



**BMW 2 Series Active Tourer**  
Standard Safety Equipment

2022



Adult Occupant



88%

Child Occupant



81%

Vulnerable Road Users



79%

Safety Assist



92%

SPECIFICATION

Tested Model	BMW 2 Series Active Tourer
Body Type	- 5 door MPV
Year Of Publication	2022
Kerb Weight	1521kg
VIN From Which Rating Applies	-
Class	Small Family Car

## SAFETY EQUIPMENT

	Driver	Passenger	Rear
FRONTAL CRASH PROTECTION			
Frontal airbag	●	●	—
Belt pretensioner	●	●	●
Belt loadlimiter	●	●	●
Knee airbag	✘	✘	—
LATERAL CRASH PROTECTION			
Side head airbag	●	●	●
Side chest airbag	●	●	✘
Side pelvis airbag	●	●	✘
Centre Airbag	●	—	—

## SAFETY EQUIPMENT (NEXT)

	Driver	Passenger	Rear
CHILD PROTECTION			
Isifix/i-Size	—	●	●
Integrated CRS	—	✘	✘
Airbag cut-off switch	—	●	—
SAFETY ASSIST			
Seat Belt Reminder	●	●	●

OTHER SYSTEMS	
Active Bonnet	●
AEB Vulnerable Road Users	●
AEB Pedestrian - Reverse	✘
AEB Car-to-Car	●
Speed Assistance	●
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 33.7 Pts / 88%

■ GOOD   
 ■ ADEQUATE   
 ■ MARGINAL   
 ■ WEAK   
 ■ POOR

Frontal Impact 12.3 / 16 Pts

Mobile Progressive Deformable Barrier      Full Width Rigid Barrier

Lateral Impact 15.7 / 16 Pts

Side Mobile Barrier      Side Pole      Far-Side Excursion      Occupant Interaction

Rear Impact 3.7 / 4 Pts

Rear Seat      Front Seat

## ADULT OCCUPANT

Total 33.7 Pts / 88%

■ GOOD   
 ■ ADEQUATE   
 ■ MARGINAL   
 ■ WEAK   
 ■ POOR

Rescue and Extrication		2.0 / 2 Pts
Rescue Sheet	Available, ISO compliant	
Advanced eCall	Available	
Multi Collision Brake	Available	

## Comments

The passenger compartment of the 2 Series Active Tourer remained stable in the frontal offset test. Dummy numbers demonstrated 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 drivers of different sizes and to those sitting in different positions but that structures in the dashboard might present a risk of injury to the outboard leg of differently-sized front passengers. Analysis of the deceleration of the impact trolley during the test, and analysis of the deformable barrier after the test, revealed that the 2 Series Active Tourer would be a moderately benign impact partner in a frontal collision. In the full-width rigid barrier test, chest protection was rated as marginal for both the driver and the rear passenger, with good protection of other critical body areas. In the side barrier test, protection of all critical body areas was good and the car scored maximum points. In the more severe side pole impact, protection was also good except for that of the chest, which was rated as adequate. Control of excursion (the extent to which a body is thrown to the other side of the vehicle when it is hit from the far side) was found to be adequate. The 2 Series Active Tourer has a counter-measure to mitigate against occupant to occupant injuries in such impacts. The system performed well in Euro NCAP's test, with good protection of occupants' heads. Tests on the front seats and head restraints demonstrated good protection against whiplash injuries in the event of a rear-end collision. A geometric analysis of the rear seats also indicated good whiplash protection. The 2 Series Active Tourer has an advanced eCall system which alerts the emergency services in the event of a crash. The car also has a system which applies the brakes after an impact to avoid secondary collisions.

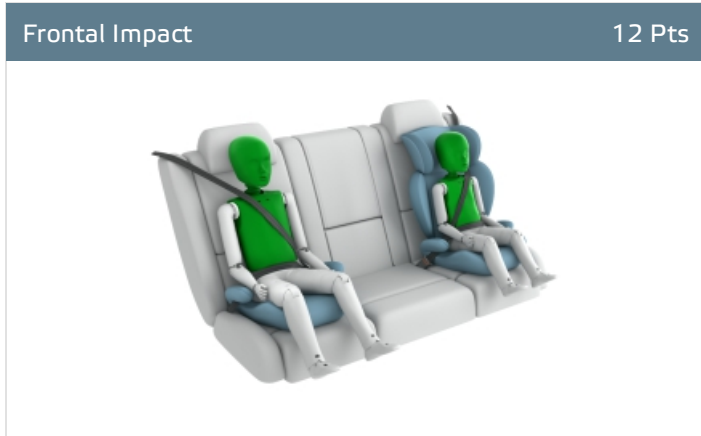
**CHILD OCCUPANT**

Total 40 Pts / 81%

■ GOOD   
 ■ ADEQUATE   
 ■ MARGINAL   
 ■ WEAK   
 ■ POOR

Crash Test Performance based on 6 & 10 year old children

20.0 / 24 Pts



Restraint for 6 year old child: *Britax Römer KidFix SL*  
 Restraint for 10 year old child: *Osann Up*

**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

12.0 / 12 Pts

- Install without problem
- Install with care
- Safety critical problem
- ✗ Installation not allowed

■ i-Size CRS

Maxi Cosi 2way Pearl & 2wayFix (i-Size)



Maxi Cosi 2way Pearl & 2wayFix (i-Size)



BeSafe iZi Kid X2 i-Size (i-Size)



Britax Römer TriFix2 i-Size (i-Size)



BeSafe iZi Flex FIX i-Size (i-Size)



■ ISOFIX CRS

BeSafe iZi Combi X4 ISOfix (ISOFIX)



Cybex Solution Z i-Fix (ISOFIX)



 CHILD OCCUPANT

Total 40 Pts / 81%

■ Universal Belted CRS

Maxi Cosi Cabriofix (Belt)



Maxi Cosi Cabriofix & EasyFix (Belt)



Britax Römer King II LS (Belt)



Cybox Solution Z i-Fix (Belt)





## CHILD OCCUPANT

Total 40 Pts / 81%

	Seat Position			
	Front	2nd row		
	PASSENGER	LEFT	CENTER	RIGHT
Maxi Cosi 2way Pearl & 2wayFix (i-Size)	●	●	—	●
Maxi Cosi 2way Pearl & 2wayFix (i-Size)	●	●	—	●
BeSafe iZi Kid X2 i-Size (i-Size)	●	●	—	●
Britax Römer TriFix2 i-Size (i-Size)	●	●	—	●
BeSafe iZi Flex FIX i-Size (i-Size)	●	●	—	●
BeSafe iZi Combi X4 ISOfix (ISOFIX)	●	●	—	●
Cybex Solution Z i-Fix (ISOFIX)	●	●	—	●
Maxi Cosi Cabriofix (Belt)	●	●	●	●
Maxi Cosi Cabriofix & EasyFix (Belt)	●	●	✘	●
Britax Römer King II LS (Belt)	●	●	●	●
Cybex Solution Z i-Fix (Belt)	●	●	●	●

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

— Not available

## Comments

In both the frontal offset test and the side barrier impact, dummy readings indicated good protection of all critical body areas for both child dummies. Post-crash film analysis showed that the seatbelt partially slipped off the shoulder of the 10 year dummy, and the score for this part of the assessment was penalised. 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 2 Series Active Tourer is designed could be properly installed and accommodated.

 **VULNERABLE ROAD USERS**

Total 42.8 Pts / 79%

GOOD
  ADEQUATE
  MARGINAL
  WEAK
  POOR

Pedestrian

27.1 / 36 Pts



Head Impact	17.9 Pts
Pelvis Impact	3.2 Pts
Leg Impact	6.0 Pts

Vulnerable Road Users


15.7 / 18 Pts

System Name	Person Warning with City Braking Function
Type	Auto-Brake with Forward Collision Warning
Operational From	5 km/h

 VULNERABLE ROAD USERS

Total 42.8 Pts / 79%

AEB Pedestrian

 7.0 / 9 Pts

■ Day time

Vehicle reversing into standing pedestrian



Pedestrian crossing a road into which a car is turning



Adult crossing the road



Child running from behind parked vehicles



Adult along the roadside

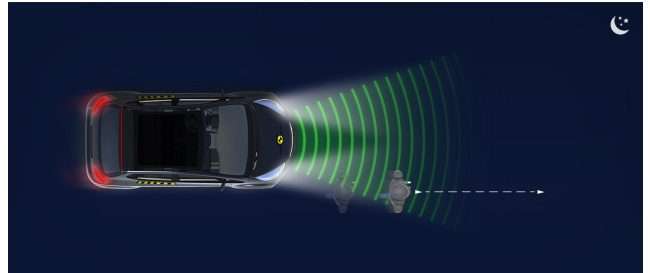


■ Night time

Adult crossing the road



Adult along the roadside



**VULNERABLE ROAD USERS**

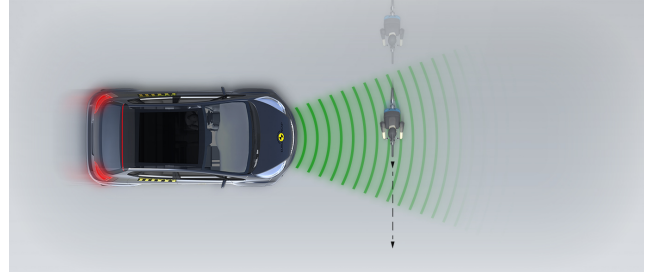
Total 42.8 Pts / 79%

**AEB Cyclist**
**8.7 / 9 Pts**

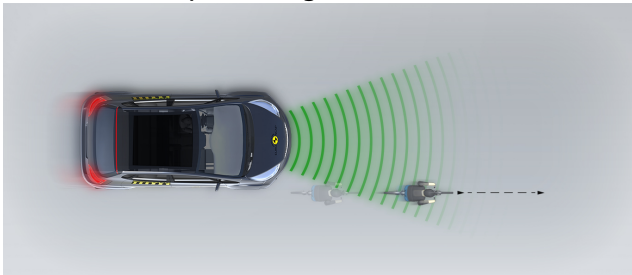
Cyclist from nearside, obstructed view



Cyclist crossing



Cyclist along the roadside

**Comments**

The 2 Series Active Tourer has an 'active' bonnet. Sensors in the bumper detect when a pedestrian has been struck and actuators lift the surface of the bonnet to provide greater clearance to the stiff structures in the engine compartment. BMW showed that the system was capable of detecting various pedestrian statures over a range of speeds and, accordingly, the car was tested in the raised, 'deployed' position. Head protection on the bonnet surface was almost entirely good, with poor results recorded at the base of the windscreen and on the stiff windscreen pillars. The bumper offered good protection to pedestrians' legs but protection of the pelvis region was mixed. The autonomous emergency braking (AEB) system of the 2 Series Active Tourer can respond to vulnerable road users, as well as to other vehicles. The system performed well in tests of its response to pedestrians and cyclists, with collisions avoided in most scenarios.

SAFETY ASSIST

Total 14.8 Pts / 92%

■ GOOD   
 ■ ADEQUATE   
 ■ MARGINAL   
 ■ WEAK   
 ■ POOR

Speed Assistance ■ 2.8 / 3 Pts

System Name	Speed Limit Assist
Speed Limit Information Function	Camera & Map, subsigns supported
Speed Limitation Function	System advised (accurate to 5km/h)

Occupant Status Monitoring ■ 3.0 / 3 Pts

> Seatbelt Reminder ■ 2.0 / 2 Pts

Applies To	Front and rear seats		
	Driver Seat	Front Passenger(s)	Rear Passenger(s)
Warning			
Visual	●	●	●
Audible	●	●	●
Occupant Detection	—	●	●

● Pass   
 ● Fail   
 — Not available


> Driver Monitoring ■ 1.0 / 1 Pts




System Name	Attentiveness Assistant
Type	Indirect: time-on-task, steering input
Operational From	70 km/h

 SAFETY ASSIST


Total 14.8 Pts / 92%

Lane Support

 3.5 / 4 Pts

System Name	Lane Departure Warning with Steering Intervention	
Type	LKA and ELK	
Operational From	60 km/h	
<b>PERFORMANCE</b>		
Emergency Lane Keeping		GOOD
Lane Keep Assist		GOOD
Human Machine Interface		GOOD

AEB Car-to-Car

 5.5 / 6 Pts

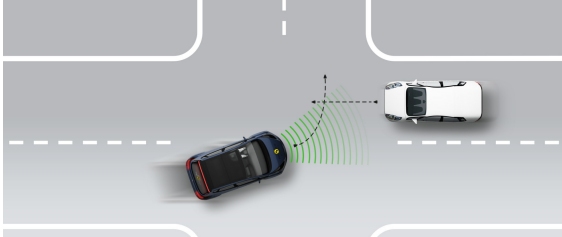
System Name	Collision Warning with Braking Function	
Type	Autonomous emergency braking and forward collision warning	
Operational From	5 km/h	
Sensor Used	camera and radar	

 SAFETY ASSIST

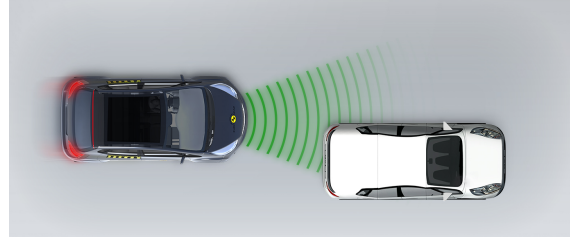
Total 14.8 Pts / 92%

■ Autobrake function only

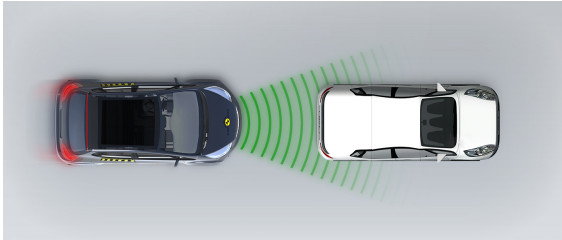
Test car turns across the path of an approaching car



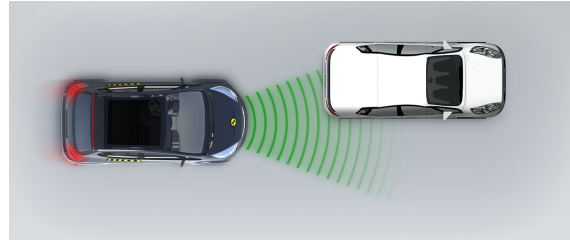
Approaching a stationary car



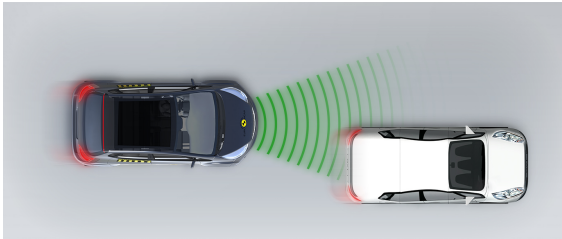
Approaching a stationary car



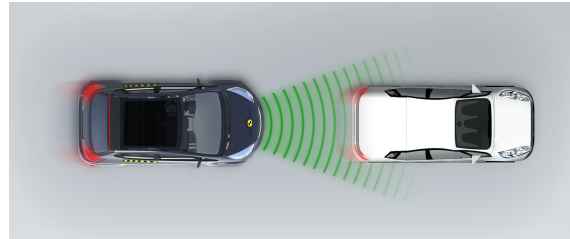
Approaching a stationary car



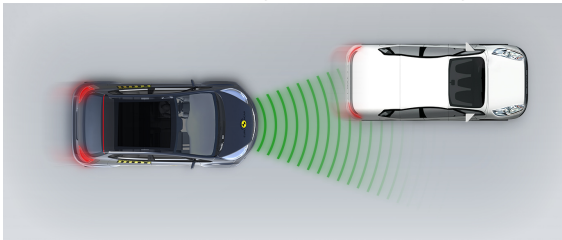
Approaching a slower moving car



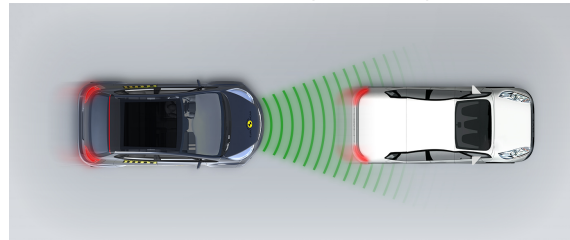
Approaching a slower moving car



Approaching a slower moving car



Approaching a braking car

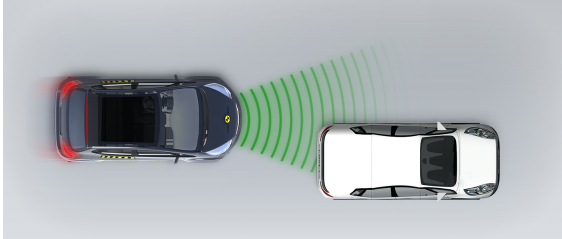


 SAFETY ASSIST

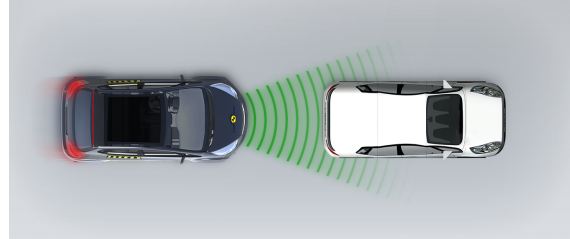
Total 14.8 Pts / 92%

■ Driver reacts to warning

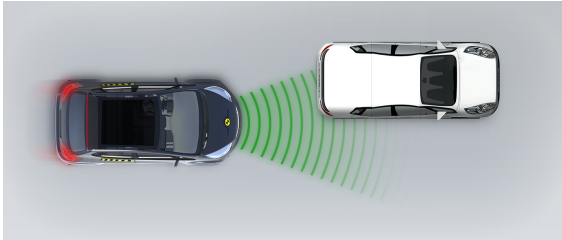
Approaching a stationary car



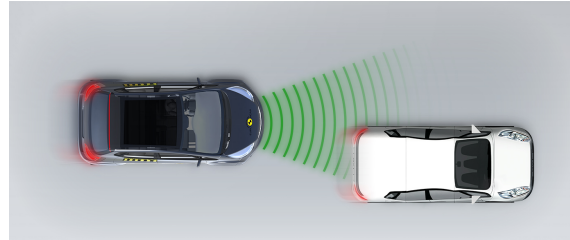
Approaching a stationary car



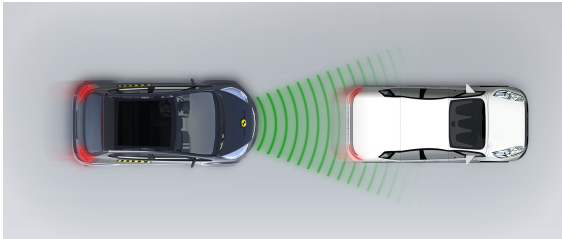
Approaching a stationary car



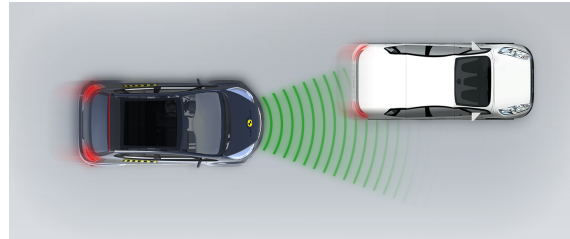
Approaching a slower moving car



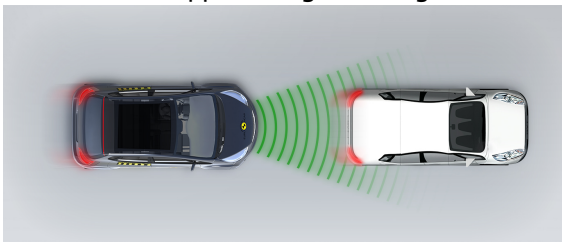
Approaching a slower moving car



Approaching a slower moving car



Approaching a braking car







## SAFETY ASSIST

Total 14.8 Pts / 92%

## Comments

The 2 Series Active Tourer's autonomous emergency braking (AEB) system performed well in tests of its reaction to other vehicles. A seatbelt reminder system is fitted as standard to the front and rear seats and the car has a system to detect driver fatigue. The lane support system gently corrects the vehicle's path if it is drifting out of lane, and also intervenes in some more critical situations. The speed assistance system detects the local speed limit and the driver can choose to allow the maximum speed of the car to be automatically set by the system.

## RATING VALIDITY

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### Variants of Model Range

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### Annual Reviews and Facelifts

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Date	Event	Outcome
October 2022	Rating Published	2022 ★ ★ ★ ★ ★ 