



**BMW X2**  
Standard Safety Equipment

2022



Adult Occupant



85%

Child Occupant



88%

Vulnerable Road Users



76%

Safety Assist



92%

## SPECIFICATION

Tested Model	BMW X1 2.0 diesel X-Line and BMW X2 2.0 Petrol, sDrive
Body Type	- 5 door SUV
Year Of Publication	2024
Kerb Weight	1589kg
VIN From Which Rating Applies	- all X2's
Class	Small SUV

### General comments

The BMW X2 is considered a 'partner' model to the X1, tested in 2022. Its structure and safety equipment is the same and much of this assessment is based on results obtained for the X1. Additional tests have been done where necessary.

## SAFETY EQUIPMENT

	Driver	Passenger	Rear
FRONTAL CRASH PROTECTION			
Frontal airbag	●	●	—
Belt pretensioner	●	●	●
Belt loadlimiter	●	●	●
Knee airbag	✘	✘	—
SIDE CRASH PROTECTION			
Side head airbag	●	●	●
Side chest airbag	●	●	✘
Side pelvis airbag	●	●	✘
Centre Airbag	●	●	—
CHILD PROTECTION			
Isofix/i-Size	—	●	●
Integrated CRS	—	✘	✘
Airbag cut-off switch	—	●	—
SAFETY ASSIST			
Seat Belt Reminder	●	●	●

OTHER SYSTEMS	
Active Bonnet	●
AEB Vulnerable Road Users	●
AEB Pedestrian - Reverse	✘
AEB Car-to-Car	●
Speed Assistance	●
Lane Assist System	●

Note: Other equipment may be available on the vehicle but was not considered in the test year.

- Fitted to the vehicle as standard   
 ● Fitted to the vehicle as part of the safety pack  
○ Not fitted to the test vehicle but available as option or as part of the safety pack   
 ✘ Not available   
 — Not applicable

**ADULT OCCUPANT**

Total 32.4 Pts / 85%

■ GOOD   
 ■ ADEQUATE   
 ■ MARGINAL   
 ■ WEAK   
 ■ POOR

Frontal Impact 10.7 / 16 Pts

Mobile Progressive Deformable Barrier

Full Width Rigid Barrier

Lateral Impact 16.0 / 16 Pts

Side Mobile Barrier

Side Pole

Far-Side Excursion

Occupant Interaction

Rear Impact 3.7 / 4 Pts

Rear Seat

Front Seat


**ADULT OCCUPANT**

Total 32.4 Pts / 85%

GOOD
  ADEQUATE
  MARGINAL
  WEAK
  POOR

Rescue and Extrication		2.0 / 2 Pts
Rescue Sheet	Available, ISO compliant	
Advanced eCall	Available	
Multi Collision Brake	Available	

**Comments**

The passenger compartment of the X2 remained stable in the frontal offset test. Dummy numbers demonstrated good protection of the knees and femurs of both the driver and passenger. Some structures in the dashboard were considered to present a risk of injury to the legs of occupants of different sizes and to those sitting in different positions. Driver chest protection was rated as marginal, a little better than that of the X1. Analysis of the deceleration of the impact trolley during the test, and analysis of the deformable barrier after the test, revealed that the X2 would be a moderately benign impact partner in a frontal collision. In the full-width rigid barrier test, chest protection was rated as marginal for the rear passenger, with good protection of other critical body areas, and was good or adequate for the driver. In both the side barrier test and the more severe side pole impact, protection of all critical body areas was good and the car scored maximum points in this part of the assessment. Control of excursion (the extent to which a body is thrown to the other side of the vehicle when it is hit from the far side) was found to be adequate. The X2 has a counter-measure to mitigate against occupant to occupant injuries in such impacts. The system performed well in Euro NCAP's test, with good protection of occupants' heads. Tests on the front seats and head restraints demonstrated good protection against whiplash injuries in the event of a rear-end collision. A geometric analysis of the rear seats also indicated good whiplash protection. The X2 has an advanced eCall system which alerts the emergency services in the event of a crash. The car also has a system which applies the brakes after an impact to avoid secondary collisions.

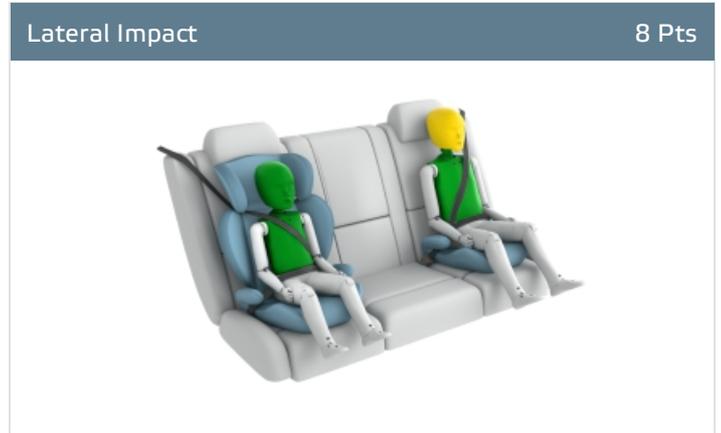
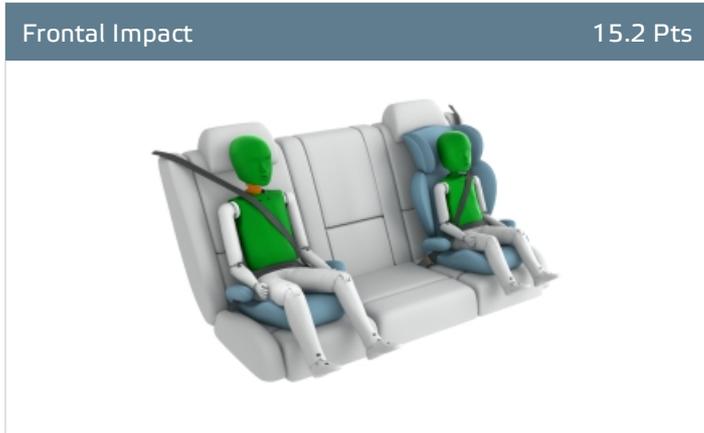
**CHILD OCCUPANT**

Total 43.2 Pts / 88%

■ GOOD   
 ■ ADEQUATE   
 ■ MARGINAL   
 ■ WEAK   
 ■ POOR

Crash Test Performance based on 6 & 10 year old children

23.2 / 24 Pts



Restraint for 6 year old child: *Britax Römer KidFix SL*  
 Restraint for 10 year old child: *Osann Up*

**Safety Features**

8.0 / 13 Pts

	Front Passenger	2nd row outboard	2nd row center
Isofix	●	●	✘
i-Size	●	●	✘
Integrated CRS	✘	✘	✘

● Fitted to test car as standard   
 ○ Not on test car but available as option   
 ✘ Not available

CRS Installation Check

12.0 / 12 Pts

- Install without problem
- Install with care
- Safety critical problem
- ✗ Installation not allowed

**i-Size CRS**



**ISOFIX CRS**



## CHILD OCCUPANT

Total 43.2 Pts / 88%

## ■ Universal Belted CRS

Maxi Cosi Cabriofix (Belt)



Maxi Cosi Cabriofix &amp; EasyFix (Belt)



Britax Römer King II LS (Belt)



Cybex Solution Z i-Fix (Belt)



## Comments

In both the frontal offset test, neck protection of the 10 year dummy was rated as marginal. Otherwise, protection of both dummies was good or adequate for both the frontal offset and side barrier tests. The front passenger airbag can be disabled to allow a rearward-facing child restraint to be used in that seating position. Clear information is provided to the driver regarding the status of the airbag and the system was rewarded. All of the restraint types for which the X2 is designed could be properly installed and accommodated.

## CHILD OCCUPANT

Total 43.2 Pts / 88%

	Seat Position			
	Front	2nd row		
	PASSENGER	LEFT	CENTER	RIGHT
Maxi Cosi 2way Pearl & 2wayFix (i-Size)	●	●	—	●
Maxi Cosi 2way Pearl & 2wayFix (i-Size)	●	●	—	●
BeSafe iZi Kid X2 i-Size (i-Size)	●	●	—	●
Britax Römer TriFix2 i-Size (i-Size)	●	●	—	●
BeSafe iZi Flex FIX i-Size (i-Size)	●	●	—	●
BeSafe iZi Combi X4 ISOfix (ISOFIX)	●	●	—	●
Cybex Solution Z i-Fix (ISOFIX)	●	●	—	●
Maxi Cosi Cabriofix (Belt)	●	●	●	●
Maxi Cosi Cabriofix & EasyFix (Belt)	●	●	✘	●
Britax Römer King II LS (Belt)	●	●	●	●
Cybex Solution Z i-Fix (Belt)	●	●	●	●

● Easy   
 ● Difficult   
 ● Safety critical   
 ✘ Not allowed   
 — Not available

## Comments

In both the frontal offset test, neck protection of the 10 year dummy was rated as marginal. Otherwise, protection of both dummies was good or adequate for both the frontal offset and side barrier tests. The front passenger airbag can be disabled to allow a rearward-facing child restraint to be used in that seating position. Clear information is provided to the driver regarding the status of the airbag and the system was rewarded. All of the restraint types for which the X2 is designed could be properly installed and accommodated.

 **VULNERABLE ROAD USERS**

Total 41.5 Pts / 76%

■ GOOD   
 ■ ADEQUATE   
 ■ MARGINAL   
 ■ WEAK   
 ■ POOR

VRU Impact Protection

25.9 / 36 Pts



Head Impact	19.9 Pts
Pelvis Impact	0.0 Pts
Leg Impact	6.0 Pts

Vulnerable Road Users

15.6 / 18 Pts

System Name	Person Warning with City Braking Function
Type	Auto-Brake with Forward Collision Warning
Operational From	5 km/h



 VULNERABLE ROAD USERS

Total 41.5 Pts / 76%

AEB Pedestrian

 6.9 / 9 Pts

■ Day time

Vehicle reversing into standing pedestrian



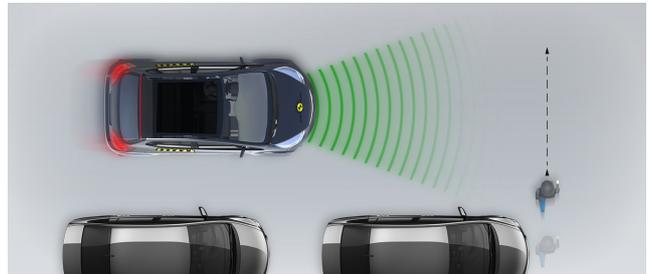
Pedestrian crossing a road into which a car is turning



Adult crossing the road



Child running from behind parked vehicles



Adult along the roadside



■ Night time

Adult crossing the road



Adult along the roadside



**VULNERABLE ROAD USERS**

Total 41.5 Pts / 76%

## AEB Cyclist

**8.7 / 9 Pts**

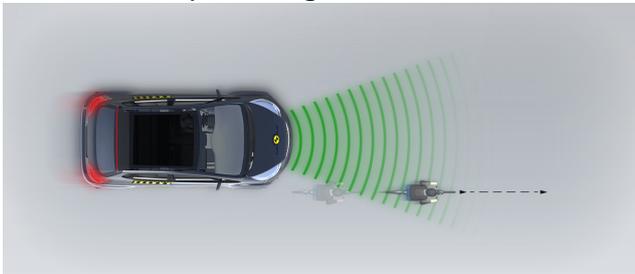
Cyclist from nearside, obstructed view



Approaching a crossing cyclist



Cyclist along the roadside



## Comments

The X2 has an 'active' bonnet. Sensors in the bumper detect when a pedestrian has been struck and actuators lift the surface of the bonnet to provide greater clearance to the stiff structures in the engine compartment. BMW showed that the system was capable of detecting various pedestrian statures over a range of speeds and, accordingly, the car was tested in the raised, 'deployed' position. Head protection on the bonnet surface was almost entirely good, with some poor results recorded at the base of the windscreen and on the stiff windscreen pillars. The bumper offered good protection to pedestrians' legs but protection of the pelvis region was poor for all test locations. The autonomous emergency braking (AEB) system of the X2 can respond to vulnerable road users, as well as to other vehicles. The system performed well in tests of its response to pedestrians and cyclists, with collisions avoided in most scenarios.

SAFETY ASSIST

Total 14.8 Pts / 92%

■ GOOD   
 ■ ADEQUATE   
 ■ MARGINAL   
 ■ WEAK   
 ■ POOR

Speed Assistance ■ 2.8 / 3 Pts

System Name	Speed Limit Assist
Speed Limit Information Function	Camera & Map, subsigns supported
Speed Limitation Function	System advised (accurate to 5km/h)

Occupant Status Monitoring ■ 3.0 / 3 Pts

> Seatbelt Reminder ■ 2.0 / 2 Pts

Applies To	Front and rear seats		
	Driver Seat	Front Passenger(s)	Rear Passenger(s)
Warning			
Visual	●	●	●
Audible	●	●	●
Occupant Detection	—	●	●

● Pass   
 ● Fail   
 — Not available

> Driver Monitoring ■ 1.0 / 1 Pts

System Name	Attentiveness Assistant
Type	Indirect: time-on-task, steering input
Operational From	70 km/h

## SAFETY ASSIST

Total 14.8 Pts / 92%

## Lane Support

3.5 / 4 Pts

System Name	Lane Departure Warning with Steering Intervention	
Type	LKA and ELK	
Operational From	60 km/h	
<b>PERFORMANCE</b>		
Emergency Lane Keeping		GOOD
Lane Keep Assist		GOOD
Human Machine Interface		GOOD

## AEB Car-to-Car

5.5 / 6 Pts

System Name	Collision Warning with Braking Function	
Type	Autonomous emergency braking and forward collision warning	
Operational From	5 km/h	
Sensor Used	camera only	

 SAFETY ASSIST

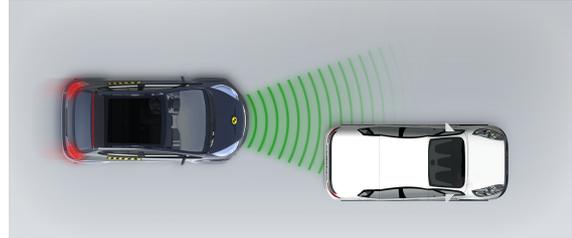
Total 14.8 Pts / 92%

■ Autobrake function only

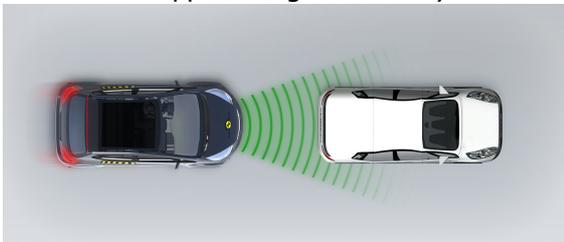
Car turning across the path of an oncoming car



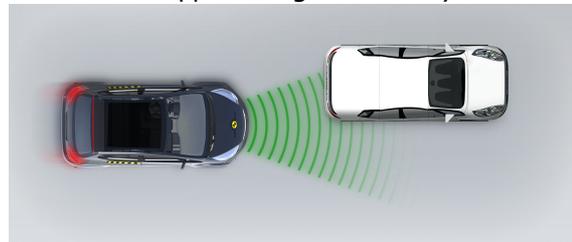
Approaching a stationary car



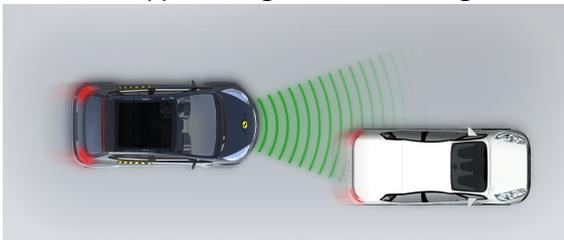
Approaching a stationary car



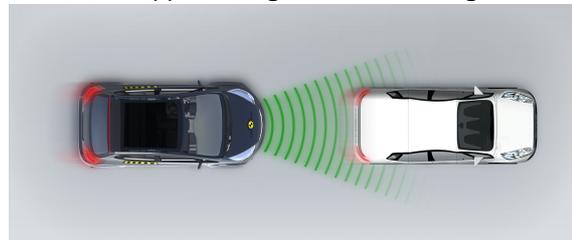
Approaching a stationary car



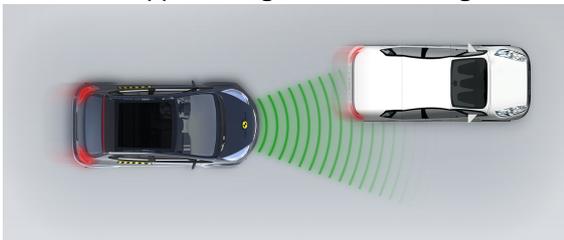
Approaching a slower moving car



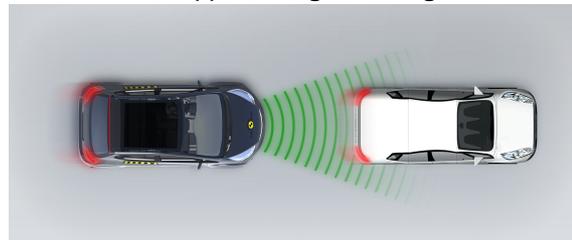
Approaching a slower moving car



Approaching a slower moving car



Approaching a braking car

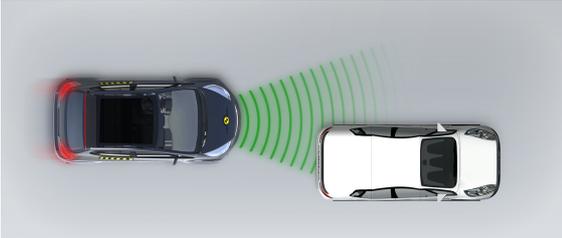


 SAFETY ASSIST

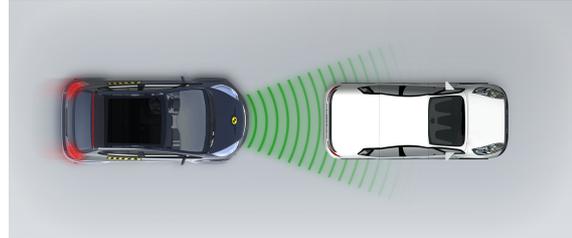
Total 14.8 Pts / 92%

■ Driver reacts to warning

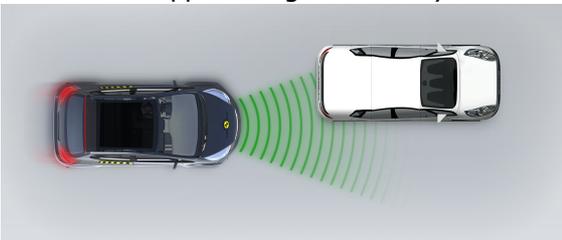
Approaching a stationary car



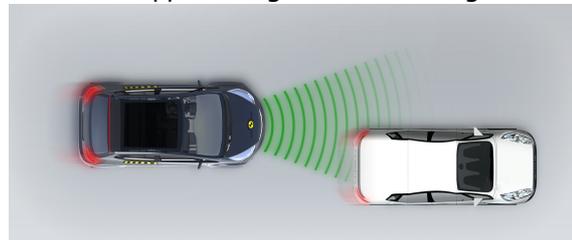
Approaching a stationary car



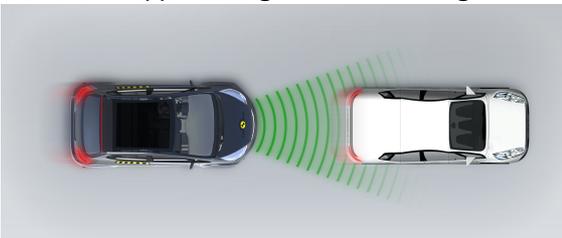
Approaching a stationary car



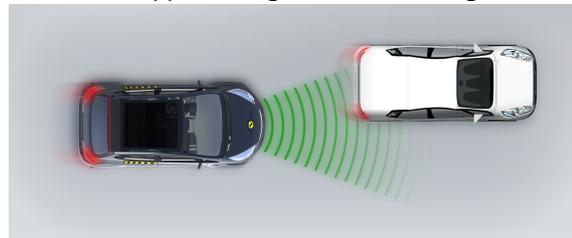
Approaching a slower moving car



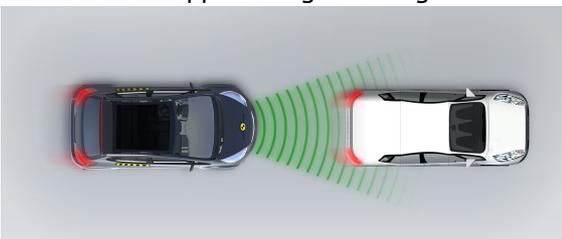
Approaching a slower moving car



Approaching a slower moving car



Approaching a braking car





## SAFETY ASSIST

Total 14.8 Pts / 92%

## Comments

The autonomous emergency braking (AEB) system performed well in tests of its reaction to other vehicles. A seatbelt reminder system is fitted as standard to the front and rear seats and the car has a system to detect driver fatigue. The lane support system gently corrects the vehicle's path if it is drifting out of lane, and also intervenes in some more critical situations. The speed assistance system detects the local speed limit and the driver can choose to allow the maximum speed of the car to be automatically set by the system.

## RATING VALIDITY

---

### Variants of Model Range

---

### Annual Reviews and Facelifts

---

Date	Event	Outcome	
July 2024	Rating Published	2022 ★ ★ ★ ★ ★	✓