



BMW X3 / X4
Standard Safety Equipment

2017



Adult Occupant



93%

Child Occupant



84%

Pedestrian Impact Protection



70%

Safety Assist



58%

SPECIFICATION

Tested Model	BMW X3 2.0d, LHD
Body Type	- 5 door SUV
Year Of Publication	2017
Kerb Weight	1825kg
VIN From Which Rating Applies	- all X3s and X4s
Class	Small Off-Road

General comments

The BMW X4 shares a platform with the BMW X3, tested in 2017, and many tests from that assessment are valid for the X4. However, the side structure is different so additional side impact tests have been done to verify that the performance of the X4 is at least as good as the X3. Those tests showed performance that was at least as good as the X3 so the 2017 star rating of the BMW X3 can be considered valid also for the X4.

SAFETY EQUIPMENT

	Driver	Passenger	Rear
FRONTAL CRASH PROTECTION			
Frontal airbag	●	●	✗
Belt pretensioner	●	●	●
Belt loadlimiter	●	●	●
Knee airbag	●	✗	✗
SIDE CRASH PROTECTION			
Side head airbag	●	●	●
Side chest airbag	●	●	✗
Side pelvis airbag	✗	✗	✗
CHILD PROTECTION			
Isofix	—	✗	●
Integrated CRS	—	✗	✗
Airbag cut-off switch	—	●	—
SAFETY ASSIST			
Seat Belt Reminder	●	●	●

OTHER SYSTEMS			
Active Bonnet (Hood)	●		
AEB Pedestrian	●		
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 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 35.4 Pts / 93%

 GOOD  ADEQUATE  MARGINAL  WEAK  POOR

Frontal Offset Deformable Barrier 7.4 Pts



Passenger Driver

Detailed description: This panel shows the results for the Frontal Offset Deformable Barrier test. It features two side-view illustrations of crash test dummies. The Passenger dummy is colored green, indicating a 'GOOD' performance. The Driver dummy is colored yellow, indicating an 'ADEQUATE' performance.

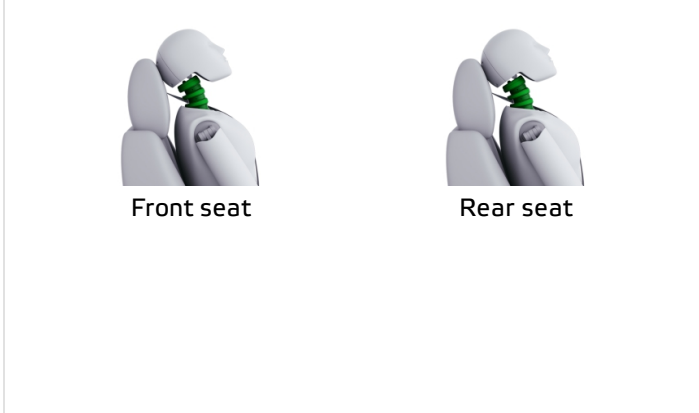
Frontal Full Width 7.3 Pts



Rear Passenger Driver

Detailed description: This panel shows the results for the Frontal Full Width test. It features two side-view illustrations of crash test dummies. The Rear Passenger dummy is colored orange, indicating a 'MARGINAL' performance. The Driver dummy is colored yellow, indicating an 'ADEQUATE' performance.

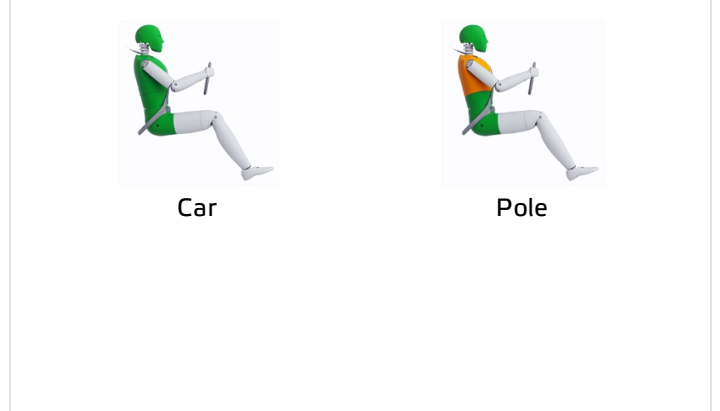
Whiplash Rear Impact 2.4 Pts



Front seat Rear seat

Detailed description: This panel shows the results for the Whiplash Rear Impact test. It features two side-view illustrations of a car seat headrest and neck area. The Front seat is colored green, indicating a 'GOOD' performance. The Rear seat is colored green, indicating a 'GOOD' performance.


Lateral Impact 15.3 Pts



Car Pole

Detailed description: This panel shows the results for the Lateral Impact test. It features two side-view illustrations of a crash test dummy. The Car dummy is colored green, indicating a 'GOOD' performance. The Pole dummy is colored orange, indicating a 'MARGINAL' performance.

AEB City 3

Performance:  Good

Detailed description: This panel shows the results for the AEB City test. The performance is 'Good', indicated by a green bar.

 ADULT OCCUPANT

Total 35.4 Pts / 93%



 GOOD	 ADEQUATE	 MARGINAL	 WEAK	 POOR
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 ADULT OCCUPANT

Total 35.4 Pts / 93%

Comments

The passenger compartment of the X3 remained stable in the frontal offset test. Dummy readings indicated good protection of the knees and femurs of the driver and passenger. BMW showed that a similar level of protection would be provided to occupants of different sizes and to those sat in different positions. All critical body regions of the passenger dummy were well protected in this test. In the full-width rigid barrier impact, protection of both the driver and rear passenger was good or adequate, except the chest of the rear dummy, protection of which was rated as marginal, based on chest compression. The X3 scored maximum points in the side barrier test, with good protection of all critical body areas. The X4 also provided good protection to all critical body regions in this test. In the more severe side pole test, dummy readings of rib compression indicated marginal protection, while that of other body areas was good. In the pole test of the X4, protection of all critical parts of the body was good. Tests on the front seats and head restraints demonstrated good protection against whiplash injury in the event of a rear-end collision. A geometric assessment of the rear seats also indicated good whiplash protection. The autonomous emergency braking system scored maximum points in tests of its functionality at the low speeds at which many whiplash injuries are caused, with collisions avoided at all test speeds.

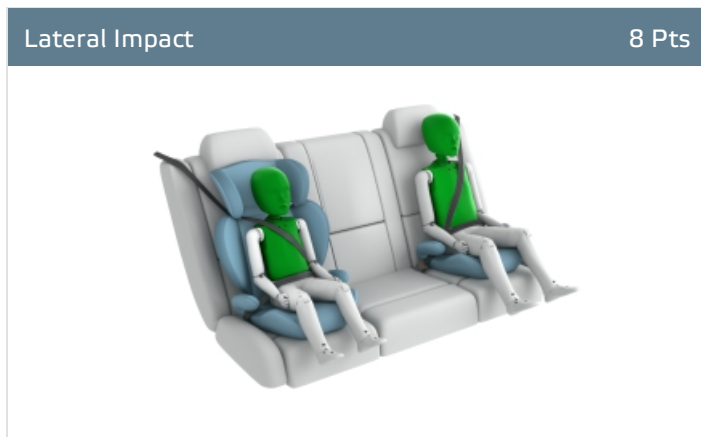
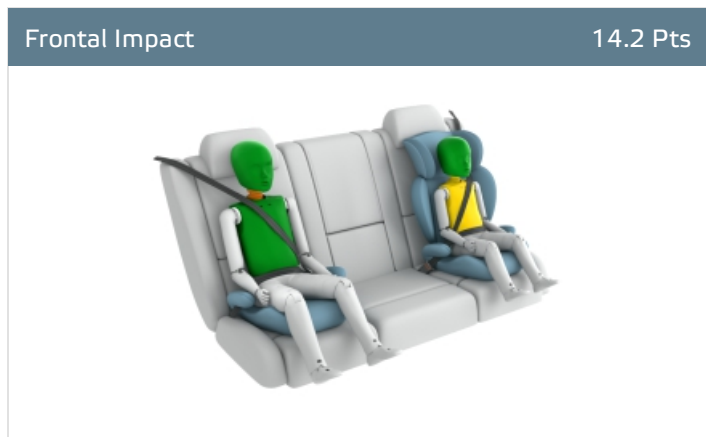
CHILD OCCUPANT

Total 41.2 Pts / 84%

GOOD ADEQUATE MARGINAL WEAK POOR

Crash Test Performance based on 6 & 10 year old children

22.2 Pts



Restraint for 6 year old child: *Britax Römer Kidfix XP*
 Restraint for 10 year old child: *Osann Topo Rock*

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

■ i-Size CRS



CHILD OCCUPANT

Total 41.2 Pts / 84%

■ **ISOFIX CRS**

Maxi Cosi Cabriofix & FamilyFix (ISOFIX)



BeSafe iZi Kid X4 ISOfix (ISOFIX)



Britax Römer Duo Plus (ISOFIX)



Britax Römer KidFix XP (ISOFIX)



■ **Universal Belted CRS**

Maxi Cosi Cabriofix (Belt)



Maxi Cosi Cabriofix & EasyBase2 (Belt)



Britax Römer King II LS (Belt)



Britax Römer KidFix XP (Belt)



CHILD OCCUPANT

Total 41.2 Pts / 84%

	Seat Position			
	Front	2nd row		
	PASSENGER	LEFT	CENTER	RIGHT
Maxi Cosi 2way Pearl & 2wayFix (rearward) (iSize)	□	●	□	●
Maxi Cosi 2way Pearl & 2wayFix (forward) (iSize)	□	●	□	●
BeSafe iZi Kid X2 i-Size (iSize)	□	●	□	●
Maxi Cosi Cabriofix & FamilyFix (ISOFIX)	□	●	□	●
BeSafe iZi Kid X4 ISOfix (ISOFIX)	□	●	□	●
Britax Römer Duo Plus (ISOFIX)	□	●	□	●
Britax Römer KidFix XP (ISOFIX)	□	●	□	●
Maxi Cosi Cabriofix (Belt)	●	●	●	●
Maxi Cosi Cabriofix & EasyBase2 (Belt)	●	●	✘	●
Britax Römer King II LS (Belt)	●	●	●	●
Britax Römer KidFix XP (Belt)	●	●	●	●

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

Comments

In the frontal offset test, protection of the neck of the 10 year dummy was rated as marginal, based on readings of tensile forces. Otherwise, protection of both child dummies was good or adequate. In the side barrier test, protection of both dummies was good for all critical body areas, and was the same in the repeat test of the X4. 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 car is designed could be properly installed and accommodated in the car.

PEDESTRIAN IMPACT PROTECTION

Total 29.4 Pts / 70%

GOOD
 ADEQUATE
 MARGINAL
 WEAK
 POOR

Pedestrian Impact Protection	25.5 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;">19.5 Pts</td> </tr> <tr> <td style="padding: 5px;">Pelvis Impact</td> <td style="text-align: right; padding: 5px;">0 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	19.5 Pts	Pelvis Impact	0 Pts	Leg Impact	6 Pts
Head Impact	19.5 Pts						
Pelvis Impact	0 Pts						
Leg Impact	6 Pts						

AEB Pedestrian		4 Pts
System Name	Person warning with City light braking function	
Type	Auto-Brake with Forward Collision Warning	
Operational From	5 km/h	
Additional Information	Defaults on for every journey; operates in low ambient light	

PERFORMANCE		
	Autobrake Function	
	Avoidance	Mitigation
Running Adult crossing from Farside	Collision avoided up to 35 km/h	Impact mitigated up to 60 km/h
Walking Adult crossing from Nearside -25%	Collision avoided up to 35 km/h	Impact mitigated up to 60 km/h
Walking Adult crossing from Nearside -75%	Collision avoided up to 25 km/h	Impact mitigated up to 45 km/h
Running Child from behind parked vehicles	Collision avoided up to 25 km/h	Impact mitigated up to 45 km/h

Comments

The X3 and X4 have an 'active', deployable bonnet. Sensors detect when a pedestrian has been struck and actuators lift the bonnet to provide greater clearance to the hard structures in the engine compartment. BMW showed that the system worked robustly for different pedestrian statures and across a wide range of speeds. Accordingly, the car was tested with the bonnet in the raised position. Test results were good or adequate over most of the bonnet surface. The protection provided to pedestrians' legs was good at all test locations. However, the protection provided to the pelvis was poor at all locations. In tests of its pedestrian detection, the autonomous emergency braking system performed adequately, with collisions avoided or mitigated in several test scenarios and speeds.

 SAFETY ASSIST

Total 7.0 Pts / 58%

GOOD
 ADEQUATE
 MARGINAL
 WEAK
 POOR

Speed Assistance

1.5 Pts

System Name	Manual Speed Limiter
Speed Limit Information Function	N/A
Warning Function	Manually set
Speed Limitation Function	Manually set (accurate to 5km/h)

Seat Belt Reminder

3 Pts

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

Pass
 Fail
 Not available

Lane Support

0 Pts

SAFETY ASSIST

Total 7.0 Pts / 58%

AEB Interurban

2.5 Pts

System Name	Front-end collision warning with light braking function
Type	Forward Collision Warning with Auto-Brake
Operational From	5 km/h
Additional Information	Default On

PERFORMANCE |

	Autobrake Function Only	Driver reacts to warning
Operational Speed	5-85 km/h	5-250 km/h
Approaching a stationary car	See AEB City	Crash avoided up to 65km/h. Crash speed reduced up to 80km/h.
Approaching a slower moving car	Crash avoided up to 70km/h.	Crash avoided up to 80km/h.
FOLLOWING A CAR AT SHORT DISTANCE		
Car in front brakes gently	Avoidance	Avoidance
Car in front brakes harshly	Mitigation	Mitigation
FOLLOWING A CAR AT LONG DISTANCE		
Car in front brakes gently	Avoidance	Avoidance
Car in front brakes harshly	Avoidance	Avoidance

Comments

The autonomous emergency braking system performed well in tests of its functionality at highway speeds, with collisions avoided or mitigated in all scenarios. A seatbelt reminder system is standard for the front and rear seats, as is a driver-set speed limiter.

RATING VALIDITY

Variants of Model Range

Body Type	Engine & Transmission	Model Name/Code	Drivetrain	Rating Applies	
				LHD	RHD
5 door SUV	2.0 diesel	X3 xDrive20d*	4 x 4	✓	✓
5 door SUV	3.0 petrol	X3 xDrive30i	4 x 4	✓	✓
5 door SUV	2.0 petrol	X3 sDrive20i	4 x 2	✓	✓
5 door SUV	2.0 petrol	X3 xDrive20i	4 x 4	✓	✓
5 door SUV	3.0 diesel	X3 xDrive30d	4 x 4	✓	✓
5 door SUV	3.0 petrol	X3 M40i	4 x 4	✓	✓
5 door SUV	2.0 diesel	X3 sDrive18d	4 x 2	✓	✓
5 door SUV	3.0 diesel	X3 M40d	4 x 4	✓	✓
5 door SUV	2.0 petrol	X4 xDrive20i	4 x 4	✓	✓
5 door SUV	3.0 petrol	X4 xDrive30i	4 x 4	✓	✓
5 door SUV	3.0 petrol	X4 M40i	4 x 4	✓	✓
5 door SUV	2.0 diesel	X4 xDrive20d	4 x 4	✓	✓
5 door SUV	2.5 diesel	X4 xDrive25d	4 x 4	✓	✓
5 door SUV	3.0 diesel	X4 xDrive30d	4 x 4	✓	✓
5 door SUV	3.0 diesel	X4 M40d	4 x 4	✓	✓

* Tested variant

Annual Reviews and Facelifts

Date	Event	Outcome
November 2017	Rating Published	2017 ★★★★★ ✓