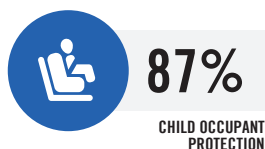
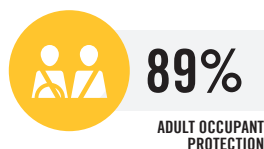


BMW X5

DECEMBER 2018 - DECEMBER 2024
3.0 LITRE DIESEL & PETROL VARIANTS ONLY



TESTED
2018



BMW X5

OVERVIEW

The BMW X5 was introduced in Australia and New Zealand in December 2018. This ANCAP safety rating applies to 3.0 litre diesel and petrol variants. Other variants, including the hybrid and 8 cylinder variants, are 'unrated'.

Dual frontal, side chest-protecting and side head-protecting (curtain) airbags and a driver knee airbag are standard.

All three grades of autonomous emergency braking (City, Interurban and Vulnerable Road User) as well as lane keep assist (LKA) with lane departure warning (LDW) and a speed assistance system (SAS) are fitted as standard on all variants.

ANCAP SAFETY RATING

★★★★★

RATING YEAR (DATESTAMP)

2018

VEHICLE TYPE

Large SUV

AIRBAGS

Dual frontal, side chest,
side head, driver knee

RATING APPLICABILITY

VARIANT	BODY TYPE	ENGINE	DRIVETRAIN	AUS	NZ
BMW X5 xDrive30d ♦	5 door SUV	3.0 litre diesel	AWD	✓	✓
BMW X5 xDrive40i	5 door SUV	3.0 litre petrol	AWD	✓	✓
BMW X5 M50d	5 door SUV	3.0 litre diesel	AWD	✓	✓
BMW X5 xDrive25d	5 door SUV	2.0 litre diesel	AWD	✗	✗
BMW X5 xDrive45e	5 door SUV	3.0 litre hybrid	AWD	✗	✗
BMW X5 M50i	5 door SUV	4.4 litre petrol	AWD	✗	✗

✓ COVERED BY THIS RATING

✗ NOT COVERED BY THIS RATING

♦ TESTED VARIANT

ADULT OCCUPANT PROTECTION

The passenger compartment remained stable in the frontal offset test. The driver's knee airbag deployed incorrectly and the driver's upper legs were penalised. Structures in the dash were a potential source of injury for the driver's knees and protection of the driver's upper legs was rated WEAK. Protection of the driver chest and lower legs was ADEQUATE. Dummy readings for the passenger showed GOOD protection for all critical body regions.

In the full width frontal test, protection was ADEQUATE for the chest of both the driver and rear passenger. The penalty for the driver's knee airbag deployment in the frontal offset test was also applied to the full width test, resulting in upper leg protection being classified as ADEQUATE. GOOD protection was offered for all other critical body regions of the driver and rear passenger.

In the side impact test, protection offered to all critical body regions was GOOD. In the oblique pole test, protection was MARGINAL for the chest of the driver and GOOD for all other critical body regions.

The autonomous emergency braking (AEB) system scored maximum points with GOOD performance in low-speed test scenarios typical of city driving.

FRONTAL OFFSET TEST (64 KM/H)



Driver

Head / neck:	4.00 points
Chest:	3.12 points
Upper legs:	1.00 points
Lower legs:	3.56 points
Deductions:	-3.00 points
(variable contact, concentrated load, incorrect airbag deployment)	



Front Passenger

Head / neck:	4.00 points
Chest:	4.00 points
Upper legs:	4.00 points
Lower legs:	4.00 points
Deductions:	Nil

SIDE IMPACT TEST (50 KM/H)



Driver

Head:	4.00 points
Chest:	4.00 points
Abdomen:	4.00 points
Pelvis:	4.00 points
Deductions:	Nil

WHIPLASH (REAR IMPACT) PROTECTION TEST



Rear Passenger

Rear:	0.44 points
Front:	1.13 points



Driver / Front Passenger

FULL WIDTH FRONTAL TEST (50 KM/H)



Driver

Head:	4.00 points
Neck:	4.00 points
Chest:	3.86 points
Upper legs:	3.00 points
Deductions:	-1.00 point
(incorrect airbag deployment)	



Rear Passenger

Head:	4.00 points
Neck:	4.00 points
Chest:	3.19 points
Upper legs:	4.00 points
Deductions:	Nil

OBLIQUE POLE TEST (32 KM/H)



Driver

Head:	4.00 points
Chest:	2.46 points
Abdomen:	4.00 points
Pelvis:	4.00 points
Deductions:	Nil

AEB - CITY (10-50 KM/H)

Score: 4.00 points

OVERLAP	-50%	-75%	100%	75%	50%
PERFORMANCE					
	GOOD				

GOOD	ADEQUATE	MARGINAL	WEAK	POOR
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89%

34.15 POINTS
OUT OF 38

FRONTAL OFFSET#	5.84 (out of 8)
FULL WIDTH FRONTAL#	7.51 (out of 8)
SIDE IMPACT#	8.00 (out of 8)
OBLIQUE POLE#	7.23 (out of 8)
WHIPLASH PROTECTION	1.57 (out of 2)
AEB - City	4.00 (out of 4)

Scaled scores. Total test scored out of 16.00 points.

CHILD OCCUPANT PROTECTION



87%

42.94 POINTS
OUT OF 49

In the frontal offset test, protection of the neck of the 10 year dummy was ADEQUATE, while protection offered to all other critical body regions for both dummies was GOOD. Protection in the side impact test was GOOD with maximum points scored for both child dummies.

The BMW X5 is fitted with lower ISOFix anchorages on the second row outboard seats and top tether anchorages for all second row seating positions. Top tethers are not available in the third row.

Installation of typical child restraints available in Australia and New Zealand showed GOOD results in second row seating positions.

Installation of child restraints in the third row is not recommended as there are no top tether anchorages.

DYNAMIC TEST (FRONT)	15.94 (out of 16)
DYNAMIC TEST (SIDE)	8.00 (out of 8)
RESTRAINT INSTALLATION	12.00 (out of 12)
ON-BOARD SAFETY FEATURES	7.00 (out of 13)

FRONTAL OFFSET TEST (64 KM/H)



6 year old

10 year old

SIDE IMPACT TEST (50 KM/H)



10 year old

6 year old

ON-BOARD SAFETY FEATURES

FEATURE	FRONT PASSENGER	2nd ROW OUTBOARD	2nd ROW CENTRE	3rd ROW OUTBOARD	3rd ROW CENTRE
ISOFix	×	●	×	×	-
Integrated child restraints	×	×	×	×	-
Top tether anchorage	×	●	●	×	-
Airbag disabling	×	-	-	-	-

● FITTED TO TEST CAR AS STANDARD ● NOT FITTED TO TEST CAR BUT AVAILABLE AS AN OPTION × NOT AVAILABLE - NOT APPLICABLE

NOTE: The child restraints fitted to vehicles tested by Euro NCAP are relevant to the European market. For Australasian consumers, this information should be used as a guide to vehicle features only. The Child Restraint Evaluation Program (CREP) provides an independent assessment on the safety of Australasian child restraints - see www.childcarseats.com.au.

GOOD ADEQUATE MARGINAL WEAK POOR

CHILD OCCUPANT PROTECTION



87%

42.94 POINTS
OUT OF 49

CHILD RESTRAINT INSTALLATION*

CHILD RESTRAINT (CRS) TYPE^		FRONT ROW PASSENGER	2nd ROW			3rd ROW		
			LEFT	CENTRE	RIGHT	LEFT	CENTRE	RIGHT
BELTED	TYPE A	Rearward facing capsule	×	●	●	●	×	×
		Rearward facing with harness - convertible (Model A)	×	●	●	●	×	×
		Rearward facing with harness - convertible (Model B)	×	●	●	●	×	×
	TYPE B	Forward facing with harness - convertible (Model A)	×	●	●	●	×	×
		Forward facing with harness - convertible (Model B)	×	●	●	●	×	×
	TYPE E	Booster - 4 to 8 years	×	●	●	●	×	×
ISOFIX	TYPE F	Booster - 4 to 10 years	×	●	●	●	×	×
	TYPE A	Rearward facing capsule	×	●	–	●	×	×
		Rearward facing with harness - convertible (Model A)	×	●	–	●	×	×
		Rearward facing with harness - convertible (Model B)	×	●	–	●	×	×
	TYPE B	Forward facing with harness - convertible (Model A)	×	●	–	●	×	×
		Forward facing with harness - convertible (Model B)	×	●	–	●	×	×

* Installation of each child restraint is assessed separately in each position. Installation of multiple restraints has not been assessed and may not be possible.

^ The above list of child restraints has been selected to provide a general indication of the rated vehicle's ability to accommodate various CRS types. ANCAP does not endorse or recommend any one CRS brand or model, nor does it rate the safety of child restraints.

● INSTALL WITHOUT PROBLEM ● INSTALL WITH CARE ● CANNOT BE FITTED SAFELY × INSTALLATION NOT ALLOWED – NOT APPLICABLE

VULNERABLE ROAD USER PROTECTION



75%

36.26 POINTS
OUT OF 48

The BMW X5 has an 'active' bonnet. Sensors detect when a pedestrian is struck and actuators lift the bonnet to provide greater clearance from stiff components in the engine bay. The vehicle was tested with the bonnet in the raised position and GOOD or ADEQUATE results were recorded over most of the bonnet area, with some WEAK and POOR results recorded at the front of the bonnet. The bumper provided mostly GOOD protection to pedestrians' legs however protection of the pelvis was POOR.

The autonomous emergency braking (AEB) system is capable of detecting and reacting to vulnerable road users such as pedestrians and cyclists. The AEB system showed GOOD performance in pedestrian test scenarios, in both daylight and low light. GOOD performance was also seen in cyclist test scenarios, with collisions avoided or mitigated in all scenarios, earning full points.

HEAD IMPACTS	18.35 (out of 24)
UPPER LEG IMPACTS	0.00 (out of 6)
LOWER LEG IMPACTS	5.95 (out of 6)
AEB - Pedestrian	5.97 (out of 6)
AEB - Cyclist	6.00 (out of 6)

PEDESTRIAN IMPACT TEST (40 KM/H)



AUTONOMOUS EMERGENCY BRAKING (PEDESTRIAN & CYCLIST)

SYSTEM NAME: Person Warning with City Braking Function
TYPE: Autonomous emergency braking with forward collision warning
OPERATIONAL FROM: 5-85 km/h
DESCRIPTION: Defaults ON for every journey. System functions in both day and night.

TEST SCENARIO	AEB - Pedestrian										AEB - Cyclist		
	Adult crossing towards kerb (50%)				Adult crossing from kerb (25%)		Adult crossing from kerb (75%)		Child running (obstructed)		Adult walking along road		FORWARD COLLISION WARNING
	DAY		NIGHT		DAY		NIGHT		DAY		NIGHT		FORWARD COLLISION WARNING
PERFORMANCE													
	GOOD										GOOD		

GOOD ADEQUATE MARGINAL WEAK POOR

SAFETY ASSIST



71%

9.25 POINTS
OUT OF 13

The BMW X5 is fitted with autonomous emergency braking (AEB) and a lane support system (LSS) with lane keep assist (LKA) and lane departure warning (LDW). Emergency lane keeping (ELK) functionality is not available. A blind spot monitoring system (BSM) is also standard.

Tests of the AEB system showed GOOD performance at highway speeds, with collisions avoided or mitigated in all scenarios.

Tests of the LKA functionality showed some GOOD performance, however the system does not intervene in more critical emergency lane keeping test scenarios and overall performance of the lane support system was classified as MARGINAL.

A standard-fit speed assistance system (SAS) is also provided which identifies the local speed limit and allows the driver to set the speed accordingly.

A seatbelt reminder system is fitted for all seating positions, however occupant detection is not available for 2nd and 3rd row seats.

SPEED ASSISTANCE SYSTEMS

2.00 (out of 3)

SEAT BELT REMINDERS

2.50 (out of 3)

LANE SUPPORT SYSTEMS

2.00 (out of 4)

AEB - Interurban

2.75 (out of 3)

LANE SUPPORT SYSTEMS (LSS)

SYSTEM NAME: Steering and Lane Control Assistant
OPERATIONAL FROM: 65-250 km/h

EMERGENCY LANE KEEPING (ELK)								
TEST SCENARIO	Oncoming vehicle	Overtaking vehicle (GVT at 72 km/h)		Overtaking vehicle (GVT at 80 km/h)		Road edge		
		UNINTENTIONAL	INTENTIONAL	UNINTENTIONAL	INTENTIONAL			
PERFORMANCE	-	-	-	-	-	-	-	-
[NOT AVAILABLE]								

LANE KEEP ASSIST (LKA)									
TEST SCENARIO	Dashed Line				Solid Line				Road Edge
PERFORMANCE									-
ADEQUATE									

HUMAN MACHINE INTERFACE (HMI)		
FUNCTION	Lane Departure Warning (LDW)	PASS
	Blind Spot Monitoring (BSM)	PASS



GOOD



ADEQUATE



MARGINAL



WEAK



POOR

SAFETY ASSIST



71%

9.25 POINTS
OUT OF 13

AUTONOMOUS EMERGENCY BRAKING (INTERURBAN)

SYSTEM NAME: Front-end collision warning with braking
TYPE: Autonomous emergency braking with forward collision warning
OPERATIONAL FROM: 5-85 km/h
DESCRIPTION: Defaults ON for every journey.

HUMAN MACHINE INTERFACE (HMI)										
FUNCTION	Supplementary warning									PASS
	Restraint activation / dynamic retractors									[NOT FITTED]

FORWARD COLLISION WARNING (FCW)										
TEST SCENARIO	Driving towards a stationary car					Driving towards a slower moving car				
PERFORMANCE										GOOD

AUTONOMOUS EMERGENCY BRAKING - Interurban										
TEST SCENARIO	Toward car braking lightly		Toward car braking heavily		Driving towards a slower moving car					
	12m HEADWAY	40m HEADWAY	12m HEADWAY	40m HEADWAY						
PERFORMANCE										GOOD

SPEED ASSISTANCE SYSTEMS (SAS)

SYSTEM NAME: Speed Limit Assist

SAS FEATURE	DESCRIPTION
Speed Limit Information Function (SLIF)	Camera & map
Speed Limitation Function	System advised

SEAT BELT REMINDERS (SBR)

WARNING TYPE	DRIVER	FRONT PASSENGER	REAR PASSENGERS
Occupant Detection	-	●	✗
Visual	●	●	●
Audible	●	●	●

● PASS ● FAIL ✗ NOT AVAILABLE - NOT APPLICABLE

GOOD ADEQUATE MARGINAL WEAK POOR

SAFETY FEATURES & TECHNOLOGIES

FEATURE / TECHNOLOGY~	AVAILABILITY	
	AUS	NZ
Seat belts (three-point) for all forward-facing seats	●	●
Seat belt pre-tensioners (front)	●	●
Seat belt pre-tensioners (rear outboard) - 2nd row	●	●
Seat belt pre-tensioners (rear centre) - 2nd row	✗	✗
Seat belt pre-tensioners (rear outboard) - 3rd row	✗	✗
Intelligent seat belt reminder (driver)	●	●
Intelligent seat belt reminder (front passenger)	●	●
Intelligent seat belt reminder (2nd row seats)	●	●
Intelligent seat belt reminder (3rd row seats)	●	●
Airbag - frontal (driver)	●	●
Airbag - frontal (passenger)	●	●
Airbags - side, chest protection (front seats)	●	●
Airbags - side, chest protection (2nd row seats)	●	●
Airbags - side, chest protection (3rd row seats)	✗	✗
Airbags - side, head protection (front seats)	●	●
Airbags - side, head protection (2nd row seats)	●	●
Airbags - side, head protection (3rd row seats)	✗	✗
Airbag - knee (driver)	●	●
Airbag - knee (front passenger)	✗	✗
Airbag disabling switch - automatic (front passenger)	✗	✗
Airbag disabling switch - manual (front passenger)	✗	✗
Head restraints for all seats	●	●
Active bonnet	●	●
Adaptive cruise control (ACC)	●	●
Adaptive headlights	●	●
Anti-lock braking system (ABS)	●	●
Autonomous emergency braking (AEB) - City	●	●
Autonomous emergency braking (AEB) - Interurban	●	●
Autonomous emergency braking (AEB) - VRU	●	●
Automatic emergency call (eCall)	●	●
Automatic headlights	●	●
Automatic high beam	●	●

FEATURE / TECHNOLOGY~	AVAILABILITY	
	AUS	NZ
Blind spot monitor (BSM)	●	●
Child presence alert	✗	✗
Daytime running lights (DRL)	●	●
Electronic brakeforce distribution (EBD)	●	●
Electronic data recorder (EDR)	✗	✗
Electronic stability control (ESC)	●	●
Emergency brake assist (EBA)	●	●
Emergency stop signal (ESS)	●	●
Fatigue reminder	✗	✗
Fatigue detection	●	●
Forward collision warning (FCW)	●	●
Hill launch assist	●	●
Integrated child seat / restraint	✗	✗
ISOFix	●	●
Lane departure warning (LDW)	●	●
Lane keep assist (LKA)	●	●
Pre-crash systems	●	●
Rear cross-traffic alert (RCTA)	●	●
Reversing collision avoidance (camera)	●	●
Reversing collision avoidance (auto brake)	●	●
Roll stability system	●	●
Secondary / multi-collision brake	✗	✗
Speed assistance - auto / intelligent speed limiter	●	●
Speed assistance - manual speed limiter	●	●
Speed assistance - speed sign recognition & warning	●	●
Smart (intelligent) key	✗	✗
Trailer stability control	✗	✗
Tyre pressure monitoring system (TPMS)	●	●
Vehicle-to-infrastructure communication (V2I)	✗	✗
Vehicle-to-vehicle communication (V2V)	✗	✗

~ Specifications & availability subject to change. Please check with the vehicle manufacturer for confirmation of vehicle specification.

● STANDARD ● NOT AVAILABLE ON BASE VARIANT BUT STANDARD OR OPTIONAL ON HIGHER VARIANTS ● OPTIONAL ✗ NOT AVAILABLE

MODEL VARIANTS:

ANCAP safety ratings do not automatically extend to variants that have different body styles, engine configurations, driven wheels or occupant restraint systems (e.g. fewer airbags). In these cases, ANCAP considers technical evidence submitted by manufacturers before deciding on the extension of a rating to additional variants of a model.

RATING YEAR (DATESTAMP):

The Rating Year denotes the year requirements against which a vehicle has been assessed. The Rating Year is determined by ANCAP and, for vehicles rated from 2018, the Rating Year is the year in which the vehicle was tested.

ASSESSMENT DETAILS

TESTED MAKE / MODEL	BMW X5 xDrive30d LHD
TESTED VEHICLE(S) BUILT	2018
TESTED BODY TYPE	5 door SUV
TESTED VEHICLE ENGINE	3.0 litre diesel
RATING PUBLISHED	12 December 2018
RATING UPDATED	September 2021