



MINI Clubman
Supermini

2015



Adult Occupant



90%

Child Occupant



68%

Pedestrian



68%

Safety Assist



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	✗	✗	✗

Version 190216

SAFETY EQUIPMENT (NEXT)

	Driver	Passenger	Rear
CHILD PROTECTION			
Isofix	—	✗	●
Integrated CRS	—	✗	✗
Airbag cut-off switch	—	○	—
SAFETY ASSIST			
Seat Belt Reminder	●	●	●

OTHER SYSTEMS	
Active Bonnet (Hood)	✗
ESC	●
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 option
- Not fitted to the test vehicle but available as option ✗ Not Available — Not Applicable

ADULT OCCUPANT

Total 34.4 Pts / 90%

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

Frontal Offset Deformable Barrier 6.9 Pts

Passenger Driver

Frontal Full Width 7.5 Pts

Rear Passenger Driver

Whiplash Rear Impact 2.3 Pts

Front seat Rear seat

Lateral Impact 15.6 Pts

Car Pole

AEB City 2.1

Performance: ■ Good

 ADULT OCCUPANT

Total 34.4 Pts / 90%

Comments

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 except 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.

CHILD OCCUPANT


Total 33.4 Pts / 68%

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

Crash Test Performance

20 Pts


18 months old child 12 Pts



Tested restraint (Fit):
BMW Junior Seat I

■ Good

36 months old child 8 Pts



Tested restraint (Fit):
BMW Junior Seat I

■ Adequate

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
 ● Install with care
 ● Safety critical problem
 ✗ Installation not allowed

■ **Infants up to 13 kg**

Maxi Cosi Cabriofix (Belt)



Maxi Cosi Cabriofix & EasyFix (Belt)



Maxi Cosi Cabriofix & EasyFix (ISOFIX)



CHILD OCCUPANT

Total 33.4 Pts / 68%

■ **Infants and toddlers up to 18 kg**

BeSafe iZi Kid X3 ISOfix (ISOfix)



■ **Toddlers from 9 to 18 kg**

Römer King Plus (Belt)



Römer Duo Plus (ISOfix)



Maxi Cosi Pearl & Familyfix (ISOfix)



■ **Toddlers over 18 kg**

Römer KidFix (Belt)



Römer KidFix (ISOfix)



CHILD OCCUPANT

Total 33.4 Pts / 68%

	Seat Position			
	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)	✘	●	✘	●

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

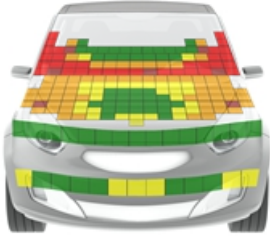
Comments

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 front 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.

 PEDESTRIAN PROTECTION

Total 24.8 Pts / 68%

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

Pedestrian Protection	24.8 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;">13 Pts</td> </tr> <tr> <td style="padding: 5px;">Pelvis Impact</td> <td style="text-align: right; padding: 5px;">6 Pts</td> </tr> <tr> <td style="padding: 5px;">Leg Impact</td> <td style="text-align: right; padding: 5px;">5.8 Pts</td> </tr> </table>	Head Impact	13 Pts	Pelvis Impact	6 Pts	Leg Impact	5.8 Pts
Head Impact	13 Pts						
Pelvis Impact	6 Pts						
Leg Impact	5.8 Pts						

Comments

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.

SAFETY ASSIST

Total 8.8 Pts / 67%

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

Speed Assistance

1.3 Pts

Speed Limit Information Function	N/A
Warning Function	Manually set
Speed Limitation Function	Manually set

Electronic Stability Control

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		
	Driver Seat	front passenger(s)	rear passenger(s)
Warning			
Visual	●	●	●
Audible	●	●	●

● Pass
 ● Fail
 — Not available

 SAFETY ASSIST

Total 8.8 Pts / 67%

AEB Interurban

1.4 Pts

System Name	Approach Warning with City Brake Activation
Type	Forward Collision Warning with Auto-Brake
Operational From	5 Km/h
Additional Information	Default On

PERFORMANCE | 

Operational Speed	5-80 Km/h	5-250 Km/h
	Autobrake Function Only	Driver reacts to warning
Approaching a stationary car	See AEB City	Crash speed reduced up to 80km/h.
Approaching a slower moving car	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

Electronic 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.