

THE FIRST-EVER BMW X3 M. PRESS KIT.



BMW India.

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Press and Corporate Affairs

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The first-ever BMW X3 M**

Press Information

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1. At a Glance



At a Glance: The first-ever BMW X3 M.

BMW M GmbH expands its high-performance model line-up in the mid-size Sports Activity Vehicle (SAV) with the launch of BMW X3 M. The first-ever BMW X3 M (fuel consumption combined: 10.5 l/100 km [26.9 mpg imp]; CO₂ emissions combined: 239 g/km*) sets benchmark for dynamic excellence, agility and precision, which are the renowned characteristics of BMW M cars.

The BMW X3 M is available as a completely built-up unit (CBU).

- Outstanding performance attributes coupled with distinctive appearance and sporty & luxurious motor sport ambience for the interior.
- BMW kidney grille with black double bars – another chip off the M block.
- Newly developed M-specific adaptive suspension with electronically controlled dampers and M-specific kinematics and elastokinematics for the front and rear axle. M-specific steering, M compound brakes.
- Power transfer via eight-speed M Steptronic transmission with Drivelogic and model specific M xDrive all-wheel drive with rear-biased set-up and two selectable modes.
- M-specific display content with BMW Head-Up Display that projects driving information (such as the car's speed on the digital indicator, the gear selected, etc.) onto the windscreen and into the driver's immediate field of vision.
- BMW ConnectedDrive navigation package including Navigation system Professional as standard. Standard equipment also includes telephony with wireless charging and Apple CarPlay.
- The unmistakable M-style cockpit design additionally comprises an M-specific instrument cluster, an M leather steering wheel and a restyled M selector lever.
- Among other options offering bespoke levels of comfort are panoramic glass roof, acoustic and sun protection glass.

- Extensive range of driver assistance systems. Cruise Control with braking function along with Collision and Pedestrian Warning with City Braking function as standard. Active Cruise Control with Stop & Go function also optional.
- The most powerful straight-six petrol engine ever to see action in a BMW M car, provides the muscle for stunning performance attributes.
- Newly developed six-cylinder in-line engine. The BMW M TwinPower Turbo technology consists of two turbochargers, High Precision Injection direct fuel injection, VALVETRONIC fully variable valve timing and Double-VANOS variable camshaft timing.
- The BMW M TwinPower Turbo six-cylinder in-line engine in the first-ever BMW X3 M impresses with outstanding responsiveness and agile power delivery and astonishing efficiency. An output of 353kW/480 hp produces a maximum torque of 600 Nm at 2,600 – 5,600 rpm and accelerates from 0-100 km/hr in just 4.2 seconds to a top speed of 250 km/h.

2. Design



The design: Characteristic M styling for the exterior and interior.

- The model-specific design features are geared squarely to the functional requirements of a high-performance car.
- Ergonomically efficient cockpit design, sport seats along-with other design details give the interiors an extremely sporty yet luxurious feel.

Characteristic BMW X model proportions, trademark M design features

The exterior design of the BMW X3 M takes the muscular proportions shared by all BMW X models, adds a long wheelbase, short overhangs, slightly hexagonal wheel arches, crisp lines and clean-cut surface contouring, and completes the picture with a sprinkling of tell-tale M features for that extra dose of sporting supremacy. Alongside the large air intakes and aerodynamically optimised front apron, the all-new model also sports a BMW kidney grille with black double bars – another chip off the M block.

The signature M gills are integrated into the Air Breathers on the front flanks. The exterior mirrors' special M design brings about a further reduction in aerodynamic drag. And the diffuser-look styling flanked by a pair of exhaust tailpipes on either side clearly distinguishes the individually designed rear apron of the new model.

Sited atop the BMW X3 M is an M-specific roof spoiler, whose design extends the flank lines into the powerfully contoured tail. The exterior colour scheme for the first-ever model sets it apart even more clearly from the standard version of BMW X3, with the front and rear naprons, the wheel arch surrounds and the edges of the side skirts painted entirely in body colour, replacing the usual black bordering. There is a choice of six colours for the exterior paintwork of the first-ever BMW X3 M, including the new shade Toronto Red metallic and – also exclusive to M cars – Donington Grey metallic.

The standard equipment also includes 20-inch M light-alloy wheels and an M Sport exhaust system, along with specially designed door sill plates and model badging.

M-style cockpit design, versatile interior

Standard equipment for the first-ever BMW X3 M includes sports seats, Vernasca leather upholstery in a choice of Black or Oyster with an embossed M logo at the top of the backrests, and interior trim strips in Aluminium carbon structure. The model comes fitted with knee pads on the sides of the centre console as standard.

The unmistakable M-style cockpit design additionally comprises an M-specific instrument cluster, an M leather steering wheel and a restyled M selector lever. Although the interior appears firmly focused on a sporty driving experience, it still retains the versatility for which BMW X models are known. The BMW X3 M comes as standard with a 40 : 20 : 40 split-folding rear backrest, enabling luggage capacity to be increased to a maximum of 1,600 litres.

3. Powertrain, Driving Dynamics



Powertrain and driving experiences: New six-cylinder in-line engine, M Steptronic transmission, M xDrive.

The addition to the BMW M GmbH line-up of its first high-performance model in the mid-size Sports Activity Vehicle (SAV) also heralds the arrival of a newly developed six-cylinder in-line engine. The engine stands out with its familiar M high-revving character, the latest M TwinPower Turbo technology update, plus track-tested cooling and oil supply systems. It develops 353 kW/480 hp in the first-ever BMW X3 M (fuel consumption combined: 10.5 l/100 km [26.9 mpg imp]; CO2 emissions combined: 239 g/km*).

The standout performance characteristics of the 3.0-litre unit are encapsulated by the linear power development that is such an M speciality, plus a hunger for revs quelled only by the engine's limiter. And all to the tune of an arresting soundtrack. Like the maximum output figure, peak torque of 600 Nm (442 lb-ft) also represents a new high point for a six-cylinder in-line engine from BMW. The ongoing development of M TwinPower Turbo technology, coupled with the inclusion of two gasoline particulate filters and four catalytic converters, also ensures the high-performance engines can claim remarkable efficiency and exceptionally low emissions.

Higher revving, more powerful and more efficient thanks to weight minimisation and the latest M TwinPower Turbo technology

The new six-cylinder in-line engine has a forged crankshaft, whose exceptional torsional resistance allows it to handle extremely high torque levels. Plus, its low weight and reduced rotating mass feed the engine's high-revving instincts. The closed-deck design of the six-cylinder engine's crankcase ensures it is incredibly rigid, paving the way for higher combustion pressure and optimised power output. The wire-arc sprayed iron coating for the cylinder walls serves to reduce weight and frictional losses.

In addition, the cylinder head has a core manufactured using 3D printing. This additive manufacturing process enables geometric forms to be created that are beyond the capability of conventional metal casting techniques. 3D printing

technology has cut the weight of the new engine's cylinder head core and allowed its coolant ducts to be routed in a way that optimises temperature management.

This latest incarnation of M TwinPower Turbo technology features two monoscroll turbochargers, which supply compressed air to cylinders 1 – 3 and 4 – 6 respectively. The engine's power output is further enhanced through the use of upgraded compressors and an indirect intercooler supplied by a low-temperature circuit. A flow-optimised air intake system reduces pressure losses, while an electronically controlled wastegate (which can be closed quickly) enhances responsiveness. The wide-opening wastegate also heightens the effectiveness of the catalytic converters positioned close to the engine.

The likewise further developed High Precision Injection technology raises maximum injection pressure from 200 bar to 350 bar, enabling extremely efficient mixture preparation. The fine atomisation of the fuel in the combustion chambers minimises emissions, especially under full acceleration loads and at high speeds. The package of technology is rounded off by VALVETRONIC fully variable valve timing and Double-VANOS variable camshaft timing.

The six-cylinder in-line engine serves up its peak torque between 2,600 and 5,600 rpm in the first-ever BMW X3 M. It generates maximum output at 6,250 rpm and sustains its potent power delivery until the 7,200 rpm "red line". The BMW X3 M accelerate from 0 to 100 km/h (62 mph) in 4.2 seconds, whereas, the top speed of this model is an electronically governed 250 km/h (155 mph). But if the optional M Driver's Package is specified, this limit rises to 280 km/h (174 mph).

Cooling systems and oil supply developed with knowledge from motor sport

The new six-cylinder in-line engine's track-tested cooling system has been designed to work with the engine's extraordinary performance and comprises one central radiator and two positioned either side of it. It also includes an additional engine oil cooler and a separate transmission oil cooler. This sophisticated system ensures that optimum operating temperatures are maintained for all powertrain components at all times, both in everyday use on short urban journeys and during track use.

The motor sport expertise amassed by BMW M GmbH has also made its presence felt in the conception of the oil supply system, which is designed to meet the challenges of dynamic track driving. The engine's weight-minimised oil sump has two separate chambers and an integrated suction channel. An additional suction stage allows the map-controlled oil pump to draw lubricant from the smaller chamber, which steps in when extra capacity is needed. This ensures a reliable supply of oil at all times, even under extreme lateral and longitudinal acceleration.

Dual-branch exhaust system with electrically controlled flaps, two gasoline particulate filters and four tailpipes

An exhaust system perfectly tailored to the new six-cylinder in-line engine delivers reduced backpressure, a stirring soundtrack and minimized emissions. The dual-branch pipework leads into a bespoke silencer and releases the exhaust gas – in customary M fashion – through two pairs of tailpipes. Each tailpipe has a diameter of 100 millimetres; one pair is positioned on the right-hand of the rear apron and the other on the left. Both branches of the exhaust are fitted with a gasoline particulate filter to reduce particulate emissions.

Electrically controlled flaps help to produce the emotionally rich engine note for which BMW M cars are renowned and which provides an acoustic showcase for the engine's brawn and linear power delivery. The nature of the soundtrack takes its cues from the engine mode engaged; in addition to the standard setting, SPORT and SPORT+ modes can be selected at the touch of a button. Pressing another button on the centre console, meanwhile, gives the engine a particularly hushed tone. Also available as an option in the BMW X3 M is the M Sport exhaust system, which lends the engine a pleasingly sonorous timbre, especially when it is being pushed hard and at high revs.

Eight-speed M Steptronic transmission with Drivelogic and three shift modes

The new high-performance engine links up with the latest upgrade of the eight-speed M Steptronic transmission with Drivelogic. As well as fully automated gear changes, it also enables manual shifts with sequential gear selection.

Fitted as standard along with the newly designed selector lever are gearshift paddles on the steering wheel. Manual mode allows the driver to shift down several times to the lowest gear possible, so as to utilise the engine braking effect. M Steptronic does not force upshifts under acceleration – even when the engine's revs hit the limiter. And it is designed to deliver instantaneous response and lightning-fast gear changes. The torque converter lock-up clutch is fully engaged from the moment the car pulls away.

The driver can use the selector lever's Drivelogic switch to adjust the transmission's shift characteristics in both automatic and manual modes. Drivelogic mode 1 aids efficient driving with smooth gear changes, switching to mode 2 increases the sporting factor with shorter shift times. And the third mode makes gear changes even sharper. Here, the transmission holds the engine in its upper rev echelons, helping the driver to push the dynamic envelope and maximise the powertrain's performance on the track.

M xDrive all-wheel drive: maximum traction, rear-wheel-biased set-up

The new M xDrive all-wheel-drive system also plays its part in giving the first-ever BMW X3 M its sublime performance attributes. Handed its debut in the new BMW M5, the system blends the traction-related benefits of sending power to all four wheels with the proven dynamic qualities of classical rear-wheel drive. The electronically controlled M xDrive, which works in tandem with the DSC (Dynamic Stability Control) system, only shifts drive to the front axle when the rear wheels reach the limits of their power-transferring ability. This setting maximises the agility of the high-performance SAV and SAC as its top priority.

As well as modifying the responses of the DSC system, drivers can also adjust the distribution of power between the front and rear wheels at the touch of a button. M Dynamic Mode – which can be activated as an alternative to the standard DSC setting – gives the driver access to the M xDrive 4WD Sport option. This shifts even more power to the rear wheels, enabling controlled drifts and particularly playful handling. DSC Off mode (with DSC deactivated), meanwhile, has been optimised for ultra-dynamic driving situations and can be combined with the standard all-wheel-drive setting 4WD or with 4WD Sport mode. Mode selection here is via the iDrive menu.

The centrally controlled interaction between M xDrive and the Active M Differential is largely responsible for channelling the engine's immense output through the car's wheels without any loss of power en route. Torque is distributed between the front and rear wheels with creamy smoothness and fully variably by means of the transfer case's electronically controlled multiplate clutch, before the Active M Differential splits it again between the two rear wheels, as the situation demands. This ensures enhanced traction, agility and directional stability, especially when the car is being driven in a very sporty manner or on roads with differing levels of grip – i.e. exactly when it is needed. All of which means stabilising interventions by the DSC system are only necessary in extreme situations.

*Performance data as measured in the test done under controlled conditions of environment, fuel etc. as specified in Central Motor Vehicle Rules, 1989.

4. **BMW EfficientDynamics**



BMW EfficientDynamics in the first-ever BMW X3 M: Segment-leading driving dynamics.

The combination of agility, dynamism and precision for which BMW M cars are renowned is underpinned by sophisticated, model-specific chassis technology tuned astutely to match the engine's high power and the capabilities of the M xDrive all-wheel-drive system. This endows the first-ever BMW X3 M with a degree of dynamic prowess that eclipses their rivals. The outstanding levels of performance in terms of straight-line and lateral acceleration, handling and stopping power are complemented by excellent directional stability, neutral steering behaviour and comfort-enhancing characteristics that lend themselves to both everyday driving and long journeys.

Far-reaching measures for strengthening the body and chassis mountings have a particularly beneficial effect on steering precision and response. The BMW X3 M comes with an M-specific bracing package at the front end, whose key element is a high-precision strut brace in the engine compartment that links the spring strut towers. The body's torsional stiffness is further enhanced by a large strut in the rear section and model-specific rear axle thrust arms.

SAV with unmistakable M driving qualities

An array of M-specific details and the precision tuning of the chassis construction have helped to imbue the Sports Activity Vehicle with a performance-focused character. Both the double-joint spring strut front axle and five-link rear axle feature bespoke kinematic and elastokinematic properties that help to deliver precise wheel location and directional stability. A wide spectrum of adjustability between dynamism and ride comfort and the linear build-up of lateral forces are two of the foremost characteristics in a dynamic repertoire lifted straight from the M rulebook.

The latter quality results in precisely controllable handling throughout the full range of lateral acceleration when cornering at speed. To give the BMW X3 M M-specific kinematics, the front axle is fitted with custom-made swivel bearings, torque arms and wishbones.

Specially designed elastomer bearings are used to channel the forces conveyed by the control arms into the axle subframe and the vehicle body, while the increased front wheel camber optimizes handling stability and lateral control through corners.

The rear axle likewise boasts model-specific components and customized elastokinematics that add to the classical M driving experience. The exceptionally stiff design of the camber arm, combined with the M-specific rubber mounts for all control arms and the rear axle subframe, heralds even greater precision and agility. Finally, the first-ever BMW X3 M comes with model-specific anti-roll bars, whose increased rigidity translates into more direct response, resulting in a noticeable reduction in body roll and more precise handling.

M-specific suspension with electronically controlled dampers

The first-ever BMW X3 M is equipped as standard with M-specific adaptive suspension, whose electronically controlled dampers ensure both excellent everyday comfort and extremely direct contact with the road – with little wheel and body movement. The damping forces for each individual wheel are continuously adjusted – with the help of internal electromagnetic valves – to perfectly suit the driving situation at hand.

The basic damper set-up can be varied at the touch of a button with a choice of three modes, each with their own settings. COMFORT mode smooths out bumps in the road at the same time as providing high levels of handling stability, while damping becomes significantly firmer in SPORT mode. Activating SPORT+ mode reveals an even tauter set-up. SPORT+ is designed to put maximum longitudinal and lateral acceleration at the driver's disposal during hard driving on perfectly even surfaces, such as a race track.

Precision, feel and effortlessness: M Servotronic steering with a variable ratio

The electromechanical M Servotronic steering on the first-ever BMW X3 M has a specially designed motor unit positioned parallel to the axle and is another ingredient in the hallmark M driving experience.

The M Servotronic system combines speed-sensitive power assistance and a variable ratio, enabling it to deliver exactly the right amount of steering torque for every situation. The result is wonderfully accurate turn-in, sensitive communication of the steering wheel's movements when powering through bends, and effortless maneuvering and parking at low speeds.

Its variable ratio, which adjusts to changes in the steering angle, is as adept at keeping the car effortlessly in a straight line as at providing instantaneous turn-in and directional accuracy through bends. As a result, the car feels particularly obliging on twisty roads. Steering response can also be varied by pushing a button to select one of three settings. The steering is at its lightest in COMFORT mode, yet still provides the driver with plenty of feedback. It is even more communicative in SPORT mode, while also requiring notably more force to turn the wheel. Configured for an extremely sporty steering feel, SPORT+ mode further increases the steering effort needed and maximizes feedback from the road.

DSC with M Dynamic Mode

The DSC (Dynamic Stability Control) system takes just a fraction of a second to respond to changing situations and varying road surface conditions. As well as making corrective brake inputs at individual wheels and adjusting drive torque to stabilise the car, its range of functions includes the Anti-lock Braking System (ABS), Cornering Brake Control (CBC), Dynamic Brake Control (DBC), Brake Assist, the Brake Drying function and the Start-Off Assistant. When set to M Dynamic Mode at a touch of the relevant button, the system allows extra wheel slip, thereby producing the steering behaviour for which M models are renowned and helping the driver to execute controlled drifts, for example, during track sessions. DSC Off mode can also be engaged at the push of a button. The M xDrive system also remains active when DSC is switched off to ensure the optimum distribution of drive torque between the front and rear wheels is maintained.

M compound brakes and M light-alloy wheels with mixed-size tyres

The performance capabilities of the first-ever BMW X3 M are rounded off by the highly effective M compound brakes fitted as standard. Featuring four-piston fixed callipers at the front wheels and single-piston floating callipers at the rear, they

provide superb stopping power. The callipers are painted Blue and bear the M logo. The drilled, inner-vented brake discs measure 395 millimetres in diameter at the front and 370 millimetres at the rear. The compound design (derived from racing cars) combines the cast-iron brake discs with aluminium chambers, giving the brakes excellent feel, a low weight and increased thermal stability.

The overall package, orchestrated to deliver supreme performance, also comprises model-specific M light-alloy wheels in V-spoke design and mixed-size high-performance tyres (non-runflat) to match. These provide remarkably effective transmission of lateral control forces during dynamic cornering, aided further by the rear-biased configuration of the M xDrive system. Standard specification for the BMW X3 M includes 20-inch wheels in a polished Orbit Grey finish with 255/45 ZR20 tyres at the front and 265/45 ZR20 tyres at the rear.

5. Interior, Equipment



Interior, equipment: Familiar M control and operation, bespoke comfort, digital connectivity.

Like the interior design of the first-ever BMW X3 M, its equipment and appointments create an ideal environment in which to experience outstanding performance with satisfying intensity. The design of the instrument cluster and centre console controls for the powertrain and suspension functions help to ensure precisely controllable handling in even highly dynamic driving situations. The sporty and luxurious standard specification also includes LED headlights, Navigation Professional, electrically adjustable seats, and hi-fi speaker system. Further scope for enhancing individualisation and comfort is provided by the options list for the BMW X3.

Instrument cluster and BMW Head-Up Display with M-specific features

The M-specific display information contributes to the cockpit's racing flavour. The car's speed is shown in digital form in the centre of the speedometer display, while the rev counter features a pre-warning field which varies according to the engine warm-up status, a colour Optimum Shift Indicator and the model designation. The shift program and gear selected are displayed in the centre of the instrument cluster. The digital readouts in the 12.3-inch display also feature the powertrain and chassis modes engaged, the set-up selected via one of the M Drive buttons, and the status of the driver assistance systems.

M-specific display content can also be shown on the BMW Head-Up Display which is available as an option for the BMW X3 M.

This unit projects driving information onto the windscreen and into the driver's immediate field of vision. Without having to look away from the road, the driver can view information such as the car's speed on the digital indicator, the gear selected, alerts from the traffic sign recognition system, navigation instructions and a multi-colour rev band indicator with shift lights.

Separate control panel on the centre console and two M Drive buttons on the steering wheel allow drivers to choose their desired set-up

The M-specific approach to the control and operation of the car's powertrain and chassis systems offers the driver a broad range of possibilities when it comes to configuring the vehicle settings precisely to suit their personal preferences and the driving situation at hand. A control panel specific to the M models is situated on the centre console next to the selector lever and iDrive Controller. These buttons allow the DSC (Dynamic Stability Control) mode, the engine's performance characteristics, the settings for the electronically controlled dampers and the M Servotronic steering set-up to be selected independently. Another button allows the driver to adjust the engine soundtrack. The shift program for the eight-speed M Steptronic transmission with Drivelogic is engaged by means of a button on the selector lever. Drivers can use the iDrive menu to select an M xDrive mode with the DSC system deactivated. And the iDrive menu also allows them to vary the content in the BMW Head-Up Display.

Driver can use this array of settings to configure two detailed overall set-ups for their car and store them permanently. This means they always have their ideal set-ups – e.g. for particularly sporty driving and relaxed cruising – on hand. The desired set-up can be activated instantly and at any time by pressing one of the two red M Drive buttons on the steering wheel. Starting the engine initiates a default vehicle configuration providing a harmonious balance of sportiness, comfort and efficiency.

Sport seats: the perfect place to enjoy richly engaging driving experiences

Standard specification for the first-ever BMW X3 M comprises heated sports seats in Vernasca leather, whose upper sections are embossed with the M logo and which feature electric adjustment for the fore/aft position, height and tilt. The angle of the backrest can also be adjusted electrically, its width pneumatically, and the driver's sports seat comes with a memory function.

A peerlessly sporting aura, comfort tailored to the individual

The sporty and luxurious interior ambience of the first-ever BMW X3 M can be enhanced with a wide range of optional extras to provide even greater comfort and individuality.

The functionality of the Comfort Access option includes hands-free tailgate opening and closing. Automatic tailgate operation at the touch of a button is standard for the newly introduced BMW X3 M.

Among other options offering bespoke levels of comfort are a model-specific panoramic glass roof, acoustic and sun protection glass, and heated rear seats. For an even greater sense of well-being on board, customers can specify the optional Ambient Air package with fragrancing and air ionisation.

The BMW X3 M comes as standard with LED headlights. Adaptive LED Headlights with variable light distribution, cornering lights and BMW Selective Beam for non-dazzling high beam are available as an option. Atmospheric interior illumination is provided by the standard ambient lighting, which offers a choice of six colours and can be activated via the iDrive menu.

Far-reaching line-up of driver assistance systems

The wide range of driver assistance systems available for the first-ever BMW X3 M offers clear comfort and safety benefits in monotonous or confusing driving situations. Standard equipment comprises Cruise Control with braking function along with Collision and Pedestrian Warning with City Braking function.

Ease of parking and maneuvering is the speciality of the standard-fit Park Distance Control (PDC) with front and rear sensors. The optional Parking Assistant complements these features with a rear-view camera and also takes care of steering, acceleration and braking when maneuvering into parking spaces parallel or perpendicular to the road.

Intuitive operation, intelligent connectivity and digital services

Another element of standard specification for the first-ever BMW X3 M is the Navigation Professional. Intuitive operation of the navigation, infotainment,

communication and vehicle functions is made possible by the iDrive Touch Controller on the centre console, the 10.25-inch Control Display touchscreen, the multifunction steering wheel's buttons, the voice control feature and the optional BMW gesture control. Standard equipment also includes telephony with wireless charging. Customers can also select Apple CarPlay preparation from the options list.

6. Specifications



Specifications.

The first-ever BMW X3 M.



| Technical Data | X3 M |
|---|-------------------|
| Acceleration 0-100 km/h in sec | 4.2 |
| Capacity in ccm | 2,993 |
| Cylinders/Valves | Inline 6/4 |
| Max. output in kW(hp) at 1/min ^a | 353 (480)/6,250 |
| Max. torque in Nm at 1/min ^b | 600/2,600 - 5,600 |
| Drive and Transmission | X3 M |
| 8-Speed M Steptronic Automatic Transmission with Drivelogic | ■ |
| xDrive - intelligent 4WD with variable torque distribution, Hill Descent Control and Hill Start Assist | ■ |
| BMW M TwinPower Turbo inline 6-cylinder petrol engine | Petrol |
| M Servotronic steering assist | ■ |
| Cruise control with braking function | ■ |
| BMW Driving Dynamics Control (Modes: COMFORT/ EFFICIENT, SPORT and SPORT+) | ■ |
| Launch Control Function | ■ |
| M Sound Control | ■ |
| Adaptive Suspension with "Comfort" and "Sport" settings | ■ |
| Performance Control with Active M Differential | ■ |
| Exterior Equipment | X3 M |
| Adaptive LED Headlights | ■ |
| - Accent lighting with turn indicators, low and high-beam in LED Technology | |
| - Hexagonally shaped daytime running lights and two-part LED tail lights | |
| - High-beam assist | |
| Rain sensor and automatic driving lights | ■ |
| Acoustic comfort glazing | ■ |
| Ambient light with 6 pre-defined selectable light designs in various colours with contour and mood lighting- additionally with Welcome Light Carpet | ■ |
| Exterior mirrors, electrically foldable, with automatic anti-dazzle function and parking function for passenger side exterior mirror | ■ |
| Automatic operation of tail gate | ■ |
| Panorama glass roof | ■ |
| Roof Spoiler | ■ |
| Roof Rails High Gloss Black | ■ |
| Roof Rails Aluminum Satinated (in lieu of High Gloss Black) | □ |
| BMW Individual Exterior High Gloss Shadow Line | ■ |
| BMW Individual Exterior Line Aluminum Satinated (in lieu of Shadow Line) | □ |
| Interior Equipment | X3 M |
| Automatic air-conditioning 3-zone with digital display | ■ |
| Door Sill Strips with 'X3 M' Badging in front | ■ |
| Floor mats in velour | ■ |
| Interior rear-view mirror with automatic anti-dazzle function | ■ |
| Multifunction M leather steering wheel | ■ |
| Multifunction 31.2 cm (12.3") instrument display with individual character M specific staging for Drive modes | ■ |
| Instrument panel in Sensatec | ■ |
| Sport seats for driver and front passenger with electrical width adjustment for backrest | ■ |
| Electrically adjustable seats for driver and front passenger and memory function for driver | ■ |
| Through-loading system in Rear with foldable backrest and 40:20:40 split function | ■ |
| M Sport brake with brake callipers in Dark Blue metallic and M logo | ■ |
| BMW ConnectedDrive | X3 M |
| Apple CarPlay [®] | ■ |
| Bluetooth with audio streaming, handsfree and USB connectivity | ■ |
| BMW Apps | ■ |
| BMW Head-Up Display with M specific view | ■ |
| M Sport Exhaust (in lieu of Head-Up Display) | □ |
| Park Distance Control (PDC), front and rear | ■ |

| BMW ConnectedDrive | X3 M |
|---|-----------|
| Rear-View Camera | ■ |
| Hi-Fi Loudspeaker System (205 W, 12 Speakers) | ■ |
| Parking Assistant, camera and ultrasound-based parking assistance system | ■ |
| Wireless Charging | ■ |
| Navigation System Professional | ■ |
| - 26 cm (10.25") colour display | |
| - 3D maps | |
| - Configurable user interface | |
| - Touch Functionality | |
| - Resolution of 1440 x 540 pixels | |
| - iDrive Touch with handwriting recognition with direct access buttons | |
| - DVD drive and integrated 20GB hard drive for maps and audiofiles | |
| BMW EfficientDynamics | X3 M |
| Automatic Start/Stop function | ■ |
| Brake Energy Regeneration | ■ |
| CO2 Emission g/km ^a | 260.0 |
| Fuel Economy km/l ^a | 9.12 |
| Safety Features | X3 M |
| Airbags: | ■ |
| - Airbags for driver and frontpassenger | |
| - Head airbags front and rear | |
| - Side airbags for driver and frontpassenger | |
| Anti-lock Braking System (ABS) with Brake Assist | ■ |
| BMW Condition Based Service (Intelligent maintenance system) | ■ |
| Cornering Brake Control (CBC) | ■ |
| Dynamic Stability Control (DSC) including Dynamic Traction Control (DTC) | ■ |
| Electronic vehicle immobiliser | ■ |
| Electric parking brake with auto hold function | ■ |
| ISOFIX child seat mounting, rear outward seats | ■ |
| Tyre Pressure Indicator | ■ |
| Side-impact protection | ■ |
| Three-point seat belts at all seats, including pyrotechnic belt tensioners and belt force limiters in the front | ■ |
| Warning triangle with first-aid kit | ■ |
| Crash sensor and Dynamic braking lights | ■ |
| Emergency Spare Wheel | ■ |
| Interior Trims | X3 M |
| Interior trim finishers Aluminium carbon structure with highlight trim finisher Pearl Chrome | ■ |
| Exterior Colours ¹ | X3 M |
| Alpine White | ■ |
| Donington Grey (Metallic) | ■ |
| Toronto Red (Metallic) | ■ |
| Black Sapphire (Metallic) | ■ |
| Phytonic Blue (Metallic) | ■ |
| Sophisto Grey (metallic) | ■ |
| Upholstery ¹ | X3 M |
| Leather 'Vernasca' Black decor stitching Black | ■ |
| Leather 'Vernasca' Oyster décor stitching with extended contents Black | ■ |
| Alloy Wheels | X3 M |
| 50.8 cm (20") M light alloy wheels Double-spoke style 764 M Bicolour Orbit Grey with mixed tyres | ■ |
| BMW Secure Advance Package ^c | X3 M |
| BMW Secure Advance includes Tyres, Alloys, Engine Secure, Key Lost Assistance and Golf Hole-in-One | ■ |
| Roadside Assistance 24x7 | ■ |
| BMW Service Inclusive ^d (BSI) | X3 M |
| BMW Service Inclusive 3years/40,000 km | ~1,16,702 |
| BMW Service Inclusive Plus 3years/40,000 km | ~2,14,052 |
| BMW Repair Inclusive 3 years/ Unlimited Mileage | ~1,05,610 |

■ Standard equipment □ Optional equipment

Notes: ^aPerformance data as measured in the emission test done under controlled conditions of environment, driving cycle, fuel, etc. as specified in Rule 115 of Central Motor Vehicle Rules, 1989.

^b Performance data measured in the test done under controlled conditions of environment, fuel, etc. as per Central Motor Vehicle Rules, 1989.

^c Terms and Conditions apply. For further information, please refer to the product brochure or contact your local Authorised BMW Dealer.

^d For detailed Terms & Conditions, scope of services (Inclusions & exclusions) and coverage duration (in years) & mileage (in kilometers), please refer to BSI brochure and/or contact your Authorised BMW Dealer.

^e The models, equipment and possible vehicle configurations illustrated in this specification sheet may differ from vehicles supplied in the Indian market.

^f For available colour and upholstery combinations, please check with your local Authorised BMW Dealer.

Please visit www.bmw.in for more information.