Technical specifications. BMW XM Label Red.







BMW Media information

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		PMW VM Label Dad
		BMW XM Label Red
Body		F / F
No of doors/seats Length/width/height (unladen)	mm	5 / 5 5110 / 2005 / 1755
Wheelbase		3107 20037 1733
Track, front/rear	mm mm	1726 / 1690
Ground clearance	mm	220
Turning circle	m	12.5
	approx. I	69
Engine oil 1)	upprox. i	3)
Weight, unladen, to DIN/EU		2720 / 2795
Max. load to DIN	kg kg	580
Max. permissible weight	kg	3300
Max. axle load, front/rear		1500 / 1825
Max. trailer load,	kg	13007 1623
braked (12%)/unbraked	kg	2700 / 750
Max. roofload/towbar download	kg	-/140
Luggage comp. capacity	I	527 – 1820
Air resistance	c _d x A	3)
All resistance	Cd X A	· · · · · · · · · · · · · · · · · · ·
Power Unit		
Drive concept		
		motors to all four wheels via M xDrive
System output	kW/hp	550 / 748
System torque	Nm	1000
System power-to-weight ratio	kg/kW	4.9
Petrol Engine		
Config./No. of cyls./valves Engine technology		V / 8 / 4 Power Turbo technology with cross-bank exhaust manifold: TwinScroll turbochargers, indirect charge air cooling, High
· · · · · · · · · · · · · · · · · · ·	two M Pre	Power Turbo technology with cross-bank exhaust manifold: TwinScroll turbochargers, indirect charge air cooling, High ccision Injection (maximum injection pressure: 350 bar), TRONIC fully variable valve timing, Double-VANOS variable
Engine technology	two M Pre VALVE	Power Turbo technology with cross-bank exhaust manifold: TwinScroll turbochargers, indirect charge air cooling, High cision Injection (maximum injection pressure: 350 bar), TRONIC fully variable valve timing, Double-VANOS variable camshaft timing
Engine technology Effective capacity	two M Pre VALVE	Power Turbo technology with cross-bank exhaust manifold: TwinScroll turbochargers, indirect charge air cooling, High cision Injection (maximum injection pressure: 350 bar), TRONIC fully variable valve timing, Double-VANOS variable camshaft timing 4395
Engine technology Effective capacity Stroke/bore	two M Pre VALVE cc mm	Power Turbo technology with cross-bank exhaust manifold: TwinScroll turbochargers, indirect charge air cooling, High ecision Injection (maximum injection pressure: 350 bar), TRONIC fully variable valve timing, Double-VANOS variable camshaft timing 4395 88.3 / 89.0
Engine technology Effective capacity Stroke/bore Compression ratio	two M Pre VALVE	Power Turbo technology with cross-bank exhaust manifold: TwinScroll turbochargers, indirect charge air cooling, High ecision Injection (maximum injection pressure: 350 bar), TRONIC fully variable valve timing, Double-VANOS variable camshaft timing 4395 88.3 / 89.0 10.5
Engine technology Effective capacity Stroke/bore Compression ratio Fuel	two M Pre VALVE cc mm :1	Power Turbo technology with cross-bank exhaust manifold: TwinScroll turbochargers, indirect charge air cooling, High ecision Injection (maximum injection pressure: 350 bar), TRONIC fully variable valve timing, Double-VANOS variable camshaft timing 4395 88.3 / 89.0 10.5 min RON 91
Engine technology Effective capacity Stroke/bore Compression ratio Fuel Max. output	two M Pre VALVE cc mm :1	Power Turbo technology with cross-bank exhaust manifold: TwinScroll turbochargers, indirect charge air cooling, High ecision Injection (maximum injection pressure: 350 bar), TRONIC fully variable valve timing, Double-VANOS variable camshaft timing 4395 88.3 / 89.0 10.5 min RON 91 430 / 585
Engine technology Effective capacity Stroke/bore Compression ratio Fuel Max. output at	two M Pre VALVE cc mm :1 kW/hp rpm	Power Turbo technology with cross-bank exhaust manifold: TwinScroll turbochargers, indirect charge air cooling, High ecision Injection (maximum injection pressure: 350 bar), TRONIC fully variable valve timing, Double-VANOS variable camshaft timing 4395 88.3 / 89.0 10.5 min RON 91 430 / 585 5600 – 6500
Engine technology Effective capacity Stroke/bore Compression ratio Fuel Max. output at Max. torque	two M Pre VALVE cc mm :1 kW/hp rpm Nm	Power Turbo technology with cross-bank exhaust manifold: TwinScroll turbochargers, indirect charge air cooling, High exision Injection (maximum injection pressure: 350 bar), TRONIC fully variable valve timing, Double-VANOS variable camshaft timing 4395 88.3 / 89.0 10.5 min RON 91 430 / 585 5600 – 6500 750
Engine technology Effective capacity Stroke/bore Compression ratio Fuel Max. output at Max. torque at	two M Pre VALVE CCC mm :1 kW/hp rpm Nm rpm	Power Turbo technology with cross-bank exhaust manifold: TwinScroll turbochargers, indirect charge air cooling, High ecision Injection (maximum injection pressure: 350 bar), TRONIC fully variable valve timing, Double-VANOS variable camshaft timing 4395 88.3 / 89.0 10.5 min RON 91 430 / 585 5600 – 6500
Engine technology Effective capacity Stroke/bore Compression ratio Fuel Max. output at Max. torque	two M Pre VALVE cc mm :1 kW/hp rpm Nm	Power Turbo technology with cross-bank exhaust manifold: TwinScroll turbochargers, indirect charge air cooling, High exision Injection (maximum injection pressure: 350 bar), TRONIC fully variable valve timing, Double-VANOS variable camshaft timing 4395 88.3 / 89.0 10.5 min RON 91 430 / 585 5600 – 6500 750 1800 – 5400
Engine technology Effective capacity Stroke/bore Compression ratio Fuel Max. output at Max. torque at	two M Pre VALVE CCC mm :1 kW/hp rpm Nm rpm	Power Turbo technology with cross-bank exhaust manifold: TwinScroll turbochargers, indirect charge air cooling, High exision Injection (maximum injection pressure: 350 bar), TRONIC fully variable valve timing, Double-VANOS variable camshaft timing 4395 88.3 / 89.0 10.5 min RON 91 430 / 585 5600 – 6500 750 1800 – 5400
Engine technology Effective capacity Stroke/bore Compression ratio Fuel Max. output at Max. torque at Output per litre	two M Pre VALVE CCC mm :1 kW/hp rpm Nm rpm	Power Turbo technology with cross-bank exhaust manifold: TwinScroll turbochargers, indirect charge air cooling, High exision Injection (maximum injection pressure: 350 bar), TRONIC fully variable valve timing, Double-VANOS variable camshaft timing 4395 88.3 / 89.0 10.5 min RON 91 430 / 585 5600 – 6500 750 1800 – 5400
Engine technology Effective capacity Stroke/bore Compression ratio Fuel Max. output at Max. torque at Output per litre Electric Motor	two M Pre VALVE CCC mm :1 kW/hp rpm Nm rpm	Power Turbo technology with cross-bank exhaust manifold: TwinScroll turbochargers, indirect charge air cooling, High cision Injection (maximum injection pressure: 350 bar), TRONIC fully variable valve timing, Double-VANOS variable camshaft timing 4395 88.3 / 89.0 10.5 min RON 91 430 / 585 5600 – 6500 750 1800 – 5400 97.8 BMW eDrive technology: synchronous electric motor with pre-gearing stage integrated into eight-speed M Steptronic transmission, generator function for recuperating energy for
Engine technology Effective capacity Stroke/bore Compression ratio Fuel Max. output at Max. torque at Output per litre Electric Motor Motor technology	two M Pre VALVE cc mm :1 kW/hp rpm Nm rpm kW/l	Power Turbo technology with cross-bank exhaust manifold: TwinScroll turbochargers, indirect charge air cooling, High cision Injection (maximum injection pressure: 350 bar), TRONIC fully variable valve timing, Double-VANOS variable camshaft timing 4395 88.3 / 89.0 10.5 min RON 91 430 / 585 5600 – 6500 750 1800 – 5400 97.8 BMW eDrive technology: synchronous electric motor with pre-gearing stage integrated into eight-speed M Steptronic transmission, generator function for recuperating energy for the high-voltage battery
Engine technology Effective capacity Stroke/bore Compression ratio Fuel Max. output at Max. torque at Output per litre Electric Motor Motor technology	two M Pre VALVE cc mm :1 kW/hp rpm Nm rpm kW/l	Power Turbo technology with cross-bank exhaust manifold: TwinScroll turbochargers, indirect charge air cooling, High cision Injection (maximum injection pressure: 350 bar), TRONIC fully variable valve timing, Double-VANOS variable camshaft timing 4395 88.3 / 89.0 10.5 min RON 91 430 / 585 5600 – 6500 750 1800 – 5400 97.8 BMW eDrive technology: synchronous electric motor with pre-gearing stage integrated into eight-speed M Steptronic transmission, generator function for recuperating energy for the high-voltage battery 145 / 197 7000
Engine technology Effective capacity Stroke/bore Compression ratio Fuel Max. output at Max. torque at Output per litre Electric Motor Motor technology	two M Pre VALVE cc mm :1 kW/hp rpm Nm rpm kW/li kW/hp	Power Turbo technology with cross-bank exhaust manifold: TwinScroll turbochargers, indirect charge air cooling, High cision Injection (maximum injection pressure: 350 bar), TRONIC fully variable valve timing, Double-VANOS variable camshaft timing 4395 88.3 / 89.0 10.5 min RON 91 430 / 585 5600 – 6500 750 1800 – 5400 97.8 BMW eDrive technology: synchronous electric motor with pre-gearing stage integrated into eight-speed M Steptronic transmission, generator function for recuperating energy for the high-voltage battery 145 / 197 7000
Engine technology Effective capacity Stroke/bore Compression ratio Fuel Max. output at Max. torque at Output per litre Electric Motor Motor technology	two M Pre VALVE cc mm :1 kW/hp rpm Nm rpm kW/li kW/hp	Power Turbo technology with cross-bank exhaust manifold: TwinScroll turbochargers, indirect charge air cooling, High cision Injection (maximum injection pressure: 350 bar), TRONIC fully variable valve timing, Double-VANOS variable camshaft timing 4395 88.3 / 89.0 10.5 min RON 91 430 / 585 5600 – 6500 750 1800 – 5400 97.8 BMW eDrive technology: synchronous electric motor with pre-gearing stage integrated into eight-speed M Steptronic transmission, generator function for recuperating energy for the high-voltage battery 145 / 197 7000 280
Engine technology Effective capacity Stroke/bore Compression ratio Fuel Max. output at Max. torque at Output per litre Electric Motor Motor technology Peak output at Torque	two M Pre VALVE cc mm :1 kW/hp rpm kW/ll kW/hp rpm	Power Turbo technology with cross-bank exhaust manifold: TwinScroll turbochargers, indirect charge air cooling, High cision Injection (maximum injection pressure: 350 bar), TRONIC fully variable valve timing, Double-VANOS variable camshaft timing 4395 88.3 / 89.0 10.5 min RON 91 430 / 585 5600 – 6500 750 1800 – 5400 97.8 BMW eDrive technology: synchronous electric motor with pre-gearing stage integrated into eight-speed M Steptronic transmission, generator function for recuperating energy for the high-voltage battery 145 / 197 7000 280 100 – 5500
Engine technology Effective capacity Stroke/bore Compression ratio Fuel Max. output at Max. torque at Output per litre Electric Motor Motor technology Peak output at Torque at Effective torque through pre-gearing stage Recuperation power	two M Pre VALVE cc mm :1 kW/hp rpm kW/ll kW/hp rpm Nm	Power Turbo technology with cross-bank exhaust manifold: TwinScroll turbochargers, indirect charge air cooling, High cision Injection (maximum injection pressure: 350 bar), TRONIC fully variable valve timing, Double-VANOS variable camshaft timing 4395 88.3 / 89.0 10.5 min RON 91 430 / 585 5600 – 6500 750 1800 – 5400 97.8 BMW eDrive technology: synchronous electric motor with pre-gearing stage integrated into eight-speed M Steptronic transmission, generator function for recuperating energy for the high-voltage battery 145 / 197 7000 280 100 – 5500 450
Engine technology Effective capacity Stroke/bore Compression ratio Fuel Max. output at Max. torque at Output per litre Electric Motor Motor technology Peak output at Torque at Effective torque through pre-gearing stage Recuperation power High-voltage Battery	two M Pre VALVE cc mm :1 kW/hp rpm kW/ll kW/hp rpm Nm	Power Turbo technology with cross-bank exhaust manifold: TwinScroll turbochargers, indirect charge air cooling, High cision Injection (maximum injection pressure: 350 bar), TRONIC fully variable valve timing, Double-VANOS variable camshaft timing 4395 88.3 / 89.0 10.5 min RON 91 430 / 585 5600 – 6500 750 1800 – 5400 97.8 BMW eDrive technology: synchronous electric motor with pre-gearing stage integrated into eight-speed M Steptronic transmission, generator function for recuperating energy for the high-voltage battery 145 / 197 7000 280 100 – 5500 450
Engine technology Effective capacity Stroke/bore Compression ratio Fuel Max. output at Max. torque at Output per litre Electric Motor Motor technology Peak output at Torque at Effective torque through pre-gearing stage Recuperation power High-voltage Battery Storage technology / Installation	kW/hp rpm kW/l kW/hp rpm kW/l kW/hp kW/l	Power Turbo technology with cross-bank exhaust manifold: TwinScroll turbochargers, indirect charge air cooling, High exision Injection (maximum injection pressure: 350 bar), TRONIC fully variable valve timing, Double-VANOS variable camshaft timing 4395 88.3 / 89.0 10.5 min RON 91 430 / 585 5600 – 6500 750 1800 – 5400 97.8 BMW eDrive technology: synchronous electric motor with pre-gearing stage integrated into eight-speed M Steptronic transmission, generator function for recuperating energy for the high-voltage battery 145 / 197 7000 280 100 – 5500 450 3) Lithium-ion / Underfloor
Engine technology Effective capacity Stroke/bore Compression ratio Fuel Max. output at Max. torque at Output per litre Electric Motor Motor technology Peak output at Torque at Effective torque through pre-gearing stage Recuperation power High-voltage Battery Storage technology / Installation Voltage	kW/hp rpm kW/l kW/hp rpm kW/l	Power Turbo technology with cross-bank exhaust manifold: TwinScroll turbochargers, indirect charge air cooling, High cision Injection (maximum injection pressure: 350 bar), TRONIC fully variable valve timing, Double-VANOS variable camshaft timing 4395 88.3 / 89.0 10.5 min RON 91 430 / 585 5600 – 6500 750 1800 – 5400 97.8 BMW eDrive technology: synchronous electric motor with pre-gearing stage integrated into eight-speed M Steptronic transmission, generator function for recuperating energy for the high-voltage battery 145 / 197 7000 280 100 – 5500 450 31
Engine technology Effective capacity Stroke/bore Compression ratio Fuel Max. output at Max. torque at Output per litre Electric Motor Motor technology Peak output at Torque at Effective torque through pre-gearing stage Recuperation power High-voltage Battery Storage technology / Installation	kW/hp rpm kW/l kW/hp rpm kW/l kW/hp kW/l	Power Turbo technology with cross-bank exhaust manifold: TwinScroll turbochargers, indirect charge air cooling, High cision Injection (maximum injection pressure: 350 bar), TRONIC fully variable valve timing, Double-VANOS variable camshaft timing 4395 88.3 / 89.0 10.5 min RON 91 430 / 585 5600 – 6500 750 1800 – 5400 97.8 BMW eDrive technology: synchronous electric motor with pre-gearing stage integrated into eight-speed M Steptronic transmission, generator function for recuperating energy for the high-voltage battery 145 / 197 7000 280 100 – 5500 450 31

		BMW XM Label Red		
Driving Dynamics and Safety				
Suspension, front	Adaptive M suspension with double-wishbone front axle in lightweight aluminium construction, M-specific kinematics and elastokinematics			
Suspension, rear	Adaptive M suspension with five-link axle in lightweight aluminium/ steel construction, M-specific kinematics and elastokinematics			
Brakes, front		-piston fixed-calliper disc brakes, vented		
Brakes, rear	Single-piston floating-calliper disc brakes, vented			
Driving stability systems	Standard: DSC incl. ABS and M Dynamic Mode (MDM), can be switched off,			
3 , - ,	near-actuator wheel slip limitation,, CBC (Cornering Brake Control), DBC			
	(Dynamic Brake Control), Performance Control, Dry Braking function, drive-			
	off assistant, M xDrive all-wheel-drive system and M Sport differential			
	networked with DSC, active roll stabilisation with Active Roll Comfort			
Safety equipment	Standard: airbags for driver and front passenger, side airbags for driver and			
, , ,		d airbags for front and rear seats, three-point inertia-		
		seats with belt stopper, belt tensioner and belt force		
		front, crash sensors, tyre pressure indicator		
Steering		Electric Power Steering (EPS)		
3	with M	I-specific Servotronic function, Integral Active Steering		
Steering ratio, overall	:1	16.2		
Tyres, front/rear	275/45 R21 110Y XL / 315/40 R21 115Y XL			
Rims, front/rear	9.5J x 21 light-alloy / 10.5J x 21 light-alloy			
Transmission				
Type of transmission		Eight-speed M Steptronic transmission		
Gear ratios I	:1	5.000		
	:1	3.200		
III	:1	2.143		
IV	:1	1.720		
V	:1	1.297		
VI	:1	1.000		
VII	:1	0.833		
VIII	:1	0.640		
R	:1	3.968		
Final drive	:1	3.636		
Paufauman an				
Performance Acceleration 0–100 km/h		3.8		
Top speed	s km/h	250 / 290 ²⁾		
Top speed on electric power	km/h	140		
Electric range (WLTP)	km	76 – 82		
Liectric runge (WETF)	KIII	70-02		
BMW EfficientDynamics				
BMW EfficientDynamics	BMW eDrive te	chnology, Electric Power Steering, hybrid-specific		
standard features	Automatic S	tart/Stop function, Proactive Driving Assistant,		
	BMW EfficientLightweight, optimised aerodynamic attributes, active air			
	flap control, on-demand operation of ancillary units, map-regulated oil			
	pum	np, efficiency-optimised all-wheel drive		
Fuel Consumption ECE				
Petrol cons., weighted combined (W	LTP) I/100 km	2.0 – 1.5		
Petrol cons., weighted combined (NI				
CO ₂ emissions from petrol (WLTP)	g/km	 45 – 35		
CO ₂ emissions from petrol (NEDC))	g/km			
Electric power consumption,	kWh/100 km			
weighted combined (WLTP)	RVVII/ TOU KIII	33.5 – 32.5		
Electric power consumption,	kWh/100 km	JJ.J – J2.J		
weighted combined (NEDC))	KVVII/ TOU KIII	_		
Emission rating		Euro 6e		
Linission ruting		Luio de		

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

All figures are provisional

Official fuel consumption, CO2 emissions, electric power consumption and electric range figures were determined based on the prescribed measurement procedure in accordance with European Regulation (EC) 2007/715 in the version applicable. They refer to vehicles in the German market. Where a range is shown, NEDC figures consider the different sizes of the selected wheels/tyres, while WLTP figures take into account the impact of any optional extras.

WLTP values are used for determining vehicle-related taxes or other duties based (at least inter alia) on CO₂ emissions as well as eligibility for any applicable vehicle-specific subsidies. Any NEDC values that are shown were calculated based on the new WLTP measurement procedure where appropriate and translated back into equivalent NEDC measurements in order to ensure comparability between the vehicles. Only official figures based on the WLTP procedure are available for new models that have been type tested since 01.01.2021. Further information on the WLTP and NEDC measurement procedures can also be found at www.bmw.de/wltp.

Further information on official fuel consumption figures and specific CO2 emission values of new passenger cars is included in the following guideline: 'Leitfaden über den Kraftstoffverbrauch, die CO2-Emissionen und den Stromverbrauch neuer Personenkraftwagen' (Guide to the fuel economy, CO2 emissions and electric power consumption of new passenger cars), which can be obtained free of charge from all dealerships, from Deutsche Automobil Treuhand GmbH (DAT), Hellmuth-Hirth-Str. 1, 73760 Ostfildern-Scharnhausen and at https://www.dat.de/co2/.

¹⁾ Oil change with filter

²⁾ Limited / with optional M Driver's Package

³⁾ Figures not yet available

Exterior and interior dimensions. BMW XM Label Red.



