



**BMW i4**  
Standard Safety Equipment

2022



Adult Occupant



87%

Child Occupant



87%

Vulnerable Road Users



71%

Safety Assist



64%

## SPECIFICATION

Tested Model	BMW i4, LHD
Body Type	- 4 door saloon
Year Of Publication	2022
Kerb Weight	2050kg
VIN From Which Rating Applies	- all i4s
Class	Large Family Car

## SAFETY EQUIPMENT

	Driver	Passenger	Rear
FRONTAL CRASH PROTECTION			
Frontal airbag	●	●	—
Belt pretensioner	●	●	●
Belt loadlimiter	●	●	●
Knee airbag	✘	✘	—
LATERAL CRASH PROTECTION			
Side head airbag	●	●	●
Side chest airbag	●	●	✘
Side pelvis airbag	✘	✘	✘
Centre Airbag	✘	✘	—

Version 280622

## SAFETY EQUIPMENT (NEXT)

	Driver	Passenger	Rear
CHILD PROTECTION			
Isifix/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 33.3 Pts / 87%

■ GOOD   
 ■ ADEQUATE   
 ■ MARGINAL   
 ■ WEAK   
 ■ POOR

Frontal Impact 14.3 / 16 Pts

Mobile Progressive Deformable Barrier

Full Width Rigid Barrier

Lateral Impact 14.0 / 16 Pts

Side Mobile Barrier

Side Pole

Far-Side Excursion

Occupant Interaction

Rear Impact 4.0 / 4 Pts

Rear Seat

Front Seat

## ADULT OCCUPANT

Total 33.3 Pts / 87%

■ GOOD   
 ■ ADEQUATE   
 ■ MARGINAL   
 ■ WEAK   
 ■ POOR

Rescue and Extrication		1.0 / 2 Pts
Rescue Sheet	Available, ISO compliant	
Advanced eCall	Available	
Multi Collision Brake	Not available	

## Comments

The passenger compartment of the i4 remained stable in the frontal offset test. Dummy numbers demonstrated good protection for the knees and femurs of both the driver and passenger. BMW demonstrated that a similar level of protection would be provided to occupants of different sizes and to those sitting in different positions. Analysis of the deceleration of the impact trolley during the test, and analysis of the deformable barrier after the test, revealed that the i4 would be a moderately benign impact partner in a frontal collision. In the full width rigid-barrier impact, protection of all critical body areas was good or adequate, for both the driver and rear seat passenger. In both the side barrier test and the more severe side pole impact, protection of all critical body areas was good and maximum points were scored. 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 i4 does not have a counter-measure to mitigate against occupant to occupant injuries in such impacts. 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 i4 has an advanced eCall system which alerts the emergency services in the event of a crash but no system to apply the brakes after an impact to avoid secondary collisions.

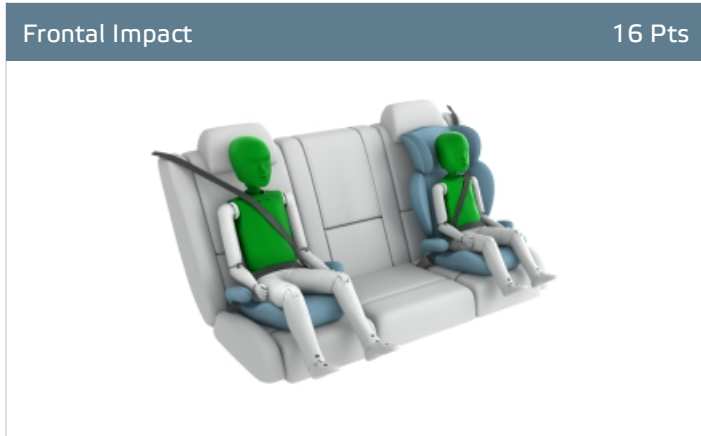
**CHILD OCCUPANT**

Total 43 Pts / 87%

■ GOOD   
 ■ ADEQUATE   
 ■ MARGINAL   
 ■ WEAK   
 ■ POOR

Crash Test Performance based on 6 & 10 year old children

24.0 / 24 Pts



Restraint for 6 year old child: *Britax Römer Kidfix SL*  
 Restraint for 10 year old child: *Osann Up booster cushion*

**Safety Features**

7.0 / 13 Pts

	Front Passenger	2nd row outboard	2nd row center
Isifix	✘	●	✘
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

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)



■ ISOFIX CRS

BeSafe iZi Combi X4 ISOfix (ISOFIX)



Cybex Solution Z i-Fix (ISOFIX)



 CHILD OCCUPANT

Total 43 Pts / 87%

■ Universal Belted CRS

Maxi Cosi Cabriofix (Belt)



Maxi Cosi Cabriofix & EasyFix (Belt)



Britax Römer King II LS (Belt)



Cybex Solution Z i-Fix (Belt)





## CHILD OCCUPANT

Total 43 Pts / 87%

	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)	●	●	●	●

● Install without problem    
 ● Install with care    
 ● Safety critical problem    
 ✘ Installation not allowed

— Not available

## Comments

In both the frontal offset and the side impact barrier tests, protection of all critical body areas was good for all critical body areas, for both the 6 and 10 year dummy, and maximum points were scored for this part of the assessment. The front passenger airbag can be disabled to allow a rear-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 child restraint types for which the car is designed could be properly installed and accommodated.

 **VULNERABLE ROAD USERS**

Total 38.7 Pts / 71%

GOOD
  ADEQUATE
  MARGINAL
  WEAK
  POOR

Pedestrian

27.6 / 36 Pts



Head Impact	20.8 Pts
Pelvis Impact	0.8 Pts
Leg Impact	6.0 Pts

Vulnerable Road Users


11.0 / 18 Pts

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

 VULNERABLE ROAD USERS

Total 38.7 Pts / 71%

AEB Pedestrian

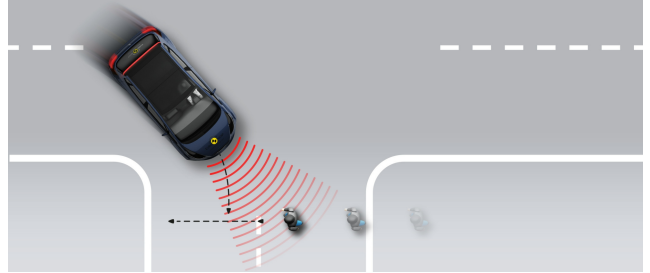
 6.0 / 9 Pts

■ 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

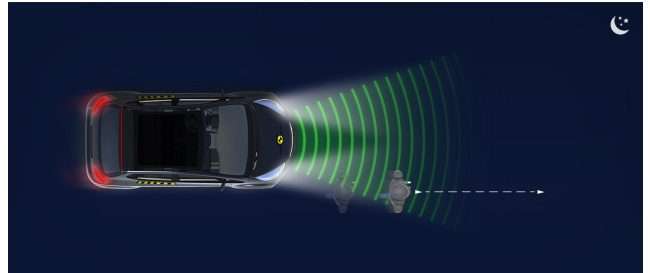


■ Night time

Adult crossing the road




Adult along the roadside




**VULNERABLE ROAD USERS**

Total 38.7 Pts / 71%

**AEB Cyclist**

**5.0 / 9 Pts**

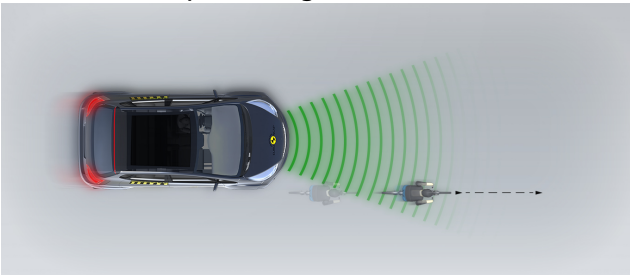
Cyclist from nearside, obstructed view



Cyclist crossing



Cyclist along the roadside

**Comments**

The i4 has an 'active' bonnet. Sensors in the bumper detect when a pedestrian has been hit and actuators lift the bonnet surface to provide greater clearance to the hard structures in the engine compartment. BMW showed that the system operated robustly for different pedestrian statures and over a wide range of speeds. Accordingly, the bonnet was tested in the raised, 'deployed' position and the protection provided was almost completely good or adequate. The bumper provided good protection to pedestrians' legs at all test locations but protection of the pelvis was largely poor. The autonomous emergency braking (AEB) system of the i4 can detect vulnerable road users, as well as other vehicles. The system performed adequately in tests of its response to pedestrians and to cyclists.

SAFETY ASSIST

Total 10.2 Pts / 64%

■ 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 ■ 2.0 / 3 Pts

> Seatbelt Reminder ■ 1.0 / 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	Steering input
Operational From	70 km/h

## SAFETY ASSIST

Total 10.2 Pts / 64%

## Lane Support

1.8 / 4 Pts

System Name	Lane Departure Warning	
Type	LKA and ELK	
Operational From	70 km/h	
<b>PERFORMANCE</b>		
Emergency Lane Keeping		MARGINAL
Lane Keep Assist		GOOD
Human Machine Interface		GOOD

## AEB Car-to-Car

3.8 / 6 Pts

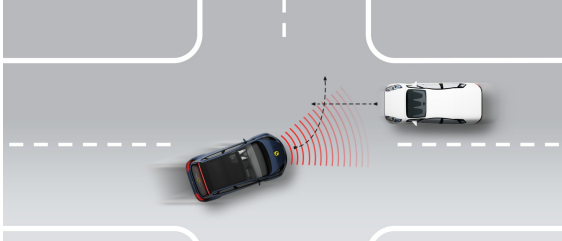
System Name	Collision Warning with Braking Function	
Type	Autonomous emergency braking and forward collision warning	
Operational From	5 km/h	
Sensor Used	camera and radar	

 SAFETY ASSIST

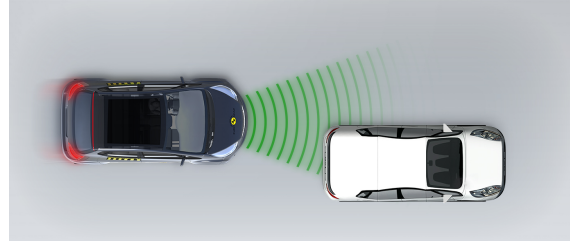
Total 10.2 Pts / 64%

■ Autobrake function only

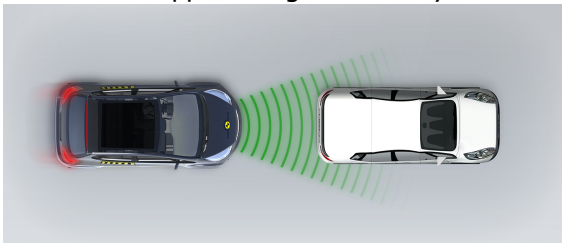
Test car turns across the path of an approaching car



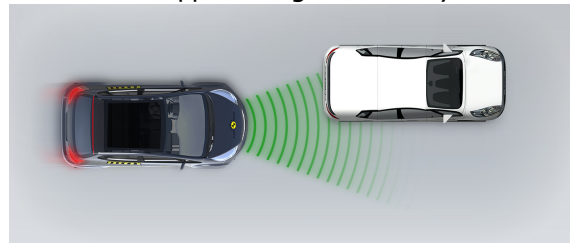
Approaching a stationary car



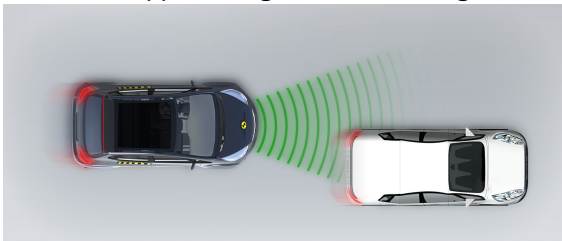
Approaching a stationary car



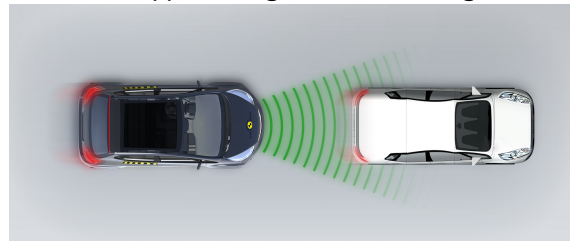
Approaching a stationary car



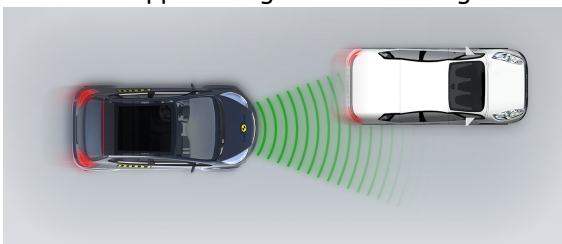
Approaching a slower moving car



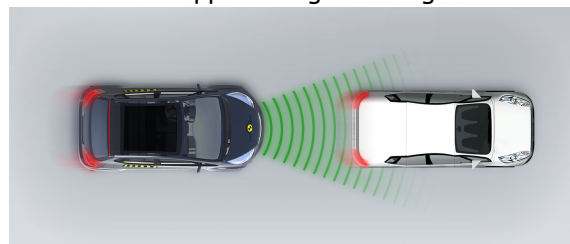
Approaching a slower moving car



Approaching a slower moving car



Approaching a braking car



 SAFETY ASSIST

Total 10.2 Pts / 64%

■ Driver reacts to warning

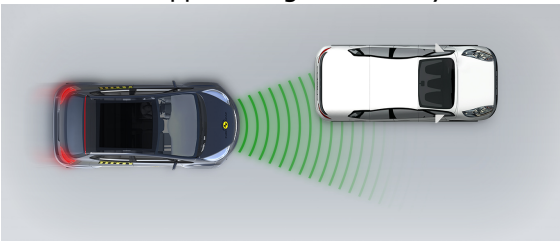
Approaching a stationary car



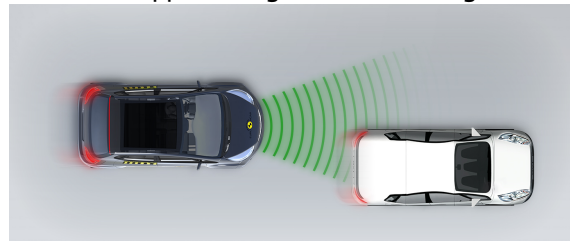
Approaching a stationary car



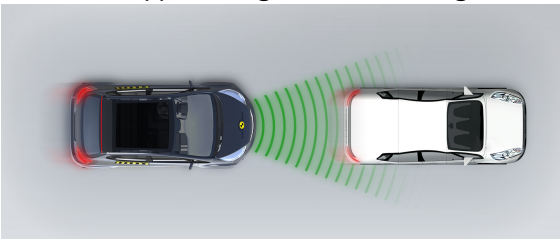
Approaching a stationary car



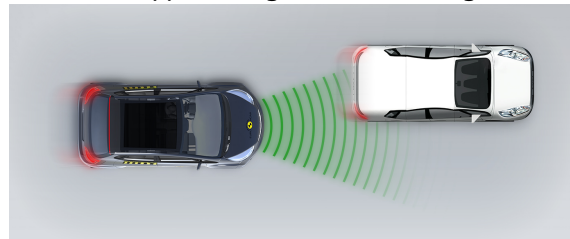
Approaching a slower moving car



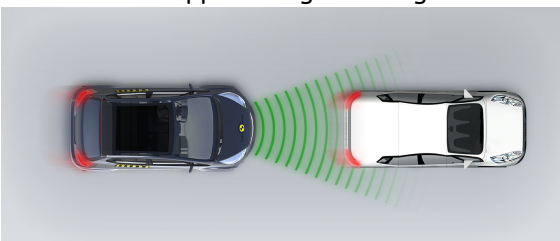
Approaching a slower moving car



Approaching a slower moving car



Approaching a braking car







## SAFETY ASSIST

Total 10.2 Pts / 64%

## Comments

The AEB system performed adequately in tests of its response to other vehicles, with impacts avoided or mitigated in many test scenarios. A seatbelt reminder system is standard and the car is equipped with a system which monitors steering inputs and issues a warning when a pattern characteristic of drowsy or impaired driving is detected. A combined camera/navigation system identified the local speed limit and provides the information to the driver, allowing the speed limiter to be set accordingly. If the car is drifting out of lane, a lane keep assist system gently corrects the vehicle's path. The system also intervenes in some more critical situations, to avoid road departure for example.

## RATING VALIDITY

### Variants of Model Range

Body Type	Engine	Model Name/Code	Drivetrain	Rating Applies	
				LHD	RHD
4 door saloon	Battery Electric	i4 eDrive40*	4 x 2	✓	✓
4 door saloon	Battery Electric	i4 M50	4 x 4	✓	✓

\*Tested variant

### Annual Reviews and Facelifts

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