

The BMW X1. Contents.



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1. Description in Brief.

- With its agile, versatile and modern character, the BMW X1 guarantees a new driving experience in the premium compact segment. It expands and enhances the range of BMW X models by yet another innovative vehicle concept.
- Through its body design the BMW X1 demonstrates self-confident elegance, versatile and sporting character, as well as spontaneous agility. For the first time the features and characteristics of a BMW X model are carried over in modern style into a unique vehicle in the premium compact segment.
- The interior of the BMW X1 is characterised by clear function and trendsetting, modern style. The driver orientation so typical of BMW is additionally accentuated by the forward-pushing lines within the cockpit area.. Sophisticated materials and natural colours accentuate the youthful and dynamic flair of the vehicle.
- The elevated seating position, a generous feeling of space, the wide range of storage options and the variable interior offer ideal conditions for enjoying the BMW X1 both in an urban environment and beyond, with agility, spontaneity and versatility of the highest calibre. Three full-sized seats at the rear offer generous space and freedom of movement. The rear-seat backrest is adjustable for angle and folds down in a 40/20/20 split. Luggage compartment capacity may be increased from 420 litres/14.7 cu ft to a maximum of 1,350 litres/47.3 cu ft. An electrically operated Panorama glass roof is available as an option.
- Modern drivetrain technology gives the BMW X1 superior performance and supreme efficiency all in one. Depending on the model variant, the driver benefits from powerful, economical and low-emission gasoline and diesel engines, BMW's intelligent xDrive all-wheel-drive technology, as well as a wide range of BMW EfficientDynamics features including Brake Energy Regeneration, Auto Start Stop, and a gearshift point indicator. The BMW X1 sDrive18d with rear-wheel drive and average fuel consumption to the EU standard of 5.2 litres/100 kilometres (equal to 54.3 mpg imp)

and a CO₂ rating of 136 grams/ kilometre offers the highest standard of efficiency all round.

- The cutting-edge suspension technology featured in the BMW X1 comprises a double-joint thrust bar or, respectively, an aluminium double-joint tiebar axle at the front and a five-arm rear axle in lightweight steel with separate double wishbones, high-precision power steering, high-performance brakes, Dynamic Stability Control including Dynamic Traction Control and, as an option, Performance Control activated by the networked control electronics on the xDrive all-wheel-drive system.
- The BMW X1 features a special body structure designed from the outset for maximum occupant safety. Standard features include three-point inertia-reel seat belts all round, frontal and side airbags as well as head airbags at the side, Adaptive Brake Lights and daytime driving lights. Xenon headlights, Adaptive Headlights and a High-Beam Assistant are all available as an option.
- In conjunction with the optional Business and Professional navigation systems, the BMW X1 is equipped with the latest generation of BMW iDrive including a Controller and direct selection buttons on the centre console, a Control Display harmoniously integrated in the instrument panel, and favourite buttons beneath the control panel for the air conditioning featured as standard. The most sophisticated HiFi systems are available as an alternative to the audio system fitted as standard and the AUX-In port likewise featured as standard may be supplemented by a USB interface. Numerous driver assistance systems and the wide range of BMW ConnectedDrive services are also available.
- Engine variants:
BMW X1 xDrive28i:
Straight-six gasoline engine with composite magnesium/aluminium crankcase, VALVETRONIC and dual-VANOS
Capacity: 2,996 cc, max output: 190 kW/258 hp at 6,600 rpm
Max torque: 310 Nm/228lb-ft from 2,600 – 3,000 rpm
Acceleration 0–100 km/h: 6.8 sec
Top speed: 205 km/h (127 mph)
(230 km/h or 143 mph with optional high-speed set-up)
Average fuel consumption to the EU standard: 9.4 ltr/100 kilometres (equal to 30.0 mpg imp)
CO₂ emissions to the EU standard: 219 g/km

Emission standard: EU5

BMW X1 xDrive23d:

Four-cylinder diesel engine with all-aluminium crankcase,

BMW TwinPower Turbo and common rail direct fuel injection

Capacity: 1,995 cc, max output: 150 kW/204 hp at 4,400 rpm

Max torque: 400 Nm/295 lb-ft from 2,000 – 2,250 rpm

Acceleration 0–100 km/h: 7.3 sec

Top speed: 205 km/h (127 mph)

(223 km/h or 138 mph with optional high-speed set-up)

Average fuel consumption to the EU standard: 6.3 ltr/100 kilometres

(equal to 44.8 mpg imp)

CO₂ emissions to the EU standard: 167 g/km

Emission standard: EU5

BMW X1 xDrive20d:

Four-cylinder diesel engine with all-aluminium crankcase, turbocharger
with variable intake geometry and common-rail direct fuel injection

Capacity: 1,995 cc, max output: 130 kW/177 hp at 4,000 rpm

Max torque: 350 Nm/258 lb-ft from 1,750 – 3,000 rpm

Acceleration 0–100 km/h: 8.4 sec

Top speed: 205 km/h (127 mph)

(213 km/h or 132 mph with optional high-speed set-up)

Average fuel consumption to the EU standard: 5.8 ltr/100 kilometres

(equal to 51.4 mpg imp)

CO₂ emissions to the EU standard: 153 g/km

Emission standard: EU5

BMW X1 sDrive20d:

Four-cylinder diesel engine with all-aluminium crankcase, turbocharger
with variable intake geometry and common-rail direct fuel injection

Capacity: 1,995 cc, max output: 130 kW/177 hp at 4,000 rpm

Max torque: 350 Nm/258 lb-ft from 1,750 – 3,000 rpm

Acceleration 0–100 km/h: 8.1 sec

Top speed: 205 km/h (127 mph)

(218 km/h or 135 mph with optional high-speed set-up)

Average fuel consumption to the EU standard: 5.3 ltr/100 kilometres

(equal to 53.3 mpg imp)

CO₂ emissions to the EU standard: 139 g/km

Emission standard: EU5

BMW X1 xDrive18d:

Four-cylinder diesel engine with all-aluminium crankcase, turbocharger with variable intake geometry and common-rail direct fuel injection

Capacity: 1,995 cc, max output: 105 kW/143 hp at 4,000 rpm

Max torque: 320 Nm/236 lb-ft from 1,750 – 3,000 rpm

Acceleration 0–100 km/h: 10.1 sec

Top speed: 195 km/h (121 mph)

Average fuel consumption to the EU standard: 5.7 ltr/100 kilometres (equal to 49.6 mpg imp)

CO₂ emissions to the EU standard: 150 g/km

Emission standard: EU5

BMW X1 sDrive18d:

Four-cylinder diesel engine with all-aluminium crankcase, turbocharger with variable intake geometry and common-rail direct fuel injection

Capacity: 1,995 cc, max output: 105 kW/143 hp at 4,000 rpm

Max torque: 320 Nm/236 lb-ft from 1,750 – 3,000 rpm

Acceleration 0–100 km/h: 9.6 sec

Top speed: 200 km/h (124 mph)

Average fuel consumption to the EU standard: 5.2 ltr/100 kilometres (equal to 54.3 mpg imp)

CO₂ emissions to the EU standard: 136 g/km

Emission standard: EU5

2. Driving Pleasure at Your Fingertips. The BMW X1. (Short Version)



Introducing the BMW X1, Germany's leading manufacturer of premium cars is setting a new benchmark in the compact segment, with a BMW X model for the first time entering the premium class of the largest market segment in terms of sales.

The BMW X1 comes with all the features so typical of a BMW X model and at the same time offers a new interpretation of BMW Sheer Driving Pleasure. The youngest member in the wide range of BMW X models stands for versatile sportiness and supreme agility, with looks characterised by self-confident elegance and modern style. Young and sporting in design, the interior combines superior variability with equally superior flexibility. In a nutshell, therefore, the BMW X1 brings together the features typical of a Sports Activity with the driving characteristics, dynamic performance and outstanding fuel economy and emission management of the BMW 1 Series.

With its superior drivetrain technology comprising the intelligent BMW xDrive all-wheel-drive system, the BMW X1 offers ideal qualities for versatile mobility as a genuine driving experience. The higher seating position and driver-oriented design of the cockpit enhance the emotional driving experience to an even higher standard. Top-quality materials, striking surfaces and the iDrive control system fitted in conjunction with the optional navigation unit emphasise the premium character of the car.

The spacious rear compartment offers three full-sized seats, the three-piece rear-seat backrest also adjustable for angle folding down completely to increase luggage capacity from 420 to 1,350 litres (14.7 – 47.3 cu ft). Numerous storage boxes and compartments add further practical benefits while the optionally available panorama glass roof ensures an even more generous feeling of space.

The BMW X1 sets new standards for driving pleasure in the premium compact segment. Thanks to BMW EfficientDynamics it offers the currently best balance of performance and fuel economy throughout its entire segment. The range of power units comprises one six-cylinder gasoline engine and three four-cylinder diesels. The straight-six in the BMW X1 xDrive28i features a composite magnesium/aluminium crankcase,

VALVETRONIC and double-VANOS, with maximum output of 190 kW/258 hp. The BMW X1 xDrive23d is powered by a 150 kW/204 hp diesel featuring BMW TwinPower Turbo technology and common-rail fuel injection. Both models come as standard with six-speed automatic transmission.

The diesel engines in the BMW X1 xDrive20d delivering 130 kW/177 hp and the BMW X1 xDrive18d with maximum output of 105 kW/143 hp likewise boast common-rail fuel injection and a turbocharger with variable intake geometry.

These engines are also featured in the BMW X1 sDrive20d and, respectively, the BMW X1 sDrive18d, interacting in standard trim with a six-speed manual gearbox. With its average fuel consumption in the EU test cycle of just 5.2 litres/100 kilometres (equal to 54.3 mpg imp) and a CO₂ emission rating of 136 grams per kilometre, the BMW X1 sDrive18d is the most efficient model in its segment.

It almost goes without saying that all engine variants fulfil the EU5 emission standard.

Design: versatile sportiness, self-confident elegance.

The driving characteristics of the BMW X1 are a perfect combination of supreme agility and versatile sportiness – features already borne out clearly in the design of the car's body. The most important characteristics are the strongly contoured and sleek engine compartment lid, the striking, upright BMW kidney grille, wheel arches flared far to the outside, short overhangs, the long wheelbase, the elaborately chiselled rear end and the low rake of the rear window.

The front, sides and rear end merge smoothly into one another, strong lines creating a sleek flow of surfaces from one body element to the next. The stretched proportions of the car highlight both the sporting elegance of the BMW X1 and the modern, functional qualities of all models.

Measuring 4.45 metres or 175.2" in length, this five-door stands out clearly from every angle as a BMW X model. The wheel arches almost square in their contours, greater ground clearance and the silver-coloured underfloor all emphasise the robust qualities of the car. At the same time the BMW X1 comes with outstanding aerodynamics giving the BMW X1 sDrive20d, the BMW X1 xDrive18d, and the BMW X1 sDrive18d, to mention just these examples, a drag coefficient Cd of 0.32.

The bumper with its powerful design and the directly integrated BMW kidney grille give the entire front end of the car powerful presence full of class and style. Widely flared wheel arches and the strongly contoured engine compartment lid with its contour lines merging into the kidney grille add a particular touch of power and muscle to the BMW X1.

Through their special look cut off at the top and with the row of lights emphasising the width of the car, the dual round headlights so typical of BMW exude a particular touch of style and class. Three-dimensional surrounds, in turn, likewise serve to emphasise the look of the front end. And beneath the large air intake, finally, silver-coloured underfloor protection clearly symbolises that the BMW X1 belongs to the family of BMW X models.

The side view of the BMW X1 is characterised by three striking lines, the waistline on the level of the door openers rising up sharply towards the rear and therefore, together with the sill-line remaining almost horizontal, creating a dynamic wedge look. The character line in between adds a further highlight through its smooth flow initially dropping down in the front door area, then moving up slightly and finally pointing up in a dynamic surge just upfront of the rear wheel arch.

The character line continues into the graphic surround encompassing the “Hofmeister kick” so typical of BMW, the character line and window graphics thus forming one optical unit to give the BMW X1 a particularly agile and compact look.

The width of the carefully chiselled rear end is further accentuated by the car’s muscular wheel arches and horizontal lines, the surfaces themselves being characterised by their smooth and almost gentle transition. The rear light clusters in L-shape design so typical of the brand, in turn, stand out particularly through their sharp lines re-interpreted on the new BMW X1. And at the rear, finally, the silver-coloured underfloor protection emphasises the robust character so typical of a BMW X model.

The BMW X1 takes on an even more expressive look with the optional X Line. This special design set comprises silver-painted inserts on the front and rear bumpers finished in body colour as well as on the side-sills and a painted crossbar subdividing the lower air intake on a horizontal line. Available as an option, finally, the roof railing is finished either in black matt or eloxy silver in combination with X Line.

Interior design: sophisticated, modern, functional, generous.

Generous trim surfaces and dynamic lines give the interior of the BMW X1 a truly sporting and youthful appearance. The instrument panel is subdivided by horizontal lines creating a special structure continuing into the door panels which, by accentuating the sheer width of the vehicle, heightens the generous feeling of space. The Control Display on the optional iDrive control system is also finished in innovative style, blending smoothly and harmoniously into the dashboard.

The elevated seating position so typical of the BMW X models ensures comfortable and convenient access at all times as well as optimised all-round visibility of traffic conditions around the car.

The special design of the centre console and the dashboard area around the cockpit offers an appropriate reinterpretation of the driver orientation so typical of a BMW. The first point is that through its special look and configuration, the centre console separates the driver's and front passenger's areas in visual terms. The controls for air conditioning and the audio system are inclined slightly towards the driver.

The BMW X1 comes initially with a choice of seven body colours. The interior, in turn, is finished in both powerful and natural colours, the wide range of colours available giving the customer free rein in customising the car to his own individual style.

As an alternative to the seat upholstery finished as standard in Elektra cloth, there is also Median cloth in sporting striped design as well as Nevada leather. Then the customer also has the choice of no less than seven trim colours and five variants of trim bars giving the car either a very individual touch.

Yet a further special feature is the Cool Elegance Design Package available on the BMW X1, incorporating highlights such as sports seats in Oyster-coloured leather upholstery and black/yellow piping on the backrest as well as trim bars in Bright Wave wood. In this case the lower section of the instrument panel and the centre console likewise come in Oyster, as do the footmats finished in the same colour.

A wide range of open storage boxes, trays and cupholders on the centre console as well as large open door compartments with integrated holders for bottles underline the functional character of the BMW X1. Through its

generous dimensions, the rear-seat bench offers comfortable space for up to three passengers.

As a further advantage the interior of the BMW X1 may be re-configured easily and quickly whenever required to meet all kinds of transport requirements. Loading is easy and convenient through the large tailgate, the wide opening for the luggage compartment and the low loading sill, even when taking along bulky objects. The backrest angle at the rear may be adjusted in numerous stages by up to 31° – and when the backrests are set to a vertical angle (Cargo Position), luggage compartment capacity increases from 420 to 490 litres (14.7 to 17.2 cu ft).

Split at a ratio of 40/20/40, the rear backrest also offers many other options and variable loading configurations: Folding down only the centre section, for example, the driver and his passengers enjoy the benefits of a large through-loading able to accommodate two 46-inch golf bags, four pairs of skis or two snowboards. Folding down the rear-seat backrest completely, on the other hand, luggage capacity increases to an enormous 1,350 litres or 47.3 cubic feet.

A further amenity is the separate storage compartment beneath the floor of the luggage compartment as such. Folding down the centre rear-seat backrest alone provides a generous through-loading facility interacting perfectly with the transport bag available as an option. And last but certainly not least, a rear luggage rack preparation kit is also available in addition to the roof railing.

The engines: unparalleled efficiency and dynamics in their segment.

BMW X models offer a particular highlight in the Sheer Driving Pleasure so typical of the brand. The BMW X1, in turn, combines this experience with a level of efficiency quite unparalleled in its segment. The BMW X1 sDrive20d and the BMW sDrive18d, for example, are the first vehicles of their kind to emit less than 140 grams of CO₂ per kilometre in the EU test cycle, and the other model variants also stand out through an unusually good balance of driving pleasure and fuel economy ensured by engines featuring the most efficient technology and, of course, by the wide range of BMW EfficientDynamics using breakthroughs in technology combined appropriately with one another on each model. Examples in this context are Brake Energy Regeneration, optimised aerodynamics, intelligent lightweight technology, tyres with low roll resistance, intelligent lightweight engineering, the final drive with optimised warm-up behaviour as well as ancillary units operating and

controlled on demand such as the electrical fuel pump and the detachable a/c compressor.

The manual models come with Auto Start Stop and a gearshift point indicator.

The BMW xDrive all-wheel-drive system features a new power divider with optimised efficiency, and the engine of the BMW X1 xDrive28i also boasts a map-controlled oil pump.

The top performer in its segment is of course the BMW X1 xDrive28i with its straight-six gasoline engine delivering maximum output of 190 kW/258 hp at 6,600 rpm. Peak torque from this 3.0-litre, in turn, is 310 Newton-metres or 228 lb-ft maintained consistently between 2,600 and 3,000 rpm.

Featuring a composite magnesium/aluminium crankcase, fully variable VALVETRONIC valve control and infinite dual-VANOS camshaft adjustment, this power unit stands out through its low weight, the running smoothness and fast-revving performance characteristic of a BMW six-cylinder, as well as optimised performance at low engine speeds.

The BMW X1 xDrive28i accelerates from a standstill to 100 km/h in just 6.8 seconds and reaches a top speed of 205 km/h or 127 mph (230 km/h or 143 mph with optional high-speed set-up). The efficiency of the six-cylinder, together with a wide range of technologies reducing both fuel consumption and emissions, provides average fuel consumption in the EU test cycle of just 9.4 litres/100 kilometres (equal to 30.0 mpg imp) and a CO₂ rating of 219 grams per kilometre.

The four-cylinder diesel with BMW TwinPower Turbo and fourth-generation common-rail direct fuel injection in the BMW X1 xDrive23d combines truly impressive torque and pulling force with superior efficiency. Displacing 2.0 litres, this all-aluminium power unit develops maximum output of 150 kW/204 hp at an engine speed of 4,400 rpm and offers maximum torque of 400 Newton-metres/295 lb-ft between 2,000 and 2,250 rpm. Variable Twin Turbo technology activating a small turbocharger right from the start when just slightly “stroking” the gas pedal and a second, larger turbocharger cutting in under higher load, ensures truly fascinating response and a smooth surge of power whenever required. Piezo-injectors operating at a pressure of up to 2,000 bar make the injection of fuel particularly precise.

The BMW X1 xDrive23d accelerates to 100 km/h in 7.3 seconds and reaches a top speed of 205 km/h or 127 mph (223 km/h or 138 mph with its optional high-speed set-up). This sporting performance comes together perfectly with average fuel consumption in the EU test cycle of only 6.3 litres/100 kilometres (equal to 44.8 mpg imp) and a CO₂ emission rating of 167 grams per kilometre.

A turbocharger with variable intake geometry and common-rail fuel injection with piezo-injectors generating maximum pressure of 1,800 bar give the second four-cylinder diesel engine featured in the BMW X1 maximum output of 130 kW/177 hp at an engine speed of 4,000 rpm and peak torque of 350 Newton-metres/258 lb-ft maintained consistently between 1,750 and 3,000 rpm. Likewise displacing 2.0 litres, the all-aluminium diesel engine in the BMW X1 xDrive20d ensures acceleration to 100 km/h in 8.4 seconds, with the BMW X1 sDrive20d reaching the same mark in an even faster 8.1 seconds. Top speed in each case is 205 km/h or 127 mph. On models featuring the optional high-speed set-up, top speed increases to 213 km/h or 132 mph on the BMW X1 xDrive20d and, respectively, 218 km/h or 135 mph on the BMW X1 sDrive20d.

Fuel economy and emission management are truly outstanding on both models: Average fuel consumption in the EU test cycle is 5.8 litres/100 kilometres (equal to 51.4 mpg imp) with the BMW X1 xDrive20d and an even more remarkable 5.3 litres/100 km (53.3 mpg imp) on the BMW X1 sDrive20d. The corresponding CO₂ ratings are 153 and, respectively, 139 grams per kilometre.

The 105 kW/143 hp version of the four-cylinder diesel in the BMW X1 xDrive18d and the BMW X1 sDrive18d offers an even more economical entry into the fascinating world of the BMW X models. Again, this power unit also comes with common-rail direct fuel injection and a turbocharger with variable intake geometry delivering peak torque of 320 Newton-metres or 236 lb-ft all the way from 1,750 to 2,500 rpm and reaching its maximum output at an engine speed of 4,000 rpm. The BMW X1 xDrive18d accelerates from a standstill to 100 km/h in 10.1 seconds, the BMW X1 sDrive18d completes the same exercise in 9.6 seconds. Top speed, in turn, is 195 and, respectively, 200 km/h (121 and, respectively, 124 mph).

The BMW X1 xDrive18d averages fuel consumption in the EU test cycle of 5.7 litres/100 kilometres (equal to 49.6 mpg imp) and has a CO₂ emission rating of 150 grams per kilometre. The BMW X1 sDrive18d, finally, marks the

record in terms of emission management, with average fuel consumption of 5.2 litres/100 kilometres (equal to 54.3 mpg imp) and a CO₂ emission rating of just 136 grams per kilometre.

Both the BMW X1 xDrive28i and the BMW X1 xDrive23d come as standard with six-speed automatic transmission. This automatic power transmission also available as an option on the BMW X1 xDrive20d instead of the six-speed manual gearbox featured as standard not only promotes driving comfort, but also enhances the agile driving behaviour of the most compact X model.

The sporting characteristics of the transmission are attributable in particular to the direct connection with the engine closing the clutch immediately after setting off. The transmission therefore follows even the slightest movement of the gas pedal, with short reaction and gearshift times. Shifting back more than one gear, in turn, does not take any longer than a direct gearshift to the next gear, thanks to the transmission directly moving into the right gear path. And last but certainly not least, the Steptronic function of the automatic transmission enables the driver to shift gears manually whenever he wishes.

BMW xDrive: intelligent all-wheel drive for the first time in the compact segment.

Offering variable distribution of drive power between the front and rear wheels, BMW xDrive permanent all-wheel drive improves both the car's agility and superior traction on rough surfaces. Thanks to the supreme qualities of this system, BMW is indeed the world's most successful manufacturer of all-wheel-drive vehicles in the premium segment. And now this intelligent all-wheel drive is available for the first time in a compact vehicle.

Working through a power divider with an electronically controlled multiple-plate clutch, xDrive distributes drive forces appropriately and in exactly the right dose to the axle offering the best wheel grip on the road below.

All-wheel drive is naturally connected to DSC Dynamic Stability Control and the engine management also on the BMW X1, with sensors on the wheels immediately detecting even the slightest tendency to spin. Within fractions of a second, therefore, the system is able to vary the ratio of power distribution even before a wheel starts to spin, thus effectively countering even the slightest tendency to over- or understeer in good time.

In bends more drive power is fed to the rear axle in order to make the vehicle even more agile and again to avoid understeer. Then, when leaving the

bend, BMW xDrive immediately returns to the standard setting of 40:60 front-to-rear power distribution in the interest of optimum torque and drive power.

Even under the most demanding conditions, the distribution of drive power through xDrive always ensures optimum driving stability. Only when the appropriate change in drive force distribution is no longer sufficient will DSC Dynamic Stability Control cut in to re-gain driving stability by intervening on the individual wheel brakes and reducing engine power appropriately.

DSC Dynamic Stability Control in the BMW X1 comprises not only the ABS anti-lock brake function, Dynamic Brake Control and CBC Cornering Brake Control, but also DTC Dynamic Traction Control. This latter function raises the stability control thresholds to a higher level, making it easier for the driver to set off on snow and sand with the wheels allowed to spin slightly.

On the BMW X1 xDrive28i DSC comes additionally with Dry Braking in the wet, Fading Compensation and a Start-Off Assistant.

Available as an option in conjunction with the sports set-up likewise coming as an optional extra, Performance Control on the all-wheel-drive versions of the BMW X1 allows even more precise dosage of the brakes and maintains a superior balance of torque through the networked xDrive control electronics, effectively countering even the slightest tendency to understeer right from the start on slippery surfaces and in particularly dynamic bends, and ensuring an even higher standard of agility.

As soon as the front wheels start to “push” out of a bend excessively, the inner rear wheel is slowed down as required by the networked xDrive and DSC control electronics, any loss of drive power suffered in the process being set off by an increase in the flow of power going to the wheels.

Supreme agility and all-round safety ensured by modern suspension technology and the strong body structure.

Characterised by superior agility, precision and supremacy, the driving behaviour and performance of the BMW X1 results directly from its high standard of suspension technology as well as the particularly strong and stable body structure. At the front the all-wheel-drive models come with a double-joint spring-strut thrust bar axle, the BMW X1 sDrive20d and the BMW X1 sDrive18d featuring an aluminium double-joint tiebar axle. In conjunction with the five-arm rear axle incorporating separated double

wishbones featured on all models, this ensures an optimum balance of sporting performance and driving comfort at all times.

The hydraulic rack-and-pinion steering comes complete with ultra-precise power assistance. Speed-related Servotronic available as an option on all the all-wheel-drive models, in turn, allows an even higher standard of smooth and effortless handling.

The extra-powerful brakes on the BMW X1 ensure outstanding brake power and stopping forces under all conditions. Depending on the engine, the disc brakes on all four wheels come in various dimensions and, in accordance with the individual models, in swing calliper or frame calliper configuration at the front.

All versions of the BMW X1 come as standard on 17-inch wheels in either steel or aluminium. Another standard feature is the Tyre Defect Indicator, while runflat tyres enabling the driver to continue to the nearest workshop even after a complete loss of pressure come as an option.

The extremely stiff and torsionally rigid bodyshell of the BMW X1 is based on BMW's intelligent lightweight technology using, together with other materials, high-strength and ultra-high-strength steel wherever appropriate. Both the choice of materials and the arrangement and geometry of the various support bars, load-bearing elements and reinforcements serve from the start to ensure maximum safety in a collision together with minimum weight and the highest possible standard of agility on the road. Forces acting on the bodyshell in the event of an accident are diverted through the engine supports and the suspension along several load paths in order to avoid extreme loads acting on individual structural elements and a possible impairment of the stable passenger cell.

Within the BMW X1 not only frontal and side airbags, but also curtain head airbags at the side offer superior safety on both the front and rear seats. At the same time the BMW X1 comes with three-point inertia-reel seat belts all round, featuring belt force limiters and belt latch tensioners at the front. ISOFIX child seat fastenings on the rear seats come as standard. All restraint systems are masterminded by a central electronic safety unit.

**Daytime driving lights featured as standard,
bi-xenon headlights coming as an option.**

Featured as standard on the BMW X1, the dual round headlights also come with a daytime lights function. Bi-xenon headlights including positioning and daytime driving lights featuring the corona rings so typical of BMW are available as an option combined with LED light conductors on the rear lights providing a particularly powerful impression of the L-design rear light clusters.

Apart from a High-Beam Assistant and a rain sensor, the BMW X1 is also available as an option with Adaptive Headlights illuminating the road ahead in the appropriate angle, following the steering and the position of the front wheels. Adaptive Brake Lights, in turn, give motorists following from behind a particularly clear warning when applying the brakes in an emergency.

Optional extras: functional, innovative, sophisticated.

The everyday driving qualities, driving pleasure and travel comfort offered by the BMW X1 may be further enhanced by sophisticated optional extras of the highest standard. The roof railing, a special storage package and a towing unit with a removable ball head offer additional transport capacities. Maximum trailer load of the BMW X1 is 2,000 kg or 4,410 lb (BMW X1 sDrive20d, BMW xDrive 18d, and BMW sDrive18d: 1,800 kg/3,969 lb).

Features such as sports seats, seat heating, automatic air conditioning, a lights package and the large Panorama glass roof offer optimum qualities for customising the interior and creating a unique, highly individual ambience. The audio system featured as standard, in turn, comes not only with six loudspeakers and a CD player, but also with an AUX-In port for connecting external sources of music, with the option to integrate an MP3 player and other data media through a USB interface into the car's entertainment system. Supreme sound quality, finally, is provided by the harman/kardon Surround Sound System.

In conjunction with the Business and, respectively, Professional navigation system, the BMW X1 comes with the latest generation of BMW iDrive including a Controller and direct selection buttons on the centre console, favourite buttons, and a Control Display measuring either 6.5 or 8.8 inches. Yet another option is to use the wide range of BMW ConnectedDrive services comprising features such as BMW Assist, BMW Online, and unrestricted use of the internet in the car.

The BMW X1 is built at BMW Plant Leipzig, where the new BMW X model is produced alongside the three-door version, the Coupé and the Convertible versions of the BMW 1 Series as well as the BMW 3 Series Saloon. BMW Plant Leipzig is one of the most modern car production plants in the world with innovative production processes for a high standard of flexibility.

3. Concept: The First of Its Kind in the Premium Compact Segment.



- **Consistent expansion of the BMW X family.**
- **Unique agility and efficiency versus the competition.**
- **Top-of-the-range straight-six power unit.**

“Like every BMW X model, the BMW X1 marks a new entry into a new, clearly defined market segment.”

Dr. Klaus Draeger, Board Member Development of BMW AG.

The ability to conquer new terrain is one of the characteristic strengths of every BMW X model. This applies not only to mobility beyond the beaten track, but also to the vehicle's strong appearance in international automobile markets.

Introducing the BMW X5 ten years ago, BMW for the first time established a brand-new vehicle concept. Then, a few years later, BMW successfully carried over this concept of the Sports Activity Vehicle, thus entering another segment in the process.

The BMW X6, the world's first Sports Activity Coupé, is equally unique. And now BMW is striking out again as a genuine pioneer, with the BMW X1 entering the compact segment as the first premium vehicle of its kind.

The BMW X1 seeks to offer a new rendition of the Sheer Driving Pleasure so typical of BMW also in this category. The youngest member of the BMW X family stands for versatile sportiness and supreme agility in urban traffic and beyond. With its superior drivetrain technology comprising the intelligent BMW xDrive all-wheel-drive system, as well as its modern and variable interior, the BMW X1 offers ideal qualities for truly versatile and thrilling mobility.

BMW X models: leading the competition for ten years.

Introducing – and, indeed, inventing – the Sports Activity Vehicle (SAV), BMW has successfully established a new segment in the market both innovative and trendsetting in character. Launched in 1999, the BMW X5,

thanks to its fascinating and dynamic qualities, immediately took on an outstanding position against its competitors.

In the meantime the new version of the BMW X5 has given further emphasis to these superior driving dynamics in a segment now characterised by greater competition, the outstanding success of the BMW X5 therefore clearly proving that sporting driving characteristics play an important role also in this segment.

The BMW X3 was likewise the first premium car to enter its segment against a broader range of competition. With its outstanding agility, intelligent BMW xDrive all-wheel-drive technology, powerful and efficient engines as well as the quality and features of a premium model, the BMW X3 quickly became both a trendsetter and a best seller, with more than 500,000 units sold worldwide confirming the ongoing success of the BMW X3.

The BMW X6 was launched in 2008 in the consistent evolution of the BMW X model family, its innovative vehicle concept highlighting the dynamics so typical of BMW in even greater style and perfection. Indeed, the BMW Sports Activity Coupé comes with innovations in drivetrain and suspension technology raising the driving dynamic qualities of a BMW X model to a brand-new dimension. Particularly important features are Dynamic Performance Control unique the world over and the eight-cylinder power unit with BMW TwinPower Turbo Technology as well as High Precision Injection presented for the first time in the BMW X6.

BMW X1: setting a new benchmark for driving pleasure in the premium compact segment.

The new BMW X1 is now setting a new benchmark for driving pleasure in the premium compact segment as the fourth model in the BMW X family. It is indeed the modern answer to the greater demands now made of an automobile serving to provide the utmost in sports and leisure time activities as well as new lifestyle. The BMW X1 expands the range of BMW X models by offering an additional, innovative vehicle concept and defines that proverbial BMW Sheer Driving Pleasure in a completely different way.

A straight-six at the top of the range and three diesel engines ensure driving pleasure of the highest standard on every level. Thanks to BMW EfficientDynamics, this supreme engine also offers the best conceivable balance of performance and fuel economy in its segment. In particular the BMW X1 sDrive18d with average fuel consumption of 5.2 litres/100

kilometres (equal to 54.3 mpg imp) and a CO₂ emission rating of 136 grams per kilometre sets a new benchmark in the market, proving the supreme efficiency such innovative technology is able to offer also in this segment.

Once again, therefore, BMW is taking on a leading role in the market through innovative power and a secure feeling for different customer wishes. "Like every BMW X model, the BMW X1 symbolises our breakthrough into a new and clearly defined market segment", states Dr. Klaus Draeger, Board Member Development of BMW AG.

4. Design: Versatile, Sporting and Full of Elegance.



- **Sporting looks with stretched proportions typical of the brand.**
- **Characteristic features of a BMW X model.**
- **Generous interior with powerful, natural colours.**

“In its design, the BMW X1 embodies truly youthful flair, a clear expression of spontaneous performance, and the versatility so typical of all BMW X models.”

Adrian van Hooydonk, Head of BMW Group Design

Outstanding agility and versatile sportiness – these are the characteristic features of the BMW X1 in its driving qualities. And these features are also borne out clearly in the design of the vehicle, its self-confident elegance coming out just as clearly and convincingly in its straightforward functionality. The front, side and rear ends flow directly into one another, striking lines ensuring smooth transitions from one body element to the other.

Measuring 4.45 metres or 175.2” in length, the five-door, despite its smaller dimensions than on the BMW X6, the BMW X5 and the BMW X3, clearly stands out from every angle as a genuine BMW X model. Wheel arches almost square in shape, striking surfaces and the upright BMW kidney grille exude a clear sign of robust character. The features typical of a BMW X model include extra ground clearance and slender protection trim around the lower part of the body, clearly expressing the ability of the BMW X1 to perform to the highest standard also off the beaten track. The roof railing available as an option, in turn, underlines the superior function of the car.

Stretched proportions emphasising the sporting character of the BMW X1.

With its long engine compartment lid, short front overhang, long wheelbase of 2.76 metres or 108,7” and the low-raked rear window, the BMW X1 clearly proves its sporting character through its stretched proportions alone. Similarly, BMW’s new X model also comes with excellent aerodynamic qualities giving the BMW X1 sDrive20d, BMW X1 xDrive18d and the BMW X1 sDrive18d, for example, a drag coefficient (Cd) of just 0.32.

The front end now takes on powerful presence through its muscular bumper and the BMW kidney grille perfectly integrated at the front without the slightest joint or space in between. Widely flared wheel arches and the strongly contoured engine lid with its contour lines seemingly flowing into the kidney grille give the BMW X1 a particularly muscular appearance.

The dual round headlights again so typical of BMW offer a highly focused expression through their clearly cut off line at the top and the row of lights emphasising the width of the vehicle. The three-dimensional surrounds give the headlight contours additional style and character, while the foglamps positioned high up and far to the outside in typical BMW X-style are integrated deeply within the bumpers.

As on all BMW X models, the two-piece bumper is made up of one element finished in body colour and a lower section made of hard-wearing black plastic integrated into the protective cover at the bottom. The painted surfaces on the front air dam extend particular far down at the outside, guiding the observer's view to the wheels emphasising the sporting and stable stance of the car. And beneath the large air intake, finally, silver-coloured underfloor protection clearly shows that the new model is a fully-fledged member of the BMW X family.

Three striking lines characterise the side view of the BMW X1. The waistline rising up sharply on the level of the door openers, together with the sill line moving up only slowly, creates a dynamic wedge shape, the character line in between, through its smooth flow first moving down in the front door area and then rising up slightly, and finally surging up dynamically just upfront of the rear wheel arch, adding a particular highlight.

The character line continues into the graphic surround on the "Hofmeister kick" at the bottom of the C-pillar so typical of BMW. As a result, the character line and the window graphics interact with one another to form one visual unit giving the BMW X1 a particularly agile and compact appearance.

Muscular wheel arches and horizontal lines emphasise the sheer width of the elaborately chiselled rear end, while the surfaces themselves come in a gentle, sweeping shape. The lower edge of the rear lid, in turn, takes up the character line at the side, while the rear light clusters in L-design so typical of the brand come with sharp lines as a new rendition. At the bottom, like the headlights and the lower end of the side window graphics, the rear light

clusters merge into additional surround elements giving their contours even greater clarity.

The lower section of the bumper at the rear of the BMW X1 also forms part of the protection elements surrounding the entire vehicle, while at the same time the underfloor protection finished in silver accentuates the robust character again so typical of a BMW X model.

The BMW X1 offers particular class and style with its optional X Line comprising silver-painted inserts on the front and rear bumpers as well as in the side-sills and a painted crossbar splitting the lower air intake horizontally. Available as an option, the roof railing comes either in elexy silver or matt black when combined with BMW X Line.

Interior design: sophisticated, modern, functional, generous.

Graphic elements full of powerful expression, generous trim surfaces and dynamic lines give the interior of the BMW X1 truly sporting and youthful character. The dashboard is stratified by horizontal lines forming a structure continuing into the door panels to emphasise the width of the vehicle through its generous feeling of space. The Control Display of the optional iDrive control system is likewise integrated harmoniously into the dashboard in new, innovative style.

The elevated seating position so typical of a BMW X model allows easy access to the car, at the same time giving the driver an optimised overview of traffic conditions and, as a result, outstanding supremacy at the wheel. This impression is further enhanced by the driver's perspective facing slightly down to the instrument panel slightly curved towards the front.

The asymmetric design of the centre console and the dashboard around the cockpit offers a new rendition of the driver orientation again so typical of the brand, the particularly shape of the centre console clearly separating the driver's and front passenger's areas. The slightly higher side panel on the front passenger's side emphasises this structure and the arrangement of the gearshift or, respectively, gear selector lever as well as the Controller for the optional iDrive control system specifically tailored to the driver.

The controls for air conditioning and the audio system are likewise turned slightly towards the driver, while a band in contrasting colour originating from the lower section of the instrument panel surrounds the instrument cluster including the binnacle above, guiding the driver's eyes to the road ahead.

The start/stop button, finally, is positioned on the inner side of this band facing towards the driver.

The BMW X1 is available for the time being with a choice of seven different colours. The interior, in turn, comes in powerful natural colours, the wide range of colours available offering the customer maximum freedom in choosing his or her personal and individual style. As an alternative to the seat upholstery coming as standard in Elektra cloth, Median cloth in sporting striped design as well as Nevada leather are also available. And finally there is also a choice of seven surface colours and five trim variants, again serving to give the car either a particularly sporting, a very modern, a more extroverted or an elegant note.

The BMW X1 is also available in Cool Elegance design comprising features such as sports seats with leather upholstery in Oyster colour and black-yellow piping on the backrests as well as a trim bar in Wave Wood, light. Last but not least, the lower part of the dashboard as well as the centre console also come in BMW's special Oyster colour.

5. Driving Experience: Agility Simply Fascinating Wherever You Go.



- **xDrive making its debut in the compact segment.**
- **Variable distribution of drive power for even greater agility in bends.**
- **Entry-level models with rear-wheel drive typical of BMW.**

“The BMW X1 proves convincingly how much driving pleasure a car in the compact segment is able to offer.”

Heinz Krusche, Head of Driving Dynamics Assessment

For the first time, the BMW X1 carries over the Sheer Driving Pleasure so characteristic of BMW's X models into the compact segment. The unique driving experience provided in this way results from the combination of powerful engines and the most advanced suspension technology which, apart from the elaborate front and rear axle configuration, also comprises the precise steering free of any effects from the drivetrain as well high-performance brakes.

Well-balanced axle load distribution likewise contributes to the agile handling of the BMW X1 characterised above all by fascinating sporting qualities in the style so typical of a BMW X model above all due to the elevated seating position.

Superior transmission of drive power to the road is ensured at all times, also off the beaten track, by BMW's intelligent xDrive all-wheel-drive system. This permanent, electronically controlled all-wheel drive promotes both the driving dynamics of the BMW X1 as well as the car's driving stability and traction.

On the two particularly economical entry-level BMW X1 sDrive20d and BMW X1 sDrive18d drive power is fed exclusively to the rear wheels, enabling the customer to enjoy the transmission of drive power so typical of BMW also in the compact segment.

Regardless of the type of power transmission, all variants of the BMW X1 come with DSC Dynamic Stability Control including DTC Dynamic Traction Control.

Supreme agility ensured by advanced suspension technology and a stable body structure.

The driving behaviour of the BMW X1 combining superior agility, precision and supremacy at all times results directly from the high level of suspension technology as well as the particularly sturdy body structure. Upfront the all-wheel-drive models come with a double-joint thrust bar axle, the BMW X1 sDrive20d and the BMW X1 sDrive18d featuring an aluminium double-joint tiebar axle. In conjunction with the five-arm rear axle featured on all models, this ensures optimum harmony of sportiness and driving comfort.

The hydraulic rack-and-pinion steering comes with precise dosage of power assistance, Servotronic power steering operating as a function of road speed and featured as an option on all all-wheel-drive models for even more effortless handling.

The powerful brakes on the BMW X1 ensure excellent stopping power under all circumstances. Depending on the engine variant, the brake discs on all four wheels come in various sizes and, again depending on the model, as swing calliper or frame calliper brakes at the front.

All model variants of the BMW X1 feature 17-inch steel or, respectively, aluminium wheels as standard. Another standard feature is the Tyre Pressure Indicator, while runflat tyres enabling the driver to continue to a workshop nearby even after a complete loss of pressure are available as an option.

Intelligent all-wheel drive featured for the first time in the compact segment.

Variable distribution of drive power between the front and rear wheels through BMW xDrive all-wheel-drive technology enhances the agility of the BMW X1 and ensures superior traction on rough surfaces. Thanks to the convincing qualities of this cutting-edge technology, BMW is now the world's most successful supplier of all-wheel-drive vehicles in the premium segment.

The BMW X1 is the first vehicle in the compact class to offer such intelligent all-wheel drive, with xDrive feeding drive power appropriately and properly dosed in each situation through a power divider incorporating an electronically controlled multiple-plate clutch to the axle with optimum wheel contact on the road.

All-wheel drive is networked with DSC Dynamic Stability control and engine management also on the BMW X1, with sensors on the wheels immediately

determining even the slightest slip, the system then varying the distribution of drive power within fractions of a second. This is done before a wheel even starts to spin, thus counteracting even the slightest trend to over- or understeer in good time and with maximum effect.

In bends more drive power is conveyed to the rear axle even when the vehicle is stable in the interest of extra agility and again to avoid understeer. In the interest of optimum drive force, the standard 40:60 front-to-rear set-up is reinstated right away at the end of the bend, enabling the driver to accelerate smoothly and safely on to the next straight.

The distribution of drive power via xDrive ensures optimum driving stability even in the most demanding situations, with DSC cutting in to re-establish driving stability by applying the brakes individually on the appropriate wheels and reducing engine power only when a change in power division is no longer sufficient.

DSC Dynamic Stability Control also comprises ABS anti-lock brakes, DBC Dynamic Brake Control, CBC Cornering Brake Control and DTC Dynamic Traction Control on the BMW X1. DTC Dynamic Traction Control raises the driving stability control thresholds, allowing the driver to set off more smoothly in deep snow or on sand with the wheels slightly spinning. On the BMW X1 xDrive28i the DSC function is further enhanced by features such as Dry Braking in the wet, Fading Compensation and a Start-Off Assistant.

Through the networked xDrive control electronics, Performance Control available as an option also in conjunction with the optional sports suspension set-up ensures carefully dosed application of the brakes on the all-wheel-drive versions of the BMW X1 and also provides appropriate torque compensation to effectively counteract even the slightest tendency to understeer right from the start and ensure greater agility on slippery surfaces and in particularly dynamic bends. As soon as the front wheels start to push to the outside, therefore, the inner rear wheel is slowed down appropriately by integrated xDrive and DSC electronic control, the loss in drive power suffered in this way being compensated by an increase in the power delivered from the engine.

BMW X1 sDrive20d and BMW X1 sDrive 18d with rear-wheel drive in typical BMW style.

Both the 190 kW/258 hp straight-six power unit and the four-cylinder diesel with BMW TwinPower Turbo and 150 kW/204 hp come in a perfect

combination with BMW xDrive. The two other diesel engines, in turn, are combined with rear-wheel drive, the BMW X1 sDrive20d and the BMW X1 sDrive18d providing the driving experience so characteristic of a BMW quite unique in the compact segment and so far offered only by the BMW 1 Series. At the same time these models excel through their particularly high standard of fuel economy and emission management.

Contrary to front-wheel drive so common in the compact segment and also among the competitors of the BMW X1, rear-wheel drive ensures particularly dynamic acceleration, prevents any spillover of engine power to the steering, and promotes well-balanced axle load distribution. A further point is that a vehicle driven by its rear wheels benefits from the inertia forces generated when accelerating. Dynamic axle load distribution takes the usual load off the front axle, avoiding the risk of the wheels spinning so common in the case of front-wheel drive, and ensures better transmission of power to the rear wheels. And last but not least, traction also benefits from a high load in the vehicle, with the additional weight resting on the drive axle and thus improving road and surface contact.

6. Drivetrain: More Power, More Diversity, More Efficiency.



- **BMW X1 sDrive18d offering best-in-class fuel economy and CO₂ emission control.**
- **Straight-six with 190 kW/258 hp right at the top.**
- **Wide range of BMW EfficientDynamics including Auto Start Stop.**

“Introducing the BMW X1, we offer greater efficiency and dynamics also in this segment – and the best combination of both of these benefits in each model.”

Wolfgang Hall, Head of Diesel Engine Development

BMW X models offer a particular rendition of the Sheer Driving Pleasure so typical of the BMW brand – and the BMW X1 combines this unique experience with a standard of efficiency quite unparalleled in its segment: The BMW X1 sDrive20d and the BMW X1 sDrive18d are the first cars of their kind to emit less than 140 grams per kilometre of CO₂ in the EU test cycle. The other model variants also offer an unusually positive balance of driving pleasure and fuel economy thanks to their engine with an unusually high standard of efficiency and the wide range of BMW EfficientDynamics technologies naturally featured as standard in an appropriate combination on each model.

These technologies include Brake Energy Regeneration, optimised aerodynamics, intelligent lightweight engineering, final drive with optimised warm-up behaviour as well as ancillary units operating on demand such as the electrical fuel pump and the detachable a/c compressor. The manual gearbox models, in turn, come with an Auto Start Stop function and a gearshift point indicator.

BMW has developed a new power divider with optimised efficiency for the xDrive all-wheel-drive system, and the power unit in the BMW X1 xDrive28i comes in addition with a map-controlled oil pump.

Last but certainly not least, all variants of the BMW X1 naturally fulfil the EU5 emission standard.

Top-of-the-range power unit: straight-six with composite magnesium/aluminium crankcase and VALVETRONIC.

The BMW X1 xDrive28i with its straight-six gasoline engine developing maximum output of 190 kW/258 hp at an engine speed of 6,600 rpm is definitely the top performer in its segment. At the same time this 3.0-litre develops its peak torque of 310 Newton-metres/221 lb-ft between 2,600 and 3,000 rpm. Featuring a composite magnesium/aluminium crankcase, fully variable VALVETRONIC valve management and infinite double-VANOS camshaft control, this outstanding power unit excels furthermore through its low weight, superior running smoothness and free-revving performance so typical of a BMW six-cylinder, as well as optimised response at low engine speeds.

The use of magnesium on the crankcase as well as lightweight camshafts with VANOS units made of aluminium makes the six-cylinder unusually light for an engine of its class. VALVETRONIC has already made a great name for itself worldwide as a particularly effective technology for enhancing efficiency in a wide range of BMW engines. Infinitely controlling valve lift on the intake valves, VALVETRONIC makes the conventional throttle butterfly used on former engines absolutely superfluous, reducing throttle losses in the charge process to a minimum.

Engine response is also optimised in this way, since the air mass required for combustion in the engine is masterminded by and within the engine itself, and does not require exterior control with wasted volume.

All this serves to capitalise on the efficient use of energy in the fuel consumed, providing a “beefy” torque curve and ensuring optimum engine response. And last but not least, double-VANOS camshaft control with its infinite spread of intake and exhaust valve angles provides high torque right from the start at low engine speeds.

The BMW X1 xDrive28i accelerates from a standstill to 100 km/h in 6.8 seconds and reaches a top speed of 205 km/h or 127 mph (230 km/h or 143 mph with optional high-speed set-up). Through this outstanding efficiency and the wide range of technologies used to reduce fuel consumption and emissions, average fuel consumption in the EU cycle is just 9.4 litres/100 kilometres (equal to 30.0 mpg imp) and the CO₂ rating is 219 grams per kilometre.

Supreme pulling force thanks to BMW TwinPower Turbo Technology on the four-cylinder diesel.

The four-cylinder diesel with BMW TwinPower Turbo and fourth-generation common-rail direct fuel injection in the BMW X1 xDrive23d combines impressive traction and pulling force with outstanding efficiency. The 2.0-litre all-aluminium power unit featured in this model delivers maximum output of 150 kW/204 hp at an engine speed of 4,400 rpm and peak torque of 400 Newton-metres/295 lb-ft from 2,000 to 2,250 rpm.

The charge system following the Variable Twin Turbo principle gives the engine a fascinating and direct response at all times. Applying this principle, a small turbocharger first cuts in at low engine speeds, developing superior power thanks to its low inertia right from the start and following the slightest movement of the gas pedal without any delay. Then, with engine speed increasing, the second, larger turbocharger also cuts in.

A turbine control flap divides the flow of exhaust gas variably among the two turbochargers, with the system being controlled and masterminded by particularly efficient engine electronics.

Piezo-injectors ensure particularly precise injection of fuel up to a pressure of 2,000 bar. Together with this unusually high injection pressure, the arrangement of the injectors and the valves guarantees efficient and very economical dosage of fuel as well as a smooth and consistent combustion process again making a significant contribution to clean emission management right from the start.

The BMW X1 xDrive23d accelerates from a standstill to 100 km/h in 7.3 seconds. Top speed is 205 km/h or 127 mph (223 km/h or 138 mph with the optional high-speed set-up). This sporting performance comes together with average fuel consumption of just 6.3 litres/100 kilometres (equal to 44.8 mpg imp) and a CO₂ rating of 167 grams per kilometre in the EU test cycle.

The starting point for outstanding efficiency: four-cylinder diesel with turbocharger and common-rail direct fuel injection.

A turbocharger with variable intake geometry and common-rail fuel injection using piezo-injectors operating up to pressure of 1,800 bar gives the second four-cylinder diesel in the BMW X1 maximum output of 130 kW/177 hp at an engine speed of 4,000 rpm as well as maximum torque of 350 Newton-metres/258 lb-ft all the way from 1,750 to 3,000 rpm. Again displacing 2.0 litres, this all-aluminium diesel accelerates the BMW X1 xDrive20d to

100 km/h in 8.4 seconds, the BMW X1 sDrive20d completing the same exercise in an even faster 8.1 seconds.

Top speed in each case is 205 km/h or 127 mph, which may be raised with the optional high-speed set-up to 213 km/h (132 mph) in the X1 xDrive20d and, respectively, 218 km/h (135 mph) in the BMW X1 sDrive20d.

Fuel consumption and emissions are reduced to a minimum in both models: Average fuel consumption in the EU test cycle is 5.8 litres/100 kilometres (equal to 48.7 mpg imp) in the BMW X1 xDrive20d and 5.3 litres/100 kilometres (equal to 53.3 mpg imp) in the BMW X1 sDrive20d. The corresponding CO₂ ratings are 153 and, respectively, 139 grams per kilometre.

The 105 kW/143 hp version of the four-cylinder diesel featured in the BMW X1 xDrive18d and the BMW X1 sDrive18d provides an even more economical entry into the world of BMW X models. This engine again comes with common-rail direct fuel injection and a turbocharger with variable intake geometry, delivering peak torque of 320 Newton-metres/236 lb-ft between 1,750 and 2,500 rpm and reaching its maximum output at 4,000 rpm. Acceleration from a standstill to 100 km/h comes in 10.1 seconds in the BMW X1 xDrive18d and in 9.6 seconds in the BMW X1 sDrive18d, with top speed of 195 km/h (121 mph) and, respectively, 200 km/h (124 mph).

The BMW X1 xDrive18d consumes an average of just 5.7 litres/100 kilometres (equal to 49.6 mpg imp) in the EU test cycle and has a CO₂ emission rating of 150 grams per kilometre. The absolute record in terms of fuel consumption and emissions is set by the BMW X1 sDrive18d with its average fuel consumption of 5.2 litres/100 kilometres (54.3 mpg imp) and a CO₂ emission rating of 136 grams per kilometre.

Six-speed automatic transmission with short reaction and gearshift times.

Both the BMW X1 xDrive28i and the BMW X1 xDrive23d come as standard with six-speed automatic transmission. This automatic transmission also available as an option on the BMW X1 xDrive 20d instead of the six-speed manual gearbox featured as standard not only promotes driving comfort, but also enhances the agile behaviour of this compact BMW X model.

The sporting driving characteristics of all models within the BMW X1 range are attributable in particular to the direct connection to the engine, with the

clutch closing immediately after setting off. A further important factor is the use of modern torque converter technology with an integrated torsion damper avoiding any unnecessary slip and loss of power. The result is a driving impression very similar to the typical character of a manual gearbox vehicle, the gas pedal responding immediately, with reaction and gearshift times reduced to a minimum. Even shifting back more than one gear does not require any more time thanks to direct access to the gear lane required. And last but not least the Steptronic function on the automatic transmission gives the driver the option to shift manually.

7. Body and Safety: Modern Function and Reliable Protection.



- **Five comfortable seats, generous transportation capacities.**
- **40/20/40 split/folding rear seat backrests with inclination adjustment.**
- **Comprehensive occupant protection thanks to the body structure, front and side airbags as well as side head curtain airbags.**

“The BMW X1 offers inspiring functionality. That is, its multifaceted possibilities are simply fun to use.”

Peter Kirst, BMW X1 Project Manager.

Versatility is one of the most significant features of a BMW X model. This becomes evident in its handling characteristics, which combine fascinating dynamics on the road with superior off-road traction, as well as in its body shell concept that, thanks to generous and flexibly utilisable interior space, meets the demands of the most diverse requirements. The BMW X1 also convinces with a generous interior and a variety of possibilities that ensure, as the situation demands, either a maximum degree of travelling comfort on all seats or an increased amount of transportation space.

The five-door vehicle, which measures 4.45 metres in length, 1.80 metres in width and 1.55 in height, provides room for up to five occupants. The three fully utilisable rear seats offer passengers a high degree of comfort even during longer journeys. Notwithstanding its stretched proportions, the BMW X1 also has a remarkable degree of headroom at the back in comparison with its rivals. Moreover, its body shell concept meets with the highest occupant protection requirements. With a crash-resistant body structure and comprehensive safety features, the BMW X1 fulfils the prerequisites for achieving excellent results in the latest and most significant crash tests worldwide.

Manifold storage possibilities, means-tested, expandable luggage compartment.

Numerous open storage compartments and shelves, cupholders in the centre console as well as large open door pockets with integrated bottle holders

emphasise the functional character of the BMW X1. The luggage compartment features two large side storage areas recessed in the floor behind the wheel arches as well as bag hooks and lashing eyes. Furthermore, beneath the luggage compartment floor, an intermediate storage space and a multifunctional tray below for storing small items are available for use. The optionally available storage package includes a centre armrest at the rear, a spectacle case integrated into the roof lining on the driver's side, nets on the front seat backrests and tensioning straps in the door pockets. The front centre armrest features a clip-on cupholder and an electric socket. Two cupholders are integrated in the rear centre armrest. An additional electrical connection, which can also be accessed by the rear seat passengers, is located on the centre console cover. Dividers for the intermediate floor storage space, tensioning straps, a storage net and a further electric socket in the luggage compartment are constituent parts of the storage package.

The generously dimensioned rear bench offers seating comfort for up to three passengers. Furthermore, the interior of the BMW X1 can be quickly and easily adapted to meet the most diverse transportation requirements. Thanks to the large, wide-opening tailgate and a low loading sill, convenience is guaranteed even when loading bulky items. The inclination of the rear seat backrests can be adjusted in numerous stages by up to 30 degrees. With the backrest in an upright position (cargo position), the luggage compartment volume is increased from 420 to 480 litres (14.7 to 16.8 cu ft). Moreover, the 40/20/40 split/folding backrest offers a multitude of variation possibilities.

If only the middle section is folded down, a large through-loading space is created, facilitating the storage of two 46-inch golf bags, four pairs of skis or two snowboards. With the rear seat backrest completely folded down, the storage space is increased to 1,350 litres.

Aluminium roof luggage rails, preparation for a rear luggage rack and a tow coupling with a removable tow ball are optionally available in addition to a transport bag for the through-loading area. The maximum permissible tow load of the BMW X1 is 2,000 kg (BMW X1 sDrive20d, BMW X1 xDrive18d and BMW X1 sDrive18d: 1,800 kg).

Panorama glass sunroof: As much light and fresh air as you need.

The panorama glass sunroof, which is available for the BMW X1 as an option, creates a particularly bright ambience and delivers as much fresh air as desired. The glass surface of the two-part roof measures

97 centimetres in length and 90.5 centimetres in width, with an opening of up to 48.5 centimetres. The structurally rigid design of the rear glass element contributes additionally to the vehicle's stiffness. A further distinctive feature is the harmonious integration of the glass surface into the vehicle's body shell. This is achieved by the "sweeping" contour of the front edge of the glass cover which follows the front edge design of the roof.

Like the front glass element, the slidable lining of the panorama glass sunroof is electrically operated. Its inner surface decor corresponds to that of the roof lining, blending harmoniously into the interior. The control unit is integrated into the roof lining together with the interior light switches.

Crash-resistant body shell and six airbags.

The extremely torsionally rigid body shell of the BMW X1 is based on the development concept of intelligent lightweight construction, which includes, inter alia, the selective use of high and highest strength steel grades. Both the choice of materials as well as the arrangement and geometry of bars, struts and supports are designed to achieve maximum crash safety, but also weight optimisation and the highest possible degree of vehicle agility. The frontal forces unleashed in an accident are diverted through several load paths in order spread out high collision forces and reduce load peaks acting on the rigid occupant cell.

The interior of the BMW X1 is fitted as standard with front and side airbags as well as side head curtain airbags for the front and rear seats. All seats feature three-pivot automatic seat belts, the front seats being equipped with belt force limiters and a belt latch tensioner. Furthermore, ISOFIX child seat fastening points for the rear seats also come as standard. All occupant restraint systems are controlled by the vehicle's central safety electronics. The high demands with regard to pedestrian protection are taken into consideration by corresponding deformation zones at the front of the vehicle. In addition, the bonnet of the BMW X1 features energy-absorbing deformation zones as well as resilient hinge kinematics.

Daytime running lights as standard, Bi-Xenon headlights as an option.

The twin round headlights fitted as standard on the BMW X1 also feature daytime running lights. Bi-Xenon headlights are optionally available and include position and daytime running lights set in typical BMW corona rings. They are combined with LED light conductors for the rear lights which intensely accentuate in particular the L shape of the taillights.

In addition to a high-beam assistant and a rain sensor, adaptive headlights, which illuminate the road surface according to the steering angle, are also optionally available for the BMW X1. In the event of an emergency brake application, adaptive brake lights give particularly effective warning to drivers behind.

8. Equipment and Accessories: For that Extra Bit of Driving Pleasure.



- **High-class optional equipment underlines the premium character.**
- **Perfect networking through innovative BMW ConnectedDrive services.**
- **Latest generation of the iDrive control system as a constituent part of the navigation systems Business and Professional.**

“Features not even found in higher segments constitute the premium character of the BMW X1”.

Hildegard Wortmann, Head of Product Management BMW X Models.

With the market launch of the BMW X1, a new dimension in driving pleasure can now also be experienced in the compact segment. Characteristic of this are, in addition to brand-typical sportiness and the both robust and functional nature of a BMW X model, the excellent quality standards and the high-class optional features offered by a premium-class vehicle. The BMW X1 underlines its exceptional position by offering a comprehensive range of standard equipment as well as additional options that raise the vehicle's standard of comfort and individuality to a level otherwise unknown in the compact class.

The BMW X1 comes as standard with an air conditioning system. Alternatively, automatic climate control with separate driver and front seat passenger temperature control is available. It incorporates a solar sensor, automatic window mist prevention and automatic air re-circulation. The operation of the air conditioning compressor is demand-controlled and is adapted to each driving situation. Unnoticed by the occupants, the energy it consumes can be automatically and temporarily reduced when maximum engine output is required for particularly rapid acceleration.

The optional light package offers atmospheric and functional interior lighting suited to each situation. It comprises ambience lighting, reading lamps at the front and rear, illuminated make-up mirrors for driver and front seat passenger, footwell and door opener illumination.

The standard seats in the BMW X1 are height-adjustable on both the driver and front seat passenger sides. Sport seats, electric seat adjustment including memory function as well as seat heating are optionally available for driver and front seat passenger. The BMW X1 xDrive28i and the BMW X1 xDrive23d are equipped as standard with a leather steering wheel, which is also available for all other versions and can be additionally fitted with multifunction keys. Furthermore, shift paddles located on the steering wheel for manual gear selection in the Steptronic automatic transmission mode are also available for the BMW X1 xDrive28i and the BMW X1 xDrive23d.

In addition to six loudspeakers and a CD drive, the standard audio system also includes an AUX-in connection for external audio sources. An MP3 player and other data carriers can be integrated into the entertainment system via a USB interface. The harman/kardon Surround Sound System offers the highest listening pleasure. It comprises eleven loudspeakers, a digital nine-channel amplifier with surround sound reproduction and speed-dependent equalising. A centrally mounted loudspeaker in the instrument panel, exceptionally powerful centrally mounted subwoofers as well as high-grade mid- and high-range speakers featuring aluminium diaphragms create remarkably differentiated and authentic sound characteristics.

iDrive operating system and navigation systems with a unique range of functions.

Combined with the navigation system Business or Professional respectively, the BMW X1 is equipped with the latest version of the iDrive operating system, which includes a controller and direct select buttons on the centre console, preference keys below the air conditioning control unit and a 6.5- or 8.8-inch display screen respectively. This display screen also depicts the image created by the optionally available reversing camera. Combined with the Park Distance Control system, which is equipped with sensors and also optionally available, the reversing camera simplifies reverse parking in the BMW X1.

Furthermore, the vehicle's navigation system also facilitates the use of voice entry as well as the addition of a Bluetooth interface for mobile telephones or the additional connection of audio and communication functions that are made available by smartphones. Likewise, it is possible to make use of the comprehensive BMW ConnectedDrive services.

The newly devised iDrive controller, which is ergonomically located in an optimum position, facilitates convenient and intuitive selection and activation

of functions by means of standardised rotary and toggle switches as well as push-buttons. An image of the controller depicted on the display screen simplifies orientation when selecting the next function, as do the clearly-structured, cascaded graphic menus. All menus display according to a systematic pattern, so it takes only very little time to become familiar with them.

Using the direct select buttons located on the controller, spontaneous accessing of CD, radio, telephone and navigation functions can be effected remarkably quickly.

The direct select buttons are complemented by the three command buttons "MENU", "BACK" and "OPTION". Furthermore, using the eight preference keys arranged centrally on the instrument panel, it is possible to store and directly access not only radio stations, telephone numbers and destinations, but also other menu items accessible via the iDrive system.

Both the navigation system Business and Professional provide high-resolution road map graphics with arrows for route guidance on the control display. The full-screen road map display featured by the navigation system Professional offers in addition a uniquely detailed overview of the surrounding region. Both the road map and the individual symbols can be displayed as three-dimensional graphics. Moreover, a relief map can be displayed on the screen. Photo-realistic graphics highlight selected places of interest along the route. A preview map simplifies selecting a travel destination.

Alternatively to the full-screen view, an assistance window, which provides additional images independently from the main map, can be activated in the control display. The contents of the assistance window can be determined by the customer by means of a predefined selection. It is then also possible, for example, to select an on-board computer display or details of the entertainment programme. The optimised voice command function featured by the navigation system Professional facilitates exceptionally fast and convenient selecting of travel destinations. For the first time, one single voice command is sufficient to transmit in its entirety a desired destination. Verbally expressed information regarding town or city, street and house number is recorded collectively by the system and assigned accordingly. In addition, the voice recognition function assists not only with the choice of sound source but also with the search for individual music titles stored on the in-vehicle hard disk.

The perfect network: BMW ConnectedDrive in the BMW X1.

Fascinatingly diverse is the range of optional BMW ConnectedDrive services available to the driver of a BMW X1. BMW ConnectedDrive ensures in any given situation a targeted transfer of information required to increase comfort inside the vehicle, to optimise the safety of all occupants and guarantee access to a state-of-the-art choice of information and entertainment. With BMW ConnectedDrive, the driver has at his or her disposal a number of innovative driver assistance systems as well as a comprehensive mobility support service, the functional range of which is unparalleled worldwide. In order to maintain the speed determined by the driver, engine management, choice of gear and brakes are influenced by the cruise control system with braking function, this being optionally available for the BMW X1. The system permanently monitors the vehicle's lateral acceleration values and, in order to prevent loss of comfort when cornering, effectuates when required a reduction of speed by means of intervention into the engine management and the braking system. Furthermore, controlled downhill driving – even when pulling a trailer – is aided by means of brake intervention, should it become necessary.

With the service BMW Assist, BMW ConnectedDrive offers the customer comprehensive and user-oriented support in a multitude of situations, both before starting off as well as en route and at the final destination. On the whole, BMW Assist comprises an enhanced emergency call function with automatic vehicle location, additional traffic information, a comprehensive information service and the interactive communication channel “My Info”, including the Send to Car function. One of the features of BMW TeleServices is the automatic allocation of a vehicle servicing deadline. The data recorded by the on-board diagnostic programme Condition Based Service, which establishes the condition of components that are subject to wear, is transmitted via telephone line to the responsible BMW service partner. Furthermore, the new BMW ConnectedDrive remote functions facilitate locking and unlocking of doors and exact vehicle location by telephone worldwide.

A further constituent part of BMW ConnectedDrive is the BMW Routes function. With the aid of a route planner it is possible to compile individually selected routes on the internet. The routes stored there can later be easily accessed directly from within the vehicle via BMW Online or transferred to the navigation system using a USB stick. The navigation system then guides the driver to the desired destination via the chosen route, providing

additional information during the journey regarding places of interest along the way.



9. Production: Integrated Production for Superior Quality and Flexibility.

- **Production at the BMW Leipzig plant for the world market.**
- **New press shop with affiliated door, bonnet and tailgate production strengthens the location.**
- **BMW Leipzig plant: High standard of environmental protection and quality management.**

“Production of the BMW X1 precisely to the customer’s specifications at BMW Plant Leipzig is a clear commitment to Germany as a leading nation in car production. As a result, the youngest member in the X model family will help in the long run to secure jobs also at BMW Plant Leipzig.”

Frank-Peter Arndt, Member of the Board of Management of BMW AG for Production.

Production of the BMW X1 for the entire international market will be carried out exclusively at the BMW Leipzig plant. Consequently, for the very first time, a BMW X model is being built at a German location within the BMW Group’s global production network. At the BMW Leipzig plant, which opened its gates in 2005, the 3-door version of the BMW 1 Series, the BMW 1 Series Coupe, the BMW 1 Series Convertible and the BMW 3 Series Saloon are produced. Highly flexible manufacturing and working structures are, in addition to modern environmental and quality standards, the production plant’s specific attributes.

This year, a new press shop with affiliated door, bonnet and tailgate production is being opened on the BMW Leipzig factory premises. In addition to this extension, the incorporation of the production of the BMW X1 will also contribute considerably towards strengthening the location and a long-term securing of jobs.

Ideal starting conditions through flexible structures.

Another special attribute of the BMW Leipzig plant is the possibility to prepare for the commencement of production of the BMW X1 at the body construction facility, the paint shop and on the assembly line during continuous operation. This is guaranteed, for example, by the unique comb-shaped structure of the assembly hall. It creates the prerequisites

for flexible individual wing extension for the integration of additional production stages at little cost and effort.

These attributes provide the ideal conditions for a trouble-free start-up of production of the BMW X1. Once again the BMW Leipzig plant is proving its outstanding competence in the run-up to the production of new models. Within just three years, the 3-door, the Coupe and the Convertible versions of the BMW 1 Series had already been previously incorporated into the programme, whereby, in each case, outstanding quality standards and high manufacturing efficiency were immediately achieved.

The construction of the complete body-in-white as well as painting and assembly of all models built at the BMW Leipzig plant is carried out on the same production lines. In the case of the BMW X1, assembly of four-wheel drive components is, for the first time, also being integrated into the production flow. Additionally, an automatic work station for the installation of the particularly large panorama glass sunroof featured by the BMW X1 has been set up and likewise integrated into the overall process. Only those components used in the manufacture of structural body parts are produced in separate areas for the various models. In this way, it is possible to optimally utilise flexible production capacities according to each market situation.

Central building awarded architecture prize.

Through its location and infrastructure, BMW Plant Leipzig offers ideal conditions for shipping a major share of the vehicles built at the Plant by rail. A direct railway connection also allows the delivery of materials by train. And finally a direct link to the Autobahn serves to keep the surrounding towns and villages free of trucks for all further transport requirements.

The BMW Leipzig plant was built with an investment volume of around 1.3 billion Euros at an industrial park located to the north of the Saxon city. The buildings occupy approximately 50 hectares of a total area of 208 hectares. The direct connection to the autobahn ensures that the surrounding built-up areas are kept free of heavy goods traffic. Finished vehicles are also shipped by rail. For this purpose the BMW Leipzig plant is directly linked to the railway network.

The manufacturing facilities are arranged around a central administration, services and communications complex. The central building was designed by the renowned architect Zaha Hadid. It provides a tight inter-connection of production areas and also offers space for people to meet and communicate.

In 2005, its characteristic design was awarded, inter alia, the Architecture Prize of the City of Leipzig and the prestigious German Architecture Prize.

Series production of the BMW 3 Series Saloon commenced on March 1, 2005, the incorporation of a further model following two years later with the production of the three-door version of the BMW 1 Series. The BMW 1 Series Coupe has been produced at Leipzig since September 2007, joined by the BMW 1 Series Convertible in December 2007. Thanks to flexible working hour schemes and shifts, up to 700 vehicles, depending on demand, are produced at the BMW Leipzig plant each day. This is realised by the "BMW Labour Formula", which renders possible a production facility utilisation time of between 60 and 140 hours per week. In this way, adapting to changes in the production plan at short notice is possible with little investment.

More than 4,600 jobs with BMW and external suppliers.

The BMW Leipzig plant is a production facility that has an integrated supply centre for external suppliers at its disposal. Due to this, parts from suppliers and pre-assembled components for all models produced at this location reach the assembly line quickly and directly. To date, more than 4,600 jobs have been created on the plant premises as a whole.

Each and every day, in-plant logistics move around 10,000 m³ of material. More than 80 percent of the parts reach the assembly line "just in time" – i.e. precisely when they are needed – and "just in sequence" – that is in the order of assembly of each individual vehicle. The bodies-in-white and painted bodies pass through the central building several times on specially constructed conveyors measuring a total length of 600 metres. With this concept, BMW is breaking with the traditional idea of separating administration and production. In this way, administration staff are also able to experience the production process at first hand.

New press shop with door, bonnet and tailgate production supports an efficient and environmentally sound production structure.

The almost completed extension of the BMW Leipzig plant will contribute towards a further increase in production efficiency and optimisation of the logistics cycle. The production of doors, bonnets and tailgates, which were previously acquired mainly from other BMW plants, is carried out at a new press shop with extended component production, in which a total of around 100 million Euro was invested. Due to the elimination of transport routes the ecological effects of the production process are also further

enhanced. The respective BMW X1 components also originate from the newly built production facilities. The new press shop is a sensible addition to the existing body construction facility at Leipzig, providing some further 100 jobs at this location.

High quality and environmental standards at the BMW Leipzig plant.

As a state-of-the-art production facility the BMW Leipzig plant utilises particularly environmentally sound processes. For instance, the paint shop uses exclusively water-based paints and environmentally friendly powder lacquers. Integrated regenerated heat recovery assists with preserving valuable resources and an extremely economical manufacturing process.

Quality management also plays a crucial role within the manufacturing process at the BMW Leipzig plant. The same high standards apply to the quality of products and services as in the entire BMW Group. Factory structures, technical facilities and staff qualifications are consistently oriented towards the production of premium products.



10. Specifications.

BMW X1 xDrive28i, BMW X1 xDrive23d, BMW X1 xDrive20d, BMW X1 xDrive18d.

		BMW X1 xDrive28i	BMW X1 xDrive23d	BMW X1 xDrive20d	BMW X1 xDrive18d
Body					
No of doors/seats		5/5	5/5	5/5	5/5
Length/width/height (unladen)	mm	4,454/1,798/1,545	4,454/1,798/1,545	4,454/1,798/1,545	4,454/1,798/1,545
Wheelbase	mm	2,760	2,760	2,760	2,760
Track, front/rear	mm	1,500/1,529	1,500/1,529	1,500/1,529	1,500/1,529
Turning circle	m	11.8	11.8	11.8	11.8
Tank capacity	ap ltr	63	61	61	61
Cooling system incl heater	ltr	8.5	7.9	7.5 (7.9 ¹⁾)	7.5
Engine oil ²⁾	ltr	6.5	5.2	5.2	5.2
Transmission fluid	ltr	Lifetime	Lifetime	Lifetime	Lifetime
Final drive fluid	ltr	Lifetime	Lifetime	Lifetime	Lifetime
Weight, unladen, to EU/DIN	kg	1,685 / 1,610	1,670 / 1,595	1,650 / 1,575 (1,660 / 1,585 ¹⁾)	1,615 / 1,540
Max load	kg	550	550	550	550
Max permissible	kg	2,180	2,160	2,130 (2,145 ¹⁾)	2,120
Max axle load, front/rear	kg	1,030/1,180	1,015/1,160	1,010/1,165	1,010/1,170
Max trailer load (12 %), braked /unbraked	kg	2,000/750	2,000/750	2,000/750	1,800/750
Max roofload/max trailer dwnld	kg	75/80	75/80	75/80	75/80
Luggage capacity DIN 70020	ltr	420–1,350	420–1,350	420–1,350	420–1,350
Air resistance	c _x x A	0.33 x 2.34	0.33 x 2.34	0.33 x 2.34	0.32 x 2.34
Power Unit					
Config/No of cyls/valves		Straight-six/4	Straight-four/4	Straight-four/4	Straight-four/4
Engine management		MSV80	DDE71	DDE71	DDE71
Capacity	cm ³	2,996	1,995	1,995	1,995
Bore/stroke	mm	85.0/88.0	84.0/90.0	84.0/90.0	84.0/90.0
Compression ratio	:1	10.7	16.5	16.5	16.5
Fuel grade		RON 91–98	Diesel	Diesel	Diesel
Max output	kw/hp	190/258	150/204	130/177	105/143
at	rpm	6,600	4,400	4,000	4,000
Max torque	Nm/lb	310/228	400/295	350/258	236
at	rpm	2,600	2,000–2,250	1,750–3,000	1,750–2,500
Electrical System					
Battery/installation	Ah/–	80/luggage comp	80/luggage comp	80/luggage comp	80/luggage comp
Alternator	A/W	180/2,520	180/2,520	180/2,520	180/2,520
Chassis and Suspension					
Suspension, front		Double-joint spring-strut thrust bar axle			
Suspension, rear		Central-arm axle with longitudinal arm and double wishbone			
Disc brakes, front		Single-piston frame-calliper disc brakes		Single-piston swing-calliper disc brakes	
Diameter	mm	348 x 30, vented	330 x 24, vented	312 x 24, vented	312 x 24, vented
Disc brakes, rear		Single-piston swing-calliper disc brakes			
Diameter	mm	336 x 22, vented	330 x 20, vented	300 x 20, vented	300 x 20, vented
Driving stability systems		DSC incl ABS, ASC, DBC, DTC, Performance Control			
Steering		Rack-and-pinion power steering			
Steering trans ratio, overall	:1	18.46	18.46	18.46	18.46
Transmission		Six-speed automatic	Six-speed automatic	Six-speed manual (opt: six-speed automatic)	Six-speed manual
Transmission ratios	I	:1	4.065	4.171	5.140 (4.171 ¹⁾)
	II	:1	2.371	2.340	2.830 (2.340 ¹⁾)
	III	:1	1.551	1.521	1.804 (1.521 ¹⁾)
	IV	:1	1.157	1.143	1.257 (1.143 ¹⁾)
	V	:1	0.853	0.867	1.000 (0.867 ¹⁾)
	VI	:1	0.674	0.691	0.831 (0.691 ¹⁾)
	R	:1	3.200	3.403	4.638 (3.403 ¹⁾)
Final drive	:1	3.91	3.64	2.79 (3.46 ¹⁾)	2.64
Tyres, front/rear		225/50 R17 94H	225/50 R17 94H	225/50 R17 94H	225/50 R17 94H
Rims, front/rear		7.5J x 17 light-alloy	7.5J x 17 light-alloy	7.5J x 17 light-alloy	7.5J x 17 steel

		BMW X1 xDrive28i	BMW X1 xDrive23d	BMW X1 xDrive20d	BMW X1 xDrive18d
Performance					
Power-to-weight ratio (DIN unladen)	kg/kW	8.5	10.6	12.1 (12.2 ¹⁾)	14.7
Output per litre	kW/hp	63.4/86.2	75.2/102.3	65.2/88.7	52.6
Acceleration 0–100 km/h	sec	6.8	7.3	8.4 (8.6 ¹⁾)	10.1
Standing-start km	sec	27.0	28.2	29.5 (29.7 ¹⁾)	31.7
In 4th/5th gear 80–120km/h	sec	–/–	–/–	7.2/9.1	8.7/10.2
Top speed	km/h	205 (230 ³⁾)	205 (223 ³⁾)	205 (213 ³⁾)	195
Fuel Con in EU Cycle					
Urban	l/100km	13.0	7.8	7.0 (7.7 ¹⁾)	6.7
Extra-urban	l/100km	7.3	5.5	5.1 (5.4 ¹⁾)	5.1
Combined	l/100km	9.4	6.3	5.8 (6.2 ¹⁾)	5.7
CO ₂	g/km	219	167	153 (164 ¹⁾)	150
Miscellaneous					
Emission rating		EU5	EU5	EU5	EU5
Overhang angle, front/rear	°	18.0/21.5	18.0/22.2	18.0/22.2	18.0/22.2
Ramp angle	°	16.8	16.8	16.8	16.8
Ground clearance, unladen	mm	194	194	194	194
Perm all-wheel drive, power distribution		variable	variable	variable	variable

Specifications apply to ACEA markets/homologation data (weight) applies in some cases only to Germany

¹⁾ Figures in brackets apply to automatic transmission models

²⁾ Oil change

³⁾ With high-speed set-up (depending on market)

Specifications.

BMW X1 sDrive20d,

BMW X1 sDrive18d.

		BMW X1 sDrive20d	BMW X1 sDrive18d
Body			
No of doors/seats		5/5	5/5
Length/width/height (unladen)	mm	4,454/1,798/1,545	4,454/1,798/1,545
Wheelbase	mm	2,760	2,760
Track, front/rear	mm	1,500/1,529	1,500/1,529
Turning circle	m	11.3	11.3
Tank capacity	ap ltr	61	61
Cooling system incl heater	ltr	7.5	7.5
Engine oil ²⁾	ltr	5.2	5.2
Transmission fluid	ltr	Lifetime	Lifetime
Final drive fluid	ltr	Lifetime	Lifetime
Weight, unladen, to EU/DIN	kg	1,565 / 1,490	1,545 / 1,470
Max load	kg	550	550
Max permissible	kg	2,045	2,030
Max axle load, front/rear	kg	940/1,160	940/1,155
Max trailer load (12 %), braked /unbraked	kg	1,800/750	1,800/750
Max roofload/max trailr dwnld	kg	75/80	75/80
Luggage capacity DIN 70020	ltr	420–1,350	420–1,350
Air resistance	c _x x A	0.32 x 2.34	0.32 x 2.34
Power Unit			
Config/No of cyls/valves		R/4/4	R/4/4
Engine management		DDE71	DDE71
Capacity	cm ³	1,995	1,995
Bore/stroke	mm	84.0/90.0	84.0/90.0
Compression ratio	:1	16.5	16.5
Fuel grade		Diesel	Diesel
Max output	kw/hp	130/177	105/143
at	rpm	4,000	4,000
Max torque	Nm/lb	350/258	320/236
at	rpm	1,750–3,000	1,750–2,500
Electrical System			
Battery/installation	Ah/–	80/luggage comp	80/luggage comp
Alternator	A/W	180/2,520	180/2,520
Chassis and Suspension			
Suspension, front		Aluminium double-joint tiebar axle	
Suspension, rear		Central-arm axle with longitudinal arm and double wishbone	
Disc brakes, front		Single-piston swing-calliper disc brakes	
Diameter	mm	312 x 24, vented	312 x 24, vented
Disc brakes, rear		Single-piston swing-calliper disc brakes	
Diameter	mm	300 x 20, vented	300 x 20, vented
Driving stability systems		DSC incl ABS, ASC, DBC, DTC	
Steering		Rack-and-pinion power steering	
Steering trans ratio, overall	:1	16.13	16.13
Transmission		Six-speed manual	Six-speed manual
Transmission ratios	I	:1	5.140
	II	:1	2.830
	III	:1	1.804
	IV	:1	1.257
	V	:1	1.000
	VI	:1	0.831
	R	:1	4.638
Final drive	:1	2.64	3.23
Tyres, front/rear		225/50 R17 94H	225/50 R17 94H
Rims, front/rear		7,5J x 17 St	7,5J x 17 St

		BMW X1 sDrive20d	BMW X1 sDrive18d
Performance			
Power-to-weight ratio	kg/kW	11,5	14,0
Output per litre	kW/hp	65,2	52,6
Acceleration 0–100 km/h	sec	8,1	9,6
Standing-start km	sec	28,8	30,8
In 4th/5th gear 80–120km/h	sec	7,0/8,9	8,2/10,9
Top speed	km/h	205 (218 ³⁾)	200
Fuel Con in EU Cycle			
Urban	l/100km	6,4	6,1
Extra-urban	l/100km	4,7	4,7
Combined	l/100km	5,3	5,2
CO ₂	g/km	139	136
Miscellaneous			
Emission rating		EU5	EU5
Overhang angle,	°	18,0/22,2	18,0/22,2
Ramp angle	°	16,8	16,8
Ground clearance, unladen	mm	194	194

Specifications apply to ACEA markets/homologation data (weight) applies in some cases only to Germany

¹⁾ Figures in brackets apply to automatic transmission models

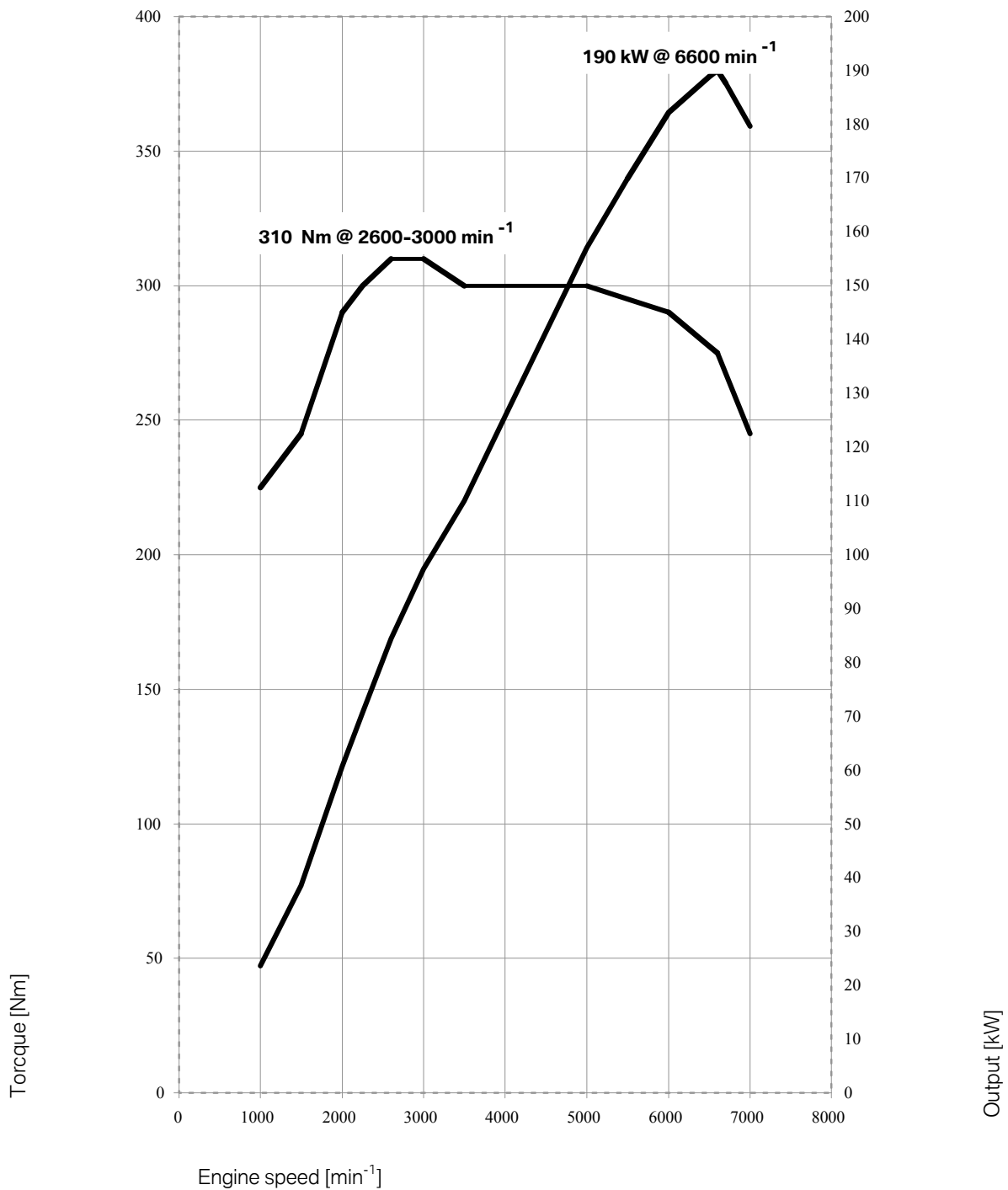
²⁾ Oil change

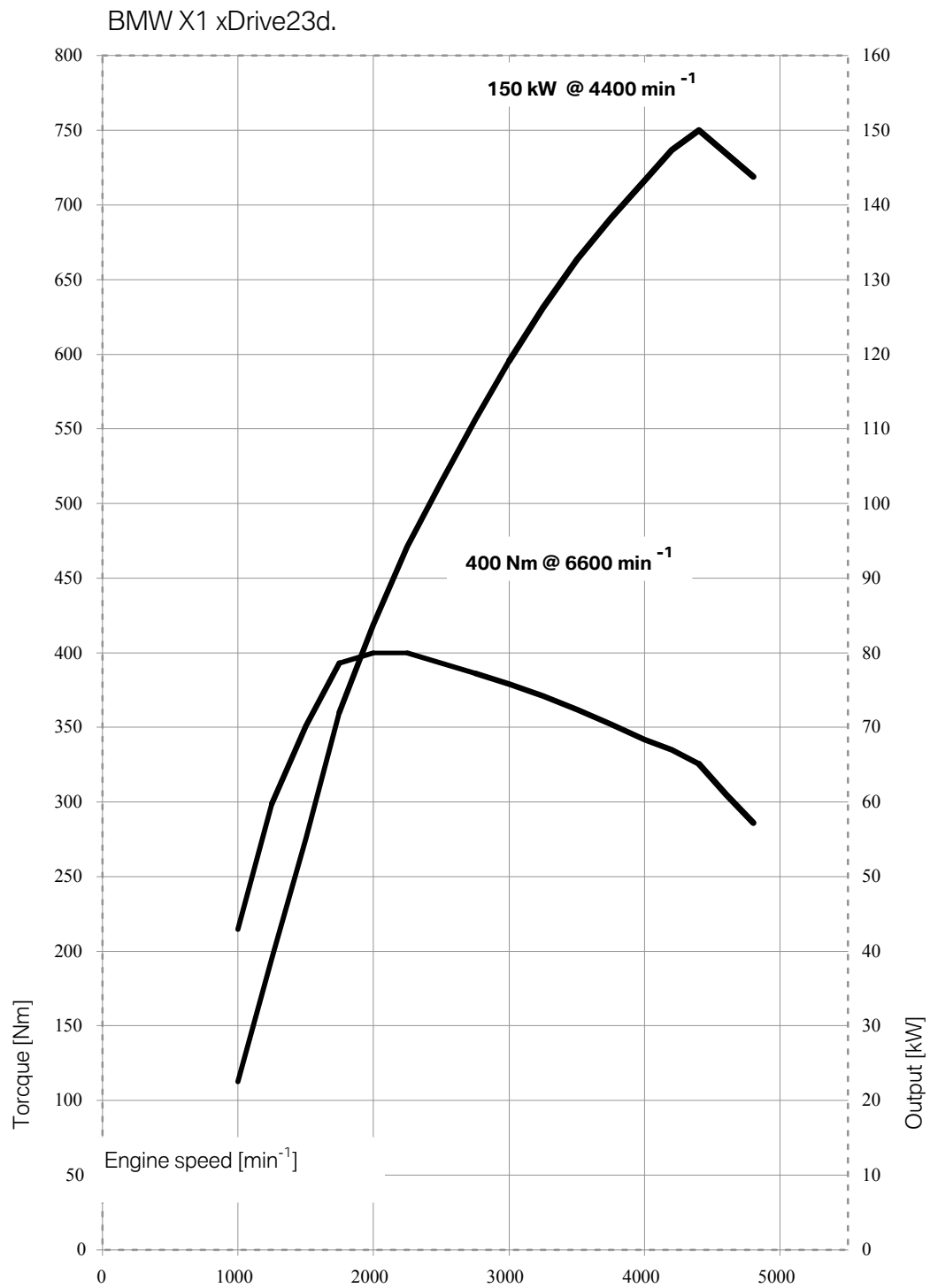
³⁾ With high-speed set-up (depending on market)

11. Output and Torque Diagrams.

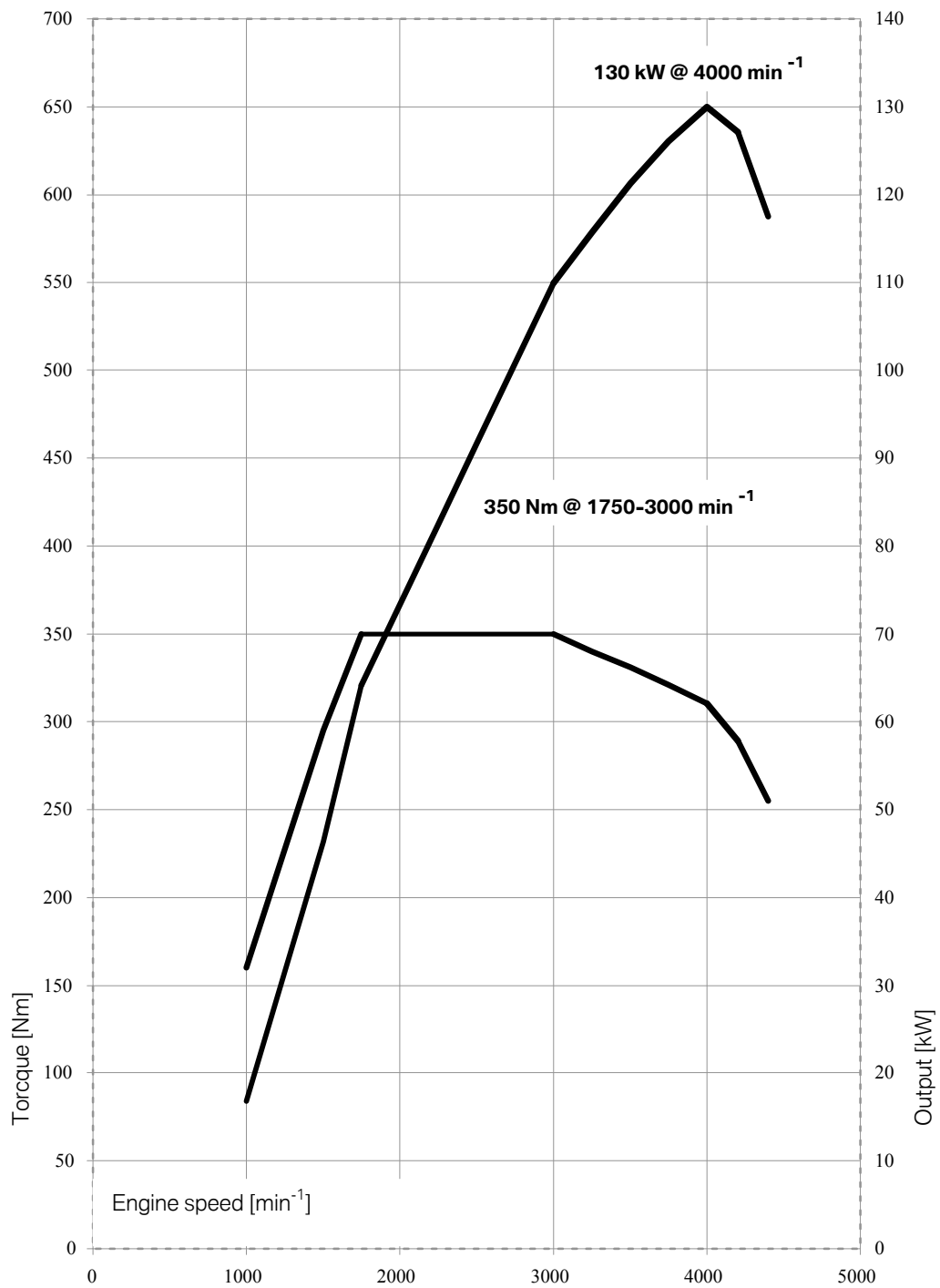


BMW X1 xDrive28i.

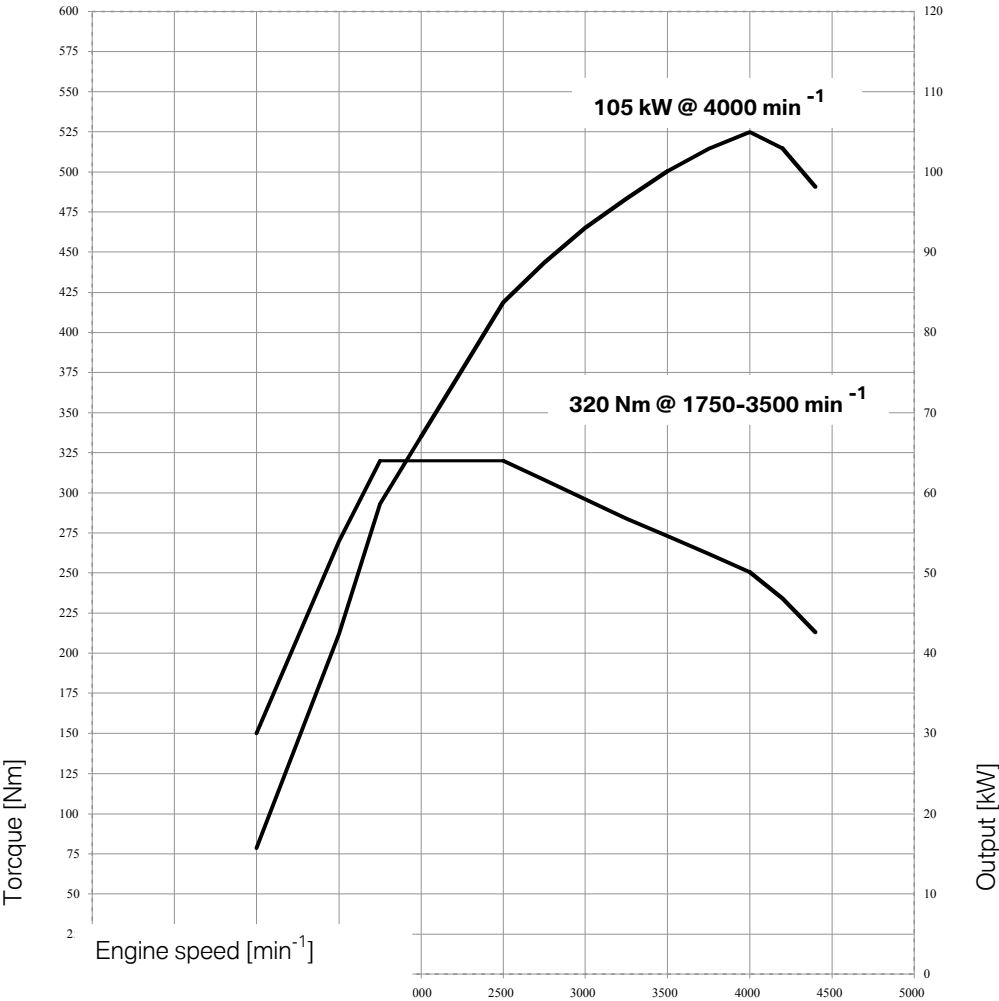




BMW X1 xDrive20d,
BMW X1 sDrive20d.



BMW X1 xDrive18d,
BMW X1 sDrive18d.



12. Exterior and Interior Dimensions.

