Euro NCAP
For Safer Cars

BMW X5

2026 | ★★★★★ Standard

Tested model	Body type	Kerb weight
X5 40d xDrive, LHD	**SUV**	**2430 kg**
Class	Rating applies to	Publication
Large SUV	**all X5s**	**November 2026**



VERDICT

The BMW X5 emerges with a thoroughly well-deserved 5-star rating. With consistently good performance in all four stages of an accident, the car demonstrates excellent all-round safety.

Safe Driving

The BMW X5 does not recognise seatbelt mis-use but recognises the presence of all rear seat occupants. There is no recognition of occupants sitting ‘out of position’, with their feet on the dashboard, for example, but occupant stature is correctly recognised, allowing the restraint system to be adjusted appropriately. The BMW X5 is equipped with Child Presence Detection, which issues a warning if a child has been left unattended in the car. The driver monitoring system identifies driver fatigue and various types of distraction and phone use. The X5 makes excellent use of manual controls for primary driving controls and also scores well for comfort and infotainment. The speed assistance system of the BMW X5 proved very effective. In a test drive of around 2000 km through Italy and France, the system correctly identified the limit in 91 percent of cases, representing 97 percent of the distance covered. The car scored well in an evaluation of its adaptive cruise control system, reacting robustly to cars and motorcyclists and scoring full points in its response to vulnerable road users.

Crash Avoidance

The BMW X5 scores very well in this area. The car is equipped with all of the latest crash avoidance technologies, and scores well for all of them, including the challenging crossing and turning scenarios. The X5 scores full points for driver acceptance of its lane support system, adapting the sensitivity based on the alertness of the driver. The car protects against ‘dooring’, preventing a door from being opened if the car detects a cyclist approaching from behind.

Crash Protection

In the frontal offset test and the full-width frontal impact, protection of the chest was rated as marginal for the driver and rear seat passenger respectively, based on dummy readings of compression. Otherwise, protection was good or adequate for all critical parts of the body, for the occupants. Additional data and validated computer modelling demonstrated good or adequate protection in various combinations of test configuration and occupant stature. Analysis of the deceleration of the impact trolley during the test, and analysis of the deformable barrier after the test, revealed that the BMW X5 would be a moderately benign impact partner in a frontal collision. In the side barrier test and the more severe side pole impact, protection was good for all occupants. Good protection was provided to all critical body areas in the side barrier test and in the more severe side pole impact. The BMW X5 has a centre airbag to protect against occupant-to-occupant injuries in a side impact. The airbag performed well in Euro NCAP’s test, with good protection of the front seat occupants’ heads. Protection of vulnerable road users was mixed: generally good or adequate for the head of a struck pedestrian or cyclist; good at all test points for the femur, but largely poor for the pelvis.

Post Crash

The BMW X5 scored extremely well in this part of the assessment. Third

Party Service (TPS) eCall is not provided but, in the event of a crash, the advanced eCall system provides detailed information about the car's occupants and the type of impact sustained by the car. The BMW X5 also scored well for its provisions for quick and safe extrication by first responders.

Safe Driving	Crash Avoidance	Crash Protection	Post Crash Safety
71%	85%	87%	92%
Details	Details	Details	Details

Good | Adequate | Marginal | Weak | Poor

Occupant monitoring

63%

Seatbelt usage	
Correct belt routing	0%
Rear seat occupancy	100%

Occupant classification	
Passenger airbag status	75%
Out of position	0%
Stature classification	100%

Occupant presence	
Child presence detection	60%
Crash occupancy information	80%

Driver engagement

70%

Driver monitoring	
Distraction	56%
Impairment	80%

Driving controls	
Driving	100%
Comfort & infotainment	80%

Vehicle assistance

80%

Speed assistance

Speed limit information	95%
Speed control function	100%

Speed limit information



Adaptive Cruise Control performance

Car-to-car	79%
Car-to-motorcyclist	92%
Car-to-VRU	100%
Additional features	

Steering assistance

Steering assistance	0%
Lane change assist	0%

Safe Driving	Crash Avoidance	Crash Protection	Post Crash Safety
71%	85%	87%	92%
Details	Details	Details	Details

Frontal collisions — 81%

Car & motorcyclist	
Rear-end & head-on	90%
Junction – turning	94%
Junction – crossing	51%

Pedestrian & cyclist	
Moving in same direction	90%
Turning	81%
Crossing	92%

Lane departure collisions — 95%

Single vehicle	
Driver acceptance	100%
Lane departure	93%

Car & motorcyclist	
Car-to-car	96%
Car-to-motorcyclist	90%

Low speed collisions — 93%

Car & motorcyclist	
Junction – turning	63%
Junction – crossing	100%

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

Safe Driving	Crash Avoidance	Crash Protection	Post Crash Safety
71%	85%	87%	92%
Details	Details	Details	Details

Good | Adequate | Marginal | Weak | Poor

Frontal impact

86%

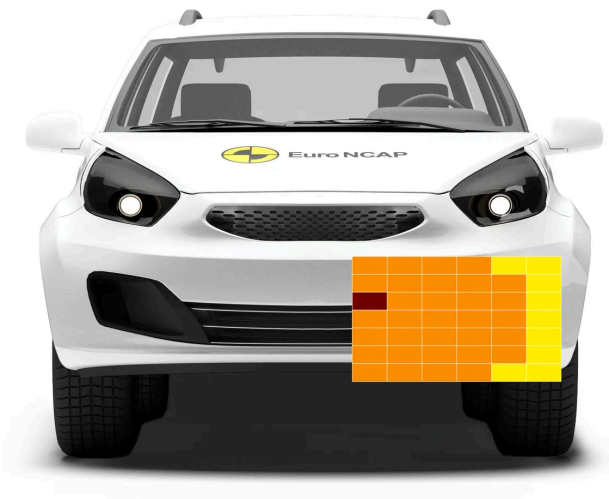
Offset

Driver	85%
Front passenger	95%
Rear passengers	93%

Offset — Driver & passengers



Offset — Compatibility



Full width

Driver	95%
Front passenger	95%
Rear passenger	70%

Full width



Virtual testing & sled	
Driver	91%
Front passenger	94%

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%

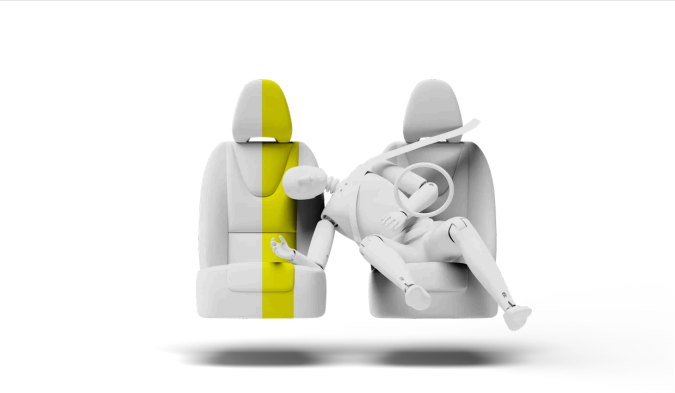
Far-side — Occupant-to-occupant



Far-side — Side mobile barrier



Far-side — Side pole



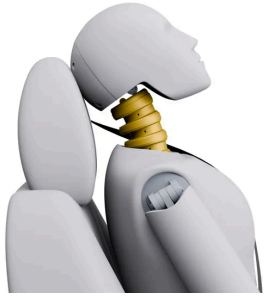
Rear impact

84%

Dynamic

Driver	73%

Dynamic



Static	
Front passengers	100%
Rear passengers	100%

Static



VRU impact

69%

Head impact	
Cyclist	66%
Adult pedestrian	88%
Child pedestrian	35%

Head impact



Pelvis & leg impact	
Pelvis	23%
Femur	100%
Knee & tibia	85%

Pelvis & leg impact



Child seat installation check

Child seat installation check
i-Size
Isofix
Seatbelt attached

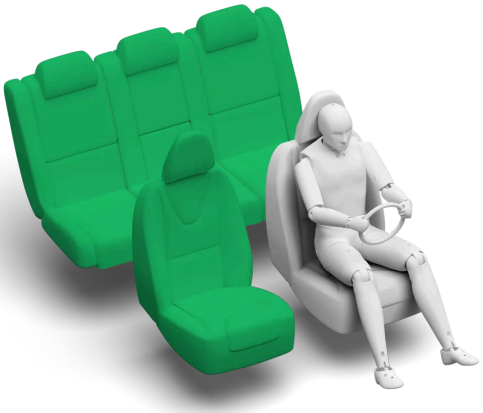
i-Size — A rearward-facing child restraint should never be installed in the front passenger seat when the airbag is enabled



Isofix — 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	Crash Avoidance	Crash Protection	Post Crash Safety
71%	85%	87%	92%
Details	Details	Details	Details

Post Crash Safety

92%

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	80%

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	Rating	Validity

Variants of model range

Body type	Variant description	Drivetrain	Rating applies LHD	Rating applies RHD
5 door SUV	Diesel - X40d xDrive*	4x4	✓	✓
5 door SUV	Petrol - X40 xDrive	4x4	✓	✓

* Tested variant