



**BMW 1 series**  
Standard Safety Equipment

2019



Adult Occupant



83%

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 1 series
Class	Small Family Car

## SAFETY EQUIPMENT

	Driver	Passenger	Rear
<b>FRONTAL CRASH PROTECTION</b>			
Frontal airbag	●	●	✘
Belt pretensioner	●	●	●
Belt loadlimiter	●	●	●
Knee airbag	✘	✘	✘
<b>SIDE CRASH PROTECTION</b>			
Side head airbag	●	●	●
Side chest airbag	●	●	✘
Side pelvis airbag	●	●	✘

Version 300919

## SAFETY EQUIPMENT (NEXT)

	Driver	Passenger	Rear
<b>CHILD PROTECTION</b>			
Isofix	—	○	●
Integrated CRS	—	✗	✗
Airbag cut-off switch	—	●	—
<b>SAFETY ASSIST</b>			
Seat Belt Reminder	●	●	●

<b>OTHER SYSTEMS</b>	
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
- Not fitted to the test vehicle but available as option or as part of the safety pack    ✗ Not available    — Not applicable

**ADULT OCCUPANT**


Total 31.8 Pts / 83%

■ GOOD   
 ■ ADEQUATE   
 ■ MARGINAL   
 ■ WEAK   
 ■ POOR

**Frontal Offset Deformable Barrier** 7.3 / 8 Pts



Passenger



Driver

**Frontal Full Width** 7 / 8 Pts




Rear Passenger




Driver

**Whiplash Rear Impact** 1.5 / 2 Pts

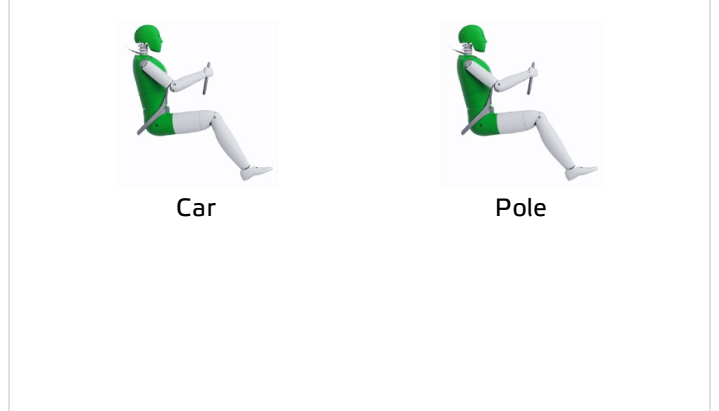


Front seat




Rear seat

**Lateral Impact** 16 / 16 Pts



Car




Pole

 ADULT OCCUPANT

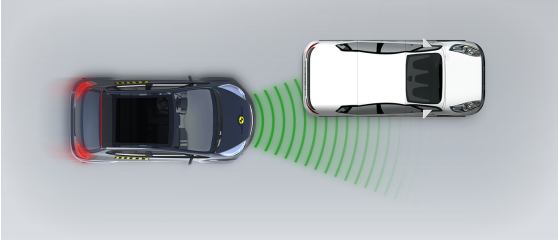
Total 31.8 Pts / 83%

 GOOD     ADEQUATE     MARGINAL     WEAK     POOR

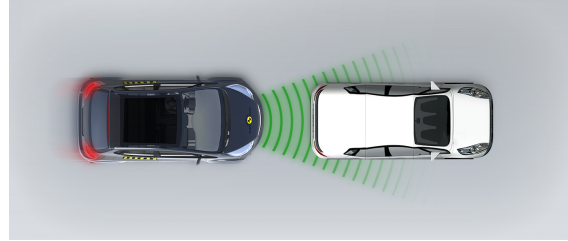
AEB City

 0 / 4 Pts

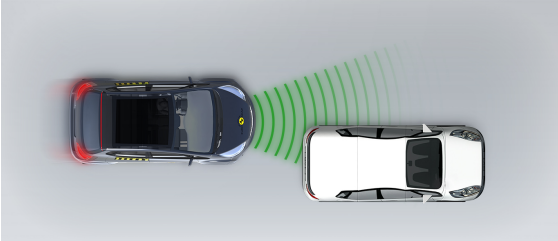
Approaching a stationary car: Left Offset



Approaching a stationary car: No Offset



Approaching a stationary car: Right Offset



 ADULT OCCUPANT

Total 31.8 Pts / 83%

## Comments

The passenger compartment of the 1-series 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. A geometric assessment of the rear seats and head restraints indicated good protection against whiplash injuries in the event of a rear-end collision. Tests on the front seats demonstrated only marginal whiplash protection. The autonomous emergency braking system performed well in all tests of its functionality at the low speeds typical of city driving. However, the points for AEB City were not awarded as good front head restraint performance is a pre-requisite for the additional reward for active safety.

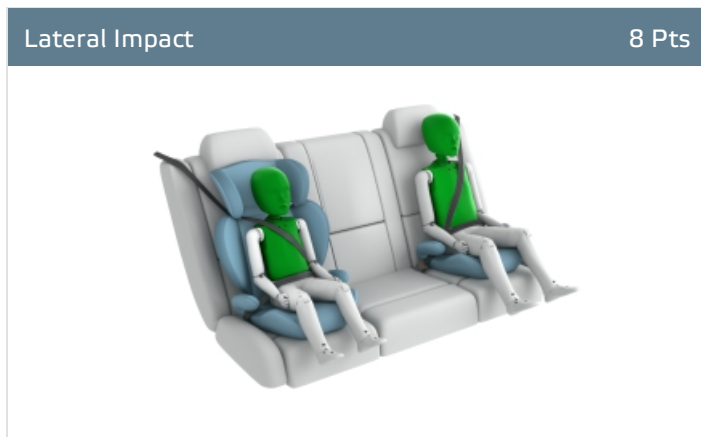
**CHILD OCCUPANT**

Total 43 Pts / 87%

GOOD ADEQUATE MARGINAL WEAK POOR

Crash Test Performance based on 6 & 10 year old children

24 / 24 Pts



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

7 / 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

12 / 12 Pts

● Install without problem    ○ Install with care    ● Safety critical problem    ✗ Installation not allowed

■ i-Size CRS



 CHILD OCCUPANT

Total 43 Pts / 87%

BeSafe iZi Flex FIT i-Size (iSize)



**CHILD OCCUPANT**

Total 43 Pts / 87%

■ **ISOFIX CRS**

Maxi Cosi Cabriofix & FamilyFix (ISOFIX)



BeSafe iZi Kid X4 ISOfix (ISOFIX)



Britax Römer Duo Plus (ISOFIX)



Britax Römer KidFix XP (ISOFIX)



■ **Universal Belted CRS**

Maxi Cosi Cabriofix (Belt)



Maxi Cosi Cabriofix & EasyBase2 (Belt)



Britax Römer King II LS (Belt)



Britax Römer KidFix XP (Belt)





CHILD OCCUPANT

Total 43 Pts / 87%

	Seat Position			
	Front	2nd row		
	PASSENGER	LEFT	CENTER	RIGHT
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)	●	●	●	●

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

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 position is provided to the driver regarding the status of the airbag, and the system was rewarded. All of the restraint types for which the 1-series is designed could be properly installed and accommodated.

**VULNERABLE ROAD USERS**

Total 36.5 Pts / 76%

■ GOOD   
 ■ ADEQUATE   
 ■ MARGINAL   
 ■ WEAK   
 ■ POOR

Pedestrian	25.8 / 36 Pts						
	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="padding: 5px;">Head Impact</td> <td style="text-align: right; padding: 5px;">17.3 Pts</td> </tr> <tr> <td style="padding: 5px;">Pelvis Impact</td> <td style="text-align: right; padding: 5px;">2.9 Pts</td> </tr> <tr> <td style="padding: 5px;">Leg Impact</td> <td style="text-align: right; padding: 5px;">5.6 Pts</td> </tr> </table>	Head Impact	17.3 Pts	Pelvis Impact	2.9 Pts	Leg Impact	5.6 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 1-series 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.

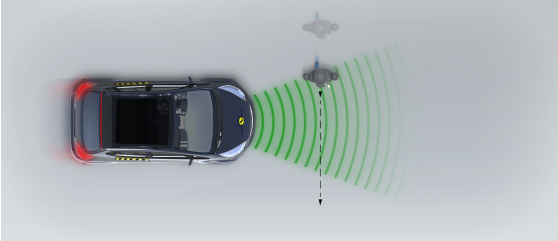
 VULNERABLE ROAD USERS

Total 36.5 Pts / 76%

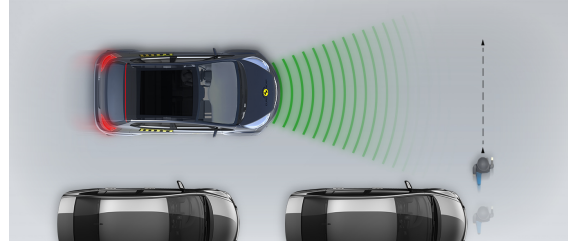
AEB Pedestrian 

■ Day time

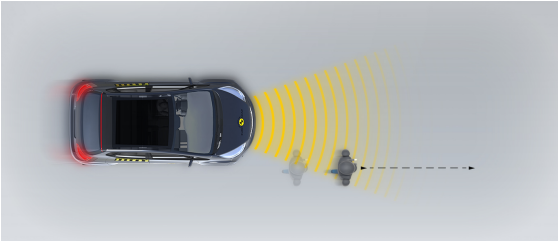
Adult crossing the road



Child running from behind parked vehicles



Adult along the roadside

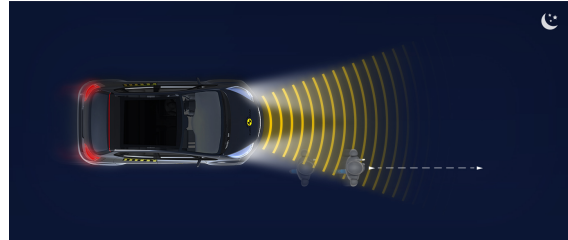


■ Night time

Adult crossing the road

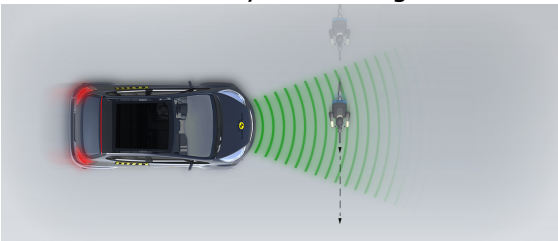


Adult along the roadside

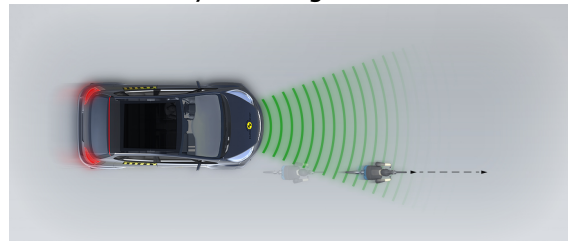


AEB Cyclist 

Cyclist crossing



Cyclist along the roadside



SAFETY ASSIST

Total 9.5 Pts / 72%

■ 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)

Seat Belt 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	<span style="color: grey;">■</span> NOT AVAILABLE
Lane Keep Assist	<span style="color: green;">■</span> GOOD
Human Machine Interface	<span style="color: yellow;">■</span> ADEQUATE

**SAFETY ASSIST**

Total 9.5 Pts / 72%

**AEB Inter-Urban**

**2.7 / 3 Pts**

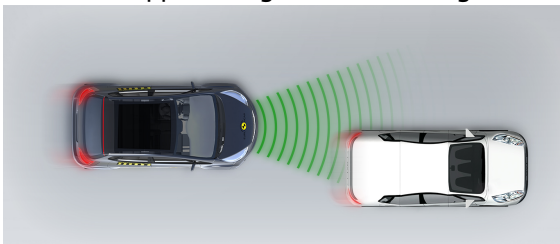
System Name	Front-End Collision Warning with Light Braking Function
Type	Autonomous Emergency Braking and Forward Collision Warning
Operational From	5 km/h
Additional Information	Supplementary warning

**Comments**

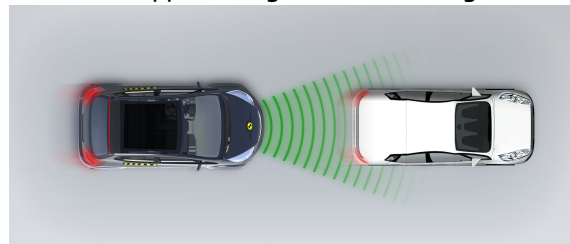
The 1-series has a seatbelt reminder as standard equipment for the front and rear seats. Lane support helps prevent inadvertent drifting out of lane by warning the driver and gently correcting the vehicle's path. The standard-fit speed assistance system uses a camera to determine the prevailing speed 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**

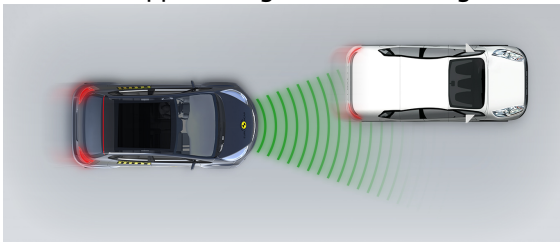
Approaching a slower moving car



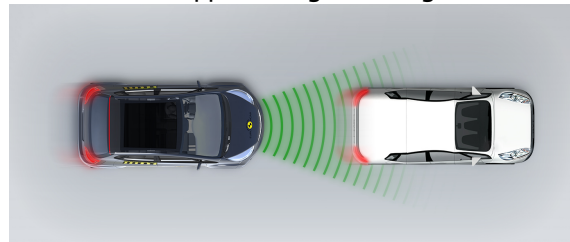
Approaching a slower moving car



Approaching a slower moving car



Approaching a braking car

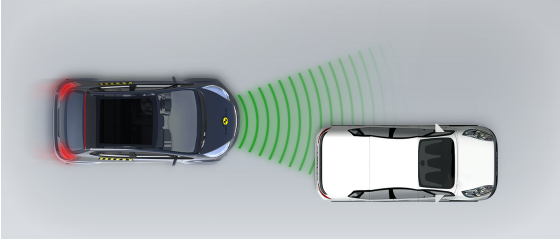


 SAFETY ASSIST

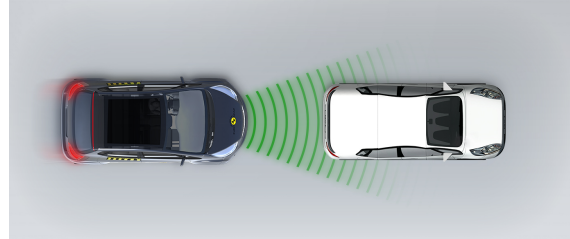
Total 9.5 Pts / 72%

■ Driver reacts to warning

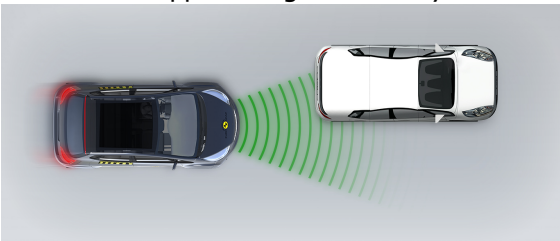
Approaching a stationary car



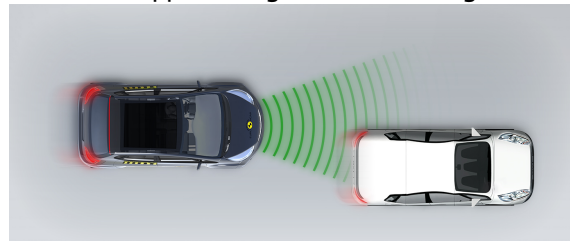
Approaching a stationary car



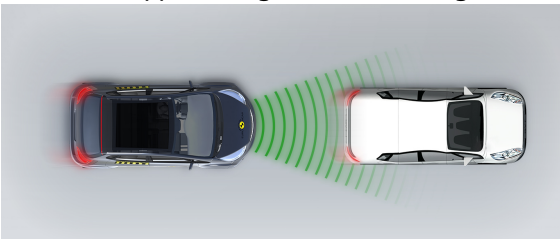
Approaching a stationary car



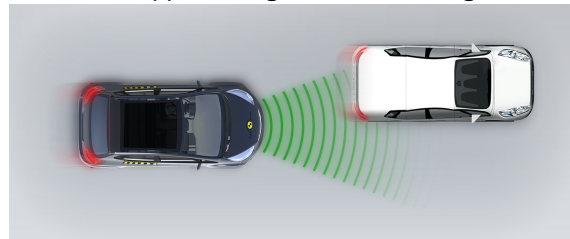
Approaching a slower moving car



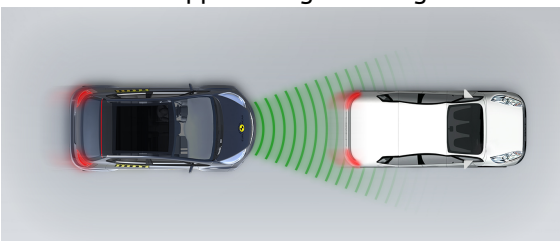
Approaching a slower moving car



Approaching a slower moving car



Approaching a braking car



## RATING VALIDITY

### Variants of Model Range

Body Type	Engine	Model Name/Code	Drivetrain	Rating Applies	
				LHD	RHD
5 door hatchback	petrol	118i	4 x 2		
5 door hatchback	diesel	116d, 118d*, 120d	4 x 2		
5 door hatchback	petrol	M135i xDrive	4 x 4		
5 door hatchback	diesel	120d xDrive	4 x 4		

\* Tested variant

### Annual Reviews and Facelifts

Date	Event	Outcome
October 2019	Rating Published	2019