



Media Information

31 May, 2022

The new BMW iX1 and BMW X1.

- Distinctive new styling, increased spaciousness, and enhanced connectivity mark out the new BMW X1
- Introduction of the all-electric BMW iX1, powered by the latest BMW eDrive technology
- A range of powertrain options including two plug-in hybrid models and three efficient petrol and diesel choices
- BMW Operating System 8 and the new BMW iDrive offered as standard
- Five model line-up at launch, offering increased specifications and simplifying the customer ordering experience: Sport Premier, xLine Premier, xLine Premier Pro, M Sport Premier, M Sport Premier Pro
- Available now priced from £35,130 RRP.

Featuring a new distinctive design, a high level of electrification across the range and the latest in connectivity, the new BMW X1 builds on the concept of a Sports Utility Vehicle (SUV) for the premium compact segment.

An expanded standard specification, increased interior spaciousness with a premium ambience, new BMW Operating System 8 and BMW Curved Display, and a large selection of automated driving and parking systems ensure the new BMW X1 stands out against its rivals.

In its third model generation, the BMW X1 offers fully electric driving for the first time. This new addition to a rapidly growing vehicle segment will complement the brand's existing battery-electric models and make driving an all-electric BMW accessible to an even wider audience. From launch, the new BMW X1 will be available with one petrol engine and two diesel engine options. A pair of plug-in hybrid models will join the range immediately after launch, as will the new BMW iX1 xDrive30, the BMW Group's first premium compact model based on a flexible vehicle architecture to feature an all-electric drive system.

Offered in a choice of five models – Sport Premier, xLine Premier, xLine Premier Pro, M Sport Premier, and M Sport Premier Pro – the new BMW X1 will be available to order now, priced from £35,130 RRP.

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All BMW X1 models will be built at BMW Group Plant Regensburg, along with the high-voltage batteries for the BMW iX1 xDrive30. The new BMW X1 will see the BMW Group take another step towards its target of establishing the most sustainable supply chain within the automotive industry, with a focus on renewable energy during manufacturing processes and the increased use of secondary and renewable materials compared with its predecessor.

Increased proportions set-off by striking new front end design

The new BMW X1 is larger than its predecessor – by 53mm in length to 4,500mm, 24mm in width to 1,845mm and 44mm in height to 1,642mm. Its wheelbase is 2,692mm, 22mm longer than before, while its track widths have increased by 31mm to 1,592mm at the front and 1,593mm at the rear.

At the centre of the new front end design stands the large, almost square BMW kidney grille, its contouring highlighted by the three-dimensional chrome surround. The grille bars are finished in Black high-gloss as standard. In the outer areas of the lower air intake, large chrome strips accentuate the classy design of the front end.

The new BMW X1 comes as standard with slim LED headlights for low and high beam that extend into the sides of the car. A distinctive graphic splits the headlights into three units for the low beam, high beam and daytime driving lights, the latter including the indicators.

Dynamically stretched silhouette, powerful rear section

Crisply sculpted surfaces for the wheel arches, doors and shoulders of the body generate an expressive interplay of light and shadow. A dynamically rising character line connects the front and rear wheel arches, while the long roofline flows into a spoiler extending out to the rear. Together with the shoulder-line above the flush door openers, extending from the front wheel arches into the rear lights, this gives the silhouette a stretched feel.

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At the rear, horizontal lines, the narrow rear window and flared wheel arches emphasise the body's width. Chrome side details and a prominent underride protection element in the rear apron reprise styling cues from the front end. All functions of the rear lights work using LED technology as standard. If the Adaptive LED Headlights are specified, the rear lights also illuminate in a striking "L" shape. These optional rear lights are also recognisable from the distinctive patterning in the sections extending into the sides of the body.

Robust looks and an air of sophistication: the xLine model

The specific design elements of the xLine model include exclusive 18-inch light-alloy wheels, dark grey body edging, BMW Individual Exterior Line Satin Aluminium and exterior mirror caps in Glacier Silver. The BMW kidney grille is finished in Pearl-effect Chrome, as are the side trim pieces and stylistic underride protection. xLine specification also includes aluminium door sill covers, Sensatec perforated seat surfaces, illuminated interior trim strips in Black high-gloss and Sensatec surfaces for the door shoulders and upper instrument panel.

M Sport model adds a dynamic edge

Large cooling air inlets in the sides of the front bumper and a striking rear apron with diffuser mark out the M Sport model, together with exclusive 19-inch M light-alloy wheels, adaptive M suspension and M High-gloss Shadowline trim. Interior appointments include sport seats, anthracite-coloured headliner and M leather steering wheel with gearshift paddles.

Large selection of exterior colour shades and 20-inch light-alloy wheels available for the first time

Customers can choose from two solid and eight metallic paint finishes for the new BMW X1, as well as a Frozen paint option with shimmering matt surface from BMW Individual, not to mention a wide variety of BMW Individual special paint finishes.

Sport variants of the new BMW X1 come as standard with 17-inch light-alloy wheels, with 18-inch light-alloy wheels as standard on xLine cars. M Sport

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models feature 19-inch light-alloy wheels in a bi-colour finish, although both xLine and M Sport can be optionally specified with wheels up to 20 inches – a first for the BMW X1.

More interior space combined with cutting-edge digital technology

The raised seating position, generous amounts of space, and cutting-edge functionality mark out the new BMW X1. The geometry of the interior and a large number of details take their cues from the interior concept of the BMW iX. Key features include the slender instrument panel, a stage for the BMW Curved Display, and a "floating" armrest with integral controls.

The BMW Curved Display is framed by solid-looking trim pieces which extend out to the doors. Four interior trim variants, including the new open-pore fine eucalyptus wood and Aluminium Hexacube for the M Sport model, allow owners to individualise the design.

In the front section of the centre console is space for two cup holders and an illuminated smartphone tray. Secured by a movable clasp, phones can be placed upright and visible to the driver and front passenger, and charged wirelessly.

The new BMW Operating System 8 and innovative digital services

The user experience on board the new BMW X1 is underpinned by the seamless interaction between the BMW Curved Display, voice control, the multifunction buttons on the steering wheel and the BMW Head-Up Display (standard on Pro models). At the heart of the new BMW X1 is the standard BMW Curved Display formed by a 10.25-inch information display and a 10.7-inch control display. The screens merge into a single unit behind a continuous glass surface curved towards the driver. The state-of-the-art graphics have been designed with a smartphone-style appearance, making them perfect for intuitive touch control.

Newly developed seats offer even better comfort

The newly developed seats offer optimised comfort over long distances and extended functionality, with their prominent bolsters and adjustability of seat

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angle and depth. Electric seat adjustment with memory function is available for the driver seat in the xLine and M Sport Premier models, with driver and passenger electric seats standard in Premier Pro models.

The rear compartment of the new BMW X1 includes three full-sized seats with increased comfort. ISOFIX anchor points are integrated into the outer seats, and the 40:20:40 split backrests can be folded down to expand boot capacity. The fore-and-aft adjustment of the rear seat bench (standard on xLine and M Sport Premier and Premier Pro models) for combustion-engined models provides even greater versatility, sliding by up to 13cm allowing boot capacity to expand from 540 litres to 1,600 litres.

A trailer tow hitch is standard on xLine and M Sport Premier models, and is now operated electrically at the touch of a button. The maximum permitted trailer load is as much as 2,000kg, depending on the model variant (BMW iX1: 1,200kg – provisional value).

Premium interior ambience with room for extensive individualisation

The standard Sport leather steering wheel has high-quality accent trim in Pearl-effect Chrome, large thumb rests and multifunction buttons. An M leather steering wheel with three-spoke design and shift paddles is standard on M Sport models.

The surfaces of the instrument panel and front door shoulders come as standard in Sensatec with eye-catching contrast stitching on all xLine and M Sport models. The standard mirror package adds light projections from the exterior mirrors, an electric folding function for the exterior mirrors and an automatic dimming function for the interior and driver's side exterior mirror.

The standard interior lighting incorporates the footwells, door openers, centre console storage compartments, reading lights, ambient light from the headliner and the door courtesy lights. The ambient lighting's distribution, brightness and colour scheme can be configured in the iDrive menu, while the Dynamic interior

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light function indicates an incoming phone call or an open door with pulsating light signals.

With a glass surface measuring around one square metre, the panoramic glass sunroof (standard on Pro models) floods the interior of the new BMW X1 with light and fresh air. The roller blind cover for the glass roof now has a multi-layer design and is also electrically operated.

The standard BMW Live Cockpit Plus includes the cloud-based navigation system BMW Maps and a six-speaker audio system with a 100 watt amplifier. The Harman Kardon Sound System included as standard on Pro models raises the number of speakers to 12 and the amplifier output to 205 watts.

BMW Operating System 8 unlocks additional skills for the BMW Intelligent Personal Assistant. Naturally formulated spoken instructions can now be used to adjust the air conditioning, open a window or operate the optional panoramic glass roof. Selected functions of the driver assistance systems in the new BMW X1 can likewise be voice controlled.

The cloud-based BMW Maps navigation system included in the standard BMW Live Cockpit Plus offers enhanced performance and accuracy along with simplified destination entry. In the BMW iX1, as soon as the destination has been entered, a charging-optimised route will be calculated if the vehicle's current range is not enough to reach the destination.

Newly-orchestrated Welcome Scenario

The engaging user experience starts before the driver has even reached the vehicle thanks to a newly devised Welcome Scenario. It starts with an orchestrated lighting effect using the exterior and interior lights, with the vehicle automatically unlocking when the driver is about 1.5 metres away. As they get into the car, the BMW Curved Display plays a choreographed start-up animation and shows a customised personal greeting as well as useful information. In addition to this, the BMW ID settings are loaded and the smartphone connected.

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Introducing the BMW iX1: the first pure-electric compact SAV

The all-electric BMW iX1 xDrive30 is powered by one electric motor at the front axle and another at the rear, each combined with power electronics and transmission in a single, compact housing. The drive units deliver a combined output of 313hp (including temporary boost) and overall torque of 494Nm.

The fifth-generation BMW eDrive technology also comprises the car's charging technology and the 64.7kWh high-voltage battery positioned flat within the vehicle's underbody. The battery's high energy density and the drive system's efficiency achieve combined power consumption of 18.4 – 17.3kWh per 100km (WLTP) and a driving range of 257 – 272 miles.

Combined Charging Unit and improved charging software

The Combined Charging Unit in the BMW iX1 xDrive30 enables single- and three-phase AC charging up to 11kW, optionally increased to 22kW (three-phase AC). This allows the battery to be fully recharged from empty in 6.5 hours as standard and just 3 hours 45 minutes as an option. DC recharging at up to 130kW makes it possible to boost the battery level from 10 to 80 per cent in 29 minutes, or increase range by 75 miles in just 10 minutes.

As in the BMW i7, the charging software has been further refined. Once the battery reaches a higher charge level, the new process drops the charging rate smoothly instead of the previous "stepped" curve, resulting in even shorter charging times.

An optimised cooling strategy for DC charging improves the durability of the battery. Alternating phases of full and partial cooling power are used to prevent cell temperatures dropping too low during fast charging, shortening charging times and reducing ageing. Customised settings for individual charge points can be stored and automatically recalled on the next visit, while preheating can be started manually on approach to a DC charging station.

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Two plug-in hybrid models due to join the range

Two plug-in hybrids will join the new BMW X1 model line-up later, their electric drive components the product of fifth-generation BMW eDrive technology. The BMW X1 xDrive30e and BMW X1 xDrive25e both feature an integrated electric drive unit powering the rear wheels, combined with a three-cylinder petrol engine that drives the front wheels via the seven-speed Steptronic transmission with double clutch.

Now positioned flat in the vehicle floor, the fifth-generation lithium-ion batteries have an increased usable content of 14.2kWh. Maximum charging capacity has climbed from 3.7kW to 7.4kW, enabling the high-voltage battery to be fully recharged from empty in 2.5 hours. When hooked up to a conventional domestic power socket, a full vehicle charge is completed within eight hours. Electric range is now up to 48 – 55 miles in the WLTP cycle.

BMW Charging included as standard for BMW iX1 and plug-in hybrid variants

The key benefit of the BMW Charging offering for public charging stations is the attractive kilowatt hour tariffs for AC and DC charging throughout the UK and Europe. The network run by the BMW Group's joint venture IONITY also forms part of the BMW Charging network. Almost 16,000 charging points are included in the UK and Ireland, with the monthly fee for BMW Charging and IONITY waived for the first 12 months for retail customers. BMW iX1 and BMW X1 plug-in hybrid models in Europe are supplied with a BMW Charging Card, a charging cable (mode 3) and the Flexible Fast Charger. In addition to a third-generation BMW Wallbox, other home charging products are also offered in cooperation with expert partners.

Efficiency through electrification: 48V mild hybrid technology

Second-generation 48V mild hybrid technology in the new BMW X1 xDrive23i and BMW X1 xDrive23d comprises a 19hp electric motor integrated into the transmission. It acts as a starter generator, enabling more comfortable operation of the Start/Stop and coasting functions, but can also deliver additional drive power when pulling away or overtaking.

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Adaptive recuperation with intelligent control

The 48V battery located under the luggage compartment is charged by adaptive recuperation in overrun and braking phases. As well as the electric motor, it also supplies the car's 12V electrical system via a voltage transformer. The system uses data from the navigation system – even when route guidance is not activated – and driver assistance system sensors to adapt deceleration to the prevailing situation.

The drive system of the fully electric BMW iX1 can also use adaptive recuperation to recover kinetic energy during a journey and feed it into the high-voltage battery. Recuperation of up to 120kW can be generated via the brake pedal.

Petrol engine with greater fuel efficiency and lower emissions

The BMW X1 xDrive23i is powered by a four-cylinder petrol engine from the BMW Group Efficient Dynamics engine family. Innovations include the Miller cycle (shortening the opening time of the intake valves), redesigned intake ports and combustion chambers, and an ignition system featuring an active coil with integrated electronics. Mixture preparation is optimised using a new dual injection system. In addition to the existing high-pressure injection system, some of the fuel is now injected into the combustion chambers via a low-pressure system. The effectiveness of the turbocharging system and intercooler has also been increased.

Enhanced diesel engines with improved efficiency

The 2.0-litre four-cylinder diesel units fitted in the new BMW X1 xDrive23d and BMW X1 sDrive18d have also undergone an extensive upgrade, with low-friction pistons made from tempered steel, a graphite coating for the piston skirts and an active oil separator with map-regulated electric drive. Improvements have also been made to the efficiency of the two-stage turbocharging and to the common-rail injection and exhaust gas recirculation systems.

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Model	Max Power (hp)	Peak Torque (Nm)	0-62mph (secs)	Top Speed (mph)	Electric Range (WLTP) (miles)	CO ₂ Emissions (WLTP) (g/km)	Fuel Consumption Combined (WLTP) (mpg)	Electric Power Consumption (WLTP) kWh/62 miles	Price (RRP)
BMW X1 xDrive23i	218	360	7.1	145	-	162 - 146	39.2 - 43.5	-	£40,600
BMW X1 sDrive18d	150	360	8.9	130	-	145 - 129	51.4 - 57.7	-	£35,130
BMW X1 xDrive23d	211	400	7.4	140	-	142 - 125	52.3 - 58.9	-	£42,150
BMW X1 xDrive25e	245	477	6.8	118	48 - 55	24 - 17	256.8 - 353.1	18.2 - 16.4	TBA
BMW X1 xDrive30e	326	477	5.7	127	48 - 55	24 - 17	256.8 - 353.1	18.2 - 16.4	TBA
BMW iX1 xDrive30	313	494	5.7	112	257 - 272	0	-	18.4 - 17.3	TBA

All figures relating to performance, fuel and electricity consumption and emissions are provisional. All the stated technical data, fuel consumption and emissions figures relate to the offering in the German market. Dimensions and measurements refer to vehicles with basic configuration in Germany. These may vary depending on the wheel/tyre size and items of optional equipment selected. *Electronically limited.

Seven-speed Steptronic transmission with double clutch as standard

All petrol and diesel engines for the new BMW X1 are mated to a seven-speed Steptronic transmission with double clutch as standard. This latest generation automatic transmission features fully electric actuation, widened gear ratio spread and greater internal efficiency, while also tailoring the shift strategy to the route topography and enabling the coasting function to be used in all My Modes except Sport Mode in the transmission position S. The transmission automatically shifts into P when the engine is switched off and, if the car is parked on a slope, the electric parking brake is automatically applied.

M Sport models come with gearshift paddles on the steering wheel which enable rapid manual gear changes and include the Sport Boost function – when the driver pulls the left-hand shift paddle for at least a second, all powertrain and chassis settings are primed to maximise response.

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BMW xDrive: assured power transfer for all types of drive system

The BMW xDrive system intelligently controls the distribution of power to all four wheels to maximise traction, agility and directional stability in all weather and road conditions. The two electric motors acting on the front and rear axles in the BMW iX1 xDrive30 create an electric all-wheel-drive system. Interaction between the two motors is enhanced by a unique drive torque control system integrated into the Combined Charging Unit, which is interlinked with the DSC and the AWD-specific version of the near-actuator wheel slip limitation function.

The all-wheel drive in the BMW X1 xDrive23i and BMW X1 xDrive23d is linked with the chassis control systems. A power take-off bevel gear on the front axle, a dual-section propeller shaft and a rear axle differential with an electro-hydraulically controlled hang-on clutch are used to split drive torque front to rear as the situation demands.

Newly developed componentry for front and rear axle

All components of the single-joint spring strut axle at the front have been redeveloped almost from scratch. The new set-up delivers agile turn-in response and steering feel that is largely unaffected by torque steer. The supports for the hydromounts are now made from aluminium, saving around 3kg, while the caster offset has been increased by 15 per cent, with a positive effect on both steering feedback and straight-line stability.

The modular three-link rear axle on all model variants features a bespoke design with high rigidity. It is partnered by a rear-axle subframe with a rigid mounting for precise wheel guidance even under high lateral acceleration. The springs and dampers take up less space thanks to their separate arrangement, freeing up room for rear passengers and luggage. Anti-roll bar mounts with high preload on both axles improves not just roll stabilisation, but also steering precision during cornering, while a new wheel bearing design minimises friction.

The rear-axle subframe's flexible construction enables the new BMW X1 to accommodate various drive systems.

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Consequently, the rear-axle subframe on the BMW iX1 and plug-in hybrid models features bespoke mounts for the electric drive unit powering the rear wheels. The suspension and damping systems in the new BMW X1 have also undergone an extensive upgrade to enhance long-distance comfort. For the first time, the front axle has been equipped with extra, lift-related damping using an additional sleeve on the dampers, reducing body movement over small bumps and ensuring excellent behaviour in corners.

Adaptive M suspension with frequency-selective damping

Adaptive M suspension is standard for all M Sport models, including the plug-in hybrids and iX1, and is fitted as standard on the BMW iX1 xDrive30 xLine. Agility and comfort benefit from mechanically controlled adjustable and frequency-selective dampers. Pressure peaks inside the dampers are smoothed out by additional valves active on the rebound side. The specially designed damper system also brings about a 15mm drop in ride height.

Sport steering is part of the adaptive M suspension specification on all variants, with a more direct rack ratio, along with the Servotronic speed-sensitive power assistance included with the standard steering.

Near-actuator wheel slip limitation for extremely quick, precise response

The new BMW X1 also now comes with near-actuator wheel slip limitation to maximise the car's agility and composure in challenging driving situations. Integrated into the engine management to eliminate the long signal paths to the DSC control unit, corrective inputs can be applied up to ten times faster than in conventional systems.

In addition to ABS and Dynamic Traction Control (DTC), the DSC system includes a variety of stabilising functions and the drive-off assistant. The Performance Control function gives the car even more agile handling by varying the distribution of drive torque to the front wheels according to the situation at hand. Directional stability is optimised during heavy braking on challenging surfaces by applying a steering impulse to help the driver correct the car's line.

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Intelligent lightweight design enhances agility and efficiency

An intelligent mix of materials minimises vehicle weight while enhancing the body's rigidity and crash safety. Hot-stamped steels and aluminium alloys used for the passenger safety cell are supplemented by multi-phase steels for extra reinforcement. In the front of the BMW iX1 and plug-in hybrid models, an additional shear panel and a stiff connection with the high-voltage battery's housing, which is designed as a load-bearing component, increase body rigidity. In addition, the all-electric model has a special brace between the spring strut towers, enhancing turn-in response. The aluminium bonnet cuts weight at the front, while lightweight plastic supports for the front and rear doors bring further weight savings.

Segment-leading aerodynamics

The new BMW X1 includes targeted aerodynamic measures to enhance efficiency. The BMW iX1 benefits from reduced drag from a closed-off BMW kidney grille, while all other X1 variants have an active air flap system for the kidney grille and lower intake in the front apron, which adapts its responses to the need for cooling and ambient temperatures.

The flow of air around the car is guided by air curtains in the outer sections of the front apron, flush-fitting door handles, aerodynamically optimised exterior mirrors and light-alloy wheels, a combination of a roof spoiler and side air deflectors around the rear window, a diffuser in the lower section of the rear apron and a virtually fully sealed underbody with precisely defined air guides and exhaust tailpipes integrated out of sight. Together, these features bring the car's drag coefficient (Cd) down as far as 0.26.

Also reduced is the wind noise created by the body. An optimised sealing concept around the doors and tailgate, new exterior mirrors, and acoustically optimised tyres increase interior comfort, while improved engine and transmission mounts improve vibration isolation.

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Model-specific mounting for the electric motor, power electronics and transmission – arranged in a single housing – increase the acoustic comfort of the BMW iX1 and plug-in hybrid models, along with a soundproofed and double-decoupled refrigerant compressor.

Integrated braking system improves stopping distances

The new BMW X1 is equipped with an integrated braking system that brings together the brake activation, brake booster and braking control functions within a compact module. The use of an electric actuator means braking requests from the driver assistance systems are translated into extremely short stopping distances for improved active safety.

The braking system in the new X1 employs single-piston floating-calliper disc brakes at the front and rear. A brake pad wear indicator is included as standard and provides information on remaining service in the operating system's relevant menu.

State-of-the-art driver assistance systems include front-collision warning as standard

The new BMW X1 is fitted as standard with the latest version of the front-collision warning system with brake intervention. It comprises features such as Collision Warning, pedestrian and cyclist warning with braking function, and Crossroads Warning. Cruise Control with brake function, Speed Limit Info with no-overtaking indicator and pre-warning, manual Speed Limit Assist and the Evasion Assistant are likewise all fitted as standard. Lane Departure Warning with lane return also comes as standard and is capable of suppressing course correction on narrow roads to allow the driver to move over for an oncoming vehicle.

The standard Active Park Distance Control (PDC) issues alerts and automatic brake inputs to help avoid collisions with obstacles to the front, sides and rear of the vehicle. Also standard are a Reversing Assist Camera and the Reversing Assistant. The latest Parking Assistant is also standard and helps select and park

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in spaces parallel or perpendicular to the road, with the system now also able to take bearings from the kerb.

My BMW App enables remote control charging for BMW iX1 and BMW X1 plug-in hybrids

Extending the features available in the My BMW App, BMW iX1 and BMW X1 plug-in hybrid owners are able to remotely control charging of the battery. The preferred departure time can be entered to display the anticipated charge level at that point. If the vehicle is plugged-in, charging can be started or halted at any time from the app, regardless of the charge level.

Standard specification for the new BMW X1 also comprises wireless smartphone integration via both Apple CarPlay® and Android Auto™. BMW ConnectedDrive Upgrades function keeps the BMW X1 up to date with the latest software, with upgrades ranging from new services to improved vehicle functions.

The BMW Digital Key Plus, as part of Comfort Access, enables customers to automatically lock and unlock their new BMW X1 with their Apple iPhone when close to the vehicle. Using the My BMW App, the owner can also share it – and therefore access to the vehicle – with up to five other users.

Emotionally rich sound experience with BMW IconicSounds Electric

BMW IconicSounds Electric treats customers to soundscapes developed as part of a collaboration between the BMW Group and two-time Academy Award-winning film score composer Hans Zimmer. The character of the sound alters according to the vehicle setting chosen with the My Modes button. A drive sound emitted externally at low speeds helps to protect pedestrians by making them aware that the car is approaching.

A model-specific sound experience is also available inside the new BMW X1 xDrive23i. Its drive note is transmitted into the interior via the speaker system in a way that reflects the driving situation and the driving mode selected.

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Fully electric BMW iX1 has an exemplary carbon footprint

A rigorous approach is taken to reducing the CO₂ emissions released during production of the fifth-generation BMW eDrive technology employed in the new BMW iX1 and BMW X1 plug-in hybrid variants. In the supply chain, green electricity for battery cell production and increased use of secondary raw materials cuts CO₂ emissions by around 20 per cent compared.

Increased use of secondary materials and renewable raw materials

Among other sustainability goals set out by the BMW Group is the increased use of secondary raw materials. At present, vehicles are manufactured using nearly 30 per cent recycled and reused material on average. The 'secondary first' approach is intended to gradually increase this figure to 50 per cent. In fact, the proportion of secondary aluminium used in manufacturing the castings for the new BMW X1 is already up to as much as 70 per cent.

High-quality recycled plastics are used for many components in the new BMW X1, with around 20 per cent of the plastic parts made from mono-material, including underbody panelling, wheel arch covers, mounting elements for trim parts and a host of unlaminated elements in the interior. The floor mats are 100 per cent polyester, with 55 per cent recycled material. The floor coverings feature a synthetic yarn produced from recycled nylon waste – Econyl – made from fishing nets recovered from the sea along with worn flooring and residual waste from plastics manufacturing.

Electricity from renewable resources used in component and vehicle manufacture

CO₂ emissions from vehicle production have been lowered by over 70 per cent since 2006. All plants in the BMW Group's international production network have been operating a net carbon-neutral policy since 2021. Starting in 2024, the new BMW X1 will also benefit from the switch to cast aluminium wheels manufactured entirely using green electricity. This will see the BMW Group take another step towards its target of establishing the most sustainable supply chain in the entire automotive industry.

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The fuel consumption, CO2 emissions, electric power consumption and electric range figures are determined according to the European Regulation (EC) 715/2007 in the version applicable. The figures refer to a vehicle with basic configuration in Germany and the range shown considers the different sizes of wheels/tyres and the range of optional equipment.

All values were calculated based on the WLTP test cycle. WLTP values are taken as the basis 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. Further information on the WLTP 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 Deutsche Automobil Treuhand GmbH (DAT), Hellmuth-Hirth-St., 1, 73760 Ostfildern-Schornhausen and at <https://www.dat.de/co2>.

The BMW Group

With its four brands BMW, MINI, Rolls-Royce and BMW Motorrad, the BMW Group is the world's leading premium manufacturer of automobiles and motorcycles and also provides premium financial and mobility services. The BMW Group production network comprises 31 production and assembly facilities in 15 countries; the company has a global sales network in more than 140 countries.

In 2021, the BMW Group sold over 2.5 million passenger vehicles and more than 194,000 motorcycles worldwide. The profit before tax in the financial year 2021 was € 16.1 billion on revenues amounting to € 111.2 billion. As of 31 December 2021, the BMW Group had a workforce of 118,909 employees.

The success of the BMW Group has always been based on long-term thinking and responsible action. The company set the course for the future at an early stage and consistently makes sustainability and efficient resource management central to its strategic direction, from the supply chain through production to the end of the use phase of all products.

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