



2017





Adult Occupant



93%

Child Occupant



84%

Pedestrian



70%



Safety Assist

58%

SPECIFICATION

Tested Model	BMW X3 2.0d, LHD
Body Type	- 5 door SUV
Year Of Publication	2017
Kerb Weight	1825kg
VIN From Which Rating Applies	- all X3s
Class	Small 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	•	•	×
Side pelvis airbag	×	×	×



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 City	•
AEB Inter-Urban	•
Speed Assistance System	•
Lane Assist System	0

Note: Other equipment m	nay be available on the	e vehicle but was not	considered in the test year.

O Not fitted to the test vehicle but available as option or as part of the safety pack X Not available — Not applicable





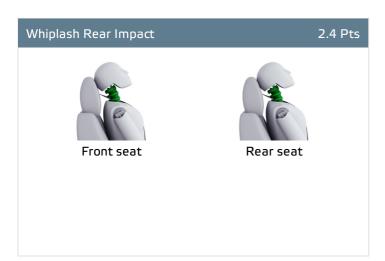
Total 35.4 Pts / 93%

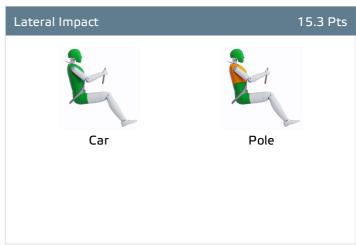
POOR





WEAK











Total 35.4 Pts / 93%

Comments

The passenger compartment of the X3 remained stable in the frontal offset test. Dummy readings indicated good protection of the knees and femurs of the driver and passenger. BMW showed that a similar level of protection would be provided to occupants of different sizes and to those sat in different positions. All critical body regions of the passenger dummy were well protected in this test. In the full-width rigid barrier impact, protection of both the driver and rear passenger was good or adequate, except the chest of the rear dummy, protection of which was rated as marginal, based on chest compression. The X3 scored maximum points in the side barrier test, with good protection of all critical body areas. In the more severe side pole test, dummy readings of rib compression indicated marginal protection, while that of other body areas was good. Tests on the front seats and head restraints demonstrated good protection against whiplash injury in the event of a rear-end collision. A geometric assessment of the rear seats also indicated good whiplash protection. The autonomous emergency braking system scored maximum points in tests of its functionality at the low speeds at which many whiplash injuries are caused, with collisions avoided at all test speeds.



Total 41.2 Pts / 84%



Crash Test Performance based on 6 & 10 year old children

22.2 Pts





Restraint for 6 year old child: *Römer Kidfix XP*Restraint for 10 year old child: *Osann Topo Rock* **Safety Features**

7 Pts

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

Fitted to test car as standard

O Not on test car but available as option

🗶 Not available

CRS Installation Check

12 Pts

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

i-Size CRS









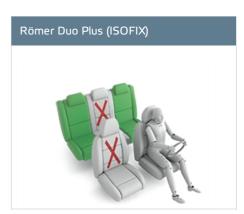


Total 41.2 Pts / 84%

ISOFIX CRS









Universal Belted CRS











Total 41.2 Pts / 84%

	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)		•		•
Maxi Cosi Cabriofix & FamilyFix (ISOFIX)		•		•
BeSafe iZi Kid X4 ISOfix (ISOFIX)		•		•
Römer Duo Plus (ISOFIX)		•		•
Römer KidFix XP (ISOFIX)		•		•
Maxi Cosi Cabriofix (Belt)	•	•	•	•
Maxi Cosi Cabriofix & EasyBase2 (Belt)	•	•	×	•
Römer King II LS (Belt)	•	•	•	•
Römer KidFix XP (Belt)	•	•	•	•

Install without problem

Install with care

Safety critical problem

★ Installation not allowed

Comments

In the frontal offset test, protection of the neck of the 10 year dummy was rated as marginal, based on readings of tensile forces. Otherwise, protection of both child dummies was good or adequate. In the side barrier test, protection of both dummies was good 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 child restraint types for which the X3 is designed could be properly installed and accommodated in the car.



🕏 PEDESTRIAN PROTECTION

Total 29.4 Pts / 70%

GOOD ADEQUATE MARGINAL WEAK POOR

Pedestrian Protection 29.4 Pts

Head Impact 19.5 Pts

Pelvis Impact 0 Pts

Leg Impact 6 Pts

AEB Pedestrian		4 P	
System Name	Person warning with City light braking function		
Туре	Auto-Brake with Forward Collision Warning		
Operational From	5 Km/h		
Additional Information	Additional Information Defaults on for every journey; operates in low ambient light		
PERFORMANCE PE			
	Autobrak	e Function	
	Autobrak Avoidance	e Function Mitigation	
Running Adult crossing from Farside			
Running Adult crossing from Farside Walking Adult crossing from Nearside -25%	Avoidance	Mitigation	
0	Avoidance Collision avoided up to 35 km/h	Mitigation Impact mitigated up to 60 km/h	

Comments

The X3 has an 'active', deployable bonnet. Sensors detect when a pedestrian has been struck and actuators lift the bonnet to provide greater clearance to the hard structures in the engine compartment. BMW showed that the system worked robustly for different pedestrian statures and across a wide range of speeds. Accordingly, the X3 was tested with the bonnet in the raised position. Test results were good or adequate over most of the bonnet surface. The protection provided to pedestrians' legs was good at all test locations. However, the protection provided to the pelvis was poor at all locations. In tests of its pedestrian detection, the autonomous emergency braking system performed adequately, with collisions avoided or mitigated in several test scenarios and speeds.





Speed Assistance 1.5 Pts

System Name	Manual Speed Limiter
Speed Limit Information Function	N/A
Warning Function	Manually set
Speed Limitation Function	Manually set (accurate to 5km/h)

Seat Belt Reminder 3 Pts

Applies To	All seats		
Warning	Driver Seat	front passenger(s)	rear passenger(s)
Visual	•	•	•
Audible	•	•	•

PassFailNot available





Total 7.0 Pts / 58%

AEB Interurban 2.5 Pts

System Name	Front-end collision warning with light braking function					
Туре	Forward Collision Warning with Auto-Brake					
Operational From	5 Km/h					
Additional Information	Default On					
PERFORMANCE						
Operational Speed	5-85 Km/h	5-250 Km/h				
	Autobrake Function Only	Driver reacts to warning				
Approaching a stationary car	See AEB City	Crash avoided up to 65km/h. Crash speed reduced up to 80km/h.				
Approaching a slower moving car	Crash avoided up to 70km/h.	Crash avoided up to 80km/h.				
FOLLOWING A CAR AT SHORT DISTANCE						
Car in front brakes gently	Avoidance	Avoidance				
Car in front brakes harshly	Mitigation	Mitigation				
FOLLOWING A CAR AT LONG DISTANCE						
Car in front brakes gently	Avoidance	Avoidance				
Car in front brakes harshly	Avoidance	Avoidance				

Comments

The autonomous emergency braking system performed well in tests of its functionality at highway speeds, with collisions avoided or mitigated in all scenarios. A seatbelt reminder system is standard for the front and rear seats, as is a driver-set speed limiter.



RATING VALIDITY

Variants of Model Range

Body Type Engine & TransmissionModel Name/CodeDrivetrainRating Applies							
				LHD	RHD		
5 door SUV	2.0 Diesel	X3 xDrive20d*	4 x 4	✓	✓		
5 door SUV	3.0 Petrol	X3 xDrive30i	4 x 4	✓	✓		
5 door SUV	2.0 Petrol	X3 sDrive20i	4 x 2	✓	✓		
5 door SUV	2.0 Petrol	X3 xDrive20i	4 x 4	✓	✓		
5 door SUV	3.0 Diesel	X3 xDrive30d	4 x 4	✓	✓		
5 door SUV	3.0 Petrol	X3 M40i	4 x 4	✓	✓		
5 door SUV	2.0 Diesel	X3 sDrive18d	4 x 2	✓	✓		
5 door SUV	3.0 Diesel	X3 M40d	4 x 4	✓	✓		

^{*} Tested variant

Annual Reviews and Facelifts

Date Event Outcome November 2017 Rating Published

