



## BMW X5

**RATING**

**SCORE**

 **ADULT OCCUPANT**  
★★★★★

**33**

Front: 13  
Side: 16

Seatbelt reminder: 2  
Pole: 2

 **PEDESTRIAN**  
★☆☆☆☆

**2**

### Adult occupant protection



Frontal impact driver



Frontal impact passenger



Side impact driver

- GOOD
- ADEQUATE
- MARGINAL
- WEAK
- POOR

### Child restraints

<b>18 month old Child</b>	BMW Junior, forward facing
<b>3 year old Child</b>	BMW Junior, forward facing

### Pedestrian protection

No image car front available

### Safety equipment

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

### Car details

<b>Hand of drive</b>	LHD
<b>Tested model</b>	BMW X5 3.0
<b>Body type</b>	5 door Translation not found
<b>Year of publication</b>	2003
<b>Kerb weight</b>	2090
<b>VIN from which rating applies</b>	LU95522

### Comments

From June 2003 the X5 has an intelligent seat belt reminder system fitted for the driver and front seat passenger to buckle up their seat belts. As a result, the X5 has been awarded extra points that now gives the car the five star crashworthiness rating. All the doors could be opened normally after the frontal test and intrusion levels were low. The restraint system caused fairly high loads on the driver's chest. The child restraints worked reasonably well but the pedestrian protection was dire.

#### Front impact

The body structure performed well with minimal distortion to the footwell and door aperture. Displacement of the foot pedals was also well controlled. However, the driver's chest and to a lesser extent the passenger's chest were loaded by the seat belt and both risked knee injury from contacting hard points behind the fascia. The center rear belt was a three point type that has been shown to give far superior protection to that of a lap belt alone. A good safety feature was that the center seat belt could not be used unless the hinged seat back was correctly latched.

#### Side impact

The X-5 performed well, as is typical of tall vehicles and its head-protecting airbag was effective. This was of the tubular type and proved more sensitive than a curtain airbag to the positioning of the driver's head. However, this type of airbag does not protect passengers in the rear, although a rear head-protecting airbag is available as an option at extra cost.

#### Child occupant

Vehicle-specific ISOFIX seats were used forward-facing for both children. In the frontal impact both dummy heads were protected. In the side impact test neither child was protected. The 18-month-old experienced high neck loads in the

frontal impact, which is often the case for young children sat forward-facing. Warnings against using a rear-facing restraint opposite an airbag were inadequate.

### **Pedestrian**

High vehicles pose problems for pedestrians, especially children, and the X-5 is no exception. Its front is unfriendly and its bonnet top little better; a poor rating.