



**BMW 5 Series**  
Standard Safety Equipment

2023



Adult Occupant



89%

Child Occupant



85%

Vulnerable Road Users



86%

Safety Assist



78%

## SPECIFICATION

Tested Model	BMW i5 eDrive40
Body Type	- 4 door saloon
Year Of Publication	2023
Kerb Weight	2345kg
VIN From Which Rating Applies	- all BMW 5 Series
Class	Large 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	●	✘	—
CHILD PROTECTION			
Isfix/i-Size	—	✘	●
Integrated CRS	—	✘	✘
Airbag cut-off switch	—	●	—
Child presence detection	—	✘	✘
SAFETY ASSIST			
Seat Belt Reminder	●	●	●

## SAFETY EQUIPMENT (NEXT)

OTHER SYSTEMS	
Active Bonnet	●
AEB Vulnerable Road Users	●
AEB Pedestrian - Reverse	○
Cyclist Dooring Prevention	●
AEB Motorcyclist	●
AEB Car-to-Car	●
Speed Assistance	●
Lane Assist System	●
Fatigue / Distraction Detection	●

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 35.6 Pts / 89%

■ GOOD   
 ■ ADEQUATE   
 ■ MARGINAL   
 ■ WEAK   
 ■ POOR

Frontal Impact 14.0 / 16 Pts

Mobile Progressive Deformable Barrier      Full Width Rigid Barrier

Lateral Impact 15.1 / 16 Pts

Side Mobile Barrier      Side Pole      Far-Side Excursion      Occupant Interaction

Rear Impact 3.5 / 4 Pts

Rear Seat      Front Seat

## ADULT OCCUPANT

Total 35.6 Pts / 89%

■ GOOD   
 ■ ADEQUATE   
 ■ MARGINAL   
 ■ WEAK   
 ■ POOR

Rescue and Extrication		3.0 / 4 Pts
Rescue Sheet	Available, ISO compliant	
Advanced eCall	Available	
Multi Collision Brake	Available	
Submergence Check	Compliant	

## Comments

The passenger compartment of the 5 Series remained stable in the frontal offset test. Dummy numbers showed 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 occupants of different sizes and to those sitting in different positions. Protection of all critical body areas was good or adequate for the front passenger and driver. Analysis of the deceleration of the impact trolley during the test, and analysis of the deformable barrier after the test, revealed that the 5 Series would be a moderately benign impact partner in a frontal collision. In the full-width rigid barrier test, protection of all critical body areas was good or adequate for both the driver and the rear passenger. In the side barrier test, protection of all critical body areas was good and the 5 Series scored maximum points in this part of the assessment. In the more severe side pole impact, protection of the chest was rated as marginal on the basis of dummy readings of rib compression. Otherwise, protection was good or 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 good. The 5 Series has a counter-measure to mitigate against occupant to occupant injuries in such impacts and this performed well in the pole impact test. 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 5 Series 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. BMW demonstrated that, if the car entered water, the doors and windows of the 5 Series would remain functional long enough to allow the occupants to escape.

**CHILD OCCUPANT**

Total 42.0 Pts / 85%

■ GOOD   
 ■ ADEQUATE   
 ■ MARGINAL   
 ■ WEAK   
 ■ POOR

Crash Test Performance based on 6 & 10 year old children

24.0 / 24 Pts

Frontal Impact 16 Pts



Lateral Impact 8 Pts



Restraint for 6 year old child: *Britax Kidfix i-Size*  
 Restraint for 10 year old child: *Graco Junior*

Safety Features

6.0 / 13 Pts

	Front Passenger	2nd row outboard	2nd row center
Isofix	✗	●	✗
i-Size	✗	●	✗
Integrated CRS	✗	✗	✗
Top tether	✗	●	✗
Child Presence Detection	✗	✗	✗

● Fitted to test car as standard   
 ○ Not on test car but available as option   
 ✗ Not available

CRS Installation Check

12.0 / 12 Pts

i-Size	Seat Position				
	Front		2nd row		
			Left	center	Right
	✗	✗	●	✗	●

● Easy   
 ● Difficult   
 ● Safety critical   
 ✗ Not allowed  
✗ Airbag ON   
 Rearward facing restraint installation not allowed   
 Airbag OFF

CHILD OCCUPANT


Total 42.0 Pts / 85%

Isofix	Seat Position				
	Front		2nd row		
			Left	center	Right
	✗	✗	●	✗	●
	✗	✗	●	✗	●
	✗	✗	●	✗	●
	✗	✗	●	✗	●
	✗	✗	●	✗	●
	✗	✗	●	✗	●

● Easy   
 ● Difficult   
 ● Safety critical   
 ✗ Not allowed  
 Airbag ON   
 Rearward facing restraint installation not allowed   
 Airbag OFF

Seatbelt Attached	Seat Position				
	Front		2nd row		
			Left	center	Right
	✗	●	●	●	●
	●	✗	●	●	●
	●	✗	●	●	●
	●	✗	●	●	●
	●	✗	●	✗	●
	✗	●	●	✗	●

● Easy   
 ● Difficult   
 ● Safety critical   
 ✗ Not allowed  
 Airbag ON   
 Rearward facing restraint installation not allowed   
 Airbag OFF

 CHILD OCCUPANT

Total 42.0 Pts / 85%

## Comments

In both the frontal offset and side barrier tests, good protection was provided to all critical body areas for both child dummies, and the BMW 5 Series scored maximum points in this part of the assessment. 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. The 5 Series is not equipped with 'child presence detection', a system which issues a warning when it recognises that a child or infant has been left in the car. All of the child restraint types for which the 5 Series is designed could be properly installed and accommodated in the car.



**VULNERABLE ROAD USERS**

Total 54.6 Pts / 86%

GOOD
  ADEQUATE
  MARGINAL
  WEAK
  POOR

**VRU Impact Protection**

30.1 / 36 Pts



Pedestrian & Cyclist Head	14.4 Pts
Pelvis	2.8 Pts
Femur	3.9 Pts
Knee & Tibia	9.0 Pts

**VRU Impact Mitigation**

24.4 / 27 Pts

System Name	Warning Function for Pedestrians
Type	Auto-Brake with Forward Collision Warning
Operational From	5 km/h
PERFORMANCE   <span style="display: inline-block; width: 15px; height: 15px; background-color: yellow;"></span>	

**AEB Pedestrian**

6.6 / 9 Pts

Scenario	Day time	Night time
Car reversing into adult or child	<span style="display: inline-block; width: 15px; height: 15px; background-color: red;"></span>	—
Adult crossing a road into which a car is turning	<span style="display: inline-block; width: 15px; height: 15px; background-color: green;"></span>	—
Adult crossing the road	<span style="display: inline-block; width: 15px; height: 15px; background-color: green;"></span>	<span style="display: inline-block; width: 15px; height: 15px; background-color: green;"></span>
Child running from behind parked vehicles	<span style="display: inline-block; width: 15px; height: 15px; background-color: green;"></span>	<span style="display: inline-block; width: 15px; height: 15px; background-color: green;"></span>
Adult along the roadside	<span style="display: inline-block; width: 15px; height: 15px; background-color: green;"></span>	<span style="display: inline-block; width: 15px; height: 15px; background-color: green;"></span>

— Currently not tested

**AEB Cyclist**

8.0 / 8 Pts

Scenario	Day time
Approaching cyclist crossing from behind parked parked vehicles	<span style="display: inline-block; width: 15px; height: 15px; background-color: green;"></span>
Turning across path of an oncoming cyclist	<span style="display: inline-block; width: 15px; height: 15px; background-color: green;"></span>
Approaching a crossing cyclist	<span style="display: inline-block; width: 15px; height: 15px; background-color: green;"></span>
Approaching a cyclist along the roadside	<span style="display: inline-block; width: 15px; height: 15px; background-color: green;"></span>

**VULNERABLE ROAD USERS**

Total 54.6 Pts / 86%

■ GOOD    ■ ADEQUATE    ■ MARGINAL    ■ WEAK    ■ POOR

**Cyclist Dooring Prevention** ■ 0.8 / 1 Pts

Scenario	
Dooring a passing cyclist	information"

**AEB Motorcyclist** ■ 6.0 / 6 Pts

Scenario	Autobrake function only	Driver reacts to warning
Approaching a stationary motorcyclist	<span style="color: green;">■</span>	<span style="color: green;">■</span>
Approaching a braking motorcyclist	<span style="color: green;">■</span>	<span style="color: green;">■</span>
Turn across the path of an oncoming motorcyclist	<span style="color: green;">■</span>	—

— Currently not tested

**Lane Support Motorcyclist** ■ 3.0 / 3 Pts

Scenario	Day time
Changing lane across the path of an oncoming motorcyclist	<span style="color: green;">■</span>
Changing lane across the path of an overtaking motorcyclist	<span style="color: green;">■</span>

**Comments**

The 5 Series has an active bonnet. Sensors in the bumper detect when a vulnerable road user has been struck and actuators lift the bonnet to provide more space to the stiff components underneath. BMW demonstrated that the system worked for a variety of pedestrian statures and over a range of speeds. Accordingly, the car was tested with the bonnet in the raised, deployed position. Protection was almost entirely good, with some poor results recorded on the stiff windscreen pillars. Protection of the knee and tibia was at good at all test locations and the 5 Series scored maximum points in this part of the assessment; that of the femur ranged from marginal to good; and protection of the pelvis was poor at some test locations. The autonomous emergency braking (AEB) system of the BMW can respond to vulnerable road users as well as to other vehicles. The system performed adequately well in tests of its response to pedestrians. The system scored highly in tests of its reaction to cyclists, including dooring, in which the car prevents or warns against door opening if a cyclist is approaching from behind. Similarly, the AEB system performed well in all tests of its response to motorcyclists and scored full points.

**SAFETY ASSIST**

Total 14.1 Pts / 78%

■ GOOD   
 ■ ADEQUATE   
 ■ MARGINAL   
 ■ WEAK   
 ■ POOR

**Speed Assistance** ■ 1.8 / 3 Pts

System Name	Speed Limit Info
Speed Limit Information Function	Camera & Map, subsigns supported
Speed Limitation Function	Intelligent Speed Limiter not default ON (accurate to 5km/h)

**Occupant Status Monitoring** ■ 1.3 / 3 Pts

**> Seatbelt Reminder** ■ 1.0 / 1 Pts

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

● Pass   
 ● Fail   
 — Not available

**> Driver Monitoring** ■ 0.3 / 2 Pts

System Name	Attentiveness Assistant
Type	Indirect monitoring
Operational From	65 km/h
Fatigue	Drowsiness

Version 271123

SAFETY ASSIST

Total 14.1 Pts / 78%

Lane Support

3.0 / 3 Pts

System Name	Lane Departure Warning with active return	
Type	LKA and ELK	
Operational From	60 km/h	
<b>PERFORMANCE</b>		
Emergency Lane Keeping		GOOD
Lane Keep Assist		GOOD
Human Machine Interface		GOOD

AEB Car-to-Car

8.1 / 9 Pts

System Name	Front collision warning with brake intervention	
Type	Autonomous emergency braking	
Operational From	5 km/h	
Sensor Used	camera and radar	

Scenario	Autobrake function only	Driver reacts to warning
Approaching a car crossing a junction		
Approaching a car head-on		—
Turning across the path of an oncoming car		—
Approaching a stationary car		
Approaching a slower moving car		—
Approaching a braking car		—

— Currently not tested



## SAFETY ASSIST

Total 14.1 Pts / 78%

## Comments

Overall, the autonomous emergency braking (AEB) system of the BMW 5 Series performed well in tests of its reaction to other vehicles, including in the head-on test scenarios. A seatbelt reminder system is fitted as standard to the front and rear seats but the driver status monitoring system did not score highly, detecting only driver drowsiness. 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 to stop the car leaving the road for example. The speed assistance system identifies the local speed limit, and the driver can choose to allow the limiter to be set automatically by the system.

## RATING VALIDITY

## Variants of Model Range

Body Type	Engine & Transmission	Model Name/Code	Drivetrain	Rating Applies	
				LHD	RHD
4 door saloon 5 door estate	2.0 diesel	520d 520d xDrive	4 x 2 4 x 4	✓	✓
4 door saloon 5 door estate	2.0 petrol	520i	4 x 2	✓	✓
4 door saloon 5 door estate	3.0 diesel	540d xDrive	4 x 4	✓	✓
4 door saloon 5 door estate	2.0 petrol hybrid	530e 530e xDrive	4 x 2 4 x 4	✓	✓
4 door saloon 5 door estate	3.0 petrol hybrid	550e xDrive	4 x 4	✓	✓
4 door saloon* 5 door estate	40 BEV	i5 eDrive 40*	4 x 2	✓	✓
4 door saloon 5 door estate	40 BEV	i5 xDrive 40	4 x 4	✓	✓
4 door saloon 5 door estate	M60 BEV	i5 M60 xDrive	4 x 4	✓	✓

\*Tested variant

## Annual Reviews and Facelifts

Date	Event	Outcome
December 2023	Rating Published	2023 ★★★★★ ✓