

BMW 2 SERIES GRAN COUPÉ

FEBRUARY 2020 - DECEMBER 2025
ALL VARIANTS



ANCAP
SAFETY

TESTED
2019



BMW 2 SERIES GRAN COUPÉ

OVERVIEW

The BMW 2 Series Gran Coupé was introduced in Australia and New Zealand in February 2020. The ANCAP safety rating for the BMW 2 Series Gran Coupé is based on tests of the BMW 1 Series. ANCAP was provided with technical information which showed that the test results of the 1 Series apply to the 2 Series Gran Coupé. This ANCAP safety rating applies to all 2 Series Gran Coupé 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 2 Series 218i Gran Coupé | Sedan | 1.5 litre petrol | FWD | ✓ | ✓ |
| BMW 2 Series 220i Gran Coupé | Sedan | 2.0 litre petrol | AWD | ✓ | ✓ |
| BMW 2 Series M235i xDrive Gran Coupé | Sedan | 2.0 litre petrol | FWD | ✓ | ✓ |

ADULT OCCUPANT PROTECTION



94%

35.76 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, the 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. The front seats and head restraints of the 2 Series Gran Coupé have improved whiplash performance compared to the 1 Series, allowing the AEB - City points to be awarded.

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

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

4.00 (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: 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

AEB - CITY (10-50 KM/H)

Score: 4.00 points

| OVERLAP | -50% | -75% | 100% | 75% | 50% |
|-------------|------|------|------|-----|------|
| PERFORMANCE | | | | | |
| | | | | | GOOD |

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 2 Series Gran Coupé is fitted with lower ISOFix anchorages on the rear outboard seats and top tether anchorages on 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 2 Series Gran Coupé 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 vehicle 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 windscreens and the base of the windscreens.

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

| 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

SAFETY ASSIST



73%

9.60 POINTS
OUT OF 13

The BMW 2 Series Gran Coupé 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

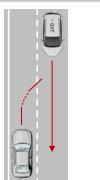
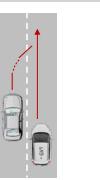
2.00 (out of 4)

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 | | |
| |  |  |  |  |  |  |
| PERFORMANCE | | | | | [NOT AVAILABLE] | |

| LANE KEEP ASSIST (LKA) | | | | | | | | |
|------------------------|---|---|---|---|---|---|---|---|
| TEST SCENARIO | Dashed Line | | | Solid Line | | | Road Edge | |
| |  |  |  |  |  |  |  |  |
| 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 LHD |
| TESTED VEHICLE(S) BUILT | 2019 |
| TESTED BODY TYPE | 5 door hatchback |
| TESTED VEHICLE ENGINE | Diesel |
| RATING PUBLISHED | January 2020 |
| RATING UPDATED | N/A |