

BMW 3 Series

BMW 320d, LHD

2012



95%

ADULT OCCUPANT



84%

CHILD OCCUPANT



78%

PEDESTRIAN



86%

SAFETY ASSIST

ADULT OCCUPANT

Total 34 pts | 95%

FRONTAL IMPACT

15,8 pts



Driver



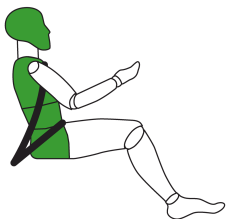
Passenger

SIDE IMPACT CAR

8 pts

SIDE IMPACT POLE

7,4 pts



Car



Pole

REAR IMPACT (WHIPLASH)

3,1 pts



GOOD



ADEQUATE



MARGINAL



WEAK



POOR

FRONTAL IMPACT

HEAD

Driver airbag contact stable

Passenger airbag contact stable

CHEST

Passenger compartment stable

Windscreen Pillar rearward 1mm

Steering wheel rearward none

Steering wheel upward none

Chest contact with steering wheel none

UPPER LEGS, KNEES AND PELVIS

Stiff structures in dashboard none

Concentrated loads on knees none

LOWER LEGS AND FEET

Footwell Collapse none

Rearward pedal movement brake - 14mm

Upward pedal movement none

SIDE IMPACT

Head protection airbag Yes

Chest protection airbag Yes

WHIPLASH

Seat description Standard cloth, 4 way manual

Head restraint type Passive

Geometric assessment 0,8 pts

TESTS

- High severity 2,4 pts

- Medium severity 2 pts

- Low severity 2,3 pts

CHILD OCCUPANT

Total 41 pts | 84%

18 MONTH OLD CHILD

Restraint Fair G 0/1 S Isofix
Group 0, 1
Facing rearward
Installation ISOFIX anchorages and support frame



PERFORMANCE **12 pts**
 INSTRUCTIONS **4 pts**
 INSTALLATION **2 pts**

FRONTAL IMPACT

Head forward movement protected
 Head acceleration good
 Chest load good

SIDE IMPACT

Head containment protected
 Head acceleration good

3 YEAR OLD CHILD

Restraint Fair G 0/1 S Isofix
Group 0, 1
Facing forward
Installation ISOFIX anchorages and support frame



PERFORMANCE **11,9 pts**
 INSTRUCTIONS **4 pts**
 INSTALLATION **2 pts**

FRONTAL IMPACT

Head forward movement protected
 Head acceleration good
 Chest load fair

SIDE IMPACT

Head containment protected
 Head acceleration good

VEHICLE BASED ASSESSMENT

5 pts

Airbag warning Label

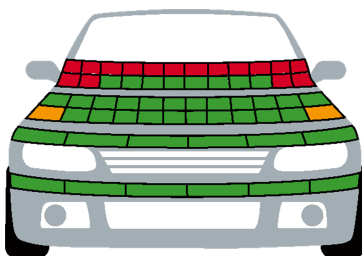
Text and pictogram warning label on both sides of passenger sun visor

PEDESTRIAN

Total 28 pts | 78%

SAFETY ASSIST

Total 6 pts | 86%



GOOD
 MARGINAL
 POOR

HEAD 15,9 pts
 PELVIS 6 pts
 LEG 6 pts

SPEED LIMITATION ASSISTANCE

0 pts

Not assessed

ELECTRONIC STABILITY CONTROL (ESC)

3 pts

- DSC Pass
 Yaw rate ratio (1.00s) 1,84 %
 Yaw rate ratio (1.75s) 1,52 %
 Lateral displacement (1.07s) 3,22 m

SEATBELT REMINDER

3 pts

- driver Pass
 - passenger Pass
 - rear Pass

DETAILS OF TESTED CAR

SPECIFICATIONS

Tested model	BMW 320d, LHD
Body type	4 door saloon
Year of publication	2012
Kerb weight	1495kg
VIN from which rating applies	applies to all BMW 3 series of the specification tested

SAFETY EQUIPMENT

Front seatbelt pretensioners	
Front seatbelt load limiters	
Driver frontal airbag	
Front passenger frontal airbag	
Side body airbags	
Side head airbags	
Electronic Stability Control	DSC
Seatbelt Reminder	driver, passenger and rear seats

COMMENTS

Adult occupant

The passenger compartment of the 3 Series remained stable in the frontal impact. Dummy readings indicated good protection of the knees and femurs of the driver and passenger. BMW showed that a similar level of protection would be provided for occupants of different sizes and to those sat in different positions. In the side barrier test, all body regions were well protected and the car scored maximum points. In the more severe side pole test, protection of the chest and abdomen was adequate and that of the head and pelvis was good. The seat and head restraint provided good protection against whiplash injuries in the event of a rear-end collision.

Child occupant

Based on dummy results in the dynamic tests, the 3 Series scored maximum points for its protection of the 18 month infant, and lost only a fraction of a point for protection of the 3 year old. In the frontal impact, forward movement of the head of the 3 year dummy, sat in a forward facing restraint, was not excessive. In the side impact, both dummies were properly contained by the protective shells of their restraints, minimising the likelihood of contact with parts of the car's interior. A switch is available as an option to deactivate the passenger airbag, allowing a rearward facing child restraint to be used in the passenger seat. This was not assessed as it is not standard equipment. There were clear warnings of the dangers of using a rearward facing restraint in that seating position without having deactivated the airbag.

Pedestrian

Both the bumper and the front edge of the bonnet provided good protection to pedestrians and the car scored maximum points in these areas. In almost all areas where a child's head might strike, the bonnet provided good protection but was predominantly poor in those areas likely to be struck by an adult's head.

Safety assist

Electronic stability control is standard equipment on the 3 Series and met Euro NCAP's requirements. A seatbelt reminder is standard for the driver, front passenger and rear seats. A speed limitation device is available but was not assessed by Euro NCAP as it is offered as an option.