



BMW X3
Standard Safety Equipment

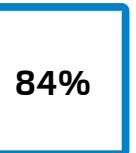
2025



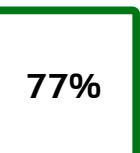
Adult Occupant



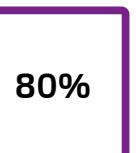
Child Occupant



Vulnerable Road Users



Safety Assist



SPECIFICATION

Tested Model	BMW X3 20 xDrive (M Sport), LHD
Body Type	- 5 door SUV
Year Of Publication	2025
Kerb Weight	1976kg
VIN From Which Rating Applies	- all X3s
Class	Small SUV

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	●	✗	—

	Driver	Passenger	Rear
CHILD PROTECTION			
Isofix/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 35.3 Pts / 88%

GOOD

ADEQUATE

MARGINAL

WEAK

POOR

Frontal Impact

13.2 / 16 Pts

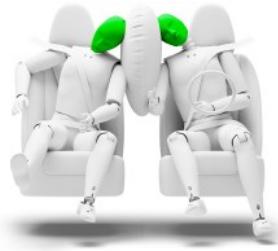


Mobile Progressive Deformable Barrier

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 35.3 Pts / 88%



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 X3 remained stable in the frontal offset test. Dummy readings indicated good protection of the knees and femurs of both the driver and the front seat 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 the driver's chest was rated as marginal, based on dummy readings of compression. Analysis of the deceleration of the impact trolley during the test, and analysis of the deformable barrier after the test, revealed that the BMW X3 would be a moderately benign impact partner in a frontal collision. In the full-width rigid barrier test, protection was good for all critical areas of the driver but was marginal for the chest of the rear passenger. In the side barrier test, the BMW X3 provided good protection to all critical body areas and scored maximum points. In the more severe side pole impact, protection was at least adequate for all critical body areas. 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 X3 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 41.5 Pts / 84%



Crash Test Performance based on 6 & 10 year old children

23.5 / 24 Pts

Frontal Impact	15.5 Pts	Lateral Impact	8 Pts
			
			

Restraint for 6 year old child: *Britax Römer M i-Size*Restraint for 10 year old child: *Osann Boost***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	
		Front	Left	center	Right
	—			—	
	—	—		—	

 Easy

 Difficult

 Safety critical

 Not allowed

 Airbag ON Rearward facing restraint installation not allowed

 Airbag OFF

 **CHILD OCCUPANT**

Total 41.5 Pts / 84%

 Isofix	Seat Position				
	Front		2nd row		
	 Not allowed	 Airbag OFF	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		
	 Not allowed	 Airbag OFF	Left	center	Right
	✗	●	●	●	●
	●	✗	●	●	●
	●	✗	●	●	●
	●	✗	●	●	●
	●	✗	●	✗	●
	✗	●	●	✗	●

● Easy ● Difficult ● Safety critical ✗ Not allowed

 **Airbag ON** Rearward facing restraint installation not allowed

 **Airbag OFF**

 CHILD OCCUPANT

Total 41.5 Pts / 84%

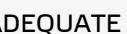
Comments

In the frontal offset test, protection of all critical parts of the body was good or adequate for both the 6 and 10 year dummies. In the side barrier impact, protection of all critical parts of the body was good for both 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 X3 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 X3 is designed could be properly installed and accommodated in the car.



VULNERABLE ROAD USERS

Total 48.8 Pts / 77%

 GOOD  ADEQUATE  MARGINAL  WEAK  POOR 

VRU Impact Protection

24.3 / 36 Pts



Pedestrian & Cyclist Head	12.9 Pts
Pelvis	2.0 Pts
Femur	4.5 Pts
Knee & Tibia	4.9 Pts

VRU Impact Mitigation

24.6 / 27 Pts

System Name	Warning function for pedestrians
Type	Auto-Brake with Forward Collision Warning
Operational From	5 km/h

PERFORMANCE | 

AEB Pedestrian

 6.8 / 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 Cyclist

 8.0 / 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 48.8 Pts / 77%

 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 X3 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. Make 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 mixed. Protection of the femur was good at all test locations, while that of the knee and tibia was good in some areas and poor in others. The autonomous emergency braking system of the BMW X3 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 well, although detection of those to the rear of the car is an option that was 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
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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		
	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	10 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/Code	Drivetrain	Rating Applies	
				LHD	RHD
5 door SUV	2.0 Hybrid	30e xDrive	4 x 4	✓	✓
5 door SUV	2.0 4-Cyl. Petrol	20 xDrive *	4 x 4	✓	✓
5 door SUV	3.0 6-Cyl. Petrol	M50 xDrive	4 x 4	✓	✓
5 door SUV	2.0 4-Cyl. Diesel	20d xDrive	4 x 4	✓	✓
5 door SUV	3.0 6-Cyl. Diesel	40d xDrive	4 x 4	✓	✓

* Tested variant

Annual Reviews and Facelifts

Date	Event	Outcome
October 2025	Rating Published	2025  ✓