

BMW X2 (X1)

FEBRUARY 2018 - JANUARY 2022
ALL VARIANTS



TESTED
2015



90%

ADULT OCCUPANT
PROTECTION



87%

CHILD OCCUPANT
PROTECTION



74%

PEDESTRIAN
PROTECTION



70%

SAFETY
ASSIST



BMW X2

OVERVIEW

The BMW X2 was introduced in Australia and New Zealand in February 2018. The ANCAP safety rating for the X2 is based on testing of the BMW X1 released in October 2015.

The BMW X2 shares a platform and the majority of its structure with the BMW X1. As the X2 has a slightly different side frame and new bumper front to the X1, additional side impact, pole and pedestrian impact tests have been performed on the X2. These tests and further data provided by BMW shows that the 2015 rating of the X1 can also be applied to the X2.

This rating applies to all front-wheel-drive and all-wheel-drive X2 variants.

Dual frontal, side chest-protecting and side head-protecting airbags (curtains) are standard. All three grades of autonomous emergency braking (City, Interurban & Vulnerable Road User) are standard, as well as a lane departure warning (LDW) system.

ANCAP SAFETY RATING

★★★★★

RATING YEAR (DATESTAMP)

2015

VEHICLE TYPE

Small SUV

AIRBAGS

Dual frontal, side chest,
side head

RATING APPLICABILITY

VARIANT	BODY TYPE	ENGINE	DRIVETRAIN	AUS	NZ
sDrive 18i	5 door SUV	1.5 litre petrol	FWD	✓	✓
sDrive 20i	5 door SUV	2.0 litre petrol	FWD	✓	✓
xDrive 20d	5 door SUV	2.0 litre diesel	AWD	✓	✗



COVERED BY THIS RATING



NOT COVERED BY THIS RATING



TESTED VARIANT

ADULT OCCUPANT PROTECTION



90%

34.48 POINTS
OUT OF 38

The passenger compartment held its shape well in the frontal offset test. Dummy readings indicated GOOD protection of the head, knees and femurs of the driver and passenger. Chest protection for the driver was MARGINAL. Chest protection for the passenger was ADEQUATE.

In the full width frontal test, protection of all critical body regions was GOOD with the exception of the chest where protection was ADEQUATE.

The BMW X1 / X2 scored maximum points in the side impact and the oblique pole tests with GOOD protection for all body regions.

The autonomous emergency braking (AEB City) system showed GOOD performance at the low speeds typical of city driving, with impacts mitigated at all test speeds.

FRONTAL OFFSET [#]	6.47 (out of 8)
FULL WIDTH FRONTAL [#]	7.64 (out of 8)
SIDE IMPACT [#]	8.00 (out of 8)
OBLIQUE POLE [#]	8.00 (out of 8)
WHIPLASH PROTECTION	2.34 (out of 3)
AEB - City	2.03 (out of 3)

FRONTAL OFFSET TEST (64 KM/H)



Driver

Head / neck:	4.00 points
Chest:	1.62 points
Upper legs:	4.00 points
Lower legs:	3.33 points
Deductions:	Nil



Front Passenger

Head / neck:	4.00 points
Chest:	2.73 points
Upper legs:	4.00 points
Lower legs:	3.96 points
Deductions:	Nil

FULL WIDTH FRONTAL TEST (50 KM/H)



Driver

Head:	4.00 points
Neck:	4.00 points
Chest:	2.99 points
Upper legs:	4.00 points
Deductions:	Nil



Rear Passenger

Head:	4.00 points
Neck:	4.00 points
Chest:	3.11 points
Upper 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



Driver

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

OBLIQUE POLE TEST (32 KM/H)

WHIPLASH (REAR IMPACT) PROTECTION TEST



Rear Passenger

Front:	1.71 points
Rear:	0.63 points



Driver / Front Passenger

AEB - CITY (10-50 KM/H)

Score: 2.03 points

PERFORMANCE

GOOD

[#] Scaled scores. Total test scored out of 16.00 points.

GOOD ADEQUATE MARGINAL WEAK POOR

CHILD OCCUPANT PROTECTION



87%

43.00 POINTS
OUT OF 49

Both child dummies were positioned in rearward-facing child restraints for the frontal offset and side impact tests.

The vehicle scored maximum points for its protection of the 18 month and 3 year dummies in these tests.

DYNAMIC TEST (FRONT)	16.00 (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)

SIDE IMPACT TEST (50 KM/H)



18 month old ■ GOOD

3 year old ■ GOOD

ON-BOARD SAFETY FEATURES

FEATURE	FRONT PASSENGER	2nd ROW OUTBOARD	2nd ROW CENTRE	3rd ROW OUTBOARD	3rd ROW CENTRE
ISOFix	×	●	×	-	-
Integrated CRS	×	×	×	-	-
Child restraint anchorage (top tether)	×	●	●	-	-
Automatic airbag disabling	×	-	-	-	-

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

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. For more detailed information about Australian child restraints visit www.childcarseats.com.au.

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

PEDESTRIAN PROTECTION



74%

26.74 POINTS
OUT OF 36

A 'pop-up' bonnet is fitted to both the X1 and X2. Sensors in the bumper detect when a pedestrian has been struck and actuators raise the bonnet to provide greater clearance between the bonnet surface and the hard structures in the engine compartment.

Results on the bonnet surface were almost entirely GOOD, with some areas rated ADEQUATE for protection to a pedestrian's head. Some POOR results were recorded on the front edge of the windscreen and on the stiff windscreen pillars. The bumper scored maximum points for the protection it offered to pedestrians' legs. Protection of the pelvic region was predominantly POOR.

The pedestrian-detecting autonomous emergency braking system is fitted as standard to the BMW X1 and X2 but was not tested as part of 2015 test protocols.

HEAD IMPACTS	19.40 (out of 24)
UPPER LEG IMPACTS	1.34 (out of 6)
LOWER LEG IMPACTS	6.00 (out of 6)
AEB - Vulnerable Road User	--- (N/A)

PEDESTRIAN IMPACT TEST



AUTONOMOUS EMERGENCY BRAKING (VULNERABLE ROAD USER)

SYSTEM NAME: [NOT TESTED]
TYPE: [NOT TESTED]
OPERATIONAL FROM: [NOT TESTED]
DESCRIPTION: [NOT TESTED]

TEST SCENARIO	AUTONOMOUS EMERGENCY BRAKING FUNCTION	
	AVOIDANCE	MITIGATION
Running adult crossing from far-side	-	-
Walking adult crossing from near-side (-25%)	-	-
Walking adult crossing from near-side (-75%)	-	-
Running child from behind parked vehicles	-	-
PERFORMANCE	[NOT TESTED]	

SAFETY ASSIST



70%

9.12 POINTS
OUT OF 13

The BMW X1 / X2 has, as standard, a seatbelt reminder system for all front and rear seats, a driver-set speed limitation system and an autonomous emergency braking (AEB) system. Tests of the autonomous emergency braking system at highway speeds showed ADEQUATE performance.

X1 models built from November 2017 and X2 models are also fitted with a camera-based speed limit information system. As this system was not available as standard on X1 models prior to this, it has not been assessed, however vehicles with this feature can be expected to achieve an improved SAS score.

A lane departure warning system (LDW) is available on the X1 / X2. As this system was not available as standard on the tested European variant, LDW has not been assessed.

SPEED ASSISTANCE SYSTEMS	1.33 (out of 3)
ELECTRONIC STABILITY CONTROL	3.00 (out of 3)
SEAT BELT REMINDERS	3.00 (out of 3)
LANE SUPPORT SYSTEMS	0.00 (out of 1)
AEB - Interurban	1.78 (out of 3)

SPEED ASSISTANCE SYSTEMS (SAS)

SYSTEM NAME: Speed Limiter

SAS FEATURE	DESCRIPTION	SCORE
Speed Limit Information Function (SLIF)	Camera-based (X1 built from Nov 17 & all X2)	-
Warning Function	Manually set.	0.33 points
Speed Limitation Function	Manually set.	1.00 points

SEAT BELT REMINDERS (SBR)

WARNING TYPE	DRIVER	FRONT PASSENGER	REAR PASSENGERS
Visual	●	●	●
Audible	●	●	●

● PASS ● FAIL ✗ NOT AVAILABLE

LANE SUPPORT SYSTEMS (LSS)

SYSTEM NAME: Lane Departure Warning
OPERATIONAL FROM: 70 km/h
WARNING: Audible & Haptic

LSS FEATURE	PERFORMANCE
Lane Departure Warning (LDW)	-
Lane Keep Assist (LKA)	✗

AUTONOMOUS EMERGENCY BRAKING (INTERURBAN)

SYSTEM NAME: Approach Warning with City Brake Activation
TYPE: Forward collision warning with autonomous emergency braking
OPERATIONAL FROM: 5-80 km/h (autonomous braking function only) and 5-250 km/h (driver reacts to warning)
DESCRIPTION: Defaults ON for every journey.

TEST SCENARIO		AUTONOMOUS EMERGENCY BRAKING FUNCTION	
		AUTO BRAKING FUNCTION ONLY	DRIVER REACTS TO WARNING
FOLLOWING A CAR AT A SHORT DISTANCE	Approaching a stationary car	See AEB (City)	Crash avoided up to 70 km/h Crash speed reduced up to 80 km/h
	Approaching a slower moving car	Crash avoided up to 40 km/h Crash speed reduced up to 70 km/h	Crash avoided up to 80 km/h
	Car in front brakes gently	Mitigation	Avoidance
	Car in front brakes harshly	Mitigation	Mitigation
FOLLOWING A CAR AT A LONG DISTANCE	Car in front brakes gently	Mitigation	Avoidance
	Car in front brakes harshly	Mitigation	Avoidance
PERFORMANCE		ADEQUATE	

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)	●	●
Seat belt pre-tensioners (rear centre)	✗	✗
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.

* X1 models built from November 2017 (NZ) and X2 models are fitted with a camera-based speed limit information system. X1 models built before this date are not fitted with this feature.

● 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 X1 sDrive18d LHD
TESTED VEHICLE(S) BUILT	2015
TESTED BODY TYPE	5 door SUV
TESTED VEHICLE ENGINE	1.8 litre diesel
RATING PUBLISHED	6 October 2016
RATING UPDATED	26 February 2018