BMW Z4

Roadster Sport

2015

Adult Occupant	Child Occupant	Pedestrian	Safety Assist
69%	61%	91%	46%

SPECIFICATION

Tested Model	BMW Z4 sDrive 18i, LHD
Body Type	2 door roadster
Year Of Publication	2015
Kerb Weight	1395kg
VIN From Which Rating Applies	all Z4s
Class	Roadster sports

ADVANCED REWARDS

- **2010 - BMW Assist Advanced eCall**

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	✕	✕	—
CHILD PROTECTION			
Isofix	—	●	—
Integrated CRS	—	✕	—
Airbag cut-off switch	—	●	—
SAFETY ASSIST			
Seat Belt Reminder	●	●	—

OTHER SYSTEMS	
Active Bonnet (Hood)	●
ESC	●
AEB City	✕
AEB Inter-Urban	✕
Speed Assistance System	✕
Lane Assist System	✕

The Safety Equipment includes those items relevant for the year of assessment

● Fitted to test car as standard ○ Fitted to test car as option — Not applicable ✕ Not available

○ Not fitted to test car but available as option

ADULT OCCUPANT

Total 26.4 Pts / 69%

GOOD | ADEQUATE | MARGINAL | WEAK | POOR

Frontal Offset Deformable Barrier — 8 Pts

Passenger

Driver

Frontal Full Width — 8 Pts

Rear Passenger

Driver

Whiplash Rear Impact — 2.4 Pts

Front seat

Rear seat

Lateral Impact — 8 Pts

Car

Pole

AEB City — 0

Performance:

ADULT OCCUPANT

Total 26.4 Pts / 69%

Comments on Adult Occupant

The passenger compartment of the Z4 remained stable in the frontal impact. Dummy readings indicated good protection of the knees and femurs of both the driver and passenger dummies. BMW showed that a similar level of protection would be provided to occupants of different sizes and to those sat in different positions. In the full width rigid barrier test, protection of all critical body regions was good and the Z4 scored maximum points in this test. Maximum points were scored also in the side impact barrier test, with good all-round protection. No pole test was performed for this assessment. The seats and head restraints demonstrated good protection against whiplash injury in the event of a rear-end collision. An autonomous emergency braking system is not available on the Z4.

CHILD OCCUPANT

Total 13 Pts / 61%

GOOD | ADEQUATE | MARGINAL | WEAK | POOR

Crash Test Performance

- Pts

18 months old child	- Pts

Tested restraint (Fit):
Takata Midi

Good

36 months old child	- Pts

Tested restraint (Fit):
Takata Midi

Good

Safety Features

1 Pts

	Front Passenger
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 Pts

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

- **Infants up to 13 kg**

Maxi Cosi Cabriofix (Belt)	Maxi Cosi Cabriofix & EasyFix (Belt)	Maxi Cosi Cabriofix & EasyFix (ISOFIX)

CHILD OCCUPANT

Total 13 Pts / 61%

Infants and toddlers up to 18 kg

BeSafe iZi Kid X3 ISOfix (ISOFIX)

Toddlers from 9 to 18 kg

Römer King Plus (Belt)

Römer Duo Plus (ISOFIX)

Maxi Cosi Pearl & Familyfix (ISOFIX)

Toddlers over 18 kg

Römer KidFix (Belt)

Römer KidFix (ISOFIX)

CHILD OCCUPANT

Total 13 Pts / 61%

	Seat Position
	Front
	PASSENGER
Maxi Cosi Cabriofix (Belt)	●
Römer King Plus (Belt)	●
Römer Duo Plus (ISOFIX)	✕
Römer KidFix (Belt)	●
Maxi Cosi Cabriofix & EasyFix (Belt)	●
Maxi Cosi Cabriofix & EasyFix (ISOFIX)	●
BeSafe iZi Kid X3 ISOfix (ISOFIX)	✕
Maxi Cosi Pearl & Familyfix (ISOFIX)	●
Römer KidFix (ISOFIX)	●

● Install without problem ● install with care ● safety critical problem ✕ Installation not allowed

Comments on Child Occupant

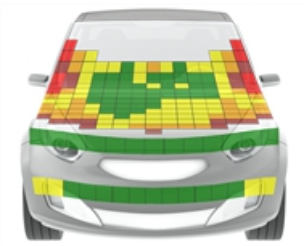
As the Z4 is a two-seater, the assessment of child protection is based on the features available in the vehicle for safe transportation of children in the front passenger seat, and on the installation of various types of restraints in that seating position. The front passenger airbag can be disabled to allow a rearward facing child restraint to be used in that seating position. However, the information provided to the driver regarding the status of the airbag is not sufficiently clear and the system was not rewarded. All of the restraint types for which the Z4 is designed could be properly installed and accommodated.

PEDESTRIAN PROTECTION

Total 33.1 Pts / 91%

GOOD | ADEQUATE | MARGINAL | WEAK | POOR

Pedestrian Protection	33.1 Pts



Head Impact	21.3 Pts
Pelvis Impact	6 Pts
Leg Impact	5.8 Pts

Comments on Pedestrian

The Z4 has an 'active' bonnet. Sensors in the bumper detect when a pedestrian has been struck and actuators lift the bonnet, creating more space between the surface and the hard structures in the engine compartment. BMW showed that the bonnet would deploy robustly over a range of speeds and for a variety of pedestrian statures. Accordingly, the bonnet was tested in the deployed (raised) position. Results were almost predominantly good or adequate on bonnet surface. The bumper offered good or adequate protection to pedestrians' legs and protection of the pelvis region was good at all test locations.

SAFETY ASSIST

Total 6 Pts / 46%

GOOD | ADEQUATE | MARGINAL | WEAK | POOR

Speed Assistance

0 Pts

Electronic Stability Control

3 Pts

System Name	Dynamic Stability Control	
PERFORMANCE		
Vehicle Yaw Rate @ COS + 1.00 s	4.1%	meets ECE requirements
Vehicle Yaw Rate @ COS + 1.75 s	3.3%	meets ECE requirements
Lateral Displacement @ BOS + 1.07 s	4.03 m	meets ECE requirements

Seat Belt Reminder

3 Pts

Applies To	Front seats		
Warning	Driver Seat	front passenger(s)	rear passenger(s)
Visual	●	●	—
Audible	●	●	—

● Pass ● Fail — Not available

Lane Support

0 Pts

SAFETY ASSIST

Total 6 Pts / 46%

Comments on Safety Assist

Electronic stability control is standard equipment on the Z4. A seatbelt reminder system is standard for the driver and passenger seats. Autonomous emergency braking, lane assistance and speed assistance are not available on the Z4.