BMW GROUP
Canada
Corporate Communications

Media Information
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The New 2022 BMW iX xDrive50

- New generation of all-electric SAV from BMW.
- Combined 516 hp and electric all-wheel drive. 0-100 km/h in 4.6 sec.
- Estimated range of up to 475 km.
- MSRP of $89,990 CAD.
- Canadian market launch expected in Q1 of 2022.

Richmond Hill, ON. BMW is proud to announce the BMW iX xDrive50. Conceived from the outset as purely electric mobility, the iX sees BMW redefining its successful Sports Activity Vehicle (SAV) concept. The iX xDrive50 brings together the company's latest developments in the fields of design, sustainability, connectivity, electrification and digital services. The expertise accumulated by the BMW Group over many years in the area of sustainability has been channeled into the manufacturing of the BMW iX xDrive50. The most exacting environmental requirements have been put in place throughout the value chain and for the full life cycle of the car. Key components include closely monitored raw materials extraction, the exclusive use of electricity from renewable sources in the production process and an extraordinarily high proportion of recycled materials.

Some of the advanced technology features making their BMW debut in the 516 hp iX include DC fast charging at up to 200 kW, a single-piece panoramic glass roof with electrochromic shading, the BMW Curved Display and iDrive 8, BMW Digital Key Plus with ultra-wideband radio technology, available Bowers and Wilkins Diamond Surround Sound with 4D audio and the iconic BMW kidney grille serving as an intelligent sensor panel with self-healing capabilities.

A more powerful iX M60 model, with over 600 hp and the first all-electric Sports Activity Vehicle from BMW M GmbH, is planned for the future.

Body and Chassis Design

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The BMW iX body structure's aluminum spaceframe construction features an intelligent material mix that increases rigidity and minimizes weight. This also has a beneficial effect on passive safety, driving dynamics and electric power consumption. The mix of materials for the bodyshell includes carbon fibre-reinforced plastic (CFRP) and high-performance thermoplastics, along with high-strength steels and aluminum.

Light, yet extremely torsion resistant CFRP components for the side frame, rain channels, roof frame, cowl panel and rear window frame together form a 'Carbon Cage' in the BMW iX body. The BMW Group has employed its many years of experience in working with this high-tech lightweight material – amassed during production of the BMW i models and the current BMW 7 Series – to use CFRP intelligently to reinforce the body while saving weight. The Carbon Cage has evolved from the Carbon Core used in the 7 Series and allows the best qualities of this high-tech material to also be appreciated visually.

Electric All-Wheel Drive, DSC and Near-Actuator Wheel Slip Limitation

The intelligent electric all-wheel-drive system in the BMW iX is fully variable and can split torque as needed from highly efficient pure rear-wheel drive to an all-wheel-drive set-up for maximum traction.

The BMW iX comes equipped with near-actuator wheel slip limitation technology developed specifically for electric models. This enables the vehicle to maximize straight line accelerate even on slippery surfaces, thanks to extremely quick and precise control responses. Specially designed for the instantaneous power delivery of electric motors, this traction control system is integrated into the motor management. This eliminates the long signal paths to the control unit for the DSC (Dynamic Stability Control), meaning that the corrective inputs at both the front and rear wheels are applied much faster and more precisely, with coordination between front and rear wheels.

While the motor management's integrated near-actuator wheel slip limitation function mainly reduces the loss of traction accelerating, the DSC system is responsible for optimizing directional stability in dynamic situations by selectively applying the brakes at individual wheels. Its primary functions include the Anti-lock Braking System, traction control system and electronic stability control. SPORT mode can be configured to allow a higher degree of wheel slip, helping the driver to explore the BMW iX's performance limits.

Further DSC functions that enhance handling stability and agility in the iX include Performance Control, Brake Standby, Brake Assist, fading compensation and Dry Braking.

5th Generation eDrive Technology

The 5th generation of BMW eDrive technology is built around a drive unit which brings together the electric motor, power electronics and transmission as a highly integrated package within a single housing. This design approach enables a power density around 30 per cent greater than earlier electric drive systems could offer.

The latest electric motors developed in-house by the BMW Group have an efficiency factor of 93 percent, compared to less than 40 percent efficiency found in current combustion engines.

The excitation of the rotor in the BMW iX motors is not induced by fixed permanent magnets, but the feed-in of electric energy. This allows the use of rare earths (required for magnetic components) to be avoided altogether.

The drive power produced by the motors is channelled via a single-speed transmission – installed in the same housing – to the front and rear wheels along the shortest possible path. The centrally controlled electric all-wheel drive links up with the chassis control systems to enable extremely rapid and precise metering of drive power according to the driving situation, the road conditions and the driver's wishes.

Combined Charging Unit for Charging at up to 200 kW

Alongside the electric motors and high-voltage batteries, new charging technology is also part of the 5th generation BMW eDrive. The Combined Charging Unit (CCU) in the BMW iX enables an extremely high level of flexibility when charging. The CCU brings together the functions of the voltage transformer, charging electronics and power distribution, plus the management systems for the drive, high-voltage and charging functions of the drive units, into a single package. Hooking up the high-voltage battery to a Level 2 charger allows it to be topped up with AC at a charging rate of up to 11 kW. Using a Level 2 charger, the BMW iX xDrive50 can recharge its battery from 0 to 100 percent in just over eleven hours.

The BMW iX xDrive50 can also charge its high-voltage battery at up to 200 kW using a DC fast charger. Plugging the BMW iX xDrive50 into a fast-charging station with 10 percent charge for example, enables its range to be increased by up to 150 kilometres in just ten minutes at 200 kW. Using the same fast charger, it would take around 31 minutes (Estimated) to increase the high-voltage battery's state of charge from 10 to 80 percent.

BMW iDrive 8

The new BMW iDrive 8 is an instrumental component of the user experience on board the BMW iX xDrive50. The most recent incarnation of the display and operating system takes the interaction between driver and vehicle further into the digital future. The new BMW iDrive 8, a new generation of displays, controls and software, plus extremely powerful connectivity and data processing allow BMW iX to serve as an intelligent and proactive partner for the driver and passengers. The new BMW iDrive 8 was designed with a focus on dialogue-based interaction using natural language and on touch operation. Consequently, new available features include the expanded capabilities of the BMW Intelligent Personal Assistant, which uses new graphics to communicate with the vehicle's occupants, and the BMW Curved Display – the all-new fully digital display grouping in the BMW iX formed by the information display and control display and angled around the driver.

Snapshots: A Glance Inside the Vehicle and Theft Protection with new Interior Camera

Making its debut in this form in the BMW iX xDrive50, the overhead interior camera can be used by the occupants to take snapshots during the journey. Customers can send pictures from the interior camera to their smartphone using the My BMW App's remote function if they wish to take a glance inside the car to check whether bags or other items have been left there, for example. The interior camera is also activated when the new Remote Theft Recorder – coming in the future for the BMW iX – is triggered. This system relays a message to the customer's smartphone when the vehicle's anti-theft alarm system is set off. The customer is then able to access and save the pictures from both the interior camera and the cameras at the front and rear of the vehicle and on its exterior mirrors.

BMW Digital Key Plus with Ultra-Wideband Radio Technology

BMW is a pioneering partner in the use of smartphones as digital vehicle keys and plays a leading role in devising industry-wide standards. It has worked relentlessly on the further development of the BMW Digital Key since it was first introduced and is now offering a new generation of this convenient and secure means of unlocking and starting the vehicle without the user even having to take their Apple iPhone out of their pocket.

The BMW Digital Key Plus, set to make its debut with the BMW iX xDrive50, employs ultra-wideband (UWB) technology already integrated into the vehicle and the iPhone's U1 chip. As customers approach the BMW iX xDrive50, they are welcomed by a staged lighting effect using the exterior lights, and the vehicle unlocks just before they reach the door. Once they have got in, the Apple iPhone can be simply left in the user's pocket or placed in the smartphone tray for wireless charging; nothing else is required to start the vehicle.

Slim Instrument Panel, Freestanding BMW Curved Display

The BMW iX xDrive50 interior's modern, spacious feel is enhanced by the slim instrument panel, which is covered in Sensatec with the option of either microfibre fabric or Natural leather tanned with olive leaf extracts. In the Stone Grey trim, the graduation of colour from the light to the dark areas reinforces the impression of an extremely light design.

The BMW Curved Display is held in place by a supporting structure that is concealed from the occupants' view, so it appears to be standing freely in the cockpit. It has a magnesium housing and a frameless, single-piece glass surface. The anti-reflective glass makes it possible to dispense with the customary binnacle for shielding the readouts from sunlight, giving the cockpit area a remarkably tidy and airy appearance.

The curved, one-piece display brings together the 12.3-inch information display and the 14.9-inch control display to form a single unit angled towards the driver. The interlinked, driver-focused display ensemble optimizes how information is shown and makes the display's intuitive touch

control even simpler to use. At the same time, the control display section can still be clearly seen and easily operated by the front passenger.

The Curved Display in the BMW iX xDrive50 teams up with BMW iDrive 8 to deliver a totally new graphics experience. The instrument cluster offers new, completely customizable display options that provide the driver with precise information tailored to the current situation. Exceptionally intuitive operation using voice or touch control enables the driver to interact with the additional intelligent functions aboard the BMW iX xDrive50 easily and safely. This takes the renowned user friendliness of BMW display and operating systems to the next level.

Newly Designed Centre Console Control Panel

The Curved Display's position and technology have been optimized to facilitate very intensive and intuitive use of the touchscreen functionality. All elements of the iDrive 8 menu can still be selected and activated with the familiar centre console Controller. The Controller is enclosed by a sharply styled control panel with a high gloss black frame, a glass-effect surface and white backlit buttons. The rest of the control panel design is an example of the shy tech principle. Instead of conventional buttons, a control surface with active haptic input subdivided by feeler bars is used to select the iDrive menus, My Modes and other functions. The Touch Controller, designed in an extremely smart glass-effect finish for the BMW iX xDrive50, is encircled by a bezel painted in Gold Bronze. A roller control allows for convenient adjustment of the audio system volume. The Start/Stop button is illuminated in the signature BMW i blue colour, signifying the presence of an all-electric drive system. Nestled between the Start/Stop button and the button for the electromechanical parking brake is a newly devised rocker switch that takes the place of the customary gear selector lever.

The space gained from the absence of a centre tunnel is also used to create additional stowage facilities in the centre console area. As a result, the centre console's lower level houses two cupholders, a smartphone tray with inductive charging, a 12V power connection and two USB-C ports.

Specifications

		iX xDrive50
Seats	--	5
Number of Doors	--	4
Drive type	--	AWD
Length	mm	4953
Width	mm	1965
Height	mm	1694
Wheelbase	mm	3000
Ground clearance	mm	203
Turning diametre	m	6.4
Engine type	--	Two 5th gen. electric synchronous
Front motor output		268 hp / 260 lb-ft
Rear motor output		335 hp / 295 lb-ft
Combined output		516 hp / 564 lb-ft
Transmission		Single-speed automatic
Gear ratio, front	:1	8.77
Gear ratio, rear	:1	11.12
High-voltage battery		Lithium-Ion
Voltage	V	369
Capacity	Ah	303
Energy capacity, gross	kWh	111.5
Energy capacity, net	kWh	106.3
Charging time, 0-100%	hours	11 @ 11 kW (Single phase)
Charging time, 10-80%	minutes	31 with DC @ 200 kW
Maximum charging, single-phase	kW	11

Maximum charging, DC	kW	200
Wheels, standard		8.5” x 20”
Tires, standard		235/60R20 108H XL
Brakes, front		348 x 36 mm vented disk four-piston floating caliper
Brakes, rear		345 x 24 mm vented disk single-piston fixed caliper
Steering type		EPS
Steering ratio	:1	16.0
Track, front	mm	1676
Track, rear	mm	1706
Drag Coefficient (C_d)	--	0.25
0-100 km/h (preliminary)	seconds	4.6
Top speed	km/h	200
EPA range (preliminary)	km	475*

***BMW AG predicted estimated range (based on WLTP methodology), horsepower and acceleration. Official NRCan test results are not yet available. Range may vary based on driving habits and other factors.**

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BMW Group in Canada

BMW Group Canada, based in Richmond Hill, Ontario, is a wholly-owned subsidiary of BMW AG and is responsible for the distribution of BMW luxury performance automobiles, Sports Activity Vehicles, Motorcycles, and MINI. BMW Group Financial Services Canada is a division of BMW Group Canada and offers retail financing and leasing programs and protection products on new and pre-owned BMW and MINI automobiles, as well as retail financing for new and pre-owned BMW Motorcycles. A total network of 51 BMW automobile retail centres, 21 BMW motorcycle retailers, and 31 MINI retailers represents the BMW Group across the country.

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