



2015





# Adult Occupant





# Child Occupant



Safety Assist

87%

Pedestrian



74%



77%

# **SPECIFICATION**

Tested Model	BMW X1 sDrive18d, LHD
Body Type	5 door SUV
Year Of Publication	2015
Kerb Weight	1320kg
VIN From Which Rating Applies	all X1s
Class	Small Off-Road

# ADVANCED REWARDS

- 2014 BMW Pedestrian Warning with City Brake Activation
- 2010 BMW Assist Advanced eCall



# SAFETY EQUIPMENT

	Driver	Passenger	Rear
FRONTAL CRASH PROTECTION			
Frontal airbag	•	•	
Belt pretensioner	•	•	•
Belt loadlimiter	•	•	•
Knee airbag	×	×	_
SIDE CRASH PROTECTION			
Side head airbag	•	•	•
Side chest airbag	•	•	×
Side pelvis airbag	×	×	×
CHILD PROTECTION			
Isofix	_	×	•
Integrated CRS	_	×	×
Airbag cut-off switch	_	•	_
SAFETY ASSIST			
Seat Belt Reminder	•	•	•

OTHER SYSTEMS	
Active Bonnet (Hood)	•
ESC	•
AEB City	•
AEB Inter-Urban	•
Speed Assistance System	•
Lane Assist System	0

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Fitted to test car as standard	<ul><li>Fitted to test car as option</li></ul>	— Not applicable	💢 Not available

O Not fitted to test car but available as option



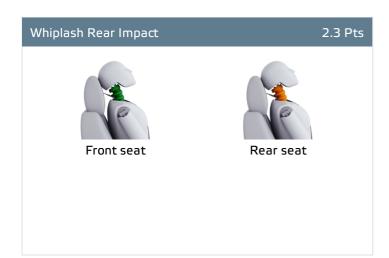


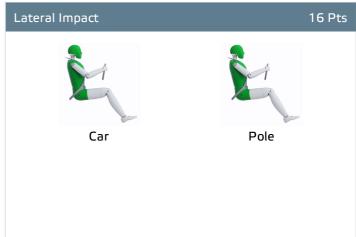
Total 34.5 Pts / 90%

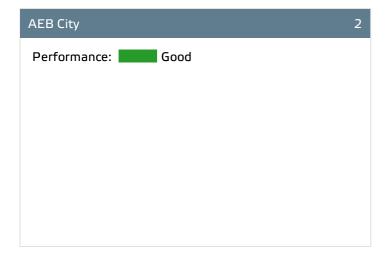














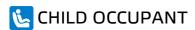


Total 34.5 Pts / 90%

#### Comments on Adult Occupant

The passenger compartment remained stable in the frontal offset test. Dummy readings indicated good protection of the knees and femurs of both the driver and passenger dummy. BMW showed 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 rigid barrier impact, protection of all body regions was good for all critical body regions of the driver and rear passenger, with the exception of the chest, protection of which was adequate. The X1 scored maximum points in both the side barrier test and in the more severe side pole test, with good protection of all critical parts of the body. The front seats and head restraints demonstrated good protection against whiplash injury in the event of a rear-end impact while a geometric assessment of the rear seats indicated marginal whiplash protection for the occupants of those seats. The standard-fit autonomous emergency braking system showed good performance in Euro NCAP's tests of its performance at the low speeds at which many whiplash injuries are caused.





Total 43 Pts / 87%



Crash Test Performance 24 Pts





Safety Features 7 Pts

	Front Passenger	2nd row outboard	2nd 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 Pts

Install without problem
Safety critical problem
Install with care
Installation not allowed

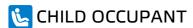
#### Infants up to 13 kg











Total 43 Pts / 87%

#### Infants and toddlers up to 18 kg



#### Toddlers from 9 to 18 kg







#### Toddlers over 18 kg







Total 43 Pts / 87%

		Seat Position		
	Front		2nd row	
	PASSENGER	LEFT	CENTER	RIGHT
Maxi Cosi Cabriofix (Belt)	•	•	•	•
Römer King Plus (Belt)	•	•	•	•
Römer Duo Plus (ISOFIX)	×	•	×	•
Römer KidFix (Belt)	•	•	•	•
Maxi Cosi Cabriofix & EasyFix (Belt)	•	•	•	•
Maxi Cosi Cabriofix & EasyFix (ISOFIX)	×	•	×	•
BeSafe iZi Kid X3 ISOfix (ISOFIX)	×	•	×	•
Maxi Cosi Pearl & Familyfix (ISOFIX)	×	•	×	•
Römer KidFix (ISOFIX)	×	•	×	•

Install without problem install with care safety critical problem Installation not allowed

### Comments on Child Occupant

Both child dummies were sat in rearward-facing restraints in the offset frontal test. The X1 scored maximum points for its protection of both the 1½ year and 3 year dummies in the frontal offset and side barrier tests. In the side impact, both dummies were properly contained within the protective shells of their restraints, minimising the risk of head contact with parts of the vehicle interior. The front passenger airbag can be disabled to allow a rearward-facing 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 restraint types for which the X1 is designed could be correctly installed and accommodated in the car.





Total 26.7 Pts / 74%



Pedestrian Protection 26.7 Pts



Head Impact	19.4 Pts
Pelvis Impact	1.3 Pts
Leg Impact	6 Pts

#### Comments on Pedestrian

The X1 has a 'pop-up' bonnet. Sensors in the bumper detect when a pedestrian has been struck and actuators raise the bonnet to provide greater clearance between the surface and the hard structures in the engine compartment. BMW showed that the system worked robustly for a variety of pedestrian statures and across a range of speeds. Accordingly, tests were done with the bonnet in the deployed (raised) position. Results on the bonnet surface were almost entirely good, with some areas of adequate protection to a pedestrian's head. Some poor results were recorded only on the front edge of the windscreen and on the stiff windscreen pillars. The bumper scored maximum points for the protection it offered to pedestrians' legs. Protection of the pelvic region was predominantly poor.





Total 10.1 Pts / 77%



**Speed Assistance** 2.3 Pts

System Name	ISA
Speed Limit Information Function	Camera based
Warning Function	System advised
Speed Limitation Function	System advised

## **Electronic Stability Control**

3 Pts

System Name	DSC (Dynamic Stability Control)	
PERFORMANCE		
Vehicle Yaw Rate @ COS + 1.00 s	1.5%	meets ECE requirements
Vehicle Yaw Rate @ COS + 1.75 s	1.5%	meets ECE requirements
Lateral Displacement @ BOS + 1.07 s	3.3 m	meets ECE requirements

Seat Belt Reminder 3 Pts

Applies To	All seats		All seats		
Warning	Driver Seat	front passenger(s)	rear passenger(s)		
Visual	•	•	•		
Audible	•	•	•		

Pass

Fail

— Not available

Lane Support 0 Pts





Total 10.1 Pts / 77%

AEB Interurban 1.8 Pts

System Name	Approach Warning with City Brake Activation		
Туре	Forward Collision Warning with Auto-Brake		
Operational From	5 K	m/h	
Additional Information	Defa	ult On	
PERFORMANCE			
Operational Speed	5-80 Km/h	5-250 Km/h	
	Autobrake Function Only	Driver reacts to warning	
Approaching a stationary car		Crash avoided up to 70km/h. Crash speed reduced up to 80km/h.	
	Crash avoided up to 40km/h. Crash speed reduced up to 70km/h.	Crash avoided up to 80km/h.	
FO	LLOWING 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 on Safety Assist

Electronic stability control is standard equipment on the X1, together with a seatbelt reminder system that protects the front and rear seats. Autonomous emergency braking is also standard and demonstrated adequate performance in Euro NCAP's tests. A standard-fit, camera-based speed limiter advises the driver of the limit and allows the driver to set the appropriate maximum speed for the vehicle.