



BMW 5 Series

RATING	SCORE	Front: 12 Side: 14
 ADULT OCCUPANT ★★★★★	25	
 PEDESTRIAN ★☆☆☆☆	8	Pre 2002 rating

Adult occupant protection



Frontal impact driver



Frontal impact passenger



Side impact driver

■	GOOD
■	ADEQUATE
■	MARGINAL
■	WEAK
■	POOR

Child restraints

18 month old Child	BMW Junior, forward facing
3 year old Child	BMW Junior, forward facing

Safety equipment

Front seatbelt pretensioners	<input checked="" type="checkbox"/>
Front seatbelt load limiters	<input checked="" type="checkbox"/>
Driver frontal airbag	<input checked="" type="checkbox"/>
Front passenger frontal airbag	<input checked="" type="checkbox"/>
Side body airbags	<input checked="" type="checkbox"/>
Side head airbags	<input checked="" type="checkbox"/>
Driver knee airbag	<input type="checkbox"/>

Pedestrian protection

No image car front available

Car details

Hand of drive	LHD
Tested model	BMW 520i
Body type	4 door saloon
Year of publication	1998
Kerb weight	1485
VIN from which rating applies	WBADD11000BN64341

Comments

BMW modified the 5-series after initial testing, chiefly because its front airbags fired late. Changes included a new airbag crash sensor, load-limiting front belts, and additional weld points in the footwell. Results given here are for upgraded cars which BMW says are on sale now. In the frontal impact, the driver's upper body was well protected, and the car meets side-impact legislation effective from October. The head protection airbag also worked well. Pedestrian protection was poor, however – the bonnet and bumper were judged to be particularly 'aggressive'.

Front impact

After the impact, the door aperture was little deformed and the body structure was stable. The left front wheel crushed the driver's footwell, causing a body seam to burst and expose the wheel arch liner. The driver and passenger airbags worked well and the load limiting belts reduced chest injury risks from those seen in the first test. The knee impact areas included hard contact points which could injure the driver's knees, upper legs and pelvis.

Side impact

Side-impact chest and head airbags are standard on this car. The head bags are designed to protect the occupants from hitting objects outside the car. As yet, Euro NCAP cannot test for this, so it does not add to the score. The car's rear door opened during the impact, meaning that unrestrained occupants risked being thrown out onto the road. The chest airbag cushioned the driver's arm, ribs and abdomen, but did not protect as well as

those fitted to other cars tested.

Child occupant

A European car manufacturer's association (ACEA) pictogram on the door pillar and warnings in English and German stuck to the windscreen alerted drivers of the dangers of fitting a child seat in the front passenger seat. They did not warn of the risk of injury or death if disobeyed, however. This aside, Euro NCAP prefers warnings to be permanent – these could be peeled off or lost if the windscreen needed replacing. Both child dummies sat in BMW Junior forward-facing seats, which have adjustable floor braces. These are designed to prevent excessive forward movement and they worked well. The seats did not comply with regulation R44.03, however, because their belt routing was not colour-coded. Finally, neither seat contained the children's heads correctly in the side impact.

Pedestrian

BMW needs to pay more attention to pedestrian protection. The front of the car is particularly hard and unforgiving, and 12 out of 18 test sites rated as 'poor'.