Technical specifications. BMW i4.



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	BMW i4 eDrive40		
/ehicle Category Drive type / body style	Battery electric vehicle (BEV) / Gran Coupé		
Body			
lo. of doors / seats		5/5	
.ength/width/height (unladen)	mm	4783 / 1852 / 1448	
Vheelbase	mm	2856	
rack, front/rear	mm	1601 / 1630	
Ground clearance (unladen)	mm	125	
urning circle	m	12.5	
/eight, unladen (DIN/EU)	kg	2050 / 2125	
leight distribution (unladen),	% / %	45.1 / 54.9	
ont/rear	70 7 70	13.17	
1ax. load to DIN	kg	555	
lax. permissible weight	kg	2605	
lax. axle load, front/rear		1140 / 1550	
•	kg	1140 / 1550	
lax. trailer load,	1	1600 / 750	
raked (12%)/unbraked	kg	1600 / 750	
lax. roofload/towbar	kg	75 / 75	
ownload		(70, 1200	
uggage comp. capacity	<u> </u>	470 – 1290	
sir resistance	c _X x A	0.24 x 2.31	
ower Unit			
rive concept	Electr	ic drive, transmission of the electric motor's drive torque	
		the rear wheels	
lax. system output	kW/hp	250 / 340	
lax. system torque	Nm	430	
system power-to-weight ratio	kg/kW	8.2	
lax. recuperation output	kW	116	
ype of transmission		Automobic transmission, single anded with fixed ratio	
71		Automatic transmission, single-speed with fixed ratio	
Electric Motor			
Electric Motor	elec	Fifth-generation BMW eDrive technology: trically excited synchronous motor, power electronics an e-speed transmission sharing the same housing, genera	
Electric Motor Motor technology	elec single	Fifth-generation BMW eDrive technology: trically excited synchronous motor, power electronics an e-speed transmission sharing the same housing, general function for recuperating energy	
Electric Motor Motor technology Peak output to ECE R 85	elec single kW/hp	Fifth-generation BMW eDrive technology: trically excited synchronous motor, power electronics an e-speed transmission sharing the same housing, genera function for recuperating energy 250 / 340	
Electric Motor Motor technology Peak output to ECE R 85	elec single kW/hp rpm	Fifth-generation BMW eDrive technology: trically excited synchronous motor, power electronics an e-speed transmission sharing the same housing, genera function for recuperating energy 250 / 340 8.000-17.000	
Electric Motor Motor technology Peak output to ECE R 85 It Continuous output to ECE R 85	elec single kW/hp rpm kW/hp	Fifth-generation BMW eDrive technology: trically excited synchronous motor, power electronics an e-speed transmission sharing the same housing, genera function for recuperating energy 250 / 340 8.000-17.000 xx / xx	
Peak output to ECE R 85 It Continuous output to ECE R 85 Max. torque	elec single kW/hp rpm kW/hp Nm	Fifth-generation BMW eDrive technology: trically excited synchronous motor, power electronics an e-speed transmission sharing the same housing, genera function for recuperating energy 250 / 340 8.000-17.000 xx / xx 430	
Peak output to ECE R 85 It Continuous output to ECE R 85 Max. torque	elec single kW/hp rpm kW/hp Nm rpm	Fifth-generation BMW eDrive technology: trically excited synchronous motor, power electronics an e-speed transmission sharing the same housing, genera function for recuperating energy 250 / 340 8.000-17.000 xx / xx 430 0-5.000	
Peak output to ECE R 85 It Continuous output to ECE R 85 Max. torque	elec single kW/hp rpm kW/hp Nm	Fifth-generation BMW eDrive technology: trically excited synchronous motor, power electronics an e-speed transmission sharing the same housing, genera function for recuperating energy 250 / 340 8.000-17.000 xx / xx 430	
Electric Motor Notor technology Peak output to ECE R 85 It Continuous output to ECE R 85 Max. torque It Gear ratio	elec single kW/hp rpm kW/hp Nm rpm	Fifth-generation BMW eDrive technology: trically excited synchronous motor, power electronics an e-speed transmission sharing the same housing, genera function for recuperating energy 250 / 340 8.000-17.000 xx / xx 430 0-5.000	
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Electric Motor Motor technology Peak output to ECE R 85 It Continuous output to ECE R 85 Max. torque It Gear ratio Iigh-voltage Battery Gronage technology	elec single kW/hp rpm kW/hp Nm rpm	Fifth-generation BMW eDrive technology: trically excited synchronous motor, power electronics and espeed transmission sharing the same housing, general function for recuperating energy 250 / 340 8.000-17.000 xx / xx 430 0-5.000 8.774	
Peak output to ECE R 85 tontinuous output to ECE R 85 dax. torque t iear ratio ligh-voltage Battery itorage technology	elec single kW/hp rpm kW/hp Nm rpm	Fifth-generation BMW eDrive technology: trically excited synchronous motor, power electronics an e-speed transmission sharing the same housing, genera function for recuperating energy 250 / 340 8.000-17.000 xx / xx 430 0-5.000 8.774 Lithium-ion Underfloor	
Electric Motor Motor technology Peak output to ECE R 85 It Max. torque It Gear ratio High-voltage Battery Storage technology Installation Motor technology Installation Motor technology Motor techno	elec single kW/hp rpm kW/hp Nm rpm :1	Fifth-generation BMW eDrive technology: trically excited synchronous motor, power electronics an e-speed transmission sharing the same housing, genera function for recuperating energy 250 / 340 8.000-17.000 xx / xx 430 0-5.000 8.774 Lithium-ion Underfloor 398.5	
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Peak output to ECE R 85 t continuous output to ECE R 85 dax. torque t digar ratio ligh-voltage Battery totrage technology astallation foltage Battery capacity finergy capacity, gross	elec single kW/hp rpm kW/hp Nm rpm :1	Fifth-generation BMW eDrive technology: trically excited synchronous motor, power electronics an e-speed transmission sharing the same housing, general function for recuperating energy 250 / 340 8.000-17.000 xx / xx 430 0-5.000 8.774 Lithium-ion Underfloor 398.5 210.6 83.9	
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Electric Motor Motor technology Peak output to ECE R 85 It Continuous output to ECE R 85 Max. torque It Gear ratio digh-voltage Battery Storage technology Installation Voltage Battery capacity Energy capacity, gross Energy capacity, net Charging time, 0 – 100 % Itharge Charging time, 10 – 80 % Itharge Charging Unit Type Max. charging rate AC, single-phase	electoringles kW/hp rpm kW/hp Nm rpm :1 V Ah kWh kWh compared to the compare	Fifth-generation BMW eDrive technology: trically excited synchronous motor, power electronics an e-speed transmission sharing the same housing, general function for recuperating energy 250 / 340 8.000-17.000 xx / xx 430 0-5.000 8.774 Lithium-ion Underfloor 398.5 210.6 83.9 80.7 8.5 h at 11 kW (16 A / 380 V, three-phase AC, Wallbox) 31 min at 210 kW initially (DC, fast-charging station) combined Charging Unit (CCU) with built-in 4 kW voltage insformer for supplying power to the 12V electrical system	
Electric Motor Motor technology Peak output to ECE R 85 It Continuous output to ECE R 85 Max. torque It Gear ratio Migh-voltage Battery Storage technology Installation Moltage Battery capacity Energy capacity, gross Energy capacity, net Charging time, 0 – 100 % Itharge Charging time, 10 – 80 % Itharge Charging Unit Type Max. charging rate AC, single-phase Max. charging rate	electoringles kW/hp rpm kW/hp Nm rpm :1 V Ah kWh kWh compared to the compare	Fifth-generation BMW eDrive technology: trically excited synchronous motor, power electronics an e-speed transmission sharing the same housing, general function for recuperating energy 250 / 340 8.000-17.000 xx / xx 430 0-5.000 8.774 Lithium-ion Underfloor 398.5 210.6 83.9 80.7 8.5 h at 11 kW (16 A / 380 V, three-phase AC, Wallbox) 31 min at 210 kW initially (DC, fast-charging station) combined Charging Unit (CCU) with built-in 4 kW voltage insformer for supplying power to the 12V electrical system	
	electoringle kW/hp rpm kW/hp Nm rpm :1 V Ah kWh kWh kWh kWh kWh	Fifth-generation BMW eDrive technology: trically excited synchronous motor, power electronics an e-speed transmission sharing the same housing, genera function for recuperating energy 250 / 340 8.000-17.000 xx / xx 430 0-5.000 8.774 Lithium-ion Underfloor 398.5 210.6 83.9 80.7 8.5 h at 11 kW (16 A / 380 V, three-phase AC, Wallbox) 31 min at 210 kW initially (DC, fast-charging station) combined Charging Unit (CCU) with built-in 4 kW voltage ansformer for supplying power to the 12V electrical system	

			BMW i4 eDrive40		
Driving Dynar	nics and Safety				
Suspension, fr	ront	Double-joint spring	strut axle in lightweight aluminium-steel construction,		
			Iraulically damped torque strut bearing		
Suspension, re	ear	Five-link axle in lightweight aluminium-steel construction; optional: air			
		suspension with automatic self-levelling			
Brakes, front		Vented disc brakes, with four-piston fixed callipers			
Brakes, rear		Vented disc brakes, with single-piston floating callipers			
Driving stabilit	ty systems	Standard: DSC incl. ABS, ASC and DTC (Dynamic Traction Control), ARB			
		3, (actuator wheel slip limitation), CBC (Cornering Brake		
			ynamic Brake Control), Dry Braking function, fading		
			lrive-off assistant, HDC (Hill Descent Control), trailer		
			erformance Control; optional: adaptive M suspension		
Safety equipm	ient		or driver and front passenger, side airbags for driver and		
			ad airbags for front and rear seats, three-point inertia-		
			I seats with belt latch tensioner and belt force limiter in		
<u></u>		tne rro	ont, crash sensors, tyre pressure indicator		
Steering		ist. C	Electric Power Steering (EPS)		
Charden a sable		:1	Servotronic function; optional: variable sport steering		
Steering ratio,		:1			
Tyres, front/rear Rims, front/rear			225/55 R17 101Y XL 7.5J x 17 light-alloy		
KIIIIS, ITOITUTE	uı		7.5) X 17 light-unoy		
Performance					
Acceleration	0–100 km/h	S	5.7		
Acceleration	0-60 km/h	S	xx		
Acceleration	80-120 km/h	S	XX		
Top speed		km/h	190 (electronically limited)		
Electric Powe Range	r Consumption /				
Electric power	consumption	kWh/100 km	20 – 16		
combined (WL					
Range (WLTP)	km	up to 590		
Environmento	al Characteristics				
Emission rating			Electric vehicle		
	cle Assessment w	hen			
	ower in the use pho				
compared to BMW xxxxxxx			-xx %		
	cle Assessment w	hen			
	ower mix in the use				
compared to E		•	-xx %		

 $Provisional\ specifications\ apply\ to\ ACEA\ markets/data\ relevant\ to\ homologation\ applies\ in\ part\ only\ to\ Germany\ (weight)$

Official fuel consumption, CO_2 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 CO_2 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/.

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	BMW i4 M50		
Vehicle Category			
Drive type / body style			
Body			
No. of doors / seats		5/5	
Length/width/height (unladen)	mm	4783 / 1852 / 1448	
Wheelbase	mm	2856	
Track, front/rear	mm	1589 / 1606	
Ground clearance (unladen)	mm	125	
Turning circle	m	12.5	
Weight, unladen (DIN/EU)	kg	2215 / 2290	
Weight distribution (unladen),	%/%	48.1 / 51.9	
front/rear Max, load to DIN	kg	520	
Max. permissible weight	kg kg	2735	
Max. axle load, front/rear	kg kg	1270 / 1550	
Max. trailer load,		127071330	
braked (12%)/unbraked	kg	1600 / 750	
Max. roofload/towbar	kg	75 / 75	
download			
Luggage comp. capacity	<u> </u>	470 – 1290	
Air resistance	c _X x A	0.25 x 2.33	
Power Unit			
Drive concept	Electric drive, coordinated on-demand transmission of the drive torque from two electric motors to front and rear wheels respectively		
Max. system output	kW/hp	400 / 544	
Max. system torque	Nm	795	
System power-to-weight ratio	kg/kW	6.3	
Max. recuperation output	kW	195	
Type of transmission		Automatic transmission, single-speed with fixed ratio	
Electric Motors			
		electrically excited synchronous motors each sharing the same housing with the power electronics and single-speed transmission, generator function for recuperating energy	
Front electric motor	134//5	100 / 250	
Peak output to ECE R 85 at	kW/hp rpm	190 / 258 8.000-17.000	
Continuous output to ECE R 85	kW/hp	xx / xx	
Max. torque	Nm	XXX	
at	rpm	0-5.000	
Gear ratios	:1	х.ууу	
Rear electric motor			
Peak output to ECE R 85	kW/hp	230 / 313	
at	rpm	8.000-17.000	
Continuous output to ECE R 85	kW/hp	xx / yy	
Max. torque	Nm	XXX	
Coorratio	rpm .1	0-5.000	
Gear ratio	:1	х.ууу	
High-voltage Battery			
Storage technology		Lithium-ion	
Installation		Underfloor	
Voltage	V	398.5	
Battery capacity	Ah	210.6	
Energy capacity, gross	kWh	83.9	
Energy capacity, net Charging time, 0 – 100 %	kWh	80.7 < 8.5 h at 11 kW (16 A / 380 V, three-phase AC, Wallbox)	
charge		- 5.5 Hat Hikw (15 A7 500 V, tillee-pliase Ac, wallbox)	
Charging time, 10 – 80 %		31 min at 210 kW initially (DC, fast-charging station)	
charge			
charge Unit Type		Combined Charging Unit (CCU) with built-in 4 kW voltage transformer for supplying power to the 12V electrical system	
charge Charging Unit	kW		
charge Charging Unit Type Max. charging rate		transformer for supplying power to the 12V electrical system	
Charging Unit Type Max. charging rate AC, single-phase		transformer for supplying power to the 12V electrical system	

			BMW i4 M50			
Drivina Dvnan	nics and Safety					
Suspension, fro		Double-joint sp	ring strut axle in lightweight aluminium-steel construction,			
,			hydraulically damped torque strut bearing			
Suspension, re	ar	Five-link axle	in lightweight aluminium-steel construction; optional: air			
			suspension with automatic self-levelling			
Brakes, front		Ven	Vented disc brakes, with four-piston fixed callipers			
Brakes, rear		Vented	Vented disc brakes, with single-piston floating callipers			
Driving stability	y systems	Standard: DSC incl. ABS, ASC and DTC (Dynamic Traction Control), ARB technology (near-actuator wheel slip limitation), CBC (Cornering Brake Control), DBC (Dynamic Brake Control), Dry Braking function, fading compensation, drive-off assistant, HDC (Hill Descent Control), trailer stability control, Performance Control, adaptive M suspension				
Safety equipme	ent	Standard: airbags for driver and front passenger, side airbags for driver and front passenger, head airbags for front and rear seats, three-point inertiareel seatbelts on all seats with belt latch tensioner and belt force limiter in the front, crash sensors, tyre pressure indicator				
Steering			Electric Power Steering (EPS),			
			variable sport steering with Servotronic function			
Steering ratio,	overall	:1	14.1			
Tyres, front/re	ar		245/45 R18 100Y XL / 255/45 R18 103Y XL			
Rims, front/rear			8.5J x 18 light-alloy / 9J x 18 light-alloy			
Performance						
Acceleration	0-100 km/h	S	3.9			
Acceleration	0-60 km/h	S	XX			
Acceleration	80-120 km/h	S	XX			
Top speed		km/h	225 (electronically limited)			
Electric Power	Consumption /					
Electric power combined (WL		kWh/100 km	24 – 19			
Range (WLTP)		km	up to 510			
Environmenta	l Characteristics					
Emission rating			Electric vehicle			
	cle Assessment w	hen				
,	wer in the use pho					
compared to BMW xxxxxxx			-xx %			
	cle Assessment w	hen				
using EU28 po	wer mix in the use	phase				
compared to BMW xxxxxx			-xx %			

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