



BMW iX3

2026



Standard

Tested model

BMW iX3 50 xDrive, LHD

Body type

SUV

Kerb weight

2285 kg

Class

Large SUV

Rating applies to

all variants

Publication

July 2026



VERDICT

Overall, the iX3 demonstrated a high level of safety and showed excellent performance in each of the four stages of safety.

Safe Driving

The iX3 detects and classifies the stature of occupants in the front seats, it does not monitor correct driver seatbelt usage or a front seat passenger who is 'out of position', for example with their feet on the dashboard.

The driver monitoring system scores well, both for distraction and for impairment. Key driving controls make use of physical controls such as buttons or stalks, while infotainment and comfort controls rely more on the screen or speech. A child presence detection system detects when a child has been left in the car and issues a warning when appropriate.

Based on a test drive of some 2000 km through Italy, France, Germany and Austria, the speed limit information function correctly identified the limit in

86 percent of cases, equivalent to 97 percent of the driving distance.

Crash Avoidance

The iX3 has all of the latest crash avoidance systems. Its autonomous emergency braking (AEB) system far exceeds the requirements of legislation and performs well in many of the advanced test scenarios required by Euro NCAP. The car has a system to prevent 'dooring', where a door is opened into the path of a cyclist approaching from behind, and this worked well.

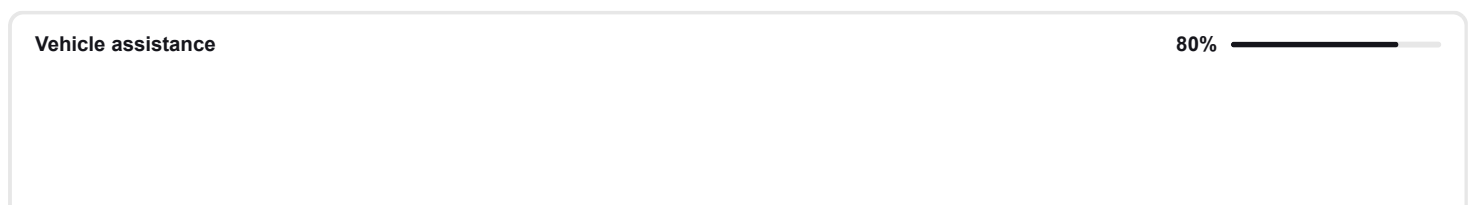
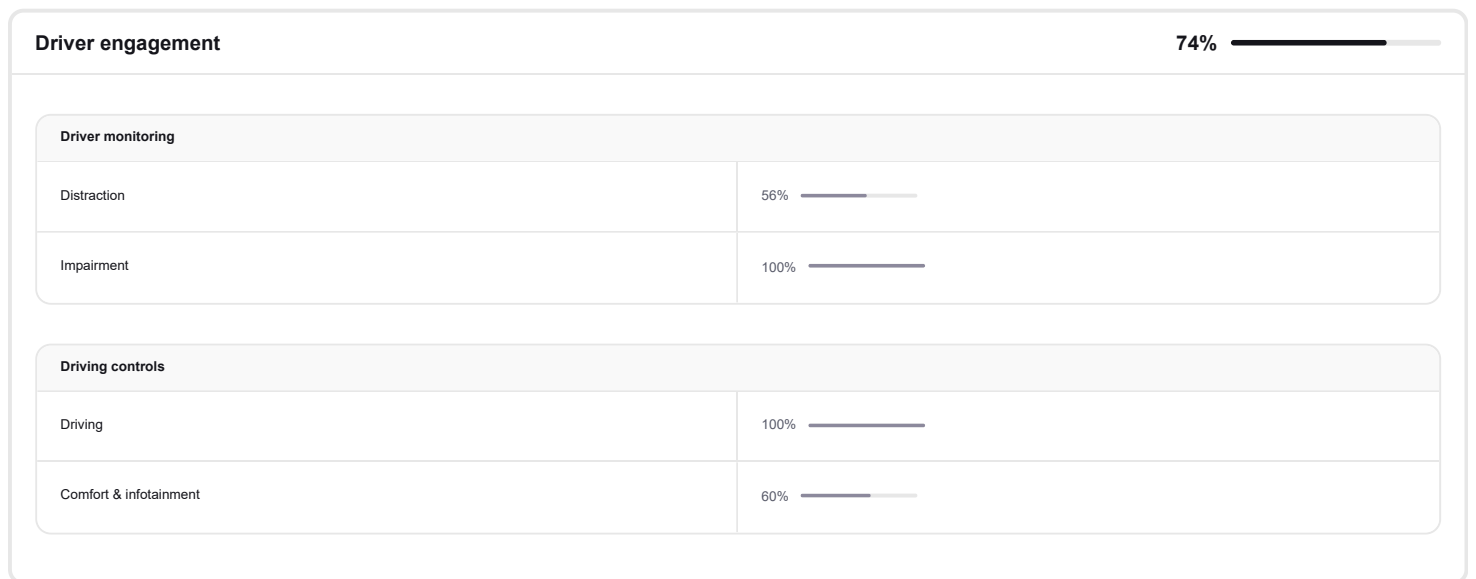
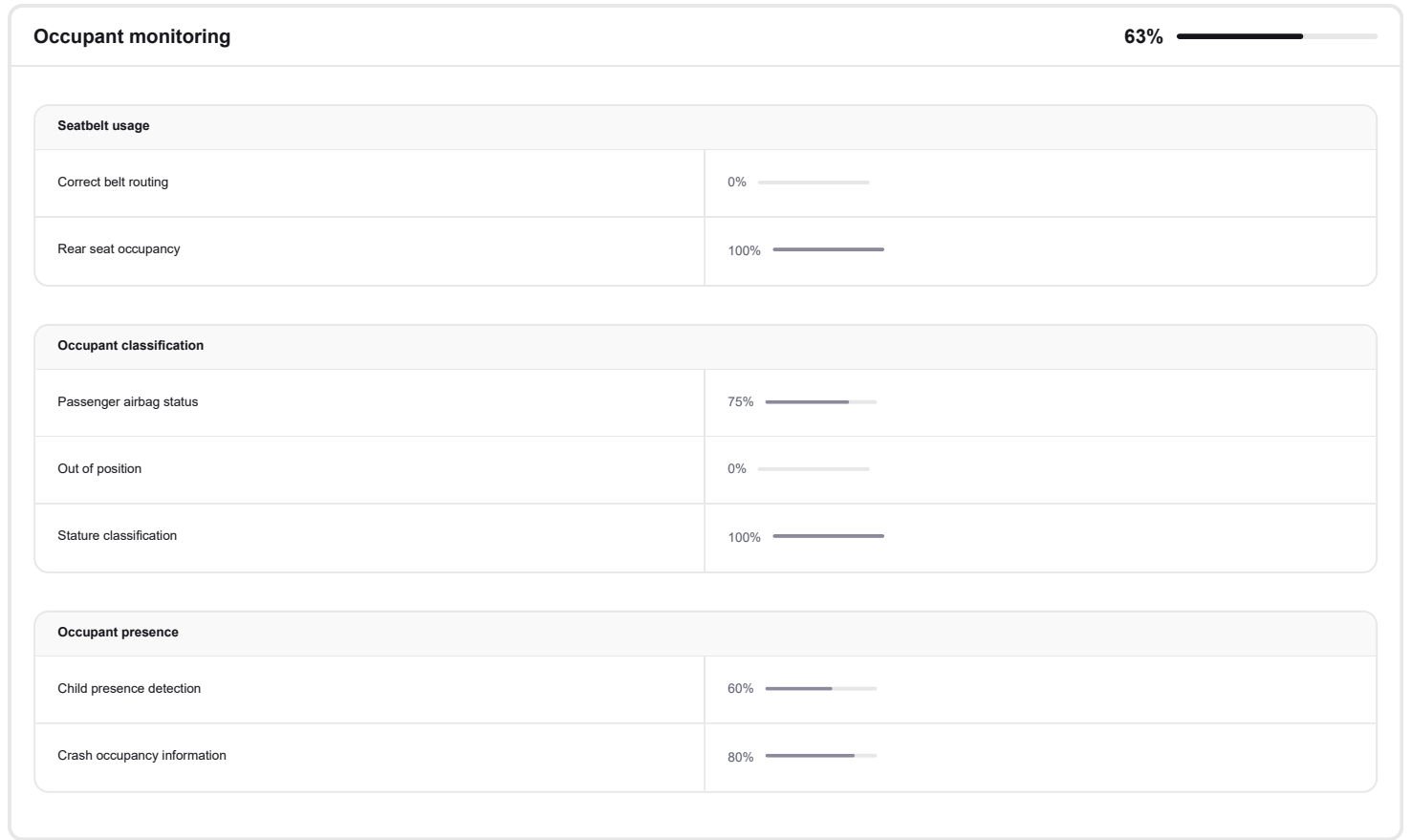
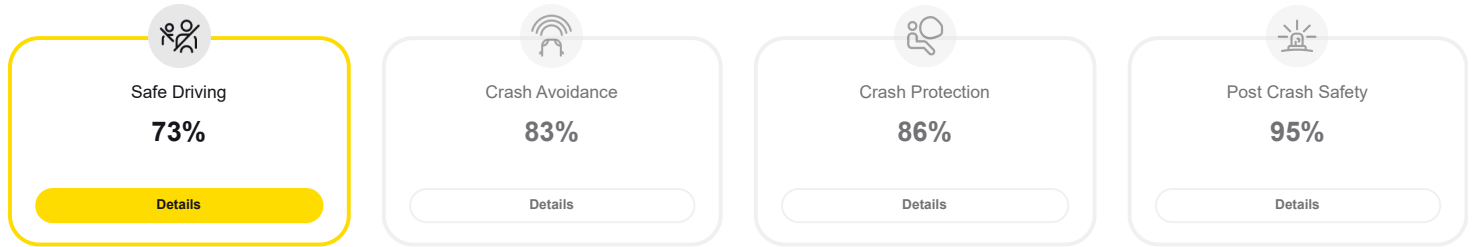
Crash Protection



Protection was good or adequate for all occupants in the frontal offset test. Good protection was provided to both of the child dummies, sitting in the rear seats, and maximum points were scored. In the full-width test, chest protection was rated as marginal for the small female driver, but protection was otherwise good or adequate. Additional

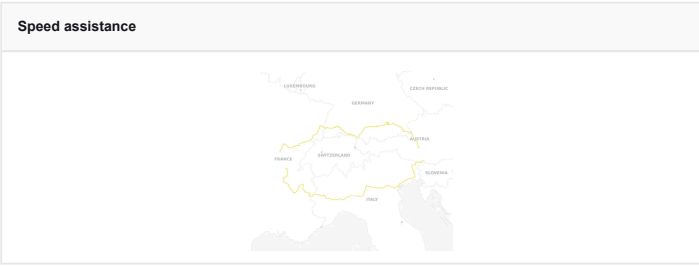
data and validated computer modelling demonstrated good protection in most of the various combinations of test configuration and occupant stature. Overall, the iX3 scored well for the robustness of the protection it offered. Full points were scored in the side impact tests, including far-side, where the iX3 has a centre airbag to mitigate occupant to occupant impacts. Protection of vulnerable road users was more varied, with few areas where good protection was provided to the head or pelvis. Protection of the femur and tibia yielded multiple good results.





Post Crash Safety



The iX3 drops only a few out of a maximum 100 points in Post Crash Safety. Third Party Service (TPS) eCall is available but not in all countries covered by Euro NCAP. The door handles are electrically operated but were found to be extended and operable after all of Euro NCAP's crash tests, and the mechanical fallback was confirmed.




Speed assistance	
Speed limit information	96% 
Speed control function	100% 










Adaptive Cruise Control performance	
Car-to-car	79% 
Car-to-motorcyclist	95% 
Car-to-VRU	100% 
Additional features	70% 





Steering assistance	
Steering assistance	0% 
Lane change assist	0% 


 <p>Safe Driving 73%</p> <p>Details</p>	 <p>Crash Avoidance 83%</p> <p>Details</p>	 <p>Crash Protection 86%</p> <p>Details</p>	 <p>Post Crash Safety 95%</p> <p>Details</p>
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Frontal collisions 79% 




Car & motorcyclist	
Rear-end & head-on	90% 
Junction – turning	94% 
Junction – crossing	48% 
Pedestrian & cyclist	
Moving in same direction	90% 
Turning	75% 
Crossing	92% 





Lane departure collisions 94% 

Single vehicle	
Driver acceptance	100% 
Lane departure	93% 
Car & motorcyclist	
Car-to-car	96% 
Car-to-motorcyclist	90% 

Low speed collisions 82% 




Car & motorcyclist	
Junction – turning	62% 
Junction – crossing	100% 

Pedestrian & cyclist	
Crossing	100% 
Manoeuvring	60% 
Dooring	100% 




 <p>Safe Driving 73%</p> <p>Details</p>	 <p>Crash Avoidance 83%</p> <p>Details</p>	 <p>Crash Protection 86%</p> <p>Details</p>	 <p>Post Crash Safety 95%</p> <p>Details</p>
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● Good
 ● Adequate
 ● Marginal
 ● Weak
 ● Poor


Frontal impact 83% 



Offset	
Driver	90% 
Front passenger	95% 
Rear passengers	100% 

Offset — Driver & passengers	Offset — Compatibility
	

Full width	
Driver	85% 
Front passenger	100% 
Rear passenger	90% 

Full width



Virtual testing & sled	
Driver	83% 
Front passenger	93% 

Virtual testing & sled

	35 km/h	50 km/h	56 km/h
5th			
50th			
95th			

Side impact

100% 

Side mobile barrier

Driver 100% 

Rear passengers 100% 

Side mobile barrier



Side pole

Driver 100% 

Side pole



Far-side

Occupant-to-occupant 100% 

Side mobile barrier 100% 

Side pole 100% 

Far-side — Occupant-to-occupant



Far-side — Side mobile barrier



Far-side — Side pole



Rear impact

98%

Dynamic

Driver

97%

Dynamic



Static

Front passengers

100%

Rear passengers

100%

Static



VRU impact

64%

Head impact

Cyclist

62%

Adult pedestrian

62%

Child pedestrian

61%

Head impact



Pelvis & leg impact

Pelvis	17%
Femur	100%
Knee & tibia	73%

Pelvis & leg impact



Child seat installation check

Child seat installation check

- i-Size
- Isfix
- Seatbelt attached

i-Size — A rearward-facing child restraint should never be installed in the front passenger seat when the airbag is enabled







Isfix — A rearward-facing child restraint should never be installed in the front passenger seat when the airbag is enabled




Seatbelt attached — A rearward-facing child restraint should never be installed in the front passenger seat when the airbag is enabled



● Easy installation
 ● Difficult installation
 ● Safety critical installation
 ✗ Installation not allowed
 ⊘ Airbag ON

 Safe Driving 73% Details	 Crash Avoidance 83% Details	 Crash Protection 86% Details	 Post Crash Safety 95% Details
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Post Crash Safety 95%

Rescue information	
Rescue sheet 	100%
Rescue guide	100%
Post crash intervention	
Advanced eCall	75%
Hazard light activation	100%
Vehicle extrication	
Energy management	100%
Occupant extrication	100%

Safety equipment

Safe Driving	
Occupant monitoring	
Advanced seatbelt reminder	✓
Airbag cut-off switch	✓
Occupant stature classification	✓
Child presence detection	✓
Driver engagement	
Distraction detection	✓
Fatigue detection	✓
Vehicle assistance	
Advanced speed assist system	✓
Adaptive Cruise Control	✓
Steering assistance	○

Crash Avoidance

Frontal collision	
Advanced Autonomous Emergency Braking	✓
Lane departure collision	
Advanced Emergency Lane Keeping	✓
Blind Spot Monitoring	✓
Low speed collision	
Low speed Autonomous Emergency Braking	✓
Reverse Autonomous Emergency Braking	✓
Cyclist dooring	✓

Crash Protection

	Driver	Front passenger	Rear passenger
Child safety			
Isofix / i-Size	–	✓	✓
Integrated child seat	–	✗	✗
Frontal impact			
Front airbag	✓	✓	–
Adaptive seatbelt	✓	✓	✓
Side impact			
Side head airbag	✓	✓	✓
Side chest / pelvis airbag	✓	✓	✗
Centre airbag	✓	✓	–
VRU impact			
Active pedestrian protection		✗	

Post Crash Safety

Post crash intervention	
Advanced eCall	✓
Multi-collision brake	✓
Vehicle extrication	
Automatic high-voltage deactivation	✓
Automatic door unlocking	✓

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

Rating validity

Annual reviews and facelifts

Date	Event	Outcome
2026-07-08	Rating Published	2026 ★★★★★ ✓

Variants of model range

Body type	Variant description	Drivetrain	Rating applies LHD	Rating applies RHD
5 door SUV	electric - iX3 40	4x2	✓	✓
5 door SUV	electric - iX3 50 xDrive*	4x4	✓	✓

* Tested variant