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1. The BMW X6. Description in Brief.



BMW Group Canada is pleased to announce today that the world's first Sports Activity Coupé will debut in Canada in 2008. The new BMW X6 offers a brand-new, innovative interpretation of the features and design qualities typical of a large BMW Coupé. At the same time, it is the most sporting and dynamic rendition of a BMW X Model.

As the innovator of the Sports Activity Vehicle, BMW once more establishes a new segment of ultimate driving pleasure – the Sports Activity Coupé. Canadian customers will be amongst the first to know the true promise of the exhilarating, sporty driving capabilities, the luxurious travelling amenities and the extensive versatility of the new BMW X6.

With the new X6 Sports Activity Coupé, BMW also introduces a new model nomenclature reflecting the most distinguishing vehicle characteristics already in the vehicle name. xDrive – BMW's unique intelligent All-Wheel-Drive-System – now becomes a core element of the naming not only for the new BMW X6, but also for upcoming All-Wheel-Drive BMW models.

The new BMW X6 Sports Activity Coupé at a glance:

BMW X6 xDrive50i

- V8 gasoline engine with Twin Turbo and direct injection (High Precision Injection)
- Capacity 4,395 cc
- Max output 400 hp from 5,500–6,400 rpm
- Max torque 610 Nm/450 lb-ft from 1800–4,500 rpm
- Acceleration [0–100 km/h] in 5.6 seconds
- Average fuel consumption 12.5 litres/100 km (European Cycle, combined)

BMW X6 xDrive35i

- Inline-six gasoline engine with Twin Turbo and direct injection (High Precision Injection)
- Capacity 2,979 cc, max output 300 hp from 5,800–6,250 rpm
- Max torque 400 Nm/300 lb-ft from 1400–5,000 rpm
- Acceleration [0–100 km/h] in 6.9 seconds
- Average fuel consumption 10.9 litres/100 km (European cycle, combined)

BMW X6 model and concept features:

- Individual and extravagant looks: Through its design alone, the BMW X6 authentically visualises superior driving dynamics and outstanding supremacy. Sporting, striking front end with large air intakes, stretched side-line, low greenhouse, clear emphasis on the wheels as an expression of powerful presence, classic coupé proportions, generous, convex-concave surfaces, sweeping flow of the roofline into the powerful rear end.
- The BMW X6 comes standard with BMW's intelligent xDrive all-wheel drive technology and is the first vehicle in the world to offer Dynamic Performance Control for unique agility, tracking stability, precision and traction in every situation. Variable torque distribution is thus ensured not just between the front and rear axle but also between the two rear wheels. This maintains a superior stabilising function even under sudden load change and in overrun.
- Newly developed top-of-the-range power unit: V8 gasoline engine with Twin Turbo technology and direct gasoline injection (High Precision Injection), the world's first eight-cylinder gasoline engine with the turbo-charger and catalytic converters housed in the V-section between the two rows of cylinders. This innovative arrangement ensures uniquely compact dimensions and serves to reduce pressure losses on the intake and exhaust side. Capacity 4,395 cc, max output 400 hp from 5,500–6,400 rpm, max torque 610 Nm/450 lb-ft from 1,800–4,500 rpm. Most efficient engine in its class, outperforming ULEV II and EU5 emission standards, BMW EfficientDynamics combined with maximum power and performance.
- Unique range of Twin Turbo power units with High Precision Gasoline Direct Injection: 4.4 litres V8 with 400 hp and 3.0 litre straight-six with 300 hp.
- Six-speed sport automatic transmission with optimised gearshift dynamics standard on all engine variants, extremely fast gearshift, supreme shift comfort, optimisation of fuel economy by converter lock-up clutch operating largely free of slip, electronic gear selector lever and gearshift paddles on the steering wheel featured as standard.

- A body structure conceived and designed for maximum occupant safety. In combination with the car's passive safety systems, this fulfils all prerequisites for excellent results in all crash-tests relevant the world over. Occupant safety is ensured inter alia by three-point inertia-reel seat belts on all seats, frontal and side airbags as well as head airbags at the side, and crash-activated headrests at the front. Bi-xenon dual headlights including a daytime light function, foglamps, two-stage brake lights, and runflat tyres all come as standard.
- Innovative body and interior concept: Four-door coupé with large tailgate opening far up to the top, high-quality, sophisticated interior with a sporty and luxurious ambience, four seats, large, highly adjustable luggage compartment (570–1,450 litres/20.0–50.8 cu ft).
- Interior design underlining the outstanding, sporting character of the BMW X6. Leather sports steering wheel with multifunction buttons and gearshift paddles featured as standard, centre console with kneepads for the driver and front passenger, front seats with versatile adjustment, in part electric, two rear seats with individual seat contours typical of a coupé and integrated headrests.
- Suspension and driver assistance systems exclusive to BMW (standard or optional): Adaptive Drive (anti-roll and adaptive dampers), Active Steering, Head-Up Display, Adaptive Headlights, cruise control with brake function.
- Wide range of comfort functions and innovative entertainment options: BMW iDrive with personalised favourite buttons, MP3 compatible CD-player, AUX-input, USB Audio integration, multi-channel audio system, rear DVD entertainment system, four-zone automatic air conditioning, ventilated seats, rear view camera, navigation system, BMW Assist, wireless Bluetooth Technology.

2. World Debut of the First Sports Activity Coupé: The BMW X6.



An entirely new type of car, a unique design concept and driving dynamics never seen before – all this is becoming reality in the guise of the new BMW X6.

The world's first Sports Activity Coupé offers fascinating features and skills in a combination unmatched by any other vehicle. In its design the new BMW X6 combines the sporting elegance of a large BMW Coupé with the powerful presence of a BMW X model.

The BMW X6 develops its unique driving characteristics through the unprecedented combination of dynamic performance on the road so typical of the BMW brand with unique supremacy on all tracks and terrain, entering the market with the commitment to introduce a radical change in mentality: The new BMW X6 adds an innovative and highly attractive facet to the very special nature of a BMW Coupé, at the same time opening up a brand-new perspective in the BMW X family.

Featuring low side window areas and a roofline dropping smoothly to the rear, the BMW X6 clearly offers all the proportions of a genuine, fully-fledged coupé. Inside, the new model – again in typical coupé style – provides ample space for the driver and front passengers as well as two further occupants at the rear, travelling on generously dimensioned rear seats in sporting design, with individual seat contours and integrated headrests.

Enhanced ground clearance, flared wheel arches in striking design, four doors, a large rear lid as well as the high waistline all bear out a clear styling resemblance to the other models in the BMW X range. This design is indeed an authentic expression of the dynamic driving potential offered by the BMW X6 through its drivetrain and suspension technology not only on the road, but also on rough terrain.

The BMW X6 comes standard with BMW's intelligent xDrive all-wheel-drive technology with electronic control for variable distribution of drive power between the front and rear axles consistently adjusted to driving conditions at all times and in all situations.

Featured for the first time as standard in the BMW X6, Dynamic Performance Control likewise ensures variable distribution of drive forces between the two rear wheels. This cutting-edge technology significantly enhances steering precision and, as a result, the agility of the vehicle from low speeds whenever required. In fast bends with

abrupt steering manoeuvres or with the driver suddenly taking back the gas pedal, Dynamic Performance Control serves to improve the stability of the entire vehicle, thus allowing the driver to safely enter and enjoy new dimensions of driving dynamics. On slippery or uneven surfaces, finally, Dynamic Performance Control provides the advantage of more stable traction.

The new V8 power unit with Twin Turbo technology and direct gasoline injection is likewise making its world debut in the BMW X6. Displacing 4.4 litres, this eight-cylinder with maximum engine output of 400 hp and peak torque of 600 Newton-metres/450 lb-ft available over an unusually large range of engine speed from 1,800–4,500 rpm is the most powerful drive unit ever seen in a BMW X Model.

The new eight-cylinder is truly impressive not only through its outstanding thrust and pulling force, but also through its compact dimensions. This is the first eight-cylinder gasoline engine in the world to feature its turbocharger in the V-section between the two rows of cylinders.

On the road, the superior drive and suspension technology of the BMW X6 provides a new feeling of agility, driving dynamics and safety, particularly in fast and dynamic bends. On slippery surfaces and off the beaten track, traction and stability once again reach an even higher level of perfection.

Hence, the BMW Sports Activity Coupé is an absolutely exceptional vehicle also beyond the direct range of BMW X Model competitors, ensuring unparalleled supremacy in all situations, regardless of road and surface conditions.

Unique design: dynamic line, powerful presence.

In its design, the BMW X6 definitely offers all the DNA of genuine BMW X Model interpreted however in brand-new, extremely sporting style. Indeed, the design language of this new model is the authentic visualisation of the outstanding driving characteristics offered by the BMW X6 mainly through intelligent BMW xDrive all-wheel-drive technology and Dynamic Performance Control.

The BMW X6 is definitely a genuine BMW from every angle. This is ensured first and foremost by the sculptural design so characteristic of all BMW X Models. The front section, the sides and the rear section flow smoothly and directly into one another, the various forms and surfaces merging to provide one harmonious entity.

Various design features typical of the brand also come out clearly in the car's details, ranging from the BMW kidney grille through the dual round headlights optically "cut off" at the top and the powerful contour line along the side all the way to the horizontal lines at the rear emphasising the sheer width of the vehicle.

Front end with clear and dynamic orientation to the road.

Just one look at the front end of BMW's new Sports Activity Coupé demonstrates the powerful presence of this unique vehicle: Due to the greater share of surfaces finished in body colour, the front end looks lower and even more dynamic, clearly emphasising the powerful orientation of the BMW X6 to the road.

This DNA so typical of BMW is also to be admired on the engine compartment lid and in the structure of the vertically positioned BMW kidney grille with its rods finished in a sophisticated titanium colour on the top-of-the-range BMW X6 xDrive50i and in black on the X6 xDrive 35i.

Large air intakes positioned far to the outside bear clear testimony not only to the cooling requirements of the powerful engines. Rather, interacting with the side panels extending far to the inside over the headlights, the air scoops provide clear orientation towards the wheels, emphasising the powerful stance of the vehicle on the road.

The air intakes at the side are split horizontally by aluminium-coloured bars also bearing the surrounds on the round foglamps. The central air intake in the bumper, finally, grows wider further down on the BMW X6, its contours again displaying a clear visual orientation towards the road. Through their clearly cut profile at the top, the dual round headlights so typical of BMW offer a particularly intense and clearly focussed look. It would therefore appear as if the concentrated focus of the entire vehicle on the road is even stronger and more dramatic.

The headlights themselves merge in a dynamic sweeping line into the side panels, the surface of the engine compartment lid is divided by striking lines tapering out towards the BMW kidney grille like the borderlines of the engine compartment lid at the sides.

The side panels extending far over the headlights towards the middle of the vehicle and powerfully contoured to the outside, finally, highlight the supreme presence of the BMW X6 from the front.

Side view: dynamic roofline, muscular surfaces.

The unique proportions of the new BMW X6 come out particularly clearly from the side. The short body overhang at the front, taking just one example, emphasises the dynamic look of the vehicle, the roof line tapering out gently towards the rear and the long body overhang on the rear section adding to the stretched silhouette of a genuine coupé.

The roofline reaches its highest point directly above the first row of seats, thus clearly placing the focus on the driver, creating a special effect most appropriate for the extravagant design of the BMW X6.

At the rear the side window frame features the “counter-swing” at the bottom of the D-pillar so well-known as the “Hofmeister kick”.

Chrome surrounds on the windows featured as standard distinguish the BMW X6 xDrive50i from the other model variants.

The high waistline and powerfully contoured wheel arches both front and rear, moving the visual centre of gravity to the middle of the vehicle and thus bearing testimony to all-wheel drive, are further significant features of the DNA of a BMW X Model. Slender plastic protectors on the bottom of the bumpers, the side-sills and wheel arches also serve to discreetly highlight the robust character of the BMW X6.

The side panel is split by two lines with striking contours, moving slowly towards one another at the front end of the vehicle to create a wedge-like impression symbolising the forward-pushing, powerful character of the BMW X6. The contour line running parallel to the door openers offers a particularly muscular look, enhancing the dynamic wedge shape generated by the growing distance between the shoulder line and the side-sill line towards the rear of the vehicle. Extending all the way to the rear light clusters, the contour line optically stretches the entire vehicle to provide an even more dynamic and powerful impression. The second character line, in turn, runs parallel to the side-sills half-way between the contour and the side-sill lines. Both front and rear, this additional character line ends where the extra-large wheel arches curve powerfully out of the side panels.

While the lines at the side highlight the supreme elegance of the car, the special design of the surface gives the BMW X6 a particularly powerful look from this perspective. Striking interaction of the concave and convex surfaces emphasises the muscular look of the vehicle, the BMW X6 thus providing an excellent balance of visual power and stylish presence.

Strong shoulders and a powerful stance from the rear.

The rear end of the BMW X6 likewise offers a thrilling combination of elegance, sportiness and robustness in full harmony with one another. The muscular bumper and protection cover on the underfloor are classic design elements of a BMW X Model.

Yet a further point is that the proportions so typical of a coupé also come out clearly and convincingly in the particular style and looks of a BMW X Model.

The greenhouse with its strikingly low rear window, in turn, tapers out smoothly towards the rear, with the rear lid featuring a distinct air flow lip testifying once again to the fact that this unique new vehicle is a genuine coupé in both its looks and style.

The entire rear end is subdivided by horizontal lines giving the rear end a wider look and emphasising the powerful stance and roadholding of the entire vehicle. The widest point at the rear is around the wheel arches.

The two tailpipes moved far to the outside and finished in sophisticated surrounds also guide the eyes of the beholder to the wheels of the BMW X6. Further special accentuation is added by the striking light edge along the lower section of the bumper, highlighting the ride height of the BMW X6 again so typical of a BMW X Model.

Even the special design of the rear light clusters takes the unique character of the BMW X6 into account, the L-shape so typical of a BMW X Model being re-interpreted and now boasting a particularly dynamic sweep from one side to the other. Extending far into the side panels, the rear-light clusters thus bring out and accentuate the entire width of the vehicle also through its night design.

Sportiness and exclusivity also within the interior.

To the very last detail, the interior of the BMW X6 offers a unique synthesis of exclusive luxury, sporting dynamics, and powerful style. Tense surfaces swivelling into one another symbolise the active character of BMW's Sports Activity Coupé, sporting features such as kneepads on both sides of the centre console, paddles on the sports steering wheel featured as standard, and the fine scale on the circular instruments creating an excitingly different driving experience in the new BMW X6 both on the road and off the beaten track.

Like all BMW X Models, the new Sports Activity Coupé offers the occupants on all four seats an elevated, commanding seating position. In particular, this gives the driver a clear feeling of being perfectly in control of his BMW X6 in all situations. In conjunction with the cockpit simply begging the driver to drive his vehicle in active style, this creates an innovative impression of genuine, all-out sportiness.

The driver's and front passenger's seats come as standard with electric seat and backrest angle adjustment.

A further point distinguishing the world's first Sports Activity Coupé from the other BMW X Models is the sporting design of the individual rear seats separated from one another through the centre console, the high-rising side supports, and the integrated headrests on all four seats.

The BMW X6 is the only car in the complete segment of BMW X Models to feature a sports steering wheel with gearshift paddles as standard. These paddles enable the driver to shift gears manually on the six-speed automatic transmission for enhanced smoothness and response at all times: Shifting gears on the paddles, the driver is able to shift up and down smoothly and comfortably regardless of the current position of the steering wheel. Multifunction buttons on the steering wheel serve furthermore to operate the telephone and audio systems quickly, smoothly and without the slightest distraction, and two further buttons may be programmed individually according to the driver's personal preferences.

The high-quality trimming on the steering wheel comes as standard in leather and features a highlight bar finished in pearl gloss chrome.

The instrument panel is dominated by dual round instruments with fine scales reminiscent of motorsport as clear visual reference to the sporting character of the BMW X6. The galvanised trim rings on the instrument panel clearly accentuate the exclusive character of the vehicle's interior, with the same high-quality metal shimmer being boasted on the rotary knobs, the door openers, on the gearshift lever knob, and on the brackets within the air vents.

The new kneepads on the centre console stand out clearly as a particularly sporting feature offering the driver and front passenger additional stability in manoeuvres in city traffic and when driving offroad under tough conditions. The high-quality kneepad supports made of glass fibre-reinforced plastic, in turn, combine low weight with outstanding robustness.

Depending on the features and equipment within the vehicle, the kneepads are matched to the colour of the respective interior and finished in appropriate materials.

Excellent quality of finish and wide range of storage options.

Visibly and tangibly sophisticated, high-class surfaces make the interior of the BMW X6 a genuine experience to feel and behold at all times. Through their special quality designed for lasting strength and resistance, the interior surfaces also emphasise the superior robustness of the vehicle committed to offroad use whenever required.

The special surface grain on the instrument panel is formed by innovative IM (in-mould) coating. Optional leather finish on the instrument panel ensures a particularly exclusive effect in its touch and looks brought out by the use of high-quality leather and seams as well as smooth and gentle padding beneath the leather surface.

In its design the dashboard is reminiscent of a firm but resistant band swivelling from one side to the other. This dynamic design then continues within the door linings with their twin-section trimming, the glove compartment merging elegantly and unobtrusively into the surrounding surfaces. Locking automatically together with the doors, the glove compartment does not require a separate lock, the two-piece lid opening upwards and downwards to provide convenient access to the storage space fully illuminated inside.

The spacious storage box in the centre console opens and closes in the same way by means of a so-called butterfly lid. Further features on the centre console are the two extra-large cupholders complete with a lid on top serving also to hold even bottles firmly in position.

Two further large cupholders are provided in the rear console, together with an additional storage box. And spacious storage pockets in the door panels front and rear, finally, round off the wide range of storage facilities.

Lots of space, lots of customisation options.

Wide opening rear doors facilitate access to the two rear seats, and head-room also at the rear is unusually generous for a coupé: Seat height of 944 millimetres or 37.2" guarantees supreme comfort and convenience even for tall passengers.

Seen from the rear, the window graphics in the BMW X6 generate a feeling of forward-pushing openness and, as a result, a generous sensation of spaciousness and abundance.

A wide range of materials and colours highlighting the sporting character of the BMW X6 adds to the individual style and personality of this unique vehicle. The exterior paintwork, for example, comes in a choice of no less than ten colours, while five equipment variants, two interior colours and five trim options ensure a wide range of individual style and choice.

Trim bars in ash grain and flywheel aluminium have been created especially for BMW's Sports Activity Coupé. And while the wood variant exudes a particular touch of discreet exclusivity, the sweeping polish on the aluminium version shows a clear and distinct reference to motorsport.

The passenger and luggage compartment on the BMW X6 are distinctly separated from one another in the usual style one would expect of a fully-fledged coupé. Offering 570 litres or almost 20 cu ft of storage space, the luggage compartment behind the rear seats of the BMW X6 is far larger than in a conventional coupé, allowing the driver and passengers, just as one example, to take along four full-size golf bags in the luggage compartment even with four people riding in the vehicle.

BMW's new Sports Activity Coupé also boasts a firm, folding cover on top of the luggage compartment folding practically beneath the floor for convenient transportation of bulky objects. To increase the transport capacity available, finally, the rear-seat backrests may be tilted down in an asymmetric split, loading capacity being extended in this way to a most substantial 1,450 litres or 51 cu ft.

As an option, the BMW X6 is available with an automatic opening and closing function on the rear lid, the two-stage gas spring featured as standard allowing the driver to vary the final position of the tailgate when open. This helps to reduce the risk of damage, for example in an underground car park or garage with a low ceiling.

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Looking at the seat covers, the customer has the choice of various high-quality cloth and leather variants as well as a new combination of alcantara/leather developed exclusively for the BMW X6. On this version the alcantara cover in the middle of the seats is combined with fine-grain Oregon leather at the sides.

The Lights Package is yet another option, LED units around the door handles and light bars in the door pockets providing a stylish and sophisticated ambience inside the car and facilitating use of the control elements housed in the door panels. A further important point is that the Lights Package also illuminates the area outside the car and comes with exit lights in the door linings.

Perfect combination of superior dynamics and outstanding comfort.

A new type of vehicle and a new driving experience: the BMW X6 definitely offers the best of both worlds.

In terms of driving dynamics, the first-ever Sports Activity Coupé offers new dimensions defined by a considerable enhancement of agility, unique stability in fast bends and safe traction on slippery surfaces. Powerful engines, BMW's intelligent xDrive all-wheel-drive technology, DSC Dynamic Stability Control, optional Active Steering and Adaptive Drive as well as Dynamic Performance Control featured for the first time on the BMW X6 even as standard equipment, set the foundation for superior driving dynamics at all times.

Even with a moderate, reserved style of motoring, Dynamic Performance Control optimises steering precision most considerably, enabling the BMW X6 to handle even difficult driving conditions through the outstanding quality of its drive and suspension technology.

Driving dynamics with intelligent control: Integrated Chassis Management.

The vehicle's drivetrain and suspension systems interact perfectly with BMW's ICM Integrated Chassis Management. This high-performance electronic control ensures perfect harmony of drivetrain and suspension functions within fractions of a second, spelling out maximum stability and supreme performance wherever you go and at all times.

Even under a sudden change in driving conditions, therefore, for example on varying surfaces, in spontaneous steering manoeuvres, when accelerating or applying the

brake abruptly, ICM reacts with utmost precision to the xDrive, DSC and Dynamic Performance Control actuators and to Active Steering when fitted as an option. In all cases, the nature and scope of such intervention is appropriately masterminded to ensure not just maximum driving stability, but also optimum dynamics.

BMW's X Models already available today owe their outstanding agility largely to the supreme performance and qualities of ICM. Now the central control unit has an even greater and more progressive influence on driving dynamics in the new BMW X6, since it is also able to use the actuators serving for BMW's new Dynamic Performance Control: Depending on driving conditions and with fully variable management, the power of the engine is no longer split "just" between the front and rear axle, but also – through Dynamic Performance Control – between the left and right rear wheel, actively feeding additional power to the most appropriate point where it can be conveyed best to the road.

This drive technology quite unique in the market enhances the agility, steering precision and tracking stability of the car in bends as well as its traction on slippery surfaces, significantly improving driving dynamics in all cases and under all conditions.

As a result, Dynamic Stability Control is only required to cut in by applying the brakes electively on the appropriate wheel or wheels when the vehicle really reaches the extreme limits to driving physics. The world's first Sports Activity Coupé thus offers the driver the truly fascinating experience of being able to handle even the most demanding driving situations with sporting style and dynamic performance never seen before.

The drivetrain and suspension technology of the BMW X6 ensures the highest conceivable level of safety, precision and driving pleasure on all surfaces whether rough or smooth. The foundation of this purpose is provided by suspension technology quite unique in the segment of BMW X Models. The front axle, for example, is a double track control arm configuration applying the double joint principle for dynamic lateral acceleration, superior tracking stability and minimisation of forces acting on the steering wheel. Appropriate front axle kinematics, in turn, ensure optimum front wheel camber on the road at all times, the BMW X6 thus maintaining supreme grip and roadholding even under the most dynamic conditions.

At the rear the BMW X6 features BMW's patented Integral IV axle serving to harmonise superior comfort with equally superior dynamics. And now this lightweight

construction has been specifically optimised for the Sports Activity Coupé in many respects, the entire rear axle configuration being appropriately adjusted to the specific demands made of this model for supreme sportiness and performance.

The wheel mounts, rear axle subframe and four track arms efficiently take up the dynamic and drive forces flowing into the suspension, reducing any elastic distortion of the wheel mounts, while soft swinging mounts provide appropriate longitudinal suspension and optimise the roll quality of the wheels. Effectively separating the road surface from the drivetrain, finally, the rear axle helps to ensure first-class noise control and ride comfort.

The BMW X6 comes standard with 19-inch light-alloy wheels. Runflat safety tires enable the driver to continue driving even after a complete loss of tire pressure, allowing for a smooth and safe journey to the nearest workshop.

BMW xDrive: intelligent all-wheel drive for enhanced dynamics and optimum traction.

Permanent all-wheel drive with electronically controlled, variable distribution of drive power between the front and rear axles gives all BMW X Models not only superior traction, but also enhanced driving dynamics. Indeed, BMW xDrive gains its superiority as an intelligent all-wheel-drive system by feeding drive power through a distributor box with an electronically controlled multiple-plate clutch according to driving conditions in exactly the right dosage to the appropriate axle with optimum grip on the road.

The possibilities to optimise drive power and thrust in this way, in the interest of both driving stability and dynamic performance, are enhanced once again to an even higher level through the use of Dynamic Performance Control in the BMW X6 now also varying the distribution of power between the right- and left-hand rear wheel.

In normal driving situations BMW xDrive distributes drive power in a 40 : 60 split front-to-rear, with sensors consistently measuring wheel slip. Hence, the system is able within fraction of a second to vary the distribution of drive forces, with BMW xDrive, unlike conventional all-wheel-drive systems, anticipating the upcoming situation and not just responding once a wheel has started to spin. This serves to stabilise the vehicle even before the driver notices any need for action.

Offering advantages of this calibre, BMW xDrive enhances the dynamic performance of the BMW X6 by counteracting even the slightest trend to over- or understeer right

from the start at the earliest conceivable point. And now, incorporating BMW's new Dynamic Performance Control, xDrive is able to respond even more quickly and in line with current requirements, the positive effects on driving dynamics being particularly significant in fast bends.

Unparalleled agility and tracking stability thanks to xDrive and Dynamic Performance Control.

The positive effect of Dynamic Performance Control on the agility of the BMW X6 comes out clearly right from the start, even in conventional everyday traffic, the vehicle steering into bends with significantly enhanced precision also when travelling at moderate speeds.

Dynamic Performance Control likewise enhances the handling and, indeed, the overall supremacy of the BMW X6 in sudden steering manoeuvres and at particularly high speeds in bends. With a vehicle possibly pushing to the outside of a bend when driving to the limit either at the rear or on its front wheels, depending on road conditions, the angle of the bend and road speed, both BMW xDrive and Dynamic Performance Control are able to counteract both of these manifestations of driving instability: As soon as the vehicle threatens to oversteer, xDrive reduces the transmission of power to the rear wheels pushing to the outside. And now Dynamic Performance Control also comes in, withdrawing drive forces from the outer rear wheel in a bend subject to particular centrifugal loads and diverting these forces to the inner rear wheel.

This intervention in the interest of greater stability is so quick and finely controlled that the driver will not even notice what is happening. What he will notice, however, is that the BMW X6 ensures exceptional steering precision also when driving dynamically and, indeed, to the extreme limit.

Operating exactly the other way round, Dynamic Performance Control also counteracts any tendency to understeer: xDrive reduces the transmission of power to the front wheels “pushing” to the outside, Dynamic Performance Control shifts drive power to the outer rear wheel in a bend in the interest of optimum stability. As a result, the car steers even more smoothly and precisely into the bend, following the course set by the driver with greater agility and enhanced tracking stability, regardless of road speed.

Unique: Dynamic Performance Control enhances steering precision also when the driver takes his foot off the gas pedal.

A further particular feature of Dynamic Performance Control is that engine power and torque are split variably between the rear wheels not only when the engine is “pulling” the vehicle, but also in overrun. This is ensured by an additional, superimposed transmission unit within the final drive made up of a double planetary gearset and a

multiple-plate clutch operated by an electric motor, varying the distribution of drive power also when the driver takes his foot off the accelerator.

The BMW X6 is the first vehicle in the world to offer such a stabilising effect independent of engine load and drive power.

Dynamic Performance Control also serves to optimise traction on a slippery surface: The ability to vary the transmission of engine power specifically as required now also between the two rear wheels serves, among other things, to improve traction and pulling force whenever the vehicle is running on different surfaces from one side to the other, for example with asphalt on one side and a snowbound surface on the other. Any differences in the frictional coefficient between the wheels on the left and right (modal split) are set off by Dynamic Performance Control specifically sharing out drive forces on the rear axle.

Taking just one look at the instrument cluster, the driver receives a clear message showing the interaction by Dynamic Performance Control: A graphic display presented as an alternative to the other displays on the on-board computer simply by pressing the lever on the steering column informs the driver of the current distribution of drive power. In a symbolic graphic presentation of the four drive wheels, bar diagrams show how much power is going to each wheel at any given point in time.

DSC intervening only when driving to the limit.

The difference in drive forces between the two rear wheels provided by Dynamic Performance Control may go all the way to 1,800 Newton-metres. But even then, all the driver will feel when Dynamic Performance Control intervenes is a – significant – increase in agility, traction and driving stability. Another effect he will also feel and appreciate thanks to Dynamic Performance Control is that DSC Dynamic Stability Control intervenes much less frequently than before. In practice, this means that the driver is able to use the full drive power and torque of the engine much longer than with a conventional system, DSC acting on individual wheels or reducing engine power only when the driver really pushes the car to the extreme limits of physical performance.

Over and above this stabilising effect, DSC in the new BMW X6 offers a wide range of additional functions serving to promote safe and dynamic motoring. These include ABS anti-lock brakes, ASC Automatic Stability Control, Traction Control, HDC Hill Descent Control, DBD Dynamic Brake Control automatically maximising brake

pressure when required in the interest of minimum stopping distances, CBC Cornering Brake Control and, finally, Active Cruise Control complete with its own brake application function.

The ADB Automatic Differential Brake serves as a transverse lock between the two wheels, and Fading Compensation increasing brake pressure as required under extremely high brake temperatures helps to maintain the brake forces required even under extreme conditions. Regular Dry Braking, in turn, optimises brake performance in wet conditions while the Start-Off Assistant enables the driver to set off more smoothly and easily on an uphill gradient.

The new BMW X6 features a parking brake operating both electromechanically and hydraulically and activated or released simply by pushing a button.

Reflecting the high standard of driving dynamics offered by the BMW X6, DSC also comes with DTC Dynamic Traction Control as a special function, raising the DSC response thresholds to a higher level, allowing a particularly sporting and active style of motoring, and enabling the driver to set off smoothly on snow or in loose sand with the drive wheels intentionally spinning slightly.

Supported by a wide range of DSC functions, the high-performance brake system featured in the BMW X6 ensures excellent stopping power under all conditions. Intervented discs on all four wheels take up brake energy, newly developed lightweight brakes featuring 385 millimetres discs and aluminium swing callipers front and rear guarantee extremely good resistance to fading and maximum brake comfort on the top-of-the-range BMW X6 xDrive50i.

The lightweight brake discs are riveted on to an aluminium cover, following a principle patented by BMW and now also emulated by other car makers in order to significantly reduce unsprung masses and prevent deformation of the discs on account of high temperatures even under extremely high brake loads.

Active Steering for a particularly sporting and comfortable style of motoring.

The rack-and-pinion steering on the BMW X6 varies the steering transmission ratio as a function of the steering angle, thus meeting all kinds of requirements under different driving conditions. Keeping power assistance at a consistent level also at high speeds with the steering in its midrange position, the steering thus enhances superior control of the car. In bends, on the other hand, the driver benefits from more

direct steering response, the steering ratio geared to the angle of the steering wheel allowing an even more dynamic style of motoring.

As an option the BMW X6 is also available with Active Steering. This very special system developed by BMW offers exactly the right steering ratio at all speeds, maintaining direct steering behaviour up to a speed of about 90 km/h or 55 mph, as required particularly for a sporting and active style of motoring. A further advantage in this case is that the driver only has to turn the steering wheel twice from lock to lock when parking. At higher speeds, on the other hand, Active Steering offers a more indirect transmission ratio in the interest of steady directional stability and, as a result, enhanced motoring comfort.

On the BMW X6 Active Steering is combined with Servotronic, thus making an active contribution in stabilising the car in the event of oversteer in bends or particularly demanding brake manoeuvres. When applying the brakes on different surfaces left and right, for example, that is with a so-called modal split, Active Steering countersteers discreetly but firmly to prevent the car from swerving out of control.

Unique: Adaptive Drive with data transfer via FlexRay.

Carefully harmonised interaction of the vehicle's anti-roll bars and dampers masterminded by Adaptive Drive is another unique feature in the segment of BMW X Models. Indeed, this combination of active body roll control and variable damper adjustment available as an option gives the new BMW X6 incomparably superior driving behaviour.

Using sensors in the vehicle, Adaptive Drive permanently monitors and calculates data on road speed, the steering angle, longitudinal and lateral acceleration, body and wheel velocity, as well as ride and damper height. Applying this information, the system acts directly on the anti-roll bar swivel motors and the electromagnetic valves in the dampers, varying body roll and the damping effect appropriately at all times and in all situations. Simply by pressing a button, finally, the driver is able to choose either a sporting or a comfortable setting on Adaptive Drive.

BMW Adaptive Drive uses high-speed FlexRay data transmission for fast and reliable coordination of data. This system developed to production standard by a development consortium under the leadership of BMW offers a standard of data transfer capacity never seen before – and BMW is the first carmaker in the world to use FlexRay technology in a regular production car.

Superior dynamics with two industry leading gasoline engines.

Through its superior suspension technology, the BMW X6 is able to convert all the power of the engine safely and consistently into driving dynamics under virtually all conditions and on all kinds of surfaces. And the power units available in the first Sports Activity Coupé set standards themselves in terms of muscular performance, superior running smoothness, and outstanding efficiency in their respective class. The two gasoline engines with Twin Turbo technology represent the latest state of the art in engine technology.

The top-of-the-range BMW X6 xDrive50i is powered by an all-new eight-cylinder, while the BMW X6 xDrive35i features the most powerful straight-six within the engine portfolio of Germany's leading premium car maker.

Both of these gasoline engines benefit in their performance characteristics and efficiency from the exclusive combination of Twin Turbo technology and High Precision Injection available only from BMW. The principle of combining two turbochargers and direct gasoline injection applied for the first time on the straight-six is now also to be admired on the new V8.

A class of its own: The new eight-cylinder with Twin Turbo Technology.

Supremacy as the most important feature – this applies to BMW's X Models and to BMW's eight-cylinder power units. And now the BMW X6 is adding an incomparably dynamic variant to the line-up of BMW X Models, with the world's first Sports Activity Coupé for the first time boasting a particularly sporting and dynamic eight-cylinder.

Displacing 4.4 litres, the new V8 power unit with Twin Turbo technology and direct gasoline injection (High Precision Injection) develops maximum output of 400 hp throughout a broad range of engine speed from 5,500–6,400 rpm. Engine torque reaches its peak of 600 Newton-metres/442 lb-ft throughout an unusually large speed range from 1,750–4,500 rpm. The spontaneous, intense and long-lasting thrust generated in this way is the result of Twin Turbo technology already featured on BMW's most powerful straight-six combined with High Precision Injection.

On the new V8 the cooling effect of direct fuel injection also ensures a compression ratio quite unusual on a turbocharged power unit, helping to give the engine an even higher level of all-round efficiency.

The position of the turbochargers and catalytic converters in the V-section between the two rows of cylinders is likewise an innovation in technology allowing particularly compact engine dimensions and at the same time requiring new configuration of the intake and exhaust ducts. This means shorter intake and exhaust manifolds and larger cross-sections significantly reducing pressure losses on both the intake and exhaust side.

The all-aluminium V8 power unit developed for the BMW X6 offers all the qualities typical of an eight-cylinder in incomparably sporting style. In practice this means a combination of superior torque at low engine speeds with an ongoing surge of power and performance up to the higher speed range.

The BMW X6 xDrive50i accelerates from 0–100 km/h in just 5.4 seconds and boasts ample power reserves for fascinating acceleration also at higher speeds.

Twin Turbo technology featured for the first time on an eight-cylinder gasoline engine.

The power and performance characteristics of the new V8 result to a large extent from Twin Turbo technology, the use of two turbochargers for the first time on an eight-cylinder power unit serving to boost both engine output and torque with maximum efficiency. Each of the two turbochargers supplies compressed air to four cylinders at a time, ensuring particular spontaneity and a direct reaction to the gas pedal.

As with the straight-six featuring Twin Turbo technology, the “turbo gap ” typical of a turbocharged engine with conventional technology, that is the time-lag until the turbocharger builds up its power and boost, is virtually eliminated by this superior technology.

A further advantage is that the engine revs up smoothly and full of power, maintaining its high torque consistently throughout an unusually broad range of engine speed. In its power and performance characteristics, therefore, the engine is comparable to a significantly larger normal-aspiration power unit while offering the advantage of much lower weight also thanks to its all-aluminium crankcase.

Not only the dimensions and weight of the new V8 are unusually modest, but also the fuel consumption exceptionally low for an engine of this calibre. A significant factor contributing to the superior fuel economy is double VANOS infinite camshaft management, a technology characteristic of BMW power units. Indeed, this

technology is also one of the reasons while the V8 – over and above its superior fuel economy – develops exceptionally high torque from low engine speeds.

High Precision Injection also plays a key role in the efficient use of fuel. This second generation of direct gasoline injection uses piezo-injectors positioned directly next to the spark plugs in the cylinder head and delivering fuel into the combustion chambers at a pressure of 200 bar. The advantage is extremely precise dosage of fuel, with the further benefit of reduced emissions and improved engine acoustics. And last but not least, it almost goes without saying that the engine fulfils both the US ULEV II emissions standard as well as the EU5 requirements in Europe.

The new V8 power unit is the most efficient engine in its class. Combined with a number of further technologies developed in the overall context of BMW EfficientDynamics, the engine gives the BMW X6 xDrive50i fuel consumption and emission figures significantly better than other eight-cylinder vehicles competing with the BMW X Models. Average fuel consumption of the BMW X6 xDrive50i is 12.5 litres/100 km (equal to 22.6 mpg imp) in the European combined driving cycle. (EPA consumption figures will be available shortly).

BMW's most powerful straight-six in the world's first Sports Activity Coupé.

The second gasoline-powered version of the BMW X6 boasts the most powerful straight-six within BMW's engine portfolio: Maximum output of the engine featured in the BMW X6 xDrive35i is 300 hp from engine capacity of 3.0 litres.

This superior power is maintained consistently between 5,800 and 6,250 rpm, with maximum torque of 400 Newton-metres/300 lb-ft provided all the way from 1,400–5,000 rpm. This gives the six-cylinder superior power and performance from an unusually early point on a gasoline engine, subsequently maintaining this high power throughout a broad range of engine speed.

Like the new V8 power unit, the engine in the BMW X6 xDrive35i offers the exclusive combination of Twin Turbo technology and High Precision Injection available only from BMW for incomparable power and performance plus a standard of economy quite unique in comparison with the engine's dynamic driving potential.

On the straight-six with Twin Turbo technology two exhaust turbochargers each supply compressed air to three cylinders. The small mass inertia of the relatively compact turbochargers optimises response to a significantly higher degree also on

this engine, building up charge pressure without the slightest delay from low engine speeds. The result is a rapid increase in power and torque further promoted by infinitely variable double-VANOS camshaft control.

This particular character of BMW's Twin Turbo gasoline engines unique the world over offers an exceptionally high standard of supremacy and elasticity on the road. In practice, this allows the driver to use the superior torque of the engine right from the start when accelerating, with engine power then remaining consistent over a wide speed range.

The exceptional dynamism of the engine is further enhanced by its high compression ratio, again an advantage made possible by High Precision Injection: With the fuel/air mixture being cooled as a result of direct injection, the compression ratio can be increased to a higher level than on a turbo-charged engine with intake manifold injection.

Engine efficiency is improved accordingly, offering more power on less fuel. A further benefit on the straight-six with High Precision Injection is the central arrangement of the piezo-injectors between the valves and in the immediate vicinity of the spark plugs ensuring particularly precise dosage of the fuel injected.

The level of power offered by the straight-six with Twin Turbo Technology and High Precision Injection is absolutely equal to the power only a much larger eight-cylinder was able to provide in the past. But at the same time BMW's most powerful six-cylinder offers a much higher standard of fuel economy and, also thanks to its all-aluminium crankcase, is much lighter, in the interest of superior agility on the road.

BMW EfficientDynamics: innovative features serving to reduce fuel consumption and emissions.

Offering a wide range of features serving to enhance efficiency on and around the engine, all versions of the new BMW X6 ensure a particularly good balance of power, performance and economy. The all-round efficiency of the BMW X6 is optimised by on-demand control and activation of the engine's ancillary units helping, inter alia, to significantly reduce the power required for the fuel and steering assistance pumps and thus again saving energy in the process. The drive belt for the a/c compressor, to present another example, comes with an independent clutch automatically disconnecting the compressor as soon as the driver switches off the air conditioning and thus reducing the drag forces generated by the compressor to a minimum.

Automatic transmission designed for sports motoring.

Power is transmitted on the BMW X6 in standard trim by six-speed sport automatic transmission with a particularly sporting gearshift now enhanced to an even higher level.

The sport automatic transmission chooses the appropriate gear with incomparable spontaneity, precision and efficiency, benefiting not only the superior comfort, but also the supreme driving dynamics of the BMW X6. Being directly connected to the engine, incorporating a converter clutch operating largely without slip, and allowing particularly precise choice of gears, the six-speed sport automatic transmission also helps to optimise the overall efficiency of the power unit in practice.

The sport automatic transmission shifts gears either in response to the electronic gear selector lever or the gearshift paddles on the steering wheel. The shift pattern on the gear selector lever is the same as on a conventional automatic transmission, but with the selector level returning to its starting point after each gearshift.

Transmission management is not mechanical, but rather goes through electrical signals. To activate the manual gear selection mode, all the driver has to do is press the selector lever to the left. Then he is able to shift gears in sequence by hand – either from the gear selector lever or through the gearshift paddles featured as standard on the steering wheel: Pulling one of the paddles out serves to shift up gears, pressing the paddle serves to shift down.

Using this paddle gearshift, the driver is able to shift gears with maximum spontaneity in a manual mode. So whenever he operates one of the paddles, the transmission will shift immediately also from the automatic mode into manual gearshift.

Intelligent lightweight technology for enhanced dynamics and solidity.

Like the other models in the BMW X range, the BMW X6 boasts a particularly strong and sturdy body. To keep weight to a minimum despite this outstanding solidity, BMW's engineers developing the new model focused consistently from the start on intelligent lightweight construction: Both the choice of materials as well as the arrangement and geometry of the various support bars, rods and other support elements are based on an overall concept combining maximum crash safety with supreme agility on the road.

To optimise passive safety to the highest conceivable standard, BMW's engineers and other specialists sought to give the passenger cell maximum stability right from

the beginning in developing the body-in-white. Forces acting on the vehicle in an accident, therefore, are guided via the engine support arms and the chassis along several load paths in order to avoid extreme loads acting on individual components.

Within the interior of the new BMW X6, not only frontal and hip thorax airbags come as standard, but also curtain head airbags at the side, inflating out of the covers on the A-pillar and roof lining and thus protecting the occupants both front and rear from injury.

The new BMW X6 features three-point inertia-reel belts on each seat, the restraint systems also boasting a belt force limiter together with a belt tightener on the front seats.

To prevent cervical spine injury in the event of a collision from behind, the front seats on the BMW X6 come as standard with crash-activated headrests. ISOFIX child seat fastenings are likewise standard on the rear seats.

All restraint systems are masterminded by one central electronic safety “brain” monitoring the type and severity of a collision and activating the most effective protection units in each case. The frontal airbags, in turn, come with a gas generator operating in two stages and thus activating the airbags with varying intensity, depending on the severity of an accident.

In the event of an imminent rollover, the car’s rollover sensor activates both the curtain airbags and the belt latch tensioners. Indeed, this integration of the system with DSC Dynamic Stability Control guarantees appropriate function of the overall safety system in good time whenever necessary. And to avoid accidents from behind, finally, the new BMW X6 comes with BMW’s two-stage brake lights.

Optimum visibility: bi-xenon headlights featured as standard.

Featured as standard on the BMW X6, dual bi-xenon headlights not only ensure optimum illumination of the road ahead in the dark, but also, through their corona rings, offer an attractive and practical form of daytime running light. This increases visibility of the car also from a longer distance and clearly distinguishes the X6 as a genuine BMW right from the start.

The BMW X6 comes as standard with a light sensor automatically switching on the low-beam headlights as a function of ambient brightness. Further standard features are the rain sensor measuring the intensity of precipitation and automatically

adjusting the operation and speed of the windscreen wipers as well as a solar sensor providing the automatic air conditioning with information on the degree and intensity of sunshine.

The foglamps serve additionally as Turning Lights, with their light beam being deflected to the side by a reflector when taking a bend in order to illuminate the road in the direction the driver is following.

Standard cruise control complete with an automatic brake function acts on engine management, the selection of gears and the brakes to maintain the speed determined in advance by the driver. The system permanently registers the vehicle's lateral acceleration and, whenever necessary, reduces road speed in order to prevent any loss of comfort in bends. And last but not least, the brakes intervene when driving downhill to ensure appropriate control of the vehicle, also when towing a trailer.

To mastermind the Navigation, Climate Control, Entertainment and Communication functions, the BMW X6 comes as standard with BMW's iDrive technology. With the iDrive Controller on the centre console, the driver sets the appropriate comfort and communication functions then presented – together with the various adjustment options – on the Control Display.

Eight favourite buttons available for individual control functions serve to further simplify operation of the vehicle, enabling the driver, simply by pressing one single button, to retrieve a telephone number frequently required, a destination to which he travels regularly, or his favourite radio station, to mention just some examples.

As an option, information relevant to the driver may also be projected on to the windscreen by the Head-Up Display in an ergonomically particularly convenient position. This presents the speed of the car, navigation instructions, speed data and warnings from the Check/Control system directly in the driver's line of vision.

Exclusive and innovative: the optional extras.

High-quality, sophisticated navigation and audio systems serve to enhance travelling comfort in the BMW X6 to an even higher standard. A rear DVD entertainment system for the rear passengers, a CD or DVD changer integrated into the glove compartment, as well as the innovative multi-channel audio system are among the highlights offered in mobile entertainment.

Even in standard trim, the audio system comes with six loudspeakers while the HiFi Professional system developed in particular for multi-channel audio playback comprises no less than 16 loudspeakers.

Thanks to the AUX-Input featured as standard as well as the optional USB Audio Integration, the driver or another user is able to play music from an external audio source such as an MP3 player on the car's audio system. In addition all CD drives available for the BMW X6 are able to play music in the MP3 format and all BMW X6 are equipped with satellite radio pre-wiring.

Further options available to the discerning customer are and the BMW Assist telematics service.

Supplementing PDC Park Distance Control, the BMW X6 is also available with a special rear view camera. This video system facilitates parking and manoeuvring in confined or unclear spaces, the driver activating the back-up camera either by pressing a button or automatically when shifting to reverse (together with PDC).

As an alternative to the automatic air conditioning featured as standard, the BMW X6 is also available with individual temperature control. This two-zone automatic air conditioning allows separate choice of the desired temperature and air distribution on the driver's and front passenger's side. Four-zone automatic air conditioning, going yet another step further, offers the same option on the rear seats, with air temperature and distribution being masterminded by a separate control unit.

The glass sliding/vent roof available as an option provides an exceptional feeling of space and freedom, electric operation of this extra-large glass roof moving up and down within the car being activated either by a switch in the interior or by the key to the car.

Presenting the new X6 Sports Activity Coupé, BMW is once again proving its outstanding competence in the development of innovative vehicle concepts. As the first-ever Sports Activity Coupé in the world, the BMW X6 interprets the sporting character so typical of the brand in an entirely new fashion.

The BMW X5 has already clearly demonstrated that dynamic driving qualities are a decisive criterion with a vehicle of this class and calibre. The BMW X3, in turn, has added outstanding agility as a further factor crucial to success in this segment. And now the BMW X6 focuses again on these priorities, raising them to an even higher

level. As a result, the world's first Sports Activity Coupé from BMW once again sets the standard in a market segment characterised by particularly dynamic growth. The BMW X6, through its concept and drive technology, clearly proves the innovative power of Germany's premium carmaker.

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