

The new BMW X1. Contents.



1. The new BMW X1.....	2
2. Design.....	3
3. Driving dynamics.....	5
4. The BMW X1 xDrive25e.....	7
5. Interior, equipment and ConnectedDrive.....	9

The new BMW X1.



Bold, sporty, visually striking, the new model update for the BMW X1 (fuel consumption combined: 6.8 – 4.1 l/100 km [41.5 – 68.9 mpg imp]; CO₂ emissions combined: 155 – 107 g/km*) adds another chapter to the Sports Activity Vehicle's ongoing success story. Since it was launched in late 2015, the current-generation BMW X1 has shown it has what it takes to be a winner. In 2018 it was not only the highest-selling BMW X model worldwide, it also led the way in its segment as a whole over the same time period with 286,827 units delivered to customers. Around 40% of all BMW X1 cars were sold to owners in Europe, while one in ten left the production line bound for the USA, which duly became its third-largest sales market.

The reasons for the sustained success of the BMW X1 are many and varied. On the one hand, it displays exactly those attributes which mark out its target customers: it is young, sporty and active. But it also out-performs arguably every other car in its segment in combining the driving pleasure for which BMW is renowned with versatility, functional appeal and cutting-edge technology. And last but not least, ever since it arrived on the scene the BMW X1 has made a compelling case for itself with its unmistakable design.

That design has been buffed and polished once again as part of the model update and now cuts a significantly more striking, sportier and more powerful figure. Armed with sporty yet efficient three- and four-cylinder BMW TwinPower Turbo engines, standout driving characteristics, BMW xDrive intelligent all-wheel drive, extensive infotainment options and an updated range of BMW ConnectedDrive Services, the new BMW X1 is all set to build still further on its leading position in the market over the years ahead.

At the same time, though, the BMW X1 also has its sights fixed firmly on subsequent stages in its development. Indeed, next year the extremely efficient petrol and diesel models in the X1 line-up will be joined for the first time by the plug-in hybrid BMW X1 xDrive25e (petrol consumption combined: from 2.0 l/100 km [141.2 mpg imp]; CO₂ emissions combined: from 43 g/km**).

* The fuel consumption, CO₂ emissions, electric power consumption and operating range figures were determined based on the new WLTP test cycle and have been translated back into NEDC-equivalent values in order to ensure comparability between the vehicles. They may vary depending on the tyre format specified. With respect to these vehicles, for vehicle-related taxes or other data based (at least inter alia) on CO₂ emissions, the CO₂ values may differ from the values stated here (depending on national legislation).

** All figures relating to performance, fuel/electric power consumption, CO₂ emissions and operating range of the BMW X1 xDrive25e are provisional and not yet confirmed. They are subject to change. The figures were based on the new WLTP test cycle and have been translated back into NEDC-equivalent values in order to ensure comparability between the vehicles. They may vary depending on the tyre format specified. With respect to these vehicles, for vehicle-related taxes or other data based (at least inter alia) on CO₂ emissions, the CO₂ values may differ from the values stated here (depending on national legislation).



The model update for the BMW X1 has imbued an already deeply handsome exterior with even greater aesthetic allure.

The design of the new BMW X1 strengthens its case as every inch the authentic, powerful and dynamic Sports Activity Vehicle (SAV). The front end, in particular, has a more muscular, dominant and imposing presence, as evidenced by the new, larger BMW grille – whose kidneys now merge in the middle – and the sharper light iconography of the new LED headlights. Added to which, the front bumper now displays an even more dynamic use of forms. It boasts integral LED foglamps and all model variants feature larger air intakes, underscoring the sporting genes of the BMW X1.

Exterior mirrors with an X projection.

Another highlight (in the true sense of the word) can be found at the driver's-side exterior mirror, which projects a two-tone LED "X1" image when the car is unlocked. But this "welcome show", which also includes illumination of the door handle recess, is far from just a visual trick; it also makes getting into and out of the BMW X1 that much simpler by making it easier to spot obstacles such as bumps or puddles. This function is part of the optional lighting package.

Stylistic changes have also been carried out to the rear of the BMW X1, with the rear apron making a particularly vivid impression. The redesigned inlays here are a standard feature and adopt the body colour of the BMW X1, which gives the rear end as a whole an even greater feeling of class and coherence.

Eye-catching LED rear lights and tailpipes.

The optional LED rear lights of the BMW X1 likewise have a new design, a single LED bar drawing the familiar L signature from side to side. The horizontal design of the LED rear lights also underscores the width of the rear end and the muscular stance of the BMW X1 on the road.

Another head-turning feature of the BMW X1 is the new exhaust tailpipes. Their diameter has increased from 70 mm to 90 mm, advertising the power of the three- and four-cylinder BMW TwinPower Turbo engines and hinting at the driving pleasure they conjure up. The four-cylinder variants get twin tailpipes.

Three new exterior colours, four new wheel designs.

Also newly available for the BMW X1 are the exterior colour shades Jucaro Beige metallic, Misano Blue metallic (for the M Sport model) and the ultra-exclusive BMW Individual Storm Bay metallic.

The BMW X1 comes as standard with 17-inch wheels, while the model update adds four new wheel designs to the options list: 18-inch light-alloy wheels in Style 578 with black rims and Style 579 (for the xLine model), new Style 580 19-inch light-alloy wheels and – exclusively for the M Sport model – Style 816M 19-inch light-alloy items. This wheel design can also be specified as an option with M Sport brakes, which showcase the motor racing pedigree of BMW M GmbH and provide top-drawer braking performance. The M Sport brakes have fixed callipers at the front axle, larger discs than the standard items and coloured callipers. This high-performance braking system ensures excellent stopping ability in all conditions, as well as increased thermal stability and resistance to fade.

New look for the M Sport model.

The design of the BMW X1 M Sport already exudes a familiar athleticism, thanks to M Sport suspension (which brings a ten-millimetre drop in ride height), BMW Individual High-gloss Shadow Line trim with extended features (est. available from November 2019) and the M Aerodynamics package. The front apron, side skirts, wheel arch trim, diffuser and cladding on the BMW X1 M Sport come in body colour.

The newly designed front end adds an extra dose of fuel to the car's dynamic aesthetic. Particularly eye-catching here are features such as air intakes for the newly designed bumper (with Air Curtain technology) that are even larger than on the other model variants, plus the striking BMW kidney grille. These combine with the standard-fitted 18-inch light-alloy wheels or optional 19-inch items to create an undeniably dynamic appearance for the BMW X1 M Sport that embodies the M genes to near-flawless effect.



The BMW X1 demonstrates its qualities most prominently while on the move. The heartbeat of the new model is supplied by a spread of three- and four-cylinder engines. Efficient and sporty in equal measure, their power is translated – via BMW xDrive intelligent all-wheel drive or a cutting-edge front-wheel-drive configuration, depending on the model variant – into dynamic performance on the road and supreme driving pleasure over rough terrain.

All engines with EU6d / EU6d-temp approval.

The model update brings all of the petrol and diesel engines offered for the BMW X1 into line with the EU6d-temp exhaust emissions standard (the BMW X1 sDrive16d already fulfil the EU6d norm).

The SAV is therefore future-proofed from the word go, ahead of the introduction of the new standards. The EU6d norm doesn't come into force for new diesel cars in the EU, for example, until 2021.

Leading the way in the efficiency stakes is the BMW X1 sDrive16d, which will be available with either a six-speed manual gearbox or a seven-speed dual-clutch transmission. Combined fuel consumption with the manual option is just 4.4 – 4.1 l/100 km (64.2 – 68.9 mpg imp) and combined CO₂ emissions come in at 116 – 107 g/km*. If the seven-speed dual-clutch transmission is specified, the figures are 4.4 – 4.2 l/100 km (64.2 – 67.3 mpg imp) and 116 – 109 g CO₂/km.* The entry-level sDrive16d uses its 85 kW (116 hp) to accelerate from 0 to 100 km/h (62 mph) in 11.5 seconds. A key factor here is its remarkable torque of 270 Nm (199 lb-ft), on tap as early as 1,750 rpm.

And yet the entry-level sDrive16d also uses its 85 kW (116 hp) to deliver eye-catching performance. The sprint from 0 – 100 km/h (62 mph) is dispatched in only 11.5 seconds. A key factor here is its impressive torque of 270 Nm (199 lb-ft), on tap across a wide engine speed range from 1,750 to 2,250 rpm.

* The fuel consumption, CO₂ emissions, electric power consumption and operating range figures were determined based on the new WLTP test cycle and have been translated back into NEDC-equivalent values in order to ensure comparability between the vehicles. They may vary depending on the tyre format specified. With respect to these vehicles, for vehicle-related taxes or other data based (at least inter alia) on CO₂ emissions, the CO₂ values may differ from the values stated here (depending on national legislation).

BMW X1 xDrive25i with 170 kW (231 hp).

The BMW X1 xDrive25i (fuel consumption combined: 6.8 – 6.3 l/100 km (41.5 – 44.8 mpg imp); CO₂ emissions combined: 155 – 144 g/km*) is all set to take its place as one of the top-performing variants in the range. Its 170 kW (231 hp) engine teams up with the precise eight-speed Steptronic transmission to propel the car from A to B with unbridled vigour. It epitomises the multi-faceted sporting ability which distinguishes all BMW X1 models and its performance figures represent a considerable statement of intent. The BMW X1 xDrive25i powers from 0 to 100 km/h (62 mph) in just 6.5 seconds and sustains peak torque of 350 Nm (258 lb-ft) from 1,450 to 4,500 rpm, so the driver can already call on significant thrust at low engine speeds. All of which means even greater driving pleasure combined with a satisfying increase in efficiency.

With the model refresh, the BMW X1 can now be ordered with up to 16 engine/transmission combinations, ensuring all customers have a wealth of possibilities from which to choose.

Optimum balance of dynamics and comfort.

The suspension technology built into the BMW X1 provides all models with the fleet-footed agility familiar to existing X1 drivers, delivers precisely controllable handling and imbues the car with sublime overall dynamics. Together with the car's low centre of gravity, almost even weight distribution, wide track, short overhangs and high level of body and chassis rigidity, the suspension lays the foundations for a familiar BMW driving experience – one no other vehicle in the segment can match.

The xDrive intelligent all-wheel-drive system constantly shuffles drive power between the front and rear axle to suit the situation at hand. xDrive links up with DSC (Dynamic Stability Control) to nip any tendency to oversteer or understeer in the bud. To this end, it feeds power to the wheels which can transfer it most effectively to the road in any particular situation. The result is a combination of supreme traction, excellent directional stability and dynamic élan in all weather and road conditions.

* The fuel consumption, CO₂ emissions, electric power consumption and operating range figures were determined based on the new WLTP test cycle and have been translated back into NEDC-equivalent values in order to ensure comparability between the vehicles. They may vary depending on the tyre format specified. With respect to these vehicles, for vehicle-related taxes or other data based (at least inter alia) on CO₂ emissions, the CO₂ values may differ from the values stated here (depending on national legislation).

The BMW X1 xDrive25e.



The impressive efficiency of the petrol and diesel versions offered for the new BMW X1 merely whets the appetite for the arrival of the first X1 with plug-in hybrid drive system outside China. The debut of the new model next year will see BMW stepping up the electrification of its vehicle line-up once again. BMW has been the most successful manufacturer of premium plug-in hybrid models worldwide since 2015. And by the end of 2019 the BMW Group will offer twelve electrified models in its product range.

The BMW i3 (electric power consumption combined: 13.1 kWh/100 km*) and BMW i8 (petrol consumption combined: 1.8 – 2.0 l/100 km [156.9 – 141.2 mpg imp]; electric power consumption combined: 14.0 – 14.5 kWh/100 km; combined CO₂ emissions from petrol: 42 – 46 g/km*) already line up alongside the plug-in hybrid variants of the new BMW 7 Series (fuel consumption combined: 2.6 – 2.1 l/100 km [108.6 – 134.5 mpg imp]; electric power consumption combined: 16.3 – 15.1 kWh/100 km; CO₂ emissions combined: 59 – 48 g/km*), the MINI Cooper S E Countryman ALL4 (petrol consumption combined: 2.5 – 2.4 l/100 km [113 – 117.7 mpg imp]; combined CO₂ emissions from petrol: 56 – 55 g/km*) and in China the BMW X1 xDrive25Le (petrol consumption combined: 1.3 l/100 km [217.3 mpg imp]**). Over the course of 2019 the range of BMW models with electrified drive systems will expand to include the new BMW 330e Sedan (petrol consumption combined: 1.7 l/100 km [166.2 mpg imp]; CO₂ emissions combined: 39 g/km*), new BMW X5 xDrive45e (petrol consumption combined: 2.1 l/100 km [134.5 mpg imp]; CO₂ emissions combined: 49 g/km*) and new BMW X3 xDrive30e (petrol consumption combined: 2.4 l/100 km [117.7 mpg imp]; CO₂ emissions combined: 56 g/km*). The latest battery cell technology boosts the range and efficiency of the BMW 530e (petrol consumption combined: 1.7 l/100 km [166.2 mpg imp]; CO₂ emissions combined: 38 g/km*) and BMW 225xe Active Tourer (petrol consumption combined: 1.9 l/100 km [148.7 mpg imp]; CO₂ emissions combined: 43 g/km*). And the fully-electric MINI will also be celebrating its premiere. All in all, up to the end of 2020 BMW will introduce more than ten electrified models onto the market that are either new or equipped with fourth-generation PHEV technology. And by 2025 the BMW Group will have at least 25 electrified vehicles in its range.

* The fuel consumption, CO₂ emissions, electric power consumption and operating range figures were determined based on the new WLTP test cycle and have been translated back into NEDC-equivalent values in order to ensure comparability between the vehicles. They may vary depending on the tyre format specified. With respect to these vehicles, for vehicle-related taxes or other data based (at least inter alia) on CO₂ emissions, the CO₂ values may differ from the values stated here (depending on national legislation).



The latest PHEV technology.

The BMW X1 xDrive25e – due to enter production in March 2020 – will be fitted with the latest, fourth-generation BMW PHEV technology which initially proved its mettle in the BMW i8. This provides an excellent illustration of the transfer of technology between BMW i models and other BMW vehicles.

The high-voltage batteries used in these models are developed and produced independently by the BMW Group, its lithium-ion cells produced exclusively based on specifications defined by the company. The fourth-generation battery has a gross energy content of 9.7 kWh, and its benefits include a longer operating range. The BMW X1 xDrive25e will be able to cover more than 50 km** (31 miles) on electric power alone. The BMW TwinPower Turbo engine – which generates output of 92 kW (125 hp) and peak torque of 220 Nm (162 lb-ft) – will power the front wheels, while the electric drive system with rated output of 70 kW (95 hp) and torque of 165 Nm (122 lb-ft) will channel its power to the rear wheels **. The interplay of the two power sources produces an intelligent, part-electric version of BMW xDrive all-wheel-drive technology.

Drivers can select from three drive modes to suit the situation at hand. The default AUTO eDRIVE strikes an effective balance of electric/non-electric operation, while MAX eDRIVE maximises electric driving and SAVE BATTERY conserves the high-voltage battery's charge for later on in the journey. The plug-in hybrid system can be charged easily from a conventional plug socket or extremely handily and rapidly using a BMW Wallbox. The electric charging flap for the BMW X1 xDrive25e is sited on the side panel.

** All figures relating to performance, fuel/electric power consumption, CO₂ emissions and operating range of the BMW X1 xDrive25e are provisional and not yet confirmed. They are subject to change. The figures were based on the new WLTP test cycle and have been translated back into NEDC-equivalent values in order to ensure comparability between the vehicles. They may vary depending on the tyre format specified. With respect to these vehicles, for vehicle-related taxes or other data based (at least inter alia) on CO₂ emissions, the CO₂ values may differ from the values stated here (depending on national legislation).



So as discussed, the BMW X1 brings BMW's hallmark driving pleasure to the road in hugely convincing style. But the versatility and cleverness of its interior are similarly persuasive. Indeed, the X1 cabin blends cutting-edge technology with generous levels of space and numerous smart and functional solutions. These provide a helping hand for the driver, raise comfort levels yet another notch and ensure the BMW X1 is every bit as flexible as its occupants need it to be.

An extensive range of standard equipment and numerous attractive options underscore the premium mission statement of the compact BMW X model. xLine and M Sport variants are available as an alternative to Base specification, and each stands apart with its own unique looks and equipment to match.

Focusing on functionality and comfort.

The BMW X1 pulls off the balancing act of compact dimensions on the outside, but generous proportions, comfort and a feeling of spaciousness on the inside, with an intelligent vehicle structure and smartly conceived interior configuration. The driver and front passenger enjoy freedom of movement, but so too do those in the rear seats. These can be folded down in three sections (40:20:40) as standard, enabling considerable scope for variability – e.g. when it comes to stowing and transporting sports equipment.

The rear seats can be adjusted fore and aft, the two sections of the 60:40 split seat surface sliding forward independently by up to 13 cm. The backrest angle of the rear seats can also be varied through six stages.

Additional comfort and convenience when it comes to utilising the load-carrying ability of the BMW X1 is provided by the optional automatic tailgate operation, which allows the tailgate to be opened and closed electrically. Hands-free tailgate opening and closing is also available, courtesy of the optional Comfort Access. This allows shopping bags, for example, to be loaded directly into the 505 – 1,550-litre boot without having to open the tailgate using a key or release handle.

Quality in the details.

The new interior details with which the new BMW X1 highlights its impressive quality proposition are particularly deserving of a closer look. These include the new contrast stitching on the instrument panel, which is black on its upper section and adopts the car's individual upholstery colour lower down. This contrast stitching is available for xLine and M Sport variants of the X1, which also feature coloured edging for the floor mats, plus contrast stitching for the edging.

The BMW X1 is offered with three new upholstery variants. New for cars with the Base equipment level and optional sports seats is the cloth/Sensatec combination in Anthracite with Grey accenting. The BMW X1 M Sport now comes as standard with Micro Hexagon fabric/Sensatec upholstery in Black with M piping. No fewer than 13 colour and material combinations are available for the interior of the BMW X1.

M safety belts in customary M design are available as an option for the M Sport model and add a particularly classy detail to the mix. The front and rear seats also stand out with their M-specific and decidedly sporty seam pattern.

The optional lighting package allows drivers to bathe the interior of their BMW X1 in a stylishly lit ambience with freely selectable colour tones (Orange, Violet, Green, Bronze, Blue and White). The LED illumination rings the interior through to the rear.

Freestanding Control Display with voice control and touchscreen operation.

Cast an eye over the digital services and infotainment equipment of BMW X1, and its technical credentials are crystal clear. At the heart of the action is the freestanding Control Display.

The BMW X1 is fitted as standard with a 6.5-inch centrally positioned screen. If a navigation system is specified, either an 8.8-inch or the new 10.25-inch Touch Control Display comes as part of the package. This display concept gives the driver a quick overview of the most important information of the moment – e.g. using the tiles arranged in the display's main menu. This key information is therefore always visible and easy to access.

The display is extremely easy to work with. Indeed, this sixth generation of the iDrive operating concept introduces touchscreen control for the Control Display to the user's toolkit alongside the iDrive Controller and optional voice

control. This move sees the BMW X1 adopting the familiar and intuitive operating logic of a smartphone.

Another head-turning element of the cockpit is the modern black-panel technology included as standard in every BMW X1 for the instrument cluster. It comes with a 2.7-inch TFT Info Display in base trim or a 5.7-inch TFT Info Display if a navigation system has been specified.

A further highlight is the optionally available full-colour Head-up Display, which projects all important driving information and navigation/assistance system readouts onto the windscreen and therefore into the driver's field of view – in high resolution. The BMW X1 is the only vehicle in its segment to offer a system of this kind.

Intelligent connectivity with BMW ConnectedDrive.

The integration of BMW Connected and BMW ConnectedDrive Services places the needs of the BMW X1 driver at centre stage. The digital services and convenience-enhancing functions assist the person at the wheel with the task of driving and much more besides. For example, Apple CarPlay® preparation enables easy use of selected functions via the car's own user interface. To this end, the driver or a passenger's smartphone can be connected with the BMW X1 wirelessly.

BMW Connected creates a digital bridge between the user's smartphone and their car. It represents the next stage of in-car personalisation and enables the transfer of smartphone content onto the Control Display in the BMW X1, resulting in easier display and operation when inside the car. The BMW Connected app makes it possible to send destinations directly from a smartphone to the X1's navigation system. Once route guidance has been activated, the optional Real Time Traffic Information service shows the traffic situation in real time and helps the driver to react quickly to possible obstructions. And passengers can use the handy Concierge Service to book and pay for cinema tickets, for example, during a journey.

* Figures relating to performance, fuel/electric power consumption, CO₂ emissions and operating range are in accordance with EU legislation.
** All figures relating to performance, fuel/electric power consumption, CO₂ emissions and operating range of the BMW X1 xDrive25e are provisional and not yet confirmed. They are subject to change. The figures were based on the new WLTP test cycle and have been translated back into NEDC-equivalent values in order to ensure comparability between the vehicles. They may vary depending on the tyre format specified. With respect to these vehicles, for vehicle-related taxes or other data based (at least inter alia) on CO₂ emissions, the CO₂ values may differ from the values stated here (depending on national legislation).

The fuel consumption, CO₂ emissions and electric power consumption figures are determined according to the European Regulation (EC) 715/2007 in the version applicable. The figures refer to a vehicle with basic configuration in Germany. The range shown considers the different sizes of the selected wheels/tyres and the selected items of optional equipment, and may vary during configuration.

The figures are based on the new WLTP test cycle and are translated back into NEDC-equivalent values in order to ensure comparability between the vehicles. With respect to these vehicles, for vehicle-related taxes or other duties based (at least inter alia) on CO₂ emissions, the CO₂ values may differ from the values stated here (depending on national legislation).

Further information on official fuel consumption figures and specific CO₂ emission values of new passenger cars is included in the following guideline: 'Leitfaden über den Kraftstoffverbrauch, die CO₂-Emissionen und den Stromverbrauch neuer Personenkraftwagen' (Guide to the fuel economy, CO₂ emissions and electric power consumption of new passenger cars), which can be obtained free of charge from all dealerships, from Deutsche Automobil Treuhand GmbH (DAT), Hellmuth-Hirth-Str. 1, 72760 Ostfildern-Scharnhausen and at <https://www.dat.de/co2/>