



2015









90%





Safety Assist

68%

Pedestrian



68%



67%

SPECIFICATION

Tested Model	MINI Clubman Cooper 1.5, RHD
Body Type	5 door hatchback
Year Of Publication	2015
Kerb Weight	1300kg
VIN From Which Rating Applies	all MINI Clubmans of the specification tested
Class	Supermini

SAFETY EQUIPMENT

	Driver	Passenger	Rear
FRONTAL CRASH PROTECTION			
Frontal airbag	•	•	_
Belt pretensioner	•	•	
Belt loadlimiter	•	•	•
Knee airbag	×	×	_
SIDE CRASH PROTECTION			
Side head airbag	•	•	
Side chest airbag	•	•	×
Side pelvis airbag	×	×	×



SAFETY EQUIPMENT (NEXT)

	Driver	Passenger	Rear
CHILD PROTECTION			
Isofix		×	•
Integrated CRS		×	×
Airbag cut-off switch		0	_
SAFETY ASSIST			
Seat Belt Reminder	•	•	•

OTHER SYSTEMS	
Active Bonnet (Hood)	×
ESC	•
AEB City	•
AEB Inter-Urban	•
Speed Assistance System	0
Lane Assist System	×

The Safety Equipment includes those items relevant for the year of assessment

Fitted to test car as standard	Fitted to test car as option	— Not applicable	💢 Not available
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O Not fitted to test car but available as option

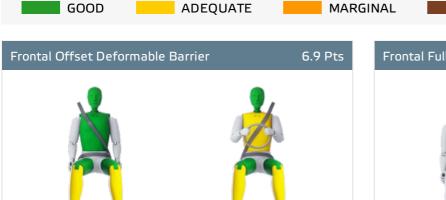




Passenger

Total 34.4 Pts / 90%

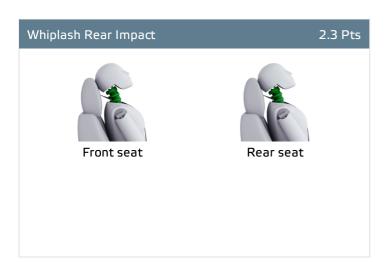
POOR

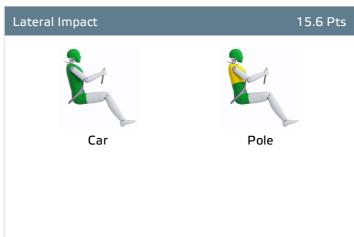


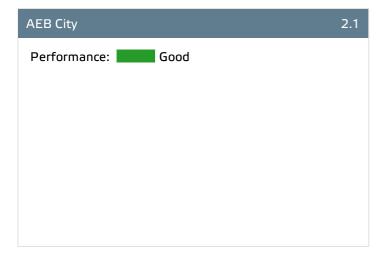
Driver



WEAK











Total 34.4 Pts / 90%

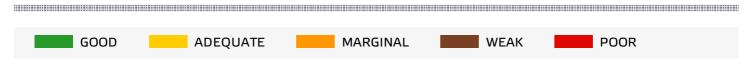
Comments on Adult Occupant

The passenger compartment remained stable in the frontal offset impact. Dummy readings indicated good protection of the knees and femurs of both the driver and passenger dummies. MINI showed that a similar level of protection would be provided to occupants of different sizes and to those sat in different positions. In the full width rigid-wall test, protection of the driver dummy was good for all critical body regions ecept the chest, protection of which was adequate. For the rear passenger, chest protection was marginal, and that of other parts of the body was good. The MINI Clubman scored maximum points in the side barrier impact, with good protection of all body regions. In the more severe side pole test, protection of all body regions was good except for the chest, which was adequately protected. The front seats and head restraints demonstrated good protection against whiplash injury in Euro NCAP's tests. A geometric assessment of the rear seats indicated the same high level of protection to occupants of those seats in the event of a rear-end collision. The MINI Clubman has an autonomous emergency braking system as standard equipment and Euro NCAP's tests of its low-speed functionality revealed good performance.



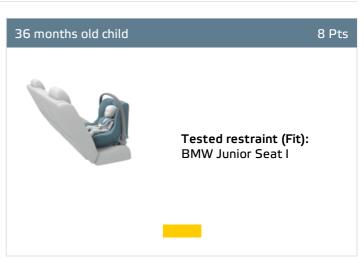


Total 33.4 Pts / 68%



Crash Test Performance 20 Pts





Safety Features 3 Pts

	Front Passenger	2nd row outboard	2nd row center
Isofix	×	•	×
i-Size	×	×	×
Integrated CRS	×	×	×

Fitted to test car as standard

Not on test car but available as option

🗶 Not available

CRS Installation Check 10.4 Pts

Install without problem
Safety critical problem
Install with care
Installation not allowed

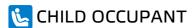
Infants up to 13 kg











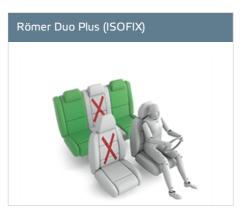
Total 33.4 Pts / 68%

Infants and toddlers up to 18 kg



Toddlers from 9 to 18 kg







Toddlers over 18 kg







Total 33.4 Pts / 68%

		Seat Position		
	Front	Front 2nd row		
	PASSENGER	LEFT	CENTER	RIGHT
Maxi Cosi Cabriofix (Belt)	•	•	×	•
Römer King Plus (Belt)	•	•	×	•
Römer Duo Plus (ISOFIX)	×	•	×	•
Römer KidFix (Belt)	•	•	×	•
Maxi Cosi Cabriofix & EasyFix (Belt)	•	•	×	•
Maxi Cosi Cabriofix & EasyFix (ISOFIX)	×	•	×	•
BeSafe iZi Kid X3 ISOfix (ISOFIX)	×	•	×	•
Maxi Cosi Pearl & Familyfix (ISOFIX)	×	•	×	•
Römer KidFix (ISOFIX)	×	•	×	•

onstall without problem on install with care safety critical problem 🗶 Installation not allowed

Comments on Child Occupant

Both child dummies were sat in rearward-facing restraints in the offset frontal test. The MINI Clubman scored maximum points for its protection of both the 1½ year and 3 year dummies in the frontal offset and side barrier tests. In the side impact, the 1½ year dummy was properly contained within the protective shells of its restraint, minimising the risk of head contact with parts of the vehicle interior. However, the head of the 3 year dummy did not remain fully with the profile of the restraint and the the score for that dummy was penalised. A switch is available as an option which allows the fron passenger airbag to be disabled, so that a rearward-facing child restraint can be used in that seating position. With only standard equipment, a rearward-facing child restraint should not be used in that seating position and the installation checks were deemed to have failed for that reason. All other restraint types for which the car is designed could be correctly installed and accommodated.





Total 24.8 Pts / 68%

GOOD ADEQUATE MARGINAL WEAK POOR

Pedestrian Protection 24.8 Pts



Head Impact	13 Pts
Pelvis Impact	6 Pts
Leg Impact	5.8 Pts

Comments on Pedestrian

The bumper provided good or adequate protection to pedestrians' legs. The protection offered to the pelvic region was good and the MINI Clubman scored maximum points in these tests. The protection offered to the head of a struck pedestrian ranged predominantly from marginal to good, with poor results recorded along the bottom edge of the windscreen and on the stiff windscreen pillars.





Speed Limit Information Function N/A

Warning Function Manually set

Speed Limitation Function Manually set

Electronic Stability Control

Speed Assistance

3 Pts

1.3 Pts

System Name	DSC	
PERFORMANCE		
Vehicle Yaw Rate @ COS + 1.00 s	1.1%	meets ECE requirements
Vehicle Yaw Rate @ COS + 1.75 s	1.3%	meets ECE requirements
Lateral Displacement @ BOS + 1.07 s	2.7 m	meets ECE requirements

Seat Belt Reminder 3 Pts

Applies To	All seats		
Warning	Driver Seat	front passenger(s)	rear passenger(s)
Visual	•	•	•
Audible	•	•	•

Pass Fail — Not available

Lane Support 0 Pts





Total 8.8 Pts / 67%

AEB Interurban 1.4 Pts

System Name	Approach Warning with City Brake Activation			
Туре	Forward Collision Warning with Auto-Brake			
Operational From	5 K	m/h		
Additional Information	Defa	ult On		
PERFORMANCE				
Operational Speed	5-80 Km/h	5-250 Km/h		
	Autobrake Function Only	Driver reacts to warning		
Approaching a stationary car	_	Crash speed reduced up to 80km/h.		
	Crash avoided up to 40km/h. Crash speed reduced up to 70km/h.	Crash avoided up to 65km/h. Crash speed reduced up to 80km/h.		
FOLLOWING A CAR AT SHORT DISTANCE				
Car in front brakes gently	Mitigation	Avoidance		
Car in front brakes harshly	Mitigation	Mitigation		
FOLLOWING A CAR AT LONG DISTANCE				
Car in front brakes gently	Mitigation	Mitigation		
Car in front brakes harshly	Mitigation	Mitigation		

Comments on Safety Assist

Elecronic stability control is standard equipment, as is a seatbelt reminder system for the front and rear seats. Autonomous emergency braking is also standard and tests of its inter-urban performance showed adequate performance. A driver-set speed limiter is an option that is expected to be sold in sufficient numbers to qualify for assessment by Euro NCAP. A lane assistance system is not offered on the MINI Clubman.