

Crash Tests

New Car Safety

BMW X1

03/2010 on 01/0001 - Frontal+Side+Head

Overall Evaluation



Overall Score
Variant: Diesel LHD

34.02 out of 37
Engine: 2 litre diesel
Category: Compact SUV

The diesel left-hand-drive European model was tested by Euro NCAP. Australasian specifications may vary and therefore models sold in Australasia might provide different levels of protection to those described on this page.

Model History and Safety Features

The tested model of X1 was introduced in Australia during 2010. Dual front airbags, side airbags and head-protecting side curtains are standard equipment. Antilock brakes (ABS), electronic brakeforce distribution (EBD) and electronic stability control (ESC) are also standard. Intelligent seat belt reminders are fitted to both front seats. A reversing camera is available. Pretensioners are fitted to the front seat belts to reduce slack in the event of a crash. A three point seat belt is fitted to the centre rear seat. This provides better protection than a two point (lap) seat belt.

Overall Evaluation: 5

5 Stars. The X1 scored 14.02 out of 16 in the offset crash test. The passenger compartment held its shape well. There was a slight risk of serious chest and for the driver.

The vehicle scored 16 out of 16 in the side impact crash test and a further two points in the optional pole test.

Frontal Offset Crash Test

Body region scores out of 4 points each: Head/neck 4 pts, chest 2.73 pts, upper legs 4 pts, lower legs 3.29 pts.

The passenger compartment held its shape well in the offset crash test. The brake pedal moved forwards by 10mm. The accelerator pedal moved upwards 9 mm. The steering wheel hub moved 45mm forward, 7mm downward and 5 mm sideways. The front ("A") pillar moved 5 mm rearwards. All doors remained closed during the crash. After the crash all doors could be opened with normal effort.

The airbag cushioned the head of the driver and contact was stable. There were no knee hazards. The passenger's head was cushioned by the airbag.

Side Impact Crash Test

Body region scores out of 4 points each: Head 4 pts, chest 4 pts, abdomen 4 pts, pelvis 4 pts.

The vehicle was eligible for an optional pole impact test. The manufacturer decided to go ahead with the pole test and the vehicle earned a further two points.

Pedestrian rating (v4.2)



The bumper scored maximum points for protection of pedestrians' legs. However, the front edge of the bonnet scored no points. The bonnet offered mostly good protection for head impacts.

Child head impacts	11.54
Adult head impacts	5.08
Upper leg impacts	Zero
Lower leg impacts	6
Total (out of 36)	22.62

Offset crash test at 64km/hr



Injury Measurements

Refer to the information sheet 'How the tests are done'	Offset Crash Test at 64km/h (v4.2)		Side Impact Crash Test aa 50km/h (v4.2) Driver
	Driver	Passn	
Head			
- HIC	243	196	24
- Acceleration (g for 3ms)	41	36.2	16.6
Neck			
- Shear (kN)	0.98	0.69	
- Tension (kN)	0.75	0.76	
- Extension (Nm)	6.6	23.1	
Chest			
- Acceleration (g for 3ms)			
- Compression (mm)	30.89	16.71	20.4
- Viscous Criterion (m/s)	0.08	0.04	0.17
Abdomen			
- Force (kN)			0.44
Pelvis			
- Force (kN)			0.8
Upper Legs Force (kN)			
- Left	0.65	2.1	
- Right	0.17	0.5	
Knee Displacement (kN)			
- Left	0	0	
- Right	0	0	
Lower Legs Force (kN)			
- Left	2.6	1.85	
- Right	2.47	1.91	
Index (Upper Lower)			
- Left	0.56 0.23	0.43 0.2	
- Right	0.45 0.29	0.47 0.16	

Bonus points (maximum 5)

Pole Test: 2 points
Seat Belt Reminders: 2

Modifiers for offset test scores

Head	No deduction
Chest	No deduction
Upper leg	Variable & conc. loading
Lower leg	No deduction
Foot score	No deduction
Structure	4 points

Modifiers for side impact test scores

Head	
Chest	No deduction
Upper leg	
Lower leg	
Foot score	
Structure	



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