EURO NCAP
FOR SAFER CARS

BMW 4 Series Coupe
Standard Safety Equipment

2019 ★★★★★

Adult Occupant 97%

Child Occupant 83%

Vulnerable Road Users 93%

Safety Assist 72%

SPECIFICATION

Tested Model	BMW 420d, LHD
Body Type	- 2 door coupe
Year Of Publication	2019
Kerb Weight	1530kg
VIN From Which Rating Applies	- all 4 Series coupes
Class	Large Family Car

General comments

The BMW 4 series coupé is structurally similar to the BMW 3 series tested in 2019 and shares the same level of safety equipment. Additional tests have been done where the performance of the cars might differ but, otherwise, test results are taken from the 3 series.

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)	●
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
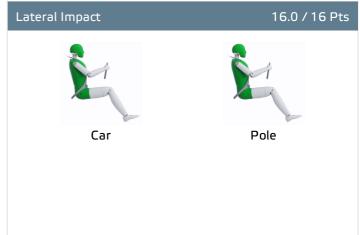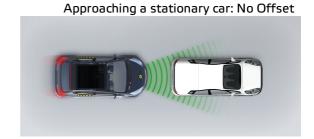
ADULT OCCUPANT

Total 37.1 Pts / 97%

| GOOD | ADEQUATE | MARGINAL | WEAK | POOR |

Frontal Offset Deformable Barrier — 7.9 / 8 Pts

Passenger   Driver

Frontal Full Width — 7.6 / 8 Pts

Rear Passenger   Driver

Whiplash Rear Impact — 1.6 / 2 Pts

Front seat   Rear seat

Lateral Impact — 16.0 / 16 Pts

Car   Pole

ADULT OCCUPANT

Total 37.1 Pts / 97%

GOOD	ADEQUATE	MARGINAL	WEAK	POOR

AEB City

4.0 / 4 Pts

Approaching a stationary car: Left Offset

Approaching a stationary car: No Offset

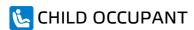Approaching a stationary car: Right Offset

ADULT OCCUPANT

Total 37.1 Pts / 97%

Comments

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. BMW showed 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 and rear passenger was good or adequate for all critical body areas. The car scored maximum points in both the side barrier test and more severe side pole impacts, with good protection of all critical body areas. 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 (AEB) system scored maximum points in tests of its functionality at low, city-driving speeds, with collisions avoided in all test scenarios.

🪑 CHILD OCCUPANT

Total 41.1 Pts / 83%

🟩 GOOD	🟨 ADEQUATE	🟧 MARGINAL	🟫 WEAK	🟥 POOR

Crash Test Performance based on 6 & 10 year old children

23.8 / 24 Pts

Frontal Impact	15.8 Pts

Lateral Impact	8 Pts

Restraint for 6 year old child: *Britax Römer Römer Kidfix XP*
Restraint for 10 year old child: *Booster Cushion*

Safety Features

6.0 / 13 Pts

	Front Passenger	2nd row outboard	2nd row center
Isofix	✖	🟢	✖
i-Size	✖	🟢	✖
Integrated CRS	✖	✖	✖

🟢 Fitted to test car as standard   ⭕ Not on test car but available as option   ✖ Not available

CRS Installation Check

11.3 / 12 Pts

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

■ i-Size CRS

Maxi Cosi 2way Pearl & 2wayFix (rearward) (iSize)	Maxi Cosi 2way Pearl & 2wayFix (forward) (iSize)	BeSafe iZi Kid X2 i-Size (iSize)

BeSafe iZi Flex FIX i-Size (iSize)

■ ISOFIX CRS

Maxi Cosi Cabriofix & FamilyFix (ISOFIX)	BeSafe iZi Kid X4 ISOfix (ISOFIX)	Britax Römer Duo Plus (ISOFIX)

Britax Römer KidFix XP (ISOFIX)

Version 190521

CHILD OCCUPANT
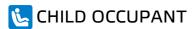
Total 41.1 Pts / 83%

- **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 41.1 Pts / 83%

	Seat Position		
	Front	2nd row	
	PASSENGER	LEFT	RIGHT
Maxi Cosi 2way Pearl & 2wayFix (rearward) (iSize)	—	🟢	🟢
Maxi Cosi 2way Pearl & 2wayFix (forward) (iSize)	—	🟢	🟢
BeSafe iZi Kid X2 i-Size (iSize)	—	🟢	🟢
BeSafe iZi Flex FIX 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

— Not available

Comments

In the frontal offset and side barrier crash tests, protection of both the 6- and 10-year dummies was good or adequate for all critical parts of the body. 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. One child restraint system could not be fully installed in the rear seats but, otherwise, all the restraint types for which the car is designed could be properly installed and accommodated.

EURO NCAP *FOR SAFER CARS*

🚶 VULNERABLE ROAD USERS

Total 44.8 Pts / 93%

⬛ GOOD	⬛ ADEQUATE	⬛ MARGINAL	⬛ WEAK	⬛ POOR

Pedestrian — 34.3 / 36 Pts

Head Impact	22.3 Pts
Pelvis Impact	6.0 Pts
Leg Impact	6.0 Pts

Vulnerable Road Users — 10.5 / 12 Pts

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

Comments

The 4-series coupé has an 'active' bonnet. Sensors in the bumper detect when a pedestrian has been struck and actuators lift the bonnet to provide greater clearance to the stiff structures in the engine compartment. BMW showed that the system performed robustly for a variety of pedestrian statures and over a wide range of speeds. Accordingly, the bonnet was tested in its deployed, raised position and protection over its surface was almost entirely good, poor results being recorded only along the base of the windscreen and on the stiff windscreen pillars. The bumper provided good protection to pedestrians' legs at all test points. Protection of the pelvis was mixed also good in all of Euro NCAP's tests. The AEB system can detect pedestrians and cyclists as well as other cars. In tests of its response to such vulnerable road users, the system performed well, with collisions avoided or mitigated in all test scenarios.

🚶 VULNERABLE ROAD USERS

Total 44.8 Pts / 93%

AEB Pedestrian

- **Day time**

Adult crossing the road

Child running from behind parked vehicles
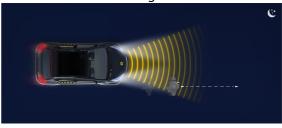
Adult along the roadside

- **Night time**

Adult crossing the road

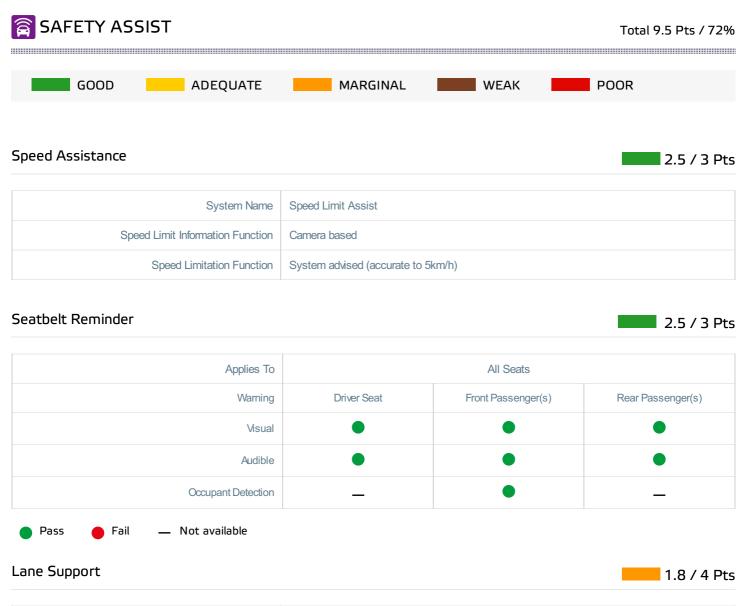### Adult along the roadside

AEB Cyclist

Cyclist crossing

Cyclist along the roadside

EURO NCAP FOR SAFER CARS

🛜 SAFETY ASSIST

Total 9.5 Pts / 72%

	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)

Seatbelt Reminder

2.5 / 3 Pts

Applies To	All Seats		
Warning	Driver Seat	Front Passenger(s)	Rear Passenger(s)
Visual	🟢	🟢	🟢
Audible	🟢	🟢	🟢
Occupant Detection	—	🟢	—

🟢 Pass 🔴 Fail — Not available

Lane Support

1.8 / 4 Pts

System Name	Lane Departure Warning
Type	LKA (including LDW)
Operational From	70 km/h
PERFORMANCE	
Lane Keep Assist	GOOD
Human Machine Interface	ADEQUATE

SAFETY ASSIST

Total 9.5 Pts / 72%

AEB Inter-Urban

2.7 / 3 Pts
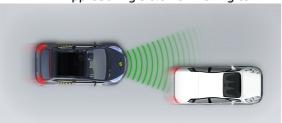
System Name	Front-End Collision Warning with Braking Function
Type	Autonomous Emergency Braking and Forward Collision Warning
Operational From	5 km/h
Additional Information	Supplementary warning

Comments
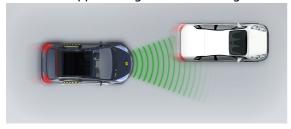
The 4-series coupé has a seatbelt reminder as standard equipment for the front and rear seats. Lane support helps prevent inadvertent drifting out of lane by warning the driver and gently correcting the vehicle's path. The standard-fit speed assistance system uses a camera to determine the prevailing speed limit and presents this information to the driver, allowing the limiter to be set appropriately. The AEB system performed well in tests of its response to other cars at highway speeds, with collisions avoided or mitigated in all test scenarios.

■ **Autobrake function only**
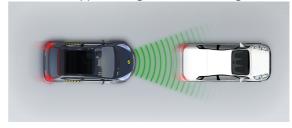
Approaching a slower moving car
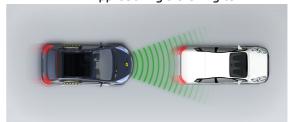
Approaching a slower moving car

Approaching a slower moving car

Approaching a braking car

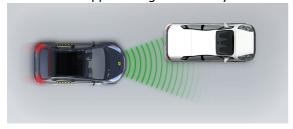## SAFETY ASSIST
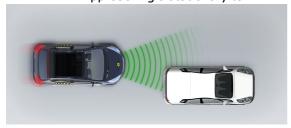
Total 9.5 Pts / 72%

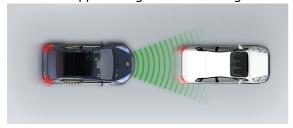- **Driver reacts to warning**

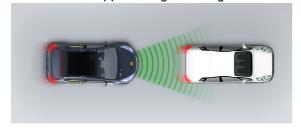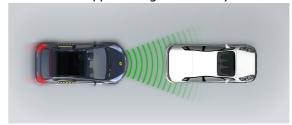Approaching a stationary car
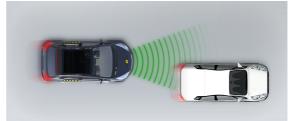

Approaching a stationary car

Approaching a stationary car

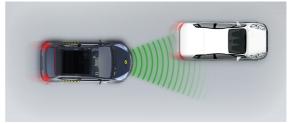Approaching a slower moving car

Approaching a slower moving car

Approaching a slower moving car

Approaching a braking car

RATING VALIDITY

Annual Reviews and Facelifts

Date	Event	Outcome	
May 2021	Rating Published	2019 ★ ★ ★ ★ ★	✔