

The **Mini Cooper** was introduced in the 2002 model year.

The Insurance Institute for Highway Safety has evaluated the crashworthiness of the Mini in a 40 mph frontal offset crash test into a deformable barrier. Head restraint and bumper designs are evaluated separately.

OVERALL EVALUATION: GOOD The driver space was maintained well in the frontal offset crash test, and measures indicate that significant injury was unlikely. Side airbags with head protection, advanced frontal airbag and safety belt systems, an optional stability control system, and daytime running lights are all pluses.

STRUCTURE/SAFETY CAGE: GOOD There was minimal intrusion into the driver footwell area and minimal rearward movement of the instrument panel.

RESTRAINTS/DUMMY KINEMATICS: ACCEPTABLE Dummy movement was reasonably well controlled. During rebound, the dummy's head leaned partway out the open side window.

INJURY MEASURES: GOOD Measures taken from the head, neck, chest, and both legs indicate low risk of injury to these body regions.

SPECIAL SAFETY FEATURES:

- Frontal airbags: deploy at one of two force levels depending on the severity of crash and seat belt use; deploy at higher crash speeds when occupants are belted than when they are unbelted
- Side airbags: for drivers' and front passengers' chests; separate side airbags for front and rear occupants' heads
- Safety belts: crash tensioners prevent slack in front belts from allowing excessive forward movement in a crash; devices on front belts limit belt forces on occupants
- Electronic stability control system to minimize the possibility of sideways skidding (optional)
- Antilock brakes
- Daytime running lights (programmable by dealer)