MAXUS MIFA 9

Standard Safety Equipment

2022

Adult Occupant 93%

Child Occupant 89%

Vulnerable Road Users 73%

Safety Assist 83%

SPECIFICATION

Tested Model	MAXUS MIFA 9
Body Type	- 5 door MPV
Year Of Publication	2022
Kerb Weight	2410kg
VIN From Which Rating Applies	- all MIFA 9's
Class	Large MPV

Version 241122

SAFETY EQUIPMENT

	Driver	Passenger	Rear
FRONTAL CRASH PROTECTION			
Frontal airbag	●	●	–
Belt pretensioner	●	●	●
Belt loadlimiter	●	●	●
Knee airbag	✖	✖	–
LATERAL CRASH PROTECTION			
Side head airbag	●	●	●
Side chest airbag	●	●	✖
Side pelvis airbag	●	●	✖
Centre Airbag	●	●	–

SAFETY EQUIPMENT (NEXT)

	Driver	Passenger	Rear
CHILD PROTECTION			
Isofix/i-Size	—	✖	●
Integrated CRS	—	✖	✖
Airbag cut-off switch	—	●	—
SAFETY ASSIST			
Seat Belt Reminder	●	●	●

OTHER SYSTEMS	
Active Bonnet	✖
AEB Vulnerable Road Users	●
AEB Pedestrian - Reverse	✖
AEB Car-to-Car	●
Speed Assistance	●
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

Version 241122

ADULT OCCUPANT

Total 35.5 Pts / 93%

GOOD | ADEQUATE | MARGINAL | WEAK | POOR

Frontal Impact — 15.6 / 16 Pts

Mobile Progressive Deformable Barrier

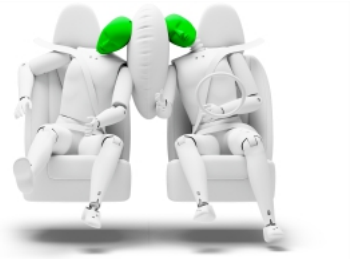
Full Width Rigid Barrier

Lateral Impact — 14.9 / 16 Pts

Side Mobile Barrier

Side Pole

Far-Side Excursion



Occupant Interaction

Rear Impact — 4.0 / 4 Pts

Rear Seat

Front Seat

ADULT OCCUPANT

Total 35.5 Pts / 93%

GOOD ADEQUATE MARGINAL WEAK POOR

Rescue and Extrication	1.0 / 2 Pts
Rescue Sheet	Available, ISO compliant
Advanced eCall	Available
Multi Collision Brake	Not available

Comments

The passenger compartment of the Maxus MIFA 9 remained stable in the frontal offset test. Dummy readings indicated good protection of the knees and femurs of both the driver and passenger. Maxus demonstrated that a similar level of protection would be provided to occupants of different sizes and to those sitting in different positions. For the front passenger, good protection was provided to all critical body areas. Analysis of the deceleration of the impact trolley during the test, and analysis of the deformable barrier after the test, revealed that the car would be a benign impact partner in a frontal collision. In the full-width rigid barrier test, protection of all critical body regions was good for both the driver and rear passenger and the car scored maximum points in this part of the assessment. In the side barrier test, all critical parts of the body were well protected. In the more severe side pole test, dummy readings of rib compression indicated a marginal level of protection for the chest, with good protection of other critical areas. Control of excursion (the extent to which a body is thrown to the other side of the vehicle when it is hit from the far side) was found to be adequate. The MIFA 9 has a counter-measure to mitigate against occupant to occupant injuries in such impacts. The system performed well in Euro NCAP's tests, with good protection of the occupants' heads. Tests on the front seats and head restraints demonstrated good protection against whiplash injuries in the event of a rear-end collision. A geometric analysis of the rear seats also indicated good whiplash protection. The MIFA 9 has an advanced eCall system which alerts the emergency services in the event of a crash but it lacks a system to prevent secondary collisions.

Version 241122

CHILD OCCUPANT

Total 44 Pts / 89%

GOOD | ADEQUATE | MARGINAL | WEAK | POOR

Crash Test Performance based on 6 & 10 year old children

24.0 / 24 Pts

Frontal Impact	16 Pts

Lateral Impact	8 Pts

Restraint for 6 year old child: *Britax Römer Kidfix 2 S*
Restraint for 10 year old child: *Graco Booster*

Safety Features

8.0 / 13 Pts

	Front Passenger	2nd row outboard	3rd row outboard	3rd row center
Isofix	✖	●	●	✖
i-Size	✖	●	●	✖
Integrated CRS	✖	✖	✖	✖

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

Version 241122

CRS Installation Check

12.0 / 12 Pts

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

i-Size CRS

Maxi Cosi 2way Pearl & 2wayFix (i-Size)

Maxi Cosi 2way Pearl & 2wayFix (i-Size)

BeSafe iZi Kid X2 i-Size (i-Size)

Britax Römer TriFix2 i-Size (i-Size)

BeSafe iZi Flex FIX i-Size (i-Size)

ISOFIX CRS

BeSafe iZi Combi X4 ISOfix (ISOFIX)

Cybex Solution Z i-Fix (ISOFIX)

CHILD OCCUPANT

Total 44 Pts / 89%

Universal Belted CRS

Maxi Cosi Cabriofix (Belt)

Maxi Cosi Cabriofix & EasyFix (Belt)

Britax Römer King II LS (Belt)

Cybex Solution Z i-Fix (Belt)

CHILD OCCUPANT

Total 44 Pts / 89%

	Seat Position					
	Front	2nd row		3rd row		
	PASSENGER	LEFT	RIGHT	LEFT	CENTER	RIGHT
Maxi Cosi 2way Pearl & 2wayFix (i-Size)	—	●	●	●	—	—
Maxi Cosi 2way Pearl & 2wayFix (i-Size)	—	●	●	●	—	—
BeSafe iZi Kid X2 i-Size (i-Size)	—	●	●	●	—	—
Britax Römer TriFix2 i-Size (i-Size)	—	●	●	●	—	—
BeSafe iZi Flex FIX i-Size (i-Size)	—	●	●	●	—	—
BeSafe iZi Combi X4 ISOfix (ISOFIX)	—	●	●	●	—	—
Cybex Solution Z i-Fix (ISOFIX)	—	●	●	●	—	—
Maxi Cosi Cabriofix (Belt)	●	●	●	●	●	●
Maxi Cosi Cabriofix & EasyFix (Belt)	●	●	●	●	●	●
Britax Römer King II LS (Belt)	●	●	●	●	●	●
Cybex Solution Z i-Fix (Belt)	●	●	●	●	●	●

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

— Not available

Comments

In both the frontal offset test and the side barrier impact, protection of all critical body regions was good for both child dummies, and the MIFA 9 scored maximum points in this part of the assessment. The front passenger airbag can be disabled to allow a rearward-facing child restraint to be used in that seating position. Clear information is provided to the driver regarding the status of the airbag and the system was rewarded. All of the child restraint types for which the MIFA 9 is designed could be properly installed and accommodated in the car.

VULNERABLE ROAD USERS

Total 39.6 Pts / 73%

GOOD ADEQUATE MARGINAL WEAK POOR

Pedestrian

23.9 / 36 Pts

Head Impact	13.3 Pts
Pelvis Impact	4.6 Pts
Leg Impact	6.0 Pts

Vulnerable Road Users

15.7 / 18 Pts

System Name	Autonomous Warning Braking
Type	Auto-Brake with Forward Collision Warning
Operational From	8 km/h

VULNERABLE ROAD USERS

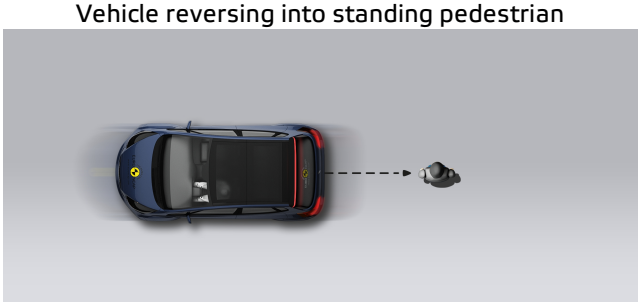
Total 39.6 Pts / 73%

AEB Pedestrian

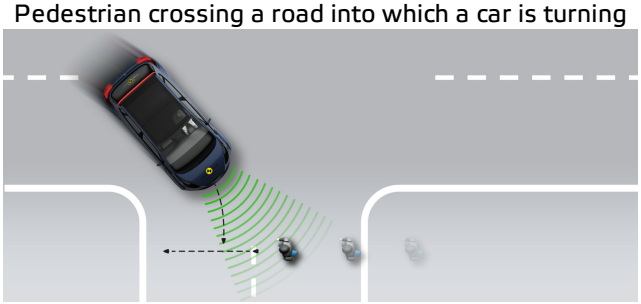
7.0 / 9 Pts

- **Day time**

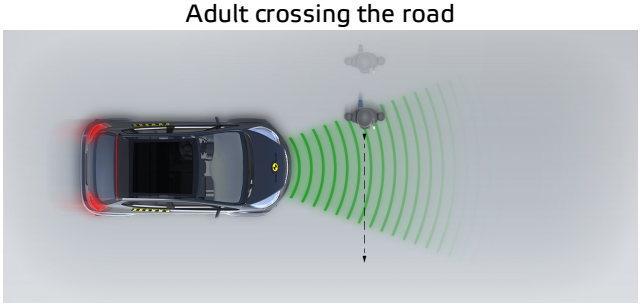
Vehicle reversing into standing pedestrian



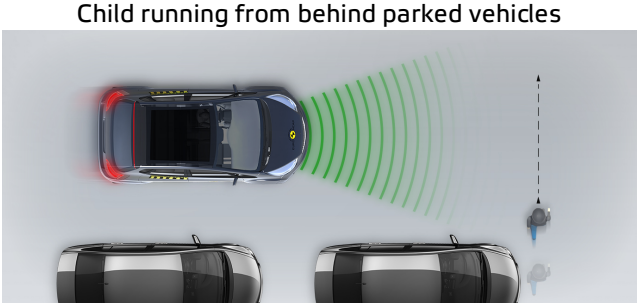
Pedestrian crossing a road into which a car is turning



Adult crossing the road



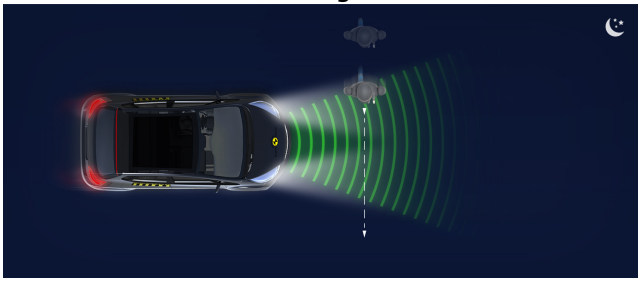
Child running from behind parked vehicles



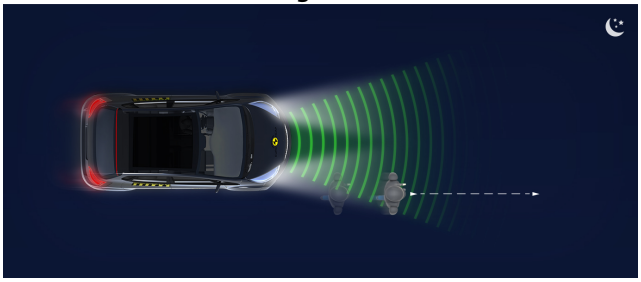
Adult along the roadside

- **Night time**

Adult crossing the road



Adult along the roadside



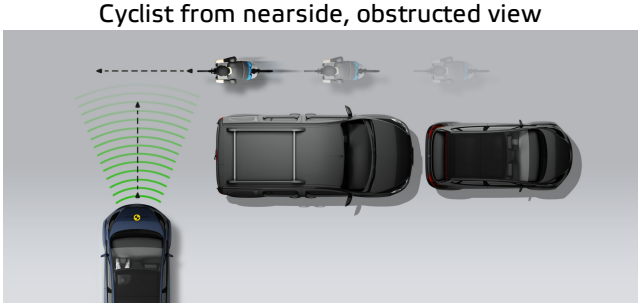
VULNERABLE ROAD USERS

Total 39.6 Pts / 73%

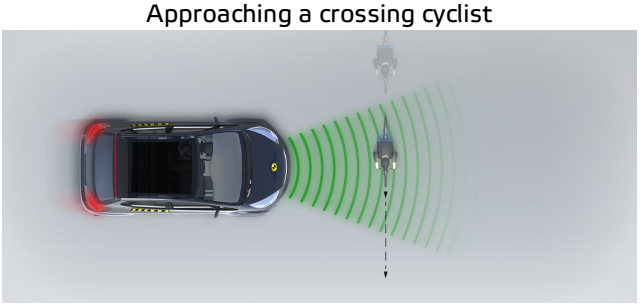
AEB Cyclist

8.7 / 9 Pts

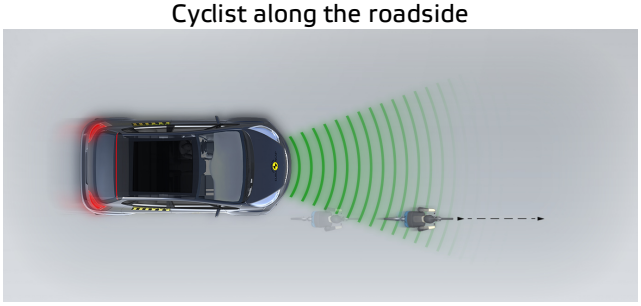
Cyclist from nearside, obstructed view



Approaching a crossing cyclist



Cyclist along the roadside



Comments

Protection of the head of a struck pedestrian was predominantly good or adequate over the bonnet surface but poor results were recorded at the base of the windscreen and on the stiff windscreen pillars. The bumper offered good or adequate protection to pedestrians' legs but protection of the pelvis was mixed. The autonomous emergency braking (AEB) system of the Maxus can respond to vulnerable road users as well as to other vehicles. The system performed well in tests of its response to pedestrians and cyclists, with collisions avoided in most cases.

SAFETY ASSIST

Total 13.4 Pts / 83%

GOOD | ADEQUATE | MARGINAL | WEAK | POOR

Speed Assistance

1.5 / 3 Pts

System Name	Intelligent Speed Assist
Speed Limit Information Function	Camera based
Speed Limitation Function	System advised (accurate to 5km/h)

Occupant Status Monitoring

2.6 / 3 Pts

Seatbelt Reminder

1.6 / 2 Pts

Applies To	Front and rear seats, including third row		
Warning	Driver Seat	Front Passenger(s)	Rear Passenger(s)
Visual	●	●	●
Audible	●	●	●
Occupant Detection	—	●	●

● Pass ● Fail — Not available

Driver Monitoring

1.0 / 1 Pts

System Name	DMS (Driver Monitoring System)
Type	Lane position
Operational From	30 km/h

SAFETY ASSIST

Total 13.4 Pts / 83%

Lane Support

4.0 / 4 Pts

System Name	Lane Keep Asistant
Operational From	60 km/h
PERFORMANCE	
Emergency Lane Keeping	GOOD
Lane Keep Assist	GOOD
Human Machine Interface	GOOD

AEB Car-to-Car

5.3 / 6 Pts

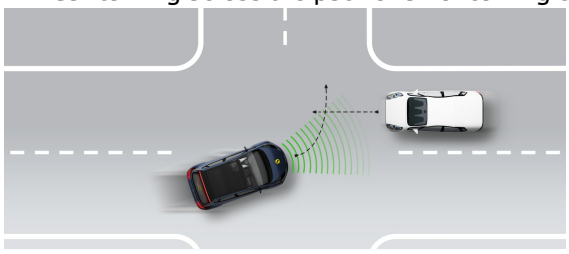
System Name	Autonomous Warning Braking
Type	Autonomous emergency braking and forward collision warning
Operational From	8 km/h
Sensor Used	camera and radar

SAFETY ASSIST

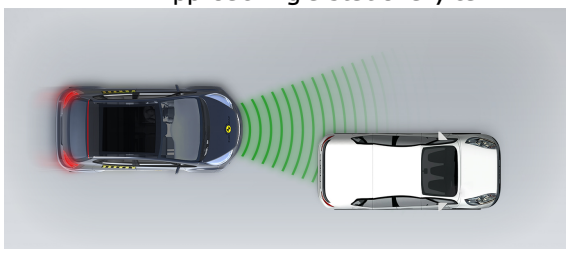
Total 13.4 Pts / 83%

- **Autobrake function only**

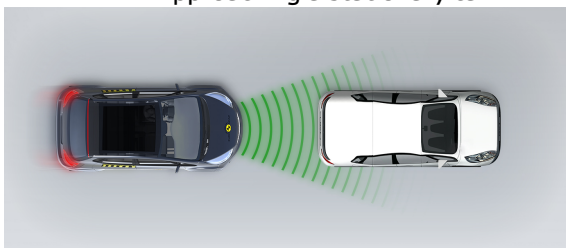
Car turning across the path of an oncoming car



Approaching a stationary car



Approaching a stationary car



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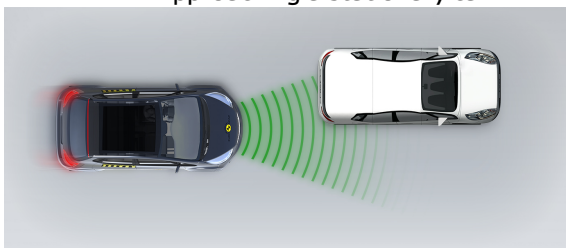
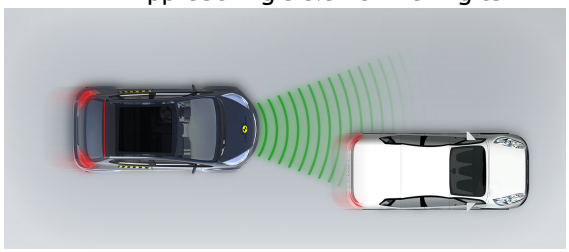
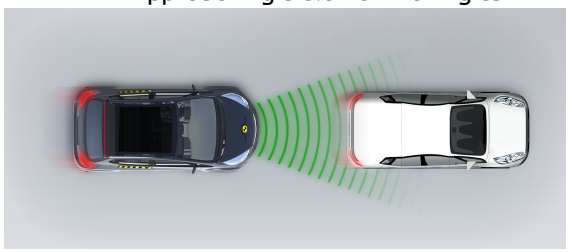


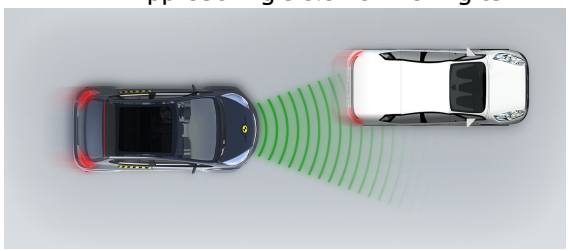
Approaching a slower moving car



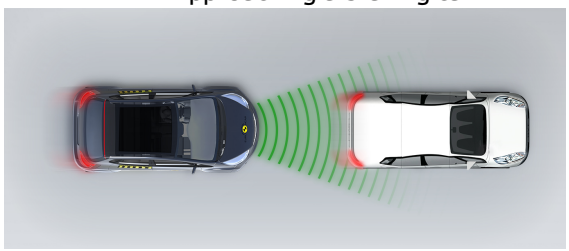
Approaching a slower moving car



Approaching a slower moving car



Approaching a braking car

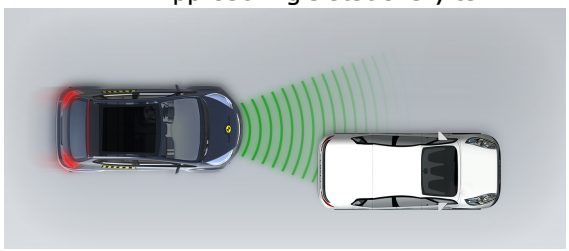


SAFETY ASSIST

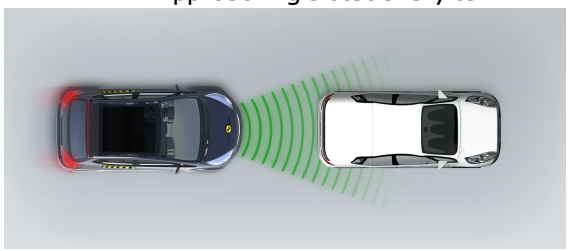
Total 13.4 Pts / 83%

- **Driver reacts to warning**

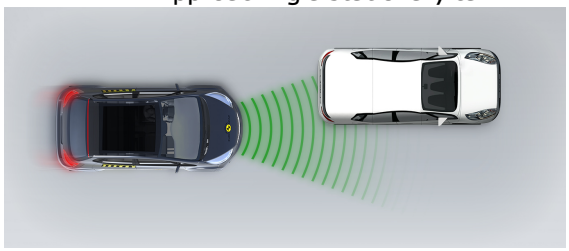
Approaching a stationary car



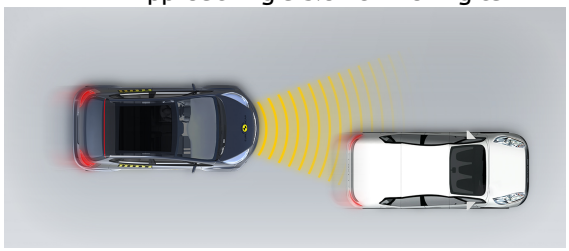
Approaching a stationary car



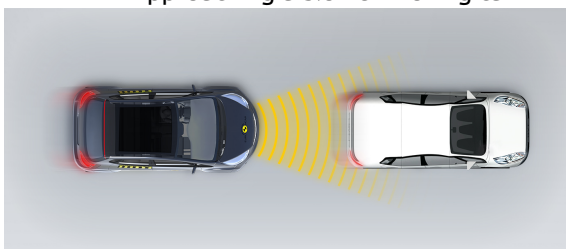
Approaching a stationary car



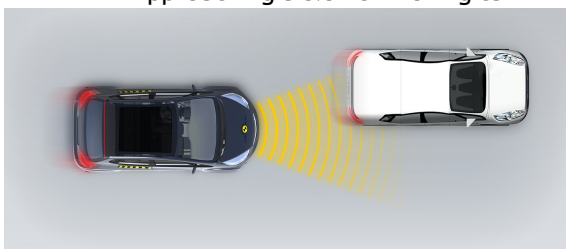
Approaching a slower moving car



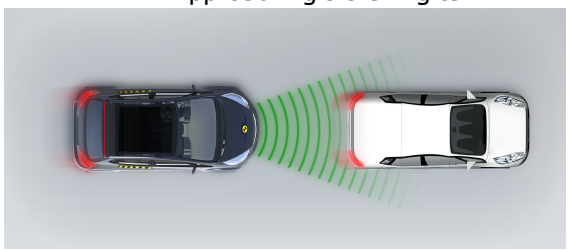
Approaching a slower moving car



Approaching a slower moving car



Approaching a braking car



SAFETY ASSIST

Total 13.4 Pts / 83%

Comments

The autonomous emergency braking (AEB) system of the MIFA 9 performed well in tests of its reaction to other vehicles. A seatbelt reminder system is fitted as standard to the front and rear seats and the car is equipped with a system to detect driver fatigue. The lane support system gently corrects the vehicle's path if it is drifting out of lane, and also intervenes in some more critical situations. The speed assistance system identifies the local speed limit, and the driver can choose to let the car adjust the speed limiter accordingly. However, the speed limit recognition function did not meet Euro NCAP's requirements and the car scored only for its speed limiter.

RATING VALIDITY

Variants of Model Range

Body Type	Engine	Model Name	Drivetrain	Rating Applies	
				LHD	RHD
5 door MPV	Electric	Elite Luxury * Ultimate	4 x 2	✓	✓

* Tested variant

Annual Reviews and Facelifts

Date	Event	Outcome	
December 2022	Rating Published	2022 ★★★★★	✓