



Media Information

September 27, 2022

****Information and data not yet finalized for Canadian market.****

Progress and efficiency with added variety: additional drive system variant and innovations for the new BMW 7 Series.

The launch of the fully electric BMW i7 will be followed by the arrival of a plug-in hybrid 750e xDrive. The commitment to electrification continues with the latest BMW eDrive technology. Global production due to get underway in November 2022. Production and release information for Canadian market to be released at a later date.

Munich. Now more than ever, the number 7 stands for driving pleasure, long-distance comfort and pioneering technology. Just a few months after the world premiere of the fully electric BMW i7, a new option is set to join the line-up of drive systems available for the new BMW 7 Series. The 750e xDrive plug-in hybrid (PHEV) variant will delight and excite customers with the combined power of a six-cylinder in-line petrol engine and an updated electric drive system.

Plug-in hybrid innovation from BMW: compact transmission pre-gearing stage provides even more authoritative electric power.

The drive system fitted in the plug-in hybrid model brings together a six-cylinder in-line engine with BMW TwinPower Turbo technology and an electric motor integrated into the eight-speed Steptronic transmission. The power generated by the two drive units is channelled to the road via the BMW xDrive intelligent all-wheel-drive system.

The electric motor features the latest generation of BMW eDrive technology for plug-in hybrid models. The synchronous motor with a specific power output of more than 5.0

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kW/kg has a rated output of 145 kW/197 hp and its rev band has been stretched to a maximum 11,500 rpm.

In addition, a pre-gearing stage is used to increase the torque produced by the electric motor to an effective maximum of 450 Nm (332 lb-ft) at the transmission input on the engine side. This innovation, patented and used for the first time by BMW, enables the electric drive system integrated into the transmission housing in a compact, weight-saving design to generate drive torque available either on its own or in addition to the power developed by the combustion engine that could normally only be achieved using a far larger and heavier electric motor. The optimised power delivery achieved with the pre-gearing stage between the electric motor's rotor and the transmission's input shaft makes a clear difference both when accelerating off the line and putting in a quick burst of speed.

In the new BMW 750e xDrive, the new electric drive system links up with a 3.0-litre six-cylinder in-line engine, this time developing a rated output of 230 kW/313 hp and rated torque of 450 Nm (332 lb-ft). Working in tandem, the two power sources produce system output of 360 kW/490 hp (with temporary boost) and system torque of 700 Nm (516 lb-ft). This allows the new BMW 750e xDrive to accelerate from 0 to 100 km/h (62 mph) in 4.8 seconds and from 80 – 120 km/h (50 – 75 mph) in only 2.7 seconds.

The electric motor for the plug-in hybrid models sources its energy from a lithium-ion high-voltage battery installed in the vehicle floor, which is likewise the product of fifth-generation BMW eDrive technology. At 18.7 kWh, the battery's usable energy content is more than 50 per cent higher than that available with the previous generation of the technology.

Maximum AC charging power is 7.4 kW.

BMW Group in Canada

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