

TEST RESULTS

BMW X1

BMW X1 2.0 diesel, LHD

2012 ★★★★★



87%

ADULT OCCUPANT



86%

CHILD OCCUPANT



64%

PEDESTRIAN



71%

SAFETY ASSIST

ADULT OCCUPANT

Total 31 pts | 87%

FRONTAL IMPACT

14 pts



Driver



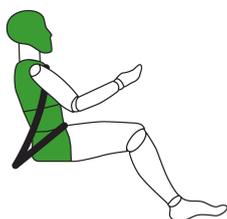
Passenger

SIDE IMPACT CAR

8 pts

SIDE IMPACT POLE

6,9 pts



Car



Pole

REAR IMPACT (WHIPLASH)

2,5 pts



- GOOD
- ADEQUATE
- MARGINAL
- WEAK
- POOR

FRONTAL IMPACT

HEAD

Driver airbag contact	stable
Passenger airbag contact	stable

CHEST

Passenger compartment	stable
Windscreen Pillar rearward	5mm
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	none
Upward pedal movement	accelerator - 9mm

SIDE IMPACT

Head protection airbag	Yes
Chest protection airbag	Yes

WHIPLASH

Seat description	Standard, cloth, 2 way manual adjust
Head restraint type	Passive
Geometric assessment	0,1 pts

TESTS

- High severity	2,3 pts
- Medium severity	2,1 pts
- Low severity	2,3 pts

TEST RESULTS

CHILD OCCUPANT

Total 42 pts | 86%

18 MONTH OLD CHILD

Restraint Fair G 0/1 Isofix
Group 0, 0+
Facing rearward
Installation ISOFIX anchorages



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 Isofix
Group 1
Facing forward
Installation ISOFIX anchorages



PERFORMANCE 11,1 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

7 pts

Airbag warning Label

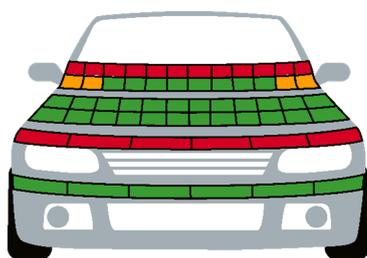
Permanently attached text and pictogram label on both sides of the passenger sun visor

PEDESTRIAN

Total 23 pts | 64%

SAFETY ASSIST

Total 5 pts | 71%



GOOD
MARGINAL
POOR

HEAD 16,9 pts
PELVIS 0 pts
LEG 6 pts

SPEED LIMITATION ASSISTANCE

0 pts

- , not available

Not assessed

ELECTRONIC STABILITY CONTROL (ESC)

3 pts

- DSC

Pass

Yaw rate ratio (1.00s)

1,50 %

Yaw rate ratio (1.75s)

1,64 %

Lateral displacement (1.07s)

3,38 m

SEATBELT REMINDER

2 pts

- driver

Pass

- passenger

Pass

- rear

Not assessed

DETAILS OF TESTED CAR

SPECIFICATIONS

Tested model	BMW X1 2.0 diesel, LHD
Body type	5 door SUV
Year of publication	2012
Kerb weight	1490kg
VIN from which rating applies	applies to all X1s of the specification tested

SAFETY EQUIPMENT

Front seatbelt pretensioners	
Front seatbelt load limiters	
Driver frontal airbag	single stage
Front passenger frontal airbag	single stage
Side body airbags	
Side head airbags	
Speed Limitation Assistance	
Electronic Stability Control	DSC, standard equipment
Seatbelt Reminder	driver and front passenger seats

COMMENTS

The rating of the BMW X1 has been upgraded from 2011 to 2012. The car is unchanged and test results have been carried over from the previous year. The 2012 rating reflects the X1's performance against Euro NCAP's latest requirements.

Adult occupant

The passenger compartment remained stable in the frontal impact, the windscreen pillar moving rearwards less than 5mm. Dummy readings indicated good protection of the knees and femurs of both driver and passenger. BMW were able to demonstrate that occupants of different sizes, and those sat in different positions, would be similarly well protected. In the side barrier impact, the car scored maximum points, with good protection of all body regions. In the more severe side pole test, dummy readings indicated marginal chest protection. Protection against whiplash injuries in rear impacts was also rated as marginal.

Child occupant

Based on dummy readings, the X1 scored maximum points for its protection of the 1½ year old in the frontal and side barrier impacts. Forward movement of the head was well controlled in the frontal impact and, in the side impact, both dummies were properly contained by the restraints. The front passenger airbag can be disabled by BMW dealers to allow a rearward facing child restraint to be used in that seating position. A label clearly warns of the dangers of using a rearward facing child seat in that seat without first disabling the airbag.

Pedestrian

Euro NCAP's pedestrian tests have changed for 2010 so, as part of the upgrade of its rating, the X1 had new tests done. The bumper scored maximum points for protection of pedestrians' legs. However, the front edge of the bonnet provided poor protection and scored no points in Euro NCAP's tests. In all areas where a child's head might strike, the bonnet offered good protection, even at the outer edges. The protection offered to the head of a struck adult was also good in some areas but was poor around the base of the windscreen.

Safety assist

The X1 is fitted with electronic stability control (ESC) as standard equipment on all variants. Likewise, a seatbelt reminder is standard for the driver and front passenger seats.