



2018





Adult Occupant



89%

Child Occupant



86%

Vulnerable Road Users



75%



Safety Assist

75%

SPECIFICATION

Tested Model	BMW X5 xDrive30d, LHD
Body Type	- 5 door SUV
Year Of Publication	2018
Kerb Weight	2185kg
VIN From Which Rating Applies	- All X5
Class	Large Off-Road

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	•	•	0
Side pelvis airbag	•	•	0



SAFETY EQUIPMENT (NEXT)

	Driver	Passenger	Rear
CHILD PROTECTION			
Isofix		×	•
Integrated CRS	_	×	×
Airbag cut-off switch	_	•	_
SAFETY ASSIST			
Seat Belt Reminder	•	•	•

OTHER SYSTEMS	
Active Bonnet (Hood)	
AEB Pedestrian	•
AEB Cyclist	•
AEB City	•
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
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O Not fitted to the test vehicle but available as option or as part of the safety pack X Not available — Not applicable



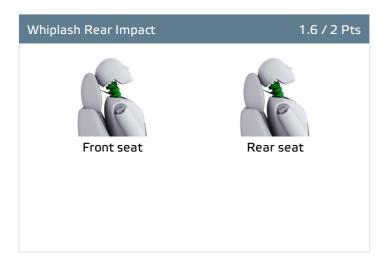


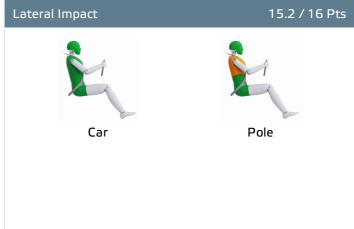
Total 34.2 Pts / 89%













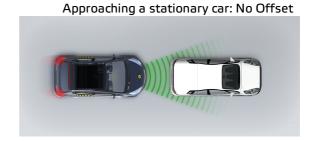


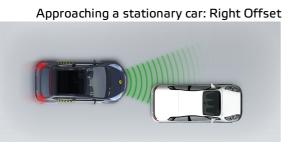
Total 34.2 Pts / 89%

GOOD ADEQUATE MARGINAL WEAK POOR

AEB City 4.0 / 4 Pts











Total 34.2 Pts / 89%

Comments

The passenger compartment of the X5 remained stable in the frontal offset test. Dummy readings indicated good protection of the knees and femurs of the driver and passenger. However, the driver knee airbag was found not to have deployed correctly. The score for this body area was penalised and BMW were not allowed to demonstrate that structures in the dashboard did not present a risk of injury to occupants of different sizes and to those sitting in different positions. Accordingly, protection of the driver's knee, femur and pelvis body region was rated as weak. From August 2020, the X5 is not equipped with a driver knee airbag. Data supplied by BMW demonstrates that protection of the knee, femur and pelvis is not compromised by the removal of the airbag and the overall star rating is unaffected. On the passenger side, there is no knee airbag and protection was rated as good. In the full-width rigid barrier test, protection of all critical body areas was at least adequate for both the driver and the rear passenger. In the side barrier test, maximum points were scored, with good protection of all critical body areas. In the more severe side pole impact, dummy readings of chest compression indicated marginal compression for this body region, with other parts of the body being well protected. Tests on the front seats and head restraints demonstrated good protection against whiplash injuries in the event of a rear-end collision. A geometric assessment of the rear seats also indicated good whiplash protection. The standard-fit autonomous emergency braking system performed well in tests of its functionality at the low speeds, typical of city driving, at which many whiplash injuries are caused.



Total 42.6 Pts / 86%



Crash Test Performance based on 6 & 10 year old children

23.9 / 24 Pts





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

Safety Features 7.0 / 13 Pts

	Front Passenger	2nd row outboard	2nd row center	3rd row outboard *
Isofix	×	•	×	×
i-Size	×	•	×	×
Integrated CRS	×	×	×	×

- * Third row seats available as option
 - Fitted to test car as standard O Not on test car but available as option X Not available



CRS Installation Check 11.7 / 12 Pts



i-Size CRS



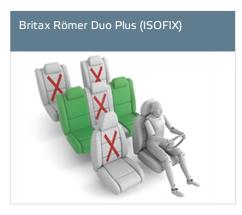




ISOFIX CRS

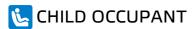












Total 42.6 Pts / 86%

Universal Belted CRS











Total 42.6 Pts / 86%

			Seat Positi	on		
	Front		2nd row		3rc	d row
	PASSENGER	LEFT	CENTER	RIGHT	LEFT	RIGHT
Maxi Cosi 2way Pearl & 2wayFix (rearward) (iSize)	_	•	_	•	_	_
Maxi Cosi 2way Pearl & 2wayFix (forward) (iSize)	_	•	_	•	_	_
BeSafe iZi Kid X2 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)	•	•	•	•	•	•

Install without problem

Install with care

Safety critical problem

🗶 Installation not allowed

— Not available

Comments

In the frontal offset and side barrier tests, protection of the 6 and 10 year dummies was good or adequate for all critical body areas. 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. All of the restraint types for which the X5 is designed could be properly installed and accommodated in the car except for one Group I child-seat in the optional third row seats, where the head restraint did not allow the restraint back to be properly reclined into its locking position.



VULNERABLE ROAD USERS

Total 36.3 Pts / 75%

GOOD	ADEQUATE	MARGINA		WEAK	POOR		
Pedestrian						24.2 / 36 Pt	:S
			Head Impact	Ė		18.3 Pts	
		Pelvis Impac	:t		0.0 Pts		
			Leg Impact			5.9 Pts	

Vulnerable Road Users	12.0 / 12 Pts
System Name	Person Warning with City Braking Function
Туре	Auto-Brake with Forward Collision Warning
Operational From	5 km/h

Comments

The X5 has an 'active' bonnet. Sensors in the bumper detect when a pedestrian has been struck and actuators lift the bonnet, providing greater clearance to hard structures in the engine compartment. BMW showed that the system detected a variety of pedestrian statures over a wide range of speeds. Accordingly, the car was tested with the bonnet in the raised position. The protection provided by the bonnet to the head of a struck pedestrian was good or adequate over almost the entire surface. The bumper provided good or adequate protection to pedestrians' legs at all test locations. However, protection of the pelvis was poor. The AEB system is able to detect vulnerable road users such as pedestrians and cyclists. In most tests of these functionalities, the system performed well, with collisions avoided or their severity mitigated, even at night-time in the case of pedestrians.



Total 36.3 Pts / 75%

AEB Pedestrian

Day time

Adult crossing the road



Child running from behind parked vehicles



Adult along the roadside

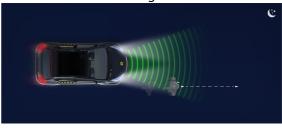


Night time

Adult crossing the road



Adult along the roadside



AEB Cyclist

Cyclist crossing



Cyclist along the roadside





Applies To	Not available		
Warning	Driver Seat	Front Passenger(s)	Rear Passenger(s)
Visual	•	•	•
Audible	•	•	•
Occupant Detection	_	•	•

Pass Fail — Not available

Lane Support 1.8 / 4 Pts

System Name	Steering and Lane Control Assistant
Туре	LKA
Operational From	65 km/h
PERFORMANCE	
Emergency Lane Keeping	POOR
Lane Keep Assist	GOOD
Human Machine Interface	ADEQUATE





Total 9.8 Pts / 75%

AEB Inter-Urban

2.8 / 3 Pts

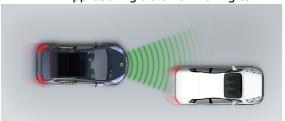
System Name	Front-end collision warning with braking function	
Туре	Autonomous Emergency Braking and Forward Collision Warning	
Operational From	5 km/h	
Additional Information	Supplementary warning	

Comments

The X5 has a seatbelt reminder system for the front and rear seats. The AEB system performed well or adequately in various tests of its functionality at highway speeds. A standard-fit lane-keep assist system helps to keep the car from drifting out of lane. The speed assistance system uses a camera and digital mapping to determine the local speed limit and the driver, allowing the driver to set the speed limiter appropriately.

Autobrake function only

Approaching a slower moving car



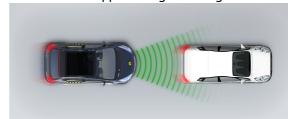
Approaching a slower moving car



Approaching a slower moving car



Approaching a braking car

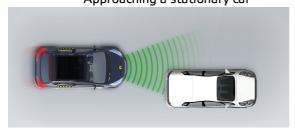




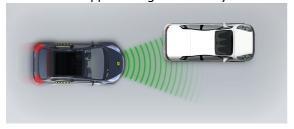
Total 9.8 Pts / 75%

Driver reacts to warning

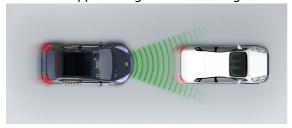
Approaching a stationary car



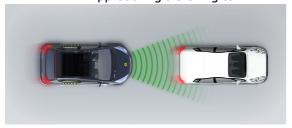
Approaching a stationary car



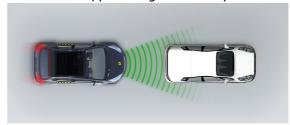
Approaching a slower moving car



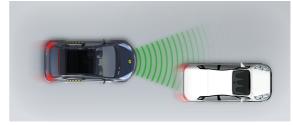
Approaching a braking car



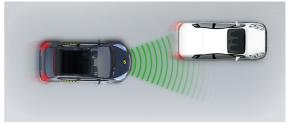
Approaching a stationary car



Approaching a slower moving car



Approaching a slower moving car





RATING VALIDITY

Annual Reviews and Facelifts

Date	Event	Outcome	
December 2018	Rating Published	2018 * * * * *	✓
December 2019	Annual Review	2018 * * * * *	✓
August 2020	Removal of driver knee airbag (see comments)	2018 * * * * *	✓