



BMW iX3

2026



Standard

Tested model
BMW iX3 50 xDrive, LHD

Body type
SUV

Kerb weight
2285 kg

Class
Large SUV

Rating applies to
all variants

Publication
July 2026



Safe Driving

73%

Details ▾



Crash Avoidance

83%

Details ▾



Crash Protection

86%

Details ▾



Post Crash Safety

95%

Details ▾



VERDICT

Overall, the iX3 demonstrated a high level of safety and showed excellent performance in each of the four stages of safety.

Safe Driving

The iX3 detects and classifies the stature of occupants in the front seats, it does not monitor correct driver seatbelt usage or a front seat passenger who is 'out of position', for example with their feet on the dashboard.

The driver monitoring system scores well, both for distraction and for impairment. Key driving controls make use of physical controls such as buttons or stalks, while infotainment and comfort controls rely more on the screen or speech. A child presence detection system detects when a child has been left in the car and issues a warning when appropriate.

Based on a test drive of some 2000 km through Italy, France, Germany and Austria, the speed limit information function correctly identified the limit in

86 percent of cases, equivalent to 97 percent of the driving distance.

Crash Avoidance

The iX3 has all of the latest crash avoidance systems. Its autonomous emergency braking (AEB) system far exceeds the requirements of legislation and performs well in many of the advanced test scenarios required by Euro NCAP. The car has a system to prevent 'dooring', where a door is opened into the path of a cyclist approaching from behind, and this worked well.

Crash Protection

Protection was good or adequate for all occupants in the frontal offset test. Good protection was provided to both of the child dummies, sitting in the rear seats, and maximum points were scored. In the full-width test, chest protection was rated as marginal for the small female driver, but protection was otherwise good or adequate. Additional

data and validated computer modelling demonstrated good protection in most of the various combinations of test configuration and occupant stature. Overall, the iX3 scored well for the robustness of the protection it offered. Full points were scored in the side impact tests, including far-side, where the iX3 has a centre airbag to mitigate occupant to occupant impacts. Protection of vulnerable road users was more varied, with few areas where good protection was provided to the head or pelvis. Protection of the femur and tibia yielded multiple good results.

Post Crash Safety

The iX3 drops only a few out of a maximum 100 points in Post Crash Safety. Third Party Service (TPS) eCall is available but not in all countries covered by Euro NCAP. The door handles are electrically operated but were found to be extended and operable after all of Euro NCAP's crash tests, and the mechanical fallback was confirmed.



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● Good

● Adequate

● Marginal

● Weak

● Poor

Occupant monitoring

63%

Seatbelt usage

Correct belt routing

0%

Rear seat occupancy

100%

Occupant classification

Passenger airbag status

75%

Out of position

0%

Stature classification

100%

Occupant presence

Child presence detection

60%

Crash occupancy information

80%

Driver engagement

74%

Driver monitoring

Distraction

56%

Impairment

100%

Driving controls

Driving



100%

Comfort & infotainment





60%



Vehicle assistance

80%

Speed assistance	
Speed limit information	96% 
Speed control function	100% 



Adaptive Cruise Control performance	
Car-to-car	79% 
Car-to-motorcyclist	95% 
Car-to-VRU	100% 
Additional features	70% 

Steering assistance	
Steering assistance	0% 
Lane change assist	0% 



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Frontal collisions

79%

Car & motorcyclist

Rear-end & head-on	90%
Junction – turning	94%
Junction – crossing	48%

Pedestrian & cyclist

Moving in same direction	90%
Turning	75%
Crossing	92%

Lane departure collisions

94%

Single vehicle

Driver acceptance	100%
Lane departure	93%

Car & motorcyclist

Car-to-car	96%
Car-to-motorcyclist	90%

Low speed collisions

82%

Car & motorcyclist

Junction – turning	62%
Junction – crossing	100%

Pedestrian & cyclist

Crossing



Manoeuvring



Dooring





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95%

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Good

Adequate

Marginal

Weak

Poor

Frontal impact

83%

Offset

Driver 90%

Front passenger 95%

Rear passengers 100%

Offset — Driver & passengers



Offset — Compatibility



Full width

Driver 85%

Front passenger 100%

Rear passenger 90%

Full width



Virtual testing & sled

Driver 83%

Front passenger 93%

Virtual testing & sled

	35 km/h	50 km/h	56 km/h
5th			
50th			
95th			

Side impact

100% 

Side mobile barrier

Driver 100% 

Rear passengers 100% 

Side mobile barrier



Side pole

Driver 100% 

Side pole



Far-side

Occupant-to-occupant 100% 

Side mobile barrier 100% 

Side pole 100% 

Far-side — Occupant-to-occupant



Far-side — Side mobile barrier



Far-side — Side pole



Rear impact

98%

Dynamic

Driver

97%

Dynamic



Static

Front passengers

100%

Rear passengers

100%

Static



VRU impact

64%

Head impact

Cyclist

62%

Adult pedestrian

62%

Child pedestrian

61%

Head impact



Pelvis & leg impact

Pelvis	17%
Femur	100%
Knee & tibia	73%

Pelvis & leg impact



Child seat installation check

Child seat installation check

- i-Size
- Isfix
- Seatbelt attached

i-Size — A rearward-facing child restraint should never be installed in the front passenger seat when the airbag is enabled



Isfix — A rearward-facing child restraint should never be installed in the front passenger seat when the airbag is enabled



Seatbelt attached — A rearward-facing child restraint should never be installed in the front passenger seat when the airbag is enabled





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Details

Post Crash Safety

95%

Rescue information

Rescue sheet

100%

Rescue guide

100%

Post crash intervention

Advanced eCall

75%

Hazard light activation

100%

Vehicle extrication

Energy management

100%

Occupant extrication

100%

Safety equipment

Safe Driving

Occupant monitoring

Advanced seatbelt reminder



Airbag cut-off switch



Occupant stature classification



Child presence detection



Driver engagement

Distraction detection



Fatigue detection



Vehicle assistance

Advanced speed assist system



Adaptive Cruise Control



Steering assistance



Crash Avoidance

Frontal collision	
Advanced Autonomous Emergency Braking	✓
Lane departure collision	
Advanced Emergency Lane Keeping	✓
Blind Spot Monitoring	✓
Low speed collision	
Low speed Autonomous Emergency Braking	✓
Reverse Autonomous Emergency Braking	✓
Cyclist dooring	✓

Crash Protection

	Driver	Front passenger	Rear passenger
Child safety			
Isofix / i-Size	–	✓	✓
Integrated child seat	–	✗	✗
Frontal impact			
Front airbag	✓	✓	–
Adaptive seatbelt	✓	✓	✓
Side impact			
Side head airbag	✓	✓	✓
Side chest / pelvis airbag	✓	✓	✗
Centre airbag	✓	✓	–
VRU impact			
Active pedestrian protection		✗	

Post Crash Safety

Post crash intervention	
Advanced eCall	✓
Multi-collision brake	✓
Vehicle extrication	
Automatic high-voltage deactivation	✓
Automatic door unlocking	✓

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

Rating validity

Annual reviews and facelifts

Date	Event	Outcome
2026-07-08	Rating Published	2026 ★★★★★ ✓

Variants of model range

Body type	Variant description	Drivetrain	Rating applies LHD	Rating applies RHD
5 door SUV	electric - iX3 40	4x2	✓	✓
5 door SUV	electric - iX3 50 xDrive*	4x4	✓	✓

* Tested variant