



**BMW X1**  
Standard Safety Equipment

2022



Adult Occupant



86%

Child Occupant



89%

Vulnerable Road Users



76%

Safety Assist



92%

## SPECIFICATION

Tested Model	BMW X1 2.0 diesel X-Line, LHD
Body Type	- 5 door SUV
Year Of Publication	2022
Kerb Weight	1654kg
VIN From Which Rating Applies	- all X1's
Class	Small 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	●	●	—

	Driver	Passenger	Rear
CHILD PROTECTION			
Isifix/i-Size	—	●	●
Integrated CRS	—	✘	✘
Airbag cut-off switch	—	●	—
Child presence detection	□	□	□
SAFETY ASSIST			
Seat Belt Reminder	●	●	●

## SAFETY EQUIPMENT (NEXT)

	Driver	Passenger	Rear
CHILD PROTECTION			
Isifix/i-Size	—	●	●
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 32.8 Pts / 86%

■ GOOD   
 ■ ADEQUATE   
 ■ MARGINAL   
 ■ WEAK   
 ■ POOR

Frontal Impact 11.0 / 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 3.7 / 4 Pts

Rear Seat                      Front Seat

## ADULT OCCUPANT

Total 32.8 Pts / 86%

■ GOOD   
 ■ ADEQUATE   
 ■ MARGINAL   
 ■ WEAK   
 ■ POOR

Rescue and Extrication		2.0 / 2 Pts
Rescue Sheet	Available, ISO compliant	
Advanced eCall	Available	
Multi Collision Brake	Available	

## Comments

The passenger compartment of the X1 remained stable in the frontal offset test. Dummy numbers demonstrated 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 drivers of different sizes and to those sitting in different positions but that structures in the dashboard might present a risk of injury to the outboard leg of differently-sized front passengers. Driver chest protection was rated as weak, based on dummy readings of compression. Analysis of the deceleration of the impact trolley during the test, and analysis of the deformable barrier after the test, revealed that the X1 would be a moderately benign impact partner in a frontal collision. In the full-width rigid barrier test, chest protection was rated as marginal for the rear passenger, with good protection of other critical body areas, and was good or adequate for the driver. 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. However, an additional pole impact on the electric iX1 revealed weak protection of the chest, while that of other critical body areas remained good. This would have no influence on the overall star rating. Control of excursion (the extent to which a body is thrown to the other side of the vehicle when it is hit from the far side) was found to be adequate. The X1 has a counter-measure to mitigate against occupant to occupant injuries in such impacts. The system performed well in Euro NCAP's test, with good protection of occupants' heads. 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 X1 has an advanced eCall system which alerts the emergency services in the event of a crash. The car also has a system which applies the brakes after an impact to avoid secondary collisions.

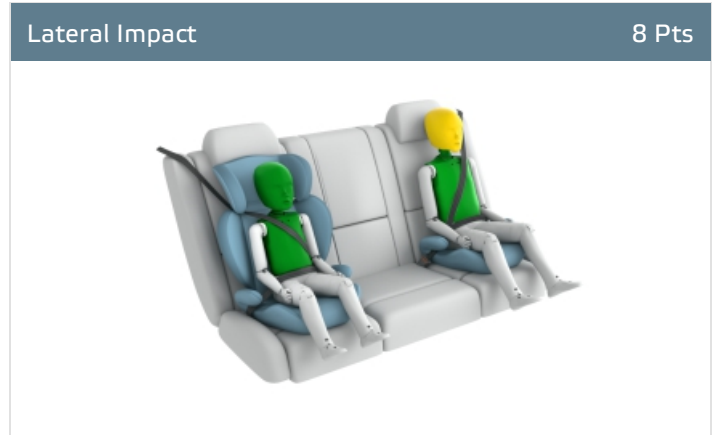
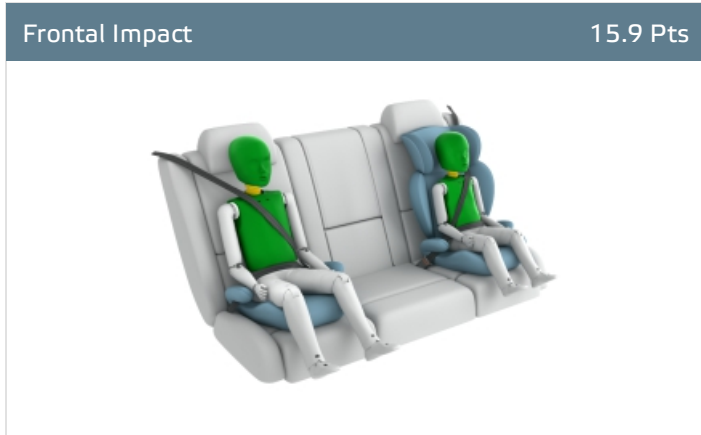
**CHILD OCCUPANT**

Total 43.9 Pts / 89%

■ 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 SL*  
 Restraint for 10 year old child: *Osann Up*

**Safety Features**

8.0 / 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 & 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)



■ ISOFIX CRS

BeSafe iZi Combi X4 ISOfix (ISOFIX)



Cybex Solution Z i-Fix (ISOFIX)



## CHILD OCCUPANT

Total 43.9 Pts / 89%

- Universal Belted CRS

Maxi Cosi Cabriofix (Belt)



Maxi Cosi Cabriofix &amp; EasyFix (Belt)



Britax Römer King II LS (Belt)



Cybex Solution Z i-Fix (Belt)



## Comments

In both the frontal offset test and the side barrier impact, dummy readings indicated good or adequate protection of all critical body areas 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 restraint types for which the X1 is designed could be properly installed and accommodated.



## CHILD OCCUPANT

Total 43.9 Pts / 89%

	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)	●	●	●	●

● Easy   
 ● Difficult   
 ● Safety critical   
 ✘ Not allowed   
 — Not available

## Comments

In both the frontal offset test and the side barrier impact, dummy readings indicated good or adequate protection of all critical body areas 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 restraint types for which the X1 is designed could be properly installed and accommodated.

 **VULNERABLE ROAD USERS**

Total 41.1 Pts / 76%

■ GOOD   
 ■ ADEQUATE   
 ■ MARGINAL   
 ■ WEAK   
 ■ POOR

VRU Impact Protection

25.5 / 36 Pts



Head Impact	19.3 Pts
Pelvis Impact	0.2 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

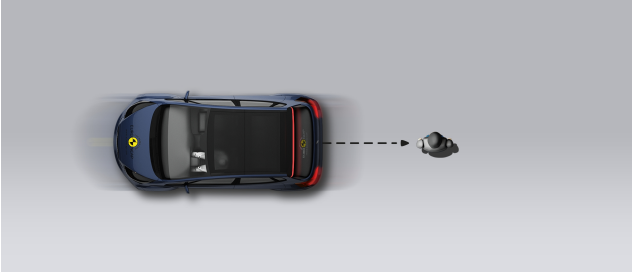
Total 41.1 Pts / 76%

AEB Pedestrian

 6.9 / 9 Pts

■ Day time

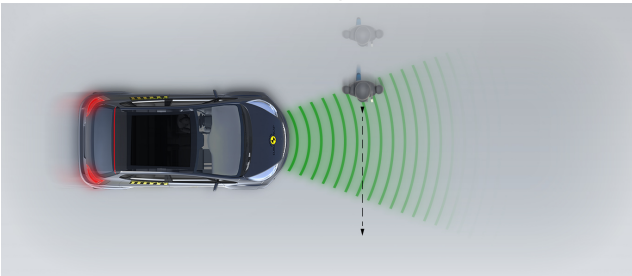
Vehicle reversing into standing pedestrian



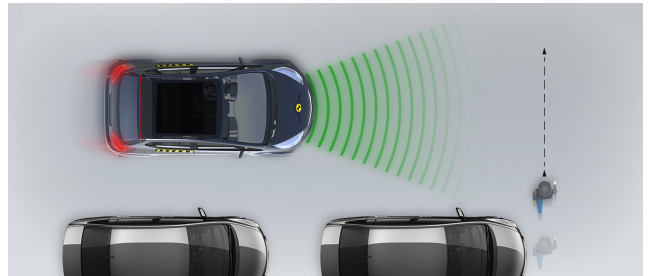
Pedestrian crossing a road into which a car is turning



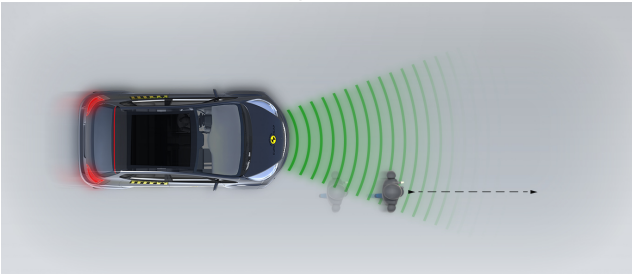
Adult crossing the road



Child running from behind parked vehicles

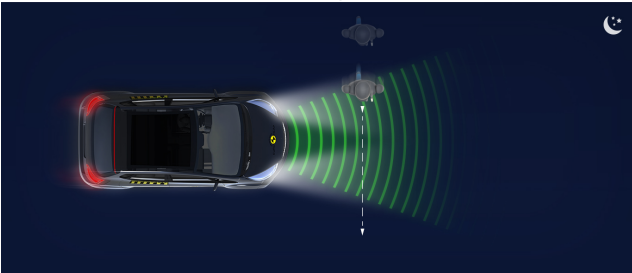


Adult along the roadside

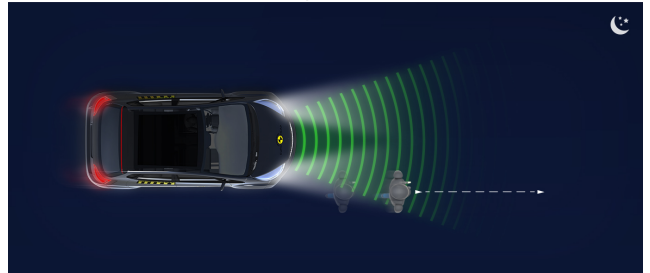


■ Night time

Adult crossing the road



Adult along the roadside



**VULNERABLE ROAD USERS**

Total 41.1 Pts / 76%

**AEB Cyclist**
**8.7 / 9 Pts**

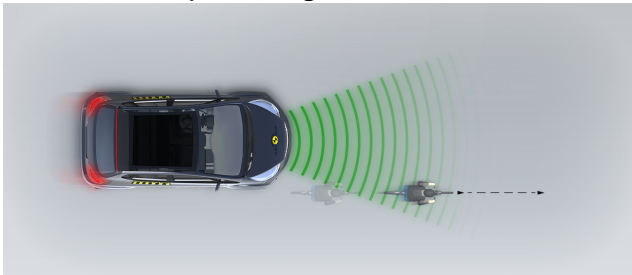
Cyclist from nearside, obstructed view



Approaching a crossing cyclist



Cyclist along the roadside

**Comments**

The X1 has an 'active' bonnet. Sensors in the bumper detect when a pedestrian has been struck and actuators lift the surface of the bonnet to provide greater clearance to the stiff structures in the engine compartment. BMW showed that the system was capable of detecting various pedestrian statures over a range of speeds and, accordingly, the car was tested in the raised, 'deployed' position. Head protection on the bonnet surface was almost entirely good, with some poor results recorded at the base of the windscreen and on the stiff windscreen pillars.. The bumper offered good protection to pedestrians' legs but protection of the pelvis region was poor for all test locations. The autonomous emergency braking (AEB) system of the X1 can respond to vulnerable road users, as well as to other vehicles. The system performed well in tests of its response to pedestrians and cyclists, with collisions avoided in most scenarios.

SAFETY ASSIST

Total 14.8 Pts / 92%

■ GOOD   
 ■ ADEQUATE   
 ■ MARGINAL   
 ■ WEAK   
 ■ POOR

Speed Assistance ■ 2.8 / 3 Pts

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

Occupant Status Monitoring ■ 3.0 / 3 Pts

> Seatbelt Reminder ■ 2.0 / 2 Pts

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

● Pass   
 ● Fail   
 — Not available

> Driver Monitoring ■ 1.0 / 1 Pts

System Name	Attentiveness Assistant
Type	Indirect: time-on-task, steering input
Operational From	70 km/h

## SAFETY ASSIST

Total 14.8 Pts / 92%

## Lane Support

3.5 / 4 Pts

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

## AEB Car-to-Car

5.5 / 6 Pts

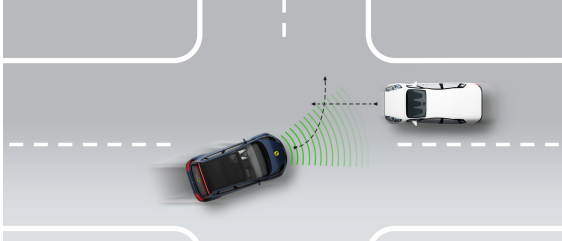
System Name	Collision Warning with Braking Function	
Type	Autonomous emergency braking and forward collision warning	
Operational From	5 km/h	
Sensor Used	camera only	

 SAFETY ASSIST

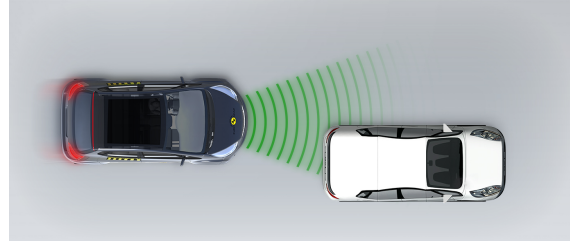
Total 14.8 Pts / 92%

■ Autobrake function only

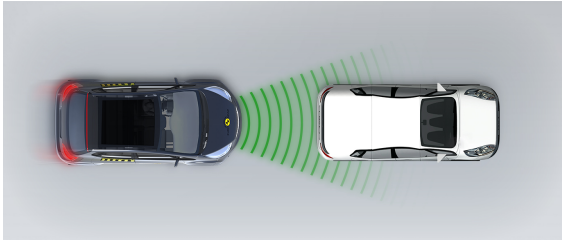
Car turning across the path of an oncoming car



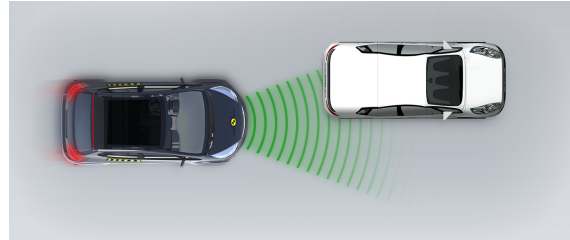
Approaching a stationary car



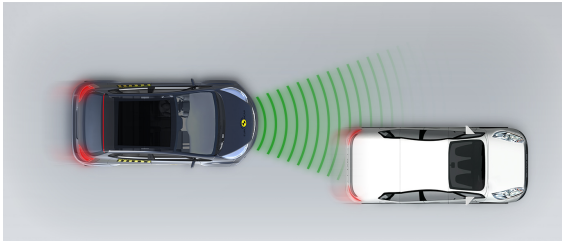
Approaching a stationary car



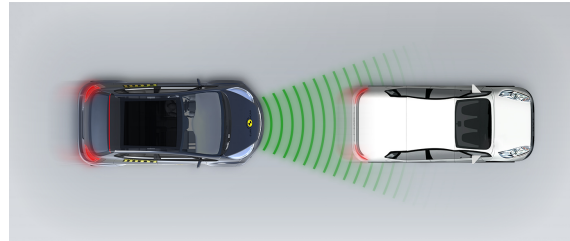
Approaching a stationary car



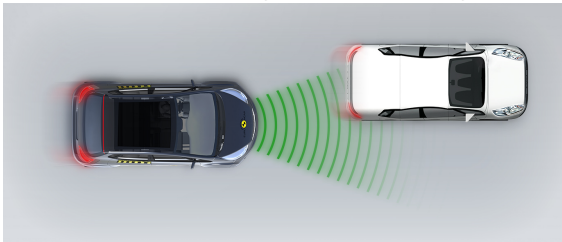
Approaching a slower moving car



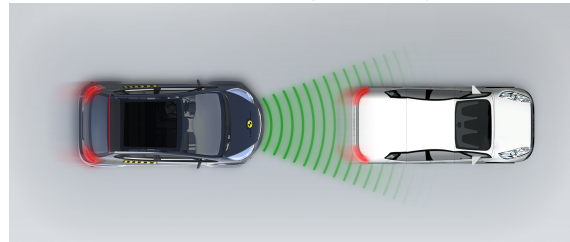
Approaching a slower moving car



Approaching a slower moving car



Approaching a braking car



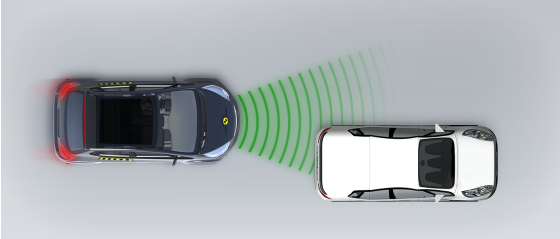


 SAFETY ASSIST

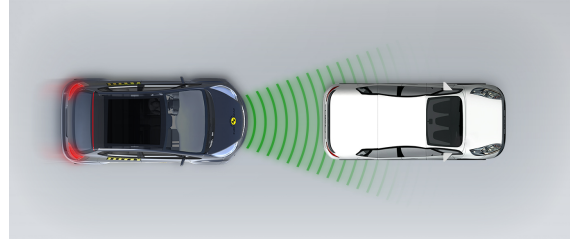
Total 14.8 Pts / 92%

■ Driver reacts to warning

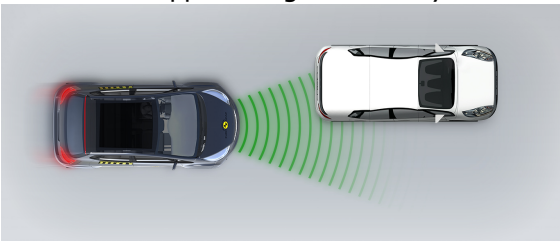
Approaching a stationary car



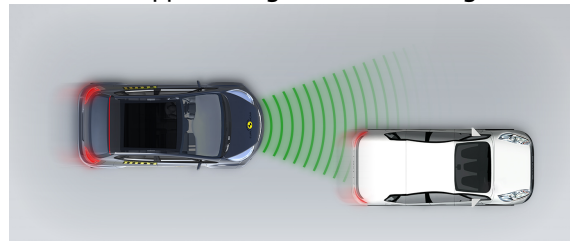
Approaching a stationary car



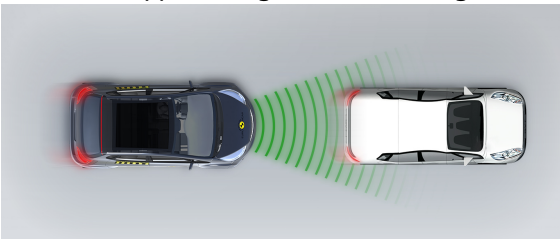
Approaching a stationary car



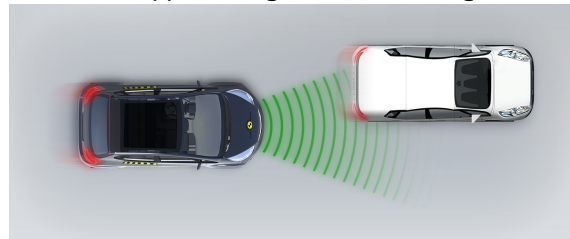
Approaching a slower moving car



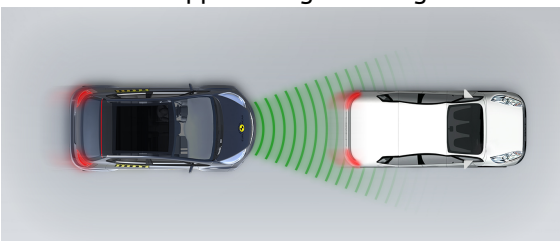
Approaching a slower moving car



Approaching a slower moving car



Approaching a braking car





## SAFETY ASSIST

Total 14.8 Pts / 92%

## Comments

The X1's autonomous emergency braking (AEB) system performed well in tests of its reaction to other vehicles. A seatbelt reminder system is fitted as standard to the front and rear seats and the car has a system to detect driver fatigue. The lane support system gently corrects the vehicle's path if it is drifting out of lane, and also intervenes in some more critical situations. The speed assistance system detects the local speed limit and the driver can choose to allow the maximum speed of the car to be automatically set by the system.

## RATING VALIDITY

### Variants of Model Range

Body Type	Engine	Model Name/Code	Drivetrain	Rating Applies	
				LHD	RHD
5 door SUV	2.0 diesel	X1 sDrive 18d*	4 x 2	✓	✓
5 door SUV	2.0 diesel	X1 xDrive 20d	4 x 4	✓	✓
5 door SUV	2.0 diesel	X1 xDrive 23d	4 x 4	✓	✓
5 door SUV	1.5 petrol	X1 sDrive 18i	4 x 2	✓	✓
5 door SUV	1.5 petrol	X1 sDrive 20i	4 x 2	✓	✓
5 door SUV	2.0 petrol	X1 xDrive 23i	4 x 4	✓	✓
5 door SUV	electric	iX1 **	4 x 4	✓	✓

\* Tested variant

\*\* Additional tests performed

### Annual Reviews and Facelifts

Date	Event	Outcome
October 2022	Rating Published	2022 ★★★★★ ✓
September 2023	Electric variant (iX1) added	2022 ★★★★★ ✓