



BMW 2 Series Gran Coupe
Standard Safety Equipment

2025



Adult Occupant



78%

Child Occupant



86%

Vulnerable Road Users



85%

Safety Assist



80%

SPECIFICATION

Tested Model	BMW 1-Series 1.5 M Sport, LHD
Body Type	- 4 door saloon
Year Of Publication	2025
Kerb Weight	1541kg
VIN From Which Rating Applies	- all BMW 2 Series Gran Coupes
Class	Small Family Car

General comments

The BMW 2 Series Gran Coupé is a partner to the 1 Series tested earlier in 2025. Some additional tests have been performed on the 2 Series Gran Coupé, but this assessment is primarily based on tests performed on the 1 Series.

SAFETY EQUIPMENT

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 31.2 Pts / 78%

GOOD ADEQUATE MARGINAL WEAK POOR

Frontal Impact

8.9 / 16 Pts



Mobile Progressive Deformable Barrier



Full Width Rigid Barrier

Lateral Impact

16.0 / 16 Pts



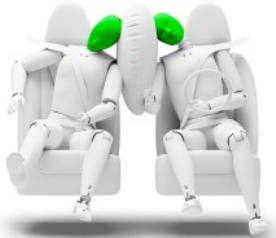
Side Mobile Barrier



Side Pole



Far-Side Excursion



Occupant Interaction

Rear Impact

3.7 / 4 Pts



Rear Seat



Front Seat

 ADULT OCCUPANT

Total 31.2 Pts / 78%

GOOD

ADEQUATE

MARGINAL

WEAK

POOR

Rescue and Extrication		2.7 / 4 Pts
Rescue Sheet	Available, ISO compliant	
Advanced eCall	Available	
Multi Collision Brake	Available	
Submergence Check	Compliant	

Comments

The passenger compartment of the BMW 2 Series Gran Coupé remained stable in the frontal offset test. Protection of the driver's chest was rated as weak, based on dummy readings of compression during the test. Protection of the knees and femurs was marginal. Analysis of the deceleration of the impact trolley during the test, and analysis of the deformable barrier after the test, revealed that the BMW 2 Series Gran Coupé would be a moderately benign impact partner in a frontal collision. In the full-width rigid barrier test, dummy readings of chest compression indicated weak protection for the chest of the driver and the rear seat passenger. However, in both the side barrier test and the more severe side pole impact, good protection was provided to all critical body areas and the BMW 2 Series Gran Coupé scored maximum points in this part of the assessment. 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 BMW 2 Series Gran Coupé has a countermeasure to mitigate against occupant-to-occupant injuries in such impacts. The airbag performed well in Euro NCAP's tests with dummy readings indicating good protection for both the driver and passenger. 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 car has an advanced eCall system which alerts the emergency services in the event of a crash, and a system to prevent secondary impacts after the car has been in a collision. BMW demonstrated that the doors and windows would be openable to allow occupants to escape in the event of vehicle submergence.

 CHILD OCCUPANT

Total 42.3 Pts / 86%

GOOD ADEQUATE MARGINAL WEAK POOR

Crash Test Performance based on 6 & 10 year old children 23.3 / 24 Pts

Frontal Impact15.6 Pts



Lateral Impact7.7 Pts



Restraint for 6 year old child: *Britax Römer Kidfix M i-size*
Restraint for 10 year old child: *Graco Booster Basic R129*

Safety Features 7.0 / 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 42.3 Pts / 86%

 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 42.3 Pts / 86%

Comments

In both the frontal offset and the side barrier tests, protection was good or adequate for all critical body areas for the 6 and 10 year dummies. 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 BMW 2 Series Gran Coupé is not equipped with 'child presence detection', a system which can alert others if children have been left in the car. All of the child restraint types for which the BMW 2 Series Gran Coupe is designed could be properly installed and accommodated in the car.

 VULNERABLE ROAD USERS

Total 53.9 Pts / 85%

GOOD

ADEQUATE

MARGINAL

WEAK

POOR

VRU Impact Protection29.8 / 36 Pts



Pedestrian & Cyclist Head	12.5 Pts
Pelvis	4.2 Pts
Femur	4.5 Pts
Knee & Tibia	8.6 Pts

VRU Impact Mitigation24.2 / 27 Pts

System Name	Warning Function for Pedestrians
Type	Auto-Brake with Forward Collision Warning
Operational From	5 km/h
PERFORMANCE	

AEB Pedestrian6.6 / 9 Pts

Scenario	Day time	Night time
Car reversing into adult or child		—
Adult crossing a road into which a car is turning		—
Adult crossing the road		
Child running from behind parked vehicles		
Adult along the roadside		

— Currently not tested

AEB Cyclist7.8 / 8 Pts

Scenario	Day time
Approaching cyclist crossing from behind parked vehicles	
Turning across path of an oncoming cyclist	
Approaching a crossing cyclist	
Approaching a cyclist along the roadside	



VULNERABLE ROAD USERS

Total 53.9 Pts / 85%

 GOOD

 ADEQUATE

 MARGINAL

 WEAK

 POOR

Cyclist Dooring Prevention

 0.8 / 1 Pts

Scenario	
Dooring a passing cyclist	warning, all side doors"

AEB Motorcyclist

 6.0 / 6 Pts

Scenario	Autobrake function only	Driver reacts to warning
Approaching a stationary motorcyclist		
Approaching a braking motorcyclist		
Turn across the path of an oncoming motorcyclist		—

— Currently not tested

Lane Support Motorcyclist

 3.0 / 3 Pts

Scenario	Day time
Changing lane across the path of an oncoming motorcyclist	
Changing lane across the path of an overtaking motorcyclist	

Comments

The BMW 2 Series Gran Coupé has an 'active' bonnet. Sensors in the bumper detect when a pedestrian has been struck and actuators lift the bonnet surface to provide more space to the hard structures underneath. BMW showed that the system worked robustly over a range of speeds and for different statures. Accordingly, the car was tested with the bonnet in the raised, deployed position. Protection of the head of a struck pedestrian or cyclist was largely good or adequate, with poor results recorded on the stiff windscreen pillars and at the base and top of the screen. Protection of the pelvis was good or adequate at all test locations. Protection of the femur was good at all test locations, while that of the knee and tibia was at least adequate. The autonomous emergency braking system of the BMW 2 Series Gran Coupé responds to vulnerable road users such as pedestrians and cyclists, as well as to other vehicles. In tests of its response to pedestrians, the system performed adequately. Protection of those to the rear of the car is available as an option and is not included in this assessment. The system performed well in tests of its reaction to cyclists, including 'dooring', where a door is opened into the path of a cyclist approaching from behind. The system's response to motorcyclists was good.

 SAFETY ASSIST

Total 14.5 Pts / 80%

GOOD

ADEQUATE

MARGINAL

WEAK

POOR

Speed Assistance 2.0 / 3 Pts

System Name	Speed Limit Assist
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		
Warning	Driver Seat	Front Passenger(s)	Rear Passenger(s)
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

 SAFETY ASSIST

Total 14.5 Pts / 80%

Lane Support 3.0 / 3 Pts

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

AEB Car-to-Car 8.2 / 9 Pts

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

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 14.5 Pts / 80%

Comments

Overall, the performance of the autonomous emergency braking (AEB) system was good in tests of its reaction to other vehicles. A seatbelt reminder system is fitted as standard to the front and rear seats. The car has an indirect driver status monitoring system as standard, detecting driver fatigue but not distraction. 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 identifies the local speed limit. The driver can choose to allow the limiter to be set automatically by the system.

RATING VALIDITY

Variants of Model Range

Body Type	Engine	Model Name	Drivetrain	Rating Applies	
				LHD	RHD
4 door saloon	1.5 Petrol	216	4 x 2	✓	✓
4 door saloon	1.5 Petrol	220 *	4 x 2	✓	✓
4 door saloon	2.0 Petrol	223 xDrive	4 x 4	✓	✓
4 door saloon	2.0 Petrol	M235 xDrive	4 x 4	✓	✓
4 door saloon	2.0 Diesel	218d	4 x 2	✓	✓
4 door saloon	2.0 Diesel	220d	4 x 2	✓	✓

Tested Variant: BMW 1-Series 1.5 M Sport, LHD
* Additional tests

Annual Reviews and Facelifts

Date	Event	Outcome	
November 2025	Rating Published	2025 ★★☆☆☆	✓