



BMW Z4
Standard Safety Equipment

2019



Adult Occupant



97%

Child Occupant



87%

Vulnerable Road Users



91%

Safety Assist



76%

SPECIFICATION

Tested Model	BMW Z4 sDrive 30i, LHD
Body Type	- Roadster sports
Year Of Publication	2019
Kerb Weight	1495kg
VIN From Which Rating Applies	- all Z4s
Class	Roadster Sport

 Rating Expired

SAFETY EQUIPMENT

	Driver	Passenger	Rear
FRONTAL CRASH PROTECTION			
Frontal airbag	●	●	—
Belt pretensioner	●	●	—
Belt loadlimiter	●	●	—
Knee airbag	●	✗	—
SIDE CRASH PROTECTION			
Side head airbag	●	●	—
Side chest airbag	●	●	—
Side pelvis airbag	●	●	—

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

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 (Hood)	●		
AEB Pedestrian	●		
AEB City	●		
AEB Cyclist	●		
AEB Inter-Urban	●		
Speed Assistance System	●		
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 37.2 Pts / 97%

 GOOD	 ADEQUATE	 MARGINAL	 WEAK	 POOR
----------------------------------------------------------------------------------------	--------------------------------------------------------------------------------------------	--------------------------------------------------------------------------------------------	----------------------------------------------------------------------------------------	------------------------------------------------------------------------------------------

Frontal Offset Deformable Barrier 7.8 / 8 Pts



Passenger



Driver

Frontal Full Width 7.7 / 8 Pts



Rear Passenger



Driver

Whiplash Rear Impact 1.7 / 2 Pts



Front seat

Rear seat

Lateral Impact 16.0 / 16 Pts



Car



Pole

 ADULT OCCUPANT

Total 37.2 Pts / 97%

 GOOD ADEQUATE MARGINAL WEAK POOR

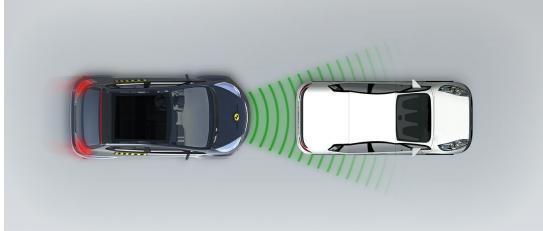
AEB City

 4.0 / 4 Pts

Approaching a stationary car: Left Offset



Approaching a stationary car: No Offset



Approaching a stationary car: Right Offset





ADULT OCCUPANT

Total 37.2 Pts / 97%

Comments

The passenger compartment of the Z4 remained stable in the frontal offset test. Dummy readings indicated good protection of the knees and femurs of the driver and passenger. BMW demonstrated that a similar level of protection would be provided to occupants of different sizes and to those sitting in different positions. In the full-width rigid barrier test, protection of the driver was good or adequate for all critical body areas. In the side barrier test, all critical parts of the body were well protected and the car scored maximum points. Likewise, full points were scored in the more severe side pole test, with good protection all-round. Tests on the seats and head restraints demonstrated good protection against whiplash injuries in the event of a rear-end collision. The Z4 has a standard-fit autonomous emergency braking (AEB) system which operates at the low speeds, typical of city driving, at which many whiplash injuries occur. In tests of this functionality, the system scored maximum points, with collisions against another vehicle avoided in all test scenarios.

 CHILD OCCUPANT

Total 43.0 Pts / 87%

 GOOD	 ADEQUATE	 MARGINAL	 WEAK	 POOR
----------------------------------------------------------------------------------------	--------------------------------------------------------------------------------------------	--------------------------------------------------------------------------------------------	----------------------------------------------------------------------------------------	------------------------------------------------------------------------------------------

Safety Features	7.0 / 13 Pts
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	Front Passenger
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 (rearward) (iSize)



Maxi Cosi 2way Pearl & 2wayFix (forward) (iSize)



BeSafe iZi Kid X2 i-Size (iSize)



BeSafe iZi Flex FIX i-Size (iSize)



■ ISOFIX CRS

Maxi Cosi Cabriofix & FamilyFix (ISOFIX)



BeSafe iZi Kid X4 ISOfix (ISOFIX)



Britax Römer Duo Plus (ISOFIX)



Britax Römer KidFix XP (ISOFIX)



 CHILD OCCUPANT

Total 43.0 Pts / 87%

■ Universal Belted CRS

Maxi Cosi Cabriofix (Belt)



Maxi Cosi Cabriofix & EasyBase2 (Belt)



Britax Römer King II LS (Belt)



Britax Römer KidFix XP (Belt)



Comments

Good protection was provided to the six-year dummy, sat in the front passenger seat, in both the frontal offset and side barrier tests. Protection of the ten-year child was not assessed. The 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 passenger seat is not approved to for the installation of one type of ISOFIX restraint. Otherwise, all of the restraints for which the Z4 is designed could be properly installed and accommodated in the car.

 CHILD OCCUPANT

Total 43.0 Pts / 87%

	Seat Position	
	Front	PASSENGER
Maxi Cosi 2way Pearl & 2wayFix (rearward) (iSize)	●	
Maxi Cosi 2way Pearl & 2wayFix (forward) (iSize)	●	
BeSafe iZi Kid X2 i-Size (iSize)	●	
BeSafe iZi Flex FIX i-Size (iSize)	●	
Maxi Cosi Cabriofix & FamilyFix (ISOFIX)	●	
BeSafe iZi Kid X4 ISOfix (ISOFIX)	✗	
Britax Römer Duo Plus (ISOFIX)	●	
Britax Römer KidFix XP (ISOFIX)	●	
Maxi Cosi Cabriofix (Belt)	●	
Maxi Cosi Cabriofix & EasyBase2 (Belt)	●	
Britax Römer King II LS (Belt)	●	
Britax Römer KidFix XP (Belt)	●	

 Easy
  Difficult
  Safety critical
  Not allowed
  Not available

Comments

Good protection was provided to the six-year dummy, sat in the front passenger seat, in both the frontal offset and side barrier tests. Protection of the ten-year child was not assessed. The 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 passenger seat is not approved to for the installation of one type of ISOFIX restraint. Otherwise, all of the restraints for which the Z4 is designed could be properly installed and accommodated in the car.



VULNERABLE ROAD USERS

Total 44.1 Pts / 91%

GOOD

ADEQUATE

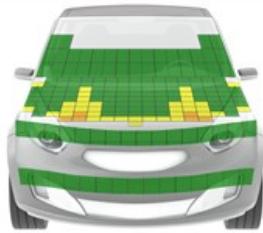
MARGINAL

WEAK

POOR

VRU Impact Protection

34.4 / 36 Pts



Head Impact

22.4 Pts

Pelvis Impact

6.0 Pts

Leg Impact

6.0 Pts

Vulnerable Road Users

9.7 / 12 Pts

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

Comments

The Z4 has an 'active' bonnet, or hood. Sensors detect when a pedestrian has been struck and actuators raise the bonnet to increase the distance to hard structures in the engine compartment. BMW showed that the system worked robustly for a variety of pedestrian statures and across a range of speeds. Accordingly, the bonnet was tested in the deployed, raised position. Test results were almost exclusively good or adequate. The bumper provided good protection to pedestrians' legs, and protection of the pelvis was also rated as good. The AEB system can detect vulnerable road users like pedestrians and cyclists, as well as other vehicles. In tests, the system performed adequately in its response to pedestrians and, for cyclists, its performance was rated as good.



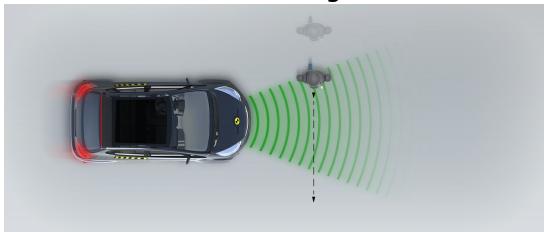
VULNERABLE ROAD USERS

Total 44.1 Pts / 91%

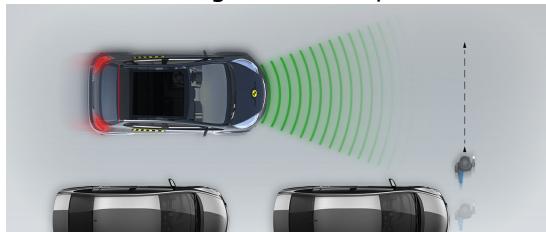
AEB Pedestrian

■ Day time

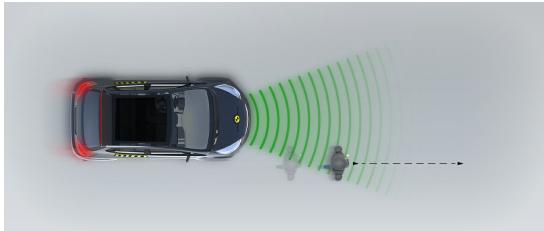
Adult crossing the road



Child running from behind parked vehicles



Adult along the roadside



■ Night time

Adult crossing the road



Adult along the roadside

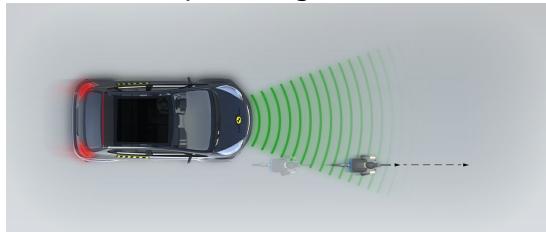


AEB Cyclist

Approaching a crossing cyclist



Cyclist along the roadside



 **SAFETY ASSIST**

Total 10.0 Pts / 76%

 GOOD
 ADEQUATE
 MARGINAL
 WEAK
 POOR
Speed Assistance
 2.5 / 3 Pts

System Name	Speed Limit Assist
Speed Limit Information Function	Camera based
Speed Limitation Function	System advised (accurate to 5km/h)

Seatbelt Reminder
 3.0 / 3 Pts

Applies To	Front Seats		
	Driver Seat	Front Passenger(s)	Rear Passenger(s)
Warning			
Visual	●	●	□
Audible	●	●	□
Occupant Detection	—	●	—

● Pass
 ● Fail
 — Not available
Lane Support
 1.8 / 4 Pts

System Name	Steering and Lane Control Assistant
Type	LKA (including LDW)
Operational From	70 km/h

PERFORMANCE

Lane Keep Assist	 GOOD
Human Machine Interface	 ADEQUATE

 SAFETY ASSIST

Total 10.0 Pts / 76%

AEB Inter-Urban

 2.8 / 3 Pts

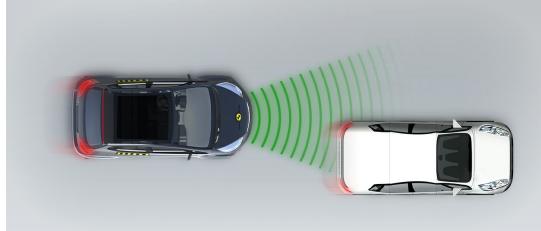
System Name	Front-End Collision Warning with Braking Function
Type	Autonomous Emergency Braking and Forward Collision Warning
Operational From	5 km/h
Additional Information	Supplementary warning

Comments

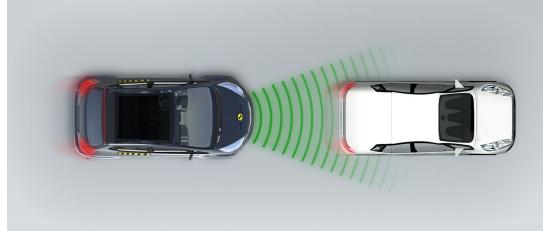
The AEB system performed well in tests of its response to other vehicles at highway speeds, with collisions avoided in the great majority of test scenarios. There is a seatbelt reminder system as standard. A lane support system helps to prevent inadvertent drifting out of lane. The speed assistance system uses a camera to detect the local speed limit. This information is presented to the driver, allowing the limiter to be set appropriately.

■ Autobrake function only

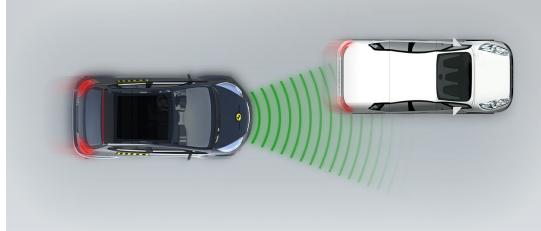
Approaching a slower moving car



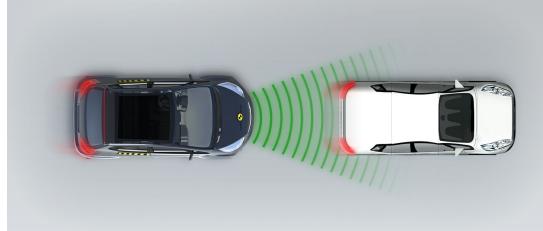
Approaching a slower moving car



Approaching a slower moving car



Approaching a braking car

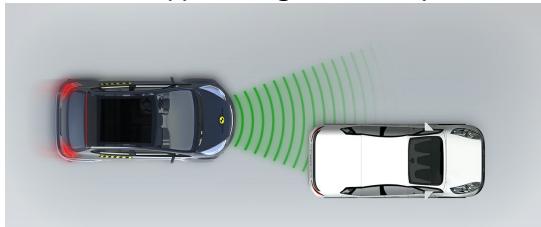


 SAFETY ASSIST

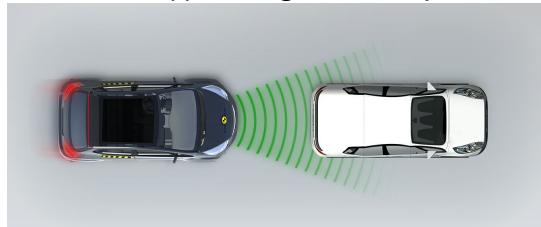
Total 10.0 Pts / 76%

■ Driver reacts to warning

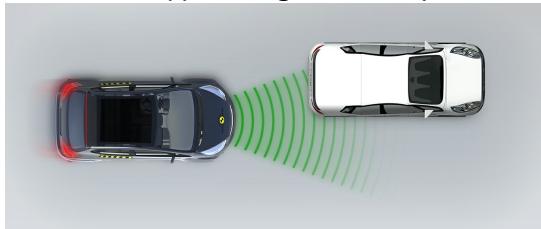
Approaching a stationary car



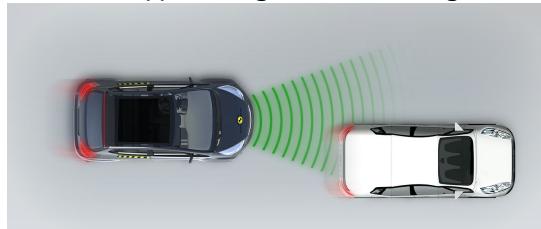
Approaching a stationary car



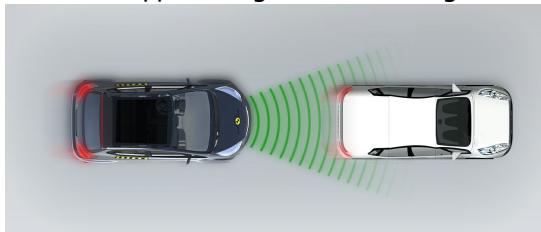
Approaching a stationary car



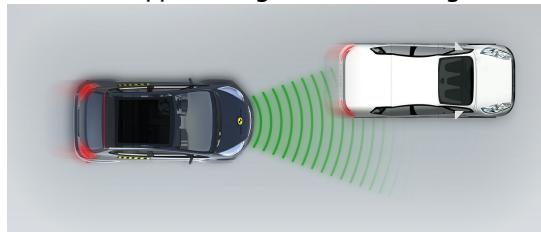
Approaching a slower moving car



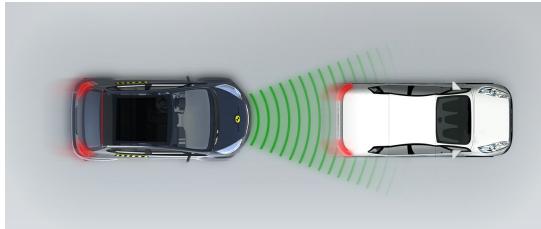
Approaching a slower moving car



Approaching a slower moving car



Approaching a braking car



RATING VALIDITY

Variants of Model Range

Body Type	Engine & Transmission	Model Name/Code	Drivetrain	Rating Applies	
				LHD	RHD
2 door roadster	2.0 petrol	BMW Z4 sDrive20i	4 x 2	✓	✓
2 door roadster	2.0 petrol	BMW Z4 sDrive30i	4 x 2	✓	✓
2 door roadster	3.0 petrol	BMW Z4 sM40i	4 x 2	✓	✓

* Tested variant

Annual Reviews and Facelifts

Date	Event	Outcome
September 2019	Rating Published	2019  ✓