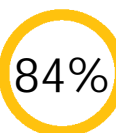
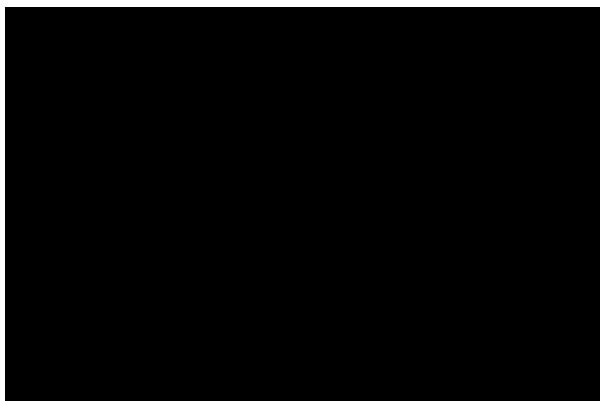


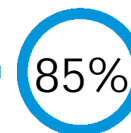
BMW 2 Series Active Tourer

BMW 2 Series Active Tourer 1.5 Base, LHD

2014



ADULT OCCUPANT



CHILD OCCUPANT



PEDESTRIAN



SAFETY ASSIST

DETAILS OF TESTED CAR

SPECIFICATIONS

Tested model	BMW 2 Series Active Tourer 1.5 Base, LHD
Body type	5 door hatchback
Year of publication	2014
Kerb weight	1320kg
VIN from which rating applies	applies to all 2 Series of the specification tested

SAFETY EQUIPMENT

Frontal airbags	Driver (Single Stage), Passenger (Single Stage)
Pre-tensioners	Driver (single), Passenger (single)
Load-limiters	Driver, Passenger
Knee airbags	None
Side airbags	Head (front and rear), Thorax (front only)
Front head restraints	Passive
Passenger airbag switch	Manual switch
ISOFIX anchorages	Rear outboard seats
Integrated child restraint	None
Active Pedestrian Protection	deployable bonnet, Standard
Seatbelt Reminder	Driver, Passenger, Rear
Electronic Stability Control	DSC, Standard, Manual Switch
Speed Assistance Systems	Driver-set speed limitation, Optional (meeting fitment requirements)
Lane Support	Optional (not meeting fitment requirements)
Autonomous Braking	Approach Warning with City Brake Activation, City and Inter-Urban (Auto-Brake and Forward Collision Warning) system, Standard
Other	Not applicable

Safety equipment is standard across the model range unless stated otherwise

ADULT OCCUPANT

Total 32 pts | 84%

CRASH TEST PERFORMANCE

FRONT OFFSET 11,3 pts

Driver

Passenger

SIDE CAR 8 pts

SIDE POLE 8 pts

Side car

Side pole

FRONT OFFSET

HEAD

Driver airbag contact stable

Passenger airbag contact stable

CHEST

Passenger compartment stable

Windscreen Pillar rearward 8mm

Steering wheel rearward none

Steering wheel upward none

Chest contact with steering wheel none

UPPER LEGS, KNEES AND PELVIS

Stiff structures in dashboard none

Concentrated loads on knees none

LOWER LEGS AND FEET

Footwell Collapse none

Rearward pedal movement none

Upward pedal movement Brake - 0.2mm

SIDE

Head protection airbag Yes

Chest protection airbag Yes

WHIPLASH PROTECTION

FRONT, REAR SEATS 2,5 pts

Front seats

Rear seats

HEAD RESTRAINT

Seat description Standard cloth, 6 way manual

Head restraint type Passive

Front geometric assessment 2 pts

TESTS

- High severity 2,5 pts

- Medium severity 2,5 pts

- Low severity 2,5 pts

AEB CITY

2,1 pts

System name Approach Warning with City Brake Activation

Fitment Standard



GOOD



ADEQUATE



MARGINAL



WEAK



POOR

CHILD OCCUPANT

Total 42 pts | 85%

CRASH TEST PERFORMANCE

18 MONTH OLD CHILD

Restraint Takata Midi
Facing rearward facing
Installation ISOFIX and Supportleg



PERFORMANCE

12 pts

FRONTAL IMPACT

Head forward movement protected
Head acceleration good
Chest load good

SIDE IMPACT

Head containment protected
Head acceleration good

3 YEAR OLD CHILD

Restraint Takata Midi
Facing rearward facing
Installation ISOFIX and Supportleg



PERFORMANCE

12 pts

FRONTAL IMPACT

Head forward movement protected
Head acceleration good
Chest load good

SIDE IMPACT

Head containment protected
Head acceleration good

CHILD SAFETY FEATURES AND CRS INSTALLATION CHECK



Isofix

Safety features score 6 pts
Installation check score 12 pts

Pass Install without problem
Partial Fail Install with care
Fail Safety critical problem
Exempt Installation not allowed

	SEAT POSITION							
	FRONT		2nd ROW			3rd ROW		
	CENTER	RIGHT	LEFT	CENTER	RIGHT	LEFT	CENTER	RIGHT
Maxi Cosi Cabriofix (Seatbelt)	N/A	Pass	Pass	Exempt	Pass	N/A	N/A	N/A
Römer King Plus (Seatbelt)	N/A	Pass	Pass	Exempt	Pass	N/A	N/A	N/A
Römer Duo Plus (ISOFIX)	N/A	Exempt	Pass	Exempt	Pass	N/A	N/A	N/A
Römer KidFix (Seatbelt)	N/A	Pass	Pass	Exempt	Pass	N/A	N/A	N/A
Maxi Cosi Cabriofix and EasyFix (Seatbelt)	N/A	Exempt	Pass	Exempt	Pass	N/A	N/A	N/A
Maxi Cosi Cabriofix and EasyFix (ISOFIX)	N/A	Exempt	Pass	Exempt	Pass	N/A	N/A	N/A
BeSafe iZi Kid X3 ISOfix (ISOFIX)	N/A	Exempt	Pass	Exempt	Pass	N/A	N/A	N/A
Maxi Cosi Pearl and Familyfix (ISOFIX)	N/A	Exempt	Pass	Exempt	Pass	N/A	N/A	N/A
Römer KidFix (ISOFIX)	N/A	Exempt	Pass	Exempt	Pass	N/A	N/A	N/A
Takata Midi (ISOFIX)	N/A	Exempt	Pass	Exempt	Pass	N/A	N/A	N/A
Takata Midi (ISOFIX)	N/A	Exempt	Pass	Exempt	Pass	N/A	N/A	N/A

SAFETY ASSIST

Total 9 pts | 70%

SPEED ASSISTANCE SYSTEM 1,3 pts

Optional (meeting fitment requirements)	
Speed Information	Not applicable
Speed Assistance (Manual)	Pass

ELECTRONIC STABILITY CONTROL (ESC) 3 pts

- DSC	Meets requirements
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SEATBELT REMINDER 3 pts

- driver and passenger	Pass
- rear	Pass

LANE SUPPORT SYSTEMS 0 pts

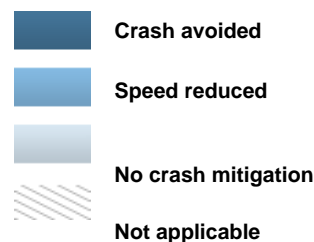
Optional (not meeting fitment requirements)	0
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AEB INTERURBAN SYSTEMS 1,8 pts

Approach Warning with City Brake Standard Activation


Human machine interface Default On

Performance



APPROACHING A STATIONARY VEHICLE

Approaching speed (km/h) 10 20 30 40 50 60 70 80

 Auto brake Forward collision warning

APPROACHING A SLOW MOVING VEHICLE

Approaching speed (km/h) 10 20 30 40 50 60 70 80

 Auto brake Forward collision warning

APPROACHING A BRAKING VEHICLE WITH SHORT HEADWAY

Leading vehicle braking Gentle (2 m/s²) Abrupt (6m/s²)

 Auto brake Forward collision warning

APPROACHING A BRAKING VEHICLE WITH LONG HEADWAY

Leading vehicle braking Gentle (2 m/s²) Abrupt (6m/s²)

 Auto brake Forward collision warning

PEDESTRIAN

Total 22 pts | 60%

HEAD	14,9 pts
PELVIS	2 pts
LEG	4,9 pts



COMMENTS

Adult occupant

The passenger compartment remained stable in the frontal impact. The passenger dummy showed good protection of all critical parts of the body. Dummy readings indicated good protection of the knees and femurs of both the driver and passenger. BMW showed that a similar level of protection would be provided to occupants of different sizes and to those sat in different positions. However, injury parameters indicated weak protection of the driver's lower legs. In the side barrier test, the 2 Series Active Tourer scored maximum points, with good protection of all body regions. Even in the more severe side pole test, the car scored maximum points with good protection of all areas, most notably the chest. Tests showed that the front seats and head restraints would provide good protection against whiplash injury in the event of a rear-end collision and a geometrical assessment of the rear seats also indicated good protection. Moreover, the 2 Series Active Tourer has a standard-fit autonomous emergency braking system that works at low speeds typical of city driving. Euro NCAP's tests showed that collisions could be avoided at speeds up to 20km/h and collision severity mitigated at higher speeds, up to 50km/h.

Child occupant

The 2 Series Active Tourer scored maximum points in the dynamic tests for its protection of both the 1½ year and the 3 year dummy. Both dummies were sat in rearward-facing restraints, providing the best form of protection in the frontal impact. In the side barrier test, both dummies were properly contained within the protective shells of their restraints, minimising the likelihood of dangerous head contact with the vehicle interior. 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 restraints for which the car is designed could be properly installed and accommodated in the vehicle.

Pedestrian

The BMW 2 Series Active Tourer has an active bonnet which lifts when a pedestrian is struck to provide greater clearance to the hard structures in the engine compartment. BMW demonstrated that the system would detect a range of pedestrian statures over a wide range of speeds, so the car was tested with the bonnet in the deployed position. On the bonnet surface, the protection offered to a pedestrian's head was good or adequate almost everywhere. Some poor results were recorded at the base of the windscreen and on the stiff windscreen pillars. The front edge of the bonnet performed well towards the centreline of the vehicle but gave poor results elsewhere. The bumper offered good protection to pedestrians' legs and scored maximum points.

Safety assist

The 2 Series Active Tourer has electronic stability control as standard equipment. A seatbelt reminder is standard for the front and rear seats. An autonomous emergency braking system is standard equipment and, in Euro NCAP's tests, showed adequate performance. A driver-set speed limitation device is available as an option but is expected to be fitted to most cars sold. The system met Euro NCAP's requirements for speed-limiters of this type. A lane-keeping aid is also an option but was not included in the assessment as it is not expected to be fitted to most cars sold.