

BMW 1 SERIES

OCTOBER 2019 - DECEMBER 2025
ALL VARIANTS



ANCAP
SAFETY

TESTED
2019



83%

ADULT OCCUPANT
PROTECTION



89%

CHILD OCCUPANT
PROTECTION



76%

VULNERABLE ROAD USER
PROTECTION



73%

SAFETY
ASSIST



BMW 1 SERIES

OVERVIEW

The BMW 1 Series was introduced in Australia and New Zealand in October 2019.

This ANCAP safety rating applies to all variants.

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

Autonomous emergency braking (City, Interurban and Vulnerable Road User), and lane keep assist (LKA) with lane departure warning (LDW), are standard on all variants.

ANCAP SAFETY RATING

★★★★★

RATING YEAR (DATESTAMP)

2019

VEHICLE TYPE

SMALL CAR

AIRBAGS

Dual frontal, side chest,
side head

RATING APPLICABILITY

VARIANT	BODY TYPE	ENGINE	DRIVETRAIN	AUS	NZ
BMW 1 Series 118i M Sport	5 door hatch	1.5 litre petrol	FWD	✓	✓
BMW 1 Series M135i xDrive	5 door hatch	2.0 litre petrol	AWD	✓	✓

ADULT OCCUPANT PROTECTION



83%

31.76 POINTS
OUT OF 38

The passenger compartment remained stable in the frontal offset test. Dummy readings indicated ADEQUATE protection for the driver's chest and the lower legs of both the driver and front passenger. Protection for all other critical body regions was GOOD.

In the full width frontal test, chest protection was ADEQUATE for the driver and WEAK for the rear passenger, with GOOD protection of all other critical body areas.

In the side impact test and the oblique pole test, protection offered to all critical body regions was GOOD and the vehicle scored maximum points in these tests.

The autonomous emergency braking (AEB) system scored maximum points with GOOD performance in low-speed test scenarios typical of city driving. However, the points for AEB City were not awarded as front head restraint performance in the Whiplash test must be GOOD in order to earn the additional points for active safety.

FRONTAL OFFSET TEST (64 KM/H)



Driver

Head / neck: 4.00 pts
Chest: 3.70 pts
Upper legs: 4.00 pts
Lower legs: 2.84 pts
Deductions: Nil



Front Passenger

Head / neck: 4.00 pts
Chest: 3.88 pts
Upper legs: 4.00 pts
Lower legs: 3.56 pts
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: 0.38 points
Front: 1.12 points



Driver / Front Passenger

FRONTAL OFFSET [#]	7.27 (out of 8)
FULL WIDTH FRONTAL [#]	6.99 (out of 8)
SIDE IMPACT [#]	8.00 (out of 8)
OBlique POLE [#]	8.00 (out of 8)
WHIPLASH PROTECTION	1.50 (out of 2)
AEB - City	0.00 (out of 4)

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

FULL WIDTH FRONTAL TEST (50 KM/H)



Driver

Head: 4.00 pts
Neck: 4.00 pts
Chest: 3.29 pts
Upper legs: 4.00 pts
Deductions: Nil



Rear Passenger

Head: 4.00 pts
Neck: 4.00 pts
Chest: 0.67 pts
Upper legs: 4.00 pts
Deductions: Nil

OBlique POLE TEST (32 KM/H)



Driver

Head: 4.00 points
Chest: 3.10 points
Abdomen: 4.00 points
Pelvis: 4.00 points
Deductions: Nil

AEB - CITY (10-50 KM/H)

Score: 0.00 points

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

GOOD ADEQUATE MARGINAL WEAK POOR

CHILD OCCUPANT PROTECTION



89%

43.81 POINTS
OUT OF 49

In the frontal offset and side impact tests, protection of the 10 year and 6 year dummies was GOOD and maximum points were scored in these tests.

The BMW 1 Series is fitted with lower ISOFix anchorages on the rear outboard seats and top tether anchorages for all rear seating positions.

Installation of typical child restraints available in Australia and New Zealand showed most child restraints could be accommodated in most rear seating positions, though one of the selected booster seats could not be correctly installed in the centre rear seating position.

DYNAMIC TEST (FRONT)	16.00 (out of 16)
DYNAMIC TEST (SIDE)	8.00 (out of 8)
RESTRAINT INSTALLATION	11.81 (out of 12)
ON-BOARD SAFETY FEATURES	8.00 (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



89%

43.81 POINTS
OUT OF 49

CHILD RESTRAINT INSTALLATION*

CHILD RESTRAINT (CRS) TYPE [^]		FRONT ROW		2nd ROW			3rd ROW		
		PASSENGER	LEFT	CENTRE	RIGHT	LEFT	CENTRE	RIGHT	
BELTED	Rearward facing capsule	✗	●	●	●	—	—	—	
	TYPE A 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	✗	●	●	●	—	—	—	
TYPE F	Booster - 4 to 10 years	✗	●	●	●	—	—	—	
ISOFIX	Rearward facing capsule	✗	●	—	●	—	—	—	
	TYPE A 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 / NOT ASSESSED

VULNERABLE ROAD USER PROTECTION



76%

36.53 POINTS
OUT OF 48

The BMW 1 Series has an 'active' bonnet. Sensors detect when a pedestrian is struck and actuators lift the bonnet to provide greater clearance to stiff components in the engine bay. The 1 Series was tested with the bonnet in the raised position and GOOD or ADEQUATE results were recorded over most of the bonnet area with some POOR results recorded around the windscreen pillars and the base of the windscreen.

Protection of the pelvis was mixed, with areas of GOOD and POOR performance, while the bumper provided mostly GOOD protection to pedestrians' legs with some ADEQUATE results seen on the outer edges of the bumper.

The AEB system offered GOOD performance in tests of its effectiveness in pedestrian test scenarios under both daylight and night-time conditions. GOOD performance was also seen in cyclist test scenarios with collisions avoided or mitigated at most test speeds.

PEDESTRIAN IMPACT TEST (40 KM/H)



AUTONOMOUS EMERGENCY BRAKING (PEDESTRIAN & CYCLIST)

SYSTEM NAME: Person Warning with City Light Braking Function
TYPE: Autonomous emergency braking with forward collision warning
OPERATIONAL FROM: 8-85 km/h
DESCRIPTION: System functions in the daytime and night-time

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		Adult walking along road		FORWARD COLLISION WARNING	FORWARD COLLISION WARNING
	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT	DAY	DAY
TEST SCENARIO														
PERFORMANCE	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD

GOOD ADEQUATE MARGINAL WEAK POOR



73%

9.60 POINTS
OUT OF 13

SAFETY ASSIST

The BMW 1 Series is fitted with autonomous emergency braking (AEB) and a lane support system (LSS) with lane departure warning (LDW) and lane keep assist (LKA).

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

Tests of the LSS functionality showed ADEQUATE performance in lane keep assist (LKA) tests, however the system does not intervene in more critical emergency lane keeping (ELK) scenarios and overall performance was classified as MARGINAL.

A speed assistance system (SAS) is also standard, informing the driver of the local speed limit and allowing the driver to set the speed accordingly.

A seatbelt reminder system is fitted for all front and rear seating positions.

SPEED ASSISTANCE SYSTEMS	2.38 (out of 3)
SEAT BELT REMINDERS	2.50 (out of 3)
LANE SUPPORT SYSTEMS	2.00 (out of 4)
AEB - Interurban	2.73 (out of 3)

LANE SUPPORT SYSTEMS (LSS)

SYSTEM NAME: Lane Departure Warning and Intervention
OPERATIONAL FROM: 70-210 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		
TEST SCENARIO						
PERFORMANCE	NOT AVAILABLE					

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

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

GOOD ADEQUATE MARGINAL WEAK POOR



73%

9.60 POINTS
OUT OF 13

SAFETY ASSIST

AUTONOMOUS EMERGENCY BRAKING (INTERURBAN)

SYSTEM NAME: Front-End Collision Warning with Light Braking Function
TYPE: Autonomous emergency braking with forward collision warning
OPERATIONAL FROM: 5-80 km/h
DESCRIPTION: Defaults ON for every journey

FUNCTION	HUMAN MACHINE INTERFACE (HMI)														
	Supplementary warning					PASS									
	Restraint activation / dynamic retractors					NOT FITTED									
FORWARD COLLISION WARNING (FCW)															
TEST SCENARIO	Driving towards a stationary car														
PERFORMANCE	Driving towards a slower moving car														
	GOOD														

TEST SCENARIO	AUTONOMOUS EMERGENCY BRAKING - Interurban									
	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 Warning	●	●	●
Audible Warning	●	●	●

● 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 1 Series, diesel, LHD
TESTED VEHICLE(S) BUILT	2019
TESTED BODY TYPE	5 door hatchback
TESTED VEHICLE ENGINE	Diesel
RATING PUBLISHED	November 2019
RATING UPDATED	N/A