



2022





Adult Occupant



93%

Child Occupant



Safety Assist

89%

Vulnerable Road Users



73%



83%

SPECIFICATION

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

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	•	•	_

Euro NCAP © Maxus MIFA 9 Dec 2022 2/18



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	•

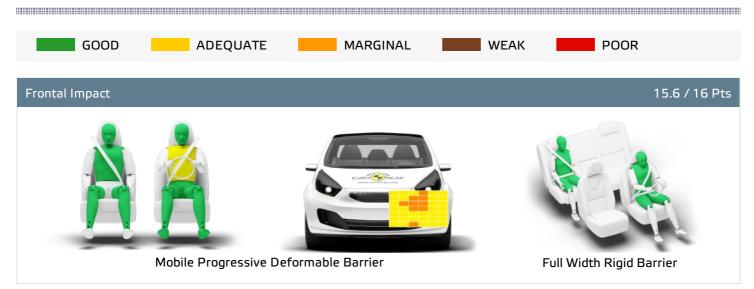
Fitted to the vehicle as standard	Fitted to the vehicle as part of the safety pack
-----------------------------------	--

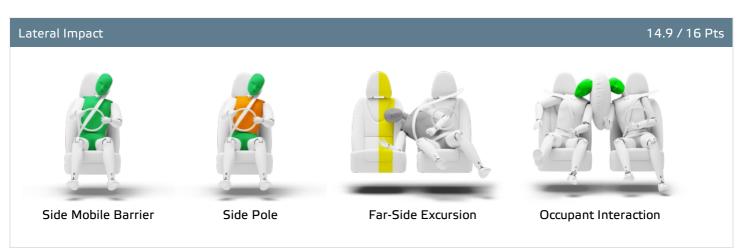
O Not fitted to the test vehicle but available as option or as part of the safety pack X Not available — Not applicable





Total 35.5 Pts / 93%











Total 35.5 Pts / 93%

GOOD	ADEQUATE	MARGINAL	WEAK	POOR	
Rescue and Extrication					1.0 / 2 Pts
	Rescue Sheet	Available, ISO compliant			POF
	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 countermeasure 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.



Total 44 Pts / 89%



Crash Test Performance based on 6 & 10 year old children

24.0 / 24 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

O Not on test car but available as option

🗶 Not available



CRS Installation Check 12.0 / 12 Pts



i-Size CRS











ISOFIX CRS









Total 44 Pts / 89%

Universal Belted CRS











Total 44 Pts / 89%

			Seat Pos	ition		
	Front	2nc	d 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 Zi-Fix (ISOFIX)	_	•	•	•	_	_
Maxi Cosi Cabriofix (Belt)	•	•	•	•	•	•
Maxi Cosi Cabriofix & EasyFix (Belt)	•	•	•	•	•	•
Britax Römer King II LS (Belt)	•		•	•	•	•
Cybex Solution Zi-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

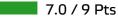
System Name	Autonomous Warning Braking
Туре	Auto-Brake with Forward Collision Warning
Operational From	8 km/h



VULNERABLE ROAD USERS

Total 39.6 Pts / 73%

AEB Pedestrian





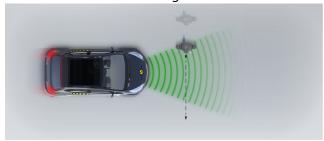
Vehicle reversing into standing pedestrian



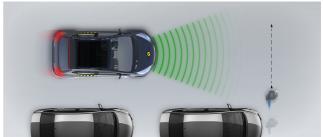
Pedestrian crossing a road into which a car is turning



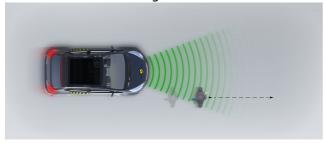
Adult crossing the road



Child running from behind parked vehicles



Adult along the roadside

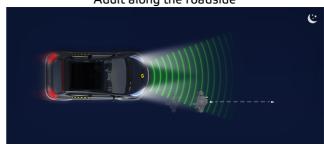


Night time

Adult crossing the road



Adult along the roadside



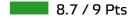




VULNERABLE ROAD USERS

Total 39.6 Pts / 73%

AEB Cyclist

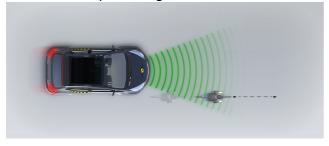


Cyclist from nearside, obstructed view





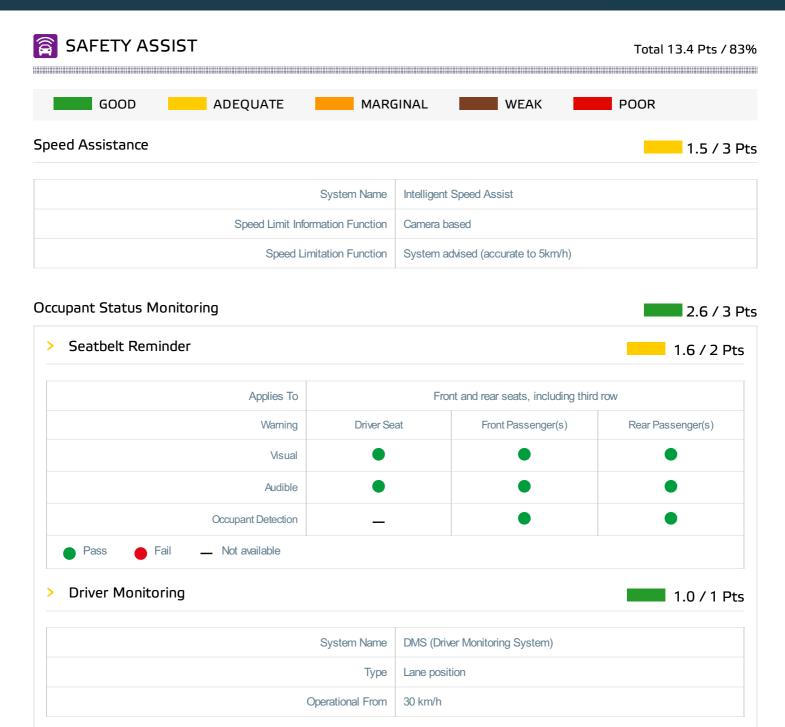
Cyclist along the roadside



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.









Total 13.4 Pts / 83%

Lane Support 4.0 / 4 Pts

System Name	Lane Keep Asistant
Operational From	60 km/h
PERFORMANCE	
<u> </u>	
Emergency Lane Keeping	GOOD
Emergency Lane Keeping Lane Keep Assist	GOOD

AEB Car-to-Car 5.3 / 6 Pts

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



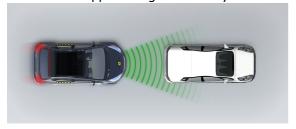
Total 13.4 Pts / 83%

Autobrake function only

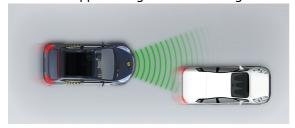
Car turning across the path of an oncoming car



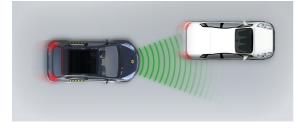
Approaching a stationary car



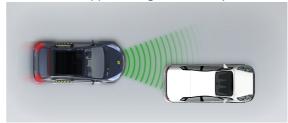
Approaching a slower moving car



Approaching a slower moving car



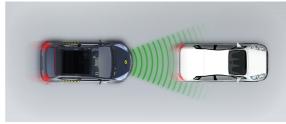
Approaching a stationary car



Approaching a stationary car



Approaching a slower moving car



Approaching a braking car



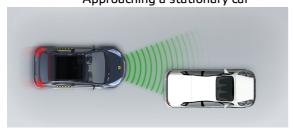


SAFETY ASSIST

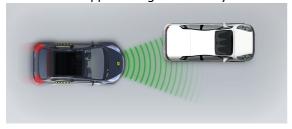
Total 13.4 Pts / 83%

Driver reacts to warning

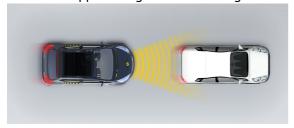
Approaching a stationary car



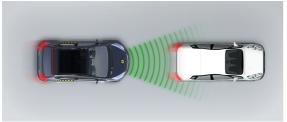
Approaching a stationary car



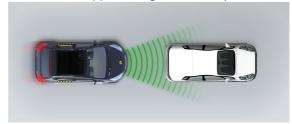
Approaching a slower moving car



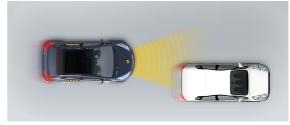
Approaching a braking car



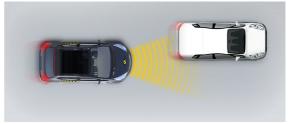
Approaching a stationary car



Approaching a slower moving car



Approaching a slower moving car







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 ★ ★ ★ ★	✓