



BMW X5
Standard Safety Equipment

2018 ★★★★★



Adult Occupant



Child Occupant



Vulnerable Road Users



Safety Assist



SPECIFICATION

Tested Model	BMW X5 xDrive30d, LHD
Body Type	- 5 door SUV
Year Of Publication	2018
Kerb Weight	2185kg
VIN From Which Rating Applies	- All X5
Class	Large Off-Road

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	●	●	○

Version 231118

SAFETY EQUIPMENT (NEXT)

	Driver	Passenger	Rear
CHILD PROTECTION			
Isofix	—	✗	●
Integrated CRS	—	✗	✗
Airbag cut-off switch	—	●	—
SAFETY ASSIST			
Seat Belt Reminder	●	●	●

OTHER SYSTEMS	
Active Bonnet (Hood)	●
AEB Pedestrian	●
AEB Cyclist	●
AEB City	●
AEB Inter-Urban	●
Speed Assistance System	●
Lane Assist System	●

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 34.2 Pts / 89%

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

Frontal Offset Deformable Barrier 5.8 / 8 Pts



Passenger Driver

Frontal Full Width 7.5 / 8 Pts



Rear Passenger Driver

Whiplash Rear Impact 1.6 / 2 Pts



Front seat Rear seat

Lateral Impact 15.2 / 16 Pts



Car Pole

 ADULT OCCUPANT

Total 34.2 Pts / 89%

 GOOD  ADEQUATE  MARGINAL  WEAK  POOR

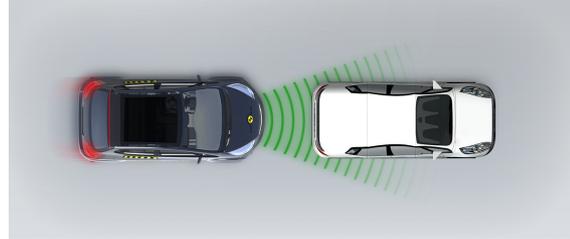
AEB City

 4 / 4 Pts

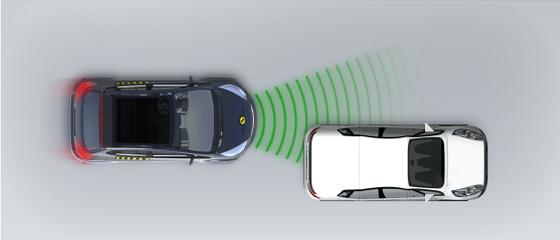
Approaching a stationary car: Left Offset



Approaching a stationary car: No Offset



Approaching a stationary car: Right Offset



 ADULT OCCUPANT

Total 34.2 Pts / 89%

Comments

The passenger compartment of the X5 remained stable in the frontal offset test. Dummy readings indicated good protection of the knees and femurs of the driver and passenger. However, the driver knee airbag was found not to have deployed correctly. The score for this body area was penalised and BMW were not allowed to demonstrate that structures in the dashboard did not present a risk of injury to occupants of different sizes and to those sitting in different positions. Accordingly, protection of the driver's knee, femur and pelvis body region was rated as weak. On the passenger side, there is no knee airbag and protection was rated as good. In the full-width rigid barrier test, protection of all critical body areas was at least adequate for both the driver and the rear passenger. In the side barrier test, maximum points were scored, with good protection of all critical body areas. In the more severe side pole impact, dummy readings of chest compression indicated marginal compression for this body region, with other parts of the body being well protected. Tests on the front seats and head restraints demonstrated good protection against whiplash injuries in the event of a rear-end collision. A geometric assessment of the rear seats also indicated good whiplash protection. The standard-fit autonomous emergency braking system performed well in tests of its functionality at the low speeds, typical of city driving, at which many whiplash injuries are caused.

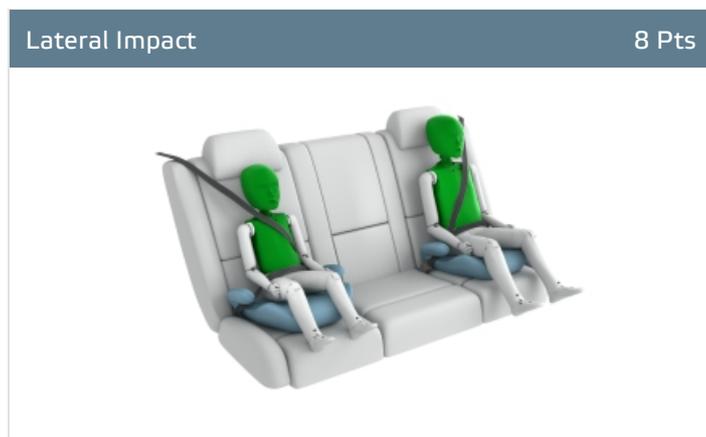
CHILD OCCUPANT

Total 42.6 Pts / 86%

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

Crash Test Performance based on 6 & 10 year old children

23.9 / 24 Pts



Restraint for 6 year old child: *Britax Römer Kidfix XP*
 Restraint for 10 year old child: *Osann UP*

Safety Features

7 / 13 Pts

	Front Passenger	2nd row outboard	2nd row center	3rd row outboard *
Isofix	✗	●	✗	✗
i-Size	✗	●	✗	✗
Integrated CRS	✗	✗	✗	✗

* Third row seats available as option

● Fitted to test car as standard
 ○ Not on test car but available as option
 ✗ Not available

CRS Installation Check

11.7 / 12 Pts

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

i-Size CRS



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CHILD OCCUPANT

Total 42.6 Pts / 86%

■ ISOFIX CRS

Maxi Cosi Cabriofix & FamilyFix (ISOFIX)



BeSafe iZi Kid X4 ISOfix (ISOFIX)



Britax Römer Duo Plus (ISOFIX)



Britax Römer KidFix XP (ISOFIX)



■ Universal Belted CRS

Maxi Cosi Cabriofix (Belt)



Maxi Cosi Cabriofix & EasyBase2 (Belt)



Britax Römer King II LS (Belt)



Britax Römer KidFix XP (Belt)



CHILD OCCUPANT

Total 42.6 Pts / 86%

	Seat Position					
	Front	2nd row			3rd row	
	PASSENGER	LEFT	CENTER	RIGHT	LEFT	RIGHT
Maxi Cosi 2way Pearl & 2wayFix (rearward) (iSize)	□	●	□	●	□	□
Maxi Cosi 2way Pearl & 2wayFix (forward) (iSize)	□	●	□	●	□	□
BeSafe iZi Kid X2 i-Size (iSize)	□	●	□	●	□	□
Maxi Cosi Cabriofix & FamilyFix (ISOFIX)	□	●	□	●	□	□
BeSafe iZi Kid X4 ISOfix (ISOFIX)	□	●	□	●	□	□
Britax Römer Duo Plus (ISOFIX)	□	●	□	●	□	□
Britax Römer KidFix XP (ISOFIX)	□	●	□	●	□	□
Maxi Cosi Cabriofix (Belt)	●	●	●	●	●	●
Maxi Cosi Cabriofix & EasyBase2 (Belt)	●	●	✘	●	✘	✘
Britax Römer King II LS (Belt)	●	●	●	●	●	●
Britax Römer KidFix XP (Belt)	●	●	●	●	●	●

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

Comments

In the frontal offset and side barrier tests, protection of the 6 and 10 year dummies was good or adequate for all critical body areas. 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. All of the restraint types for which the X5 is designed could be properly installed and accommodated in the car except for one Group I child-seat in the optional third row seats, where the head restraint did not allow the restraint back to be properly reclined into its locking position.

VULNERABLE ROAD USERS

Total 36.3 Pts / 75%

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

Pedestrian Impact Protection	24.2 / 36 Pts						
	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="padding: 5px;">Head Impact</td> <td style="text-align: right; padding: 5px;">18.3 Pts</td> </tr> <tr> <td style="padding: 5px;">Pelvis Impact</td> <td style="text-align: right; padding: 5px;">0 Pts</td> </tr> <tr> <td style="padding: 5px;">Leg Impact</td> <td style="text-align: right; padding: 5px;">5.9 Pts</td> </tr> </table>	Head Impact	18.3 Pts	Pelvis Impact	0 Pts	Leg Impact	5.9 Pts
Head Impact	18.3 Pts						
Pelvis Impact	0 Pts						
Leg Impact	5.9 Pts						

Vulnerable Road Users	12 / 12 Pts
System Name	Person Warning with City Braking Function
Type	Auto-Brake with Forward Collision Warning
Operational From	5 km/h

Comments

The X5 has an 'active' bonnet. Sensors in the bumper detect when a pedestrian has been struck and actuators lift the bonnet, providing greater clearance to hard structures in the engine compartment. BMW showed that the system detected a variety of pedestrian statures over a wide range of speeds. Accordingly, the car was tested with the bonnet in the raised position. The protection provided by the bonnet to the head of a struck pedestrian was good or adequate over almost the entire surface. The bumper provided good or adequate protection to pedestrians' legs at all test locations. However, protection of the pelvis was poor. The AEB system is able to detect vulnerable road users such as pedestrians and cyclists. In most tests of these functionalities, the system performed well, with collisions avoided or their severity mitigated, even at night-time in the case of pedestrians.

 VULNERABLE ROAD USERS

Total 36.3 Pts / 75%

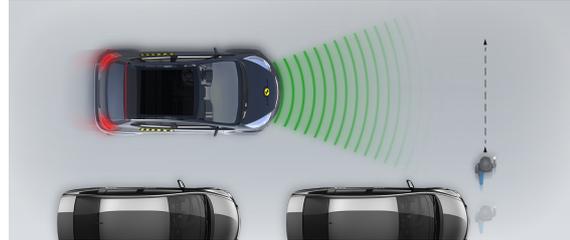
AEB Pedestrian 

■ Day time

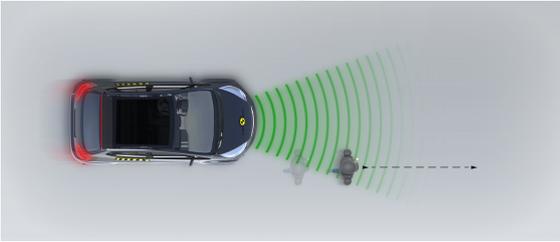
Adult crossing the road



Child running from behind parked vehicles



Adult along the roadside



■ Night time

Adult crossing the road

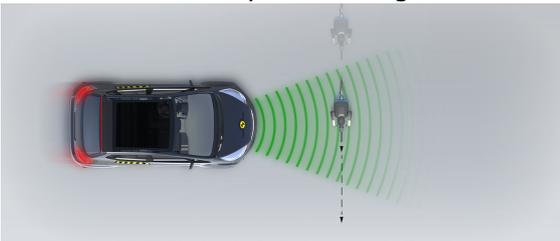


Adult along the roadside

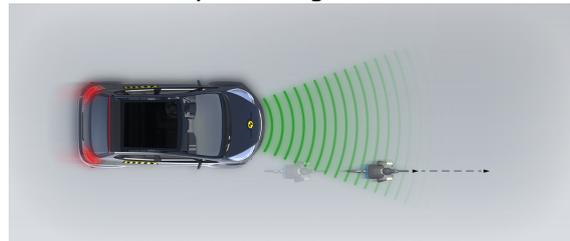


AEB Cyclist 

Cyclist crossing



Cyclist along the roadside



SAFETY ASSIST

Total 9.8 Pts / 75%

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

Speed Assistance

■ 2.8 / 3 Pts

System Name	Speed Limit Assist
Speed Limit Information Function	Camera & Map
Speed Limitation Function	System advised (accurate to 5km/h)

Seat Belt Reminder

■ 2.5 / 3 Pts

Applies To	Not available		
	Driver Seat	front passenger(s)	rear passenger(s)
Warning			
Visual	●	●	●
Audible	●	●	●

● Pass
 ● Fail
 — Not available

Lane Support

■ 1.8 / 4 Pts

System Name	Steering and Lane Control Assistant
Type	LKA
Operational From	65 km/h

PERFORMANCE	
Emergency Lane Keeping	■ POOR
Lane Keep Assist	■ GOOD
Human Machine Interface	■ ADEQUATE

SAFETY ASSIST

Total 9.8 Pts / 75%

AEB Interurban

2.8 / 3 Pts

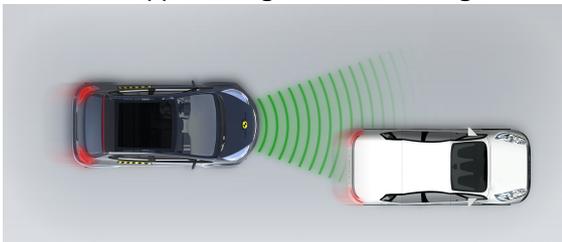
System Name	Front-end collision warning with braking function
Type	Autonomous Emergency Braking and Forward Collision Warning
Operational From	5 km/h
Additional Information	Supplementary warning

Comments

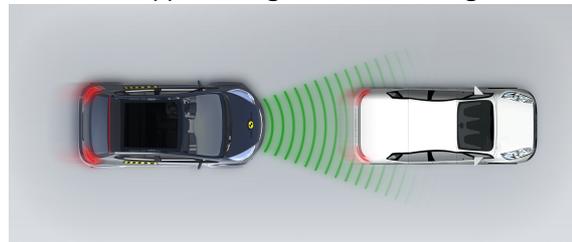
The X5 has a seatbelt reminder system for the front and rear seats. The AEB system performed well or adequately in various tests of its functionality at highway speeds. A standard-fit lane-keep assist system helps to keep the car from drifting out of lane. The speed assistance system uses a camera and digital mapping to determine the local speed limit and the driver, allowing the driver to set the speed limiter appropriately.

■ **Autobrake function only**

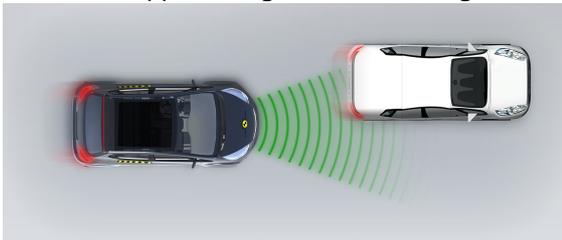
Approaching a slower moving car



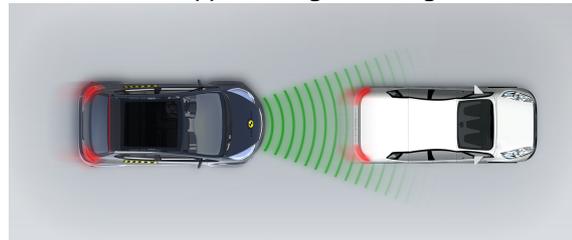
Approaching a slower moving car



Approaching a slower moving car



Approaching a braking car

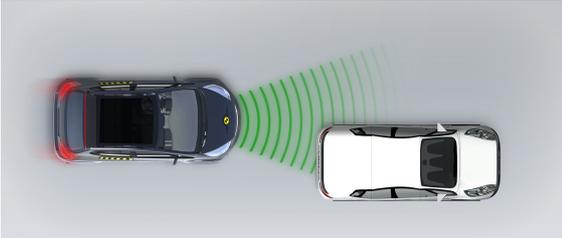


 SAFETY ASSIST

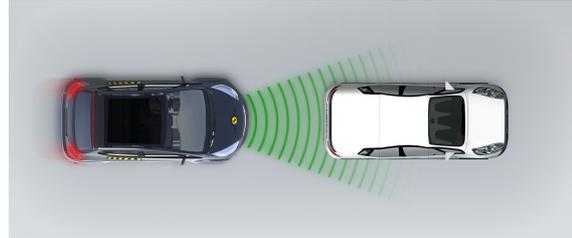
Total 9.8 Pts / 75%

■ Driver reacts to warning

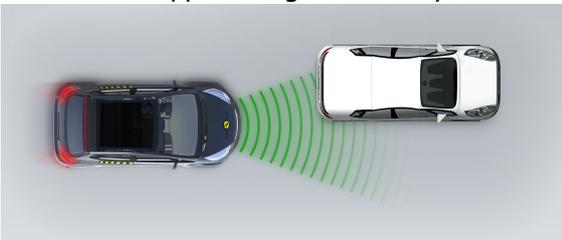
Approaching a stationary car



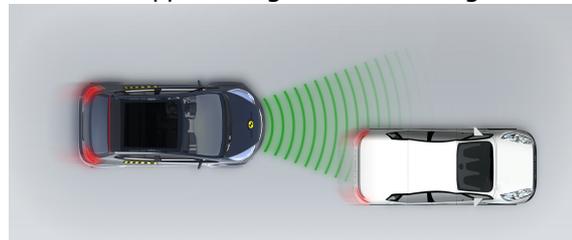
Approaching a stationary car



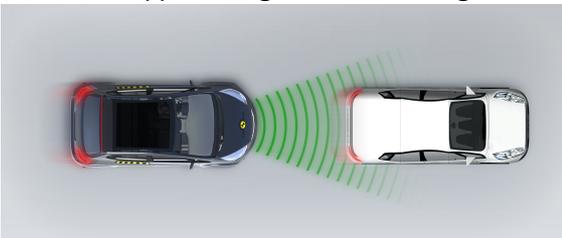
Approaching a stationary car



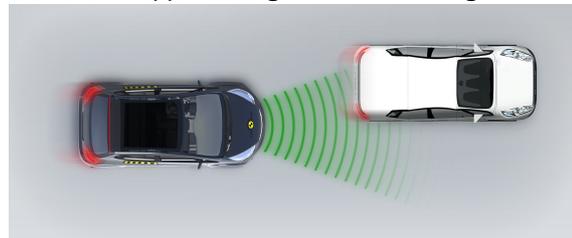
Approaching a slower moving car



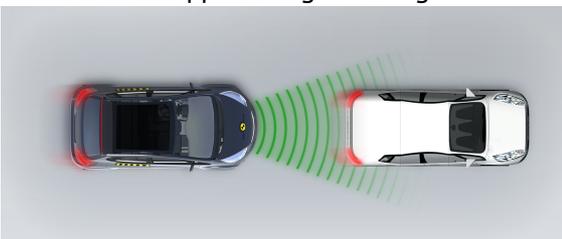
Approaching a slower moving car



Approaching a slower moving car



Approaching a braking car



RATING VALIDITY

Annual Reviews and Facelifts

Date	Event	Outcome
December 2018	Rating Published	2018  