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Note: The figures for driving performance, fuel consumption and emissions that appear in this press folder are provisional.

The new MINI 5 door. Profile.



- Second body variant of the new MINI; consistent expansion of the model program with the addition of the MINI 5 door creates new opportunities for hallmark brand driving fun; also the first time the British premium brand is represented with a five-door model in the small car segment.
- Wheelbase expanded by 72 millimetres as compared to the new MINI; this makes space for three seats at the rear of the MINI 5 door with 72 millimetres more foot space and legroom, 15 millimetres more headroom and 61 millimetres more interior width at elbow height as compared to the new MINI; what is more, luggage compartment space is now at 278 litres - 67 litres more than in the 3-door model; excellent figures in the small car premium segment in terms of legroom, headroom and luggage compartment volume; rear backrest with 60 : 40 split; optional storage package including luggage compartment floor which can be locked into place at varying points.
- Full application of the refined product substance of the new MINI to a second body variant; new MINI 5 door therefore demonstrates superior qualities in the areas of driving fun, efficiency, ride comfort, safety and connectivity; new generation of engines; model-specific suspension settings; high-end fittings including innovative driver assistance systems; the very latest MINI Connected facilities.
- MINI 5 door with model-specific interpretation of the evolutionary exterior design advancements; characteristic brand styling and body structure combined with distinct proportions; sporty, stretched appearance due to the fact that body length is extended by 161 millimetres as compared to the new MINI to 3 982 millimetres (MINI Cooper S 5 door and MINI Cooper SD 5 door: 4 005 millimetres) with equal vehicle width and height increased by 11 millimetres; characteristic design features such as hexagonal radiator grille, headlamps and rear lights with wide chrome surround, side turn indicator element and black body bordering as in the new MINI; 13 additional exterior paint finishes to choose from, including the new MINI Yours paint finish Lapisluxury Blue: MINI Cooper 5 door, MINI Cooper S 5 door, MINI Cooper D 5 door and MINI Cooper SD 5 door with roof and exterior mirror caps in contrasting colour on request at no extra charge.
- Market launch of the new MINI 5 door with six model variants (combined fuel consumption: 5.9 - 3.5 l/100 km, combined CO2

emissions: 136 – 92 g/km); two petrol and two diesel engines of the new generation available with MINI TwinPower Turbo Technology; MINI Cooper One 5 door with 75 kW/102 hp 3-cylinder petrol engine, MINI Cooper 5 door with 100 kW/136 hp 3-cylinder petrol engine, MINI Cooper S 5 door with 141 kW/192 hp 4-cylinder petrol engine and MINI Cooper One D 5 door with 3-cylinder diesel engine (70 kW/95 hp), MINI Cooper D 5 door with 3-cylinder diesel engine (85 kW/116 hp) and MINI Cooper SD 5 door with likewise newly developed 4-cylinder diesel engine and 125 kW/170 hp; 6-speed manual transmission as standard in all models, optionally available: 6-speed Steptronic transmission for all models except the MINI One D 5 door and 6-speed Steptronic Sport transmission for the MINI Cooper S 5 door and the MINI Cooper SD 5 door; extensive MINIMALISM technology including auto start/stop function and optional GREEN mode.

- Typical MINI go-kart feeling due to model-specific set-up of the extensively refined suspension technology with single-joint spring strut front axle and multilink rear axle; maximum agility due to weight-optimised construction with a high degree of stiffness; electromechanical power steering with Servotronic function as standard; Dynamic Stability Control (DSC) as standard including Dynamic Traction Control (DTC) and Electronic Differential Lock Control (EDLC), in the MINI Cooper S 5 door and MINI Cooper SD 5 door also with Performance Control; model-specific spring and damper set-up; Dynamic Damper Control optionally available; standard trim includes light alloy wheels in 15-inch format or 16-inch format (MINI Cooper S 5 door, MINI Cooper SD 5 door); light alloy wheels optionally available up to 18 inches.
- Car set-up can be varied using optional MINI Driving Modes with rotary switch at the base of the gear or selector lever; standard setting MID mode, SPORT and GREEN mode can be activated; needs-based influence can be exercised on characteristic curve of the acceleration and steering, shift dynamics of the Steptronic transmission and Dynamic Damper Control; GREEN mode in conjunction with Steptronic transmission including coasting with decoupled drivetrain.
- Weight-optimised and crash-optimised body structure; standard safety fittings include front and side airbags, side curtain airbags, 3-point automatic belts on all seats, at front with belt tensioners and belt force limiters, ISOFIX children's seat attachment at rear and optionally also on the front passenger seat, tyre pressure control and partially active engine compartment lid for optimised pedestrian protection; optimised vehicle weight; excellent acoustic and vibrational comfort; favourable aerodynamic properties.

- New display and operating concept: instrument cluster on the steering column showing road speed and engine speed, colour display for vehicle status details and fuel level; central instrument with new display elements and coloured lighting configuration including LED ring for visual feedback in response to numerous functions, 4-line TFT display as standard or optional colour display up to 8.8 inches in size; operation of navigation, entertainment, telephone and vehicle functions using MINI Controller in centre console with the relevant feedback provided on the on-board computer; start/stop button at the centre of the toggle switch bar on the centre console, can be activated without key insertion; power window lifts in the door trim panels; operating panel for lights in the dashboard.
- Wide range of innovative driver assistance systems: MINI Head-Up-Display, Parking Assistant, rear view camera and Driving Assistant including camera-based active cruise control, collision and pedestrian warning with initial brake function, high beam assistant and road sign detection.
- Unique MINI Connected in-car infotainment program; Intelligent Emergency Call and MINI TeleServices available for use with permanently installed SIM card; wide range of functions and the opportunity for ongoing expansion due to apps that allow integration in the car via smartphone; exclusive MINI functions such as Mission Control, Dynamic Music, Driving Excitement and MINIMALISM Analyser; MINI Connected XL Journey Mate with Real Time Traffic Information; online connection also allows the use of social networks such as Facebook, Twitter, foursquare and Glympse, the reception of RSS news feeds and entertainment features such as AUPEO!, Stitcher, Deezer, Audible, Napster/Rhapsody and TuneIn.
- Extensive range of standard features and high-end options to enhance comfort, safety, premium characteristics and individual style such as LED headlamps including LED daytime driving light and LED rear lights, adaptive light distribution and LED turning light, LED fog lamp, lighting package with LED interior and orange-coloured ambient lighting, rain sensor with automatic driving light control, heatable windscreen, Park Distance Control, Comfort Access, electrically operated glass roof, roof rails, electrically heatable and foldable exterior mirrors, automatic anti-dazzle interior and exterior mirrors, seat heating, 2-zone automatic air conditioning; broad selection of roof and exterior mirror decorative styles, bonnet stripes, seat upholstery types and Colour Lines as well as MINI Yours offers; MINI navigations system, Professional navigation system, MINI Radio Visual Boost, Harman Kardon hi-fi speaker system, DAB tuner, DVD changer.

- Engine variants:

MINI Cooper S 5 door: 4-cylinder petrol engine with MINI TwinPower Turbo Technology (turbo charging, direct injection, fully variable valve control, variable camshaft control),
capacity: 1 998 cc, output: 141 kW/192 hp at 4 700 – 6 000 rpm,
max. torque: 280 Nm at 1 250 – 4 750 rpm
(300 Nm with overboost),
acceleration (0–100 km/h): 6.9 seconds (automatic: 6.8 seconds),
top speed: 232 km/h (230 km/h),
average fuel consumption*: 6.0 – 5.9 litres (5.5 – 5.4 litres)/100 kilometres,
CO2 emissions*: 139 – 136 g/km (128 – 125 g/km), exhaust emission standard: EU6.

MINI Cooper 5 door: 3-cylinder petrol engine with MINI TwinPower Turbo Technology (turbo charging, direct injection, fully variable valve control, variable camshaft control),
capacity: 1 499 cc, output: 100 kW/136 hp at 4 500 – 6 000 rpm,
max. torque: 220 Nm at 1 250 – 4 000 rpm
(230 Nm with overboost),
acceleration (0–100 km/h): 8.2 seconds (automatic: 8.1 seconds),
top speed: 207 km/h (207 km/h),
average fuel consumption*: 4.8 – 4.7 litres (4.9 – 4.8 litres)/100 kilometres,
CO2 emissions*: 111 – 109 g/km (114 – 111 g/km), exhaust emission standard: EU6.

MINI One 5 door: 3-cylinder petrol engine with MINI TwinPower Turbo Technology (turbo charging, direct injection, variable camshaft control),
capacity: 1 198 cc, output: 75 kW/102 hp at 4 000 rpm,
max. torque: 180 Nm at 1 400 rpm,
acceleration (0–100 km/h): 10.1 seconds (automatic: 10.5 seconds),
top speed: 192 km/h (192 km/h),
average fuel consumption*: 4.9 – 4.8 litres (5.0 – 4.9 litres)/100 kilometres,
CO2 emissions*: 114 – 112 g/km (116 – 114 g/km), exhaust emission standard: EU6.

MINI Cooper SD 5 door: 3-cylinder diesel engine with MINI TwinPower Turbo Technology (turbocharger with variable turbine geometry, common rail direct injection),
capacity: 1 955 cc, output: 125 kW/170 hp at 4 000 rpm,
max. torque: 360 Nm at 1 500 – 2 750 rpm,
acceleration (0–100 km/h): 7.4 seconds (automatic: 7.3 seconds),
top speed: 225 km/h (223 km/h),
average fuel consumption*: 4.3 – 4.1 litres (4.2 – 4.1 litres)/100 kilometres,

CO2 emissions*: 112 – 109 g/km (109 – 107 g/km), exhaust emission standard: EU6.

MINI Cooper D 5 door: 3-cylinder diesel engine with MINI TwinPower Turbo Technology (turbocharger with variable turbine geometry, common rail direct injection),
capacity: 1 496 cc, output: 85 kW/116 hp at 4 000 rpm,
max. torque: 270 Nm at 1 750 rpm,
acceleration (0–100 km/h): 9.4 seconds (automatic: 9.5 seconds),
top speed: 203 km/h (202 km/h),
average fuel consumption*: 3.7 – 3.6 litres (3.9 – 3.8 litres)/100 kilometres,
CO2 emissions*: 97 – 95 g/km (102 – 99 g/km), exhaust emission standard: EU6.

MINI One 5 door: 3-cylinder diesel engine with MINI TwinPower Turbo Technology (turbocharger with variable turbine geometry, common rail direct injection),
capacity: 1 496 cc, output: 70 kW/95 hp at 4 000 rpm,
max. torque: 220 Nm at 1 500 – 2 500 rpm,
acceleration (0–100 km/h): 11.4 seconds,
top speed: 187 km/h,
average fuel consumption*: 3.6 – 3.5 litres/100 kilometres,
CO2 emissions*: 94 – 92 g/km, exhaust emission standard: EU6.

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

- Exterior dimensions:
Length: 3 982 millimetres (MINI Cooper S 5 door, MINI Cooper SD 5 door: 4 005 millimetres)
Width: 1 727 millimetres
Height: 1 425 millimetres
Wheelbase: 2 567 millimetres

More MINI, more possibilities: the new MINI 5 door.



Just a few months after the market launch of the new MINI, the British premium brand expands its model range with the addition of an entirely new body variant. The MINI 5 door combines the hallmark brand driving fun, the distinctive charisma and the extensively refined product substance of the new model generation with additional possibilities arising from the expanded space available. The characteristic exterior design of the original in the small car premium segment is authentically transferred to the specific proportions of the new body featuring the addition of two rear doors. With the wheelbase expanded by 72 millimetres and the body lengthened by 161 millimetres as compared to the new MINI, the 5-door model provides greater freedom in terms of interior use. At the rear of the MINI 5 door there are three seats, and passengers here benefit from the fact that headroom is increased by 15 millimetres as compared to the 3-door model, with interior width increased by 61 millimetres at elbow height. What is more, the luggage compartment space is 67 litres larger than in the new MINI with a total of 278 litres.

The British premium brand is now represented with a 5-door model in the small car segment for the first time in its history. The MINI 5 door instantly sets new records within its competitive environment in terms of legroom, headroom and the volume of its luggage compartment. The car's high level of variability is also supported by the 60 : 40 folding split in the rear backrest. It enables the luggage compartment volume to be expanded to as much as 941 litres.

At the market launch of the MINI 5 door (combined fuel consumption: 5.9 - 3.5 l/100 km, combined CO₂ emissions: 136 – 92 g/km) there are six engines with MINI TwinPower Turbo Technology to choose from. 3-cylinder petrol engines with a peak output of 75 kW/102 hp and 100 kW/136 hp are available for the MINI One 5 door and the MINI Cooper 5 door.

141 kW/192 hp is the output of the 4-cylinder petrol engine in the MINI Cooper S 5 door. The models MINI One D 5 door and MINI Cooper D 5 door are powered by 3-cylinder diesel engines with an output of 70 kW/95 hp and 85 kW/116 hp. There is also a new 2.0-litre 4-cylinder diesel power unit with an output of 125 kW/170 hp for the MINI Cooper SD 5 door. All model variants meet the EU6 exhaust emission standard.

Once again in the MINI 5 door, the latest generation of engines ensures an exceptionally favourable balance between driving fun and fuel consumption with the likewise newly developed 6-speed manual and 6-speed Steptronic transmissions as well as extensive MINIMALISM technology. Typical MINI go-kart feeling is guaranteed due to a model-

specific version of the refined suspension technology. Dynamic Damper Control with adjustable dampers is optionally available for the MINI 5 door. The optional MINI driving modes ensure made-to-measure sporty flair and comfort.

The MINI 5 door also benefits from the high standards of the new model generation in terms of the quality of materials and workmanship, safety, acoustic and vibrational comfort as well as innovative equipment features. The new display and operating concept can be optionally supplemented with an on-board computer of up to 8.8 inches in size in the central instrument as well as the MINI Controller with touch-sensitive surface. An optional LED light ring for the central instrument provides feedback on driving condition as well as on numerous functions activated by the driver. Other equipment features available include the LED headlight, LED fog lamp, ambient lighting and Comfort Access. The range of optional driver assistance systems includes the Head-Up Display which extends above the steering column, the Driving Assistant system including camera-based active cruise control, collision and pedestrian warning with initial brake function, high beam assistant, road sign detection, Parking Assistant and rear view camera.

What is more, the diversity of the MINI Connected in-car infotainment program is unique within the competitive field. The MINI 5 door can be equipped with a SIM card which is permanently fitted in the car. This means that Intelligent Emergency Call with automatic detection of vehicle location and accident severity is available, as well as MINI TeleServices. In intelligent, brand-appropriate style, the MINI Connected XL Journey Mate helps the driver plan journeys as well as providing individualised information en route to the destination as required. Numerous additional functions which can be integrated in the vehicle via apps in the areas of social networks and infotainment are now available for both the Apple iPhone and for smartphones using the operating system Android.

Exterior design: characteristic proportions, clear lines.

The new MINI 5 door is the second body variant of the new MINI. The functional qualities of the 5-door model are also reflected in the clarity of its lines. The unique roof line and the emphasis of the rear section draw attention to the extended length, while the increased overall height reflects the improvement in headroom. The design reflects the car's historical roots as well as being an evolutionary refinement of the contemporary vehicle concept. Characteristic MINI proportions ensure a compact and powerful appearance which underscores the agility of the MINI 5 door as well as its consistent orientation towards driving fun.

The body of the new MINI 5 door is 3 982 millimetres long (MINI Cooper S 5 door and MINI Cooper SD 5 door: 4 005 millimetres), 1 727 millimetres wide and 1 425 millimetres high. This makes the MINI 5 door 161

millimetres longer and 11 millimetres higher than the 3-door version - the width remains the same. The wheelbase has been extended in the MINI 5 door by 72 millimetres to 2 567 millimetres, while the track is identical to that of the 3-door model. Cornering agility is in no way inferior to that of the 3-door version. Interior comfort has been tangibly enhanced: due to the extended wheelbase, rear passengers now have 72 millimetres foot space and legroom available to them, while the increased space also provides for a third seat in the back row as well as more comfortable access to the rear. The increased vehicle height can be felt in an additional 15 millimetres of headroom. Meanwhile the car's interior width at elbow height is now increased by 61 millimetres. The luggage compartment has a volume of 278 litres - an increase of 67 litres or around 30 per cent as compared to the 3-door model.

Like all MINI models, the new MINI 5 door also has an unmistakable appearance. This is due to the car's proportions as well as the typical brand styling and characteristic three-way structure of its body. The corpus, greenhouse and roof on top are clearly separated from one another in visual terms. The window graphics taper off visually to the rear, contributing to a dynamic wedge shape from the side perspective and indicating the forward thrust of the MINI 5 door even when stationary.

The wide track and short overhangs emphasise the striking expression of the vehicle's corpus as it sits powerfully on top of the wheels. The athletic stature of the new MINI 5 door is underscored by a striking sill line between the front and rear wheel arches. Meanwhile the character line below the side windows provides a dynamic downward thrust which directs attention to the large wheel apertures.

Traditional design features include the hexagonal contour of the radiator grille, the side indicator surrounds known as side scuttles, the circular headlights, the upright rear light clusters and the black periphery around the bottom edge of the body. The contours of the headlamps, rear lights and wheel arches are emphasised by means of precise edging. The single-section, seamless chrome frame of the radiator grille brings out the hexagonal shape particularly clearly. The visual effect of the side scuttle elements and the additional headlights in the front apron is enhanced by means of striking lines on the adjacent surfaces in each case.

In the models MINI One 5 door and MINI One D 5 door, the ribs of the radiator grille are finished in high gloss black. The bumper trim, integrated in the radiator grille and also acting as a number plate carrier, is finished in grained black as are the tailgate handle and the exterior mirror caps. The MINI Cooper 5 door and MINI Cooper D 5 door are fitted with a bumper trim in high-gloss black and exterior mirror caps in body finish. Their radiator grille ribs and tailgate handle are finished White Aluminium, while the exhaust tailpipe has a chrome cover. The MINI Cooper S 5 door and MINI

Cooper SD 5 door models draw their distinctive and striking sporty flair from such features as a radiator grille with honeycomb pattern, a bumper trim in anthracite, an additional opening in the bonnet, brake air ducts integrated in the lower air inlet and a separate rear apron with exhaust tailpipes arranged at the centre. These model variants also bear a red "S" logo with a chrome border, not only on the side scuttle elements but also on the chrome bar of the radiator grille.

Unique within the competitive field: LED headlamps, adaptive light distribution, LED turning light, LED fog lamps.

The circular headlamps are bordered by a wide chrome ring and have clearly structured light sources, with the arched turn indicators arranged in the lower section. In the standard version, the daytime driving light and the side light are generated inside the additional headlights, while fog lamps can also be included here as an optional extra.

The new MINI 5 door is the first car in its competitive category to offer the option of LED headlights. The bright white LED units provide the light source for both low and high beam. They are also surrounded by an LED daylight driving ring, the lower section of which reaches down to the white turn indicators. Another option is that of LED headlamps with additional functions, ensuring optimum illumination of the road surface and roadside - depending on the situation and route profile - and also including an LED turning light. The optional fog lamps are also available in halogen, or else in LED technology in conjunction with LED headlights. What is more, cars fitted with LED headlights also have LED units for the rear lights.

For the market launch, the range of exterior paint finishes for the new MINI 5 door consists of four solid and nine metallic colours. A new feature in the range is the MINI Yours paint finish Lapisluxury Blue. In the models MINI Cooper 5 door, MINI Cooper S 5 door, MINI Cooper D 5 door and MINI Cooper SD 5 door, the roof and exterior mirror caps can be finished in a contrasting colour - white or black - as an option and at no extra cost. Roof rails for roof rack mounting are also available for the new MINI 5 door. Individual accents include white or black bonnet stripes and Chrome Line for the exterior.

Interior design in hallmark MINI style, innovative display and operating concept.

Precise lines, high-end colour and material combinations and modern functionality highlight the orientation of the new MINI 5 door towards driving fun and a premium interior ambience. The horizontal structure of the cockpit and the circular or elliptical contours of central features such as air vents, instruments and door trim are among the classic MINI design elements. The innovative display and operating concept is ideal for safe, intuitive and convenient handling of the various driver assistance systems, infotainment and comfort functions.

The instrument cluster on the steering column displays road speed, engine speed and fuel supply by means of superimposed circular instruments. The speedometer scale includes a colour panel for Check Control messages, vehicle status displays and visual indicators relating to driver assistance systems currently activated.

As soon as the key is inside the car, the engine of the new MINI 5 door can be started by pressing the toggle-type start/stop button located in the middle of the centre console, which lights up red. Above the toggle switch there are three circular control switches for heating and air conditioning. The operating switches for the headlamps and fog lights are located on the instrument cluster next to the steering wheel. The electrically controlled power window lifts are integrated in the door trim panels.

Central instrument with wide-ranging functions and exclusive lighting configuration.

With its indicator elements and extended functionality, the hallmark MINI central instrument significantly intensifies interaction between driver and car. Depending on the car's fittings, the centre of its interior surface serves as a 4-line TFT display or else a colour screen up to 8.8 inches in size which shows operating feedback for vehicle functions, air conditioning, infotainment and communication, navigation maps and route directions as well as the special graphics for MINI Connected Services. The selection and control of these functions is facilitated by a Controller in the centre console which comes in conjunction with the Radio MINI Visual Boost, the MINI navigation system or the MINI navigation system Professional. . Rotary, pressure and shift movements as well as one-touch and bookmark buttons allow for intuitive, safe and convenient operation based on the principles of the BMW iDrive system - a ground-breaking concept throughout the entire automotive sector. The features included with the MINI navigation system Professional include a Touch Controller whose touch-sensitive surface enables entry of characters, for example.

The innovative display and operating concept is supported by a lighting design in the area of the central instrument which is unique to MINI. LED units around the outer edge of the circular instrument - optionally available in six colours - can respond to the current situation on the road and to specific operating procedures according to driver preference. For example, the hand movements of the road speed and engine speed display in the instrument cluster are underpinned by parallel light impulses at the edge of the central instrument. When Park Distance Control is activated, the remaining distance to obstacles is shown by means of a ring of light which is illuminated in green, yellow or red - supplementing the graphic display. A change in the desired interior temperature is confirmed by LED units which light up in blue or red. Route guidance information provided by the navigation system is also visually supported by the illuminated ring: the

closer the car gets to the turn-off point, the smaller the lit-up area at the edge of the central instrument.

Extended functionality and hallmark MINI diversity of colours and materials in the interior.

The extended space along with numerous clever details makes the new MINI 5 door extremely functional and practical. The rear backrest with a 60:40 split can not only be folded down but also angled more steeply so as to create more luggage space. This enables the load volume to be increased in stages as required from 278 to as much as 941 litres. The belt for the central back seat is integrated in the backrest. Numerous cupholders and storage facilities make it easy to take drinks and travel utensils along in the car, and there is an additional storage compartment behind the trim strip on the passenger side. A storage package is also optionally available that includes a double, dual-section load compartment floor, additional lashing eyes and nets for the luggage compartment, along with map pouches for the backrests of the front seats.

Seats in a fabric/leather combination and leather finish are offered as an alternative to the standard fabric version. The MINI Cooper S 5 door and the MINI Cooper SD 5 door are fitted with sport seats as standard and these are optionally available for the other variants. The sport seats offer excellent lateral hold as well as a seat depth adjustment function. The optional leather lounge seats have a tube-like visual structure and offer top-quality upholstery for a high level of seating comfort. A wide range of possibilities for interior customisation is offered by the model-specific selection of upholstery colours, interior surfaces, Colour Lines and other design features - including Chrome Line for the interior and the lighting package with LED interior lights and orange-coloured ambient lighting - as well as numerous new MINI Yours program features.

Powerful engines with MINI TwinPower Turbo Technology.

At the launch of the MINI 5 door, there are three petrol engines and three diesel engines of the latest engine generation to choose from with three and four cylinders respectively as well as MINI TwinPower Turbo Technology. The technology package of the petrol engines comprises turbocharging, petrol direct injection with centrally located injectors and variable camshaft control on the intake and exhaust side (double VANOS). The power units of the MINI Cooper 5 door and the MINI Cooper S 5 door are fitted with fully variable valve control in the form of VALVETRONIC, as patented by the BMW Group. In the diesel engines of the MINI One D 5 door, the MINI Cooper D 5 door and the MINI Cooper SD 5 door, MINI TwinPower Turbo Technology consists of a turbocharger with variable turbine geometry and the latest generation of common rail direct injection offering further increased injection pressure as compared to the predecessor engines, a particularly high-precision fuel dosage and clean combustion.

In combination with extensive MINIMALISM technology, the new engine technology in the MINI 5 door also ensures a particularly favourable balance between driving fun and fuel consumption. All engine variants also meet the EU6 exhaust emission standard.

With a peak output of 141 kW/192 hp, the 2.0 4-cylinder engine gives the MINI Cooper S 5 door a real dash of sporty flair. The maximum torque of the engine is 280 Newton metres and goes on stream at 1 250 rpm. It can even be briefly increased to 300 Newton metres by means of an overboost function. This enables a sprint from standing to 100 km/h in 6.9 seconds (automatic: 6.8 seconds). The top speed of the MINI Cooper S 5 door is 232 km/h (230 km/h). These figures are combined with an average fuel consumption of 6.0 to 5.9 litres (5.5 to 5.4 litres) per 100 kilometres and a CO₂ emissions level of 139 to 136 grams per kilometre (128 to 125 g/km; EU test cycle figures, dependent on tyre format selected).

Spontaneous power delivery and high revving are also characteristic of the 1.5-litre 3-cylinder petrol engine in the MINI Cooper 5 door. This mobilises a peak output of 100 kW/136 hp and a maximum torque of 220 Newton metres (230 Nm with overboost) which goes on stream at 1 250 rpm. As a result, the MINI Cooper 5 door takes just 8.2 seconds to accelerate from zero to 100 km/h (automatic: 8.1 seconds), with a top speed of 207 km/h in each case. The average fuel consumption of the new MINI Cooper 5 door is 4.8 to 4.7 litres (4.9 to 4.8 litres) per 100 kilometres, while its level of CO₂ emissions is 111 to 109 grams per kilometre (114 to 111 g/km; EU test cycle figures, dependent on tyre format selected).

A 1.2-litre version of the new 3-cylinder engine is fitted in the MINI One 5 door. With a peak output of 75 kW/102 hp and a maximum torque of 180 Newton metres at 1 400 rpm, this engine guarantees driving fun characteristic of the brand. It accelerates the MINI One 5 door in 10.1 seconds (automatic: 10.5 seconds) from zero to 100 km/h and allows a maximum speed of 192 km/h (192 km/h), combined with an average fuel consumption of 4.9 to 4.8 litres (5.0 to 4.9 litres) per 100 kilometres and a CO₂ emissions level of 114 to 112 grams per kilometre (116 to 114 g/km; EU test cycle figures, dependent on tyre format selected).

The most powerful turbodiesel engine of the new MINI engine generation mobilises 125 kW/170 hp from four cylinders and a capacity of 2.0 litres. With this peak output and a maximum torque of 360 Newton metres between 1 500 and 2 750 rpm, it ensures impressive pulling power in the MINI Cooper SD 5 door. The new common rail injection, whose injectors operate at a maximum pressure of 2 000 bar, also provides the basis for a high level of running smoothness as well as low fuel consumption and exhaust emission figures. The MINI Cooper SD 5 door completes the sprint from zero to 100 km/h in 7.4 seconds (automatic: 7.3 seconds), reaching a top speed of 225 km/h (223 km/h). The efficiency of the new diesel engine

is reflected in an average fuel consumption of 4.3 to 4.1 litres (4.2 to 4.1 litres) per 100 kilometres and a CO₂ emissions level of 112 to 109 grams per kilometre (109 to 107 g/km; EU test cycle figures, dependent on tyre format selected).

Spirited power and impressive efficiency are also combined in the MINI Cooper D 5 door. Its 1.5-litre 3-cylinder diesel engine has a peak output of 85 kW/116 hp. The maximum torque of 270 Newton metres goes on stream at 1 750 rpm, enabling acceleration from zero to 100 km/h in 9.4 seconds (automatic: 9.5 seconds). The top speed is 203 km/h (202 km/h). These figures are combined with an average fuel consumption of between 3.7 and 3.6 litres (3.9 to 3.8 litres) per 100 kilometres and a CO₂ emissions level of 97 to 95 grams per kilometre (102 to 99 g/km; EU test cycle figures, dependent on tyre format selected).

The MINI D 5 door is offered as the entry-level model. Its 1.5-litre 3-cylinder diesel engine delivers a peak output of 70 kW/98 hp at 4 000 rpm, providing its maximum torque of 220 Newton metres at between 1 500 and 2 500 rpm. The new MINI One D 5 door accelerates from standing to 100 km/h in 11.4 seconds, its maximum speed is 187 km/h. It demonstrates exemplary fuel efficiency and emissions with an average fuel consumption of 3.6 to 3.5 litres per 100 kilometres and CO₂ figures of between 94 and 92 grams per kilometre (EU test cycle figures, dependent on tyre format selected).

Cutting-edge manual and automatic transmissions.

The new MINI 5 door features state-of-the-art manual and automatic transmissions which exhibit a high level of efficiency. It is fitted as standard with a 6-speed manual transmission that is characterized by low weight and improved shift comfort deriving from the use of carbon friction linings for the synchroniser rings. A centrifugal pendulum in the dual-mass flywheel compensates for torsional vibrations, thereby enhancing the acoustic and vibrational properties of the drive system when travelling at low engine speeds for greater fuel efficiency. A gear sensor also enables active engine speed adaptation for especially sporty shifting when accelerating and increased comfort when shifting down. .

The 6-speed Steptronic transmission available for all model variants except for the MINI One D 5 door offers improved efficiency, enhanced shift comfort and increased shift dynamics.. It offers both automatic and manual changes in drive position using the gear selector switch. The new MINI 5 door also combines the 6-speed Steptronic transmission with the automatic engine start/stop function, preventing unnecessary fuel consumption caused by idling at junctions or in congested traffic. Another option for the new MINI Cooper S 5 door and the new MINI Cooper SD 5 door is a 6-speed Steptronic sports transmission that offers even shorter shift times and comprises shift paddles on the steering wheel for use in manual mode.

In conjunction with the MINI navigation system, the 6-speed Steptronic transmission is also able to take account of the route profile in controlling gear shifts. Based on navigation data, the appropriate drive position is selected to match the imminent situation on the road ahead, e.g. directly prior to junctions or on corners. This prevents unnecessary upshifts between two bends in quick succession, for example.

The MINIMALISM technology which comes as standard includes not only the automatic engine start/stop function and extensive measures to optimise weight and aerodynamic drag in the new MINI 5 door but also a shift point display function for automobiles with manual transmission, brake energy recuperation and needs-oriented control of the fuel pump, coolant pump and other ancillary units. The electromechanical power steering operates energy-efficiently, as do the map-controlled oil pumps in all engines. An optimised preheating process achieves an approximately 50 per cent reduction in the energy required to start the diesel engines.

Depending on the model variant, optimisation of aerodynamic properties is achieved by such measures as active cooling air flaps, extensive underbody trim and air ducting elements in the upper section of the C columns. With a drag coefficient (Cd value) of 0.29 (MINI One 5 door, MINI One D 5 door), 0.30 (MINI Cooper 5 door, MINI Cooper D 5 door) or 0.32 (MINI Cooper S 5 door) and 0.33 (MINI Cooper SD 5 door), the new MINI 5 door is at the forefront its segment in terms of aerodynamics, too.

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

The MINI Driving Modes option provides an excellent basis for fuel efficient motoring. A rotary switch at the base of the gear or selector lever is used to activate either the standard MID mode, SPORT or GREEN mode. In SPORT mode, the accelerator pedal characteristic curve and steering are switched to a sporty set-up (as are the shift times in cars fitted with the 6-speed Steptronic transmission). In GREEN mode, a more relaxed and also more fuel-efficient driving style is supported by intelligent control of energy and climate management as well as by systems such as shift point display. In cars fitted with 6-speed Steptronic transmission it is also possible to use the coasting function. The drivetrain is decoupled at speeds of between 50 and 160 km/h as soon as the driver's foot is removed from the accelerator pedal. The new MINI 5 door then rolls at idling engine speed and at a minimum rate of fuel consumption.

Optimised suspension technology: low weight, lots of go-kart feeling.

The suspension technology of the new MINI 5 door retains the well-established principle of the single-joint spring strut axle at the front and the multilink rear axle - which is unique within the competitive environment. Every component has been optimised in terms of material selection and geometry. All measures are aimed at making experience of the agile MINI handling properties - commonly known as the go-kart feeling - just as

intense in the new MINI 5 door. In addition to allowing for the model-specific qualities of the 5-door body variant, the set-up of the wheel suspension, body mounting, vehicle suspension, damping, steering and brakes also takes account of the high level of engine power and the typical MINI concept consisting of front-wheel drive, transversely mounted engines at the front, low centre of gravity, short overhangs, wide track and a rigid, weight-optimised body structure.

In order to achieve a low weight and a high level of component rigidity, the front axle is fitted with aluminium swivel bearings as well as axle supports and wishbones made of high-strength steel. The front axle kinematics supports the agile turn-in response and precise steering sensation of the new MINI 5 door. High-strength steel types are also used for the rear axle. Tube-shaped stabilisers at the front and rear axle likewise contribute to weight reduction. The innovative axle bearing benefits both ride comfort and agility.

Dynamic Damper Control in the new MINI 5 door.

One of the particular features of the optimised suspension and damping systems is their low weight. The dampers are decoupled at the front and rear axle by means of triple-path support bearings. As an option, the new MINI 5 door can also be fitted with Dynamic Damper Control. Two characteristic lines are available for damper set-up, allowing activation of either a more comfort-oriented response or a direct, sporty response to road bumps, depending on the given situation. The compression and rebound stage are adjusted by means of electrical control of the EDC valves.

In the electromechanical power steering, so-called torque steer compensation prevents self-steering tendencies caused by differing degrees of torque at the drive wheels. Steering precision is also ensured when it comes to sudden avoidance swerves and when taking bends in very sporty style. Standard features also include the speed-related steering assistance system Servotronic.

In addition to the anti-lock system ABS, electronic brake force distribution EBD, Cornering Brake Control (CBC) and the brake assistant, the driving stability control system DSC (Dynamic Stability Control) in the new MINI 5 door also includes a drive-off assistant, a brake dry function, Fading Brake Support and DTC mode (Dynamic Traction Control), which permits controlled slip at the drive wheels so as to facilitate driving off on loose sand or deep snow. When the driving stability system is deactivated (DSC Off mode), there is an electronic locking function for the front axle differential which selectively and appropriately brakes a spinning drive wheel on tight corners, redirecting the drive torque to the other wheel. This system, known as Electronic Differential Lock Control (EDLC), thereby promotes the car's forward momentum without negatively influencing self-

steering response. The new MINI Cooper S 5 door and the new MINI Cooper SD 5 door also feature the Performance Control system, which counteracts any tendency to understeer prior to reaching the threshold level so as to support an agile yet neutral driving response on bends.

The 15-inch forged light alloy wheels in the models MINI Cooper 5 door and MINI Cooper D 5 door have a particularly low weight as well as favourable aerodynamic properties. The new MINI Cooper S 5 door and the new MINI Cooper SD 5 door are fitted as standard with 16-inch light alloy wheels. Other light alloy wheels up to a size of 18 inches are available as part of the program of options and accessories. Tyres with emergency running properties are available as another option to fit all rim sizes.

Low weight combined with a high level of safety and agility due to intelligent lightweight construction.

Intelligent lightweight construction means that weight reduction in the MINI is combined with an increase in rigidity, thereby promoting both agility and occupant protection. In spite of the wide range of fittings, virtually all variants of the new MINI 5 door are lighter than their competitors in the segment.

Highly resilient load-bearing structures, deformation zones in optimum design and an extremely stable passenger cell provide an excellent basis for keeping impact energy away from passengers and ensuring maximum occupant protection. The safety concept of the new MINI 5 door is geared towards achieving maximum scores on all the relevant crash tests worldwide.

Comprehensive safety technology including pedestrian protection.

The standard safety fittings of the new MINI 5 door comprise front and side airbags as well as curtain airbags for the front and rear seats. All seats are fitted with 3-point seat belts and there are belt tensioners and belt force limiters at the front; ISOFIX child seat mountings are provided at the rear and are optional on the front passenger seat.

There are also impact absorbers, precisely defined deformation elements and a partially active engine compartment lid, all of which are elements that minimise the risk of injury to pedestrians. In the event of a collision with a pedestrian, which is registered by special sensors, a pyrotechnical trigger mechanism raises the engine compartment lid. This creates additional deformation space and significantly reduces the risk of injury when impacting against very hard parts of the engine.

Innovative driver assistance systems increase convenience and safety.

There are numerous driver assistance systems available for the new MINI 5 door. These include the MINI Head-Up-Display which shows information relevant to the driver on an extendible monitor in the upper section of the

dashboard between the windscreen and steering wheel. The MINI Head-Up Display promotes concentration on the road by displaying information directly in the driver's line of sight. It can then be read quickly and conveniently without averting one's eyes from the road. The information that can be shown in the MINI Head-Up Display includes speed in figures, navigation directions in the form of arrow graphics and junction sketches, visual signals for collision warning, display symbols generated by Speed Limit Info and No Passing Info, Check Control messages and entertainment program details such as radio channels and track titles. The graphics on the high-resolution screen are clearly visible in all light conditions.

Other innovative driver assistance systems in the new MINI 5 door include the optional Driving Assistant. This comprises a camera-based cruise control and distance control function which automatically maintains a distance from the vehicle ahead, as well as the collision and pedestrian warning system with initial brake function. In critical situations, the driver is first provided with a visual signal in the form of a graphic symbol that appears in the instrument cluster; this is supplemented at the second warning level by an acoustic signal prompting the driver to react. In addition to this, an automatic brake manoeuvre is triggered in the case of an imminent collision with a pedestrian or if there is a risk of a rear-on collision in urban traffic. Here the new MINI 5 door is decelerated at medium brake force. Depending on the situation, this can either prevent an impact from occurring altogether or else significantly reduce the severity of the accident. As the automatic deceleration is activated, the driver is also given an unmistakable prompt to intervene.

Other elements of the Driving Assistant are a road sign detection function which registers and displays speed limits and overtaking bans on the current route, and also the high beam assistant which takes into account environmental brightness as well as oncoming vehicles and those travelling ahead when controlling the high beam.

A rear view camera and parking assistant are also available for the new MINI 5 door. The video images supplied by the rear view camera inside the tailgate handle are shown on the on-board computer in the central instrument as an aid when manoeuvring and reverse parking. Meanwhile the Parking Assistant facilitates selection and use of parking spaces parallel to the road. The system automatically detects suitable parking spaces at the roadside. As the car then manoeuvres into the chosen space, the Parking Assistant takes care of all the necessary steering movements on behalf of the driver. All the driver has to do is operate the accelerator, brake pedal and gear selection in order to manoeuvre the new MINI 5 door safely and conveniently into the parking space.

High-end features for comfort, functionality and individual style.

The standard features of the new MINI 5 door include electrically adjustable exterior mirrors, door sill cover strips with model-specific inscription, Colour Line in Carbon Black and the MINI Radio including AUX-IN and USB interface: these can be supplemented with a range of high-quality options in the areas of comfort, functionality and individual flair so as to adapt the car to one's own personal style. In addition to the air conditioning system (as standard in the MINI Cooper S 5 door and the MINI Cooper SD 5 door) there is also a 2-zone automatic air conditioning system, seat heating for driver and front passenger, a panorama glass roof, a visibility package including windscreen heating, rain sensor and automatic light control, the Harman Kardon hi-fi speaker system and a sports leather steering wheel (as standard in the MINI Cooper S 5 door and MINI Cooper SD 5 door) including optional multifunction buttons and cruise control.

Other options include Comfort Access, Park Distance Control, roof rails, electrically heatable and folding exterior mirrors, and both interior and exterior mirrors with automatic anti-dazzle function. For customisation of the exterior and interior in hallmark brand style, options also include various decorative trim styles for roof and exterior mirrors, bonnet stripes, seat upholsteries, interior surfaces and Colour Lines.

MINI Connected: Emergency Call; apps now also available for Android smartphones.

The option MINI Connected or MINI Connected XL is also available in conjunction with the Radio MINI Visual Boost, the MINI navigation system and the MINI navigation system Professional. It offers extensive integration of smartphones in the car, allowing the use of internet-based services in the areas of infotainment, communication and driver experience. These are provided via apps whose functional diversity is being continuously expanded. MINI Connected XL also includes the Journey Mate function for Real Time Traffic Information with traffic feedback in real time. The MINI Connected XL Journey Mate is provided in the form of an app and even supports the driver when preparing a trip. Owners of an Apple iPhone can plan a journey on their mobile phone, taking into account calendar entries and appointments at the destination. The current traffic situation and weather at destination are shown on the smartphone display right away. The MINI Connected XL Journey Mate calculates in transit whether there is sufficient fuel, indicates where fuelling is possible, shows the anticipated time of arrival, provides information on the weather at destination, analyses Real Time Traffic Information so as to identify congestion early on, helps in selecting transit stops and suggests parking facilities near the destination. Drivers can also set reminders for calendar entries and for their own memos if they wish. What is more, the app also comprises a pedestrian navigation service on the smartphone to cover the distance from the parking space to the specific destination and back to the MINI.

The MINI Connected program provided through smartphone apps includes vehicle-related functions such as Mission Control, Dynamic Music, Driving Excitement and MINIMALISM Analyser as well as online-based services such as a web radio function, the use of social networks such as Facebook, Twitter, foursquare and Glympse, the reception of RSS news feeds and entertainment features such as AUPEO!, Stitcher, Deezer, Audible, Napster/Rhapsody and TuneIn. With the colour display in the central instrument, all functions can be operated in typical MINI style at the same time - more conveniently, intuitively and safely than ever before. In future, selected MINI Connected Apps and the so-called MINI Connected ready Apps supplied by third-party providers will be available not just for the Apple iPhone but also for smartphones using the Android operating system.

In numerous markets, the new MINI 5 door can also be fitted with a SIM card which is permanently installed in the car. This is used to establish phone connections required for the use of the optional functions Intelligent Emergency Call and MINI TeleServices. The Intelligent Emergency Call with automatic detection of vehicle location and accident severity automatically contacts a call centre in the event of a collision so as to initiate fast and effective assistance. At the same time, information is transferred that includes the exact position of the car, vehicle type and colour as well as data collected by sensors inside the automobile, such as how many people are seated in the car and which airbags were triggered. An emergency call can also be set off manually so as to get help for other road users.

The SIM card in the automobile enables use of MINI TeleServices, too. This telematics feature provides automatic transmission of service-related vehicle data to a MINI Service Partner of the customer's choice. The function can also be used to arrange a service appointment. The data transfer allows the required service work to be identified early on so that the workshop visit can be prepared accordingly.

Technical specifications.

MINI One 5 door, MINI One Automatic 5 door.



Body		MINI One 5 door	MINI One Automatic 5 door
Number of doors/seats		5 / 5	5 / 5
Length/width/height (empty)	mm	3982 / 1727 / 1425	3982 / 1727 / 1425
Wheelbase	mm	2567	2567
Track width, front/rear	mm	1501 / 1501	1501 / 1501
Turning circle	m	11.0	11.0
Fuel tank capacity	approx. l	40	40
Cooling system incl. heating	l	5.3	5.7
Engine oil	l	4.25	4.25
Transmission oil incl. drivetrain	l	lifetime filling	lifetime filling
Unladen weight according to DIN/EU ¹⁾	kg	1150 / 1225	1175 / 1250
Payload according to DIN	kg	530	530
Permitted gross vehicle weight	kg	1680	1705
Permitted axle loads, front/rear	kg	900 / 845	925 / 845
Permitted trailer load braked (12 %) / unbraked	kg	- / -	- / -
Permitted roof load/permitted download	kg	75 / -	75 / -
Luggage compartment volume	l	278 - 941	278 - 941
Aerodynamic drag c / A / c _x × A	- / m ² / m ²	0.29 / 2.07 / 0.62	0.29 / 2.07 / 0.62
Engine			
Type/no. of cylinders/valves		in-line / 3 / 4	in-line / 3 / 4
Engine control		MEVD 17.2.3	MEVD 17.2.3
Capacity	cc	1198	1198
Bore/stroke	mm	78.0 / 83.6	78.0 / 83.6
Compression	:1	10.2	10.2
Fuel	RON	91-98	91-98
Output	kW/hp	75 / 102	75 / 102
at engine speed	rpm	4000	4000
Torque	Nm	180	180
at engine speed	rpm	1400	1400
Electrical system			
Battery/installation	Ah / -	70 / engine compartment	70 / engine compartment
Alternator	A	150	150
Suspension			
Front wheel suspension		Single-joint McPherson spring strut axle with aluminium swivel bearing and anti-dive control	
Rear wheel suspension		Multilink axle with weight-optimised trailing arms	
Brakes, front		disc, vented	disc, vented
Rear brakes		disc	disc
Driving stability systems		Hydraulic 2-circuit brake system with anti-lock brakes (ABS), electronic brake force distribution (EBD) and Cornering Brake Control (CBC), Dynamic Stability Control (DSC) with brake assistant, hill start assistant, brake dry function, Fading Brake Support, Dynamic Traction Control (DTC) and Electronic Differential Lock Control (EDLC). Handbrake impacts mechanically on rear wheels Electrically assisted EPS unit with Servotronic function	
Steering		Electrically assisted EPS unit with Servotronic function	
Overall steering ratio	:1	14.2	14.2
Tyres		175/65 R15 84H	175/65 R15 84H
Rims		5.5J × 15 steel	5.5J × 15 steel
Transmission			
Transmission type		6-speed manual transmission	6-speed Steptronic transmission
Gear ratio	I	:1 3.615	4.459
	II	:1 1.952	2.508
	III	:1 1.241	1.556
	IV	:1 0.969	1.142
	V	:1 0.806	0.851
	VI	:1 0.683	0.672
Reverse gear	:1	3.538	3.185
Final drive ratio	:1	3.632	3.683
Driving performance figures			
Power-to-weight ratio according to DIN	kg/kW	15.3	15.7
Power output per litre	kW/l	62.6	62.6
Acceleration	0-100 km/h	s 10.1	10.5
	0-1000 m	s ²⁾	²⁾
in 4th/5th gear	80-120 km/h	s ²⁾ / 12.8	- / -
Top speed	km/h	192	192

Fuel consumption in EU cycle ³⁾			
Urban	l/100 km	6.0 – 5.9	6.0 – 5.9
Extra-urban	l/100 km	4.2 – 4.2	4.4 – 4.3
Total	l/100 km	4.9 – 4.8	5.0 – 4.9
CO ₂	g/km	114 – 112	116 – 114
Other			
Emission rating		EU6	EU6
Insurance rating	3rd party/fully	15 / 17 / 20	15 / 17 / 20
Ground clearance (empty)	mm	146	146

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

¹⁾ Weight of road-ready automobile (DIN) plus 75 kg for driver and luggage

²⁾ Details not yet available

³⁾ Dependent on tyre format selected

MINI Cooper 5 door, MINI Cooper Automatic 5 door.

Body		MINI Cooper 5 door	MINI Cooper Automatic 5 door
Number of doors/seats		5 / 5	5 / 5
Length/width/height (empty)	mm	3982 / 1727 / 1425	3982 / 1727 / 1425
Wheelbase	mm	2567	2567
Track width, front/rear	mm	1501 / 1501	1501 / 1501
Turning circle	m	11.0	11.0
Fuel tank capacity	approx. l	40	40
Cooling system incl. heating	l	4.9	5.7
Engine oil	l	4.25	4.25
Transmission oil incl. drivetrain	l	lifetime filling	lifetime filling
Unladen weight according to DIN/EU ¹⁾	kg	1145 / 1220	1175 / 1250
Payload according to DIN	kg	520	520
Permitted gross vehicle weight	kg	1670	1700
Permitted axle loads, front/rear	kg	910 / 835	940 / 835
Permitted trailer load braked (12 %) / unbraked	kg	- / -	- / -
Permitted roof load/permited download	kg	75 / -	75 / -
Luggage compartment volume	l	278 - 941	278 - 941
Aerodynamic drag c / A / c _x × A	- / m ² / m ²	0.30 / 2.07 / 0.62	0.30 / 2.07 / 0.62
Engine			
Type/no. of cylinders/valves		in-line / 3 / 4	in-line / 3 / 4
Engine control		MEVD 17.2.3	MEVD 17.2.3
Capacity	cc	1499	1499
Bore/stroke	mm	82.0 / 94.6	82.0 / 94.6
Compression	:1	11.0	11.0
Fuel	RON	91-98	91-98
Output	kW/hp	100 / 136	100 / 136
at engine speed	rpm	4500 - 6000	4500 - 6000
Torque (with overboost)	Nm	220 (230)	220 (230)
at engine speed	rpm	1250 - 4000	1250 - 4000
Electrical system			
Battery/installation	Ah / -	70 / engine compartment	70 / engine compartment
Alternator	A	150	150
Suspension			
Front wheel suspension		Single-joint McPherson spring strut axle with aluminium swivel bearing and anti-dive control	
Rear wheel suspension		Multilink axle with weight-optimised trailing arms	
Brakes, front		disc, vented	disc, vented
Rear brakes		disc	disc
Driving stability systems		Hydraulic 2-circuit brake system with anti-lock brakes (ABS), electronic brake force distribution (EBD) and Cornering Brake Control (CBC), Dynamic Stability Control (DSC) with brake assistant, brake dry function, Fading Brake Support, Dynamic Traction Control (DTC) and Electronic Differential Lock Control (EDLC). Handbrake impacts mechanically on rear wheels	
Steering		Electrically assisted EPS unit with Servotronic function	
Overall steering ratio	:1	14.2	14.2
Tyres		175/65 R15 84H	175/65 R15 84H
Rims		5.5J × 15 light alloy	5.5J × 15 light alloy
Transmission			
Transmission type		6-speed manual transmission	6-speed Steptronic transmission
Gear ratio	I	:1	3.615
	II	:1	1.952
	III	:1	1.241
	IV	:1	0.969
	V	:1	0.806
	VI	:1	0.683
Reverse gear	:1	3.538	3.185
Final drive ratio	:1	3.421	3.683
Driving performance figures			
Power-to-weight ratio according to DIN	kg/kW	11.5	11.8
Power output per litre	kW/l	66.7	66.7
Acceleration	0-100 km/h	s	8.2
	0-1000 m	s	²⁾
in 4th/5th gear	80-120 km/h	s	²⁾ / 9.6
Top speed	km/h	207	207

Fuel consumption in EU cycle ³⁾			
Urban	l/100 km	5.9 – 5.9	6.1 – 6.2
Extra-urban	l/100 km	4.1 – 4.0	4.2 – 4.1
Total	l/100 km	4.8 – 4.7	4.9 – 4.8
CO ₂	g/km	111 – 109	114 – 111
Other			
Emission rating		EU6	EU6
Insurance rating	3rd party/fully	15 / 19 / 20	15 / 19 / 20
Ground clearance (empty)	mm	146	146

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

¹⁾ Weight of road-ready automobile (DIN) plus 75 kg for driver and luggage

²⁾ Details not yet available

³⁾ Dependent on tyre format selected

MINI Cooper S 5 door, MINI Cooper S Automatic 5 door.

Body		MINI Cooper S 5 door	MINI Cooper S Automatic 5 door
Number of doors/seats		5 / 5	5 / 5
Length/width/height (empty)	mm	4005 / 1727 / 1425	4005 / 1727 / 1425
Wheelbase	mm	2567	2567
Track width, front/rear	mm	1501 / 1501	1501 / 1501
Turning circle	m	11.0	11.0
Fuel tank capacity	approx. l	44	44
Cooling system incl. heating	l	6.1	6.1
Engine oil	l	5.25	5.25
Transmission oil incl. drivetrain	l	lifetime filling	lifetime filling
Unladen weight according to DIN/EU ¹⁾	kg	1220 / 1295	1240 / 1315
Payload according to DIN	kg	520	520
Permitted gross vehicle weight	kg	1750	1770
Permitted axle loads, front/rear	kg	950 / 850	970 / 850
Permitted trailer load braked (12 %) / unbraked	kg	- / -	- / -
Permitted roof load/permited download	kg	75 / -	75 / -
Luggage compartment capacity	l	278 - 941	278 - 941
Aerodynamic drag c / A / c _x × A	- / m ² / m ²	0.32 / 2.09 / 0.67	0.32 / 2.09 / 0.67
Engine			
Type/no. of cylinders/valves		in-line / 4 / 4	in-line / 4 / 4
Engine control		MEVD 17.2.3	MEVD 17.2.3
Capacity	cc	1998	1998
Bore/stroke	mm	82.0 / 94.6	82.0 / 94.6
Compression	:1	11.0	11.0
Fuel	RON	91-98	91-98
Output	kW/hp	141 / 192	141 / 192
at engine speed	rpm	4700 - 6000	4700 - 6000
Torque (with overboost)	Nm	280 (300)	280 (300)
at engine speed	rpm	1250 - 4750	1250 - 4750
Electrical system			
Battery/installation	Ah / -	80 / engine compartment	80 / engine compartment
Alternator	A	150	150
Suspension			
Front wheel suspension		Single-joint McPherson spring strut axle with aluminium swivel bearing and anti-dive control	
Rear wheel suspension		Multilink axle with weight-optimised trailing arms	
Brakes, front		disc, vented	disc, vented
Rear brakes		disc	disc
Driving stability systems		Hydraulic 2-circuit brake system with anti-lock brakes (ABS), electronic brake force distribution (EBD) and Cornering Brake Control (CBC), Dynamic Stability Control (DSC) with brake assistant, hill start assistant, brake dry function, Fading Brake Support, Dynamic Traction Control (DTC), Electronic Differential Lock Control (EDLC) and Performance Control. Handbrake impacts mechanically on rear wheels	
Steering		Electrically assisted EPS unit with Servotronic function	
Overall steering ratio	:1	14.2	14.2
Tyres		195/55 R16 87W	195/55 R16 87W
Rims		6.5J × 16 light alloy	6.5J × 16 light alloy
Transmission			
Transmission type		6-speed manual transmission	6-speed Steptronic transmission
Gear ratio	I	:1 3.923	4.459
	II	:1 2.136	2.508
	III	:1 1.276	1.555
	IV	:1 0.921	1.142
	V	:1 0.756	0.851
	VI	:1 0.628	0.672
Reverse gear	:1	3.538	3.185
Final drive ratio	:1	3.588	3.502
Driving performance figures			
Power-to-weight ratio according to DIN	kg/kW	8.7	8.8
Power output per litre	kW/l	70.6	70.6
Acceleration	0-100 km/h	s 6.9	6.8
	0-1000 m	s ²⁾	²⁾
in 4th/5th gear	80-120 km/h	s ²⁾ / 6.7	- / -
Top speed	km/h	232	230

Fuel consumption in EU cycle ³⁾			
Urban	l/100 km	7.9 – 7.7	7.0 – 6.9
Extra-urban	l/100 km	4.9 – 4.8	4.6 – 4.5
Total	l/100 km	6.0 – 5.9	5.5 – 5.4
CO ₂	g/km	139 – 136	128 – 125
Other			
Emission rating		EU6	EU6
Insurance rating	3rd party/fully	16 / 21 / 23	16 / 21 / 23
Ground clearance (empty)	mm	146	146

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

¹⁾ Weight of road-ready automobile (DIN) plus 75 kg for driver and luggage

²⁾ Details not yet available

³⁾ Dependent on tyre format selected

MINI One D 5 door.

Body		MINI One D 5 door
Number of doors/seats		5 / 5
Length/width/height (empty)	mm	3982 / 1727 / 1425
Wheelbase	mm	2567
Track width, front/rear	mm	1501 / 1501
Turning circle	m	11.0
Fuel tank capacity	approx. l	44
Cooling system incl. heating	l	3.3
Engine oil	l	4.4
Transmission oil incl. drivetrain	l	lifetime filling
Unladen weight according to DIN/EU ¹⁾	kg	1175 / 1250
Payload according to DIN	kg	540
Permitted gross vehicle weight	kg	1715
Permitted axle loads, front/rear	kg	910 / 850
Permitted trailer load braked (12 %) / unbraked	kg	- / -
Permitted roof load/permited download	kg	75 / -
Luggage compartment capacity	l	278 - 941
Aerodynamic drag c / A / c _x × A	- / m ² / m ²	0.30 / 2.07 / 0.62
Engine		
Type/no. of cylinders/valves		in-line / 3 / 4
Engine control		DDE 7.01
Capacity	cc	1496
Bore/stroke	mm	84.0 / 90.0
Compression	:1	16.5
Fuel	RON	Diesel
Output	kW/hp	70 / 95
at engine speed	rpm	4000
Torque	Nm	220
at engine speed	rpm	1500 - 2500
Electrical system		
Battery/installation	Ah / -	80 / engine compartment
Alternator	A	150
Suspension		
Front wheel suspension	Single-joint McPherson spring strut axle with aluminium swivel bearing and anti-dive control	
Rear wheel suspension	Multilink axle with weight-optimised trailing arms	
Brakes, front	disc, vented	
Rear brakes	disc	
Driving stability systems	Hydraulic 2-circuit brake system with anti-lock brakes (ABS), electronic brake force distribution (EBD) and Cornering Brake Control (CBC), Dynamic Stability Control (DSC) with brake assistant, hill start assistant, brake dry function, Fading Brake Support, Dynamic Traction Control (DTC) and Electronic Differential Lock Control (EDLC). Handbrake impacts mechanically on rear wheels	
Steering	Electrically assisted EPS unit with Servotronic function	
Overall steering ratio	:1	14.2
Tyres		175/65 R15 84H
Rims		5.5J × 15 steel
Transmission		
Transmission type		6-speed manual transmission
Gear ratio	I	:1 3.615
	II	:1 1.952
	III	:1 1.241
	IV	:1 0.969
	V	:1 0.806
	VI	:1 0.683
Reverse gear	:1	3.538
Final drive ratio	:1	3.421
Driving performance figures		
Power-to-weight ratio according to DIN	kg/kW	16.8
Power output per litre	kW/l	46.8
Acceleration	0-100 km/h	s 11.4
	0-1000 m	s ²⁾
in 4th/5th gear	80-120 km/h	s ²⁾ / 12.1
Top speed	km/h	187

Fuel consumption in EU cycle ³⁾		
Urban	l/100 km	4.1 – 4.0
Extra-urban	l/100 km	3.3 – 3.2
Total	l/100 km	3.6 – 3.5
CO ₂	g/km	94 – 92
Other		
Emission rating		EU6
Insurance rating	3rd party/fully	16 / 20 / 21
Ground clearance (empty)	mm	146

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

¹⁾ Weight of road-ready automobile (DIN) plus 75 kg for driver and luggage

²⁾ Details not yet available

³⁾ Dependent on tyre format selected

MINI Cooper D 5 door, MINI Cooper D Automatic 5 door.

Body		MINI Cooper D 5 door	MINI Cooper D Automatic 5 door
Number of doors/seats		5 / 5	5 / 5
Length/width/height (empty)	mm	3982 / 1727 / 1425	3982 / 1727 / 1425
Wheelbase	mm	2567	2567
Track width, front/rear	mm	1501 / 1501	1501 / 1501
Turning circle	m	11.0	11.0
Fuel tank capacity	approx. l	44	44
Cooling system incl. heating	l	3.3	3.3
Engine oil	l	4.4	4.4
Transmission oil incl. drivetrain	l	lifetime filling	lifetime filling
Unladen weight according to DIN/EU ¹⁾	kg	1190 / 1265	1205 / 1280
Payload according to DIN	kg	520	520
Permitted gross vehicle weight	kg	1720	1735
Permitted axle loads, front/rear	kg	925 / 845	940 / 845
Permitted trailer load braked (12 %) / unbraked	kg	- / -	- / -
Permitted roof load/permited download	kg	75 / -	75 / -
Luggage compartment capacity	l	278 - 941	278 - 941
Aerodynamic drag c / A / c _x × A	- / m ² / m ²	0.30 / 2.07 / 0.62	0.30 / 2.07 / 0.62
Engine			
Type/no. of cylinders/valves		in-line / 3 / 4	in-line / 3 / 4
Engine control		DDE 7.01	DDE 7.01
Capacity	cc	1496	1496
Bore/stroke	mm	84.0 / 90.0	84.0 / 90.0
Compression	:1	16.5	16.5
Fuel	RON	Diesel	Diesel
Output	kW/hp	85 / 116	85 / 116
at engine speed	rpm	4000	4000
Torque	Nm	270	270
at engine speed	rpm	1750	1750
Electrical system			
Battery/installation	Ah / -	80 / engine compartment	80 / engine compartment
Alternator	A	150	150
Suspension			
Front wheel suspension		Single-joint McPherson spring strut axle with aluminium swivel bearing and anti-dive control	
Rear wheel suspension		Multilink axle with weight-optimised trailing arms	
Brakes, front		disc, vented	disc, vented
Rear brakes		disc	disc
Driving stability systems		Hydraulic 2-circuit brake system with anti-lock brakes (ABS), electronic brake force distribution (EBD) and Cornering Brake Control (CBC), Dynamic Stability Control (DSC) with brake assistant, hill start assistant, brake dry function, Fading Brake Support, Dynamic Traction Control (DTC) and Electronic Differential Lock Control (EDLC). Handbrake impacts mechanically on rear wheels	
Steering		Electrically assisted EPS unit with Servotronic function	
Overall steering ratio	:1	14.2	14.2
Tyres		175/65 R15 84H	175/65 R15 84H
Rims		5.5J × 15 light alloy	5.5J × 15 light alloy
Transmission			
Transmission type		6-speed manual transmission	6-speed Steptronic transmission
Gear ratio	I	:1 3.923	4.459
	II	:1 2.136	2.508
	III	:1 1.393	1.555
	IV	:1 1.088	1.142
	V	:1 0.892	0.851
	VI	:1 0.756	0.672
Reverse gear	:1	3.538	3.185
Final drive ratio	:1	3.389	3.234
Driving performance figures			
Power-to-weight ratio according to DIN	kg/kW	14.0	14.2
Power output per litre	kW/l	56.8	56.8
Acceleration	0-100 km/h	s 9.4	9.5
	0-1000 m	s ²⁾	²⁾
in 4th/5th gear	80-120 km/h	s ²⁾ / 9.2	- / -
Top speed	km/h	203	202

Fuel consumption in EU cycle ³⁾			
Urban	l/100 km	4.5 – 4.4	4.4 – 4.3
Extra-urban	l/100 km	3.3 – 3.2	3.6 – 3.5
Total	l/100 km	3.7 – 3.6	3.9 – 3.8
CO ₂	g/km	97 – 95	102 – 99
Other			
Emission rating		EU6	EU6
Insurance rating	3rd party/fully	16 / 20 / 21	16 / 20 / 21
Ground clearance (empty)	mm	146	146

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

¹⁾ Weight of road-ready automobile (DIN) plus 75 kg for driver and luggage

²⁾ Details not yet available

³⁾ Dependent on tyre format selected

MINI Cooper SD 5 door, MINI Cooper SD Automatic 5 door.

Body		MINI Cooper SD 5 door	MINI Cooper SD Automatic 5 door
Number of doors/seats		5 / 5	5 / 5
Length/width/height (empty)	mm	4005 / 1727 / 1425	4005 / 1727 / 1425
Wheelbase	mm	2567	2567
Track width, front/rear	mm	1501 / 1501	1501 / 1501
Turning circle	m	11.0	11.0
Fuel tank capacity	approx. l	44	44
Cooling system incl. heating	l	2)	2)
Engine oil	l	2)	2)
Transmission oil incl. drivetrain	l	lifetime filling	lifetime filling
Unladen weight according to DIN/EU ¹⁾	kg	1230 / 1305	1250 / 1325
Payload according to DIN	kg	520	520
Permitted gross vehicle weight	kg	1755	1775
Permitted axle loads, front/rear	kg	950 / 850	970 / 850
Permitted trailer load braked (12 %) / unbraked	kg	- / -	- / -
Permitted roof load/permited download	kg	75 / -	75 / -
Luggage compartment capacity	l	278 - 941	278 - 941
Aerodynamic drag c / A / c _x × A	- / m ² / m ²	0.33 / 2.09 / 0.69	0.33 / 2.09 / 0.69
Engine			
Type/no. of cylinders/valves		in-line / 4 / 4	in-line / 4 / 4
Engine control		DDE 7.01	DDE 7.01
Capacity	cc	1995	1995
Bore/stroke	mm	84.0 / 90.0	84.0 / 90.0
Compression	:1	16.5	16.5
Fuel	RON	Diesel	Diesel
Output	kW/hp	125 / 170	125 / 170
at engine speed	rpm	4000	4000
Torque	Nm	360	360
at engine speed	rpm	1500 - 2750	1500 - 2750
Electrical system			
Battery/installation	Ah / -	80 / engine compartment	80 / engine compartment
Alternator	A	150	150
Suspension			
Front wheel suspension		Single-joint McPherson spring strut axle with aluminium swivel bearing and anti-dive control	
Rear wheel suspension		Multilink axle with weight-optimised trailing arms	
Brakes, front		disc, vented	disc, vented
Rear brakes		disc	disc
Driving stability systems		Hydraulic 2-circuit brake system with anti-lock brakes (ABS), electronic brake force distribution (EBD) and Cornering Brake Control (CBC), Dynamic Stability Control (DSC) with brake assistant, hill start assistant, brake dry function, Fading Brake Support, Dynamic Traction Control (DTC), Electronic Differential Lock Control (EDLC) and Performance Control. Handbrake impacts mechanically on rear wheels	
Steering		Electrically assisted EPS unit with Servotronic function	
Overall steering ratio	:1	14.2	14.2
Tyres		195/55 R16 87W	195/55 R16 87W
Rims		6.5J × 16 light alloy	6.5J × 16 light alloy
Transmission			
Transmission type		6-speed manual transmission	6-speed Steptronic transmission
Gear ratio	I	:1 3.923	4.459
	II	:1 2.136	2.508
	III	:1 1.276	1.555
	IV	:1 0.921	1.142
	V	:1 0.756	0.851
	VI	:1 0.628	0.672
Reverse gear	:1	3.538	3.185
Final drive ratio	:1	3.389	3.234
Driving performance figures			
Power-to-weight ratio according to DIN	kg/kW	9.8	10.0
Power output per litre	kW/l	62.7	62.7
Acceleration	0-100 km/h	s 7.4	7.3
	0-1000 m	s 2)	2)
in 4th/5th gear	80-120 km/h	s 2) / 6.7	- / -
Top speed	km/h	225	223

Fuel consumption in EU cycle ³⁾			
Urban	l/100 km	5.1 – 5.0	4.8 – 4.7
Extra-urban	l/100 km	3.8 – 3.6	3.8 – 3.7
Total	l/100 km	4.3 – 4.1	4.2 – 4.1
CO ₂	g/km	112 – 109	109 – 107
Other			
Emission rating		EU6	EU6
Insurance rating	3rd party/fully	16 / 20 / 21	16 / 20 / 21
Ground clearance (empty)	mm	146	146

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

¹⁾ Weight of road-ready automobile (DIN) plus 75 kg for driver and luggage

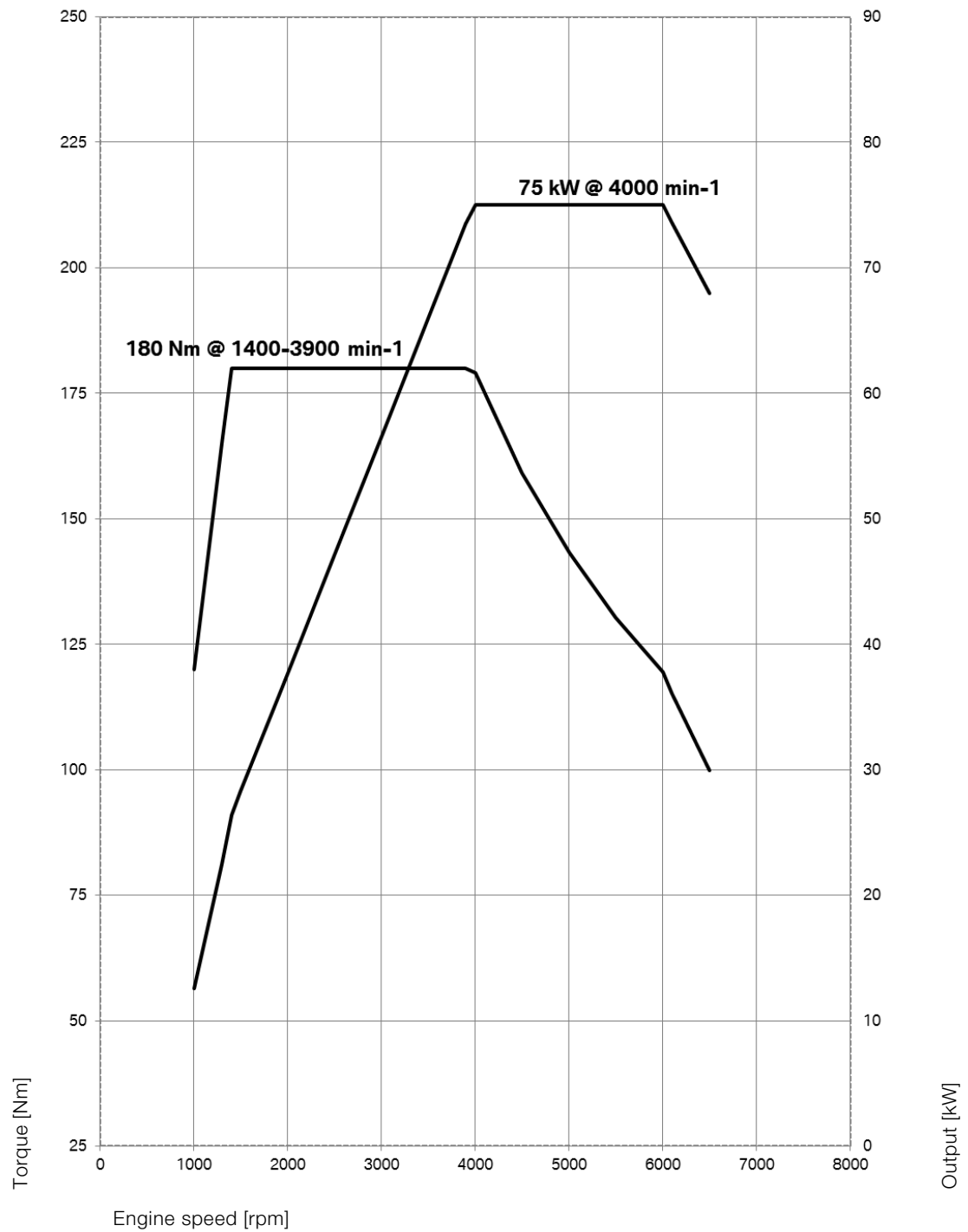
²⁾ Details not yet available

³⁾ Dependent on tyre format selected

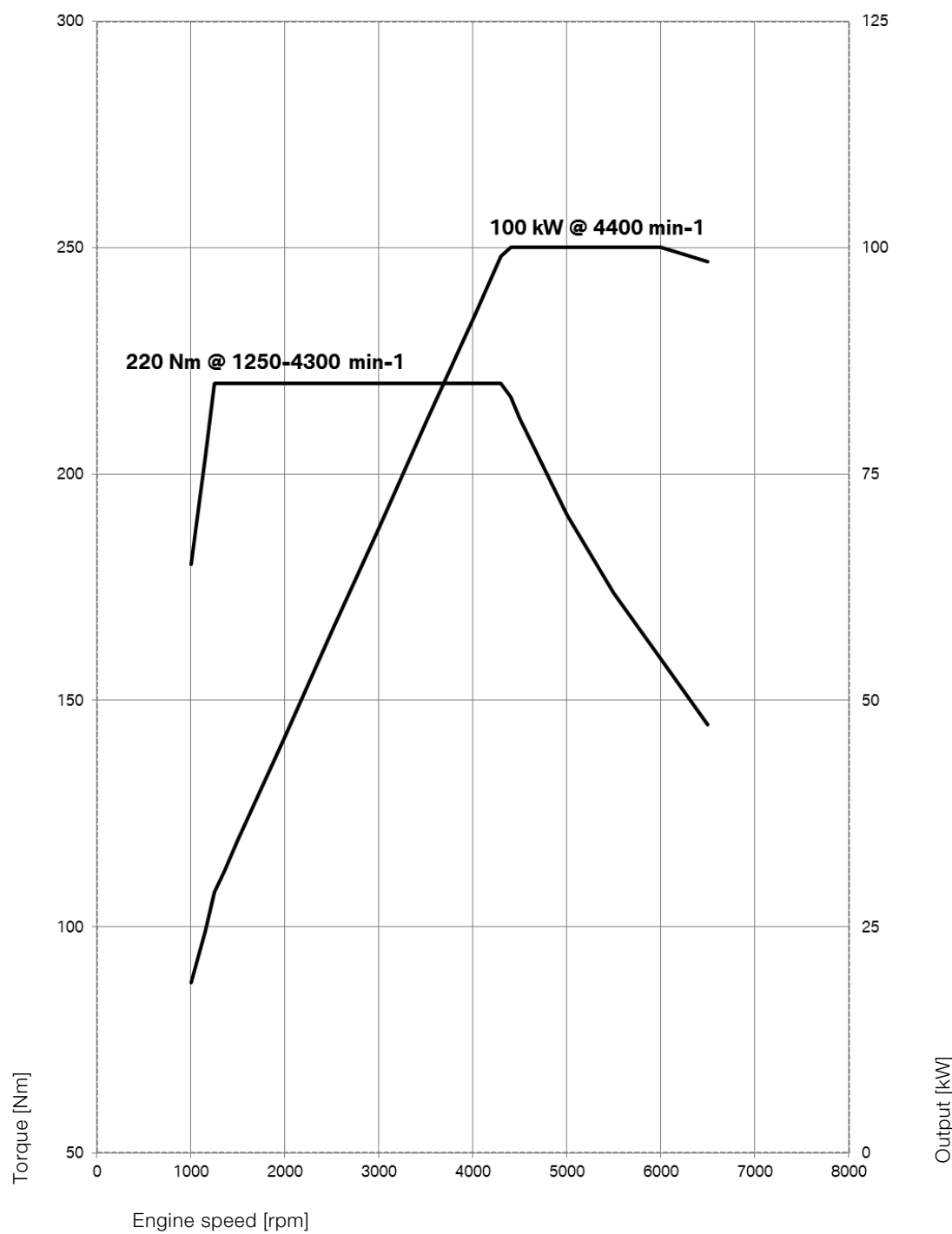
Performance and torque diagrams.



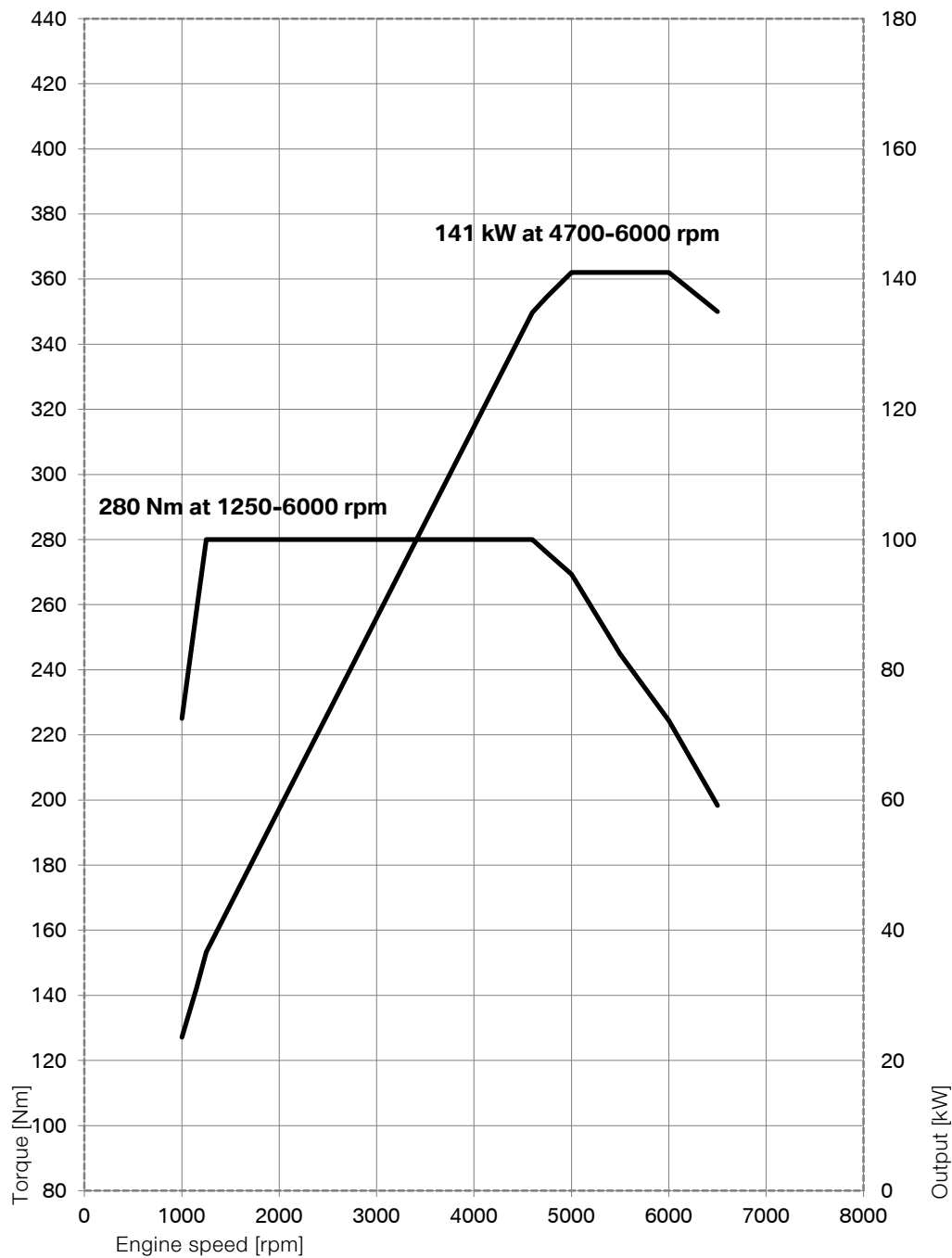
MINI One 5 door.



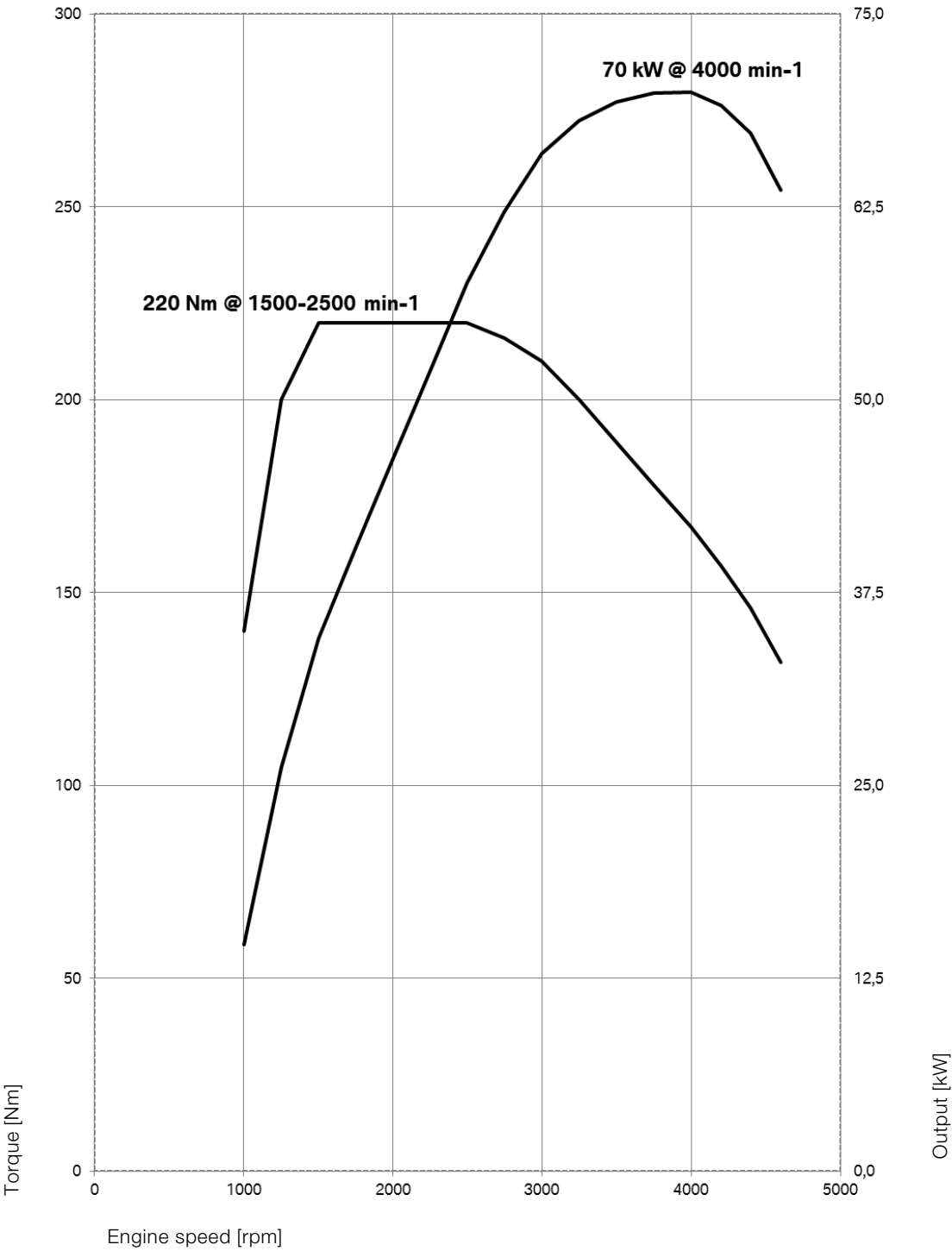
MINI Cooper 5 door.



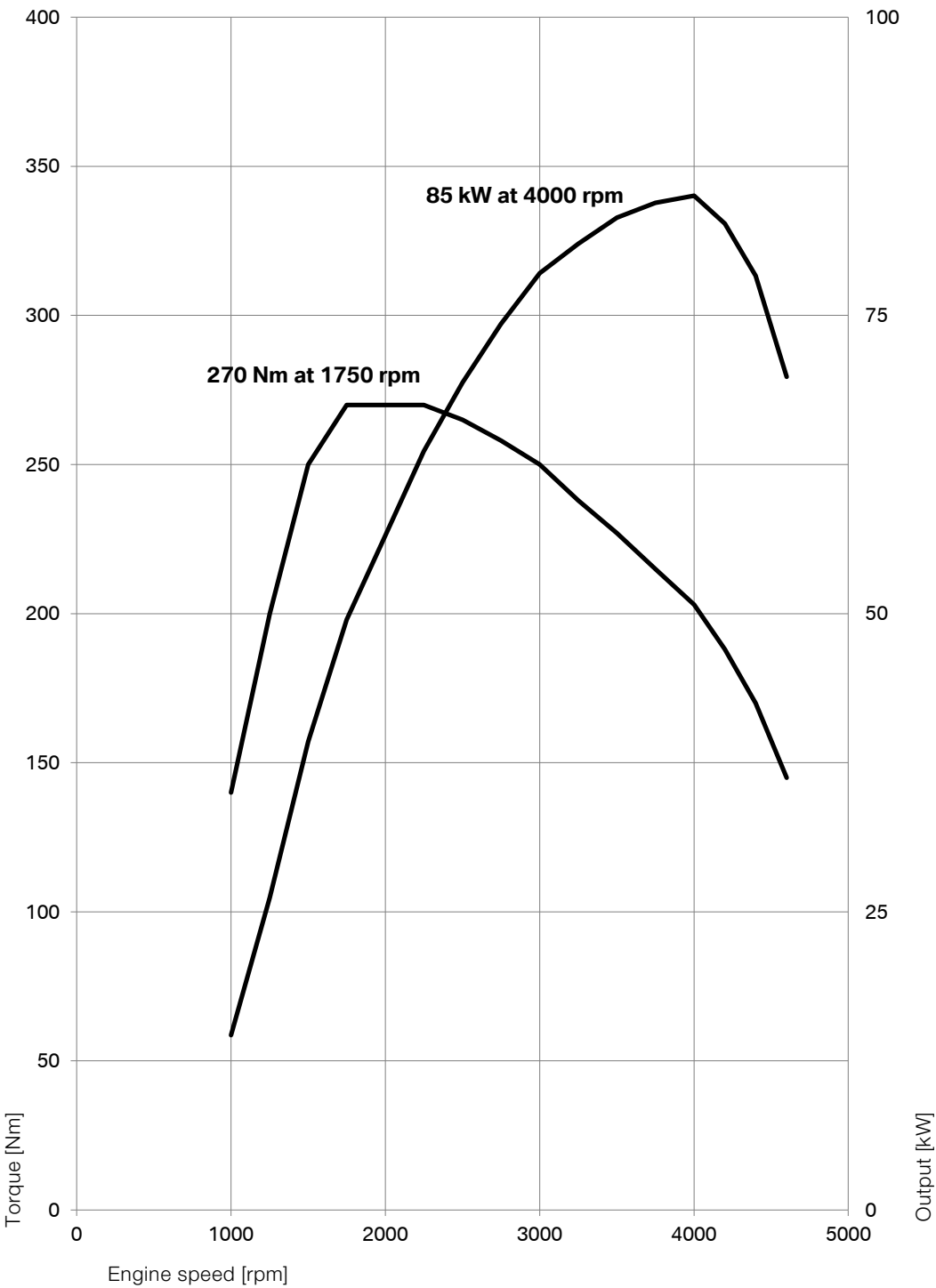
MINI Cooper S 5 door.



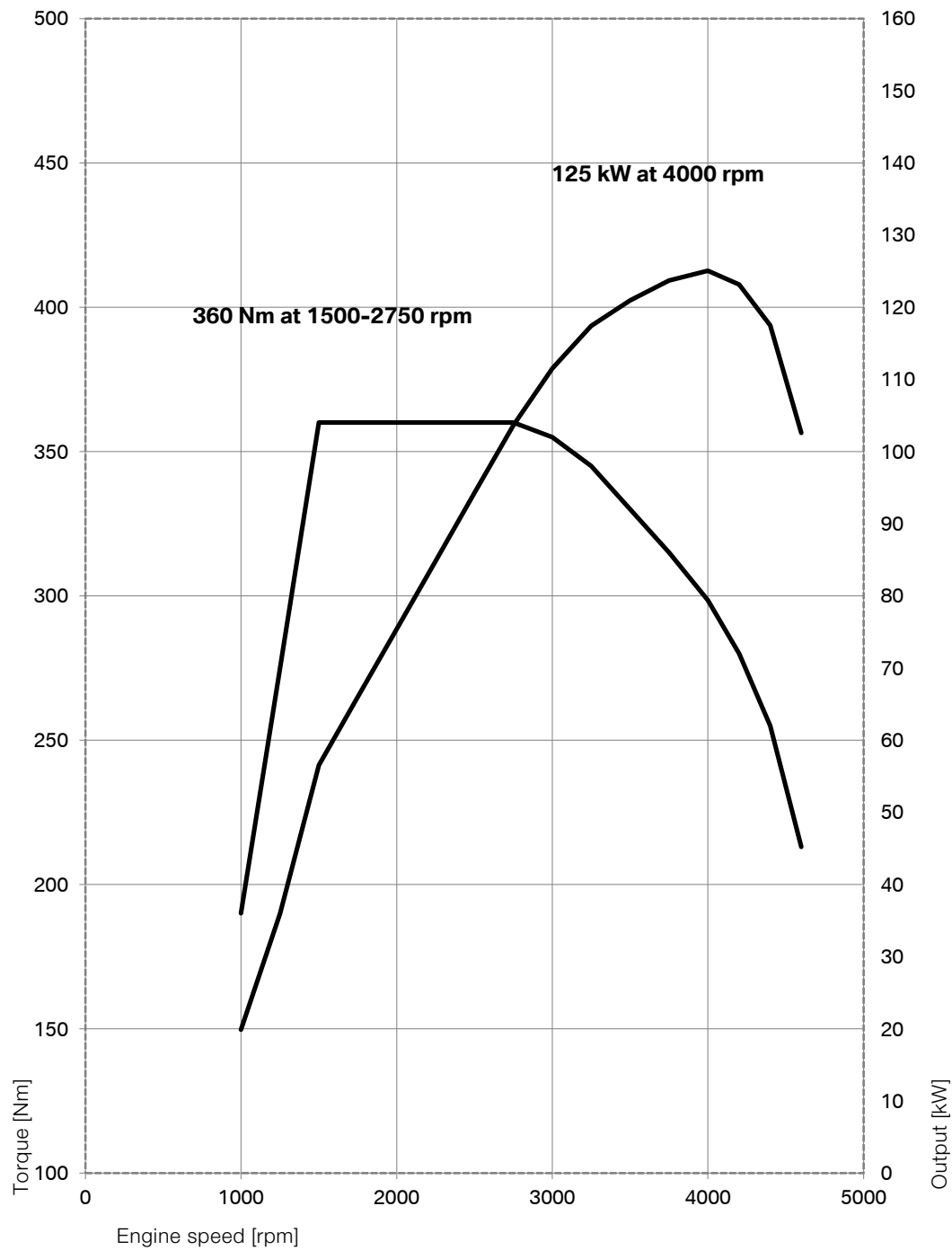
MINI One D 5 door.



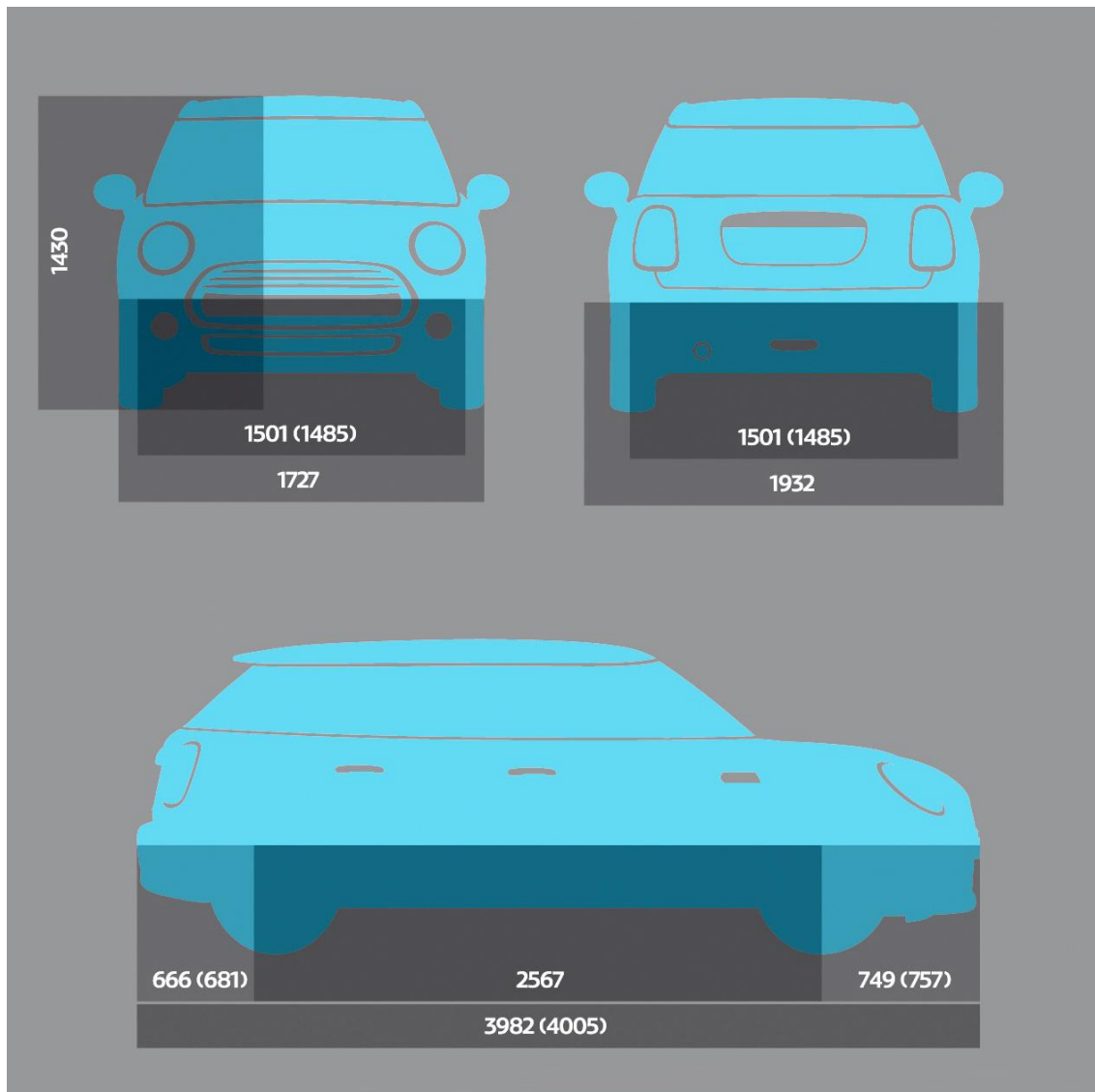
MINI Cooper D 5 door.



MINI Cooper SD 5 door.



Exterior and interior dimensions.



Dimensions in mm apply to MINI Cooper 5 door (figures in brackets apply to MINI Cooper S 5 door and MINI Cooper SD 5 door)