid. This allows the travel

set to be in place and ready for use at all times without making in-roads into interior space.

The new MINI textile collection - a stylish homage to Cool Britannia.

Union Jack, badges and pins coined the image of numerous subcultures. Whether rocker, mod or punk, they all created an individual look for their outfits. With the new Lifestyle Collection, MINI delivers authentic textiles and accessories with cool UK style. High-quality materials guarantee exceptional comfort.

The MINI Collection will rock any outfit. Details like Union Jack, badges, Bonnet Stripes or „MINI Rocks“ prints turn every style into an eye-catcher. The collection offers sporty jackets that can also be worn as elegant blazers. Jackets with the popular college look cut a fine figure on any campus. A range of long sleeves, polo shirts and tees has been refined by the typical MINI Brit Chic. The sleeveless ladies' winter vest and the men's business shirt ensure that you will make a fine impression. Accessories like caps & Co. top the collection off with British understatement.

On tour with MINI luggage highlights.

Whether embarking on a business trip or heading off on holiday, every frequent traveller needs a reliable companion by their side. So luckily MINI cars give people on the move all the support they need. The central theme of the "Creative Use of Space" also lies at the heart of the practical luggage solutions available from the MINI Lifestyle Collection. The items in the Collection are designed to meet the full range of travel requirements. Functionality and stylishness are guaranteed, in customary MINI fashion.

The robust MINI hard-shell suitcases from the "Rooftop" line can take anything you throw at them. The trolleys come in a cool Union Jack or Racing Stripes design. The MINI Travel Bag Tag, a luggage tag with metal fastener, adds another element to this all-round worry-free package for trips away.

The design of the extensive "Black Jack" luggage line from MINI stands out with its classy black finish and tone-in-tone Union Jack

motif. The series ranges from trolley to briefcase, duffle bag to shoulder bag and wash kit to wallet. MINI delved deep into its classic photo archives to create the "Shout" accessories line. With striking black-and-white retro MINI motifs, the Shout bags and wallets recall some legendary moments in the brand's history.

The MINI rocks sonoro Internet radio combines global sound with urban chic.

MINI has been working closely with German manufacturer of design audio products sonoro audio. The two brands are emblematic of outstanding design, use state-of-the-art technology and enjoy massive popularity among the post-modern target group. The result of the cooperation is an Internet radio that combines urban chic with an unrestricted musical experience – a wonder of multifunctionality and design hit in one. For whether your favourite sound is New Orleans jazz, Jamaican reggae or Brazilian bossa nova, the "MINI rocks sonoro" limited edition of the "elements W" Internet radio brings original sounds from all over the world directly into your living room, bedroom, office or kitchen. The result is a feast of global music in every corner of your home. The unit also comes with four preset MINI SOUNDS Webradio channels.

The MINI rocks sonoro limited edition of the elements W Internet radio can receive over 18,000 Webradio stations via WiFi or LAN. The design radio also boasts a media player function for streaming music libraries direct from a computer and can be connected via line out to an external audio system. The alarm clock, sleep and snooze functions, Radio Frequency remote control and eDock external iPod® docking station with charging function are easy to use and open up exciting new dimensions in audio lifestyle. The unique design of the MINI rocks sonoro Internet radio makes it something of a collector's piece.

The MINI Lifestyle Collection is available online at www.MINI.com/shop and at selected MINI dealers. Print-ready photos can be found in the BMW Group Press Club at www.press.bmwgroup.com.

4. Specifications.

MINI One (55 kW) MINIMALIST.



9/2010
Page 45

Body		MINI One (55 kW) MINIMALIST	
No of doors/seats		3 / 4	
Length/width/height (unladen)	mm	3723 / 1683 / 1407	
Wheelbase	mm	2467	
Track, front/rear	mm	1459 / 1467	
Turning circle	m	10.7	
Tank capacity	approx. l	40	
Cooling system incl. heater	l	5.2	
Engine oil	l	4.2	
Transmission oil incl. drive train	l	Lifetime	
Weight, unladen to DIN/EU ¹	kg	1070 / 1145	
Max load to DIN	kg	450	
Max permissible load to DIN	kg	1520	
Max axle load, front/rear	kg	815 / 730	
Max trailer load ²	kg	- / -	
Max roofload/max download	kg	75 / -	
Luggage comp to DIN	l	160-680	
Air drag c _x / A / c _d × A	- / m ² / m ²	0.32 / 1.99 / 0.64	
Engine			
Config/No of cyls/valves		Inline/ 4/ 4	
Engine management		MEV 17.2.2	
Capacity	cm ³	1598	
Bore/stroke	mm	77 / 85.8	
Compression ratio	:1	11:1	
Fuel grade	RON	91-98	
Max output	kW/hp	55 / 75	
at	min ⁻¹	6000	
Max torque	Nm	140	
at	min ⁻¹	2250	
Electrical System			
Battery/installation	Ah / -	55 / Engine compartment	
Alternator	A	120	
Chassis			
Suspension, front		Single-joint MacPherson spring strut axle with anti-dive control	
Suspension, rear		Multi-link axle with aluminium longitudinal struts and centrally-pivoted control arms	
Front brakes		Vented disc	
Diameter	mm	280 × 22	
Rear brakes		Disc	
Diameter	mm	259 × 10	
Driving stability systems		Hydraulic two-circuit brake system with anti-lock brakes (ABS), Electronic Brake Force Distribution (EBD) and Cornering Brake Control (CBC), ASC+T traction control, Dynamic Stability Control (DSC) with Brake Assist and Hill Start Assistant, optional: Dynamic Traction Control (DTC) and Electronic Differential Lock Control (EDLC). Parking brake acts mechanically on rear wheels	
Steering		Electric power steering (EPS); 2.4 rotations in total	
Steering transmission, overall	:1	14.1	
Tyres		175 / 65 R15 84H	
Wheels		5.5J × 15 St	
Transmission			
Type of gearbox		6-gear manual transmission	
Gear ratios	I	:1	3.214
	II	:1	1.792
	III	:1	1.194
	IV	:1	0.914
	V	:1	0.784
	VI	:1	0.683
Reverse gear		:1	3.143
Final drive ratio		:1	3.706
Performance			
Power-to-weight ratio to DIN	kg/kW	19.5	
Output per litre	kW/l	34.4	
Acceleration	0-100 km/h	s	
	0-1000 m	s	
		13.2	
		35.0	
In 4th/5th gear	80-120 km/h	s	
		13.5 / 16.7	
Top speed	km/h	175	
Fuel Consumption in EU Cycle			
Urban	l/100 km	6.5	
Extra-urban	l/100 km	4.3	
Composite	l/100 km	5.1	
CO ₂	g/km	119	
Miscellaneous			
Emission rating		EU5	
Insurance ratings Germany	HPF/VK/TK	14 / 16 / 19	
Ground clearance	mm	139	

¹ Weight of the car in road trim (DIN) plus 75 kg for driver and luggage.

² Deviations are possible under certain circumstances.

Specifications.

MINI One 55 kW.

9/2010
Page 46

Body		MINI One (55 kW)
No of doors/seats		3 / 4
Length/width/height (unladen)	mm	3723 / 1683 / 1407
Wheelbase	mm	2467
Track, front/rear	mm	1459 / 1467
Turning circle	m	10.7
Tank capacity	approx. l	40
Cooling system incl. heater	l	5.2
Engine oil	l	4.2
Transmission oil incl. drive train	l	Lifetime
Weight, unladen to DIN/EU ¹	kg	1070 / 1145
Max load to DIN	kg	450
Max permissible load to DIN	kg	1520
Max axle load, front/rear	kg	815 / 730
Max trailer load ²		
braked (12%) / unbraked	kg	- / -
Max roofload/max download	kg	75 / -
Luggage comp to DIN	l	160-680
Air drag c _x / A / c _y × A	- / m ² / m ²	0.32 / 1.99 / 0.64
Engine		
Config/No of cyls/valves		Inline/ 4/ 4
Engine management		MEV 17.2.2
Capacity	cm ³	1598
Bore/stroke	mm	77 / 85.8
Compression ratio	:1	11:1
Fuel grade	RON	91-98
Max output	kW/hp	55 / 75
at	min ⁻¹	6000
Max torque	Nm	140
at	min ⁻¹	2250
Electrical System		
Battery/installation	Ah / -	55 / Engine compartment
Alternator	A	120
Chassis		
Suspension, front		Single-joint MacPherson spring strut axle with anti-dive control
Suspension, rear		Multi-link axle with aluminium longitudinal struts and centrally-pivoted control arms
Front brakes		Vented disc
Diameter	mm	280 × 22
Rear brakes		Disc
Diameter	mm	259 × 10
Driving stability systems		Hydraulic two-circuit brake system with anti-lock brakes (ABS), Electronic Brake Force Distribution (EBD) and Cornering Brake Control (CBC), ASC+T traction control, Dynamic Stability Control (DSC) with Brake Assist and Hill Start Assistant, optional: Dynamic Traction Control (DTC) and Electronic Differential Lock Control (EDLC). Parking brake acts mechanically on rear wheels
Steering		Electric power steering (EPS); 2.4 rotations in total
Steering transmission, overall	:1	14.1
Tyres		175 / 65 R15 84H
Wheels		5.5J × 15 St
Transmission		
Type of gearbox		6-gear manual transmission
Gear ratios	I	3.214
	II	1.792
	III	1.194
	IV	0.914
	V	0.784
	VI	0.683
Reverse gear		3.143
Final drive ratio		3.706
Performance		
Power-to-weight ratio to DIN		19.5
Output per litre		34.4
Acceleration	0-100 km/h	13.2
	0-1000 m	35.0
In 4th/5th gear	80-120 km/h	13.5 / 16.7
Top speed		175
Fuel Consumption in EU Cycle		
Urban		7.2
Extra-urban		4.4
Composite		5.4
CO ₂		127
Miscellaneous		
Emission rating		EU5
Insurance ratings Germany		14 / 16 / 19
Ground clearance		139

¹ Weight of the car in road trim (DIN) plus 75 kg for driver and luggage.

² Deviations are possible under certain circumstances.

Specifications.

MINI One 72 kW MINIMALIST.

Body		MINI One (72 kW) MINIMALIST	
No of doors/seats		3 / 4	
Length/width/height (unladen)	mm	3723 / 1683 / 1407	
Wheelbase	mm	2467	
Track, front/rear	mm	1459 / 1467	
Turning circle	m	10.7	
Tank capacity	approx. l	40	
Cooling system incl. heater	l	5.2	
Engine oil	l	4.2	
Transmission oil incl. drive train	l	Lifetime	
Weight, unladen to DIN/EU ¹	kg	1070 / 1145	
Max load to DIN	kg	450	
Max permissible load to DIN	kg	1520	
Max axle load, front/rear	kg	815 / 730	
Max trailer load ²	kg	– / –	
braked (12%) / unbraked	kg	75 / –	
Max roofload/max download	kg	160–680	
Luggage comp to DIN	l	0.32 / 1.99 / 0.64	
Air drag c _x / A / c _x × A	– / m ² / m ²		
Engine			
Config/No of cyls/valves		Inline/ 4/ 4	
Engine management		MEV 17.2.2	
Capacity	cm ³	1598	
Bore/stroke	mm	77 / 85.8	
Compression ratio	:1	11:1	
Fuel grade	RON	91–98	
Max output	kW/hp	72 / 98	
at	min ^{–1}	6000	
Max torque	Nm	153	
at	min ^{–1}	3000	
Electrical System			
Battery/installation	Ah / –	55 / Engine compartment	
Alternator	A	120	
Chassis			
Suspension, front		Single-joint MacPherson spring strut axle with anti-dive control	
Suspension, rear		Multi-link axle with aluminium longitudinal struts and centrally-pivoted control arms	
Front brakes		Vented disc	
Diameter	mm	280 × 22	
Rear brakes		Disc	
Diameter	mm	259 × 10	
Driving stability systems		Hydraulic two-circuit brake system with anti-lock brakes (ABS), Electronic Brake Force Distribution (EBD) and Cornering Brake Control (CBC), ASC+T traction control, Dynamic Stability Control (DSC) with Brake Assist and Hill Start Assistant, optional: Dynamic Traction Control (DTC) and Electronic Differential Lock Control (EDLC). Parking brake acts mechanically on rear wheels	
Steering		Electric power steering (EPS); 2.4 rotations in total	
Steering transmission, overall	:1	14.1	
Tyres		175 / 65 R15 84H	
Wheels		5.5J × 15 St	
Transmission			
Type of gearbox		6-gear manual transmission	
Gear ratios	I	:1	3.214
	II	:1	1.792
	III	:1	1.194
	IV	:1	0.914
	V	:1	0.784
	VI	:1	0.683
Reverse gear		:1	3.143
Final drive ratio		:1	3.706
Performance			
Power-to-weight ratio to DIN	kg/kW	14.9	
Output per litre	kW/l	45.1	
Acceleration	0–100 km/h	s	
	0–1000 m	s	
In 4th/5th gear	80–120 km/h	s	
Top speed	km/h	12.1 / 15.3	
		186	
Fuel Consumption in EU Cycle			
Urban	l/100 km	6.5	
Extra-urban	l/100 km	4.3	
Composite	l/100 km	5.1	
CO ₂	g/km	119	
Miscellaneous			
Emission rating		EU5	
Insurance ratings Germany	HPF/VK/TK	14 / 16 / 19	
Ground clearance	mm	139	

¹ Weight of the car in road trim (DIN) plus 75 kg for driver and luggage.

² Deviations are possible under certain circumstances.

Specifications.

MINI One 72 kW.

9/2010
Page 48

Body		MINI One (72 kW)	MINI One (72 kW) Automatic
No of doors/seats		3 / 4	3 / 4
Length/width/height (unladen)	mm	3723 / 1683 / 1407	3723 / 1683 / 1407
Wheelbase	mm	2467	2467
Track, front/rear	mm	1459 / 1467	1459 / 1467
Turning circle	m	10.7	10.7
Tank capacity	approx. l	40	40
Cooling system incl. heater	l	5.2	5.2
Engine oil	l	4.2	4.2
Transmission oil incl. drive train	l	Lifetime	Lifetime
Weight, unladen to DIN/EU ¹	kg	1070 / 1145	1110 / 1185
Max load to DIN	kg	450	450
Max permissible load to DIN	kg	1520	1560
Max axle load, front/rear	kg	815 / 730	855 / 730
Max trailer load ²			
braked (12%) / unbraked	kg	- / -	- / -
Max roofload/max download	kg	75 / -	75 / -
Luggage comp to DIN	l	160-680	160-680
Air drag c _x / A / c _y × A	- / m ² / m ²	0.32 / 1.99 / 0.64	0.32 / 1.99 / 0.64
Engine			
Config/No of cyls/valves		Inline/ 4/ 4	Inline/ 4/ 4
Engine management		MEV 17.2.2	MEV 17.2.2
Capacity	cm ³	1598	1598
Bore/stroke	mm	77 / 85.8	77 / 85.8
Compression ratio	:1	11:1	11:1
Fuel grade	RON	91-98	91-98
Max output	kW/hp	72 / 98	72 / 98
at	min ⁻¹	6000	6000
Max torque	Nm	153	153
at	min ⁻¹	3000	3000
Electrical System			
Battery/installation	Ah / -	55 / Engine compartment	55 / Engine compartment
Alternator	A	120	120
Chassis			
Suspension, front		Single-joint MacPherson spring strut axle with anti-dive control	
Suspension, rear		Multi-link axle with aluminium longitudinal struts and centrally-pivoted control arms	
Front brakes		Vented disc	Vented disc
Diameter	mm	280 × 22	280 × 22
Rear brakes		Disc	Disc
Diameter	mm	259 × 10	259 × 10
Driving stability systems		Hydraulic two-circuit brake system with anti-lock brakes (ABS), Electronic Brake Force Distribution (EBD) and Cornering Brake Control (CBC), ASC+T traction control, Dynamic Stability Control (DSC) with Brake Assist and Hill Start Assistant, optional: Dynamic Traction Control (DTC) and Electronic Differential Lock Control (EDLC). Parking brake acts mechanically on rear wheels	
Steering		Electric power steering (EPS); 2.4 rotations in total	
Steering transmission, overall	:1	14.1	14.1
Tyres		175 / 65 R15 84H	175 / 65 R15 84H
Wheels		5.5J × 15 St	5.5J × 15 St
Transmission			
Type of gearbox		6-gear manual transmission	6-gear manual transmission
Gear ratios	I	:1	3.214
	II	:1	1.792
	III	:1	1.194
	IV	:1	0.914
	V	:1	0.784
	VI	:1	0.683
Reverse gear		:1	3.143
Final drive ratio		:1	3.706
Performance			
Power-to-weight ratio to DIN	kg/kW	14.9	15.4
Output per litre	kW/l	45.1	45.1
Acceleration	0-100 km/h	s	10.5
	0-1000 m	s	31.7
In 4th/5th gear	80-120 km/h	s	12.1 / 15.3
Top speed	km/h	186	181
Fuel Consumption in EU Cycle			
Urban	l/100 km	7.2	8.7
Extra-urban	l/100 km	4.4	5.1
Composite	l/100 km	5.4	6.4
CO ₂	g/km	127	150
Miscellaneous			
Emission rating		EU5	EU5
Insurance ratings Germany	HPF/VK/TK	14 / 16 / 19	14 / 16 / 19
Ground clearance	mm	139	139

¹ Weight of the car in road trim (DIN) plus 75 kg for driver and luggage.

² Deviations are possible under certain circumstances.

Specifications.

MINI Cooper.

9/2010
Page 49

Body		MINI Cooper	MINI Cooper Automatic
No of doors/seats		3 / 4	3 / 4
Length/width/height (unladen)	mm	3723 / 1683 / 1407	3723 / 1683 / 1407
Wheelbase	mm	2467	2467
Track, front/rear	mm	1459 / 1467	1459 / 1467
Turning circle	m	10.7	10.7
Tank capacity	approx. l	40	40
Cooling system incl. heater	l	5.2	5.2
Engine oil	l	4.2	4.2
Transmission oil incl. drive train	l	Lifetime	Lifetime
Weight, unladen to DIN/EU ¹	kg	1075 / 1150	1115 / 1190
Max load to DIN	kg	450	450
Max permissible load to DIN	kg	1525	1565
Max axle load, front/rear	kg	820 / 730	860 / 730
Max trailer load ²			
braked (12%) / unbraked	kg	- / -	- / -
Max roofload/max download	kg	75 / -	75 / -
Luggage comp to DIN	l	160-680	160-680
Air drag c _x / A / c _x × A	- / m ² / m ²	0.32 / 1.99 / 0.64	0.32 / 1.99 / 0.64
Engine			
Config/No of cyls/valves		MEV 17.2.2	MEV 17.2.2
Engine management	cm ³	1598	1598
Capacity	mm	77/ 85.8	77/ 85.8
Bore/stroke	:1	11:1	11:1
Compression ratio	RON	91-98	91-98
Fuel grade	kW / hp	90 / 122	90 / 122
Max output	min ⁻¹	6000	6000
at	Nm	160	160
Max torque	min ⁻¹	4250	4250
at	min ⁻¹	4250	4250
Electrical system			
Battery/installation	Ah / -	55 / Engine compartment	55 / Engine compartment
Alternator	A	120	120
Chassis			
Suspension, front		Single-joint MacPherson spring strut axle with anti-dive control	
Suspension, rear		Multi-link axle with aluminium longitudinal struts and centrally-pivoted control arms	
Front brakes		Vented disc	Vented disc
Diameter	mm	280 × 22	280 × 22
Rear brakes		Disc	Disc
Diameter	mm	259 × 10	259 × 10
Driving stability systems		Hydraulic two-circuit brake system with anti-lock brakes (ABS), Electronic Brake Force Distribution (EBD) and Cornering Brake Control (CBC), ASC+T traction control, Dynamic Stability Control (DSC) with Brake Assist and Hill Start Assistant, optional: Dynamic Traction Control (DTC) and Electronic Differential Lock Control (EDLC). Parking brake acts mechanically on rear wheels	
Steering		Electric power steering (EPS); 2.4 rotations in total	
Steering transmission, overall	:1	14,1	14,1
Tyres		175 / 65 R15 84H	175 / 65 R15 84H
Wheels		5.5J × 15 LM	5.5J × 15 LM
Transmission			
Type of gearbox		6-gear manual transmission	6-speed automatic transmission
Gear ratios	I	:1 3.214	4.148
	II	:1 1.792	2.370
	III	:1 1.194	1.556
	IV	:1 0.914	1.155
	V	:1 0.784	0.859
	VI	:1 0.683	0.686
Reverse gear	:1	3.143	3.394
Final drive ratio	:1	4.353	4.103
Performance			
Power-to-weight ratio to DIN	kg/kW	11.9	12.4
Output per litre	kW/l	56.3	56.3
Acceleration	0-100 km/h	s 9.1	10.4
	0-1000 m	s 30.3	31.4
In 4th/5th gear	80-120 km/h	s 9.6 / 12.1	- / -
Top speed	km/h	203	197
Fuel Consumption in EU Cycle			
Urban	l/100 km	6.9	8.7
Extra-urban	l/100 km	4.6	5.1
Composite	l/100 km	5.4	6.4
CO ₂	g/km	127	150
Miscellaneous			
Emission rating		EU5	EU5
Insurance ratings Germany	HPF/VK/TK	13 / 17 / 19	13 / 17 / 19
Ground clearance	mm	139	139

¹ Weight of the car in road trim (DIN) plus 75 kg for driver and luggage.

² Deviations are possible under certain circumstances.

Specifications.

MINI Cooper S.

9/2010
Page 50

Body		MINI Cooper S	MINI Cooper S Automatic
No of doors/seats		3 / 4	3 / 4
Length/width/height (unladen)	mm	3729 / 1683 / 1407	3729 / 1683 / 1407
Wheelbase	mm	2467	2467
Track, front/rear	mm	1453 / 1461	1453 / 1461
Turning circle	m	10.7	10.7
Tank capacity	approx. l	50	50
Cooling system incl. heater	l	5.2	5.2
Engine oil	l	4.2	4.2
Transmission oil incl. drive train	l	Lifetime	Lifetime
Weight, unladen to DIN/EU ¹	kg	1140 / 1215	1165 / 1240
Max load to DIN	kg	450	450
Max permissible load to DIN	kg	1590	1615
Max axle load, front/rear	kg	865 / 745	890 / 745
Max trailer load ²			
braked (12%) / unbraked	kg	- / -	- / -
Max roofload/max download	kg	75 / -	75 / -
Luggage comp to DIN	l	160-680	160-680
Air drag c_x / A / $c_x \times A$	- / m ² / m ²	0.36 / 1.99 / 0.72	0.36 / 1.99 / 0.72
Engine			
Config/No of cyls/valves		Inline / 4 / 4	Inline / 4 / 4
Engine management		MEVD 17.2.2	MEVD 17.2.2
Capacity	cm ³	1598	1598
Bore/stroke	mm	77.0 / 85.8	77.0 / 85.8
Compression ratio	:1	10.5	10.5
Fuel grade	RON	91-98	91-98
Max output	kW / hp	135 / 184	135 / 184
at	min ⁻¹	5500	5500
Max torque	Nm	240 (260)	240 (260)
at	min ⁻¹	1600 - 5000 (1700 - 4500)	1600 - 5000 (1700 - 4500)
Electrical system			
Battery/installation	Ah / -	55 / Engine compartment	55 / Engine compartment
Alternator	A	120	120
Chassis			
Suspension, front		Single-joint MacPherson spring strut axle with anti-dive control	
Suspension, rear		Multi-link axle with aluminium longitudinal struts and centrally-pivoted control arms	
Front brakes		Vented disc	Vented disc
Diameter	mm	294 x 22	294 x 22
Rear brakes		Disc	Disc
Diameter	mm	259 x 10	259 x 10
Driving stability systems		Hydraulic two-circuit brake system with anti-lock brakes (ABS), Electronic Brake Force Distribution (EBD) and Cornering Brake Control (CBC), ASC+T traction control, Dynamic Stability Control (DSC) with Brake Assist and Hill Start Assistant, optional: Dynamic Traction Control (DTC) and Electronic Differential Lock Control (EDLC). Parking brake acts mechanically on rear wheels	
Steering		Electric power steering (EPS); 2.4 rotations in total	
Steering transmission, overall	:1	14.1	14.1
Tyres		195/55 R16 87V	195/55 R16 87V
Wheels		6.5J x 16 LM	6.5J x 16 LM
Transmission			
Type of gearbox		6-gear manual transmission	6-speed automatic transmission
Gear ratios	I	:1	3.308
	II	:1	2.130
	III	:1	1.483
	IV	:1	1.139
	V	:1	0.949
	VI	:1	0.816
Reverse gear	:1	3.231	3.193
Final drive ratio	:1	3.706	3.683
Performance			
Power-to-weight ratio to DIN	kg/kW	8.4	8.6
Output per litre	kW/l	84.5	84.5
Acceleration	0-100 km/h	s	7.0
	0-1000 m	s	27.3
In 4th/5th gear	80-120 km/h	s	5.6 / 7.0
Top speed	km/h	228	223
Fuel Consumption in EU Cycle			
Urban	l/100 km	7.3	8.9
Extra-urban	l/100 km	5.0	5.0
Composite	l/100 km	5.8	6.4
CO ₂	g/km	136	149
Miscellaneous			
Emission rating		EU5	EU5
Insurance ratings Germany	HPF/VK/TK	14 / 20 / 23	14 / 20 / 23
Ground clearance	mm	130	130

¹ Weight of the car in road trim (DIN) plus 75 kg for driver and luggage.

² Deviations are possible under certain circumstances.

Specifications.

MINI John Cooper Works.

9/2010
Page 51

Body		MINI John Cooper Works	
No of doors/seats		3 / 4	
Length/width/height (unladen)	mm	3729 / 1683 / 1407	
Wheelbase	mm	2467	
Track, front/rear	mm	1453 / 1461	
Turning circle	m	10.7	
Tank capacity	approx. l	50	
Cooling system incl. heater	l	5.2	
Engine oil	l	4.2	
Transmission oil incl. drive train	l	Lifetime	
Weight, unladen to DIN/EU ¹	kg	1140 / 1215	
Max load to DIN	kg	450	
Max permissible load to DIN	kg	1590	
Max axle load, front/rear	kg	860 / 750	
Max trailer load ²			
braked (12%) / unbraked	kg	- / -	
Max roofload/max download	kg	75 / -	
Luggage comp to DIN	l	160-680	
Air drag c_x / A / $c_x \times A$	- / m ² / m ²	0.36 / 1.99 / 0.72	
Engine			
Config/No of cyls/valves		Inline / 4 / 4	
Engine management		MED 17.2	
Capacity	cm ³	1598	
Bore/stroke	mm	77.0 / 85.8	
Compression ratio	:1	10.0	
Fuel grade	RON	91-98	
Max output	kW / PS	155 / 211	
at	min ⁻¹	6000	
Max torque	Nm	260 (280)	
at	min ⁻¹	1850 - 5600 (2000 - 5100)	
Electrical system			
Battery/installation	Ah / -	46 / Engine compartment	
Alternator	A	120	
Chassis			
Suspension, front		Single-joint MacPherson spring strut axle with anti-dive control	
Suspension, rear		Multi-link axle with aluminium longitudinal struts and centrally-pivoted control arms	
Front brakes		Vented disc	
Diameter	mm	316 x 22	
Rear brakes		Disc	
Diameter	mm	280 x 10	
Driving stability systems		Hydraulic two-circuit brake system with anti-lock brakes (ABS), Electronic Brake Force Distribution (EBD) and Cornering Brake Control (CBC), ASC+T traction control, Dynamic Stability Control (DSC) with Brake Assist and Hill Start Assistant, optional: Dynamic Traction Control (DTC) and Electronic Differential Lock Control (EDLC). Parking brake acts mechanically on rear wheels	
Steering		Electric power steering (EPS); 2.4 rotations in total	
Steering transmission, overall	:1	14.1	
Tyres		205/45 R17 84W	
Wheels		7J x 17 LM	
Transmission			
Type of gearbox		6-gear manual transmission	
Gear ratios	I	:1	3.308
	II	:1	2.130
	III	:1	1.483
	IV	:1	1.139
	V	:1	0.949
	VI	:1	0.816
Reverse gear		:1	3.231
Final drive ratio		:1	3.647
Performance			
Power-to-weight ratio to DIN	kg/kW	7.4	
Output per litre	kW/l	97.0	
Acceleration	0-100 km/h	s	
	0-1000 m	s	
In 4th/5th gear	80-120 km/h	s	
Top speed	km/h	238	
Fuel Consumption in EU Cycle			
Urban	l/100 km	9.4	
Extra-urban	l/100 km	5.8	
Composite	l/100 km	7.1	
CO ₂	g/km	165	
Miscellaneous			
Emission rating		EU5	
Insurance ratings Germany	HPF/VK/TK	17 / 24 / 25	
Ground clearance	mm	130	

¹ Weight of the car in road trim (DIN) plus 75 kg for driver and luggage.

² Deviations are possible under certain circumstances

Specifications.

MINI One D.

9/2010
Page 52

Body		MINI One D
No of doors/seats		3 / 4
Length/width/height (unladen)	mm	3723 / 1683 / 1407
Wheelbase	mm	2467
Track, front/rear	mm	1459 / 1467
Turning circle	m	10.7
Tank capacity	approx. l	40
Cooling system incl. heater	l	5.4
Engine oil	l	5.2
Transmission oil incl. drive train	l	Lifetime
Weight, unladen to DIN/EU ¹	kg	1090 / 1165
Max load to DIN	kg	450
Max permissible load to DIN	kg	1540
Max axle load, front/rear	kg	860 / 715
Max trailer load ²		
braked (12%) / unbraked	kg	- / -
Max roofload/max download	kg	75 / -
Luggage comp to DIN	l	160-680
Air drag c _x / A / c _x × A	- / m ² / m ²	0.32 / 2.00 / 0.64
Engine		
Config/No of cyls/valves		Inline / 4 / 4
Engine management		DDE 7.01
Capacity	cm ³	1598
Bore/stroke	mm	78/ 83.6
Compression ratio	:1	16.5
Fuel grade	RON	Diesel
Max output	kW / PS	66 / 90
at	min ⁻¹	4000
Max torque	Nm	215
at	min ⁻¹	1750-2500
Electrical system		
Battery/installation	Ah / -	70 / Engine compartment
Alternator	A	150
Chassis		
Suspension, front		Single-joint MacPherson spring strut axle with anti-dive control
Suspension, rear		Multi-link axle with aluminium longitudinal struts and centrally-pivoted control arms
Front brakes		Vented disc
Diameter	mm	280 × 22
Rear brakes		Disc
Diameter	mm	259 × 10
Driving stability systems		Hydraulic two-circuit brake system with anti-lock brakes (ABS), Electronic Brake Force Distribution (EBD) and Cornering Brake Control (CBC), ASC+T traction control, Dynamic Stability Control (DSC) with Brake Assist and Hill Start Assistant, optional: Dynamic Traction Control (DTC) and Electronic Differential Lock Control (EDLC). Parking brake acts mechanically on rear wheels
Steering		Electric power steering (EPS); 2.4 rotations in total
Steering transmission, overall	:1	14.1
Tyres		175 / 65 R15 84H
Wheels		5.5J × 15 St
Transmission		
Type of gearbox		6-gear manual transmission
Gear ratios	I	: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	3.474
Performance		
Power-to-weight ratio to DIN	kg/kW	16.5
Output per litre	kW/l	41.3
Acceleration	0-100 km/h	s 11.4
	0-1000 m	s 32.6
In 4th/5th gear	80-120 km/h	s 9.5 / 11.8
Top speed	km/h	184
Fuel Consumption in EU Cycle		
Urban	l/100 km	4.2
Extra-urban	l/100 km	3.5
Composite	l/100 km	3.8
CO ₂	g/km	99
Miscellaneous		
Emission rating		EU5
Insurance ratings Germany	HPF/VK/TK	13 / 17 / 19
Ground clearance	mm	139

¹ Weight of the car in road trim (DIN) plus 75 kg for driver and luggage.

² Deviations are possible under certain circumstances

Specifications.

MINI Cooper D.

9/2010
Page 53

Body		MINI Cooper D
No of doors/seats		3 / 4
Length/width/height (unladen)	mm	3723 / 1683 / 1407
Wheelbase	mm	2467
Track, front/rear	mm	1459 / 1467
Turning circle	m	10.7
Tank capacity	approx. l	40
Cooling system incl. heater	l	5.4
Engine oil	l	5.2
Transmission oil incl. drive train	l	Lifetime
Weight, unladen to DIN/EU ¹	kg	1090 / 1165
Max load to DIN	kg	450
Max permissible load to DIN	kg	1540
Max axle load, front/rear	kg	860 / 715
Max trailer load ²		
braked (12%) / unbraked	kg	- / -
Max roofload/max download	kg	75 / -
Luggage comp to DIN	l	160-680
Air drag c _x / A / c _x × A	- / m ² / m ²	0.32 / 2.00 / 0.64
Engine		
Config/No of cyls/valves		Inline / 4 / 4
Engine management		DDE 7.01
Capacity	cm ³	1598
Bore/stroke	mm	78/ 83.6
Compression ratio	:1	16.5
Fuel grade	RON	Diesel
Max output	kW / PS	82 / 112
at	min ⁻¹	4000
Max torque	Nm	270
at	min ⁻¹	1750-2250
Electrical system		
Battery/installation	Ah / -	70 / Engine compartment
Alternator	A	150
Chassis		
Suspension, front		Single-joint MacPherson spring strut axle with anti-dive control
Suspension, rear		Multi-link axle with aluminium longitudinal struts and centrally-pivoted control arms
Front brakes		Vented disc
Diameter	mm	280 × 22
Rear brakes		Disc
Diameter	mm	259 × 10
Driving stability systems		Hydraulic two-circuit brake system with anti-lock brakes (ABS), Electronic Brake Force Distribution (EBD) and Cornering Brake Control (CBC), ASC+T traction control, Dynamic Stability Control (DSC) with Brake Assist and Hill Start Assistant, optional: Dynamic Traction Control (DTC) and Electronic Differential Lock Control (EDLC). Parking brake acts mechanically on rear wheels
Steering		Electric power steering (EPS); 2.4 rotations in total
Steering transmission, overall	:1	14.1
Tyres		175 / 65 R15 84H
Wheels		5.5J × 15 LM
Transmission		
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	3.474
Performance		
Power-to-weight ratio to DIN	kg/kW	13.3
Output per litre	kW/l	51.3
Acceleration	0-100 km/h	s 9.7
	0-1000 m	s 31.7
In 4th/5th gear	80-120 km/h	s 7.4 / 9.2
Top speed	km/h	197
Fuel Consumption in EU Cycle		
Urban	l/100 km	4.2
Extra-urban	l/100 km	3.5
Composite	l/100 km	3.8
CO ₂	g/km	99
Miscellaneous		
Emission rating		EU5
Insurance ratings Germany	HPF/VK/TK	17 / 18 / 22
Ground clearance	mm	139

¹ Weight of the car in road trim (DIN) plus 75 kg for driver and luggage.

² Deviations are possible under certain circumstances.

Specifications.

MINI One Clubman.

9/2010
Page 54

Body		MINI One Clubman	MINI One Clubman Automatic
No of doors/seats		5 / 5	5 / 5
Length/width/height (unladen)	mm	3961 / 1683 / 1426	3961 / 1683 / 1426
Wheelbase	mm	2547	2547
Track, front/rear	mm	1459 / 1467	1459 / 1467
Turning circle	m	11.0	11.0
Tank capacity	approx. l	40	40
Cooling system incl. heater	l	5.2	5.2
Engine oil	l	4.2	4.2
Transmission oil incl. drive train	l	Lifetime	Lifetime
Weight, unladen to DIN/EU ¹	kg	1140 / 1215	1170 / 1245
Max load to DIN	kg	500	500
Max permissible load to DIN	kg	1640	1670
Max axle load, front/rear	kg	835 / 840	870 / 845
Max trailer load ²			
braked (12%) / unbraked	kg	- / -	- / -
Max roofload/max download	kg	75 / -	75 / -
Luggage comp to DIN	l	260-930	260-930
Air drag c _x / A / c _y × A	- / m ² / m ²	0.32 / 2.01 / 0.64	0.32 / 2.01 / 0.64
Engine			
Config/No of cyls/valves		Inline/ 4/ 4	Inline/ 4/ 4
Engine management		MEV 17.2.2	MEV 17.2.2
Capacity	cm ³	1598	1598
Bore/stroke	mm	77 / 85.8	77 / 85.8
Compression ratio	:1	11	11
Fuel grade	RON	91-98	91-98
Max output	kW/hp	72 / 98	72 / 98
at	min ⁻¹	6000	6000
Max torque	Nm	153	153
at	min ⁻¹	3000	3000
Electrical System			
Battery/installation	Ah / -	55 / Engine compartment	55 / Engine compartment
Alternator	A	120	120
Chassis			
Suspension, front		Single-joint MacPherson spring strut axle with anti-dive control	
Suspension, rear		Multi-link axle with aluminium longitudinal struts and centrally-pivoted control arms	
Front brakes		Vented disc	Vented disc
Diameter	mm	280 × 22	280 × 22
Rear brakes		Disc	Disc
Diameter	mm	259 × 10	259 × 10
Driving stability systems		Hydraulic two-circuit brake system with anti-lock brakes (ABS), Electronic Brake Force Distribution (EBD) and Cornering Brake Control (CBC), ASC+T traction control, Dynamic Stability Control (DSC) with Brake Assist and Hill Start Assistant, optional: Dynamic Traction Control (DTC) and Electronic Differential Lock Control (EDLC). Parking brake acts mechanically on rear wheels	
Steering		Electric power steering (EPS); 2.4 rotations in total	
Steering transmission, overall	:1	14.1	14.1
Tyres		175 / 65 R15 84H	175 / 65 R15 84H
Wheels		5.5J × 15 St	5.5J × 15 St
Transmission			
Type of gearbox		6-gear manual transmission	6-speed automatic transmission
Gear ratios	I	3.214	4.044
	II	1.792	2.371
	III	1.194	1.556
	IV	0.914	1.159
	V	0.784	0.852
	VI	0.683	0.672
Reverse gear	:1	3.143	3.193
Final drive ratio	:1	3.706	4.103
Performance			
Power-to-weight ratio to DIN	kg/kW	15.8	16.3
Output per litre	kW/l	45.1	45.1
Acceleration	0-100 km/h	11.1	12.8
	0-1000 m	32.3	34.5
In 4th/5th gear	80-120 km/h	12.9 / 16.4	- / -
Top speed	km/h	185	179
Fuel Consumption in EU Cycle			
Urban	l/100 km	7.3	8.8
Extra-urban	l/100 km	4.5	5.2
Composite	l/100 km	5.5	6.5
CO ₂	g/km	129	152
Miscellaneous			
Emission rating		EU5	EU5
Insurance ratings Germany	HPF/VK/TK	13 / 17 / 19	13 / 17 / 19
Ground clearance	mm	138	138

¹ Weight of the car in road trim (DIN) plus 75 kg for driver and luggage.

² Deviations are possible under certain circumstances.

Specifications.

MINI Cooper Clubman.

9/2010
Page 55

Body		MINI Cooper Clubman	MINI Cooper Clubman Automatic
No of doors/seats		5 / 5	5 / 5
Length/width/height (unladen)	mm	3961 / 1683 / 1426	3961 / 1683 / 1426
Wheelbase	mm	2547	2547
Track, front/rear	mm	1459 / 1467	1459 / 1467
Turning circle	m	11.0	11.0
Tank capacity	approx. l	40	40
Cooling system incl. heater	l	5.2	5.2
Engine oil	l	4.2	4.2
Transmission oil incl. drive train	l	Lifetime	Lifetime
Weight, unladen to DIN/EU ¹	kg	1145 / 1220	1175 / 1250
Max load to DIN	kg	500	500
Max permissible load to DIN	kg	1645	1675
Max axle load, front/rear	kg	840 / 840	870 / 850
Max trailer load ²	kg		
braked (12%) / unbraked	kg	750 / 500	750 / 500
Max roofload/max download	kg	75 / 50	75 / 50
Luggage comp to DIN	l	260-930	260-930
Air drag c _x / A / c _x × A	- / m ² / m ²	0.32 / 2.01 / 0.64	0.32 / 2.01 / 0.64
Engine			
Config/No of cyls/valves		Inline/ 4/ 4	Inline/ 4/ 4
Engine management		MEV 17.2.2	MEV 17.2.2
Capacity	cm ³	1598	1598
Bore/stroke	mm	77 / 85.8	77 / 85.8
Compression ratio	:1	11	11
Fuel grade	RON	91-98	91-98
Max output	kW/hp	90 / 122	90 / 122
at	min ⁻¹	6000	6000
Max torque	Nm	160	160
at	min ⁻¹	4250	4250
Electrical System			
Battery/installation	Ah / -	55 / Engine compartment	55 / Engine compartment
Alternator	A	120	120
Chassis			
Suspension, front		Single-joint MacPherson spring strut axle with anti-dive control	
Suspension, rear		Multi-link axle with aluminium longitudinal struts and centrally-pivoted control arms	
Front brakes		Vented disc	Vented disc
Diameter	mm	280 × 22	280 × 22
Rear brakes		Disc	Disc
Diameter	mm	259 × 10	259 × 10
Driving stability systems		Hydraulic two-circuit brake system with anti-lock brakes (ABS), Electronic Brake Force Distribution (EBD) and Cornering Brake Control (CBC), ASC+T traction control, Dynamic Stability Control (DSC) with Brake Assist and Hill Start Assistant, optional: Dynamic Traction Control (DTC) and Electronic Differential Lock Control (EDLC). Parking brake acts mechanically on rear wheels	
Steering		Electric power steering (EPS); 2.4 rotations in total	
Steering transmission, overall	:1	14.1	14.1
Tyres		175 / 65 R15 84H	175 / 65 R15 84H
Wheels		5.5J × 15 LM	5.5J × 15 LM
Transmission			
Type of gearbox		6-gear manual transmission	6-speed automatic transmission
Gear ratios	I	:1	3.214
	II	:1	1.792
	III	:1	1.194
	IV	:1	0.914
	V	:1	0.784
	VI	:1	0.683
Reverse gear	:1	3.143	3.193
Final drive ratio	:1	4.353	4.103
Performance			
Power-to-weight ratio to DIN	kg/kW	12.7	13.1
Output per litre	kW/l	56.3	56.3
Acceleration	0-100 km/h	s	9.8
	0-1000 m	s	30.9
In 4th/5th gear	80-120 km/h	s	10.2 / 12.7
Top speed	km/h	201	195
Fuel Consumption in EU Cycle			
Urban	l/100 km	7.0	8.8
Extra-urban	l/100 km	4.7	5.2
Composite	l/100 km	5.5	6.5
CO ₂	g/km	129	152
Miscellaneous			
Emission rating		EU5	EU5
Insurance ratings Germany	HPF/K/TK	13 / 17 / 19	13 / 17 / 19
Ground clearance	mm	138	138

¹ Weight of the car in road trim (DIN) plus 75 kg for driver and luggage

² Deviations are possible under certain circumstances.

Specifications.

MINI Cooper S Clubman.

9/2010
Page 56

Body		MINI Cooper S Clubman	MINI Cooper S Clubman Automatic
No of doors/seats		5 / 5	5 / 5
Length/width/height (unladen)	mm	3961 / 1683 / 1432	3961 / 1683 / 1432
Wheelbase	mm	2547	2547
Track, front/rear	mm	1453 / 1461	1453 / 1461
Turning circle	m	11.0	11.0
Tank capacity	approx. l	50	50
Cooling system incl. heater	l	5.2	5.2
Engine oil	l	4.2	4.2
Transmission oil incl. drive train	l	Lifetime	Lifetime
Weight, unladen to DIN/EU ¹	kg	1205 / 1280	1230 / 1305
Max load to DIN	kg	485	485
Max permissible load to DIN	kg	1690	1715
Max axle load, front/rear	kg	875 / 850	900 / 850
Max trailer load ²	kg	– / –	– / –
braked (12%) / unbraked	kg	75 / –	75 / –
Max roofload/max download	kg	260–930	260–930
Luggage comp to DIN	l	0.34 / 2.02 / 0.69	0.34 / 2.02 / 0.69
Air drag c _x / A / c _x × A	– / m ² / m ²		
Engine			
Config/No of cyls/valves		Inline/ 4/ 4	Inline/ 4/ 4
Engine management		MEV 17.2.2	MEV 17.2.2
Capacity	cm ³	1598	1598
Bore/stroke	mm	77 / 85.8	77 / 85.8
Compression ratio	:1	10.5	10.5
Fuel grade	RON	91–98	91–98
Max output	kW/hp	135 / 184	135 / 184
at	min ⁻¹	5500	5500
Max torque	Nm	240 (260)	240 (260)
at	min ⁻¹	1600 – 5000 (1700 – 4500)	1600 – 5000 (1700 – 4500)
Electrical System			
Battery/installation	Ah / –	55 / Engine compartment	55 / Engine compartment
Alternator	A	120	120
Chassis			
Suspension, front		Single-joint MacPherson spring strut axle with anti-dive control	
Suspension, rear		Multi-link axle with aluminium longitudinal struts and centrally-pivoted control arms	
Front brakes		Vented disc	Vented disc
Diameter	mm	294 × 22	294 × 22
Rear brakes		Disc	Disc
Diameter	mm	259 × 10	259 × 10
Driving stability systems		Hydraulic two-circuit brake system with anti-lock brakes (ABS), Electronic Brake Force Distribution (EBD) and Cornering Brake Control (CBC), ASC+T traction control, Dynamic Stability Control (DSC) with Brake Assist and Hill Start Assistant, optional: Dynamic Traction Control (DTC) and Electronic Differential Lock Control (EDLC). Parking brake acts mechanically on rear wheels	
Steering		Electric power steering (EPS); 2.4 rotations in total	
Steering transmission, overall	:1	14.1	14.1
Tyres		195/55 R16 87V	195/55 R16 87V
Wheels		6.5J × 16 LM	6.5J × 16 LM
Transmission			
Type of gearbox		6-gear manual transmission	6-gear manual transmission
Gear ratios	I	3.308	4.044
	II	2.130	2.371
	III	1.483	1.556
	IV	1.139	1.159
	V	0.949	0.852
	VI	0.816	0.672
Reverse gear	:1	3.231	3.193
Final drive ratio	:1	3.706	3.683
Performance			
Power-to-weight ratio to DIN	kg/kW	8.9	9.1
Output per litre	kW/l	84.5	84.5
Acceleration	0–100 km/h	7.5	7.7
	0–1000 m	28.0	27.8
In 4th/5th gear	80–120 km/h	5.9 / 7.6	– / –
Top speed	km/h	227	222
Fuel Consumption in EU Cycle			
Urban	l/100 km	7.4	8.9
Extra-urban	l/100 km	5.0	5.0
Composite	l/100 km	5.9	6.4
CO ₂	g/km	137	150
Miscellaneous			
Emission rating		EU5	EU5
Insurance ratings Germany	HPF/K/TK	14 / 20 / 23	14 / 20 / 23
Ground clearance	mm	135	135

¹ Weight of the car in road trim (DIN) plus 75 kg for driver and luggage.

² Deviations are possible under certain circumstances.

Specifications.

MINI John Cooper Works Clubman.

9/2010
Page 57

Body		MINI John Cooper Works Clubman	
No of doors/seats		5 / 5	
Length/width/height (unladen)	mm	3961 / 1683 / 1432	
Wheelbase	mm	2547	
Track, front/rear	mm	1453 / 1461	
Turning circle	m	11.0	
Tank capacity	approx. l	50	
Cooling system incl. heater	l	5.2	
Engine oil	l	4.2	
Transmission oil incl. drive train	l	Lifetime	
Weight, unladen to DIN/EU ¹	kg	1205 / 1280	
Max load to DIN	kg	485	
Max permissible load to DIN	kg	1690	
Max axle load, front/rear	kg	865 / 855	
Max trailer load ²			
braked (12%) / unbraked	kg	- / -	
Max roofload/max download	kg	75 / -	
Luggage comp to DIN	l	260-930	
Air drag c_x / A / $c_x \times A$	- / m ² / m ²	0.34 / 2.02 / 0.69	
Engine			
Config/No of cyls/valves		Inline / 4 / 4	
Engine management		MED 17.2	
Capacity	cm ³	1598	
Bore/stroke	mm	77.0 / 85.8	
Compression ratio	:1	10.0	
Fuel grade	RON	91-98	
Max output	kW / PS	155 / 211	
at	min ⁻¹	6000	
Max torque	Nm	260 (280)	
at	min ⁻¹	1850 - 5600 (2000 - 5100)	
Electrical System			
Battery/installation	Ah / -	55 / Engine compartment	
Alternator	A	120	
Chassis			
Suspension, front		Single-joint MacPherson spring strut axle with anti-dive control	
Suspension, rear		Multi-link axle with aluminium longitudinal struts and centrally-pivoted control arms	
Front brakes		Vented disc	
Diameter	mm	316 x 22	
Rear brakes		Disc	
Diameter	mm	280 x 10	
Driving stability systems		Hydraulic two-circuit brake system with anti-lock brakes (ABS), Electronic Brake Force Distribution (EBD) and Cornering Brake Control (CBC), ASC+T traction control, Dynamic Stability Control (DSC) with Brake Assist and Hill Start Assistant, optional: Dynamic Traction Control (DTC) and Electronic Differential Lock Control (EDLC). Parking brake acts mechanically on rear wheels	
Steering		Electric power steering (EPS); 2.4 rotations in total	
Steering transmission, overall	:1	14.1	
Tyres		205/45 R17 84W	
Wheels		7J x 17 LM	
Transmission			
Type of gearbox		6-gear manual transmission	
Gear ratios	I	:1	3.308
	II	:1	2.130
	III	:1	1.483
	IV	:1	1.139
	V	:1	0.949
	VI	:1	0.816
Reverse gear		:1	3.231
Final drive ratio		:1	3.647
Performance			
Power-to-weight ratio to DIN	kg/kW	7.8	
Output per litre	kW/l	97.0	
Acceleration	0-100 km/h	s	
	0-1000 m	s	
In 4th/5th gear	80-120 km/h	s	
Top speed	km/h	238	
Fuel Consumption in EU Cycle			
Urban	l/100 km	9.5	
Extra-urban	l/100 km	5.8	
Composite	l/100 km	7.2	
CO ₂	g/km	167	
Miscellaneous			
Emission rating		EU5	
Insurance ratings Germany	HPF/VK/TK		
Ground clearance	mm	135	

¹ Weight of the car in road trim (DIN) plus 75 kg for driver and luggage.

² Deviations are possible under certain circumstances.

Specifications.

MINI One D Clubman.

9/2010
Page 58

Body		MINI One D Clubman
No of doors/seats		5 / 5
Length/width/height (unladen)	mm	3961 / 1683 / 1426
Wheelbase	mm	2547
Track, front/rear	mm	1459 / 1467
Turning circle	m	11.0
Tank capacity	approx. l	40
Cooling system incl. heater	l	5.4
Engine oil	l	5.2
Transmission oil incl. drive train	l	Lifetime
Weight, unladen to DIN/EU ¹	kg	1185 / 1260
Max load to DIN	kg	500
Max permissible load to DIN	kg	1685
Max axle load, front/rear	kg	890 / 825
Max trailer load ²		
braked (12%) / unbraked	kg	- / -
Max roofload/max download	kg	75 / -
Luggage comp to DIN	l	260-930
Air drag c_x / A / $c_x \times A$	- / m ² / m ²	0.32 / 2.02 / 0.65
Engine		
Config/No of cyls/valves		Inline / 4 / 4
Engine management		DDE 7.01
Capacity	cm ³	1598
Bore/stroke	mm	78/ 83.6
Compression ratio	:1	16.5
Fuel grade	RON	Diesel
Max output	kW / PS	66 / 90
at	min ⁻¹	4000
Max torque	Nm	215
at	min ⁻¹	1750-2500
Electrical System		
Battery/installation	Ah / -	70 / Engine compartment
Alternator	A	150
Chassis		
Suspension, front		Single-joint MacPherson spring strut axle with anti-dive control
Suspension, rear		Multi-link axle with aluminium longitudinal struts and centrally-pivoted control arms
Front brakes		Vented disc
Diameter	mm	280 × 22
Rear brakes		Disc
Diameter	mm	259 × 10
Driving stability systems		Hydraulic two-circuit brake system with anti-lock brakes (ABS), Electronic Brake Force Distribution (EBD) and Cornering Brake Control (CBC), ASC+T traction control, Dynamic Stability Control (DSC) with Brake Assist and Hill Start Assistant, optional: Dynamic Traction Control (DTC) and Electronic Differential Lock Control (EDLC). Parking brake acts mechanically on rear wheels
Steering		Electric power steering (EPS); 2.4 rotations in total
Steering transmission, overall	:1	14.1
Tyres		175 / 65 R15 84H
Wheels		5.5J × 15 St
Transmission		
Type of gearbox		6-gear manual transmission
Gear ratios	I	: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 3.474
Performance		
Power-to-weight ratio to DIN	kg/kW	18.0
Output per litre	kW/l	41.3
Acceleration	0-100 km/h	s 11.8
	0-1000 m	s 33.2
In 4th/5th gear	80-120 km/h	s 10.4 / 12.6
Top speed	km/h	182
Fuel Consumption in EU Cycle		
Urban	l/100 km	4.4
Extra-urban	l/100 km	3.6
Composite	l/100 km	3.9
CO ₂	g/km	103
Miscellaneous		
Emission rating		EU5
Insurance ratings Germany	HPF/VK/TK	
Ground clearance	mm	138

¹ Weight of the car in road trim (DIN) plus 75 kg for driver and luggage.

² Deviations are possible under certain circumstances.

Specifications.

MINI Cooper D Clubman.

9/2010
Page 59

Body		MINI Cooper D Clubman	
No of doors/seats		5 / 5	
Length/width/height (unladen)	mm	3961 / 1683 / 1426	
Wheelbase	mm	2547	
Track, front/rear	mm	1459 / 1467	
Turning circle	m	11.0	
Tank capacity	approx. l	40	
Cooling system incl. heater	l	5.4	
Engine oil	l	5.2	
Transmission oil incl. drive train	l	Lifetime	
Weight, unladen to DIN/EU ¹	kg	1185 / 1260	
Max load to DIN	kg	500	
Max permissible load to DIN	kg	1685	
Max axle load, front/rear	kg	890 / 825	
Max trailer load ²			
braked (12%) / unbraked	kg	750 / 500	
Max roofload/max download	kg	75 / 50	
Luggage comp to DIN	l	260–930	
Air drag c _x / A / c _x × A	– / m ² / m ²	0.32 / 2.02 / 0.65	
Engine			
Config/No of cyls/valves		Inline / 4 / 4	
Engine management		DDE 7.01	
Capacity	cm ³	1598	
Bore/stroke	mm	78/ 83.6	
Compression ratio	:1	16.5	
Fuel grade	RON	Diesel	
Max output	kW / PS	82 / 112	
at	min ^{−1}	4000	
Max torque	Nm	270	
at	min ^{−1}	1750–2250	
Electrical System			
Battery/installation	Ah / –	70 / Engine compartment	
Alternator	A	150	
Chassis			
Suspension, front		Single-joint MacPherson spring strut axle with anti-dive control	
Suspension, rear		Multi-link axle with aluminium longitudinal struts and centrally-pivoted control arms	
Front brakes		Vented disc	
Diameter	mm	280 × 22	
Rear brakes		Disc	
Diameter	mm	259 × 10	
Driving stability systems		Hydraulic two-circuit brake system with anti-lock brakes (ABS), Electronic Brake Force Distribution (EBD) and Cornering Brake Control (CBC), ASC+T traction control, Dynamic Stability Control (DSC) with Brake Assist and Hill Start Assistant, optional: Dynamic Traction Control (DTC) and Electronic Differential Lock Control (EDLC). Parking brake acts mechanically on rear wheels	
Steering		Electric power steering (EPS); 2.4 rotations in total	
Steering transmission, overall	:1	14.1	
Tyres		175 / 65 R15 84H	
Wheels		5.5J × 15 LM	
Transmission			
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	3.474
Performance			
Power-to-weight ratio to DIN	kg/kW	14.5	
Output per litre	kW/l	51.3	
Acceleration	0–100 km/h	s	10.2
	0–1000 m	s	32.2
In 4th/5th gear	80–120 km/h	s	7.9 / 9.7
Top speed	km/h	197	
Fuel Consumption in EU Cycle			
Urban	l/100 km	4.4	
Extra-urban	l/100 km	3.6	
Composite	l/100 km	3.9	
CO ₂	g/km	103	
Miscellaneous			
Emission rating		EU5	
Insurance ratings Germany	HPF/VK/TK	17 / 18 / 22	
Ground clearance	mm	138	

¹ Weight of the car in road trim (DIN) plus 75 kg for driver and luggage.

² Deviations are possible under certain circumstances.

Specifications.

MINI One Convertible.

9/2010
Page 60

Body		MINI One Convertible	MINI One Convertible Automatic
No of doors/seats		2 / 4	2 / 4
Length/width/height (unladen)	mm	3723 / 1683 / 1414	3723 / 1683 / 1414
Wheelbase	mm	2467	2467
Track, front/rear	mm	1459 / 1467	1459 / 1467
Turning circle	m	10.7	10.7
Tank capacity	approx. l	40	40
Cooling system incl. heater	l	5.2	5.2
Engine oil	l	4.2	4.2
Transmission oil incl. drive train	l	Lifetime	Lifetime
Weight, unladen to DIN/EU ¹	kg	1160 / 1235	1200 / 1275
Max load to DIN	kg	430	430
Max permissible load to DIN	kg	1590	1630
Max axle load, front/rear	kg	840 / 775	880 / 775
Max trailer load ²			
braked (12%) / unbraked	kg	- / -	- / -
Max roofload/max download	kg	- / -	- / -
Luggage comp to DIN	l	125 / 170 / 660	125 / 170 / 660
Air drag c _x / A / c _x × A	- / m ² / m ²	0.35 / 2.00 / 0.70	0.35 / 2.00 / 0.70
Engine			
Config/No of cyls/valves		Inline/ 4/ 4	Inline/ 4/ 4
Engine management		MEV 17.2.2	MEV 17.2.2
Capacity	cm ³	1598	1598
Bore/stroke	mm	77 / 85.8	77 / 85.8
Compression ratio	:1	11	11
Fuel grade	RON	91-98	91-98
Max output	kW/hp	72 / 98	72 / 98
at	min ⁻¹	6000	6000
Max torque	Nm	153	153
at	min ⁻¹	3000	3000
Electrical System			
Battery/installation	Ah / -	55 / Engine compartment	55 / Engine compartment
Alternator	A	120	120
Chassis			
Suspension, front		Single-joint MacPherson spring strut axle with anti-dive control	
Suspension, rear		Multi-link axle with aluminium longitudinal struts and centrally-pivoted control arms	
Front brakes		Vented disc	Vented disc
Diameter	mm	280 × 22	280 × 22
Rear brakes		Disc	Disc
Diameter	mm	259 × 10	259 × 10
Driving stability systems		Hydraulic two-circuit brake system with anti-lock brakes (ABS), Electronic Brake Force Distribution (EBD) and Cornering Brake Control (CBC), ASC+T traction control, Dynamic Stability Control (DSC) with Brake Assist and Hill Start Assistant, optional: Dynamic Traction Control (DTC) and Electronic Differential Lock Control (EDLC). Parking brake acts mechanically on rear wheels	
Steering		Electric power steering (EPS); 2.4 rotations in total	
Steering transmission, overall	:1	14.1	14.1
Tyres		175 / 65 R15 84H	175 / 65 R15 84H
Wheels		5.5J × 15 St	5.5J × 15 St
Transmission			
Type of gearbox		6-gear manual transmission	6-speed automatic transmission
Gear ratios	I	:1	3.214
	II	:1	2.370
	III	:1	1.194
	IV	:1	0.914
	V	:1	0.784
	VI	:1	0.683
Reverse gear		:1	3.143
Final drive ratio		:1	3.706
Performance			
Power-to-weight ratio to DIN	kg/kW	16.1	16.7
Output per litre	kW/l	45.1	45.1
Acceleration	0-100 km/h	s	11.3
	0-1000 m	s	32.6
In 4th/5th gear	80-120 km/h	s	13.4 / 17.1
Top speed	km/h	181	174
Fuel Consumption in EU Cycle			
Urban	l/100 km	7.6	8.9
Extra-urban	l/100 km	4.6	5.3
Composite	l/100 km	5.7	6.6
CO ₂	g/km	133	154
Miscellaneous			
Emission rating		EU5	EU5
Insurance ratings Germany	HPF/VK/TK		
Ground clearance	mm	139	139

¹ Weight of the car in road trim (DIN) plus 75 kg for driver and luggage.

² Deviations are possible under certain circumstances.

Specifications.

MINI Cooper Convertible.

9/2010
Page 61

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

¹ Weight of the car in road trim (DIN) plus 75 kg for driver and luggage.

² Deviations are possible under certain circumstances.

Specifications.

MINI Cooper S Convertible.

9/2010
Page 62

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

¹ Weight of the car in road trim (DIN) plus 75 kg for driver and luggage.

² Deviations are possible under certain circumstances.

Specifications.

MINI John Cooper Works Convertible.

9/2010
Page 63

Body			MINI John Cooper Works Convertible
No of doors/seats			2 / 4
Length/width/height (unladen)	mm		3729 / 1683 / 1414
Wheelbase	mm		2467
Track, front/rear	mm		1453 / 1461
Turning circle	m		10.7
Tank capacity	approx. l		50
Cooling system incl. heater	l		5.2
Engine oil	l		4.2
Transmission oil incl. drive train	l		Lifetime
Weight, unladen to DIN/EU ¹	kg		1230 / 1305
Max load to DIN	kg		430
Max permissible load to DIN	kg		1660
Max axle load, front/rear	kg		875 / 800
Max trailer load ²			
braked (12%) / unbraked	kg		- / -
Max roofload/max download	kg		- / -
Luggage comp to DIN	l		125 / 170 / 660
Air drag c _x , / A / c _d × A	- / m ² / m ²		0.37 / 2.00 / 0.74
Engine			
Config/No of cyls/valves			Inline / 4 / 4
Engine management			MED 17.2
Capacity	cm ³		1598
Bore/stroke	mm		77.0 / 85.8
Compression ratio	:1		10.0
Fuel grade	RON		91-98
Max output	kW / PS		155 / 211
at	min ⁻¹		6000
Max torque	Nm		260 (280)
at	min ⁻¹		1850 - 5600 (2000 - 5100)
Electrical System			
Battery/installation	Ah / -		55 / Engine compartment
Alternator	A		120
Chassis			
Suspension, front			Single-joint MacPherson spring strut axle with anti-dive control
Suspension, rear			Multi-link axle with aluminium longitudinal struts and centrally-pivoted control arms
Front brakes			Vented disc
Diameter	mm		316 × 22
Rear brakes			Disc
Diameter	mm		280 × 10
Driving stability systems			Hydraulic two-circuit brake system with anti-lock brakes (ABS), Electronic Brake Force Distribution (EBD) and Cornering Brake Control (CBC), ASC+T traction control, Dynamic Stability Control (DSC) with Brake Assist and Hill Start Assistant, optional: Dynamic Traction Control (DTC) and Electronic Differential Lock Control (EDLC). Parking brake acts mechanically on rear wheels
Steering			Electric power steering (EPS); 2.4 rotations in total
Steering transmission, overall	:1		14.1
Tyres			205/45 R17 84W
Wheels			7J × 17 LM
Transmission			
Type of gearbox			6-gear manual transmission
Gear ratios	I	:1	3.308
	II	:1	2.130
	III	:1	1.483
	IV	:1	1.139
	V	:1	0.949
	VI	:1	0.816
Reverse gear		:1	3.231
Final drive ratio		:1	3.647
Performance			
Power-to-weight ratio to DIN	kg/kW		7.9
Output per litre	kW/l		97.0
Acceleration	0-100 km/h	s	6.9
	0-1000 m	s	26.8
In 4th/5th gear	80-120 km/h	s	5.7 / 6.8
Top speed	km/h		235
Fuel Consumption in EU Cycle			
Urban	l/100 km		9.6
Extra-urban	l/100 km		5.9
Composite	l/100 km		7.3
CO ₂	g/km		169
Miscellaneous			
Emission rating			EU5
Insurance ratings Germany	HPF/VK/TK		
Ground clearance	mm		130

¹ Weight of the car in road trim (DIN) plus 75 kg for driver and luggage.

² Deviations are possible under certain circumstances.

Specifications.

MINI Cooper D Convertible.

9/2010
Page 64

Body		MINI Cooper D Convertible	
No of doors/seats		2 / 4	
Length/width/height (unladen)	mm	3723 / 1683 / 1414	
Wheelbase	mm	2467	
Track, front/rear	mm	1459 / 1467	
Turning circle	m	10.7	
Tank capacity	approx. l	40	
Cooling system incl. heater	l	5.2	
Engine oil	l	5.2	
Transmission oil incl. drive train	l	Lifetime	
Weight, unladen to DIN/EU ¹	kg	1200 / 1275	
Max load to DIN	kg	430	
Max permissible load to DIN	kg	1630	
Max axle load, front/rear	kg	875 / 775	
Max trailer load ²			
braked (12%) / unbraked	kg	- / -	
Max roofload/max download	kg	- / -	
Luggage comp to DIN	l	125 / 170 / 660	
Air drag c _x / A / c _x × A	- / m ² / m ²	0.35 / 2.00 / 0.70	
Engine			
Config/No of cyls/valves		Inline / 4 / 4	
Engine management		DDE 7.01	
Capacity	cm ³	1598	
Bore/stroke	mm	78/ 83.6	
Compression ratio	:1	16.5	
Fuel grade	RON	Diesel	
Max output	kW / PS	82 / 112	
at	min ⁻¹	4000	
Max torque	Nm	270	
at	min ⁻¹	1750-2250	
Electrical System			
Battery/installation	Ah / -	70 / Engine compartment	
Alternator	A	150	
Chassis			
Suspension, front		Single-joint MacPherson spring strut axle with anti-dive control	
Suspension, rear		Multi-link axle with aluminium longitudinal struts and centrally-pivoted control arms	
Front brakes		Vented disc	
Diameter	mm	280 × 22	
Rear brakes		Disc	
Diameter	mm	259 × 10	
Driving stability systems		Hydraulic two-circuit brake system with anti-lock brakes (ABS), Electronic Brake Force Distribution (EBD) and Cornering Brake Control (CBC), ASC+T traction control, Dynamic Stability Control (DSC) with Brake Assist and Hill Start Assistant, optional: Dynamic Traction Control (DTC) and Electronic Differential Lock Control (EDLC). Parking brake acts mechanically on rear wheels	
Steering		Electric power steering (EPS); 2.4 rotations in total	
Steering transmission, overall	:1	14.1	
Tyres		175 / 65 R15 84H	
Wheels		5.5J × 15 LM	
Transmission			
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	3.474
Performance			
Power-to-weight ratio to DIN	kg/kW	14.6	
Output per litre	kW/l	51.3	
Acceleration	0-100 km/h	s	10.3
	0-1000 m	s	32.4
In 4th/5th gear	80-120 km/h	s	8.1 / 9.9
Top speed	km/h	194	
Fuel Consumption in EU Cycle			
Urban	l/100 km	4.5	
Extra-urban	l/100 km	3.7	
Composite	l/100 km	4.0	
CO ₂	g/km	105	
Miscellaneous			
Emission rating		EU5	
Insurance ratings Germany	HPF/VK/TK		
Ground clearance	mm	139	

¹ Weight of the car in road trim (DIN) plus 75 kg for driver and luggage.

² Deviations are possible under certain circumstances.

Specifications.

MINI One Countryman.

Body	MINI One Countryman		MINI One Countryman Automatic
No of doors/seats		5/4 (5)	5/4 (5)
Length/width/height (unladen)	mm	4097 / 1789 / 1561	4097 / 1789 / 1561
Wheelbase	mm	2595	2595
Track, front/rear	mm	1534 / 1559	1534 / 1559
Turning circle	m	11.6	11.6
Tank capacity	approx. l	47	47
Cooling system incl. heater	l	5.5	6.0
Engine oil	l	4.2	4.2
Transmission oil incl. drive train	l	Lifetime	Lifetime
Weight, unladen to DIN/EU ¹	kg	1265 / 1340	1295 / 1370
Max load to DIN	kg	470	470
Max permissible load to DIN	kg	1735	1765
Max axle load, front/rear	kg	935 / 855	965 / 855
Max trailer load ²			
Max roofload/max download	kg	- / -	- / -
Luggage comp to DIN	kg	75 / -	75 / -
Air drag $c_x / A / c_x \times A$	l	350 / 450 / 1170	350 / 450 / 1170
No of doors/seats	- / m ² / m ²	0.36 / 2.36 / 0.85	0.36 / 2.36 / 0.85
Engine			
Config/No of cyls/valves		Inline/ 4/ 4	Inline/ 4/ 4
Engine management		MEV 17.2.2	MEV 17.2.2
Capacity	cm ³	1598	1598
Bore/stroke	mm	77 / 85.8	77 / 85.8
Compression ratio	:1	11:1	11:1
Fuel grade	RON	91-98	91-98
Max output	kW/hp	72 / 98	72 / 98
at	min ⁻¹	6000	6000
Max torque	Nm	153	153
at	min ⁻¹	3000	3000
Electrical System			
Battery/installation	Ah / -	60 / Engine compartment	55 / Engine compartment
Alternator	A	150	120
Chassis			
Suspension, front		Single-joint MacPherson spring strut axle with anti-dive control	
Suspension, rear		Multi-link axle with longitudinal struts in lightweight aluminium design	
Front brakes		Vented disc	Vented disc
Diameter	mm	294 x 22	294 x 22
Rear brakes		Disc	Disc
Diameter	mm	280 x 10	280 x 10
Driving stability systems		Hydraulic two-circuit brake system with anti-lock brakes (ABS), Electronic Brake Force Distribution (EBD) and Cornering Brake Control (CBC), Dynamic Stability Control (DSC) with Brake Assist and Hill Start Assistant, optional: Dynamic Traction Control (DTC) and Electronic Differential Lock Control (EDLC). Parking brake acts mechanically on rear wheels	
Steering		Electric power steering (EPS); 2.4 rotations in total	
Steering transmission, overall	:1	14.1	14.1
Tyres		205 / 60 R16 92H	205 / 60 R16 92H
Wheels		6.5J x 16 St	6.5J x 16 St
Transmission			
Type of gearbox		6-gear manual transmission	6-speed automatic transmission
Gear ratios	I	:1	3.214
	II	:1	1.792
	III	:1	1.194
	IV	:1	0.914
	V	:1	0.784
	VI	:1	0.683
Reverse gear	:1	3.143	3.394
Final drive ratio	:1	4.353	4.643
Performance			
Power-to-weight ratio to DIN	kg/kW	17.6	18.0
Output per litre	kW/l	45.1	45.1
Acceleration	0-100 km/h	s	11.9
	0-1000 m	s	33.7
In 4th/5th gear	80-120 km/h	s	13.9 / 17.9
Top speed	km/h	173	168
Fuel Consumption in EU Cycle			
Urban	l/100 km	7.4	9.3
Extra-urban	l/100 km	5.2	6.0
Composite	l/100 km	6.0	7.2
CO ₂	g/km	139	168
Miscellaneous			
Emission rating		EU5	EU5
Insurance ratings Germany	HPF/VK/TK	³	³
Ground clearance	mm	149	149

¹ Weight of the car in road trim (DIN) plus 75 kg for driver and luggage.

² Deviations are possible under certain circumstances.

³ Figures not yet available.

Specifications.

MINI Cooper Countryman.

9/2010
Page 66

Body		MINI Cooper Countryman	MINI Cooper Countryman Automatic
No of doors/seats		5 / 4 (5)	5 / 4 (5)
Length/width/height (unladen)	mm	4097 / 1789 / 1561	4097 / 1789 / 1561
Wheelbase	mm	2595	2595
Track, front/rear	mm	1534 / 1559	1534 / 1559
Turning circle	m	11.6	11.6
Tank capacity	approx. l	47	47
Cooling system incl. heater	l	5.5	6.0
Engine oil	l	4.2	4.2
Transmission oil incl. drive train	l	Lifetime	Lifetime
Weight, unladen to DIN/EU ¹	kg	1265 / 1340	1295 / 1370
Max load to DIN	kg	470	470
Max permissible load to DIN	kg	1735	1765
Max axle load, front/rear	kg	930 / 855	960 / 855
Max trailer load ² braked (12%) / unbraked	kg	- / -	1000/500
Max roofload/max download	kg	75 / -	75 / 75
Luggage comp to DIN	l	350 / 450 / 1170	350 / 450 / 1170
Air drag c_x / A / $c_x \times A$	- / m ² / m ²	0.35 / 2.36 / 0.83	0.35 / 2.36 / 0.83
Engine			
Config/No of cyls/valves		Inline / 4 / 4	Inline / 4 / 4
Engine management		MEV 17.2.2	MEV 17.2.2
Capacity	cm ³	1598	1598
Bore/stroke	mm	77/85.8	77/85.8
Compression ratio	:1	11.0	11.0
Fuel grade	RON	91-98	91-98
Max output	kW / PS	90 / 122	90 / 122
at	min ⁻¹	6000	6000
Max torque	Nm	160	160
at	min ⁻¹	4250	4250
Electrical System			
Battery/installation	Ah / -	60 / Engine compartment	55 / Engine compartment
Alternator	A	150	120
Chassis			
Suspension, front		Single-joint MacPherson spring strut axle with anti-dive control	
Suspension, rear		Multi-link axle with longitudinal struts in lightweight aluminium design	
Front brakes		Vented disc	Vented disc
Diameter	mm	294 × 22	294 × 22
Rear brakes		Disc	Disc
Diameter	mm	280 × 10	280 × 10
Driving stability systems		Hydraulic two-circuit brake system with anti-lock brakes (ABS), Electronic Brake Force Distribution (EBD) and Cornering Brake Control (CBC), Dynamic Stability Control (DSC) with Brake Assist and Hill Start Assistant, optional: Dynamic Traction Control (DTC) and Electronic Differential Lock Control (EDLC). Parking brake acts mechanically on rear wheels	
Steering		Electric power steering (EPS); 2.4 rotations in total	
Steering transmission, overall	:1	14.1	14.1
Tyres		205/60 R16 92H	205/60 R16 92H
Wheels		6.5J × 16 LM	6.5J × 16 LM
Transmission			
Type of gearbox		6-gear manual transmission	6-speed automatic transmission
Gear ratios	I	:1	3.214
	II	:1	1.792
	III	:1	1.194
	IV	:1	0.914
	V	:1	0.784
	VI	:1	0.683
Reverse gear	:1	3.143	3.394
Final drive ratio	:1	4.722	4.643
Performance			
Power-to-weight ratio to DIN	kg/kW	14.1	14.4
Output per litre	kW/l	56.3	56.3
Acceleration	0-100 km/h	s	10.5
	0-1000 m	s	32.2
In 4th/5th gear	80-120 km/h	s	11.6 / 14.9
Top speed	km/h	190	182
Fuel Consumption in EU Cycle			
Urban	l/100 km	7.4	9.3
Extra-urban	l/100 km	5.2	6.0
Composite	l/100 km	6.0	7.2
CO ₂	g/km	140	168
Miscellaneous			
Emission rating		EU5	EU5
Insurance ratings Germany	HPF/VK/TK	³	³
Ground clearance	mm	149	149

¹ Weight of the car in road trim (DIN) plus 75 kg for driver and luggage.

² Deviations are possible under certain circumstances.

³ Figures not yet available.

Specifications.

MINI Cooper S Countryman.

9/2010
Page 67

Body		MINI Cooper S Countryman	MINI Cooper S Countryman Automatic
No of doors/seats		5 / 4 (5)	5 / 4 (5)
Length/width/height (unladen)	mm	4110 / 1789 / 1561	4110 / 1789 / 1561
Wheelbase	mm	2595	2595
Track, front/rear	mm	1525 / 1551	1525 / 1551
Turning circle	m	11.6	11.6
Tank capacity	approx. l	47	47
Cooling system incl. heater	l	5.5	6.0
Engine oil	l	4.2	4.2
Transmission oil incl. drive train	l	Lifetime	Lifetime
Weight, unladen to DIN/EU ¹	kg	1310 / 1385	1335 / 1410
Max load to DIN	kg	470	470
Max permissible load to DIN	kg	1780	1805
Max axle load, front/rear	kg	960 / 855	980 / 855
Max trailer load ²			
braked (12%) / unbraked	kg	750 / 500	1000 / 500
Max roofload/max download	kg	75 / 75	75 / 75
Luggage comp to DIN	l	350 / 450 / 1170	350 / 450 / 1170
Air drag c_x / A / $c_x \times A$	- / m ² / m ²	0.36 / 2.36 / 0.85	0.36 / 2.35 / 0.85
Engine			
Config/No of cyls/valves		Inline / 4 / 4	Inline / 4 / 4
Engine management		MEVD 17.2.2	MEVD 17.2.2
Capacity	cm ³	1598	1598
Bore/stroke	mm	77.0 / 85.8	77.0 / 85.8
Compression ratio	:1	10.5	10.5
Fuel grade	RON	91-98	91-98
Max output	kW / PS	135 / 184	135 / 184
at	min ⁻¹	5500	5500
Max torque	Nm	240 (260)	240 (260)
at	min ⁻¹	1600 - 5000 (1700 - 4500)	1600 - 5000 (1700 - 4500)
Electrical System			
Battery/installation	Ah / -	60 / Engine compartment	55 / Engine compartment
Alternator	A	150	120
Chassis			
Suspension, front		Single-joint MacPherson spring strut axle with anti-dive control	
Suspension, rear		Multi-link axle with longitudinal struts in lightweight aluminium design	
Front brakes		Vented disc	Vented disc
Diameter	mm	307 × 24	307 × 24
Rear brakes		Disc	Disc
Diameter	mm	280 × 10	280 × 10
Driving stability systems		Hydraulic two-circuit brake system with anti-lock brakes (ABS), Electronic Brake Force Distribution (EBD) and Cornering Brake Control (CBC), Dynamic Stability Control (DSC) with Brake Assist and Hill Start Assistant, optional: Dynamic Traction Control (DTC) and Electronic Differential Lock Control (EDLC). Parking brake acts mechanically on rear wheels	
Steering		Electric power steering (EPS); 2.4 rotations in total	
Steering transmission, overall	:1	14.1	14.1
Tyres		205/55 R17 91V RSC	205/55 R17 91V RSC
Wheels		7J × 17 LM	7J × 17 LM
Transmission			
Type of gearbox		6-gear manual transmission	6-speed automatic transmission
Gear ratios	I	:1	3.308
	II	:1	2.130
	III	:1	1.483
	IV	:1	1.139
	V	:1	0.949
	VI	:1	0.816
Reverse gear		:1	3.231
Final drive ratio		:1	3.706
Performance			
Power-to-weight ratio to DIN	kg/kW	9.7	9.9
Output per litre	kW/l	84.5	84.5
Acceleration	0-100 km/h	s	7.6
	0-1000 m	s	28.2
In 4th/5th gear	80-120 km/h	s	7.1 / 8.6
Top speed	km/h	215	210
Fuel Consumption in EU Cycle			
Urban	l/100 km	7.5	9.5
Extra-urban	l/100 km	5.4	5.7
Composite	l/100 km	6.1	7.1
CO ₂	g/km	143	166
Miscellaneous			
Emission rating		EU5 ³	EU5 ³
Insurance ratings Germany	HPF/VK/TK		
Ground clearance	mm	149	149

¹ Weight of the car in road trim (DIN) plus 75 kg for driver and luggage.

² Deviations are possible under certain circumstances.

³ Figures not yet available.

Specifications.

MINI Cooper S Countryman ALL4.

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

¹ Weight of the car in road trim (DIN) plus 75 kg for driver and luggage.

² Deviations are possible under certain circumstances.

³ Figures not yet available.

Specifications.

MINI One D Countryman.

9/2010
Page 69

Body		MINI One D Countryman
No of doors/seats		5 / 4 (5)
Length/width/height	mm	4097 / 1789 / 1561
Wheelbase	mm	2595
Track, front/rear	mm	1534 / 1559
Turning circle	m	11.6
Tank capacity	approx. l	47
Cooling system incl. heater	l	5.4
Engine oil	l	5.2
Transmission oil incl. drive	l	Lifetime
Weight, unladen to DIN/EU ¹	kg	1310 / 1385
Max load to DIN	kg	470
Max permissible load to DIN	kg	1780
Max axle load, front/rear	kg	995 / 850
Max trailer load ²		–
braked (12%) / unbraked	kg	–
Max roofload/max download	kg	75 / –
Luggage comp to DIN	l	350 / 450 / 1170
Air drag c _x / A / c _x × A	– / m ² / m ²	0.35 / 2.36 / 0.83
Engine		
Config/No of cyls/valves		Inline / 4 / 4
Engine management		DDE 7.0
Capacity	cm ³	1598
Bore/stroke	mm	78 / 83.6
Compression ratio	:1	16.5
Fuel grade	RON	Diesel
Max output	kW / PS	66 / 90
at	min ⁻¹	4000
Max torque	Nm	215
at	min ⁻¹	1750 – 2500
Electrical System		
Battery/installation	Ah / –	70 / Engine compartment
Alternator	A	150
Chassis		
Suspension, front		Single-joint MacPherson spring strut axle with anti-dive control
Suspension, rear		Multi-link axle with longitudinal struts in lightweight aluminium design
Front brakes		Vented disc
Diameter	mm	294 × 22
Rear brakes		Disc
Diameter	mm	280 × 10
Driving stability systems		Hydraulic two-circuit brake system with anti-lock brakes (ABS), Electronic Brake Force Distribution (EBD) and Cornering Brake Control (CBC), Dynamic Stability Control (DSC) with Brake Assist and Hill Start Assistant, optional: Dynamic Traction Control (DTC) and Electronic Differential Lock Control (EDLC). Parking brake acts mechanically on rear wheels
Steering		Electric power steering (EPS); 2.4 rotations in total
Steering transmission, overall	:1	14.1
Tyres		205/60 R16 92H
Wheels		6.5J × 16 St.
Transmission		
Type of gearbox		6-gear manual transmission
Gear ratios	I	:1
	II	:1
	III	:1
	IV	:1
	V	:1
	VI	:1
Reverse gear	:1	3.231
Final drive ratio	:1	3.706
Performance		
Power-to-weight ratio to DIN	kg/kW	19.8
Output per litre	kW/l	41.3
Acceleration 0–100 km/h	s	12.9
0–1000 m	s	34.8
In 4th/5th gear 80–120 km/h	s	12.5 / 15.9
Top speed	km/h	170
Fuel Consumption in EU Cycle		
Urban	l/100 km	4.7
Extra-urban	l/100 km	4.2
Composite	l/100 km	4.4
CO ₂	g/km	115
Miscellaneous		
Emission rating		EU5 ³
Insurance ratings Germany	HPF/VK/TK	
Ground clearance	mm	149

¹ Weight of the car in road trim (DIN) plus 75 kg for driver and luggage.

² Deviations are possible under certain circumstances.

³ Figures not yet available.

Specifications.

MINI Cooper D Countryman.

9/2010
Page 70

Body		MINI Cooper D Countryman
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	approx. l	47
Cooling system incl. heater	l	5.4
Engine oil	l	5.2
Transmission oil incl. drive train	l	Lifetime
Weight, unladen to DIN/EU ¹	kg	1310 / 1385
Max load to DIN	kg	470
Max permissible load to DIN	kg	1780
Max axle load, front/rear	kg	985 / 850
Max trailer load ² braked (12%) / unbraked	kg	750 / 500
Max roofload/max download	kg	75 / 75
Luggage comp to DIN	l	350 / 450 / 1170
Air drag c_x / A / $c_x \times A$	$- / m^2 / m^2$	0.35 / 2.36 / 0.83
Engine		
Config/No of cyls/valves		Inline / 4 / 4
Engine management		DDE 7.0
Capacity	cm ³	1598
Bore/stroke	mm	78/ 83.6
Compression ratio	:1	16.5
Fuel grade	RON	Diesel
Max output	kW / PS	82 / 112
at	min ⁻¹	4000
Max torque	Nm	270
at	min ⁻¹	1750–2250
Electrical System		
Battery/installation	Ah / –	70 / Engine compartment
Alternator	A	150
Chassis		
Suspension, front	Single-joint MacPherson spring strut axle with anti-dive control	
Suspension, rear	Multi-link axle with longitudinal struts in lightweight aluminium design	
Front brakes	Vented disc	
Diameter	mm	294 × 22
Rear brakes	Disc	
Diameter	mm	280 × 10
Driving stability systems	Hydraulic two-circuit brake system with anti-lock brakes (ABS), Electronic Brake Force Distribution (EBD) and Cornering Brake Control (CBC), Dynamic Stability Control (DSC) with Brake Assist and Hill Start Assistant, optional: Dynamic Traction Control (DTC) and Electronic Differential Lock Control (EDLC). Parking brake acts mechanically on rear wheels	
Steering	Electric power steering (EPS); 2.4 rotations in total	
Steering transmission, overall	:1	14.1
Tyres	205/60 R16 92H	
Wheels	6.5J × 16 LM	
Transmission		
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
Performance		
Power-to-weight ratio to DIN	kg/kW	16.0
Output per litre	kg/l	51.3
Acceleration	0–100 km/h	s 10.9
	0–1000 m	s 32.6
In 4th/5th gear	80–120 km/h	s 9.7 / 11.9
Top speed	km/h	185
Fuel Consumption in EU Cycle		
Urban	l/100 km	4.7
Extra-urban	l/100 km	4.2
Composite	l/100 km	4.4
CO ₂	g/km	115
Miscellaneous		
Emission rating		EU5 ³
Insurance ratings Germany	HPF/VK/TK	
Ground clearance	mm	149

¹ Weight of the car in road trim (DIN) plus 75 kg for driver and luggage.

² Deviations are possible under certain circumstances.

³ Figures not yet available.

Specifications.

MINI Cooper D Countryman ALL4.

9/2010
Page 71

Body		MINI Cooper D Countryman ALL4
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	approx. l	47
Cooling system incl. heater	l	5.4
Engine oil	l	5.2
Transmission oil incl. drive train	l	Lifetime
Weight, unladen to DIN/EU ¹	kg	1380 / 1455
Max load to DIN	kg	470
Max permissible load to DIN	kg	1850
Max axle load, front/rear	kg	1010 / 890
Max trailer load ² braked (12%) / unbraked	kg	750 / 500
Max roofload/max download	kg	75 / 75
Luggage comp to DIN	l	350 / 450 / 1170
Air drag $c_x / A / c_x \times A$	$- / m^2 / m^2$	0.35 / 2.36 / 0.83
Engine		
Config/No of cyls/valves		Inline / 4 / 4
Engine management		DDE 7.0
Capacity	cm ³	1598
Bore/stroke	mm	78 / 83.6
Compression ratio	:1	16.5
Fuel grade	RON	Diesel
Max output	kW / hp	82 / 112
at	min ⁻¹	4000
Max torque	Nm	270
at	min ⁻¹	1750 – 2250
Electrical System		
Battery/installation	Ah / –	70 / Engine compartment
Alternator	A	150
Chassis		
Suspension, front		Single-joint MacPherson spring strut axle with anti-dive control
Suspension, rear		Multi-link axle with longitudinal struts in lightweight aluminium design
Front brakes		Vented disc
Diameter	mm	294 × 22
Rear brakes		Disc
Diameter	mm	280 × 10
Driving stability systems		Hydraulic two-circuit brake system with anti-lock brakes (ABS), Electronic Brake Force Distribution (EBD) and Cornering Brake Control (CBC), Dynamic Stability Control (DSC) with Brake Assist, Hill Start Assistant, Dynamic Traction Control (DTC) and Electronic Differential Lock Control (EDLC), DSC control unit with integrated control electronics for the MINI ALL4 all-wheel-drive system. Parking brake acts mechanically on rear wheels
Steering		Electric power steering (EPS); 2.4 rotations in total
Steering transmission, overall	:1	14.1
Tyres		205/60 R16 92H
Wheels		6.5J × 16 LM
Transmission		
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
Performance		
Power-to-weight ratio to DIN	kg/kW	16.8
Output per litre	kW/l	51.3
Acceleration	0–100 km/h	s 11.6
	0–1000 m	s 33.1
In 4th/5th gear	80–120 km/h	s 10.6 / 12.9
Top speed	km/h	180
Fuel Consumption in EU Cycle		
Urban	l/100 km	5.3
Extra-urban	l/100 km	4.7
Composite	l/100 km	4.9
CO ₂	g/km	129
Miscellaneous		
Emission rating		EU5
Insurance ratings Germany	HPF/VK/TK	³³
Ground clearance	mm	149

¹ Weight of the car in road trim (DIN) plus 75 kg for driver and luggage.

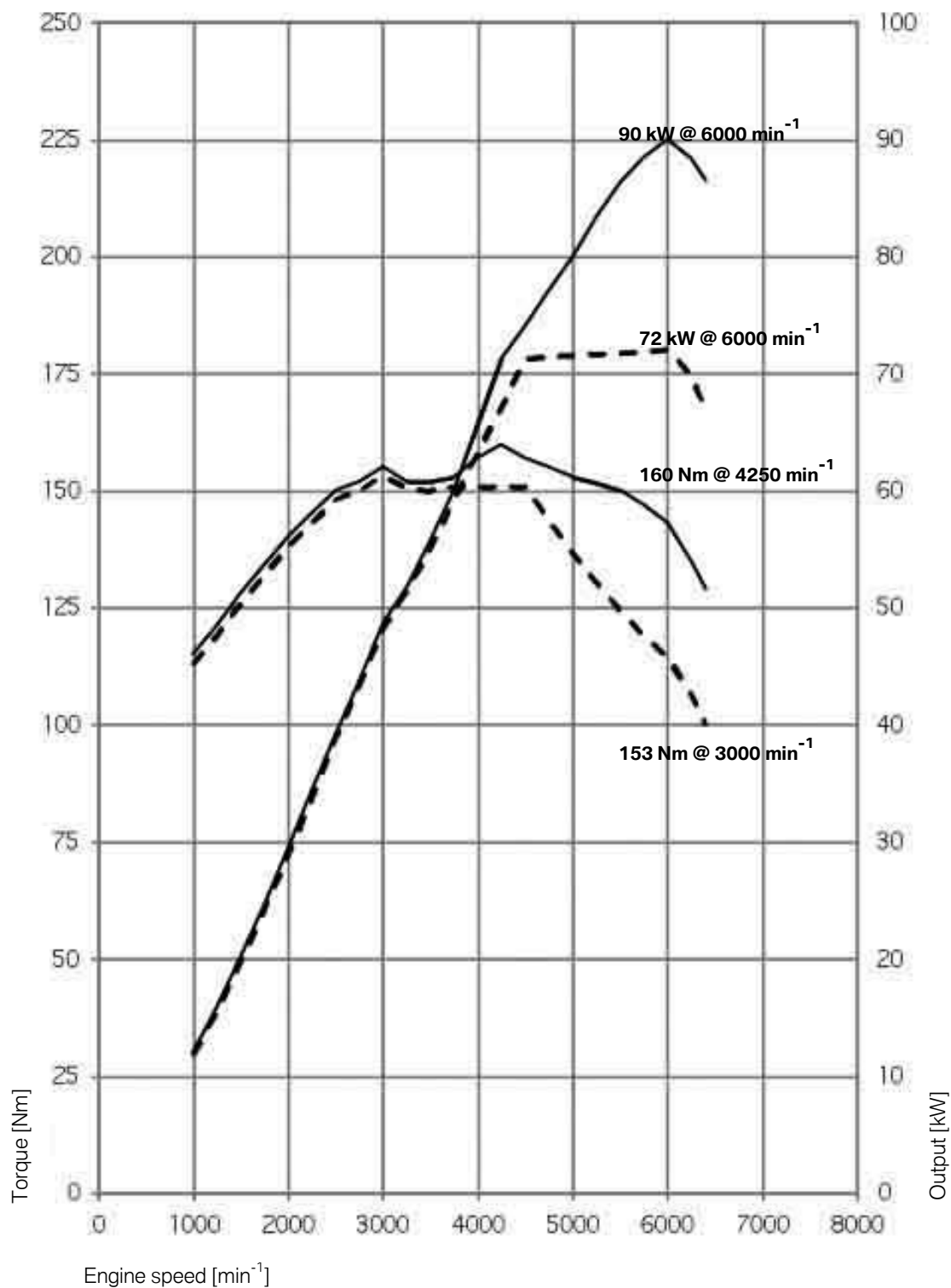
² Deviations are possible under certain circumstances.

³ Figures not yet available.

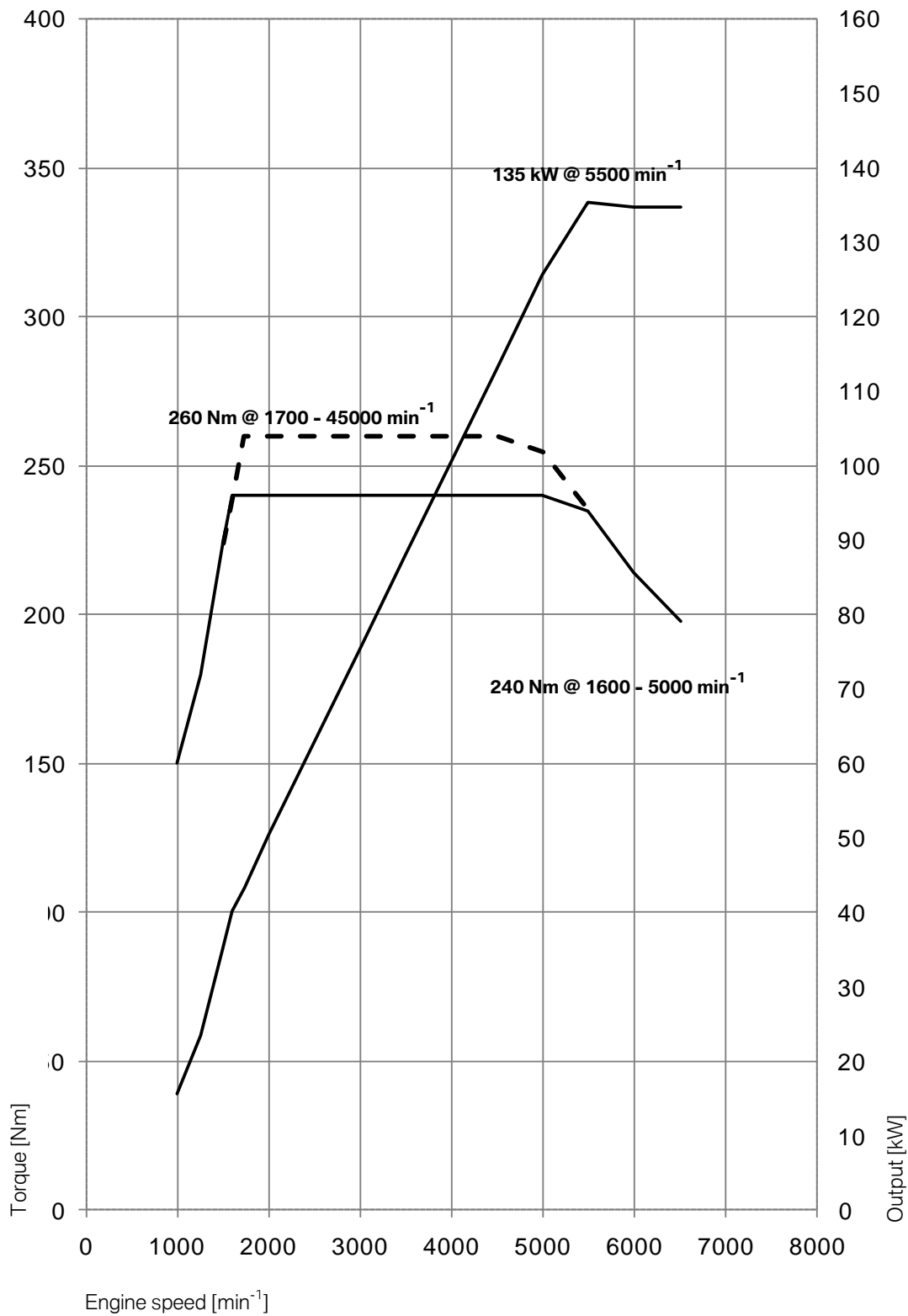
Output and torque diagrams.



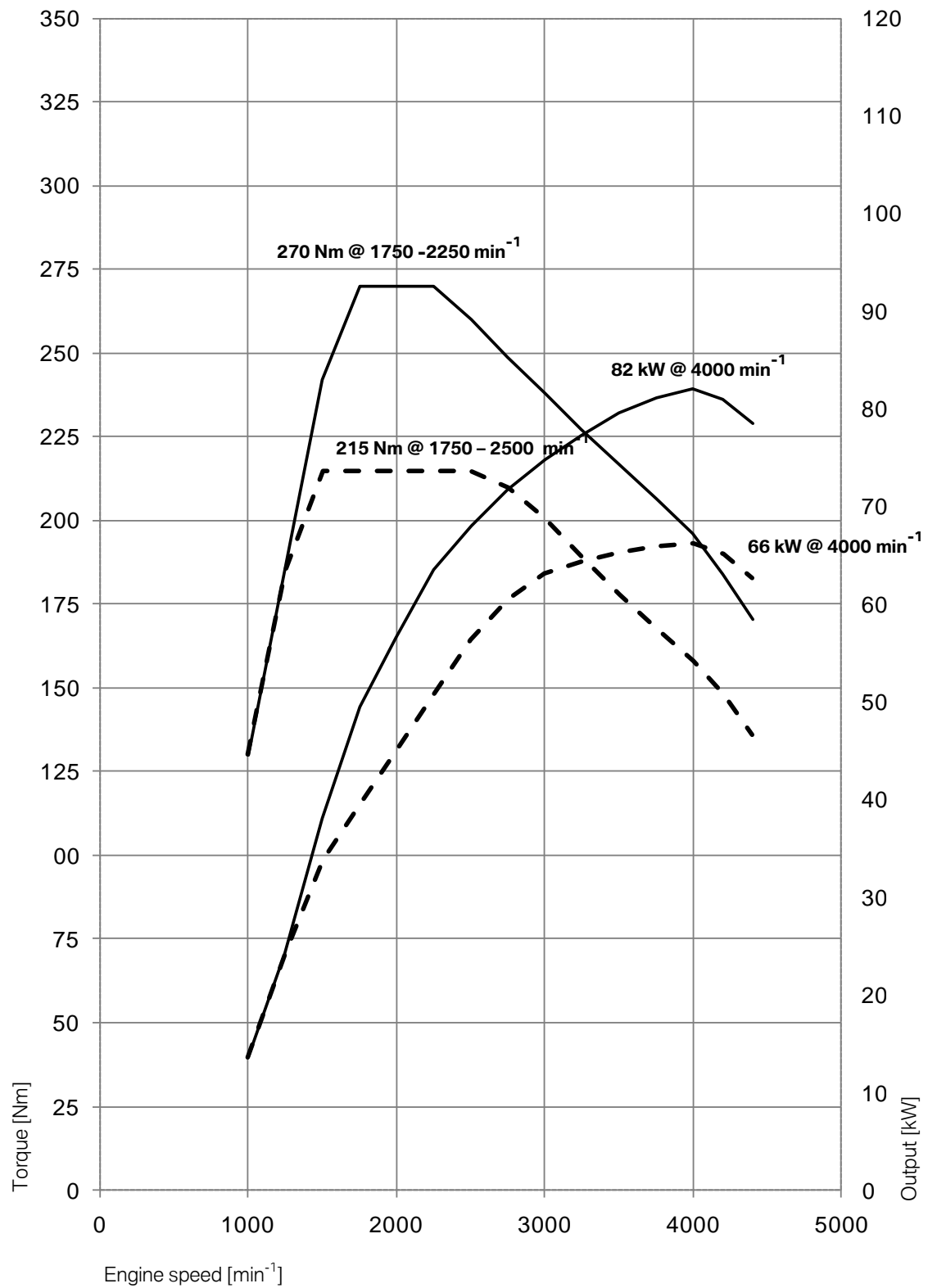
MINI One.
MINI Cooper.



MINI Cooper S



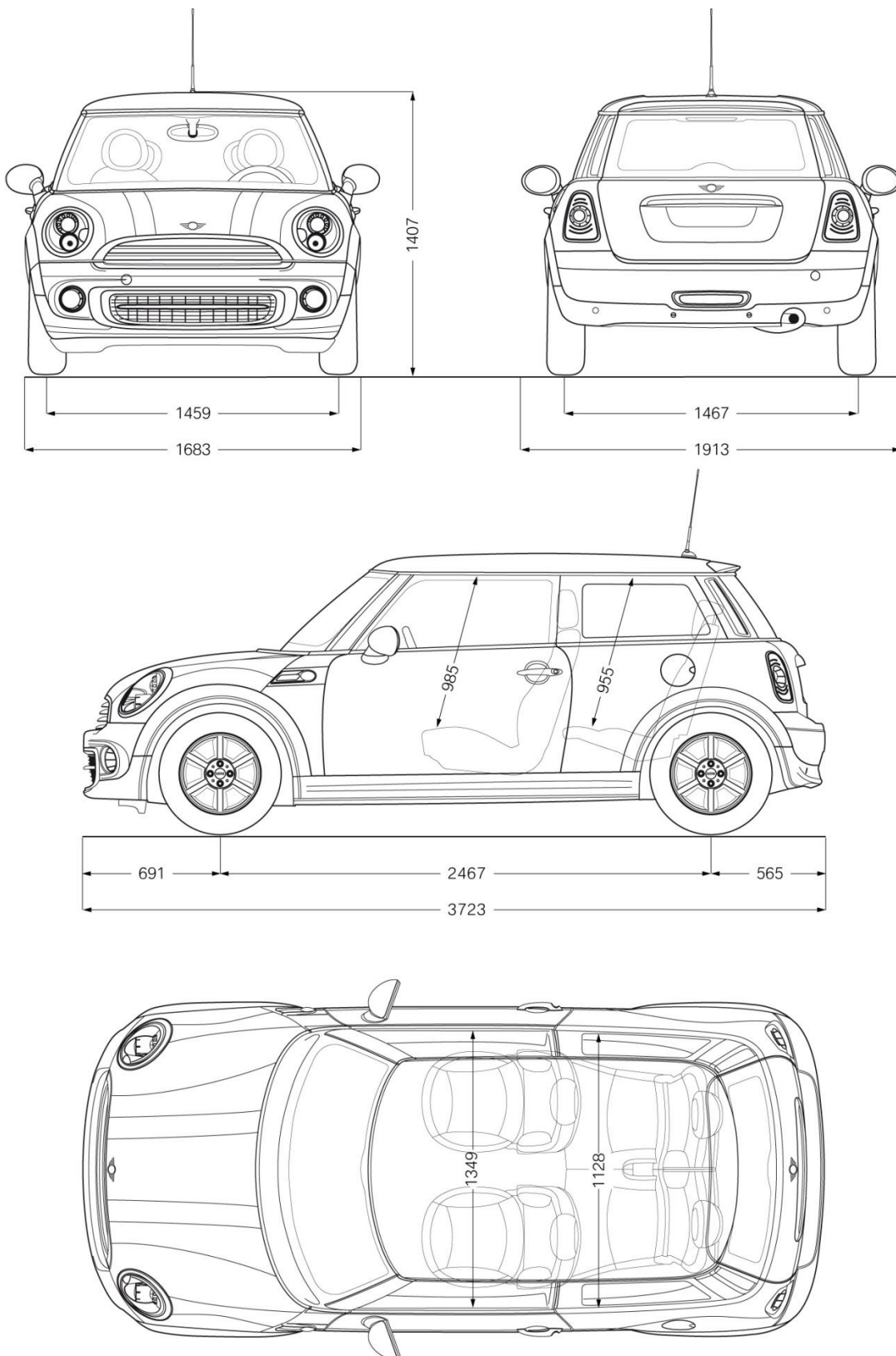
**MINI One D,
MINI Cooper D**



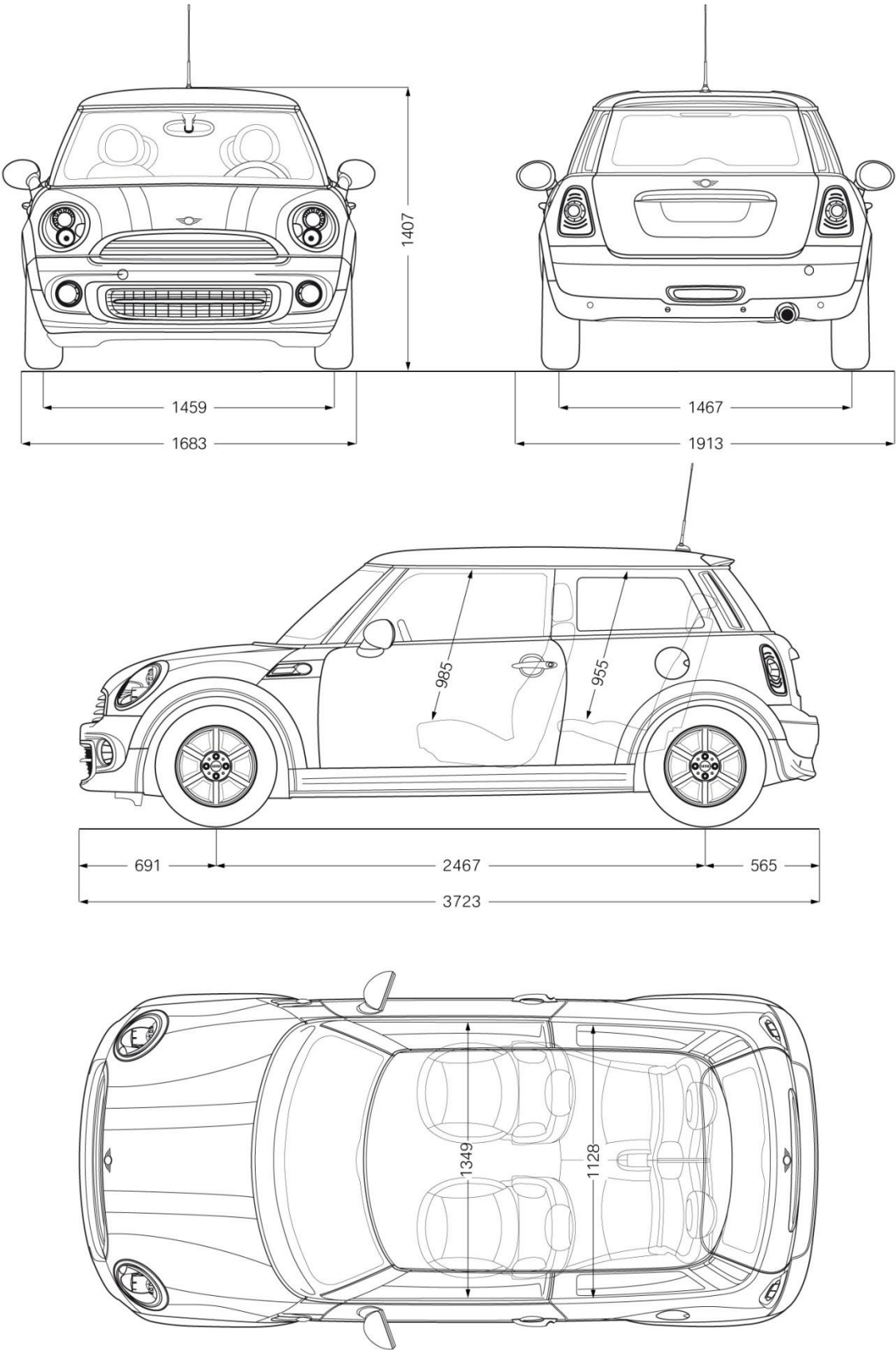
Exterior and interior dimensions.



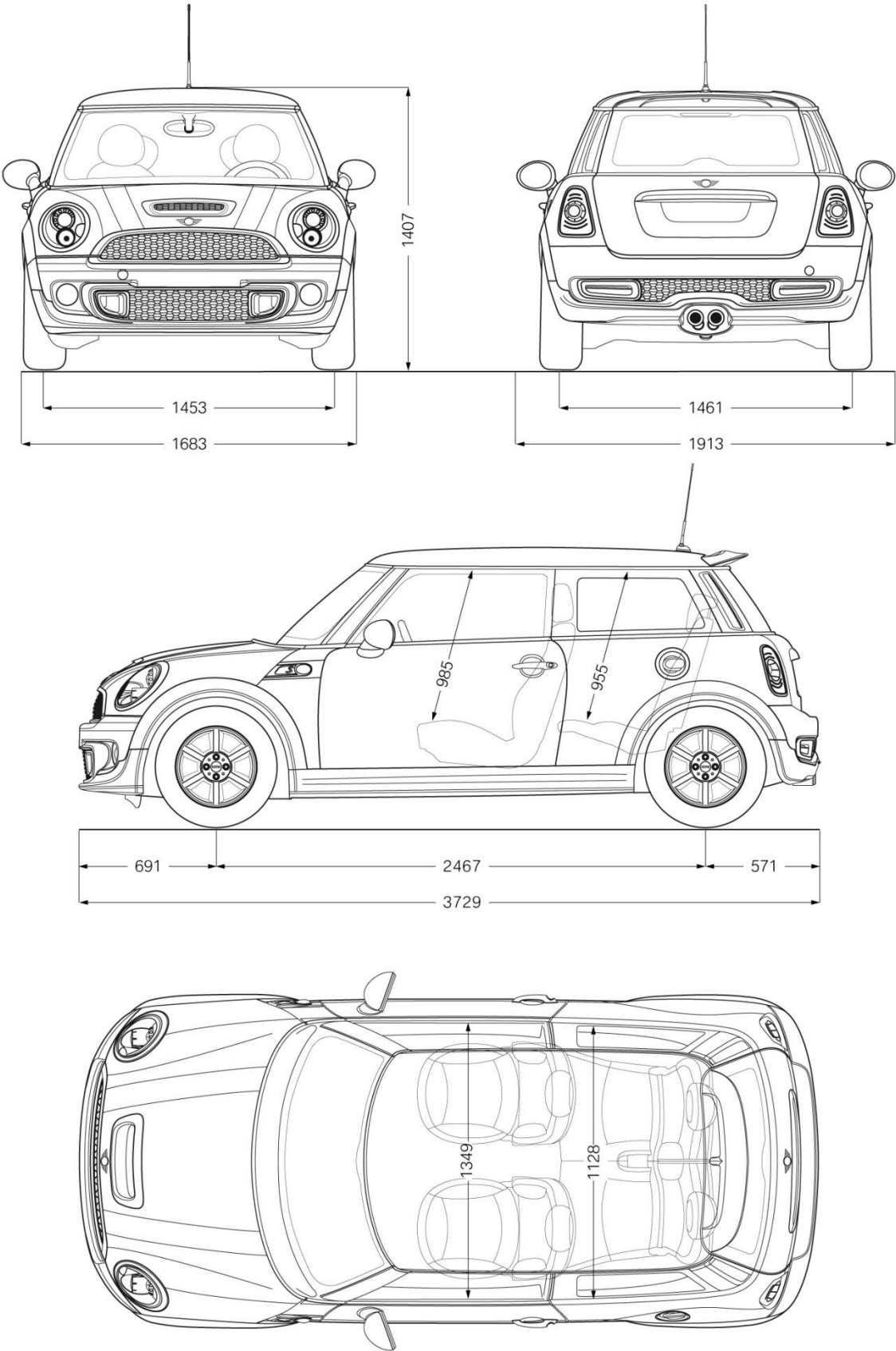
MINI One



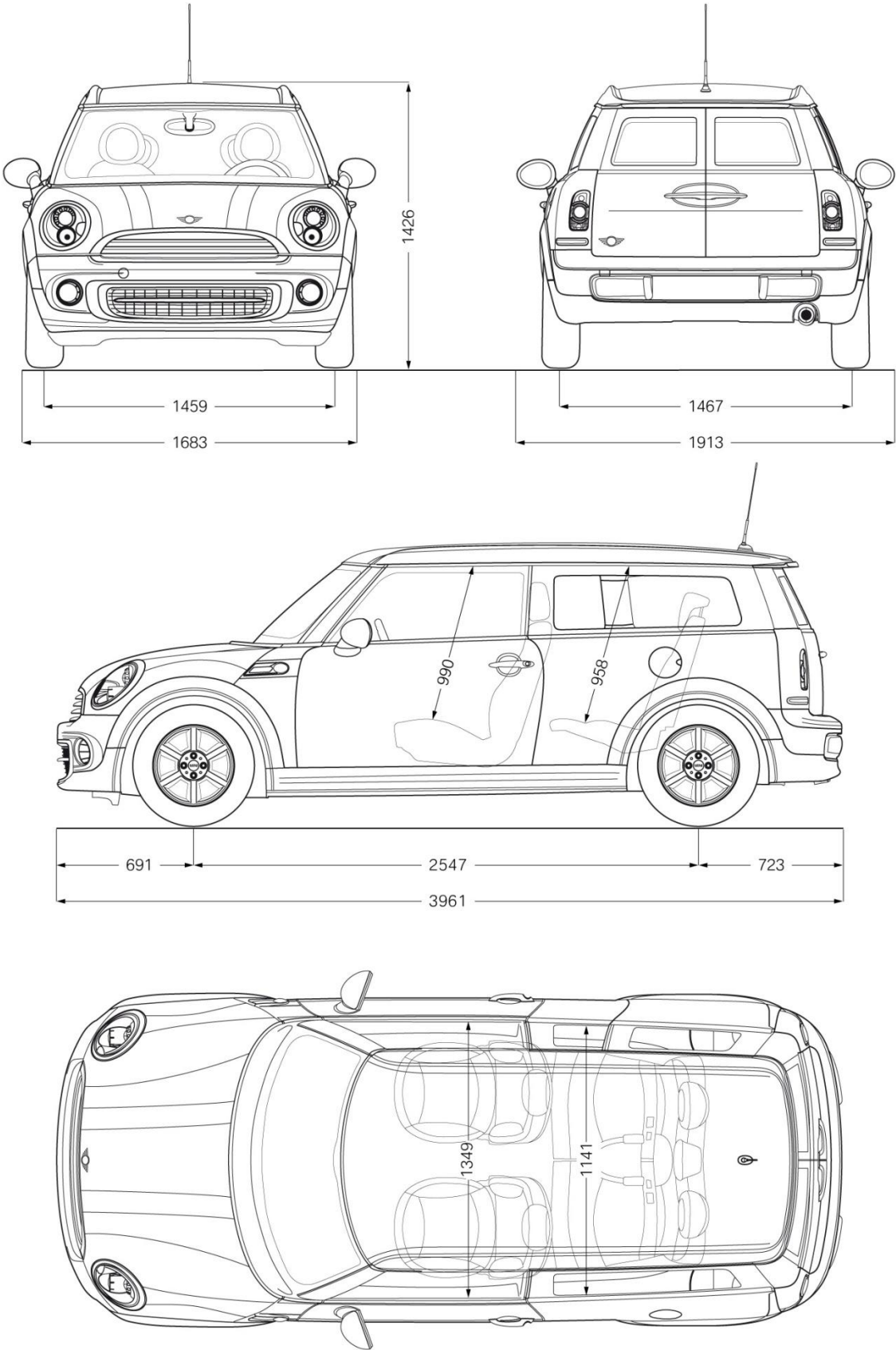
MINI Cooper



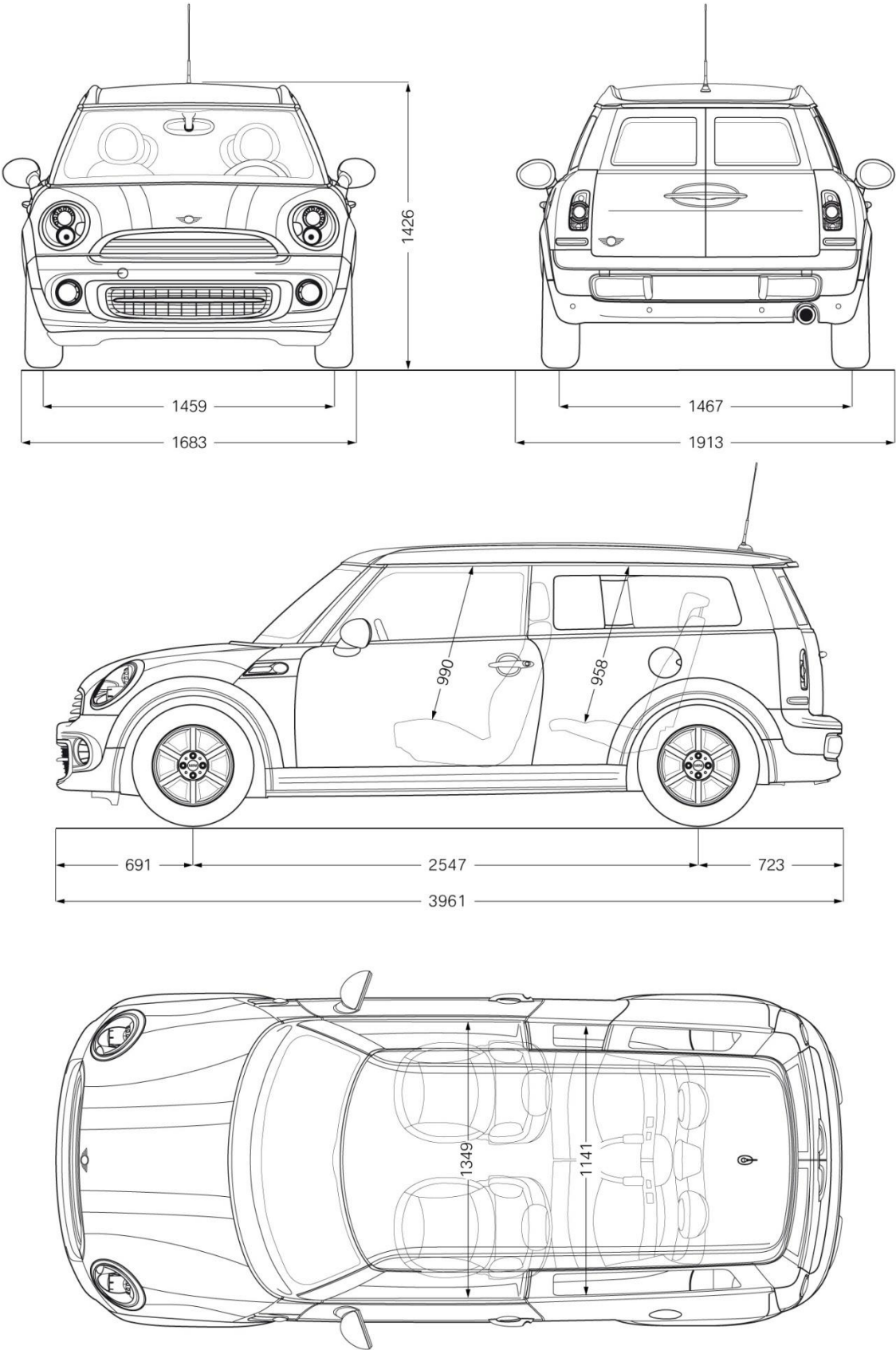
MINI Cooper S



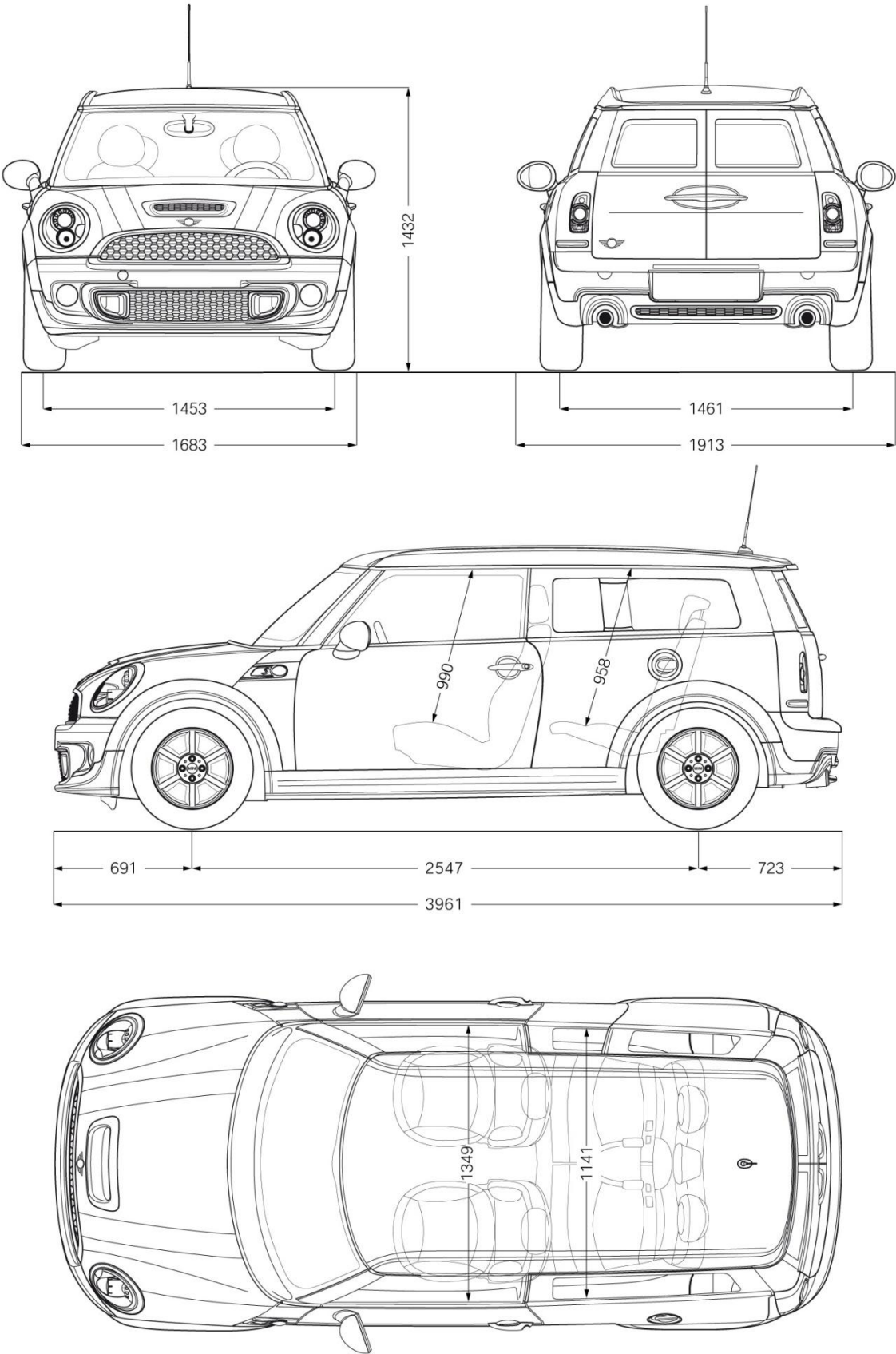
MINI One Clubman



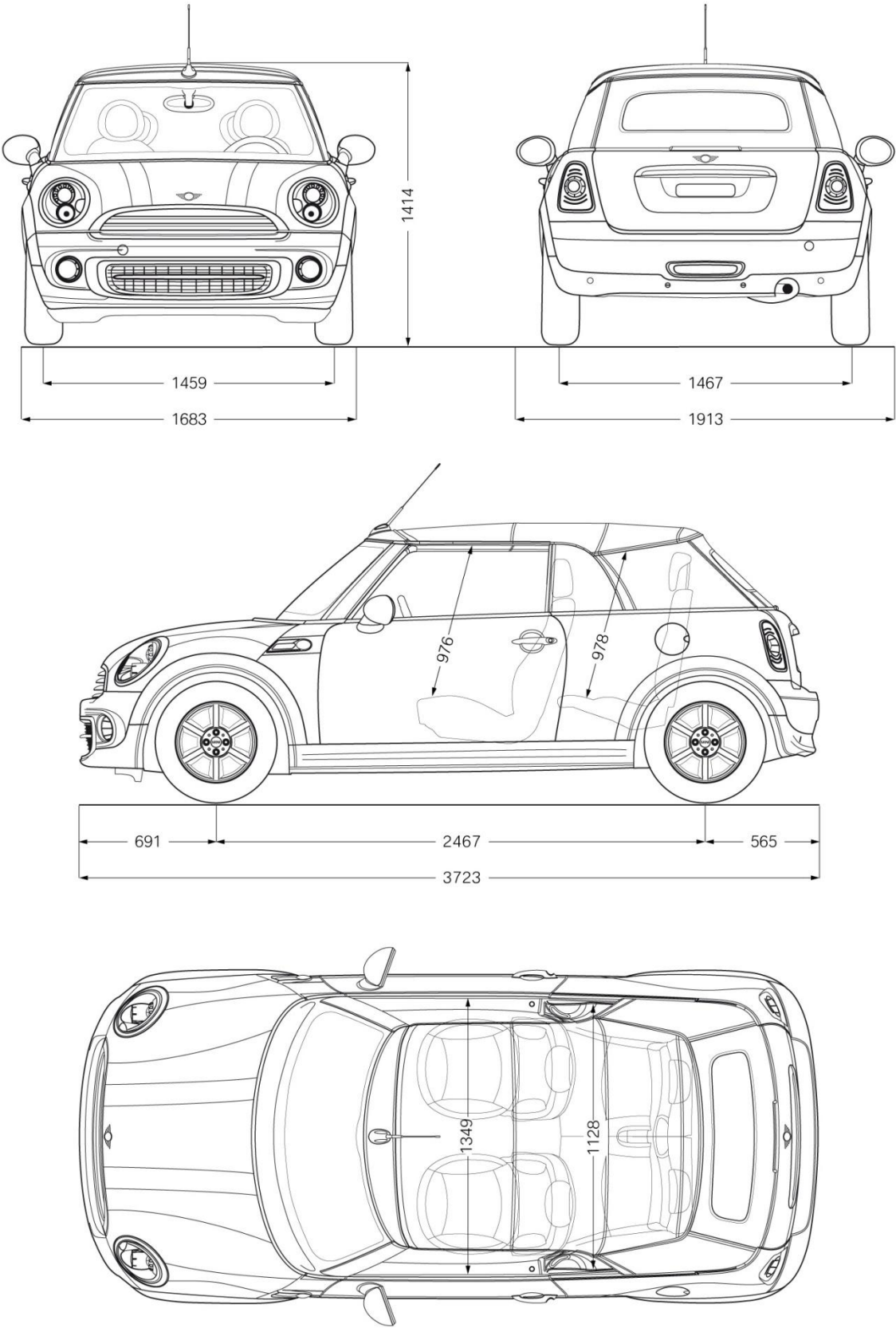
MINI Cooper Clubman



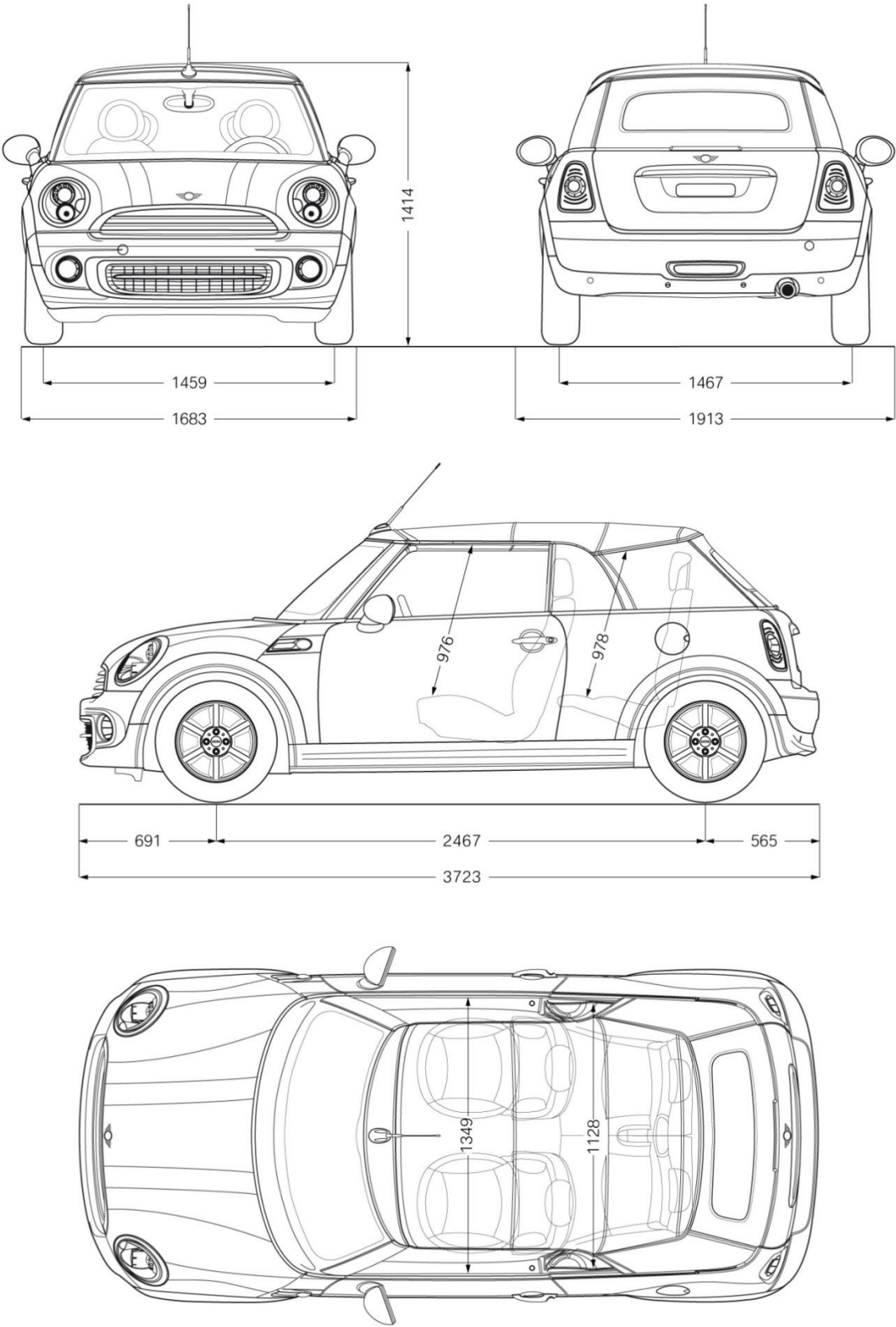
MINI Cooper S Clubman



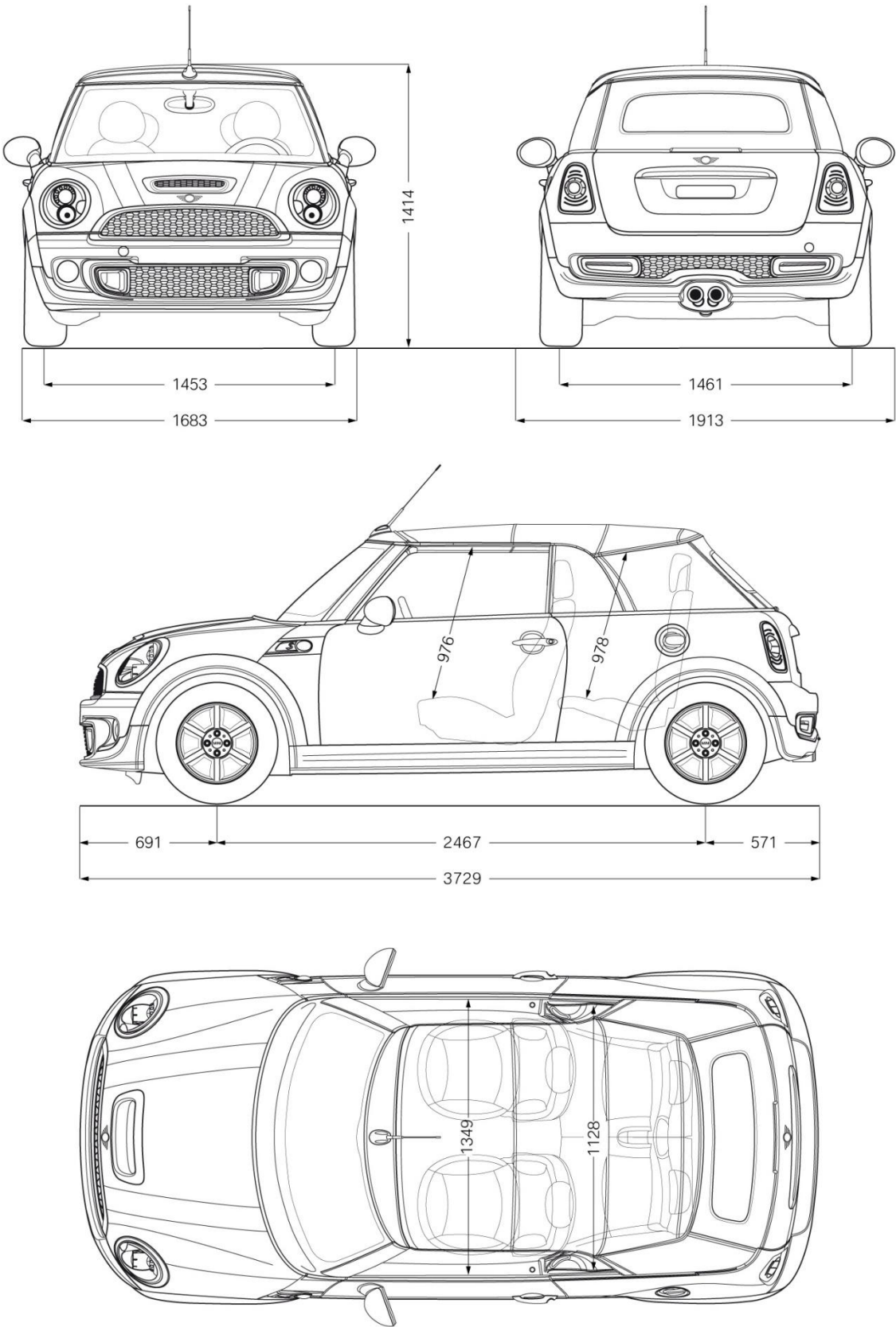
MINI One Convertible



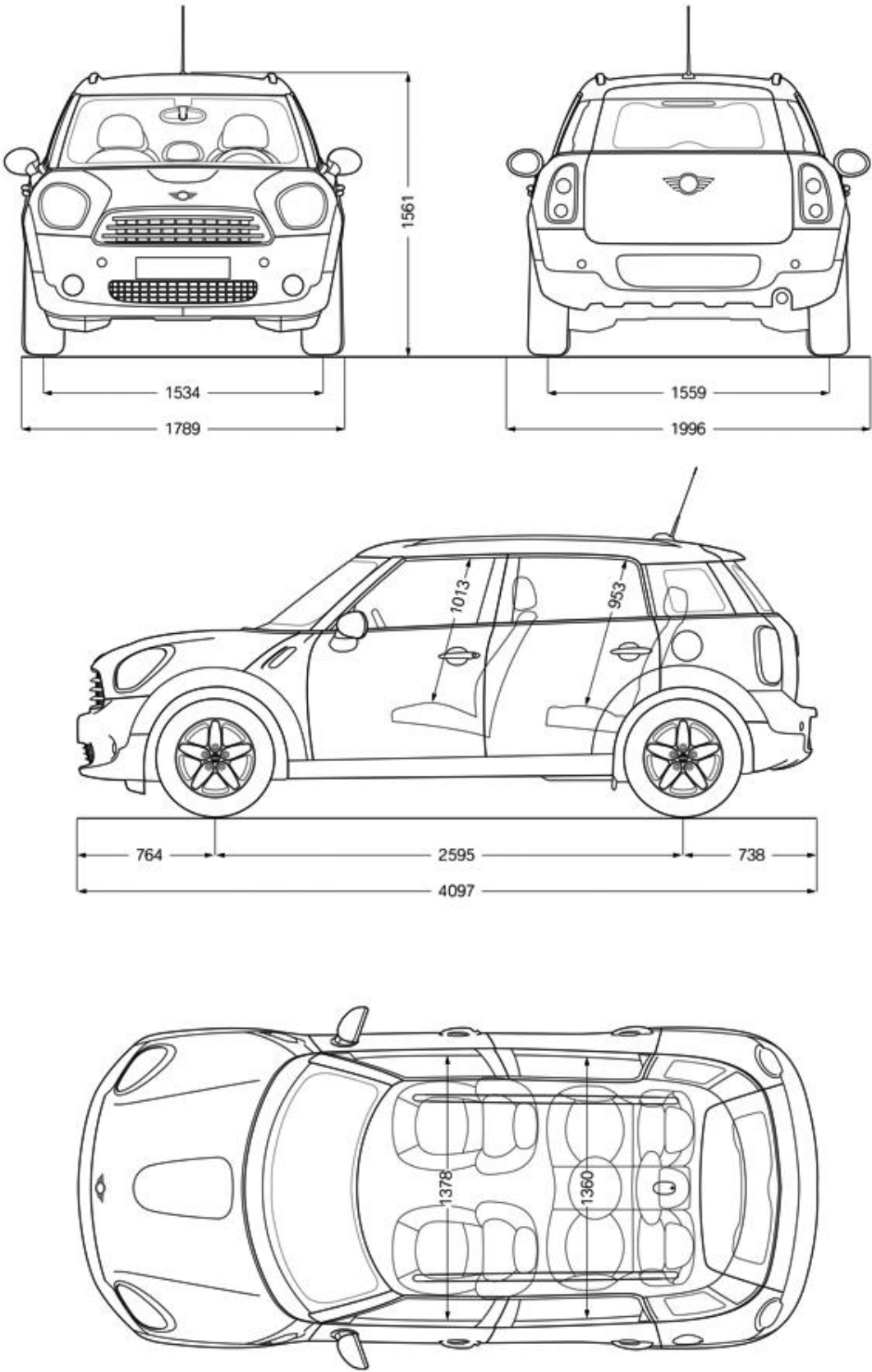
MINI Cooper Convertible



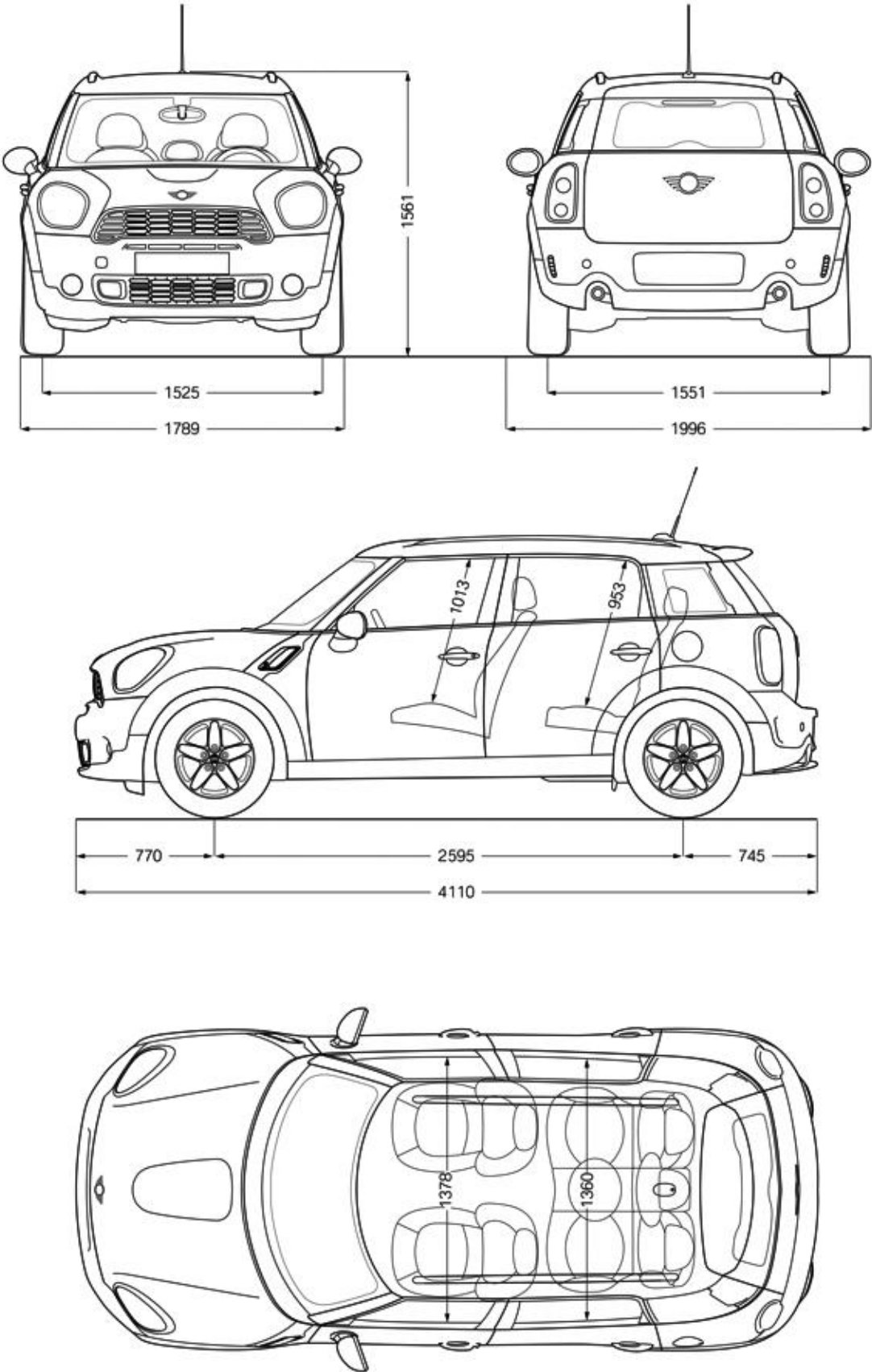
MINI Cooper S Convertible



MINI Cooper Countryman.



MINI Cooper S Countryman.



Model prices.



Model	Price incl. VAT
MINI	
MINI One (55 kW)	€15,550.00
MINI One (72 kW)	€16,600.00
MINI One D	€18,450.00
MINI Cooper	€19,550.00
MINI Cooper D	€21,250.00
MINI Cooper S	€23,650.00
MINI John Cooper Works	€28,900.00
MINI Clubman	
MINI One Clubman	€18,600.00
MINI One D Clubman	€19,990.00
MINI Cooper Clubman	€21,200.00
MINI Cooper D Clubman	€23,100.00
MINI Cooper S Clubman	€25,500.00
MINI John Cooper Works Clubman	€30,700.00
MINI Convertible	
MINI One Convertible	€20,950.00
MINI Cooper Convertible	€23,550.00
MINI Cooper D Convertible	€25,200.00
MINI Cooper S Convertible	€27,750.00
MINI John Cooper Works Convertible	€32,150.00
MINI Countryman	
MINI One Countryman	€20,200.00
MINI One D Countryman	€22,000.00
MINI Cooper Countryman	€22,500.00
MINI Cooper D Countryman	€24,200.00
MINI Cooper D Countryman ALL4	€25,900.00
MINI Cooper S Countryman	€26,300.00
MINI Cooper S Countryman ALL4	€27,900.00