

15 years of BMW X models. Table of contents.



1. Unstoppable on the road to success: 15 years of BMW X models.	
(Summary)	2
2. A new form of driving pleasure – the Sports Activity Vehicle: The first generation of the BMW X5.	8
3. The venture into a new segment: The first generation of the BMW X3.	14
4. More self assured and more versatile than ever: The second generation of the BMW X5.	20
5. Premiere of the Sports Activity Coupe: The first generation of the BMW X6.	26
6. High performance on any type of terrain: The BMW X5 M and the BMW X6 M.	32
7. Unlimited driving pleasure in the compact segment: The BMW X1.	36
8. Consistent advancement: The new BMW X3.	42
9. More power, more luxury, more innovations: The new BMW X5.	48
10. Dynamic, elegant – and once again the first of its kind: The BMW X4.	54
11. Irresistible and still unique: The new BMW X6.	60



1. Unstoppable on the road to success: 15 years of BMW X models. (Summary)

It all started with an X. This letter was first used as a model designation for a BMW automobile as early as in the mid-1980s to indicate that it featured four-wheel drive technology. The car's dual symmetry was the ideal allegory for the transmission of drive torque to all four wheels. 15 years ago, the letter X became the symbol of an entirely new vehicle category and, at the same time, of a very special form of driving pleasure. The BMW X5 made its debut as the world's first Sports Activity Vehicle, soon going on to conquer not only the road but also off-road terrain, whilst attracting additional target groups to the BMW brand. Once again the German premium automobile manufacturer had demonstrated its extraordinary sense for innovative and future-oriented vehicle concepts. The introduction of the BMW X5 in 1999 laid the foundation stone for the unique success story of BMW X models on automotive markets all over the world.

15 years further on, a complete BMW X family has developed from the pioneer of a new vehicle category. The brand's range now comprises five BMW X models. These are complemented by the two four-wheel drive high-performance sports cars of the BMW M GmbH, the BMW X5 M and the BMW X6 M. The BMW X5 is already the third generation of its kind to continue the story of success. The second generation of the Sports Activity Coupe BMW X6 and the BMW X3 are now being produced. The BMW X1 offers a guarantee of multi-faceted driving pleasure in the compact segment. And the BMW X4, a Sports Activity Coupe, now also combines superior dynamism with sporting elegance in the mid-range segment. Each of these models was the first premium vehicle of its kind within its competitive environment. And the range will continue to expand also in the years ahead. The BMW X7, an exceptionally large and luxurious model, is under development. The popularity of BMW X models, which contributed decisively towards BMW becoming one of the world's most successful producer of premium four-wheel drive automobiles, continues to increase consistently. To this day, more than 3.3 million BMW X models have been sold worldwide. Almost every third newly registered vehicle of the brand is now a BMW X model.

Uncompromising driving pleasure – also in four-wheel drive models.

The BMW X5 made an impressive start with a driving experience that was unique to models of the brand. It was characterised above all by the high

seating position and excellent handling both on the road and on off-road terrain. This was supplemented by the exceptionally spacious, variably utilisable and luxuriously equipped interior. From the very start, the unique position of the BMW X5 within the competitive environment of off-road vehicles was a result of its unparalleled driving dynamics. As opposed to conventional off-roaders, the BMW X5 featured a self-supporting safety body shell and independent suspension. The four-wheel drive system distributed drive torque to the front and rear wheels at a ratio of 38 : 62 percent. Thanks to the standard vehicle stability control feature DSC (Dynamic Stability Control), ADB-X (Automatic Differential Brake) and downhill control HDC (Hill Descent Control), the BMW X5 was equipped not only for sporty motoring, but also for the challenges of driving on off-road terrain.

From the beginning, power transmission to all four wheels was deployed by BMW not merely to optimise traction on unpaved roads and in adverse weather conditions, but also to enhance driving dynamics when taking bends. Therefore, in the case of the current models equipped with the intelligent four-wheel drive feature xDrive, and in contrast to other manufacturers who use four-wheel drive predominantly to compensate for traction losses experienced on front-wheel drive vehicles, BMW consistently adheres to the typical characteristics of the rear-wheel drive concept. In this way, even in normal driving situations most of the torque is transferred to where it is optimally transformed into vehicle dynamics – the rear wheels. As a result, the steering precision that is characteristic of a BMW also remains virtually free from drivetrain influences on four-wheel drive models. Moreover, when cornering at higher speeds, steering response is optimised through a targeted increase in torque delivered to the rear wheels.

The innovative combination of traction, dynamics and comfort that characterised the first-generation BMW X5 was in overwhelming demand above all in the USA, but also in Europe and other markets. By the middle of 2005, the 500,000th BMW X5 had rolled off the assembly line, with a total of almost 620,000 units of the first Sports Activity Vehicle being built at the BMW Spartanburg plant. Today, the production location in the US Federal State of South Carolina is the competence centre for BMW X models. The current model generations of the BMW X5, the BMW X6 and the BMW X3 as well as the BMW X4 are produced there. Also, the BMW X5 M and the BMW X6 M are “born in the USA”.

Proven concept, new segment and premiere of BMW xDrive: The BMW X3.

With the transfer of the SAV concept to a further vehicle segment in 2004, BMW became a pioneer yet again. With its more compact dimensions versus

the BMW X5 and its even more agile handling characteristics, the BMW X3 proved to be an absolute exception and remained the only premium vehicle in its class for many years. Furthermore, the BMW X3 featured a new kind of permanent power transmission to all four wheels – intelligent BMW xDrive. With its extremely fast responding, electronically controlled multiple disk clutch inside the transfer case and thanks to being interlinked with the vehicle stability control system DSC, the new system, which was simultaneously introduced on the BMW X5, offered unbeatably favourable prerequisites for variable, on-demand power transmission.

Characteristic driving pleasure, premium quality and, in addition, outstanding efficiency bestowed the BMW X3 with great popularity and numerous accolades. These included best ratings in the “Customer Satisfaction Index” (CSI) published by the J.D. Power market research institute and in the breakdown statistics of the Allgemeiner Deutscher Automobilclub (ADAC). Twice in succession, the BMW X3 was winner of the title “Four-wheel car of the year” and “Off-road vehicle of the year” in the readers’ poll conducted by the magazines “Auto Bild Allrad” and “Off Road” respectively. The first-generation BMW X3 was sold more than 600,000 times worldwide before being replaced by its successor in 2010.

Confidently continuing its predecessor’s success story: The second generation of the BMW X5.

In 2006, production of the second-generation BMW X5 began at the BMW Spartanburg plant. With enhanced spatial comfort, a luxurious ambience, even more superior drive technology as well as innovative suspension and driver assistant systems, the successor to the pioneer of the Sports Activity Vehicle again set new benchmarks within the broadened competitive environment of BMW X models. Moreover, the BMW X5 of the second generation was the brand’s first model that could be equipped with up to seven seats.

Cutting-edge eight- and six-cylinder petrol engines as well as outstandingly economical six-cylinder diesel power units in conjunction with extensive BMW EfficientDynamics technology ensured that the BMW X5 was able to combine its extraordinary qualities with fuel consumption and emission levels that were unparalleled in this vehicle and performance class. The high appeal of the large SAV was attested by numerous awards for design, safety and quality. In 2007, the BMW X5 received the design award “autonis” presented by the trade magazine “auto motor und sport” and a Gold Award in the J.D. Power North American customer satisfaction study. These were complemented in 2008 by a class victory in the “auto, motor und sport” readers’ poll “The Best Cars”. In 2007 and 2008, the US-American Insurance Institute for Highway Safety (IIHS) voted the car “Top Safety Pick” for outstanding crash test

behaviour. Furthermore, exceptionally high value retention became a trademark of the BMW X5. As a result, the German trade magazine "Auto Bild" voted it "Value Champion of the Year" both in 2007 and 2008. With almost 730,000 units sold worldwide, the second generation of the BMW X5 was again able to clearly outperform its predecessor's success.

Innovative concept for even greater driving pleasure: The Sports Activity Coupe BMW X6.

The successful establishment of the Sports Activity Vehicle concept in two vehicle segments was followed by further innovations with which BMW was able to further strengthen its unique position within the competitive environment of four-wheel drive vehicles. In the spring of 2008, BMW presented the world's first Sports Activity Coupe. The BMW X6, which from that time on was produced together with the BMW X5 at the BMW Spartanburg plant, underscored the handling dynamics that are typical of BMW X models in a particularly intensive way. Its design combined sporting elegance with a powerful presence. For an even sportier driving experience, the permanent four-wheel xDrive technology featured on this model was complemented for the first time by Dynamic Performance Control, additionally facilitating variable power distribution between the right and left rear wheels.

The first Sports Activity Coupe also assumed a pioneering role in the field of innovative BMW ActiveHybrid Technology. In the case of the BMW ActiveHybrid X6 presented in 2009, superior drive power was generated by an eight-cylinder petrol engine and two electric motors and transferred via the four-wheel drive system BMW xDrive to the front and rear axles as required. With a system output of 357 kW/485 hp, the BMW ActiveHybrid X6 was at market launch the world's most powerful series production model featuring hybrid drive.

Moreover, in the same year of 2009, two remarkable models were added to the range of high performance sports cars from BMW M GmbH. Inspired by the dynamic potential of BMW X models, developers showcased for the first time on four-wheel drive models the high-performance character associated with the letter M. A V8 power unit specially developed for the two exceptional athletes and featuring M TwinPower Turbo technology and an output of 408 kW/555 hp as well as an M-specific xDrive system including Dynamic Performance Control, formed the basis for an unmatched driving experience in BMW X5 M and BMW X6 M models.

The BMW X1: Role model for multi-faceted driving pleasure in the premium compact segment.

Since 2009, the driving pleasure typical of BMW X models can also be experienced in the compact segment. Thanks to the versatility, sportiness, high degree of agility and cutting-edge functionality of the BMW X1, it was possible to venture yet again into a whole new vehicle class. The compact BMW X model became the forerunner of this segment and a success all over the world, with more than 300,000 units being sold within two and a half years. The BMW X1 is produced at the BMW Leipzig plant. In addition, this model is now also built in collaboration with joint venture partner, Brilliance China Automotive Holdings Ltd., at the Shenyang plant. A total of more than 640,000 BMW X1 models have now been sold worldwide.

With five full-size seats and a 40:20:40 split-folding rear seatback as standard, the BMW X1 offers a generous and variably utilisable interior spatial concept. State-of-the-art engines with BMW TwinPower Turbo technology guarantee agility and efficiency. Depending on the engine variant, the BMW X1 can be equipped either with the intelligent four-wheel drive system xDrive or also with brand-typical rear-wheel drive. The 8-speed Steptronic transmission, which is unique in this vehicle class, is also available as an option. The high level of safety provided by the BMW X1 has been verified, inter alia, by the 5-star top rating in the Euro NCAP crash test. The BMW X1 has been presented with the “red dot award”, the “Auto Bild Design Award” and the “Design Trophy” awarded by the “Auto Zeitung” for its expressive styling. Furthermore, it is one of the most stable models in its class in terms of value retention. In 2010, it was bestowed with the “Value Champion” title awarded by “Auto Bild”.

Constant advancement: Next generation of the BMW X3, fresh impetus from the BMW X4.

Substantial advancements in all aspects relevant to unmistakable driving pleasure characterised the launch of the new BMW X3 in 2010. The second generation of the mid-range SAV model offers not only enhanced sportiness and efficiency, but also significantly more room and comfort as well as optimised functionality and innovative equipment features. The new BMW X3 also received the top 5-star rating in the Euro NCAP crash test, was able to secure numerous accolades for its design and in public surveys and was included in the list of “value champions”. The current engine range comprises three petrol and four diesel engines. Two model variants are available with rear-wheel drive, with BMW xDrive additionally ensuring on-demand power transmission.

Furthermore, BMW sets new impulses in the premium mid-range class with the first Sports Activity Coupe in this vehicle segment. The BMW X4 launched in 2014 combines the typical characteristics of a BMW X model with the sportingly elegant contours of a coupe of the brand. This model combines driving pleasure, sophistication and modern functionality in an inimitable way. The BMW X4 is offered with a choice of six engine variants and equipped as standard with BMW xDrive.

In top form at the peak of the segment: The new BMW X5 and the new BMW X6.

15 years after the premiere of the first edition, the BMW X5 is already continuing the success story of the Sports Activity Vehicle in its third generation. The new model is once again the benchmark of driving pleasure, efficiency, powerful design, versatility and luxury within the segment once established by BMW. The latest edition of the SAV is optionally available with seven seats. With the BMW X5 sDrive25d, a particularly efficient model variant featuring rear-wheel drive is being offered for the first time. Straight away, the new BMW X5 was winner of the "Goldene Lenkrad" awarded by "Auto Bild" and "Bild am Sonntag", repeating the success already achieved by the first generation in 2001.

The latest edition to the family of BMW X models is the new BMW X6. The second generation of the Sports Activity Coupe presents itself with increased design presence and enhanced sportiness as well as with a luxurious interior ambience and innovative equipment features. Optionally available adaptive suspension packages ensure – as with the BMW X5 – sportiness and made-to-measure comfort. Like the standard equipment options, the range of driver assistant systems and mobility services from BMW ConnectedDrive has been significantly extended.

Further information on official fuel consumption figures, specific CO₂ emission values and the electric power consumption of new passenger cars are included in the following guideline: "Leitfaden über Kraftstoffverbrauch, die CO₂-Emissionen und den Stromverbrauch neuer Personenkraftwagen" (Guideline for fuel consumption, CO₂ emissions and electric power consumption of new passenger cars), which can be obtained from all dealerships, from the Deutsche Automobil Treuhand GmbH (DAT), Hellmuth-Hirth-Str. 1, 73760 Ostfildern-Scharnhausen and at <http://www.dat.de/angebote/verlagsprodukte/leitfaden-kraftstoffverbrauch.html>. LeitfadenCO₂ (Guideline CO₂) (PDF – 2.7 MB)



2. A new form of driving pleasure - the Sports Activity Vehicle: The first generation of the BMW X5.

An offroad excursion, a ride along winding country roads and a lap of the race circuit: a typical test drive in the BMW X5, which was presented to international journalists in the autumn of 1999 for the first time, consisted of these three elements. And this programme aptly encompassed the true character of the new model. In the competitive environment of four-wheel drive, all-round vehicles BMW had developed a model that was able to convincingly master both rough terrain and the open road with excellent handling characteristics – this immediately propelled it into a unique, commanding position. The BMW X5 was well equipped to handle demanding tasks transporting heavy loads through gravel, sand or snow as well as providing sporty cornering and speedy progress along the autobahn. The BMW X5, with its unique wealth of qualities, became the founding father of a new category of vehicle – the Sports Activity Vehicle was born.

In contrast to conventional off-road vehicles of the day, the BMW X5 was equipped with a self-supporting safety body and benefited from independent suspension. The competition was confronted with a new set of standards, both in terms of driving dynamics as well as in the areas of active and passive safety. The vehicle breezed through the NCAP crash tests in Europe, the USA and Japan as well as the corresponding procedures of the American Insurance Institute for Highway Safety (IIHS), scoring top marks on each occasion. Its four-wheel drive system distributed torque in the ideal ratio of 38 : 62 between the front and the rear wheels. The Dynamic Stability Control system DSC, in combination with the Automatic Differential Brake ADB-X and the Hill Descent Control HDC, all fitted as standard equipment, ensure confident progress in offroad conditions and guarantee sporty yet safe driving when travelling on conventional roads. The large ground clearance and low centre of gravity both played a part in delivering the excellent handling characteristics the BMW X5 demonstrates on rough country tracks.

New proportions, new seating position, new driving experience.

This vehicle concept and the unique drive train and suspension technology in combination with the high seating position immediately endow the vehicle with an entirely new form of driving pleasure, typical of BMW. At an overall length of 4667 millimetres, the body of the Sports Activity Vehicle was about

15 centimetres shorter than the BMW 5 Series even though the two vehicles shared practically the same wheelbase. In terms of width, at 1 872 millimetres the BMW X5 exceeded even the luxury sedans in the BMW 7 Series by a few millimetres. At a height of over 1 707 millimetres, it clearly towered above all of the other models in the brand. At the same time, the BMW X5 demonstrated by far the best aerodynamic properties in the competitive environment with a C_d value of 0.36. A further benefit was the exceptionally spacious, versatile and luxuriously appointed interior. Another BMW innovation was the horizontally split tailgate, which greatly eased the burden of loading the luggage compartment. “BMW parado X” was the headline in the respected German magazine Auto Bild after the first test drive in the BMW X5. The journalists went on to enthusiastically report in detail on the all-round qualities and the driving dynamics of the new model.

After the launch, which took place at the international motor shows in Detroit and Geneva, production started at the BMW Spartanburg plant. Production in South Carolina had been planned from the very beginning, because even at that time the principle of “production follows the market” was being practiced. And it was suspected that the strongest interest in the new Sports Activity Vehicle would be shown in the United States, rightly so, as events have confirmed. But in Europe too, strong demand was evident from the very beginning. In the summer of 2005, the 500,000th BMW X5 rolled off the production line in Spartanburg.

A top model with a V8 power unit and, for the first time, a four-wheel drive diesel model.

A V8 engine and two straight six-cylinder engines were the power units available to the first-generation BMW X5. This drive portfolio was associated with two premieres: The BMW X5 was the brand’s first model, in which four-wheel drive could be combined with a V8 and also with a diesel engine. The 4.4-litre eight-cylinder engine, brought to market directly before the launch, produced 210 kW/286 hp and accelerated the Sports Activity Vehicle from zero to 100 km/h in 7.5 seconds. In conjunction with the optional Sport Package, a top speed of 230 km/h could be achieved. This top model was fitted with a five-speed automatic transmission with Steptronic as standard equipment. This was also available for the six-cylinder models as an option. They were equipped as standard with a five-speed manual transmission. The six-cylinder petrol engine developed 170 kW/231 hp, while the straight six-cylinder diesel produced 135 kW/184 hp.

Shortly before the European launch of the BMW X5 in 2000, a spectacular concept version of the Sports Activity Vehicle was presented at the Geneva Motor Show. The BMW X5 Le Mans boasted a 515 kW/700 hp twelve-

cylinder engine under the bonnet. The power unit came originally from the BMW V12 LMR, which had won the Le Mans 24-hour race the year before. Racing driver Hans-Joachim Stuck demonstrated the potential of the concept vehicle on the Nürburgring-Nordschleife, which he lapped in 7:49 minutes. The increase in power which the production models of the BMW X5 enjoyed from 2002 onwards was slightly less extreme, but by no means less effective. The BMW X5 4.6is was introduced as the first new top model. Its V8 engine developed an output of 255 kW/347 hp. As part of a model update in 2003, which among other things left the Sports Activity Vehicle with subtly modified front features, new headlights and rear light clusters, the performance of the BMW X5 4.4i was increased to 235 kW/320 hp. The BMW X5 3.0d received a new, straight six-cylinder diesel engine, now rated at 160 kW/218 hp, with the very latest in Common Rail direct injection. A year later, the level of sportiness and supreme confidence at the top of the model range had been raised yet again. An increase in cylinder capacity boosted the V8 engine in the BMW X5 4.8is to new heights, enabling it to deliver 265 kW/360 hp. The two eight-cylinder models were now fitted as standard with six-speed automatic transmissions, both six-cylinder versions were equipped with six-speed manual transmissions.

A significant innovation was the introduction of BMW xDrive, the intelligent four-wheel system, to the BMW X5. Instead of the central differential with a planetary gear arrangement, an electronically controlled multi-plate clutch was deployed, which allowed a variable distribution of drive torque between the front and rear axles. Furthermore, the four-wheel drive system was now networked for the first time with DSC Dynamic Stability Control. In order to determine the optimal distribution of torque, the data provided by the DSC sensors could now be taken into account. This gave the vehicle the ability to recognise any tendency to over- or understeer at a very early stage. This capacity to anticipate and adapt the torque distribution was used not only to optimise traction in challenging road conditions, but also to enhance driving stability and driving dynamics on typical roads.

By virtue of its all-round qualities, the first-generation BMW X5 proved to be a popular emergency vehicle for the police, fire and rescue services. It was also available as a special protection vehicle with a specifically reinforced body and individual additional equipment. Production of the first Sports Activity Vehicle ended in the autumn of 2006. Almost 620,000 BMW X5 vehicles had been sold throughout the world by that time.

Specifications. BMW X5, 1999.



BMW X5.

Dimensions

Length	4 667 mm
Width	1 872 mm
Height	1 707 mm
Wheelbase	2 820 mm
Ground clearance	180 mm
Luggage compartment volume	450 – 1 550 litres

Power transmission/Suspension

Transmission	5-speed manual transmission (5-speed automatic)
Front axle	Double-joint spring strut axle with stabiliser and gas pressure dampers
Rear axle	Integral rear axle with air suspension
Brakes	Internally ventilated disk brakes at front and rear
Four-wheel drive system	Permanent four-wheel drive with central differential of planetary design, power transmission in ratio of of 38: 62 between the front and rear axles. From 2003: Intelligent four-wheel drive BMW xDrive with electronically controlled multiple disk clutch, networked with DSC Dynamic Stability Control for variable on-demand power distribution.

Model variants

BMW X5 4.4i (1999)

Engine

Config/Number of cylinders	V 8
----------------------------	-----

Fuel	Premium-grade petrol
Capacity	4 398 cc
Max. output	210 kW/286 hp at 5 400 min ⁻¹
Max. torque	440 Nm at 3 600 min ⁻¹

Weight/Performance/Consumption

Unladen weight (DIN)	2 095 kg
Top speed	207 km/h (230 km/h with sport package)
Acceleration 0–100 km/h	7.5 sec
Consumption (EU combined cycle)	13.9 ltr

BMW X5 3.0i (1999)

Engine

Config/Number of cylinders	R 6
Fuel	Premium-grade petrol
Capacity	2 979 cc
Max. output	170 kW/231 hp at 5 900 min ⁻¹
Max. torque	300 Nm at 3 500 min ⁻¹

Weight/Performance/Consumption

Unladen weight (DIN)	1 990 kg
Top speed	202 km/h (215 km/h with sport package)
Acceleration 0–100 km/h	8.5 sec
Consumption (EU combined cycle)	12.7 ltr

BMW X5 3.0d (2000)

Engine

Config/Number of cylinders	R 6
Fuel	Diesel
Capacity	2 926 cc
Max. output	135 kW/184 hp at 4 000 min ⁻¹
Max. torque	410 Nm at 2 000 min ⁻¹

Weight/Performance/Consumption

Unladen weight (DIN)	2 095 kg
Top speed	200 km/h
Acceleration 0–100 km/h	10.1 sec
Consumption (EU combined cycle)	8.7 ltr

BMW X5 4.6is (2002)

Engine

Config/Number of cylinders	V 8
Fuel	Premium-grade petrol

Capacity	4 619 cc
Max. output	255 kW/347 hp at 5 700 min ⁻¹
Max. torque	480 Nm at 3 700 min ⁻¹

Weight/Performance/Consumption

Unladen weight (DIN)	2 105 kg
Top speed	240 km/h
Acceleration 0–100 km/h	6.5 sec
Consumption (EU combined cycle)	14.9 ltr

BMW X5 4.8is (2004)

Engine

Config/Number of cylinders	V 8
Fuel	Premium-grade petrol
Capacity	4 799 cc
Max. output	265 kW/360 hp at 6 200 min ⁻¹
Max. torque	500 Nm at 3 500 min ⁻¹

Weight/Performance/Consumption

Unladen weight (DIN)	2 200 kg
Top speed	246 km/h
Acceleration 0–100 km/h	6.1 sec
Consumption (EU combined cycle)	13.5 ltr

3. The venture into a new segment: The first generation of the BMW X3.



The concept of the Sports Activity Vehicle was too attractive and too successful to remain limited to just one model. Therefore, an early decision was made to transfer the combination of versatility and sporty driving characteristics that is typical of an SAV to a further vehicle segment and capture additional target groups. The sales successes achieved by the BMW X5 both in the USA and in Europe gave clear indication of the enormous international popularity of the unmistakable SAV concept and the dynamic growth within the market segment of off-road vehicles. Whilst the BMW X3 was under development, the target was pursued of assuming a pioneering role also within the competitive environment of four-wheel drive mid-range vehicles offering characteristic SAV virtues, premium quality and brand-typical driving pleasure.

The BMW X3 was first presented to the public at the Frankfurt International Motor Show in 2003. In the following spring, the Austrian manufacturing partner Magna Steyr in Graz commenced with production of the vehicle. With its more compact dimensions versus the BMW X5 and its even more agile handling characteristics, the BMW X3 proved to be an absolute exception, remaining the only premium vehicle in its class for many years.

The BMW X3's exciting agility went hand in hand with outstanding driving safety and a high degree of comfort. As a result, the brand-typical driving experience was expressed in a new form characterised by increased ride height and a higher seating position. Moreover, the second SAV model also benefited from a low centre of gravity and favourable aerodynamic characteristics. With exterior dimensions of 4 565 millimetres in length, 1 853 millimetres in width, 1 674 millimetres in height and a wheelbase of 2 795 millimetres, the BMW X3 was positioned in terms of size between the BMW X5 and the BMW 3 Series Touring. Ride height was 201 millimetres. The luggage compartment capacity could be increased from 480 to as much as 1 560 litres. In this respect, the BMW X3 was even superior to its "big brother".

Premiere of intelligent four-wheel drive: Maximum agility, traction and vehicle stability thanks to BMW xDrive.

The latest version of the four-wheel drive concept contributed to the BMW X3's outstandingly agile and safe handling characteristics in a very special way.

The new SAV was the brand's first model on which the system BMW xDrive was responsible for the permanent transmission of drive torque to all four rear wheels right from the start. With its extremely fast responding, electronically controlled multiple disk clutch inside the transfer case and thanks to being interlinked with the vehicle stability control system DSC, the new system offered unbeatably favourable prerequisites for variable, on-demand power transmission.

For the first time, it was possible to analyse the driving situation taking into consideration not only wheels speeds, but also the data provided by the DSC pertaining to steering angle, accelerator pedal position and lateral acceleration, including the driving situation calculated from it. Thanks to the detailed analysis of the driving condition, the xDrive system was even able to respond proactively – this being the basis for its status as the world's only intelligent four-wheel drive concept. In contrast to conventional four-wheel drive systems, which only react to wheel spin when it has already arisen, xDrive was able to anticipate at an early stage any tendency to oversteer or understeer, using the data supplied by DSC, and to respond proactively through redistribution of torque.

Powerful and efficient: Three straight six-cylinder engines at market launch.

At market launch, the BMW X3 was available with three straight six-cylinder engines. In addition to a 2.5-litre version with 141 kW/192 hp, a 3-litre petrol engine with 170 kW/231 hp was available for the BMW X3 3.0i, which accelerated from 0-100 km/h in 7.8 seconds. The 150 kW/204 hp 3-litre turbo diesel under the bonnet of the BMW X3 3.0d took a mere tenth of a second longer. Thanks to second-generation Common Rail direct injection, it was also impressively efficient, with an average fuel consumption of just 8.4 litres/100 km. A five-speed automatic transmission was available as an alternative to the standard six-speed manual transmission.

A year after the launch, the drive portfolio was supplemented by a four-cylinder diesel engine that was extensively modified within the framework of a model upgrade in 2006, which also incorporated a new six-speed automatic transmission, and once again supplemented in 2009. Ultimately, there was a choice of three petrol engines and four diesel engines, with a diesel power unit assuming for the first time in a BMW model the role as the most powerful engine in the range: The new straight six-cylinder BMW X3 3.0sd with multi-stage turbo charging sprinted from 0-100/km in just 6.6 seconds.

Bestseller with best ratings for safety and reliability.

Driving pleasure, premium quality and exemplary efficiency helped the BMW X3 become highly popular and exceedingly successful in independent surveys. The vehicle was honoured by experts many times for outstanding safety, customer satisfaction and reliability. The US-American Insurance Institute for Highway Safety (IIHS) voted it “Top Safety Pick” of the year 2008. Among other accolades, it received best ratings in the “Customer Satisfaction Index” (CSI) published by the J.D. Power research institute and in the breakdown statistics of the Allgemeiner Deutscher Automobilclub (ADAC). Twice in succession, the BMW X3 was winner of the title “Four-wheel car of the year” and “Off-road vehicle of the year” in the readers’ poll conducted by the magazines “Auto Bild Allrad” and “Off Road” respectively.

Similar to the BMW X5, the BMW X3 was successfully deployed as an emergency vehicle for police forces, fire departments and rescue services in a number of countries. In June 2008, the 500,000th BMW X3 rolled off the assembly line in Graz. A total of almost 615,000 units were sold before launch of the next generation in 2010.

Specifications. BMW X3, 2003.



BMW X3.

Dimensions

Length	4 565 mm
Width	1 853 mm
Height	1 674 mm
Wheelbase	2 795 mm
Ground clearance	201 mm
Luggage compartment capacity	480 – 1 560 litres

Power transmission/Suspension

Transmission	6-speed manual (5-speed automatic)
Front axle	Double-joint spring strut axle with stabiliser and gas pressure dampers
Rear axle	Integral rear axle with stabiliser and gas pressure dampers
Brakes	Internally ventilated disk brakes at front and rear
Four-wheel drive system	Intelligent four-wheel drive BMW xDrive with electronically controlled multiple disk clutch; networked with DSC Dynamic Stability Control for variable on-demand power distribution

Model variants

BMW X3 3.0i (2003)

Engine

Config/Number of cylinders	R 6
Fuel	Premium-grade petrol
Capacity	2 979 cc
Max. output	170 kW/231 hp at 5 900 min ⁻¹
Max. torque	300 Nm at 3 500 min ⁻¹

Weight/Performance/Consumption

Unladen weight (DIN)	1 760 kg
Top speed	210 km/h (224 km/h with sport package)
Acceleration 0–100 km/h	7.8 sec
Consumption (EU combined cycle)	11.4 ltr
CO ₂ emission rating	276 g/km

BMW X3 2.5i (2003)

Engine

Config/Number of cylinders	R 6
Fuel	Premium-grade petrol
Capacity	2 494 cc
Max. output	141 kW/192 hp at 6 000 min ⁻¹
Max. torque	245 Nm at 3 500 min ⁻¹

Weight/Performance/Consumption

Unladen weight (DIN)	1 740 kg
Top speed	208 km/h
Acceleration 0–100 km/h	8.9 sec
Consumption (EU combined cycle)	11.2 ltr
CO ₂ emission rating	272 g/km

BMW X3 3.0d (2003)

Engine

Config/Number of cylinders	R 6
Fuel	Diesel
Capacity	2 993 cc
Max. output	150 kW/204 hp at 4 000 min ⁻¹
Max. torque	410 Nm at 1 500 min ⁻¹

Weight/Performance/Consumption

Unladen weight (DIN)	1 850 kg
Top speed	210 km/h (218 km/h with sport package)
Acceleration 0–100 km/h	7.9 sec
Consumption (EU combined cycle)	8.4 ltr
CO ₂ emission rating	224 g/km

BMW X3 3.0sd (2006)

Engine

Config/Number of cylinders	R 6
Fuel	Diesel
Capacity	2 993 cc
Max. output	210 kW/286 hp at 4 400 min ⁻¹
Max. torque	580 Nm at 1 750 min ⁻¹

Weight/Performance/Consumption

Unladen weight (DIN)	1 875 kg
Top speed	240 km/h
Acceleration 0–100 km/h	6.6 sec
Consumption (EU combined cycle)	8.7 ltr
CO ₂ emission rating	232 g/km

BMW X3 2.0d (2006)

Engine

Config/Number of cylinders	R 4
Fuel	Diesel
Capacity	1 995 cc
Max. output	110 kW/150 hp at 4 000 min ⁻¹
Max. torque	330 Nm at 2 000 min ⁻¹

Weight/Performance/Consumption

Unladen weight (DIN)	1 745 kg
Top speed	1980 km/h
Acceleration 0–100 km/h	10.2 sec
Consumption (EU combined cycle)	7.2 ltr
CO ₂ emission rating	191 g/km



4. More self assured and more versatile than ever: The second generation of the BMW X5.

At its world premiere at the Mondial de l'Automobile in Paris in 2006, the second generation of the BMW X5 stood centre stage – even sportier, even more versatile and even more luxurious. This new edition of the vehicle, which pioneered the segment, single-mindedly drove the concept of the Sports Activity Vehicle forward. The palpable progress made in the disciplines which define the BMW X models elevated the new BMW X5 to a position of splendid sovereignty. The new model, like its predecessor, was produced in America at the BMW plant in Spartanburg. The first new BMW X5s were delivered to customers in the United States in November 2006. The European launch followed in March 2007.

Seven seats and a wealth of innovations.

Clear-cut lines, harmonious proportions and powerfully sculpted surfaces endowed the new BMW X5 with a striking presence and a sporty, elegant appearance. The new vehicle had grown in comparison to its predecessor – it was 18.7 centimetres longer, 6.1 centimetres wider and the wheelbase had increased by 11.3 centimetres. The interior gained more space, comfort was optimised and passengers experienced a particularly luxurious ambience. In addition, the second-generation BMW X5 was the first of the brand's models which could be equipped with seven seats.

The new BMW X5's standard equipment included the iDrive system with its control display harmoniously integrated into the dashboard and bookmark buttons, the first time this feature had been made available. The six-speed automatic transmission, now standard on all models, was operated by an electronic gear selector on the centre console. In addition to a reversing camera, the BMW Head-Up Display also made its premiere in the competitive environment led by the BMW X models. As the first model in its segment, the BMW X5 was available equipped with Active Steering and the Adaptive Drive system, including electronically controlled dampers and roll stabilisation. A further innovation in this class of vehicle was the use of runflat tyres with emergency running properties, which were fitted as standard equipment.

The BMW X5 was able to combine its exceptional qualities with excellent fuel consumption and emission values, unheard of in this class and performance of vehicle, thanks to extensive BMW Efficient Dynamics technology working with modern eight- and six-cylinder petrol engines as well as outstandingly

economic six-cylinder diesel engines. At the time of the launch, a V8 engine with 261 kW/355 hp, a straight six-cylinder petrol engine delivering 200 kW/272 hp and a 173 kW/235 hp straight six-cylinder diesel were available. The refined interaction of the BMW xDrive four-wheel drive system and the DSC Dynamic Stability Control in the ICM Integrated Chassis Management ensured an even more precise control of the way power was channelled from the engine to the road.

The portfolio of engines was expanded in 2007 to include a diesel power unit with multi-stage turbocharging, before undergoing complete renewal in 2010 as part of a model update. At the same time, the eight-speed automatic transmission was introduced to the BMW X5. Furthermore, this Sports Activity Vehicle became the inspiration for a completely new category of vehicle. In 2012, the BMW X5 50d became one of the first BMW M Performance automobiles. A 280 kW/381 hp, triple turbocharged, straight six-cylinder diesel engine, chassis technology carefully tuned to the performance characteristics of the new engine with the typical precision of the M engineers, and an aerodynamically optimised body ensured that this model generated an entirely new form of driving pleasure, marked by agility and emotion.

Attractive, safe and extremely versatile.

Numerous prizes and accolades, awarded for design, safety and quality underlined the enhanced appeal of this large SAV. The BMW X5 received the “autonis” 2007 Design Award from the respected German trade magazine “auto motor und sport” and a Gold Award from the JD Power customer satisfaction survey in North America. These were complemented in 2008 by the Best in Class Prize, awarded by the readers of “auto, motor und sport”, voting in the “Best Cars Survey”. The US-based Insurance Institute for Highway Safety (IIHS) declared the vehicle in both 2007 and 2008 to be the “Top Safety Pick” based upon its outstanding crash test results. Its impressively high level of value retention became a further hallmark of the BMW X5. The widely-read German magazine “Auto Bild” awarded the vehicle the title “Value Champion of the Year”, both in 2007 and 2008.

The second generation BMW X5 also demonstrated its versatility, serving as an emergency vehicle for the police as well as for the ambulance and fire services. In addition, the model served as the platform for special protection vehicles that were available from BMW in two different classes of protection.

The immediate, very strong demand for the new BMW X5 was an important factor which contributed in 2007 to BMW gaining, for the first time, the position of the world's most successful manufacturer of four-wheel drive premium automobiles. In June 2010, the mark of one million units of the

BMW X5 produced, was passed in Spartanburg. Almost 400,000 of these consisted of the second generation of the SAV, whose popularity continued to grow unabated over the following years, setting a record by the end of production in 2013. With nearly 730,000 units sold worldwide, the second generation BMW X5 impressively topped its predecessor's remarkable success story.

Specifications. BMW X5, 2006.



BMW X5.

Dimensions

Length	4 854 mm
Width	1 933 mm
Height	1 766 mm
Wheelbase	2 933 mm
Ground clearance	212 mm
Luggage compartment capacity	620 – 1 750 litres

Power transmission/Suspension

Transmission	6-speed automatic transmission
Front axle	Double-joint spring strut axle with stabiliser and gas pressure dampers
Rear axle	Integral rear axle with air suspension
Brakes	Internally ventilated disk brakes at front and rear
Four-wheel drive system	Intelligent four-wheel drive BMW xDrive with electronically controlled multiple disk clutch; networked with DSC Dynamic Stability Control within ICM (Integrated Chassis Management) with optimised control structure for variable on-demand power distribution

Model variants

BMW X5 4.8i (2006)

Engine

Config/Number of cylinders	V 8
Fuel	Premium-grade petrol
Capacity	4 799 cc
Max. output	261 kW/355 hp at 6 300 min ⁻¹

Max. torque 475 Nm at 3 400 – 3 800 min⁻¹

Weight/Performance/Consumption

Unladen weight (DIN)	2 170 kg
Top speed	240 km/h (242 km/h with sport package)
Acceleration 0–100 km/h	6.5 sec
Consumption (EU combined cycle)	12.5 ltr
CO ₂ emission rating	299 g/km

BMW X5 3.0si (2006)

Engine

Config/Number of cylinders	R 6
Fuel	Premium-grade petrol
Capacity	2 996 cc
Max. output	200 kW/272 hp at 6 650 min ⁻¹
Max. torque	315 Nm at 2 750 min ⁻¹

Weight/Performance/Consumption

Unladen weight (DIN)	2 050 kg
Top speed	225 km/h
Acceleration 0–100 km/h	8.1 sec
Consumption (EU combined cycle)	10.9 ltr
CO ₂ emission rating	260 g/km

BMW X5 3.0d (2006)

Engine

Config/Number of cylinders	R 6
Fuel	Diesel
Capacity	2 993 cc
Max. output	173 kW/235 hp at 4 000 min ⁻¹
Max. torque	520 Nm at 2 000 – 2 750 min ⁻¹

Weight/Performance/Consumption

Unladen weight (DIN)	2 105 kg
Top speed	216 km/h
Acceleration 0–100 km/h	8.3 sec
Consumption (EU combined cycle)	8.7 ltr
CO ₂ emission rating	231 g/km

BMW X5 xDrive40d (2010)

Engine

Config/Number of cylinders	R 6
Fuel	Diesel
Capacity	2 993 cc
Max. output	225 kW/306 hp at 4 400 min ⁻¹
Max. torque	600 Nm at 1 500 – 2 500 min ⁻¹

Weight/Performance/Consumption

Unladen weight (DIN)	2 110 kg
Top speed	236 km/h
Acceleration 0–100 km/h	6.6 sec
Consumption (EU combined cycle)	7.5 ltr
CO ₂ emission rating	198 g/km



5. Premiere of the Sports Activity Coupe: The first generation of the BMW X6.

After the successful establishment of the Sports Activity Vehicle in two vehicle segments, further innovations followed with which BMW consistently strengthened its unique position within the competitive environment of four-wheel drive vehicles. In the spring of 2008, BMW presented the world's first Sports Activity Coupe. The BMW X6, which had been first shown to the public at the North American International Auto Show (NAIAS) in Detroit and which from that time on was also produced together with the BMW X5 at the BMW Spartanburg plant, underscored the handling dynamics that are typical of BMW X models in a particularly intensive way. In keeping with this, its body design boasted not only the powerful presence of a BMW X model, but also the sportingly elegant lines that are typical of a coupe of the brand. At the same time, the coupe-like roofline flowing back to the rear was combined for the first time with four doors and a large tailgate as well as increased ground clearance. With its innovative design and exceptional driving characteristics, the first-generation BMW X6 became the founder of an entirely new vehicle segment. Having no directly comparable competitors, the BMW X6 met right from the very beginning with overwhelming response in all relevant automotive markets.

Due to its standalone body design, the BMW X6 had a smaller luggage compartment than the BMW X5. However, a wide-opening, upward swinging tailgate and a 60 : 40 split folding rear seatback ensured a high degree of variability. Furthermore, the interior was characterised by sportive luxury. The rear compartment of the BMW X6 offered two seats each with single-seat character. A rear seat bench designed for three passengers was added to the range in 2011. Upholstered kneepads located at the centre console indicated that the Sports Activity Coupe was focused towards a dynamic driving experience. Moreover, analogous to the BMW X5, the modern operating concept incorporating BMW iDrive and sophisticated driver assistant systems from BMW ConnectedDrive also promised driving pleasure at premium level.

Maximum cornering dynamics thanks to Dynamic Performance Control.

The permanent four-wheel system xDrive was supplemented for the first time on the BMW X6 by Dynamic Performance Control for an even sportier driving experience coupled with brand-typical dynamics on the road and maximum supremacy off-road. This system, which is integrated into the rear axle

transmission and also electronically controlled, facilitates variable distribution of power between the right and left rear wheels, actively accelerating the outer or inner wheel and thereby optimising in particular handling and safety in bends in a most unique way. Even at moderate speeds, Dynamic Performance Control effectuates a noticeable increase in steering precision, traction in bends and, as a result, the vehicle's agility. Moreover, the system enhances vehicle stability if a driver takes bends at high speeds, makes abrupt steering adjustments or decelerates suddenly, thereby permitting safe advancement into new dimensions in driving dynamics. In addition, Dynamic Performance Control also ensures even better traction on slippery or uneven road surfaces.

Furthermore, a newly developed V8 engine with twin supercharging technology and direct petrol injection was the second world premiere to be featured in the BMW X6. The eight-cylinder power unit, whose turbocharger and catalyst converter were located for the first time in the V-shaped space between the cylinder banks, generated a maximum power output of 300 kW/407 hp. At market launch, the remaining drive portfolio comprised a straight six-cylinder petrol engine and two diesel engines. All engines came as standard in combination with a six-speed automatic sport transmission that also permitted manual gearshift via shift paddles located on the steering wheel. In 2010, new six-cylinder engines were introduced together with the 8-speed Steptronic sport transmission. Thanks to this advanced drive technology and extensive BMW EfficientDynamics measures, the first-generation BMW X6 achieved fuel consumption and emission levels that were exemplary within its vehicle and performance class. 2012 saw the presentation of the BMW M Performance Automobile, which was also based on the Sports Activity Coupe. Likewise, the BMW X6 M50d also combined familiar M-style agility, precision and emotion with remarkable efficiency.

Founder of a new segment and pioneer of BMW ActiveHybrid technology.

The first Sports Activity Coupe also assumed a pioneer role in the field of innovative BMW ActiveHybrid technology. Under the bonnet of the BMW ActiveHybrid X6 presented in 2009, supreme power was generated by an eight-cylinder petrol engine and two electric motors and transferred on demand to the front and rear wheels via the four-wheel drive system BMW xDrive. With a total system power output of 357 kW/485 hp, the BMW ActiveHybrid X6 was at market launch the world's most powerful series production model featuring hybrid drive.

Thanks to its sophisticated design and fascinating driving dynamics, the first-generation BMW X6 managed to secure a number of major awards. When it

made its world debut at the NAIAS 2008 in Detroit, the BMW X6 was already bestowed with the renowned "Eyes On Design Award". After the BMW Concept X6 had won the Internet Auto Award "Carolina" in 2007, the same trophy went to the series production model in the years 2009 and 2010. In 2008, the Sports Activity Coupe was voted "Car of the Year" by the Asian edition of the UK trade magazine "Autocar", with the title "Car of the Year" also being awarded by the well-known car magazines "CAR Middle East" and "Autocar Middle East" the same year. In Germany in 2009, readers of the trade magazine "Off Road" voted the BMW X6 "Off-road Vehicle of the Year" in the category "Crossover". The following year, the vehicle seized double victory in this class together with the BMW X1. In addition, the BMW ActiveHybrid X6 was presented with the "Off Road" Eco Award for its innovative drive system. Likewise in 2010, the BMW X6 asserted itself in the "Auto Bild" readers' poll by winning the title "Four-wheel Drive Car of the Year".

Within three and a half years after being brought to market, more than 150,000 BMW X6 models were sold worldwide, this figure being significantly higher than originally planned. The great demand for the BMW X6 in automotive markets throughout the world became impressive validation of the extraordinary Sports Activity Coupe vehicle concept. When being replaced at the end of the production period in 2014, a total of almost 260,000 first-generation BMW X6 models had been sold.

Specifications. BMW X6, 2008.



BMW X6.

Dimensions

Length	4 877 mm
Width	1 983 mm
Height	1 690 mm
Wheelbase	2 933 mm
Ground clearance	212 mm
Luggage compartment capacity	570 – 1 450 litres

Transmission of power/Suspension

Transmission	6-speed automatic transmission
Front axle	Double-joint spring strut axle with stabiliser and gas pressure dampers
Rear axle	Integral rear axle with air suspension
Brakes	Internally ventilated disk brakes, front and rear
Four-wheel drive system	Intelligent four-wheel drive BMW xDrive with electronically controlled multiple disk clutch; Dynamic Performance Control for increased dynamics in bends through variable distribution of power between the rear wheels; networked with Dynamic Performance Control and DSC Dynamic Stability Control within ICM (Integrated Chassis Management)

Model variants

BMW X6 xDrive50i (2008)

Engine

Config/Number of cylinders	V 8
Fuel	Premium-grade petrol
Capacity	4 395 cc
Max. output	300 kW/407 hp at 5 500 – 6 400 min ⁻¹
Max. torque	600 Nm at 1 750 – 4 500 min ⁻¹

Weight/Performance/Consumption

Unladen weight (DIN)	2 190 kg
Top speed	250 km/h
Acceleration 0–100 km/h	5.4 sec
Consumption (EU combined cycle)	12.5 ltr
CO ₂ emission rating	299 g/km

BMW X6 xDrive35i (2008)

Engine

Config/Number of cylinders	R 6
Fuel	Premium-grade petrol
Capacity	2 979 cc
Max. output	225 kW/306 hp at 5 800 – 6 250 min ⁻¹
Max. torque	400 Nm at 1 300 – 5 000 min ⁻¹

Weight/Performance/Consumption

Unladen weight (DIN)	2 070 kg
Top speed	240 km/h
Acceleration 0–100 km/h	6.7 sec
Consumption (EU combined cycle)	10.9 ltr
CO ₂ emission rating	262 g/km

BMW X6 xDrive30d (2008)

Engine

Config/Number of cylinders	R 6
Fuel	Diesel
Capacity	2 993 cc
Max. output	173 kW/235 hp at 4 000 min ⁻¹
Max. torque	520 Nm at 2 000 – 2 750 min ⁻¹

Weight/Performance/Consumption

Unladen weight (DIN)	2 075 kg
Top speed	220 km/h
Acceleration 0–100 km/h	8.0 sec
Consumption (EU combined cycle)	8.2 ltr
CO ₂ emission rating	217 g/km

BMW X6 xDrive35d (2008)

Engine

Config/Number of cylinders	R 6
Fuel	Diesel
Capacity	2 993 cc
Max. output	210 kW/286 hp at 4 400 min ⁻¹
Max. torque	580 Nm at 1 750 – 2 250 min ⁻¹

Weight/Performance/Consumption

Unladen weight (DIN)	2 110 kg
Top speed	236 km/h
Acceleration 0–100 km/h	6.9 sec
Consumption (EU combined cycle)	8.3 ltr
CO ₂ emission rating	220 g/km

BMW ActiveHybrid X6 (2009)

Engines

Config/Number of valves	V 8 combustion engine, combined with two electric motors and a two-mode active transmission
Fuel	Premium-grade fuel
Capacity	4 395 cc
Max. output	357 kW/485 hp
Max. torque	780 Nm

Weight/Performance/Consumption

Unladen weight (DIN)	2 450 kg
Top speed	236 km/h
Acceleration 0–100 km/h	5.6 sec
Consumption (EU combined cycle)	9.9 ltr
CO ₂ emission rating	231 g/km

6. High performance on any type of terrain: The BMW X5 M and the BMW X6 M.



In 1999, superior driving dynamics had already been the unmistakable attribute of the first BMW X models. Ten years later, the sportiness of four-wheel drive vehicles reached a whole new dimension. In 2009, the high-performance character of automobiles from the BMW M GmbH was transferred to the BMW X model segment. With the BMW X5 M and the BMW X6 M the company, which specialises in high-performance sports cars, presented for the first time two vehicles featuring four-wheel drive. The merging of the M philosophy with the innovative concept of BMW X models cleared the way for a particularly exclusive and fascinating driving experience. The high-performance versions of the Sports Activity Vehicle and the Sports Activity Coupe set new benchmarks in dynamics in the competitive environment of BMW X models.

The development of the BMW X5 M and the BMW X6 M brought about numerous technological highlights and a comprehensive, precisely coordinated package incorporating the racing know-how of the BMW M GmbH and comprising drivetrain, suspension technology and well-balanced aerodynamics. The two four-wheel drive models featured the first V8 engine with M TwinPower Turbo technology. The intelligent four-wheel drive system BMW xDrive was specifically adapted to achieve optimised M-specific dynamics. Furthermore, the newly developed suspension and an aerodynamically optimised body design ensured that both the BMW X5 M and the BMW X6 M attained maximum possible performance in the criteria acceleration, lateral dynamics, steering behaviour, braking distance and efficiency, all of them being crucial to motor racing.

Premiere of M TwinPower Turbo technology.

For the first four-wheel drive vehicles in the model range, the BMW M GmbH had developed a new V8 high-performance engine, the performance characteristics of which were precisely aligned to the character of the Sports Activity Vehicle and the Sports Activity Coupe. The 407 kW/555 hp power unit with M TwinPower Turbo technology was the world's first drive unit to feature a cross-bank exhaust manifold and Twin Scroll Twin Turbo technology. Supercharger and catalyst converters were positioned within the V-shaped space between the cylinder banks. Moreover, the engine was equipped with the direct petrol injection system High Precision Injection. This configuration resulted in M-typical, spontaneous response and linear power delivery, which

in turn facilitated a consistent torque curve. With a maximum torque of 680 Nm available at an engine speed of between 1,500 and 5,650 rpm, the eight-cylinder power plant generated the characteristically spontaneous and consistently sustained pulling power that is typical of BMW M automobiles. The engine's maximum power output was available at 6,000 rpm.

Power transmission was effected via a six-speed M Sport automatic transmission developed exclusively for these models. The range of equipment included shift paddles on the steering wheel as well as a Launch Control function for acceleration with maximum dynamics from a standstill. Both the BMW X5 M and the BMW X6 M completed the sprint from 0-100 km/h in 4.7 seconds.

Intensive M feeling thanks to specific adaptation of xDrive, steering and Adaptive Drive.

In order to optimise agility, vehicle stability and traction to meet the demands of high-performance characteristics, both the four-wheel drive system xDrive and the Dynamic Performance Control, also a standard feature, were specifically adapted to meet the requirements of an M vehicle. The suspension technology included, inter alia, M-specific elastokinematics for the front and rear axles and a new type of 3-path support bearing. Furthermore, to enhance that special M feeling, the BMW X5 M and the BMW X6 M also featured as standard pneumatic shock absorbers including level control on the rear axle, Adaptive Drive with electronically adjustable dampers (EDC), active roll stabilisation as well as characteristic M configuration. This guaranteed, in conjunction with the exclusively developed Servotronic steering system, the linear transverse power delivery in fast bends that is characteristic of BMW M automobiles.

Immediately after its market launch, the BMW X6 M took on a specialised task that was ideally suited to the vehicle's character. It was employed as a Safety Car at the MotoGP, the Motorcycle Road Racing World Championship. The fascinating charisma of the Sports Activity Coupe within the model range of the BMW M GmbH was also reflected in the readers' poll held by the trade magazine "Auto Bild Sportscars". The BMW X6 M was voted Sports Car of the Year 2009 in the category "Series Production SUV". A year later, it was able to repeat this success in the magazine's readers' poll.

Specifications. BMW X5 M, BMW X6 M, 2009.



BMW X5 M.

Dimensions

Length	4 851 mm
Width	1 994 mm
Height	1 764 mm
Wheelbase	2 933 mm
Ground clearance	205 mm
Luggage compartment capacity	620 – 1 750 litres

BMW X6 M.

Dimensions

Length	4 876 mm
Width	1 983 mm
Height	1 684 mm
Wheelbase	2 933 mm
Ground clearance	205 mm
Luggage compartment capacity	570 – 1 450 litres

Engine

Config/Number of cylinders	V 8
Fuel	Premium-grade petrol
Capacity	4 395 cc
Max. output	408 kW/555 hp at 6 000 min ⁻¹
Max. torque	680 Nm at 1 500 – 5 650 min ⁻¹

Power transmission/Suspension

Transmission	6-speed-M Sport automatic transmission
Front axle	Double-joint spring strut axle with stabiliser and gas pressure dampers,
Rear axle	Integral rear axle with air suspension; M specific elastokinematics and Adaptive Drive
Brakes	Front four-piston fixed-calliper-disk brakes, internally ventilated,

Four-wheel drive system

Rear one-piston floating-calliper disk brakes, internally ventilated
Intelligent four-wheel drive BMW xDrive with electronically controlled multiple disk clutch and M specific configuration; Dynamic Performance Control for increased dynamics in bends through variable distribution of power between the rear wheels; networked with Dynamic Performance Control and DSC Dynamic Stability Control
ICM (Integrated Chassis Management)

within

Weight/Performance/Consumption

Unladen weight (DIN)	2 305 kg
Top speed	250 km/h (275 km/h with M Driver's Package)
Acceleration 0–100 km/h	4.7 sec
Consumption (EU combined cycle)	13.9 ltr
CO ₂ emission rating	325 g/km

7. Unlimited driving pleasure in the compact segment: The BMW X1.



Ten years after the debut of the first Sports Activity Vehicle, over 1.5 million BMW X models had already been sold. As pioneers in their respective classes, the BMW X5, BMW X6 and BMW X3 all imparted their share of impetus to global automotive markets. Even the resulting competition which emerged in the premium segment had no impact on the dynamic, growing popularity of the BMW X models. In the meantime, the company which had invented the Sports Activity Vehicle was making preparations, pushing ahead, to once again become the first premium provider in yet another class of vehicle. In the autumn of 2009, the kind of ultimate driving pleasure which only the BMW X models can deliver was ready to be experienced in the premium compact segment for the very first time. The BMW X1 stepped into the limelight in 2009 at the International Motor Show (IAA) in Frankfurt and went on to demonstrate that in this class of vehicle, the fascination of sporty, agile and yet confident, self-assured driving pleasure was now ready to be enjoyed, especially when venturing off the beaten track.

The fourth member of the BMW X family possessed an ideal set of characteristics for experiencing versatile, adventurous mobility. Furthermore, the BMW X1 made a favourable impression with its variable use of space and its exemplary level of efficiency. The appearance of the model, which was 108 millimetres shorter than the first-generation BMW X3, was defined by proportions typical of the brand, by expressive, vibrantly sculpted surfaces and by the design features symbolic of the BMW X. The interior was characterised by an elevated seating position, a cockpit designed to inform and empower the driver and three full-sized seats in the rear. The premium nature of the BMW X1 was underlined by the use of first class materials, distinctively textured surfaces and the iDrive control system in conjunction with an optional navigation system.

Still the gold standard for agility, ride comfort and versatility.

Today, the BMW X1 is no longer the only player in its competitive environment. But as before, it is still the ultimate standard for sporting agility, ride comfort and versatility. As the only vehicle in its segment, the BMW X1 comes equipped with a three-section, rear seat backrest which can be folded down in a 40:20:40 ratio. Depending on storage space requirements, the three sections can not only be folded either individually or together, but can also be separately locked at ten different angles. This feature allows the

volume of the luggage compartment to be increased in stages, expanding its capacity from 420 up to 1 350 litres.

The BMW X1 launched on the European automotive markets with a straight six-cylinder petrol engine and three four-cylinder diesel engines. Currently the power unit portfolio consists of three petrol and five diesel engines covering a power spectrum ranging from 85 kW/116 hp to 180 kW/245 hp (combined fuel consumption: 7.7 to 4.5 litres/100 km, combined CO₂ emissions: 179 - 119 g/km). The most powerful petrol and diesel engines are equipped as standard with an electronically controlled, variable power distribution system, delivering to all four wheels. The xDrive system is available on three further models as an alternative to the rear-wheel drive typical of BMW, yet another feature unique to this class of vehicle.

Engines fitted with BMW TwinPower Turbo technology, the 8-speed Steptronic transmission – optionally available and unique in the competitive environment – and many other BMW EfficientDynamics features guarantee a perfectly balanced relationship between driving pleasure and fuel consumption. The BMW X1 sDrive20d EfficientDynamics Edition with a 120 kW/163 hp power unit, an average fuel consumption in the EU test cycle of 4.5 litres per 100 kilometres and a CO₂ rating of 119 grams per kilometre is an eye-catching case in point.

In terms of active and passive safety, this compact five-door automobile also moves in the same, elevated circles occupied by the other BMW X models. The maximum rating of five stars awarded in the Euro NCAP crash test confirmed the vehicle's outstanding occupant protection properties and endorsed the comprehensive safety equipment which is an integral part of the BMW X1.

The winner of many awards, successful throughout the world.

The exceptional position occupied by the BMW X1 is illustrated by the numerous national and international prizes awarded to this compact BMW X model for the excellence of its design, handling characteristics, efficiency and value retention. Immediately after its launch, the BMW X1 was voted Off-Road Vehicle of the Year by the readership of OFF ROAD Magazine in the crossover category. Almost simultaneously, the vehicle was awarded the title of Innovation of the Year by the Italian magazine Quattroruote, while the Motor-Information-Dienst in Germany named the BMW X1 TOPauto 2010 in the off-road category.

The BMW X1 was also awarded the Auto Trophy by the Auto Zeitung, a German magazine for automobile enthusiasts. The following year it landed the

Design Trophy conferred by the same publication and the Red Dot Award for outstanding product design, in addition to the Auto Bild Design Award in the SUV, vans and four-wheel drive category. In the ÖKOTREND ranking, compiled by the Institut für Umweltforschung in Germany (Institute for Environmental Research), the BMW X1 sDrive20d EfficientDynamics Edition was named the most environmentally compatible vehicle in its class in 2013. The BMW X1 secured the top position in its class in both 2010 and 2013 in the ranking of Value Champions, also published by Auto Bild, due to its consistently high level of product quality and widespread popularity.

Production of the BMW X1 began at BMW's Leipzig plant in 2009. In 2012, the production of vehicles destined for the Chinese automotive market began at the newly-built factory at Tiexi in Shenyang. At that point in time, almost 300,000 BMW X1s had already been sold. In the meanwhile, the number of compact BMW X models sold worldwide has risen to over 650,000 units.

Specifications. BMW X1, 2009.



BMW X1.

Dimensions

Length	4 454 mm
Width	1 798 mm
Height	1 545 mm
Wheelbase	2 760 mm
Ground clearance	194 mm
Luggage compartment capacity	420 – 1 350 litres

Transmission of power/Suspension

Transmission	6-speed manual transmission, optional: 6-speed automatic transmission
Front axle	Double-joint spring strut or double-joint tie bar axle
Rear axle	Central-arm axle with longitudinal track control arm and double-track control arm
Brakes	Front disk brakes, internally ventilated, Rear disk brakes, internally ventilated
Four-wheel drive system	Intelligent four-wheel drive system BMW xDrive with electronically controlled multiple disk clutch; optional: Performance Control for increased dynamics in bends through controlled brake intervention including torque compensation at the rear wheels; networked with DSC Driving Stability Control within ICM (Integrated Chassis Management)

Model variants

BMW X1 xDrive28i (2009)

Engine

Config/Number of valves	R 6
Fuel	Premium-grade fuel
Capacity	2 996 cc
Max. output	190 kW/258 hp at 6 600 min ⁻¹

Max. torque 310 Nm at 2 600 min⁻¹

Weight/Performance/Consumption

Unladen weight (DIN)	1 610 kg
Top speed	230 km/h
Acceleration 0–100 km/h	6.8 sec
Consumption (EU combined cycle)	9.4 ltr
CO ₂ emission rating	219 g/km

BMW X1 xDrive23d (2009)

Engine

Config/Number of valves	R 4
Fuel	Diesel
Capacity	1 995 cc
Max. output	150 kW/204 hp at 4 400 min ⁻¹
Max. torque	400 Nm at 2 000 – 2 250 min ⁻¹

Weight/Performance/Consumption

Unladen weight (DIN)	1 595 kg
Top speed	223 km/h
Acceleration 0–100 km/h	7.3 sec
Consumption (EU combined cycle)	6-3 ltr
CO ₂ emission rating	167 g/km

BMW X1 xDrive20d (2009)

Engine

Config/Number of valves	R 4
Fuel	Diesel
Capacity	1 995 cc
Max. output	130 kW/177 hp at 4 000 min ⁻¹
Max. torque	350 Nm at 1 750 – 3 000 min ⁻¹

Weight/Performance/Consumption

Unladen weight (DIN)	1 575 kg
Top speed	213 km/h
Acceleration 0–100 km/h	8.4 sec
Consumption (EU combined cycle)	5.8 ltr
CO ₂ emission rating	153 g/km

BMW X1 xDrive18d (2009)

Engine

Config/Number of cylinders	R 4
Fuel	Diesel
Capacity	1 995 cc
Max. output	105 kW/143 hp at 4 000 min ⁻¹
Max. torque	320 Nm at 1 750 – 2 500 min ⁻¹

Weight/Performance/Consumption

Unladen weight (DIN)	1 540 kg
Top speed	195 km/h
Acceleration 0–100 km/h	10.1 sec
Consumption (EU combined cycle)	5.7 ltr
CO ₂ emission rating	150 g/km

BMW X1 sDrive20d EfficientDynamics Edition (2011)

Engine

Config/Number of cylinders	R 4
Engine	Diesel
Capacity	1 995 cc
Max. output	120 kW/163 hp at 4 000 min ⁻¹
Max. torque	380 Nm at 1 750 – 2 750 min ⁻¹

Weight/Performance/Consumption

Unladen weight (DIN)	1 490 kg
Top speed	215 km/h
Acceleration 0–100 km/h	8.3 sec
Consumption (EU combined cycle)	4.5 ltr
CO ₂ emission rating	119 g/km

8. Consistent advancement: The new BMW X3.



The autumn of 2010 witnessed the launch of the second-generation BMW X3 as the successor to the trendsetter and bestselling vehicle in its segment. In order to continue the success story of the Sports Activity Vehicle in the premium mid-range segment, the change came about along with numerous technological advancements and a substantial increase in product substance. When it made its world debut at the 2010 Mondial de l'Automobile in Paris, the new BMW X3 presented itself with increased agility and optimised ride comfort, significantly reduced fuel consumption and emission levels, a sporty and elegant design, the largest interior and the best variability of its class.

As a result, the new BMW X3 had considerably more similarities to large BMW X models. This applied both in terms of appearance and equipment options. In addition, they both had a common origin. The Sports Activity Vehicle for the premium mid-range segment was produced for the first time at the BMW Spartanburg plant. The US American production location had in the meantime developed into the competence centre for BMW X models. The BMW X3 was added as a further model to the BMW X5 and the BMW X6 as well as the high-performance sports cars BMW X5 M and BMW X6 M.

New engine generation paves the way for outstanding efficiency.

When brought to market, the new BMW X3 was offered with a straight-six petrol engine and a four-cylinder diesel power unit featuring BMW TwinPower Turbo technology. The 8-speed Steptronic transmission, unique in the segment, was also available right from the start. Today, the engine range comprises three petrol engines as well as four diesel power plants with a power output of between 110 kW/150 hp and 230 kW/313 hp (fuel consumption combined: 8.3 – 4.7* litres/100 km, CO₂ emissions combined: 193 – 124* g/km; figures as per EU test cycle, depending on selected tyre size; *only with optional 17-inch light alloys Streamline 306). Outstanding efficiency was achieved above all through the first-time deployment of diesel power units from the BMW Group's new engine range in the models BMW X3 sDrive18d and BMW X3 xDrive20d.

Enhanced sportiness through optimised adaptation of the BMW xDrive system and newly developed suspension technology.

Like the BMW X3 sDrive18d, the BMW X3 sDrive20i is also equipped with conventional rear-wheel drive technology. All further models feature the

intelligent four-wheel drive system BMW xDrive adapted to achieve optimised driving dynamics. Even during steady cornering, a higher percentage of torque is transferred to the rear wheels. Thanks to the optional Performance Control feature, the new BMW X3's agile handling can be enhanced even further. Targeted braking of the inner rear wheel in bends coupled with an increase in drive power ensures exceptionally spontaneous and precise steering behaviour.

Moreover, newly developed suspension technology comprising a double-joint spring strut axle at the front and a five-arm rear axle contributes to the vehicle's sporty and agile handling characteristics. New three-path support bearings on both axles, electro-mechanical servo steering and powerful brakes guarantee particularly precise handling. Variable sports steering is also optionally available, which reduces the steering movement required for a particularly high front-wheel steering angle.

The exterior design of the new BMW X3 is characterised by increased presence, high agility and self-assured elegance. A generous amount of space, sophisticated materials and a characteristic three-dimensional surface design bestow the interior with a modern, premium ambience and intelligent functionality. Compared to the predecessor model, the new BMW X3 has grown by 8.3 centimetres in length and 2.8 centimetres in width. Luggage compartment capacity has increased by 70 litres to 550 litres and can be augmented to as much as 1,600 litres thanks to a 40:20:40 split folding rear seatback.

Furthermore, there is a choice of innovative equipment features and driver assistant systems and mobility services from BMW ConnectedDrive that are unique within the competitive environment. When launched to the market, the BMW X3 was the first model in its class to offer a Head-up Display and the possibility of Internet use inside the vehicle. The outstanding safety standard of the new BMW X3 has been underscored by the highest 5-star rating in the Euro NCAP crash test.

Thanks to a modern, expressive design, the BMW X3 was presented with a "red dot award" shortly after its debut. It was also amongst the winners of the "Auto Trophy 2011" bestowed by the trade magazine "Auto Zeitung". The new BMW X3 also seized immediate victory in the choice of "Off-road Car of the Year 2011" held by the trade magazine "Auto Bild Allrad". Readers of the magazine "Off Road" voted the Sports Activity Vehicle "Off-road Vehicle of the Year 2011".

Moreover, quality and popularity also have helped the BMW X3 maintain its exceptionally high value retention. In 2012, it was honoured with the title “Residual Value Champion” of its class by the online version of the magazine “Focus”. First place in the “Value Champion” ranking 2014 published by the trade magazine “Auto Bild” is verification of the new BMW X3’s ongoing attractiveness.

Since its market launch, the new BMW X3 has enjoyed a continually increasing demand on international automotive markets. More than 530,000 units of the Sports Activity Vehicle have been sold to date.

Specifications. BMW X3, 2010.



BMW X3.

Dimensions

Length	4 648 mm
Width	1 881 mm
Height	1 661 mm
Wheelbase	2 810 mm
Ground clearance	212 mm
Luggage compartment capacity	550 – 1 600 litres

Transmission of power/Suspension

Transmission	6-speed manual transmission, optional: 8-speed Steptronic transmission
Front-axle	Double-joint spring strut axle
Rear-axle	Five-arm rear axle; 3-way support mounts for both axles
Brakes	Front disk brakes, internally ventilated, Rear disk brakes, internally ventilated
Four-wheel drive system	Intelligent four-wheel drive system BMW xDrive with electronically controlled multiple disk clutch and new, optimised dynamic performance settings; optional: Performance Control for increased dynamics in bends through controlled brake intervention including torque compensation at the rear wheels; networked with DSC Driving Stability Control within ICM (Integrated Chassis Management)

Model variants

BMW X3 xDrive35i (2010)

Engine

Config/Number of valves	R 6
Fuel	Premium-grade fuel
Capacity	2 996 cc
Max. output	225 kW/306 hp at 5 800 min ⁻¹

Max. torque 400 Nm at 1 200 – 5 000 min⁻¹

Weight/Performance/Consumption

Unladen weight (DIN)	1 805 kg
Top speed	245 km/h
Acceleration 0–100 km/h	5.7 sec
Consumption (EU combined cycle)	8.8 ltr
CO ₂ emission rating	204 g/km

BMW X3 xDrive20d (2010)

Engine

Config/Number of cylinders	R 4
Fuel	Diesel
Capacity	1 995 cc
Max. output	135 kW/184 hp at 4 000 min ⁻¹
Max. torque	380 Nm at 1 750 – 2 750 min ⁻¹

Weight/Performance/Consumption

Unladen weight (DIN)	1 715 kg
Top speed	210 km/h
Acceleration 0–100 km/h	8.5 sec
Consumption (EU combined cycle)	5.6 ltr
CO ₂ emission rating	149 g/km

BMW X3 xDrive35d (2014)

Engine

Config/Number of cylinders	R 6
Fuel	Diesel
Capacity	2 993 cc
Max. output	230 kW/313 hp at 4 400 min ⁻¹
Max. torque	630 Nm at 1 500 – 2 500 min ⁻¹

Weight/Performance/Consumption

Unladen weight (DIN)	1 860 kg
Top speed	245 km/h
Acceleration 0–100 km/h	5.3 sec
Consumption (EU combined cycle)	6.0 ltr
CO ₂ emission rating	157 g/km

BMW X3 sDrive18d (2014)

Engine

Config/Number of cylinders	R 4
Fuel	Diesel
Capacity	1 995 cc
Max. output	110 kW/150 hp at 4 000 min ⁻¹
Max. torque	360 Nm at 1 500 – 2 250 min ⁻¹

Weight/Performance/Consumption

Unladen weight (DIN)	1 660 kg
Top speed	195 km/h
Acceleration 0–100 km/h	9.5 sec
Consumption (EU combined cycle)	5.1 – 4.7* ltr
CO ₂ emission rating	134 – 124* g/km
(consumption and emission values dependent on selected tyre format, * only with optional 17-inch light-alloy wheels Streamline 306)	

9. More power, more luxury, more innovations: The new BMW X5.



More power and lower emissions, enhanced sportiness and optimised ride comfort, refined luxury and reduced weight: The latest model replacement for the pioneer of all Sports Activity Vehicles went hand in hand with advancements in virtually all areas related to driving pleasure. The BMW X5 of the third generation, which was launched to the world market in November 2013 and since then has been sold 170,000 times, has set new benchmarks within its class in terms of dynamics, efficiency, variability and luxurious ambience. Moreover, the new BMW X5 scores with a distinctive, aerodynamically optimised design, up to 90 kg less weight versus the comparably equipped predecessor model as well as with numerous innovations from BMW ConnectedDrive.

The BMW X5 boasts a characteristic body design which, compared with the predecessor model, has undergone evolutionary developments that include a powerful, striking front end, an elegantly elongated silhouette and distinctive lines when viewed from the side. It is around three centimetres longer than its predecessor, with significantly more space and variability in the luxurious interior. The new edition of the SAV can also be optionally equipped with seven seats. The second row of seats features 40:20:40 split folding seatbacks. As a result, luggage compartment capacity can be increased stepwise from 650 litres to as much as 1,870 litres. Storage space is now 30 litres or 120 litres larger than that of the predecessor model respectively. To facilitate individual configuration of the exterior and interior, alternatives to the basic version include, in addition to the M Sport package, the two “design worlds” Pure Experience and Pure Excellence as well as specific features from the BMW Individual product range.

Extended range of engines, increased efficiency.

With an extended drive portfolio comprising six engines, the new BMW X5 (fuel consumption combined: 10.5 – 5.6 litres/100 km, CO₂ emissions combined: 244 – 149 g/km; figures as per EU test cycle, depending on selected tyre size) offers a greater choice than ever before. A V8 petrol engine with 330 kW/450 hp is at the top of the range, which also includes a straight six-cylinder petrol engine (225 kW/306 hp). The most powerful of the three straight six-cylinder diesel engines delivers 280 kW/381 hp and is deployed in the BMW X5 M50d. The BMW M Performance automobile inspires through remarkable agility, precision and an emotional aura.

With the BMW X5 sDrive25d, an exceptionally efficient rear-wheel drive model variant is being offered for the first time. Its four-cylinder diesel engine delivers an output of 160 kW/218 hp and is content with 5.7 to 5.6 litres per 100 km. Equipped with intelligent four-wheel drive, the BMW X5 xDrive25d consumes 5.9 to 5.8 litres.

Further innovations include the optionally available Adaptive Suspension Packages, which help to enhance sportiness and ride comfort with rear axle air suspension, Dynamic Damper Control, Dynamic Performance Control and Active Roll Stabilisation.

Concept car with plug-in hybrid drive.

The new version of the world's most successful Sports Activity Vehicle was first shown at the Frankfurt International Motor Show (IAA) in 2013. Coinciding with the vehicle's world premiere, BMW also presented a security vehicle and the study of a plug-in hybrid model based on the new BMW X5, making it possible using innovative BMW eDrive technology to reduce the fuel consumption and emission levels of an SAV even further. With the intelligent four-wheel system xDrive and a luxurious ambience, the BMW Concept X5 eDrive combined characteristic driving pleasure with a plug-in hybrid drive concept comprising a four-cylinder petrol engine with BMW TwinPower Turbo technology and an electric motor.

Shortly after being brought to market, the new BMW X5 was able to seize two prestigious accolades, namely the "iF product design award" and the "Auto Trophy" bestowed by the "Auto Zeitung". In addition, it promptly won the "Goldenes Lenkrad" presented by the "Auto Bild" and "Bild am Sonntag", thus repeating the success achieved by the first generation of the SAV in 2001.

Specifications. BMW X5, 2013.



BMW X5.

Dimensions

Length	4 886 mm
Width	1 938 mm
Height	1 762 mm
Wheelbase	2 933 mm
Ground clearance	209 mm
Luggage compartment capacity	650 – 1 870 litres

Transmission of power/Suspension

Transmission	8-speed Steptronic transmission
Front axle	Double-joint spring strut axle with stabiliser and gas pressure dampers
Rear axle	Integral rear axle, optionally with air suspension
Brakes	Front disk brakes, internally ventilated, Rear disk brakes, internally ventilated
Four-wheel drive system	Intelligent four-wheel drive system BMW xDrive with electronically controlled multiple disk clutch; optional: Dynamic Performance Control for increased dynamics in bends through variable distribution of power between the rear wheels; networked with DSC Driving Stability Control within ICM (Integrated Chassis Management)

Model variants

BMW X5 xDrive50i (2013)

Engine

Config/Number of cylinders	V 8
Fuel	Premium-grade petrol
Capacity	4 395 cc
Max. output	330 kW/450 hp at 5 500 – 6 000 min ⁻¹
Max. torque	650 Nm at 2 000 – 4 500 min ⁻¹

Weight/Performance/Consumption

Unladen weight (DIN)	2 175 kg
Top speed	250 km/h
Acceleration 0–100 km/h	4.9 sec
Consumption (EU combined cycle)	9.7 – 9.6 ltr
CO ₂ emission rating	226 – 224 g/km
(consumption and emission values dependent on selected tyre format)	

BMW X5 xDrive30d (2013)

Engine

Config/Number of cylinders	R 6
Fuel	Diesel
Capacity	2 993 cc
Max. output	190 kW/258 hp at 4 000 min ⁻¹
Max. torque	560 Nm at 1 500 – 3 000 min ⁻¹

Weight/Performance/Consumption

Unladen weight (DIN)	2 070 kg
Top speed	230 km/h
Acceleration 0–100 km/h	6.8 sec
Consumption (EU combined cycle)	6.0 – 5.9 ltr
CO ₂ emission rating	158 – 156 g/km
(consumption and emission values dependent on selected tyre format)	

BMW X5 M50d (2013)

Engine

Config/Number of cylinders	R 6
Fuel	Diesel
Capacity	2 993 cc
Max. output	280 kW/381 hp at 4 000 – 4 400 min ⁻¹
Max. torque	740 Nm at 2 000 – 3 000 min ⁻¹

Weight/Performance/Consumption

Unladen weight (DIN)	2 190 kg
Top speed	250 km/h
Acceleration 0–100 km/h	5.3 sec
Consumption (EU combined cycle)	6.6 ltr
CO ₂ emission rating	173 g/km

BMW X5 xDrive35i (2014)

Motor

Config/Number of cylinders	R 6
Fuel	Premium-grade petrol
Capacity	2 979 cc
Max. output	225 kW/306 hp at 5 800 – 6 000 min ⁻¹
Max. torque	400 Nm at 1 200 – 5 000 min ⁻¹

Weight/Performance/Consumption

Unladen weight (DIN)	2 030 kg
Top speed	235 km/h
Acceleration 0–100 km/h	6.5 sec
Consumption (EU combined cycle)	8.5 ltr
CO ₂ emission rating	199 – 197 g/km
(consumption and emission values dependent on selected tyre format)	

BMW X5 xDrive40d (2014)

Engine

Config/Number of cylinders	R 6
Fuel	Diesel
Capacity	2 993 cc
Max. output	230 kW/313 hp at 4 400 min ⁻¹
Max. torque	630 Nm at 1 500 – 2 500 min ⁻¹

Weight/Performance/Consumption

Unladen weight (DIN)	2 110 kg
Top speed	236 km/h
Acceleration 0–100 km/h	5.9 sec
Consumption (EU combined cycle)	6.0 ltr
CO ₂ emission rating	159 – 157 g/km
(consumption and emission values dependent on selected tyre format)	

BMW X5 xDrive25d (2014)

Engine

Config/Number of cylinders	R 4
Fuel	Diesel
Capacity	1 995 cc
Max. output	160 kW/218 hp at 4 400 min ⁻¹
Max. torque	450 Nm at 1 500 – 2 500 min ⁻¹

Weight/Performance/Consumption

Unladen weight (DIN)	2 040 kg
Top speed	220 km/h
Acceleration 0–100 km/h	8.2 sec
Consumption (EU combined cycle)	5.9 – 5.8 ltr
CO ₂ emission rating	156 – 154 g/km
(consumption and emission values dependent on selected tyre format)	

BMW X5 sDrive25d (2014)

Engine

Config/Number of cylinders	R 4
Fuel	Diesel
Capacity	1 995 cc
Max. output	160 kW/218 hp at 4 400 min ⁻¹
Max. torque	450 Nm at 1 500 – 2 500 min ⁻¹

Weight/Performance/Consumption

Unladen weight (DIN)	1 995 kg
Top speed	220 km/h
Acceleration 0–100 km/h	8.2 sec
Consumption (EU combined cycle)	5.7 – 5.6 ltr
CO ₂ emission rating	151 – 149 g/km
(consumption and emission values dependent on selected tyre format)	

10. Dynamic, elegant – and once again the first of its kind: The BMW X4.



Since the summer of 2014, the BMW X4 has managed to secure its place at the centre of attention thanks to its extroverted design and supreme acceleration. It is the fifth BMW X model and also the world's first premium mid-range Sports Activity Coupe. The BMW X4 transfers the successful concept of the BMW X6 to a further segment. Its expressive body design combines the power and presence of a BMW X model with the sporting elegance of a classic BMW coupe. So, yet again, BMW assumes a pioneering role. Like the BMW X6, the BMW X4 is also starting off without any direct competitors within its segment.

The Sports Activity Coupe has technological similarities to the BMW X3, whilst at the same time retaining its very own exceedingly unique character. Its dynamic lines are characterised by a coupe-like silhouette, broad shoulders and a double swage line, and combined with the powerful presence of a BMW X model. The roofline reaches its highest point above the driver's head, then to gently flow back to the rear of the coupe.

Sportiness, elegance and functionality harmoniously combined.

Driver and front-seat passenger sit 20 mm lower than in the BMW X3, the back-seat passengers even 28 mm lower. Furthermore, the exceptionally sportive orientation of the BMW X4 is underscored by powerful engines and standard features such as intelligent four-wheel drive technology xDrive with Performance Control, 18-inch light alloys and Variable Sport Steering. In addition, standard equipment features include Park Distance Control with sensors at the rear, Xenon headlights, LED fog lamps as well as the Radio BMW Professional and the BMW iDrive control system.

In addition to sportiness and elegance, great importance has been attached to functionality. There are three seats at the back, the two outer ones possessing a sportive single-seat character. Thanks to 40:20:40 split folding rear seatbacks, luggage compartment capacity can be increased stepwise as required from 500 litres to as much as 1,400 litres. The BMW X4 is fitted as standard with an automatic tailgate function.

**Powerful engines featuring BMW TwinPower Turbo technology,
BMW xDrive adapted for optimum dynamics.**

Three petrol engines and three diesel power units with BMW TwinPower Turbo technology make up the drive portfolio for the BMW X4 (fuel consumption combined: 8.3 – 5.4 litres/100 km, CO₂ emissions combined: 193 – 143* g/km; figures as per EU test cycle depending on selected tyre format). The power output spectrum ranges from 135 kW/184 hp to 230 kW/313 hp. All engines excel through typical BMW high-revving qualities, outstanding power delivery and superb running smoothness coupled with maximum fuel economy. As an alternative to the standard 6-speed manual transmission, the BMW X4 can be ordered with the 8-speed Steptronic transmission, which is standard on the BMW X4 xDrive20i. All other model variants feature as standard an 8-speed Steptronic sport transmission. The range of equipment options for both automatic transmissions also includes shift paddles on the steering wheel.

The intelligent four-wheel drive system BMW xDrive, which is standard on all BMW X4 model variants, has been adapted for optimised dynamics. In order to enhance precise steering and to increase agility, a high percentage of torque is transferred to the rear wheels even when bends are taken at normal speeds. In particularly dynamic situations and on even road surfaces, Performance Control, also a standard feature, ensures through targeted brake intervention and a simultaneous increase in torque that any tendency to understeer is anticipated and counteracted accordingly.

The BMW X4 was first presented to the public at the New York International Auto Show in April 2014. Since going on sale in the summer, around 4,000 units of the new Sports Activity Coupe have been sold. They were produced at the BMW Spartanburg plant, where the BMW X4 is built together with the BMW X3. The models BMW X5 and BMW X6 also roll off the assembly line at the US American production location.

Specifications. BMW X4, 2014.



BMW X4.

Dimensions

Length	4 671 mm
Width	1 881 mm
Height	1 624 mm
Wheelbase	2 810 mm
Ground clearance	204 mm
Luggage compartment capacity	500 – 1 400 litres

Transmission of power/Suspension

Transmission	6-speed manual transmission, optional: 8-speed Steptronic transmission
Front axle	Double-joint spring strut axle
Rear axle	Five-arm rear axle; 3-way support mounts for both axles
Brakes	Front disk brakes, internally ventilated, Rear disk brakes, internally ventilated
Four-wheel drive system	Intelligent four-wheel drive system BMW xDrive with electronically controlled multiple disk clutch and new, optimised dynamic performance settings; optional: Performance Control for increased dynamics in bends through controlled brake intervention including torque compensation at the rear wheels; networked with DSC Driving Stability Control within ICM (Integrated Chassis Management)

Model variants

BMW X4 xDrive35i (2014)

Engine

Config/Number of cylinders	R 6
Fuel	Premium-grade petrol
Capacity	2 996 cc
Max. output	225 kW/306 hp at 5 800 min ⁻¹
Max. torque	400 Nm at 1 200 – 5 000 min ⁻¹

Weight/Performance/Consumption

Unladen weight (DIN)	1 815 kg
Top speed	247 km/h
Acceleration 0–100 km/h	5.5 sec
Consumption (EU combined cycle)	8.3 ltr
CO ₂ emission rating	193 g/km

BMW X4 xDrive28i (2014)

Engine

Config/Number of cylinders	R 4
Fuel	Premium-grade petrol
Capacity	1 997 cc
Max. output	180 kW/245 hp at 5 000 – 6 500 min ⁻¹
Max. torque	350 Nm at 1 250 – 4 800 min ⁻¹

Weight/Performance/Consumption

Unladen weight (DIN)	1 770 kg
Top speed	232 km/h
Acceleration 0–100 km/h	6.4 sec
Consumption (EU combined cycle)	7.4 – 7.3 ltr
CO ₂ emission rating	172 – 169 g/km
(consumption and emission values dependent on selected tyre format)	

BMW X4 xDrive20i (2014)

Engine

Config/Number of cylinders	R 4
Fuel	Premium-grade petrol
Capacity	1 997 cc
Max. output	135 kW/184 hp at 5 000 – 6 250 min ⁻¹
Max. torque	270 Nm at 1 250 – 4 500 min ⁻¹

Weight/Performance/Consumption

Unladen weight (DIN)	1 735 kg
Top speed	212 km/h
Acceleration 0–100 km/h	8.1 sec
Consumption (EU combined cycle)	7.3 – 7.2 ltr
CO ₂ emission rating	171 – 168 g/km
(consumption and emission values dependent on selected tyre format)	

BMW X4 xDrive35d (2014)

Engine

Config/Number of cylinders	R 6
Fuel	Diesel
Capacity	2 993 cc
Max. output	230 kW/313 hp at 4 400 min ⁻¹
Max. torque	630 Nm at 1 500 – 2 500 min ⁻¹

Weight/Performance/Consumption

Unladen weight (DIN)	1 860 kg
Top speed	247 km/h
Acceleration 0–100 km/h	5.2 sec
Consumption (EU combined cycle)	6.0 ltr
CO ₂ emission rating	157 g/km

BMW X4 xDrive30d (2014)

Engine

Config/Number of cylinders	R 6
Fuel	Diesel
Capacity	2 993 cc
Max. output	190 kW/258 hp at 4 000 min ⁻¹
Max. torque	560 Nm at 1 500 – 3 000 min ⁻¹

Weight/Performance/Consumption

Unladen weight (DIN)	1 820 kg
Top speed	234 km/h
Acceleration 0–100 km/h	5.8 sec
Consumption (EU combined cycle)	6.1 – 5.9 ltr
CO ₂ emission rating	159 – 156 g/km
(consumption and emission values dependent on selected tyre format)	

BMW X4 xDrive20d (2014)

Engine

Config/Number of cylinders	R 4
Fuel	Diesel
Capacity	1 995 cc
Max. output	140 kW/190 hp at 4 000 min ⁻¹
Max. torque	400 Nm at 1 500 – 3 000 min ⁻¹

Weight/Performance/Consumption

Unladen weight (DIN)	1 730 kg
Top speed	212 km/h
Acceleration 0–100 km/h	8.0 sec
Consumption (EU combined cycle)	5.6 – 5.4 ltr
CO ₂ emission rating	146 – 143 g/km
(consumption and emission values dependent on selected tyre format)	

11. Irresistible and still unique: The new BMW X6.



The success story of the Sports Activity Coupe is now being continued with the second generation of the BMW X6. The model, which remains unique in its segment, underlines its special status more than ever before through an irresistible aura, superior performance and innovative luxury. The new version of the BMW X6 fascinates with increased presence and extroverted, sporty styling as well as a luxurious interior design. The vehicle's range of standard equipment features has been significantly extended versus the predecessor model and comprises, inter alia, bi-Xenon headlights, 19-inch light-alloy wheels, automatic tailgate operation, the 8-speed Steptronic sport transmission with shift paddles on the steering wheel as well as a leather trim, 2-zone automatic climate control, an auto-dimming rear-view mirror and the Driving Assistant Package from BMW ConnectedDrive.

The exclusive style of the BMW X6 can be emphasised even more intensively by adding attractive design and equipment packages. The design Pure Extravagance sets distinctive and sophisticated accents both on the exterior and in the interior. The M Sport package guarantees an instantly noticeable increase in dynamics. Also available at market launch: model-specific equipment options from BMW Individual.

Supreme performance: noticeably enhanced dynamics, fuel consumption reduced by up to 22 percent.

The model range available when the BMW X6 goes on sale in December 2014 comprises three engine variants:

- **BMW X6 xDrive50i**, V8 petrol engine of the latest generation, 330 kW/450 hp, combined fuel consumption: 9.7 litres/100 km; combined CO₂ emissions: 227 – 225 g/km,
- **BMW X6 xDrive30d**, straight six-cylinder diesel engine, 190 kW/258 hp, combined fuel consumption: 6.0 litres/100 km; combined CO₂ emissions: 159 – 157 g/km,
- **BMW X6 M50d**, straight six-cylinder diesel engine with three turbochargers, 280 kW/381 hp, combined fuel consumption: 6.6 litres/100 km; combined CO₂ emissions: 174 g/km.

BMW TwinPower Turbo technology, the 8-speed Steptronic sport transmission, comprehensive BMW EfficientDynamics technology, weight optimisation and

improved aerodynamic characteristics ensure that the new BMW X6's noticeable increase in performance goes hand in hand with up to 22 percent better overall fuel economy. In the spring of 2015, two further engine variants are to be added to the model range:

- **BMW X6 xDrive35i**, straight six-cylinder petrol engine, 225 kW/306 hp, combined fuel consumption: 8.6 – 8.5 litres/100 km; combined CO₂ emissions: 200 – 198 g/km,
- **BMW X6 xDrive40d**, straight six-cylinder diesel engine, 230 kW/313 hp, combined fuel consumption: 6.3 – 6.2 litres/100 km; combined CO₂ emissions: 165 – 163 g/km (all values in the EU test cycle, dependent on selected tyre format).

The standard intelligent four-wheel drive system BMW xDrive ensures maximum traction, vehicle stability and cornering dynamics – permanently and as required in each situation. The Adaptive Suspension packages Dynamic, Comfort and Professional featuring Dynamic Damper Control, rear axle air suspension, Dynamic Performance Control and Active Roll Stabilisation Dynamic Drive are optionally available for the BMW X6 for an on-demand increase in driving dynamics and comfort.

Innovative options and features from BMW ConnectedDrive.

The standard 40:20:40 split folding seatbacks of the rear three-seat bench, with which luggage compartment capacity can be increased from 580 litres to as much as 1,525 litres (+75 litres versus the predecessor model), provides added functionality. Adaptive LED headlights, Comfort Access including contact-free opening and closing of the tailgate and further sophisticated options emphasise the innovative character of the new BMW X6. The navigation system Professional including Touch Controller, the Bang & Olufsen High End Surround System and the rear compartment entertainment system Professional are just some of the options with which driving pleasure and travel comfort can be enhanced even further.

The varied range of products from BMW ConnectedDrive comprises numerous driver assistant systems and mobility services, some of which are unique within the competitive environment. For example, optional features include the optional BMW Head-Up Display, the Driving Assistant Plus with Motorway Traffic Jam Assistant, the BMW Parking Assistant, the systems Surround View and BMW Night Vision with Dynamic Light Spot and Speed Limit Info as well as all BMW ConnectedDrive services and online entertainment. Intelligent Emergency Call is an integral part of the standard equipment in the new BMW X6.

Specifications. BMW X6, 2014.



BMW X6.

Dimensions

Length	4 909 mm
Width	1 989 mm
Height	1 702 mm
Wheelbase	2 933 mm
Ground clearance	212 mm
Luggage compartment capacity	580 – 1 525 litres

Transmission of Power/Suspension

Transmission	8-speed Steptronic transmission
Front axle	Double-joint spring strut axle with stabiliser and gas pressure dampers
Rear axle	Integral rear axle, optionally with air suspension
Brakes	Front disk brakes, internally ventilated, Rear disk brakes, internally ventilated
Four-wheel drive system	Intelligent four-wheel drive system BMW xDrive with electronically controlled multiple disk clutch; Dynamic
Performance Control for	increased dynamics in bends through variable distribution of power between the rear wheels; networked with Dynamic Performance Control and DSC
within	Dynamic Stability Control ICM (Integrated Chassis Management)

Model variants

BMW X6 xDrive50i (2014)

Engine

Config/Number of cylinders	V 8
Fuel	Premium-grade petrol
Capacity	4 395 cc
Max. output	330 kW/450 hp at 5 500 – 6 000 min ⁻¹
Max. torque	650 Nm at 2 000 – 4 500 min ⁻¹

Weight/Performance/Consumption

Unladen weight (DIN)	2 170 kg
Top speed	250 km/h
Acceleration 0–100 km/h	4.8 sec
Consumption (EU combined cycle)	9.7 ltr
CO ₂ emission rating	227 – 225 g/km
(consumption and emission values dependent on selected tyre format)	

BMW X6 xDrive30d (2014)

Engine

Config/Number of cylinders	R 6
Fuel	Diesel
Capacity	2 993 cc
Max. output	190 kW/258 hp at 4 000 min ⁻¹
Max. torque	560 Nm at 1 500 – 3 000 min ⁻¹

Weight/Performance/Consumption

Unladen weight (DIN)	2 065 kg
Top speed	230 km/h
Acceleration 0–100 km/h	6.7 sec
Consumption (EU combined cycle)	6.0 ltr
CO ₂ emission rating	159 – 157 g/km
(consumption and emission values dependent on selected tyre format)	

BMW X6 M50d (2014)

Engine

Config/Number of cylinders	R 6
Fuel	Diesel
Capacity	2 993 cc
Max. output	280 kW/381 hp at 4 000 – 4 400 min ⁻¹
Max. torque	740 Nm at 2 000 – 3 000 min ⁻¹

Weight/Performance/Consumption

Unladen weight (DIN)	2 185 kg
Top speed	250 km/h
Acceleration 0–100 km/h	5.2 sec
Consumption (EU combined cycle)	6.6 ltr
CO ₂ emission rating	174 g/km

For further questions please contact:

Corporate Communications

Christophe Koenig, Product Communications BMW Automobiles,
Phone: +49-89-382-56097, Fax: +49-89-382-20626

Ralph Huber, Head of Product Communications BMW Automobiles,
Phone: +49-89-382-68778, Fax: +49-89-382-20626

E-Mail: presse@bmw.de
Internet: www.press.bmwgroup.de

Die BMW Group

Die BMW Group ist mit ihren Marken BMW, MINI und Rolls-Royce der weltweit führende Premium-Hersteller von Automobilen und Motorrädern und Anbieter von Premium-Finanz- und Mobilitätsdienstleistungen. Als internationaler Konzern betreibt das Unternehmen 29 Produktions- und Montagestätten in 14 Ländern sowie ein globales Vertriebsnetzwerk mit Vertretungen in über 140 Ländern.

Im Jahr 2013 erzielte die BMW Group einen weltweiten Absatz von rund 1,963 Millionen Automobilen und 115.215 Motorrädern. Das Ergebnis vor Steuern im Geschäftsjahr 2013 belief sich auf 7,91 Mrd. €, der Umsatz auf rund 76,06 Mrd. €. Zum 31. Dezember 2013 beschäftigte das Unternehmen weltweit 110.351 Mitarbeiterinnen und Mitarbeiter.

Seit jeher sind langfristiges Denken und verantwortungsvolles Handeln die Grundlage des wirtschaftlichen Erfolges der BMW Group. Das Unternehmen hat ökologische und soziale Nachhaltigkeit entlang der gesamten Wertschöpfungskette, umfassende Produktverantwortung sowie ein klares Bekenntnis zur Schonung von Ressourcen fest in seiner Strategie verankert.

www.bmwgroup.com
Facebook: <http://www.facebook.com/BMWGroup>
Twitter: <http://twitter.com/BMWGroup>
YouTube: <http://www.youtube.com/BMWGroupview>
Google+: <http://googleplus.bmwgroup.com>

The BMW Group

With its three brands BMW, MINI and Rolls-Royce, the BMW Group is the world's leading premium manufacturer of automobiles and motorcycles and also provides premium financial and mobility services. As a global company, the BMW Group operates 29 production and assembly facilities in 14 countries and has a global sales network in more than 140 countries.

In 2013, the BMW Group sold approximately 1.963 million cars and 115,215 motorcycles worldwide. The profit before tax for the financial year 2013 was € 7.91 billion on revenues amounting to approximately € 76.06 billion. As of 31 December 2013, the BMW Group had a workforce of 110,351 employees.

The success of the BMW Group has always been based on long-term thinking and responsible action. The company has therefore established ecological and social sustainability throughout the value chain, comprehensive product responsibility and a clear commitment to conserving resources as an integral part of its strategy.

www.bmwgroup.com
Facebook: <http://www.facebook.com/BMWGroup>
Twitter: <http://twitter.com/BMWGroup>
YouTube: <http://www.youtube.com/BMWGroupview>
Google+: <http://googleplus.bmwgroup.com>