


**BMW 2 Series Gran Coupe**  
 Standard Safety Equipment

2019



## Adult Occupant



94%

## Child Occupant



87%

## Vulnerable Road Users



76%

## Safety Assist



72%

**SPECIFICATION**

Tested Model	BMW 118i, LHD
Body Type	- 5 door hatchback
Year Of Publication	2019
Kerb Weight	1480kg
VIN From Which Rating Applies	- all 2 Series Gran Coupes
Class	Small Family Car

 Rating Expired
**General comments**

The 2 Series Gran Coupe is based on the BMW 1 Series tested in 2019. Where necessary, additional tests have been performed and test results have been reviewed. Based on this analysis, Euro NCAP concludes that the rating of the 1 Series can be applied also to the 2 Series Gran Coupe, with the following exception: the 2 Series Gran Coupe and, since October 2020, the 1 Series are now equipped with front seats and head restraints which offer better whiplash protection than those originally tested in the 1 Series and the car qualifies for points in AEB City. As a consequence, the adult occupant score of the 2 Series is higher than that of the 1 Series.

## 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	●	●	✗
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 35.9 Pts / 94%

 GOOD	 ADEQUATE	 MARGINAL	 WEAK	 POOR
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## Frontal Offset Deformable Barrier 7.3 / 8 Pts



Passenger



Driver

## Frontal Full Width



Rear Passenger



Driver

## Whiplash Rear Impact 1.5 / 2 Pts



Front seat



Rear seat

## Lateral Impact



Car



Pole

 ADULT OCCUPANT

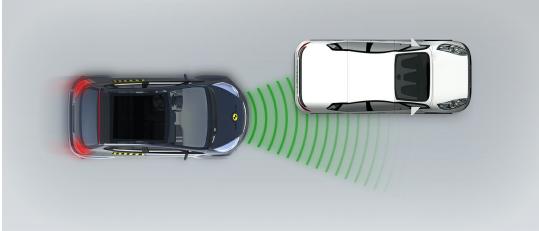
Total 35.9 Pts / 94%

 GOOD ADEQUATE MARGINAL WEAK POOR

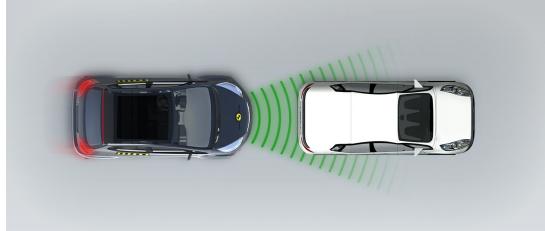
AEB City

 4.0 / 4 Pts

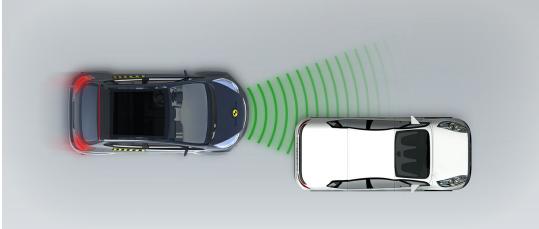
Approaching a stationary car: Left Offset



Approaching a stationary car: No Offset



Approaching a stationary car: Right Offset





## ADULT OCCUPANT

Total 35.9 Pts / 94%

## Comments

The passenger compartment remained stable in the frontal offset test. Dummy readings indicated 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. In the full-width rigid barrier test, protection of the driver was good or adequate. Protection of the rear passenger was good apart from the chest, for which dummy readings of compression indicated weak protection. The car scored maximum points in both side impact tests, with good protection of all critical body areas in both the barrier impact and the more severe pole test. The seats and head restraints of the 2 Series Gran Coupe have improved whiplash performance compared to the ones fitted to the 1 Series when it was tested in October 2019. Tests showed that they offered good protection against whiplash injury in the event of a rear-end collision. A geometric assessment of the rear seats indicated good protection there too. The autonomous emergency braking system performed well in all tests of its functionality at the low speeds typical of city driving and, with good whiplash protection in the front seats, the 2 Series Gran Coupe qualifies for maximum points in this part of the assessment.

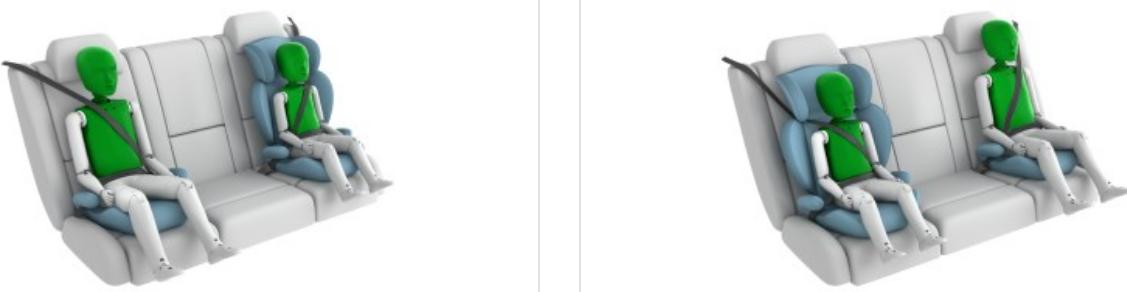
 CHILD OCCUPANT

Total 43.0 Pts / 87%


 GOOD ADEQUATE MARGINAL WEAK POOR

Crash Test Performance based on 6 &amp; 10 year old children

24.0 / 24 Pts

Frontal Impact	16 Pts	Lateral Impact	8 Pts
			

Restraint for 6 year old child: *Britax Römer KidFix*  
 Restraint for 10 year old child: *Booster Cushion*

 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

11.0 / 12 Pts

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

## ■ i-Size CRS

Maxi Cosi 2way Pearl &amp; 2wayFix (rearward) (iSize)



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



BeSafe iZi Kid X2 i-Size (iSize)



BeSafe iZi Flex FIT i-Size (iSize)



## ■ ISOFIX CRS

Maxi Cosi Cabriofix &amp; 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 &amp; EasyBase2 (Belt)



Britax Römer King II LS (Belt)



Britax Römer KidFix XP (Belt)



## Comments

In the frontal offset and side barrier crash tests, protection of both the 6- and 10-year dummies was good for all critical parts of the body, and the car 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. One of the universal child restraints was slightly too large to fit in the 2 Series Gran Coupe but, otherwise, all of the restraint types for which the car is designed could be properly installed and accommodated.


 CHILD OCCUPANT

Total 43.0 Pts / 87%

	Seat Position			
	Front	2nd row		
		PASSENGER	LEFT	CENTER
Maxi Cosi 2way Pearl & 2wayFix (rearward) (iSize)	—	●	—	●
Maxi Cosi 2way Pearl & 2wayFix (forward) (iSize)	—	●	—	●
BeSafe iZi Kid X2 i-Size (iSize)	—	●	—	●
BeSafe iZi Flex FIT 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

In the frontal offset and side barrier crash tests, protection of both the 6- and 10-year dummies was good for all critical parts of the body, and the car 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. One of the universal child restraints was slightly too large to fit in the 2 Series Gran Coupe but, otherwise, all of the restraint types for which the car is designed could be properly installed and accommodated.



## VULNERABLE ROAD USERS

Total 36.5 Pts / 76%

 GOOD
  ADEQUATE
  MARGINAL
  WEAK
  POOR

## VRU Impact Protection

25.8 / 36 Pts



Head Impact	17.3 Pts
Pelvis Impact	2.9 Pts
Leg Impact	5.6 Pts

## Vulnerable Road Users

10.7 / 12 Pts

System Name	Person Warning with City Light Braking Function
Type	Auto-Brake with Forward Collision Warning
Operational From	8 km/h

## Comments

The car has an 'active' bonnet. Sensors in the bumper detect when a pedestrian has been struck and actuators lift the bonnet to provide greater clearance to the stiff structures in the engine compartment. BMW showed that the system performed robustly for a variety of pedestrian statures and over a wide range of speeds. Accordingly, the bonnet was tested in its deployed, raised position and protection over its surface was almost entirely good, poor results being recorded only along the base of the windscreen and on the stiff windscreen pillars. The bumper provided predominantly good protection to pedestrians' legs at all test points. Protection of the pelvis was mixed with areas of good and poor protection. The AEB system can detect pedestrians and cyclists as well as other cars. In tests of its response to such vulnerable road users, the system performed well, with collisions avoided or mitigated in all test scenarios.





## VULNERABLE ROAD USERS

Total 36.5 Pts / 76%

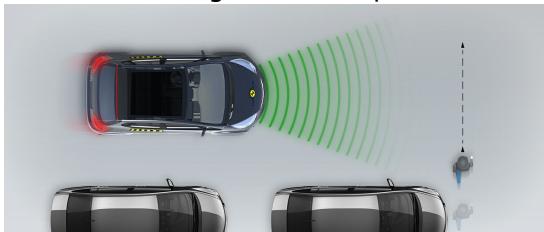
## AEB Pedestrian

## ■ Day time

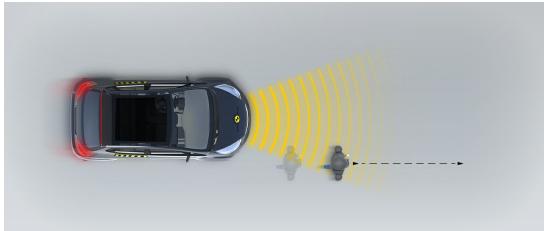
Adult crossing the road



Child running from behind parked vehicles



Adult along the roadside



## ■ Night time

Adult crossing the road



Adult along the roadside

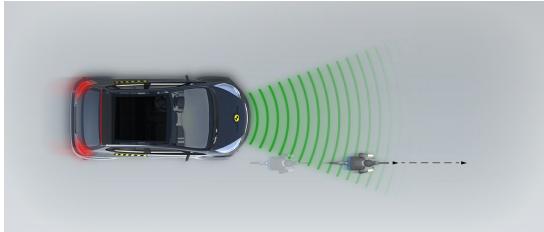


## AEB Cyclist

Approaching a crossing cyclist



Cyclist along the roadside



 **SAFETY ASSIST**

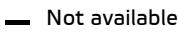
Total 9.5 Pts / 72%


**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**
 2.5 / 3 Pts

Applies To	All 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	Lane Departure Warning and Intervention
Type	LKA (including LDW)
Operational From	70 km/h

**PERFORMANCE**

Emergency Lane Keeping	 NOT AVAILABLE
Lane Keep Assist	 GOOD
Human Machine Interface	 ADEQUATE

 SAFETY ASSIST

Total 9.5 Pts / 72%

## AEB Inter-Urban

 2.7 / 3 Pts

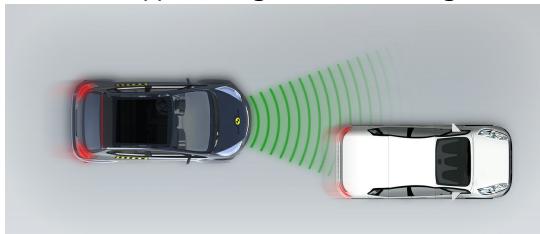
System Name	Front-End Collision Warning with Light Braking Function
Type	Autonomous Emergency Braking and Forward Collision Warning
Operational From	5 km/h
Additional Information	Supplementary warning

## Comments

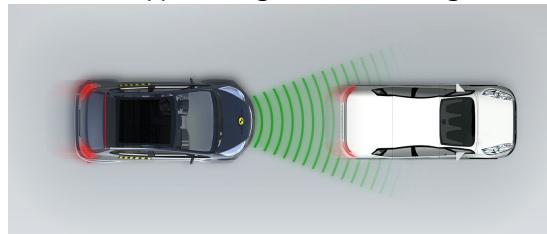
The 2 Series Gran Coupe has a seatbelt reminder as standard equipment for the front and rear seats. Lane support helps prevent inadvertent drifting out of lane by warning the driver and gently correcting the vehicle's path. The standard-fit speed assistance system uses a camera to determine the prevailing speed limit and presents this information to the driver, allowing the limiter to be set appropriately. The AEB system performed well in tests of its response to other cars at highway speeds, with collisions avoided or mitigated in all test scenarios.

## ■ Autobrake function only

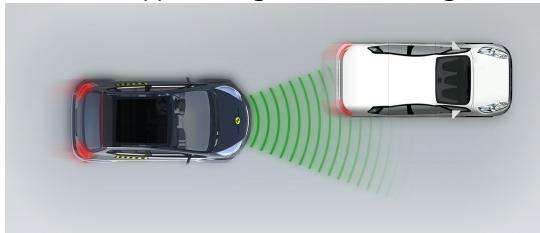
Approaching a slower moving car



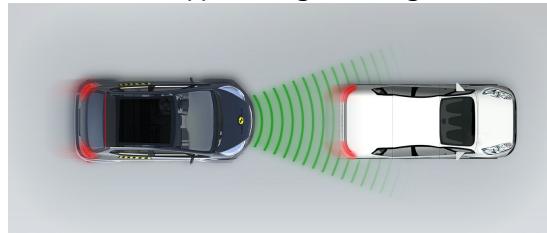
Approaching a slower moving car



Approaching a slower moving car



Approaching a braking car

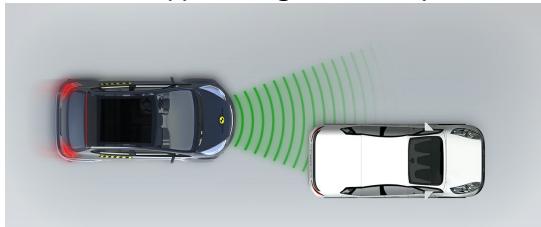


 SAFETY ASSIST

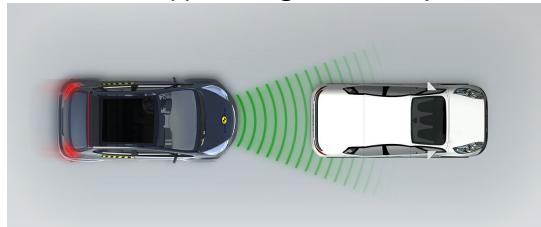
Total 9.5 Pts / 72%

## ■ Driver reacts to warning

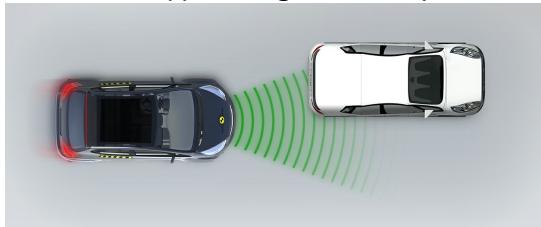
Approaching a stationary car



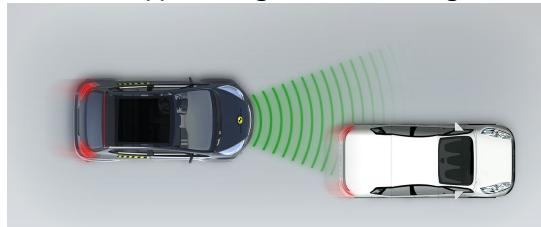
Approaching a stationary car



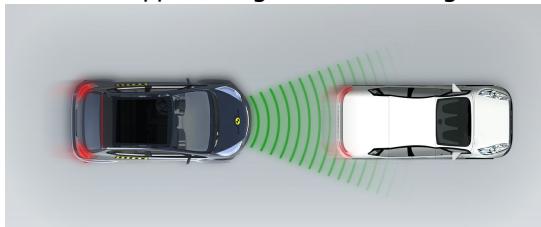
Approaching a stationary car



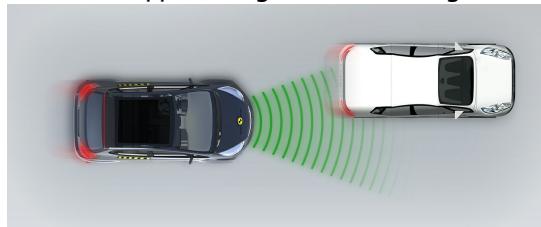
Approaching a slower moving car



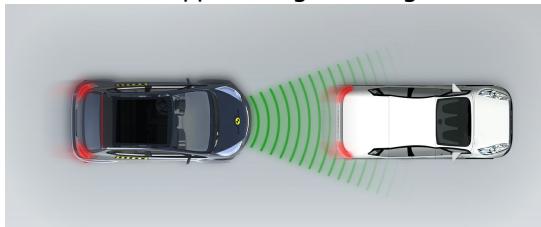
Approaching a slower moving car



Approaching a slower moving car



Approaching a braking car



## RATING VALIDITY

## Variants of Model Range

## Annual Reviews and Facelifts

Date	Event	Outcome
December 2019	Rating Published	2019  