MINI at the 2011 Frankfurt International Motor Show (IAA).
Contents.

1. MINI at the 2011 Frankfurt International Motor Show. (Short version)

The MINI brand takes to the stage at the 2011 Frankfurt International Motor Show (IAA) with increasing variety within its ranks and an unparalleled focus on the individualisation of its models. The world's most important car show plays host to the world premiere of the MINI Coupé. And visitors to the event – which takes place from 15-25 September 2011 – will also be able to explore the rest of the MINI model family, not to mention the latest MINI Yours range of products and an attractive array of Original MINI Accessories. The impressively diverse product portfolio presented by MINI once again underlines its status as a maker of premium cars which faithfully express both the unmistakable character of the brand and the personal style of its customers.

The launch of the MINI Coupé sees the British premium small car manufacturer taking the next step in its rigorous model range expansion process. The brand's fifth model wraps up hallmark MINI qualities in a new and distinctive package. The first two-seater in the current range boasts an even sharper focus on delivering unbeatable fun at the wheel. Powerful engines, a bespoke set-up for the car's sophisticated suspension and finely-judged adjustments in terms of aerodynamics and weight balance help whisk the legendary go-kart feeling into a new dimension.

The distinctive identity of the MINI Coupé is also reflected in its design. With its sporty, hunkered-down feel and fresh new roof design, the two-seater occupies its very own niche within the model line-up. At the same time, though, familiar MINI exterior and interior design features clearly highlight its membership of the brand family. The fun-filled driving experience and functionality of the new model are geared squarely to driving "two up", but the MINI Coupé cuts no corners in displaying all the charisma, efficiency and premium quality MINI has brought to the small car segment.

The extra depth to the MINI model range shines the spotlight once again on the brand's unrivalled potential. Around the world MINI has become a byword for driving fun, agility, expressive design, premium quality and individuality. And having broken new ground in the premium small car segment, MINI is now building its advantage over its rivals. Ten years after the relaunch of the brand

and five years since the second generation of the 21st-century MINI hit the roads, its popularity in car markets around the globe continues to grow with the arrival of each new model.

With five models now carrying the MINI badge, the brand has succeeded in meeting the specific needs of various target groups. The luxury of choice created by the variety of models within the MINI family is taken a stage further by the scope for effective customisation that each individual model allows. The brand offers its customers more freedom than any other carmaker to configure their car to their own personal style.

MINI Coupé: world premiere for a more focused go-kart feeling.
Two years ago a concept car previewing a two-seater Coupé from the MINI brand turned heads aplenty at the Frankfurt Motor Show. And now that vision of even more sharply focused driving fun has become a reality on the road. The 2011 Frankfurt Show provides the stage for the world premiere of the MINI Coupé. The two-seater will be offered from launch with a choice of four engine variants with outputs ranging from the 90 kW/122 hp of the MINI Cooper Coupé and the MINI Cooper SD Coupé's 105 kW/143 hp to the 135 kW/184 hp developed by the MINI Cooper S Coupé and the 155 kW/211 hp of the sporting flagship, the MINI John Cooper Works Coupé. In league with these powerful engines, the Coupé's bespoke suspension set-up, harmonious weight distribution, extremely rigid body and special aerodynamic tweaks – including an extending rear spoiler – help to bring the car's go-kart feeling even further to the fore.

The MINI Coupé is the brand's first model to adopt a classical three-box structure with a strikingly stepped rear end. The car's roof has a standard contrasting paint finish, accentuating its distinctive design, while the 280-litre luggage compartment behind the high-opening tailgate reveals impressive functionality. Other particularly noteworthy features of the interior include oval recesses in the roof liner, which are specific to the MINI Coupé and emphasise the car's two-seat design, and the wide through-loading facility linking the cabin and luggage compartment.

MINI Yours: customisation at its most exclusive.
The extra breadth in the model range is complemented by the increased scope for owners to customise their cars. For example, the MINI Yours collection of

products represents a particularly attractive addition to the options list. MINI Yours comprises a range of exclusive options – designed as the perfect complement to the unmistakable character of the MINI brand – for the exterior and interior design of the MINI Coupé. In addition to unusual paint finishes, trim elements, upholstery variants and interior colours, the MINI Yours range also offers customers stylishly composed equipment packages and limited-edition models.

The 2011 Frankfurt Motor Show will also host the unveiling of the MINI Clubman Hampton, which embodies the inimitable style of MINI Yours in particularly concentrated form. The paintwork and wheels of the MINI Clubman Hampton, as well as its exterior and interior design, and other equipment features chosen specially for it, have been carefully coordinated down to the smallest details to lend a special flavour to both its appearance and the driving experience on board. Currently only one MINI exudes an even more exclusive allure: the MINI INSPIRED BY GOODWOOD. This special-edition take on the three-door MINI was created under the expert eye of the Rolls-Royce Motor Cars design team and is also on display at the Frankfurt Motor Show.

Original MINI Accessories: more freedom for customers to express their personal style.

Looking beyond the range of optional equipment available ex-factory, MINI also opens up an extraordinary wealth of possibilities when it comes to configuring owners' cars to their personal style and requirements. The Original MINI Accessories range gives owners all the tools they need to enjoy the hallmark MINI driving fun in an individually tailored one-off car. The range comprises a constantly expanding selection of products which enhance and accentuate the expressive design, sporting characteristics and functionality of a MINI.

Alongside the familiar customisation options for the exterior, such as roof flags, mirror caps and side indicator surrounds, the Original MINI Accessories presented at the 2011 Frankfurt Motor Show also include steering wheels, gearshift knobs, interior trim strips and other retro-fit components for the interior. Customers will also find specifically designed transport systems to carry sports equipment safely and comfortably while on the move. Likewise on show is the latest range of accessories from the John Cooper Works brand. These include John Cooper Works tuning products, which further enhance both

engine performance and handling, make the car's aerodynamic properties and exterior design that much more effective, and bring the sensation of the race track to the interior.

2. At a glance.

- **World premiere: the MINI Coupé.**
  The 2011 Frankfurt Motor Show will host the world premiere of the MINI Coupé. The first two-seater in the current model range sees MINI deliver another injection of engaging variety into the small car segment – and, at the same time, introduce a particularly focused brand of driving fun. The sporting character of the MINI Coupé is reflected not only in its design, but also in the range of engines available to customers. The most powerful petrol and diesel engines in the MINI line-up join forces with a bespoke suspension set-up, harmonious weight distribution, a rigid body structure and optimised aerodynamics to deliver the customary MINI go-kart feeling at its most intense. A contrasting paint finish for the MINI Coupé's roof (included as standard) emphasises its distinctive form, while the 280-litre luggage compartment behind the high-opening tailgate reveals impressive functionality.
- **Rich in variety: the MINI model family.**
  A model range that started out with one model – the MINI – has now grown into a family of five, with the launch of the MINI Coupé taking the expansion of the brand's model portfolio to its logical next stage. The MINI Coupé adds another new model with its own individual character to stand alongside the MINI, MINI Clubman and MINI Convertible, while the MINI Countryman embodies the brand's move into another new vehicle segment. The selection of engines available for MINI models is also larger than ever, including up to four petrol variants and three diesels (depending on the model). Outputs stretch from 55 kW/75 hp to 135 kW/184 hp. The elite group of extreme sporting models within the range has also gained another member: the MINI John Cooper Works Coupé becomes the fourth such model to enjoy the services of the race-derived four-cylinder engine developing 155 kW/211 hp.
- **High in exclusivity: the MINI Yours range.**
  MINI is also using the 2011 Frankfurt Motor Show to showcase vehicle customisation at its most exclusive. The MINI Yours range offers exclusive options for the exterior and interior design which have been developed as the perfect complement to the unmistakable character of the MINI brand. MINI Yours offers customers everything from special exterior paint finishes

and trim elements, upholstery variants and interior colours, to stylishly composed equipment packages and limited-run special-edition models. The inimitable MINI Yours style is modelled at the 2011 Frankfurt Motor Show by a brace of exceptional vehicles: the MINI Clubman Hampton and the MINI INSPIRED BY GOODWOOD, which was created under the expert eye of the Rolls-Royce Motor Cars design team.

- **Strong on individuality: the Original MINI Accessories range.** Customers looking for the antithesis of an "off the peg" car should make MINI their first port of call. The British brand goes further than any other carmaker to offer its customers the freedom to tailor their car precisely to their own personal style. A range now comprising five models, plus a large selection of optional equipment, exterior paint finishes and interior design configurations, along with the Original MINI Accessories range, create unrivalled scope to turn each and every MINI into a one-off car exuding the style of its owner. The array of products in the Original MINI Accessories range is larger than ever. In addition to exterior and interior design options, customers can also choose from a wealth of clever transportation solutions to enhance the car's functionality as well as the John Cooper Works Tuning products geared to providing driving fun of the ultra-sporty variety.

3. A recipe for unbridled driving fun: The MINI Coupé.

3.1 Design.

The MINI Coupé brings a fascinatingly unique character to its market segment and the MINI model family alike. Its body design is based on a faithful interpretation of MINI design and places a clear emphasis on the brand's sporting genes. Plus, it features a number of eye-catching individual touches which amount to rather more than model-specific details. At the same time, though, the Coupé remains unmistakably a MINI. A combination of taut, athletic surfaces, harmonious curves and parallel lines confirms the allegiance of its formal language to the cornerstones of MINI design. Indeed, the appearance of the MINI Coupé is also defined by its powerful over-the-wheel stance. And then there are unique design features exclusive to MINI, such as the hexagonal contours of the radiator grille, the black border around the lower part of the body, a host of chrome strips and surrounds, and the large circular headlights with integrated direction indicators. The headlights, like the vertically stacked rear lights positioned on the outer extremes of the rear end, are integrated like "islands" into the body. The positioning lights and foglamps located in the front apron and the surrounds of the side indicators on the front side panels are among the design elements whose origins can be traced back to the classic Mini of the 1950s.

At the same time, however, the Coupé also breaks the mould – as the first MINI to adopt a three-box body structure. Unlike the MINI, MINI Clubman and MINI Convertible, the MINI Coupé is divided into three distinct segments: engine compartment, passenger compartment and boot. This structure broadens the MINI Coupé's spectrum of geometric forms and helps to create a classic and very distinctive gran turismo-style rear end, particularly when viewed from the side.

The exterior dimensions of the MINI Coupé give it very sporty proportions and a low, forward-thrusting profile. The two-seater measures 3,734 millimetres (MINI Cooper Coupé: 3,728 millimetres) in length, 1,683 millimetres in width and 1,384 millimetres (MINI Cooper Coupé: 1,378 millimetres) in height. In other words, while the overall length, width and wheelbase (2,467 millimetres) are almost identical to the measurements of the MINI, the car's overall height has been lowered by as much as 52 millimetres.

Distinctive roof form; steeply raked A-pillars, integrated roof spoiler and active rear spoiler optimise aerodynamics.

The clear horizontal structuring of the Coupé into three distinct tiers – the body, the wraparound glass surfaces and the strikingly superimposed roof – is also a typical MINI hallmark. The rearward tapering glasshouse, the flat side windows and, most prominently, the innovative "helmet roof" give the MINI Coupé a distinctive appearance from every angle.

The active rear spoiler, fitted for the first time on a MINI, optimises airflow at higher speeds. Integrated in the boot lid, the spoiler pops up automatically when the MINI Coupé reaches a speed of 80 km/h (50 mph). When the speed drops below 60 km/h (37 mph) again, a four-part control mechanism returns the spoiler to its rest position. It is also possible to operate the active rear spoiler manually, for example for cleaning purposes, using a button in the overhead control panel.

At higher speeds, the active rear spoiler reduces lift at the rear axle, optimising the aerodynamic balance – and therefore the grip levels – of the MINI Coupé. It forms part of a precisely configured aerodynamic concept that also includes an innovatively designed roof spoiler with integrated aerial. This roof spoiler is fully integrated into the styling of the helmet roof. It has an opening in the centre which allows the airflow over the roof to be directed down to the rear window or, depending on speed, to the rear spoiler. This reduces rear lift and, in so doing, improves the driving dynamics of the MINI Coupé.

Also distinctive are the A-pillars and windscreen, which are more sharply raked than on the MINI. The resulting smaller frontal area makes an additional contribution to the excellent aerodynamic properties of the MINI Coupé. Airflow has been optimised to an even greater extent on the range-topping MINI John Cooper Works Coupé. The most powerful member of the Coupé line-up is fitted with a John Cooper Works aerodynamic kit as standard in a nod to its exceptionally dynamic performance capability.

Interior: clear emphasis of two-seated layout, generous storage capacity.

The design of the MINI Coupé's interior also showcases the pure-bred character of a compact sports car. In typical MINI style, the Coupé has a large Centre Speedo and a rev counter positioned directly behind the steering wheel,

and the standard-fitted sports seats offer outstanding lateral support through quickly-taken corners. The colours of the interior, meanwhile, also help enhance concentration on the road ahead. Regardless of the combination of upholstery variant, trim elements and Colour Lines chosen by the MINI Coupé owner, the interior colour remains Carbon Black. An anthracite roof liner is also part of the standard specification.

Oval recesses in the roof liner create extra headroom. This exclusive design element lends further emphasis to the two-seat layout and hunkered-down, sports-orientated form of the MINI Coupé body.

The absence of a rear seat bench creates new scope for offering spontaneous driving enjoyment for two people while at the same time catering for the requirements of an active and varied lifestyle. The adaptable 290-litre boot is extremely flexible. With a large, high-opening tailgate and a 36 cm (14 in.) wide and 20 cm (approx. 8 in.) high through-loading system that can also be opened from the driver's or passenger's seat, the MINI Coupé offers cargo-carrying possibilities that will suit a wide range of needs, whether for daily routine, leisure or touring for two. The car's practicality is further enhanced by larger door bins, three cupholders and a cross-rack behind the seats. Meanwhile, the variable luggage compartment cover eases stowage of particularly bulky items or sports equipment. When the boot lid is opened, the rear section of the three-dimensional cover is also raised. The entire cover can be detached if required.

An exclusive selection of colours and materials.

The range of exterior paint finishes for the MINI Coupé body comprises nine colours. The car's roof is painted as standard in a contrasting colour; customers can choose from Jet Black, Pure Silver and – exclusively for the MINI John Cooper Works Coupé – Chili Red. This gives the extravagant roof shape a particularly striking appearance. The only exception here is the Midnight Black body paint variant, which can be combined with a roof in Jet Black. Model-specific Sport stripes are available as an option. On the roof these come in body colour, on the front and rear ends in the contrasting colour. The MINI Coupé is kitted out as standard with 15-inch, 16-inch or 17-inch light-alloy wheels, depending on the variant. Further light-alloy wheel designs in these formats can be ordered as an option.

Special piping-style sports seats and the upholstery colour Toffy – unique to the Coupé – add even more scope to the customary MINI variety of seat and upholstery variants. Added to which, the black sports seats can also be specified in Punch Leather with beige-coloured perforations. Trim strips can be ordered in any of six variants, and a Chili Red option is also offered for the MINI John Cooper Works Coupé. A choice of five Colour Lines is available; the Polar Beige variant can also be combined with beige-coloured exterior mirrors. What's more, customers can explore the additional, extremely exclusive interior design options offered by the MINI Yours range.

3.2 Engines and gearboxes.

In the MINI Coupé, engine power is converted into pure driving fun more directly and comprehensively than ever. Cutting-edge drive system technology ensures that the engine's output and torque are generated exceptionally efficiently – and experienced with great intensity by the driver. Instantaneous power development delivers impressive sports performance, while high elasticity and optimum gear ratios guarantee unbeatable agility in mid-range acceleration. Plus, extensive MINIMALISM technology makes the driver a less frequent visitor to the pumps.

The MINI Coupé therefore takes a thoroughly modern route to delivering an extra dose of urban driving fun. At the same time, the brand's racing genes are clearly reflected in its character. Customers can choose from a selection of four engines for their MINI Coupé. All the model variants carry the Cooper name in their designation. Traditionally, this familiar badge has been a sign of outstanding sporting ability and a nod to the brand's association with legendary Formula One designer John Cooper. This is the man who smoothed the passage of the classic Mini into race competition. Its racing exploits have long since passed into legend, reaching their zenith with three overall victories in the Monte Carlo Rally. The MINI Coupé is also imbued with these genes.
Indeed, the MINI Cooper Coupé, MINI Cooper S Coupé,
MINI John Cooper Works Coupé and MINI Cooper SD Coupé offer a blend of fuel consumption and driving fun unmatched within their respective output classes.

Outputs stretch from the 90 kW/122 hp of the MINI Cooper Coupé, via the MINI Cooper SD Coupé with 105 kW/143 hp and MINI Cooper S Coupé with 135 kW/184 hp, all the way up to the extremely sporty
MINI John Cooper Works Coupé developing 155 kW/211 hp.
The MINI Cooper Coupé, MINI Cooper S Coupé and MINI Cooper SD Coupé can be specified with an optional six-speed automatic gearbox as an alternative to the six-speed manual fitted as standard across the Coupé range.

MINI Cooper Coupé: high in energy, low in CO_2.

The new member of the MINI family displays an infectious spirit and verve – even in entry-level form. The four-cylinder petrol engine in the MINI Cooper Coupé develops 90 kW/122 hp from its 1.6-litre displacement, reaching this maximum output at 6,000 rpm. Peak torque of 160 Newton metres (118 lb-ft) is on tap at 4,250 rpm. The secret behind the engine's lightning-fast response to every movement of the accelerator pedal lies primarily in the fully variable valve management system unique in the MINI segment. This throttle-free load control technology is based on the VALVETRONIC system found in BMW engines and optimises both the engine's responsiveness and its fuel consumption and emissions. Within fractions of a second, the valve management wizardry adjusts the stroke and opening period of the intake valves to the amount of output required, the camshaft acting on the valves through an additional intermediate arm, and not directly through the cam follower. The pivot point of this additional intermediate arm is infinitely adjustable by an eccentric shaft controlled by an electric motor. The throttle butterfly – used to control load in conventional engines – is fitted solely as an emergency backup and for diagnostic purposes. Under normal circumstances it remains fully open at all times to minimise flow losses in the intake manifold.

The MINI Cooper Coupé uses this instantaneous pulling power to deliver impressive acceleration and races from rest to the 100 km/h (62 mph) mark in just 9.0 seconds. Its top speed stands at 204 km/h (127 mph). This performance contrasts with average fuel consumption in the EU test cycle of 5.4 litres per 100 km (52.3 mpg imp) and CO_2 emissions of 127 grams per kilometre.

MINI Cooper S Coupé: unbeatable efficiency, intoxicating driving fun.

The likewise 1.6-litre power unit under the bonnet of the MINI Cooper S Coupé comes with fully variable valve management as part of a package of technology which also features a twin-scroll turbocharger and petrol direct injection. In this type of charge system the ducts of two cylinders are combined with one another in the exhaust manifold and in the turbocharger. This construction leads to instantaneous development of charge pressure. Meanwhile, direct injection allows extremely precise amounts of fuel to be fed into the cylinders, promoting clean and efficient combustion. The combination of turbocharging, direct injection and variable valve management produces maximum output of

135 kW/184 hp at 5,500 rpm and makes the four-cylinder unit in the MINI Cooper S Coupé the world's most efficient engine in its displacement class.

Maximum torque of 240 Newton metres (177 lb-ft) is on tap as low down as 1,600 rpm, and can be raised to 260 Newton metres (192 lb-ft) for a short time using Overboost. This function serves up additional pulling power to ensure particularly dynamic acceleration. The MINI Cooper S Coupé dashes from 0 to 100 km/h (62 mph) in just 6.9 seconds, and its top speed stands at 230 km/h (143 mph). These performance figures team up with average fuel consumption in the EU test cycle of 5.8 litres per 100 km (48.7 mpg imp) and CO_2 emissions of 136 grams per kilometre.

MINI John Cooper Works Coupé: an extreme sportsman reaches the peak of his powers.

The exceptionally sporty MINI models bearing the John Cooper Works badge hold a very special status within the model range. Features such as engine technology derived directly from the race track mark them out from the norm. The MINI John Cooper Works Coupé adds another top-class athlete to the MINI ranks. A 155 kW/211 hp four-cylinder engine with twin-scroll turbocharger and direct injection imbues it with unrestrained power, giving it the tools to do what MINI does best – entertaining drivers – even better.

The 1.6-litre engine under the bonnet of the MINI John Cooper Works Coupé is largely the same as the unit powering the competitors in the MINI CHALLENGE Clubsport series. Numerous technical details originate directly from developments in motor sport, including the aluminium cylinder block and bearing mounts, reinforced pistons, a particularly high-strength cylinder head and low-weight crankshafts. The exhaust valves are sodium-filled to provide the extra cooling required by a turbocharged engine, and the intake camshaft features infinite phase adjustment. The modified turbocharger develops even greater charge pressure than the engine in the MINI Cooper S Coupé. The model-specific exhaust system can be identified from the outside by its polished stainless steel twin tailpipes, while its resonant soundtrack – best sampled from inside the cabin – adds a distinctive extra layer to the extreme sports machine's character.

The engine generates peak output at 6,000 rpm and develops maximum torque of 260 Newton metres (192 lb-ft); the Overboost function pushes this figure up to 280 Newton metres (207 lb-ft) for a short time. The instantaneous power development ensures imposing acceleration, the MINI John Cooper Works Coupé rocketing from a standstill to 100 km/h (62 mph) in 6.4 seconds on the way to a top speed of 240 km/h (149 mph). And yet average fuel consumption in the EU test cycle is kept at an unusually low level for cars in this output class; the MINI John Cooper Works Coupé burns just 7.1 litres of fuel per 100 km (39.8 mpg imp) and has CO_2 emissions of 165 grams per kilometre.

MINI Cooper SD Coupé: brawny yet economical.

As an alternative to the three petrol units, the MINI Coupé can also be ordered with a diesel engine. Its incredibly sporty power development allows it to slot perfectly into the engine line-up, where it occupies pole position in the efficiency standings. The four-cylinder diesel unit under the bonnet of the MINI Cooper SD Coupé comes with an all-aluminium crankcase, a turbocharger with variable intake geometry and common-rail direct injection with solenoid-valve injectors. It produces maximum output of 105 kW/143 hp from its 2.0-litre displacement, a figure achieved at 4,000 rpm. Thanks to muscular pulling power sustained all the way from low engine speeds into the higher reaches of the rev range, the most powerful diesel representative of the MINI engine line-up offers both an impressive balance between power and fuel economy and the ideal platform for a sporty driving style.

The engine's maximum torque of 305 Newton metres (225 lb-ft) is available between 1,750 and 2,700 rpm, and the MINI Cooper SD Coupé needs a mere 7.9 seconds to sprint from 0 to 100 km/h (62 mph). Top speed is 216 km/h (134 mph). Proof of its outstanding efficiency is demonstrated by average fuel consumption in the EU test cycle of 4.3 litres per 100 km (65.7 mpg imp). The CO_2 emissions of the MINI Cooper SD Coupé stand at 114 grams per kilometre.

A lot of power from a little fuel: MINIMALISM technology as standard.

All model variants of the MINI Coupé come as standard with a wide range of MINIMALISM technology. In addition to the engines' efficiency, features such as Brake Energy Regeneration, the Auto Start/Stop function, Shift Point Display, Electric Power Steering and the need-based operation of ancillary components help to make efficient use of the energy contained in the fuel and deliver

exceptionally low CO_2 emissions. Moreover, innovative thermal encapsulation of the drivetrain shortens the fuel-sapping warm-up period after a cold start.

The standard-fitted six-speed manual gearbox sets a new benchmark in the segment with its short shift travel and impressively precise action. A ready-to-drive weight of 44.8 kilograms (98.7 lb) makes this the lightest gearbox of its kind. The MINI Cooper S Coupé and MINI Cooper SD Coupé come with a new, self-adjusting clutch. Automatic readjustment ensures that the pedal feel you expect from a MINI is there to be enjoyed over the car's full service life. Plus, the synchronisation of the gears is further optimised by a carbon coating for the clutch linings. The ratios have been set to ensure that each gear change takes place at the optimum engine speed and thus allows the rapid progression of the acceleration process.

A six-speed automatic gearbox with Steptronic function can be ordered for the MINI Cooper Coupé, MINI Cooper S Coupé and MINI Cooper SD Coupé as an option. With its exceptionally short shift times and direct "target gear" finding capability on downshifts, the automatic likewise showcases the sporting character of the MINI Coupé. The driver can also change gear manually using the selector lever, while shift paddles on the steering wheel are available as an additional option.

3.3 Chassis and body.

The suspension system effortlessly translates the power of the MINI Coupé engines into a fun-filled and agile driving experience, delivering the sharp handling typical of MINI that also contributes to a high standard of active safety. With the suspension technology closely matched to the engine power, the MINI Coupé provides the most intensive expression to date of the trademark MINI driving experience, or go-kart feeling. Even when pushed hard in dynamic driving situations, the outstanding quality of the suspension, control arms, steering and brake system ensures confident control of the vehicle at all times.

The MINI Coupé owes its agility and sure, safe handling not only to front-wheel drive and superior suspension technology, but also to a low centre of gravity, a long wheelbase measuring 2,467 millimetres, and a front and rear track width of 1,459 and 1,467 mm respectively. The Dynamic Stability Control (DSC) system is fitted as standard on the MINI Coupé. With its extensive functionality, it adds to the safe and sporty handling qualities. As an option (standard on the MINI John Cooper Works Coupé) this system can be extended to include Dynamic Traction Control (DTC) with Electronic Differential Lock Control (EDLC) for the driven axle. DTC is activated at the touch of a button and raises the response thresholds of the stability control system. DTC mode makes it easier to move off on loose ground by allowing the driven wheels to spin slightly and allows controlled slip through the driven wheels when you're pressing on in corners.

Suspension technology: specific to MINI and unique in its segment.
Using top-quality components and a design that draws on the outstanding engineering expertise of the BMW Group, the MINI range offers suspension quality that is unique in this segment. In the MINI Coupé too, the suspension technology – as ever designed specifically and exclusively for the MINI – plays a big part in giving the vehicle its typical MINI character. This MINI-specific development approach is also responsible for the excellent balance between ride comfort and cornering stability, as well as the remarkably low levels of torque steer even when accelerating hard.

MacPherson strut front suspension provides excellent wheel location, while the sophisticated kinematics of the multi-link rear suspension maintain optimal road grip at all times. The longitudinal control arms are made of aluminium, which cuts down on weight. Anti-roll bars reduce body roll to a minimum and make their own contribution to safety and agility. The suspension components have been meticulously adapted to the sporty personality and specific weight balance of the MINI Coupé and the body calibration on all model versions emphasises their sparkling handling characteristics. The optional sports suspension has firmer damper settings and comes with sturdier anti-roll bars front and rear. For a "hard-core" racing experience, the accessories range offers John Cooper Works suspension, with a 10 mm drop in ride height, ultra-firm damping and anti-roll bars whose diameter is even larger than on the sports suspension package.

15-inch alloy wheels are standard specification on the MINI Cooper Coupé, with 16-inch items standard on the MINI Cooper S Coupé and MINI Cooper SD Coupé. The MINI John Cooper Works Coupé is specified with 17-inch, weight-optimised alloy wheels in John Cooper Works Cross Spoke CHALLENGE styling. This model has run-flat tyres, so it is possible to continue driving, subject to certain restrictions, even after a complete loss of tyre pressure. The run-flat tyres are also available, as an option, for all other model versions. All models feature a Tyre Defect Indicator as standard.

Guaranteed precision: Electric Power Steering and powerful brakes.
The compelling handling is also partly down to Electric Power Steering (EPS), which gives the MINI Coupé excellent directional control in all situations. This electromechanical power steering system is particularly effective at soaking up steering shocks and other vibrations. The integrated active return function ensures that the steering wheel always returns precisely to the centre position when straightening up after a turn. The speed-dependent power assist reduces the steering effort required from the driver when parking and manoeuvring and, conversely, reduces the amount of assist at higher speeds to improve road feel and directional stability.

The Electric Power Steering also helps to make the MINI more energy-efficient since its electric motor only operates on demand, when steering assistance is actually required. No power is consumed during straightline driving or steady-state cornering.

The MINI Coupé's Electric Power Steering is also available with variable power assist levels. A Sport Button on the centre console, standard in the case of the MINI John Cooper Works Coupé and optionally available for all other model versions, allows the driver to choose between the basic power assist level and a second mode designed to support a more performance-minded driving style. This second mode requires more steering input but provides a more responsive steering feel. Simultaneously, pressing the Sport Button also alters the response characteristics of the accelerator, which immediately delivers sharper, sportier reactions.

The MINI Coupé's model-specific braking system provides powerful, fade-free deceleration, even under the hardest braking. The vented front brake discs have a diameter of 280 millimetres on the MINI Cooper Coupé, 294 millimetres on the MINI Cooper S Coupé and MINI Cooper SD Coupé, and 316 millimetres on the MINI John Cooper Works Coupé. Optimal braking performance at the rear is provided by 259 mm discs
(MINI John Cooper Works Coupé: 280 mm).

DSC Dynamic Stability Control as standard: optimised traction with DTC and EDLC.

The standard-fitted Dynamic Stability Control system, with extensive functionality, is a benchmark in the MINI segment. DSC makes an important contribution to safe and agile handling. In very dynamic driving situations and on slippery surfaces, the system can selectively brake individual wheels and reduce engine power to prevent a front- or rear-end slide at the earliest possible stage. The system includes integral anti-lock braking (ABS), Electronic Brakeforce Distribution (EBD), Cornering Brake Control (CBC), Brake Assist and Hill Start Assist.

Dynamic Stability Control is combined as standard on the
MINI John Cooper Works Coupé, and optionally on all other model versions, with the Dynamic Traction Control system (DTC) with integrated Electronic Differential Lock Control (EDLC). DTC, which can be activated at the push of a button, raises the response thresholds to make it easier to move off on loose sand or snow, allowing the drive wheels to spin slightly in the process. DTC also permits a degree of controlled wheel slip under very sporty cornering. A longer push of the button fully deactivates the DSC system. With DSC in "off" mode, the EDLC system responds instead, in relevant situations. EDLC offers

enhanced performance characteristics when accelerating hard out of corners and tight bends by precisely controlled braking of a drive wheel that is starting to spin. This improves traction without negatively affecting the understeer/oversteer characteristics of the car. The result is smoother, faster cornering.

Active rear spoiler for optimised aerodynamics.
To improve airflow at higher speeds, the MINI Coupé is the first ever MINI to feature an active rear spoiler. At higher speeds, the active rear spoiler reduces lift at the rear axle to improve aerodynamic balance and road grip. The active rear spoiler forms part of a precisely configured aerodynamic concept that also includes an innovatively designed roof spoiler with integrated aerial. When travelling at maximum speed, the active rear spoiler provides 40 kilograms (88 lb) of extra downforce.

Stiff body, ideal weight balance.
The MINI Coupé has extra bodyshell stiffening at the rear, which means that the overall torsional rigidity of the body is even higher than on the MINI. In conjunction with the extra-sturdy side sills, this optimises the occupant protection provided by the high-strength passenger cell. At the same time the MINI Coupé's impressive body stiffness also enhances its agility and handling precision.

At the front of the vehicle, too, there are special body stiffening measures, along with innovative features to improve pedestrian protection. The resulting weight distribution has major benefits for vehicle dynamics. The slight increase in front axle load rating compared with the MINI increases traction at the front wheels and helps to ensure that the engine power is effortlessly translated into sporty acceleration.

The range of safety equipment fitted as standard includes front airbags and head-thorax airbags, which are integrated into the sides of the seat backrests and protect the head, upper body and hip area from injury in the event of a side-on impact. Added to which, both seats come with three-point inertia-reel seat belts including belt force limiters and belt tensioners. The MINI Coupé is also equipped with a Tyre Defect Indicator as standard.

3.4 Equipment.

The MINI Coupé comes with an impressive standard specification, further enhancing the driving fun available on board and underlining the car's premium character. The equipment list includes air conditioning (MINI Cooper S Coupé, MINI Cooper SD Coupé, MINI John Cooper Works Coupé), speed-sensitive power steering and Park Distance Control with rear sensors, which makes parking and manoeuvring that much easier. Height-adjustable sports seats, electrically adjustable exterior mirrors and the radio MINI CD audio system (radio MINI Boost CD in the MINI John Cooper Works Coupé) with MP3-compatible CD player and AUX IN connection are also included as standard.

High-quality items of optional equipment – some of which are unique in the small car segment – allow customers to further enhance the comfort and individuality of their MINI Coupé. The list of options includes front foglamps, a rain sensor with automatic headlamp activation, and Adaptive Headlights (in conjunction with optional xenon light) which adjust the tilt of the headlights to the car's steering angle and speed in order to optimise illumination of the road through corners. Xenon headlights can also be specified with black housing.

High-quality options further enhance driving fun and individuality.
Among the other options available are Comfort Access, an on-board computer, automatic climate control, heated seats, a multifunction steering wheel, automatically dimming rear-view and exterior mirrors, an armrest, the storage package, and preparation for a rear luggage carrier rack. Customers can also dip into the selection of exclusive options available from the MINI Yours range and ultra-sporty John Cooper Works options and accessories.

Among the items owners can have fitted to maximise on-board entertainment and make communication even easier are the Harman Kardon hi-fi loudspeaker system and USB audio interface. The MINI Visual Boost radio and MINI navigation system link up with a 6.5-inch high-resolution colour display in the Centre Speedo and the Bluetooth hands-free system with USB audio interface. This allows customers to access an even more extensive range of functions supported by a connected mobile device, including audio streaming via

Bluetooth, album cover artwork display on the on-board monitor and innovative office functions. The maps for the MINI navigation system are stored on the car's built-in Flash memory device and can be updated via the USB interface.

Unrivalled entertainment and communications functions from MINI Connected.

Customers specifying the MINI Visual Boost radio or MINI navigation system will also be able to access internet-based services inside the car courtesy of MINI Connected. MINI-specific functions can be uploaded via a MINI Connected software application and operated using the joystick, steering wheel buttons and on-board monitor. Adopting the familiar MINI display and operating logic, MINI Connected enables comfortable, simple, secure and intuitive control of all functions while minimising driver distraction. The MINI Connected App gives owners of an Apple iPhone access to innovative functions designed to enhance driving fun, entertainment and social networking.

Among the functions no other model in the MINI segment can offer are web radio, use of the Google local search and Google Send to Car services, as well as 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. MINI also allows in-car usage of web-based social networks. MINI Connected customers can receive Facebook and Twitter posts inside the car, display them on the on-board monitor and have them read out by the optional MINI Connected voice output function. In addition, current vehicle data and details of the driver's destination or the outside temperature can be added to preformatted text messages and sent out directly from the car using either service. With the Dynamic Music function, meanwhile, every journey in the MINI can be enjoyed to the soundtrack of specially arranged songs, whose rhythm and sound volume adjust to the driving style at any one time.

3.5 Baptism of fire in the Green Hell – the MINI John Cooper Works Coupé Endurance.

The MINI Coupé gives the brand's time-honoured sporting credentials an even sharper edge. The two-seater carries the historical motor sport success of MINI in its genes, so it was fitting that its first official appearance should take place on the track. The 24-hour race on the Nürburgring's Nordschleife circuit provided a spectacular stage for the MINI John Cooper Works Coupé Endurance, a race-trim version of the MINI Coupé developed specially for the classic endurance event and combining the exceptional sporting attributes of the MINI Coupé with up-to-the-minute motor sport expertise from the MINI CHALLENGE series.

The MINI John Cooper Works Coupé Endurance was designed squarely to provide maximum performance and durability in race conditions. The aerodynamic properties and weight balance of the MINI Coupé already provide the perfect platform for sporty handling on the road, but for the heat of battle on the Nürburgring the MINI John Cooper Works Coupé Endurance also gained a race suspension set-up tuned specifically to the Nordschleife as well as competition-spec safety technology. Providing the power is the four-cylinder engine from the MINI John Cooper Works Coupé, its responses tweaked for deployment on the race track and its maximum output boosted to 184 kW/250 hp.

Two MINI John Cooper Works Coupé Endurance racers lined up at the start for the 39th running of the world's most demanding endurance race. With the world premiere of the standard production model still some time away, they emerged from their baptism of fire on the legendary circuit – referred to with reverence by the drivers as the "Green Hell" – with flying colours. In front of a crowd of 250,000 enthusiastic fans the MINI John Cooper Works Coupé Endurance pair finished 106th and 118th out of 202 cars in the overall classification after completing 114 and 108 laps respectively. And that secured them 11th and 13th places in the high-calibre SP3T category.

Nurtured for the Nordschleife: engine and chassis technology.
A full race set-up gave the MINI John Cooper Works Coupé Endurance the tools it needed to complete a successful debut in the toughest endurance race

the world can offer. At the heart of its drive technology is the four-cylinder engine from the standard MINI John Cooper Works Coupé. Tweaks to the engine's responses enable the race-spec car to develop maximum output of some 184 kW/250 hp from its 1.6-litre four-cylinder powerplant with twin-scroll turbocharger and petrol direct injection. Plus, the Overboost function gives the driver peak torque of up to 330 Newton metres (243 lb-ft) on tap as and when required. Sending the engine's power to the front wheels is a six-speed manual gearbox developed for the MINI CHALLENGE racing cars.

The stiff race suspension of the MINI John Cooper Works Coupé Endurance ensures impressive roadholding and gives the driver direct feedback from the road surface. Adjustable shock absorber units allow the suspension set-up to be adapted to fluctuating track conditions, a feature that comes in particularly handy in endurance races. When it comes to active safety, the car adopts the proven braking system with Race ABS from MINI CHALLENGE racing and adds a specially tuned DSC dynamic control system, likewise optimised for the race track. Moreover, in the interests of safety – and rapid pit stops – the MINI John Cooper Works Coupé Endurance is kitted out with an integrated pneumatic jack.

Race expertise developed through the MINI CHALLENGE series also makes its presence felt in the safety technology on board the MINI John Cooper Works Coupé Endurance. The racing car includes features such as a roll cage welded to the body, a sports bucket seat with six-point safety belt and a Formula One-style HANS (Head And Neck Support) system.

Higher top speed thanks to optimised aerodynamic properties.
The development of the MINI John Cooper Works Coupé Endurance saw the aerodynamic qualities of the standard road car fine-tuned for race action. The sharply raked windscreen and low-slung coupé silhouette reduce drag and manipulate the airflow over the front and rear of the car to assist roadholding.

The John Cooper Works Aerodynamics Package further enhances the Coupé's already supreme handling for the purposes of the racing machine; the front spoiler, rear diffuser and adjustable rear wing generate downforce, optimising the balance between the front and rear axle.

These impressive aerodynamics and the optimised airflow over the car are particularly welcome over long straights, such as those on which the MINI John Cooper Works Coupé Endurance hit speeds of over 240 km/h (149 mph) during the 24-hour race.

4. Distinctive characters with a unique style: The current MINI model range.

With further new arrivals in its model line-up, a state-of-the-art and diverse range of engines, and additions to its options list, selection of paint finishes and Original MINI Accessories portfolio, MINI is leaving no stone unturned as it pens another new chapter in its successful history. The MINI brand remains a byword in the small car segment for individual style, expressive design, premium quality and unmistakable driving fun. The continuing growth of the MINI model family allows customers to experience these distinctive characteristics in a variety of different guises. The MINI, MINI Clubman – complete with longer wheelbase and more versatile-use interior – and
MINI Convertible, with its allure of open-top motoring, are now joined by a specialist in sporty driving fun: the MINI Coupé. Added to which, the
MINI Countryman has also established itself successfully in another different market segment as the brand's first model with four doors and a large tailgate.

Depending on the model involved, the engine line-up comprises up to four petrol engines and three diesel units. Outputs extend from 55 kW/75 hp in the MINI One MINIMALIST entry-level variant up to the 135 kW/184 hp of the MINI Cooper S. The ranks of extreme sports versions lining up under the MINI and John Cooper Works brands have also swollen once again. With its 155 kW/211 hp four-cylinder engine, the MINI John Cooper Works Coupé has joined the MINI John Cooper Works, MINI John Cooper Works Clubman and MINI John Cooper Works Convertible in providing customers with an undiluted race track feeling.

All the MINI models put a smile on their owner's face with outstanding performance and leading efficiency in their respective output classes. Cutting-edge engine technology underpinned by the BMW Group's outstanding development expertise delivers a balance between driving fun and fuel consumption unmatched even in the small car sector. This combines with extensive MINIMALISM technology (fitted as standard on every MINI), including Brake Energy Regeneration, the Auto Start/Stop function, Shift Point Display, Electric Power Steering (and other ancillary components working according to need), optimised aerodynamic properties, intelligent lightweight design and tyres with low rolling resistance.

The original – and still unrivalled in the premium segment.

Regardless of the body variant or the engine under the bonnet, every MINI boasts a range of characteristic features inspired by the origins and heritage of the brand, a vehicle concept focused on delivering maximum driving fun, an appreciation of individual style and a commitment to premium quality. In addition, the historic roots of MINI remain a key factor in its popularity. Every model represents the continuation of more than 50 years of tradition, and the history of the brand exudes an extraordinarily strong allure.

As the world's first maker of premium small cars, MINI broke new ground with the relaunch of the brand in 2001. Its strategy of offering cars in this segment with advanced drive system and chassis technology, uncompromising quality and an individual style immediately earned MINI a unique position in the world's car markets. Its innovative profile enabled MINI to win over a trend-conscious and quality-oriented target group. Sales approaching two million cars since 2001 provide evidence of the brand's dynamic growth in this newly created market segment.

The MINI: a global success and "Car of the Decade".

The modern MINI combines agile "go-kart" handling at its most natural with cutting-edge efficiency, uncompromising premium quality and extensive scope for customisation. The British premium small car has established itself around the world as a symbol of urban driving fun and an indispensable element in its drivers' mobile lifestyles.

A jury assembled by German motoring magazine "Automobilwoche" in early 2011 crowned the MINI the "Car of the Decade". The first small car in the premium segment had exerted a greater influence on the development of the automotive industry than any other model of the 21st century so far, concluded the experts from the Munich-based publication. Despite the increasing competition in the segment over the 10 years since it was launched, the MINI has maintained its leading position in the market with something to spare.

The current MINI can be ordered with the brand's full array of engines. The selection of petrol models stretches from the entry-level MINI One MINIMALIST developing 55 kW/75 hp and the MINI One with 72 kW/98 hp, to the MINI Cooper with 90 kW/122 hp and, at the top end of the range, the 135 kW/184 hp MINI Cooper S. The three diesel units develop 66 kW/90 hp in

the MINI One D, 82 kW/112 hp in the MINI Cooper D and 105 kW/143 hp in the MINI Cooper SD respectively. The MINI One D boasts outstanding economy, with average fuel consumption in the EU test cycle of 3.8 litres per 100 kilometres (74.3 mpg imp) and CO_2 emissions of 99 grams per kilometre. Of the petrol models, the MINI One MINIMALIST is particularly efficient, recording average fuel consumption of 5.1 litres per 100 kilometres (55.4 mpg imp) and CO_2 emissions of 119 grams per kilometre. All model variants (with the exception of the MINI One MINIMALIST and MINI One D) can be specified with a six-speed automatic gearbox as an option over the standard six-speed manual item.

MINI Clubman: new possibilities, unmistakable style.

The MINI Clubman has cemented its place as a fixture in the brand's range alongside the MINI. Although inspired by its historical roots, the development process for the Clubman yielded a fresh and innovative result. The versatile MINI Clubman fits the template of traditional shooting brake concepts, its flowing roofline and hatchback-style rear emphasising both sportiness and functionality. Viewed alongside the MINI, its has 24 centimetres (9.4 in.) of extra body length and an 8 cm (3.1 in.) longer wheelbase, all of which goes towards increasing legroom for the rear passengers. In addition to the driver's and front passenger doors, the MINI Clubman also features an additional entry point on the right-hand side of the car (the Clubdoor) and two split rear doors that open to the sides. The rear-hinged Clubdoor allows passengers comfortable access into the rear of the MINI Clubman, while the split rear doors are a fresh interpretation of an original feature from the Morris Mini Traveller and Austin Mini Countryman – Clubman forebears from the 1960s. The generous luggage area of the MINI Clubman (capacity: 260 – 930 litres) can be expanded in various ways and, thanks to the design of the rear doors, is extremely easy to load.

Smile-inducing handling, sporty performance and exemplary efficiency make the MINI Clubman another faithful representative of the brand. Under the bonnet of the MINI One Clubman, MINI Cooper Clubman, MINI Cooper S Clubman, MINI One D Clubman, MINI Cooper D Clubman and MINI Cooper SD Clubman is the same state-of-the-art drive technology which helps imbue the corresponding variants of the MINI with their stand-out driving fun.

MINI Convertible: inspiringly agile, refreshingly open.

The new MINI Convertible blends the brand's hallmark attributes with the refreshing feeling of open-air motoring with greater intensity than ever before. Again, the brand's soft-top representative is unmistakably a MINI. Its proportions, short front and rear overhangs, large wheel cutouts, the height of the waistline and numerous design features typical of the brand clearly show that this is a fully-fledged member of the MINI family. The new MINI Convertible once again protects its occupants from the vagaries of the weather with a high-quality fabric roof with integral sunroof function. The soft top folds down fully automatically in less than 15 seconds – and even while on the move (at up to 30 km/h / 19 mph). And on those occasions when you'd rather limit the supply of fresh air into the cabin, the sunroof function can be activated at the touch of a button at speeds of up to 120 km/h (75 mph); the front section of the soft top retracts by as much as 40 centimetres (15.7 in.). The MINI Convertible also demonstrates outstanding everyday practicality, thanks to the Easy Load function, split/folding rear seats and the extraordinarily large through-loading facility to the passenger compartment, which increases the capacity of the luggage area to 660 litres.

The MINI Convertible can be ordered with any of five engines from the current line-up. The MINI One Convertible, MINI Cooper Convertible and MINI Cooper S Convertible are fitted with powerful and efficient petrol engines, the MINI Cooper D Convertible and MINI Cooper SD Convertible with torquey and economical diesel units.

Finely-tuned elite athletes: four models now carry the John Cooper Works badge.

For customers seeking extreme driving fun at the wheel of a MINI, the brand's model range now includes an elite group of four top-class performers. The MINI John Cooper Works, MINI John Cooper Works Clubman and MINI John Cooper Works Convertible have been joined by the MINI John Cooper Works Coupé in the starting blocks. Standing apart from the rest of the model range, the MINI John Cooper Works cars provide a particularly faithful embodiment of the brand's passion for motor sport.

The four models bearing the John Cooper Works badge source the power for their impressive performance from a 1.6-litre four-cylinder engine developing maximum output of 155 kW/211 hp. As well as the twin-scroll turbo engine with

petrol direct injection, the exclusive and extremely lightweight light-alloy wheels, incredibly powerful brakes, special exhaust system and modified six-speed manual gearbox have much in common with those of the racing machines competing in the MINI CHALLENGE Clubsport series. Rarely has expertise from the race track been given such a direct ticket onto the road.

The four models are equipped with a sporty suspension set-up as standard, while the standard sports braking system ensures short stopping distances and stands out with its precise responses and impressive feel. The fixed-calliper disc brakes featuring red painted aluminium callipers – with inner venting at the front wheels and identified by their John Cooper Works logo – are generously sized, while their construction and action take their cues from the braking system on the MINI CHALLENGE race cars. The standard equipment inside the car exudes a simple, sporty elegance.

MINI Countryman: taking driving fun into new territory.
The MINI Countryman takes the hallmark MINI driving fun into a new dimension – and marks the arrival on the scene of a MINI with four doors, a large tailgate and a variable-use interior capable of accommodating up to five people. The MINI Countryman is also the brand's first model with a body over four metres in length and which can be ordered with the ALL4 all-wheel-drive system as an option. Like all the brand's models, the MINI Countryman offers the most agile handling of any car in its segment. Its advanced chassis technology and the extremely precise and efficient Electric Power Steering ensure that the typically MINI go-kart driving experience is preserved, while the raised seating position and optional ALL4 all-wheel-drive system lends it a whole new dimension. The MINI Countryman demonstrates in impressive style how a distinctive type of driving fun can be opened up to new target groups through an innovative vehicle concept.

A choice of three petrol and three diesel engines is available for the MINI Countryman. The petrol variants range from the MINI One Countryman developing 72 kW/98 hp and MINI Cooper Countryman with 90 kW/122 hp up to the 135 kW/184 hp MINI Cooper S Countryman. These are joined by the diesel MINI One D Countryman (66 kW/90 hp), MINI Cooper D Countryman (82 kW/122 hp) and MINI Cooper SD Countryman models in the line-up. The ALL4 all-wheel-drive system can be ordered for the MINI Cooper S Countryman and MINI Cooper D Countryman.

Unique and typically MINI: distinctive vehicle concepts, premium quality, safety and value retention.

All the current MINI models combine the brand's hallmark character and unmistakable design with irresistible driving fun, rigorously optimised safety and outstanding build quality. Like the MINI Cooper before it, the MINI Countryman was also awarded the maximum Euro NCAP crash test rating of five stars. All the other MINI models likewise offer excellent occupant protection, underpinned by an optimised body structure and extensive safety equipment, including six airbags, three-point safety belts for all seats, ISOFIX child seat attachments in the rear and central safety electronics providing need-based operation of the car's restraint systems.

MINI also 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 drivers 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.

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.

5. Exclusive and unmistakable: The MINI Yours range.

In addition to a wide variety of exterior paint finishes, interior colours, seat variants and comfort-enhancing equipment, ex-factory options for the exterior design, model-specific interior trim elements and Colour Lines give customers the perfect tools to configure their MINI precisely to their personal preferences. Moreover, the MINI Yours product range provides a particularly stylish addition to the optional equipment pool. MINI Yours comprises exclusive exterior and interior design options whose characteristics fit the unmistakable style of the MINI brand like a glove. MINI Yours is the latest initiative from the British brand aimed at helping customers to carry out a high-class, innovative and typically MINI customisation job on their car.

MINI Yours offers customers everything from unusual exterior paint finishes, upholstery variants and interior colours, to stylishly composed equipment packages and limited-edition models. All the items reflect the tradition of the MINI brand, an appreciation of premium quality and a strong sense of creativity in the design and selection of materials. The stylishness embodied by MINI Yours is expressed in particularly concentrated form in the MINI Clubman Hampton special-edition model. The paintwork and wheels of the MINI Clubman Hampton, as well as its exterior and interior design, and other equipment features chosen specially for it, have been carefully coordinated down to the smallest details to lend a special flavour to both its appearance and the driving experience on board. Currently only one MINI exudes an even more exclusive allure: the MINI INSPIRED BY GOODWOOD. This special-edition take on the three-door MINI was created under the expert eye of the Rolls-Royce Motor Cars design team.

MINI Yours: colours, materials and trim elements add eye-catching flourishes.

From autumn 2011 the selection of exterior paint shades in the MINI Yours range will include Laguna Green metallic – available for the MINI, MINI Convertible and MINI Coupé – alongside Highclass Grey metallic. Customers can then add some neat flourishes with MINI Yours Tattoo Funky and MINI Yours Tattoo Glorious graphics and colour schemes made up of white, grey and black. The 17-inch light-alloy wheels in Twin Blade Spoke design can

also be given an individual stylistic touch with a white trim ring on the wheel rim. Elsewhere, an innovative film application lends the mirror caps in Soda Mirror design a fascinating hologram effect.

For the interior, the MINI Yours range contains items such as Lounge Leather seats in the colour variant Satellite Grey with Highclass Grey and a stylish crown pattern matching the trim strip on the instrument panel. Fulled nappa leather trim is also available for the entire instrument panel. The upper section of the panel is black and – depending on the seat upholstery – the centre section is Polar Beige or Satellite Grey. This colour variant is also available as a Colour Line. To match these options, there is a leather gearshift lever gaiter with contrasting stitching in Polar Beige or Satellite Grey and a two-tone leather steering wheel with matching colour scheme for the hub.

Stylish by tradition: the MINI Clubman Hampton.

The fascinating ingredients of the MINI Yours range are showcased to particularly comprehensive effect by the MINI Clubman Hampton special-edition model. The unmistakable style of the brand and the precise interplay of the car's design features shine through in every detail. The MINI Clubman Hampton is therefore the latest in a line of successful special-edition MINI models. Like the MINI Parklane, Seven, Checkmate and Sidewalk special editions, the MINI Clubman Hampton also meets the demand for a neatly coordinated configuration of exclusive design and equipment features. The special edition's name – derived from a district of southwest London – is a nod to the brand's British roots. Production of the MINI Clubman Hampton is limited to one year. It is available with four different engine variants, in MINI Cooper Clubman, MINI Cooper S Clubman, MINI Cooper D Clubman and MINI Cooper SD Clubman form.

The MINI Clubman Hampton is painted in the Reef Blue metallic shade developed specially for this model. The roof and surrounds for the special edition's rear doors are silver, as are the wheels and Colour Line. The exterior colours Pepper White, Midnight Black and Eclipse Grey can be specified as an option, while Black and Reef Blue are available as contrast colours for the roof and C-pillars. The light-alloy wheels in Twin Blade Spoke design can be ordered in silver or black with a dark red trim ring. The headlights come with black reflectors if the optional xenon units are specified. A logo on the B-pillar and "Hampton" lettering on the side indicator surrounds and radiator grille

provide subtle references to the car's exclusive status. The "MINI 50 Hampton" lettering on the door entry strips recalls the introduction five decades ago of an additional body variant of the classic Mini, which today ranks as the historic precursor to the MINI Clubman.

The interior of the MINI Clubman Hampton also boasts a very distinctive style. An "H" on the seat tags, red edging and orange contrast stitching are the identifying features of the black Lounge Leather seats. The anthracite-coloured roof liner, the likewise anthracite dials of the rev counter and the speedometer on the Centre Speedo also contribute to the model's special ambience. The Centre Speedo is bordered by a trim ring in matt dark red, like that on the wheels. The Chili Pack is also included in the MINI Clubman Hampton, adding items such as a sports leather steering wheel, foglamps, automatic climate control, an on-board computer, a light package, a storage package and special velour floor mats in the style of the special-edition model.

Unrivalled exclusivity in the small car segment: the MINI INSPIRED BY GOODWOOD.

A genuine connection and shared heritage form the basis for a cooperation that brings an unrivalled exclusivity to the small car segment. The result is the MINI INSPIRED BY GOODWOOD, a special-edition three-door MINI developed under the expert eye of the Rolls-Royce Motor Cars design team. The exterior and interior design features dreamed up in the Rolls-Royce design department in Goodwood, southern England, lend this MINI Yours model a captivating allure and incomparably high-class ambience. With its stylish appearance and outstanding level of material quality and workmanship, the MINI INSPIRED BY GOODWOOD brings the inimitable style of the British luxury car manufacturer to an equally unique one-off in the premium small car segment.

Inside the MINI INSPIRED BY GOODWOOD a harmonious colour concept, exquisite materials and a quality of fit and finish achieved through precise workmanship generates a heightened sense of wellbeing. The dashboard, including the Centre Speedo and air vent surrounds, the centre console, the carpet surfaces, the Lounge Leather seats, the roof liner and the door, side and body pillar trim are all in the exclusive Rolls-Royce variant Corn Silk. Additional exclusive touches are provided by the interior surfaces for the instrument panel,

manufactured at the factory in Goodwood, the door pulls in a high-quality walnut likewise exclusive to Rolls-Royce, the upper section of the instrument panel, which is covered with extremely high-quality soft full-grain leather in black, door panels in Tipped Leather Corn Silk and the Piano Black surface paintwork for the multifunction steering wheel buttons and control panels underneath the Centre Speedo. These features are complemented by cashmere trim for the roof liner, sun visors and luggage compartment cover, and floor mats in a quality of deep-pile lambswool also enjoyed by passengers in current Rolls-Royce models. The most eye-catching elements of the car's exterior design are the Diamond Black metallic exterior paint finish developed by Rolls-Royce Design and 17-inch light-alloy wheels in multi-spoke design.

The MINI INSPIRED BY GOODWOOD is powered by a 1.6-litre four-cylinder engine with twin-scroll turbocharger, petrol direct injection and variable valve control developing 135 kW/184 hp. Familiar from the new MINI Cooper S, the engine generates inspiringly instantaneous power delivery, yet is also the most efficient unit in its displacement class. Added to which, the high-quality standard equipment of the MINI INSPIRED BY GOODWOOD also includes xenon Adaptive Headlights, Park Distance Control, automatic climate control, an on-board computer and the MINI Visual Boost radio including Harman Kardon hi-fi loudspeaker system.

6. Out of variety comes individuality: Original MINI Accessories.

The MINI model family is expanding, as is the potential for experiencing the brand's inimitable style in different guises. The fifth model in the line-up, the MINI Coupé, brings another distinctive character to the table. The latest addition to the model range opens up additional scope for individuality, an element that traditionally enjoys particularly prominent billing at MINI. In addition to the extensive selection of exterior paint finishes, optional equipment, seat variants and interior design options available ex-factory, the Original MINI Accessories range also opens plenty of doors when it comes to configuring your MINI according to your own personal style.

MINI is therefore more committed than any other carmaker to giving its customers the chance to enjoy the driving fun typical of the brand in a one-off car tailored to their personal tastes. Original MINI Accessories play an important role here. All the products in the range are closely geared in their design and technology to the brand's distinctive style and the specific character profile of each individual model. The extensive selection of products is ideally suited to accentuating or further enhancing the expressive design, sporty driving attributes and functionality of a MINI. Original MINI Accessories also provide flexibility when it comes to customising your car. All the products available for the current range of MINI models can be ordered either when you purchase the car or at any time subsequently to tailor the appearance and characteristics of the MINI to your personal preferences.

Exterior with a personal touch, made-to-measure interior.
The classic and strikingly impressive items in the Original MINI Accessories range include products for customising the car's exterior design. Roof flags in Union Jack and Checkered Flag design, several variants of the "side scuttles" (side indicator surrounds), specially designed mirror caps available for both the exterior and the rear-view mirrors, and light-alloy wheels in various sizes and designs all lend eye-catching and high-quality touches to any MINI. Auxiliary headlights and dark rear lights round off the spectrum of products for the exterior of the MINI.

Items from the options list can be complemented by Original MINI Accessories to bring a personal flourish to the interior as well. For example, various designs of steering wheel, gearshift knob, handbrake lever, interior trim and floor mats are all available. Illuminated door sills carrying a design determined by the customer provide an even higher level of individualisation. Added to which, the MINI Countryman gives customers the chance to fit the standard Centre Rail with items such as attachment mounts, a universal box, various types of cases and a notepad holder.

More freedom for touring and sport: model-specific transport systems.

The transport systems available through the Original MINI Accessories range are tailored to an extremely wide range of travel and leisure needs. Model-specific roof boxes and bicycle, ski and surfboard holders reveal additional possibilities when it comes to loading up luggage and sports equipment. In addition, all MINI models can be ordered with accessories such as luggage area mats, stowage boxes and luggage nets, which make packing in large and small items that much easier.

Bringing the race track to the road: John Cooper Works accessories for the MINI.

The special qualities of John Cooper Works accessories are rooted in many years of experience on the race track and close historical links with MINI. For 50 years the John Cooper name has served as a byword for ultra-sporty driving fun and legendary success on race circuits and rally stages around the globe. The John Cooper Works brand, now established under the umbrella of MINI, embodies the passion for intoxicating performance in combination with the hallmark MINI premium quality. The range of accessories here includes John Cooper Works tuning products, which further enhance both engine performance and handling, make the car's aerodynamic properties and exterior design that much more effective, and bring the sensation of the race track to the interior.

The John Cooper Works Tuning Kit for the MINI Cooper S boosts the output of the twin-scroll turbo engine to 141 kW/192 hp or 147 kW/200 hp, depending on the car's model year. Customers looking to raise the hallmark MINI go-kart driving experience another notch can opt for John Cooper Works suspension with a lower ride height, John Cooper Works fixed-calliper brakes with red-

painted brake callipers, and 18-inch or 19-inch John Cooper Works light-alloy wheels for the MINI Countryman. The aerodynamic package can be complemented by additional exterior components made from carbon to give the car an even sportier visual flair. Items customers can order in this extremely lightweight and high-quality material include exterior mirror caps, an air outlet trim element, a diffuser for the rear apron, and the tailgate handle. The interior can also be given a similar flavour, with items such as door pulls, interior trim strips, a gearshift knob and a handbrake lever all available in carbon. In addition, a John Cooper Works sports steering wheel and John Cooper Works sports seats in leather or Alcantara can be ordered to highlight a driving experience defined by precisely controlled agility.

Specifications.
MINI One 55 kW.

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_x × 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.

MINI One (55 kW) MINIMALIST.

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] 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 / 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	13.2
	0–1000 m	s	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.

MINI One 72 kW.

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_x × 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	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	3.706	4.103
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	12.3
	0–1000 m	s	31.7	34.0
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.

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]			
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 / 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	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	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
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.

MINI Cooper.

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.

MINI Cooper S.

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 × 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 × 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-speed automatic transmission
Gear ratios	I	:1	3.308	4.044
	II	:1	2.130	2.371
	III	:1	1.483	1.556
	IV	:1	1.139	1.159
	V	:1	0.949	0.852
	VI	:1	0.816	0.672
Reverse gear		:1	3.231	3.193
Final drive ratio		:1	3.706	3.683
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	7.2
	0–1000 m	s	27.3	27.5
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.

MINI John Cooper Works.

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 / –	75 / –
Luggage comp to DIN		l	160–680	160–680
Air drag c_x / A / c_x × 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 × 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	7.4	
Output per litre		kW/l	97.0	
Acceleration	0–100 km/h	s	6.5	
	0–1000 m	s	26.3	
In 4th/5th gear	80–120 km/h	s	5.2 / 6.2	
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

MINI One D.

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

MINI Cooper D.

Body			**MINI Cooper D**	**MINI Cooper D 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	5,4	5,4
Engine oil		l	5,2	5,2
Transmission oil incl. drive train		l	Lifetime	Lifetime
Weight, unladen to DIN/EU[1]		kg	1090 / 1165	1120 / 1195
Max load to DIN		kg	450	450
Max permissible load to DIN		kg	1540	1570
Max axle load, front/rear		kg	860 / 715	860 / 715
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 / 2,00 / 0,64	0,32 / 2,00 / 0,64
Engine				
Config/No of cyls/valves			Inline / 4 / 4	Inline / 4 / 4
Engine management			DDE 7.01	DDE 7.2.1
Capacity		cm^3	1598	1995
Bore/stroke		mm	78/ 83,6	84/90
Compression ratio		:1	16,5	16,5
Fuel grade		RON	Diesel	Diesel
Max output		kW / PS	82 / 112	82 / 111
at		min^{-1}	4000	4000
Max torque		Nm	270	270
at		min^{-1}	1750–2250	1750–2250
Electrical system				
Battery/installation		Ah / –	70 / Engine compartment	70 / Engine compartment
Alternator		A	150	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	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	3,308	4,044
	II	:1	1,870	2,371
	III	:1	1,194	1,556
	IV	:1	0,872	1,159
	V	:1	0,721	0,852
	VI	:1	0,596	0,672
Reverse gear		:1	3,231	3,193
Final drive ratio		:1	3,474	3,683
Performance				
Power-to-weight ratio to DIN		kg/kW	13,3	13,7
Output per litre		kW/l	51,3	41,1
Acceleration	0–100 km/h	s	9,7	10,1
	0–1000 m	s	31,7	32,1
In 4th/5th gear	80–120 km/h	s	7,4 / 9,2	--
Top speed		km/h	197	192

Fuel Consumption in EU Cycle			
Urban	l/100 km	4,2	6,8
Extra-urban	l/100 km	3,5	4,1
Composite	l/100 km	3,8	5,1
CO_2	g/km	99	135
Miscellaneous			
mission rating		EU5	EU5
Insurance ratings Germany	HPF/VK/TK	19 / 25 /27	19 / 25 /27
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.

MINI Cooper SD.

Body			MINI Cooper SD	MINI Cooper SD 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	1459 / 1467	1459 / 1467
Turning circle		m	10.7	10.7
Tank capacity		approx. l	40	40
Cooling system incl. heater		l	5.4	5.4
Engine oil		l	5.2	5.2
Transmission oil incl. drive train		l	Lifetime	Lifetime
Weight, unladen to DIN/EU[1]		kg	1150 / 1225	1170 / 1245
Max load to DIN		kg	450	450
Max permissible load to DIN		kg	1600	1620
Max axle load, front/rear		kg	890 / 735	910 / 735
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	0.36 / 2.01 / 0.72	0.36 / 2.01 / 0.72
Engine				
Config/No of cyls/valves			Inline / 4 / 4	Inline / 4 / 4
Engine management			MEVD 7.2.1	MEVD 7.2.1
Capacity		cm^3	1995	1995
Bore/stroke		mm	84/90	84/90
Compression ratio		:1	16.5	16.5
Fuel grade		RON	Diese	Diesel
Max output		kW / hp	105 / 143	105 / 143
at		min^{-1}	4000	4000
Max torque		Nm	305	305
at		min^{-1}	1750 – 2700	1750 – 2700
Electrical system				
Battery/installation		Ah / –	70 / Engine compartment	70 / Engine compartment
Alternator		A	150	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	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			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-speed automatic transmission
Gear ratios	I	:1	3,308	4.044
	II	:1	1,870	2.371
	III	:1	1,194	1.556
	IV	:1	0,872	1.159
	V	:1	0,721	0.852
	VI	:1	0,596	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	11	11.1
Output per litre		kW/l	52.6	52.6
Acceleration	0–100 km/h	s	8.1	8,4
	0–1000 m	s	29.2	29.6
In 4^{th}/5^{th} gear	80–120 km/h	s	6.6 / 7.8	– / –
Top speed		km/h	215	205
Fuel Consumption in EU Cycle				
Urban		l/100 km	5.1	6.9
Extra-urban		l/100 km	3.9	4.3
Composite		l/100 km	4.3	5.3
CO_2		g/km	114	139
Miscellaneous				
Emission rating			EU5	EU5
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.

MINI One Clubman.

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_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	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	4.044
	II	:1	1.792	2.371
	III	:1	1.194	1.556
	IV	:1	0.914	1.159
	V	:1	0.784	0.852
	VI	:1	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	s	11.1	12.8
	0–1000 m	s	32.3	34.5
In 4th/5th gear	80–120 km/h	s	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.

MINI Cooper Clubman.

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] 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	4.044
II	:1	1.792	2.371
III	:1	1.194	1.556
IV	:1	0.914	1.159
V	:1	0.784	0.852
VI	:1	0.683	0.672
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	10.9
0–1000 m	s	30.9	32.0
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/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.

MINI Cooper S Clubman.

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] 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_x × A	– / m^2 / m^2	0.34 / 2.02 / 0.69	0.34 / 2.02 / 0.69
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	:1	3.308	4.044
II	:1	2.130	2.371
III	:1	1.483	1.556
IV	:1	1.139	1.159
V	:1	0.949	0.852
VI	:1	0.816	0.672
Reverse gear	:1	3.231	3.193
Final drive ratio	:1	3.706	3.683
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	s	7.5	7.7
0–1000 m	s	28.0	27.8
In 4th/5th gear 80–120 km/h	s	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/VK/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.

MINI John Cooper Works Clubman.

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 × 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 × 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	7.8
Output per litre	kW/l	97.0
Acceleration 0–100 km/h	s	6.8
0–1000 m	s	26.7
In 4th/5th gear 80–120 km/h	s	5.4 / 6.6
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.

MINI One D Clubman.

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 × 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.

MINI Cooper D Clubman.

Body			**MINI Cooper D Clubman**	**MINI Cooper D 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	5,4	5,4
Engine oil		l	5,2	5,2
Transmission oil incl. drive train		l	Lifetime	Lifetime
Weight, unladen to DIN/EU[1]		kg	1185 / 1260	1215 / 1290
Max load to DIN		kg	500	500
Max permissible load to DIN		kg	1685	1715
Max axle load, front/rear		kg	890 / 825	915 / 830
Max trailer load[2] 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 / 2,02 / 0,65	0,32 / 2,02 / 0,65
Engine				
Config/No of cyls/valves			Inline / 4 / 4	Inline / 4 / 4
Engine management			DDE 7.01	DDE 7.2.1
Capacity		cm^3	1598	1995
Bore/stroke		mm	78/ 83,6	84/ 90
Compression ratio		:1	16,5	16,5
Fuel grade		RON	Diesel	Diesel
Max output		kW / PS	82 / 112	82 / 111
at		min^{-1}	4000	4000
Max torque		Nm	270	270
at		min^{-1}	1750–2250	1750–2250
Electrical System				
Battery/installation		Ah / –	70 / Engine compartment	70 / Engine compartment
Alternator		A	150	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	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	3,308	4,044
	II	:1	1,870	2,371
	III	:1	1,194	1,556
	IV	:1	0,872	1,159
	V	:1	0,721	0,852
	VI	:1	0,596	0,672
Reverse gear		:1	3,231	3,193
Final drive ratio		:1	3,474	3,683
Performance				
Power-to-weight ratio to DIN		kg/kW	14,5	14,8
Output per litre		kW/l	51,3	41,1
Acceleration	0–100 km/h	s	10,2	10,6
	0–1000 m	s	32,2	32,6
In 4th/5th gear	80–120 km/h	s	7,9 / 9,7	--
Top speed		km/h	197	192

Fuel Consumption in EU Cycle			
Urban	l/100 km	4,4	6,9
Extra-urban	l/100 km	3,6	4,2
Composite	l/100 km	3,9	5,2
CO_2	g/km	103	138
Miscellaneous			
Emission rating		EU5	EU5
Insurance ratings Germany	HPF/VK/TK	15 / 20 / 22	15 / 20 / 22
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.

MINI Cooper SD Clubman.

Body			**MINI Cooper SD Clubman**	**MINI Cooper SD 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	1453 / 1461	1453 / 1467
Turning circle		m	11,0	11.0
Tank capacity		approx. l	40	40
Cooling system incl. heater		l	5.4	5.4
Engine oil		l	5.2	5.2
Transmission oil incl. drive train		l	Lifetime	Lifetime
Weight, unladen to DIN/EU[1]		kg	1235 / 1310	1235 / 1330
Max load to DIN		kg	500	500
Max permissible load to DIN		kg	1735	1755
Max axle load, front/rear		kg	915 / 850	935 / 850
Max trailer load[2] 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	0.34 / 2.04 / 0.69	0.34 / 2.04 / 0.69
Engine				
Config/No of cyls/valves			Inline / 4 / 4	Inline / 4 / 4
Engine management			MEV 7.2.1	MEV 7.2.1
Capacity		cm^3	1995	1995
Bore/stroke		mm	84/ 90	84/ 90
Compression ratio		:1	16,5	16,5
Fuel grade		RON	Diesel	Diesel
Max output		kW / hp	105 / 143	105 / 143
at		min^{-1}	4000	4000
Max torque		Nm	305	305
at		min^{-1}	1750 – 2700	1750 – 2700
Electrical system				
Battery/installation		Ah / –	70 / Engine compartment	70 / Engine compartment
Alternator		A	150	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	Vented disc
Diameter		mm	280 × 22	294 × 22
Rear brakes			Disc	Disc
Diameter		mm	259 × 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), sowie Traktionshilfe (ASC+T), 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-speed automatic transmission
Gear ratios	I	:1	3.308	4,044
	II	:1	1.870	2,371
	III	:1	1.194	1,556
	IV	:1	0.872	1,159
	V	:1	0.721	0,852
	VI	:1	0.596	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	11.8	12
Output per litre		kW/l	52.6	52.6
Acceleration	0–100 km/h	s	8.6	8.8
	0–1000 m	s	29.7	30
In 4^{th}/5^{th} gear	80–120 km/h	s	6.9 / 8.4	– / –
Top speed		km/h	215	205

Fuel Consumption in EU Cycle			
Urban	l/100 km	5.2	7
Extra-urban	l/100 km	3.9	4.3
Composite	l/100 km	4.4	5.3
CO_2	g/km	115	141
Miscellaneous			
Emission rating		EU5	EU5
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.

MINI One Convertible.

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	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	3.706	4.103
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	13.1
	0–1000 m	s	32.6	34.8
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.

MINI Cooper Convertible.

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	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	12.9	13.4
Output per litre		kW/l	56.3	56.3
Acceleration	0–100 km/h	s	9.8	11.1
	0–1000 m	s	31.0	32.1
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.

MINI Cooper S Convertible.

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 × 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 × 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-speed automatic transmission
Gear ratios	I	:1	3.308	4.044
	II	:1	2.130	2.371
	III	:1	1.483	1.556
	IV	:1	1.139	1.159
	V	:1	0.949	0.852
	VI	:1	0.816	0.672
Reverse gear		:1	3.231	3.193
Final drive ratio		:1	3.706	3.683
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	7.6
	0–1000 m	s	27.7	28.0
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/VK/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.

MINI John Cooper Works Convertible.

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_x × 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.

MINI Cooper D Convertible.

Body			**MINI Cooper D Convertible**	**MINI Cooper D Cabrio 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	5,2	5,2
Transmission oil incl. drive train		l	Lifetime	Lifetime
Weight, unladen to DIN/EU[1]		kg	1200 / 1275	1225 / 1300
Max load to DIN		kg	430	430
Max permissible load to DIN		kg	1630	1655
Max axle load, front/rear		kg	875 / 770	905 / 770
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 / 2,01 / 0,70	0,35 / 2,01 / 0,70
Engine				
Config/No of cyls/valves			Inline / 4 / 4	Inline / 4 / 4
Engine management			DDE 7.01	DDE 7.2.1
Capacity		cm^3	1598	1995
Bore/stroke		mm	78/ 83,6	84/90
Compression ratio		:1	16,5	16,5
Fuel grade		RON	Diesel	Diesel
Max output		kW / PS	82 / 112	82 / 111
at		min^{-1}	4000	4000
Max torque		Nm	270	270
at		min^{-1}	1750–2250	1750–2250
Electrical System				
Battery/installation		Ah / –	70 / Engine compartment	70 / Engine compartment
Alternator		A	150	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	Vented disc t
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	3,308	4,044
	II	:1	1,870	2,371
	III	:1	1,194	1,556
	IV	:1	0,872	1,159
	V	:1	0,721	0,852
	VI	:1	0,596	0,672
Reverse gear		:1	3,231	3,193
Final drive ratio		:1	3,474	3,683
Performance				
Power-to-weight ratio to DIN		kg/kW	14,6	14,9
Output per litre		kW/l	51,3	41,1
Acceleration	0–100 km/h	s	10,3	10,7
	0–1000 m	s	32,4	32,8
In 4th/5th gear	80–120 km/h	s	8,1 / 9,9	--
Top speed		km/h	194	190

Fuel Consumption in EU Cycle			
Urban	l/100 km	4,5	7
Extra-urban	l/100 km	3,7	4,3
Composite	l/100 km	4,0	5,3
CO_2	g/km	105	140
Miscellaneous			
Emission rating		EU5	EU5
Insurance ratings Germany	HPF/VK/TK	16/ 20/ 22	16/ 20/ 22
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.

MINI Cooper SD Convertible.

Body			MINI Cooper SD Convertible	MINI Cooper SD 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	1459 / 1467	1459 / 1467
Turning circle		m	10.7	10.7
Tank capacity		approx. l	40	40
Cooling system incl. heater		l	5.4	5.4
Engine oil		l	5.2	5.2
Transmission oil incl. drive train		l	Lifetime	Lifetime
Weight, unladen to DIN/EU1		kg	1250 / 1325	1265 / 1340
Max load to DIN		kg	430	430
Max permissible load to DIN		kg	1680	1695
Max axle load, front/rear		kg	905 / 790	925 / 790
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	0.37 / 2.02 / 0.75	0.37 / 2.02 / 0.75
Engine				
Config/No of cyls/valves			Inline / 4 / 4	Inline / 4 / 4
Engine management			MEVD 7.2.1	MEVD 7.2.1
Capacity		cm^3	1995	1995
Bore/stroke		mm	84 /90	84 /90
Compression ratio		:1	16,5	16,5
Fuel grade		RON	Diesel	Diesel
Max output		kW / hp	105 / 143	105 / 143
at		min^{-1}	4000	4000
Max torque		Nm	305	305
at		min^{-1}	1750 – 2700	1750 – 2700
Electrical system				
Battery/installation		Ah / –	70 / Engine compartment	70 / Engine compartment
Alternator		A	150	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	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			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-speed automatic transmission
Gear ratios	I	:1	3.308	4.044
	II	:1	1,870	2.371
	III	:1	1,194	1.556
	IV	:1	0,872	1.159
	V	:1	0,721	0.852
	VI	:1	0,596	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	11.9	12
Output per litre		kW/l	52.6	52.6
Acceleration	0–100 km/h	s	8,7	8,9
	0–1000 m	s	29.8	30.2
In 4^{th}/5^{th} gear	80–120 km/h	s	7.1 / 8.6	– / –
Top speed		km/h	210	203
Fuel Consumption in EU Cycle				
Urban		l/100 km	5.3	7.1
Extra-urban		l/100 km	4	4.4
Composite		l/100 km	4.5	5.4
CO_2		g/km	118	143
Miscellaneous				
Emission rating			EU5	EU5
Ground clearance		mm	139	139

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

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 × 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 × 16 St	6.5J × 16 St
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	4.643
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	13.9
	0–1000 m	s	33.7	36.1
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.

MINI Cooper Countryman.

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 × 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	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	4.722	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	11.6
	0–1000 m	s	32.2	33.3
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.

MINI Cooper S Countryman.

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 × 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	4.044
	II	:1	2.130	2.371
	III	:1	1.483	1.556
	IV	:1	1.139	1.159
	V	:1	0.949	0.852
	VI	:1	0.816	0.672
Reverse gear		:1	3.231	3.193
Final drive ratio		:1	3.706	3.683
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	7.9
	0–1000 m	s	28.2	28.5
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	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.

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	4.044
	II	:1	2.130	2.371
	III	:1	1.483	1.556
	IV	:1	1.139	1.159
	V	:1	0.949	0.852
	VI	:1	0.816	0.672
Reverse gear		:1	3.231	3.193
Final drive ratio		:1	3.706	3.683
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	8.3
	0–1000 m	s	28.4	29.0
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.

MINI One D Countryman.

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		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		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
Insurance ratings Germany		HPF/VK/TK	[3]
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.

MINI Cooper D Countryman.

Body		MINI Cooper D Countryman	MINI Cooper D Countryman Automatic
No of doors/seats		5 / 4	5 / 4)
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	5,4	5,4
Engine oil	l	5,2	5,2
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	985 / 850	1005 / 850
Max trailer load[2] braked (12%) / unbraked	kg	750 / 500	1200 / 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 × 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		DDE 7.0	DDE 7.2.1
Capacity	cm^3	1598	1995
Bore/stroke	mm	78/ 83,6	84/90
Compression ratio	:1	16,5	16,5
Fuel grade	RON	Diesel	Diesel
Max output	kW / PS	82 / 112	82 / 111
at	min^{-1}	4000	4000
Max torque	Nm	270	270
at	min^{-1}	1750–2250	1750–2250
Electrical System			
Battery/installation	Ah / –	70 / Engine compartment	70 / Engine compartment
Alternator	A	150	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	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	3.308	4.044
II	:1	1.870	2.371
III	:1	1.194	1.556
IV	:1	0.872	1.159
V	:1	0.721	0.852
VI	:1	0.596	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	16,0	16,3
Output per litre	kg/l	51,3	41,3
Acceleration 0–100 km/h	s	10,9	11,3
0–1000 m	s	32,6	33
In 4th/5th gear 80–120 km/h	s	9,7 / 11,9	--
Top speed	km/h	185	180
Fuel Consumption in EU Cycle			
Urban	l/100 km	4,7	7,2
Extra-urban	l/100 km	4,2	4,7
Composite	l/100 km	4,4	5,6
CO_2	g/km	115	149
Miscellaneous			
Emission rating		EU5	EU5
Insurance ratings Germany	HPF/VK/TK	18/ 19/ 23	18/ 19/ 23
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.

MINI Cooper SD Countryman.

Body		**MINI Cooper SD Countryman**	**MINI Cooper SD Countryman Automatic**
No of doors/seats		5 / 4	5 / 4
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	5.2	5.2
Engine oil	l	5.2	5,2
Transmission oil incl. drive train	l	Lifetime	Lifetime
Weight, unladen to DIN/EU1	kg	1320 / 1395	1345 / 1420
Max load to DIN	kg	470	470
Max permissible load to DIN	kg	1790	1815
Max axle load, front/rear	kg	995 / 855	1015 / 855
Max trailer load[2] braked (12%) / unbraked	kg	800 / 500	1200 / 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 × 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		MEVD 7.01	MEVD 7.01
Capacity	cm^3	1995	1995
Bore/stroke	mm	84 / 90	84 / 90
Compression ratio	:1	16.5	16.5
Fuel grade	RON	Diesel	Diesel
Max output	kW / hp	105 / 143	105 / 143
at	min^{-1}	4000	4000
Max torque	Nm	305	305
at	min^{-1}	1750 – 2700	1750 – 2700
Electrical system			
Battery/installation	Ah / –	70 / Engine compartment	70 / 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, Hill Start Assistant, 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	2,308	4.044
II	:1	2.130	2.371
III	:1	1.483	1.556
IV	:1	1.139	1.159
V	:1	0.949	0.852
VI	:1	0.816	0.672
Reverse gear	:1	3.231	3,683
Final drive ratio	:1	3.706	3.683
Performance			
Power-to-weight ratio to DIN	kg/kW	12.6	12.8
Output per litre	kW/l	52.6	52.6
Acceleration 0– 100 km/h	s	9.3	9.5
0– 1000 m	s	30.5	30.7
In 4th/5th gear 80– 120 km/h	s	10.1	– / –
Top speed	km/h	198	195
Fuel Consumption in EU Cycle			
Urban	l/100 km	5.2	7.3
Extra-urban	l/100 km	4.3	4.8
Composite	l/100 km	4.6	5.7
CO_2	g/km	122	150
Miscellaneous			
Emission rating		EU5	EU5
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.

MINI Cooper D Countryman ALL4.

Body			**MINI Cooper D Countryman ALL4**	**MINI Cooper D Countryman ALL4 Automatic**
No of doors/seats			5 / 4	5 / 4
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	5,4	5,4
Engine oil		l	5,2	5,2
Transmission oil incl. drive train		l	Dauerfüllung	Dauerfüllung
Weight, unladen to DIN/EU[1]		kg	1380 / 1455	1405 / 1480
Max load to DIN		kg	470	470
Max permissible load to DIN		kg	1850	1875
Max axle load, front/rear		kg	1010 / 890	1030 / 890
Max trailer load[2] braked (12%) / unbraked		kg	750 / 500	1200 / 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 × A		– / m^2 / m^2	0,35 / 2,36 / 0,83	0,35 / 2,36 / 0,83
Engine				
Config/No of cyls/valves			Reihe / 4 / 4	Reihe / 4 / 4
Engine management			DDE 7.0	DDE 7.2.1
Capacity		cm^3	1598	1995
Bore/stroke		mm	78 / 83,6	84/90
Compression ratio		:1	16,5	16,5
Fuel grade		RON	Diesel	Diesel
Max output		kW / hp	82 / 112	82 / 111
at		min^{-1}	4000	4000
Max torque		Nm	270	270
at		min^{-1}	1750 – 2250	1750 – 2250
Electrical System				
Battery/installation		Ah / –	70 / Engine compartment	70 / Engine compartment
Alternator		A	150	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	
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, 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			205/60 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	3,308	4,044
	II	:1	1,870	2,371
	III	:1	1,194	1,556
	IV	:1	0,872	1,159
	V	:1	0,721	0,852
	VI	:1	0,596	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	16,8	17,1
Output per litre		kW/l	51,3	41,1
Acceleration	0–100 km/h	s	11,6	11,8
	0–1000 m	s	33,1	33,5
In 4th/5th gear	80–120	s	10,6 / 12,9	--
Top speed		km/h	180	175
Fuel Consumption in EU Cycle				
Urban		l/100 km	5,3	7,6
Extra-urban		l/100 km	4,7	5
Composite		l/100 km	4,9	6
CO_2		g/km	129	158
Miscellaneous				
Emission rating			EU	EU5
Insurance ratings Germany		HPF/VK/TK	18/ 19/ 23	18/ 19/ 23
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.

MINI Cooper SD Countryman ALL4.

Body			MINI Cooper SD Coutryman ALL4	MINI Cooper SD Countryman ALL4 Automatic
No of doors/seats			5 / 4	5 / 4
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	5.2	5.2
Engine oil		l	5.2	5.2
Transmission oil incl. drive train		l	Lifetime	Lifetime
Weight, unladen to DIN/EU1		kg	1395 / 1470	1420 / 1495
Max load to DIN		kg	460	460
Max permissible load to DIN		kg	1855	1880
Max axle load, front/rear		kg	1015 / 900	1035 / 900
Max trailer load[2] braked (12%) / unbraked		kg	800 / 500	1200 / 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 × 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			MEVD 7.01	MEVD 7.01
Capacity		cm^3	1995	1995
Bore/stroke		mm	84 /90	84/90
Compression ratio		:1	10.5	10.5
Fuel grade		RON	Diesel	Diesel
Max output		kW / hp	105 / 143	105 / 143
at		min^{-1}	4000	4000
Max torque		Nm	305	305
at		min^{-1}	1750 – 2700	1750 – 2700
Electrical system				
Battery/installation		Ah / –	70 / Engine compartment	70 / Engine compartment
Alternator		A	150	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	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, 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	2,308	4.044
	II	:1	2.130	2.371
	III	:1	1.483	1.556
	IV	:1	1.139	1.159
	V	:1	0.949	0.852
	VI	:1	0.816	0.672
Reverse gear		:1	3.231	3,683
Final drive ratio		:1	3.706	3.683
Performance				
Power-to-weight ratio to DIN		kg/kW	13.3	13.5
Output per litre		kW/l	52.6	52.6
Acceleration	0– 100 km/h	s	9.4	9.5
	0– 1000 m	s	30.8	30.9
In 4th/5th gear	80– 120 km/h	s	8.5 / 10.7	– / –
Top speed		km/h	195	193
Fuel Consumption in EU Cycle				
Urban		l/100 km	5,3	7.7
Extra-urban		l/100 km	4.7	5.1
Composite		l/100 km	4.9	6.1
CO_2		g/km	130	160
Miscellaneous				
Emission rating			EU5	EU5
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.

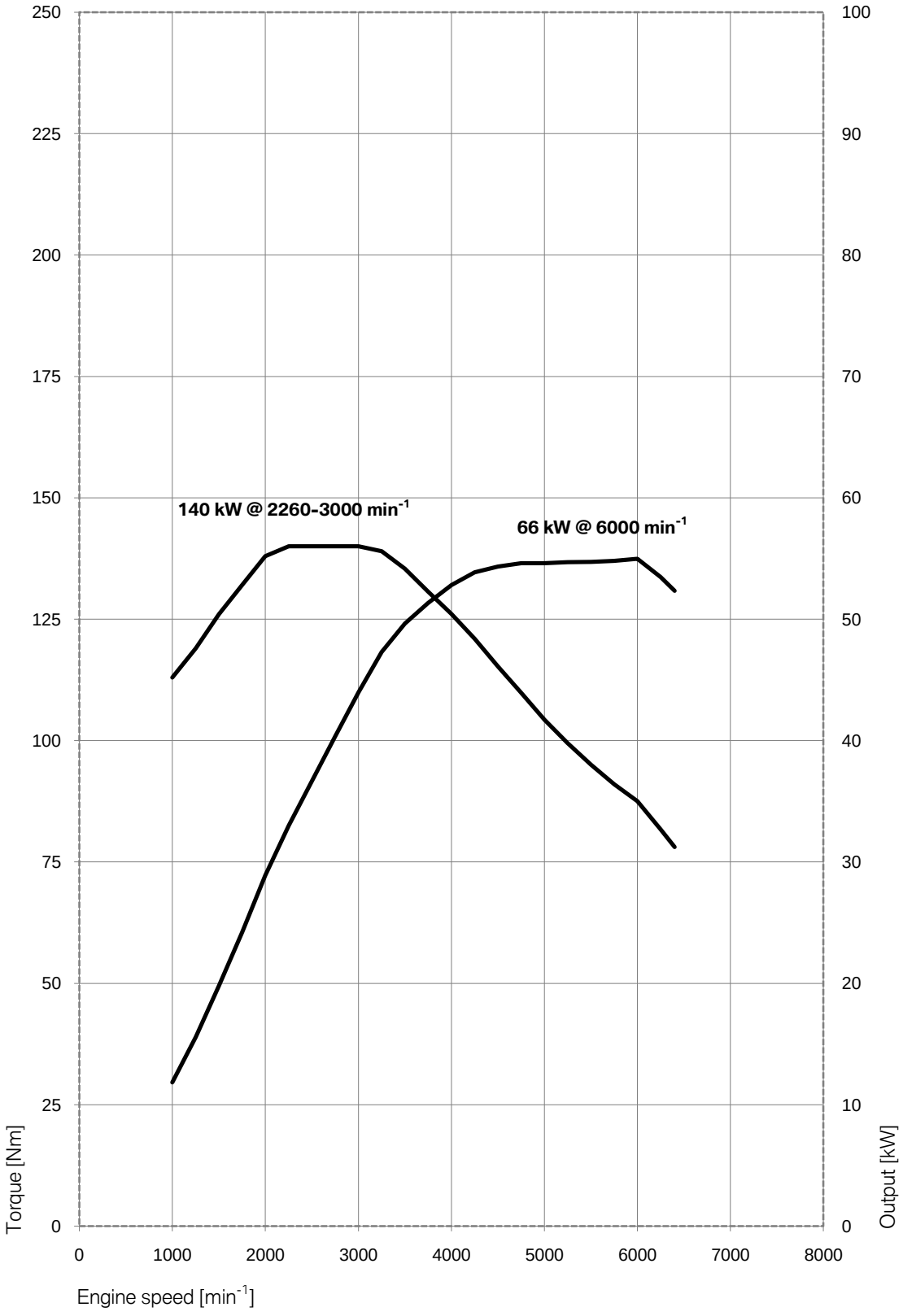
MINI Coupé.

Body		**MINI Cooper Coupé**	**MINI Cooper Coupé Automatic**
No of doors/seats		2 / 2	2 / 2
Length/width/height (unladen)	mm	3728 / 1683 / 1378	3728 / 1683 / 1378
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	7.5	7.5
Engine oil	l	4.2	4.2
Transmission oil incl. drive train	l	Lifetime	Lifetime
Weight, unladen to DIN/EU[1]	kg	1090 / 1165	1135 / 1210
Max load to DIN	kg	290	290
Max permissible load	kg	1380	1425
Max axle load, front/rear	kg	820 / 590	855 / 590
Max trailer load braked (12%) / unbraked	kg	– / –	– / –
Max roofload/max download	kg	– / –	– / –
Luggage compartment	l	280	280
Air drag c_x / A / c_x × A	– / m^2 / m^2	0.32 / 1.98 / 0.63	0.32 / 1.98 / 0.63
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	77.0 / 85.8	77.0 / 85.8
Compression ratio	:1	11.0	11.0
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	[2]	[2]
Rear brakes		Disc	Disc
Diameter	mm	[2]	[2]
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		175/65 R15 84H	175/65 R15 84H
Wheels		5.5J × 15 light-alloy	5.5J × 15 light-alloy
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	12.1	12.6
Output per litre	kW/l	56.3	56.3
Acceleration 0–100 km/h	s	9.0	10.3
0–1000 m	s	30.1	31.2
in 4th/5th gear 80–120 km/h	s	9.4 / 11.9	– / –
Top speed	km/h	204	198
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	15 / 19 / 22	15 / 19 / 22
Ground clearance (empty)	mm	139	139

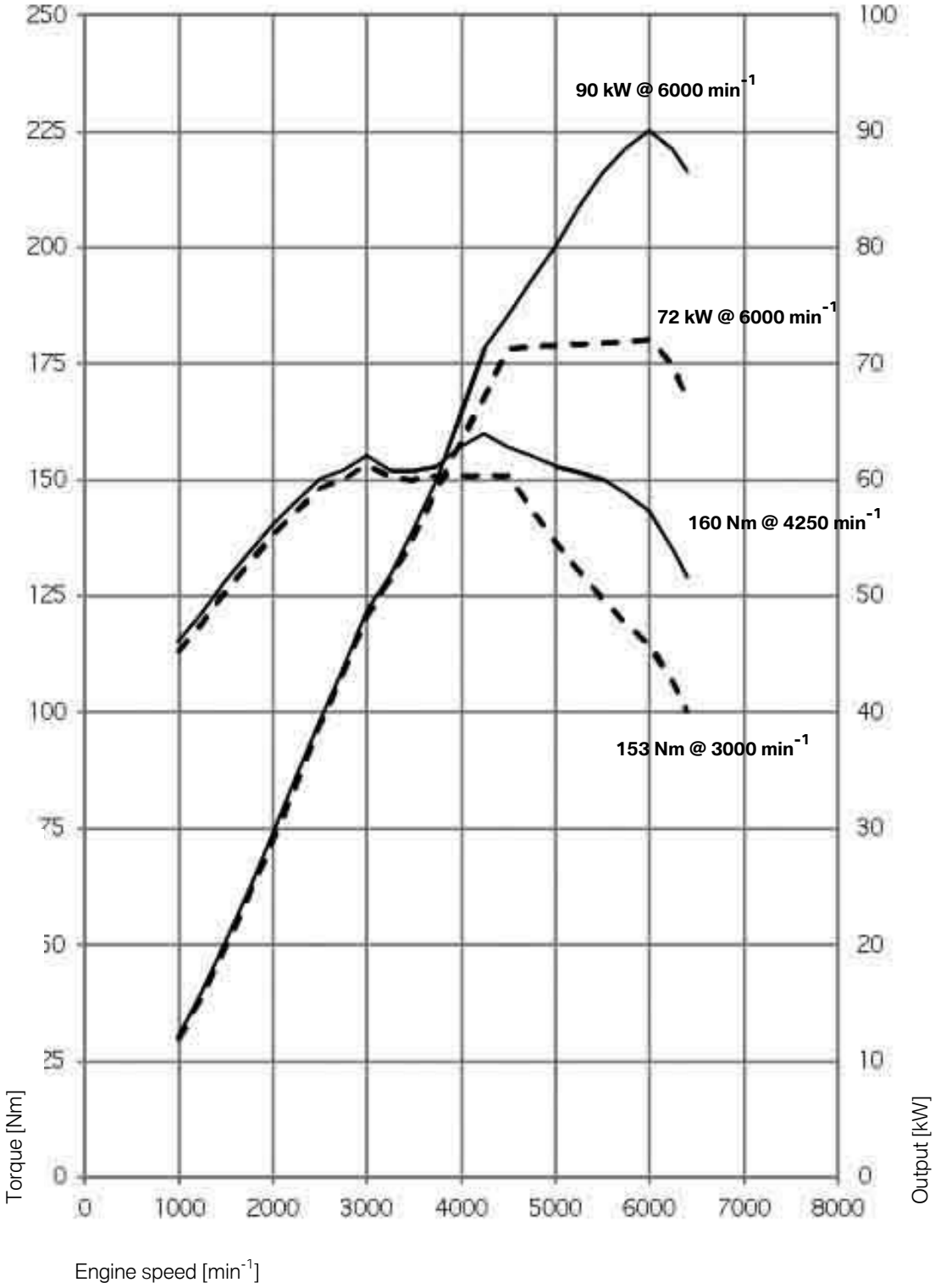
[1] Weight of the car in road trim (DIN) plus 75 kg for driver and luggage.
[2] Data not yet available.

8. Output and torque diagrams.

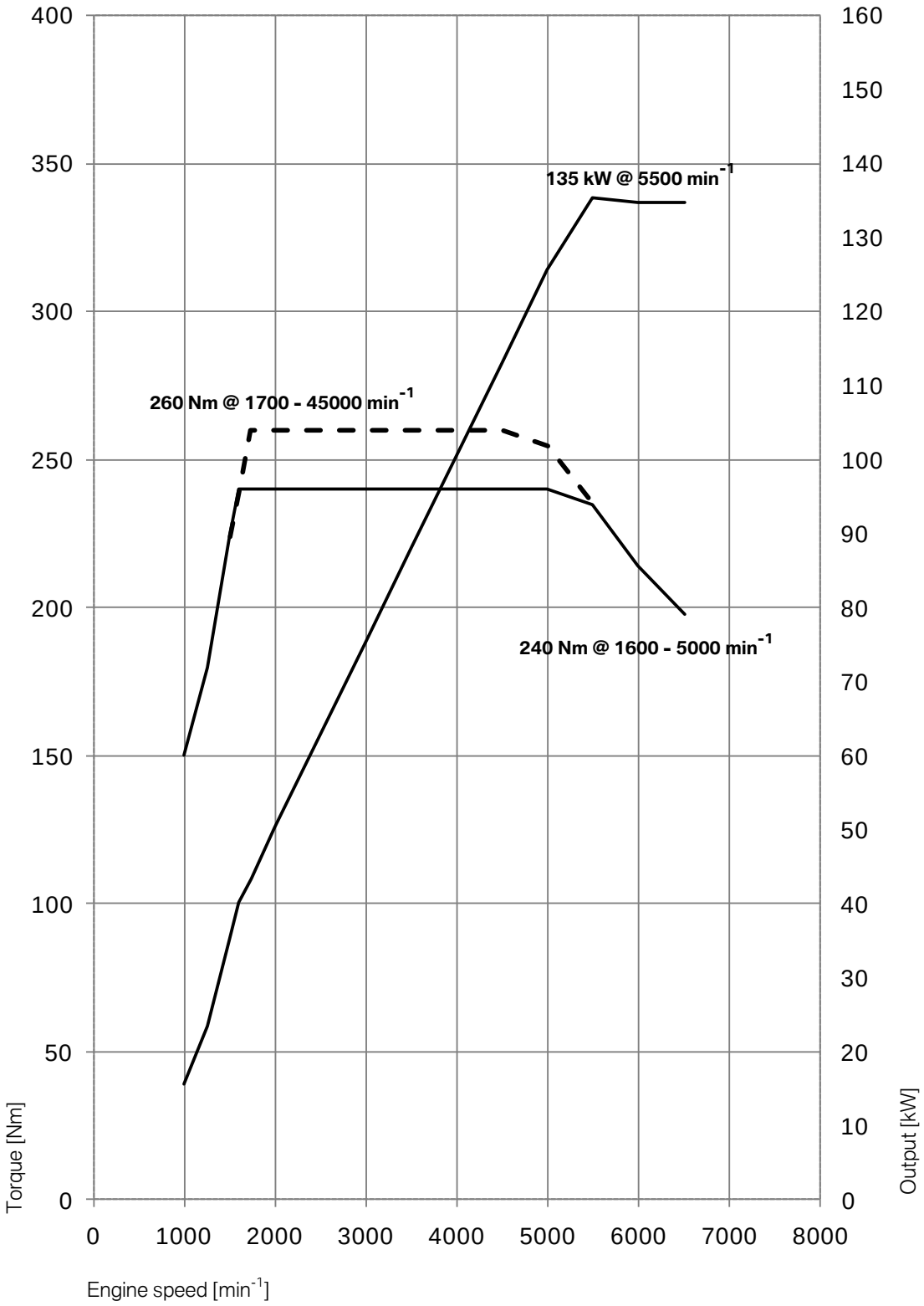
MINI One (55kW).



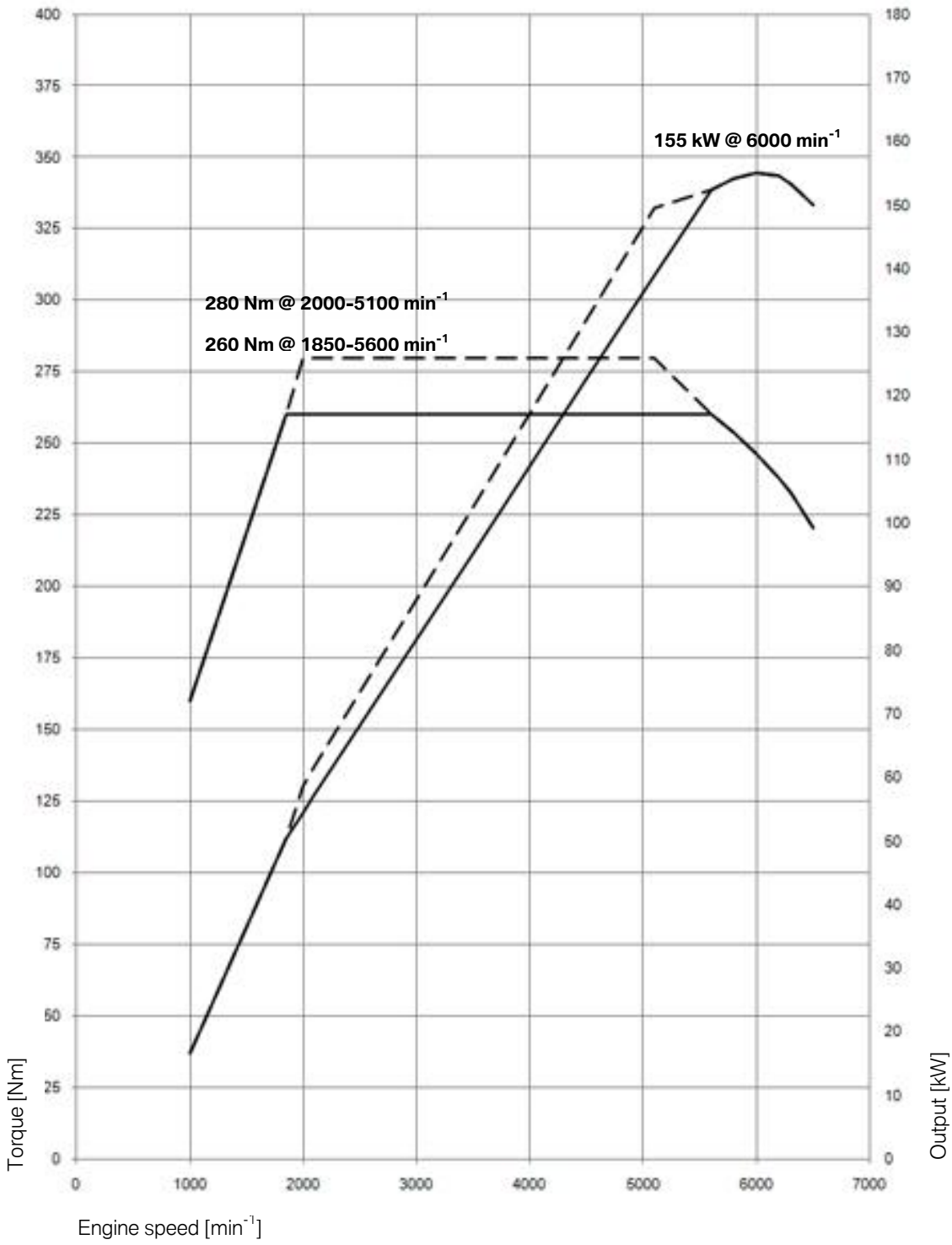
MINI One,
MINI Cooper.



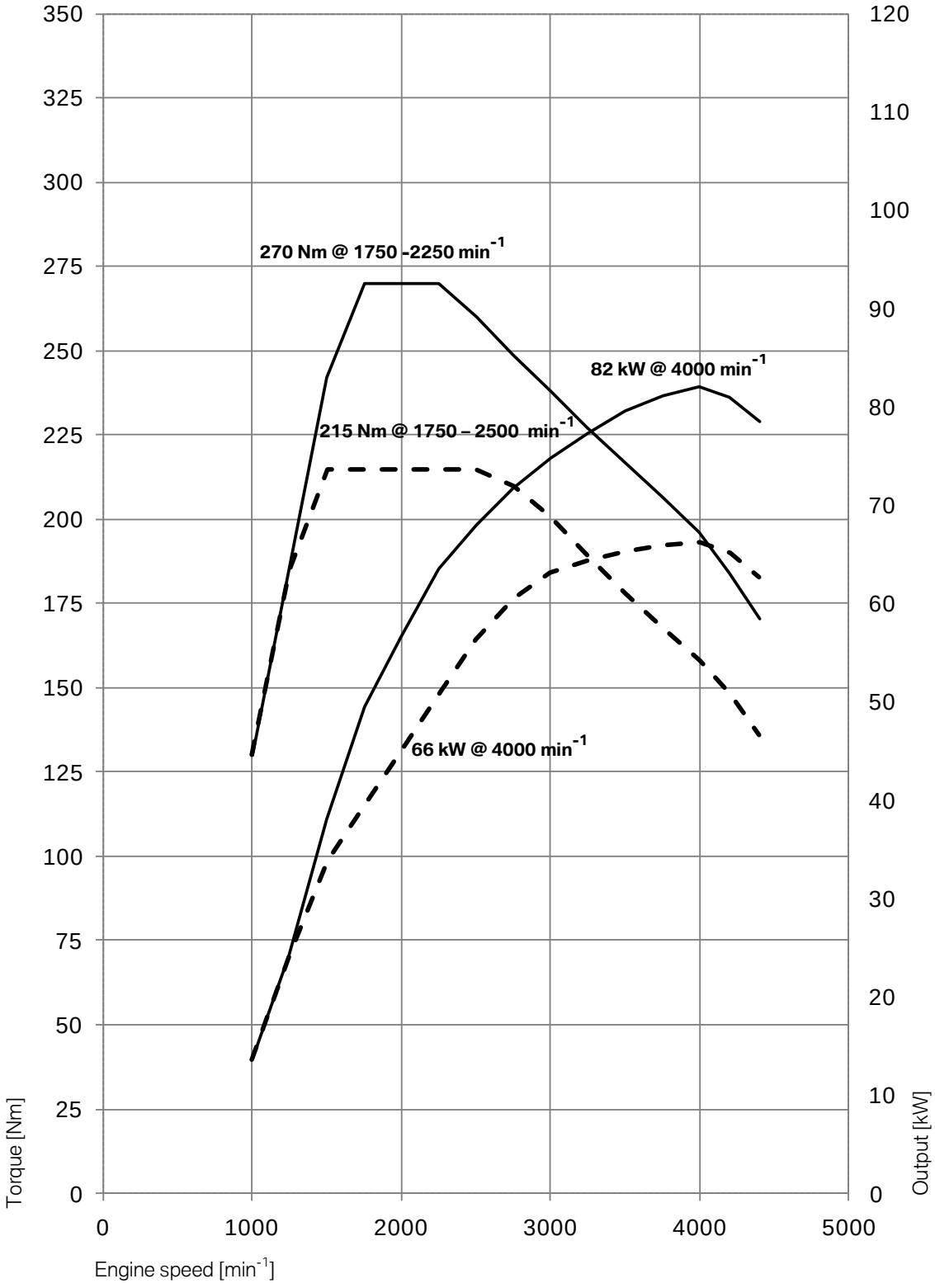
MINI Cooper S.



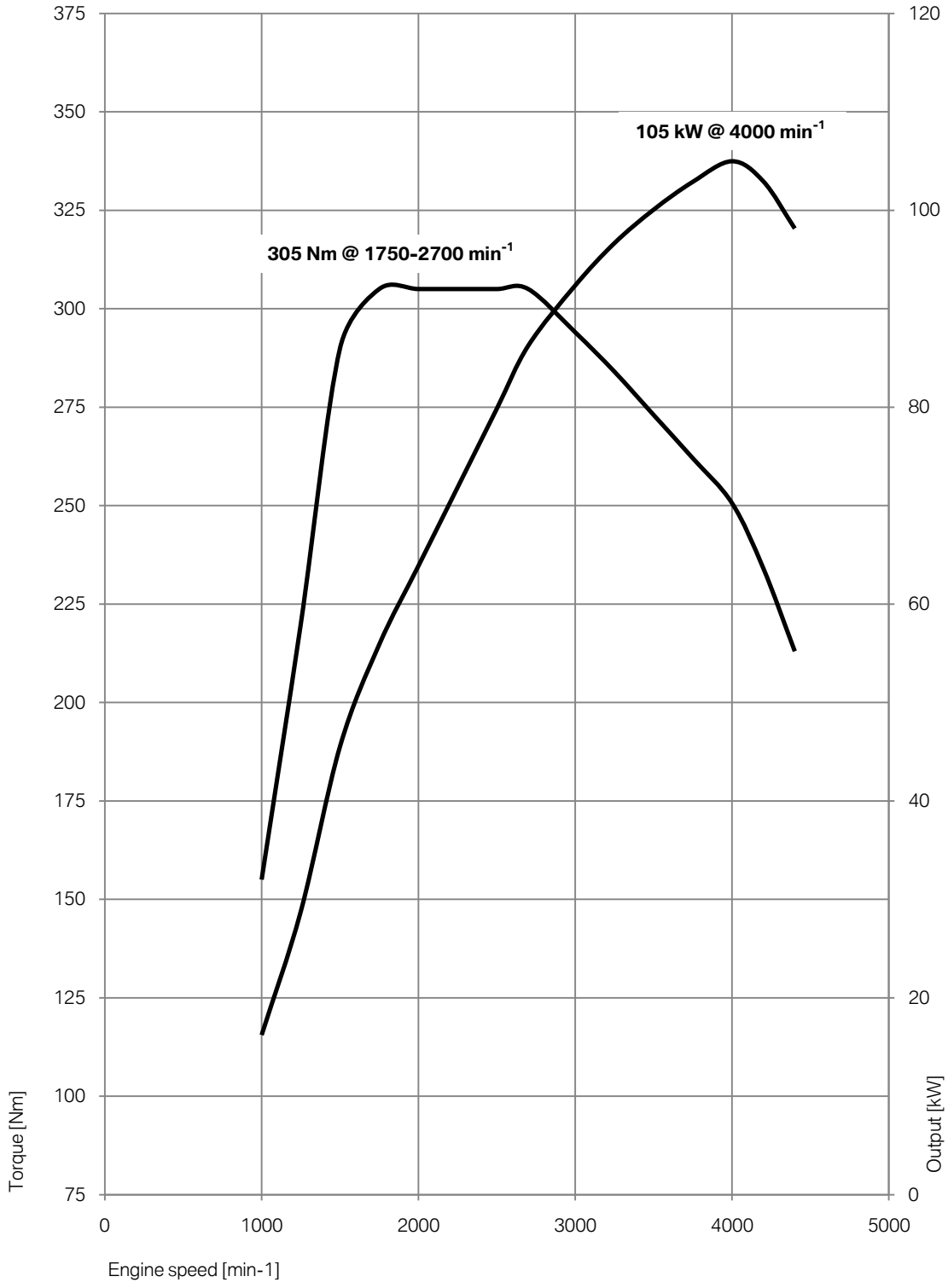
MINI John Cooper Works.



MINI One D,
MINI Cooper D.

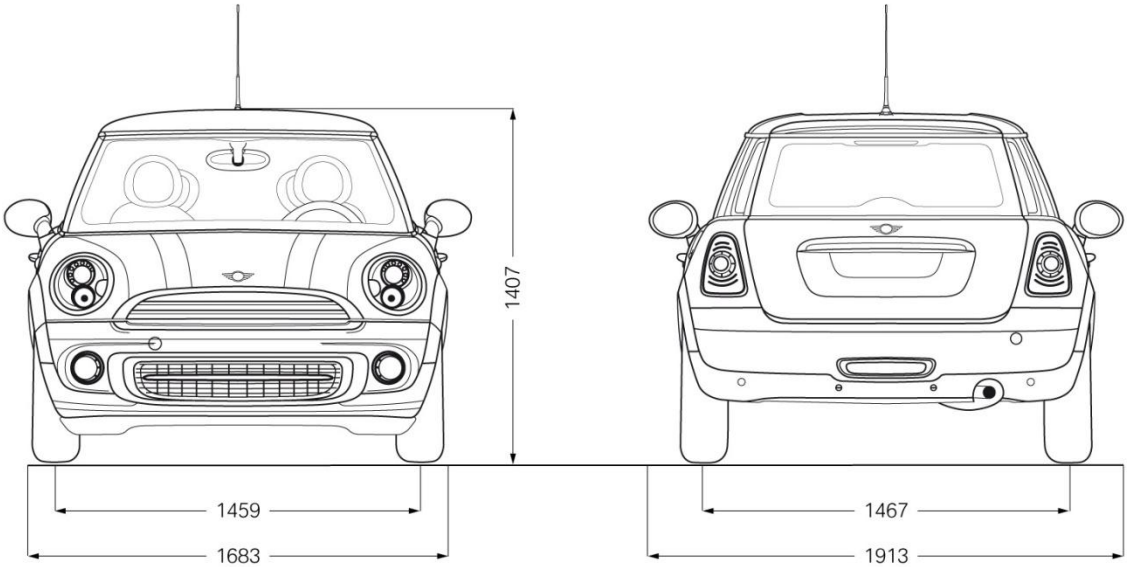


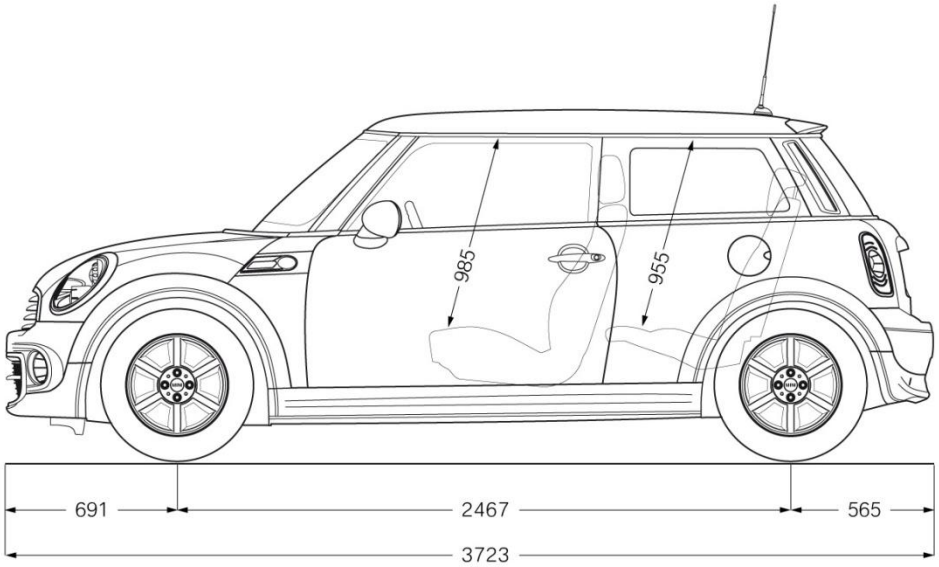
MINI Cooper SD.

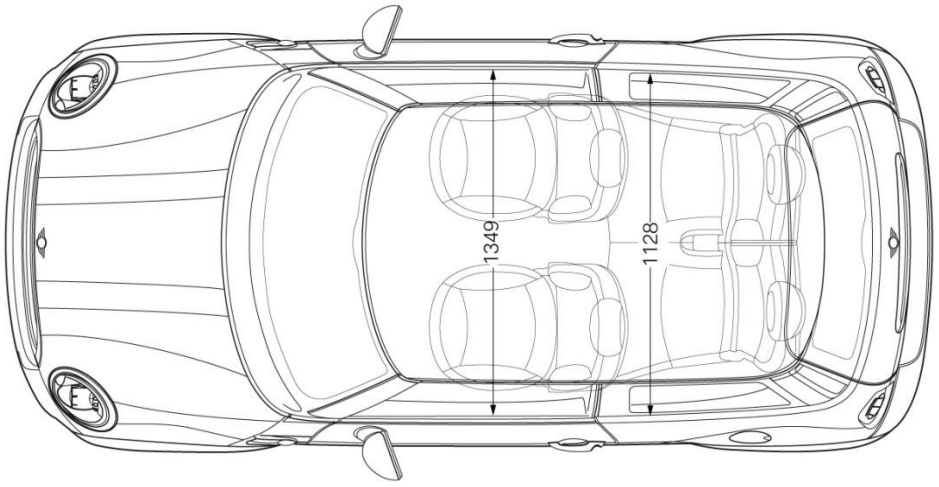


9. Exterior and Interior Dimensions

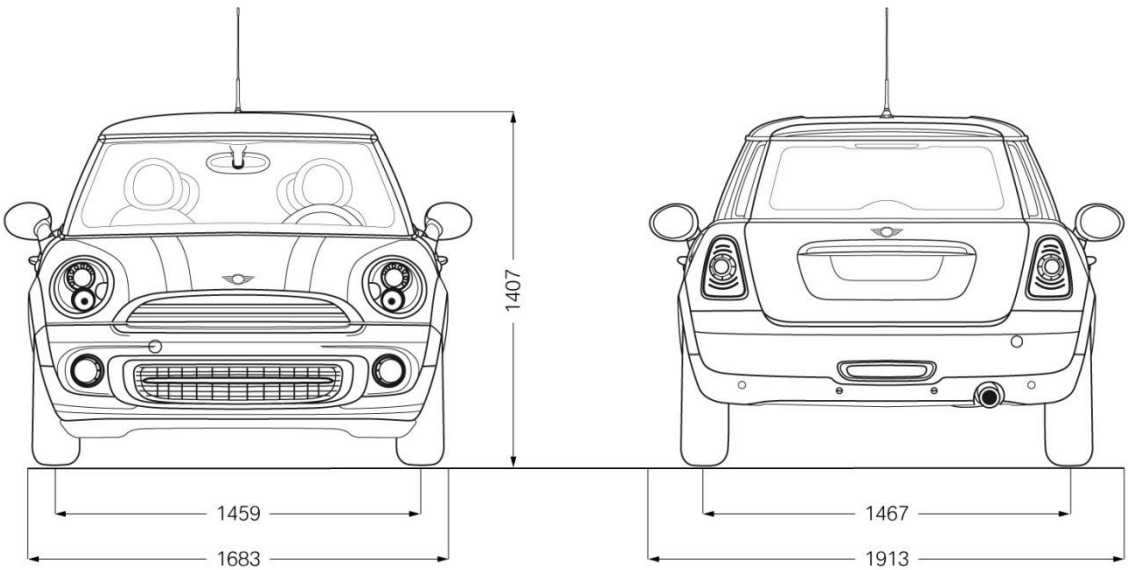
MINI One.

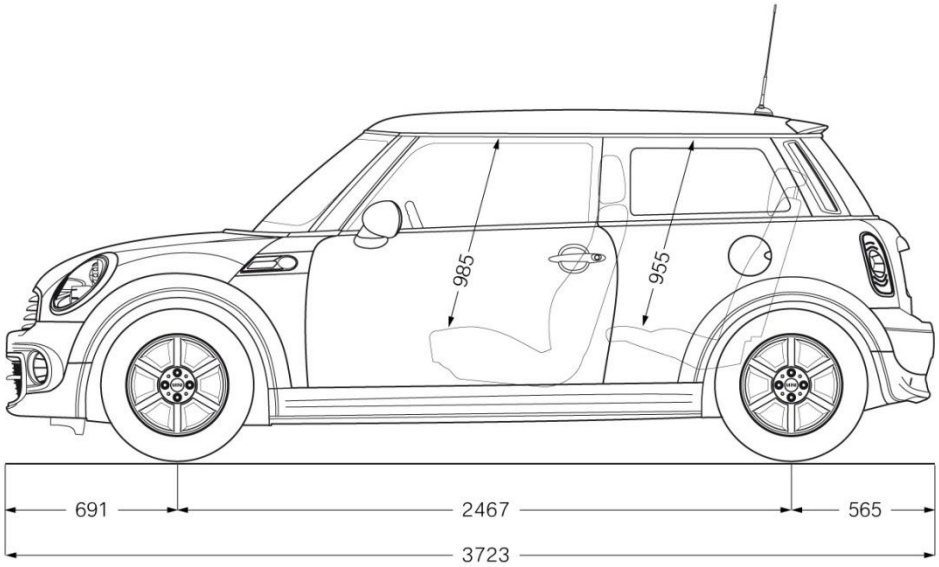


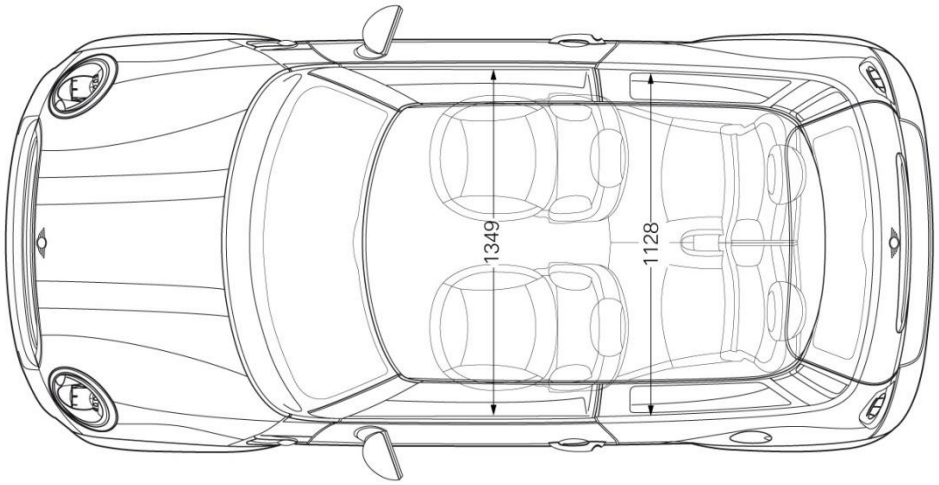




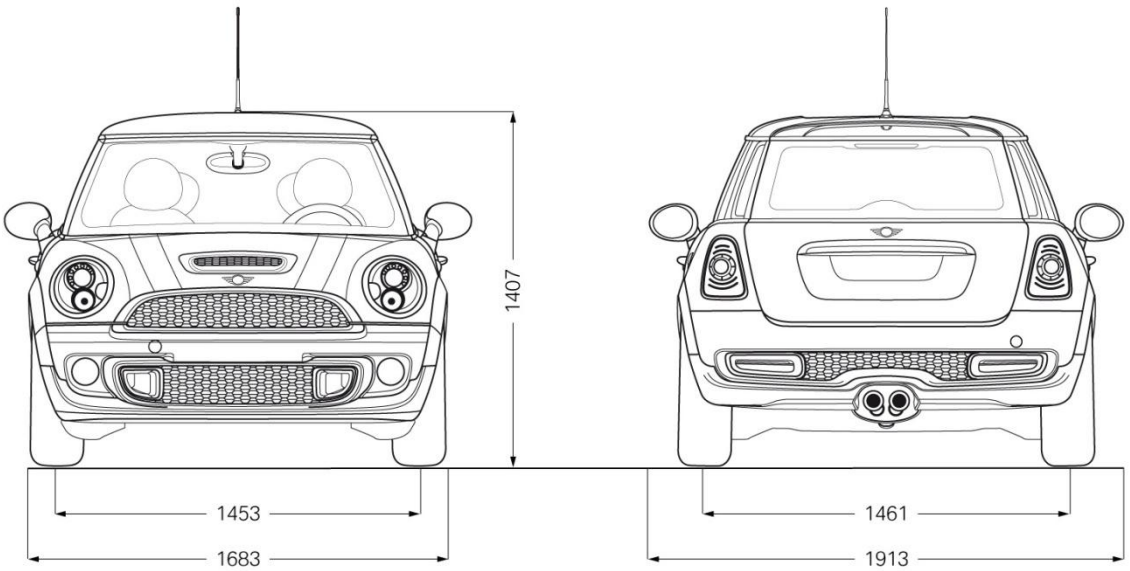
MINI Cooper.

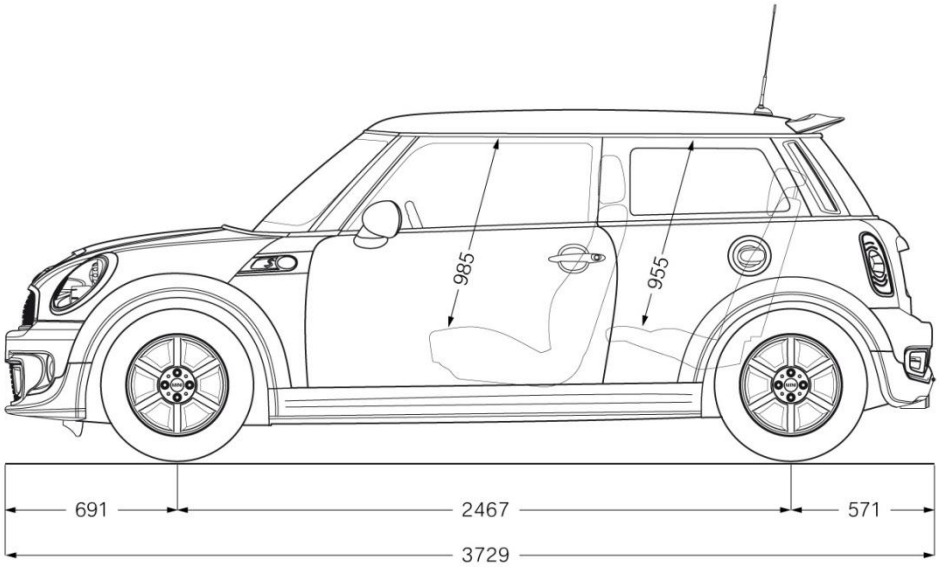


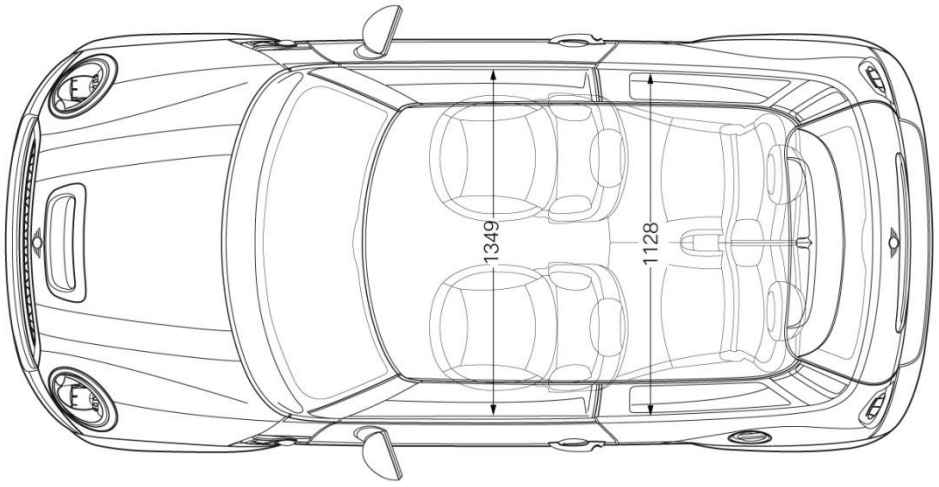




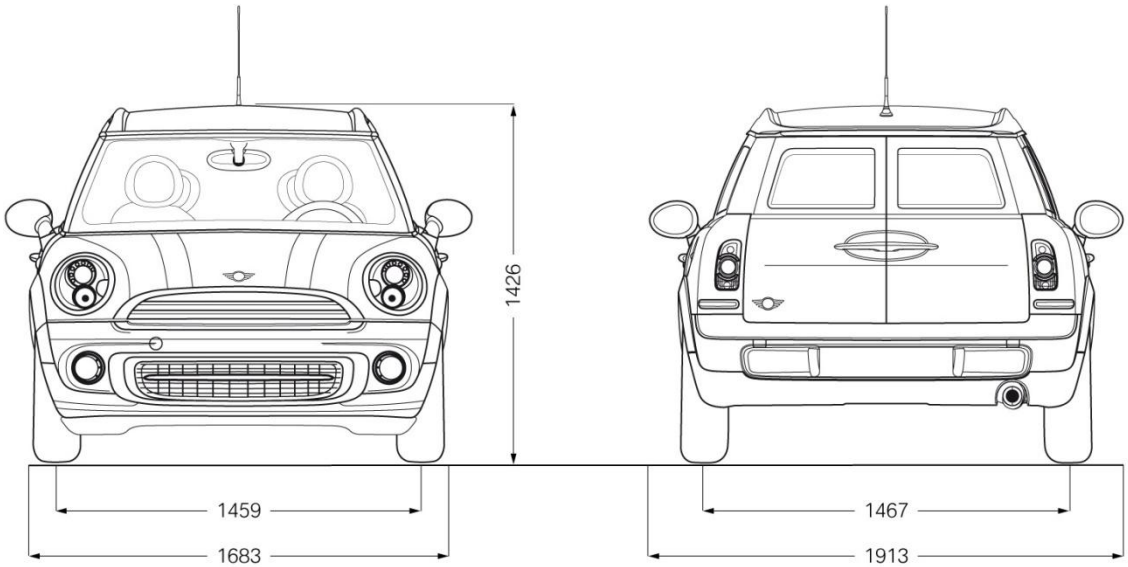
MINI Cooper S.

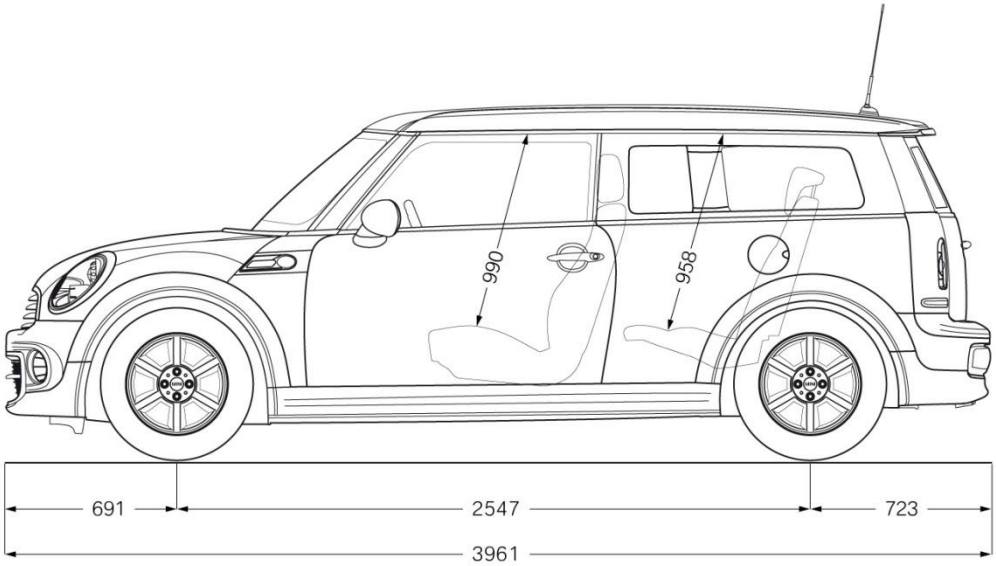


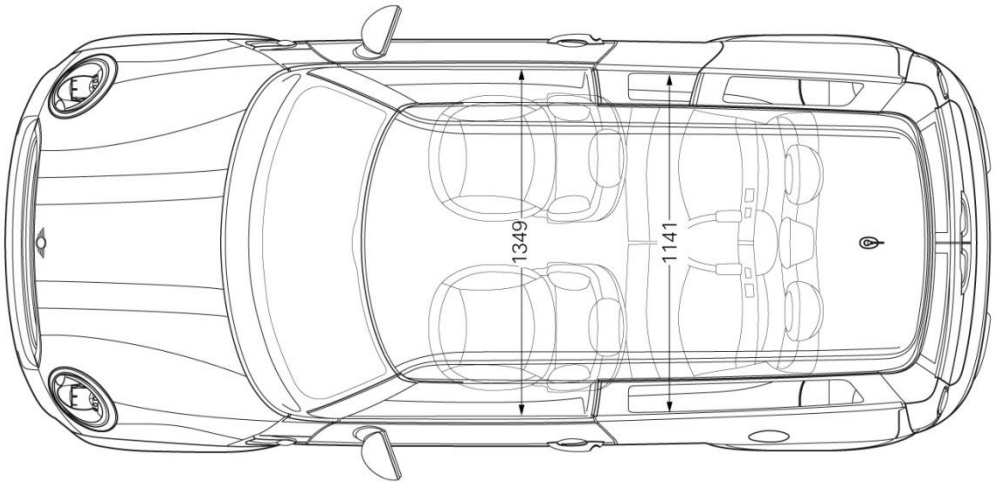




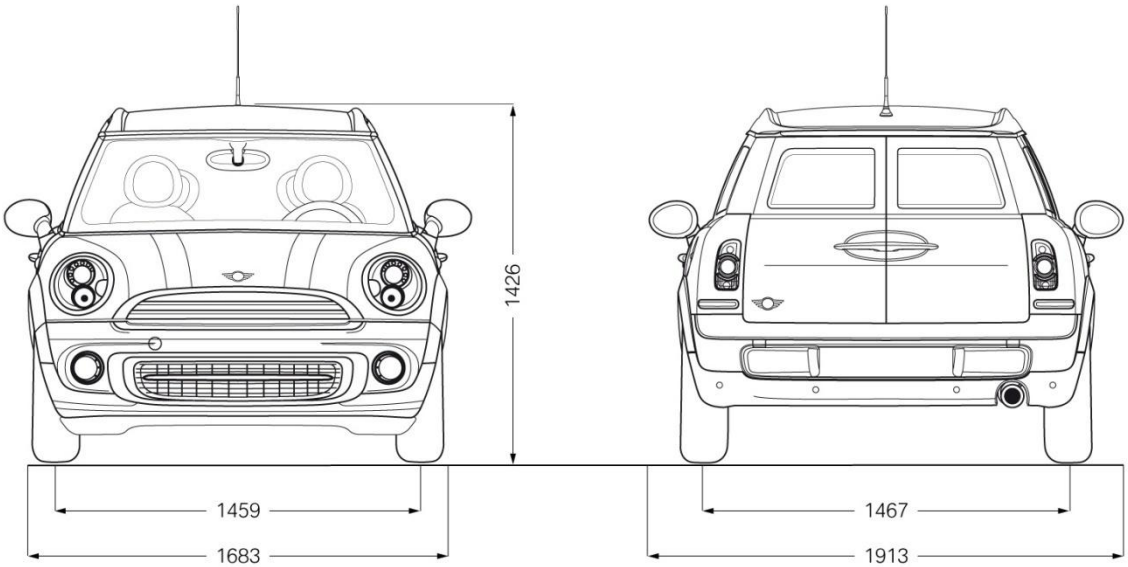
MINI One Clubman.

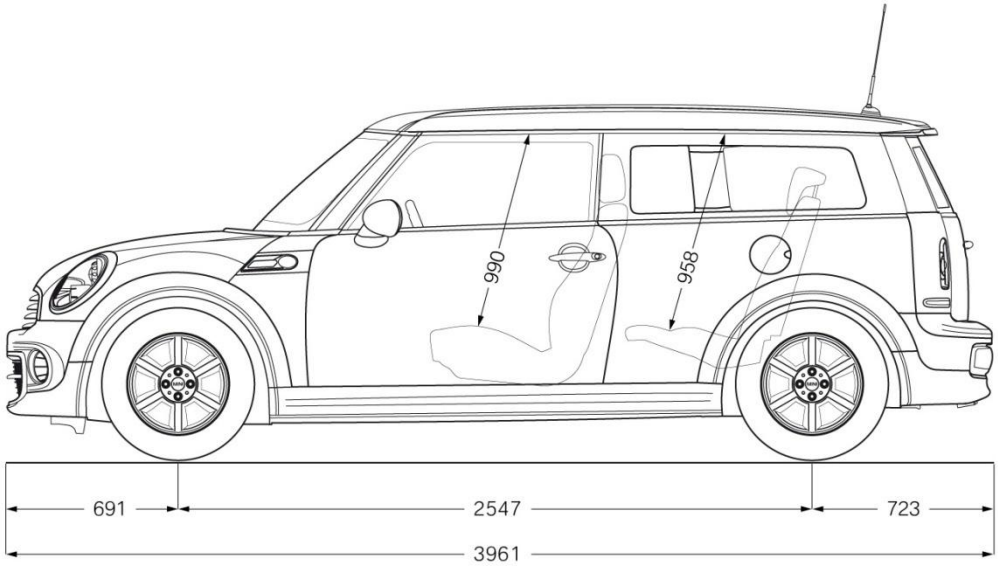


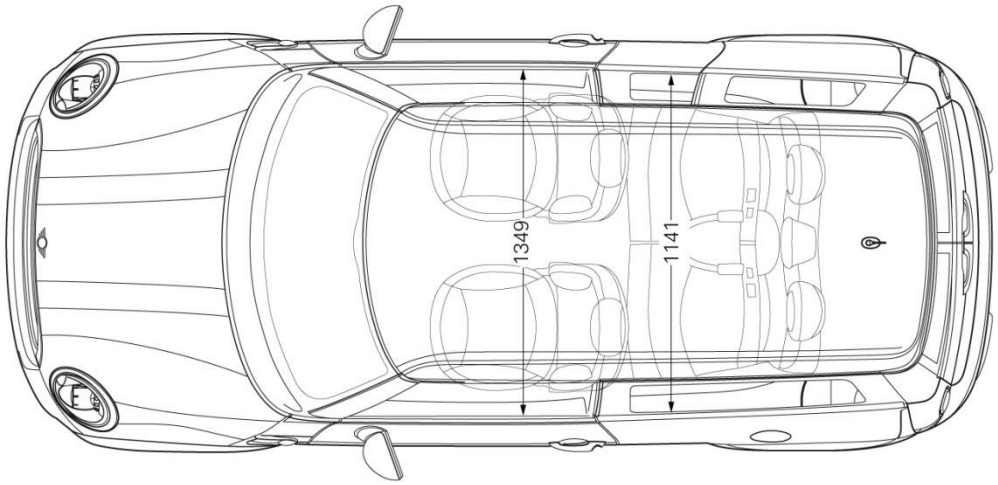




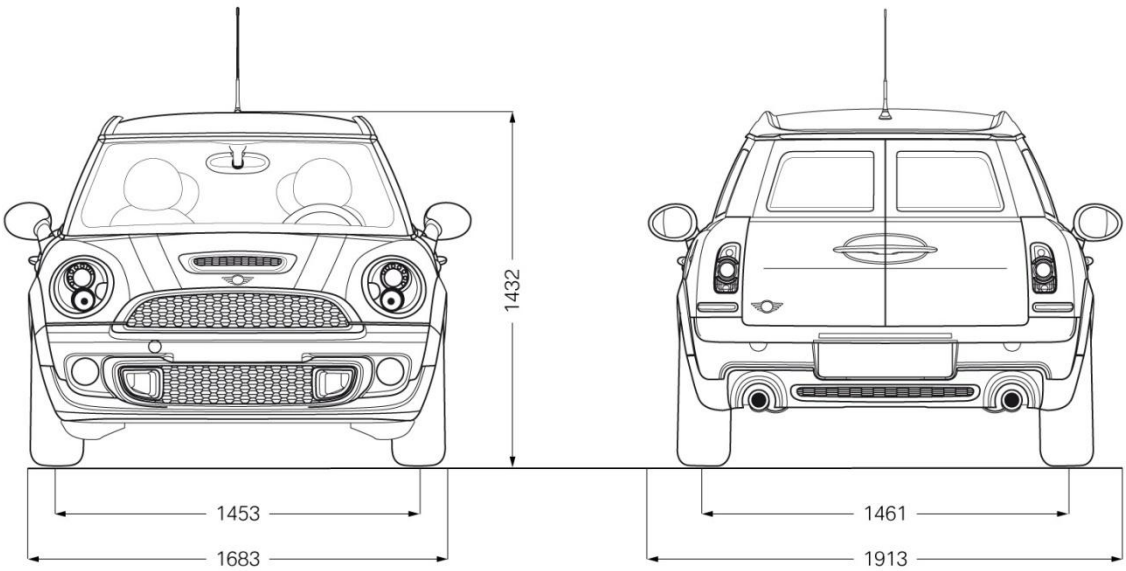
MINI Cooper Clubman.

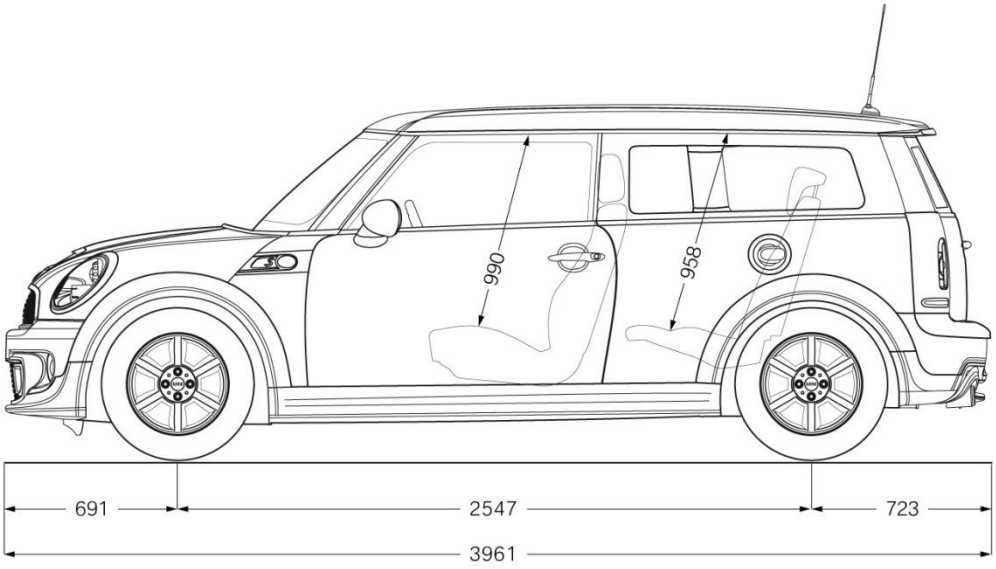


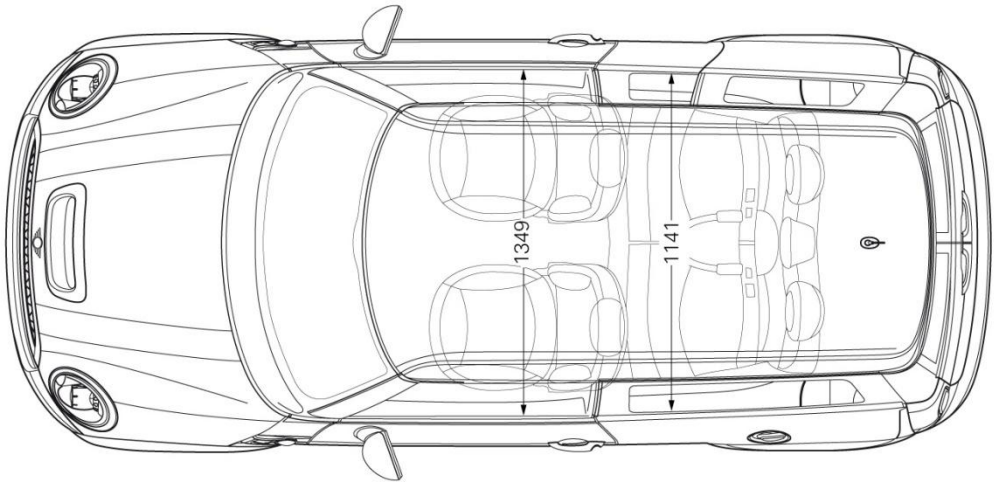




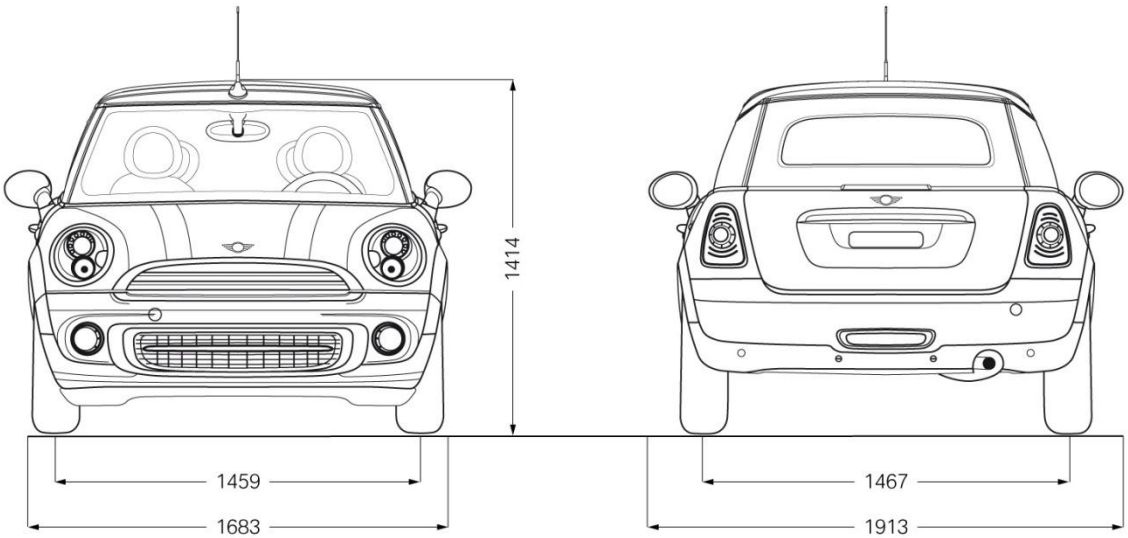
MINI Cooper S Clubman.

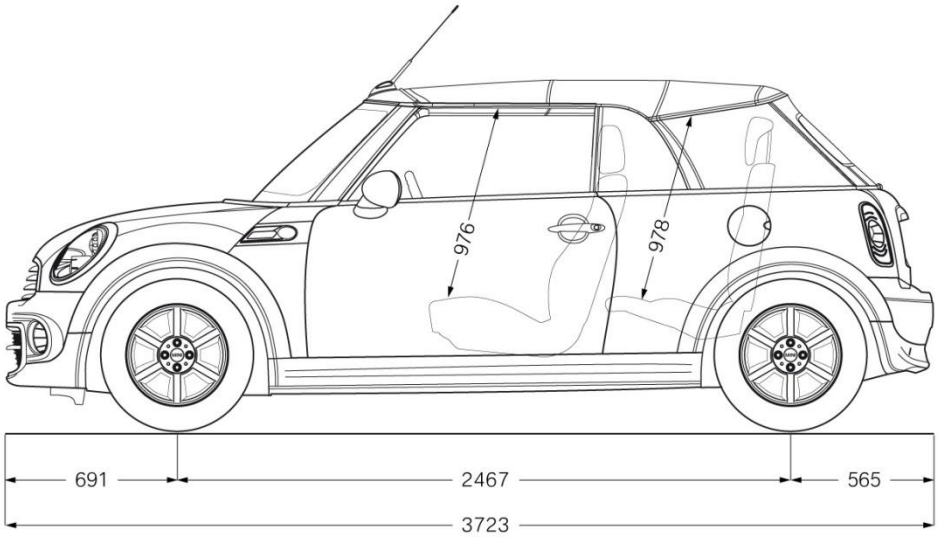


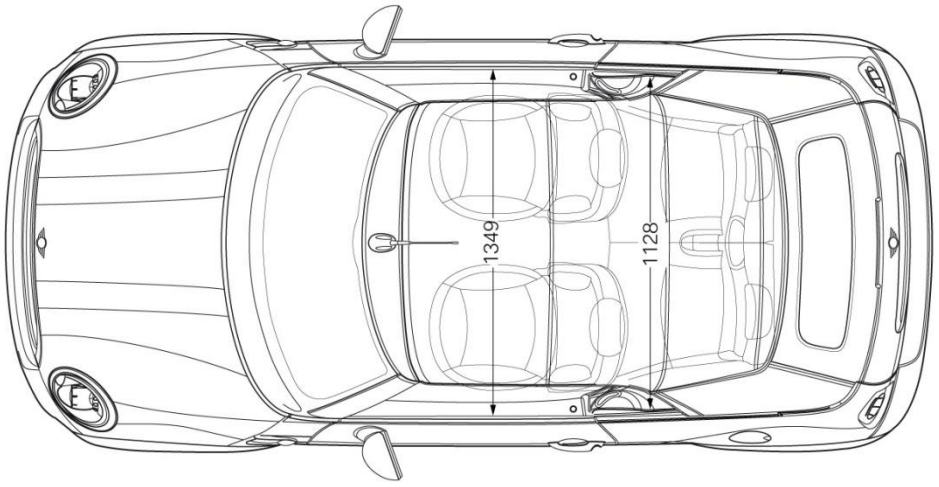




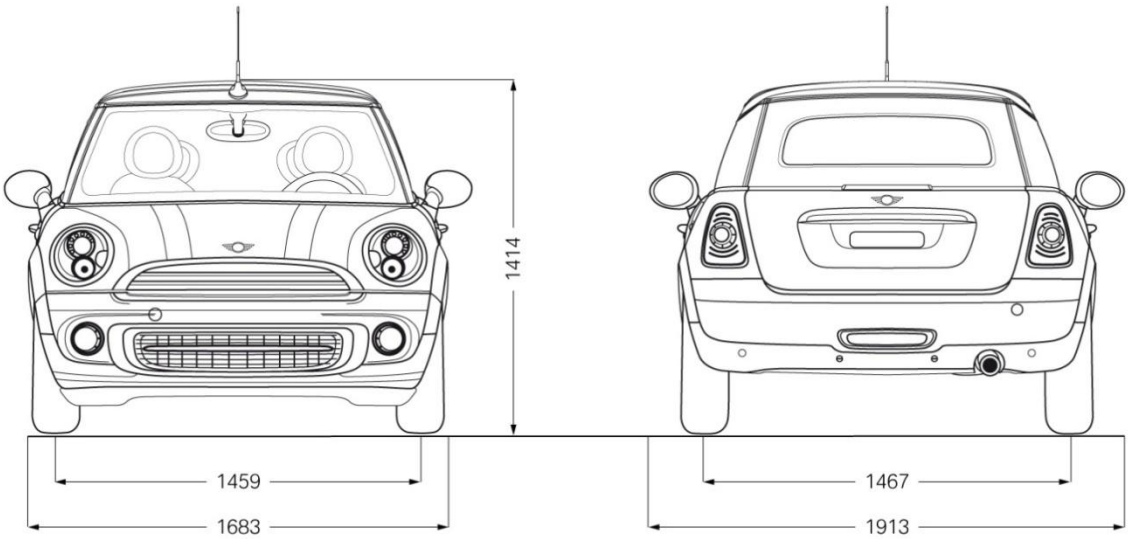
MINI One Convertible.

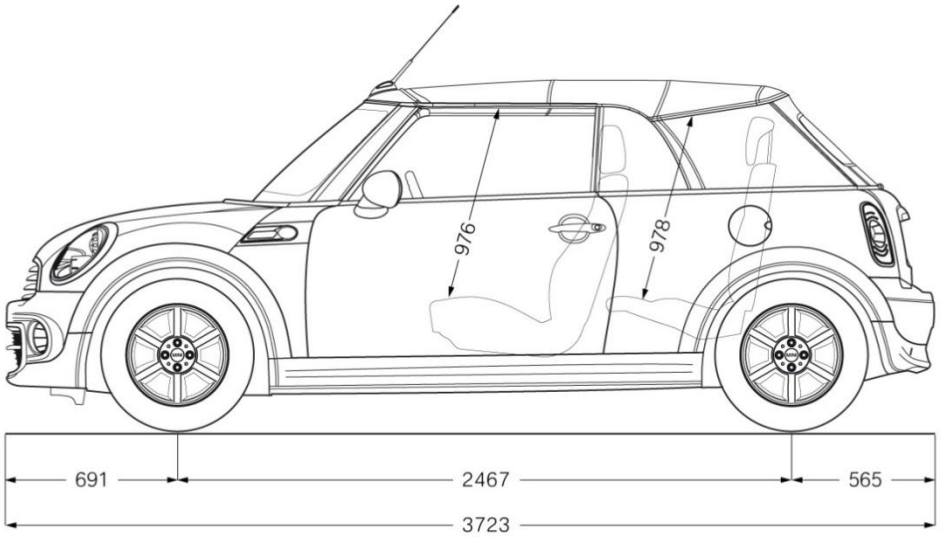


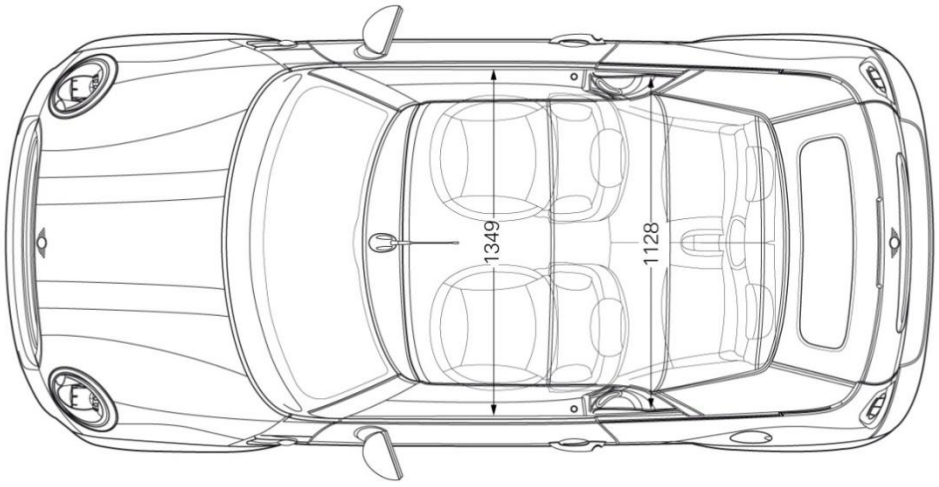




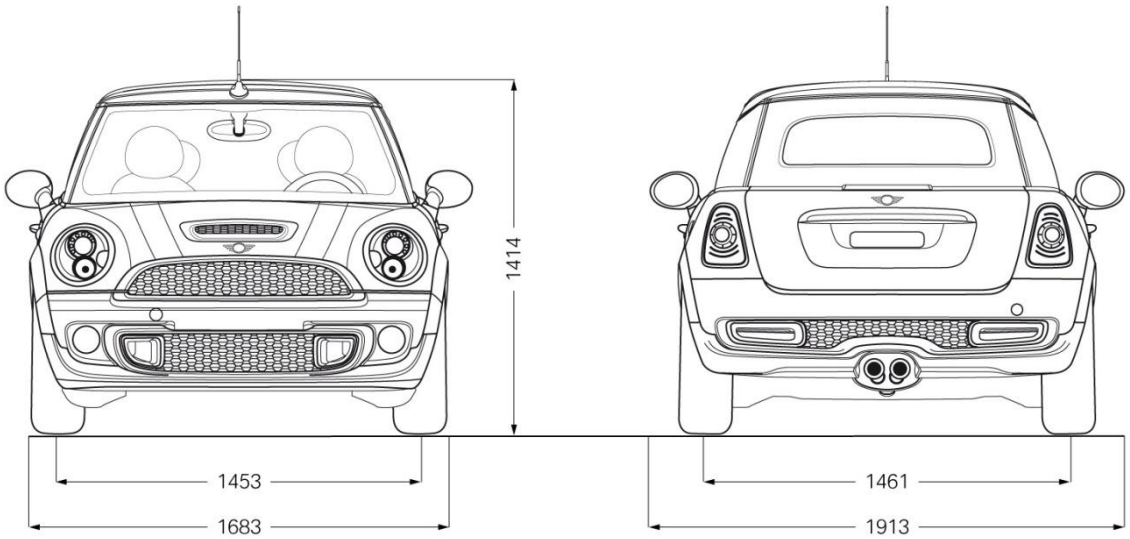
MINI Cooper Convertible.

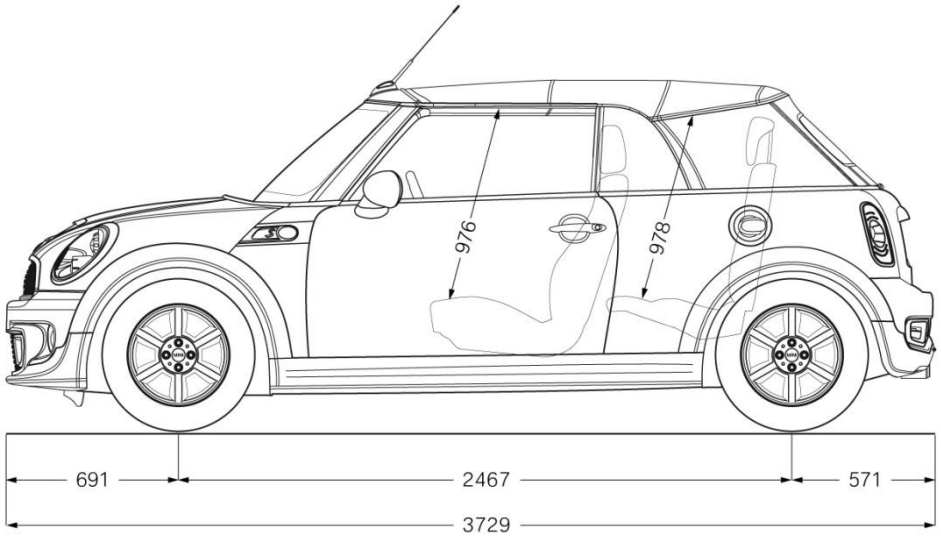


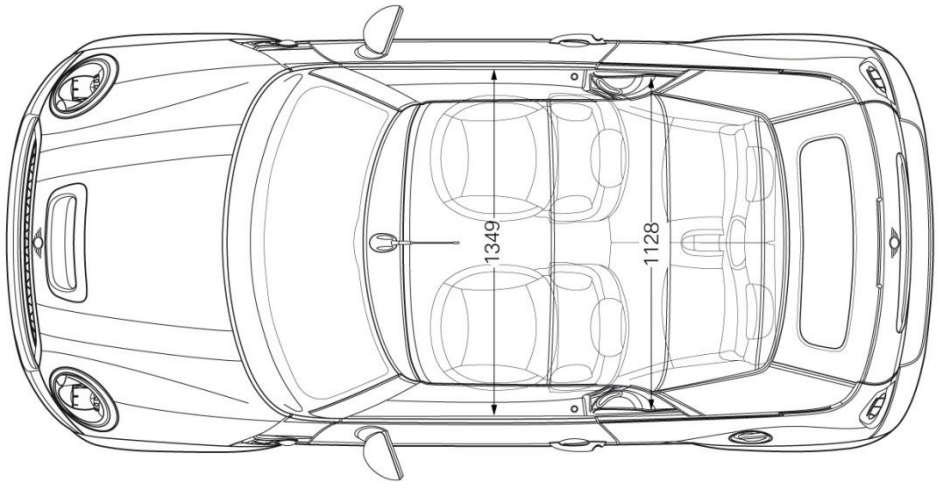




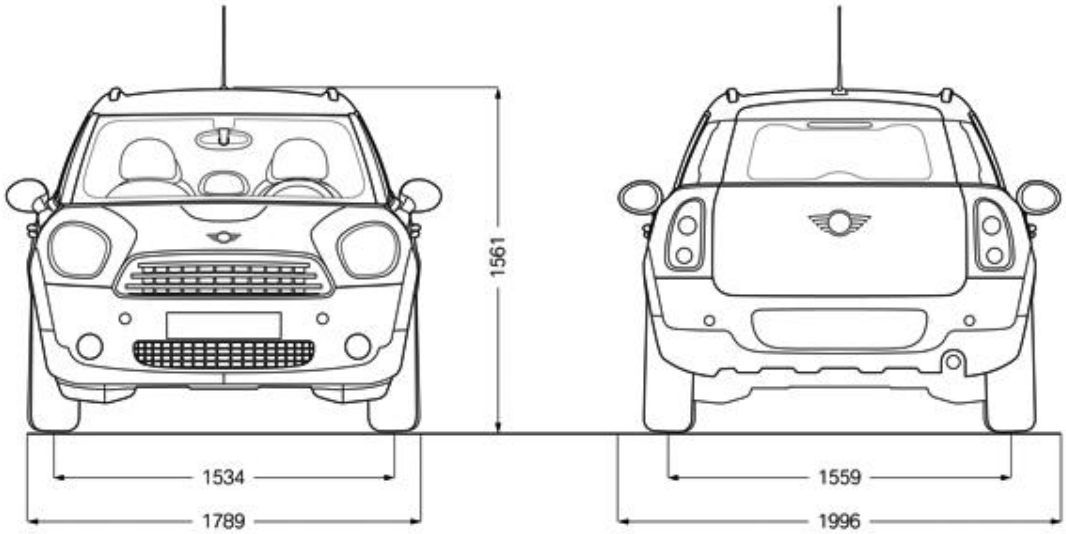
MINI Cooper S Convertible.

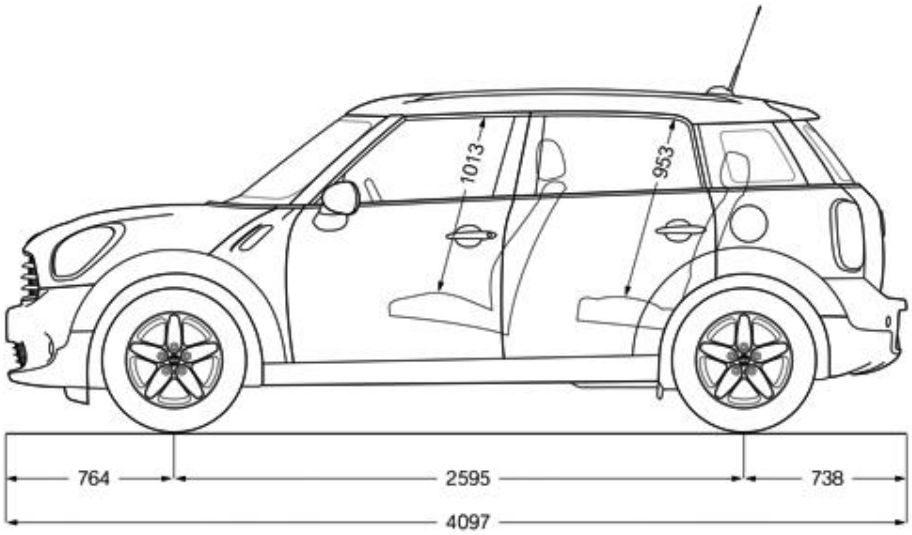


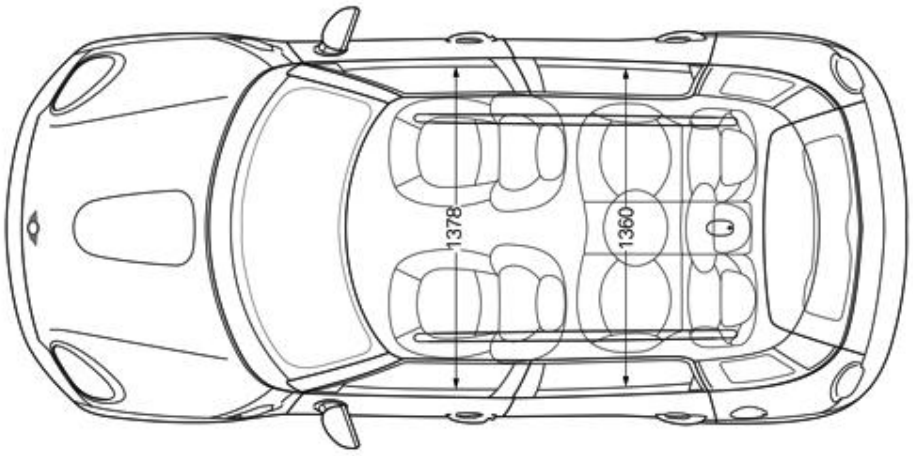




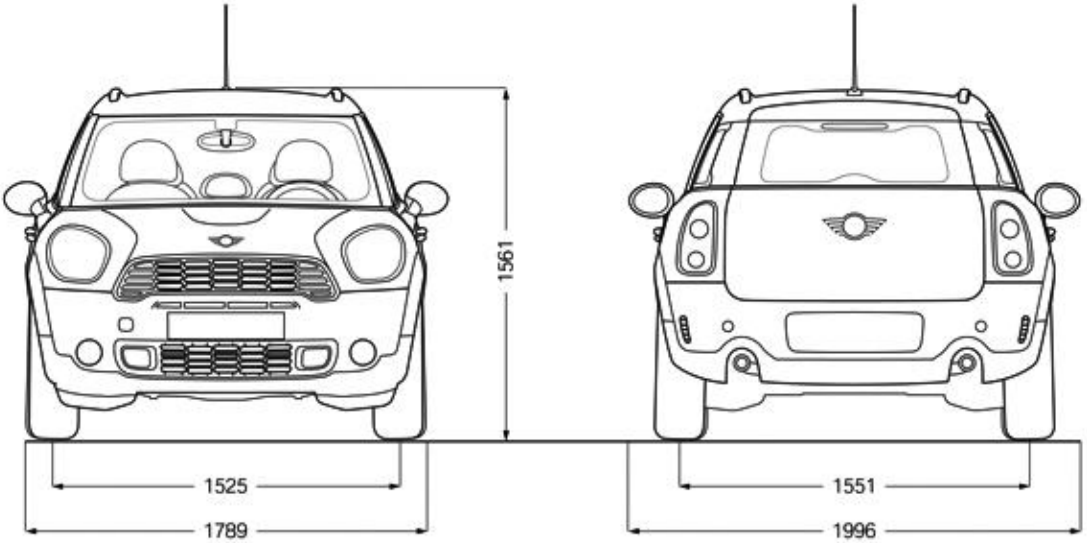
MINI Cooper Countryman.

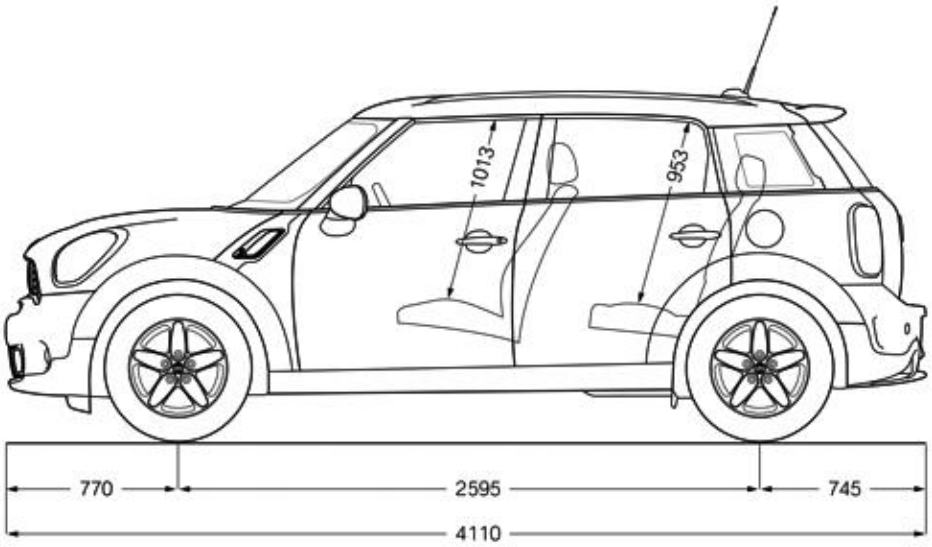


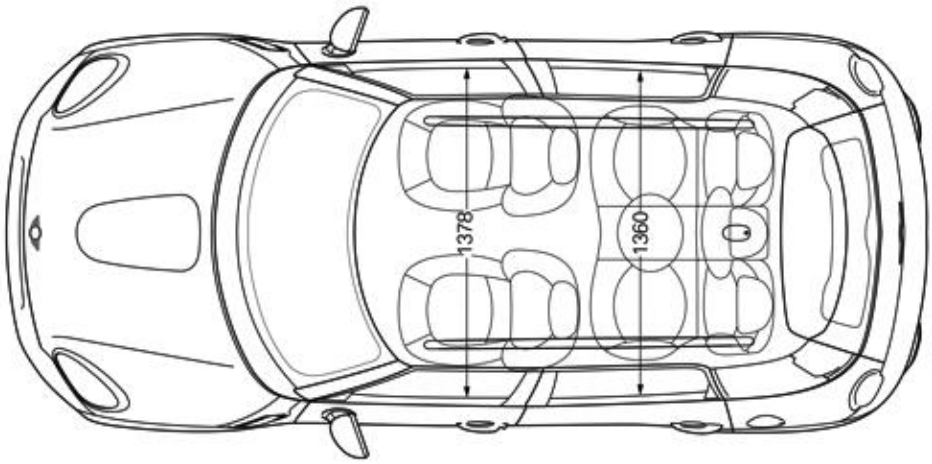




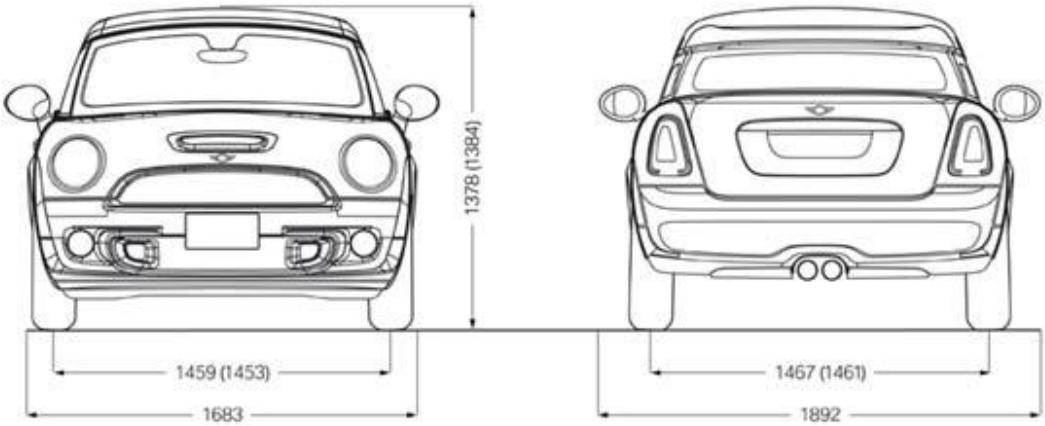
MINI Cooper S Countryman.







MINI Coupé.



( ) Figures Cooper S/Cooper SD