

BMW 5 Series

BMW 530d, LHD

2010 ★★★★★



ADULT OCCUPANT



CHILD OCCUPANT



PEDESTRIAN



SAFETY ASSIST

ADULT OCCUPANT

Total 34 pts | 95%

FRONTAL IMPACT

15,5 pts



Driver



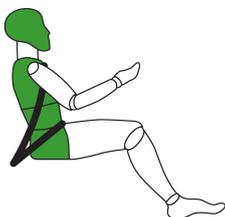
Passenger

SIDE IMPACT CAR

8 pts

SIDE IMPACT POLE

7,4 pts



Car



Pole

REAR IMPACT (WHIPLASH)

3,3 pts



FRONTAL IMPACT

HEAD

Driver airbag contact	stable
Passenger airbag contact	stable

CHEST

Passenger compartment	stable
Windscreen Pillar rearward	1mm
Steering wheel rearward	none
Steering wheel upward	7mm
Chest contact with steering wheel	none

UPPER LEGS, KNEES AND PELVIS

Stiff structures in dashboard	none
Concentrated loads on knees	none

LOWER LEGS AND FEET

Footwell Collapse	none
Rearward pedal movement	brake - 38mm
Upward pedal movement	none

SIDE IMPACT

Head protection airbag	Yes
Chest protection airbag	Yes

WHIPLASH

Seat description	Standard, cloth 6 way electric/manual
Head restraint type	Active
Geometric assessment	1 pts

TESTS

- High severity	2,5 pts
- Medium severity	2,3 pts
- Low severity	2,3 pts

TEST RESULTS

CHILD OCCUPANT

Total 41 pts | 83%

18 MONTH OLD CHILD

Restraint Fair G0/1S ISOFIX
Group 0, 0+
Facing rearward
Installation ISOFIX anchorages and support frame



PERFORMANCE 11,8 pts
INSTRUCTIONS 4 pts
INSTALLATION 2 pts

FRONTAL IMPACT

Head forward movement protected
Head acceleration good
Chest load good

SIDE IMPACT

Head containment protected
Head acceleration good

3 YEAR OLD CHILD

Restraint Fair G0/1S ISOFIX
Group 1
Facing forward
Installation ISOFIX anchorages and support frame



PERFORMANCE 12 pts
INSTRUCTIONS 4 pts
INSTALLATION 2 pts

FRONTAL IMPACT

Head forward movement protected
Head acceleration good
Chest load good

SIDE IMPACT

Head containment protected
Head acceleration good

VEHICLE BASED ASSESSMENT

5 pts

Airbag warning Label

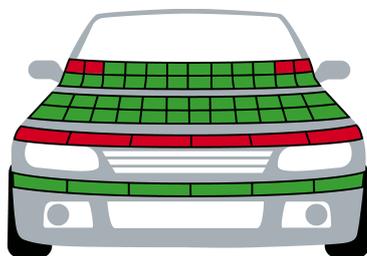
Text and pictogram warning label permanently attached to both sides of the passenger sun visor

PEDESTRIAN

Total 28 pts | 78%

SAFETY ASSIST

Total 7 pts | 100%



GOOD
MARGINAL
POOR

HEAD 22 pts
PELVIS 0 pts
LEG 6 pts

SPEED LIMITATION ASSISTANCE 1 pts

- active, standard

ELECTRONIC STABILITY CONTROL (ESC) 3 pts

- standard

SEATBELT REMINDER 3 pts

- driver 1 pts
 - passenger 1 pts
 - rear 1 pts

DETAILS OF TESTED CAR

SPECIFICATIONS

Tested model	BMW 530d, LHD
Body type	4 door saloon
Year of publication	2010
Kerb weight	1790kg
VIN from which rating applies	applies to all 5 series of the specification tested

SAFETY EQUIPMENT

Front seatbelt pretensioners	driver: double passenger: single
Front seatbelt load limiters	
Driver frontal airbag	
Front passenger frontal airbag	
Side body airbags	
Side head airbags	

COMMENTS

Adult occupant

The passenger compartment remained stable in the frontal impact. Dummy readings indicated good protection of the knees and femurs of both the driver and front seat passenger. BMW were able to demonstrate that occupants of different sizes, and those sat in different positions, would be similarly well protected. Maximum points were scored in the side barrier test. In the more severe side pole impact, the head and pelvis were well protected, the chest and abdomen adequately so. Good protection was provided against whiplash injuries in the event of a rear impact.

Child occupant

Based on dummy readings in the dynamic tests, the 5 series was awarded maximum points for protection of the 3 year dummy in the frontal and side impacts. Forward movement of the dummy's head was not excessive in the frontal impact and both the 3 year and 18 month dummies were properly contained by their respective child restraints in the side impact. The passenger airbag can be disabled to allow a rearward facing child restraint to be used in that seating position. However, information provided to the driver regarding the status of the airbag is not sufficiently clear. A permanently attached label warns clearly of the dangers of using a rearward facing restraint in the passenger seat without first disabling the airbag.

Pedestrian

The 5 series is fitted with an 'active bonnet'. When a pedestrian is struck, actuators lift all four corners of the bonnet away from hard structures underneath. This creates more space to absorb the energy of a struck pedestrian, lowering injury values. The bonnet has scored maximum points in the areas likely to be struck by the head of a child and has scored very highly in those areas likely to be struck by an adult. The front edge of the bonnet did not score any points for the protection provided to pedestrians' legs but the bumper scored maximum points.

Safety assist

Electronic Stability Control is standard equipment on the 5 series, together with a driver-set speed limitation device. A seatbelt reminder system is also standard equipment and covers all seating positions.