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The new BMW 1 Series Coupé. Description in Brief.



- Compact, dynamic coupé based on the successful BMW 1 Series, 2+2-seater, very agile handling with rear-wheel drive.
- Consistent enhancement of the BMW 1 Series; following the introduction of the three- and five-door models in spring 2007, BMW is now launching the new 1 Series Coupé
- Concentrating on efficient driving pleasure in the compact class, BMW is taking up the tradition of the BMW 02 Series, offering a modern and authentic interpretation of the typical values and strengths of this classic, with the car's concept, design and drive technology all ensuring supreme sportiness.
- A new chapter in the international story of success of the BMW 1 Series significantly enhancing BMW's market presence in the USA through the introduction of the BMW 135i Coupé.
- New top-of-the-range BMW 135i Coupé quite unique in the compact class, combining supreme driving dynamics with maximum efficiency, 3.0-litre straight-six power unit with Twin Turbo and second-generation direct gasoline injection (High Precision Injection), 225 kW/306 hp.
- World debut of BMW's new 2.0-litre four-cylinder diesel with variable Twin Turbo (VTT) technology, weight-reduced all-aluminium crankcase and third-generation common-rail fuel injection, BMW 123d Coupé offering the optimum balance of dynamism and all-round economy.
- Implementation of BMW EfficientDynamics in series production with innovations exclusive to BMW, unparalleled balance of performance and fuel economy, specific, model-related Brake Energy Regeneration, Auto Start Stop function, electric power steering, gearshift point indicator, on-demand operation and control of ancillary units, diesel models fitted as standard with a particulates filter next to the engine.
- Unique, dynamic and unmistakable coupé design combining the powerful and muscular body of the car with the greenhouse moved far to the rear and offering a particularly light look, short front overhang, long engine compartment lid, long wheelbase, striking silhouette, large, frameless doors, BMW 135i Coupé fitted as standard with slightly modified M Aerodynamics Package.

- Clear, generous interior design, high-quality, sophisticated trim and upholstery with a wide choice of colours and materials, rear seat backrest with 60 : 40 split featured as standard.
- Wide range of safety features featured as standard, airbags, crash-optimised front seat backrests and headrests reducing the risk of injury in a rear-end collision, body structure of the new BMW 1 Series Coupé ensuring best results in worldwide consumer safety tests such as the IIHS side impact test.
- Unique choice of audio, communication and navigation options in the compact segment, AUX, USB and Bluetooth interfaces for simple, straightforward connection of an MP3 player or memory stick.
- Elaborately designed suspension with rear-wheel drive, aluminium double-joint tiebar axle at the front, five-arm rear axle in lightweight steel, Dynamic Stability Control including Dynamic Traction Control, energy-saving Electric Power Steering, Active Steering exclusive to BMW available as an option, optimisation of traction by electronic management providing the same effect as a differential lock on the BMW 135i Coupé and the BMW 123d Coupé.
- Engine variants:
BMW 135i Coupé: straight-six gasoline engine with Twin Turbo and direct gasoline injection (High Precision Injection),
capacity 2,979 cc, max output 225 kW/306 hp at 5,800 rpm,
max torque 400 Nm/295 lb-ft at 1,300–5,000 rpm,
acceleration 0–100 km/h in 5.3 seconds,
top speed 250 km/h/155 mph (electronically limited),
fuel consumption to EU standard 9.2 litres/100 kilometres,
equal to 30.7 mpg imp,
CO₂ emissions to EU standard 220 g/km.

BMW 123d Coupé: straight-four diesel engine with Variable Twin Turbo and common-rail fuel injection, diesel particulates filter featured as standard,
capacity 1,995 cc, max output 150 kW/204 hp at 4,400 rpm,
max torque 400 Nm/295 lb-ft at 2,000–2,250 rpm,
acceleration 0–100 km/h in 7.0 seconds,
top speed 238 km/h/148 mph,
fuel consumption to EU standard 5.2 litres/100 kilometres,
equal to 54.3 mpg imp,
CO₂ emissions to EU standard 138 g/km.

BMW 120d Coupé: straight-four diesel engine with turbocharger and common-rail fuel injection, diesel particulates filter featured as standard, capacity 1,995 cc, max output 130 kW/177 hp at 4,000 rpm, max torque 350 Nm/258 lb-ft at 1,750–3,000 rpm, acceleration 0–100 km/h in 7.6 seconds, top speed 228 km/h/141 mph, fuel consumption to EU standard 4.8 litres/100 kilometres, equal to 58.8 mpg imp, CO₂ emissions to EU standard 128 g/km.

From Efficiency to Pure Driving Pleasure: The new BMW 1 Series Coupé.



The new BMW 1 Series Coupé concentrates on one feature in particular: pure driving pleasure. Indeed, this compact two-door with its muscular design enhances and expands the very successful BMW 1 Series to an even higher level than ever before.

Featuring high-performance gasoline and diesel engines, offering agile handling and standing out through challenging, dynamic design, this new performance model simply begs the enthusiast to enjoy the sporting moments in everyday traffic. Conceived as a 2+2-seater with its luggage compartment separated from the passenger compartment and with the rear-seat backrest offering a 60 : 40 split as standard, the BMW 1 Series Coupé also ensures a high level of all-round function and practical value right from the start.

The focus on this model is however clearly on Sheer Driving Pleasure BMW-style. For the BMW 1 Series Coupé clearly proves what kind of driving pleasure you can enjoy in a compact car, especially when combined with truly outstanding efficiency.

This supremacy is borne out in particular by the BMW 135i Coupé offering a unique standard of power and performance in the compact class: This top-of-the-range model recognisable from outside through the slightly modified M Aerodynamics Package featured as standard and the additional spoiler lip (gurney) at the rear is powered by BMW's 3.0-litre straight-six featuring Twin Turbo technology and second-generation direct gasoline injection (High Precision Injection). Maximum output of 225 kW/306 hp and peak torque of 400 Newton-metres/295 lb-ft clearly offers everything it takes to set new standards in driving dynamics.

The permanent availability of supreme power provided by the turbocharged power unit already lauded in two individual categories and in the overall rating as the Engine of the Year 2007 represents sheer driving pleasure typical of BMW in every respect. And at the same time the sporting potential of the BMW 135i Coupé comes in an impressive balance with the car's all-round economy: Easily standing up to competitors in higher market segments also in terms of performance, this two-door athlete accelerates to 100 km/h in just 5.3 seconds, while at the same time limiting its average fuel consumption in the EU test cycle to a mere 9.2 litres/100 kilometres equal to 30.7 mpg imp.

The BMW 123d Coupé offers a new dimension of efficient dynamics, at the same time presenting a new 2.0-litre four-cylinder diesel with Variable Twin Turbo technology and common rail fuel injection making its world debut. Maximum output of this all-aluminium power unit is 150 kW/204 hp, enough for truly outstanding performance expressed, inter alia, by acceleration to 100 km/h in 7.0 seconds. And with average fuel consumption of just 5.2 litres/100 kilometres or 54.3 mpg imp in the EU test cycle, combined with a CO₂ emission rating of 138 grams per kilometre, the BMW 123d Coupé ranks right at the top in its performance class.

These outstanding achievements are ensured not only by the efficiency of the new power unit, but also by a wide range of new features now offered as standard in optimising the energy management of the entire car. Again, these features are the result of the BMW EfficientDynamics development strategy applied consistently to all models and new engine variants in combining higher power with a significant reduction of both fuel consumption and emissions.

The two top engines come together with another diesel standing out as the most economic variant in BMW's new sporting two-door model, the BMW 120d Coupé rounding off the model range right from the start. Developing maximum output of 130 kW/177 hp, this four-cylinder diesel consumes just 4.8 litres/100 kilometres (equal to 58.8 mpg imp) and reduces CO₂ emissions to a mere 128 grams/kilometre, setting the benchmark in this class in terms of both efficiency and CO₂ emission management.

BMW 1 Series Coupé: Continuing on the path of the BMW 02 with maximum efficiency and agility.

Introducing the BMW 1 Series now also available as a five- and three-door hatchback saloon, BMW has successfully rounded off its model range at the lower end of the market, at the same time enriching the compact segment through the introduction of the first and to this day only rear-wheel-drive model in its class.

Now the BMW 1 Series Coupé offers an even clearer and more dedicated pledge to sporting performance through supreme agility and handling at all times. The benefits of compact dimensions and low weight are used here consistently to optimise the car's driving dynamics, with the new model offering perfect qualities to combine superior driving dynamics with maximum efficiency.

This is not the first time that BMW is setting the standard in driving pleasure in the process of entering a smaller model segment. On the contrary – the BMW 02 Series launched in 1966 is acknowledged to this day as the forerunner for driving dynamics and agility. Rear-wheel drive, powerful engines and space for four – these were the elementary features of this model series so successful for 12 long years.

The design of the car was characterised by dynamic proportions with a short body overhang at the front, a striking shoulder line, a long engine compartment lid and long wheelbase – styling features which, in modern interpretation, also give the BMW 1 Series Coupé a unique look with unique class.

Another exciting feature shared by both models is that the very special BMW 2002 Turbo ranking at the time even higher than the top model in the BMW 02 Series – the BMW 2002 – stood out even back then as a very special variant with thrilling performance quite unbeatable also on the race track. And today the BMW 135i Coupé with its 225 kW/306 hp Twin Turbo power unit offers an up-to-date interpretation of this concept in an entirely new class.

Entering the US market: the BMW 1 Series continues its global success.

With the BMW 1 Series Coupé entering the market, the BMW 1 Series as such is now set to make its debut in the USA as the entry-level model leading into the BMW range. Indeed, the launch of the BMW 135i Coupé will give the concept of sporting driving pleasure in a compact car its ultimate breakthrough also in the US market, the BMW 1 Series thus continuing its worldwide story of success. And at the same time the debut of the BMW 1 Series in the USA is significantly expanding BMW's presence in the international market.

Exterior design: clear distinctions versus the competition.

The new BMW 1 Series Coupé raises the design language so typical of this model series to a new, even more distinctive level. The sporting proportions of the car give it a unique look in the compact segment, the long front end, the passenger compartment – or “greenhouse”, as it is sometimes called – moved far to the back, and the short rear end clearly distinguishing this two-door performer from its competitors.

This very individual and distinctive look is the clear expression of a unique concept, the exterior design of the car with its dynamic surfaces, chiselled wheel arches, and long, frameless doors offering a convincing optical expression of rear-wheel drive quite unique in this segment.

As the top version in the range, the BMW 135i Coupé stands out clearly in its exterior design inter alia through its modified M Aerodynamics Package as well as the gurney featured as standard only on this top model, thus showing clear signs of distinction versus the two diesel models.

The new body colour Sedona Red metallic is exclusive to the new BMW 1 Series Coupé, the range of body colours being rounded off by eight further metallic paintwork colours and three non-metallic options.

Design features typical of the BMW 1 Series at the front.

In its front end design, the new Coupé stands out clearly as a member of the BMW 1 Series: The design of the radiator grille, the kidney grille so typical of BMW with its powerfully accentuated chrome frame and headlights, is identical on all models. The optionally available bi-xenon round headlights, in turn, including their corona-shaped light rings providing a daytime light function, likewise characterise the Coupé as a typical BMW.

Stable body and light-looking greenhouse.

The sporting silhouette of the new BMW 1 Series Coupé is characterised throughout by striking and dynamic lines. The shoulder line beneath the windows, for example, is the most distinctive and outstanding feature to be admired from the side. The strongly contoured side-sills accentuate the convex and concave surfaces of the side panels, these powerful contours, together with the muscular, flared wheel arches, highlighting the sporting character and performance of the BMW 1 Series Coupé.

A feature typical of a BMW Coupé is the dark, glazed B-pillar creating the impression of one consistent window area extending from front to rear. Forming a clear contrast to the stable bodysell of the car, the greenhouse therefore looks light and agile. And the "Hofmeister kick" so typical of all BMWs stands out as a particularly dynamic element.

Yet another feature characteristic of the new Coupé is the typical roof-line extending down to the deliberately short and compact rear end in a striking, dynamic angle. The wide, frameless door, finally, as well as the B-pillar raked to a steep angle, shifts the visual centre of gravity of the car's silhouette further towards the rear.

Horizontal light edges giving the rear end a powerful and dynamic look.

The new BMW 1 Series Coupé boasts a powerful and dynamic rear end including a fully integrated third brake light. As a particularly sporting feature, the luggage compartment lid comes with a spoiler literally chiselled into the rear end of the car, accentuating the short rear section and building up extra downforce on the rear axle at high speeds.

The breakdown of individual sections within the L-shaped rear lights follows the horizontal orientation of the car's lines at the rear. The back-up lights and direction indicators, for example, form a white band, with additional, horizontal light conductors integrated in the rear light clusters and offering a homogeneous lighting effect with a help of light-emitting diodes (LEDs).

Featuring this design highlight already to be admired on other model series, the BMW 1 Series Coupé stands out clearly as a genuine BMW also in the dark. And the brake lights operating in two stages as a function of brake power are yet another feature typical of BMW, with the additional benefit of extra safety on the road.

Soft radii and horizontal shapes within the car.

The interior of the BMW 1 Series offers clear and at the same time solid, sophisticated flair. Dynamic, horizontal elements create a formal connection between the front and rear, with the interior offering space for up to four occupants giving the car a standard of class and sophistication otherwise to be admired only in higher segments of the market.

The cockpit is characterised by taut but widely stretching lines and surfaces, with the upper section of the dashboard finished in black. High-quality, naturally-looking grain enhances this touch of quality.

The lower section of the dashboard comes in either black, grey or beige, one of BMW's so-called world colours, emphasising the orientation of the car through its horizontal design and creating a generous feeling of space.

The control console for entertainment and air conditioning is integrated smoothly and harmoniously into the dashboard through its soft radii and flowing surfaces. The Controller featured in the optional iDrive control system is integrated directly into the centre console, again following BMW's characteristic philosophy. Galvanised pearl gloss surfaces, finally, are to be admired on the door openers, on the glove compartment opener, on the radio's rotary knobs, on the knobs of the optional automatic air conditioning, on the iDrive Controller, and on the ornamental trim strips featured on the optional leather sports steering wheel.

Also available as an option, Boston leather upholstery adds further class and style to the high-quality impression of the interior. And as a particularly practical feature, a map pocket is integrated in the lower part of the door linings.

Four seats and many options for customisation.

The BMW 1 Series Coupé comes as standard with two individual seats at the rear offering the car's occupants a high level of driving comfort. The armrests and the cloth or leatherette inserts integrated in the side panels take up the design of the door linings, while a storage box between the two seats offers additional space for all kinds of odds and ends.

The BMW 1 Series Coupé is available with a choice of no less than four upholstery options harmoniously matching the interior with the body paint of the car and emphasising the individual style of the driver: two cloth, one cloth/leather combination, and one leather upholstery option. Naturally, these upholstery options may be combined in the appropriate colours with the three colour worlds and with no less than nine equipment and trim colours.

The trim bars are available with a choice of no less than six versions including aluminium in fine polished look, particularly sophisticated, grained poplar, high-tech titanium, and high-gloss diamond black as well as cashmere silver.

BMW 135i Coupé with its special Aerodynamics Package.

To give the car unique looks, the BMW 135i Coupé as the top version in the new model range comes as standard with a modified, aerodynamically optimised M Aerodynamics Package. With its extra-large central air intake, the front air dam highlights the sporting character of the car. The two air intakes at the side in unique design are split horizontally by a centre bar and border on slightly contoured flaps additionally accentuating the wide front end of the BMW 135i Coupé. A further sign of distinction is the chrome-plated bars in the kidney grille to be found only on the BMW 135i.

The side-sills on the BMW 135i Coupé are accentuated and contoured even more than on the other models, an additional light edge highlighting the wedge shape of the car. The rear air dam of the BMW 135i Coupé, in turn, incorporates an anthracite-coloured insert at the bottom and is wrapped further around the wheels than on the other model variants, emphasising the wide track of the car. An additional small spoiler lip referred to in motorsport as a "gurney" serves to optimise the car's aerodynamics. And last but not least, the tailpipes are finished in dark chrome at the rear.

EfficientDynamics with two turbocharged diesels and one gasoline model.

The engines featured in the new BMW 1 Series Coupé combine dynamism, efficiency and motoring culture in a manner never seen before in this segment. This applies to both representatives of the new generation of four-cylinder turbodiesels and to the six-cylinder gasoline models, all three power units offering superior output on significantly reduced fuel consumption and exhaust emissions.

Compared with other models in this segment, each of the three variants ranks right at the top in terms of performance and fuel economy. Indeed, through its impressively good balance of power and economy, the new BMW 1 Series Coupé underlines the success of BMW EfficientDynamics in a particularly fascinating and convincing manner.

In addition to improvements within the engine – reduction of friction, redesigned combustion chambers, optimised fuel/air mixture formation through common rail fuel injection or High Precision Injection, precise management of the combustion process and air guidance – various features on the car itself serve to enhance fuel consumption by a significant margin.

Twin Turbo technology for pure energy in the BMW 135i Coupé.

The top model in the range is the BMW 135i Coupé powered by the world's first straight-six featuring Twin Turbo technology, High Precision Injection, and an all-aluminium crankcase. The most powerful engine within BMW's broad range of straight-six power units is thus now also available in the new 1 Series Coupé.

Maximum output of 225 kW/306 hp from 2,979 cc ensures exceptional driving dynamics at all times, accelerating the BMW 135i Coupé to 100 km/h in 5.3 seconds. Top speed, in turn, is limited electronically to 250 km/h or 155 mph. Maximum torque of 400 Newton-metres/295 lb-ft is maintained consistently throughout a very broad range of engine speed from 1,300–5,000 rpm, proving that the 3.0-litre offers particular muscle and pulling force at all times.

Average fuel consumption according to the EU standard is just 9.2 litres premium/100 kilometres, equal to 30.7 mpg imp, making the BMW 135i Coupé the most fuel-efficient car in its class as a particularly fascinating example of EfficientDynamics.

All the power of a much larger normal-aspiration engine.

Two turbochargers each forcing compressed air into three cylinders ensure a standard of spontaneity never seen before in a turbocharged power unit. The big advantage of these relatively small turbochargers is their low inertia, avoiding the “turbo gap” – the moment which usually passes by until the turbocharger builds up its boost – typical of a conventional turbocharged engine. On the road, therefore, the turbocharged power unit of the BMW 135i Coupé offers all the power and performance of a much larger normal-aspiration engine.

Maintaining the normal-aspiration concept, only a significant increase in engine capacity would have been able to provide the same kind of dynamic output and performance – inevitably involving an increase in weight and negative effects on the car's balance and fuel consumption. By contrast, Twin Turbo technology in conjunction with High Precision Injection is a particularly efficient way to fulfil even greater demands through the engine's supreme power and torque.

High Precision Injection saving up to 10 per cent fuel.

High Precision Injection is the key function in the engine's particularly high standard of fuel economy: Benefiting from the second generation of direct gasoline injection, the Twin Turbo power unit develops its greater power without an increase in fuel consumption and without making any concessions in terms of the engine's dynamic qualities.

The injectors positioned within the cylinder head directly next to the spark plugs ensure unparalleled, ultra-precise dosage of the fuel injected. Compared with an equally powerful turbocharged engine featuring conventional manifold injection, the power unit of the BMW 135i Coupé thus reduces fuel consumption by approximately 10 per cent.

BMW 123d Coupé: offering the best in efficiency and performance.

The new four-cylinder power unit in the BMW 123d Coupé featuring Variable Twin Turbo technology enters new dimensions in terms of output and fuel economy. Displacing 1,995 cc and developing maximum output of 150 kW/204 hp, this is the first all-aluminium diesel in the world to provide output per litre of more than 100 hp. And it is the first diesel in its segment with Variable Twin Turbo technology.

The engine develops its maximum power at 4,400 rpm and delivers its peak torque of 400 Newton-metres/295 lb-ft at just 2,000 rpm.

Offering a top speed of 238 km/h or 148 mph and accelerating to 100 km/h in 7.0 seconds, this superior power unit gives the new BMW 123d Coupé unique performance. At the same time acceleration and performance of this standard combined with average fuel consumption in the EU test cycle of 5.2 litres/100 kilometres (equal to 54.3 mpg imp) are successful results of the BMW EfficientDynamics development strategy. A further important point is that the BMW 123d Coupé, with CO₂ emissions of just 138 grams per kilometre, ranks right at the top in its class also in terms of emission management.

Variable Twin Turbo technology featured for the first time in a four-cylinder.

Variable Twin Turbo technology ensures particular efficiency in boosting the power and performance of the engine. Also referred to as multi-stage turbocharging, this technology was previously used only in BMW's six-cylinder diesel engines and is now featured for the first time in a four-cylinder diesel in the new BMW 1 Series Coupé.

The Variable Twin Turbo system is made up of a small and large exhaust gas turbocharger acting together in feeding intake air to the four cylinders. Benefiting from its lower inertia, the small turbocharger ensures high torque and pulling power right from the start at speeds just above idling. At higher speeds the larger turbocharger then cuts in to provide extra power and performance. The big advantage of this configuration is that it provides the desired output and turbocharger effect without the slightest delay.

The 2.0-litre power unit is BMW's first engine to feature direct-injection common rail technology with the piezo-injectors injecting fuel under the high pressure of 2,000 bar. With the fuel being injected through seven nozzles in up to three "portions" per cylinder, the combustion flame spreads gently during the combustion cycle in the interest above all of motoring refinement and smoothness quite unusual for a diesel.

The combination of dynamic performance and all-round economy which has given the diesel its consistently greater significance, is therefore now raised to a new level in a four-cylinder engine.

Turbocharger with variable turbine geometry in the BMW 120d Coupé.

The power unit in the BMW 120d Coupé comes with one single turbocharger featuring variable turbine geometry to provide a level of power and performance perfectly geared to all load conditions. The blades on the turbine are adjusted by an electric motor with supreme precision to the respective running requirements within fractions of a second, ensuring spontaneous response at low engine speeds as well as high output under full load. Maximum charge pressure is 2.55 bar and the diesel fuel is fed into the engine by piezo-injectors operating at a pressure of 1,800 bar.

Displacing 1,995 cubic centimetres, the four-cylinder develops a substantial 130 kW/177 hp at 4,000 rpm, with maximum torque of 350 Newton-metres/258 lb-ft between 1,750 and 3,000 rpm. Top speed of the new BMW 120d Coupé is 228 km/h or 141 mph, with acceleration to 100 km/h in 7.6 seconds. At 4.8 litres/100 km, equal to 58.8 mpg imp, fuel consumption is exceptionally low, as is the level of CO₂ emissions amounting to just 128 grams per kilometre.

The power units of both the new BMW 123d Coupé and the new BMW 120d Coupé are significantly lighter than comparable four-cylinder diesels, most of this reduction in weight being attributable to the aluminium crankcase with its thermally inserted grey-cast-iron cylinder liners.

This optimisation of the engine ensured from the start in the construction process not only enhances the car's economy, but also, through the reduction in engine weight, benefits the front-to-rear balance of weight. The result, clearly, is even greater agility on the road.

Both turbodiesels featuring a particulates filter as standard.

Representing a new generation of diesel engines, the power units in the BMW 123d Coupé and the BMW 120d Coupé come as standard with a diesel particulates filter close to the engine. This ensures highly effective optimisation of the engine's emission behaviour also in this segment of the market.

Brake Energy Regeneration reducing fuel consumption and enhancing driving pleasure.

All variants of the BMW 1 Series Coupé available in the European market come with Brake Energy Regeneration incorporating intelligent alternator control. Applying this principle in the new BMW 1 Series Coupé, the battery is charged only after reaching its minimum charge level during application of the brakes or in overrun, and is disconnected electrically when accelerating. On the road this means more power for sheer driving pleasure typical of BMW and, at the same time, a reduction of both fuel consumption and CO₂ emissions.

This concept of intelligent energy management may be compared with the operation of an energy-storage power station, where low-cost energy is stored at night in reservoirs at a higher altitude and retrieved again during the day to cope with peak loads. Now applying this principle to Brake Energy Regeneration in the new BMW 1 Series Coupé, the driver is able to store energy in the battery under driving conditions requiring only a low amount of energy, then feeding this energy into the car's on-board network whenever required.

To maximise the service life of the battery and set off the higher flow of energy, BMW's system of intelligent energy management operating in conjunction with new AGM battery technology introduces so-called regeneration cycles. This means that higher voltage pulses are delivered to the battery after a certain charging and discharging phase in order to provide appropriate phases of regeneration.

Auto Start Stop function shortening idle speed running phases.

On manual gearbox models with the new four-cylinder power units BMW's Auto Start Stop function provides greater efficiency above all in city traffic by automatically switching off the engine whenever it is not required. Fuel consumption when the car comes to a halt at the traffic lights, therefore, is reduced to zero.

As soon as the driver shifts to neutral and takes his foot off the clutch, the electronic engine “brain” will switch off the engine automatically and without a sound. Then, to re-start the engine, all the driver has to do is press down the clutch pedal. And by maintaining turbocharger pressure at the requisite level, the engine will start again instantaneously without requiring any further action on the part of the driver. New functions incorporated in the BMW 1 Series Coupé provide ideal conditions for the effective use of fuel also while driving. For this purpose the new variants of the new BMW 1 Series come, for example, with a gearshift point indicator, the electronic engine control unit calculating the best point in time for shifting up as a function of driving conditions and in the interest of optimum fuel economy. An arrow symbol illuminated in the instrument cluster, together with a number presenting the best gear, then shows the driver the ideal point for shifting gears.

Mechanical disengagement of ancillary units to save energy.

Further improvements serving to reduce fuel consumption are fully automatic. One example is that the BMW 1 Series Coupé powered by the new four-cylinder diesel engines comes with automatic control of the air flaps in the radiator grille: As long as the engine does not require any cooling, the flaps remain closed in the interest of significantly improved aerodynamics and a further reduction of fuel consumption.

A further point is that numerous ancillary units are operated only when required in order to save energy. The EPS Electric Power Steering, for example, only consumes energy when steering assistance is really required, that is when the driver is actively moving the steering wheel. Hence, energy consumption is reduced to zero when driving straight ahead and in a steady bend without any additional movement of the steering wheel.

The new electrical coolant pump, to mention another example, is temperature-controlled and no longer operates as a function of engine speed, as in the case of a conventional pump. Being activated, therefore, only when really required, the new coolant pump again serves to enhance engine efficiency, consuming only about 200 watt, approximately one-tenth of the drive energy required for a conventional pump, which otherwise would have to be permanently developed by the engine.

Yet a further improvement is the clutch on the belt drive for the a/c compressor, allowing the compressor to be switched off automatically as soon as the driver switches off the air conditioning and again reducing the compressor's drag momentum to a minimum.

EfficientDynamics also on the automatic transmission.

As an alternative to the manual gearbox, the BMW 120d Coupé is available as an option with six-speed automatic transmission – and the other engine variants will also be available with this automatic transmission in future.

Featuring new converter technology with an integrated torsion damper, the automatic transmission reduces the loss of energy and ensures even shorter reaction and gearshift times, with the BMW 1 Series Coupé offering the joy of superior sportiness also in combination with an automatic gearshift.

High-tech suspension with newly developed final drive.

In typical BMW style, the new BMW 1 Series Coupé transmits the power of the engine to the rear wheels and from there on to the road. This design concept and configuration – engine at the front, drive wheels at the rear – guarantees optimum traction, good weight distribution front-to-rear, excellent directional stability, and safe handling. And the separation of drive power and steering, to add a further important point, gives the car extremely agile driving behaviour at all times.

The rear axle of the BMW 1 Series Coupé is a five-arm construction reflecting the requirements of the car's particularly powerful and high-torque engines. The advantage is extremely precise wheel guidance, again offering a high standard of performance in the car's overall set-up. And at the same time the drive axle is insulated ideally in terms of acoustics and possible noise transmission.

The final drive on the Coupé comes from a new generation of final drive units optimised for running smoothness. Featuring double-helical ball bearings for the first time, the final drive runs at an even lower operating temperature reached more quickly than before thanks to the reduction of fluid required in the final drive transmission.

Again, both of these improvements benefit the function and service life of the final drive which is furthermore able, despite its smaller and more compact dimensions, to transmit roughly 10 per cent higher forces than before.

The front axle on the BMW 1 Series Coupé is also built to a standard quite unique in the compact segment: The double-joint spring-strut tiebar axle with its anti-roll bar is made largely of aluminium, offering an optimum combination of superior stiffness and low weight – which, together with the very stable track control arms and thrust rods, as well as exact wheel guidance, makes an important contribution to the car's driving dynamics.

As the entry-level model into the range, the BMW 120d Coupé comes with 16-inch light-alloy wheels, while the BMW 123d Coupé is fitted as standard with 17-inch light-alloy wheels. In both cases the wheels come on tyres with reduced roll resistance making a further contribution to the car's fuel economy.

As the top version in the range, the BMW 135i Coupé features 18-inch light-alloy wheels highlighting the car's active performance and dynamism. And as yet a further feature the BMW 135i Coupé comes as standard with M Sports Suspension and a high-performance brake system incorporating six-piston fixed callipers on the front axle and two-piston fixed callipers at the rear.

Electric Power Steering for supreme steering precision.

The new four-cylinder diesel versions of the BMW 1 Series Coupé come as standard with EPS Electric Power Steering featuring integrated Servotronic for speed-related steering assistance. As a result, EPS offers even greater steering precision at high speeds and enhanced steering comfort at low speeds.

A further important point is that the new steering system reduces fuel consumption by using an electric motor – and not a conventional mechanical/hydraulic system – to boost the car's steering, with the electric motor operating only on demand, that is when the driver is actually turning the steering wheel.

As an option the BMW 1 Series Coupé may be equipped with the world's only Active Steering adjusting the steering transmission with optimum precision to the current speed of the car. This means that the driver is required to turn the steering wheel only slightly and with minimum effort when parking, while at higher speeds the steering transmission becomes less direct, improving the feeling of the steering and directional stability accordingly.

Driving dynamic programs for perfect handling of the car.

The chassis and suspension of the BMW 1 Series Coupé underlines the dynamic and sporting character of the car, ensuring a high standard of steering and driving precision all the way to the extreme limit.

ABS anti-lock brakes and ASC Automatic Stability Control preventing the drive wheels from spinning when setting off are naturally featured as standard. CBC Cornering Brake Control also fitted as standard stabilises the car whenever necessary during application of the brakes in a bend.

All of these functions are part of the car's DSC Dynamic Stability Control applying the brakes specifically on individual wheels in particularly demanding situations and reducing engine power in order to prevent the rear end of the car from swerving round (oversteer) or the car "pushing" out of a bend over the front wheels (understeer).

Naturally, the new BMW 1 Series Coupé still retains its dynamic driving character despite this superior control.

Being networked with the optional Active Steering, DSC is also able to prevent the car from swerving out of control on surfaces with a varying frictional coefficient (modal split) by countersteering with the appropriate force.

DTC Dynamic Traction Control is available as a sub-function of DSC for optimised traction and grip on the road. Compared with the basic DSC setting, DTC allows higher slip on the drive wheels by moving up the DSC response thresholds and enabling the driver to set off, for example in deep snow, with the wheels slightly spinning.

A further advantage of DTC is higher lateral acceleration all the way to a controlled power slide in bends. And if he wishes, the driver is able to completely deactivate the DSC system.

Software-controlled differential locking function for even better traction in the BMW 135i Coupé and the BMW 123d Coupé.

To ensure optimum traction with superior engine output and powerful torque, both the new BMW 135i Coupé and the new BMW 123d Coupé come with special improvements for enhanced traction. The main focus is on promoting a sporting and ambitious style of motoring, for example when accelerating out of a bend or hairpin.

To ensure enhanced traction in the DSC off-mode, that is with DSC completely switched off, a software-controlled locking function slows down the drive wheels when spinning in an appropriate, properly controlled process. This, in turn, enhances the car's traction without any negative effects on its steering behaviour.

The new BMW 135i Coupé comes not only with a sports suspension, but also with appropriate modifications of the ASC and DSC driving stability systems, taking the particularly sporting character of the car into account. And as a further point the top model in the range has an even more spontaneous control map for the gas pedal.

High safety standard exceeding international requirements.

The safety concept of the BMW 1 Series Coupé is based first and foremost on the stable and solid body of the entire model series. High-strength steel, the specific structure of the Coupé's body and special deformation elements serve to meet all legal standards and requirements in international markets and fulfil the conditions for excellent results in all consumer protection tests relevant the world over. In particular, the new BMW 1 Series Coupé is expected to show optimum results in the IIHS side-impact crash test.

No less than six airbags come as standard within the new BMW 1 Series Coupé for optimum protection of the car's occupants. The frontal airbags are activated in two stages as a function of impact severity, while side airbags integrated in the front seat backrests reduce the risk of injury at chest and hip level in an impact from the side. Curtain head airbags fitted in the roof lining, finally, protect both the occupants on the front seats and the passengers at the rear.

As yet a further feature, the new BMW 1 Series Coupé comes as standard with crash-optimised seats, specially padded headrests and backrests significantly reducing the risk of injury in an impact from the rear.

All seats are fitted with three-point inertia-reel seat belts and headrests, with the front seat belts fastened on the frames of the driver's and front passenger's seats, keeping the belt in an optimum position around the occupant's hips regardless of seat height.

With the pedals being moved back automatically and with predetermined deformation of the footrest in a head-on collision, the risk of foot injury affecting the driver is reduced to a minimum.

Premium standard also in terms of equipment.

Equipment features so far to be found primarily in upmarket cars highlight the premium character of the BMW 1 Series Coupé in terms of comfort and safety. Available as an option, bi-xenon headlights and Adaptive Headlights complete with integrated Bending Lights make driving in the dark safer than ever before.

The daytime headlight function in typical BMW style with two corona rings on each headlight unit enhances the perception of the car under normal and "murky" light conditions. Drivers following from behind, in turn, are warned that the driver of a BMW 1 Series Coupé might be braking in an emergency by two-stage brake lights in LED look featured as standard. And last but not least, the rear seats come as standard with ISOFIX fastenings for child seats.

With the power and noise level of a modern BMW diesel engine hardly differing any more from that of a gasoline engine, there is now the risk that the driver – especially when driving a rental car – might fill up the tank with the wrong fuel. Precisely this is why the BMW 120d Coupé and the BMW 123d Coupé prevent such a possible mistake by means of a special gadget on the tank filler manifold, this tank safeguard accommodating only a diesel pump with its larger diameter.

Enhanced iDrive and integration of an external MP3 player.

Interacting with the central Controller, the optional iDrive control system enables the driver to mastermind all secondary and comfort functions easily and conveniently – as an option also by voice entry – thus controlling all communication, air conditioning, entertainment and optional navigation functions with perfect ease.

In the BMW 1 Series Coupé iDrive comes furthermore with no less than eight individually programmable favourite buttons enabling the user to retrieve functions required particularly often – navigation destinations, radio stations, or specific telephone numbers – at the simple touch of a button. The sensors on the buttons show the function required at a simple touch in the folding TFT screen on the instrument panel, before the driver actually presses down the button. This allows him to choose the function required safely and conveniently, always keeping his eyes on the road in the process.

Should the BMW 1 Series Coupé not be fitted with a navigation system, the space for the TFT screen in the upper half of the instrument panel is used in conjunction with the optional Storage Package as an additional storage box. Indeed, this box comes complete with a folding lid and is illuminated inside.

The audio systems offered for the new BMW 1 Series Coupé are among the best and most outstanding in their segment. The USB interface supplementing the standard AUX connector, in turn, offers supreme diversity in entertainment, enabling the user to connect an external MP3 player such as an Apple iPod to the audio system.

A further option is to connect a conventional USB stick in order to play music files on the car's audio system, again in the interest of maximum versatility.

In all these cases the system is controlled and music is selected via the iDrive Controller and the screen, or, on cars without iDrive, directly from the radio.

Should the car be fitted with a centre armrest, the external player may also be housed in a special box at the bottom of the centre armrest in order to protect it from damage.

Seats adjustable for height and folding rear seat backrest both featured as standard.

Driver and front passenger seats adjustable for height as well as electrically operated window lifts come as standard in the BMW 1 Series Coupé.

The map pockets integrated in the door linings, as well as the glove compartment, provide a perfect match for the gently rounded lines of the interior and at the same time offer convenient storage space. Two clothes hooks on the B-pillars also featured as standard enable the driver and passengers to hang up their jackets or coats for optimum convenience.

Map nets in the backrests of the front seats available as an option and a storage shelf between the individual rear seats featured as standard enhance the range of storage options to an even higher level.

A modular ski-bag integrated in the middle section of the backrest is available as an option, and as a feature quite unusual in a coupé, the rear seat backrests tilt forward in a 60 : 40 split, increasing luggage capacity of the 370-litre luggage compartment to an even higher level.

A baggage net featured as standard as well as optionally available, additional folding lashing points and tightening straps prevent items in the luggage compartment from slipping around. An optional 12-volt power socket in the luggage compartment, finally, allows convenient operation of external units such as a cooling box.

M Sports Package for even more dynamic performance and a striking look.

The particularly sports-minded driver of the BMW 1 Series Coupé is able to upgrade his car in both looks and driving dynamics by means of various components from BMW M GmbH. The M Sports Package available as an option, for example, is already included in part – and in modified form – in the BMW 135i Coupé, comprising the M Aerodynamics Package made up of specially designed front and rear bumpers as well as special side-sills and foglamps. Le Mans Blue metallic paintwork is reserved exclusively for models with the M Sports Package.

High-gloss Satin Chrome included in the Sports Package gives the side windows a particularly sporting touch, other features being M light-alloy wheels in two different design options – with wheel sizes ranging from 7 x 17 all the way to 8.5 x 18 inches and with tyres up to 245/35 R18.

Sports seats included as standard in the M Sports Package offer enhanced side support and are finished in sporting, highly distinctive cloth and leatherette, while also available as an option in Boston leather.

Further features of the M Sports Package are the M Sports Suspension also offering higher traction and further reduction of body roll on the BMW 1 Series Coupè, door cutout trim presenting the M logo, the M leather steering wheel and the M footrest for the driver's left foot. The gaiters on the gearshift lever and handbrake, as well as the handbrake handle, in turn, are finished as standard in high-quality soft leather.

The roof lining on the M Sports Package comes in Anthracite, and the interior features offered in the Package are rounded off by trim bars in Glacier Silver aluminium highlighting the sporting character of the cockpit.

Specifications.

BMW 1 Series Coupé 135i.

Body		135i
No of doors/seats		2/4
Length/width/height (unladen)	mm	4,360/1,748/1,408
Wheelbase	mm	2,660
Track, front/rear	mm	1,470/1,497
Ground clearance	mm	–
Turning circle	m	10.7
Tank capacity	approx ltr	53
Cooling system incl heater	ltr	8.2
Engine oil	ltr	6.5
Transmission fluid	ltr	Lifetime
Final drive fluid	ltr	Lifetime
Weight, unladen, to EU ¹	kg	1,560
Max load to DIN	kg	440
Max permissible weight to DIN	kg	1,925
Max axle load, front/rear	kg	945/1,030
Max trailer load ² , braked (12%)/unbraked	kg	–/–
Max roof load/max trailer downl	kg	75
Lug comp capacity ISO 3832	ltr	370
Air drag	cd x A	0.32 x 2.10
Power Unit		
Configuration/No of cyls/valves		Straight/6/4
Fuel supply		MSD80
Capacity, effective	cc	2,979
Stroke/bore	mm	89.9/84.0
Compression	: 1	10.2
Fuel grade		RON 95–98
Max output	kW/hp	225/306
At	rpm	5,800
Max torque	Nm/lb-ft	400/295
At	rpm	1,300–5,000
Electrical System		
Battery/installation	Ah/–	70/luggage comp
Alternator	A/W	180/2,520
Chassis and Suspension		
Suspension, front		Double-joint tiebar spring strut axle, aluminium
Suspension, rear		Five-arm axle, lightweight steel
Brakes, front		six-piston fixed callipers disc brakes
Diameter	mm	Vented/338 x 26
Brakes, rear		two-piston fixed callipers disc brakes
Diameter	mm	Vented/324 x 22
Driving stability systems		ABS, CBC, ASC, DSC, DTC, DBC
Steering		Rack-and-pinion
Steering ratio, overall	: 1	16.0
Type of steering		G
Gear ratios	I	: 1 4.055
	II	: 1 2.396
	III	: 1 1.582
	IV	: 1 1.192
	V	: 1 1.0
	VI	: 1 0.872
	R	: 1 3.677
Final drive	: 1	3.08
Tyres, front		215/40 R18 85Y RSC
Tyres, rear		245/35 R18 88Y RSC
Rims, front		7.5J x 18 light-alloy
Rims, rear		8.5J x 18 light-alloy
Performance		
Power-to-weight ratio to DIN	kg/kW	6.6
Output per litre	kW/hp	75.5/102.7
Acceleration 0–100 km/h	sec	5.3
standing start km	sec	24.6
80–120 km/h in 4 th /5 th gear	sec	5.0/6.0
Top speed	km/h	250
Fuel Consumption in EU Cycle		
Urban	ltr/100 km	13.0
Extra-urban	ltr/100 km	7.0
Composite	ltr/100 km	9.2
CO ₂	g/km	220
Miscellaneous		
Emission category		EU4

¹Weight of vehicle in road trim (DIN) plus 75 kg for driver and baggage.

²May be increased under certain conditions.

BMW 1 Series Coupé 120d, 123d.

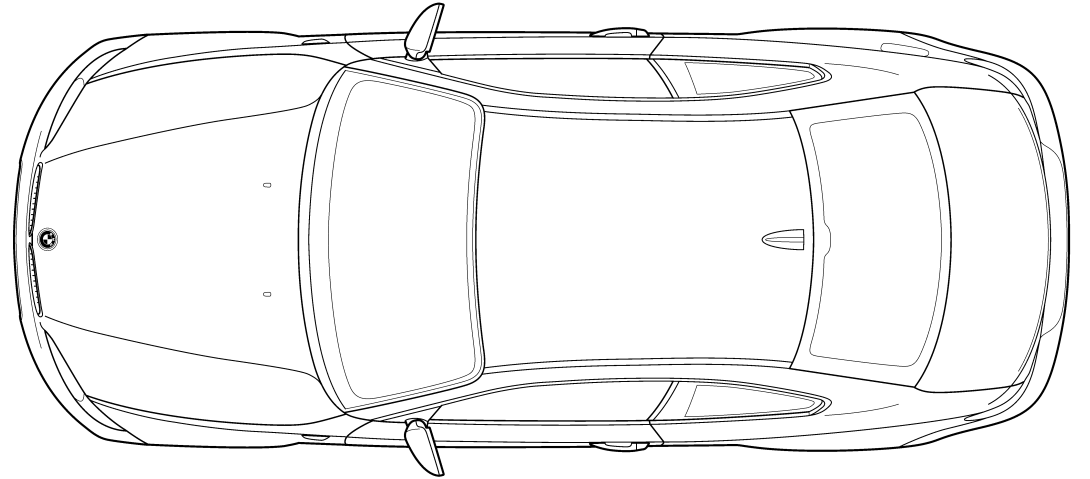
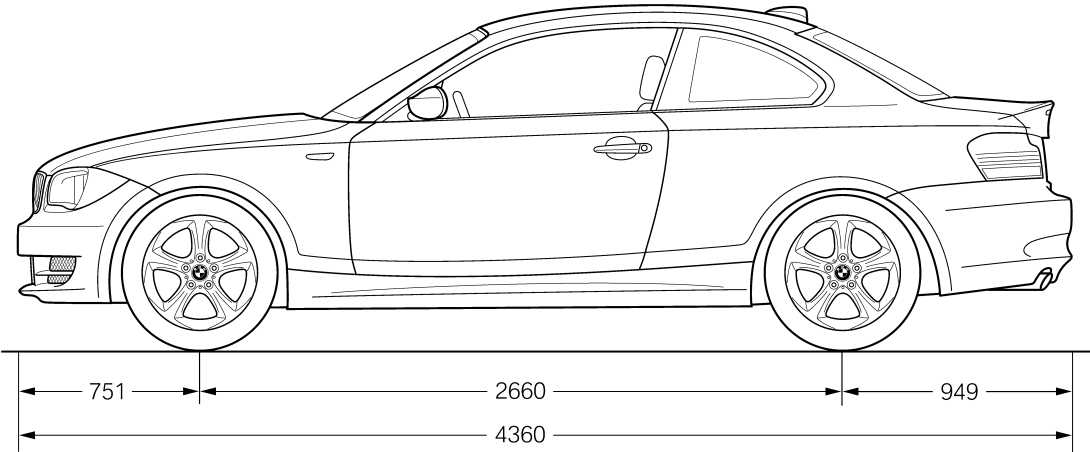
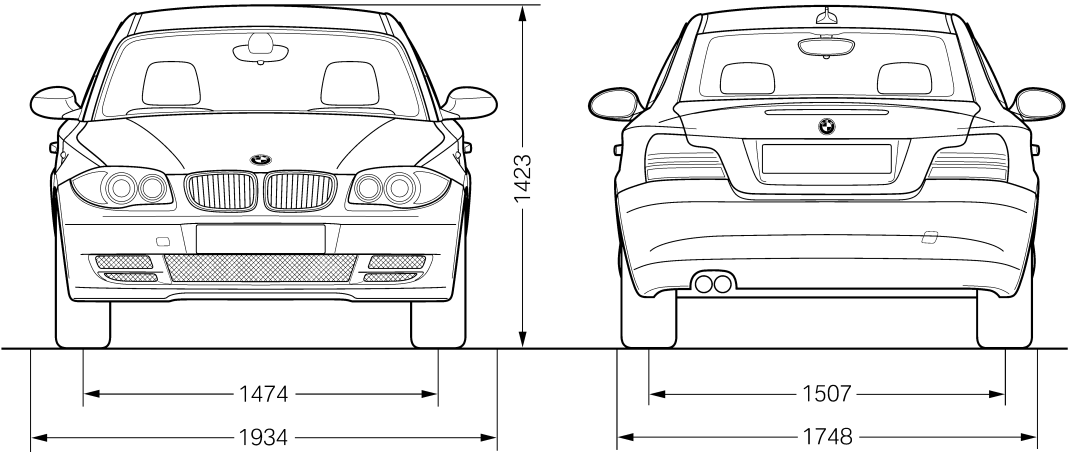
Body		120d	123d
No of doors/seats		2/4	2/4
Length/width/height (unladen)	mm	4,360/1,748/1,423	4,360/1,748/1,423
Wheelbase	mm	2,660	2,660
Track, front/rear	mm	1,484/1,517	1,484/1,517
Ground clearance	mm	–	–
Turning circle	m	10.7	10.7
Tank capacity	approx ltr	51	51
Cooling system incl heater	ltr	7.2 (7.5)	7.2
Engine oil	ltr	5.5	5.5
Transmission fluid	ltr	Lifetime	Lifetime
Final drive fluid	ltr	Lifetime	Lifetime
Weight, unladen, to EU ¹	kg	1,450 (1,455)	1,495
Max load to DIN	kg	440	440
Max permissible weight to DIN	kg	1,815 (1,820)	1,860
Max axle load, front/rear	kg	895/985	925/1,000
Max trailer load ²			
braked (12%)/unbraked	kg	1,200/720	1,200/740
Max roof load/max trailer downl	kg	75/75	75/75
Lug comp capacity ISO 3832	ltr	370	370
Air drag	cd x A	0.30 x 2.10	0.30 x 2.10
Power Unit			
Configuration/No of cyls/valves		Straight/4/4	Straight/4/4
Fuel supply		DDE 71	DDE 71
Capacity, effective	cc	1,995	1,995
Stroke/bore	mm	90/84	90/84
Compression	: 1	16.0	16.0
Fuel grade		Diesel	Diesel
Max output	kW/hp	130/177	150/204
at	rpm	4,000	4,400
Max torque	Nm/lb-ft	350/258	400/295
at	rpm	1,750–3,000	2,000–2,250
Electrical System			
Battery/installation	Ah/–	80/Luggage comp	80/Luggage comp
Alternator	A/W	180/2,520	180/2,520
Chassis and Suspension			
Suspension, front		Double-joint tiebar spring strut axle, aluminium	
Suspension, rear		Five-arm axle, lightweight steel	
Brakes, front		Single-piston swing-calliper disc brakes	
Diameter	mm	Vented/300x 24	Vented/330 x 24
Brakes, rear		Single-piston swing-calliper disc brakes	
Diameter	mm	Vented/300 x 20	Vented/300 x 20
Driving stability systems		ABS, CBC, ASC, DSC, DTC, DBC	
Steering			Rack-and-pinion
Steering ratio, overall	: 1	16.0	16.0
Type of steering		H, wide (6HP19TU)	G, wide
Gear ratios	I	: 1	5.140 (4.171)
	II	: 1	2.830 (2.340)
	III	: 1	1.804 (1.521)
	IV	: 1	1.257 (1.143)
	V	: 1	1.000 (0.867)
	VI	: 1	0.831 (0.691)
	R	: 1	4.638(3.403)
Final drive	: 1	2.56 (3.15)	2.65
Tyres, front		205/50 R17 89V RSC	205/50 R17 89W RSC
Tyres, rear		205/50 R17 89V RSC	205/50 R17 89W RSC
Rims, front		7J x 17 light-alloy	7J x 17 light-alloy
Rims, rear		7J x 17 light-alloy	7J x 17 light-alloy
Performance			
Power-to-weight ratio to DIN	kg/kW	10.6	9.5
Output per litre	kW/hp	65.2/88.7	75.2/102.3
Acceleration 0–100 km/h	sec	7.6 (7.8)	7.0
standing start km	sec	28.2 (28.1)	27.3
80–120 km/h in 4 th /5 th gear	sec	6.4 (-)	5.5
Top speed	km/h	228 (226)	238
Fuel Consumption in EU Cycle			
Urban	ltr/100 km	6.1 (7.2)	6.5
Extra-urban	ltr/100 km	4.1 (4.4)	4.4
Composite	ltr/100 km	4.8 (5.4)	5.2
CO ₂	g/km	128 (144)	138
Miscellaneous			
Emission category		EU4	EU4

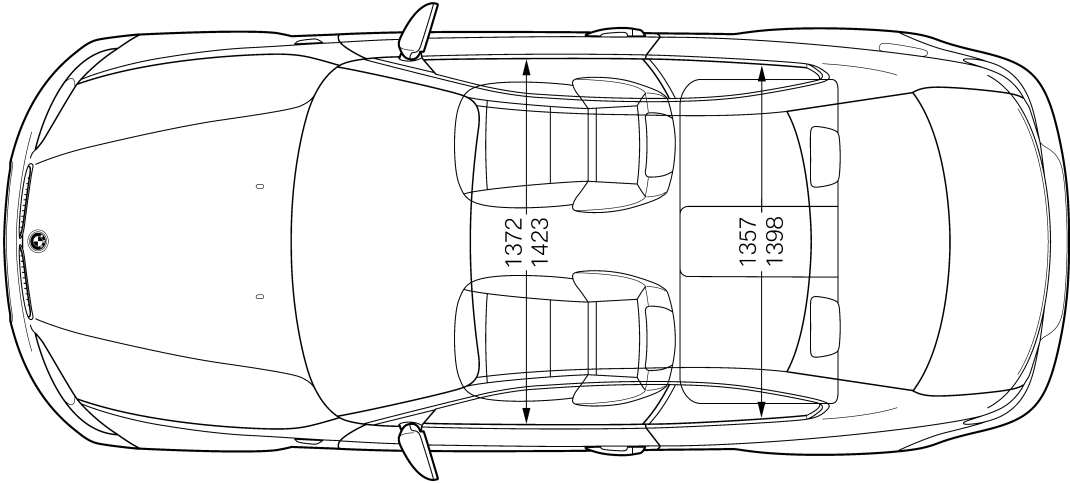
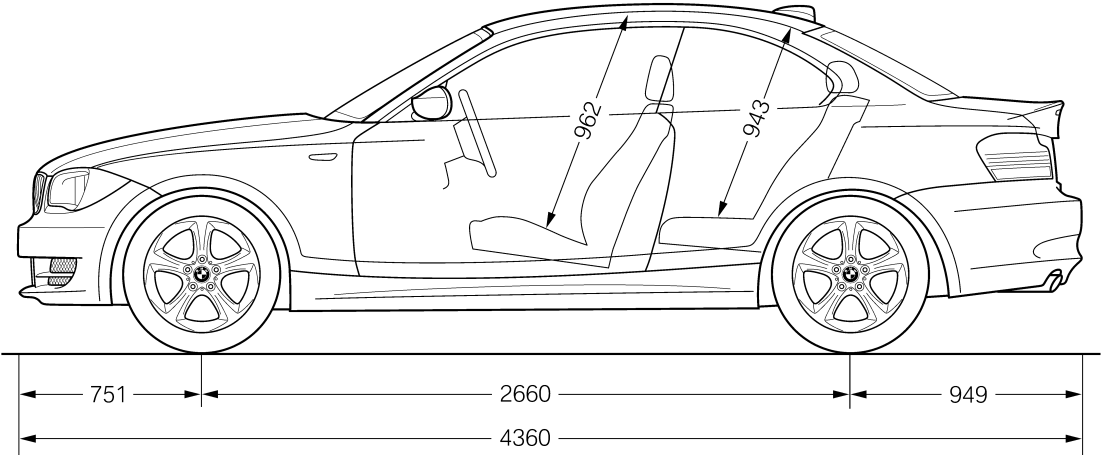
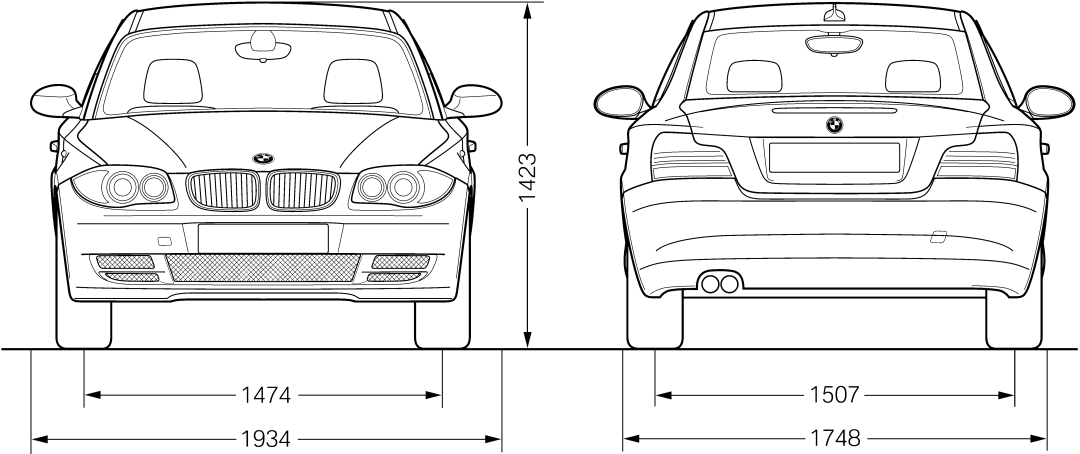
Figures in brackets apply to models with automatic transmission.

¹Weight of vehicle in road trim (DIN) plus 75 kg for driver and baggage.

²May be increased under certain conditions.

Exterior and Interior Dimensions.





Power and Torque Diagrams.

