



2023





Adult Occupant



89%

Child Occupant



Safety Assist

85%

Vulnerable Road Users



86%



78%

SPECIFICATION

Tested Model	BMW i5 eDrive40
Body Type	- 4 door saloon
Year Of Publication	2023
Kerb Weight	2345kg
VIN From Which Rating Applies	- all BMW 5 Series
Class	Large Family Car



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			
lsofix/i-Size		×	
Integrated CRS		×	×
Airbag cut-off switch		•	_
Child presence detection		×	×
SAFETY ASSIST			
Seat Belt Reminder	•		



SAFETY EQUIPMENT (NEXT)

Active Bonnet

AEB Vulnerable Road Users

AEB Pedestrian - Reverse

Cyclist Dooring Prevention

AEB Motorcyclist

AEB Car-to-Car

Speed Assistance

Lane Assist System

Fatigue / Distraction Detection

Note: Other equipment may be available on the vehicle but was not considered in the test year.

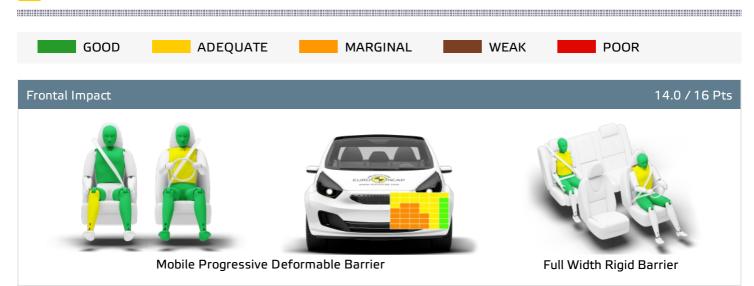
Fitted to the vehicle as standard	Fitted to the vehicle as part of the safety pack
There is the vernere as standard	Tricted to the remete as part of the safety paci

🚫 Not fitted to the test vehicle but available as option or as part of the safety p	oack 😾 Not available	— Not applicable
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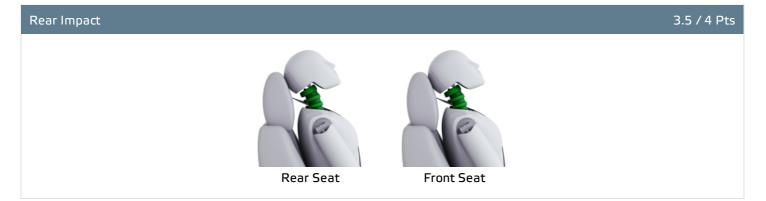




Total 35.6 Pts / 89%











Total 35.6 Pts / 89%

GOOD ADEQUATE	MARGINAL WEAK POOR
Rescue and Extrication	3.0 / 4 Pts
Rescue Sheet	Available, ISO compliant
Advanced eCall	Available
Multi Collision Brake	Available
Submergence Check	Compliant

Comments

The passenger compartment of the 5 Series 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. Protection of all critical body areas was good or adequate for the front passenger and driver. Analysis of the deceleration of the impact trolley during the test, and analysis of the deformable barrier after the test, revealed that the 5 Series would be a moderately benign impact partner in a frontal collision. In the full-width rigid barrier test, protection of all critical body areas was good or adequate for both the driver and the rear passenger. In the side barrier test, protection of all critical body areas was good and the 5 Series scored maximum points in this part of the assessment. In the more severe side pole impact, protection of the chest was rated as marginal on the basis of dummy readings of rib compression. Otherwise, protection was good or adequate. 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 good. The 5 Series has a counter-measure to mitigate against occupant to occupant injuries in such impacts and this performed well in the pole impact test. 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 5 Series 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. BMW demonstrated that, if the car entered water, the doors and windows of the 5 Series would remain functional long enough to allow the occupants to escape.



Total 42.0 Pts / 85%

GOOD ADEQUATE MARGINAL WEAK POOR

Crash Test Performance based on 6 & 10 year old children

24.0 / 24 Pts





Restraint for 6 year old child: *Britax Kidfix i-Size* Restraint for 10 year old child: *Graco Junior*

Safety Features 6.0 / 13 Pts

	Front Passenger	2nd row outboard	2nd row center
Isofix	×	•	×
i-Size	×	•	×
Integrated CRS	×	×	×
Top tether	×	•	×
Child Presence Detection	×	×	×

Fitted to test car as standard

O Not on test car but available as option

🗶 Not available

CRS Installation Check 12.0 / 12 Pts

🐚 i-Size	Seat Position						
	Front 2nd row						
		⊗°, ~ (2	Left	center	Right		
L j	×	×	•	×	•		

Easy

Difficult

Safety critical

X Not allowed

₩ F

Airbag Ol

Rearward facing restraint installation not allowed

Airbag OFF



CHILD OCCUPANT

Total 42.0 Pts / 85%

lsofix	Seat Position					
	Fro	ont		2nd row		
		⊗ *⁄ ₂	Left	center	Right	
	×	×	•	×	•	
	×	×	•	×	•	
K	×	×	•	×	•	
B	×	×	•	×	•	
	×	×	•	×	•	
	×	*	•	×	•	

Easy		Difficult	Safety critical	X Not allowed	
Airbag C	N	Rearward fac	ing restraint installation	not allowed	⊗ Airbag OFF

Seatbelt Attached	Seat Position					
	Fro	ont		2nd row		
		⊗ ~	Left	center	Right	
	×	•	•	•	•	
	•	×	•	•	•	
L	•	×	•	•	•	
L	•	×	•	•	•	
	•	×	•	×	•	
	×	•	•	×	•	



DifficultSafety criticalNot allowed



Airbag ON Rearward facing restraint installation not allowed 2 Airbag OFF





Total 42.0 Pts / 85%

Comments

In both the frontal offset and side barrier tests, good protection was provided to all critical body areas for both child dummies, and the BMW 5 Series scored maximum points in this part of the assessment. 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. The 5 Series is not equipped with 'child presence detection', a system which issues a warning when it recognises that a child or infant has been left in the car. All of the child restraint types for which the 5 Series is designed could be properly installed and accommodated in the car.



🔥 VULNERABLE ROAD USERS

Total 54.6 Pts / 86%

GOOD	ADEQUATE	MARGINAL	WEAK	POOR	

VRU Impact Protection

30.1 / 36 Pts



Pedestrian & Cyclist Head	14.4 Pts
Pelvis	2.8 Pts
Femur	3.9 Pts
Knee & Tibia	9.0 Pts

VRU Impact Mitigation

24.4 / 27 Pts

System Name	Warning Function for Pedestrians
Туре	Auto-Brake with Forward Collision Warning
Operational From	5 km/h
PERFORMANCE	

AEB Pedestrian

6.6 / 9 Pts

Scenario	Day time	Night time
Car reversing into adult or child		_
Adult crossing a road into which a car is turning		_
Adult crossing the road		
Child running from behind parked vehicles		
Adult along the roadside		

— Currently not tested

AEB Cyclist

8.0 / 8 Pts

Scenario	Day time
Approaching cyclist crossing from behind parked parked vehicles	
Turning across path of an oncoming cyclist	
Approaching a crossing cyclist	
Approaching a cyclist along the roadside	



🚶 VULNERABLE ROAD USERS

Total 54.6 Pts / 86%

0.8 / 1 Pts

GOOD	ADEQUATE	MARGINAL	WEAK	POOR	

Cyclist Dooring Prevention

Scenario	
Dooring a passing cyclist	information"

AEB Motorcyclist 6.0 / 6 Pts

Scenario	Autobrake function only	Driver reacts to warning
Approaching a stationary motorcyclist		
Approaching a braking motorcyclist		
Turn across the path of an oncoming motorcyclist		_

- Currently not tested

Lane Support Motorcyclist

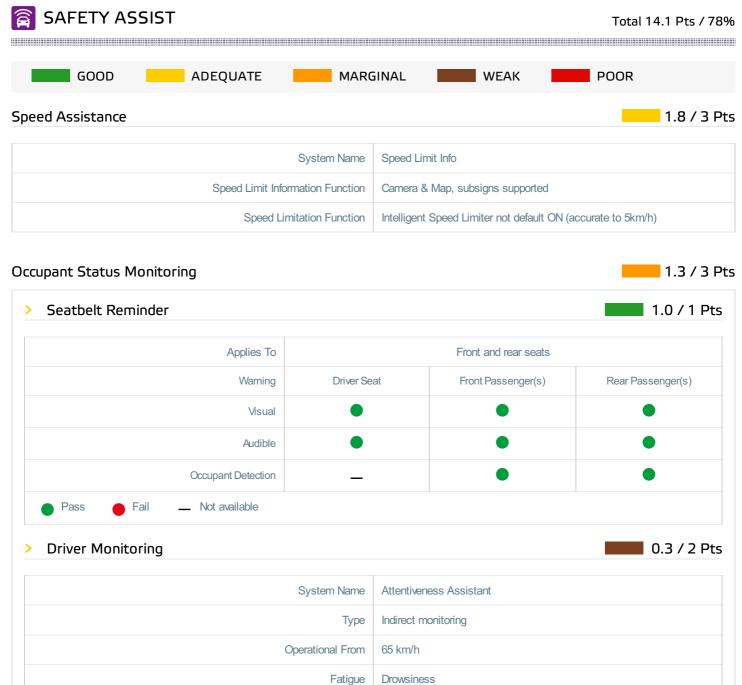
	3.0 /	3 Pts
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Scenario	Day time
Changing lane across the path of an oncoming motorcyclist	
Changing lane across the path of an overtaking motorcyclist	

Comments

The 5 Series has an active bonnet. Sensors in the bumper detect when a vulnerable road user has been struck and actuators lift the bonnet to provide more space to the stiff components underneath. BMW demonstrated that the system worked for a variety of pedestrian statures and over a range of speeds. Accordingly, the car was tested with the bonnet in the raised, deployed position. Protection was almost entirely good, with some poor results recorded on the stiff windscreen pillars. Protection of the knee and tibia was at good at all test locations and the 5 Series scored maximum points in this part of the assessment; that of the femur ranged from marginal to good; and protection of the pelvis was poor at some test locations. The autonomous emergency braking (AEB) system of the BMW can respond to vulnerable road users as well as to other vehicles. The system performed adequately well in tests of its response to pedestrians. The system scored highly in tests of its reaction to cyclists, including dooring, in which the car prevents or warns against door opening if a cyclist is approaching from behind. Similarly, the AEB system performed well in all tests of its response to motorcyclists and scored full points.







Total 14.1 Pts / 78%

3.0 / 3 Pts
3.0 / 3 F

System Name	Lane Departure Warning with active return
Туре	LKA and ELK
Operational From	60 km/h
PERFORMANCE	
Emergency Lane Keeping	GOOD
Lane Keep Assist	GOOD
Human Machine Interface	GOOD

AEB Car-to-Car 8.1 / 9 Pts

System Name	Front collision warning with brake intervention
Туре	Autonomous emergency braking
Operational From	5 km/h
Sensor Used	camera and radar

Scenario	Autobrake function only	Driver reacts to warning
Approaching a car crossing a junction		
Approaching a car head-on		_
Turning across the path of an oncoming car		_
Approaching a stationary car		
Approaching a slower moving car		_
Approaching a braking car		_

— Currently not tested





Total 14.1 Pts / 78%

Comments

Overall, the autonomous emergency braking (AEB) system of the BMW 5 Series performed well in tests of its reaction to other vehicles, including in the head-on test scenarios. A seatbelt reminder system is fitted as standard to the front and rear seats but the driver status monitoring system did not score highly, detecting only driver drowsiness. 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 to stop the car leaving the road for example. The speed assistance system identifies the local speed limit, and the driver can choose to allow the limiter to be set automatically by the system.



RATING VALIDITY

Variants of Model Range

Body Type	Engine & Transmission	Model Name/Code	Drivetrain	Rating Applies	
				LHD	RHD
4 door saloon 5 door estate	2.0 diesel	520d 520d xDrive	4 x 2 4 x 4	✓	✓
4 door saloon 5 door estate	2.0 petrol	520i	4 x 2	✓	✓
4 door saloon 5 door estate	3.0 diesel	540d xDrive	4 x 4	✓	✓
4 door saloon 5 door estate	2.0 petrol hybrid	530e 530e xDrive	4 x 2 4 x 4	✓	✓
4 door saloon 5 door estate	3.0 petrol hybrid	550e xDrive	4 x 4	✓	✓
4 door saloon* 5 door estate	40 BEV	i5 eDrive 40*	4 x 2	✓	✓
4 door saloon 5 door estate	40 BEV	i5 xDrive 40	4 x 4	✓	✓
4 door saloon 5 door estate	M60 BEV	i5 M60 xDrive	4 x 4	✓	✓

^{*} Tested variant

Annual Reviews and Facelifts

Date	Event	Outcome	
December 2023	Rating Published	2023 🖈 🖈 🖈 🛧	✓