

The new BMW 1 Series Coupé. Contents.



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1. Description in Brief.

- Compact, dynamic coupé based on the successful BMW 1 Series, four-seater, extremely agile handling with rear-wheel drive.
- Consistent extension of the BMW 1 Series; following the new presentation of the three- and five-door models in spring 2007, the new BMW 1 Series Coupé is now entering the market.
- The focus on supreme driving pleasure in the compact class takes up the heritage of the BMW 02 Series, with values typical of this brand classic being re-interpreted in authentic, modern style; the concept, design and drive technology all ensure superior sporting performance.
- New chapter in the BMW 1 Series' international story of success, with the car's presence in the market significantly enhanced through the introduction of the BMW 135i Coupé in the USA.
- New top-of-the-range BMW 135i Coupé quite unique in the compact class, combining excellent driving dynamics with maximum efficiency; 3.0-litre straight-six power unit with Twin Turbo and second-generation direct gasoline injection (High Precision Injection), 225 kW/306 hp.
- World debut of the new 2.0-litre four-cylinder diesel with variable Twin Turbo (VTT), low-weight all-aluminium crankcase and third-generation common-rail fuel injection, BMW 123d Coupé offering a supreme balance of dynamism and economy.
- All-round implementation of the BMW EfficientDynamics development strategy as a standard feature incorporating innovations exclusive to BMW, unparalleled balance of performance and fuel economy quite unique in the segment, appropriate use of Brake Energy Regeneration, Auto Start Stop, energy-saving electromechanical power steering with integrated Servotronic function, gearshift point indicator, on-demand management of ancillary units, diesel models fitted as standard with particulates filter close to the engine.

- Unique, dynamic and unmistakable coupé design combining the powerful look of the car's body with the greenhouse moved far to the rear and offering a particularly light look, short overhang at the front, long engine compartment lid, long wheelbase, striking silhouette, large, frameless doors.
- Top-of-the range BMW 135i Coupé with modified M Aerodynamics Package carried over from the M Sports Package as a standard feature.
- Clear and, generous interior design, high-class trim bars and upholstery in a wide choice of colours and materials, rear seat backrest folding down in a 60 : 40 split featured as standard.
- Wide range of safety features fitted as standard, airbags, front seat backrests optimised for superior crash safety and headrests reducing the risk of injury in a collision from the rear, body structure of the new BMW 1 Series Coupé achieving optimum results in consumer safety tests the world over.
- Unique range of audio, communication and navigation options unparalleled in the compact segment, AUX, USB and Bluetooth interfaces for simple and convenient connection of an MP3 player or memory stick.
- Elaborate chassis with rear-wheel drive, aluminium double-joint tiebar axle at the front, five-arm rear axle in lightweight steel construction, Dynamic Stability Control (DSC) including Dynamic Traction Control (DTC), energy-saving electromechanical power steering complete with Servotronic, Active Steering exclusive to BMW available as an option, optimisation of traction through electronic differential lock management in the DSC-Off mode for the BMW 135i Coupé and BMW 123d.
- Engine variants:
BMW 135i Coupé: straight-six gasoline engine with Twin Turbo and direct fuel injection (High Precision Injection), capacity 2,979 cc, max output 225 kW/306 hp at 5,800 rpm, max torque 400 Nm/295 lb-ft from 1,300–5,000 rpm, acceleration 0–100 km/h in 5.3 seconds, top speed 250 km/h (155 mph) (electronically limited), average fuel consumption in the composite EU cycle 9.2 litres/100 kilometres (equal to 30.7 mpg imp), CO₂ emission rating according to the EU standard 220 g/km.

BMW 123d Coupé: straight-four diesel engine with Variable Twin Turbo and common-rail fuel injection, diesel particulates filter featured as standard,
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 in 7.0 seconds,
top speed 238 km/h (148 mph),
average fuel consumption in the composite EU cycle
5.2 litres/100 kilometres (equal to 54.3 mpg imp),
CO₂ emission rating according to the EU standard 138 g/km.

BMW 120d Coupé: straight-four diesel engine with turbocharger and common-rail fuel injection, diesel particulates filter featured as standard,
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 in 7.6 seconds,
top speed 228 km/h (141 mph),
average fuel consumption in the composite EU cycle
4.8 litres/100 kilometres (equal to 58.8 mpg imp),
CO₂ emission rating according to the EU standard 128 g/km.

2. With Efficiency to Pure Driving Pleasure. The new BMW 1 Series Coupé. (Short Version)



The new BMW 1 Series Coupé concentrates on one feature in particular: pure driving pleasure. Indeed, this compact two-door with its muscular design enhances and expands the very successful BMW 1 Series to an even higher level than before.

Featuring high-performance gasoline and diesel engines, offering agile handling and standing out through challenging, dynamic design, this new performance model simply begs the enthusiast to enjoy the sporting moments in everyday traffic. Conceived as a four-seater with its luggage compartment separated from the passenger compartment and with the rear-seat backrest offering a 60 : 40 split as standard, the BMW 1 Series Coupé also ensures a high level of all-round function and practical value right from the start.

The focus with this model is however clearly on Sheer Driving Pleasure BMW style. This comes out particularly in the top-of-the-range BMW 135i Coupé offering a truly unique level of performance on the road. And like its five- and three-door counterparts in the BMW 1 Series, the new two-door model obviously stands out also through its exemplary efficiency.

Apart from the six-cylinder gasoline engine featured in the BMW 135i Coupé, there are two four-cylinder turbodiesels of the latest generation in the BMW 123d Coupé and the BMW 120d Coupé.

Boasting these power units, all three model variants offer top performance versus the competition both on the road and in terms of fuel economy. Indeed, through its remarkably good balance of performance and economy, the new BMW 1 Series Coupé dramatically proves the success of the BMW EfficientDynamics development strategy combining significant advantages in fuel economy with an equally impressive improvement of dynamic performance through the specific modifications and improvements made within the car itself and in the engine.

Following in the footsteps of the BMW 02 with maximum efficiency and agility.

Introducing the 1 Series, BMW has successfully extended its model range to the lower end of the market, at the same time enriching the compact segment with the first and to this day only rear-wheel-drive model in the market.

Now the BMW 1 Series Coupé bears out the sporting spirit of this model series in terms of agility and handling to an even higher standard, using the benefits of compact dimensions and low weight consistently for further optimisation of driving dynamics.

This is not the first time that BMW is setting the standard in driving pleasure in the process of entering a smaller model segment.

On the contrary – the BMW 02 Series launched in 1966 is acknowledged to this day as the forerunner for driving dynamics and agility. Rear-wheel drive, powerful engines and space for four – these were the elementary features of this model series so successful for 12 long years.

Entering the US market: the BMW 1 Series continues its global success.

With the BMW 1 Series Coupé entering the market, the BMW 1 Series is now set to make its debut also in the USA as the entry-level model leading into the BMW range. Indeed, the launch of the BMW 135i Coupé will give the concept of sports driving pleasure in a compact car its ultimate breakthrough also in the US market, the BMW 1 Series thus continuing its worldwide story of success. And at the same time the debut of the BMW 1 Series in the USA is significantly expanding BMW's presence in the international marketplace.

Exterior design: clear distinctions versus the competition.

The new BMW 1 Series Coupé raises the design language so typical of this model series to a new, even more distinctive level. The sporting proportions of the car give it a unique look in the compact segment, the long front end, the passenger compartment – or the “greenhouse”, as it is sometimes called – moved far to the back, and the short rear end clearly distinguishing this two-door performer from its competitors.

Seen from the side, the shoulder-line of the car beneath the window area is the most striking element, while the widely flared side-sills accentuate the convex/concave surfaces of the side body panels. Interacting with the muscular wheel arches, these powerful contours clearly emphasise the sporting character and performance of the BMW 1 Series Coupé.

In its front end design, the new Coupé stands out clearly as a member of the BMW 1 Series: The design of the radiator grille, the kidney grille so typical of BMW with its powerfully accentuated chrome frame and headlights, is identical on all models.

The new body colour Sedona Red metallic is exclusive to the BMW 1 Series Coupé, the range of body colours being rounded off by eight further metallic paintwork colours and three non-metallic options.

A feature typical of a BMW Coupé is the dark, glazed B-pillar creating the impression of one consistent window area extending from front to rear. Forming a clear contrast to the stable bodyshell of the car, the greenhouse looks light and agile. And the “Hofmeister kick” so typical of all BMWs stands out as a particularly dynamic element.

Yet another feature characteristic of the new Coupé is the typical roof line extending down to the deliberately short and compact rear end in a striking, dynamic angle. The wide, frameless door, finally, as well as the B-pillar raked to a steep angle, shift the visual centre of gravity of the car’s silhouette further to the rear.

Horizontal light edges giving the rear end a powerful and dynamic look.

The new BMW 1 Series Coupé boasts a powerful and dynamic rear end including a fully integrated third brake light. As a particularly sporting feature, the luggage compartment lid comes with a spoiler literally chiselled into the rear end of the car, accentuating the short rear section and building up extra downforce on the rear axle at high speeds.

The breakdown of individual sections within the L-shaped rear lights follows the horizontal orientation of the car’s lines at the rear. The back-up lights and direction indicators, for example, form a white band, with additional, horizontal light conductors integrated in the rear light clusters and offering a homogeneous lighting effect with the help of light-emitting diodes (LEDs).

Featuring this design highlight already to be admired on other model series, the BMW 1 Series Coupé stands out clearly as a genuine BMW also in the dark. And the brake lights operating in two stages as a function of brake power are yet another feature typical of BMW, with the additional benefit of extra safety on the road.

Soft radii and horizontal shapes within the car.

The interior of the BMW 1 Series offers clear and at the same time solid, sophisticated flair. Dynamic, horizontal elements create a formal connection between the front and rear, with the cockpit characterised by taut but widely stretching lines and surfaces.

The upper section of the dashboard, in turn, is finished in black, with high-quality, natural-looking surface grain further enhancing this touch of quality.

The lower section of the dashboard comes in either black, grey or beige, like the rest of the interior, again emphasising the orientation of the car through its horizontal design and creating a generous feeling of space.

The control console for entertainment and air conditioning is integrated smoothly and harmoniously into the dashboard through its soft radii and flowing surfaces. The Controller featured in the optional iDrive control system is integrated directly into the centre console, again following BMW's characteristic philosophy. Galvanised pearl gloss surfaces, finally, are to be admired on the door openers, on the glove compartment opener, on the radio's rotary knobs, on the knobs of the optional automatic air conditioning, on the iDrive Controller, and on the ornamental trim strips featured on the optional leather sports steering wheel.

Four seats and many options for customisation.

The BMW 1 Series Coupé comes as standard with two individual seats at the rear offering the car's occupants a high level of driving comfort. The armrests and the cloth or leatherette inserts integrated in the side panels take up the design of the door linings.

The BMW 1 Series Coupé is available with a choice of no less than four upholstery options harmoniously matching the interior with the body colour of the car and emphasising the individual style of the driver: two cloth, one cloth/leather combination, and one leather upholstery option. Naturally, these upholstery options may be combined in the appropriate colours within the three colour worlds and with no less than nine equipment and trim colours.

The trim bars are available with a choice of no less than six versions including aluminium in fine polished look, particularly sophisticated, grained poplar, high-tech titanium, and high-gloss Diamond Black as well as Cashmere Silver.

BMW 135i Coupé in unique look.

To give the car a truly unique look, the BMW 135i Coupé as the top version in the new model range comes as standard with an optimised M aerodynamics package modified versus the M Sports Package. With its extra-large, central air intake, the front air dam highlights the sporting character of the car. The two air intakes at the side in unique design are split horizontally by a centre bar and border on slightly contoured flaps additionally accentuating the wide front end of the BMW 135i Coupé. A further sign of distinction is the chrome-plated bars in the kidney grille to be found only on the BMW 135i.

The side-sills on the BMW 135i Coupé are accentuated and contoured even more than on the other models, an additional light edge highlighting the wedge shape of the car. The rear air dam of the BMW 135i Coupé, in turn, incorporates an anthracite-coloured insert at the bottom and is wrapped further around the wheels than on the other model variants, emphasising the wide track of the car. An additional small spoiler lip referred to in motorsport as a “gurney” serves to optimise the car’s aerodynamics. And last but not least, the tailpipes are finished in dark chrome at the rear.

Twin Turbo technology for pure energy in the BMW 135i Coupé.

The top model in the range is the BMW 135i Coupé offering a truly unique standard of performance in the compact class. This outstanding model is powered by a 3.0-litre straight-six featuring Twin Turbo technology and second-generation direct gasoline injection (High Precision Injection). Maximum output of 225 kW/306 hp and peak torque of 400 Newton-metres/295 lb-ft offer all the power and performance required to set a new standard in terms of driving dynamics.

Responding immediately to the driver’s commands whenever required, the turbocharged power unit again offers that Sheer Driving Pleasure so typical of BMW: Standing up even against competitors from higher segments of the market through its supreme performance, the two-door BMW 135i Coupé accelerates to 100 km/h in just 5.3 seconds, with top speed limited to 250 km/h (155 mph). Average fuel consumption according to the EU standard, in turn, is just 9.2 litres/100 kilometres, equal to 30.7 mpg imp.

High Precision Injection – second-generation direct gasoline injection – plays a key role in the car’s concept of limiting fuel consumption to a minimum: Compared with an equally powerful turbocharged engine featuring intake manifold injection, the new power unit in the BMW 135i Coupé offers a reduction in fuel consumption by approximately 10 per cent.

BMW 123d Coupé: offering the best in efficiency and performance.

The BMW 123d Coupé opens up a new dimension of EfficientDynamics, making its world debut with a new 2.0-litre four-cylinder diesel featuring Variable Twin Turbo technology and common-rail fuel injection.

Maximum output of this all-aluminium power unit is 150 kW/204 hp, with peak torque of 400 Newton-metres/295 lb-ft at 2,000 rpm and top speed of 238 km/h or 148 mph.

The car’s sporting performance is also borne out by acceleration to 100 km/h in 7.0 seconds. And with average fuel consumption in the EU test cycle of just 5.2 litres/100 kilometres (equal to 54.3 mpg imp), the BMW 123d Coupé

ranks right at the top in its performance class versus the competition. Variable Twin Turbo technology ensures particular efficiency in boosting the power and performance of the engine. Featured so far exclusively in BMW's six-cylinder diesels, this technological concept combines a small and a large exhaust gas turbocharger with one another. At low engine speeds the small turbocharger cuts in first, providing spontaneous power and performance thanks to its lower inertia. At higher engine speeds the large turbocharger comes in to provide additional boost, this combination ensuring supreme power and pulling force at virtually all revs.

Yet a further point is that the new four-cylinder diesel in the BMW 123d Coupé is the first engine with common-rail direct injection where the piezo-injectors deliver fuel into the combustion chambers with extreme precision at a pressure of 2,000 bar.

Turbocharger with variable turbine geometry in the BMW 120d Coupé.

As the most economical variant of BMW's new sporting two-door model, the BMW 123d Coupé rounds off the model range at the time of its introduction.

This model is also powered by a new-generation four-cylinder diesel. Developing maximum output of 130 kW/177 hp and peak torque of 350 Newton-metres/258 lb-ft between 1,750 and 3,000 rpm, and offering average fuel consumption of just 4.8 litres/100 kilometres, equal to 58.8 mpg imp, together with a CO₂ emission rating of 128 grams per kilometre, the BMW 120d Coupé again sets the standard for supreme efficiency in its segment of the market. Top speed of the new model, finally, is 228 km/h or 141 mph, with acceleration to 100 km/h coming in 7.6 seconds.

The power unit features an exhaust gas turbocharger which, thanks to its variable turbine geometry, ensures optimum development of power for all load ranges. A further important point is that the engines of both the new BMW 123d Coupé and the new BMW 120d Coupé are far lighter than comparable four-cylinder diesels mainly thanks to the aluminium crankcase with its thermally integrated grey-cast-iron cylinder liners. And representing a new generation of diesel engines, both power units naturally come as standard with a diesel particulates filter fitted close to the engine.

Wide range of improvements serving to reduce fuel consumption.

Pursuing the BMW EfficientDynamics development strategy, the BMW 1 Series Coupé naturally comes as standard with a wide range of features serving to reduce both fuel consumption and emissions while at the same time enhancing the driver's pleasure at the wheel: All variants of the BMW 1 Series Coupé available in the European market feature Brake

Energy Regeneration incorporating intelligent alternator control. Applying this principle in the new BMW 1 Series Coupé, the battery is charged only after reaching its minimum charge level during application of the brakes or in overrun, and is disconnected electrically when accelerating. On the road this means more power for that Sheer Driving Pleasure so typical of BMW and, at the same time, a reduction of both fuel consumption and CO₂ emissions.

On manual gearbox models with the new four-cylinder power units BMW's Auto Start Stop function provides greater efficiency above all in city traffic by automatically switching off the engine whenever it is not required, for example when the car is standing at the traffic lights. Then, to re-start the engine, all the driver has to do is press down the clutch pedal.

The gearshift point indicator likewise helps to optimise fuel economy, the electronic "brain" of the engine calculating the optimum gear required as a function of current driving conditions for maximum fuel economy. An arrow symbol then shown in the instrument cluster together with a number indicating the best gear tells the driver when it is ideal to shift gears.

In conjunction with the new four-cylinder diesel engines, the BMW 1 Series Coupé also features active control and management of the air flaps in the radiator grille: as long as the engine does not require any cool air the flaps remain closed, significantly improving the car's aerodynamics and reducing fuel consumption accordingly.

In combination with the four-cylinder power units, numerous ancillaries are also operated according to current requirements in order to minimise the consumption of energy. The electric motor for the EPS Electric Power Steering, for example, with its integrated Servotronic function, consumes energy only when steering assistance is actually required. The electric coolant pump, to quote another example, does not operate as a function of engine speed, but is rather temperature-controlled, cutting in only when the pump is really needed. And last but not least, the belt drive on the a/c compressor is fitted with an on-demand clutch, the compressor being automatically disconnected as soon as the driver or passenger switches off the air conditioning.

EfficientDynamics also on the automatic transmission.

As an alternative to the manual gearbox, the BMW 120d Coupé is the first model in the range available as an option with six-speed automatic transmission, with the other models due to follow at a later point in time.

The automatic transmission features new converter technology with an integrated torsion damper reducing the loss of energy and allowing shorter reaction and gearshift times. Benefiting from these features, the BMW 1 Series Coupé offers that sporting driving feeling so typical of a BMW also in its automatic transmission version.

The automatic transmission comes complete with a Steptronic function, with paddles for shifting gears directly from the steering wheel available as a further option.

High-tech suspension with newly developed final drive.

In typical BMW style, the new BMW 1 Series Coupé transmits the power of the engine to the rear wheels and from there on to the road. This design concept and configuration – engine at the front, drive wheels at the rear – guarantees optimum traction, good weight distribution front-to-rear, excellent directional stability, and safe handling. And the separation of drive power and steering, to add a further important point, gives the car extremely agile driving behaviour at all times.

The rear axle of the BMW 1 Series Coupé is a five-arm construction reflecting the requirements of the car's particularly powerful and high-torque engines.

The front axle on the BMW 1 Series Coupé is also built to a standard quite unique in the compact segment: The double-joint spring-strut tiebar axle with its anti-roll bar is made largely of aluminium, offering an optimum combination of superior stiffness and low weight – which, together with the very stable track control arms and thrust rods, as well as exact wheel guidance, makes an important contribution to the car's driving dynamics.

As the entry-level model into the range, the BMW 120d Coupé comes with 16-inch light-alloy wheels, while the BMW 123d Coupé is fitted as standard with 17-inch light-alloy wheels. In both cases the wheels come on tyres with reduced roll resistance making a further contribution to the car's fuel economy.

As the top version in the range, the BMW 135i Coupé features 18-inch light-alloy wheels highlighting the car's active performance and dynamism. And as yet a further feature the BMW 135i Coupé comes as standard with M Sports Suspension and a high-performance brake system incorporating six-piston fixed callipers on the front axle and two-piston fixed callipers at the rear.

Perfect handling and precision on the road.

With the exception of the top model in the range, all variants of the BMW 1 Series Coupé are fitted as standard with BMW's EPS Electric Power Steering complete with Servotronic for speed-related steering power assistance.

ABS anti-lock brakes and ASC Automatic Stability Control preventing the drive wheels from spinning when setting off are naturally also featured as standard. CBC Cornering Brake Control – again standard equipment – stabilises the car whenever necessary during application of the brakes in a bend.

All of these functions are part of the car's DSC Dynamic Stability Control, which also includes DTC Dynamic Traction Control allowing more slip on the drive wheels, for example when setting off on loose ground or for particularly fast lateral acceleration.

Electronically controlled differential locking function for even better traction in the BMW 135i Coupé and the BMW 123d Coupé.

To ensure optimum traction with the superior engine output and powerful torque characteristics of these models, both the new BMW 135i Coupé and the new BMW 123d Coupé come with special improvements for enhanced pulling force. The main focus is on promoting a sporting and ambitious style of motoring, for example when accelerating out of a bend or hairpin.

Whenever the driver switches off DSC Dynamic Stability Control and DTC Dynamic Traction Control completely in these two model variants, the electronically controlled differential lock in the DSC-Off mode will continue to ensure optimum traction. In the process the inner drive wheel in a bend threatening to spin is slowed down appropriately by applying the brakes in a tight bend. This promotes the car's traction and pulling force on the road, without a negative influence on its steering behaviour.

High safety standard exceeding international requirements.

The safety concept of the BMW 1 Series Coupé is based first and foremost on the stable and solid body of the entire model series. High-strength steel, the specific structure of the Coupé's body and special deformation elements serve to meet all legal standards and requirements in international markets and fulfil the conditions for excellent results in all consumer protection tests the world over.

Optimum safety is also ensured by no less than six airbags, crash-optimised seats, three-point inertia-reel seat belts, and headrests for the driver and passengers in the BMW 1 Series Coupé.

Premium standard also in terms of equipment.

Equipment features so far to be found primarily in upmarket cars highlight the premium character of the BMW 1 Series Coupé also in terms of comfort and safety. Available as an option, bi-xenon headlights and Adaptive Headlights complete with integrated Bending Lights make driving in the dark safer than ever before.

The combination of these comfort and safety functions in this car segment is absolutely unique and unprecedented. A further point is that the optional iDrive control system allows the driver via the central Controller – and if he wishes also by voice input – to intuitively control all secondary and comfort functions of the communication system, air conditioning, entertainment, and the optional navigation system.

The audio systems available in the new BMW 1 Series Coupé are among the most sophisticated and advanced in the entire segment. Indeed, individual choice also in the world of entertainment allows optional use of a USB port supplementing the standard AUX connection, enabling the driver or passenger to integrate an external MP3 player such as an Apple iPod into the audio system. A further possibility is to connect a conventional USB stick in order to play music files on the audio system in the car, again in the interest of freedom of choice in every respect.

The steering column adjustable manually for height and reach, height-adjustable seats for the driver and front passenger, as well as electric window lifts naturally come as standard in the BMW 1 Series Coupé. And as a feature rarely to be found in a coupé, the rear-set backrest folds down in a highly practical 40 : 60 split to provide a further increase in luggage space over and above the 370 litres already offered by the regular luggage compartment. An optional 12-volt plug in the luggage compartment, finally, allows convenient operation of external appliances such as a cooling box.

Even more dynamic performance and striking looks provided by the M Sports Package.

The particularly sports-minded driver of the BMW 1 Series Coupé is able to upgrade his car to an even higher standard in terms of both looks and driving dynamics, using the most appropriate components provided for this purpose by BMW M GmbH. The optional M Sports Package therefore offers all the features desired and is already partly included in modified form in the BMW 135i Coupé as standard.

3. Concept: More Sport in the Compact Class.



- **Consistent expansion of the BMW 1 Series.**
- **BMW 1 Series Coupé: the new yardstick for top sporting performance in the segment.**
- **Efficient and agile on the tracks of the BMW 02.**

Firmly established in the market, but still quite unique – this is the best way to describe the position of the BMW 1 Series in the compact car segment.

Introducing this outstanding model series, BMW has successfully extended its line-up down to the lower end of the market, at the same time genuinely enriching the compact segment through the first and to this day only rear-wheel-drive model in this part of the market.

The most sporting version of the BMW 1 Series is also BMW's most compact coupé – a unique combination which gives the BMW 1 Series Coupé its particular appeal and very special style. So now the highly attractive design and the appealing character of a typical BMW Coupé is entering the BMW 1 Series segment, with consistent use of the car's compact dimensions and low weight in the interest of optimum driving dynamics.

The exceptional torsional stiffness of the body structure, the technically most advanced and sophisticated chassis and suspension in the segment, and perfectly balanced 50 : 50 weight distribution likewise create ideal conditions for nimble and precise handling, interacting with the high-performance six- and four-cylinder power units to provide a truly unique driving experience.

Best results versus the competition – in terms of both performance and economy.

The BMW 1 Series Coupé thrills both the driver and the beholder from the start through its incomparably active and dynamic character standing out clearly over the competition through its unparalleled performance. At the same time the car offers everything required to combine supreme driving dynamics with impressive efficiency, all engine variants of the BMW 1 Series Coupé ranking right at the top over the competition in terms of their balance of performance and fuel economy. Clearly, this makes BMW's new two-door sports model a particularly attractive ambassador of the BMW EfficientDynamics development strategy.

Concentrating on pure driving pleasure, the BMW 1 Series Coupé further-more lives out BMW's traditional spirit of sporting performance in a particularly modern form. Quite simply, this is the supreme symbiosis of agility and lightness, on the one hand, with superior drivetrain technology, on the other – which has always been the recipe for success in BMW's most sporting models.

Driving pleasure in compact dimensions: the BMW 02 Series was the forerunner.

This is not the first time that BMW is setting the standard for driving pleasure by entering a smaller vehicle segment. On the contrary – the BMW 02 Series introduced way back in 1966 is acknowledged to this day as the forerunner in dynamic performance and agility. Rear-wheel drive, powerful engines and space for four – for 12 long years these were the elementary fortes of this successful model series.

In its design the BMW 02 Series was characterised by dynamic proportions with a short body overhang at the front, a powerful shoulder-line, a long engine compartment lid, and long wheelbase – styling elements now re-interpreted in the BMW 1 Series Coupé to provide an equally unique look.

Another exciting comparison is that the special edition BMW 2002 turbo ranking even higher than the top model in the BMW 02 Series – the BMW 2002 – marked the absolute climax of thrilling performance even back then. And today the BMW 135i Coupé with its 225 kW/306 hp Twin Turbo power unit offers a modern, contemporary rendition of this car concept in an entirely new class of its own.

Entering the US market: the BMW 1 Series is continuing its global story of success.

Launching the BMW 1 Series Coupé, BMW is now also set to introduce the 1 Series as the brand's entry-level model in the USA: Introduction of the BMW 135i Coupé in the US market will indeed boost the concept of particularly sporting driving pleasure in a compact car to an unprecedented level in the USA, enabling the BMW 1 Series to continue its worldwide story of success and significantly expand its international presence in the market.

4. Design: Powerful, Striking, Unmistakable.



- **Design reflecting both dynamic performance and Sheer Driving Pleasure.**
- **Unique coupé concept rendering the design language of the BMW 1 Series.**
- **BMW 135i Coupé featuring the M Aerodynamics Package as standard.**

Just one look at the dynamic proportions of this unique two-door proves that driving pleasure is the philosophy and creed of the new BMW 1 Series: The long front end, the passenger cell – sometimes also referred to as the “greenhouse” – moved far to the rear, and the short rear end give the car a unique interpretation of the coupé concept making it stand out clearly from the competition.

Through its sporting and powerful overall look, the BMW 1 Series Coupé offers a supreme standard of individual style and emotional strength. Reflecting BMW’s design philosophy, the features of the car are highlighted authentically by the language of exterior and interior design, the dynamically designed surfaces, muscular wheel arches, and long, frameless doors bearing visible reference to the philosophy of rear-wheel drive quite unique in this segment – and, accordingly, to a driving experience otherwise only available in higher classes further up in the market. The generous and stylishly refined interior, finally, likewise reflects the premium character of the car.

Through its challengingly dynamic design, the new Coupé clearly extends and enriches the design language of the BMW 1 Series. Through its looks alone, this two-door brings out all the sporting and agile character of this particular model series in an unusually exciting form.

Above all the BMW 135i Coupé reveals its dynamic character at very first sight, this top model in the range boasting truly unique looks: Visible at very first sight, the modified M Aerodynamics Package featured as standard and carried over from the M Sports Package highlights the BMW 135i Coupé as the most powerful model in this series.

Appealing contrasts: the airy greenhouse resting on a stable body.

Through its sporting proportions alone, the BMW 1 Series Coupé holds an absolutely unique position within the compact segment. The entire silhouette of the car is dominated by striking and powerful lines. The most outstanding

feature seen from the side is the distinctive shoulder line beneath the windows extending from the front end of the car along the entire side all the way to the rear lid and subdividing the body of the car into the light roof structure and a compact foundation. At the rear, finally, the shoulder line tapers out into the rear lid just above the rear light clusters.

Powerfully flared wheel arches accentuate the convex-concave surfaces of the side panels, at the same time creating a sleek flow towards the rear of the car, which further reinforces the interplay of light and shade between the side-sills and the lower segment of the side panel, thus serving to stretch out the silhouette even further.

Together with the widely flared wheel arches, the convex-concave surfaces underline the muscular flair of the BMW 1 Series Coupé with all the character of a well-trained athlete. Clearly, this again highlights the car's permanent urge for performance wherever the driver wishes to go.

Through its innovative, dynamic surface design, the BMW 1 Series Coupé reveals its close relationship to the BMW Z4 likewise standing in its design for agility, progressiveness, and individual style.

The sporting, extra-low greenhouse moved far to the rear appears particularly light and agile in comparison with the muscular body of the car. Its soft contours reflect the underlying concept of such a compact car, clearly distinguishing this Coupé from other fixed-head two-door BMW brand models. And last but not least, this high quality, sophisticated surface design gives the compact BMW 1 Series Coupé all the character and class of higher model series.

Model-specific and new features at the front of the car.

The outgoing and active expression of the front end clearly reveals at first sight that the new Coupé is a member of the BMW 1 Series. The design of the radiator grille, the typical BMW kidney grille with its powerfully contoured chrome frame, and the headlights reflect the same body features at the front of the five- and three-door models.

Dark-coloured trim bars surrounding the lights create a clear optical contrast to the metal surrounds on the striking dual headlights. The optionally available bi-xenon round headlights, together with their corona-shaped light conductor rings serving to provide a daytime light function, likewise characterise the Coupé unmistakably as a BMW. The prominent chrome frame around the kidney grille, finally, adds to the particular style and flair of this compact model.

The new BMW 1 Series Coupé stands out from the three- and five-door hatchback models also through the new design of the air dam. On the BMW 123d Coupé and BMW 120d Coupé, the front air dam features a large central air intake at the bottom and two openings at the side. These openings are split horizontally and border on trim bars reflecting the swept arrow look of the engine compartment.

The foglamps are integrated in the upper section of the segments formed in this way, a large, homogenous surface without bumper bars characterising the bumpers positioned beneath.

Authentic in its expression.

The BMW 1 Series Coupé expresses its agile and dynamic character clearly, full of conviction and, at the same time, with absolute passion. The exterior look of the car is straightforward and quite simply smacks of power – self-confident without exaggerated gimmicks.

The BMW 1 Series Coupé clearly stands out as a genuine BMW in every respect, with all the qualities of BMW's higher model series in terms of premium standards and the quest for leadership in its segment.

A feature typical of a BMW Coupé is the dark, glazed B-pillars creating the impression of a band of windows extending all through the car and further highlighted by the optional Chrome Line exterior. As a particularly dynamic element, the "Hofmeister kick" typical of BMW at the bottom of the C-pillar boasts that characteristic counter-swing to the front. The roof line, in turn, reaches its highest point behind the B-pillar, creating the impression of a genuine wedge shape symbolising the dynamic performance and sporting character of this agile Coupé right from the start even with the car at a standstill.

The long, frameless door and the B-pillar raked to a steep angle move the optical centrepiece of the car's silhouette to the rear, creating the impression that the driver's seating position has also been shifted further back.

Both of these effects again stand for agility and dynamic performance, while at the same time emphasising the concept of rear-wheel drive in the BMW 1 Series Coupé quite unique in this segment.

Rear-end design also standing out from the rest of the crowd.

The rear end of the BMW 1 Series Coupé is equally powerful and striking in its look, distinctive horizontal lines accentuating the sheer width of the car. In combination with the widely flared wheel arches, these powerful lines also bear testimony to the safe roadholding of the new Coupé.

As a particularly sporting feature, the rear lid boasts a carefully sculptured contour flap visualising the short rear end and enhancing downforce on the rear axle at high speeds. And last but not least, the rear end also comes with a third brake light integrated in the rear spoiler.

The subdivision of individual light units within the L-shaped rear light clusters follows the horizontal orientation of lines at the rear, with the back-up light and direction indicators standing out clearly as a white band.

Horizontal light conductors are also integrated into the rear-light clusters, illuminated by light-emitting diodes (LEDs) for a particularly homogeneous lighting effect. Indeed, this design feature already well-known from other model series clearly reveals in the dark that the BMW 1 Series Coupé is a genuine BMW in every respect. And finally, the two-stage brake lights varying in brightness and size as a function of brake power are another feature typical of BMW serving in addition to enhance safety on the road.

The new Sedona Red metallic body colour is reserved exclusively for the BMW 1 Series Coupé, which is furthermore available with eight more metallic paintwork colours and three standard colour options.

BMW 135i Coupé with distinctive differences in its looks.

As the top model in the range, the BMW 135i Coupé stands out clearly through its modified M Aerodynamics Package. Indeed, right from the start the front air dam with its extra-large central air intake emphasises the concept designed for superior driving dynamics. The two separate air intakes at the sides, in turn, are subdivided by a dark crossbar and border on slightly flared flaps extending deeper down than the central air intake to guide the air past the front wheels and emphasise the wide front end of the BMW 135i Coupé also in visual terms.

The side-sills of the BMW 135i Coupé also boast their own, distinctive design, an additional light edge reinforcing the wedge shape. Again, this design feature typical of a BMW Coupé creates the impression of dynamic performance right from the start, even with the car at a standstill.

To highlight the BMW 135i Coupé as the top model also from the rear, the middle section of the rear air dam is finished in matt anthracite beneath the bumper, where the integrated diffuser optimises the car's aerodynamics.

The side sections finished in body colour point towards the rear wheels, accentuating the wide track of the car. A further feature is the dark chrome finish of the tailpipe covers on the exhaust system, while the discreet spoiler

lip commonly referred to in motorsport as a “gurney” on the rear lid provides yet a further sign of distinction with a positive impact on the flow of air.

Soft radii and horizontal shapes determine the interior design.

The interior of the BMW 1 Series excels by its clear and at the same time solid, sophisticated flair. Dynamic, horizontal elements create a formal connection between the front and rear, with the interior offering space for up to four occupants giving the car a standard of class and sophistication otherwise to be admired only in higher segments of the market.

The cockpit is characterised by taut but widely stretching lines and surfaces, with the upper section of the dashboard finished in black. High-quality, natural-looking grain enhances this touch of quality.

The lower section of the dashboard comes in either Black, Grey or Beige, one of BMW’s so-called world colours, emphasising the orientation of the car through its horizontal design and creating a generous feeling of space.

The control console for entertainment is integrated smoothly and harmoniously into the dashboard through its soft radii and flowing surfaces. It extends into the centre console between the two front seats accommodating the Controller masterminding the optional iDrive control system as well as a cupholder. Galvanised pearl gloss surfaces, for example on the opening levers for the doors and glove compartment, on the radio control buttons, on the controls of the optional automatic air conditioning, on the iDrive Controller and on the ornamental trim strips highlighting the optional leather sports steering wheel ensure further optical flair and individual style.

A special design feature integrated on the inside panels of the front doors between the upper waistline and the armrest follows the contours of the surrounding lines and is finished in the same material as the seats. In models finished in Boston leather available as an option, the high standard of quality and sophisticated look is further emphasised by an ornamental seam, while a map pocket is integrated in the lower part of the door lining as a particularly practical feature.

Formal harmony of front and rear.

The BMW 1 Series Coupé comes as standard with two single seats at the rear ensuring a high level of motoring comfort. The armrests as well as the cloth or leather inserts integrated in the side lining take up the design of the front door linings, a storage box between the two seats offering additional space for odds and ends. The rear-seat backrest, finally, is split 60 : 40 for an even higher standard of functional quality in this compact sports model.

To match the colour and look of the interior to the respective body colour and, at the same time, to emphasise the driver's individual style, the BMW 1 Series Coupé is available with no less than four upholstery options – two in cloth, one combination of leather and cloth, and one all-leather option. These, in turn, come with a choice of three so-called world colours and nine individual colours.

The interior trim is available in five different versions including aluminium in fine-polish look, particularly sophisticated walnut, titanium with its technical and almost cool touch, as well as high-gloss Diamond Black.

5. Drivetrain: Top Performer in Power and Efficiency.



- **Prize-winning straight-six in the BMW 135i Coupé.**
- **Four-cylinder diesel with demanding turbocharger technology.**
- **Consistent implementation of BMW EfficientDynamics.**

Featuring an engine range from 130 kW/177 hp all the way to 225 kW/306 hp, the BMW 1 Series Coupé sets new standards in its segment. All of the power units in the series – both the six-cylinder gasoline engine and the two four-cylinders turbodiesels – offer a particularly impressive combination of dynamic performance, motoring efficiency and running refinement, with superior output on a further improvement of fuel economy and reduced exhaust emissions.

The drive units available for the BMW 1 Series Coupé represent the latest state-of-the-art in BMW engine development and come with all the technologies introduced as part of BMW's EfficientDynamics development strategy for the purpose of minimising fuel consumption and exhaust emissions. The innovations now also featured as standard on the BMW 1 Series Coupé and combined with one another appropriately for each model include Brake Energy Regeneration, Auto Start Stop, a gearshift point indicator, on-demand management of ancillary units, and active improvements in aerodynamics.

These cutting-edge technologies serve to further enhance the already outstanding potential of the newly developed engines in terms of both economy and emission management. So when it comes to acceleration, fuel consumption and CO₂ emissions, all variants of the BMW 1 Series Coupé rank right at the top in their respective performance and market segments.

Twin Turbo and High Precision Injection in the BMW 135i Coupé.

225 kW/306 hp from 2,979 cc – figures of this kind clearly characterise the BMW 135i Coupé as the top model in the series. Indeed, the world's first straight-six power unit with Twin Turbo technology, second-generation direct gasoline injection (High Precision Injection) and an all-aluminium crankcase is the most powerful six-cylinder within the BMW range.

Proudly featured in the BMW 1 Series Coupé, this power unit, already the winner in two categories and in the overall rating of the international Engine of the Year Award, offers a standard of driving pleasure never seen before in the compact car segment.

The BMW 135i Coupé accelerates to 100 km/h in 5.3 seconds and has a top speed limited electronically to 250 km/h or 155 mph. Maximum torque of 400 Newton-metres/295 lb-ft comes within the very broad speed range from 1,300–5,000 rpm, clearly confirming the supreme torque and pulling force of the 3.0-litre. Moderate average fuel consumption in this performance category of just 9.2 litres/100 kilometres (equal to 30.7 mpg imp) in the EU test cycle likewise confirms the qualities of this engine as a particularly fascinating example of BMW EfficientDynamics.

This fascinating power and performance is guaranteed above all by Twin Turbo technology, the combination of two turbochargers each pumping compressed air to three cylinders at a time and thus providing a standard of spontaneity quite unique for a turbocharged power unit. The main advantage of the relatively small turbines is their low inertia when accelerating, eliminating the “turbo gap” so typical of conventional turbocharged power units, that is the “waiting period” which usually elapses until the turbocharger develops its boost and extra power.

Benefiting from this technology, the turbocharged power unit in the BMW 135i Coupé develops the same kind of torque and muscle as a far larger normal-aspiration power unit, while avoiding the inevitable increase in weight of such a larger engine with its adverse effects on the balance of the car.

The introduction of Twin Turbo technology, in combination with High Precision Injection, is therefore a particularly efficient method to offer an even higher standard of power and torque without increasing the weight of the engine.

High Precision Injection plays a key role in reducing the amount of fuel consumed. This second generation of direct gasoline injection enables the Twin Turbo power unit of the new BMW 135i Coupé to provide its extra power without a significant increase in fuel consumption and, at the same time, without making any concessions in terms of driving dynamics.

Positioned within the cylinder head directly next to the spark plugs, the injectors allow unparalleled precision in dosing the amount of fuel injected. Compared with an equally powerful turbocharged engine using conventional gasoline injection into the intake manifold, the power unit featured in the new BMW 135i Coupé thus offers a significant advantage in fuel economy. And adding the effect of further technologies for greater efficiency such as Brake Energy Regeneration, this creates a balance of driving dynamics and economy quite unique not only in this segment of the market.

Turbodiesel power units featuring a particulates filter as standard.

The turbodiesel power units in the new BMW 1 Series Coupé also enter new dimensions in terms of performance and fuel economy. The first point is that the engines in the BMW 123d Coupé and the BMW 120d Coupé are significantly lighter than comparable four-cylinder diesels. Most of this reduction in weight comes from the aluminium crankcase with its thermally joined grey-cast-iron cylinder liners.

This optimisation of engine weight and design ensured from the start in the development process has a positive impact not only on the car's economy, since the reduction of engine weight also enhances the car's harmonious distribution of axle load in the interest of even better agility.

Yet a further point is that both diesel engines come as standard with a wide range of BMW EfficientDynamics improvements including Brake Energy Regeneration, the Auto Start Stop function and a gearshift point indicator (on the manual transmission models), active aerodynamics and on-demand management of the engine's ancillary units. And as representatives of a new generation of diesel engines, the power units featured in the BMW 123d Coupé and the BMW 120d Coupé naturally come as standard with a particulates filter close to the engine.

BMW 123d Coupé setting a new benchmark in output per litre.

The four-cylinder power unit featured in the BMW 123d Coupé, the first diesel in this segment with Variable Twin Turbo technology, develops maximum output of 150 kW/204 hp at 4,400 rpm from engine displacement of 1,995 cc. This makes it the first all-aluminium diesel engine in the world with more than 100 hp output per litre. Peak torque of 400 Newton-metres/295 lb-ft, in turn, comes at just 2,000 rpm.

Variable Twin Turbo technology offers particular efficiency in boosting the power of the engine. Referred to also as multi-stage turbocharging, this system is made up of a small and a large exhaust gas turbocharger working together in supplying intake air to the four cylinders. Benefiting from its low inertia, the small turbocharger ensures superior torque and pulling force from low engine speeds just above the idling level. At higher engine speeds the larger turbine cuts in to provide extra power and torque, the big advantage of this interplay of two turbochargers being the complete avoidance of the usual "turbo gap".

The 2.0-litre power unit featured in the BMW 123d Coupé comes with common-rail direct fuel injection incorporating piezo-injectors operating at a pressure of 2,000 bar. With fuel being injected into each cylinder through

three openings in up to three portions, the flame spreads smoothly and gently through the fuel/air mixture during the operating stroke, benefiting above all the running smoothness of the diesel engine.

Offering a top speed of 238 km/h (148 mph) and accelerating to 100 km/h in 7.0 seconds, the new BMW 123d Coupé guarantees remarkable performance on the road. And in combination with average fuel consumption in the EU test cycle of just 5.2 litres/100 kilometres (equal to 54.3 mpg imp), this kind of performance clearly proves the consistent implementation of the BMW EfficientDynamics development strategy.

With CO₂ emissions of just 138 grams per kilometre, the new BMW 123d Coupé ranks right at the top also in this respect. Indeed, it is the first car with more than 200 hp to offer a CO₂ emission rating of less than 140 grams per kilometre.

High power and low CO₂ emissions on the BMW 120d Coupé.

The power unit of the new BMW 120d Coupé also features a very sophisticated turbocharger system in technical terms: The 2.0-litre four-cylinder comes with one single exhaust gas turbocharger fitted with adjustable turbine blades to ensure optimum development of power throughout the entire load range. An electric actuator motor serves in this case to adjust the turbine blades to current load requirements within fractions of a second, ensuring both a spontaneous and direct response at low engine speeds and high output under full load. Maximum turbocharger pressure is 2.55 bar, with diesel fuel being delivered into the combustion chambers by piezo-injectors at a pressure of 1,800 bar.

Displacing 1,995 cubic centimetres, the four-cylinder develops a muscular 130 kW/177 hp maximum output at 4,000 rpm, with peak torque of 350 Newton-metres/258 lb-ft maintained consistently between 1,750 and 3,000 rpm.

This kind of power gives the new BMW 120d Coupé a top speed of 226 km/h (140 mph), with acceleration to 100 km/h in 7.6 seconds. Fuel consumption of just 4.9 litres/100 kilometres (equal to 57.6 mpg imp) and CO₂ emissions of 130 grams per kilometre are both exceptionally low.

The new generation of four-cylinder diesel engines is also characterised by a unique standard of smoothness and running refinement. As a result, the less experienced driver or the driver not that well acquainted with the car – for example in the case of a rental car – will hardly feel the difference any more versus a petrol-engined model.

Precisely this is why the new BMW 123d Coupé and the new BMW 120d Coupé come with false filling protection requiring the driver to use a diesel filling pump at the filling station, since a petrol pump would not fit due to the entry lock only a standardised diesel filling pump is able to open.

Intelligent energy management with Brake Energy Regeneration.

The power units of the new BMW 1 Series Coupé offer a particularly impressive combination of dynamics, efficiency and running refinement. All four engines provide superior power on even less fuel and exhaust emissions reduced to an even lower level than before.

This is achieved, first, by modifications within the engine itself serving to reduce friction forces, through the re-design of the combustion chambers, optimisation of the fuel/air mixing process using common-rail fuel injection on the turbodiesels, High Precision Injection on the gasoline model, as well as precise management of both fuel combustion and the supply of air.

The second major area of improvements involves the vehicle itself, again helping to reduce fuel consumption by a significant margin: As an example, all variants of the BMW 1 Series Coupé come with Brake Energy Regeneration using intelligent generator control. In this case electric power for the car's on-board network is generated only in overrun and when the driver applies the brakes. When accelerating, on the other hand, the generator is generally disconnected in order to provide extra drive power.

This concept of intelligent energy management is comparable to the operation of power stations with storage technology, where low-cost energy is stored during the night in reservoirs at higher elevations and then regained during the day in order to meet peak requirements.

Applying this concept to Brake Energy Regeneration in the new BMW 1 Series Coupé, the system is able to determine which driving phases are appropriate for generating electric power then stored in the battery and subsequently fed into the on-board network when required.

To maximise the service life of the battery and provide compensation for the greater flow of energy, the intelligent energy management system, interacting with new AGM battery technology, uses so-called regeneration cycles. In this case the battery is charged with higher voltage pulses from time to time after a certain cycle of charging and discharging, thus ensuring appropriate phases of regeneration.

Auto Start Stop for shorter idling periods.

On the manual gearbox versions of the BMW 1 Series Coupé with a four-cylinder power unit, Auto Start Stop serves to enhance efficiency above all in city traffic: As soon as the driver shifts to idle and takes his foot off the clutch, the electronic engine control unit will automatically switch off the engine, reducing fuel consumption at red traffic lights, for example, to zero. Then, to start the engine again, all the driver has to do is press the clutch pedal, with the engine coming back on immediately without any further intervention.

Gearshift point indicator for low-consumption motoring.

Electronic engine control in the new BMW 1 Series Coupé offers substantial assistance in the effective use of fuel also while driving: A gearshift point indicator – that is an arrow symbol coming on in the instrument cluster and specifying the optimum driving gear – shows the driver the ideal point for shifting gears in the interest of maximum fuel economy.

Further reduction in fuel consumption through on-demand management of ancillary units.

Further improvements serving to save fuel likewise do not require any intervention by the driver: The BMW 1 Series Coupé featuring one of the new four-cylinder diesel engines, for example, comes with active control of the air flaps in the radiator grille. So whenever the engine needs less cooling the flaps are closed for a measurable improvement of aerodynamics and, as a result, a further reduction of fuel consumption.

A further point is that numerous ancillary units on the four-cylinder engines are operated only on-demand, again in the interest of minimum energy consumption. As an example, energy is used for the EPS Electric Power Steering with its integrated Servotronic function only when steering assistance is really required or desired by the driver. When driving in a straight line or at a constant angle in bends, the servo unit does not take up any energy. Another example is the electric coolant pump operating as a function of engine speed and temperature only when really required. Consuming just 200 W as a result of this technology, the electric coolant pump requires only about one-tenth of the drive energy consumed by a conventional pump.

Last but certainly not least, the belt drive on the climate compressor is disengaged whenever appropriate by a clutch, with the compressor automatically being disconnected when the air conditioning is switched off. This reduces the drag forces exerted by the compressor to a minimum and gives the engine an even higher degree of efficiency.

100 per cent sports feeling also with automatic transmission.

As an alternative to the six-speed manual gearbox, optional automatic transmission is available to begin with on the BMW 120d Coupé and will later be featured on the other engine variants, too. And like the manual gearbox, this automatic transmission comes with six gears, using an innovative converter complete with an integrated torsion damper.

This reduces energy losses and shortens the reaction and gearshift times on the transmission, the direct connection of engine and transmission serving to enhance the dynamic character of the car and ensure a precise gearshift.

The driver may even shift down quickly by skipping one or several gears, simply by kicking down the gas pedal for particularly fast and dynamic acceleration.

The automatic transmission comes complete with a Steptronic function providing not only the usual automatic mode, but also a manual gearshift either from the gear selector lever or by optional shift paddles on the steering wheel – so that the new BMW 1 Series Coupé offers that sports feeling so typical of BMW also with automatic transmission.



6. Chassis and Driver Assistance Systems: Dynamics, Comfort and Safety Tailored to the Driver.

- **Rear-wheel drive setting the stage for sporting behaviour.**
- **Model-specific drive stability control featured as standard, Active Steering as an option.**
- **BMW 135i Coupé with M sports suspension.**

The BMW 1 Series Coupé offers the driving pleasure so typical of the brand now also in the segment of compact four-door models, the elaborately engineered chassis underlining the dynamic and sporting character of this new BMW. The result is superior steering and driving precision even under extreme conditions reaching the very limits of driving physics.

With its design principle quite unique in this category – engine at the front, drive wheels at the rear – the new BMW 1 Series Coupé offers optimum traction, exemplary weight distribution with approximately 50 per cent of the car's overall weight on the front and rear axles, respectively, outstanding directional stability and safe handling. And the separation of drive power, on the one hand, from the car's steering, on the other, is of course the prerequisite for supreme agility on the road.

Elaborate design principle on the front and rear axles.

The rear axle on the BMW 1 Series Coupé is a sophisticated five-arm structure designed to meet the specific requirements and demands of the high-power and high-torque engines. The result is extremely precise wheel guidance, also because rear track is another 20 millimetres or 0.79" wider than on the three- and five-door versions of the BMW 1 Series.

An anti-roll bar serves furthermore to reduce body roll in fast bends, and the entire drive axle is designed from the start for superior agility and optimum noise insulation.

The final drive on the new BMW 1 Series Coupé has been optimised for smooth running qualities, double-helical ball bearings serving to reduce the operating temperature achieved more quickly thanks to the smaller oil capacity of the final drive housing.

Again, both of these modifications serve to enhance the car's functions and running life, the final drive also helping to reduce fuel consumption to an even lower level.

The front axle of the BMW 1 Series Coupé likewise offers a standard of quality and elaborate design quite unique in the compact class: The double-joint spring strut tiebar axle is made largely of aluminium, the anti-roll bar is designed as a hollow tube combining superior stiffness with low weight – together with a high standard of stability on the track control arms and bars as well as exact wheel guidance for superior driving dynamics.

Runflat tyres and Tyre Defect Indicator featured as standard.

Both the chassis springs optimised for tension and weight and the twin-sleeve gas-pressure dampers are matched to the specific performance of the individual body versions. As the top model in the range, the new BMW 135i Coupé comes as standard with an M sports suspension lowering the entire body by 15 millimetres or 0.60 – and also available as a factory-fitted option on the other model variants.

A further important point is that the BMW 135i Coupé is fitted as standard with high-performance brakes featuring brake callipers finished in grey and proudly bearing the name “BMW” in white.

Further signs of distinction on the 135i Coupé are 18-inch light-alloy wheels running on specially developed, traction-optimised tyres varying in size front and rear. The BMW 120d Coupé by contrast, comes as standard on 16-inch light-alloy wheels, the BMW 123d Coupé on 17-inch light-alloy wheels.

All model variants of the new BMW 1 Series Coupé feature runflat tyres as standard equipment, allowing the driver to go on even under complete loss of tyre pressure at a maximum speed of 80 km/h for a distance of at least 150 kilometres or 90 miles.

Yet a further standard feature is the Tyre Defect Indicator permanently monitoring air pressure in all wheels and warning the driver through a signal in the instrument cluster once tyre pressure drops more than 30 per cent below the ideal level.

Electromechanical power steering for enhanced precision and greater fuel economy.

With the exception of the top-of-the-range model, all variants of the new BMW 1 Series Coupé come as standard with energy-saving EPS Electric Power Steering complete with an integrated Servotronic function for speed-related steering assistance.

EPS ensures even greater precision and steering comfort, at the same time reducing fuel consumption since, unlike a conventional mechanical-hydraulic system, steering assistance is provided by an electric motor operating only on demand, that is only when really required.

As an option the new BMW 1 Series Coupé is also available with Active Steering adjusting the steering transmission ratio to the respective road speed of the car. This means that when parking or manoeuvring, the driver requires only minimum effort to move the steering wheel in the right direction. Then, with road speed increasing, the steering becomes less direct, giving the driver a more superior steering feel at higher speeds.

To transmit movements of the steering wheel, Active Steering comes with an additional transmission unit on the steering line, the steering angle or lock determined by the driver being modified by means of an electric motor via a planetary gearing. The degree of modification chosen in this process is based on the current speed of the car and its lateral acceleration taken into account by yaw rate control.

Networked with Dynamic Stability Control, Active Steering, when intervening, generates a discreet counter-steering effect in fast bends which the driver will not even feel but which serves to additionally stabilise the car. Via yaw rate control, Active Steering will also stabilise the car when applying the brakes on different surfaces (modal split application of the brakes). The specific counter-steering effect generated in this way helps to prevent the vehicle from serving out of control.

Dynamic Stability Control with additional functions.

All versions of the BMW 1 Series Coupé come as standard with ABS anti-lock brakes and ASC Automatic Stability Control preventing the drive wheels from spinning above all when setting off.

CBC Cornering Brake Control also fitted as standard stabilises the car whenever necessary when applying the brakes in a bend.

These functions are all integrated within DSC Dynamic Stability Control preventing the car from swerving round at the rear (oversteer) or "pushing" out of a bend over the front wheels (understeer) in a particularly challenging situation by applying the brakes specifically as required on individual wheels and reducing engine output accordingly. Even then the car retains its dynamic driving character.

Interacting with optional Active Steering, DSC is furthermore able to prevent the car from swerving out of control when applying the brakes on surfaces with different frictional coefficients (for example when aquaplaning or with slippery ice on only one side of the car, that is with a so-called modal split) by counter-steering as required.

In the new BMW 135i Coupé DSC Dynamic Stability Control offers an even wider range of functions including the Start-Off Assistant preventing the vehicle from rolling back when setting off on an uphill gradient and automatic Fading Compensation to prevent the typical fading effect whenever the brakes are extremely hot.

Pre-loading of the brakes whenever a need for particular stopping power is indicated by the driver suddenly letting go of the accelerator pedal ensures an enhanced brake standby function. Dry Braking, finally, improves the effect of the brakes in the wet by applying the brake pads slightly at regular intervals in order to remove a film of water from the brake discs.

DSC Dynamic Stability Control in the new BMW 1 Series Coupé also comes with an integrated wear indicator for the brake pads. Applying the data provided in this way, the electronic “brain”, conducting the Condition Based Service (CBS) function as part of BMW Teleservices, calculates the remaining distance until the driver is required to change the brake pads.

DTC Dynamic Traction Control is a special sub-function of DSC, allowing greater slip on the drive wheels and thus optimising the car's traction and pulling forces under particularly difficult road conditions. As a result, the new BMW 1 Series Coupé is able to set off smoothly in, say, deep snow with the wheels intentionally allowed to spin slightly – an advantage in such a situation.

Last but not least, DTC also allows even more intense lateral acceleration up to a controlled drift in bends. And if he wishes, the driver is able to deactivate the DSC system completely.

Electronically controlled differential lock function for even better traction in the BMW 135i Coupé and the BMW 123d Coupé.

To ensure optimum traction at all times, given the high power and muscular torque of the engine, the new BMW 135i Coupé and the new BMW 123d both come with special improvements serving to enhance traction and pulling force whenever required. The main consideration in this process is to support the driver in a sporting and ambitious style of motoring, for example when accelerating out of bends and hairpins.

Should the driver of one of these models deactivate DSC Dynamic Stability Control and DTC Dynamic Traction Control completely, an electronically controlled differential lock function in the DSC-off mode still ensures optimum traction, with appropriate brake force being applied on the inner drive wheel possibly spinning in a tight bend. This enhances the car's traction and pulling force on the road without any negative effect on its steering behaviour.

7. Body and Safety: Strength and Protection of the Highest Standard.



- **Stable bodyshell, stiff passenger compartment.**
- **Six airbags featured as standard.**
- **Bi-xenon headlights and Adaptive Headlights including Bending Lights for even better visibility.**

A wide range of features serving to optimise the car's passive safety confirms the premium character of the BMW 1 Series Coupé. Indeed, all the safety standards and requirements made of BMW's larger model series have been carried over in full to the unique body structure of the new model, the highly dynamic BMW 1 Series Coupé thus offering also an optimum standard of motoring safety quite unique in its performance range.

Once again, the BMW Group's engineers, in creating this car, prove their mastery in combining low vehicle weight for optimum fuel economy with an extra-stable body structure ensuring maximum safety on the road. As a result, the new Coupé offers all the qualities required for excellent results in all consumer safety tests relevant the world over.

The extremely stiff passenger cell, interacting with carefully laid-out deformation zones front and rear, is particularly effective in keeping out forces acting on the car from outside. Six airbags as well as crash-optimised seats are further standard features of this compact car.

Stable bodyshell for superior protection in all directions.

One of the objectives in developing the body of the new BMW 1 Series Coupé was to achieve optimum safety on minimum weight, ranking the car right at the top versus international competition also in this respect. High-load-resistant, extra-large carrier structures in the floorpan, in the side frame, on the bulkhead, in the roof area, and on the rear partition to the passenger compartment provide the foundation for the high level of passive safety in the BMW 1 Series Coupé. In addition, the use of high-strength steel and reinforced panels on the body surfaces, as well as intelligently coordinated deformation zones at the front and rear, serve to effectively protect the driver and passengers from external forces.

The load paths serving in the event of a head-on collision with complete or restricted overlap to divert undesired forces away from the passenger cell were all calculated by computer simulation with optimum precision and carefully

checked in advance. Particularly the interaction of front body deformation and passenger cell stiffness ensures a high standard of all-round efficiency on the bodyshell.

Proceeding from computer-generated data, the BMW 1 Series Coupé furthermore benefits from a concept serving to keep forces in a collision from the side beneath essential biomechanical limits. Part of this concept is formed by the crash-resistant doors, while the crash-optimised front seats, the reinforced B-pillars and the instrument panel between the A-pillars all interact in the interest of enhanced side stability supplementing the very stiff passenger cell.

Despite this robustness, the car looks particularly sporting and light from outside, above all the low greenhouse moved far to the rear setting off the more muscular elements of the very safe bodyshell through its looks and appearance.

Special floorpan guiding impact forces to the opposite side in the event of a collision.

The special structure of the floorpan serves in particular to enhance crash safety to an even higher standard: The floor assembly incorporates a carrier structure conveying impact forces to the opposite side of the car in a collision in order to protect the occupants.

The passenger cell with its extremely strong pillars and crossbars developed especially for the Coupé, as well as the extra-strong roof frame structure, serve to maintain the occupants' survival space also in a rollover.

Highly efficient restraint systems.

No less than six airbags come as standard to round off the wide range of features for optimum passenger safety in the new BMW 1 Series Coupé.

Depending on the severity of an impact, the frontal airbags are activated in two stages, particularly the front passenger's merging smoothly into the instrument panel: Unlike conventional airbags often still found in the market, the airbag panel joints are covered in this case by PVC film and thus remain invisible to the eye.

The side airbags integrated in the front-seat backrests reduce the risk of injury at chest and hip level in the event of a collision from the side, while the curtain head airbags housed in the roof lining protect both the front-seat occupants and the passengers sitting at the rear.

Padded headrests and backrests on the crash-optimised seats significantly reduce the risk of occupant injury in the event of an impact from behind.

All seats come with three-point inertia-reel seat belts and headrests. The belt pivot fasteners are mounted directly on the frames of the driver's and front passenger's seats, ensuring optimum belt geometry at all times regardless of seat height and reducing belt friction around the hips. With the pedals moved further back and appropriate deformation of the footrest in a head-on collision, finally, the risk of foot injury for the driver is likewise reduced to a minimum.

Optional enhancement of light systems.

The addition of special lights and light features previously to be found above all in upmarket models again helps to give the BMW 1 Series Coupé its premium character in terms of comfort and safety. Bi-xenon headlights available as an option as well as Adaptive Headlights including Bending Lights make driving in the dark even safer. Indeed, the combination of these comfort and safety functions is quite unique in this segment of the market.

The daytime headlight function in typical BMW style with two corona rings in each headlight unit enhances the perception of the car in normal and diffuse light conditions. Motorists following from behind, on the other hand, are warned effectively whenever the driver of a BMW 1 Series Coupé has to apply the brakes in an emergency by two-stage brake lights in LED technology. And last but not least, the high standard of safety offered from the start in the BMW 1 Series Coupé is supplemented by a third brake light integrated in the rear end of the car.

The BMW 1 Series Coupé complies in full with all standards and legal requirements in the world's markets, meeting all conditions for first-class results in all consumer protection tests relevant worldwide.

8. Features and Equipment: Driving Pleasure and Premium Quality Included.



- **Sporting style and lots of freedom for customisation.**
- **USB port for integrating an Apple iPod.**
- **Innovative rear rack system made of aluminium.**

Exclusive premium-quality features and equipment clearly distinguish the BMW 1 Series Coupé from the competition in its class. Right from the beginning, for example, the car's wide range of series equipment, together with the sophisticated, modified interior with the door opening handles in new design and a new opening handle with a chrome bracket on the glove compartment, add a particular touch of class and style.

Other amenities also featured as standard are the steering column adjustable manually for height and reach, electric window lifts at the front, height-adjustable seats for the driver and front passenger, a storage box between the two rear seats, as well as the rear-seat backrest tilting forward in a 60 : 40 split.

The optional extras include an illuminated storage tray in the instrument panel complete with a folding cover, a slip-proof mat for the interior, as well as backrest nets for maps and small odds and ends on the back of the front seats.

The wide range of Original BMW Accessories is tailored particularly to drivers and passengers with an active lifestyle. As an example, the BMW 1 Series Coupé comes with an aluminium rear rack easy to fit whenever required and conveniently accommodating two bicycles, two snowboards or two pairs of skis.

High standard of safety.

Optionally available bi-xenon headlights in ellipsoid technology and Adaptive Headlights including Bending Lights also available as an option offer supreme comfort and optimum driving safety in the BMW 1 Series Coupé at night.

Daytime driving lights in typical BMW style with two corona rings in each headlight unit enhance perception of the vehicle in normal and diffuse light conditions.

Motorists following from behind, finally, receive a clear signal whenever the driver of a BMW 1 Series Coupé applies the brakes particularly hard in an emergency thanks to the two-stage brake lights coming as standard in LED technology.

A further point is that the rear seats are fitted as standard with ISOFIX fastenings for child seats – and as special accessory the BMW 1 Series Coupé is available with the high-quality Junior Seat II-III with a height-adjustable backrest for children from 3–12 years of age. For even greater convenience, the seat cover is washable in this case.

Upgraded iDrive and integration of external MP3 players.

The optional iDrive control system enables the user, via the central Controller – and, as an option, even by voice entry – to mastermind all secondary and comfort functions in the Communication, Air Conditioning, Entertainment and optional Navigation modes with utmost ease and simplicity.

A further important feature is that iDrive in the BMW 1 Series Coupé comes with no less than eight individually programmable favourite buttons for direct retrieval of functions used particularly often – navigation destinations, radio stations or telephone numbers – directly at the touch of a button.

In the folding TFT screen on the instrument panel, the sensors actuated by the individual buttons highlight the function required immediately when touched, without requiring the user to even press the button. Clearly, this allows comfortable and safe choice of the respective function with the driver keeping his eyes directly and calmly on the road.

Should the BMW 1 Series Coupé not be fitted with a navigation system, the space for the TFT screen retracting into the upper section of the instrument panel is used in combination with the optional storage package to provide an additional storage tray.

The audio systems available for the BMW 1 Series Coupé are among the most outstanding and sophisticated throughout the entire segment. Individual diversity in choosing one's desired entertainment is ensured by the USB port available as an option supplementing the AUX-in connection featured as standard, allowing the user to integrate external MP3 players such as an iPod into the audio system. Yet a further option is to connect a conventional USB stick to play music files via the audio system in the car. In these cases

the user controls the system and selects the desired music via the iDrive Controller and the screen, with the option on cars without iDrive to mastermind all functions directly via the radio.

On models fitted with a centre armrest the external player may be accommodated in a special bag beneath the centre armrest to protect it from damage. As special equipment available on the BMW 1 Series Coupé, this bag also serves as a storage option for multi-media equipment.

Seats adjustable for height and folding rear seats featured as standard.

A steering column adjustable manually for height and reach, height-adjustable seats for the driver and front passenger, as well as electric windowlifts at the front are all standard in the BMW 1 Series Coupé. The armrests as well as the cloth or leatherette inserts integrated in the side panels take up the design of the door lining, the map pockets in the door panels as well as the glove compartment merging smoothly with the gentle lines of the interior – and offering more space than ever before.

A new feature on the glove compartment is the ergonomically optimised position of the lock moved from the middle to the outside. Boasting a new, elegant chrome bracket, the opening handle is now even more sophisticated and stylish in its appearance. Pearl gloss chrome trim on the knob controlling the automatic air conditioning, on the control button for the radio and, where fitted as an optional extra, on the sports steering wheel brackets, set further highlights within the interior.

At the rear the BMW 1 Series Coupé comes as standard with two individual seats offering the passengers superior comfort at all times. In standard trim a storage box is fitted between the two rear seats for extra convenience. As a feature quite unusual in a coupé, the rear-seat backrest can be folded down in a 60 : 40 split, enlarging luggage capacity over the general capacity of 370 litres and thus enabling the driver to take along even more and bulkier luggage whenever required. As an option there is even a modular ski-bag integrated in the centre section of the backrest. And last but certainly not least, two clothes hooks on both B-pillars enable the driver and the passengers to hang up their jackets or coats conveniently at any time.

Practical: wide range of optional storage facilities.

The optional Storage Package includes nets on the backrests of the front seats for maps and papers, cupholders as well as an illuminated storage box in the instrument panel on cars not fitted with a navigation system.

Allowing perfect access, this convenient box comes with a hinged cover and is illuminated for optimum clarity at all times, accommodating smaller odds and ends out of sight and away from prying eyes.

An additional mat prevents objects from slipping around and causing noise in the process.

This package is rounded off by two additional foldable lashing points and two tightening straps keeping cargo safely in the luggage compartment without anything slipping around. And last but not least, the Storage Package comes complete with a 12 V power connector in the luggage compartment for operating external appliances such as a coolant box, a vacuum cleaner or an electric charger unit.

Wide range of sophisticated features for customisation.

The BMW 1 Series Coupé is available with no less than four upholstery variants harmoniously matching the interior to the respective colour of the body and accentuating the individual style of the driver: two cloth options, one cloth/leather combination, and one all-leather option. These upholstery options may then be combined with no less than three interior colours and nine equipment colours.

The interior trim is available in a range of six different versions: aluminium in fine polish look, grained poplar with particular style and class, light titanium offering unique technical flair, high-gloss Black trim, as well as walnut and Cashmere Silver.

Robust rear rack with patented rapid-closing system for simple assembly without tools.

A further highlight in the wide range of Original BMW Accessories enables the driver to pursue a truly active lifestyle in the BMW 1 Series Coupé – this is the optional rear rack system particularly easy to fit and remove from the car. Using this rear rack, the driver and passengers are able to take along two bicycles in comfort, style and with absolute safety.

Very sturdy in its design, the rack fits into two mounting points in the rear bumper available as an option straight from the factory by means of a patented rapid-fastening system. Adding a further attachment, the driver is also able to take along two snowboards or two pairs of skis.

To load the luggage compartment with the aluminium rear rack in place, all the driver has to do is fold the rack back, obtaining convenient access to the compartment.

On ECE cars the preparation kit for the rear rack comes with the appropriate wiring harness and all components required for assembly beneath the rear air dam, allowing very rapid and easy attachment of the rack.

This new rear rack system complies in full with BMW's strict testing and safety requirements, and is not available in conjunction with the M Sports Package.

The M Sports Package for even greater dynamics and a truly striking look.

The particularly sporting driver of a BMW 1 Series Coupé is able to upgrade his car in its looks and driving dynamics to an even higher standard, using components from the wide range of exclusive BMW M GmbH features. A particular option is the M Sports Package already featured in modified form in part on the BMW 135i Coupé. It includes the M Aerodynamics Package made up of special front and rear bumpers as well as modified side-sills and foglamps. Exterior paintwork in Le Mans Blue metallic is available exclusively in conjunction with the M Sports Package.

High-gloss Satin Chrome included in the package gives the side window areas a particularly sporting look. Further features included in the package are M light-alloy wheels in two different designs and available in various sizes from 7 x 17 inches all the way 8.5 x 18 inches for tyres measuring up to 245/35 R18 at the rear.

Featured as standard in the M Sports Package, the sports seats with additional side support come in extra sporting, truly unique cloth/leatherette upholstery and are available as an option also in Boston leather. Other features of the M Sports Package are the M Sports Suspension minimising body roll also in the BMW 1 Series Coupé, door cutout trim proudly bearing the M logo, an M leather steering wheel and the M footrest for the driver's left foot.

The gaiter on the gearshift lever and handbrake, as well as the handbrake handle, comes as standard in high-quality soft nappa leather. The roof lining on the M Sports Package is in Anthracite, and the interior features included in the package are rounded off by trim strips in Glacier Silver aluminium accentuating the sporting character of the cockpit.

BMW 135i Coupé with its own M Aerodynamics Package.

To ensure a different look right from the start, the BMW 135i Coupé as the top version in the range comes as standard with a modified M Aerodynamics Package. The front air dam with its larger central air intake emphasises the

sporting character of the car. The two specially contoured air intakes at the side are separated horizontally by a crossbar and bordered on slightly flared flaps additionally emphasising the wide front end of the BMW 135i Coupé. And last but not least, the BMW 135i is the only model in the range to boast chrome-plated bars in the kidney grille.



9. Production: Flexible, Efficient, Conscious of the Environment.

- **Production of the BMW 3 Series and 1 Series at BMW Plant Leipzig.**
- **Production based on demand, up to 700 units a day.**
- **BMW Plant Leipzig: high standard of environmental protection and quality assurance.**

The new BMW 1 Series Coupé is built exclusively at BMW Plant Leipzig for the world market, extending the production range in Leipzig by a third model about 2 1/2 years after the Plant went on stream for the first time.

Building this modern car production plant in Leipzig, BMW has clearly expressed the Company's commitment to production in Germany today and in the future, highly flexible production and job structures serving to meet all challenges in production in an optimum manner.

Thanks to this efficiency, all preparations for ramping up the new BMW 1 Series Coupé in the Bodyshop, in the Paintshop and in Assembly were carried out with the Plant remaining in operation. This was made possible by the unique comb-shaped structure of the Assembly Hall providing the option to flexibly extend individual "fingers" in the building in order to integrate additional steps in production with minimum effort.

The process of assembling the complete bodyshell and painting the car is conducted on the same production lines for both the BMW 3 Series Saloon and the two versions of the BMW 1 Series. The only place where components are built separately for the three models is the Body Components Production Area, meaning that the Plant's flexible production capacities may be used with optimum efficiency in response to current demand.

Central Building winning a coveted architecture award.

BMW Plant Leipzig was built in an industrial estate to the north of Leipzig with an investment of approximately Euro 1.3 billion. On a total plant area of about 208 hectares, the buildings alone take up some 44 hectares. A direct connection to the Autobahn helps to keep trucks and other traffic out of all nearby towns and villages – certainly an important factor considering that some 350 trucks go to the plant every day.

A further point is that the finished cars are shipped from the Plant by rail, since BMW Plant Leipzig is connected straight to the German Railways network.

The production buildings are arranged around the Central Administration, Service and Communication Complex. The Central Building itself was designed by the renowned architect Zaha Hadid, combining modern design language with unique functionality. The building connects the various production areas with only short distances in between, and offers ample space for encounters and communication.

In 2005 the characteristic design of the Central Building was lauded inter alia by the City of Leipzig Architecture Award and the renowned German Architecture Prize. Together with the designs by the Gross.Max Landscape Architecture Office (Edinburgh), the Central Building sets a clear highlight ensuring superior transparency and openness.

Series production of the BMW 3 Series Saloon at Plant Leipzig began on 1 March 2005, with production of the three-door version of the BMW 1 Series beginning on 5 March 2007 as the second model built in Leipzig. On 16 June 2006 the 100,000th BMW built in Leipzig came off the production line, with the 250,000th model following on 3 July 2007.

Applying flexible working time concepts and shift systems, BMW Plant Leipzig currently builds some 650–700 cars a day, depending on demand in the market. This is made possible by “BMW’s Formula for Work” allowing weekly working times from 60–140 hours and therefore providing the option to modify and adjust the production range at short notice and with only a small investment.

BMW and external suppliers providing 5,300 jobs.

BMW Plant Leipzig is conceived as a production plant with an integrated supply centre for external suppliers. Components and pre-assembled modules therefore go straight to the production lines on the shortest conceivable route. So far some 5,300 jobs have been created on the entire plant premises, about 2,500 thereof directly at BMW.

The Plant’s internal logistics moves approximately 10,000 cubic metres of material a day, with more than 80 per cent of all parts going to production just in time and just in sequence – exactly when needed and in the right sequence for individual customer requirements. The cost of parts supply is minimised by a driverless transport system for stored components, which also helps to streamline transportation at the Plant and ensure a stable course of production.

The bodies-in-white and the painted bodysells go through the Central Building several times on specially built conveyor lines measuring a total of 600 metres in length. Introducing this concept, BMW has intentionally

given up the traditional separation of office and administration functions, on the one hand, and production, on the other, offering associates in the administration areas a direct impression of current production activities.

Plant Leipzig as part of BMW's worldwide production network.

As a highly modern production facility, BMW Plant Leipzig uses processes particularly beneficial to the environment. The Paintshop, for example, works exclusively with water-based paint and powder clear paint fully compatible with environmental requirements. Integrated recycling of thermal energy, in turn, helps to preserve valuable resources and ensure a particularly economical production process.

Quality control plays a fundamental role in production at BMW Plant Leipzig. Like in the entire BMW Group, the standards applied to the quality of both products and services are very demanding, and all plant structures, technical facilities as well as the qualification of associates are consistently oriented towards the production of premium products.

To ensure a consistently high level of vehicle quality, all cars are subject to ongoing quality control throughout the entire production process. In addition, individual cars are checked even more precisely for all quality features relevant to the customer. And last but certainly not least, the efficiency of all processes within the plant as well as the interfaces to external partners are regularly verified and improved in systematic reviews.

BMW Plant Leipzig is part of BMW's global production network comprising no less than 23 locations in 12 countries. In addition, BMW Plant Leipzig is a member of the East Germany Automotive Cluster, the concentration of companies and institutes of the automotive industry in the new German Länder. The objective of this joint effort is to build up close and efficient cooperation of companies which in principle compete with one another in a process called co-option, avoiding the need for parallel development of skills and abilities not relevant to competition (eg through a joint information base).

The East German Automotive Cluster thus seeks to give the automotive industry in the east of Germany its own unique profile, promoting and expanding competences and in this way giving the entire region lasting, sustained support and development opportunities.

10. Specifications BMW 1 Series Coupé. 135i.

Body		BMW 135i
No of doors/seats		2/4
Length/width/height (unladen)	mm	4,360/1,748/1,408
Wheelbase	mm	2,660
Track, front/rear	mm	1,470/1,497
Ground clearance	mm	–
Turning circle	m	10.7
Tank capacity	approx ltr	53
Cooling system incl heater	ltr	8.2
Engine oil	ltr	6.5
Transmission fluid	ltr	Lifetime
Final drive fluid	ltr	Lifetime
Weight, unladen, to EU ¹	kg	1,560
Max load to DIN	kg	440
Max permissible weight to DIN	kg	1,925
Max axle load, front/rear	kg	945/1,030
Max trailer load ² , braked (12%)/unbraked	kg	–/–
Max roof load/max trailer downl	kg	75
Lug comp capacity ISO 3832	ltr	370
Air drag	cd x A	0.32 x 2.10
Power Unit		
Configuration/No of cyls/valves		Straight/6/4
Fuel supply		MSD80
Capacity, effective	cc	2,979
Stroke/bore	mm	89.9/84.0
Compression	: 1	10.2
Fuel grade		RON 95–98
Max output	kW/hp	225/306
At	rpm	5,800
Max torque	Nm/lb-ft	400/295
At	rpm	1,300–5,000
Electrical System		
Battery/installation	Ah/–	70/luggage comp
Alternator	A/W	180/2,520
Chassis and Suspension		
Suspension, front		Double-joint tiebar spring strut axle, aluminium
Suspension, rear		Five-arm axle, lightweight steel
Brakes, front		six-piston fixed callipers disc brakes
Diameter	mm	Vented/338 x 26
Brakes, rear		two-piston fixed callipers disc brakes
Diameter	mm	Vented/324 x 22
Driving stability systems		ABS, CBC, ASC, DSC, DTC, DBC
Steering		Rack-and-pinion
Steering ratio, overall	: 1	16.0
Type of steering		G
Gear ratios	I	: 1 4.055
	II	: 1 2.396
	III	: 1 1.582
	IV	: 1 1.192
	V	: 1 1.0
	VI	: 1 0.872
	R	: 1 3.677
Final drive	: 1	3.08
Tyres, front		215/40 R18 85Y RSC
Tyres, rear		245/35 R18 88Y RSC
Rims, front		7.5J x 18 light-alloy
Rims, rear		8.5J x 18 light-alloy
Performance		
Power-to-weight ratio to DIN	kg/kW	6.6
Output per litre	kW/hp	75.5/102.7
Acceleration 0–100 km/h	sec	5.3
standing start km	sec	24.6
80–120 km/h in 4 th /5 th gear	sec	5.0/6.0
Top speed	km/h	250
Fuel Consumption in EU Cycle		
Urban	ltr/100 km	13.0
Extra-urban	ltr/100 km	7.0
Composite	ltr/100 km	9.2
CO ₂	g/km	220
Miscellaneous		
Emission category		EU4

¹Weight of vehicle in road trim (DIN) plus 75 kg for driver and baggage.

²May be increased under certain conditions.

Specifications BMW 1 Series Coupé. 120d; 123d.

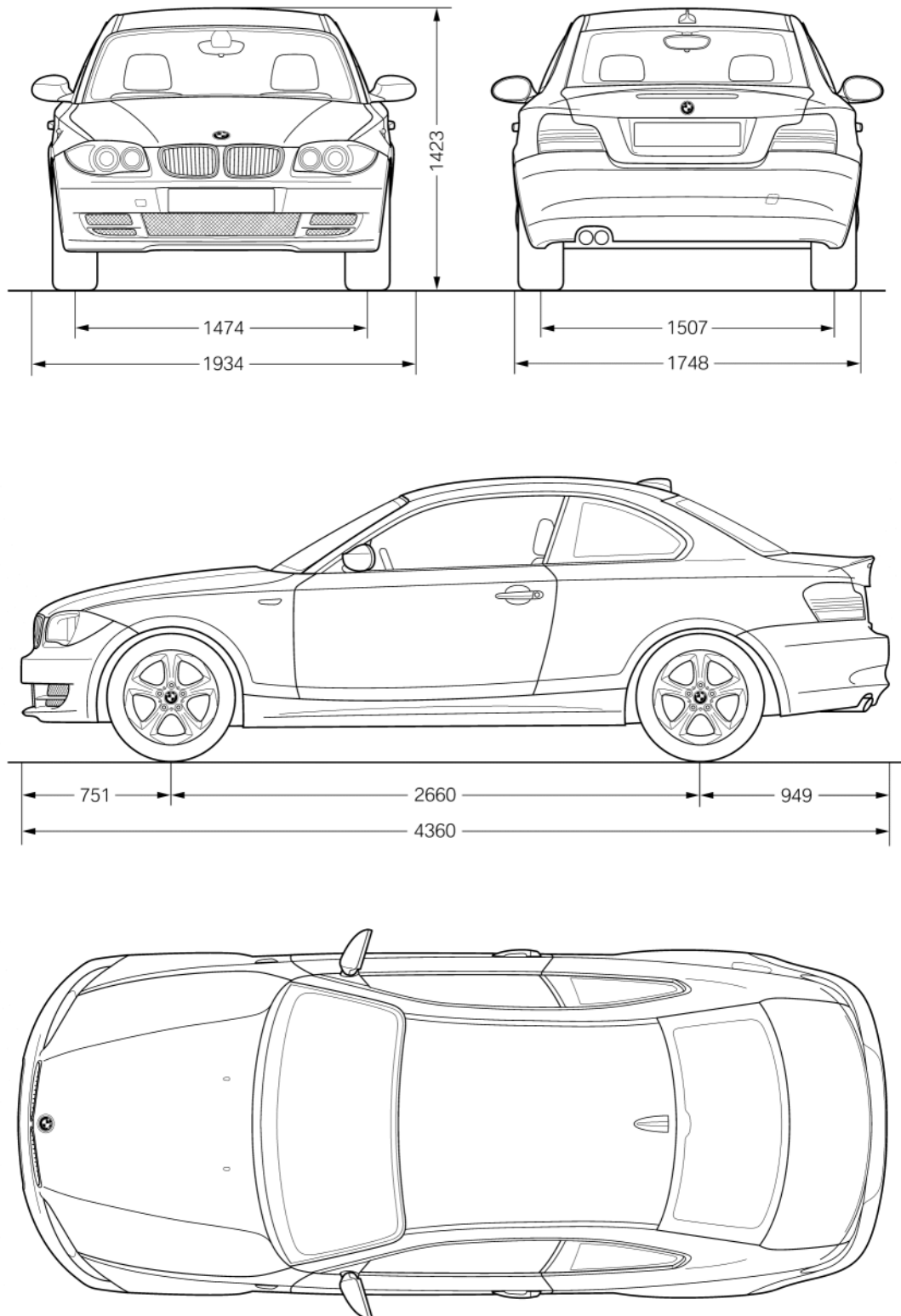
Body		BMW 120d	BMW 123d
No of doors/seats		2/4	2/4
Length/width/height (unladen)	mm	4,360/1,748/1,423	4,360/1,748/1,423
Wheelbase	mm	2,660	2,660
Track, front/rear	mm	1,484/1,517	1,484/1,517
Ground clearance	mm	–	–
Turning circle	m	10.7	10.7
Tank capacity	approx ltr	51	51
Cooling system incl heater	ltr	7.2 (7.5)	7.2
Engine oil	ltr	5.5	5.5
Transmission fluid	ltr	Lifetime	Lifetime
Final drive fluid	ltr	Lifetime	Lifetime
Weight, unladen, to EU ¹	kg	1,450 (1,455)	1,495
Max load to DIN	kg	440	440
Max permissible weight to DIN	kg	1,815 (1,820)	1,860
Max axle load, front/rear	kg	895/985	925/1,000
Max trailer load ² braked (12%)/unbraked	kg	1,200/720	1,200/740
Max roof load/max trailer downl	kg	75/75	75/75
Lug comp capacity ISO 3832	ltr	370	370
Air drag	cd x A	0.30 x 2.10	0.30 x 2.10
Power Unit			
Configuration/No of cyls/valves		Straight/4/4	Straight/4/4
Fuel supply		DDE 71	DDE 71
Capacity, effective	cc	1,995	1,995
Stroke/bore	mm	90/84	90/84
Compression	: 1	16.0	16.0
Fuel grade		Diesel	Diesel
Max output	kW/hp	130/177	150/204
at	rpm	4,000	4,400
Max torque	Nm/lb-ft	350/258	400/295
at	rpm	1,750–3,000	2,000–2,250
Electrical System			
Battery/installation	Ah/–	80/Luggage comp	80/Luggage comp
Alternator	AW	180/2,520	180/2,520
Chassis and Suspension			
Suspension, front		Double-joint tiebar spring strut axle, aluminium	
Suspension, rear		Five-arm axle, lightweight steel	
Brakes, front		Single-piston swing-calliper disc brakes	
Diameter	mm	Vented/300x 24	Vented/330 x 24
Brakes, rear		Single-piston swing-calliper disc brakes	
Diameter	mm	Vented/300 x 20	Vented/300 x 20
Driving stability systems		ABS, CBC, ASC, DSC, DTC, DBC	
Steering			Rack-and-pinion
Steering ratio, overall	: 1	16.0	16.0
Type of steering		H, wide (6HP19TU)	G, wide
Gear ratios	I	5.140 (4.171)	5.080
	II	2.830 (2.340)	2.804
	III	1.804 (1.521)	1.783
	IV	1.257 (1.143)	1.260
	V	1.000 (0.867)	1.0
	VI	0.831 (0.691)	0.835
	R	4.638(3.403)	4.607
Final drive	: 1	2.56 (3.15)	2.65
Tyres, front		205/50 R17 89V RSC	205/50 R17 89W RSC
Tyres, rear		205/50 R17 89V RSC	205/50 R17 89W RSC
Rims, front		7J x 17 light-alloy	7J x 17 light-alloy
Rims, rear		7J x 17 light-alloy	7J x 17 light-alloy
Performance			
Power-to-weight ratio to DIN	kg/kW	10.6	9.5
Output per litre	kW/hp	65.2/88.7	75.2/102.3
Acceleration 0–100 km/h	sec	7.6 (7.8)	7.0
standing start km	sec	28.2 (28.1)	27.3
80–120 km/h in 4 th /5 th gear	sec	6.4 (-)	5.5
Top speed	km/h	228 (226)	238
Fuel Consumption in EU Cycle			
Urban	ltr/100 km	6.1 (7.2)	6.5
Extra-urban	ltr/100 km	4.1 (4.4)	4.4
Composite	ltr/100 km	4.8 (5.4)	5.2
CO ₂	g/km	128 (144)	138
Miscellaneous			
Emission category		EU4	EU4

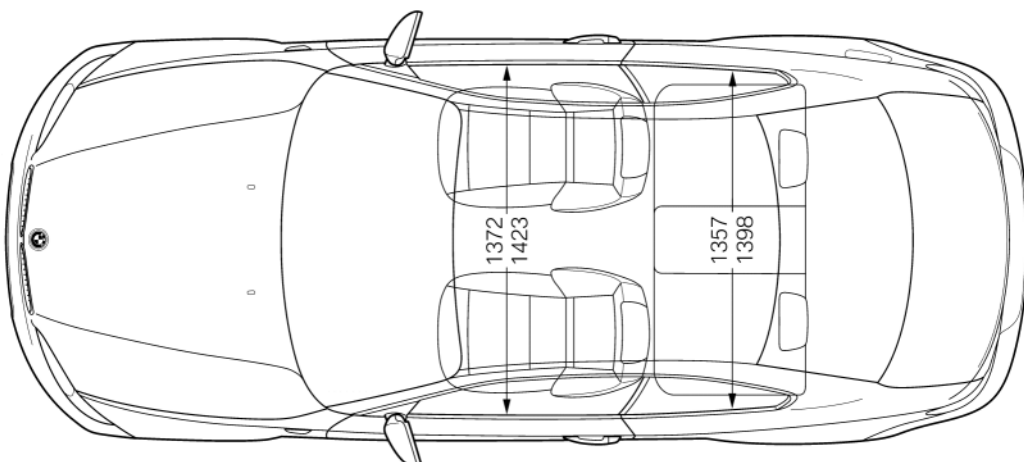
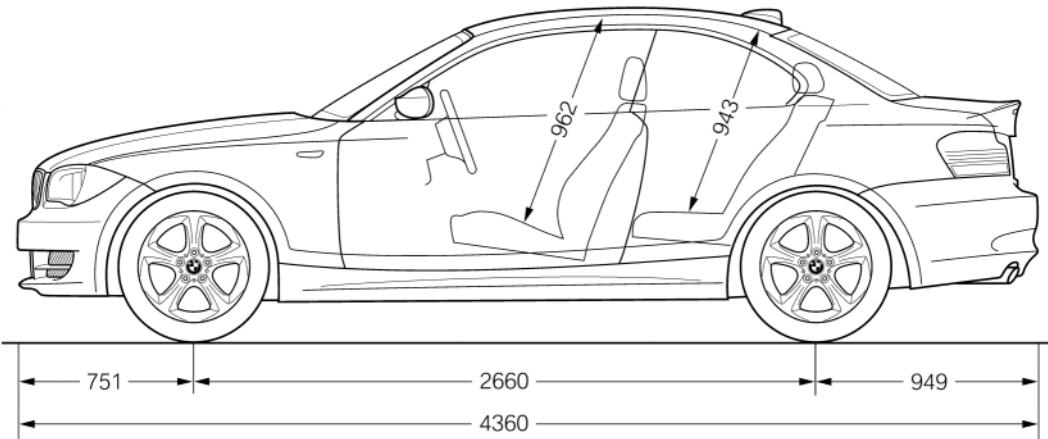
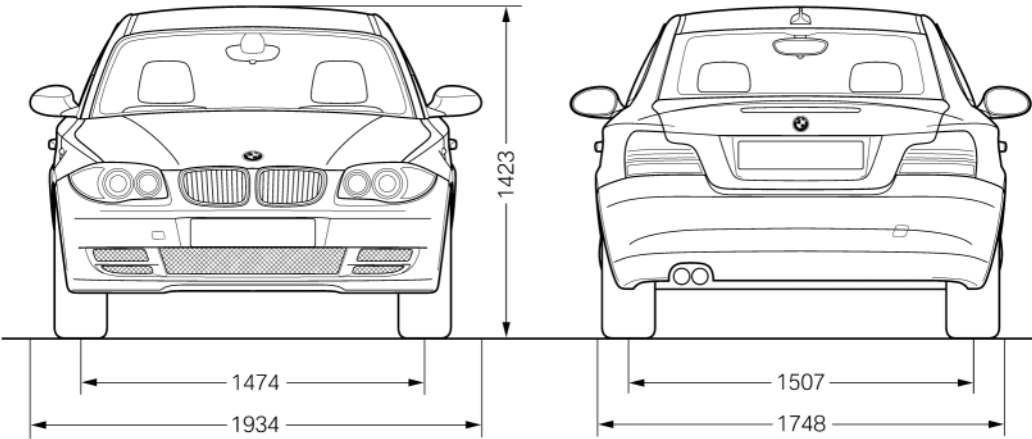
Figures in brackets apply to models with automatic transmission.

¹Weight of vehicle in road trim (DIN) plus 75 kg for driver and baggage.

²May be increased under certain conditions.

11. Exterior and Interior Dimensions.





12. Output and Torque Diagrams.

