



BMW X1
Small Off-Road

2015



Adult Occupant



90%

Child Occupant



87%

Pedestrian



74%

Safety Assist



77%

SPECIFICATION

Tested Model	BMW X1 sDrive18d, LHD
Body Type	- 5 door SUV
Year Of Publication	2015
Kerb Weight	1320kg
VIN From Which Rating Applies	- all X1s
Class	Small Off-Road

ADVANCED REWARDS

- 2014 - BMW Pedestrian Warning with City Brake Activation
- 2010 - BMW Assist Advanced eCall

SAFETY EQUIPMENT

	Driver	Passenger	Rear
FRONTAL CRASH PROTECTION			
Frontal airbag	●	●	—
Belt pretensioner	●	●	●
Belt loadlimiter	●	●	●
Knee airbag	✘	✘	—
CHILD PROTECTION			
Isofix	—	○	●
Integrated CRS	—	✘	✘
Airbag cut-off switch	—	●	—
SAFETY ASSIST			
Seat Belt Reminder	●	●	●

OTHER SYSTEMS	
Active Bonnet (Hood)	●
ESC	●
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 option
- Not fitted to the test vehicle but available as option ✘ Not Available — Not Applicable

ADULT OCCUPANT

Total 34.5 Pts / 90%

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

Frontal Offset Deformable Barrier 6.5 Pts

Passenger Driver

Frontal Full Width 7.6 Pts

Rear Passenger Driver

Whiplash Rear Impact 2.3 Pts

Front seat Rear seat

Lateral Impact 16 Pts

Car Pole

AEB City 2

Performance: ■ Good

 ADULT OCCUPANT

Total 34.5 Pts / 90%

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 dummy. BMW showed that a similar level of protection would be provided to occupants of different sizes and to those sat in different positions. In the full-width rigid barrier impact, protection of all body regions was good for all critical body regions of the driver and rear passenger, with the exception of the chest, protection of which was adequate. The X1 scored maximum points in both the side barrier test and in the more severe side pole test, with good protection of all critical parts of the body. The front seats and head restraints demonstrated good protection against whiplash injury in the event of a rear-end impact while a geometric assessment of the rear seats indicated marginal whiplash protection for the occupants of those seats. The standard-fit autonomous emergency braking system showed good performance in Euro NCAP's tests of its performance at the low speeds at which many whiplash injuries are caused.

CHILD OCCUPANT

Total 43 Pts / 87%

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

Crash Test Performance

24 Pts

18 months old child 12 Pts

Tested restraint (Fit):
BMW Junior Seat I

■ Good

36 months old child 12 Pts

Tested restraint (Fit):
BMW Junior Seat I

■ Good

Safety Features

7 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 Pts

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

■ **Infants up to 13 kg**

Maxi Cosi Cabriofix (Belt)

Maxi Cosi Cabriofix & EasyFix (Belt)

Maxi Cosi Cabriofix & EasyFix (ISOFIX)

CHILD OCCUPANT

Total 43 Pts / 87%

■ **Infants and toddlers up to 18 kg**

BeSafe iZi Kid X3 ISOFix (ISOFIX)



■ **Toddlers from 9 to 18 kg**

Römer King Plus (Belt)



Römer Duo Plus (ISOFIX)



Maxi Cosi Pearl & Familyfix (ISOFIX)



■ **Toddlers over 18 kg**

Römer KidFix (Belt)



Römer KidFix (ISOFIX)



CHILD OCCUPANT

Total 43 Pts / 87%

	Seat Position			
	Front	2nd row		
	PASSENGER	LEFT	CENTER	RIGHT
Maxi Cosi Cabriofix (Belt)	●	●	●	●
Römer King Plus (Belt)	●	●	●	●
Römer Duo Plus (ISOFIX)	✘	●	✘	●
Römer KidFix (Belt)	●	●	●	●
Maxi Cosi Cabriofix & EasyFix (Belt)	●	●	●	●
Maxi Cosi Cabriofix & EasyFix (ISOFIX)	✘	●	✘	●
BeSafe iZi Kid X3 ISOfix (ISOFIX)	✘	●	✘	●
Maxi Cosi Pearl & Familyfix (ISOFIX)	✘	●	✘	●
Römer KidFix (ISOFIX)	✘	●	✘	●

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

Comments

Both child dummies were sat in rearward-facing restraints in the offset frontal test. The X1 scored maximum points for its protection of both the 1½ year and 3 year dummies in the frontal offset and side barrier tests. In the side impact, both dummies were properly contained within the protective shells of their restraints, minimising the risk of head contact with parts of the vehicle interior. The front passenger airbag can be disabled to allow a rearward-facing 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 correctly installed and accommodated in the car.

PEDESTRIAN PROTECTION

Total 26.7 Pts / 74%

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

Pedestrian Protection	26.7 Pts						
	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="padding: 5px;">Head Impact</td> <td style="text-align: right; padding: 5px;">19.4 Pts</td> </tr> <tr> <td style="padding: 5px;">Pelvis Impact</td> <td style="text-align: right; padding: 5px;">1.3 Pts</td> </tr> <tr> <td style="padding: 5px;">Leg Impact</td> <td style="text-align: right; padding: 5px;">6 Pts</td> </tr> </table>	Head Impact	19.4 Pts	Pelvis Impact	1.3 Pts	Leg Impact	6 Pts
Head Impact	19.4 Pts						
Pelvis Impact	1.3 Pts						
Leg Impact	6 Pts						

Comments

The X1 has a 'pop-up' bonnet. Sensors in the bumper detect when a pedestrian has been struck and actuators raise the bonnet to provide greater clearance between the surface and the hard structures in the engine compartment. BMW showed that the system worked robustly for a variety of pedestrian statures and across a range of speeds. Accordingly, tests were done with the bonnet in the deployed (raised) position. Results on the bonnet surface were almost entirely good, with some areas of adequate protection to a pedestrian's head. Some poor results were recorded only on the front edge of the windscreen and on the stiff windscreen pillars. The bumper scored maximum points for the protection it offered to pedestrians' legs. Protection of the pelvic region was predominantly poor.

SAFETY ASSIST

Total 10.1 Pts / 77%

GOOD
 ADEQUATE
 MARGINAL
 WEAK
 POOR

Speed Assistance

2.3 Pts

System Name	ISA
Speed Limit Information Function	Camera based
Warning Function	System advised
Speed Limitation Function	System advised

Electronic Stability Control

3 Pts

System Name	DSC (Dynamic Stability Control)	
PERFORMANCE		
Vehicle Yaw Rate @ COS + 1.00 s	1.5%	meets ECE requirements
Vehicle Yaw Rate @ COS + 1.75 s	1.5%	meets ECE requirements
Lateral Displacement @ BOS + 1.07 s	3.3 m	meets ECE requirements

Seat Belt Reminder

3 Pts

Applies To	All seats		
	Driver Seat	front passenger(s)	rear passenger(s)
Warning			
Visual	●	●	●
Audible	●	●	●

● Pass
 ● Fail
 — Not available

SAFETY ASSIST

Total 10.1 Pts / 77%

AEB Interurban

1.8 Pts

System Name	Approach Warning with City Brake Activation
Type	Forward Collision Warning with Auto-Brake
Operational From	5 Km/h
Additional Information	Default On

PERFORMANCE |

Operational Speed	5-80 Km/h	5-250 Km/h
	Autobrake Function Only	Driver reacts to warning
Approaching a stationary car	See AEB City	Crash avoided up to 70km/h. Crash speed reduced up to 80km/h.
Approaching a slower moving car	Crash avoided up to 40km/h. Crash speed reduced up to 70km/h.	Crash avoided up to 80km/h.
FOLLOWING A CAR AT SHORT DISTANCE		
Car in front brakes gently	Mitigation	Avoidance
Car in front brakes harshly	Mitigation	Mitigation
FOLLOWING A CAR AT LONG DISTANCE		
Car in front brakes gently	Mitigation	Avoidance
Car in front brakes harshly	Mitigation	Avoidance

Comments

Electronic stability control is standard equipment on the X1, together with a seatbelt reminder system that protects the front and rear seats. Autonomous emergency braking is also standard and demonstrated adequate performance in Euro NCAP's tests. A standard-fit, camera-based speed limiter advises the driver of the limit and allows the driver to set the appropriate maximum speed for the vehicle.