



MINI EDUCATION »

MINI INFORMATION

MINI MANUFACTURING: Facts and statistics at a glance

Plant Oxford

- The MINI is manufactured at BMW Group Plant Oxford, the only car production plant responsible for the production of the MINI.
- The origins of the Oxford plant go back to the beginning of the last century when William Morris started to build cars in 1913. In 1994 the BMW Group acquired the plant, then completely modernised the facilities in 2000 and 2001 in preparation for production of the new MINI, which went on sale in the UK in July 2001.
- In 2007, approximately 220,000 cars will be produced at Plant Oxford.
- A major milestone was achieved in April 2007 when the one millionth MINI rolled off the production line.
- MINI is now sold in over 70 countries worldwide. The UK, USA, Germany, Italy and Japan make up the car's top five markets.
- In 2006, Plant Oxford received over £100 million investment from BMW Group to expand production capacity to 240,000 units a year by 2008. The plant has invested in technology throughout the body shell production, paint and final assembly areas to increase production and become highly flexible in responding to customer choice with a range of options unrivalled in the small car sector of the market.
- In 2001, when MINI production began, some 2,400 associates worked in single shift operations to build up to 300 cars a day at Plant Oxford. Today more than 4,700 associates work three shifts, seven days a week, to produce as many as 700 MINIs per day.

Three step process

MINI manufacturing consists of three main process steps:

1. Bodyshell production: formed sheet metal is mainly welded together to form the very stiff body of the MINI.
2. Paintshop: The body shell is painted with several coats, including the optional contrast roof (black or white).
3. Assembly: All 2,415 different inner and outer parts of the MINI are mounted to the painted bodyshell. Some of these parts, for example the cockpit, are pre-assembled units.

Paint shop

- About half of the £100 million investment at Plant Oxford has gone into modernising and increasing the capacity of the paint shop.
- The paintshop took one million man-hours to build, and is held together by over 250,000 bolts. Its construction in 1996/97 was the second-largest building project in Great Britain in that year (after the Millennium Dome).
- The MINI's contrast roof paint still remains unique. Depending on the customer's order, the roof can be painted in a contrasting colour by a paint robot in an additional paint process. All body variants of MINI can be painted in random sequence in any of the car's 14 exterior colours.
- Twenty kilometres of conveyor belts runs through the paint shop.



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Assembly

- There are 372 different interior trim and 319 different exterior options for the new MINI. Allowing for all variant possibilities, it is theoretically possible to produce 1.5×10^{16} different MINI variants. Therefore it is extremely unlikely that two completely identical MINIs will leave Plant Oxford within the same production year.

MINI Production Triangle

- With the launch of the second generation MINI towards the end of 2006, the MINI Production Triangle comprising three UK-based BMW Group manufacturing facilities was formed. Together with Plant Oxford, Plant Hams Hall and Plant Swindon became an integral part of MINI production, bringing the total number of MINI production associates in the UK to 6,800.
- Plant Hams Hall, near Birmingham, supplies petrol engines for MINI. For the second generation MINI the engines from the Hams Hall plant are delivered just-in-sequence to the assembly in Oxford. The BMW Group has invested £30 million in the Plant since 2005 on the production of petrol engines for the MINI.
- Building on its 50 year expertise of producing exterior body pressings such as bonnets, doors, side and rear panels, Plant Swindon is now responsible for virtually all the body shell sub-assembly work for MINI. All pressings and body components are delivered just-in-time from Plant Swindon directly to the body production at Plant Oxford, without intermediate storage and, if necessary, within four hours of issuing the parts call-up. Since 2005, the BMW Group has invested £60 million in the production of MINI at Plant Swindon.
- Plant Oxford remains responsible for the body shell production, paint and assembly.
- In addition to higher production capacities, the integration of the locations in the MINI Production Triangle with their efficient logistics networks also results in increased flexibility.