

Specifications.

BMW X4.

X4 M40i.



BMW X4 M40i		
Body		
No. of doors/seats		5 / 5
Length/width/height ¹⁾ (unladen)	mm	4752 / 1938/ 1621
Wheelbase	mm	2864
Track, front/rear	mm	1615 / 1624
Turning circle	m	12.1
Tank capacity	approx. ltr	65
Engine oil ²⁾	ltr	6.5
Weight, unladen, to DINEU	kg	1865 / 1940
Max. load to DIN	kg	565
Max. permissible weight	kg	2430
Max. axle load, front/rear	kg	1190 / 1380
Max. trailer load, braked (12%)/unbraked	kg	2000 / 750
Max. roof load/towbar download	kg	100 / 100
Luggage comp. capacity	ltr	525 – 1430
Air resistance	C _d x A	0.31 x 2.59
Engine		
Config./No. of cyls./valves		in-line / 6 / 4
Engine technology	BMW TwinPower Turbo technology: TwinScroll turbocharger, High Precision Injection, VALVETRONIC fully variable valve timing, Double-VANOS variable camshaft timing	
Effective capacity	cm ³	2998
Stroke/bore	mm	94.6 / 82.0
Compression ratio	:1	10.2
Fuel		min RON 91
Output	kW/hp	265 / 360
at	rpm	5200 – 6500
Torque	Nm	500
at	rpm	1850 – 5000
Electrical System		
Battery/Installation	Ah/–	90 / luggage comp.
Driving Dynamics and Safety		
Suspension, front	Aluminium double-joint tension-rod spring-strut axle	
Suspension, rear	Five-link axle in lightweight steel construction	
Brakes, front	Four-piston fixed-calliper disc brakes / vented	
Brakes, rear	Twin-piston floating-calliper disc brakes / vented	
Driving stability systems	Standard: DSC incl. ABS, ASC and DTC (Dynamic Traction Control), CBC Cornering Brake Control, DBC Dynamic Brake Control, brake drying function, fading compensation, start-off assistant, Hill Descent Control, Performance Control, M sport differential, DSC linked to xDrive all-wheel drive; optional: Adaptive M suspension	
Safety equipment	Standard: airbags for driver and front passenger, side airbags for driver and front passenger, head airbags for front and rear seats, three-point inertia- reel seatbelts on all seats with belt latch tensioner and belt force limiter at the front seats, crash sensors, Tyre Pressure Indicator	
Steering	Electric Power Steering (EPS), Variable Sport Steering with Servotronic function	
Steering ratio, overall	:1	16.8
Tyres, front/rear	245/45 R20 103W XL / 275/40 R20 106W XL	
Rims, front/rear	8J x 20 light-alloy / 9.5J x 20 light-alloy	

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Transmission			
Type of gearbox		8-speed Steptronic	
Gear ratios	I	:1	5.250
	II	:1	3.360
	III	:1	2.172
	IV	:1	1.720
	V	:1	1.316
	VI	:1	1.000
	VII	:1	0.822
	VIII	:1	0.640
	R	:1	3.712
Final drive		:1	3.385
Performance			
Power-to-weight ratio (DIN)	kg/kW		7.0
Output per litre	kW/l		88.4
Acceleration 0–100 km/h	s		4.8
Top speed	km/h		250
Off-road characteristics			
Angle of approach/departure	°	25.0 / 21.9	
Breakover angle	°	20.0	
Ground clearance when unladen	mm	204	
Fording depth (at 7 km/h)	mm	500	
BMW EfficientDynamics			
BMW EfficientDynamics standard features	Brake Energy Regeneration with recuperation display, EPS (Electric Power Steering), Auto Start Stop function, Optimum Shift Indicator, ECO PRO mode with coasting function, BMW EfficientLightweight, optimised aerodynamic attributes, on-demand operation of ancillary units, map-controlled oil pump, efficiency- and weight-optimised all-wheel drive, differential and power divider with optimized-warm-up behavior		
Fuel consumption EU cycle			
Urban	ltr/100 km	10.0 – 9.8	
Extra-urban	ltr/100 km	7.0 – 6.6	
Combined	ltr/100 km	8.1 – 7.8	
CO ₂	g/km	185 – 177	
Emission rating		EU6d-TEMP	

Specifications apply to ACEA markets/data relevant to homologation applies in part only to Germany (weight)

¹⁾ Height including roof aerial

²⁾ Oil change

The values for fuel consumption, CO₂ emission and energy consumption shown were determined in the standardized test cycle according to the European Regulation (EC) 715/2007 in the version applicable at the time of type approval. The figures refer to a vehicle with basic configuration in Germany and the range shown considers optional equipment and the different size of wheels and tires available on the selected model and may vary during the configuration.

The values are already based on the test cycle according to the new WLTP regulation and are translated back into NEDC-equivalent values in order to allow a comparison between vehicles. With respect to these vehicles, for vehicle related taxes or other duties based (at least inter alia) on CO₂-emissions the CO₂ values may differ to the values stated here.