

Crash Tests

New Car Safety

BMW X3

07/2007 on 02/2011 - Frontal+Side+Head

Overall Evaluation



Overall Score

Variant: 4 door SUV

27.77 out of 37

Engine: 2 litre Diesel
Category: Medium SUV

Important note: The diesel right-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 BMW X3 was introduced in Australia during 2007.

Dual front airbags, side airbags and head-protecting side curtains are standard equipment. Antilock brakes (ABS), electronic brake distribution (EBD) and electronic stability control (ESC) are also standard.

The front seat belt buckles are mounted on the seats and the upper anchorages are adjustable. These features improve the fit of the seat belt. 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: 4

4 Stars. The BMW X3 scored 11.77 out of 16 in the offset crash test. The passenger compartment held its shape well. Protection from serious chest and leg injury was marginal for the driver. Passenger leg protection was also marginal.

The vehicle scored 15 out of 16 in the side impact crash test and one point in the optional pole test.

Frontal Offset Crash Test

Body region scores out of 4 points each: Head/neck 4.000 pts, chest 2.530 pts, upper legs 2.000 pts, lower legs 3.244 pts.

The passenger compartment held its shape well in the offset crash test. The clutch pedal moved rearwards by 40 mm and upwards 17 mm. The steering wheel hub moved 15mm forward, 37 mm upward and 1mm sideways. The front ("A") pillar moved 6 mm rearwards. All doors remained closed during the crash. After the crash the driver's door could be opened with high manual effort.

The airbag cushioned the head of the driver and contact was stable. Steering column components were a potential source of injury for the driver's knees. The passenger's head was cushioned by the airbag. The glove box and centre console were a potential knee hazard for the passenger.

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, since it had head-protecting side airbags and scored four points for the head in the side impact test. The manufacturer decided to go ahead with the pole test and the vehicle earned one further points. A door opened during both tests.

Pedestrian rating (v4.1)



Child head impacts	3.32
Adult head impacts	1.60
Upper leg impacts	Zero
Lower leg impacts	Zero
Total (out of 36)	4.92

Offset crash test at 64km/hr



Injury Measurements

Refer to the information sheet 'How the tests are done'	Offset Crash Test at 64km/h (v4.1)		Side Impact Crash Test aa 50km/h (v4.1)
	Driver	Passn	Driver
Head			
- HIC	559	270	41
- Acceleration (g for 3ms)	62	39.2	22.1
Neck			
- Shear (kN)	0.87	0.58	
- Tension (kN)	0.89	0.58	
- Extension (Nm)	5.2	15.2	
Chest			
- Acceleration (g for 3ms)			
- Compression (mm)	32.29	19.96	18.45
- Viscous Criterion (m/s)	0.11	0.06	0.07
Abdomen			
- Force (kN)			0.35
Pelvis			
- Force (kN)			0.53
Upper Legs Force (kN)			
- Left	0.54	0.27	
- Right	0.17	1.51	
Knee Displacement (kN)			
- Left	0	0	
- Right	0	0	
Lower Legs Force (kN)			
- Left	2.62	2.47	
- Right	2.49	2.47	
Index (Upper Lower)			
- Left	0.39 0.39	0.55 0.19	
- Right	0.53 0.36	0.57 0.24	

Bonus points (maximum 5)

Pole Test: 1 point

Seat Belt Reminders: None eligible

Modifiers for offset test scores

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

Modifiers for side impact test scores

Head	No deduction
Chest	No deduction
Upper leg	
Lower leg	
Foot score	
Structure	Door opened -Side & Pole tests
	1 pt deduction for each test



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