The new BMW 1 Series.
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Description in Brief.

- Introduction of a second variant of BMW's highly successful Hatchback Saloon accounting for sales of more than 200,000 units in the compact segment, three-door model as the sporting addition to the five-door version, new rear-seat concept with two comfortable single seats, five-seater configuration available as a no-cost option.

- Attractive modification of the car's exterior design, more dynamic design of the headlights, air intake, BMW kidney grille, foglamps, front and rear air dams, rear lights and bumpers, all-round re-design of the interior with additional storage options, high-quality materials and modern colour variants.

- New generation of four-cylinder petrol engines with direct fuel injection (High Precision Injection), Brake Energy Regeneration, automatic Start/Stop function and shift point indicator, new dimension of Efficient Dynamics with enhancement of engine power on optimised economy, fuel consumption of petrol engine versions down by up to 20 per cent versus previous models.

- New generation of four-cylinder diesel engines with common-rail fuel injection, VNT turbocharger, diesel particulates filter positioned close to the engine, Brake Energy Regeneration, automatic Start/Stop function and shift point indicator, output up by 10–15 kW (14–21 hp), peak torque up 10–20 Nm (7.4–14.8 lb-ft), fuel consumption of diesel engine models down versus previous models by approximately 15 per cent.

- Extension of BMW's unique premium offer in the compact class, BMW 1 Series the only car in its segment with rear-wheel drive, combination of all functions typical of a car in this class with driving dynamics typical of BMW.

- Exceptionally wide range of comfort and safety features for the compact class, frontal airbags, side airbags, curtain head airbags for the passengers both front and rear, runflat tyres, Tyre Defect Indicator, Car/Key Memory, Condition Based Service featured as standard, bi-xenon headlights with daytime headlight function, Adaptive Headlights, optional Active Steering, unique choice of audio, communication and navigation options in the compact segment, AUX and USB interfaces for connecting external entertainment systems.

- Elaborate chassis and suspension with rear-wheel drive, aluminium double-joint tiebar axle at the front, five-arm lightweight steel axle at the rear, DSC Dynamic Stability Control, electrical power steering.

- Longest wheelbase in the compact class, luggage compartment variable in size from 330–1,150 litres (11.6–40.3 cubic feet).

- Engine variants on the three-door model:
  BMW 130i: Straight-six petrol engine with double-VANOS and VALVETRONIC, capacity 2,996 cc, max output 195 kW/265 hp, max torque 315 Nm/232 lb-ft, acceleration 0–100 km/h in 6.0 sec, top speed 250 km/h (155 mph) (electronically limited), average fuel consumption to the EU standard 8.3 litres/100 km (34.0 mpg Imp).

  BMW 120i: Straight-four petrol engine with second-generation direct fuel injection (High Precision Injection), capacity 1,995 cc, max output 125 kW/170 hp, max torque 210 Nm/155 lb-ft, acceleration 0–100 km/h in 7.7 sec, top speed 224 km/h (138 mph), average fuel consumption to the EU standard 6.4 litres/100 km (44.1 mpg Imp).

  BMW 118i: Straight-four petrol engine with second-generation direct fuel injection (High Precision Injection), capacity 1,995 cc, max output 105 kW/143 hp, max torque 190 Nm/140 lb-ft, acceleration 0–100 km/h in 8.7 sec, top speed 210 km/h (130 mph), average fuel consumption to the EU standard 5.9 litres/100 km (47.9 mpg Imp).

  BMW 120d: Straight-four diesel engine with common-rail injection and VNT turbocharger, diesel particulates filter featured as standard, capacity 1,995 cc, max output 130 kW/177 hp, max torque 350 Nm/258 lb-ft, acceleration 0–100 km/h in 7.5 sec, top speed 228 km/h (141 mph), average fuel consumption to the EU standard 4.9 litres/100 km (57.6 mpg Imp).

  BMW 118d: Straight-four diesel engine with common-rail injection and VNT turbocharger, diesel particulates filter featured as standard, capacity 1,995 cc, max output 105 kW/143 hp, max torque 300 Nm/221 lb-ft, acceleration 0–100 km/h in 8.9 sec, top speed 220 km/h (136 mph), average fuel consumption to the EU standard 4.7 litres/100 km (60.1 mpg Imp).

- Engine variants on the five-door model:
  BMW 130i: Straight-six petrol engine with double-VANOS and VALVETRONIC, capacity 2,996 cc, max output 195 kW/265 hp, max torque 315 Nm/232 lb-ft, acceleration 0–100 km/h in 6.0 sec, top speed

250 km/h (155 mph) (electronically limited), average fuel consumption to the EU standard 8.3 litres/100 km (34.0 mpg Imp).

BMW 120i: Straight-four petrol engine with second-generation direct fuel injection (High Precision Injection), capacity 1,995 cc, max output 125 kW/170 hp, max torque 210 Nm/155 lb-ft, acceleration 0–100 km/h in 7.8 sec, top speed 224 km/h (139 mph), average fuel consumption to the EU standard 6.4 litres/100 km (44.1 mpg Imp).

BMW 118i: Straight-four petrol engine with second-generation direct fuel injection (High Precision Injection), capacity 1,995 cc, max output 105 kW/143 hp, max torque 190 Nm/140 lb-ft, acceleration 0–100 km/h in 8.8 sec, top speed 210 km/h (130 mph), average fuel consumption to the EU standard 5.9 litres/100 km (47.9 mpg Imp).

BMW 116i: Straight-four petrol engine with double-VANOS, capacity 1,596 cc, max output 85 kW/115 hp, max torque 150 Nm/111 lb-ft, acceleration 0–100 km/h in 10.8 sec, top speed 200 km/h (124 mph), average fuel consumption to the EU standard 7.5 litres/100 km (37.7 mpg Imp).

BMW 120d: Straight-four diesel engine with common-rail injection and VNT turbocharger, diesel particulates filter featured as standard, capacity 1,995 cc, max output 130 kW/177 hp, max torque 350 Nm/258 lb-ft, acceleration 0–100 km/h in 7.6 sec, top speed 228 km/h (141 mph), average fuel consumption to the EU standard 4.9 litres/100 km (57.6 mpg Imp).

BMW 118d: Straight-four diesel engine with common-rail injection and VNT turbocharger, diesel particulates filter featured as standard, capacity 1,995 cc, max output 105 kW/143 hp, max torque 300 Nm/221 lb-ft, acceleration 0–100 km/h in 9.0 sec, top speed 220 km/h (136 mph), average fuel consumption to the EU standard 4.7 litres/100 km (60.1 mpg Imp).

Even more Reasons to Celebrate: The new BMW 1 Series. (Short Version)

Sheer Driving Pleasure has already become a consistent highlight also in the compact class. And now this driving pleasure is being enhanced to a new level of perfection, with the new BMW 1 Series celebrating its world debut at the Geneva Motor Show starting on 8 March 2007 with a second body variant, new engines, significant modifications to the car's exterior design, and an attractive re-design of the interior. And, as a particular highlight, the BMW 1 Series will be available for the first time also as a three-door model, the new model variant standing out in particular through its sporting and elegant side-line and particularly agile driving characteristics.

With both three and five doors, the BMW 1 Series achieves a supreme standard of Efficient Dynamics through its new generation of four-cylinder engines. Extra power and unique economy are ensured by an aluminium crankcase and new common-rail fuel injection for the diesel engines as well as High Precision second-generation direct fuel injection on the petrol engine models.

Further highlights offered on the new engines are Brake Energy Regeneration, an automatic Start/Stop function, and a shift point indicator.

The BMW 130i will remain in a class of its own in the compact segment also in future, its straight-six power unit complete with a composite magnesium/ aluminium crankcase and VALVETRONIC technology developing maximum output of 195 kW/265 hp and now making also the three-door model variant of the BMW 1 Series a truly outstanding performer.

Accounting for sales of more than 200,000 units worldwide, the BMW 1 Series has already set the benchmark in the compact segment. Engine at the front, power transmission to the rear wheels – this is the concept for maximum driving pleasure ensuring unique success also in this class. And for the first time the functionality of an agile Hatchback Saloon has been combined with the typical driving characteristics of a BMW.

Now the first – and still the only – compact car with rear-wheel drive is hitting the headlines once again, the new three-door variant highlighting the dynamic performance of this drive concept even more clearly and convincingly at very first sight.

The body design of the new three-door model accentuates the long front end and clearly moves the car's centre of gravity to the rear. The side view, in turn, is characterised by the long door with its frameless window and the single-unit side window at the rear. This dynamic design alone clearly underlines the sporting character of BMW's new three-door model.

A clear expression of power: new highlights both front and rear.
Appropriate modifications both front and rear give the new BMW 1 Series an even more powerful and characteristic look. As a result, both the three- and five-door versions share the same impressive face with a re-designed and enlarged BMW kidney grille right in the middle. This distinctive look is accentuated by the newly contoured headlight surrounds in the bumper unit, darker surrounds on the lights, a wider air intake in the lower section of the front air dam, a more pronounced spoiler lip and a new trim bar. And last but certainly not least, the optional foglamps also come in even more striking design than before.

The dominance of horizontal lines gives the new BMW 1 Series a wider and more powerful appearance also at the rear. A new, distinct contour line on the rear air dam continues the sill-lines at the side and once again takes up the distinctive shape of the front spoiler lip.

As before, the BMW 1 Series is characterised by its proportions quite unique in the compact segment, borne out in particular by the long front end and the passenger cell moved further to the rear. This sporting design concept comes out particularly clearly in the three-door version, this new model gaining particular attention wherever mobility is closely connected with spontaneity and Sheer Driving Pleasure. Indeed, the sweeping contours of the car, as seen from the side, are a symbol of particular temperament and dynamism on the road, the optional chrome band surrounding the stretched windows accentuating this impression to an even higher standard.

Top performer: six-cylinder power unit in the BMW 130i.
The BMW 1 Series combines the fascinating character of a BMW with all the practical benefits of a compact car, quite literally offering the best of both worlds. And this applies particularly to the BMW 130i, with its 3.0-litre straight-six power unit featuring a composite magnesium/aluminium crank-case, VALVETRONIC and double-VANOS developing a most significant 195 kW/265 hp. On the road, this means absolutely excellent performance, with acceleration to 100 km/h in the three-door model in 6.0 seconds and 6.1 seconds in the five-door Saloon, and a top speed limited electronically to 250 km/h or 155 mph. At the same time the superior efficiency of this

straight-six power unit ensures a standard of economy absolutely exemplary in this performance class, the BMW 130i consuming only 8.3 litres (three and five-door model)/100 kilometres in the EU test cycle, equal to 34.0 mpg Imp.

One of the features ensuring this enhanced efficiency is Brake Energy Regeneration to be admired not only in the BMW 130i, but rather in all new gasoline and diesel variants of the BMW 1 Series. The big advantage of this new technology is that electrical energy for the on-board network is generated exclusively when the engine is in overrun and when the driver is applying the brakes. This serves to maximise engine power when it is really required, for example when accelerating, thus ensuring the highest conceivable standard of driving dynamics.

Automatic Start/Stop function: zero fuel consumption at zero km/h.
The automatic Start/Stop function available on the manual gearbox versions of the BMW 1 Series in conjunction with the new four-cylinder gasoline and diesel engines provides an even higher standard of fuel efficiency. To benefit from this new function, all the driver has to do is move the gearshift lever to its neutral position when coming to a halt at the traffic lights or in a traffic jam, and let go of the clutch pedal. This automatically switches off the engine, which is then automatically started again as soon as the driver presses down the clutch pedal next time. In practice, this means that the automatic Start/Stop function avoids even the slightest consumption of fuel while the car is at a standstill.

The new four-cylinder versions of the BMW 1 Series also use fuel with maximum efficiency while driving: As soon as the driver has the option to shift to a higher gear and a lower engine speed in the interest of enhanced fuel economy, the new gearshift point indicator will inform the driver that the ideal point has come to shift gears. An arrow symbol flashing on in conjunction with the gear indicator in the instrument cluster provides a discreet but unmistakable signal prompting the driver to shift gears.

Featuring High Precision Injection: the new four-cylinder gasoline engines.
Brake Energy Regeneration, the automatic Start/Stop function, and the gearshift point indicator give the new four-cylinder power units an even higher standard of all-round economy over and above their superior efficiency from the start. And the new BMW 1 Series features no less than two variants of the new generation of gasoline engines, both boasting second-generation direct fuel injection. This new technology is able to maintain the lean-burn mode, as it is called, where the share of gasoline in the fuel/air mixture is kept to an absolute minimum, throughout a particularly wide range of engine load and

speed. So on the road this new technology referred to as High Precision Injection helps to reduce fuel consumption most significantly.

The four-cylinder direct-injection power unit in the new BMW 1 Series shows its superiority in two performance stages: In the new BMW 120i the 2.0-litre power unit develops maximum output of 125 kW/170 hp, accelerating this new model to 100 km/h in just 7.7 seconds (five-door version: 7.8 seconds) and giving both model variants a top speed of 224 km/h or 139 mph. Despite this impressive performance, the new engine consumes just 6.4 litres (both models)/ 100 kilometres in the EU test cycle, equal to 44.1mpg Imp. In comparison with the former power unit still featuring external mixture formation, this means a reduction in fuel consumption by almost 14 per cent on an increase in power by 15 kW or 20 hp.

The new BMW 118i offers the same standard of impressive progress: Developing maximum output of 105 kW/143 hp, the BMW 118i accelerates to 100 km/h in 8.7 seconds (five-door model: 8.8 seconds) and has a top speed in each case of 210 km/h or 130 mph. Fuel consumption in the EU test cycle is 5.9 litres for 100 kilometres on both models, equal to 47.9 mpg Imp.

The proven 1.6-litre power unit with external mixture formation and double-VANOS remains in the range as the temperamental entry-level engine in the five-door model. Maximum output in this case is 85 kW/115 hp, providing acceleration to 100 km/h in 10.9 seconds and a top speed of 200 km/h or 124 mph, with fuel consumption under the EU standard of 7.5 litres/ 100 kilometres, equal to 37.7 mpg Imp.

Light, powerful, efficient: new four-cylinder diesel engines.
BMW's four-cylinder diesel engines are also entering a new generation – and the new BMW 1 Series is the first model to benefit from the increase in power and reduction in fuel consumption ensured in this way. These improvements result, inter alia, from modifications on the combustion chambers, in the air guidance system, the turbocharger with variable turbine geometry, and common-rail fuel injection. The aluminium crankcase, in turn, helps to significantly reduce the overall weight of the engine. Displacing 2.0 litres, the new four-cylinder diesel comes in two performance versions in the BMW 1 Series, both variants fitted as standard with a diesel particulates filter positioned closed to the engine and serving to significantly outperform the Euro 4 emission standard.

In the BMW 120d the four-cylinder diesel develops maximum output of 130 kW/177 hp and peak torque of 350 Nm/258 lb-ft. This increase in power by 10 kW or 14 hp ensures an acceleration to 100 km/h in 7.5 seconds

(five-door model: 7.6 seconds) and is good for a top speed of 228 km/h or 141 mph on both the three- and five-door model. By contrast, average fuel consumption under the EU standard is down by 5 per cent to 4.9 litres for 100 kilometres, equal to 57.6 mpg Imp.

Maximum output of the diesel power unit in the new BMW 118d is up by a more significant 15 kW or 20 hp: Developing 105 kW/143 hp and peak torque of 300 Nm/221 lb-ft, the BMW 118d accelerates to 100 km/h in 8.9 seconds (five-door model: 9.0 seconds). Top speed of the new BMW 118d is 210 km/h or 130 mph in both cases, that is with both three and five doors. And despite this increase in performance and driving dynamics, average fuel consumption in the EU test cycle is a mere 4.7 litres/100 kilometres, equal to 60.1 mpg Imp.

Driving pleasure in six gears: manual or automatic.
The new BMW 1 Series comes as standard in all cases with a six-speed manual gearbox. As an option both the BMW 130i with its six-cylinder power unit and the new four-cylinder models are available with six-speed automatic transmission including a Steptronic function.

BMW's current version of this automatic transmission comes with new converter technology incorporating an integrated torsion damper. Short reaction and gearshift times, as well as the direct connection of the transmission to the engine, ensure a sporting style of motoring in the new BMW 1 Series also in the automatic mode. If he wishes the driver can even intervene manually in the selection of gears via the gear selector lever, and on the BMW 130i the driver is able to shift gears by means of paddles on the steering wheel.

BMW's new EPS Electric Power Steering ensures an even higher standard of precision and motoring comfort, an electric motor providing appropriate assistance in turning the steering wheel. Comprising the Servotronic function as yet another standard feature, EPS steering also helps to enhance the car's all-round economy, only consuming energy when the driver actually moves the steering wheel (unlike a hydraulic system, which consumes energy all the time).

The new BMW 1 Series is the only car in its segment available as an option with Active Steering: Available to drivers of the BMW 130i, BMW 120i, and BMW 120d, Active Steering varies the transmission of steering forces to the front wheels as a function of the car's current speed on the road. So when parking and manoeuvring at low speeds, all the driver has to do is move the steering wheel slightly to change direction appropriately, while at high speeds the BMW 1 Series remains even more consistently and steadfastly on track.

With its exceptionally strong and stiff body structure plus intelligently interacting components protecting the occupants, the BMW 1 Series offers a level of all-round safety quite unique in the compact segment. The use of high-strength steel and an elaborately conceived system of longitudinal arms and crosswise reinforcements serves to absorb and divert a maximum level of impact energy in all conceivable accidents and collisions, maintaining the full stability of the passenger cell in the process.

Three-point inertia-reel seat belts and headrests on all seats, belt latch tensioners and belt force limiters at the front, frontal airbags activated in two stages, side airbags integrated in the front seat backrests, as well as curtain head airbags protecting both the occupants at the front and the passengers at the rear, round off the impressive range of safety features.

Now even more effective: DSC Dynamic Stability Control.
Apart from precise steering and the highly effective brake system, BMW's DSC Dynamic Stability Control optimised in its efficiency and exact management is the central element ensuring a superior level of active safety of the road. Over and above ABS anti-lock brakes and fully integrated ASC Automatic Stability Control preventing the drive wheels from spinning when setting off, DSC also provides a stabilising function in fast and dynamic bends: Applying the brakes as required on specific wheels or reducing engine power where appropriate, the system sets off even the slightest tendency to over- or understeer. And whenever the driver needs utmost stopping power, the Brake Assistant maximises brake pressure.

CBC Cornering Brake Control, in turn, prevents the car from spinning when applying the brakes lightly in a bend, while DTC Dynamic Traction Control increases the system's slip threshold whenever necessary.

In the BMW 130i DSC also offers automatic Brake Pressure Compensation for extremely high temperatures, preventing any fading on the brakes even under dynamic motoring conditions. Further features are the Start-Off Assistant and a Dry Braking function.

Pre-loading the brake pads in situations indicating the need for enhanced stopping power, in turn, enhances brake standby. And in conjunction with Active Steering, DSC is also able to provide an appropriate counter-steering effect whenever the driver applies the brakes on roads with a varying frictional coefficient, ensuring additional stability in the process.

New lights technology for better visibility and a striking look.
In combination with the optional xenon headlights, the new BMW 1 Series comes with a daytime lights function provided by corona rings in the dual round headlights. Yet another feature available in the new BMW 1 Series is Adaptive Headlights, and a technology quite unique in this segment is the Bending Lights function changing the direction of the light beams according to the position of the steering at speeds of less than 40 km/h or 25 mph, thus reliably illuminating the road ahead in the same way as BMW's Adaptive Headlights.

Premium ambience in the compact segment.
Offering features and amenities previously only available in higher segments of the market, the BMW 1 Series proves its outstanding premium character in terms of both safety and motoring comfort. The iDrive control concept, in combination with the optional navigation system, allows easy, efficient, convenient and ergonomically ideal management of all secondary and comfort functions, and may even be supplemented by a voice entry function as an option.

The audio systems available in the new BMW 1 Series are also among the most sophisticated in the compact segment. A wide range of choice in entertainment is provided, for example, by the USB interface available as an option and supplementing the AUX plug featured as standard, enabling the driver or passengers to integrate an external MP3 player into the audio system.

The re-designed interior combines a dynamic and modern look with a superior touch of straightforward quality and sophistication. Far-reaching, horizontal lines dominate the interior look of the new BMW 1 Series. The lower section of the instrument panel and door linings has been consistently upgraded to an even higher standard, the controls and instruments on the centre console are arranged in exactly the right harmonious configuration. The door panels between the shoulder-line and armrest come in a new, sweeping design and are now finished in the same material as the centre sections on the seats.

The new grain pattern on the surfaces made of a special synthetic material conveys a superior impression of quality you can really see and feel. Galvanised surfaces highlight the newly designed door openers, the adjusters on the air vents, the touch bar on the ashtray cover, the dial surrounds in the cockpit, the ornamental surround on the Start/Stop button, as well as the rotary knobs for the automatic air conditioning and radio.

Electrically operated window lifts on all doors are standard in the new BMW 1 Series. The map pockets integrated in the door linings as well as the glove compartment, through their smoothly rounded shape, harmonise perfectly with the lines of the interior and now also provide more space than before. A further practical feature within the interior is the luggage partition net fitting in place on the roof lining behind the front seats as soon as the driver or passengers move down the rear seat bench.

The three-door version of the BMW 1 Series is conceived as a four-seater with an additional storage box between the two individual seats. As a no-cost option the three-door BMW 1 Series may however also be configured as a five-seater.

Summing up all these qualities, it is fair to say that the new BMW 1 Series has retained its character and at the same time offers even more style and class than before. The new three-door body variant, in turn, adds a particularly sporting and dynamic model to the range, bringing fresh wind into the compact segment. Refined design, more class and style within the interior, enhanced driving dynamics, and superior efficiency within the engine compartment – these are the innovations through which the BMW 1 Series now offers an even higher standard of Sheer Driving Pleasure.

Exclusive production in the BMW Leipzig plant.
The new three-door BMW 1 Series is exclusively manufactured in the BMW Leipzig plant. Just two years after the inauguration of the new plant and the successful commencement of mass production of the BMW 3 Series Saloon, the plant in Leipzig – like almost all BMW vehicle plants – is producing a second model. From the outset, the site was designed so that new models can be integrated without interrupting ongoing production. The Leipzig plant demonstrates this impressively with the present start of the new BMW 1 Series: The preparations for starting the new model in the bodywork construction shop, in the paint shop and the necessary expansion measures in assembly were carried out during running operation. BMW 3 Series and BMW 1 Series are now manufactured according to customer wishes in any sequence on a single assembly line. This means the flexible production capacities can be optimally utilized according to market demand.

Even more Reasons to Celebrate: The new BMW 1 Series. (Long Version)

- **Sporting and agile: the BMW 1 Series now also with three doors.**
- **Attractive design modifications both front and rear.**
- **All-round re-design of the interior: high-quality materials, enhanced functions, fresh colours.**
- **New four-cylinder power units with direct gasoline injection, Brake Energy Regeneration, and an automatic Start/Stop function.**
- **New four-cylinder diesel engines with common-rail fuel injection, Brake Energy Regeneration, and an automatic Start/Stop function.**
- **Top engine: 3.0-litre six-cylinder developing 195 kW/265 hp.**
- **Additional body variant with two comfortable, single seats at the rear (five-seater configuration as a no-cost option).**
- **Unique in the compact class: rear-wheel drive for Sheer Driving Pleasure.**

Introducing the new generation of the BMW 1 Series scheduled to make its world debut at the Geneva Motor Show on 8 March 2007, BMW is once again enhancing the level of Sheer Driving Pleasure in the compact class.

This improvement is provided not only by the additional, particularly sporting three-door model, but also by the five-door version which, after sales of more than 200,000 units the world over, is being upgraded by the comprehensive refinement of all features and greater product substance in general.

Both the exterior and interior come with even more powerful and, at the same time, expressive design, particularly sophisticated materials and fresh colours serving furthermore to enhance the interior through genuine premium character and upgrade the modern flair of this compact BMW.

Over and above these substantial improvements, the new BMW 1 Series is entering the market with a wide range of newly developed power units: The line-up of gasoline engines extends from 85 kW/115 hp all the way to 195 kW/265 hp, while the two turbodiesels developing 105 kW/143 hp and, respectively, 130 kW/177 hp are perfect renditions of BMW's Efficient Dynamics combining even more power and performance with a further reduction of fuel consumption.

As the only compact car with rear-wheel drive in the market, the BMW 1 Series therefore now offers a perfect symbiosis of supreme Sheer Driving Pleasure, on the one hand, and a level of economy quite exemplary in this segment, on the other.

New three-door model: dynamic design accentuating supreme performance.

Through its sporting proportions, the BMW 1 Series clearly stands out from the competition also in its looks. The long front end as well as the "greenhouse" of the car, that is the passenger cell moved far to the rear, are clear visual statements highlighting rear-wheel drive quite unique in this segment.

Now the new three-door model offers an even more distinctive look confirming this superior performance and temperament. For while the new body variant looks the same as the updated five-door model from the front and rear, the differences from the side are most significant and come out very clearly: The five-door model shows its superior variability at very first sight, whereas the three-door version immediately expresses its clear focus on enhanced performance. And at the same time the three-door version also stands out through its much longer doors adding a further touch of dynamism and, through the frameless windows, a symbol of elegant sportiness.

Moving to the rear, the side view of the three-door model is likewise a clear commitment to the car's dynamic design language: Accentuated by the single-piece rear window not split into two sections as on the five-door model, the entire window area at the side is sleek and stretched-out, appearing to move the body's centre of gravity further to the back and visibly extending the front end of the car.

This is effect is further enhanced by the design of the door cutouts directed at the same level as the shoulder-line towards the rear light clusters.

The dynamic flow of the joints around the door also moves back the position of the driver and front passenger in visual terms, the sporting and elegant side-line being emphasised even more clearly and perceived as one unit on models featuring Chrome Line as an option.

High-impact refinements front and rear.

Through the striking interplay of convex and concave surfaces, the BMW 1 Series clearly reveals its direct relationship to other particularly sporting models within the BMW range, such as the BMW Z4 Roadster. But while the Roadster stands for the pure passion of driving in the open air, the BMW 1 Series combines sporting performance with variable flexibility.

The newly designed front end of the BMW 1 Series emphasises this relationship at an even higher level, taking up the active and agile design language of the side panels and giving the entire car an even more sophisticated, powerful and sporting look through discreet refinements. The BMW kidney grille now even more dominant than before and highlighted by an even more distinctive chrome frame, the larger air intake in the lower section of the bumper, and the wider spoiler lip now extending much further to the front all act together to emphasise the sporting look of the car and its firm, stable roadholding.

These modifications are further enhanced and supported by newly designed clear glass headlights, rectangular foglamps, and a chrome trim bar running horizontally through the middle of the air intake.

A particularly striking point is the greater accentuation of the headlights focusing their light beams on the road ahead just like we human beings direct our eyes at a certain point. This expressive look of the dual round headlights is also a result of the darker covers surrounding the lights themselves and thus forming a greater contrast to the technically sophisticated light sources. The integration of the headlight units in the bumpers has also been enhanced to an even higher and more attractive standard, giving the entire front end of the car an even more interesting look.

The rear end of the BMW 1 Series combines its truly muscular look with a high standard of variability thanks to the car's sports hatch in compact, refined design. Indeed, this design effect is even more convincing than before, with the rear end appearing even wider and more powerful, above all due to the more distinctive light contour in the rear air dam forming the visual counterpiece to the front spoiler also new in design.

Rear lights with the same outer contours as before.
While the rear lights come with the same contours outside, the arrangement of the various sections inside the light units themselves has been modified, the reversing lights and direction indicators now separated from one another. A further point is that horizontal light bars have been integrated in the rear lights, featuring LEDs in combination with the optional bi-xenon headlights and thus offering a particularly homogeneous lighting effect.

On the "standard" version without this option, a similar effect is achieved by reflectors illuminated from behind. Indeed, benefiting from this design feature already to be admired on other BMW model series, the new BMW 1 Series now boasts an additional sign of distinction typical of the brand, becoming immediately recognisable as a BMW also in the dark.

Interior design with the same flair and class of an upmarket car.
The new, upgraded BMW 1 Series also comes with significant improvements inside the passenger compartment. Refinements ranging from the instrument panel through the doors all the way to the controls and instruments ensure a dynamic and modern, but at the same time also solid, high-quality appearance.

The cockpit is characterised by sleek, stretching lines and surfaces. The lower section of the dashboard comes in a new look and is finished consistently in the same colour as the interior world, that is with a choice of Black, Grey, or Beige. This new colour scheme accentuates the horizontal orientation of the interior, providing a generous experience of space in the process.

The centre console housing the controls and switches for the car's entertainment and climate functions is integrated smoothly through soft radii and flowing surfaces into the instrument panel as a whole, well-conceived details such as a new glove compartment enhancing the overall standard of cockpit functionality.

The inner panels and linings on the doors have been optimised in terms of both functions and their aesthetic looks. Now, for example, the door panel between the upper shoulder-line and the armrest follows the surrounding lines in its design and is finished in the same material as the centre sections on the seats. In conjunction with full leather upholstery available as an option, the supreme style and class proudly boasted by the interior is further accentuated by a trim seam, and an integrated map pocket now comes in the lower section of the door lining. Electric window lifts front and rear are naturally standard.

Freedom of choice on the three-door model: single seats or room for three at the rear.
Both the driver's and front passenger's seats in the new BMW 1 Series are adjustable for height as a standard feature. Another standard feature in the three-door model is the two-seat configuration at the rear, the two single seats offering the passengers at the back superior side support, while a storage box between the two seats provides additional storage space. As an option at no extra cost, the three-door model is however also available with the classic rear-seat bench carried over from the five-door version, offering adequate space for up to three passengers.

Two fastening bands in the luggage compartment enable the driver and his passengers to take along, say, a briefcase or a notebook fitted firmly in position and not sliding to and fro on the road. Both body versions are available with a luggage net fastened when required between the roof lining and the rear section of the seat backrests with the rear seats tilted down and

thus separating the luggage compartment from the passenger area. This strong partition net fitted firmly in position holds back items of luggage which might otherwise be catapulted to the front when braking particularly hard.

The functional changes in the interior design of the car are supplemented by a new, natural surface grain. At the same time the instrument panel finished consistently in Black, together with the harmoniously integrated instrument cluster binnacle, the door linings and centre console, exudes a flair of style and value normally only to be found in an upmarket car.

Featuring galvanised elements, some specifically selected surfaces within the car form an exciting contrast to the grained surfaces to be found elsewhere.

In addition to the door openers, the slides on the air vents, the opening/ closing bar on the ashtray cover, and the rings around the dials and the Start/Stop button, the rotary knobs in the centre console of the new BMW 1 Series are also accentuated in this particular style and look. Further galvanised surfaces are to be found on the brackets highlighting the optional sports steering wheel and on the iDrive Controller featured in conjunction with the optionally available navigation system.

Integration of external MP3 players for entertainment on request.
Via the Controller – and as an option even with voice entry – the iDrive control concept allows convenient and straightforward management of all secondary and comfort functions in the BMW 1 Series.

In the interest of even more intuitive operation, iDrive is now enhanced by eight freely programmable buttons allowing the user to directly activate functions required particularly often – for example specific destinations in the navigation system, radio stations or telephone numbers dialled regularly. These eight favourite buttons come with innovative sensor control available exclusively with BMW iDrive, meaning that the function on each button is presented immediately on the display above as soon as the user just touches the button without even exerting any pressure. This rules out even the slightest risk of confusing the favourite buttons and their functions.

With the audio systems featured as standard or as an option already being amongst the very best and most sophisticated in the compact segment, the really discerning customer still has the option to personalise his entertainment programme on board the new BMW 1 Series to an even higher standard. This is made possible by two integrated interfaces – an AUX connector featured as standard and, as an absolute innovation, an optional USB connection, both allowing the user to hook up, say, an Apple iPod or any other external MP3 player, as well as further sources of entertainment. Via the USB interface, the

user is able to control the system and choose the music he or she prefers, using either the controls on the audio unit (which also means the iDrive system) or the remote control buttons on the multifunction steering wheel, depending on the media selected.

The new BMW 1 Series is available with four types of seat upholstery – two in cloth, a combination of cloth and leather, and full leather upholstery – as well as three interior colour worlds and nine equipment colour schemes allowing tasteful combinations and a harmonious match with the respective body colour. The new combination of cloth and leather upholstery now available combines high-quality Pearlpoint cloth on the centre seat sections with leather on the side panels.

The trim bars inside the passenger compartment come in a choice of seven versions, among them polished aluminium with a high-gloss edge, particularly sophisticated burr walnut, a technical, cool-looking titanium finish, and other new variants in high-gloss Diamond Black and Cashmere Silver. And last but not least, the range of exterior colours has been further refreshed through the addition of the new metallic colours Patagonia Green and Montego Blue.

Top-of-the-range power unit: straight-six developing 195 kW/265 hp in the BMW 130i.

The BMW 1 Series combines the fascinating thrill of driving a BMW with the practical benefits of a compact car. This applies particularly to the BMW 130i with its 3.0-litre straight-six power unit featuring a composite magnesium/aluminium crankcase, VALVETRONIC and double-VANOS developing maximum output of 195 kW/265 hp.

Benefiting from this kind of power, the BMW 130i offers exceptionally dynamic performance, accelerating to 100 km/h in 6.0 seconds (three-door model) and, respectively, in 6.1 seconds (five-door version), and with a top speed limited electronically to 250 km/h or 155 mph.

The supreme efficiency of BMW's straight-six power unit is reflected by a standard of all-round economy quite exceptional in this performance class, with both versions of the new BMW 130i requiring an average of just 8.3 litres/100 kilometres (equal to 34.0 mpg Imp) in the EU test cycle.

This impressive performance on the road is made possible by the combination of a whole range of high-tech components: Featuring double-VANOS infinite adjustment of the camshafts on the intake and exhaust side as well as VALVETRONIC valve management, the six-cylinder power unit in the BMW 130i is one of the most technically demanding and sophisticated engines in the world.

VALVETRONIC offers infinite management of the valve opening period and intake valve timing depending on the position of the gas pedal. Contrary to conventional throttle butterflies merely controlling the flow of intake air, VALVETRONIC masterminds the engine and its load management directly and without the slightest delay.

Thanks to its composite magnesium/aluminium crankcase, the power unit of the BMW 130i is particularly light. The weight saved in this way helps to enhance the car's economy and provide an even higher standard of agility on the road. Similarly, lightweight camshafts specially developed for the engine and manufactured in the hydrofoam process also help to optimise engine weight.

Brake Energy Regeneration: generating electric power while applying the brakes.

Another new feature serving to optimise the car's efficiency is Brake Energy Regeneration now to be admired not only in the BMW 130i, but rather in all new gasoline and diesel engines featured in the BMW 1 Series.

Brake Energy Regeneration serves to concentrate the generation of electrical energy for the on-board network on periods of engine overrun and application of the brakes. Such energy management geared to current driving conditions is made possible by intelligent alternator control, with Brake Energy Regeneration offering two benefits in practice: First, generation of electrical energy under such specific conditions ensures a significant reduction in fuel consumption. Second, the driver himself benefits from the alternator being disconnected when driving under load, since discontinuation of energy generation when the engine is pulling the car, for example, when accelerating and at high speeds, provides more drive power for more dynamic motoring, meaning not only greater all-round economy, but also enhanced driving pleasure.

With such on-demand control of the alternator increasing the number of load cycles, intelligent alternator control comes together with modern AGM (absorbent glass mat) batteries much more stable than conventional lead acid batteries. An AGM battery holds the acid in micro-glass fibre-mats between the layers of lead, thus retaining its energy storage capacity for a long time even when frequently charged and discharged.

Direct is more effective: gasoline power unit with High Precision Injection.

Enhanced driving dynamics, optimum weight reduction, and fuel efficiency raised to a new standard – these are the objectives pursued by BMW's engine development specialists under the heading of Efficient Dynamics. One result

of this approach is High Precision second-generation direct gasoline injection featured in the newly developed four-cylinder power units of the BMW 1 Series.

High Precision Injection allows a significant reduction of fuel consumption without the slightest loss of power also in everyday motoring. This is made possible by running the engine in the lean burn mode throughout most of its speed range, and requires extremely economical dosage of the gasoline component in the fuel/air mixture.

BMW's engineers have created the foundation for direct gasoline injection through the introduction of piezo-injectors. Fitted between the valves in the cylinder head and injecting fuel into the cylinders at a pressure of 200 bar, these injectors allow particularly fine and precise dosage of the fuel/air mixture. Their injector nozzles respond extremely quickly and consistently to the injection pulses transmitted electronically by the engine control unit, piezo-injectors thus ensuring particularly precise dosage of fuel in the interest of a controlled, clean and efficient combustion process.

Despite the confined space within the cylinder head, the injector unit used on BMW High Precision Injection is for the first time positioned directly next to the spark plug where the piezo-nozzles opening up to the outside form a stable, conically-shaped jet of fuel leading into the combustion chamber.

Contrary to wall-guided fuel injection, that is the conventional method used so far, this jet-guided process allows a much faster and, in particular, more efficient process of fuel/air mixture formation in the immediate vicinity of the spark plug. And it avoids the usual loss of fuel along the walls of the cylinder, a problem encountered in the past with the first generation of direct gasoline injection.

Precisely this concept provides the stratified charge effect characteristic of the lean burn mode, with various, intersecting layers of different fuel/air mixtures forming within the combustion chamber, the share of gasoline in the mixture consistently decreasing at an increasing distance from the spark plug. Hence, a particularly rich and therefore ignitable fuel/air layer is available only in the direct vicinity of the spark plug. As soon as this layer ignites, the leaner layers at a greater distance from the spark plug burn in a smooth, consistent and clean process.

The special shape and configuration of the injectors as well as their optimum position maintains the high precision of the fuel/air mixture process throughout a broad range of operation and running conditions, thus ensuring lean burn operation also at higher engine speeds and under higher loads.

Precisely this is a significant reason for the greater fuel economy offered by High Precision Injection versus first-generation direct gasoline injection.

Combined with catalytic converters positioned close to the engine and an NO_X storage catalyst, all BMW power units with direct gasoline injection comply with the Euro 4 emission standard.

New four-cylinder gasoline engine with two levels of performance.
Displacing 2.0-litres, the four-cylinder direct – injection power unit in the new BMW 1 Series is entering the market in two levels of power and performance. The most significant difference in engine technology is the use of a switchable intake manifold on the more powerful version, the light-alloy power unit developing maximum output of 125 kW/170 hp in the BMW 120i, an increase in power by 15 kW or 20 hp over its predecessor. Maximum torque of 210 Nm/155 lb-ft, in turn, comes at an engine speed of 4,250 rpm accelerating the new three-door model to 100 km/h in 7.7 seconds (five-door model: 7.8 seconds) and giving both models a top speed of 224 km/h or 139 mph. Average fuel consumption of the new BMW 120i in the EU test cycle, finally, is 6.4 litres for 100 kilometres, equal to 44.1 mpg Imp.

Maximum output of the new BMW 118i is 105 kW/143 hp, that is 10 kW/14 hp more than before. In this performance version, the 2.0-litre four-cylinder develops maximum torque of 190 Nm or 140 lb-ft at an engine speed of 4,500 rpm. The increase in engine power in the new BMW 118i gives both the three- and five-door model a top speed of 210 km/h or 130 mph. Acceleration to 100 km/h, in turn, comes in 8.7 seconds (five-door model: 8.8 seconds). Average fuel consumption in the EU cycle, finally, thanks to High Precision Injection, is just 5.9 litres/100 km, equal to 47.9 mpg Imp on both models.

The fourth gasoline model also providing remarkable performance in its five-door configuration is the 1.6-litre four-cylinder in the BMW 116i. This modern power unit featuring double-VANOS develops maximum output of 85 kW/115 hp and peak torque of 150 Nm/111 lb-ft, giving the car a top speed of 200 km/h (124 mph) and acceleration to 100 km/h in 10.9 seconds. Fuel consumption of the BMW 116i, finally, is just 7.5 litres/100 kilometres, equal to 37.7 mpg Imp.

New generation of BMW turbodiesel power units.
The new BMW 1 Series is the first BMW to feature the new 2.0-litre four-cylinder turbodiesel. Significantly lighter than the former power unit thanks to its aluminium crankcase, this engine comes in two power stages providing a substantial improvement of performance over the former models. This enhanced performance accompanied by an appropriate reduction in fuel

consumption is the result of modifications in the design of the combustion chamber, air supply and direct common-rail fuel injection, as well as the redesigned turbocharger with its particular blade geometry.

Both power units come as standard with a diesel particulates filter positioned close to the engine and therefore easily outperform the Euro 4 emission standard.

In the new BMW 120d the four-cylinder develops maximum output of 130 kW/177 hp – an increase by 10 kW/14 hp over the former engine. Peak torque, in turn, is 350 Nm/258 lb-ft at 2,000 rpm, ensuring superior power and pulling force also from low engine speeds. Top speed of both the three- and five-door model is 228 km/h or 141 mph, and the new BMW 120d accelerates to 100 km/h in just 7.5 seconds (five-door model: 7.6 seconds). At the same time fuel consumption in the EU test cycle is down to an average of just 4.9 litres/100 kilometres on both the three- and five-door model, equal to 57.6 mpg Imp.

Maximum output of the new BMW 118d is up by an even more significant 15 kW/21 hp to 105 kW/143 hp, with peak torque increasing by 20 Nm to a new level of 300 Nm/221 lb-ft at 2,000 rpm. This gives the car a top speed of 210 km/h or 130 mph (both the three-door and five-door model), with the new BMW 118d accelerating to 100 km/h in 8.9 seconds (five-door model: 9.0 seconds). And despite this increase in output and performance, average fuel consumption of both models in the EU test cycle is a mere 4.7 litres/ 100 kilometres, equal to 60.1 mpg Imp.

Given the performance characteristics and sound-deadening on BMW's modern diesel engines, the average motorist – or the motorist not driving the car that much for example, when renting the car – will hardly notice any difference between the diesel model and the gasoline version. Precisely this is why the new BMW 120d and the new BMW 118d come with a precautionary tank-filling system ensuring that only the diesel pump at a filling station fits into the fuel tank opening: The tank opening in these models has a special filler cap contoured to interact only with a standardised diesel filler pump. In other words, the cap will not open whenever the driver inadvertently tries to fill in gasoline.

Further enhancement of fuel economy: automatic Start/Stop for zero fuel consumption.

Reducing average fuel consumption was the topmost objective in developing the power units for the new BMW 1 Series. Hence, BMW is once again making a significant contribution to the self-commitment by the European automotive industry to reduce the CO_2 emissions of all newly registered

European cars to a fleet average of 140 grams/km by the year 2008. Indeed, to continue the process of reducing fuel consumption and, accordingly, emissions from the engine, BMW's engine development specialists have in the meantime introduced a number of significant innovations in various areas. Apart from improvements and new concepts affecting the engine directly, they have made substantial progress also on the ancillary units around the engine.

An important part of this concept is the automatic Start/Stop function featured in combination with BMW's new four-cylinder gasoline and diesel engines on all manual gearbox versions of the BMW 1 Series. This system automatically switches off the engine whenever it is not needed, thus reducing fuel consumption when stopping at the traffic lights, for example, to zero: As soon as the driver moves the gear selector lever to its neutral position and takes his foot off the clutch, electronic engine management will switch off the engine completely. To start the engine once again, all the driver has to do is press down the clutch pedal, the engine then starting instantaneously without any further action on the part of the driver.

In the EU test cycle this function helps to significantly reduce average fuel consumption, providing particular savings above all when driving most of the time in city traffic.

The automatic Start/Stop function is activated each time the driver starts the engine and is used in practice as soon as the oil in the engine has reached its normal operating temperature.

For reasons of safety and motoring comfort, the automatic Start/Stop function is deactivated under certain conditions, for example if the battery is almost flat or in very high (more than 30 °C/86 °F) or very low (below 3 °C/36 °F) outside temperatures. The engine will also go on running during a short interim stop as long as the interior temperature within the passenger compartment has not yet reached the level chosen on the air conditioning or if heating power is required to de-ice or de-mist the windscreen. And last but not least, the driver is able to deactivate automatic Start/Stop at any time simply by pressing a button.

Whenever the engine has been automatically switched off, it will start again without delay as soon as the battery charge reaches too low a level, as soon as pressure within the brake system drops below a certain point – for example after the driver has pressed down the brake pedal several times with the engine switched off – or if the vehicle starts to roll forwards or backwards. A further point is that the system is able to distinguish between a short stop, on the one hand, and the end of a journey, on the other. Accordingly, the

engine is not started again automatically as soon as the driver, with the engine switched off, unlocks his seat belt, opens his door, or lifts up the engine compartment lid.

New functions in the BMW 1 Series also offer ideal conditions for the effective use of fuel while motoring. Precisely this is why the BMW 1 Series with BMW's new four-cylinder gasoline and diesel engines come with a shift point indicator. In this case, electronic engine management calculates the optimum point for shifting up in the interest of enhanced fuel economy, depending on driving conditions and current requirements. This is done by the shift indicator – an illuminated arrow symbol specifying the optimum gear – in the instrument cluster encouraging the driver to shift gears in good time.

Mechanical disconnection of ancillaries to save energy.
Further technologies for saving fuel do not even require intervention by the driver. One example is active control of the air flaps in the radiator grille of the new BMW 1 Series, where the flaps are closed as long as the engine does not require enhanced cooling. Several ancillary units normally driven by belts or gears in the new BMW 1 Series may be disconnected from the engine when not required in order to reduce the consumption of energy under such conditions. These units are thus activated and driven electrically only when they are really required. Hydraulic pressure in the EPS Electric Power Steering, in turn, is only built up when the driver really needs steering assistance.

A further point is that the power steering in the new BMW 1 Series uses hydraulic fluid with a higher level of viscosity reducing friction within the steering system. The electrical coolant pump, to mention another example, operates independently of engine speed and therefore cuts in as a function of temperature only when really required, again in the interest of enhanced engine efficiency. In practice this means that the electric coolant pump, requiring power of only 200 Watts, consumes only about one-tenth of the drive energy required by a conventional pump.

Yet a further ancillary unit wasting energy on a conventional engine when switched off is the air conditioning compressor normally driven by a belt and thus remaining in operation at all times. In the new BMW 1 Series the belt drive for the a/c compressor features a clutch disconnecting the compressor as soon as the driver switches off the air conditioning and thus reducing drag forces from the compressor to a minimum.

Further improvements in fuel economy are provided by pressure-controlled fuel pumps, special light-running fluids in the transmission, and the reduction of fluid in the final drive. And yet another point is that the new BMW 1 Series

comes as standard on special tyres reducing roll resistance – and, therefore, the loss of energy in this area – to a minimum.

Whether shifting gears yourself or in the automatic mode: six gears are more fun.
All variants of the new BMW 1 Series come as standard with a manual six-speed gearbox combining superior smoothness with short and precise gearshift travel further optimised by the additional inner gearshift gate. Top speed is in fifth gear, with sixth gear featuring a particularly long transmission ratio in order to save fuel. And thanks to the use of lifetime oil, there is no need to change the transmission fluid throughout the entire lifecycle of the car.

As an alternative to the manual gearbox, both the six-cylinder BMW 130i and the new four-cylinder gasoline and turbodiesel engines are available as an option with six-speed automatic transmission. This sophisticated automatic gearbox comes with new converter technology featuring an integrated torsion damper reducing energy losses and ensuring even shorter reaction and gearshift times. As a result, the automatic transmission version of the new BMW 1 Series likewise offers that sporting feeling so typical of BMW.

The automatic transmission comes complete with a Steptronic function allowing the driver to shift gears manually by means of the selector lever. And on the BMW 130i with automatic transmission, the driver has the further option to shift gears by means of paddles directly on the steering wheel.

Dynamic rear-wheel drive – absolutely unique in this segment.
The BMW 1 Series is the only model in the compact segment to convey the power and performance of its engines to the road through its rear wheels. Precisely this principle – engine at the front, drive wheels at the rear – ensures a particularly good and smooth balance of weight as well as optimum traction. A further advantage is that the steering itself is not affected by any kind of drive power or adverse forces.

This clear separation of the drive and steering functions ensures a driving experience emphasising the dynamic character of the BMW 1 Series in every respect. An important point is the harmonious distribution of weight, with approximately 50 per cent of the car's overall weight resting on the front and, respectively, rear wheels – perfect distribution of weight made possible by the drive concept of the new BMW 1 Series.

As a result, rear-wheel drive offers ideal conditions for excellent directional stability and safe handling.

Fundamentally speaking, the five-arm rear axle of the new BMW 1 Series is derived from a double-wishbone rear axle where the upper and lower wishbones are each replaced by one single track control arm. Both the large mounting point on the wheel and the extremely stiff track control arms, the stiff rear axle subframe, and the connection to the body of the car through thrust rods help to ensure extremely precise wheel guidance and geometry. The result is a high standard of agility in every respect as well as optimum acoustic insulation of the drive axle. Yet a further point is that the rear axle on the new BMW 1 Series is purpose-built for the particular demands and requirements of very powerful, high-torque power units.

The front axle of the BMW 1 Series also boasts a standard of advanced technology quite unique in the compact segment: The double-joint spring strut tiebar axle complete with an anti-rollbar is made largely of aluminium, ensuring the optimum combination of supreme stiffness and low weight. And since both the track control arms as well as the swivel mounts are made of aluminium, unsprung masses are reduced to a minimum.

This principle of lightweight construction again helps to optimise the car's weight distribution, making a further contribution to the superior driving dynamics of the 1 Series and at the same time ensuring superior stiffness of all control arms and bars. And last but not least, the hydraulically dampened engine mounts ensure a particularly high standard of vibration and acoustic control.

Electric Power Steering and optional Active Steering.
BMW's new EPS Electric Power Steering complete with an integrated Servotronic function in the 1 Series ensures a particularly high standard of precision and motoring comfort. The big advantage of Servotronic is superior power assistance on the steering geared to the car's current speed on the road. This means a greater reduction of steering forces at low speeds than at high speeds, EPS thus ensuring a higher standard of steering precision and comfort at all speeds on the road.

Arrangement of the servo motor parallel to the axle reduces the level of forces and vibrations acting on the steering. And yet a further advantage is that EPS helps to enhance fuel economy since, unlike a conventional mechanical/hydraulic system, power assistance is provided by an electric motor operating only when required.

The new BMW 1 Series is the only car in its segment available moreover with Active Steering: Fitted as an option on the BMW 130i, BMW 120i, and BMW 120d, Active Steering gears the steering transmission to the current speed of the car, keeping movements of the steering wheel relatively small

and smooth and reducing steering forces to a minimum, for example, when parking or manoeuvring at low speeds. At higher speeds, on the other hand, the same movement of the steering wheel does not turn the front wheels to the same extent, ensuring very precise steering at high speeds and making it much easier for the driver to direct the car precisely and smoothly round a bend.

DSC Dynamic Stability Control for superior handling in critical situations.

With the chassis being absolutely neutral and well-balanced in its set-up, the new BMW 1 Series keeps steadily on course even when driving to the extreme limit. DSC Dynamic Stability Control featured as standard comprises functions such as ABS anti-lock brakes and ASC Automatic Stability Control preventing the drive wheels from spinning while the car is accelerating.

The Brake Assistant, in turn, ensures maximum brake pressure whenever the driver requires a particularly high level of stopping power, and CBC Cornering Brake Control also integrated in the DSC system stabilises the car when applying the brakes in a bend.

In extreme cases – for example when avoiding an obstacle suddenly looming up in front of the car – electronic DSC Dynamic Stability Control enables the driver to handle the car safely in a smooth and superior process. DSC thus prevents the car from oversteering or understeering, simply by applying the brakes specifically on individual wheels and reducing engine power as required. In the process DSC intervenes smoothly and efficiently only when there is a risk of the car exceeding the limits to diving dynamics, without in any way impairing the dynamic driving characteristics of the BMW 1 Series.

DTC Dynamic Traction Control is a sub-function of DSC serving to provide optimum traction and drive power. The particular feature of this system is that it allows higher slip on the drive wheels than with DSC, thus enhancing the car's grip and traction on slippery surfaces such as deep snow. A further point is that in the DTC mode the car's electronic management intervenes at a later point in time when the vehicle is unstable, enabling the skilled driver to choose a higher level of lateral acceleration and take bends in a controlled power slide, driving the vehicle to its extreme limit. And last but not least, the driver is also able with DTC to completely deactivate the stability control function.

In the new BMW 130i DSC offers an even wider range of additional functions including a Start-Off Assistant and automatic Brake Pressure Compensation whenever the brakes reach an extremely high temperature and thus preventing any fading of the brakes in the process. Pre-loading of the brake pads

whenever the driver suddenly lets go of the gas pedal and therefore indicates that the brakes must be applied instantaneously with maximum power serves to minimise stopping distances in such a situation. The Dry Braking function, in turn, improves the effect of the brakes in the wet, with the brake pads being moved slightly towards the discs at regular intervals to remove any film of water on the discs.

The Soft/Stop function enables the driver to bring the car to a halt in a particularly soft and smooth process, controlled reduction of brake pressure preventing a sudden jolt of the vehicle before coming to a standstill. In conjunction with Active Steering, the DSC system is also able to build up an appropriate countersteering effect, preventing the car from swerving, for example when applying the brakes hard on surfaces with varying frictional coefficients.

Yet a further improvement is that DSC Dynamic Stability Control in the new BMW 1 Series comes complete with an integrated wear indicator for the brake pads. Offering BMW's Condition Based Service (CBS), this electronic control system takes the data measured to calculate the remaining mileage until the brake pads have to be changed.

The BMW 1 Series comes as standard on runflat tyres enabling the driver to keep on driving even with a completely flat tyre. Indeed, runflat tyres allow an ongoing range of at least 150 kilometres or 93 miles at a speed of up to 80 km/h or 50 mph.

Yet another feature standard in the BMW 1 Series is the Tyre Defect Indicator permanently monitoring air pressure in all wheels and warning the driver through a signal in the instrument cluster as soon as tyre pressure drops more than 30 per cent below the ideal level.

Six airbags and innovative lights technology for enhanced safety.
The safety concept of the new BMW 1 Series is based on a stiff and stable body structure taking up forces in the event of an accident through precisely defined load paths and keeping the passenger cell stable and intact. High-strength steel, additional reinforcements and special deformation elements serve to fulfil all statutory requirements and standards applicable in markets the world over.

Six airbags featured as standard ensure optimum occupant safety and protection: the frontal airbags inflate in two stages, depending on the severity of a collision, while side airbags integrated in the front seat backrests reduce the risk of injury on chest and hip level in a collision from the side. Curtain/

head airbags integrated in the roof lining, in turn, protect both the driver and front passenger as well as the passengers at the rear from a side-on impact.

All seats come with three-point inertia-reel seat belts and headrests, and the front seats are fitted additionally with belt latch tensioners and belt force limiters. Driver pedals moving back in the event of an impact, finally, serve to minimise the risk of foot injury for the driver.

In the interest of safety in general, the new BMW 1 Series features a daytime lights function provided by the corona rings in the double round headlights incorporated in the bi-xenon headlight package available as an option. Daytime lights enhance the visibility of the vehicle and, in this specific case, add a look typical of BMW, the striking corona rings showing clearly from the start that this new compact model is a genuine BMW in every respect.

The BMW 1 Series also comes as an option with BMW's Adaptive Headlights guiding the main headlight beam in the same direction as the steering wheel for optimum illumination on winding roads. This function is provided by a special mechanism moving the bi-xenon modules in accordance with the car's steering angle, lateral acceleration, and road speed. And yet a further function is dynamic control of the headlight range.

Yet another innovative feature boasted by the BMW 1 Series is the Bending Lights function. Following the same principle as the Adaptive Headlights, this function is activated at speeds of up to 40 km/h or 25 mph, turning the headlights to their extreme position facing fully left or fully right whenever required. The big advantage is that when the driver turns into a dark side road, the route he is taking will immediately be illuminated, offering the driver optimum visibility from the start.

The brake lights on the new BMW 1 Series operate in two levels of brightness as a function of brake pressure. This gives motorists following from behind a clear and immediate signal, showing them that the driver is applying the brakes particularly hard for maximum stopping power. With the illuminated area in the brake lights being enlarged in such a case, motorists following from behind will automatically be induced to brake harder, too.

With its refreshed design, enhanced product substance and innovative engine technology, the new BMW 1 Series fits perfectly into BMW's model range. So offering driving dynamics, motoring safety and enhanced economy typical of BMW, the new BMW 1 Series once again sets the standard in the compact car segment.

Exclusive production in the BMW Leipzig plant.

The new three-door BMW 1 Series is exclusively manufactured in the BMW Leipzig plant. Just two years after the inauguration of the new plant and the successful commencement of mass production of the BMW 3 Series Saloon, the plant in Leipzig – like almost all BMW vehicle plants – is producing a second model. From the outset, the site was designed so that new models can be integrated without interrupting ongoing production. The Leipzig plant demonstrates this impressively with the present start of the new BMW 1 Series: The preparations for starting the new model in the bodywork construction shop, in the paint shop and the necessary expansion measures in assembly were carried out during running operation. BMW 3 Series and BMW 1 Series are now manufactured according to customer wishes in any sequence on a single assembly line. This means the flexible production capacities can be optimally utilized according to market demand.

Specifications BMW 1 Series.
118i, 120i, 130i.

Body		**118i**	**120i**	**130i**
No. of doors/seats		3/4	3/4	3/4
Length/width/height (unladen)	mm	4,239/1,748/1,421	4,239/1,748/1,421	4,239/1,748/1,421
Wheelbase	mm	2,660	2,660	2,660
Track, front/rear	mm	1,484/1,497	1,480/1,493	1,474/1,487
Ground clearance	mm	145	145	145
Turning circle	m	10.7	10.7	10.7
Tank capacity	approx. ltr	53	53	53
Cooling system incl. heater	ltr	7.3 (7.9)	7.3 (7.9)	8.2 (8.5)
Engine oil	ltr	4.25	4.25	6.5
Transmission fluid	ltr	Lifetime	Lifetime	Lifetime
Final drive fluid	ltr	Lifetime	Lifetime	Lifetime
Weight, unladen, to EU standard [1]	kg	1,340 (1,365)	1,365 (1,385)	1,400 (1,475)
Max. load to DIN standard	kg	500	500	500
Max. permissible to DIN standard	kg	1,765 (1,790)	1,790 (1,810)	1,875 (1,900)
Max. axle load, front/rear	kg	855/1,020	875/1,020	920/1,045
Max. trailer load [2]				
braked (12%)/unbraked	kg	1,200/650	1,200/665	1,200/680
Max. roofload/max. trailer downl.	kg	75/75	75/75	75/75
Lug. comp. cap. DIN 70020	ltr	330–1,150	330–1,150	330–1,150
Air drag	c_d x A	0.30 x 2.09	0.30 x 2.09	0.32 x 2. 09
Power unit				
Config/No. of cyls/valves		R/4/4	R/4/4	R/6/4
Fuel supply		MSD 80.2	MSD 80.2	MSV 80.2
Capacity, effective	cc	1,995	1,995	2,996
Stroke/bore	mm	90/84	90/84	88.0/85.0
Compression ratio	:1	12.0	12.0	10.7
Fuel grade		RON 91–98	RON 91–98	RON 91–98
Max. output	kW/hp	105/143	125/170	195/265
At	rpm	6,000	6,700	6,650
Max. torque	Nm/lb-ft	190/140	210/155	315/232
At	rpm	4,500	4,250	2,750
Electrical system				
Battery/installation	Ah/–	70/Lug. comp.	70/Lug. comp.	70/Lug. comp.
Alternator	A/W	180/2,520	180 / 2,520	180/2,520
Chassis				
Suspension, front		Double-joint tiebar spring strut axle, aluminium		
Suspension, rear		Five-arm axle, lightweight steel		
Brakes, front		Single-piston swing-calliper disc brakes		
Diameter	mm	Vented/292 x 22	Vented/300 x 24	Vented/330 x 24
Brakes, rear		Single-piston swing-calliper disc brakes		
Diameter	mm	296 x 10.5	296 x 10.5	Vented/300 x 20
Driving stability systems		ABS, CBC, ASC, DSC, DTC, DBC		
Steering		Hydraulic rack-and-pinion steering; 3.0 turns lock-to-lock		
Steering trans ratio, overall	:1	16.0	16.0	16.0
Gearbox		Six-speed manual gearbox (optional six-speed automatic transmission)		
Gear ratios 1st	:1	4.323(4.171)	4.323 (4.171)	4.350 (4.065)
2nd	:1	2.456 (2.340)	2.456 (2.340)	2.496 (2.371)
3rd	:1	1.659 (1.521)	1.659 (1.521)	1.665 (1.551)
4th	:1	1.230 (1.143)	1.230 (1.143)	1.230 (1.157)
5th	:1	1.000 (0.867)	1.000 (0.867)	1.000 (0.853)
6th	:1	0.848 (0.691)	0.848 (0.691)	0.851 (0.674)
Rev	:1	3.938 (3.40)	3.938 (3.403)	3.926 (3.200)
Final drive ratio	:1	3.38 (3.91)	3.73 (3.91)	3.46 (3.64)
Tyres		Runflat 195/55 R16	Runflat 205/55 R16	Runflat 205/50 R17
Rims		6.5J x 16 steel	7J x 16 steel	7J x 17 light-alloy
Performance				
Power-to-weight ratio, DIN	kg/kW	12.0 (12.3)	10.3 (10.5)	7.1 (7.2)
Output per litre	kW/hp	52.6 / 71.5	62.7 / 85.3	65.1 / 88.5
Acceleration 0–100 km/h	sec	8.7 (9.2)	7.7 (8.3)	6.0 (6.2)
Standing-start km	sec	29.7 (30.1)	28.3 (28.9)	25.4 (25.5)
80–120 km/h in 4th gear	sec	8.9	7.4	5.6
Top speed	km/h	210	224 (222)	250
Fuel consumption in EU cycle				
Urban	ltr/100 km	7.9 (8.2)	8.7 (8.3)	12.2 (12.3)
Extra-urban	ltr/100 km	4.7 (5.0)	5.1	6.0
Composite	ltr/100 km	5.9 (6.2)	6.4 (6.3)	8.3
CO_2	g/km	140 (148)	152 (150)	197 (198)
Miscellaneous				
Emission category		EU 4	EU 4	EU 4

Figures in brackets apply to models with automatic transmission

[1] Weight of car in road trim (DIN) plus 75 kg for driver and luggage
[2] May be increased under certain conditions

Contents relate to the German market

Specifications BMW 1 Series.
118d, 120d.

Body		**118d**	**120d**
No. of doors/seats		3/4	3/4
Length/width/height (unladen)	mm	4,239/1,748/1,421	4,239/1,748/1,421
Wheelbase	mm	2,660	2,660
Track, front/rear	mm	1,484/1,497	1,480/1,493
Ground clearance	mm	145	145
Turning circle	m	10.7	10.7
Tank capacity	approx. ltr	51	51
Cooling system incl. heater	l	7.2	7.2 (7.5)
Engine oil	l	5.5	5.5
Transmission fluid	l	Lifetime	Lifetime
Final drive fluid	l	Lifetime	Lifetime
Weight, unladen, to EU standard[1]	kg	1,385 (1,410)	1,440 (1,445)
Max. load to DIN standard	kg	510	500
Max. permissible to DIN standard	kg	1,830 (1,855)	1,875 (1,880)
Max. axle load, front/rear	kg	885/1,040	905/1,050
Max. trailer load[2]			
braked (12%)/unbraked	kg	1,200/690	1,200/705
Max. roofload/max. trailer downl.	kg	75/75	75/75
Lug. comp. cap. DIN 70020	ltr	330–1,150	330–1,150
Air drag	c_d x A	0.30 x 2.09	0.30 x 2.09
Power unit			
Config/No. of cyls/valves		Straight/4/4	Straight/4/4
Fuel supply		DDE 70	DDE 6
Capacity, effective	cc	1,995	1,995
Stroke/bore	mm	90/84	90/84
Compression ratio	:1	16.0	16.0
Fuel grade		Diesel	Diesel
Max. output	kW/hp	105/143	130/177
At	rpm	4,000	4,000
Max. torque	Nm/lb-ft	300/221	350/258
At	rpm	2,000	2,000
Electrical system			
Battery/installation	Ah/–	80/Lug. comp.	80/Lug. comp.
Alternator	A/W	180/2,520	180/2,520
Chassis			
Suspension, front		Double-joint tiebar spring strut axle, aluminium	
Suspension, rear		Five-arm axle, lightweight steel	
Brakes, front		Single-piston swing-calliper disc brakes	
Diameter	mm	Vented/292 x 22	Vented/300 x 24
Brakes, rear		Single-piston swing-calliper disc brakes	
Diameter	mm	Vented/300 x 20	Vented/300 x 20
Driving stability systems		ABS, CBC, ASC, DSC, DTC, DBC	
Steering		Hydraulic rack-and-pinion steering; 3.0 turns lock-to-lock	
Steering trans ratio, overall	:1	16.0	16.0
Gearbox		Six-speed manual gearbox (optional six-speed automatic transmission)	
Gear ratios 1st	:1	4.002 (4.171)	5.140 (4.171)
2nd	:1	2.108 (2.340)	2.830 (2.340)
3rd	:1	1.380 (1.521)	1.804 (1.521)
4th	:1	1.000 (1.143)	1.257 (1.143)
5th	:1	0.780 (0.867)	1.000 (0.867)
6th	:1	0.645 (0.691)	0.831 (0.691)
Rev	:1	3.187 (3.403)	4.638 (3.403)
Final drive ratio	:1	3.07 (3.23)	2.56 (3.15)
Tyres		Runflat 195/55 STRAIGHT 16	Runflat 205/55 R16
Rims		6.5J x 16 steel	7J x 16 steel
Performance			
Power-to-weight ratio, DIN	kg/kW	12.5 (12.7)	10.5
Output per litre	kW/hp	52.6/71.5	65.2/88.7
Acceleration 0–100 km/h	sec	8.9 (9.0)	7.5 (7.7)
Standing-start km	sec	29.8 (29.9)	28.1 (28.0)
80–120 km/h in 4th gear	sec	7.6	6.3
Top speed	km/h	210	228 (226)
Fuel consumption in EU cycle			
Urban	ltr/100 km	5.7 (6.9)	6.2 (7.3)
Extra-urban	ltr/100 km	4.1 (4.5)	4.1 (4.5)
Composite	ltr/100 km	4.7 (5.4)	4.9 (5.5)
CO_2	g/km	123 (144)	129 (145)
Miscellaneous			
Emission category		EU 4	EU 4

Figures in brackets apply to models with automatic transmission

[1] Weight of car in road trim (DIN) plus 75 kg for driver and luggage
[2] May be increased under certain conditions

Contents relate to the German market

Specifications BMW 1 Series.
116i, 118i, 120i,130i.

Body		**116i**	**118i**	**120i**	**130i**
No. of doors/seats		5/5	5/5	5/5	5/5
Length/width/height (unladen)	mm	4,227/1,751/1,430	4,239/1,748/1,421	4,239/1,748/1,421	4,239/1,748/1,421
Wheelbase	mm	2,660	2,660	2,660	2,660
Track, front/rear	mm	1,484 / 1,497	1,484/1,497	1,480/1,493	1,474/1,487
Ground clearance	mm	145	145	145	145
Turning circle	m	10.7	10.7	10.7	10.7
Tank capacity	approx. ltr	50	53	53	53
Cooling system incl. heater	ltr	7.0	7.3 (7.9)	7.3 (7.9)	8.2 (8.5)
Engine oil	ltr	4.25	4.25	4.25	6.5
Transmission fluid	ltr	Lifetime	Lifetime	Lifetime	Lifetime
Final drive fluid	ltr	Lifetime	Lifetime	Lifetime	Lifetime
Weight, unladen, to EU standard[1]	kg	1,280	1,350 (1,375)	1,375 (1,395)	1,460 (1,485)
Max. load to DIN standard	kg	500	500	500	500
Max. permissible to DIN standard	kg	1,705	1,775 (1,800)	1,800 (1,820)	1,885 (1,910)
Max. axle load, front/rear	kg	805/975	855/1,020	875/1,020	920/1,045
Max. trailer load[2]					
braked (12%)/unbraked	kg	1,200/635	1,200/650	1,200/665	1200/680
Max. roofload/max. trailer downwnl.	kg	75/75	75/75	75/75	75/75
Lug. comp. cap. DIN70020	ltr	330–1,150	330–1,150	330–1,150	330–1,150
Air drag	c_d x A	0.29 x 2.09	0.30 x 2.09	0.30 x 2.09	0.32 x 2. 09
Power unit					
Config/No. of cyls/valves		R/4/4	R/4/4	R/4/4	R/6/4
Fuel supply		Intake manifold inj	MSD 80.2	MSD 80.2	MSV 80.2
Capacity, effective	cc	1,596	1,995	1,995	2,996
Stroke/bore	mm	72.0/84.0	90/84	90/84	88.0/85.0
Compression ratio	:1	10.2	12.0	12.0	10.7
Fuel grade		ROZ 91–98	ROZ 91–98	ROZ 91–98	ROZ 91–98
Max. output	kW/hp	85/115	105/143	125/170	195 (265)
At	rpm	6,000	6,000	6,700	6,650
Max. torque	Nm/lb-ft	150/111	190/140	210/155	315/232
At	rpm	4,300	4,500	4,250	2,750
Electrical system					
Battery/installation	Ah/–	46/Lug. comp.	70/Lug. comp.	70/Lug. comp.	70/Lug. comp.
Alternator	A/W	110 / 1540	180/2,520	180/2,520	180/2,520
Chassis					
Suspension, front		Double-joint tiebar spring strut axle, aluminium			
Suspension, rear		Five-arm axle, lightweight steel			
Brakes, front		Single-piston swing-calliper disc brakes			
Diameter	mm	Vented/284 x 22	Vented/292 x 22	Vented/300 x 24	Vented/330 x 24
Brakes, rear		Single-piston swing-calliper disc brakes			
Diameter	mm	280 x 10	296 x 10.5	296 x 10.5	Vented/300 x 20
Driving stability systems		ABS, CBC, ASC, DSC, DTC, DBC			
Steering		Hydraulic rack-and-pinion steering; 3.0 turns lock-to-lock			
Steering trans ratio, overall	:1	14.25	16.0	16.0	16.0
Gearbox		Six-speed manual gearbox (optional six-speed automatic transmission)			
Gear ratios 1st	:1	4.230	4.323(4.171)	4.323 (4.171)	4.350 (4.065)
2nd	:1	2.519	2.456 (2.340)	2.456 (2.340)	2.496 (2.371)
3rd	:1	1.665	1.659 (1.521)	1.659 (1.521)	1.665 (1.551)
4th	:1	1.222	1.230 (1.143)	1.230 (1.143)	1.230 (1.157)
5th	:1	1.000	1.000 (0.867)	1.000 (0.867)	1.000 (0.853)
6th	:1		0.848 (0.691)	0.848 (0.691)	0.851 (0.674)
Rev	:1	4.040	3.938 (3.40)	3.938 (3.403)	3.926 (3.200)
Final drive ratio	:1	3.64	3.38 (3.91)	3.73 (3.91)	3.46 (3.64)
Tyres		Runflat 195/55 R16	Runflat 195/55	Runflat 205/55	Runflat 205/50 R17
Rims		6.5J x 16 steel	6.5J x 16 steel	7J x 16 steel	7J x 17 light-alloy
Performance					
Power-to-weight ratio, DIN	kg/kW	14.2	12.1 (12.4)	10.4 (10.6)	7.1 (7.2)
Output per litre	kW/hp	53.3 / 72.5	52.6 / 71.5	62.7 / 85.3	65.1 / 88.5
Acceleration 0–100 km/h	sec	10.8	8.8 (9.3)	7.8 (8.4)	6.1 (6.3)
Standing-start km	sec	31.9	29.8 (30.2)	28.4 (28.9)	25.5 (25.6)
80–120 km/h in 4th gear	sec	10.7	9.0	7.5	5.7
Top speed	km/h	200	210	224 (222)	250
Fuel consumption in EU cycle					
Urban	ltr/100 km	10.5	7.9 (8.2)	8.7 (8.3)	12.2 (12.3)
Extra-urban	ltr/100 km	5.9	4.7 (5.0)	5.1	6.0
Composite	ltr/100 km	7.5	5.9 (6.2)	6.4 (6.3)	8.3
CO_2	g/km	181	140 (148)	152 (150)	197 (198)
Miscellaneous					
Emission category		EU 4	EU 4	EU 4	EU 4

Figures in brackets apply to models with automatic transmission

[1] Weight of car in road trim (DIN) plus 75 kg for driver and luggage
[2] May be increased under certain conditions

Contents relate to the German market

Specifications BMW 1 Series.
118d, 120d.

Body		**118d**	**120d**
No. of doors/seats		5/5	5/5
Length/width/height (unladen)	mm	4,239/1748/1,421	4,239/1,748/1,421
Wheelbase	mm	2,660	2,660
Track, front/rear	mm	1,484/1,497	1,480/1,493
Ground clearance	mm	145	145
Turning circle	m	10.7	10.7
Tank capacity	approx. ltr	51	51
Cooling system incl. heater	l	7.2	7.2 (7.5)
Engine oil	l	5.5	5.5
Transmission fluid	l	Lifetime	Lifetime
Final drive fluid	l	Lifetime	Lifetime
Weight, unladen, to EU standard [1]	kg	1,395 (1,420)	1,450 (1,455)
Max. load to DIN standard	kg	510	500
Max. permissible to DIN standard	kg	1,830 (1,855)	1,875 (1,880)
Max. axle load, front/rear	kg	885/1,040	905/1,050
Max. trailer load [2]			
braked (12%)/unbraked	kg	1,200/690	1,200/705
Max. roofload/max. trailer downl.	kg	75/75	75/75
Lug comp cap DIN70020	l	330–1,150	330–1,150
Air drag	c_d x A	0.30 x 2.09	0.30 x 2.09
Power Unit			
Config/No of cyls/valves		Straight/4/4	Straight/4/4
Fuel supply		DDE 70	DDE 70
Capacity, effective	cc	1,995	1,995
Stroke/bore	mm	90/84	90/84
Compression ratio	:1	16.0	16.0
Fuel grade		Diesel	Diesel
Max output	kW/hp	105/143	130/177
At	rpm	4,000	4,000
Max torque	Nm/lb-ft	300/221	350/258
At	rpm	2,000	2,000
Electrical System			
Battery/installation	Ah/–	80/Lug comp	80/Lug comp
Alternator	A/W	180/2,520	180/2,520
Chassis			
Suspension, front		Double-joint tiebar spring strut axle, aluminium	
Suspension, rear		Five-arm axle, lightweight steel	
Brakes, front		Single-piston swing-calliper disc brakes	
Diameter	mm	Vented/292 x 22	Vented/300 x 24
Brakes, rear		Single-piston swing-calliper disc brakes	
Diameter	mm	Vented/300 x 20	Vented/300 x 20
Driving stability systems		ABS, CBC, ASC, DSC, DTC, DBC	
Steering		Hydraulic rack-and-pinion steering; 3.0 turns lock-to-lock	
Steering trans ratio, overall	:1	16.0	16.0
Gearbox		Six-speed manual gearbox (optional six-speed automatic transmission)	
Gear ratios 1st	:1	4.002 (4.171)	5.140 (4.171)
2nd	:1	2.108 (2.340)	2.830 (2.340)
3rd	:1	1.380 (1.521)	1.804 (1.521)
4th	:1	1.000 (1.143)	1.257 (1.143)
5th	:1	0.780 (0.867)	1.000 (0.867)
6th	:1	0.645 (0.691)	0.831 (0.691)
Rev	:1	3.187 (3.403)	4.638 (3.403)
Final drive ratio	:1	3.07 (3.23)	2.56 (3.15)
Tyres		Runflat 195/55 R16	Runflat 205/55 R16
Rims		6.5J x 16 steel	7J x 16 steel
Performance			
Power-to-weight ratio, DIN	kg/kW	12.6 (12.8)	10.6
Output per litre	kW/hp	52.6/71.5	65.2/88.7
Acceleration 0–100 km/h	sec	9.0 (9.1)	7.6 (7.8)
Standing-start km	sec	29.9 (30.0)	28.2 (28.1)
80–120 km/h in 4th gear	sec	7.7	6.4
Top speed	km/h	210	228 (226)
Fuel Consumption in EU Cycle			
Urban	ltr/100 km	5.7 (6.9)	6.2 (7.3)
Extra-urban	ltr/100 km	4.1 (4.5)	4.1 (4.5)
Composite	ltr/100 km	4.7 (5.4)	4.9 (5.5)
CO_2	g/km	123 (144)	129 (145)
Miscellaneous			
Emission category		EU 4	EU 4

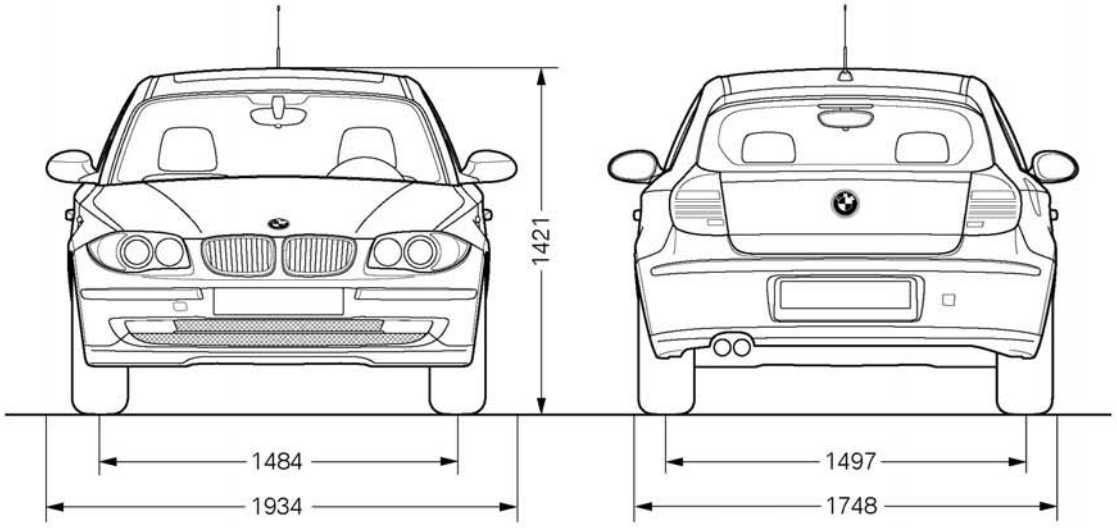
Figures in brackets apply to models with automatic transmission

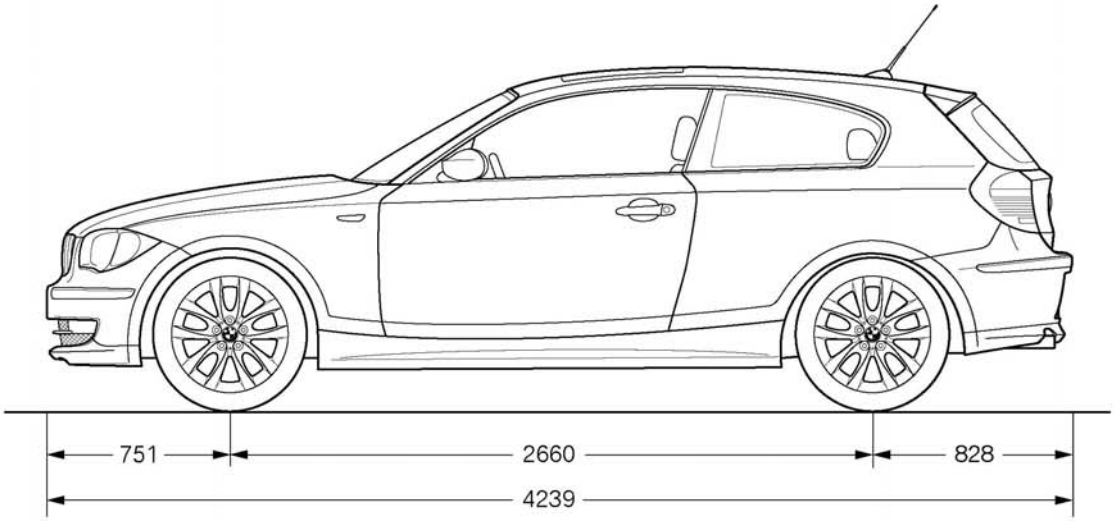
[1] Weight of car in road trim (DIN) plus 75 kg for driver and luggage
[2] May be increased under certain conditions

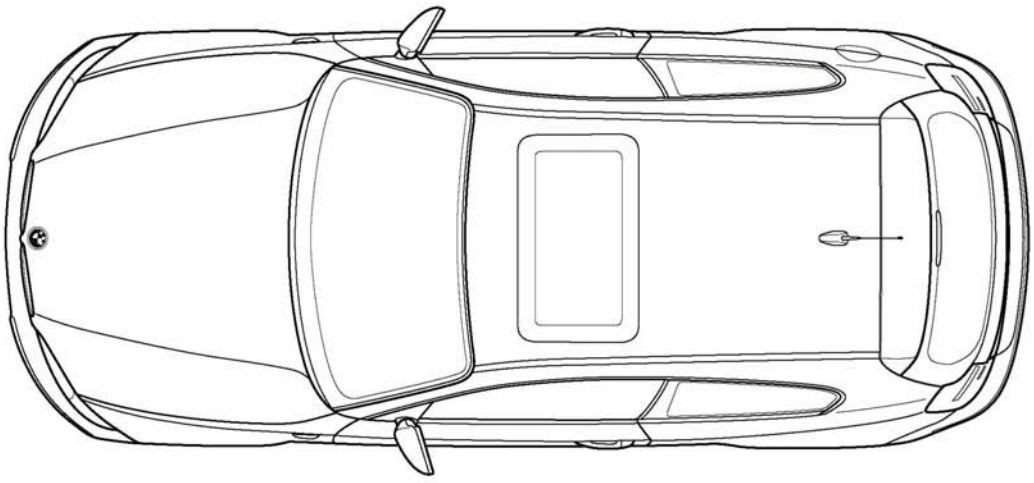
Contents relate to the German market

Exterior and Interior Dimensions.

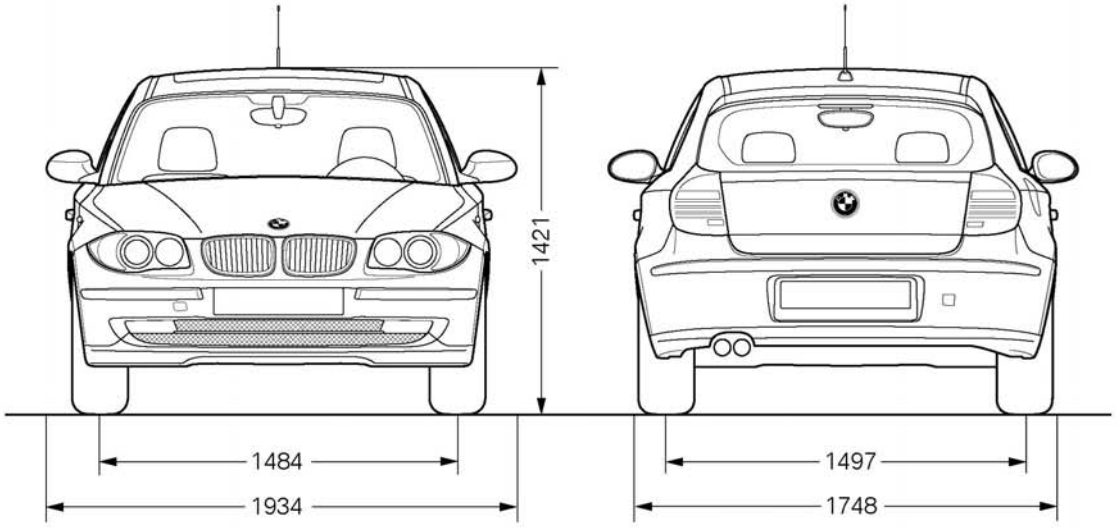
BMW 1 Series, three-door version.

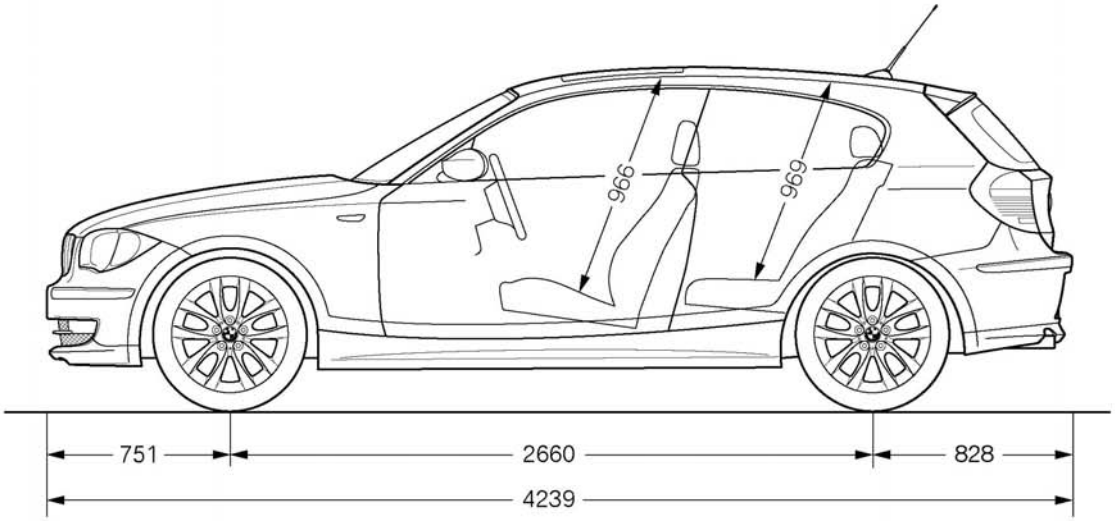


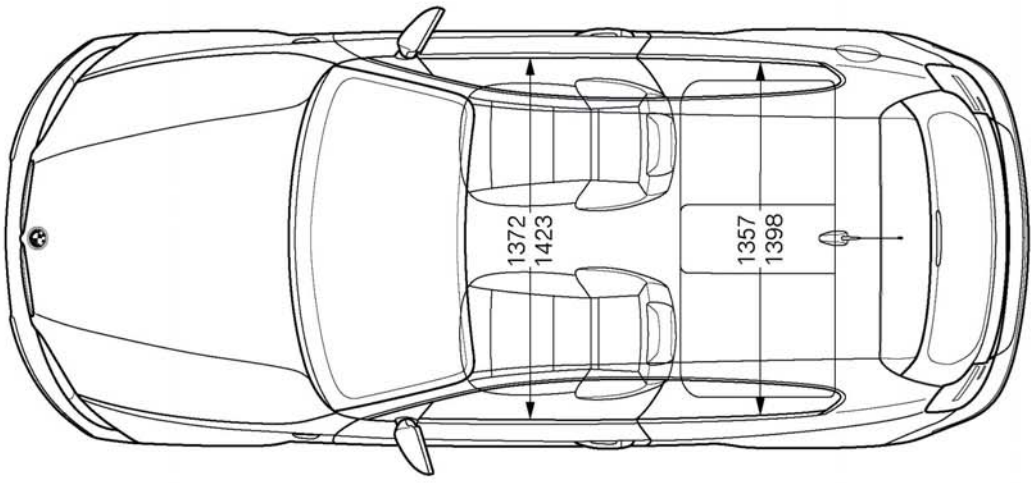




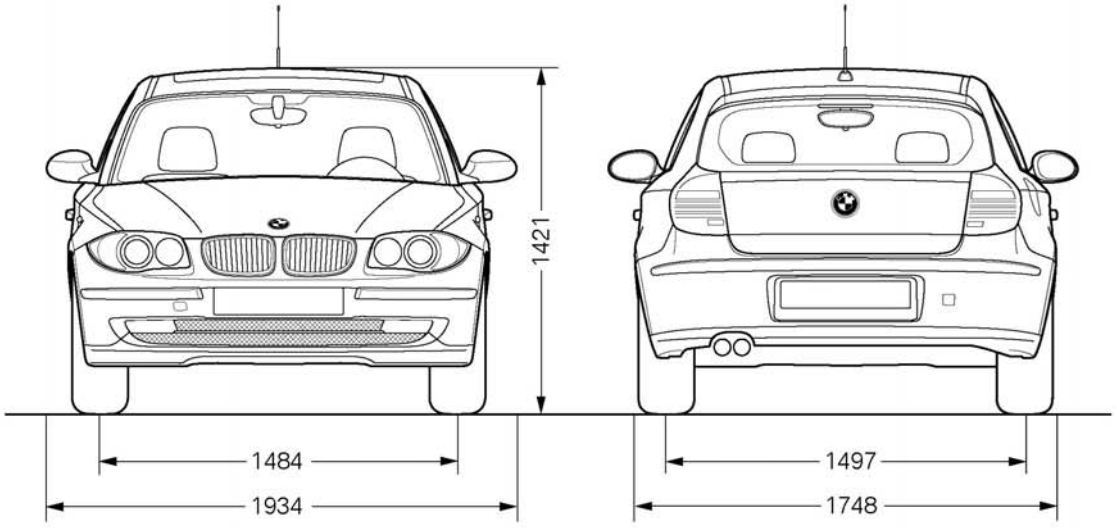
BMW 1 Series, three-door version.

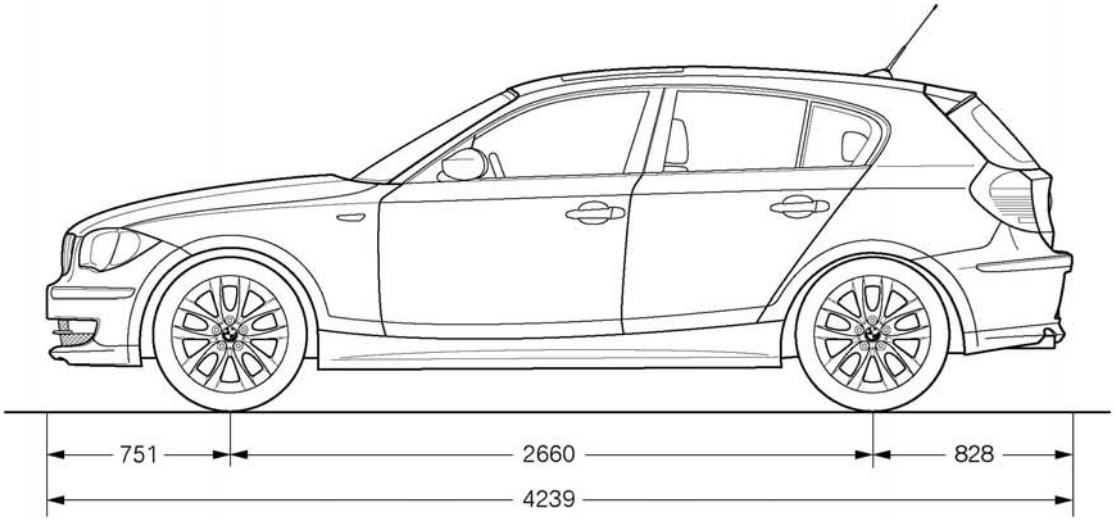


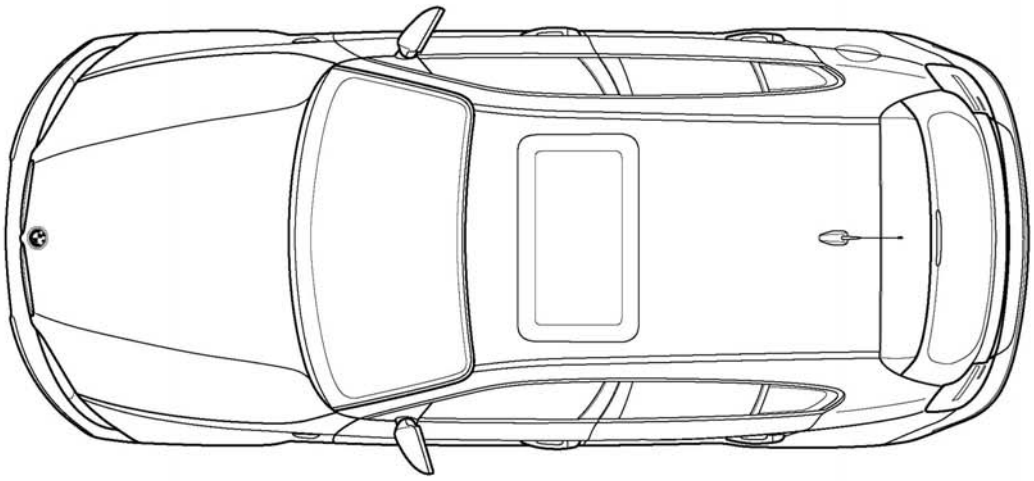




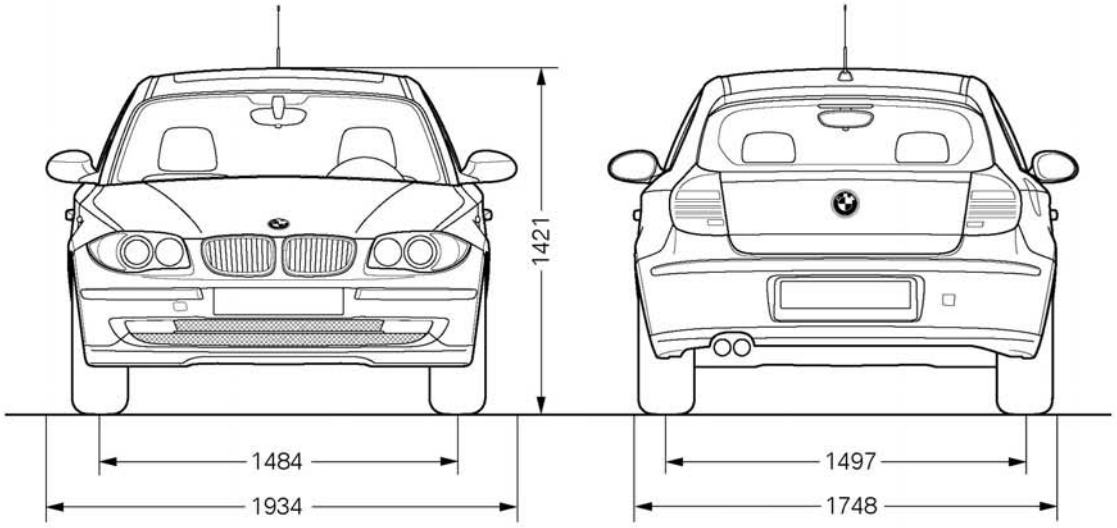
BMW 1 Series, five-door version.

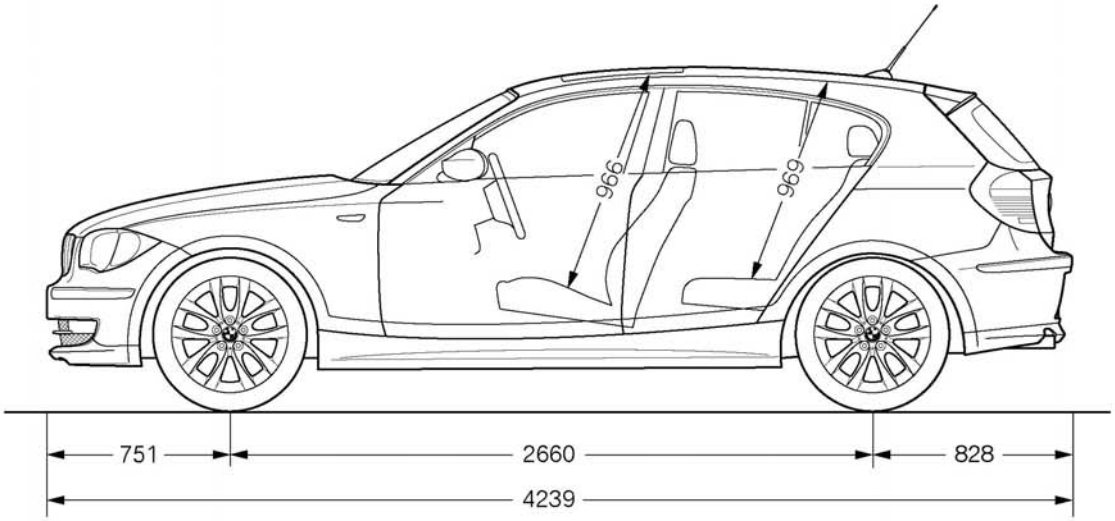


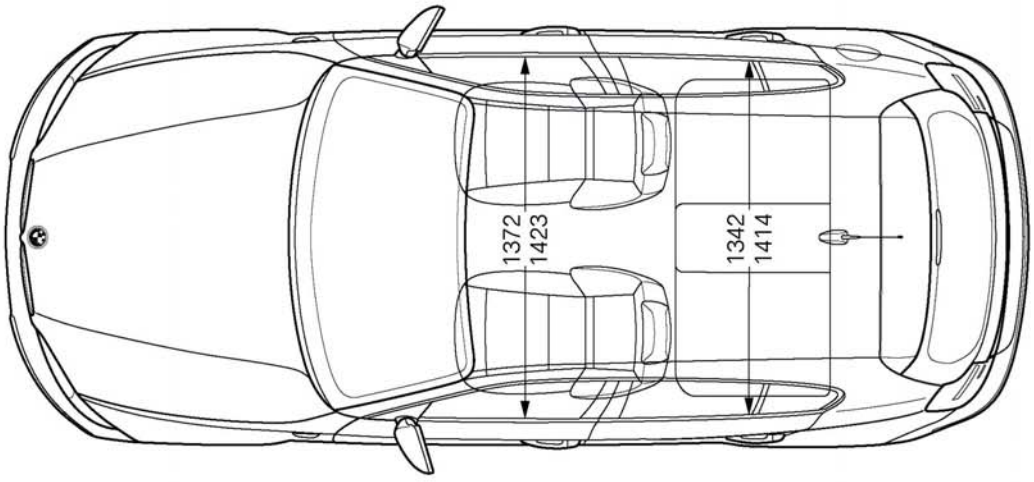




BMW 1 Series, five-door version.

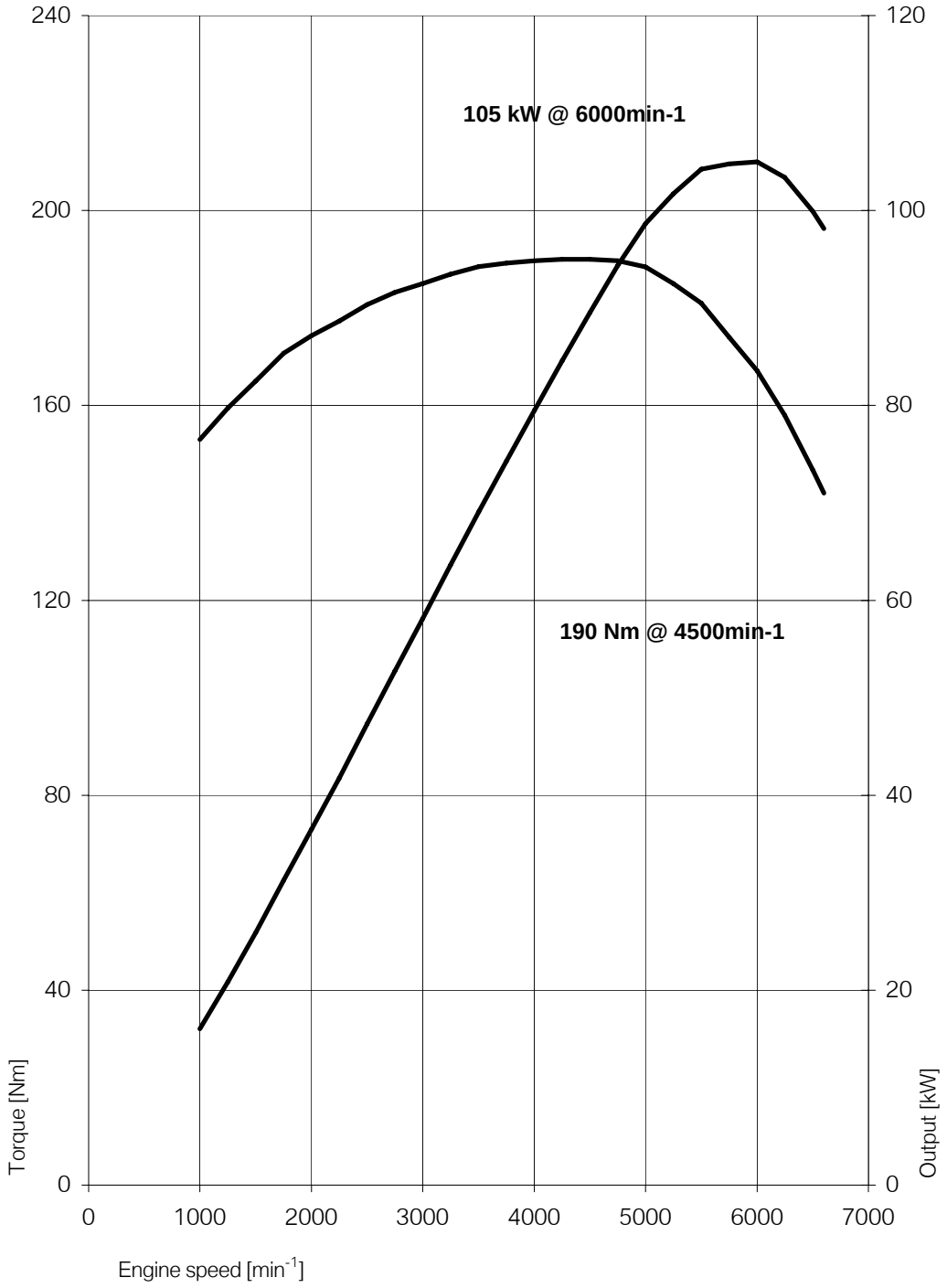




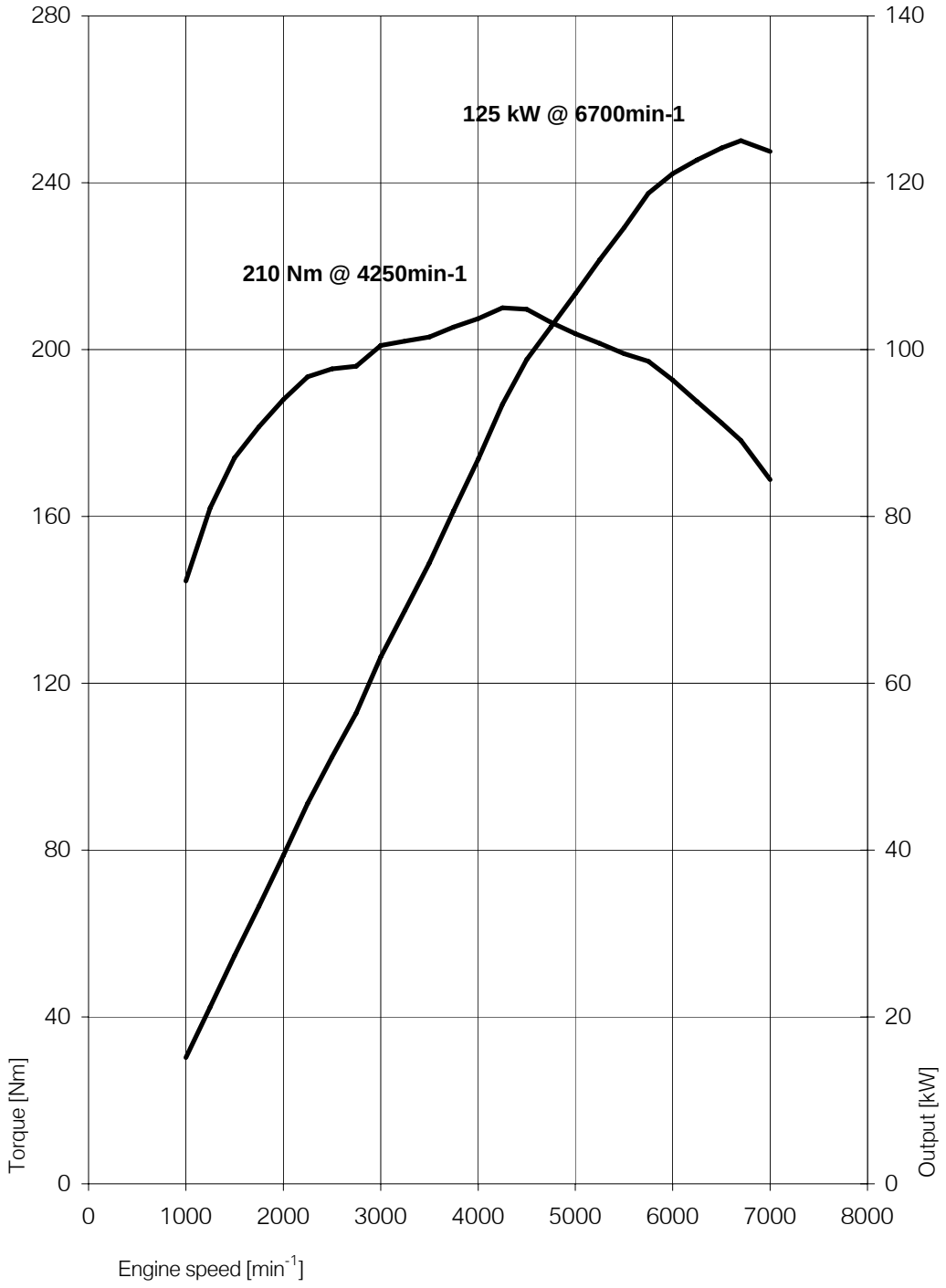


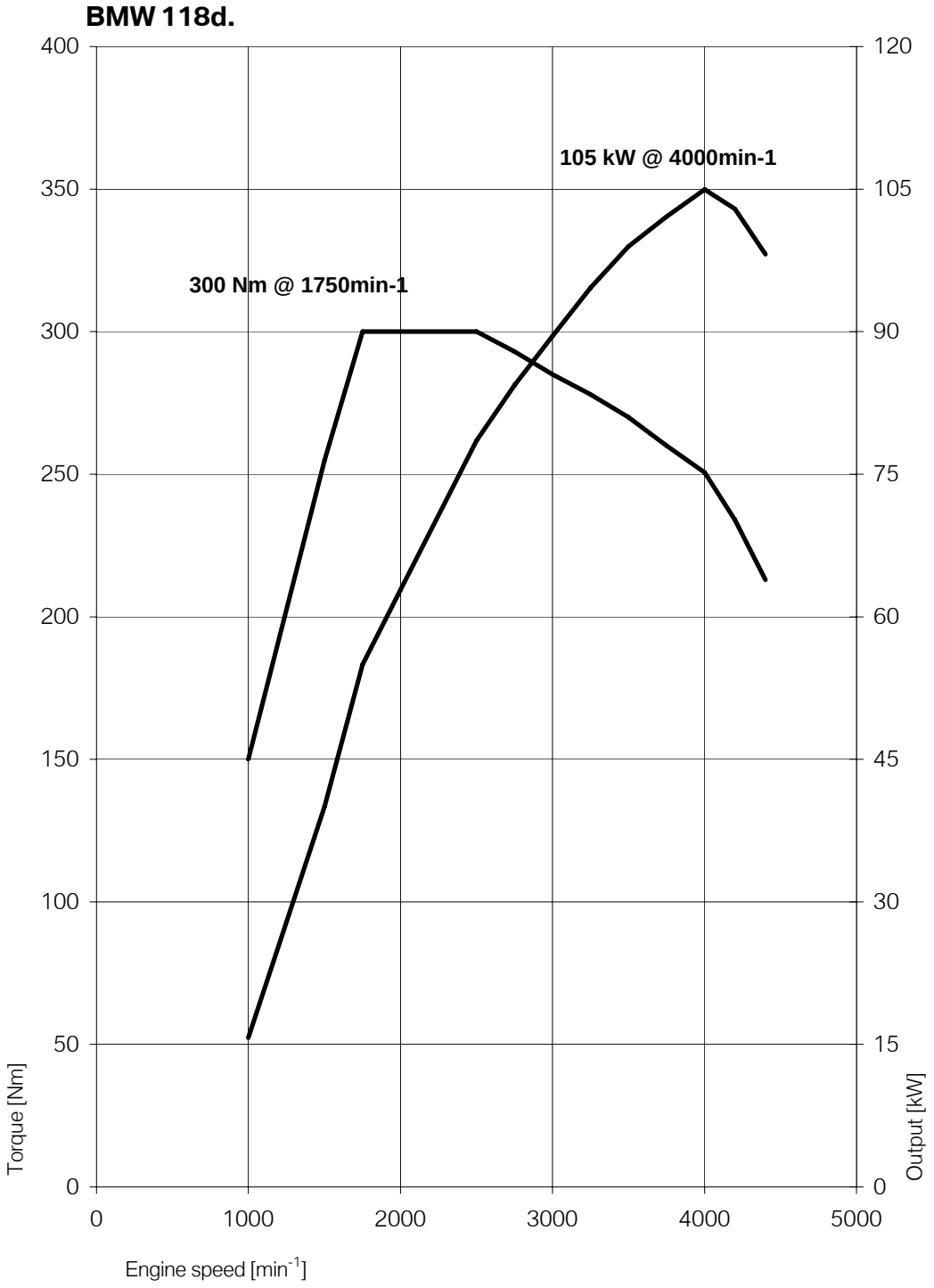
Power and Torque Diagrams.

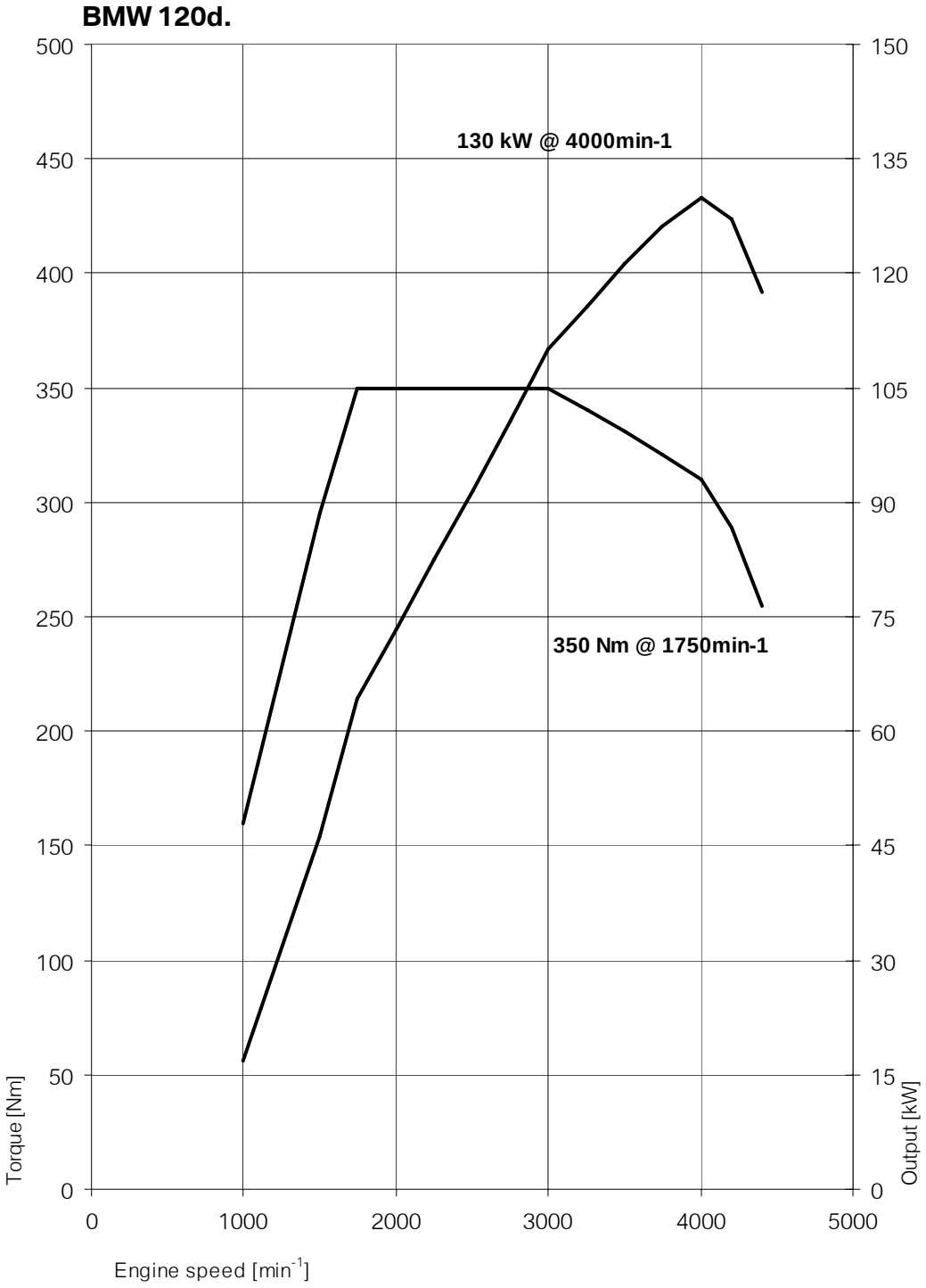
BMW 118i.



BMW 120i.


125 kW @ 6700min-1
210 Nm @ 4250min-1
280
240
200
160
120
80
40
0
140
120
100
80
60
40
20
0
0
1000
2000
3000
4000
5000
6000
7000
8000
Torque [Nm]
Output [kW]
Engine speed [min-1]


BMW 118d.
105 kW @ 4000min-1
300 Nm @ 1750min-1
Torque [Nm]
Output [kW]
Engine speed [min-1]
400
350
300
250
200
150
100
50
0
120
105
90
75
60
45
30
15
0
0
1000
2000
3000
4000
5000


BMW 120d.
130 kW @ 4000min-1
350 Nm @ 1750min-1
Torque [Nm]
Output [kW]
Engine speed [min-1]
0
50
100
150
200
250
300
350
400
450
500
0
15
30
45
60
75
90
105
120
135
150
0
1000
2000
3000
4000
5000