

Crash Tests

New Car Safety

BMW 3-SERIES (LHD)

2005 on

Front+side & head airbags

Occupant Protection



Occupant Protection Score 34.65 out of 37

Variant: 320d sedan

Eng: 3.2 litre

Kerb weight: 1490 kg

Category: LUXURY

Vehicles built: 2005

Test by Euro NCAP

Important note: The *left-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 3-Series was introduced in Australia during 2005.

Dual front airbags, side airbags and head-protecting side curtains are standard equipment. ABS/EBD brakes and electronic stability control are also standard. Advanced seat belt reminders are fitted to both front seats.

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. Pre-tensioners 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 seat belt.

OCCUPANT PROTECTION: 5 Stars

The BMW 3-Series scored 15.56 out of 16 in the offset crash test. The passenger compartment held its shape well. There was a slight risk of serious chest injury for the driver and a slight risk of lower leg injury for the passenger.

The vehicle scored 15.09 out of 16 in the side impact crash test. There was a slight risk of serious abdomen injury for the driver. A further 2 points were scored in the optional pole test

FRONTAL OFFSET CRASH TEST

Body region scores out of 4 points each: Head/neck 4 pts, chest 3.95 pts, upper legs 4 pts, lower legs 3.613 pts.

The passenger compartment held its shape well in the offset crash test. The brake pedal moved rearwards by 13 mm and downwards 2mm. The steering wheel hub moved rearwards 3 mm, upwards 7 mm and sideways 3 mm. The front ("A") pillar moved 3 mm rearwards. All doors remained closed during the crash. After the crash all doors could be opened with normal effort.

Airbags cushioned the head of the driver and passenger and contact was stable.

SIDE IMPACT CRASH TEST

Body region scores out of 4 points each: Head 4 pts, chest 4 pts, abdomen 3.09 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 a further two points.



Offset crash test at 64km/h

INJURY MEASUREMENTS

Refer to the information sheet "How the test are done"	Offset Crash Test at 64km/h (v4.1)		Side Impact Crash Test at 50km/h (v4.1)
	Driver	Passn	Driver
Head HIC	166	128	73
Acceleration (g for 3ms)	32.9	27.6	27.4
Neck - Shear (kN)	0.71	0.58	-
Tension (kN)	0.55	0.71	-
Extension (Nm)	10.7	20.1	-
Chest Accln (g for 3ms)			-
Compression (mm)	22.37	17.44	18.83
Viscous criterion (m/s)	0.05	0.03	0.10
Abdomen - Force (kN)	-	-	1.340
Pelvis - Force (kN)	-	-	2.070
Upper legs Force (kN)			
Left	0.38	0.24	
Right	0.39	0.26	
Knee displ (mm)			
Left	0.00	0.00	
Right	0.00	0.00	
Lower legs Force (kN)			
Left	1.18	2.58	
Right	1.54	1.53	
Index (Upper/Low)			
Left	0.33 / 0.23	0.41 / 0.25	
Right	0.33 / 0.17	.34 / .16	

Bonus points (maximum 5)

Pole Test: 2 pts Seat belt reminders: 2

Modifiers - offset test scores

Head No deduction
Chest No deduction
Upper leg No deduction
Lower leg No deduction
Foot score Score 4 points

Modifiers - side impact test scores

Chest No deduction

PEDESTRIAN PROTECTION RATING (v4.1)

Child head impacts	2.34	Upper leg impacts	Zero
Adult head impacts	1.59	Lower leg impacts	Zero
Total (out of 36)	3.93	★☆☆☆	



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