

ANCAP SAFETY REPORT

BMW iX3



TESTED
2026



APPLIES TO
50 xDrive and 40 variants

BUILT FROM
March 2026 (AUS)
March 2026 (NZ)

ON SALE FROM
June 2026 (AUS)
July 2026 (NZ)

MODEL SERIES
NA5

VEHICLE TYPE
Medium SUV

ENGINE / MOTOR TYPES
Battery Electric (BEV)

RATING CRITERIA
2026-2028

RATING EXPIRES
December 2034

AIRBAGS
Driver and passenger frontal,
side head (front and rear),
side chest (front), centre

STAGES OF SAFETY



**SAFE
DRIVING**
71%



**CRASH
AVOIDANCE**
83%



**CRASH
PROTECTION**
86%



**POST
CRASH**
95%

RATING APPLICABILITY*

VARIANT	BODY TYPE	ENGINE / MOTOR	DRIVETRAIN	AUS	NZ
BMW iX3 50 xDrive ♦	5 door SUV	Battery Electric	AWD	✓	✓
BMW iX3 40	5 door SUV	Battery Electric	FWD	✓	-

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

SAFETY NOTE

There are no safety warnings
applicable to this vehicle model.

SAFE DRIVING



SAFE DRIVING

71%

The BMW iX3 offers dedicated physical controls for key driving functions including indicators, hazard lights, horn, gear selector and headlights.

The iX3 can detect and classify the stature of occupants in front seating positions, however it does not monitor seatbelt misuse or detect a front-seat passenger who is sitting 'out-of-position', for example with their feet on the dashboard.

A child presence detection system is fitted and can notify the driver when a child has been left in the vehicle.

The iX3 is equipped with driver monitoring sensors that can detect common forms of distraction, fatigue and impairment and adjust safety systems accordingly. This system performed well.

During the on-road driving assessment, which assesses the accuracy of speed limit identification functionality on local metropolitan and regional roads, the iX3 correctly identified 73% of speed change events - equivalent to 92% of the distance driven.

Adaptive cruise control functions well in its detection and response to other vehicles, motorcycles, pedestrians and cyclists.

A lane centering system is fitted to iX3 vehicles sold in Australia and New Zealand, however this system is not standard in European vehicles where the iX3 was tested, and scores for its functionality have not been awarded.

■	GOOD
■	ADEQUATE
■	MARGINAL
■	WEAK
■	POOR
■	FITTED BUT NOT TESTED
■	NOT AVAILABLE
●	PASS
●	FAIL

OCCUPANT MONITORING

60%

Seatbelt Usage

Correct belt routing	0%	■
Rear seat occupancy	100%	■

Occupant Classification

Passenger airbag status	50%	■
Out-of-position	0%	■
Stature classification	100%	■

Occupant Presence

Child presence detection	60%	■
Crash occupancy information	80%	■

DRIVER ENGAGEMENT

74%

Driver Monitoring

Distraction (transient)	56%	■
Fatigue / Unresponsive / Impaired (non-transient)	100%	■

Driving Controls

Turning indicators	●
Hazard lights	●
Headlights	●
Horn	●
Gear selector	●
Windscreen wipers	●

Comfort and Infotainment

Audio controls	●
Phone calling/dialing	●
Navigation	●
Climate controls	●
Windows	●

VEHICLE ASSISTANCE

78%

Speed Assistance

Speed Limit Information Function	85%	■
Speed Control Function	100%	■

Adaptive Cruise Control

Car-to-Car	79%	■
Car-to-Motorcycle	95%	■
Car-to-Pedestrian/Cyclist	100%	■
Road Features (roundabouts, crossings etc.)	40%	■
Auto Resume	100%	■

Steering Assistance

Steering Assistance	0%	■
Lane Change Assist	0%	■

CRASH AVOIDANCE



CRASH AVOIDANCE

83%

The autonomous emergency braking (AEB) system fitted to the BMW iX3 performed well in same-direction and turning scenarios with other cars. Test scenarios where the iX3 was crossing the path of a motorcycle were less advanced.

Autonomous braking when approaching pedestrians and cyclists was good.

The lane departure system fitted to the iX3 is sophisticated. It is able to intervene and redirect the vehicle to its original lane in safety-critical run-off-road and oncoming/overtaking lane departures. The iX3's lane departure system links to the awareness state of the driver, reducing unnecessary interventions when the vehicle has determined that the driver is in full control.

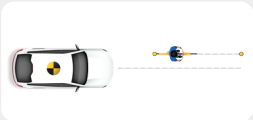
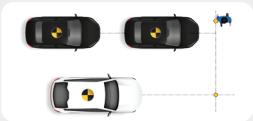
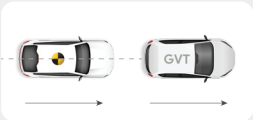
The iX3's AEB system can prevent unintended low-speed acceleration into other vehicles and motorcycles. It is however unable to override driver mis-acceleration in forwards travel towards a pedestrian. Its reversing avoidance capability was good.

The iX3 is equipped with an anti-dooring feature that prevents occupants from opening doors into the path of a cyclist approaching from behind. It achieved the maximum score.



FRONTAL COLLISIONS

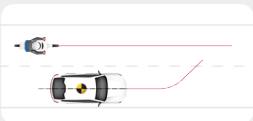
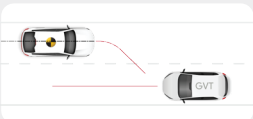
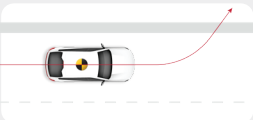
80%



Car-to-Car		
Longitudinal	91%	
Turning	96%	
Crossing	80%	
Car-to-Motorcycle		
Longitudinal	89%	
Turning	94%	
Crossing	16%	
Car-to-Pedestrian		
Longitudinal	92%	
Turning	99%	
Crossing	89%	
Car-to-Cyclist		
Longitudinal	92%	
Turning	71%	
Crossing	95%	

LANE DEPARTURE COLLISIONS

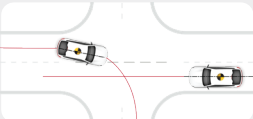
95%



Single Vehicle		
Driver Acceptance		
Driveability	100%	
Driver state link	100%	
Lane Departure		
ELK road edge	93%	
Car-to-Car		
Emergency Lane Keeping		
Oncoming	94%	
Overtaking	99%	
Car-to-Motorcycle		
Emergency Lane Keeping		
Oncoming	94%	
Overtaking	87%	

LOW SPEED COLLISIONS

83%



Car-to-Car		
Turning	100%	
Crossing	100%	
Car-to-Motorcycle		
Turning	50%	
Crossing	100%	
Car-to-Pedestrian		
Manoeuvring		
Forward	0%	
Reverse	100%	
Car-to-Cyclist		
Crossing	100%	
Dooring	100%	

CRASH PROTECTION



CRASH PROTECTION
86%

The level of crash protection offered by the BMW iX3 is mature, with positive scores achieved for adult occupants in the frontal offset and full-width frontal tests.

A deduction was applied for the iX3's crash compatibility in head-on crashes - where it presents a moderate risk to occupants of an oncoming vehicle, if struck.

Results from virtual and sled tests demonstrated overall good levels of protection for occupants of different statures and body types.

Maximum scores were recorded for adult and child occupants seated in the side impact (t-bone) crash test. The maximum score was also noted for the driver in the oblique side pole test.

Far side impact assessments scored well, aided by the centre airbag fitted between the front seats. This helps reduce occupant-to-occupant interaction in side crashes.

Rear impact whiplash protection scored highly.

In pedestrian and cyclist impact tests, protection was varied. Adequate head protection was provided over most of its bonnet surface. Protection of the femur and tibia saw multiple good results.

The BMW iX3 is fitted with lower ISOFix anchorages for rear outboard seats and top tether anchorages for all rear seating positions. In the child restraint installation assessment, all selected child restraints were able to be fitted.

- GOOD
- ADEQUATE
- MARGINAL
- WEAK
- POOR
- NOT AVAILABLE

FRONTAL OFFSET TEST (50km/h)

78%



Driver	90%
Front passenger	95%
Rear passengers (children)	100%



Compatibility (vehicle-to-vehicle)	
Deduction	-19%

FULL WIDTH FRONTAL TEST (35km/h)

90%



Driver	85%
Front passenger	100%
Rear passenger	90%

VIRTUAL & SLED TESTS (35km/h, 50km/h, 56km/h)

88%

Driver	83%
Front Passenger	93%

	Low Severity 35km/h	Mid Severity 50km/h	High Severity 56km/h
Small occupant (5th percentile)		- -	
Mid-size occupant (50th percentile)			- -
Large occupant (95th percentile)	- -		

SIDE IMPACT TEST (60km/h)

100%



Driver	100%
Rear passengers (children)	100%

OBLIQUE POLE TEST (32km/h)

100%



Driver	100%
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FAR SIDE IMPACT TESTS (32km/h)

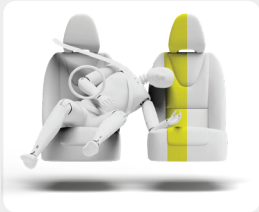
100%



Oblique Pole Test	
Occupant-to-occupant head contact	100%



Side Impact Test	
Head excursion	100%

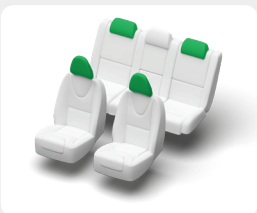
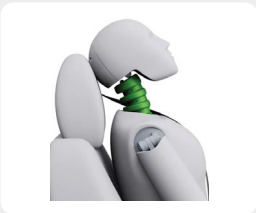


Oblique Pole Test	
Head excursion	100%

CRASH PROTECTION

WHIPLASH (REAR IMPACT) TESTS

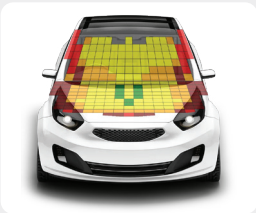
98%



Dynamic	
Driver	97%
Static	
Front passenger	100%
Rear passengers	100%

VULNERABLE ROAD USER IMPACT TESTS

64%



Head Impact	
Pedestrian (adult)	62%
Pedestrian (child)	61%
Cyclist	62%
Pelvis & Leg Impact	
Pelvis	17%
Femur	100%
Knee & tibia	73%

CHILD RESTRAINT INSTALLATION ASSESSMENT

Child Restraint Type ^{^*}	FRONT ROW			2ND ROW			3RD ROW		
	Passenger			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: 4-8 years	✗			●	●	●	-	-	-
Booster: 4-10 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

Safety Features	FRONT ROW		2ND ROW		3RD ROW	
	Passenger		Outboard	Centre	Outboard	Centre
Top tether anchorages	✗		✓	✓	-	-
ISOFIX anchorages	✗		✓	✗	-	-
Airbag disabling	✗		-	-	-	-

Safety Features	FRONT ROW		REAR
	Driver	Passenger	
Child presence detection (CPD)	✗	✗	✓

✓ STANDARD ✗ 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.

* 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.



POST CRASH

95%

The post crash features and capability of the BMW iX3 are of a high standard.

The iX3 is fitted with an emergency crash notification (eCall) system that transmits crash location and severity to a triaged emergency services call centre to assist first responders once a crash occurs.

eCall functionality is provided to BMW iX3 owners in Australia and New Zealand for the minimum six-year period required by ANCAP.

As an all-electric vehicle, the BMW iX3 demonstrated effective battery voltage isolation and post-crash fire risk management.

The electrically-operated door handles remained in the extended position and were operable after all crash tests. The presence of a manual door release - should the electric system not be functional - was confirmed.

In the event of a crash, multi-collision braking and hazard lights will activate.

BMW demonstrated that if the BMW iX3 become submerged in water, the windows would remain functional for the minimum required time period. The iX3's doors can also be opened when low-voltage (12v) power is lost.

	GOOD
	ADEQUATE
	MARGINAL
	WEAK
	POOR
	FITTED BUT NOT TESTED
	NOT AVAILABLE

RESCUE INFORMATION

100%

Rescue sheets

Emergency rescue guide (ERG)



POST CRASH INTERVENTION

80%*

eCall # *

Multi-collision braking & hazard light activation



Includes transitional provision scoring, where applicable

* Capped score applied

EXTRICATION

100%

Energy Management

Energy isolation

Thermal propagation



Occupant Extrication

Seatbelt buckle unlatching

Door opening - interior

Door opening - exterior

Tailgate opening

Submergence



SAFETY FEATURES

	AUS	NZ
Airbags - Driver & passenger (frontal)	●	●
Airbags - Side, chest (front row)	●	●
Airbags - Side, chest (2nd row)	✗	✗
Airbags - Side, chest (3rd row)	-	-
Airbags - Side, head (front row)	●	●
Airbags - Side, head (2nd row)	●	●
Airbags - Side, head (3rd row)	-	-
Airbag - Knee (driver)	✗	✗
Airbag - Knee (front passenger)	✗	✗
Airbag - Centre	●	●
Airbag - Pedestrian (external)	✗	✗
Airbag disabling switch - Manual (front passenger)	✗	✗
Airbag disabling switch - Automatic (front passenger)	✗	✗
Autonomous emergency braking (AEB) - Car-to-car	●	●
Autonomous emergency braking (AEB) - Car-to-pedestrian	●	●
Autonomous emergency braking (AEB) - Car-to-cyclist	●	●
Autonomous emergency braking (AEB) - Car-to-motorcyclist	●	●
Autonomous emergency braking (AEB) - Backover	●	●
Active bonnet	✗	✗
Automatic emergency call (eCall)	●	●
Blind spot monitoring (BSM)	●	●
Child presence detection (CPD)	●	●
Cyclist dooring detection	●	●
Driver monitoring system (DMS)	●	●
Driver state link - AEB	●	●
Driver state link - LSS	●	●
Forward collision warning (FCW)	●	●
Intelligent adaptive cruise control (iACC)	●	●
Intelligent seatbelt reminder (driver)	●	●
Intelligent seatbelt reminder (front passenger)	●	●
Intelligent seatbelt reminder (2nd row)	●	●
Intelligent seatbelt reminder (3rd row)	-	-
Lane centering	●	●
Emergency lane keep (ELK) - Car-to-car	●	●
Emergency lane keep (ELK) - Car-to-motorcycle	●	●
Multi-collision braking	●	●
Occupant detection & classification	●	●
Pedal misapplication & override	●	●
Seatbelt pre-tensioners - Front seats	●	●
Seatbelt pre-tensioners - Rear outboard seats (2nd row)	●	●
Seatbelt pre-tensioners - Rear centre seat (2nd row)	✗	✗
Seatbelt pre-tensioners - Rear outboard seats (3rd row)	-	-
Seatbelt pre-tensioners - Rear centre seat (3rd row)	-	-
Speed limiter (manual)	●	●
Speed limiter (automatic / intelligent)	✗	✗
Speed sign recognition	●	●
Vehicle-to-infrastructure (V2I)	✗	✗
Vehicle-to-vehicle (V2V)	✗	✗

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

TESTED MAKE / MODEL
BMW iX3 50 xDrive LHD

TESTED BODY TYPE
5 door SUV

TESTED VEHICLE POWERTRAIN
Battery Electric Vehicle (BEV)

RATING PUBLISHED
8 July 2026