



MINI Cooper
Standard Safety Equipment

2025



Adult Occupant



83%

Child Occupant



82%

Vulnerable Road Users



81%

Safety Assist



77%

SPECIFICATION

Tested Model	MINI Cooper C, LHD
Body Type	- 3 door hatchback
Year Of Publication	2025
Kerb Weight	1300kg
VIN From Which Rating Applies	- from VIN #####
Class	City and Supermini

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	●	✗	—

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

SAFETY EQUIPMENT (NEXT)

OTHER SYSTEMS	
Active Bonnet	●
AEB Vulnerable Road Users	●
AEB Pedestrian - Reverse	○
Cyclist Dooring Prevention	○
AEB Motorcyclist	●
AEB Car-to-Car	●
Speed Assistance	●
Lane Assist System	●
Fatigue / Distraction Detection	●

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 33.6 Pts / 83%

GOOD

ADEQUATE

MARGINAL

WEAK

POOR

Frontal Impact

11.9 / 16 Pts



Mobile Progressive Deformable Barrier

Full Width Rigid Barrier

Lateral Impact

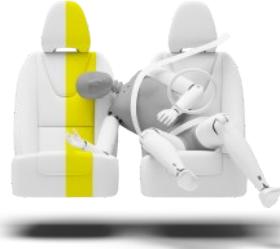
15.8 / 16 Pts



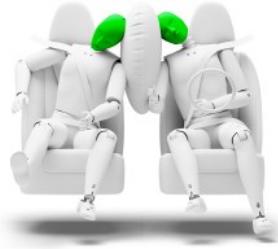
Side Mobile Barrier



Side Pole



Far-Side Excursion



Occupant Interaction

Rear Impact

3.8 / 4 Pts



Rear Seat



Front Seat


 ADULT OCCUPANT

Total 33.6 Pts / 83%



 Rescue and Extrication 2.2 / 4 Pts

	Rescue Sheet	Available, ISO compliant	
	Advanced eCall	Available	
	Multi Collision Brake	Available	
	Submergence Check	Partially Compliant	

Comments

The passenger compartment of the MINI Cooper remained stable in the frontal offset test. Dummy readings during the test showed good protection of the legs the driver and front passenger. However, MINI did not demonstrate that a similar level of protection would be provided to occupants of different sizes and to those sitting in different positions. Accordingly, a penalty was applied where structures in the instrument panel were thought to present a risk of greater injury. Protection of the driver's chest was rated as marginal, based on dummy readings of compression. Analysis of the deceleration of the impact trolley during the test, and analysis of the deformable barrier after the test, revealed that the MINI Cooper would be a moderately benign impact partner in a frontal collision. In the full-width rigid barrier test, protection of the rear passenger's chest was marginal, with good or adequate protection of both occupants otherwise. In the side barrier test, the MINI Cooper provided good or adequate protection to all critical body areas. In the more severe side pole impact, good protection was provided to all critical body regions, and maximum points were scored. 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 MINI Cooper has a countermeasure to mitigate against occupant-to-occupant injuries in such impacts. The airbag performed well in Euro NCAP's tests with dummy readings indicating good protection for both the driver and passenger. 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 car has an advanced eCall system which alerts the emergency services in the event of a crash, and a system to prevent secondary impacts after the car has been in a collision. MINI demonstrated that the doors would be openable to allow occupants to escape in the event of vehicle submergence.

 **CHILD OCCUPANT**

Total 40.5 Pts / 82%



Crash Test Performance based on 6 & 10 year old children

21.5 / 24 Pts

Frontal Impact	14.7 Pts	Lateral Impact	6.9 Pts		
					
Restraint for 6 year old child: <i>Britax Römer Kidfix i-Size</i> Restraint for 10 year old child: <i>Osann Up</i>					

Safety Features 7.0 / 13 Pts

	Front Passenger	2nd row outboard	2nd row center
Isofix	●	●	✗
i-Size	●	●	✗
Integrated CRS	✗	✗	✗
Top tether	●	●	✗
Child Presence Detection	✗	✗	✗

● Fitted to test car as standard

○ Not on test car but available as option

✗ Not available

CRS Installation Check 12.0 / 12 Pts

i-Size	Seat Position			
	Front		2nd row	
	Not allowed	Airbag OFF	Left	Right
Easy	●	✗	●	●
Difficult				
Safety critical		✗		
Not allowed				

● Easy

○ Difficult

● Safety critical

✗ Not allowed

✗ Airbag ON

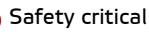
Rearward facing restraint installation not allowed

✗ Airbag OFF

 **CHILD OCCUPANT**

Total 40.5 Pts / 82%

Isofix	Seat Position			
	Front	Front	2nd row	2nd row
				
				
				
				
				
				
				

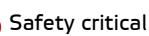
 Easy  Difficult  Safety critical

 Not allowed

 **Airbag ON** Rearward facing restraint installation not allowed

 **Airbag OFF**

Seatbelt Attached	Seat Position			
	Front	Front	2nd row	2nd row
				
				
				
				
				
				

 Easy  Difficult  Safety critical

 Not allowed

 **Airbag ON** Rearward facing restraint installation not allowed

 **Airbag OFF**

 CHILD OCCUPANT

Total 40.5 Pts / 82%

Comments

In the frontal offset test, good or adequate protection was provided to both children, apart from the neck of the 10 year dummy, where readings of tensile forces indicated marginal protection. In the side barrier impact, although there was no contact with the car interior, head accelerations of the 10 year dummy again indicated marginal protection. 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. The MINI Cooper is not equipped with 'child presence detection', a system which can alert others if children have been left in the car. All of the child restraint types for which the MINI Cooper is designed could be properly installed and accommodated in the car.



VULNERABLE ROAD USERS

Total 51.3 Pts / 81%



VRU Impact Protection

28.6 / 36 Pts



Pedestrian & Cyclist Head	11.0 Pts
Pelvis	4.5 Pts
Femur	4.5 Pts
Knee & Tibia	8.6 Pts

VRU Impact Mitigation

22.7 / 27 Pts

System Name	Warning function for pedestrians
Type	Auto-Brake with Forward Collision Warning
Operational From	5 km/h

PERFORMANCE | 

AEB Pedestrian

 6.9 / 9 Pts

Scenario	Day time	Night time
Car reversing into adult or child		—
Adult crossing a road into which a car is turning		—
Adult crossing the road		
Child running from behind parked vehicles		
Adult along the roadside		

— Currently not tested

AEB Cyclist

 7.8 / 8 Pts

Scenario	Day time
Approaching cyclist crossing from behind parked vehicles	
Turning across path of an oncoming cyclist	
Approaching a crossing cyclist	
Approaching a cyclist along the roadside	



VULNERABLE ROAD USERS

Total 51.3 Pts / 81%

GOOD	ADEQUATE	MARGINAL	WEAK	POOR
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Cyclist Dooring Prevention

0.0 / 1 Pts

Scenario
Dooring a passing cyclist

AEB Motorcyclist

6.0 / 6 Pts

Scenario	Autobrake function only	Driver reacts to warning
Approaching a stationary motorcyclist		
Approaching a braking motorcyclist		
Turn across the path of an oncoming motorcyclist		—

— Currently not tested

Lane Support Motorcyclist

2.0 / 3 Pts

Scenario	Day time
Changing lane across the path of an oncoming motorcyclist	
Changing lane across the path of an overtaking motorcyclist	

Comments

The MINI Cooper has an 'active' bonnet. Sensors in the bumper detect when a pedestrian has been struck and actuators lift the bonnet surface to provide more space to the hard structures underneath. MINI showed that the system worked robustly over a range of speeds and for different statures. Accordingly, the car was tested with the bonnet in the raised, deployed position. Protection of the head of a struck pedestrian or cyclist was largely good on the bonnet surface, but with poor results recorded on the windscreens and the stiff areas around it. Protection of the pelvis was good at all test locations, as was that of the femur, while that of the knee and tibia was good or adequate at all test locations. The autonomous emergency braking system of the MINI Cooper responds to vulnerable road users such as pedestrians and cyclists, as well as to other vehicles. In tests of its response to pedestrians, the system performed well. Protection of those to the rear of the car is available as an option and was not included in this assessment. The system performed well in tests of its reaction to cyclists. Protection against 'dooring', where a door is opened into the path of a cyclist approaching from behind, is also an option and not included in the assessment. The system's response to motorcyclists was good.

 **SAFETY ASSIST**

Total 13.9 Pts / 77%


Speed Assistance **2.0 / 3 Pts**

System Name	Speed Limit Assist
Speed Limit Information Function	Camera & Map, subsigns supported
Speed Limitation Function	Intelligent Speed Limiter not default ON (accurate to 5km/h)

Occupant Status Monitoring **1.3 / 3 Pts****Seatbelt Reminder** **1.0 / 1 Pts**

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

● Pass ● Fail — Not available

Driver Monitoring **0.3 / 2 Pts**

System Name	Attentiveness Assistant
Type	Indirect monitoring
Operational From	10 km/h
Fatigue	Drowsiness

 **SAFETY ASSIST**

Total 13.9 Pts / 77%

Lane Support
 **2.5 / 3 Pts**

System Name	Lane Departure Warning with active return	
Type	LKA and ELK	
Operational From	60 km/h	
PERFORMANCE		
Emergency Lane Keeping	 GOOD	
Lane Keep Assist	 GOOD	
Human Machine Interface	 GOOD	

AEB Car-to-Car
 **8.1 / 9 Pts**

System Name	Front collision warning with brake intervention	
Type	Autonomous emergency braking and forward collision warning	
Operational From	5 km/h	
Sensor Used	Camera	

Scenario	Autobrake function only	Driver reacts to warning
Approaching a car crossing a junction		
Approaching a car head-on		-
Turning across the path of an oncoming car		-
Approaching a stationary car		
Approaching a slower moving car		-
Approaching a braking car		-

 **Currently not tested**

 SAFETY ASSIST

Total 13.9 Pts / 77%

Comments

Overall, the performance of the autonomous emergency braking (AEB) system was good in tests of its reaction to other vehicles. A seatbelt reminder system is fitted as standard to the front and rear seats. The car has an indirect driver status monitoring system as standard, detecting driver fatigue but not distraction. 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. The driver can choose to allow the limiter to be set automatically by the system.

RATING VALIDITY

Variants of Model Range

Body Type	Engine	Model Name/Code	Drivetrain	Rating Applies	
				LHD	RHD
3 door hatchback	1.5 petrol	Cooper C *	4 x 2	✓	✓
3 door hatchback	2.0 petrol	Cooper S	4 x 2	✓	✓
3 door hatchback	2.0 petrol	John Cooper Works	4 x 2	✓	✓

* Tested variant

Annual Reviews and Facelifts

Date	Event	Outcome
September 2025	Rating Published	2025  ✓