



**MINI Countryman**  
Standard Safety Equipment

2017



Adult Occupant



90%

Child Occupant



80%

VRU Impact Protection



64%

Safety Assist



51%

## SPECIFICATION

Tested Model	MINI Countryman Cooper D, RHD
Body Type	- 5 door MPV
Year Of Publication	2017
Kerb Weight	1430kg
VIN From Which Rating Applies	- all Countryman, including PHEV
Class	Small MPV

**✗** Rating Expired

## SAFETY EQUIPMENT

	Driver	Passenger	Rear
<b>FRONTAL CRASH PROTECTION</b>			
Frontal airbag	●	●	✘
Belt pretensioner	●	●	●
Belt loadlimiter	●	●	●
Knee airbag	✘	✘	✘
<b>SIDE CRASH PROTECTION</b>			
Side head airbag	●	●	●
Side chest airbag	●	●	✘
Side pelvis airbag	●	●	✘
<b>CHILD PROTECTION</b>			
Isofix/i-Size	—	○	●
Integrated CRS	—	✘	✘
Airbag cut-off switch	—	●	—
<b>SAFETY ASSIST</b>			
Seat Belt Reminder	●	●	●

## SAFETY EQUIPMENT (NEXT)

	Driver	Passenger	Rear
<b>CHILD PROTECTION</b>			
Isofix/i-Size	—	○	●
Integrated CRS	—	✘	✘
Airbag cut-off switch	—	●	—
<b>SAFETY ASSIST</b>			
Seat Belt Reminder	●	●	●

<b>OTHER SYSTEMS</b>	
Active Bonnet (Hood)	●
AEB Pedestrian	○
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.

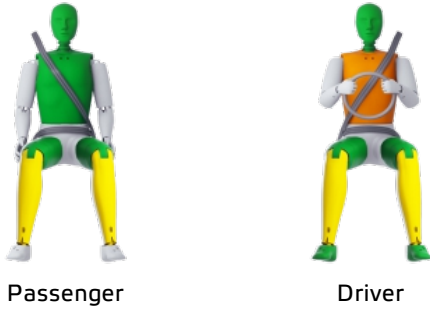
- Fitted to the vehicle as standard    ○ Fitted to the vehicle as part of the safety pack
- Not fitted to the test vehicle but available as option or as part of the safety pack    ✘ Not available    — Not applicable

 ADULT OCCUPANT

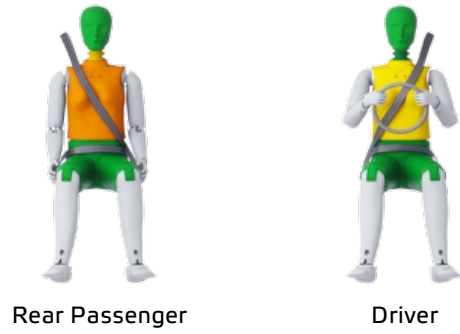
Total 34.3 Pts / 90%

■ GOOD    ■ ADEQUATE    ■ MARGINAL    ■ WEAK    ■ POOR

Frontal Offset Deformable Barrier 6.8 Pts



Frontal Full Width 7.1 Pts



Whiplash Rear Impact 2.4 Pts



Lateral Impact 16.0 Pts



AEB City 2.0

Performance: ■ Adequate



ADULT OCCUPANT

Total 34.3 Pts / 90%



GOOD



ADEQUATE



MARGINAL



WEAK



POOR

 ADULT OCCUPANT

Total 34.3 Pts / 90%

## Comments

The passenger compartment of the Countryman remained stable in the frontal offset test. Dummy readings showed good protection of the knees and femurs of both driver and passenger. MINI demonstrated 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 frontal impact, the driver was at least adequately protected. Dummy readings for the rear passenger indicated marginal protection for the chest. Otherwise, protection was good or adequate. In both the side barrier test and the more severe side pole impact, all critical body areas were well protected and the Countryman scored maximum points. Tests on the front seats and head restraints demonstrated good protection against whiplash injury in the event of a rear-end collision. A geometric assessment of the rear seats indicated good whiplash protection for these seating positions as well. The Countryman has, as standard, an autonomous emergency braking system that operates at the low speeds typical of city driving at which many whiplash injuries are caused. The system performed adequately in Euro NCAP's tests.

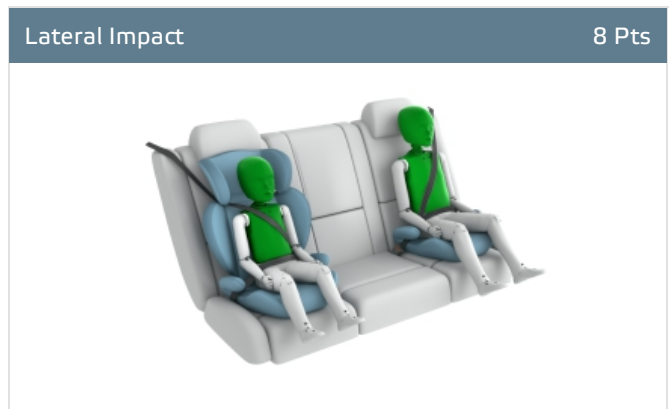
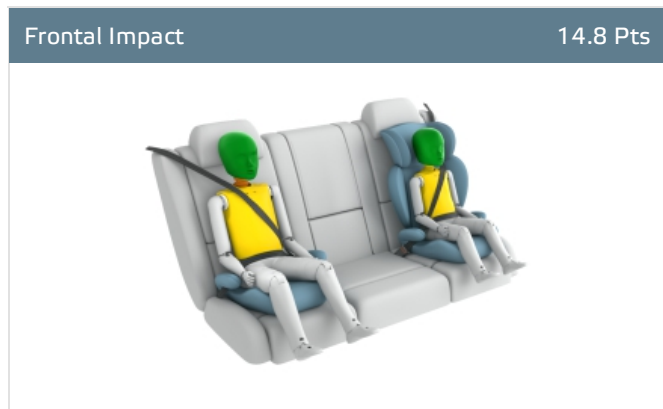
**CHILD OCCUPANT**

Total 39.3 Pts / 80%

GOOD
  ADEQUATE
  MARGINAL
  WEAK
  POOR

Crash Test Performance based on 6 & 10 year old children

22.8 Pts



Restraint for 6 year old child: *Britax Römer Kidfix XP*  
 Restraint for 10 year old child: *Graco*

Safety Features

5.0 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

11.5 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)



■ 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 39.3 Pts / 80%

■ Universal Belted CRS

Maxi Cosi Cabriofix (Belt)



Maxi Cosi Cabriofix & EasyBase2 (Belt)



Britax Römer King II LS (Belt)



Britax Römer KidFix XP (Belt)



Comments

In the frontal offset test, dummy readings indicated good or adequate protection for all critical body areas of both child dummies, apart from the neck of the 10 year old dummy, protection of which was rated as marginal. In the side barrier test, protection of both dummies was good and the Countryman scored maximum points. The front passenger airbag can be disabled to allow a rearward facing child restraint to be used in that seating position. However, the information provided to the driver regarding the status of the airbag did not meet Euro NCAP's requirements and the system was not rewarded. All of the restraint types for which the Countryman is designed could be properly installed and accommodated in the car except rearward-facing restraints in the front passenger seat which were not rewarded owing to the lack of clear information regarding the status of the airbag.

CHILD OCCUPANT

Total 39.3 Pts / 80%

	Seat Position			
	Front	2nd row		
	PASSENGER	LEFT	CENTER	RIGHT
Maxi Cosi 2way Pearl & 2wayFix (rearward) (iSize)	—	●	—	●
Maxi Cosi 2way Pearl & 2wayFix (forward) (iSize)	—	●	—	●
BeSafe iZi Kid X2 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)	●	●	●	●

● Easy   ● Difficult   ● Safety critical   ✘ Not allowed   — Not available

Comments

In the frontal offset test, dummy readings indicated good or adequate protection for all critical body areas of both child dummies, apart from the neck of the 10 year old dummy, protection of which was rated as marginal. In the side barrier test, protection of both dummies was good and the Countryman scored maximum points. The front passenger airbag can be disabled to allow a rearward facing child restraint to be used in that seating position. However, the information provided to the driver regarding the status of the airbag did not meet Euro NCAP's requirements and the system was not rewarded. All of the restraint types for which the Countryman is designed could be properly installed and accommodated in the car except rearward-facing restraints in the front passenger seat which were not rewarded owing to the lack of clear information regarding the status of the airbag.

VRU IMPACT PROTECTION

Total 27.2 Pts / 64%

GOOD
  ADEQUATE
  MARGINAL
  WEAK
  POOR

VRU Impact Protection	27.2 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;">19.9 Pts</td> </tr> <tr> <td style="padding: 5px;">Pelvis Impact</td> <td style="text-align: right; padding: 5px;">1.3 Pts</td> </tr> <tr> <td style="padding: 5px;">Leg Impact</td> <td style="text-align: right; padding: 5px;">6.0 Pts</td> </tr> </table>	Head Impact	19.9 Pts	Pelvis Impact	1.3 Pts	Leg Impact	6.0 Pts
Head Impact	19.9 Pts						
Pelvis Impact	1.3 Pts						
Leg Impact	6.0 Pts						

AEB Pedestrian	0.0 Pts
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**Comments**

The Countryman has an 'active' bonnet. Sensors detect when a pedestrian has been struck and actuator lift the bonnet to provide greater clearance to stiff components in the engine bay. MINI showed that the system triggered for a variety of pedestrian statures and over a range of speeds. Accordingly, the car was tested with the bonnet in the raised position and good or adequate results were recorded over almost the entire bonnet area. The bumper scored maximum points, with good protection of pedestrians' legs at all test locations. However, the protection provided to the pelvis region was predominantly poor. A pedestrian-detecting autonomous emergency braking system is available but is not included in this assessment, as it is optional equipment.



 SAFETY ASSIST

Total 6.2 Pts / 51%

GOOD
  ADEQUATE
  MARGINAL
  WEAK
  POOR

Speed Assistance 1.5 Pts

System Name	Speed Limiter
Speed Limit Information Function	N/A
Warning Function	Manually set
Speed Limitation Function	Manually set (accurate to 5km/h)

Seatbelt Reminder 3.0 Pts

Applies To	All seats		
	Driver Seat	Front Passenger(s)	Rear Passenger(s)
Warning			
Visual	●	●	●
Audible	●	●	●

● Pass
 ● Fail
 — Not available

Lane Support 0 Pts

SAFETY ASSIST

Total 6.2 Pts / 51%

AEB Inter-Urban

1.7 Pts

Type	Forward Collision Warning with Auto-Brake
Operational From	5 km/h
Additional Information	Default On

PERFORMANCE |

	Autobrake Function Only	Driver reacts to warning
Operational Speed	5-80 km/h	5-250 km/h
Approaching a stationary car	See AEB City	Crash avoided up to 65km/h. Crash speed reduced up to 80km/h.
Approaching a slower moving car	Crash avoided up to 35km/h. Crash speed reduced up to 70km/h.	Crash avoided up to 70km/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	Avoidance
Car in front brakes harshly	Mitigation	Avoidance

Comments

A seatbelt reminder is standard for front and rear seats. The standard-fit autonomous emergency braking system performed adequately in tests of its effectiveness at highway speeds. A driver-set speed limitation system is also standard equipment.

## RATING VALIDITY

### Variants of Model Range

Body Type	Engine	Name	Drivetrain	Rating Applies	
				LHD	RHD
5 door	1.5 petrol	Cooper	4x2	✓	✓
5 door	1.5 petrol	Cooper ALL4	4x4	✓	✓
5 door	2.0 diesel	Cooper D	4x2	✓	✓
5 door	2.0 diesel	Cooper D ALL4	4x4	✓	✓
5 door	2.0 petrol	Cooper S	4x2	✓	✓
5 door	2.0 petrol	Cooper S ALL4	4x4	✓	✓
	2.0	Cooper		✓	✓

Body Type	Engine	Name	Drivetrain	Rating	Applies
5 door	2.0 diesel	Cooper SD ALL4	4x4	✓	✓
5 door	Plug-in Hybrid	Cooper SE	4x4	✓	✓
5 door	2.0 petrol	JCW ALL4	4x4	✓	✓

\* Tested variant

## Annual Reviews and Facelifts

Date	Event	Outcome
May 2017	Rating Published	2017 ★★★★★ ✓
June 2018	Annual Review	2017 ★★★★★ ✓
January 2019	Inclusion of PHEV variant	2017 ★★★★★ ✓
May 2019	Annual Review	2017 ★★★★★ ✓