



BMW 5 Series

RATING	SCORE	Front: 11	Side: 14	Seatbelt reminder: 2	Pole: 2
 ADULT OCCUPANT ★★☆☆☆	29				
 CHILD OCCUPANT ★★★★★	42				
 PEDESTRIAN ★☆☆☆☆	2				

Adult occupant protection



Frontal impact driver



Frontal impact passenger



Side impact driver

■	GOOD
■	ADEQUATE
■	MARGINAL
■	WEAK
■	POOR

Child restraints

18 month old Child	Fair BimboFix Type II, rearward facing
3 year old Child	Fair BimboFix Type II, forward facing

Pedestrian protection

No image car front available

Safety equipment

Front seatbelt pretensioners	<input checked="" type="checkbox"/>
Front seatbelt load limiters	<input checked="" type="checkbox"/>
Driver frontal airbag	<input checked="" type="checkbox"/>
Front passenger frontal airbag	<input checked="" type="checkbox"/>
Side body airbags	<input checked="" type="checkbox"/>
Side head airbags	<input checked="" type="checkbox"/>
Driver knee airbag	<input type="checkbox"/>

Car details

Hand of drive	RHD
Tested model	BMW 520i
Body type	executive saloon
Year of publication	2004
Kerb weight	1560
VIN from which rating applies	WBANA72080 B790822

Comments

The 5-Series has a very strong and stable passenger safety cage. It achieved a four-star rating after Euro NCAP allowed frontal, side and pole retests following improvements to the car's steering column, footrest, door trim, door latch, airbags and software. High loads were recorded by the driver dummy's chest instrumentation in the frontal impact. Side impact protection was better, though. An intelligent seat belt reminder operates for the driver and front passenger. Both child occupants were protected, but the car's ability to protect pedestrians was dire.

Front impact

The body proved to be strong, showing only minor distortion of the passenger cell. The driver's door could be opened almost normally after the crash. Intrusion at the footwell was minimal and control of the pedals was good. The restraint system includes dual stage non-tethered airbags for the driver and passenger, driver seat belt with dual pre-tensioner and a single pre-tensioner for the passenger belt. Both are combined with load limiters. A deformable element designed for higher energy impacts and positioned at the top of the steering column completes the system. Despite a good deal of design effort in the knee impact area, there remains some risk of injury for the driver and passenger knees.

Side impact

The door-mounted side airbag and head airbag tube worked efficiently but protection was mixed: the driver's head and pelvis fared better than his chest and abdomen.

Child occupant

Both children were seated in Fair Bimbo Fix restraints; rear-facing for the 18-month-old and forward-facing for the 3-year-old. Both children were well protected in the frontal and side impacts. A pictogram was fitted to the passenger door pillar and a text label to the screen. Neither was permanent nor warned against placing a child in a rear-facing restraint opposite an active airbag.

Pedestrian

Protection for pedestrians was extremely poor, scoring just two points. BMW need to take the protection of pedestrians much more seriously than this.