

TEST RESULTS

Comparabile

BMW i3

BMW i3 standard trim, LHD

TEST 2013



ADULTI



BAMBINI



PEDONI



SAFETY ASSIST



2010 Premiazione - [BMW Assist Advanced eCall](#)

Totale 31 punti | 86%



Conducente Passeggero

IMPATTO FRONTALE 13.6 punti



Vettura Palo

IMPATTO LATERALE CONTRO VETTURA 8.0 punti

IMPATTO LATERALE CONTRO PALO 6.6 punti



TAMPONAMENTO (COLPO DI FRUSTA) 2.8 punti



Totale 40 punti | 81%

CRASH TEST PERFORMANCE 24.0 punti

CHILD SAFETY FEATURES 4.0 punti

Bambino di 18 mesi (12.0 punti)



Seggiolino testato (attacco)
FAIR G0/1 (ISOFIX)

Rearward facing

Bambino di 3 anni (12.0 punti)



Seggiolino testato (attacco)
FAIR G0/1 (ISOFIX)

Rearward facing



Attacco Isofix

CRS INSTALLATION CHECK 12.0 punti

Neonati fino a 13 kg

Maxi Cosi Cabriofix (Seatbelt)

Maxi Cosi Cabriofix (Seatbelt)

Maxi Cosi Cabriofix and EasyFix (Seatbelt)

Maxi Cosi Cabriofix and EasyFix (ISOFIX)

Neonati e bambini fino a 18 kg

BeSafe iZi Kid X3 ISOFix (ISOFIX)

FAIR GO/1 (ISOFIX)

Bambini da 9 a 18 kg

Römer King Plus (Seatbelt)

Römer Duo Plus (ISOFIX)

Maxi Cosi Pearl and Familyfix (ISOFIX)

Bambini da 15 kg in su

Römer KidFix (Seatbelt)

Römer KidFix (ISOFIX)



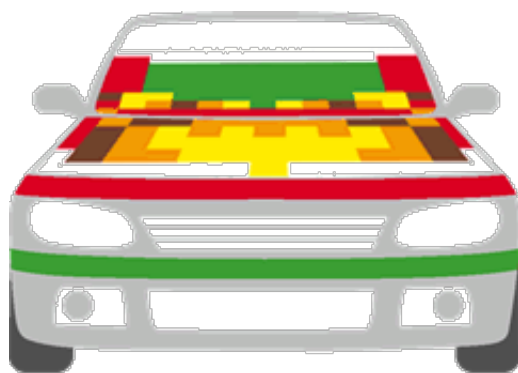
Installazione senza problemi

Installazione accurata

Problema per la sicurezza

Installazione non consentita

Totale 21 punti | 57%



TESTA 14.8 punti

BACINO 0.0 punti

GAMBA 6.0 punti



Totale 5 punti | 55%

SISTEMA SBR

driver and passenger
sedile posteriore

2.0 punti
Approvato
Non disponibile

CONTROLLO ELETTRONICO DELLA STABILITÀ (ESC)

DSC

3.0 punti
Approvato

DISPOSITIVI DI LIMITAZIONE VELOCITÀ

0.0 punti

ECALL - AUTOMATIC EMERGENCY CALL

2010 - [BMW Assist Advanced eCall](#)

Dettagli della vettura testata

Specifiche

Modello testato

Tipo carrozzeria

Anno di pubblicazione

Peso

Numero di identificazione veicolo (VIN) a cui si riferisce la valutazione

Classe

BMW i3 standard trim, LHD

5 porte portello posteriore

2013

1250kg

Applicabile a tutte le applies i3s testate

Small Family Car.

Safety equipment

Rear load limiters

Pretensionatori della cintura di sicurezza sedile anteriore

Limitatori di carico cinture di sicurezza anteriori

Airbag anteriore conducente

Airbag anteriore passeggero

Airbag laterali

Airbag laterale per la testa

Controllo elettronico della stabilità

Segnalazione di cintura di sicurezza non allacciata Driver and Passenger

Commenti

Protezione dei adulti

The passenger compartment remained stable in the frontal impact. Dummy readings indicated good protection of the knees and femurs of both the driver and passenger. BMW showed that a similar level of protection would be available to occupants of different sizes and to those sat in different positions. In the side barrier test, the i3 scored maximum points, with good protection of all body regions. In the more severe side pole impact, dummy readings of rib compression indicated that protection of the chest was weak. The front seats and head restraints provided marginal protection against whiplash in the event of a rear-end collision.

Bambini

Both the 1½ and 3 year dummies were sat in rearward-facing seats, according to BMW's recommendation. Based on the dummy readings from the dynamic tests, the car scored maximum points for its protection of both infants. In the side impact, both dummies were properly contained within the protective shells of their restraints, minimising the likelihood of head contact with parts of the vehicle interior. A disabling system is available as an option for the front passenger airbag, allowing 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. The risks of using a rearward-facing seat in the front passenger seat without first disabling the airbag are clearly indicated in the car. All of the child restraint types for which the car is designed could be properly installed and accommodated.

Pedoni

The bumper scored maximum points for its protection of pedestrians' legs, with good results in all areas tested. However, the front edge of the bonnet was poor and scored no points. The bonnet provided protection to the head that was predominantly adequate or marginal, with poor results recorded at the base of the windscreen and along the stiff windscreen pillars.

Dispositivi di sicurezza

The i3 has electronic stability control as standard equipment, and met Euro NCAP's test requirements. A seatbelt reminder is provided for the front seats but not for the rear. A system is available as an option which uses sign recognition to inform the driver of the speed limit. The driver can then set the speed limiter of the car to the appropriate speed. However, the system is not expected to reach Euro NCAP's minimum fitment rate to qualify for assessment.