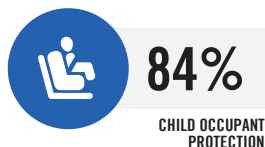
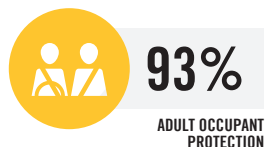


# BMW X4

SEPTEMBER 2018 - ONWARDS  
xDrive20d & xDrive30i



TESTED  
2017



BMW X4

## OVERVIEW

The BMW X4 was introduced in Australia and New Zealand in September 2018 with build dates commencing July 2018. The ANCAP safety rating for the X4 is based on testing of the BMW X3 released in 2017. Additional side impact and oblique pole tests were performed on the X4 due to differences in side structure to confirm the results. This ANCAP safety rating applies to xDrive20d and xDrive30i variants. Other variants are currently unrated.

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

### ANCAP SAFETY RATING



### RATING YEAR (DATESTAMP)

2017

### VEHICLE TYPE

Medium SUV

### AIRBAGS

Dual frontal, side chest, side head, driver knee

## RATING APPLICABILITY

VARIANT	BODY TYPE	ENGINE	DRIVETRAIN	AUS	NZ
BMW X4 xDrive20i	5 door SUV	2.0 litre petrol	2WD	✗	-
BMW X4 xDrive20d	5 door SUV	2.0 litre diesel	AWD	✓	✓
BMW X4 xDrive30i	5 door SUV	2.0 litre petrol	AWD	✓	✓
BMW X4 M40i	5 door SUV	3.0 litre petrol	AWD	✗	✗

✓ COVERED BY THIS RATING   ✗ NOT COVERED BY THIS RATING   ◆ TESTED VARIANT

# ADULT OCCUPANT PROTECTION



**93%**

35.41 POINTS  
OUT OF 38

The passenger compartment held its shape well in the frontal offset test. Protection of the driver chest and lower legs was ADEQUATE, with GOOD protection offered to all other body regions. GOOD protection was offered to all critical body regions of the passenger.

In the full width frontal test, chest protection of the driver was rated ADEQUATE and that of the rear passenger was rated MARGINAL. Protection offered to other body regions was GOOD.

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

The autonomous emergency braking system showed GOOD performance in tests of its effectiveness at low speeds, with collisions avoided at all test speeds.

FRONTAL OFFSET#	7.42 (out of 8)
FULL WIDTH FRONTAL#	7.34 (out of 8)
SIDE IMPACT#	8.00 (out of 8)
OBLIQUE POLE#	7.30 (out of 8)
WHIPLASH PROTECTION	2.36 (out of 3)
AEB - City	3.00 (out of 3)

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

## FRONTAL OFFSET TEST (64 KM/H)



**Driver**

Head / neck:	4.00 points
Chest:	2.98 points
Upper legs:	4.00 points
Lower legs:	3.86 points
Deductions:	Nil



**Front Passenger**

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

## FULL WIDTH FRONTAL TEST (50 KM/H)



**Driver**

Head:	4.00 points
Neck:	4.00 points
Chest:	3.02 points
Upper legs:	4.00 points
Deductions:	Nil



**Rear Passenger**

Head:	4.00 points
Neck:	4.00 points
Chest:	2.33 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

## OBLIQUE POLE TEST (32 KM/H)



**Driver**

Head:	4.00 points
Chest:	2.59 points
Abdomen:	4.00 points
Pelvis:	4.00 points
Deductions:	Nil

## WHIPLASH (REAR IMPACT) PROTECTION TEST



**Rear Passenger**

Rear:	0.75 points
Front:	1.61 points



**Driver / Front Passenger**

## AEB - CITY (10-50 KM/H)

Score: 3.00 points

PERFORMANCE

GOOD



# CHILD OCCUPANT PROTECTION



**84%**

41.23 POINTS  
OUT OF 49

In the frontal offset test, protection of the neck of the 10 year old child dummy was rated as MARGINAL. Otherwise, protection of both child dummies was GOOD or ADEQUATE.

In the side impact test, protection of both child dummies was GOOD for all critical body areas.

<b>DYNAMIC TEST (FRONT)</b>	14.23 (out of 16)
<b>DYNAMIC TEST (SIDE)</b>	8.00 (out of 8)
<b>RESTRAINT INSTALLATION</b>	12.00 (out of 12)
<b>ON-BOARD SAFETY FEATURES</b>	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](http://www.childcarseats.com.au).

GOOD   ADEQUATE   MARGINAL   WEAK   POOR

# PEDESTRIAN PROTECTION



**70%**  
29.42 POINTS  
OUT OF 42

The BMW X4 has an 'active' bonnet. Sensors detect when a pedestrian has been struck and the bonnet lifts to provide greater clearance to the hard structures in the engine compartment. The vehicle was tested with the bonnet in the raised position with results showing GOOD or ADEQUATE protection 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.

The X4 is fitted with an autonomous emergency braking system capable of recognising and reacting to pedestrians. In tests of its effectiveness, the system performed adequately, with collisions avoided or mitigated in several test scenarios and speeds.

<b>HEAD IMPACTS</b>	19.46 (out of 24)
<b>UPPER LEG IMPACTS</b>	0.00 (out of 6)
<b>LOWER LEG IMPACTS</b>	6.00 (out of 6)
<b>AEB - Pedestrian</b>	3.95 (out of 6)

## PEDESTRIAN IMPACT TEST (40 KM/H)



## AUTONOMOUS EMERGENCY BRAKING (VULNERABLE ROAD USER)

**SYSTEM NAME:** Person warning with City light braking function  
**TYPE:** Autonomous emergency braking with forward collision warning  
**OPERATIONAL FROM:** 5-65 km/h  
**DESCRIPTION:** Defaults ON for every journey.

TEST SCENARIO	AUTONOMOUS EMERGENCY BRAKING FUNCTION	
	AVOIDANCE	MITIGATION
Running adult crossing from far-side	Collision avoided up to 35 km/h	Impact mitigated up to 60 km/h
Walking adult crossing from near-side (-25%)	Collision avoided up to 35 km/h	Impact mitigated up to 60 km/h
Walking adult crossing from near-side (-75%)	Collision avoided up to 25 km/h	Impact mitigated up to 45 km/h
Running child from behind parked vehicles	Collision avoided up to 25 km/h	Impact mitigated up to 45 km/h
<b>PERFORMANCE</b>	<b>ADEQUATE</b>	

# SAFETY ASSIST



58%

7.04 POINTS  
OUT OF 12

The BMW X4 is fitted with an autonomous emergency braking system capable of functioning at highway speeds. The vehicle performed well in tests of this functionality, with collisions avoided or mitigated in all test scenarios.

X4 models offered in Australia and New Zealand are fitted with a lane departure warning (LDW) system as standard, while a lane keep assist (LKA) system is standard in New Zealand but available as part of an option pack in Australia. These systems are not standard in Europe and were not tested.

Australasian models are also fitted with a speed limit information system that uses a camera and digital map to recognise the local speed limits and inform the driver.

The BMW X4 is fitted with a seat belt reminder system for front and rear seats as standard.

<b>SPEED ASSISTANCE SYSTEMS</b>	1.50 (out of 3)
<b>SEAT BELT REMINDERS</b>	3.00 (out of 3)
<b>LANE SUPPORT SYSTEMS</b>	0.00 (out of 3)
<b>AEB - Interurban</b>	2.54 (out of 3)

## SPEED ASSISTANCE SYSTEMS (SAS)

SYSTEM NAME: Manual Speed Limiter

SAS FEATURE	DESCRIPTION	SCORE
Speed Limit Information Function (SLIF)	Camera & map	[NOT TESTED]
Warning Function	Manually set	0.50 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: [NOT TESTED]

LSS FEATURE	PERFORMANCE
Lane Departure Warning (LDW)	[NOT TESTED]
Lane Keep Assist (LKA)	✗

## AUTONOMOUS EMERGENCY BRAKING (INTERURBAN)

SYSTEM NAME: Front-end collision warning with light braking function  
TYPE: Autonomous emergency braking with forward collision warning  
OPERATIONAL FROM: 5-85 km/h (autonomous braking function only) and 5-25 km/h (driver reacts to warning)  
DESCRIPTION: Defaults on for every journey.

TEST SCENARIO	AUTONOMOUS EMERGENCY BRAKING FUNCTION	
	AUTO BRAKE FUNCTION ONLY	DRIVER REACTS TO WARNING
Approaching a stationary car	See AEB (City)	Crash avoided up to 55 km/h Crash mitigated up to 80 km/h
Approaching a slower moving car	Crash avoided up to 70 km/h	Crash avoided up to 80 km/h
FOLLOWING A CAR AT A SHORT DISTANCE	Car in front brakes gently	Avoidance
	Car in front brakes harshly	Mitigation
FOLLOWING A CAR AT A LONG DISTANCE	Car in front brakes gently	Avoidance
	Car in front brakes harshly	Avoidance
<b>PERFORMANCE</b>	<b>GOOD</b>	

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)	●	●
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)	○	●
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 X3 xDrive20d
TESTED VEHICLE(S) BUILT	2017
TESTED BODY TYPE	5 door SUV
TESTED VEHICLE ENGINE	2.0 litre diesel
RATING PUBLISHED	December 2018
RATING UPDATED	n/a