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

The new MINI. Profile.



- New edition of the premium small car segment original; new MINI with hallmark emotional design, further optimised balance between driving fun and fuel consumption, innovative networking technology and clever functionality; significant advances in the areas of spatial comfort, safety, equipment, quality of material and finish as well as sporty flair and ride comfort as the result of consistently and extensively refined product substance; new model generation now more than ever before the benchmark for driving fun, premium quality and individual flair within its competitive environment.
- Exterior design refined on an evolutionary basis with hallmark styling, proportions and body structure; characteristic design features such as hexagonal radiator grille, headlamps and rear light clusters with wide chrome surround, turn indicator element and peripheral body surround in black reinterpreted and given additional emphasis due to the surface design in each specific area; high-end details underscore the sophisticated nature of the new model; five exterior paint finishes, roof in contrasting colour available as an option at no extra charge; MINI Cooper, MINI Cooper S and MINI Cooper D on request and without extra charge with roof and exterior mirror caps in contrasting colour.
- Newly designed headlamps; daytime driving light; optional: LED headlamps including daytime driving ring with integrated direction indicator, adaptive light distribution, LED turning light and LED fog lamp additionally available; rear lights also optionally available in LED technology, optional lighting package with LED interior lights and orange-coloured ambient lighting.
- Vehicle length increased by 98 millimetres, width by 44 millimetres, height by 7 millimetres, also longer wheelbase (+ 28 millimetres) and larger track width (front + 42 millimetres, rear + 34 millimetres) as compared to the predecessor model (differential figures relate to MINI Cooper); optimised spatial comfort on all four seats; new seat design with larger adjustment range at front and longer seat surface at rear (+ 23 millimetres); more shoulder room and foot space as well as increased comfort for rear passengers; luggage compartment volume increased by 51 litres to 211 litres; rear backrest foldable with 60:40 split; optional storage package including luggage compartment floor which can be locked into place at varying points.
- New generation of engines with MINI TwinPower Turbo Technology; three model variants available as of market launch: MINI Cooper with

100 kW/136 bhp 3-cylinder engine, MINI Cooper S with 141 kW/192 bhp 4-cylinder petrol engine and MINI Cooper D with 3-cylinder diesel engine (85 kW/116 bhp); expansion of the model program to include the entry-level variants MINI One D (3-cylinder diesel engine, 70 kW/95 bhp) and MINI One (3-cylinder spark-ignition engine, 75 kW/102 bhp); 6-speed manual transmission as standard, with optional 6-speed automatic transmission or sports automatic transmission, also newly developed; extensive MINIMALISM technology including automatic engine start/stop function likewise in conjunction with automatic transmission and optional GREEN mode; improved driving performance figures and reduced fuel consumption; biggest efficiency advance in the MINI Cooper with automatic transmission: acceleration from zero to 100 km/h 2.6 seconds faster, average fuel consumption 27 per cent lower; lowest fuel consumption and CO₂ levels in the MINI Cooper D: 3.5 – 3.6 litres/100 km, 92 – 95 g/km (EU test cycle figures, dependent on tyre format selected).

- Intensification of the typical MINI go-kart feeling with extensively revised suspension technology, reduced weight and increased rigidity; new single-joint spring strut front axle with aluminium swivel bearing and also axle supports and wishbones made of high-strength steel; new multilink rear axle also in optimised lightweight construction and space-saving geometry; refined electromechanical power steering now with Servotronic as standard; Dynamic Stability Control (DSC) as standard including Dynamic Traction Control (DTC) and Electronic Differential Lock Control (EDLC), in the MINI Cooper S also including Performance Control; new spring and damper set-up with triple-path support bearings; Dynamic Damper Control optionally available for the first time in MINI; refined brake system, adapted to increased driving performance; fitted as standard with 15-inch steel rims and wheel covers (MINI One, MINI One D) as well as light alloy wheels in 15-inch (MINI Cooper, MINI Cooper D) or 16-inch format (MINI Cooper S); light alloy wheels optionally available up to 18 inches.
- Variable vehicle set-up using the new Driving Modes option by means of rotary switch at the base of the gearshift or selector lever; in addition to the standard setting MID mode, the modes SPORT and GREEN can be activated; choice of mode influences the characteristic curve of the accelerator and steering, as well as the shift times of the automatic transmission and the Dynamic Damper Control where these features are fitted; GREEN mode in conjunction with automatic transmission enables coasting with decoupled drivetrain.
- New display and operating concept: instrument cluster on the steering column showing road speed and engine speed, colour display for vehicle status details and fuel level; central instrument with new display elements and coloured lighting configuration including LED ring for

visual feedback in response to numerous operating functions, 4-line TFT display as standard or optional colour display up to 8.8 inches in size; operation of navigation, entertainment, telephone and vehicle functions using MINI Controller in centre console with the relevant feedback provided on the on-board computer; start/stop button at the centre of the toggle switch bar on the centre console, can be activated without key insertion; power window lifts in the door trim panels; operating panel for lights in the dashboard.

- Body structure weight-optimised and crash-optimised; standard safety features including front and side airbags, side curtain airbags, 3-point automatic seat belts on all seats, with belt tensioners and belt force limiters at front, ISOFIX children's seat mounting at rear, Run Flat Indicator and partially active engine compartment lid to optimise pedestrian protection; vehicle weight lower than in predecessor models and competitors in the segment in virtually all variants of the new MINI despite extended range of fittings; increased acoustic and vibrational comfort: optimised aerodynamic properties as appropriate to each specific model including active cooling air flaps, underbody trim panel and air ducting elements in the upper section of the C columns; best aerodynamic figures within the competitive environment: Cd value reduced to 0.28 or 0.31 (MINI Cooper S).
- New MINI with significantly extended range of innovative driver assistance systems: MINI Head-Up-Display, parking assistant, rear-view camera and Driving Assistant including camera-based active cruise control, collision and pedestrian warning with initial brake function, high beam assistant and road sign detection.
- Newly structured MINI Connected in-car infotainment program with additional functions; Emergency Call and MINI Teleservices available for use with permanently installed SIM card; unique range of functions and the opportunity for ongoing expansion due to apps allowing integration in the car via smartphone; increased driving fun with typical MINI functions such as Mission Control, Dynamic Music, Driving Excitement and MINIMALISM Analyser; new MINI Connected XL Journey Mate with Real Time Traffic Information; online connection also allows the use of social networks such as Facebook, Twitter, foursquare and Glympse, the reception of RSS newsfeeds and entertainment features such as AUPEO!, Stitcher, Deezer, Audible, Napster/Rhapsody and TuneIn.
- Extensive standard fittings and high-end options to increase comfort, premium characteristics and individual flair; these include: rain sensor with automatic driving light control, heated windscreen, Park Distance Control, Comfort Access, electrically operated glass roof, roof rails, electrically heated and folding exterior mirrors, interior and exterior mirrors with automatic anti-dazzle function, seat heating, 2-zone

automatic air conditioning, rear spoiler in John Cooper Works design; large selection of decorative roof and exterior mirror options, bonnet stripes, seat upholsteries, interior surfaces and Colour Lines; MINI navigation system, Professional navigation system, MINI Radio Visual Boost, Harman Kardon hi-fi speaker system, DAB tuner, DVD changer.

- Engine variants:

MINI Cooper S: 4-cylinder petrol engine with MINI TwinPower Turbo Technology (turbo charging, direct injection, fully variable valve control, variable camshaft control),
capacity: 1 998 cc, output: 141 kW/192 bhp at 4 700 – 6 000 rpm,
max. torque: 280 Nm at 1 250 – 4 750 rpm
(300 Nm with overboost),
acceleration (0–100 km/h): 6.8 seconds (automatic: 6.7 seconds),
top speed: 235 km/h (233 km/h),
average fuel consumption*: 5.7 – 5.8 litres (5.2 – 5.4 litres)/100 kilometres,
CO₂ emissions*: 133 – 136 g/km (122 – 125 g/km), exhaust emission standard: EU6.

MINI Cooper: 3-cylinder petrol engine with MINI TwinPower Turbo Technology (turbo charging, direct injection, fully variable valve control, variable camshaft control),
capacity: 1 499 cc,
output: 100 kW/136 bhp at 4 500 – 6 000 rpm,
max. torque: 220 Nm at 1 250 – 4 000 rpm
(230 Nm with overboost),
acceleration (0–100 km/h): 7.9 seconds (automatic: 7.8 seconds),
top speed: 210 km/h (210 km/h),
average fuel consumption*: 4.5 – 4.6 litres (4.7 – 4.8 litres)/100 kilometres,
CO₂ emissions*: 105 – 107 g/km (109 – 112 g/km).

MINI One: 3-cylinder petrol engine with MINI TwinPower Turbo Technology (turbo charging, direct injection, fully variable valve control, variable camshaft control),
capacity: 1 198 cc,
output: 75 kW/102 bhp at 4 250 – 6 000 rpm,
max. torque: 180 Nm at 1 400 – 4 000 rpm
acceleration (0–100 km/h): 9.9 seconds (automatic: 10.2 seconds),
top speed: 195 km/h (195 km/h),
average fuel consumption*: 4.6 – 4.7 litres (4.8 – 4.9 litres)/100 kilometres,
CO₂ emissions: 108 – 109 g/km (112 – 114 g/km).

MINI Cooper D: 3-cylinder diesel engine with MINI TwinPower Turbo

Technology (turbocharger with variable turbine geometry, common rail direct injection),
capacity: 1 496 cc,
output: 85 kW/116 bhp at 4 000 rpm,
max. torque: 270 Nm at 1 750 rpm,
acceleration (0–100 km/h): 9.2 seconds (automatic: 9.2 seconds),
top speed: 205 km/h (204 km/h),
average fuel consumption*: 3.5 – 3.6 litres (3.7 – 3.8 litres)/100 kilometres,
CO₂ emissions*: 92 – 95 g/km (98 – 99 g/km), exhaust emission standard: EU6.

* Fuel consumption depends on the selected tyre format.

MINI One D: 3-cylinder diesel engine with MINI TwinPower Turbo Technology (turbo charging with variable turbine geometry, common rail direct injection),
capacity: 1 496 cc,
output: 75 kW/95 bhp at 4 000 rpm,
max. torque: 220 Nm at 1 496 rpm
acceleration (0–100 km/h): 11.0 seconds ,
top speed: 190 km/h ,
average fuel consumption*: 3.4 – 3.5 litres /100 kilometres,
CO₂ emissions: 89 – 92 g/km, exhaust emission standard: EU6.

- Exterior dimensions:
Length: 3 821 millimetres (MINI Cooper S: 3 850 millimetres)
Width: 1 727 millimetres
Height: 1 414 millimetres
Wheelbase: 2 495 millimetres

All new, all MINI: the new MINI.



The new MINI carries forward its predecessor's aspiration to remaining the leading original of the premium small car segment, underpinning its outstanding position with significant advancements in all areas relating to driving fun, quality and individual flair. The evolutionary refinement of its design signals the more mature character of the new model, reflected in a significant optimisation of such aspects as space, safety, fittings, materials and finish quality as well as sportiness and ride comfort. The enhancement of product substance embodied in the new edition of the MINI derives directly from the BMW Group's outstanding development expertise and takes on a more extensive form than ever before in the history of the brand. A new generation of engines increases driving fun and efficiency, and there is a wider selection of innovative driver assistance systems as well as MINI Connected infotainment facilities. LED headlamps, the MINI Head-Up Display, Emergency Call and the MINI Connected XL Journey Mate with Real Time Traffic Information are other highlights in the equipment program only previously found in higher vehicle segments, further underscoring the premium character of the new MINI.

Three entirely newly developed power units featuring MINI TwinPower Turbo Technology are available to choose from at the market launch of the new MINI in spring 2014. The new MINI Cooper has a 3-cylinder petrol engine with a peak output of 100 kW/136 bhp. The 4-cylinder petrol engine of the MINI Cooper S mobilises 141 kW/192 bhp. The new MINI Cooper D is powered by a 85 kW/116 bhp 3-cylinder diesel engine. The model program will be extended soon after the market launch with the addition of two entry-level variants: the MINI One D with a 70 kW/95 bhp 3-cylinder diesel engine will be followed shortly afterwards by the 3-cylinder spark ignition variant MINI One with 75 kW/102 bhp.

Another new feature: the standard 6-speed manual transmission, along with a 6-speed automatic transmission that is optionally available for all engine variants with the exception of the MINI One D. The increased engine efficiency, extensive MINIMALISM technology, optimised weight and enhanced aerodynamic properties go together to produce a reduction in fuel consumption figures of up to 27 per cent as compared to predecessor models. The new front-runner in terms of fuel efficiency is the MINI One D with an average fuel consumption of 3.4 to 3.5 litres per 100 kilometres (EU test cycle figures, dependent on tyre format selected). All model variants of the new MINI also meet the EU6 exhaust emission standard.

Classic MINI proportions, the characteristic three-way separation of body corpus, all-round greenhouse and roof together with a new take on

hallmark design features define the exterior of the new model, which has grown by some ten centimetres in length. Its interior offers extended spatial comfort on all four seats as well as a luggage compartment volume expanded by 51 litres to a total of 211 litres.

A new display and operating concept combines the typical brand-style look and feel of the cockpit with optimised functionality. Road speed and engine speed along with other key driving-related information is shown in the newly designed instrument cluster on the steering column. The characteristic central instrument with an optional colour display of up to 8.8 inches in size provides feedback on operations performed using the MINI Controller in the centre console as well as giving visual feedback on driving condition and on numerous functions activated by the driver.

The new MINI Driving Modes allow an individual set-up involving not just the characteristic curve of the accelerator and steering but also engine acoustics, and in the MINI Cooper S - where the relevant features are fitted - ambient lighting, the displays in the central instrument, the shift times of the automatic transmission and the characteristics of Dynamic Damper Control, the latter system being optionally available for the first time. The modes SPORT and GREEN can be activated in addition to the standard MID mode. In conjunction with an automatic transmission, the efficiency-oriented GREEN mode also features a coasting function with decoupled drivetrain.

The range of optional driver assistance systems has been significantly expanded. For the first time there is an extendible Head-Up Display above the steering column available for the new MINI, a Driving Assistant system including camera-based active cruise control, collision and pedestrian warning, high beam assistant and road sign detection, and also a parking assistant and a rear view camera.

Unique within the competitive environment, the MINI in-car infotainment program likewise moves into a whole new dimension. As the first car in its segment the new MINI can be fitted with a SIM card which is permanently installed in the car. This means that Emergency Call with automatic detection of vehicle location and accident severity is available, as well as MINI Teleservices. Functions which can be integrated in the vehicle via apps in the areas of social networks and infotainment are now available for both the Apple iPhone and for smartphones using the operating system Android.

Exterior design: unmistakable proportions, striking lines, high-end highlights.

The new MINI sets out to continue the global success story of the first ever premium automobile in the small car segment. At the same time it carries forward the tradition of the classic MINI that stretches back over more than 50 years. Its design reflects these historical roots as well as an evolutionary

refinement of the modern vehicle concept. The hallmark brand proportions have been preserved thanks to precisely defined expansion of the exterior dimensions. These also help give the new MINI a compact and powerful appearance which symbolise its agile character, geared consistently towards inspiring driving fun.

The body of the new MINI is 3 821 millimetres long (MINI Cooper S: 3 850 millimetres), 1 727 millimetres wide and 1 414 millimetres high. This makes it 98 millimetres longer, 44 millimetres wider and 7 millimetres higher than its predecessor. The wheelbase has been extended by 28 millimetres to 2 495 millimetres, while the track width has been enlarged at the front by 42 millimetres and at the rear by 34 millimetres to a total of 1 501 millimetres in each case (MINI Cooper S: 1 485 millimetres). Cornering agility and ride comfort benefit from these new dimensions as do the amount of space available to occupants and the luggage compartment volume. The extended adjustment range of the front seats, a seat surface lengthened by 23 millimetres and a perceptible increase in shoulder room provide more foot space and freedom of movement as well as optimised entry comfort for rear passengers. Luggage compartment volume has been increased by 51 litres to 211 litres.

Like its proportions, the car's hallmark brand styling and the three-way separation of body structure that is so typical of MINI both contribute to its unmistakable appearance. The corpus, greenhouse and roof on top are clearly separated from one another in visual terms. The glass surface with the dark body columns forms a harmonious cover extending across the entire automobile. From the side view, the window graphic tapering off to the rear creates a dynamic wedge shape which is suggestive of the forward thrust characterising the new MINI.

The wide track and short overhangs emphasise the vehicle's corpus more strikingly than ever before as it sits powerfully on top of the wheels. The athletic stature of the new MINI is additionally underscored by the visual link between the front and rear wheel arches. This is created by means of a striking sill line along with a character line running above and virtually parallel to it in the side view. The two lines feature a dynamic downward curve at both front and rear, thereby directing attention to the two large wheel arches.

Traditional design features such as the hexagonal contour of the radiator grille, the side indicator surrounds known as side scuttles, the circular headlights, the upright rear light clusters and the black periphery around the bottom edge of the body are reinterpreted. Selected design features are given a particularly high-end emphasis by means of a novel surface design in their specific environment. The contours of the headlamps, rear light clusters and wheel arches are highlighted by means of precise edging. The visual effect of the side scuttle elements and the additional headlights in

the front apron is enhanced by means of striking lines on the adjacent surfaces in each case.

In the models MINI One and MINI One D the radiator grille ribs are finished in high-gloss black. The bumper strip below it, which also serves as a registration plate holder, is finished in black grain like the tailgate handle and exterior mirror caps. The MINI Cooper and MINI Cooper D can be recognised by radiator grille ribs and a tailgate handle in white aluminium and a high-gloss black bumper strip as well as a chrome trim element for the exhaust tailpipe. The exterior mirror caps are finished in body colour as standard in these models.

The MINI Cooper S draws its model-specific sporty flair from such features as a radiator grille with honeycomb pattern, a bumper strip in anthracite, an additional opening in the bonnet, brake air ducts integrated in the lower air inlets and a separate rear apron with exhaust tailpipes arranged at the centre. In addition to the side scuttle elements, the radiator grille of this model variant now also bears an "S" logo with chrome surround.

Unique in the segment: LED headlamps, adaptive light distribution, LED turning light.

Detailed design revision has been applied to both the classic circular headlamps, featuring a wide chrome ring surround, and the likewise circular additional headlamps integrated in the front apron. The light sources of the headlamps are clearly structured, with the arched turn indicators arranged in the lower section. In the standard version, the daytime driving light and the side light is produced inside the additional headlights, while fog lamps can also be included here as an optional extra.

The new MINI is the first car in its segment to offer the option of LED headlamps. The bright white LED units provide the light source for both low and high beam. They are also surrounded by an LED daylight driving ring, the lower section of which reaches down to the white turn indicators. Another option is the LED headlamps with adaptive light distribution that ensures optimum illumination of the road surface and roadside - depending on situation and route profile - and also includes an LED turning light. The optional fog lamps are likewise available in halogen or LED, according to preference. In conjunction with the LED headlamps, the rear light clusters also come as LED units.

For the market launch of the new MINI, the selection of exterior body finishes has been extended to include five new colours. The roof and exterior mirror caps can be finished in a contrasting colour - white or black - as an option and at no extra cost. Roof rails are also available for the new MINI for the first time. Other ways of adding a touch of individual style include white or black bonnet stripes and Chrome Line for the exterior.

Interior design: hallmark MINI style, new display and operating concept.

Precise lines, high-end colour and material combinations and modern functionality highlight the orientation of the new MINI towards driving fun and a premium interior ambience. The horizontal structure of the cockpit and the circular or elliptical contours of key features such as air outlets, instruments and door trim elements are classic design components which take on a more sophisticated and especially high-quality form in the new MINI. A new display and operating concept provides the ideal basis for safe, intuitive and convenient control of the driver assistance, infotainment and comfort systems, which have been significantly expanded in terms of the functions available.

One of the most important new features is the instrument cluster on the steering column. Road speed, engine speed and fuel level are displayed on vertically arranged circular instruments. The speedometer scale includes a colour panel for Check Control messages, vehicle status displays and visual indicators relating to driver assistance systems currently activated.

Key insertion as previously required is no longer necessary in the cockpit of the new MINI. As soon as the key is inside the car, the engine of the new MINI can be started by pressing the toggle-type start/stop button located in the middle of the centre console, which lights up red. Above the toggle switch there are three circular control switches for heating and air conditioning. The operating switches for the headlamps and fog lamps have also been repositioned and are now located on the instrument cluster next to the steering wheel. The electrically controlled power window lifts in the new MINI are integrated in the door trim panels.

Central instrument with new functions and impressive lighting configuration.

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

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

Typical MINI diversity of colours and materials for maximum individual flair.

Increased interior space and a wide range of clever details make for further advancements in the area of functionality. The rear backrest with a 60:40 split is not only foldable, its tilt angle can be adjusted too. Numerous cupholders and storage facilities make it easy to take drinks and travel utensils along in the car, and there is an additional storage compartment behind the decorative strip on the passenger side. A storage package is also optionally available that includes a double load compartment floor, additional lashing eyes and nets for the luggage compartment, along with map pouches for the backrests of the front seats.

Seats in a fabric/leather combination and leather finish are offered as an alternative to the standard fabric version. The MINI Cooper S is fitted with sports seats as standard: these are available as optional extras for all other variants. A model-specific selection of upholstery colours, interior surfaces, Colour Lines and other design features - including Chrome Line for the interior and the lighting package with LED interior lights and orange-coloured ambient lighting - offers a wide range of possibilities for interior customisation.

New engines with MINI TwinPower Turbo Technology.

The launch of the new MINI sees a change of generation in the area of engines. For the first time both 3-cylinder and 4-cylinder engines are used, all featuring MINI TwinPower Turbo Technology. In all petrol engines this includes turbocharging, direct fuel injection and variable camshaft control on the intake and exhaust side (double VANOS). In the engines of the MINI Cooper S and MINI Cooper models there is also fully variable valve control in the form of VALVETRONIC, as patented by the BMW Group. The diesel engines of the new MINI One D and MINI Cooper D have a turbocharging system with variable turbine geometry and the latest generation of

common rail direct injection with fuel injection pressure increased as compared to the predecessor engines so as to achieve high-precision fuel metering and clean combustion. The result: a further boost to driving fun along with increased efficiency and adherence to the EU6 exhaust emission standard. All model variants of the new MINI have improved engine and driving performance figures while their fuel consumption and emission levels have been reduced as compared to the predecessor models by as much as 27 per cent.

For highly spirited power delivery, the new MINI Cooper S is powered by a 2.0-litre 4-cylinder engine with a peak output of 141 kW/192 bhp which goes on stream between 4 700 and 6 000 rpm, delivering its maximum torque of 280 Newton metres at 1 250 rpm. Torque can even briefly be increased to 300 Newton metres by means of an overboost function. As a result, acceleration from zero to 100 km/h takes just 6.8 seconds (automatic: 6.7 seconds), while the top speed is 235 km/h (233 km/h). The average fuel consumption of the new MINI Cooper S is 5.7 to 5.8 litres (5.2 to 5.4 litres) per 100 kilometres, while its level of CO₂ emissions 133 to 136 grams per kilometre (122 to 125 g/km; EU test cycle figures, dependent on tyre format selected).

With output increased by 10 kW/14 bhp to 100 kW/136 bhp between 4 500 and 6 000 rpm and a maximum torque of 220 Newton metres (230 Nm with overboost), now available at 1 250 rpm, the 1.5-litre 3-cylinder petrol engine in the new MINI Cooper also enables much sportier driving performance than the predecessor power unit. The new MINI Cooper sprints in 7.9 seconds (automatic: 7.8 seconds) from standing to 100 km/h, while its top speed is 210 km/h in each case. These figures are combined with an average fuel consumption which has been reduced to between 4.5 and 4.6 litres (4.7 to 4.8 litres) per 100 kilometres and a CO₂ emissions level of 105 to 107 grams per kilometre (109 to 112 g/km; EU test cycle figures, dependent on tyre format selected).

The new MINI One also has more engine power and dynamism to offer than its predecessor model. Its new 1.2-litre 3-cylinder engine delivers a peak output of 75 kW/102 bhp within an engine speed range of 4 250 to 6 000 rpm, while maximum torque is now at 180 Newton metres, going on stream between 1 400 and 4 000 rpm. This allows the new MINI One to accelerate from zero to 100 km/h in 9.9 seconds (automatic: 10.2 seconds). The top speed is 195 km/h in each case. This boost in sporty flair goes hand in hand with optimised efficiency, too. Average fuel consumption is up to 25 per cent less than that of its predecessor at 4.6 to 4.7 litres per 100 kilometres with standard fittings and manual transmission, and 4.8 to 4.9 litres per 100 kilometres with the optional automatic transmission. The respective figures for CO₂ emissions are 108 to 109 and 112 to 114 grams per kilometre (EU test cycle figures, dependent on tyre format selected).

The new MINI Cooper D also lines up for the start with increased power and a reduced level of fuel consumption as compared to its predecessor. It has a 1.5-litre 3-cylinder diesel engine which mobilises its peak output of 85 kW/116 bhp at 4 000 rpm. The maximum torque of 270 Newton metres goes on stream at 1 750 rpm, enabling acceleration from zero to 100 km/h in 9.2 seconds with both manual and automatic transmission. The top speed is 205 (204) km/h. The new MINI Cooper D also achieves a new optimum in terms of fuel consumption, with an average of 3.5 to 3.6 litres (3.7 to 3.8 litres) per 100 kilometres. Its level of CO₂ emissions is 92 to 95 grams per kilometre (98 to 99 g/km; EU test cycle figures, dependent on tyre format selected).

The most economical way to experience the driving fun that is so typical of the brand is in the new MINI One D. The entry-level model is likewise powered by a 1.5-litre 3-cylinder diesel engine with a peak output of 70 kW/98 bhp at 4 000 rpm and a maximum torque of 220 Newton metres at 1 750 rpm. The new MINI One D takes 11.0 seconds to accelerate from standing to 100 km/h, while its maximum speed is 190 km/h. It also sets a new efficiency record for cars of the MINI brand with an average fuel consumption of 3.4 to 3.5 litres per 100 kilometres and CO₂ emissions between 89 and 92 grams per kilometre (EU test cycle figures, dependent on tyre format selected).

New manual and automatic transmission with optimised efficiency.

The manual and automatic transmission, also newly developed, make an additional contribution to improved efficiency. The new MINI is fitted as standard with a 6-speed manual transmission which differs from the predecessor model in its reduced weight and improved shift comfort deriving from the use of carbon friction linings for the synchroniser rings. A centrifugal pendulum in the dual-mass flywheel compensates for torsional vibrations, thereby enhancing the acoustic and vibrational properties of the drive system when travelling at low engine speeds for greater fuel efficiency. A new gear sensor also enables active engine speed adaptation for especially sporty shifting when accelerating and increased comfort when shifting down.

The 6-speed automatic transmission available for all variants of the new MINI with the exception of the MINI One D offers improved efficiency, enhanced shift comfort and increased shift dynamics. These advancements have been achieved by means of such elements as a more efficient transmission control system, a more direct connection and optimised hydraulics. The new MINI also combines automatic transmission with the automatic engine start/stop function for the first time, preventing unnecessary fuel consumption caused by idling at junctions or in congested traffic. An additional option for the new MINI Cooper S is the 6-speed sports automatic transmission which enables even shorter shift times and can be operated in manual mode using shift paddles at the steering wheel.

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

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

Depending on the model variant, a significant optimisation of aerodynamic properties is achieved by such measures as active cooling air flaps, extensive underbody trim and air ducting elements in the upper section of the C columns. With a drag coefficient (Cd value) of 0.28 or 0.31 (MINI Cooper S), the new MINI is the segment leader in terms of aerodynamics, too.

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

The new MINI Driving Modes option provides an excellent basis for fuel efficient motoring. A rotary switch at the base of the gear or selector lever is used to activate either the standard MID mode, the SPORT or the GREEN mode. In addition to the characteristic curve of the accelerator and steering and engine acoustics, the MINI Driving Modes also influence the ambient lighting, the displays in the central instrument, the shift characteristics of the automatic transmission and the Dynamic Damper Control configuration in the MINI Cooper S - in so far as these features are fitted. The choice is between a set-up which is either very sporty, comfortable and well-balanced or else geared towards fuel efficiency.

In GREEN mode - supporting a relaxed and more fuel-efficient driving style - the energy used by electrically powered comfort functions such as air conditioning and exterior mirror heating is reduced. In cars fitted with automatic transmission it is also possible to use the coasting function. The drivetrain is decoupled at speeds of between 50 and 160 km/h as soon as the driver removes their foot from the accelerator pedal. The new MINI then rolls at idling engine speed at a minimum rate of minimal fuel consumption.

Optimised suspension technology: less weight, more go-kart feeling.

The refinement of suspension technology in the new MINI keeps to the well-established design principle of the single-joint spring strut axle at front

along with a multilink rear axle that is unique within the competitive environment, as well as featuring extensive optimisation of all components in terms of material selection and geometry. All improvements are aimed at intensifying the experience of the agile MINI handling properties, commonly known as the go-kart feeling. The set-up of the wheel suspension, body mounting, vehicle suspension, damping, steering and brakes takes account of the increased level of engine power and the typical MINI concept consisting of front-wheel drive, transversely mounted engine at the front, low centre of gravity, short overhangs, wide track and rigid, weight-optimised body structure.

In order to reduce weight and increase component rigidity, the new front axle is fitted with aluminium swivel bearings as well as axle supports and wishbones made of high-strength steel. The modified front axle kinematics supports the agile turn-in response and precise steering sensation of the new MINI. The share of high-strength steel used in the rear axle has also been increased. Tube-shaped stabilisers at the front and rear axle likewise contribute to weight reduction. There is also an innovative axle bearing which benefits both ride comfort and agility.

Premiere for Dynamic Damper Control in the new MINI.

The newly configured suspension and damping systems have been reduced in weight. The dampers are decoupled at the front and rear axle by means of triple-path support bearings. Another new addition to the MINI equipment program is Dynamic Damper Control. Two characteristic lines are available for damper set-up, allowing activation of either a more comfort-oriented response or a direct, sporty response to road bumps, depending on the given situation. The compression and rebound stage are adjusted by means of electrical control of the EDC valves.

The electromechanical power steering has also been subjected to extensive further development. So-called torque steer compensation prevents self-steering tendencies caused by differing degrees of torque at the drive wheels. Steering precision has also been optimised for sudden avoidance swerves and when taking bends in very sporty style. Standard features also include the speed-related steering assistance system Servotronic.

In addition to the anti-lock system ABS, electronic brake force distribution EBD, Cornering Brake Control (CBC) and the brake assistant, the driving stability control system DSC (Dynamic Stability Control) in the new MINI also includes a drive-off assistant, a brake dry function, Fading Brake Support and DTC mode (Dynamic Traction Control), which permits controlled slip at the drive wheels so as to facilitate driving off on loose sand or deep snow. When the driving stability system is deactivated (DSC Off mode), there is an electronic locking function for the front axle differential which selectively and appropriately brakes a spinning drive wheel on tight corners, redirecting the drive torque to the other wheel. This system, known as

Electronic Differential Lock Control (EDLC), thereby promotes the car's forward momentum without negatively influencing self-steering response. The new MINI Cooper S also features the Performance Control system, which counteracts any tendency to understeer prior to reaching the threshold level so as to support an agile yet neutral driving response on bends.

The 15-inch forged light alloy wheels of the new MINI Cooper and the new MINI Cooper D have a particularly low weight as well as favourable aerodynamic properties. The new MINI Cooper S is fitted with 16-inch light alloy wheels as standard. The MINI One and MINI One D roll as standard on 15-inch steel wheels with wheel covers. Other light alloy wheels up to a size of 18 inches are available as part of the program of options and accessories. As an additional option, tyres with emergency running properties are available to fit all rim sizes.

Less weight, more safety and greater agility due to intelligent lightweight construction.

Further development in the body area was focused on optimising structure, which impacts positively on both the driving properties and the crash response of the new MINI. Intelligent lightweight construction means that weight reduction in the new MINI is combined with an increase in rigidity, thereby promoting both agility and occupant protection. In spite of its extended range of fittings, virtually all variants of the new MINI are lighter than their respective predecessor models. They also weight less than their competitors in the segment.

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

Comprehensive safety technology including pedestrian protection.

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

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

space and significantly reduces the risk of injury when impacting against very hard parts of the engine.

Innovative driver assistance systems increase convenience and safety.

Further evidence of the technological progress ushered in with the new edition of the MINI is to be found in the program of driver assistance systems - available for the first time in a model of the British brand. New features include the MINI Head-Up-Display which shows information relevant to the driver on an extendible monitor in the upper section of the dashboard between the windscreen and steering wheel. The MINI Head-Up Display promotes concentration on the road by displaying information directly in the driver's line of sight. It can then be read quickly and conveniently without averting one's eyes from the road. The information that can be shown in the MINI Head-Up Display includes speed in figures, navigation directions in the form of arrow graphics and junction sketches, visual signals for collision warning, display symbols generated by Speed Limit Info and No Passing Info, Check Control messages and entertainment program details such as radio channels and track titles. The graphics on the high-resolution screen are clearly visible in all light conditions.

Other innovations in the area of driver assistance systems for the new MINI include the Driving Assistant option. This comprises a camera-based cruise control and distance control function which automatically maintains a distance from the vehicle ahead, and the collision and pedestrian warning system with initial brake function. In critical situations, the driver is first provided with a visual signal in the form of a graphic symbol that appears in the instrument cluster; this is supplemented at the second warning level by an acoustic signal prompting the driver to react. In addition to this, an automatic brake manoeuvre is triggered in the case of an imminent collision with a pedestrian or if there is a risk of a rear-on collision in urban traffic. Here the new MINI is decelerated at medium brake force.

Depending on the situation, this can either prevent an impact occurring altogether or else significantly reduce the severity of the accident. As the automatic deceleration is activated, the driver is also given an unmistakable prompt to intervene.

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

A rear view camera and parking assistant are also available for the new MINI. The video images supplied by the rear view camera underneath the tailgate handle are shown on the on-board computer in the central instrument as an aid when manoeuvring and reverse parking. Meanwhile the parking assistant facilitates selection and use of parking spaces parallel

to the road. The system automatically detects suitable parking spaces at the roadside. As the car then manoeuvres into the chosen space, the parking assistant takes care of all the necessary steering movements on behalf of the driver. All the driver has to do is operate the accelerator, brake pedal and gear selection in order to move safely and conveniently into the parking space.

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

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

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

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

The option MINI connected or MINI Connected XL is also available in conjunction with the Radio MINI Visual Boost and the MINI navigation system. It offers extensive integration of smartphones in the car, allowing the use of internet-based services in the areas of infotainment, communication and driver experience. These are provided via apps whose functional diversity is being continuously expanded. MINI Connected XL also includes the Journey Mate function for networked navigation including Real Time Traffic Information with traffic feedback in real time. In future, both the MINI Connected App and the so-called MINI Connected ready Apps supplied by third-party providers will be available not just for the Apple iPhone but also for smartphones using the operating system Android.

The MINI Connected program provided through smartphone apps includes vehicle-related functions such as Mission Control, Dynamic Music, Driving Excitement and MINIMALISM Analyser as well as online-based services such as a web radio function, the use of social networks such as Facebook,

Twitter, foursquare and Glympse, the reception of RSS news feeds and entertainment features such as AUPEO!, Stitcher, Deezer, Audible, Napster/Rhapsody and TuneIn. With the colour display in the central instrument, all functions can be operated in typical MINI style - and more comfortably, intuitively and safely than ever before.

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

The SIM card in the automobile enables use of MINI Teleservices, too. This telematics feature provides automatic transmission of service-related vehicle data to a MINI Service Partner of the customer's choice. The function can also be used to arrange a service appointment.

Technical specifications

MINI One, MINI One Automatic.

Body		MINI One	MINI Cooper Automatic
Number of doors/seats		3 / 4	3 / 4
Length/width/height (empty)	mm	3821 / 1727 / 1414	3821 / 1727 / 1414
Wheelbase	mm	2495	2495
Track width, front/rear	mm	1501 / 1501	1501 / 1501
Turning circle	m	10.8	10.8
Fuel tank capacity	approx. l	40	40
Cooling system incl. heating	l	5.3	5.7
Engine oil	l	4.25	4.25
Transmission oil incl. drivetrain	l	lifetime filling	lifetime filling
Unladen weight according to DIN/EU ¹⁾	kg	1090 / 1165	1120 / 1195
Payload according to DIN	kg	450	450
Permitted gross vehicle weight	kg	1570	1600
Permitted axle loads, front/rear	kg	865 / 765	865 / 765
Permitted trailer load braked (12 %) / unbraked	kg	60 / –	60 / –
Permitted roof load/permited download	kg	211	211
Luggage compartment capacity	l	211	211
Aerodynamic drag $c_x / A / c_x \times A$	– / m ² / m ²	0.28 / 2.07 / 0.58	0.28 / 2.07 / 0.58
Engine			
Type/no. of cylinders/valves		in-line / 3 / 4	in-line / 3 / 4
Engine control		MEVD 17.2.3	MEVD 17.2.3
Capacity	cc	1198	1198
Bore/stroke	mm	78.0 / 83.6	78.0 / 83.6
Compression	:1	11.0	11.0
Fuel	RON	91–98	91–98
Output	kW/bhp	75 / 102	75 / 102
at engine speed	rpm	4250 – 6000	4250 – 6000
Torque	Nm	180	180
at engine speed	rpm	1400 – 4000	1400 – 4000
Electrical system			
Battery/installation	Ah / –	70 / engine compartment	70 / engine compartment
Alternator	A	150	150
Suspension			
Front wheel suspension		Single-joint McPherson spring strut axle with aluminium swivel bearing and anti-dive control	
Rear wheel suspension		Multilink axle with weight-optimised trailing arms	
Brakes, front		disc, vented	disc, vented
Rear brakes		disc	disc
Driving stability systems		Hydraulic 2-circuit brake system with anti-lock brakes (ABS), electronic brake force distribution (EBD) and Cornering Brake Control (CBC), Dynamic Stability Control (DSC) with brake assistant, hill start assistant, brake dry function, Fading Brake Support, Dynamic Traction Control (DTC) and Electronic Differential Lock Control (EDLC). Handbrake impacts mechanically on rear wheels Electrically assisted EPS unit with Servotronic function	
Steering		Electrically assisted EPS unit with Servotronic function	
Overall steering ratio	:1	14.2	14.2
Tyres		175/65 R15 84H	175/65 R15 84H
Rims		5.5J x 15 steel	5.5J x 15 steel
Transmission			
Transmission type		6-speed manual transmission	6-speed automatic transmission
Gear ratio	I	:1 3.615	4.459
	II	:1 1.952	2.508
	III	:1 1.241	1.556
	IV	:1 0.969	1.142
	V	:1 0.806	0.851
	VI	:1 0.683	0.672
Reverse gear	:1	3.538	3.185
Final drive ratio	:1	3.632	3.683
Driving performance figures			
Power-to-weight ratio according to DIN	kg/kW	14.5	14.9
Power output per litre	kW/l	60.8	60.8
Acceleration	0–100 km/h	s 9.9	10.2
	0–1000 m	s ²⁾	²⁾
in 4th/5th gear	80–120 km/h	s ²⁾ / 11.8	– / –
Top speed	km/h	195	195

Fuel consumption in EU cycle ³⁾			
Urban	l/100 km	5.7 – 5.8	5.8 – 5.9
Extra-urban	l/100 km	4.0	4.2 – 4.3
Total	l/100 km	4.6 – 4.7	4.8 – 4.9
CO ₂	g/km	108 – 109	112 – 114
Other			
Emission rating		EU6	EU6
Insurance rating in Germany	3rd party/fully	²⁾	²⁾
Ground clearance (empty)	mm	124	124

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

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

²⁾ Details not yet available

³⁾ Dependent on tyre format selected

MINI Cooper, MINI Cooper Automatic.



Body		MINI Cooper	MINI Cooper Automatic
Number of doors/seats		3 / 4	3 / 4
Length/width/height (empty)	mm	3821 / 1727 / 1414	3821 / 1727 / 1414
Wheelbase	mm	2495	2495
Track width, front/rear	mm	1501 / 1501	1501 / 1501
Turning circle	m	10.8	10.8
Fuel tank capacity	approx. l	40	40
Cooling system incl. heating	l	5.3	5.7
Engine oil	l	4.25	4.25
Transmission oil incl. drivetrain	l	lifetime filling	lifetime filling
Unladen weight according to DIN/EU ¹⁾	kg	1085 / 1160	1115 / 1190
Payload according to DIN	kg	450	450
Permitted gross vehicle weight	kg	1565	1595
Permitted axle loads, front/rear	kg	870 / 755	900 / 755
Permitted trailer load braked (12 %) / unbraked	kg	60 / –	60 / –
Permitted roof load/permited download	kg	211	211
Luggage compartment capacity	l	0.28 / 2.07 / 0.58	0.28 / 2.07 / 0.58
Aerodynamic drag c_x / A / $c_x \times A$	– / m ² / m ²		
Engine			
Type/no. of cylinders/valves		in-line / 3 / 4	in-line / 3 / 4
Engine control		MEVD 17.2.3	MEVD 17.2.3
Capacity	cc	1499	1499
Bore/stroke	mm	82.0 / 94.6	82.0 / 94.6
Compression	:1	11.0	11.0
Fuel	RON	91–98	91–98
Output	kW/bhp	100 / 136	100 / 136
at engine speed	rpm	4500 – 6000	4500 – 6000
Torque (with overboost)	Nm	220 (230)	220 (230)
at engine speed	rpm	1250 – 4000	1250 – 4000
Electrical system			
Battery/installation	Ah / –	70 / engine compartment	70 / engine compartment
Alternator	A	150	150
Suspension			
Front wheel suspension		Single-joint McPherson spring strut axle with aluminium swivel bearing and anti-dive control	
Rear wheel suspension		Multilink axle with weight-optimised trailing arms	
Brakes, front		disc, vented	disc, vented
Rear brakes		disc	disc
Driving stability systems		Hydraulic 2-circuit brake system with anti-lock brakes (ABS), electronic brake force distribution (EBD) and Cornering Brake Control (CBC), Dynamic Stability Control (DSC) with brake assistant, hill start assistant, brake dry function, Fading Brake Support, Dynamic Traction Control (DTC) and Electronic Differential Lock Control (EDLC). Handbrake impacts mechanically on rear wheels Electrically assisted EPS unit with Servotronic function	
Steering		Electrically assisted EPS unit with Servotronic function	
Overall steering ratio	:1	14.2	14.2
Tyres		175/65 R15 84H	175/65 R15 84H
Rims		5.5J x 15 light alloy	5.5J x 15 light alloy
Transmissions			
Transmission type		6-speed manual transmission	6-speed automatic transmission
Gear ratio	I	:1 3.615	4.459
	II	:1 1.952	2.508
	III	:1 1.241	1.555
	IV	:1 0.969	1.142
	V	:1 0.806	0.851
	VI	:1 0.683	0.672
Reverse gear	:1	3.538	3.185
Final drive ratio	:1	3.421	3.683
Driving performance figures			
Power-to-weight ratio according to DIN	kg/kW	10.9	11.2
Power output per litre	kW/l	66.7	66.7
Acceleration	0–100 km/h	s 7.9	7.8
	0–1000 m	s ²⁾	²⁾
in 4th/5th gear	80–120 km/h	s ²⁾ / 9.3	– / –
Top speed	km/h	210	210

Fuel consumption in EU cycle ³⁾			
Urban	l/100 km	5.7 – 5.8	5.9 – 6.0
Extra-urban	l/100 km	3.8 – 3.9	4.0 – 4.1
Total	l/100 km	4.5 – 4.6	4.7 – 4.8
CO ₂	g/km	105 – 107	109 – 112
Other			
Emission rating		EU6	EU6
Insurance rating in Germany	3rd party/fully	²⁾	²⁾
Ground clearance (empty)	mm	124	124

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

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

²⁾ Details not yet available

³⁾ Dependent on tyre format selected

MINI Cooper S, MINI Cooper S Automatic.

Body		MINI Cooper S	MINI Cooper S Automatic
Number of doors/seats		3 / 4	3 / 4
Length/width/height (empty)	mm	3850 / 1727 / 1414	3850 / 1727 / 1414
Wheelbase	mm	2495	2595
Track width, front/rear	mm	1485 / 1485	1485 / 1485
Turning circle	m	10.8	10.8
Fuel tank capacity	approx. l	44	44
Cooling system incl. heating	l	5.8	6.1
Engine oil	l	5.0	5.0
Transmission oil incl. drivetrain	l	lifetime filling	lifetime filling
Unladen weight according to DIN/EU ¹⁾	kg	1160 / 1235	1175 / 1250
Payload according to DIN	kg	450	450
Permitted gross vehicle weight	kg	1640	1655
Permitted axle loads, front/rear	kg	915 / 765	930 / 765
Permitted trailer load braked (12 %) / unbraked			
Permitted roof load/permitted download	kg	60 / –	60 / –
Luggage compartment capacity	l	211	211
Aerodynamic drag c_x / A / $c_x \times A$	– / m ² / m ²	0.31 / 2.09 / 0.65	0.31 / 2.09 / 0.65
Engine			
Type/no. of cylinders/valves		in-line / 4 / 4	in-line / 4 / 4
Engine control		MEVD 17.2.3	MEVD 17.2.3
Capacity	cc	1998	1998
Bore/stroke	mm	82.0 / 94.6	82.0 / 94.6
Compression	:1	11.0	11.0
Fuel	RON	91–98	91–98
Output	kW/bhp	141 / 192	141 / 192
at engine speed	rpm	4700 – 6000	4700 – 6000
Torque (with overboost)	Nm	280 (300)	280 (300)
at engine speed	rpm	1250 – 4750	1250 – 4750
Electrical system			
Battery/installation	Ah / –	80 / engine compartment	80 / engine compartment
Alternator	A	150	150
Suspension			
Front wheel suspension		Single-joint McPherson spring strut axle with aluminium swivel bearing and anti-dive control	
Rear wheel suspension		Multilink axle with weight-optimised trailing arms	
Brakes, front		disc, vented	disc, vented
rear brakes		disc	disc
Driving stability systems		Hydraulic 2-circuit brake system with anti-lock brakes (ABS), electronic brake force distribution (EBD) and Cornering Brake Control (CBC), Dynamic Stability Control (DSC) with brake assistant, hill start assistant, brake dry function, Fading Brake Support, Dynamic Traction Control (DTC), Electronic Differential Lock Control (EDLC) and Performance Control. Handbrake impacts mechanically on rear wheels	
Steering		Electrically assisted EPS unit with Servotronic function	
Overall steering ratio	:1	14.2	14.2
Tyres		195/55 R16 87W	195/55 R16 87W
Rims		6.5J × 16 light alloy	6.5J × 16 light alloy
Transmissions			
Transmission type		6-speed manual transmission	6-speed automatic transmission
Gear ratio	I	:1 3.923	4.459
	II	:1 2.136	2.508
	III	:1 1.393	1.555
	IV	:1 1.088	1.142
	V	:1 0.892	0.851
	VI	:1 0.756	0.672
Reverse gear	:1	3.538	3.185
Final drive ratio	:1	3.588	3.502
Driving performance figures			
Power-to-weight ratio according to DIN	kg/kW	8.2	8.3
Power output per litre	kW/l	70.6	70.6
Acceleration	0–100 km/h	s 6.8	6.7
	0–1000 m	s ²⁾	²⁾
in 4th/5th gear	80–120 km/h	s ²⁾ / 6.4	– / –
Top speed	km/h	235	233

Fuel consumption in EU cycle ³⁾			
Urban	l/100 km	7.6 – 7.7	6.8 – 6.9
Extra-urban	l/100 km	4.6 – 4.8	4.4 – 4.5
Total	l/100 km	5.7 – 5.8	5.2 – 5.4
CO ₂	g/km	133 – 136	122 – 125
Other			
Emission rating		EU6	EU6
Insurance rating in Germany	3rd party/fully	²⁾	²⁾
Ground clearance (empty)	mm	124	124

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

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

²⁾ Details not yet available

³⁾ Dependent on tyre format selected

MINI One D.

Body		MINI One D.
Number of doors/seats		3 / 4
Length/width/height (empty)	mm	3821 / 1727 / 1414
Wheelbase	mm	2495
Track width, front/rear	mm	1501 / 1501
Turning circle	m	10.8
Fuel tank capacity	approx. l	44
Cooling system incl. heating	l	6.4
Engine oil	l	4.7
Transmission oil incl. drivetrain	l	lifetime filling
Unladen weight according to DIN/EU ¹⁾	kg	1115 / 1190
Payload according to DIN	kg	450
Permitted gross vehicle weight	kg	1595
Permitted axle loads, front/rear	kg	890 / 765
Permitted trailer load braked (12 %) / unbraked	kg	60 / –
Permitted roof load/permited download	kg	211
Luggage compartment capacity	l	211
Aerodynamic drag $c_x / A / c_x \times A$	– / m ² / m ²	0.28 / 2.07 / 0.58
Engine		
Type/no. of cylinders/valves		in-line / 3 / 4
Engine control		DDE 7.01
Capacity	cc	1496
Bore/stroke	mm	84.0 / 90.0
Compression	:1	16.5
Fuel	RON	Diesel
Output	kW/bhp	70 / 95
at engine speed	rpm	4000
Torque	Nm	220
at engine speed	rpm	1750
Electrical system		
Battery/installation	Ah / –	80 / engine compartment
Alternator	A	150
Suspension		
Front wheel suspension		Single-joint McPherson spring strut axle with aluminium swivel bearing and anti-dive control
Rear wheel suspension		Multilink axle with weight-optimised trailing arms
Brakes, front		disc, vented
Rear brakes		disc
Driving stability systems		Hydraulic 2-circuit brake system with anti-lock brakes (ABS), electronic brake force distribution (EBD) and Cornering Brake Control (CBC), Dynamic Stability Control (DSC) with brake assistant, hill start assistant, brake dry function, Fading Brake Support, Dynamic Traction Control (DTC) and Electronic Differential Lock Control (EDLC). Handbrake impacts mechanically on rear wheels
Steering		Electrically assisted EPS unit with Servotronic function
Overall steering ratio	:1	14.2
Tyres		175/65 R15 84H
Rims		5.5J x 15 steel
Transmission		
Transmission type		6-speed manual transmission
Gear ratio	I	:1 3.615
	II	:1 1.952
	III	:1 1.241
	IV	:1 0.969
	V	:1 0.806
	VI	:1 0.683
Reverse gear	:1	3.538
Final drive ratio	:1	3.421
Driving performance figures		
Power-to-weight ratio according to DIN	kg/kW	15.9
Power output per litre	kW/l	46.8
Acceleration	0-100 km/h	s 11.0
	0-1000 m	s ²⁾
in 4th/5th gear	80-120 km/h	s ²⁾ / 11.6
Top speed	km/h	190

Fuel consumption in EU cycle ³⁾		
Urban	l/100 km	3.9 – 4.0
Extra-urban	l/100 km	3.1 – 3.2
Total	l/100 km	3.4 – 3.5
CO ₂	g/km	89 – 92
Other		
Emission rating		EU6
Insurance rating in Germany	3rd party/fully	²⁾
Ground clearance (empty)	mm	124

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

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

²⁾ Details not yet available

³⁾ Dependent on tyre format selected

MINI Cooper D, MINI Cooper D Automatic.

Body		MINI Cooper D	MINI Cooper D Automatic
Number of doors/seats		3 / 4	3 / 4
Length/width/height (empty)	mm	3821 / 1727 / 1414	3821 / 1727 / 1414
Wheelbase	mm	2495	2495
Track width, front/rear	mm	1501 / 1501	1501 / 1501
Turning circle	m	10.8	10.8
Fuel tank capacity	approx. l	44	44
Cooling system incl. heating	l	6.6	6.6
Engine oil	l	4.7	4.7
Transmission oil incl. drivetrain	l	lifetime filling	lifetime filling
Unladen weight according to DIN/EU ¹⁾	kg	1135 / 1210	1150 / 1225
Payload according to DIN	kg	450	450
Permitted gross vehicle weight	kg	1615	1630
Permitted axle loads, front/rear	kg	910 / 755	925 / 755
Permitted trailer load braked (12 %) / unbraked			
Permitted roof load/permited download	kg	60 / –	60 / –
Luggage compartment capacity	l	211	211
Aerodynamic drag $c_x / A / c_x \times A$	– / m ² / m ²	0.28 / 2.07 / 0.58	0.28 / 2.07 / 0.58
Engine			
Type/no. of cylinders/valves		in-line / 3 / 4	in-line / 3 / 4
Engine control		DDE 7.01	DDE 7.01
Capacity	cc	1496	1496
Bore/stroke	mm	84.0 / 90.0	84.0 / 90.0
Compression	:1	16.5	16.5
Fuel	RON	Diesel	Diesel
Output	kW/bhp	85 / 116	85 / 116
at engine speed	rpm	4000	4000
Torque	Nm	270	270
at engine speed	rpm	1750	1750
Electrical system			
Battery/installation	Ah / –	80 / engine compartment	80 / engine compartment
Alternator	A	150	150
Suspension			
Front wheel suspension		Single-joint McPherson spring strut axle with aluminium swivel bearing and anti-dive control	
Rear wheel suspension		Multilink axle with weight-optimised trailing arms	
Brakes, front		disc, vented	disc, vented
rear brakes		disc	disc
Driving stability systems		Hydraulic 2-circuit brake system with anti-lock brakes (ABS), electronic brake force distribution (EBD) and Cornering Brake Control (CBC), Dynamic Stability Control (DSC) with brake assistant, hill start assistant, brake dry function, Fading Brake Support, Dynamic Traction Control (DTC) and Electronic Differential Lock Control (EDLC). Handbrake impacts mechanically on rear wheels	
Steering		Electrically assisted EPS unit with Servotronic function	
Overall steering ratio	:1	14.2	14.2
Tyres		175/65 R15 84H	175/65 R15 84H
Rims		5.5J x 15 light alloy	5.5J x 15 light alloy
Transmissions			
Transmission type		6-speed manual transmission	6-speed automatic transmission
Gear ratio	I	:1 3.923	4.459
	II	:1 2.136	2.508
	III	:1 1.393	1.555
	IV	:1 1.088	1.142
	V	:1 0.892	0.851
	VI	:1 0.756	0.672
Reverse gear	:1	3.538	3.185
Final drive ratio	:1	3.389	3.234
Driving performance figures			
Power-to-weight ratio according to DIN	kg/kW	13.4	13.5
Power output per litre	kW/l	56.8	56.8
Acceleration	0-100 km/h	s 9.2	9.2
	0-1000 m	s ²⁾	²⁾
in 4th/5th gear	80-120 km/h	s ²⁾ / 8.9	– / –
Top speed	km/h	205	204

Fuel consumption in EU cycle ³⁾			
Urban	l/100 km	4.3 – 4.4	4.2 – 4.3
Extra-urban	l/100 km	3.1 – 3.2	3.5 – 3.5
Total	l/100 km	3.5 – 3.6	3.7 – 3.8
CO ₂	g/km	92 – 95	98 – 99
Other			
Emission rating		EU6	EU6
Insurance rating in Germany	3rd party/fully	²⁾	²⁾
Ground clearance (empty)	mm	124	124

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

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

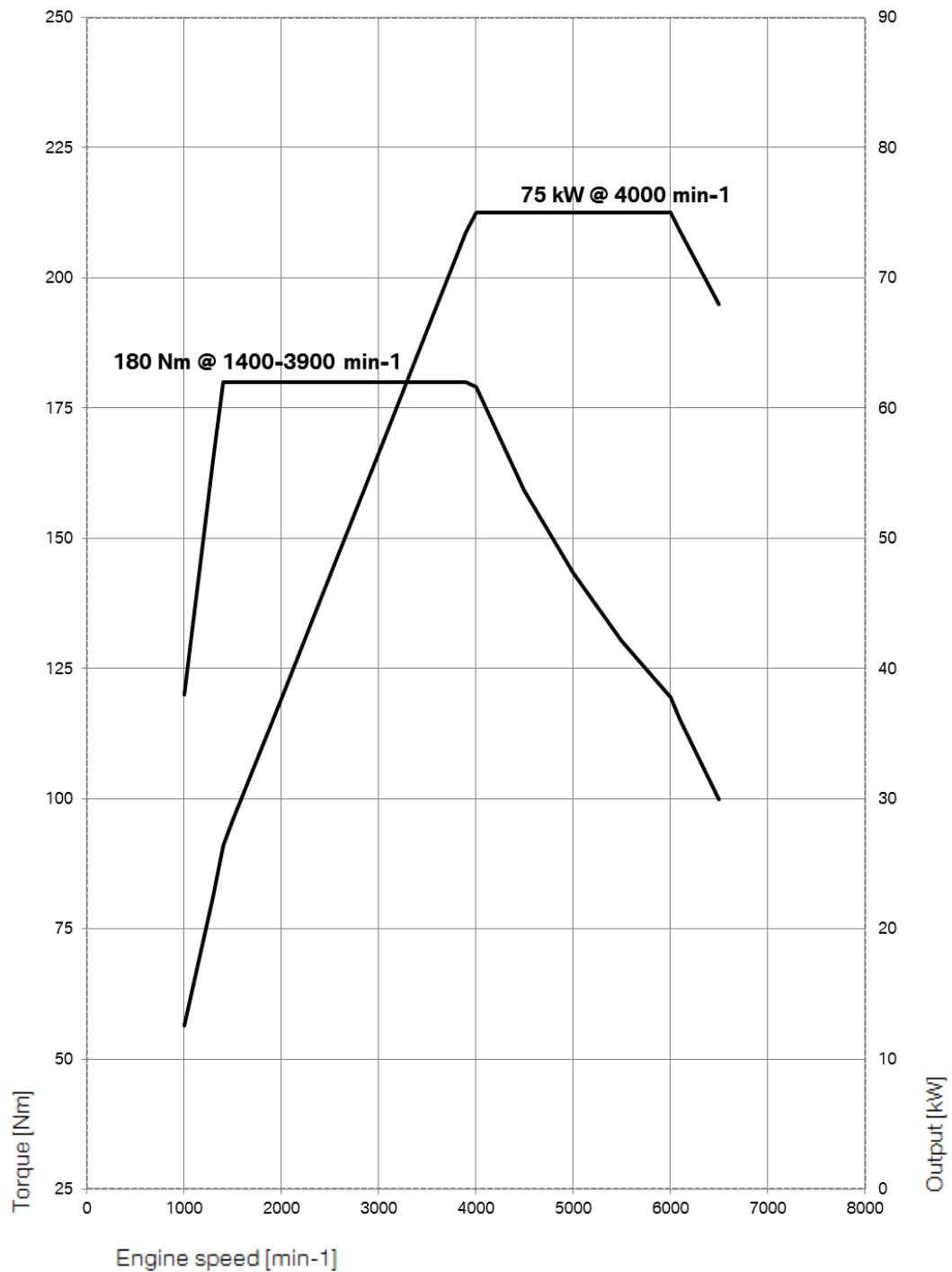
²⁾ Details not yet available

³⁾ Dependent on tyre format selected

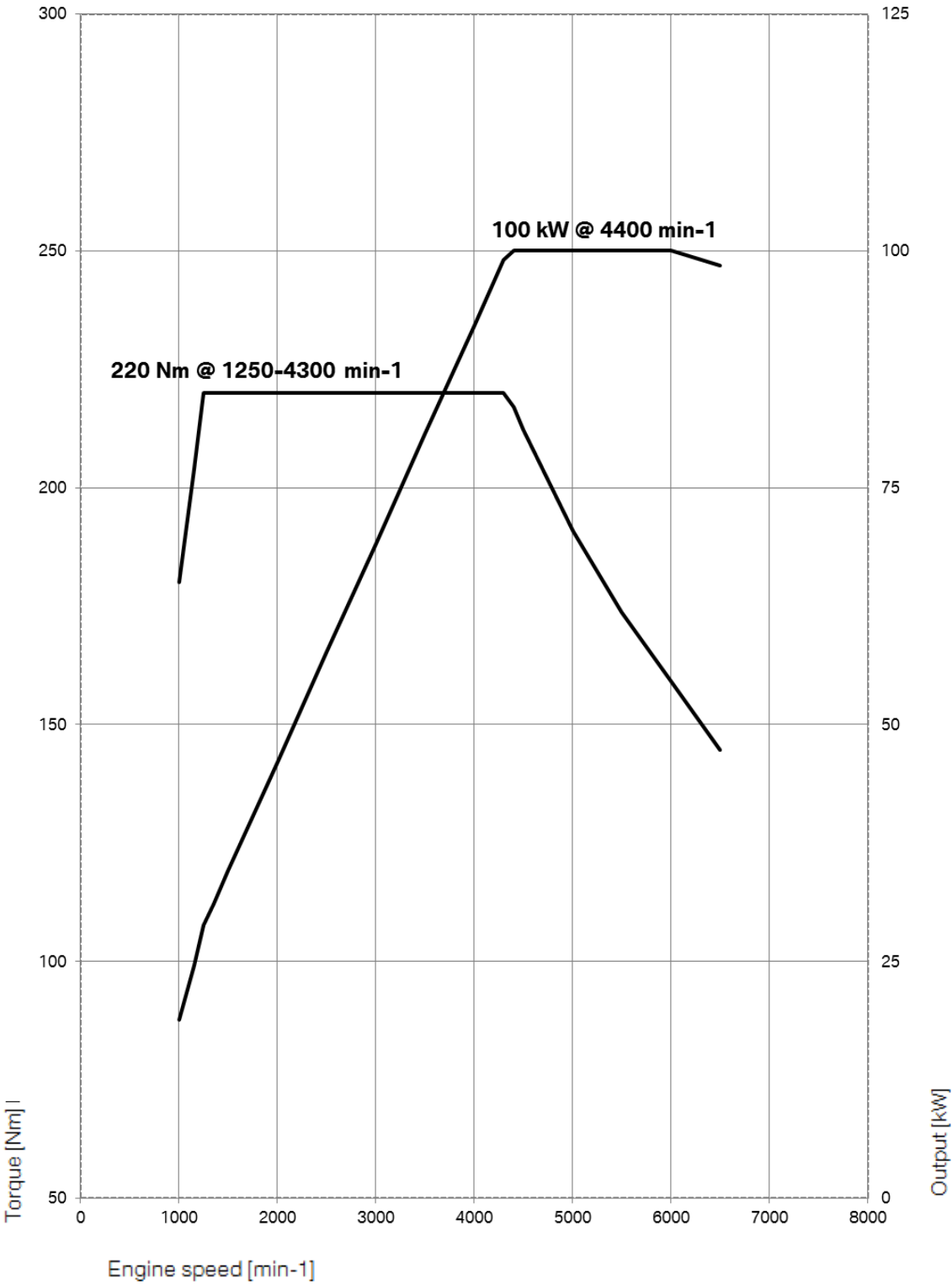
Power and torque diagrams.



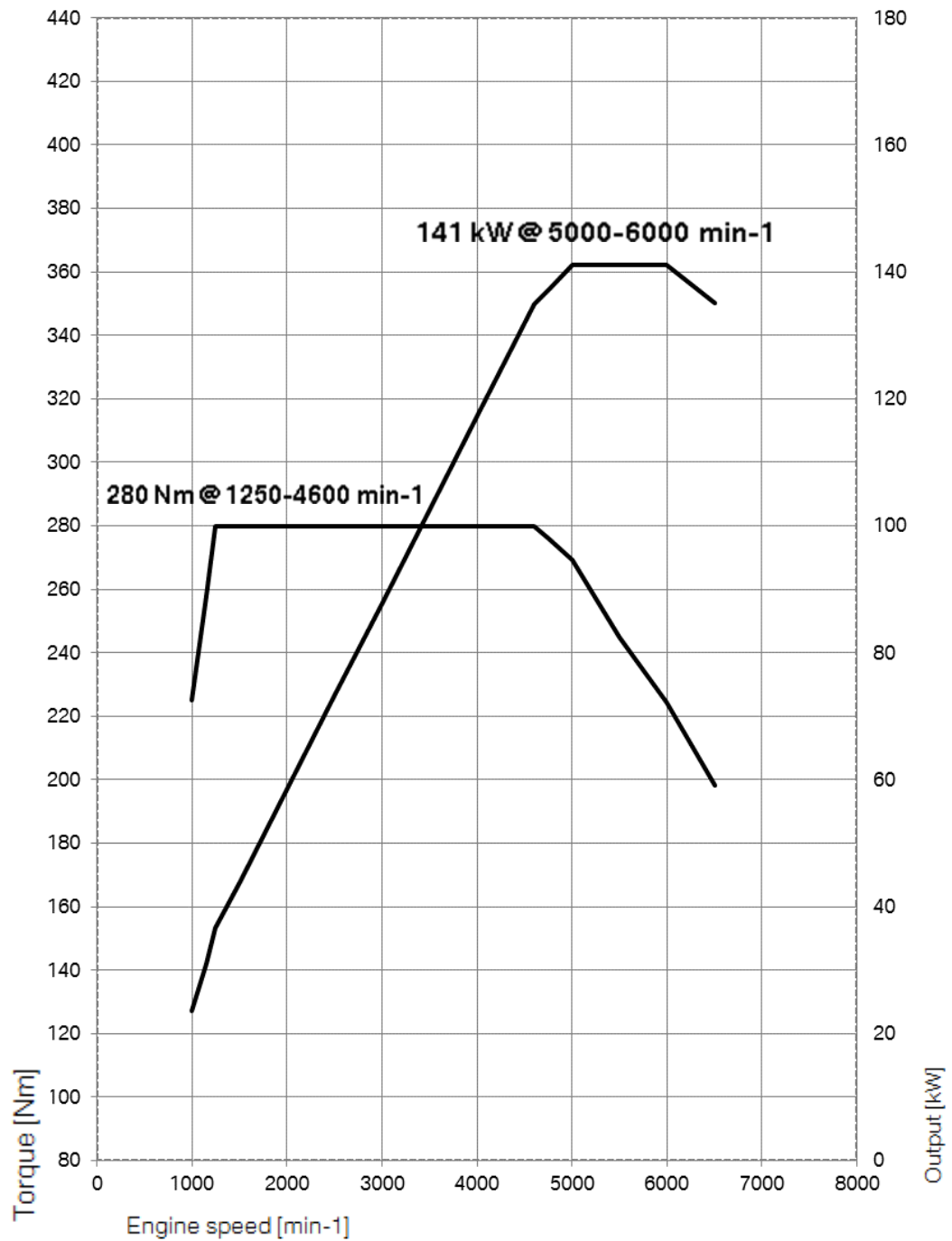
MINI One.



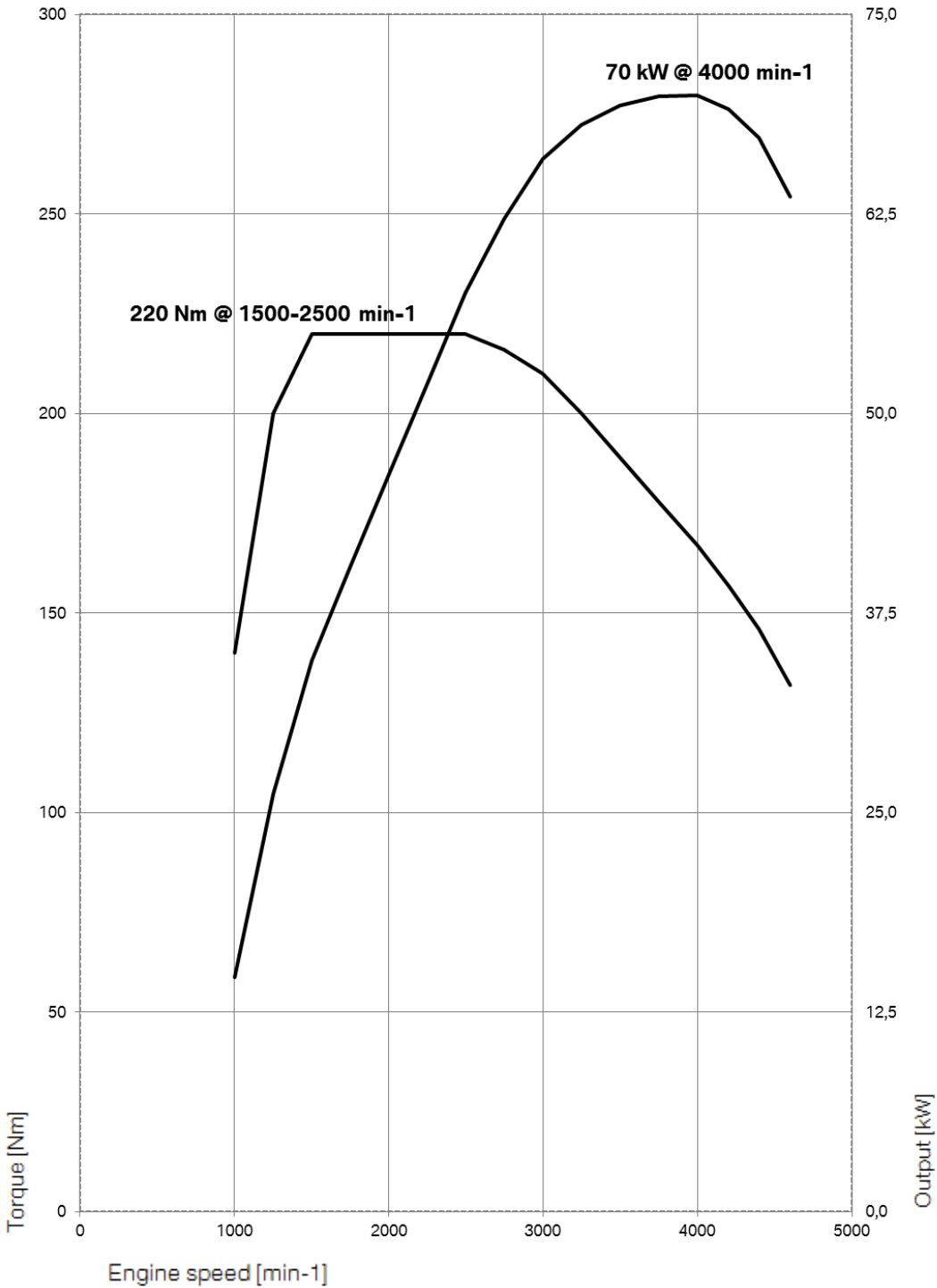
MINI Cooper.



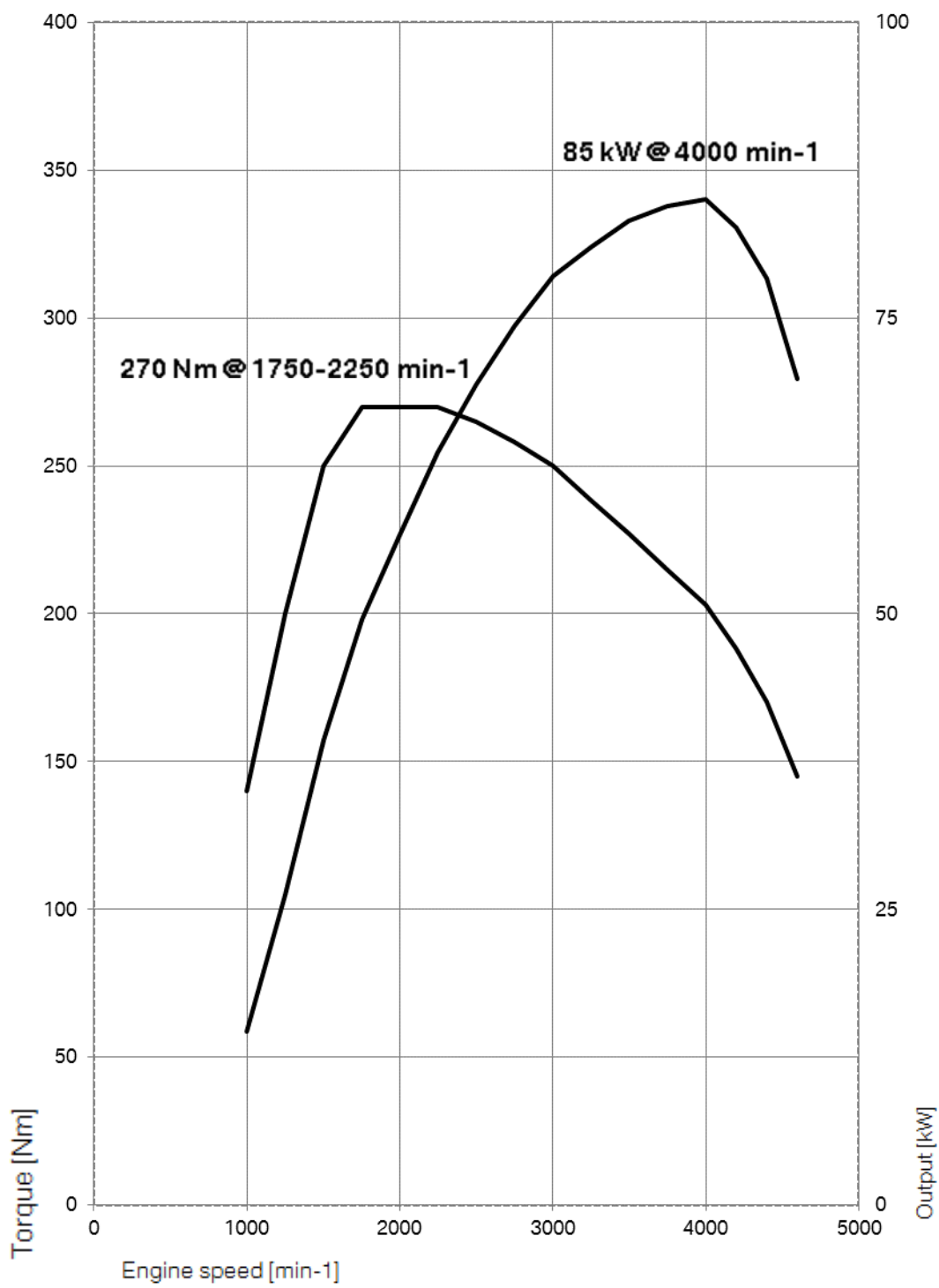
MINI Cooper S.



MINI One D.



MINI Cooper D.



Exterior and interior dimensions.

