



BMW 2 Series Active Tourer
Standard Safety Equipment

2022



Adult Occupant



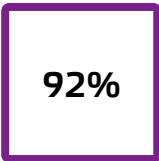
Child Occupant



Vulnerable Road Users



Safety Assist



SPECIFICATION

| | |
|-------------------------------|---------------------------------------|
| Tested Model | BBMW 2 Series Active Tourer 218i, LHD |
| Body Type | - 5 door MPV |
| Year Of Publication | 2022 |
| Kerb Weight | 1521kg |
| VIN From Which Rating Applies | - all 2 Series Active Tourers |
| Class | Small 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 | ● | ● | — |

Version 141022

SAFETY EQUIPMENT (NEXT)

| | Driver | Passenger | Rear |
|-----------------------|--------|-----------|------|
| CHILD PROTECTION | | | |
| Isofix/i-Size | — | ● | ● |
| Integrated CRS | — | ✗ | ✗ |
| Airbag cut-off switch | — | ● | — |
| SAFETY ASSIST | | | |
| Seat Belt Reminder | ● | ● | ● |

| OTHER SYSTEMS | |
|---------------------------|---|
| Active Bonnet | ● |
| AEB Vulnerable Road Users | ● |
| AEB Pedestrian - Reverse | ✗ |
| AEB Car-to-Car | ● |
| Speed Assistance | ● |
| 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 33.7 Pts / 88%

GOOD

ADEQUATE

MARGINAL

WEAK

POOR

Frontal Impact

12.3 / 16 Pts



Mobile Progressive Deformable Barrier



Full Width Rigid Barrier

Lateral Impact

15.7 / 16 Pts



Side Mobile Barrier



Side Pole



Far-Side Excursion



Occupant Interaction

Rear Impact

3.7 / 4 Pts



Rear Seat



Front Seat



ADULT OCCUPANT

Total 33.7 Pts / 88%

 GOOD

 ADEQUATE

 MARGINAL

 WEAK

 POOR

Rescue and Extrication

2.0 / 2 Pts

| | | |
|-----------------------|--------------------------|---|
| Rescue Sheet | Available, ISO compliant |  |
| Advanced eCall | Available | |
| Multi Collision Brake | Available | |

Comments

The passenger compartment of the 2 Series Active Tourer remained stable in the frontal offset test. Dummy numbers demonstrated 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 drivers of different sizes and to those sitting in different positions but that structures in the dashboard might present a risk of injury to the outboard leg of differently-sized front passengers. Analysis of the deceleration of the impact trolley during the test, and analysis of the deformable barrier after the test, revealed that the 2 Series Active Tourer would be a moderately benign impact partner in a frontal collision. In the full-width rigid barrier test, chest protection was rated as marginal for both the driver and the rear passenger, with good protection of other critical body areas. In the side barrier test, protection of all critical body areas was good and the car scored maximum points. In the more severe side pole impact, protection was also good except for that of the chest, which was rated as 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 found to be adequate. The 2 Series Active Tourer has a counter-measure to mitigate against occupant to occupant injuries in such impacts. The system performed well in Euro NCAP's test, with good protection of occupants' heads. 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 2 Series Active Tourer 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.



CHILD OCCUPANT

Total 40 Pts / 81%

GOOD

ADEQUATE

MARGINAL

WEAK

POOR

Crash Test Performance based on 6 & 10 year old children

20.0 / 24 Pts

Frontal Impact

12 Pts



Lateral Impact

8 Pts

Restraint for 6 year old child: *Britax Römer KidFix SL*Restraint for 10 year old child: *Osann Up*

Safety Features

8.0 / 13 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

12.0 / 12 Pts

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

■ i-Size CRS

Maxi Cosi 2way Pearl & 2wayFix (i-Size)



Maxi Cosi 2way Pearl & 2wayFix (i-Size)



BeSafe iZi Kid X2 i-Size (i-Size)



Britax Römer TriFix2 i-Size (i-Size)



BeSafe iZi Flex FIX i-Size (i-Size)



■ ISOFIX CRS

BeSafe iZi Combi X4 ISOfix (ISOFIX)



Cybex Solution Z i-Fix (ISOFIX)





CHILD OCCUPANT

Total 40 Pts / 81%

■ Universal Belted CRS

Maxi Cosi Cabriofix (Belt)



Maxi Cosi Cabriofix & EasyFix (Belt)



Britax Römer King II LS (Belt)



Cybex Solution Z i-Fix (Belt)





CHILD OCCUPANT

Total 40 Pts / 81%

| | Seat Position | | | |
|---|---------------|---------|--------|-------|
| | Front | 2nd row | | |
| | PASSENGER | LEFT | CENTER | RIGHT |
| Maxi Cosi 2way Pearl & 2wayFix (i-Size) | ● | ● | — | ● |
| Maxi Cosi 2way Pearl & 2wayFix (i-Size) | ● | ● | — | ● |
| BeSafe iZi Kid X2 i-Size (i-Size) | ● | ● | — | ● |
| Britax Römer TriFix2 i-Size (i-Size) | ● | ● | — | ● |
| BeSafe iZi Flex FIX i-Size (i-Size) | ● | ● | — | ● |
| BeSafe iZi Combi X4 ISOfix (ISOFIX) | ● | ● | — | ● |
| Cybex Solution Z i-Fix (ISOFIX) | ● | ● | — | ● |
| Maxi Cosi Cabriofix (Belt) | ● | ● | ● | ● |
| Maxi Cosi Cabriofix & EasyFix (Belt) | ● | ● | ✗ | ● |
| Britax Römer King II LS (Belt) | ● | ● | ● | ● |
| Cybex Solution Z i-Fix (Belt) | ● | ● | ● | ● |

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

Comments

In both the frontal offset test and the side barrier impact, dummy readings indicated good protection of all critical body areas for both child dummies. Post-crash film analysis showed that the seatbelt partially slipped off the shoulder of the 10 year dummy, and the score for this part of the assessment was penalised. 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 restraint types for which the 2 Series Active Tourer is designed could be properly installed and accommodated.



VULNERABLE ROAD USERS

Total 42.8 Pts / 79%



GOOD



ADEQUATE



MARGINAL



WEAK



POOR

Pedestrian

27.1 / 36 Pts



| | |
|---------------|----------|
| Head Impact | 17.9 Pts |
| Pelvis Impact | 3.2 Pts |
| Leg Impact | 6.0 Pts |

Vulnerable Road Users

15.7 / 18 Pts

| | |
|------------------|---|
| System Name | Person Warning with City Braking Function |
| Type | Auto-Brake with Forward Collision Warning |
| Operational From | 5 km/h |



VULNERABLE ROAD USERS

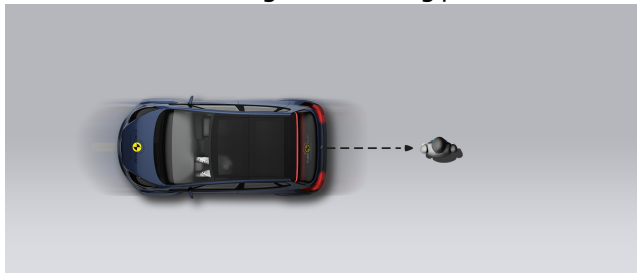
Total 42.8 Pts / 79%

AEB Pedestrian

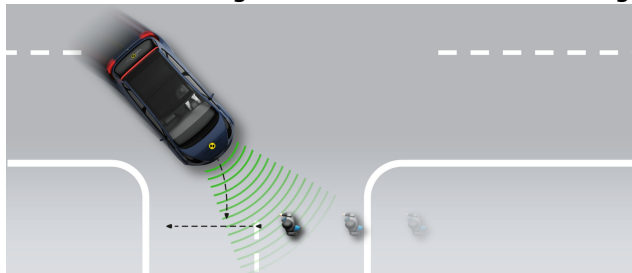
7.0 / 9 Pts

■ Day time

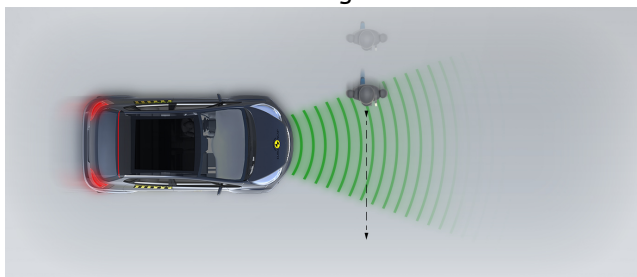
Vehicle reversing into standing pedestrian



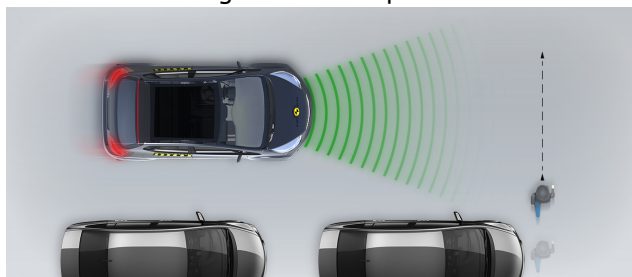
Pedestrian crossing a road into which a car is turning



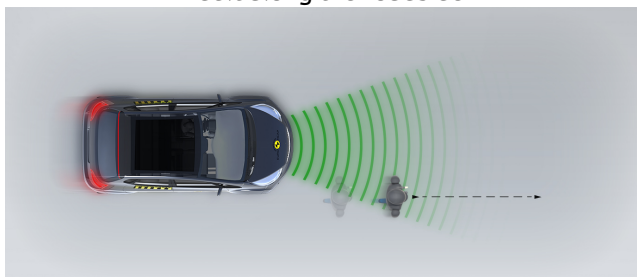
Adult crossing the road



Child running from behind parked vehicles



Adult along the roadside

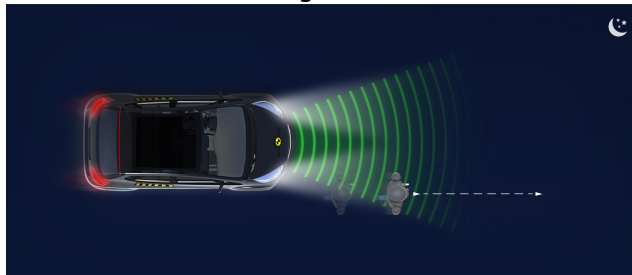


■ Night time

Adult crossing the road



Adult along the roadside





VULNERABLE ROAD USERS

Total 42.8 Pts / 79%

AEB Cyclist

8.7 / 9 Pts

Cyclist from nearside, obstructed view



Cyclist crossing



Cyclist along the roadside



Comments

The 2 Series Active Tourer has an 'active' bonnet. Sensors in the bumper detect when a pedestrian has been struck and actuators lift the surface of the bonnet to provide greater clearance to the stiff structures in the engine compartment. BMW showed that the system was capable of detecting various pedestrian statures over a range of speeds and, accordingly, the car was tested in the raised, 'deployed' position. Head protection on the bonnet surface was almost entirely good, with poor results recorded at the base of the windscreen and on the stiff windscreen pillars.. The bumper offered good protection to pedestrians' legs but protection of the pelvis region was mixed. The autonomous emergency braking (AEB) system of the 2 Series Active Tourer can respond to vulnerable road users, as well as to other vehicles. The system performed well in tests of its response to pedestrians and cyclists, with collisions avoided in most scenarios.



SAFETY ASSIST

Total 14.8 Pts / 92%

 GOOD


 ADEQUATE

 MARGINAL

 WEAK


 POOR

Speed Assistance


 2.8 / 3 Pts









| | |
|----------------------------------|------------------------------------|
| System Name | Speed Limit Assist |
| Speed Limit Information Function | Camera & Map, subsigns supported |
| Speed Limitation Function | System advised (accurate to 5km/h) |




Occupant Status Monitoring

 3.0 / 3 Pts


> Seatbelt Reminder

 2.0 / 2 Pts

| Applies To | Front and rear seats | | |
|--------------------|---|---|---|
| Warning | Driver Seat | Front Passenger(s) | Rear Passenger(s) |
| Visual |  |  |  |
| Audible |  |  |  |
| Occupant Detection | — |  |  |

 Pass
  Fail
  Not available

> Driver Monitoring

 1.0 / 1 Pts

| | |
|------------------|--|
| System Name | Attentiveness Assistant |
| Type | Indirect: time-on-task, steering input |
| Operational From | 70 km/h |



SAFETY ASSIST

Total 14.8 Pts / 92%



Lane Support 3.5 / 4 Pts

| | | | |
|-------------------------|---|------|--|
| System Name | Lane Departure Warning with Steering Intervention | | |
| Type | LKA and ELK | | |
| Operational From | 60 km/h | | |
| PERFORMANCE | | | |
| Emergency Lane Keeping | <div><div></div></div> | GOOD | |
| Lane Keep Assist | <div><div></div></div> | GOOD | |
| Human Machine Interface | <div><div></div></div> | GOOD | |

AEB Car-to-Car 5.5 / 6 Pts

| | | |
|------------------|--|--|
| System Name | Collision Warning with Braking Function | |
| Type | Autonomous emergency braking and forward collision warning | |
| Operational From | 5 km/h | |
| Sensor Used | camera and radar | |



SAFETY ASSIST

Total 14.8 Pts / 92%

■ Autobrake function only

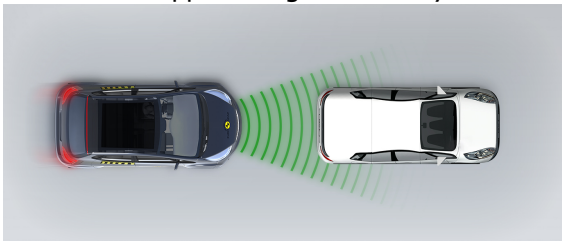
Test car turns across the path of an approaching car



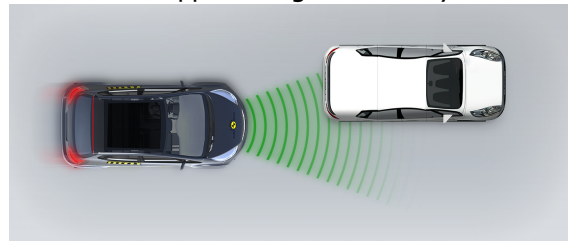
Approaching a stationary car



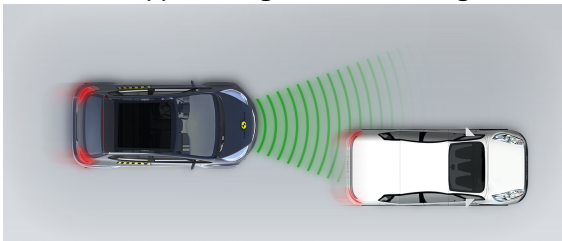
Approaching a stationary car



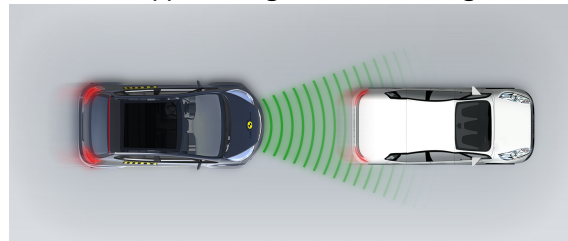
Approaching a stationary car



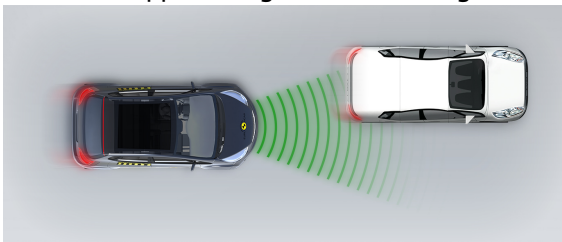
Approaching a slower moving car



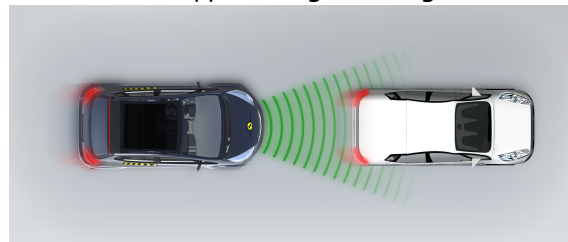
Approaching a slower moving car



Approaching a slower moving car



Approaching a braking car



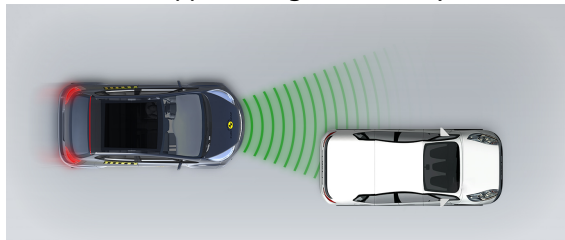


SAFETY ASSIST

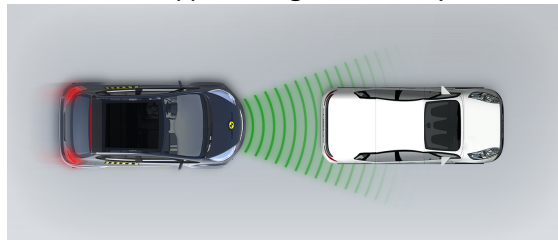
Total 14.8 Pts / 92%

■ Driver reacts to warning

Approaching a stationary car



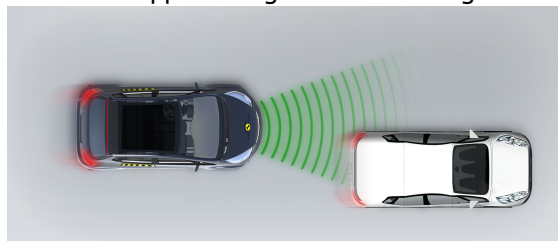
Approaching a stationary car



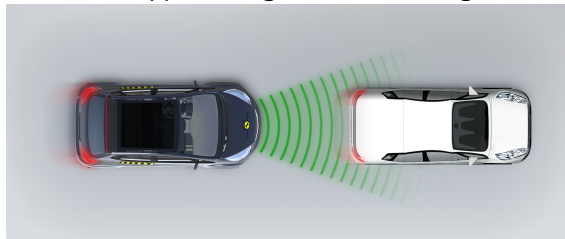
Approaching a stationary car



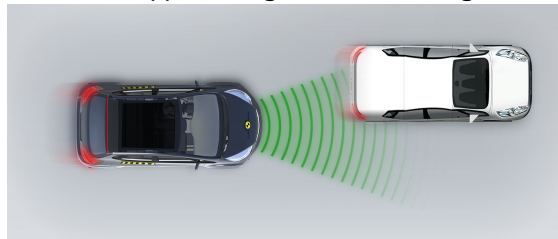
Approaching a slower moving car



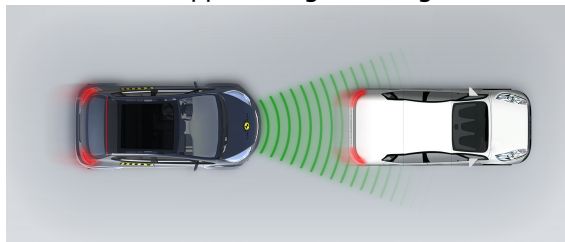
Approaching a slower moving car



Approaching a slower moving car



Approaching a braking car





SAFETY ASSIST

Total 14.8 Pts / 92%

Comments

The 2 Series Active Tourer's autonomous emergency braking (AEB) system performed well in tests of its reaction to other vehicles. A seatbelt reminder system is fitted as standard to the front and rear seats and the car has a system to detect driver fatigue. 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. The speed assistance system detects the local speed limit and the driver can choose to allow the maximum speed of the car to be automatically set by the system.

RATING VALIDITY

Variants of Model Range

Annual Reviews and Facelifts

| Date | Event | Outcome | |
|--------------|------------------|----------------|---|
| October 2022 | Rating Published | 2022 ★ ★ ★ ★ ★ | ✓ |