



SEAT Mii
Standard Safety Equipment

2019



Adult Occupant



81%

Child Occupant



83%

Vulnerable Road Users



46%

Safety Assist



55%

SPECIFICATION

Tested Model	VW e-up! 'Move Up', LHD
Body Type	- 5 door hatchback
Year Of Publication	2019
Kerb Weight	1164kg
VIN From Which Rating Applies	- all Mii
Class	Supermini

General comments

The SEAT Mii has been scrutinised by Euro NCAP and the car is structurally identical to the Volkswagen up! and has the same interior fittings. SEAT has informed Euro NCAP that the Mii also has the same levels of safety equipment as the up!. Accordingly, Euro NCAP believes that the star rating of the up! can also be applied to the SEAT Mii.

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	●	●	✘
CHILD PROTECTION			
Isofix	—	✘	●
Integrated CRS	—	✘	✘
Airbag cut-off switch	—	●	—
SAFETY ASSIST			
Seat Belt Reminder	●	●	●

OTHER SYSTEMS			
Active Bonnet (Hood)	✘		
AEB Pedestrian	✘		
AEB Cyclist	✘		
AEB City	✘		
AEB Inter-Urban	✘		
Speed Assistance System	●		
Lane Assist System	●		

Note: Other equipment may be available on the vehicle but was not considered in the test year.


- Fitted to the vehicle as standard
 ○ Fitted to the vehicle as part of the safety pack
○ Not fitted to the test vehicle but available as option or as part of the safety pack
 ✘ Not available
 — Not applicable

ADULT OCCUPANT

Total 30.8 Pts / 81%

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

Frontal Offset Deformable Barrier 6.6 / 8 Pts




Passenger Driver

Frontal Full Width 7.1 / 8 Pts




Rear Passenger Driver

Whiplash Rear Impact 1.4 / 2 Pts



Front seat Rear seat

Lateral Impact 15.7 / 16 Pts




Car Pole

 ADULT OCCUPANT

Total 30.8 Pts / 81%

 GOOD

 ADEQUATE

 MARGINAL

 WEAK

 POOR

AEB City

 0 / 4 Pts

 ADULT OCCUPANT

Total 30.8 Pts / 81%

Comments

The passenger compartment remained stable in the frontal offset test. Dummy readings indicated good protection of the knees and femurs of the driver and passenger. It was shown that a similar level of protection would be provided to occupants of different sizes and to those sitting in different positions. Chest protection of both dummies was marginal. In the full-width rigid barrier test, protection of the chest was again marginal for both occupants, with other critical body areas well or adequately protected. In the side barrier impact, all critical body areas were well protected and the up! scored maximum points in this test. In the more severe side pole test, protection of the chest was adequate and that of other body areas was good. Tests on the front seats and head restraints demonstrated good protection against whiplash injuries in the event of a rear-end collision. A geometric assessment of the rear seats indicated marginal whiplash protection. An autonomous emergency braking (AEB) system is not available.

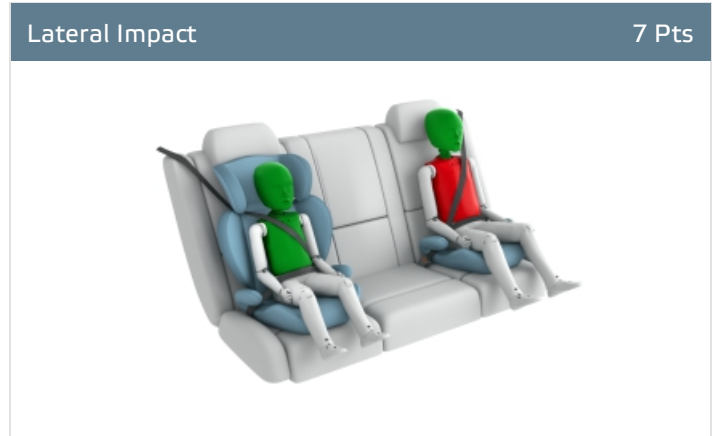
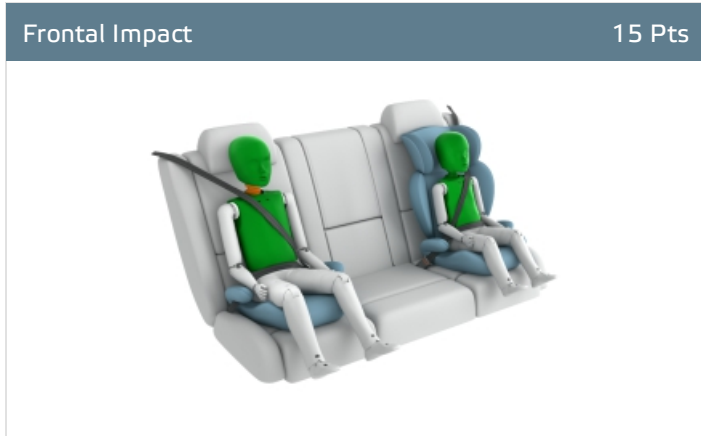
CHILD OCCUPANT

Total 41.0 Pts / 83%

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

Crash Test Performance based on 6 & 10 year old children

22 / 24 Pts



Restraint for 6 year old child: *Britax Römer KidFix XP*
 Restraint for 10 year old child: *Booster Cushion*

Safety Features

7 / 13 Pts

	Front Passenger	2nd row outboard
Isofix	✘	●
i-Size	✘	●
Integrated CRS	✘	✘

● Fitted to test car as standard
 ○ Not on test car but available as option
 ✘ Not available

CRS Installation Check

12 / 12 Pts

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

i-Size CRS

Maxi Cosi 2way Pearl & 2wayFix (rearward) (iSize)



Maxi Cosi 2way Pearl & 2wayFix (forward) (iSize)



BeSafe iZi Kid X2 i-Size (iSize)



BeSafe iZi Flex FIT i-Size (iSize)



ISOFIX CRS

Maxi Cosi Cabriofix & FamilyFix (ISOFIX)



BeSafe iZi Kid X4 ISOfix (ISOFIX)



Britax Römer Duo Plus (ISOFIX)



Britax Römer KidFix XP (ISOFIX)



 CHILD OCCUPANT

Total 41.0 Pts / 83%

■ Universal Belted CRS

Maxi Cosi Cabriofix (Belt)



Maxi Cosi Cabriofix & EasyBase2 (Belt)



Britax Römer King II LS (Belt)



Britax Römer KidFix XP (Belt)



CHILD OCCUPANT

Total 41.0 Pts / 83%

	Seat Position		
	Front	2nd row	
	PASSENGER	LEFT	RIGHT
Maxi Cosi 2way Pearl & 2wayFix (rearward) (iSize)	□	●	●
Maxi Cosi 2way Pearl & 2wayFix (forward) (iSize)	□	●	●
BeSafe iZi Kid X2 i-Size (iSize)	□	●	●
BeSafe iZi Flex FIT i-Size (iSize)	□	●	●
Maxi Cosi Cabriofix & FamilyFix (ISOFIX)	□	●	●
BeSafe iZi Kid X4 ISOfix (ISOFIX)	□	●	●
Britax Römer Duo Plus (ISOFIX)	□	●	●
Britax Römer KidFix XP (ISOFIX)	□	●	●
Maxi Cosi Cabriofix (Belt)	●	●	●
Maxi Cosi Cabriofix & EasyBase2 (Belt)	●	●	●
Britax Römer King II LS (Belt)	●	●	●
Britax Römer KidFix XP (Belt)	●	●	●

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

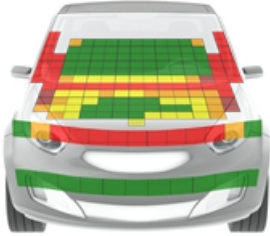
Comments

In the frontal offset test, protection of the neck of the 10 year dummy was rated as marginal, based on dummy readings of tensile forces. Protection of the 6 year dummy was good. In the side barrier test, dummy readings of accelerations in the chest of the 10 year dummy indicated poor protection of that body area. The front passenger airbag can be disabled to allow a rearward-facing child restraint to be used in that seating position. Clear information if provided to the driver and the system was rewarded. All of the restraint types for which the car is designed could be properly installed and accommodated in the car.

 **VULNERABLE ROAD USERS**

Total 22.5 Pts / 46%

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

Pedestrian	22.4 / 36 Pts						
	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="padding: 5px;">Head Impact</td> <td style="text-align: right; padding: 5px;">15 Pts</td> </tr> <tr> <td style="padding: 5px;">Pelvis Impact</td> <td style="text-align: right; padding: 5px;">1.4 Pts</td> </tr> <tr> <td style="padding: 5px;">Leg Impact</td> <td style="text-align: right; padding: 5px;">6 Pts</td> </tr> </table>	Head Impact	15 Pts	Pelvis Impact	1.4 Pts	Leg Impact	6 Pts
Head Impact	15 Pts						
Pelvis Impact	1.4 Pts						
Leg Impact	6 Pts						

Vulnerable Road Users	0 / 12 Pts
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Comments

The bonnet provided good or adequate protection to the head of a struck pedestrian over most of its surface but there were broad areas of poor performance along the base of the windscreen and on the stiff windscreen pillars. The bumper provided good protection to pedestrians' legs but protection of the pelvis was mixed.

SAFETY ASSIST

Total 7.2 Pts / 55%

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

Speed Assistance

■ 1 / 3 Pts

System Name	Maps + More
Speed Limit Information Function	Map based
Speed Limitation Function	N/A

Seat Belt Reminder

■ 3 / 3 Pts

Applies To	All Seats		
	Driver Seat	front passenger(s)	rear passenger(s)
Warning			
Visual	●	●	●
Audible	●	●	●
Occupant detection	—	●	●

● Pass
 ● Fail
 — Not available

Lane Support

■ 3.3 / 4 Pts

System Name	Lane Assist
Type	ELK + LKA (including LDW)
Operational From	60 km/h

PERFORMANCE	
Emergency Lane Keeping	■ GOOD
Lane Keep Assist	■ GOOD
Human Machine Interface	■ ADEQUATE

AEB Inter-Urban

0 Pts

 SAFETY ASSIST

Total 7.2 Pts / 55%

Comments

The Mii has a seatbelt reminder system for the front and rear seats. A lane support system helps prevent inadvertent drifting out of lane and also intervenes in some more critical situations. A speed assistance system uses digital mapping to determine the local speed limit and presents this information to the driver.

RATING VALIDITY

Variants of Model Range

Body Type	Engine & Transmission	Model Name/Code	Drivetrain	Rating Applies	
				LHD	RHD
5 door hatchback	Battery electric	Mii electric	4 x 2		

* Tested Model: VW e-up!

Annual Reviews and Facelifts

Date	Event	Outcome
December 2019	Rating Published	2019