



MINI Cooper E
Standard Safety Equipment

2025



Adult Occupant



89%

Child Occupant



87%

Vulnerable Road Users



77%

Safety Assist



79%

SPECIFICATION

Tested Model	MINI Cooper E
Body Type	- 3 door hatchback
Year Of Publication	2025
Kerb Weight	1621kg
VIN From Which Rating Applies	- all Cooper E
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	●	✘	—
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 35.7 Pts / 89%


 GOOD  ADEQUATE  MARGINAL  WEAK  POOR

Frontal Impact 14.0 / 16 Pts




Mobile Progressive Deformable Barrier Full Width Rigid Barrier

Lateral Impact 15.5 / 16 Pts



Side Mobile Barrier Side Pole Far-Side Excursion Occupant Interaction

Rear Impact 3.6 / 4 Pts




Rear Seat Front Seat

 ADULT OCCUPANT

Total 35.7 Pts / 89%

GOOD
 ADEQUATE
 MARGINAL
 WEAK
 POOR

Rescue and Extrication		2.7 / 4 Pts
Rescue Sheet	Available, ISO compliant	
Advanced eCall	Available	
Multi Collision Brake	Available	
Submergence Check	Compliant	

Comments

The passenger compartment of the MINI Cooper E remained stable in the frontal offset test. Dummy readings indicated good protection of the knees and femurs of both front seat occupants. MINI showed that a similar level of protection would be provided to occupants of different sizes and to those sitting in different positions. 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 E would be a moderately benign impact partner in a frontal collision. In the full-width rigid barrier test, protection was good for all critical body regions of the driver and at least adequate for the rear seat passenger. In both the side barrier test and the more severe side pole impact, good protection was provided to all critical parts of the body and full 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 marginal. The MINI Cooper E 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 and windows would be openable to allow occupants to escape in the event of vehicle submergence.

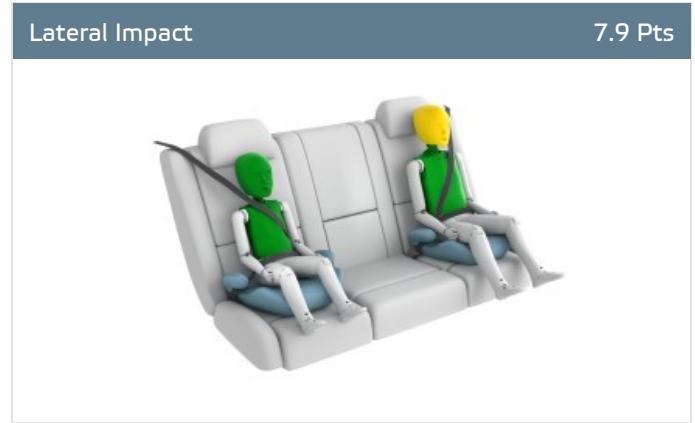
CHILD OCCUPANT

Total 42.8 Pts / 87%

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

Crash Test Performance based on 6 & 10 year old children

23.8 / 24 Pts



Restraint for 6 year old child: *Britax Römer KidFix i-Size*
 Restraint for 10 year old child: *Osann Up*

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	
	Airbag ON	Airbag OFF	Left	Right
	✗	✗	●	●

● Easy
 ● Difficult
 ● Safety critical
 ✗ Not allowed
✗ Airbag ON
 Rearward facing restraint installation not allowed
✗ Airbag OFF

Version_040325

CHILD OCCUPANT

Total 42.8 Pts / 87%

Isofix	Seat Position			
	Front		2nd row	
			Left	Right
	●	✗	●	●
	✗	●	●	●
	●	✗	●	●
	●	✗	●	●
	●	✗	●	●
	✗	●	●	●

● Easy
 ● Difficult
 ● Safety critical
 ✗ Not allowed
✗ Airbag ON
 Rearward facing restraint installation not allowed
 Airbag OFF

Seatbelt Attached	Seat Position			
	Front		2nd row	
			Left	Right
	✗	●	●	●
	●	✗	●	●
	●	✗	●	●
	●	✗	●	●
	●	✗	●	●
	✗	●	●	●

● Easy
 ● Difficult
 ● Safety critical
 ✗ Not allowed
✗ Airbag ON
 Rearward facing restraint installation not allowed
 Airbag OFF

Version 040325



CHILD OCCUPANT

Total 42.8 Pts / 87%

Comments

The legs of the dummies used in Euro NCAP's tests are inflexible compared to those of a child and, in the case of the MINI Cooper E which has limited space in the rear seats, cannot give meaningful results in the dynamic crash tests. In such cases, separate crash tests are used to assess child protection. Those tests indicated that, in both the frontal offset test and the side barrier test, protection of all critical parts of the body would be good or adequate for the 6 and 10 year dummy. 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 Cooper E is not equipped as standard with 'child presence detection', a system which issues a warning when it recognises that a child or infant may have been left in the car. All of the child restraint types for which the MINI Cooper E is designed could be properly installed and accommodated in the car.

VULNERABLE ROAD USERS

Total 49.0 Pts / 77%



VRU Impact Protection 25.8 / 36 Pts



Pedestrian & Cyclist Head	7.8 Pts
Pelvis	4.5 Pts
Femur	4.5 Pts
Knee & Tibia	9.0 Pts

VRU Impact Mitigation 23.2 / 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	

Version 040325

VULNERABLE ROAD USERS

Total 49.0 Pts / 77%

GOOD
 ADEQUATE
 MARGINAL
 WEAK
 POOR

Cyclist Dooring Prevention 0.0 / 1 Pts

Scenario	
Dooring a passing cyclist	not default on"

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 2.5 / 3 Pts

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

Comments

Protection of the head of a struck pedestrian or cyclist was largely marginal or adequate, with poor results recorded on the stiff windscreen pillars and at the base and top of the screen. Protection of the pelvis, the femur and the knee and tibia was good at all test locations and the MINI scored full points in these areas of the assessment. The autonomous emergency braking (AEB) system of the MINI can respond to vulnerable road users as well as to other vehicles. The system's response to pedestrians was good, but protection of those to the rear of the car is available as an option and was not tested. The system's performance in tests of its reaction to cyclists was also good but protection against 'dooring', where a door is suddenly opened in the path of a cyclist approaching from behind, is not on by default so scored no points. Performance of the AEB system was good in tests of its response to motorcyclists, with maximum points being scored.

SAFETY ASSIST

Total 14.4 Pts / 79%

GOOD
 ADEQUATE
 MARGINAL
 WEAK
 POOR

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		
	Driver Seat	Front Passenger(s)	Rear Passenger(s)
Warning			
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 14.4 Pts / 79%

Lane Support

3.0 / 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
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 14.4 Pts / 79%

Comments

Overall, the performance of the autonomous emergency braking (AEB) system was good in tests of its reaction to other vehicles, with impacts being avoided in most tests. 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 & Transmission	Model Name/Code	Drivetrain	Rating Applies	
				LHD	RHD
3 door hatchback	135kW electric	MINI Cooper E *	4 x 2	✓	✓
3 door hatchback	160kW electric	MINI Cooper SE	4 x 2	✓	✓
3 door hatchback	190kW electric	MINI John Cooper Works Electric	4 x 2	✓	✓

* Tested variant

Annual Reviews and Facelifts

Date	Event	Outcome
March 2025	Rating Published	2025 ★ ★ ★ ★ ★ ✓