

# The new BMW X3. Flier.



The new version of the successful premium SAV (Sports Activity Vehicle) with modified exterior design symbolises the increase in agility and dynamics with the latest, even more powerful and, at the same time, more efficient drive systems; new headlight and rear light optics as well as generously-sized bumper units painted in the vehicle colour underline the striking, dynamic appearance and the premium character; high quality ambience in the interior; wide-ranging redesign of the instrument panel, steering wheel, centre console, seats, door upholstery, storage compartments and roof lining; wide variety of colours, upholstery materials and decorative elements facilitate a high degree of customisation.

Special highlight: Intelligent permanent xDrive all-wheel-drive system from BMW with variable and proactive torque distribution between front and rear axle: in normal cases 40 : 60 and variable between 50 : 50 and 0 : 100 for best possible driving stability, driving dynamics and traction. In special situations, up to 100 percent of the engine torque can be directed briefly to the front axle. A differential locking function is realised with xDrive by selective application of the brakes on the wheel that's spinning.

New top-class engines: In-line six-cylinder diesel engine (3.0-litre, 210 kW/286 HP) with variable twin turbo technology, all-aluminium crankcase, common rail injection with piezo injectors, particle filter and oxidation catalytic converter. Weight-optimised in-line six-cylinder diesel engine (3.0-litre, 160 kW/218 HP) with VTG turbocharger, all-aluminium crankcase, common rail injection with piezo injectors, particle filter and oxidation catalytic converter.

New generation of in-line six-cylinder petrol engines (3.0 and 2.5 litre, 200 kW/272 HP and 160 kW/218 HP) with composite magnesium-aluminium crankcase, VALVETRONIC, Bi-VANOS and regulated coolant pump.

Engine variants:

BMW X3 3.0sd: 6 cylinders, capacity: 2,993 cm<sup>3</sup>,  
power: 210 kW/286 HP, max. torque: 580 Nm,  
acceleration (0–100 km/h): 6.6 seconds,  
top speed: 240 km/h,  
average consumption (EU cycle): 8.7 litres/100 kilometres.

BMW X3 3.0d:	6 cylinders, capacity: 2,993 cm <sup>3</sup> , power: 160 kW/218 HP, max. torque: 500 Nm, acceleration (0–100 km/h): 7.4 seconds, top speed: 220 km/h, average consumption (EU cycle): 7.9 litres/100 kilometres.
BMW X3 2.0d:	4 cylinders, capacity: 1,995 cm <sup>3</sup> , power: 110 kW/150 HP, max. torque: 330 Nm, acceleration (0–100 km/h): 10.2 seconds, top speed: 198 km/h, average consumption (EU cycle): 7.2 litres/100 kilometres.
BMW X3 3.0si:	6 cylinders, cylinder capacity: 2,996 cm <sup>3</sup> , power: 200 kW/272 HP, max. torque: 315 Nm, acceleration (0–100 km/h): 7.2 seconds, top speed: 232 km/h, average consumption (EU cycle): 10.1 litres/100 kilometres.
BMW X3 2.5si:	6 cylinders, capacity: 2,497 cm <sup>3</sup> , power: 160 kW/218 HP, max. torque: 250 Nm, acceleration (0–100 km/h): 8.5 seconds, top speed: 220 km/h, average consumption (EU cycle): 9.9 litres/100 kilometres.
BMW X3 2.0i:	4 cylinders, capacity: 1,995 cm <sup>3</sup> , power: 110 kW/150 HP, max. torque: 200 Nm, acceleration (0–100 km/h): 11.5 seconds, top speed: 198 km/h, average consumption (EU cycle): 9.3 litres/100 kilometres.

New six-speed automatic transmission with exceptionally high shift dynamics and significantly improved efficiency; dynamic driving control DSC (Dynamic Stability Control) with additional functions now includes ABS, ASC, DBC, CBC, DTC, increased braking readiness, fading compensation, dry brake function, Hill Descent Control (HDC), trailer stabilization.

New parallel networking of the permanent, intelligent XDrive all-wheel-drive system from BMW with DSC and engine control through integrated chassis management; Bi-Xenon headlights with adaptive headlights and cornering light (optional); 17-inch alloy wheels or 18-inch with X3 3.0sd as standard (18-inch and 19-inch optional).

# Fresh wind for the high flier: The new BMW X3.



- **New six-cylinder petrol engine generation with 160 and 200 kW.**
- **All-aluminium six-cylinder diesel engines with piezo injectors.**
- **Six-cylinder diesel engine with VTT and 210 kW/286 HP.**
- **Six-speed automatic transmission with new switching dynamics.**
- **Refined: Integrated chassis management.**
- **Driving dynamic control DSC with additional functions.**
- **Exterior design expresses agility and quality.**
- **Functional and modern: High-quality ambience in the interior.**

**Munich.** Whether on country lanes, in city traffic or on gravel tracks – wherever it goes, the new BMW X3 is driving along the road to success. With powerful new engines, a fresh design and high-quality interior features, the Sports Activity Vehicle (SAV) from BMW – especially well known for its marked agility and driving dynamics – is continuing its trail of success. The new BMW X3 has all the features to further improve its exceptional position as the only premium offer in the segment. Selective modifications in the front, rear and side areas give the vehicle a dynamic character; exceptionally high quality materials, flowing lines and stylish colour schemes dominate the interior. And the design of the new BMW X3 corresponds perfectly with the enhanced potency of its drive units. The sportiest diesel worldwide is available as the top-of-the-range engine for the new BMW X3. The newly developed 3.0-litre in-line six-cylinder unit of the BMW X3 3.0sd with its Variable Twin Turbo (VTT) technology realises 210 kW/286 HP and reaches a maximum torque of 580 Newton metres. The new generation of in-line six-cylinder petrol engines with 3.0-litre and 2.5-litre capacity is also deployed in the new BMW X3. The VALVETRONIC and Bi-VANOS drive units fitted with a magnesium-aluminium composite crankcase achieve 200 kW/272 HP or 160 kW/218 HP, respectively. The Integrated Chassis Management (ICM) with optimised computer structure ensures an even more effective and rapid interaction of the intelligent xDrive all-wheel drive from BMW with the driving dynamic control DSC (Dynamic Stability Control) and the engine control system in all variants of the engine.

The new BMW X3 is the uncompromising further development of a vehicle concept that has caused a sensation on the international automobile markets. As an exceptionally agile sports activity vehicle, it combines dynamic handling characteristics on the road with the advantages in traction guaranteed by the intelligent xDrive all-wheel drive from BMW, even during detours on

rugged terrain. The new BMW X3 is still the only premium vehicle of its class – more than ever created for active and demanding car motorists who appreciate superior drive technology, versatility, driving dynamics and highest quality workmanship. The new BMW X3 offers you all the potential to express sporty élan, spontaneity and independence at the highest level.

**A design with strong character underlines the dynamics.**

Sensitive, yet striking describes the changes to the front and rear areas of the BMW X3. At both the front and the back, the bumper units split into two levels are clearly visible and predominantly painted in the body colour. This also underlines the high quality and sporty but elegant appearance of the new BMW X3. Only the intentionally exposed protective elements are made of robust black plastic.

A striking feature of all BMW X models is the so-called “six-eyed look”. New double circular headlights with light sources and reflectors behind clear glass lend its character to the new BMW X3. The fog lights arranged in a line that sweeps diagonally to the outside from the headlights to the wheels adds to this. Its geometry reinforces the impression of a powerful vehicle crouching on the road, in the same way as the painted front apron below the outer bumper. The BMW kidney grille stands out because its increased size and the very distinctive visual effect of grille fins dyed in different colours (according to the model and variant). Kidney grille fins in a Light Titanium colour identify the BMW X3 3.0sd; the grille fins of the other six-cylinder variants are in a Graphite Metallic colour. The four-cylinder variants have black kidney grille fins. The optional headlight cleaning system has been smoothly integrated in the front section and only extends when required.

New rear light assemblies with clear glass covers over horizontal rods of light fed by LEDs ensure a striking night design, but also serve as an eye-catching feature of the new BMW X3 in daylight. Just as characteristic is the dominance of horizontal lines that continue from the tailgate right down to the bumper, thereby underscoring the powerful appearance of the new BMW X3 from this perspective.

From the side view, the striking lower line emphasises the discreet wedge-shape. Its contour is picked up in the lower side area of both the front and the rear aprons, reinforcing the impression of a dynamically extended lateral line.

### **High-grade materials and cultivated design in the interior.**

With a gentle arrangement of shapes and transitions between the individual parts of the interior, the harmonious flow of lines is also continued in the passenger compartment of the new BMW X3. Solid functionality is combined with cultivated design. In every detail, the demand for high quality invested in the selection and workmanship of all materials cannot only be seen, but also felt. The instrument panel is characterised by a new décor strip that matches in colour and material with the decorative surfaces of the centre console.

Galvanised metals on the door handles and regulators of the air temperature control system, exclusive leather and textile variants, a high-quality colour scheme and designs for the roof lining as well as plastic surfaces with a high-class texture very clearly reflect the character of the robust, yet elegant interior. Also the new three-spoke steering wheels and the spacious storage areas integrated in the door trims further the impression of high quality, both optically as well as haptically. This respectability at an especially high level accords with the style of a modern generation of motorists who use their vehicle for a great variety of purposes, but always want to enjoy a cultivated ambience at the same time.

Four variants of equipment, ten exterior colours, six trim colours and five décor surface variants present a multitude of possibilities for the customisation of the new BMW X3. As an alternative to the basic equipment for the new BMW X3, sports or luxury seats are also optionally available. The material selected in the equipment specifications for the seat upholstery is also used in the centre console, the armrests and the door trims. The trim colours Black, Grey or Sand Beige create a more tranquil atmosphere, whereas the Terracotta, Anthracite or Tobacco tones awaken a more strongly accentuated general mood. The choice of decorative surfaces can also express personal style – from a classically elegant wood finish to the markedly sporty note of the aluminium look.

The new BMW X3 3.0sd, above all, provides an exceptionally exclusive driver environment. Foot pedals with stainless steel applications are included in the standard specification. In all six-cylinder variants, the roadspeed display goes up to the value of 260 km/h, and the chronometer scaling in the cockpit of the BMW X3 3.0sd goes up to a value extended by a further 10 km/h. From outside, the BMW X3 3.0sd stands out with its attractive 18-inch wheels, a markedly sporty rear apron and the larger tailpipes of its exhaust system among other features.

### **Première: A diesel as top-of-the-range engine.**

Three petrol engines and three diesel engines are available for the new BMW X3. Greater performance, higher torque, reduced weight and improved efficiency distinguish the new six-cylinder unit. Its power output characteristic contributes decisively to the agile driving impression of the SAV model. Above all with its six-cylinder engines, the new BMW X3 is again setting the standard in its segment for power output development, efficiency and running performance. It also represents a genuine novelty in the driving segment. For the first time in a BMW model, a diesel engine is at the top of a range of engines classified according to performance. The completely new 3.0 litre in-line six-cylinder diesel with Variable Twin Turbo (VTT) technology is celebrating its première in the BMW X3 3.0sd. High tech of the very best kind is also offered by the second six-cylinder diesel engine in the BMW X3 3.0d. In addition, the new generation of the in-line six-cylinder petrol engines with magnesium-aluminium composite crankcase and VALVETRONIC is now also making its arrival in the BMW X3. A newcomer in both the petrol and the diesel range is a four-cylinder engine.

The new BMW X3 3.0sd is powered by the sportiest six-cylinder diesel engine that has ever been offered for a standard vehicle. The new powerful 210 kW/286 HP unit is equipped with the Variable Twin Turbo (VTT) technology that, as the first manufacturer worldwide, BMW has introduced in the BMW 535d. In this technology (also described as graduated charging), firstly a small turbo charger displays its effect in the lower speed range; then an additional larger turbo charger is employed as the power requirement increases. That's why the boost in performance comes into action even at just above the idling speed. The maximum torque of 580 Nm is generated in the range between 1,750 and 2,250 min<sup>-1</sup>. The maximum performance is reached at an unusually high engine speed of 4,400 min<sup>-1</sup> for diesel engines, whereas the speed limit of the engine is not reached until 5,070 min<sup>-1</sup>.

The unrivalled breadth of the usable speed range leads to a sustained strong power output development that is also reflected in the road performances of the new BMW X3 3.0sd. 6.6 seconds are enough for the vehicle to accelerate from zero to 100 km/h with a top speed of 240 km/h. Yet the impressive dynamics are combined with maximum economy. The average fuel consumption determined in the extra urban (EU) test cycle is 8.7 litres of diesel per 100 kilometres. Effective exhaust cleaning is provided by a particle filter of the latest generation, which is integrated with the oxidation catalytic converter in a shared housing near the engine. Like all other vehicle models, the BMW X3 3.0sd also complies with the emission guidelines of the EU-4 norm.

Among other things, the exemplary efficiency of the top diesel is thanks to its weight reduction of 25 kilogrammes and the latest generation of common rail direct injection with piezo injectors.

These two factors also apply to the second 3.0-litre in-line six-cylinder diesel engine offered as part of the range for the new BMW X3. Instead of the conventional cast iron elements of the competition, the drive unit of the BMW X3 3.0d is also equipped with an all-aluminium crankcase as well as with piezo injectors in the fuel injection system. The injection pressure increased to 1,600 bar as a result produces an especially rapid filling of the combustion chamber. The piezo element of the injector reacts without delay on the electrical pulse in order to activate the injection procedure. At the same time, the opening angle of the nozzle needle is precisely controlled and the maximum volume is also reached within the shortest time. Accordingly, in combination with a turbo charger with Variable Turbine Geometry (VTG), a top performance of 160 kW/218 HP is achieved.

This means that consummate traction power is also certain for the new BMW X3 3.0d since its engine already provides the maximum torque of 500 Nm at between 1,750 and 2,750 min<sup>-1</sup>. It reaches a speed of 100 in 7.4 seconds with a top speed of 210 km/h. The maximum speed can be increased to 220 km/h with the optional tyres of speed rating V that can be delivered ex works. With an average fuel consumption of 7.9 litres diesel per 100 kilometres (EU cycle), the new BMW X3 3.0d can also boast exemplary values in the field of efficiency. It is also equipped with a particle filter located next to the engine as standard.

The new BMW X3 2.0d shows itself to be even more economical. Its four-cylinder engine with common rail injection delivers a power output of 110 kW/150 HP and a maximum torque of 330 Nm, already at between values of approximately 2,000 and 2,500 min<sup>-1</sup>. This ensures powerful acceleration, enabling it to reach 100 km/h in 10.2 seconds. The top speed of the BMW X3 2.0d is 198 km/h with an average fuel consumption of only 7.2 litres per 100 kilometres. A particle filter is also included in the standard equipment range of the four-cylinder diesel engine.

### **Petrol engines: More performance, less weight.**

The particularly lightweight, stable and efficient in-line six-cylinder engine in the new BMW X3 is offered in two capacities and two performance levels at the same time. The new BMW X3 3.0si incorporates the most powerful model of the 3.0-litre six-cylinder engine so far, with a reputation for particularly smooth running and reliability that now has more than 200 kW/272 HP and a maximum torque of 315 Nm. The 2.5-litre six-cylinder engine of the new

BMW X3 2.5si generates a power output of 160 kW/218 HP and a maximum torque of 250 Nm. Both engines are equipped with a magnesium-aluminium composite crankcase, the variable valve-control VALVETRONIC and a coolant pump with demand-based control. With a weight of only 165 kilogrammes, they also contribute to the well-balanced axle-load distribution and, consequently, also to the outstanding agility and driving dynamics of the BMW X3.

The 3.0-litre engine is considered above all to be a classic example of efficient dynamics in the sector of petrol drive systems. The BMW X3 3.0si accelerates from zero to 100 km/h in only 7.2 seconds and reaches a top speed of 210 km/h or 232 km/h respectively with the optional tyres of speed rating V available ex works. With an average fuel consumption in the EU cycle of 10.1 litres per 100 kilometres, it offers exemplary economy for this performance class.

The corresponding values for the new BMW X3 2.5si are hardly less impressive. It reaches the 100 km mark in 8.5 seconds and has a top speed of 210 km/h. Tyres of speed rating V that enable the maximum speed to be increased to 221 km/h are also available as an option for the BMW X3 2.5si. The average fuel consumption is 9.9 litres per 100 kilometres (EU cycle).

A four-cylinder unit is also available for the new BMW X3 as an entry-level model in the range of petrol engines. The 2.0-litre engine of the new BMW X3 2.0i is the only four-cylinder offered worldwide that has the VALVETRONIC variable valve-control. It is equipped with the Bi-VANOS variable camshaft control unit as well as the DISA switchable intake system. This means it moves at an extremely high level for four-cylinder drives with regard to power output development, smoothness of running and efficiency. Besides, the new BMW X3 2.0i is also convincing both in its agility as well as its economy. It accelerates to 100 km/h in 11.5 seconds and reaches a top speed of 198 km/h. Its average fuel consumption (EU cycle) is just 9.3 litres per 100 kilometres.

### **New automatic gearbox offers dynamics, efficiency and comfort.**

With the exception of the BMW X3 3.0sd, all variants of the new SAV model are equipped with a six-speed manual gearbox as standard. The configuration of the transmission graduation is closely matched to the performance characteristics of the respective engine. The optionally available automatic gearbox with Steptronic function also offers six speed ranges.

The automatic is standard in the new top model of the SAV series, the BMW X3 3.0sd. There, an automatic transmission specially developed for combination with powerful drive sources is responsible for selecting the



correct speed range. The new six-speed automatic transmission carries out this task with unrivalled speed, precision and efficiency. That's why it supports the driving dynamics of the BMW X3 3.0sd above all, as well as the comfort.

New converter technology and particularly efficient software enable a reaction and switching time that's reduced by up to 50 percent compared with conventional automatic gearboxes. Thanks to the direct finding of the intended gear, even the skipping of one or more speed ranges when shifting down does not take up any additional time. With its remarkable shift dynamics and the exceptional direct engine connection, the new six-speed automatic transmission assists the sporty, active handling of the new BMW X3 3.0sd in an impressive way. In the same way, it also makes it easier to achieve not only comfortable, relaxed, but low consumption cruising at low engine speeds as well.

### **Permanent all-wheel drive of the intelligent kind: BMW xDrive.**

Agile and dynamic on the road, completely variable and with powerful traction on rugged terrain: The variety of opportunities to enjoy the pleasure of driving embodies the special appeal of the new BMW X3. It owes its high allround potential to the permanent intelligent xDrive all-wheel system from BMW that provides completely variable power distribution between the front and rear axle with remarkably fast and precise reactions. It always directs the driving power of the engine to where it can be most effectively used via a transfer box with electronically controlled multi-plate clutch. Not only does this lead to maximum traction on difficult ground, it is also good for the driving dynamics because it promptly counteracts any tendency to oversteer or understeer when cornering. The differential locking function is realised via the braking action on the respective spinning wheel. These capabilities help not only the SAV models to gain superior handling characteristics, but also all vehicles from BMW equipped with xDrive. Meanwhile, the high attractiveness of the system has led to BMW becoming the worldwide most successful supplier of all-wheel vehicles in the premium segment.

### **Torque distribution of 40:60 in normal driving situations.**

The permanent and infinitely variable power distribution to all four wheels takes place in the BMW xDrive via a rigid main shaft to the rear axle and a multi-plate clutch that directs the torque to the front axle via an intermediate shaft. In normal driving situations, the drive torque is distributed in the ratio of 40 : 60 between the front and the rear wheels. The xDrive reacts to each change of the driving surface or the dynamic handling situation with an appropriate adjustment of the distribution ratio within the shortest time. This can mean that, if there are extreme variations in the traction between the front and rear wheels, almost all of the drive torque is briefly transmitted to one axle.

For instance, a tendency to oversteer during high-speed cornering can also be counteracted just as quickly. The multi-plate clutch is more strongly closed to direct additional power to the front wheels and to optimise the driving stability. In this way, up to 75 percent of the torque can be dynamically transmitted to the front axle during extreme oversteering vehicle response. This over-locked condition adjusts itself on its own due to the slip ratios and, as a result, power transmission ratios to the tyres.

### **Further developed: Integrated Chassis Management.**

To guarantee these high-speed precise reactions, the xDrive all-wheel system, the Dynamic Stability Control (DSC) and the engine control system are networked with one another via the integrated Chassis Management. The sensors of the suspension control also supply the control unit of the xDrive with the data required for the determination of the current driving situation. In this way, xDrive can pro-actively ensure a stabilisation of the vehicle operating conditions to a certain extent. Slip is detected and prevented, even before the affected wheels start to spin and become noticeable for the driver or any greater instability occurs. Only if a change in the power distribution brought about by the xDrive is no longer sufficient to optimise the driving stability does the DSC intervene with braking actions on individual wheels and by influencing the engine control system.

The new control structure of the integrated Chassis Management ensures an even faster and more precise coordination between the xDrive and DSC. Until now, engine and brake management influenced the self-steering characteristics of the vehicle almost independently of the longitudinal torque management, so the three regulating circuits now operate in parallel. While the longitudinal torque management controls the distribution of the drive torque between front and rear axles, the brake management can simultaneously carry out braking actions on individual wheels for the benefit of traction and driving dynamics. Besides, the engine management can reduce or increase the drive torque if necessary. Through the exact networking with the DSC, the xDrive all-wheel system enables a rapid and precise reaction to changed driving situations and, therefore, even more driving dynamics.

### **DSC driving dynamics control system with additional functions.**

A driving dynamics control system enhanced by numerous additional functions is active in the new BMW X3. The new DSC not only provides for driving stability and traction, it also optimises the effect of the braking system. It compensates for any drop in the braking effect at extremely high brake temperatures with a selective increase in brake pressure. The advance application of the brake pads increases the readiness to brake in situations

where you can expect spontaneous braking. Regular dry braking optimises the efficiency in wet conditions and the Dynamic Braking Control (DBC) function automatically maximises the brake pressure when exceptional braking is required. In addition, a hill hold function eases moving away on inclines.

The driving dynamics control also continues to include ABS brake control, wheelslip control (ASC), trailer stabilisation, Hill Descent Control (HDC) plus Cornering Brake Control (CBC). It prevents the undesirable tendency of the vehicle to trepan during light braking when cornering.

**Also the DTC function in a BMW X model for the first time.**

The highly dynamic driving character of the new BMW X3 is supported with the Dynamic Traction Control (DTC) that is also part of the new DSC. The DTC mode can be activated with the aid of a button on the centre console. It raises the response thresholds for the engine and braking action so that the BMW X3 can start driving on loose snow with slightly spinning drive wheels, for example.

In addition, DTC encourages an active sporty way of driving by allowing higher lateral acceleration up to a slight and controllable drift when cornering. At higher speeds, the intervention control of the DTC more closely approaches the basic mode of the DSC so that the stability promoting effect of the driving dynamic control is maintained in critical situations. As is usual for BMW, depressing the DTC key for a longer period of time causes the DSC to be completely deactivated if required. Then only the differential locking function is retained by activation of the brakes on the respective spinning wheel.

The new BMW X3 is equipped with 17-inch light-alloy wheel as standard and the BMW X3 3.0sd has 18-inch wheels as standard. Optionally, there are also many other light alloy wheels in 18-inch and 19-inch formats available for selection. The tyre deflation detection system (RPA), also available as standard, provides an early indication of any loss of tyre pressure which is constantly monitored for this purpose using wheel speed measurements. If there is a deviation of more than 30 percent from the specified value, a warning signal lights up in the cockpit.

For the avoidance of rear-end collisions, the new BMW X3 is also equipped with a brake force display. This system, introduced by BMW in standard models for the first time, helps to raise the attention of road users approaching from behind. In the case of particularly heavy braking and if the ABS is activated, the light-emitting surface of the brake lights at the rear of the BMW X3 increases. This signal also encourages the person behind to brake his vehicle as quickly as possible.

### **Spacious and safe: The body of the new BMW X3.**

A maximum level of passive safety is guaranteed by the new BMW X3 with its solid bodywork structure and its comprehensive equipment with containment and restraint systems whose function is controlled by central control electronics. Highly stable longitudinal and cross members as well as screwed deforming elements enable the deliberate deflection and absorption of impact energy in a head-on collision. The consequences of a side collision are minimised, among other things, by diagonally running door reinforcements of highly stable steel sections that connect with the side frames via hooks during deformation, thus providing additional deflection of the impact energy. So, even in severe collisions, the passenger cell remains largely intact.

As well as front and side airbags, the interior also has side curtain head-level airbags as part of the standard equipment. They open up out of the trim on the pillars and from the roof lining to protect passengers in both the front and rear of the vehicle from injury. The BMW X3 is equipped with three-point automatic seat belts on all five seats. The restraint systems have seat belt force limiters and the front seats have a seat belt-tensioner function as well.

The new BMW X3 is 4,569 millimetres long, 1,853 millimetres wide and 1,674 millimetres high. With these values, the five-door vehicle achieves ideal dimensions from a number of aspects. As the more compact member of the SAV model family from BMW, the greatest agility and ease of handling make it exciting. Nevertheless, its spacious and flexibly usable interior provides the best features for a wide variety of possible uses. The luggage compartment cover conceals a loading space volume of 480 litres. The large tailgate that swings up high and a low load edge also make it easier to accommodate cumbersome goods for transport. After the asymmetrically split rear bench seat has been folded back, the rear section boasts a maximum storage volume of 1,560 litres.

### **The equipment: From extensive to exclusive.**

Premium quality is reflected in the interior of the new BMW X3. Striking materials and quality of workmanship meet the highest demands. The extensive luxury equipment as standard also underlines the sophisticated ambience. Besides, opportunities for individualization are not only offered by the large selection of trim colours, upholsteries and décor surfaces. High quality navigation and audio systems increase the travelling comfort in the new BMW X3 still further. In addition, the BMW Assist telematics service is also available as an option.

The Bi-Xenon light, also available as an option, ensures optimum vision when driving at night; its headlight assemblies are equipped with side light rings as well. It can be combined with the adaptive cornering light where the swivelling headlights anticipate the course of a bend, thus ensuring optimum illumination of the road. In addition, the swivelling light realised with the aid of the fog light, makes it easier to change direction in darkness at low speeds as well as manoeuvring.

The distance of the vehicle to an obstacle is measured with the aid of the Park Distance Control (PDC). When parking, the driver can use an acoustic signal for orientation to estimate the distance between his vehicle and the object. Also, fresh air fans in the new BMW X3 can increase your driving pleasure in an especially attractive way. With a glass area of 0.65 meters, the two-part panorama roof offers a remarkably generous view of the heavens.

Boundless possibilities of use, dynamic and sporty handling characteristics, the stylish presence of its bodywork designs and the high-quality workmanship make the new BMW X3 an exception among the all-wheel driven vehicles of its segment. With the versatility of its interior and its driving characteristics, it creates the basis for a form of mobility determined by spontaneity. The new BMW X3 is convincing in day-to-day traffic with its effortless and agile handling characteristics. Five generously dimensioned seats and a luggage compartment ready for larger transport tasks emphasise its allround traits. Even in winter use, offroad or as a towing vehicle, the BMW X3 profits from the cross-country suitability of its bodywork and its suspension as well as the tractional advantages of the xDrive all-wheel system.

The BMW X3 has proved itself to be a real high flier on the international automobile markets. In the meantime, it has become one of the most popular of all-wheel vehicles in a great many countries. More than 260,000 vehicles have been sold worldwide in two and a half years. In the year 2005, it took the top position in the segment of off-road vehicles in Germany with a market share of 11.4 percent.

The new BMW X3 offers optimum conditions for the continuation of this success story. Its new engines allow road performances that greatly exceed the usual level in its segment so far. With these unique dynamics, its new design and the critically modified interior, it appeals primarily to those motorists who are also looking for the exceptional driving experience in association with a robust, agile and extremely versatile vehicle and, what's more, who appreciate the quality and magnetism of a premium automobile. The new BMW X3 offers you multi-faceted driving pleasure of the highest calibre.