



**BMW Z4**  
Standard Safety Equipment

2019 ★★★★★



Adult Occupant



Child Occupant



Vulnerable Road Users



Safety Assist



SPECIFICATION

Tested Model	BMW Z4 sDrive 30i, LHD
Body Type	- Roadster sports
Year Of Publication	2019
Kerb Weight	1495kg
VIN From Which Rating Applies	- all Z4s
Class	Roadster sports

SAFETY EQUIPMENT

	Driver	Passenger	Rear
<b>FRONTAL CRASH PROTECTION</b>			
Frontal airbag	●	●	—
Belt pretensioner	●	●	—
Belt loadlimiter	●	●	—
Knee airbag	●	✘	—
<b>SIDE CRASH PROTECTION</b>			
Side head airbag	●	●	—
Side chest airbag	●	●	—
Side pelvis airbag	●	●	—

Version 291019

## SAFETY EQUIPMENT (NEXT)

	Driver	Passenger	Rear
<b>CHILD PROTECTION</b>			
Isofix	—	●	—
Integrated CRS	—	✘	—
Airbag cut-off switch	—	●	—
<b>SAFETY ASSIST</b>			
Seat Belt Reminder	●	●	—

<b>OTHER SYSTEMS</b>	
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 37.2 Pts / 97%

■ GOOD    
 ■ ADEQUATE    
 ■ MARGINAL    
 ■ WEAK    
 ■ POOR

**Frontal Offset Deformable Barrier** 7.8 / 8 Pts



Passenger                      Driver

**Frontal Full Width** 7.7 / 8 Pts



Rear Passenger                      Driver

**Whiplash Rear Impact** 1.7 / 2 Pts



Front seat                      Rear seat

**Lateral Impact** 16 / 16 Pts



Car                      Pole

 ADULT OCCUPANT

Total 37.2 Pts / 97%

 GOOD     ADEQUATE     MARGINAL     WEAK     POOR

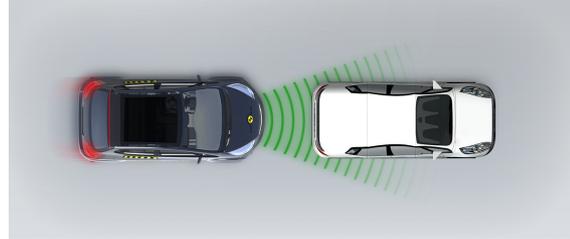
AEB City

 4 / 4 Pts

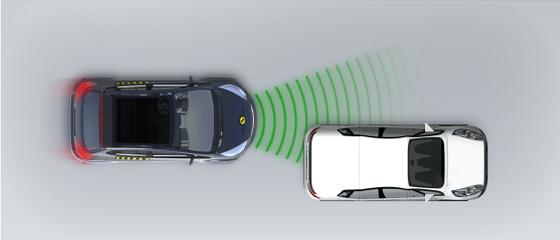
Approaching a stationary car: Left Offset



Approaching a stationary car: No Offset



Approaching a stationary car: Right Offset



 ADULT OCCUPANT

Total 37.2 Pts / 97%

## Comments

The passenger compartment of the Z4 remained stable in the frontal offset test. Dummy readings indicated good protection of the knees and femurs of the driver and passenger. BMW demonstrated that a similar level of protection would be provided to occupants of different sizes and to those sitting in different positions. In the full-width rigid barrier test, protection of the driver was good or adequate for all critical body areas. In the side barrier test, all critical parts of the body were well protected and the car scored maximum points. Likewise, full points were scored in the more severe side pole test, with good protection all-round. Tests on the seats and head restraints demonstrated good protection against whiplash injuries in the event of a rear-end collision. The Z4 has a standard-fit autonomous emergency braking (AEB) system which operates at the low speeds, typical of city driving, at which many whiplash injuries occur. In tests of this functionality, the system scored maximum points, with collisions against another vehicle avoided in all test scenarios.

CHILD OCCUPANT

Total 43 Pts / 87%

GOOD
  ADEQUATE
  MARGINAL
  WEAK
  POOR

Safety Features

7 / 13 Pts

	Front Passenger
Isofix	<span style="color: green;">●</span>
i-Size	<span style="color: green;">●</span>
Integrated CRS	<span style="color: red;">✘</span>

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

CRS Installation Check

12 / 12 Pts

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

■ i-Size CRS



■ ISOFIX CRS



 CHILD OCCUPANT

Total 43 Pts / 87%

■ 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 43 Pts / 87%

	Seat Position
	Front
	PASSENGER
Maxi Cosi 2way Pearl & 2wayFix (rearward) (iSize)	●
Maxi Cosi 2way Pearl & 2wayFix (forward) (iSize)	●
BeSafe iZi Kid X2 i-Size (iSize)	●
BeSafe iZi Flex FIXi-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

Good protection was provided to the six-year dummy, sat in the front passenger seat, in both the frontal offset and side barrier tests. Protection of the ten-year child was not assessed. The 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. The passenger seat is not approved to for the installation of one type of ISOFIX restraint. Otherwise, all of the restraints for which the Z4 is designed could be properly installed and accommodated in the car.

**VULNERABLE ROAD USERS**

Total 44.1 Pts / 91%

■ GOOD   
 ■ ADEQUATE   
 ■ MARGINAL   
 ■ WEAK   
 ■ POOR

Pedestrian	34.4 / 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;">22.4 Pts</td> </tr> <tr> <td style="padding: 5px;">Pelvis Impact</td> <td style="text-align: right; padding: 5px;">6 Pts</td> </tr> <tr> <td style="padding: 5px;">Leg Impact</td> <td style="text-align: right; padding: 5px;">6 Pts</td> </tr> </table>	Head Impact	22.4 Pts	Pelvis Impact	6 Pts	Leg Impact	6 Pts
Head Impact	22.4 Pts						
Pelvis Impact	6 Pts						
Leg Impact	6 Pts						

Vulnerable Road Users	9.7 / 12 Pts
System Name	Person Warning with City Braking Function
Type	Auto-Brake with Forward Collision Warning
Operational From	5 km/h

**Comments**

The Z4 has an 'active' bonnet, or hood. Sensors detect when a pedestrian has been struck and actuators raise the bonnet to increase the distance to 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, the bonnet was tested in the deployed, raised position. Test results were almost exclusively good or adequate. The bumper provided good protection to pedestrians' legs, and protection of the pelvis was also rated as good. The AEB system can detect vulnerable road users like pedestrians and cyclists, as well as other vehicles. In tests, the system performed adequately in its response to pedestrians and, for cyclists, its performance was rated as good.

 VULNERABLE ROAD USERS

Total 44.1 Pts / 91%

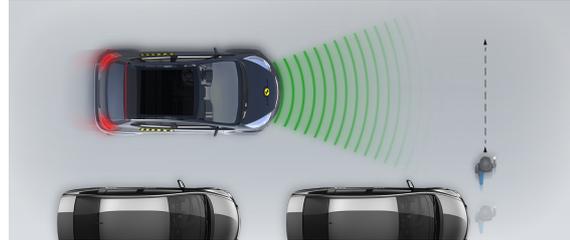
AEB Pedestrian 

■ Day time

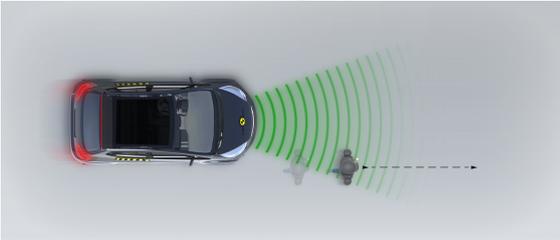
Adult crossing the road



Child running from behind parked vehicles



Adult along the roadside



■ Night time

Adult crossing the road

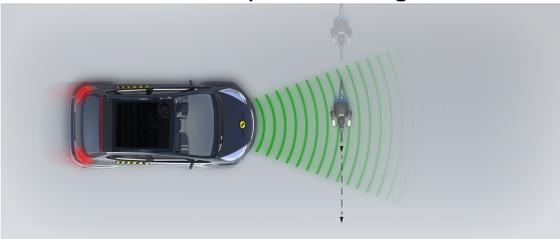


Adult along the roadside

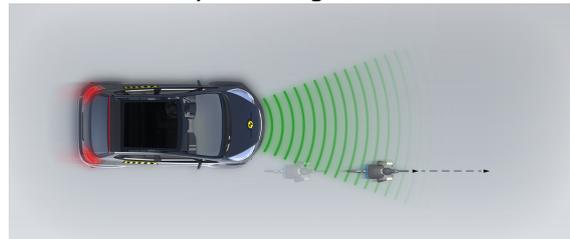


AEB Cyclist 

Cyclist crossing



Cyclist along the roadside



SAFETY ASSIST

Total 10 Pts / 76%

■ GOOD   
 ■ ADEQUATE   
 ■ MARGINAL   
 ■ WEAK   
 ■ POOR

Speed Assistance

■ 2.5 / 3 Pts

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

Seat Belt Reminder

■ 3 / 3 Pts

Applies To	Front Seats		
	Driver Seat	front passenger(s)	rear passenger(s)
Warning			
Visual	●	●	□
Audible	●	●	□
Occupant detection	—	●	—

● Pass   
 ● Fail   
 — Not available

Lane Support

■ 1.8 / 4 Pts

System Name	Steering and Lane Control Assistant
Type	LKA (including LDW)
Operational From	70 km/h

PERFORMANCE	
Lane Keep Assist	<span style="color: green;">■</span> GOOD
Human Machine Interface	<span style="color: yellow;">■</span> ADEQUATE

**SAFETY ASSIST**

Total 10 Pts / 76%

**AEB Inter-Urban**

**2.8 / 3 Pts**

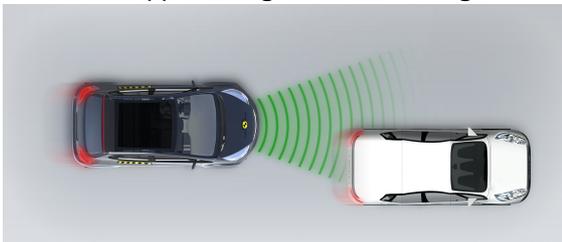
System Name	Front-End Collision Warning with Braking Function
Type	Autonomous Emergency Braking and Forward Collision Warning
Operational From	5 km/h
Additional Information	Supplementary warning

**Comments**

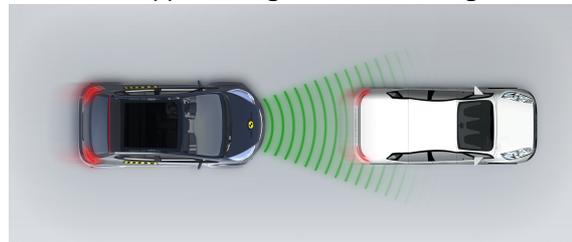
The AEB system performed well in tests of its response to other vehicles at highway speeds, with collisions avoided in the great majority of test scenarios. There is a seatbelt reminder system as standard. A lane support system helps to prevent inadvertent drifting out of lane. The speed assistance system uses a camera to detect the local speed limit. This information is presented to the driver, allowing the limiter to be set appropriately.

■ **Autobrake function only**

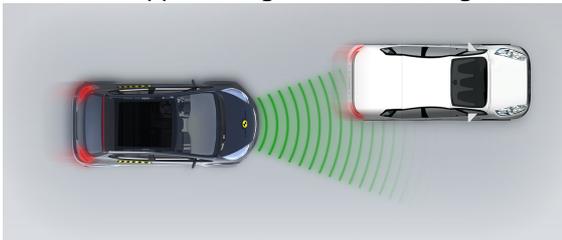
Approaching a slower moving car



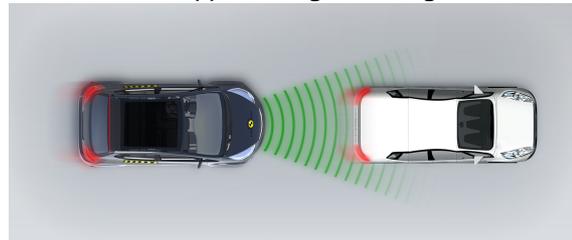
Approaching a slower moving car



Approaching a slower moving car



Approaching a braking car

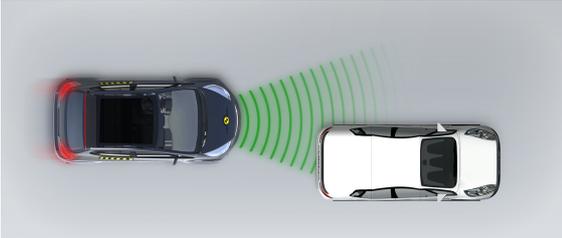


 SAFETY ASSIST

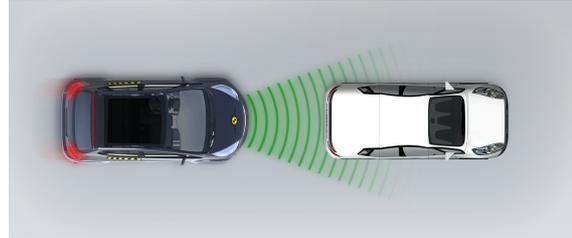
Total 10 Pts / 76%

■ Driver reacts to warning

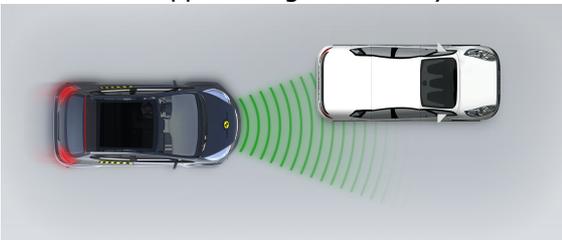
Approaching a stationary car



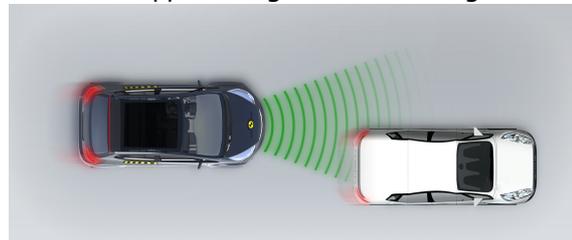
Approaching a stationary car



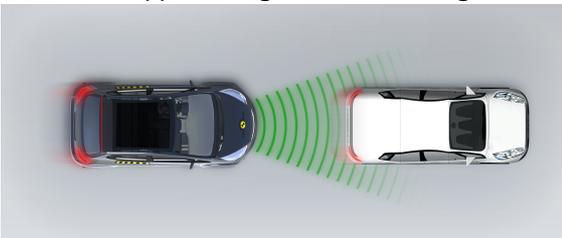
Approaching a stationary car



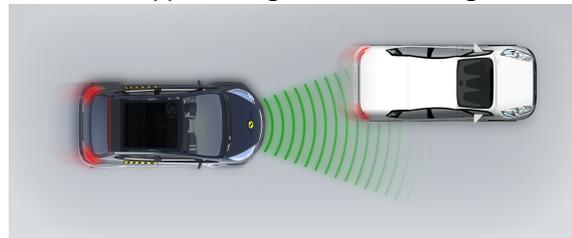
Approaching a slower moving car



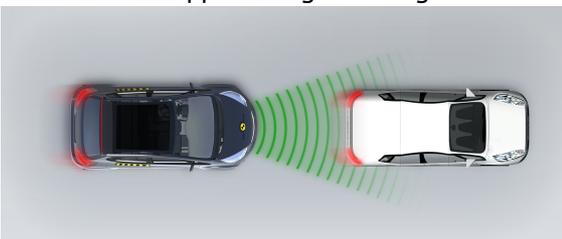
Approaching a slower moving car



Approaching a slower moving car



Approaching a braking car



## RATING VALIDITY

### Variants of Model Range

Body Type	Engine & Transmission	Model Name/Code	Drivetrain	Rating Applies	
				LHD	RHD
2 door roadster	2.0 petrol	BMW Z4 sDrive20i	4 x 2	✓	✓
2 door roadster	2.0 petrol	BMW Z4 sDrive30i	4 x 2	✓	✓
2 door roadster	3.0 petrol	BMW Z4 sM40i	4 x 2	✓	✓

\* Tested variant

### Annual Reviews and Facelifts

Date	Event	Outcome
September 2019	Rating Published	2019 ★★★★★ ✓