



**BMW iX**  
Standard Safety Equipment

2021



Adult Occupant



91%

Child Occupant



87%

Vulnerable Road Users



73%

Safety Assist



81%

SPECIFICATION

|                               |                          |
|-------------------------------|--------------------------|
| Tested Model                  | BMW iX xDrive40 4x4, LHD |
| Body Type                     | - 5 door SUV             |
| Year Of Publication           | 2021                     |
| Kerb Weight                   | 2573kg                   |
| VIN From Which Rating Applies | - all iX                 |
| Class                         | Large Off-Road           |

SAFETY EQUIPMENT

|                          | Driver | Passenger | Rear |
|--------------------------|--------|-----------|------|
| FRONTAL CRASH PROTECTION |        |           |      |
| Frontal airbag           | ●      | ●         | —    |
| Belt pretensioner        | ●      | ●         | ●    |
| Belt loadlimiter         | ●      | ●         | ●    |
| Knee airbag              | ✗      | ✗         | —    |
| LATERAL CRASH PROTECTION |        |           |      |
| Side head airbag         | ●      | ●         | ●    |
| Side chest airbag        | ●      | ●         | ●    |
| Side pelvis airbag       | ✗      | ✗         | ✗    |
| Centre Airbag            | ●      | ●         | —    |

Version 241121

## SAFETY EQUIPMENT (NEXT)

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

| OTHER SYSTEMS             |   |
|---------------------------|---|
| Active Bonnet             | ● |
| AEB Vulnerable Road Users | ● |
| AEB Pedestrian - Reverse  | ✗ |
| AEB Car-to-Car            | ● |
| Speed Assistance          | ● |
| 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 34.7 Pts / 91%



GOOD



ADEQUATE



MARGINAL



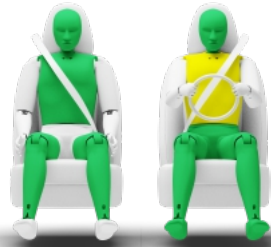
WEAK



POOR

Frontal Impact

13.7 / 16 Pts



Mobile Progressive Deformable Barrier



Full Width Rigid Barrier

Lateral Impact

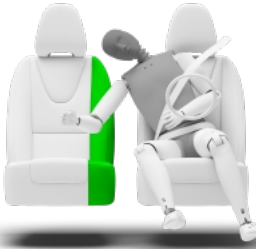
16.0 / 16 Pts



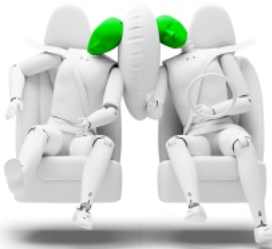
Side Mobile Barrier



Side Pole



Far-Side Excursion



Occupant Interaction

Rear Impact

4.0 / 4 Pts



Rear Seat



Front Seat



## ADULT OCCUPANT

Total 34.7 Pts / 91%

 GOOD

 ADEQUATE

 MARGINAL

 WEAK

 POOR

## Rescue and Extrication

1.0 / 2 Pts

|                       |                          |   |
|-----------------------|--------------------------|---|
| Rescue Sheet          | Available, ISO compliant |  |
| Advanced eCall        | Available                |   |
| Multi Collision Brake | Available                |   |

## Comments

The passenger compartment of the iX remained stable in the frontal offset test. Dummy numbers showed 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. Analysis of the deceleration of the impact trolley during the test, and analysis of the deformable barrier after the test, revealed that the iX would be an aggressive impact partner in a frontal collision. In the full-width rigid barrier test, good protection was provided to all critical body areas of the driver and rear passenger, except for the chest of the passenger, protection of which was adequate. In both the side barrier test and the more severe side pole impact, protection of all critical body areas was good and the car scored maximum points in this part of the assessment. The iX has a centre airbag to mitigate occupant to occupant injuries in the event of a lateral collision. In Euro NCAP's test, the airbag worked well, with good protection of the dummies' heads. Limitation of the extent to which a body is thrown to the other side of the car in a side impact was also good. Tests on the front seats and head restraints demonstrated good protection against whiplash injuries in the event of a rear-end collision. A geometric analysis of the rear seats also indicated good whiplash protection. The iX is equipped with an advanced e-Call system which notifies the emergency services in the event of an accident. A multi-collision braking system is also standard, to prevent secondary collisions. However, the system did not meet Euro NCAP's requirements and was not rewarded.



## CHILD OCCUPANT

Total 43 Pts / 87%

GOOD

ADEQUATE

MARGINAL

WEAK

POOR

Crash Test Performance based on 6 &amp; 10 year old children

24.0 / 24 Pts

## Frontal Impact

16 Pts



## Lateral Impact

8 Pts

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

## Safety Features

7.0 / 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

12.0 / 12 Pts

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

## ■ i-Size CRS

Maxi Cosi 2way Pearl &amp; 2wayFix (i-Size)



Maxi Cosi 2way Pearl &amp; 2wayFix (i-Size)



BeSafe iZi Kid X2 i-Size (i-Size)



Britax Römer TriFix2 i-Size (i-Size)



BeSafe iZi Flex FIX i-Size (i-Size)



## ■ ISOFIX CRS

BeSafe iZi Combi X4 ISOfix (ISOFIX)



Cybex Solution Z i-Fix (ISOFIX)





CHILD OCCUPANT

Total 43 Pts / 87%

■ Universal Belted CRS

Maxi Cosi Cabriofix (Belt)



Maxi Cosi Cabriofix & EasyFix (Belt)



Britax Römer King II LS (Belt)



Cybex Solution Z i-Fix (Belt)







## CHILD OCCUPANT

Total 43 Pts / 87%

|   | Seat Position |         |        |       |
|---|---------------|---------|--------|-------|
|   | Front         | 2nd row |        |       |
|   | PASSENGER     | LEFT    | CENTER | RIGHT |
| Maxi Cosi 2way Pearl & 2wayFix (i-Size) | —             | ●       | —      | ●     |
| Maxi Cosi 2way Pearl & 2wayFix (i-Size) | —             | ●       | —      | ●     |
| BeSafe iZi Kid X2 i-Size (i-Size)       | —             | ●       | —      | ●     |
| Britax Römer TriFix2 i-Size (i-Size)    | —             | ●       | —      | ●     |
| BeSafe iZi Flex FIX i-Size (i-Size)     | —             | ●       | —      | ●     |
| BeSafe iZi Combi X4 ISOfix (ISOFIX)     | —             | ●       | —      | ●     |
| Cybex Solution Z i-Fix (ISOFIX)         | —             | ●       | —      | ●     |
| Maxi Cosi Cabriofix (Belt)              | ●             | ●       | ●      | ●     |
| Maxi Cosi Cabriofix & EasyFix (Belt)    | ●             | ●       | ●      | ●     |
| Britax Römer King II LS (Belt)          | ●             | ●       | ●      | ●     |
| Cybex Solution Z i-Fix (Belt)           | ●             | ●       | ●      | ●     |

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

## Comments

In the both the frontal offset test and the side barrier test, protection of all critical body regions was good, for both child dummies. 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 child restraint types for which the iX is designed could be properly installed and accommodated in the car.



VULNERABLE ROAD USERS

Total 39.9 Pts / 73%



GOOD



ADEQUATE



MARGINAL



WEAK



POOR

Pedestrian

24.2 / 36 Pts



|               |          |
|---------------|----------|
| Head Impact   | 18.2 Pts |
| Pelvis Impact | 0.0 Pts  |
| Leg Impact    | 6.0 Pts  |

Vulnerable Road Users

15.6 / 18 Pts

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



## VULNERABLE ROAD USERS

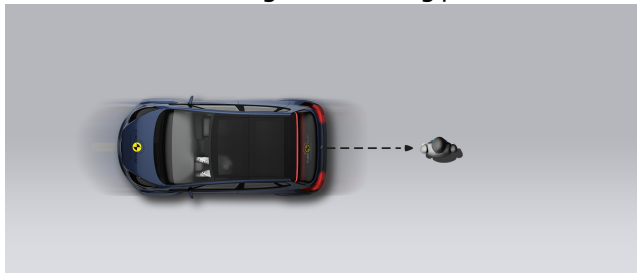
Total 39.9 Pts / 73%

## AEB Pedestrian

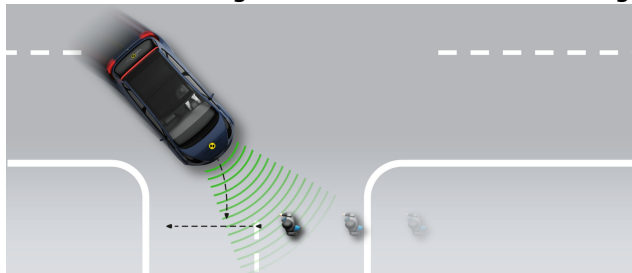
6.9 / 9 Pts

## ■ Day time

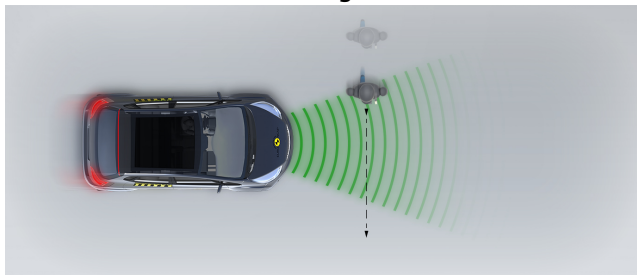
Vehicle reversing into standing pedestrian



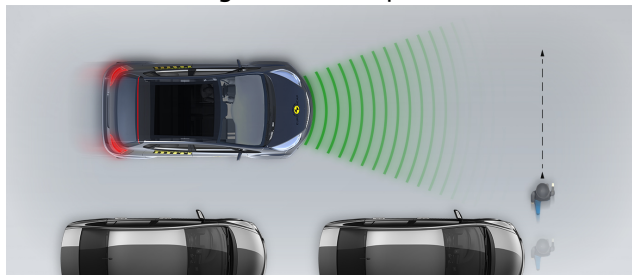
Pedestrian crossing a road into which a car is turning



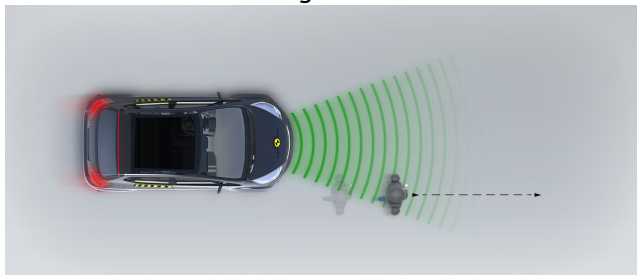
Adult crossing the road



Child running from behind parked vehicles



Adult along the roadside

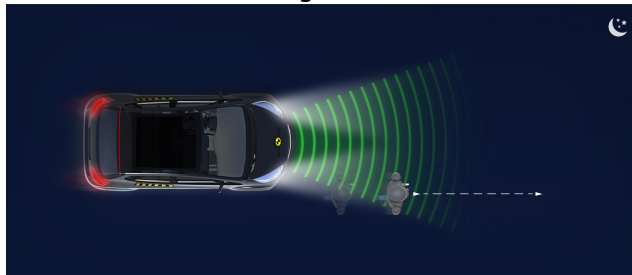


## ■ Night time

Adult crossing the road



Adult along the roadside





## VULNERABLE ROAD USERS

Total 39.9 Pts / 73%

## AEB Cyclist

8.7 / 9 Pts

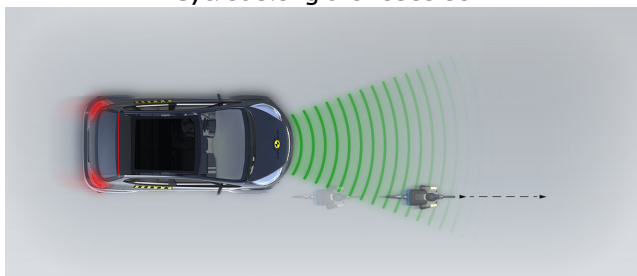
Cyclist from nearside, obstructed view



Cyclist crossing



Cyclist along the roadside





## SAFETY ASSIST

Total 13 Pts / 81%

 GOOD


 ADEQUATE

 MARGINAL

 WEAK


 POOR

## Speed Assistance


 2.8 / 3 Pts








|                                  |                                    |
|----------------------------------|------------------------------------|
| System Name                      | Speed Assistance System            |
| Speed Limit Information Function | Camera & Map, subsigns supported   |
| Speed Limitation Function        | System advised (accurate to 5km/h) |




## Occupant Status Monitoring

 2.0 / 3 Pts


## &gt; Seatbelt Reminder

 1.0 / 2 Pts

| Applies To         | Front and rear seats  |   |   |
|--------------------|---|---|---|
| Warning            | Driver Seat   | Front Passenger(s)  | Rear Passenger(s)   |
| Visual             |  |  |  |
| Audible            |  |  |  |
| Occupant Detection | —   |  | —   |

 Pass
  Fail
  Not available

## &gt; Driver Monitoring

 1.0 / 1 Pts

|                  |                                    |
|------------------|------------------------------------|
| System Name      | Attentiveness Assistant            |
| Type             | Steering input and driver controls |
| Operational From | 70 km/h                            |



SAFETY ASSIST

Total 13 Pts / 81%



Lane Support 2.5 / 4 Pts

|                         |   |
|-------------------------|---|
| System Name             | Lane Departure Warning with Steering Intervention |
| Type                    | LKA and ELK                                       |
| Operational From        | 60 km/h   |
| PERFORMANCE             |   |
| Emergency Lane Keeping  | <span></span> ADEQUATE                            |
| Lane Keep Assist        | <span></span> GOOD                                |
| Human Machine Interface | <span></span> GOOD                                |

AEB Car-to-Car 5.8 / 6 Pts

|                  |  |
|------------------|--|
| System Name      | Collision Warning with Braking Function                    |
| Type             | Autonomous emergency braking and forward collision warning |
| Operational From | 5 km/h   |
| Sensor Used      | camera   |



## SAFETY ASSIST

Total 13 Pts / 81%

## ■ Autobrake function only

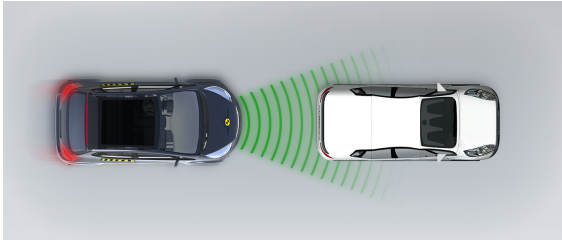
Test car turns across the path of an approaching car



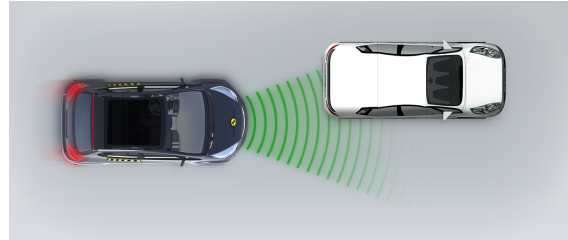
Approaching a stationary car



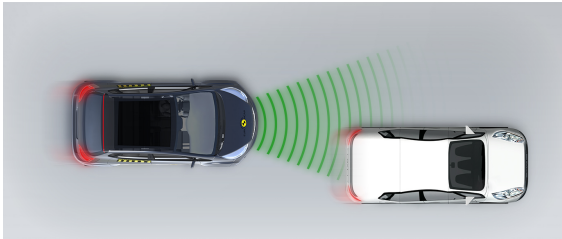
Approaching a stationary car



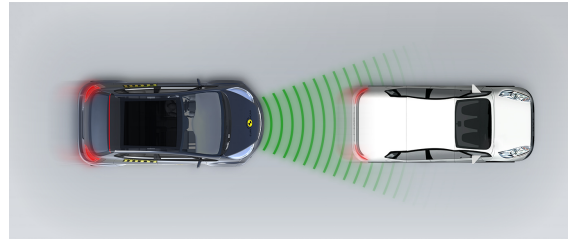
Approaching a stationary car



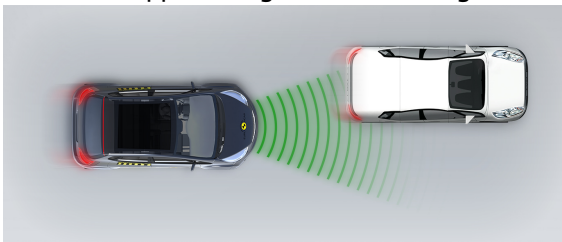
Approaching a slower moving car



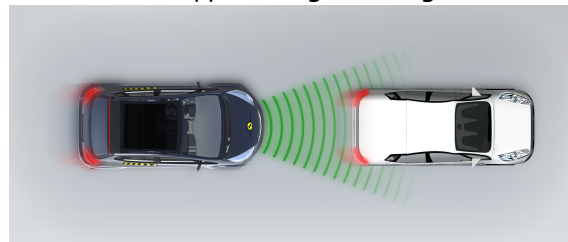
Approaching a slower moving car



Approaching a slower moving car



Approaching a braking car



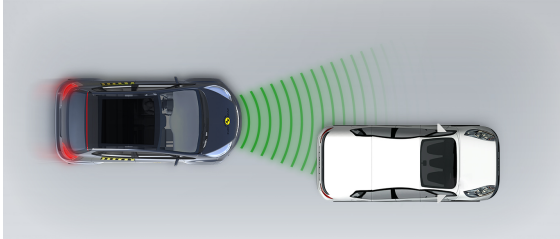


## SAFETY ASSIST

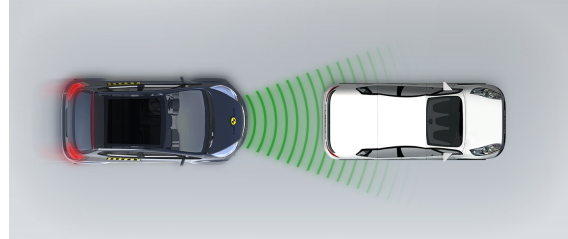
Total 13 Pts / 81%

## ■ Driver reacts to warning

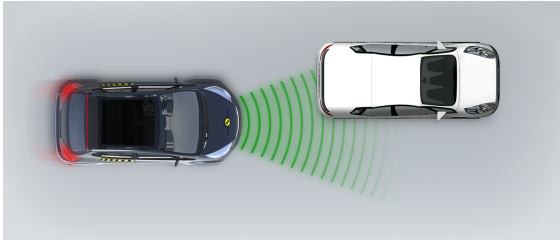
Approaching a stationary car



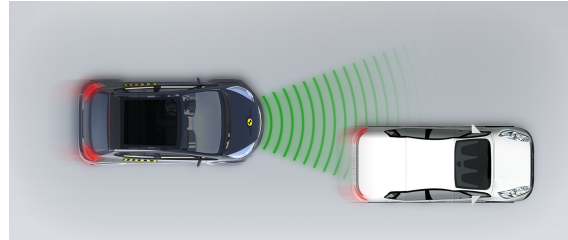
Approaching a stationary car



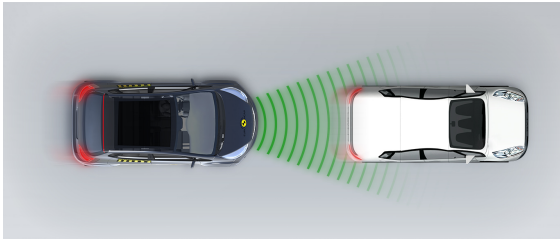
Approaching a stationary car



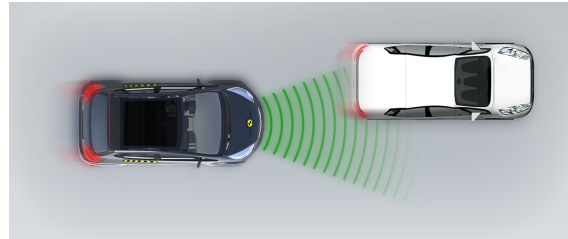
Approaching a slower moving car



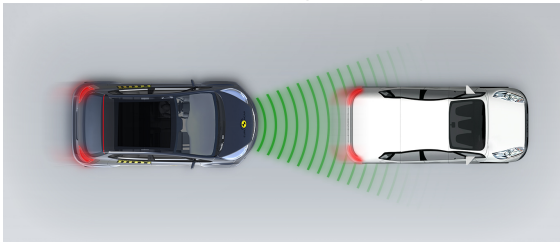
Approaching a slower moving car



Approaching a slower moving car



Approaching a braking car







## SAFETY ASSIST

Total 13 Pts / 81%

## Comments

The iX has a seatbelt reminder system for the front and rear seats. 'Attentiveness Assistant' monitors steering inputs and driver controls to detect behaviour characteristic of fatigued driving, and advises the driver to rest when necessary. The lane support system gently corrects the vehicle's path when it is drifting out of lane and also intervenes in some more critical situations to stop the car from leaving the road, for example. A speed assistance system uses a camera and digital mapping to determine the local speed limit and provides the information to the driver, allowing the speed limiter to be set appropriately. The AEB system performed well in tests of its reaction to other cars.

## RATING VALIDITY

### Variants of Model Range

| Body Type  | Engine   | Model Name/Code | Drivetrain | Rating Applies |     |
|------------|----------|-----------------|------------|----------------|-----|
|            |          |                 |            | LHD            | RHD |
| 5 door SUV | electric | iX xDrive40*    | 4 x 4      | ✓              | ✓   |
| 5 door SUV | electric | iX xDrive50     | 4 x 4      | ✓              | ✓   |
| 5 door SUV | electric | iX M60          | 4 x 4      | ✓              | ✓   |

\* Tested variant

### Annual Reviews and Facelifts

| Date          | Event            | Outcome        |   |
|---------------|------------------|----------------|---|
| December 2021 | Rating Published | 2021 ★ ★ ★ ★ ★ | ✓ |