

BMW 5 SERIES



APPLIES TO
All variants

BUILT FROM
July 2023

RATING CRITERIA
2023-2025

VEHICLE TYPE
Large Car

ON SALE FROM
November 2023

RATING EXPIRES
December 2031

ENGINE / MOTOR TYPES
Petrol + Battery Electric

MODEL SERIES
G60

AIRBAGS
Dual frontal, side chest,
side head, centre



ANCAP
SAFETY

TESTED
2023



The BMW 5 Series was introduced in Australia and New Zealand in November 2023. This ANCAP safety rating applies to all variants.

Dual frontal, side chest-protecting and side head-protecting airbags are standard. A centre airbag which provides added protection to front seat occupants in side impact crashes is also standard.

Autonomous emergency braking (Car-to-Car, Vulnerable Road User, Junction, Crossing and Head-On) as well as a lane support system with lane keep assist (LKA), lane departure warning (LDW) and emergency lane keeping (ELK), and an advanced speed assistance system (SAS) are standard equipment.

ASSESSMENT SCORES



Adult Occupant Protection

89%

35.63 out of 40



Child Occupant Protection

87%

42.81 out of 49



Vulnerable Road User Protection

86%

54.56 out of 63



Safety Assist

81%

14.74 out of 18

RATING APPLICABILITY*

VARIANT	BODY TYPE	ENGINE / POWERTRAIN	DRIVETRAIN	AUS	NZ
BMW 5 Series 520i M Sport	4 door sedan	2.0L Petrol, Mild Hybrid	2WD	✓	-
BMW 5 Series i5 eDrive40 M Sport	4 door sedan	Battery Electric Vehicle (BEV)	2WD	✓	-
BMW 5 Series i5 M60 xDrive	4 door sedan	Battery Electric Vehicle (BEV)	AWD	✓	✓

* Correct at time of publication. Subject to change. Check with manufacturer.



Adult Occupant Protection

89%

35.63 out of 40

FRONTAL OFFSET (MPDB)*
6.08 points out of 8

OBLIQUE POLE*
5.12 points out of 6

RESCUE & EXTRICATION
3.00 points out of 4

FULL WIDTH FRONTAL*
7.92 points out of 8

WHIPLASH PROTECTION
3.52 points out of 4

SIDE IMPACT*
6.00 points out of 6

FAR SIDE IMPACT
4.00 points out of 4

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

The passenger compartment of the BMW 5 Series remained stable in the frontal offset (MPDB) test. Protection of the driver chest and the lower leg of the front passenger was ADEQUATE, with GOOD protection offered to all other body regions.

The front structure of the BMW 5 Series presented a moderate risk to occupants of an oncoming vehicle in the MPDB test (which evaluates vehicle-to-vehicle compatibility), and a 3.09 point penalty (out of 8.00 points) was applied.

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

In the side impact test, protection offered to all critical body regions of the driver was GOOD and the 5 Series scored maximum points in this part of the assessment. In the oblique pole test, protection was MARGINAL for the chest of the driver and GOOD for all other critical body regions.

The BMW 5 Series is equipped with a centre airbag to protect against occupant-to-occupant interaction in side impacts and it provided GOOD protection for the head of both front seat occupants. Prevention of excursion (movement towards the other side of the vehicle) in the far side impact tests was assessed as GOOD for both the vehicle-to-vehicle impact scenario and the vehicle-to-pole scenario.

A Rescue Sheet, providing information for first responders in the event of a crash is available, and a multi-collision braking system is fitted. It was demonstrated that, if the car entered water, the doors and windows of the BMW 5 Series would remain functional for the minimum required time period.

FRONTAL OFFSET (MPDB) TEST - 50km/h



	DRIVER	FRONT PASSENGER
Head / Neck	4.00 pts	4.00 pts
Chest	3.41 pts	4.00 pts
Upper Legs	4.00 pts	4.00 pts
Lower Legs	4.00 pts	3.85 pts
Deductions	Nil	Nil



COMPATIBILITY	
Deductions	-3.09 pts

FULL WIDTH FRONTAL TEST - 50km/h



	DRIVER	REAR PASSENGER
Head	4.00 pts	4.00 pts
Neck	4.00 pts	4.00 pts
Chest	3.95 pts	3.71 pts
Upper Legs	4.00 pts	4.00 pts
Deductions	Nil	Nil

SIDE IMPACT TEST - 60km/h



	DRIVER
Head	4.00 pts
Chest	4.00 pts
Abdomen	4.00 pts
Pelvis	4.00 pts
Deductions	Nil

OBLIQUE POLE TEST - 32km/h



	DRIVER
Head	4.00 pts
Chest	1.64 pts
Abdomen	4.00 pts
Pelvis	4.00 pts
Deductions	Nil



Adult Occupant Protection

89%

35.63 out of 40

FAR SIDE IMPACT TESTS - 60km/h and 32km/h



SIDE IMPACT (60km/h)

	DRIVER
Head	4.00 pts
Neck	4.00 pts
Chest & Abdomen	4.00 pts
Pelvis	No penalty



OBLIQUE POLE (32km/h)

	DRIVER
Head	4.00 pts
Neck	4.00 pts
Chest & Abdomen	4.00 pts
Pelvis	No penalty



OCCUPANT-TO-OCCUPANT

Head Contact	No penalty
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WHIPLASH PROTECTION TESTS



	DRIVER / FRONT PASSENGER	REAR PASSENGER
Rear Impact	2.52 pts	1.00 pts

RESCUE & EXTRICATION



Rescue Sheet	●	No penalty
Door Opening / Extrication	●	No penalty
Multi-Collision Braking	●	1.00 pt
Advanced eCall	✗	1.00 pt default
Vehicle Submergence		
- Door opening	●	0.50 pt
- Window opening	●	0.50 pt

● FITTED TO TEST CAR AS STANDARD ● NOT FITTED TO TEST CAR BUT AVAILABLE AS AN OPTION ✗ NOT AVAILABLE - N/A



Child Occupant Protection

87%

42.81 out of 49

DYNAMIC TEST (FRONT)

16.00 points out of 16

RESTRAINT INSTALLATION

11.81 points out of 12

DYNAMIC TEST (SIDE)

8.00 points out of 8

ON-BOARD SAFETY FEATURES

7.00 points out of 13

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 both tests.

The BMW 5 Series is fitted with lower ISOFix anchorages on the rear outboard seats and top tether anchorages for all rear seating positions.

A child presence detection (CPD) system, which provides an alert when a child may have been left in the vehicle, is not available.

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 Type A convertible seats could not be correctly installed in rearward facing mode in the centre rear position.

FRONTAL OFFSET (MPDB) TEST - 50km/h

SIDE IMPACT TEST - 60km/h



6 YEAR OLD

10 YEAR OLD



10 YEAR OLD

6 YEAR OLD

ON-BOARD SAFETY FEATURES

	FRONT PASSENGER	2nd ROW OUTBOARD	2nd ROW CENTRE	3rd ROW OUTBOARD	3rd ROW CENTRE
ISOFIX Anchorages	✗	●	✗	-	-
Top Tether Anchorage	✗	●	●	-	-
Airbag Disabling	✗	-	-	-	-
Child Presence Detection 0.00 pts (out of 4.00pts)	✗	✗	✗	-	-

● FITTED AS STANDARD ✗ NOT AVAILABLE - N/A

CHILD RESTRAINT TYPE ^{^*}		FRONT ROW PASSENGER	2nd ROW			3rd ROW		
			L	C	R	L	C	R
BELTED	Rearward-facing capsule	✗	●	●	●	-	-	-
	Rearward-facing with harness - convertible (Model A)	✗	●	●	●	-	-	-
	Rearward-facing with harness - convertible (Model B)	✗	●	●	●	-	-	-
	Forward-facing with harness - convertible (Model A)	✗	●	●	●	-	-	-
	Forward-facing with harness - convertible (Model B)	✗	●	●	●	-	-	-
	Booster - 4 to 8 years	✗	●	●	●	-	-	-
	Booster - 4 to 10 years	✗	●	●	●	-	-	-
ISOFIX	Rearward-facing capsule	✗	●	-	●	-	-	-
	Rearward-facing with harness - convertible (Model A)	✗	●	-	●	-	-	-
	Rearward-facing with harness - convertible (Model B)	✗	●	-	●	-	-	-
	Forward-facing with harness - convertible (Model A)	✗	●	-	●	-	-	-
	Forward-facing with harness - convertible (Model B)	✗	●	-	●	-	-	-

● INSTALL WITHOUT PROBLEM ● INSTALL WITH CARE ● CANNOT BE FITTED SAFELY ✗ INSTALLATION NOT ALLOWED - N/A

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.
 * 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 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.



Vulnerable Road User Protection

86%

54.56 out of 63

HEAD PROTECTION (Adult, Child, Cyclist)
14.43 points out of 18

PELVIS PROTECTION
2.83 points out of 4.5

FEMUR PROTECTION
3.92 points out of 4.5

KNEE & TIBIA PROTECTION
9.00 points out of 9

AEB PEDESTRIAN (Forward)
6.63 points out of 7

AEB PEDESTRIAN (Backover)
NOT TESTED out of 2

AEB CYCLIST
8.75 points out of 9

AEB MOTORCYCLE
6.00 points out of 6

LSS MOTORCYCLE
3.00 points out of 3

The BMW 5 Series 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, while MARGINAL to POOR results were recorded at the base of the windscreen and on the stiff windscreen pillars.

Protection of the pelvis was mixed, with areas of GOOD and POOR performance, while protection of the femur was GOOD to MARGINAL and protection of the lower leg was GOOD.

The autonomous emergency braking (AEB) system is capable of detecting and reacting to vulnerable road users such as pedestrians, cyclists and motorcyclists. Testing of this system showed GOOD performance in forward pedestrian test scenarios including in turning scenarios, with collisions avoided or mitigated in most tests. The AEB system reacts to vulnerable road users in reverse (AEB Backover) but the system was not standard on the tested vehicle and hence these tests were not conducted.

GOOD performance was seen in AEB Cyclist test scenarios with collisions avoided or mitigated at all test speeds including in turning and dooring scenarios.

GOOD performance was seen in the AEB Motorcycle tests, including in turning and overtaking scenarios, earning full points.

PEDESTRIAN & CYCLIST IMPACT TESTS



AUTONOMOUS EMERGENCY BRAKING (Cyclist, Pedestrian & Motorcycle)

System Name	Warning Function for Pedestrians
Type	Autonomous emergency braking with forward collision warning
Operational From	5-80km/h

	Cyclist traveling along road (25%)	Cyclist crossing from kerb (obstructed)	Cyclist traveling along road (50%)	Cyclist crossing (nearside)	Cyclist crossing (farside)	Cyclist crossing side road, car turning (nearside)	Cyclist crossing side road, car turning (farside)
	DAY	DAY	DAY	DAY	DAY	DAY	DAY
AEB CYCLIST TEST SCENARIOS (forward)							
PERFORMANCE	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD

CYCLIST DOORING

Information (driver door)	●
Warning (driver door)	●
Retention (driver door)	✗
Warning or retention (all other doors)	●

● PASS ✗ FAIL - N/A






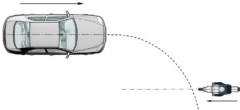
Vulnerable Road User Protection

86%

54.56 out of 63

AEB PEDESTRIAN TEST SCENARIOS (reverse)	Child / Adult standing behind reversing vehicle (25% offset)	Adult / Child standing behind reversing vehicle (50% offset)	Child / Adult standing behind reversing vehicle (75% offset)	Adult / Child walking behind reversing vehicle (50% offset)
	DAY	DAY	DAY	DAY
4km/h				
8km/h				
PERFORMANCE	NOT TESTED			

AEB PEDESTRIAN TEST SCENARIOS (forward)	Adult walking along road		Adult crossing towards kerb (50%)		Adult crossing from kerb (25%)		Adult crossing from kerb (75%)		Child running (obstructed)		Adult crossing side road (farside), car turning		Adult crossing side road (nearside), car turning	
	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT
PERFORMANCE														
	GOOD													

AEB MOTORCYCLE TEST SCENARIOS (forward)	Driving towards a stationary motorcycle			Driving towards a braking motorcycle (25% offset)			Turning across the path of an oncoming motorcycle		
	100% OFFSET			12m HEADWAY			TARGET MOTORCYCLE SPEED		
	40m HEADWAY						30km/h	45km/h	60km/h
									
AEB (10-50km/h)									
FCW (30-80km/h)									
PERFORMANCE	GOOD						GOOD		

LANE SUPPORT SYSTEMS (Car-to-Motorcycle)

System Name	Lane Departure Warning with active return
Operational From	60-210 km/h

EMERGENCY LANE KEEPING (ELK) TEST SCENARIOS Car-to-Motorcycle	Oncoming motorcycle	Overtaking motorcycle (GVT at 72km/h)		Overtaking motorcycle (GVT at 80km/h)	
		UNINTENTIONAL	INTENTIONAL	UNINTENTIONAL	INTENTIONAL
PERFORMANCE					
	GOOD				

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR / NOT TESTED DUE TO NO PERFORMANCE PREDICTED
 ■ NOT TESTED



Safety Assist

81%

14.74 out of 18

SEAT BELT REMINDERS
1.00 points out of 1

DRIVER MONITORING
0.25 points out of 2

SPEED ASSISTANCE SYSTEMS
2.41 points out of 3

AEB / AES (Car-to-Car)
4.00 points out of 4

AEB / AES (Junction & Crossing)
3.58 points out of 4

AEB / AES (Head-On)
0.50 points out of 1

LANE SUPPORT SYSTEMS
3.00 points out of 3

The BMW 5 Series is fitted with autonomous emergency braking (AEB), a lane support system (LSS) with lane keep assist (LKA) and emergency lane keeping (ELK) functionality, and blind spot monitoring (BSM).

Tests of the AEB (Car-to-Car) system showed GOOD performance with collisions avoided or mitigated in all forward test scenarios, including in many of the AEB Junction and AEB Crossing scenarios where the test vehicle can autonomously brake to avoid crashes when turning across or into the path of an oncoming vehicle. The AEB system is effective in mitigating collisions in the Head-On travelling straight scenario, but not in the lane change scenario (where an oncoming vehicle moves into the path of the subject vehicle).

Tests of lane support system functionality showed GOOD performance, including in all of the more critical emergency lane keeping test scenarios.

A speed assistance system (SAS) with speed limit information function (SLIF) is standard, informing the driver of the local speed limit and allowing the driver to accept the change in speed accordingly.

A seatbelt reminder system with occupancy detection is fitted to all seating positions.

There is no direct driver monitoring system, though the vehicle can detect and warn of drowsiness only, through indirect monitoring.

AUTONOMOUS EMERGENCY BRAKING (Car-to-Car)

System Name	Front collision warning with brake intervention
Type	Autonomous emergency braking with forward collision warning
Operational From	5-210 km/h

		Driving towards a stationary car OFFSETS +/- 50%, 75%, 100%	Driving towards a slower moving car OFFSETS +/- 50%, 75%, 100%	Driving towards a lightly braking car HEADWAY 12m & 40m	Driving towards a heavily braking car HEADWAY 12m & 40m
TEST VEHICLE SPEED	10km/h	GOOD	-	-	-
	15km/h	GOOD	-	-	-
	20km/h	GOOD	-	-	-
	25km/h	GOOD	-	-	-
	30km/h	GOOD	GOOD	-	-
	35km/h	GOOD	GOOD	-	-
	40km/h	GOOD	GOOD	-	-
	45km/h	GOOD	GOOD	-	-
	50km/h	GOOD	GOOD	GOOD	GOOD
	55km/h	GOOD	GOOD	-	-
	60km/h	GOOD	GOOD	-	-
	65km/h	GOOD	GOOD	-	-
	70km/h	GOOD	GOOD	-	-
	75km/h	GOOD	GOOD	-	-
	80km/h	GOOD	GOOD	-	-
PERFORMANCE		GOOD	GOOD	GOOD	GOOD

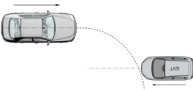
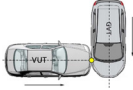




Safety Assist

81%

14.74 out of 18

AUTONOMOUS EMERGENCY BRAKING (Car-to-Car Junction, Crossing and Head-On)

		JUNCTION ASSIST Turning across the path of an oncoming vehicle			CROSSING (T-BONE) Crossing the path of another vehicle				
TARGET VEHICLE SPEED		30km/h	45km/h	60km/h	20km/h	30km/h	40km/h	50km/h	60km/h
									
TEST VEHICLE SPEED	Start from stop								
	10km/h				-	-	-	-	-
	15km/h				-	-	-	-	-
	20km/h								
	30km/h	-	-	-					
	40km/h	-	-	-					
	50km/h	-	-	-					
	60km/h	-	-	-					
PERFORMANCE		GOOD			GOOD				

		TARGET VEHICLE SPEED		HEAD-ON In the path of oncoming vehicle	
				50km/h	70km/h
TEST VEHICLE SPEED	Travelling straight	50km/h			-
		70km/h		-	
	Lane change	50km/h			-
		70km/h		-	
PERFORMANCE				MARGINAL	

LANE SUPPORT SYSTEMS (Car-to-Car)

System Name	Lane Departure Warning with Active Return
Operational From	60-210 km/h

		Dashed line	Solid line
LANE KEEP ASSIST (LKA) TEST SCENARIOS Car-to-Car			
PERFORMANCE		GOOD	

		Oncoming vehicle		Overtaking vehicle (GVT at 72km/h)		Overtaking vehicle (GVT at 80km/h)		Road edge		Solid line	
		UNINTENTIONAL	INTENTIONAL	UNINTENTIONAL	INTENTIONAL	UNINTENTIONAL	INTENTIONAL	UNINTENTIONAL	INTENTIONAL	UNINTENTIONAL	INTENTIONAL
EMERGENCY LANE KEEPING (ELK) TEST SCENARIOS Car-to-Car											
PERFORMANCE		GOOD									

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR / NOT TESTED DUE TO NO PERFORMANCE PREDICTED
 ■ NOT TESTED



Safety Assist

81%

14.74 out of 18

OCCUPANT STATUS

WARNING TYPE	DRIVER	FRONT PASSENGER	REAR PASSENGERS
Occupant Detection	-	●	●
Seat Belt Reminder (Visual)	●	●	●
Seat Belt Reminder (Audible)	●	●	●

DRIVER MONITORING

	WARNING	INTERVENTION
Distraction	×	×
Fatigue	●	×
Unresponsive Driver	-	×

SPEED ASSISTANCE SYSTEMS (SAS)

FEATURE

Speed Limit Information Function (SLIF)	Camera based
Manual Speed Limiter	●
Intelligent Adaptive Cruise Control (iACC)	●
Intelligent Speed Limitation (ISL)	●

HUMAN MACHINE INTERFACE (HMI)

FEATURE

AEB: Supplementary Warning	●
AEB: Restraint activation / dynamic retractors	●
Lane Departure Warning (LDW)	●
Blind Spot Monitoring (BSM): Car-to-Car & Car-to-Motorcycle	●

SAFETY FEATURES & TECHNOLOGIES

SAFETY FEATURE / TECHNOLOGY*	AUS	NZ
Seat belt pre-tensioners (front seats)	●	●
Seat belt pre-tensioners (rear outboard seats) - 2nd row	●	●
Seat belt pre-tensioners (rear centre seat) - 2nd row	●	●
Seat belt pre-tensioners (rear outboard seats) - 3rd row	-	-
Seat belt pre-tensioners (rear centre seat) - 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 - dual frontal (driver & front 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 - centre	●	●
Airbag - knee (driver)	✗	✗
Airbag - knee (front passenger)	✗	✗
Airbag - pedestrian (external)	✗	✗
Airbag disabling switch - automatic (front passenger)	✗	✗
Airbag disabling switch - manual (front passenger)	✗	✗
Autonomous emergency braking (AEB) - Car-to-Car	●	●
Autonomous emergency braking (AEB) - Vulnerable Road User		
- AEB Pedestrian	●	●
- AEB Backover	●	●
- AEB Cyclist	●	●
- AEB Motorcycle	●	●
Autonomous emergency braking (AEB) - Junction		
- AEB Junction (Pedestrian)	●	●
- AEB Junction (Cyclist)	●	●
- AEB Junction (Motorcycle)	●	●
Autonomous emergency braking (AEB) - Crossing	●	●
Automatic emergency call (eCall)	●	●
Blind spot monitor (BSM)	●	●
Child presence detection / alert	✗	✗
Cyclist dooring detection / alert	●	●
Driver monitoring system - Indirect	●	●
Driver monitoring system - Direct	✗	✗
Forward collision warning (FCW)	●	●
Lane departure warning (LDW)	●	●
Lane keep assist (LKA)		
- LKA (Car-to-Car)	●	●
- LKA (Car-to-Motorcycle)	●	●
Secondary / multi-collision brake	●	●
Speed assistance - intelligent adaptive cruise control (iACC)	●	●
Speed assistance - auto / intelligent speed limiter	●	●
Speed assistance - manual speed limiter	●	●
Speed assistance - speed sign recognition & warning	●	●
Vehicle-to-infrastructure communication (V2I)	✗	✗
Vehicle-to-vehicle communication (V2V)	✗	✗

● STANDARD ● AVAILABLE ON HIGHER VARIANTS ● OPTIONAL ✗ NOT AVAILABLE - NOT APPLICABLE

* Correct at time of publication. Subject to change. Check with manufacturer.

TESTED MAKE / MODEL
BMW i5 eDrive 40, LHD

TESTED VEHICLE ENGINE
Battery Electric (BEV)

RATING UPDATED
December 2025

TESTED BODY TYPE
4 door sedan

RATING PUBLISHED
December 2023