

BMW at the 21st Auto Mobil International Leipzig 2012. Table of contents.



1. BMW at the 21st Auto Mobil International Leipzig 2012. (short version)	2
2. An overview of the highlights.	7
3. BMW at the 21st Auto Mobil International Leipzig 2012. (long version)	
3.1 Driving dynamics and functionality in a sporty, elegant design: the new BMW 3 Series Touring.	9
3.2 Sporty individualist in a compact format: the new BMW 1 Series 3-door.	21
3.3 High performance at its most exclusive: the new BMW M6 Convertible.	32
3.4 Geared up for new challenges: the new BMW X1.	40
3.5. The future of individual mobility: the BMW i3 Concept and the BMW i8 Concept.	48
3.6. The benchmark for versatility, quality and progressive technology: automobile production at the BMW Leipzig plant.	51



1. BMW at the 21st Auto Mobil International Leipzig 2012. (short version)

The presentation by premium automobile manufacturer BMW at Auto Mobil International (AMI) 2012 in Leipzig focuses on the continuation of the model offensive with attractive new products in numerous vehicle segments and the latest advancements in the enhancement of driving pleasure and efficiency across all performance classes. The most important automotive trade fair of the year in Germany provides the setting for the world premieres of the new BMW 3 Series Touring and the new BMW 1 Series 3-door. From June 2nd to 10th 2012, AMI visitors will also have the opportunity to inspect the new BMW M6 Convertible as well as the new BMW X1 for the first time in Europe. Other highlights on display on a surface area than that of the BMW stand at the 2010 Leipzig trade show are the BMW 6 Series Gran Coupé, the new BMW 3 Series Sedan, the BMW ActiveHybrid 5 and the two BMW M Performance Automobiles BMW M550d xDrive and BMW X6 M50d.

The new models on show in Leipzig once again reflect the extended breadth of the BMW product range. They also demonstrate once more that BMW offers a particularly attractive ratio of driving pleasure to fuel consumption in all segments and across all performance categories. The BMW 114 i 3-door is presented for the first time and provides an attractive entry to the brand's model program. The compact model with an output of 75 kW/102 bhp is also the most economical petrol engine made by BMW. At the top end of the scale there is the new BMW M6 Convertible, being presented in Europe for the first time. With an output increased by 10 per cent to 412 kW/560 bhp, the high performance model boasts fuel consumption and exhaust emission levels which have been reduced by more than 30 per cent.

With two world premieres and two European premieres, BMW provides spectacular highlights at Auto Mobil International 2012. This highly attractive presentation will also focus on the company's close connection with the AMI venue. The new success model BMW X1 is produced at the BMW Leipzig plant as is the BMW 1 Series. What is more, from 2013 Leipzig will be the production site for the first models of the new subbrand BMW i,

consistently oriented towards low-emissions mobility. A purely electrically powered model for the urban mobility of the future and a pioneering plug-in hybrid sports car will come off the production line at the BMW Leipzig plant in the future. At the AMI 2012, the studies BMW i3 Concept and BMW i8 Concept will provide a realistic look ahead to these innovative BMW i vehicle concepts.

The new BMW 3 Series Touring: a harmonious combination of aesthetic appeal and functionality.

Just a few months after the market launch of the new BMW 3 Series Sedan, the AMI 2012 will also see the kick-off of another success model in the mid-range segment. The BMW 3 Series Touring will celebrate its world premiere in Leipzig. The fifth generation of the sporty, elegant 5-door model combines the dynamic performance characteristic of the brand with a significant boost in terms of ride comfort and functionality as compared to its predecessor model. In addition, the new BMW 3 Series Touring the embodiment of aesthetic design harmonised with a generously sized and versatile interior.

The new BMW 3 Series Touring has a luggage compartment volume which is expanded by 35 litres to 495 litres as compared to the predecessor model. Its range of standard equipment comprises not only a rear seat bench with a 40:20:40 split but also automatic tailgate operation. The BMW Lines Sport, Modern and Luxury as well as an M Sport package are available as an alternative to the basic range of equipment.

Three engines with TwinPower Turbo Technology are available for the market launch of the new BMW 3 Series Touring which are as high-torque as they are efficient. The 4-cylinder petrol engine of the BMW 328i Touring delivers 180 kW/245 bhp, while the 4-cylinder diesel engine of the BMW 320d Touring offers 135 kW/184 bhp. What is more, a 6-cylinder diesel provides sporty driving performance figures in the new BMW 3 Series for the first time, at the same time optimising fuel consumption and exhaust emission levels. The 190 kW/258 bhp BMW 330d Touring is fitted as standard with an 8-speed automatic transmission including automatic engine start/stop function which is optionally available for the other two model versions.

The new BMW 1 Series 3-door: sporty, individual and efficient.

With the second world premiere at the AMI 2012, BMW injects additional dynamic performance into the new, successfully launched BMW 1 Series. More intensely than the 5-door version, the new BMW 1 Series 3-door embodies the sporty potential of the only premium compact model, expressed in the elongated lines of its side perspective.

The BMW 1 Series 3-door likewise combines unsurpassed agility with optimised ride comfort and expanded interior space. High-quality driver assistance systems and innovative BMW ConnectedDrive infotainment features emphasise its progressive, youthful character.

For the market launch of the new BMW 1 Series 3-door there are as many as seven 4-cylinder engines with BMW TwinPower Turbo Technology to choose from. In addition to the BMW 114i among the petrol engine models, the BMW 116d EfficientDynamics Edition especially stands for contemporary driving pleasure with its average fuel consumption of 3.8 litres per 100 kilometres in the EU test cycle and a CO₂ level of 99 grams per kilometre. The BMW M135i is presented as the new top-class sports car in the premium compact segment. The first BMW M Performance Automobile with a petrol engine is powered by a 235 kW/320 bhp in-line 6-cylinder engine, sprinting in just 5.1 seconds from zero to 100 km/h (4.9 seconds with optional 8-speed sports transmission).

The new BMW M6 Convertible: exclusive appeal and top performance.

Outstanding driving dynamics and a powerfully expressive design make the new BMW M6 Convertible an exclusive and fascinating high-performance sports car. The high-revving V8 engine with M TwinPower Turbo Technology and 412 kW/560 bhp, the 7-speed M twin-clutch gearbox with Drivelogic, the Active M differential and model-specific suspension technology, a perfect weight balance and optimised aerodynamic qualities - all this, precisely dovetailed and harmonised, provides unmistakable M feeling in its most intensive form. The new BMW M6 Convertible accelerates in 4.3 seconds from zero to 100 km/h, as well as offering excellent driving properties in terms of elasticity, bend agility, steering precision and traction.

The optional M Carbon ceramic brake system is presented in the

BMW M6 Convertible as the latest innovation for optimising handling in highly dynamic driving situations.

The performance qualities of the new BMW M6 Convertible are expressed by characteristic M design elements which create a direct link with the car's technical requirements. In combination with the characteristic styling of the BMW 6 Series, this creates an appearance which is defined in equal measure by aesthetic appeal and athletic flair. Another model-specific feature is the high-quality textile soft top with a striking fin look and fully automatic opening mechanism.

The new BMW X1: on track for success with verve and panache.

The new BMW X1 sees its European premiere on home territory. The all-rounder, built in Leipzig, is launched with a selectively modified design, new BMW TwinPower Turbo diesel engines and a significantly refined interior to continue its remarkable success story. Over 275,000 units of the BMW X1 have been sold since the original launch of the model around two and a half years ago.

With three petrol engines, five diesel engines, an optional 8-speed automatic transmission which is unique in this category of vehicle including automatic engine start/stop function and a comprehensive choice of rear-wheel or all-wheel drive, the new BMW X1 offers the greatest variety of versions within its competitive field. The output spectrum ranges from the new entry-level model BMW X1 sDrive16d with 85 kW/116 bhp through to the BMW X1 xDrive28i delivering 180 kW/245 bhp. The top diesel version is now the new BMW X1 xDrive25d with 160 kW/218 bhp. For the first time, the BMW Sport Line and the BMW xLine are now offered for the BMW X1 as an alternative to the basic equipment range.

2012 model offensive: driving pleasure in unique variety.

Above and beyond the world premieres and European premieres, BMW presents numerous other results of the current model offensive at the AMI 2012. Coinciding with its market launch in Germany, for example, the BMW 6 Series Gran Coupé will be in the limelight at the Leipzig trade show. The brand's first four-door coupé sets a new benchmark in the luxury class in terms of aesthetic design, driving dynamics and efficiency. The new product category of BMW M Performance Automobiles is represented at the

AMI 2012 not just by the BMW M135i but also by two unusually athletic diesel models. The BMW M550d xDrive and the BMW X6 M50d are powered by the most powerful serial production 6-cylinder diesel engine in the world, a newly developed 3.0-litre in-line 6-cylinder power unit with triple turbocharging, 280 kW/381 bhp and a maximum torque of 740 Nm.

Other recent additions to the model program to be shown in Leipzig are the BMW ActiveHybrid 5 and the first 4-cylinder version of the BMW 5 Series Gran Turismo. In the full-hybrid model based on the BMW 5 Series Sedan, a BMW TwinPower Turbo in-line 6-cylinder engine and an electric drive provide a system output of 250 kW/340 bhp. The BMW 520d Gran Turismo combines the exemplary efficiency of the 135 kW/184 bhp diesel engine fitted as standard with an 8-speed automatic transmission including automatic engine start/stop function.

2. An overview of the highlights.



- **World premiere: the new BMW 3 Series Touring.**

Sporty, elegant design and a high level of functionality are perfectly combined in the BMW 3 Series Touring, as are characteristic BMW driving dynamics characteristic and optimised ride comfort. In the premium segment of the medium class, the fifth generation of the five-door model provides not just unsurpassed driving pleasure but also unique versatility in everyday use as well as for lengthier trips.

The model range available for the market launch includes the 4-cylinder versions BMW 328i Touring (180 kW/245 bhp) and BMW 320d Touring (135 kW/184 bhp) as well as the BMW 330d Touring, whose 190 kW/258 bhp 6-cylinder diesel engine is combined as standard with an 8-speed automatic transmission. With a luggage compartment volume increased by 35 litres to 495 litres, the new BMW 3 Series Touring offers the best figure within its competitive field. The range of standard equipment includes a foldable rear seat bench with a 40:20:40 split as well as automatic tailgate operation.

- **World premiere: the new BMW 1 Series 3-door.**

The BMW 1 Series is the epitome of driving pleasure in the premium compact segment. Rear-wheel drive, powerful engines and high-quality suspension technology guarantee unique sporty flair.

The new BMW 1 Series 3-door expresses these characteristics even more clearly with its dynamically elongated side view - most intensely of all in the BMW M 135i. It is the first BMW M Performance Automobile with a petrol engine, its in-line 6-cylinder delivering 235 kW/320 bhp to providing an outstanding dynamic driving experience in combination with the characteristic M suspension settings, aerodynamically optimised body elements and model-specific interior design. Another new product: the entry-level model BMW 114i, powered by a 75 kW/102 bhp 4-cylinder petrol engine featuring BMW TwinPower Turbo Technology. In addition to the automatic engine start/stop function, available in conjunction with both the 6-speed manual transmission and the optional 8-speed transmission, the ECO PRO mode activated using the standard

Driving Experience Control switch is one of the features contributing to enhanced efficiency. Additional space for individual style is provided by the BMW Lines Sport and Urban as well as BMW ConnectedDrive with its extended range of additional infotainment functions.

- **European premiere: the new BMW M6 Convertible.**

Its performance qualities are derived from sound motor racing expertise, while its appearance is defined by aesthetic design and exclusive appeal: the new BMW M6 Convertible is a high-performance sports car with a particularly individual character. Its high-revving V8 engine with M TwinPower Turbo Technology and 412 kW/560 bhp, the 7-speed M twin-clutch gearbox with Drivelogic, the Active M differential and model-specific suspension technology including the new optionally available M carbon ceramic brake enable fascinating driving performance figures. Thanks to the fully automatic textile soft top with characteristic fin look, enthusiasm for top performance can be combined with the joy of open-top driving. Another impressive feature: the level of fuel consumption and exhaust emissions has been reduced by over 30 per cent as compared to the predecessor model.

- **European premiere: the new BMW X1.**

The BMW X1 is both a pioneer and a bestseller in its segment. It is now starting out on a new chapter in its success story. A selectively modified design, an extensively revised and expanded range of engines, a refined interior, further improved efficiency and additional innovative equipment features now give the new BMW X1 even greater appeal. Its front view is now more clearly geared towards the BMW X models of the higher segments and its interior features provide a more powerful reflection not just of driver orientation but also of the vehicle's premium characteristics. With the launch of the new entry-level model BMW X1 sDrive 16d, the range of engines is expanded to three petrol engines and eight diesel engines. An 8-speed automatic transmission is offered including automatic engine start/stop function. Depending on the model, power transmission is by rear-wheel drive as is typical of BMW or else features the intelligent all-wheel system BMW xDrive. The BMW Sport Line and the BMW xLine are also newly available, each with its own exclusive design and equipment features.



3. BMW at the 21st Auto Mobil International Leipzig 2012. (long version)

3.1 Driving dynamics and functionality in a sporty, elegant design: the new BMW 3 Series Touring.

The new edition of the BMW 3 Series Touring makes its mark in the premium sports estate segment with its hallmark BMW dynamic prowess, enhanced practicality and versatility, and a range of standard equipment features assembled to meet the challenges of everyday life. The new car's larger interior is extremely versatile and designed to adapt to everything its customers' modern, active lifestyles can throw at it. In this role, the new BMW 3 Series Touring convinces equally as both a sporty, elegant and dynamic way to eat up the miles and a comfortable and spacious vehicle for sports and leisure pursuits.

With 97 millimetres added to the car's overall length and 50 millimetres to its wheelbase, the new BMW 3 Series Touring offers space for passengers and luggage alike. Moreover, this space can be adapted for a variety of uses, allowing the new car to turn its hand to a range of activities. A 35-litre increase in capacity (to 495 litres) means the load compartment can offer more space than any of the Touring's rivals. Standard equipment designed to meet the challenges of everyday life, such as the rear seat bench with 40:20:40 split, the automatic tailgate with separately opening rear window, the stainless steel trim element on the load sill - pleasantly low at 62 centimetres, the separate partition roller net and the neatly stowable luggage compartment cover underline the versatility of the new BMW 3 Series Touring.

As well as its extra practicality and versatility, the new estate car also offers customers the enhanced ride comfort, new equipment Sport, Luxury and Modern lines and the materials and colour concept of the recently launched BMW 3 Series Sedan. What is more, an optional M Sport package is available from the start.

The new edition of the BMW 3 Series Touring makes its mark in the premium sports estate segment with its hallmark BMW dynamic prowess, enhanced

practicality and versatility, and a range of standard equipment features assembled to meet the challenges of everyday life. Alongside the new 4-cylinder petrol engine with 180 kW/245 bhp and the revised 2-litre diesel engine with 135 kW/184 bhp, the line-up also includes an optimised 6-cylinder diesel producing 190 kW/ 258 bhp that combines sporty dynamics with significantly reduced fuel consumption and emissions.

A sporty six-speed manual gearbox sends power to the rear wheels in the four-cylinder models. BMW also offers an innovative eight-speed automatic transmission as an option – fitted as standard in the six-cylinder diesel model. All transmission variants link up with the fuel consumption-reducing automatic engine start/stop function.

An extensive selection of driver assistance systems and mobility solutions, offered as standard or as options under the BMW ConnectedDrive program, allow the new BMW 3 Series Touring to set the benchmark in its segment in terms of safety, convenience and infotainment. One highlight of the range is the latest-generation full-colour Head-Up Display, which projects key information onto the windscreen in sharp resolution. Included alongside an array of other comfort and safety-enhancing assistance systems is extremely effective interface technology that allows extensive use of external mobile phones and numerous Bluetooth office functions for internet- based services.

Design: sporty elegance, dynamic proportions and versatile space for passengers and luggage.

The BMW 3 Series range has always been a beacon of sports performance, elegance and dynamic flair. The new BMW 3 Series Touring adds extra practicality and versatility to these qualities. Its larger interior can be adapted for a wide range of uses and ticks all the boxes for a modern and active clientele. The sweeping silhouette with smoothly sloping roofline, side windows extending well back to the rear and a powerful rear end combine to create a distinctive Touring character and highlight the huge potential of the new BMW 3 Series variant at first glance. Its harmonious proportions ensure the new BMW 3 Series Touring appears from every angle as if cut from a single mould and proves that impressive practicality and dynamic design need not be mutually exclusive.

The design similarities between the new BMW 3 Series Touring and its recently launched Sedan sibling are limited to the front section and extend as far back as the B-pillar. This means the Touring also has an expressive front end defined by precise lines and multifaceted surfaces. The 37-millimetre wider track accentuates the car's sporting appearance. Striking twin headlights with LED accent lights form a visual unit with the slightly forward-slanting BMW kidney grille and reinforce the car's sense of width and athletic presence. Two larger outer air intakes below the headlights lend further stylistic substance to the new Touring's sporting character. The most prominent design feature remains the BMW kidney grille. Here, the defined contour lines of the bonnet converge and give the front end an even lower and more dynamic appearance.

The new BMW 3 Series Touring cuts a sporty and elegant figure from the side as well. Its flowing silhouette lends the car a feeling of inherent dynamism before it so much as turns a wheel, while the long, slightly curving roofline and large windows shine the spotlight on the Touring's extra space and enviable practicality. The car's athletic overall impression is further emphasised by the steeply raked D-pillars, the angle of the rear window and the subtly wedge-shaped geometry of the window surfaces. The roofline – which slopes downwards slightly to the rear and is extended visually by a spoiler – and the “Hofmeister kink” counter-swing at the foot of the D-pillar also generate a sense of dynamic tension. The finely judged balance between the greenhouse and the body lends the new BMW 3 Series Touring a sporty, elegant and nimble look. The rear lights extend well into the sides of the body and combine with its flowing lines to create a harmonious transition between the flanks and rear section.

The rear of the new BMW 3 Series Touring also boasts a convincing blend of sporting elegance and modern practicality. The horizontal lines and L-shaped lights set far to the outer edges accentuate the broad face of the wheels and the 48-millimetre wider track. Two integrated bars of LEDs allow a slim light design and ensure they maintain a recognisably BMW appearance both day and night. The positioning of the lights at the outer edges of the rear underline the car's hunkered-down stance on the road. The large tailgate cut-out and curved rear window, which can be opened separately, allow optimum

access to the load compartment. And the wide aperture and low boot sill make loading and unloading bulky items that much easier.

The 97-millimetre increase in the new BMW 3 Series Touring's length and its 50-millimetre longer wheelbase add 17 millimetres to the knee room enjoyed by the rear passengers and nine millimetres to the headroom on offer. And the extra space makes it even easier to get in and out of the car. In the front door pockets, meanwhile, larger stowage compartments can accommodate one-litre drinks bottles. Added to which, two large drinks holders are now integrated into the centre console. If desired, the cup holders can be swapped for an oddments tray, which is stored in a designated area of the glove compartment when not in use.

Handy qualities: practicality and versatility from the top drawer.

Standard-fitted securing lugs, a pair of coat hooks, a luggage net and a strap hold cargo safely in place, while a storage tray under the load compartment floor and a deep stowage compartment on the left-hand side of the boot accommodate all kinds of small items. The luggage compartment cover can also be stowed away under the load compartment floor, allowing it to be kept in the car even when not in use. Also part of standard specification is a separate partition net which can be employed in a variety of ways, even when the rear seat backrests are folded down. The large through-loading facility allows the car to carry four adults and several pairs of skis or snowboards, for example, at the same time.

In addition to the increase in load-carrying capacity – indeed, the usable space between the wheel arches has also grown in size – the Touring variant also makes a persuasive case for itself with its high degree of versatility. The folding rear seat bench can be split 40:20:40 as standard, allowing load capacity to expand up to a maximum 1,500 litres. Folding down all the backrests creates an almost level load compartment floor with a smooth transition to the sides of the interior. The generously sized tailgate aperture makes it easier to load in bulky items, which means that even household white goods can be transported in the BMW 3 Series Touring, if required.

The new BMW 3 Series Touring comes as standard with electric tailgate operation. A touch of the button on either the remote control key, the A-pillar

or the tailgate itself opens up full access to the load compartment, while pressing the button on the lower edge of the tailgate closes it again. The boot can also be opened remotely using the Smart Opener feature available as part of the Comfort Access option. Here, a short movement of the foot under the centre of the rear bumper is all it takes to raise the tailgate. The new BMW 3 Series Touring comes as standard with a rear window that opens separately from the tailgate.

Elegant functionality enlivens the entire interior.

The interior of the new BMW 3 Series Touring is identical to that of its recently launched Sedan sibling. The cockpit's clear driver focus ensures that all the key functions are as easy as possible to lay a hand or finger on. Extremely clear circular instruments with a Black Panel display and the freestanding iDrive monitor in cutting-edge flatscreen design enhance the air of functional elegance. The iDrive Controller, within easy reach on the centre console, and the armrest – with optional fore/aft adjustment and folding function – between the front seats round off on an exceptionally high level of user-friendliness and luxury. High-quality material combinations and unbeatable build quality shape the premium ambience inside the new BMW 3 Series Touring. A large number of colour and upholstery variants offer scope for a broad spectrum of combinations. All the trim surfaces can be combined in their basic configuration with a choice of one fabric and two leather shades.

As well as the basic trim level, customers also have a choice of three other equipment lines and an M Sport package with which to tailor the appearance of the car to their own tastes. The Sport Line, Luxury Line and Modern Line embody different takes on the car's character. The carefully coordinated features brought together for each Line extend beyond purely exterior design elements to include material and colour options. As far as premium perception, design harmony and expressiveness are concerned, the scope of the new BMW Lines extends well beyond equivalent packages in the class.

Engines: top-level dynamic performance and efficiency.

A 4-cylinder petrol engine and a 4-cylinder and 6-cylinder diesel engine are available for the market launch of the new BMW 3 Series Touring. The common features of these engines include sporty power delivery and an

exemplary level of fuel consumption and emission levels in relation to performance. All engines meet the EU5 emission standard, and with optional BMW BluePerformance Technology the two diesel engines also fulfil the requirements for the EU6 emission standard which comes into effect from 2014. At the end of 2012 the engine portfolio of the new BMW 3 Series Touring will be successively supplemented with additional engines as well as the intelligent all-wheel drive system BMW xDrive.

With a high output, spontaneous throttle response, a high level of pulling power, maximum engine speed and a low weight, the innovative turbo engine of the new BMW 328i Touring is a perfect match for the driving dynamics concept of the BMW 3 Series. The state-of-the-art 4-cylinder has an aluminium crankcase as well as BMW TwinPower Turbo Technology including a turbocharging system based on the twin scroll principle, High Precision Injection, variable camshaft control Double Vanos and variable valve control Valvetronic.

The 1,997 cc BMW TwinPower Turbo four-cylinder engine generates maximum output of 180 kW/245 hp at 5,000 rpm. This petrol-powered unit uses Twin Scroll Turbo technology to maintain peak torque of 350 Nm from 1,250 rpm to 4,800 rpm. These statistics translate into unbridled dynamic performance; the new BMW 328i Touring sprints from 0 to 100 km/h (62 mph) in just 6.0 seconds on the way to an electronically governed top speed of 250 km/h (155 mph). The engine responds instantly to every request from the driver for quicker progress and produces vigorous and almost linear power delivery from just above idle all the way into the higher reaches of the rev range.

In the EU test cycle, the new BMW 328i Touring records average fuel consumption of only 6.8 litres per 100 kilometres, allowing it to better the economy of the outgoing 160 kW/218 bhp BMW 325i Touring by a full 10 per cent. The same applies to its CO₂ emissions, which come in at a suitably modest 159 grams per kilometre.

Sportier and more efficient than ever:

BMW TwinPower Turbo diesel engines with six and four cylinders.

The consistent refinement of BMW TwinPower Turbo Technology has also provided the familiar in-line 6-cylinder diesel engine with additional benefits in terms of dynamic performance and efficiency. As compared to the predecessor engine, the revised 3.0-litre diesel in the new BMW 330d Touring has a lower internal friction coefficient, weighs less and also features an optimised injection system. All in all, it was possible to increase the maximum output by 10 kilowatts to 190 kW/258 bhp, while maximum torque is now 560 Nm (+ 20 Nm) and is available between 1,500 and 3,000 rpm. In addition to a modified air supply with reduced pipe lengths, the weight-optimised crankshaft also benefits the response of the 6-cylinder.

In conjunction with the standard 8-speed automatic transmission, the new BMW 330d Touring accelerates in just 5.6 seconds from zero to 100 km/h, achieving an electrically regulated top speed of 250 km/h. With an average fuel consumption in the EU test cycle of 5.1 litres per 100 kilometres and a CO₂ level of 135 grams per kilometre, this sports estate car with increased power undercuts its predecessor with 6-speed transmission by as much as 15 per cent.

The new BMW 320d Touring is powered by the BMW TwinPower Turbo 4-cylinder diesel engine from the equivalent outgoing model. The powerplant develops the same high output as before, but boasts improved economy and lower emissions. Also fitted with an aluminium crankcase, the powerplant sets standards in various areas, and its common-rail direct injection and turbocharger with variable turbine geometry allow it to combine impressive punch with a further reduction in fuel consumption and emissions.

Unchanged maximum output of 135 kW/184 bhp at 4,000 rpm and an imposing 380 Nm of torque available between 1,750 and 2,750 rpm create an extremely dynamic recipe in the new BMW 320d Touring and ensure it fulfils its sporty estate brief with diesel power as well. Performance is suitably brisk; the sprint from 0 to 100 km/h is dispatched in only 7.7 seconds, and this agile diesel variant can continue accelerating up to 230 km/h (143 mph).

The new BMW 320d Touring's average fuel consumption of 4.7 litres per 100 kilometres in the EU test cycle and CO₂ emissions of 124 grams per kilometre better the figures of its equally powerful predecessor by 2 per cent. And its advantage grows further still when the new 8-speed automatic transmission is specified: fuel economy remains the same at 4.6 l/100 km and CO₂ emissions of 122 g/km represent an improvement of 10 per cent.

Precision chassis engineering sets new standards: sporty handling, high agility and enhanced comfort.

In the latest model generation, too, driving dynamics rank among the stand-out attributes of the BMW 3 Series Touring. Playing a key role here is the carefully-honed chassis technology that perfectly complements the winning formula of a longitudinally mounted engine, rear-wheel drive, a balanced axle load ratio and a torsionally stiff body. Here the engineers have managed to further improve the already outstanding handling characteristics, exceptional agility and steering precision of the predecessor model while noticeably boosting comfort at the same time. With a wheelbase of 2,810 millimetres (+50 mm) and a track of 1,543 millimetres at the front (+37 mm) and 1,583 millimetres at the rear (+48 mm), the new BMW 3 Series Touring hugs the road even more closely than its forerunner. Together with the weight-optimised powertrain and lightweight body design, this results in a perfectly balanced axle load ratio for maximum driving dynamics and stability.

Electric Power Steering enhances agility and comfort.

The new BMW 3 Series Touring is fitted with the electromechanical power steering system EPS (Electric Power Steering). EPS only operates when steering assistance is actually required. Highlights of this system include not only high efficiency but also low weight, high steering precision with good feedback, and comfort-enhancing self-centring and roll damping.

The BMW 330d Touring and BMW 328i Touring come as standard with the Servotronic function for speed-sensitive steering assistance.

Variable Sports Steering is optionally available, providing different steering gear ratios depending on the angle of the steering wheel. It means that the new BMW 3 Series Touring responds more or less directly to the driver's steering input, making for easier and more convenient parking and turning

manoeuvres. Handling is also sharpened, for example when instantaneous evasive action is required.

High-performance lightweight brake system.

The new BMW 3 Series Touring relies for its stopping power on lightweight floating-caliper brakes with large inner-vented discs. The aluminium front callipers bring a further reduction in unsprung masses, while this extremely high-performance system also features outstanding heat tolerance, excellent wet braking performance, easy operation and precise control.

The range of functions of Dynamic Stability Control (DSC) includes an Antilock Brake System (ABS), Automatic Stability Control (ASC), Dynamic Traction Control (DTC), Dynamic Brake Control (DBC) and Cornering Brake Control (CBC). Other features are the drive-off assistant, the dry brake function and the electronic lock function for the rear axle differential, which is activated via the DSC Off mode.

Driving Experience Control switch with ECO PRO mode: extra-sporty, more relaxed or more frugal driving modes – at the press of a button.

Drivers are able to vary the overall character of the vehicle depending on the driving situation or to suit their personal preferences. As well as sportier or more comfortable drive settings, they can also opt for extra fuel efficiency. The different modes are selected using the new Driving Experience Control function including ECO PRO mode, which is standard specification on all models.

Using the simple-to-operate rocker switch on the centre console, drivers can choose between ECO PRO, COMFORT, SPORT and SPORT+ modes. Each of these predefined set-ups activates different settings for the relevant powertrain and suspension components.

The new ECO PRO mode helps the BMW 3 Series Touring driver to achieve an extra-efficient and economy-conscious driving style. In this mode, in addition to the adjustment of the accelerator mapping, the Optimum Shift Indicator on manual models and the transmission control program for automatics are modified to bring forward upshifts and delay downshifts.

Intelligent energy and climate management, meanwhile, reduces mechanical power consumption along with the consumption of electrical systems. Depending on the driving situation, the electronic system also provides tips and incentives on how to develop a more economical driving style. In ECO PRO mode, average fuel consumption can be reduced by up to 20 per cent with a corresponding increase in driving range.

High-strength body structure and intelligent lightweight concept.

The new BMW 3 Series Touring offers its occupants outstanding active and passive safety. Thanks to a judicious selection of materials, a high-strength structure and an intelligent lightweight design concept, the body meets the most exacting safety standards and, in conjunction with highly efficient restraint systems, guarantees maximum occupant protection. Compared to its predecessor, body stiffness has again been increased – by more than 10 per cent – with benefits for both vibration shielding and steering precision. Having shed up to 40 kilograms, the lightweight construction also significantly boosts the efficiency and agility of the new Touring.

Individual protection in every seat.

The exemplary crash responses of the body provide the best possible basis for the optimum configuration and set-up of the restraint systems in the passenger cell. The BMW 3 Series Touring comes as standard with front and side airbags for the driver and front passenger, as well as head airbags for both rows of seats. In European models, the front airbags feature two-stage deployment. All seats are fitted with three-point inertia-reel seat belts, while the driver and front passenger also have belt latch tensioners and belt force limiters. Also part of the standard specification are ISOFIX child seat attachment points on the rear seats.

BMW ConnectedDrive in the new BMW 3 Series Touring: maximum safety, exemplary comfort and the very latest infotainment.

An extensive selection of driver assistance systems and mobility solutions, offered as standard or as options under the BMW ConnectedDrive program, allow the new BMW 3 Series Touring to set the benchmark in its segment in terms of safety, convenience and infotainment. To ensure that the available functions fulfil their tasks to optimum effect, the exchange of information

between the passengers, the vehicle and the outside world is coordinated by BMW ConnectedDrive in a particularly intelligent and selective way.

A highlight of the BMW 3 Series Touring is the latest-generation multicolour Head-Up Display that projects all key information in sharp resolution onto the windscreen in the driver's direct field of vision. Depending on the vehicle specification, speed limits and overtaking restrictions are flagged up in addition to the car's speed. The driver can also see navigation instructions and various alerts in the Head-Up Display.

Among the assistance systems that enhance convenience and safety are the Lane Change and Lane Departure Warning systems including Collision Warning. The likewise optional system Speed Limit Info also includes No Passing Info. The new BMW 3 Series Touring can also be fitted with a Parking Assistant and active cruise control with Stop&Go function.

The Active Protection safety package with extended protective measures and the Automatic Emergency Call function help passengers to limit the potential consequences of an accident. Active Protection is activated shortly after the car sets off, ready to tighten the front seat belts and close the side windows and sunroof if a pre-crash scenario arises. If the system detects a collision threat and deduces that a crash is unavoidable, it automatically brakes the car.

In conjunction with the optional bi-xenon headlights, the new BMW 3 Series Touring can be equipped with the latest-generation Adaptive Headlights with cornering lights, variable headlight distribution and adaptive headlight range control for city and motorway driving. This equipment package includes an anti-dazzle High-Beam Assistant that allows high beam to remain switched on even when there is oncoming traffic. Any dazzle is prevented by a cover applied across the headlights as required.

The optionally available RTTI (Real-Time Traffic Information) system draws on rapid and comprehensive data transfer through mobile phones by means of a SIM card built into the car. This real-time information, which assists route planning and calculating potential diversions, is supremely reliable and precise. In addition to motorways and main roads, RTTI also covers country roads and thoroughfares and side streets in urban areas.

High-performance interface technology makes for high-level infotainment capability that enables extensive use of external mobile phones and music players. Here the user can draw on selected offerings from BMW Live and BMW Online. Thanks to new Bluetooth office functions, internet-based services along with calendar entries and text messages can be viewed in the Control Display of the iDrive operating system and read out via the Text to Speech function. In addition, passengers can access their personal music library on their smartphone or music player. The BMW Connected app allows the use of web radio and social networks like Facebook and Twitter in the car. Using the My BMW Remote app, meanwhile, lets you remotely unlock and lock the car as well as control the auxiliary heating. Finally, information and office services along with travel and leisure planners using the Google Maps and Panoramio services further enhance the individual convenience and comfort of travelling in the new BMW 3 Series Touring.

3.2 Sporty individualist in a compact format: the new BMW 1 Series 3-door.



The sporty and elegant design of the new 3-door model, along with additional engine choices, are distinguishing features that sharpen the unmistakable profile of the BMW 1 Series as the recognised standard of sheer driving pleasure in the premium compact car segment. Powerful petrol and diesel engines with BMW TwinPower Turbo technology, the latest chassis design and rear-wheel drive, which is unique for a vehicle in this class, guarantee a sporty driving experience which is reflected in the dynamic and lean appearance of the new 3-door BMW 1 Series. This sportiness is especially evident in the first BMW M Performance Automobile for the compact segment: the BMW M135i is a top-ranking vehicle thanks to its in-line 6-cylinder petrol engine with M Performance TwinPower Turbo technology and 235 kW/320 bhp, along with its typical M precision-engineered and high-performance chassis, not to mention the optimised aerodynamics of the body style and an exclusive interior design.

A new entry-level model, the BMW 114i equipped with a straight 4-cylinder engine delivering 75 kW/102 bhp, is also being launched. Two additional models having petrol engines and four diesel versions – including the BMW 116d EfficientDynamics Edition with 85 kW/116 bhp and a CO₂ rating of 99 grams per kilometre – round off the new line of BMW 1 Series 3-door models for the market launch. Except for the BMW 114i and the BMW 116d EfficientDynamics Edition, all models in the BMW 1 Series can be delivered with a unique 8-speed automatic transmission as an option. Furthermore, the automatic engine start/stop function is available for both manual and automatic transmissions. The BMW EfficientDynamics technology package also includes the ECO PRO mode.

Like the 5-door version, the new BMW 1 Series 3-door embodies not just further increased agility but also a definite optimisation of ride comfort as compared to the predecessor model. The interior is also more spacious. For example, the new 3-door BMW 1 Series can be configured with a choice of seating for two or three passengers in the rear compartment. The exclusive look and feel of the interior, the wide range of standard features and

equipment that even includes air conditioning, along with the many optional driver assistance systems and BMW ConnectedDrive mobility services available, underscore the premium status and progressive character of the new 3-door BMW 1 Series. For those customers wanting a more individual version of the BMW 1 Series, the new BMW Sport Line and BMW Urban Line versions are available as alternatives to the basic trim level. An M Sports package will also be available directly for the market launch.

Design: sporty elegance as a sign of intense driving pleasure.

The new 3-door BMW 1 Series is immediately recognisable as a dynamic and sporty individualist in the premium compact segment. The sweeping bonnet, set-back passenger cell, long wheelbase and short overhangs create the hallmark BMW proportions in this model, too. Yet at the same time, the new BMW 1 Series has its own young and sporty design language, giving the compact 3-door model an individual personality of its very own. This sporty and elegant appearance authentically expresses the balance of agility and comfort that is epitomised by this vehicle.

The length of the new three- door BMW 1 Series is 4,324 millimetres (85 millimetres longer than before), with a wheelbase of 2,690 millimetres (30 millimetres longer) and an overall width of 1,765 millimetres (17 millimetres wider) – the height is still 1,421 millimetres. Thus the track width has been extended (front: + 51 millimetres, rear: +72 millimetres), and there is more rear legroom (+21 millimetres) as well as a luggage compartment with a volume of 360 litres (30 litres more than in the predecessor model).

Like the 5-door model, the front of the new 3-door BMW 1 Series is dominated by the large BMW kidney grille, the contoured headlight units and a three-part air intake. The grille leans forward to underscore the dynamic character of the new compact model, and the three-dimensional surfaces surrounding the kidney create vibrant light effects.

The characteristic attribute of the body styling of the 3-door model is seen in the sporty and elegant side profile of the vehicle, which is dominated by the wide doors. The frameless door windows and the rear side windows form a consistent and holistic visual element that extends into the rear end, thus emphasising the dynamic appearance of the vehicle. This impression is further

underlined by a visible curved indentation near the Hofmeister kink at the base of the C pillar. This makes the extended roofline appear extremely flat.

The characteristic drive concept of the compact BMW can be seen in the bold styling of the rear wheel arches.

The wide rear quarter panels end flush with the wheels so that the powerful stature of the new 3-door BMW 1 Series is distinctly highlighted when viewed from the rear. The tail lights, which are positioned far to each side, are surrounded by a three-dimensional bezel.

Premium interior ambience and driver-centric cockpit.

With dynamic lines and forward-thrusting lines and surface contours, a driver-centric cockpit typical of BMW and high-quality materials, the interior of the new 3-door BMW 1 Series creates the ideal setting in which to savour a generous sense of space, upscale flair and sheer driving pleasure.

In conjunction with an optional navigation system and the BMW Professional radio, the new 3-door BMW 1 Series is equipped with the BMW iDrive control system. In addition to the controller located on the centre console, the system features a free-standing flatscreen monitor.

The front seats are equipped with the standard Easy Entry function, giving passengers convenient access to the rear compartment. With large door pockets, a spacious glove compartment and two cup holders on the centre console, there is ample space for stowing travel items. The 360-litre luggage compartment can be expanded up to 1,200 litres by folding down the 60: 40 split rear seat backrest. If the optional through-loading system is ordered, the rear backrest can be folded down in a 40: 20: 40 configuration.

Selective individualisation with the BMW Lines.

A selection of three non-metallic colours and eight metallic paint finishes are offered for the exterior of the new 3-door BMW 1 Series. One non-metallic and five metallic colours are available for the M135i model. Buyers wanting to personalise the new 3-door BMW 1 Series can select one of the BMW Lines packages, which intensify the sporty or progressive character of the new compact model as preferred.

The BMW Sport Line is distinguished by exterior elements finished in high-gloss black: kidney grille slats, the strut and the bezels for the inlet vents,

as well as the trim on the rear bumper. Other equipment includes 16-inch light alloy star-spoke wheels, black trim for the exhaust pipe and door sill finishers with aluminium inserts and “BMW Sport” lettering. Among the exclusive interior design features are sport seats with selected upholstery, a sport leather steering wheel with contrasting red stitching, a sliding armrest, high-gloss black interior trim and accent trim in matt Red Coral. The look of the instrument cluster is distinguished by special chronoscales and digits.

The 3-door BMW 1 Series can be delivered with the BMW Urban Line package, which is easy to recognise with chrome kidney grille slats having white sides, as well as a white strut across the front centre air intake. Exclusively in conjunction with the BMW Urban Line, the bezels for the front inlet vents at each side are finished in the colour of the vehicle. Additional individualism is achieved with the white trim strip on the rear bumper, 16-inch light alloy V-spoke wheels and door sill finishers with aluminium inserts and “BMW Urban” lettering. The exclusive flair of the interior is highlighted with selected cloth or leather seats, a sport leather steering wheel, a sliding armrest and interior trim made of innovative acrylic glass. Other interior trim choices include white or black with accent lines in matt Oxide Silver.

BMW M135i: M-typical body styling for optimised air intake, “sports car feeling” in the interior.

The outstanding performance potential of the BMW M135i is reflected in its individual exterior and interior design features. The body details are typical of a car designed to handle the aerodynamic requirements associated with dynamic, high-performance driving situations – it is such details that convey the unique M style and flair. The front apron is typical of M styling that reflects the car's firm and responsive road handling, with the large air intake vents needed to meet the cooling demands of a high-performance straight 6-cylinder engine, auxiliary units and oversized brakes. The outer air inlets take up the space reserved for the fog lights in the other versions of the three-door BMW 1 Series. They are separated by horizontal struts in Ferric Grey metallic – a design detail that distinguishes BMW M Performance cars.

In addition to the BMW Individual high-gloss Shadow Line and the exterior mirror caps in Ferric Grey, the specially contoured side skirts and 18-inch M

light alloy double-spoke wheels with mixed tyres intensify the side profile of the BMW M135i. The rear apron, the lower portion of which is finished in Dark Shadow metallic, also encloses the dual exhaust pipes.

Furthermore, the door sill finishers with aluminium inserts that feature “M135i” lettering match an interior design that expresses the joy of sheer driving pleasure. The interior details include exclusive cloth Hexagon/Alcantara upholstery, an M leather steering wheel with multifunction buttons and blue accent stitching, the BMW Individual roofliner in Anthracite, interior trim in Aluminium Hexagon with matt Estoril Blue or high-gloss black accent lines, gear selector and handbrake with leather gaiters, M driver footrest, speedometer and rev counter with red chronoscales.

Engines: the in-line 6-cylinder petrol engine with M Performance TwinPower Turbo for the BMW M135i tops the engine line.

This power plant enhances the wide selection of engines available for the new compact three-door BMW 1 Series. At the same time, it is an essential component of a portfolio that positions BMW M Performance automobiles at the top of the performance segment. The BMW M135i is powered by a straight 6-cylinder engine with M Performance TwinPower Turbo technology, which is known for its spontaneous performance and high revving, plus a level of efficiency that is remarkable in this performance class. The technology package includes a TwinScroll turbocharger, direct High Precision Injection with central multi-hole injectors, VALVETRONIC variable valve control and Double VANOS variable camshaft timing. This 3.0-litre engine delivers a maximum power output of 235 kW/320 bhp at 5,800 rpm. This impressive power results from the maximum torque of 450 Nm that is available between 1,300 and 4,500 rpm.

The BMW M135i sprints from 0 to 100 km/h in just 5.1 seconds (automatic: 4.9 seconds) and reaches a top speed of 250 km/h – the top limit permitted by the vehicle's electronic speed control system. Average fuel consumption in the EU test cycle is 8.0 litres (7.5 litres)/100 km, and the CO₂ emissions level is 188 grams (175 grams) per kilometre. The exclusive powertrain for the compact BMW M Performance car also features a customised cooling system, M performance control and engine sound tuning, plus a newly developed 6-speed manual transmission with dry sump lubrication.

A dynamic 8-speed automatic sports transmission with gearshift paddles integrated in the steering wheel is available as an option.

A broad range of 4-cylinder petrol engines and diesel power units.

At the time of its market launch, the new three-door BMW 1 Series will be equipped with 4-cylinder petrol and diesel engines featuring BMW TwinPower Turbo technology covering the performance range from 75 kW/102 bhp to 160 kW/218 bhp. Similar to the 6-cylinder engine of the BMW M135i, all petrol engines designed in accordance with the BMW EfficientDynamics technology package have TwinTurbo technology, direct injection, VALVETRONIC and Double VANOS.

The 2.0-litre engine of the new BMW 125i with TwinPower Turbo technology delivers a top performance of 160 kW/218 bhp at 5,000 rpm. Maximum torque of 310 Nm is available between 1,350 and 4,800 rpm. The engine's spontaneous response characteristics facilitate acceleration from 0 to 100/km in 6.4 seconds (automatic: 6.2 seconds). The top speed of the new 3-door BMW 125i is 245 km/h. The remarkable efficiency of the new engine is reflected in an average fuel consumption of 6.6 litres/100 km and a CO₂ emissions level of 154 grams per kilometre in the EU test cycle.

A 1.6-litre version of the new petrol engine generation is offered for the BMW 116i and BMW 114i. The 4-cylinder engine in the new BMW 116i three-door delivers a maximum performance of 100 kW/136 bhp at 4,350 rpm. Maximum torque of 220 Nm is reached at 1,350 rpm. Acceleration from 0 to 100 km/h is achieved in just 8.5 seconds (automatic: 8.7 seconds), and the new 3-door BMW 116i reaches a top speed of 210 km/h. Average fuel consumption is 5.5 to 5.7 litres (5.6 - 5.8 litres) per 100 kilometres, the CO₂ rating is 129 to 132 grams per kilometre (values per EU test cycle, dependent on selected tyre format).

The BMW 3-door 114i is being launched as the entry-level model in the series. The 1.6-litre engine in this model delivers a peak performance of 75 kW/102 bhp at 4,000 rpm as well as 180 Nm of torque reached at 1,100 rpm. Acceleration from 0 to 100 km/h is achieved in just 11.2 seconds, and the new three-door BMW 114i reaches a top speed of 195 km/h. Its efficiency is reflected in an average fuel consumption of 5.5 to 5.7 litres per

100 kilometres, while the CO₂ rating is 129 to 132 grams per kilometre (values per EU test cycle, dependent on selected tyre format).

Setting standards for efficiency and power: 4-cylinder diesel engines in the BMW 1 Series.

Thanks to a number of optimised technical details and proven BMW TwinPower Turbo technology, the 4-cylinder diesel engines offered for the new 3-door BMW 1 Series continue to hold the top market position when it comes to power and efficiency. The 3-door BMW 125d is powered by a 2.0-litre engine with BMW TwinPower Turbo technology that features two-stage turbocharging with variable turbine geometry for the high-pressure turbo unit. Common rail direct injection is based on piezo injectors with a maximum pressure of 2,000 bar. This results in even more responsiveness and 10 kW more power than the predecessor model: the new BMW 125d delivers 160 kW/218 bhp at 4,000 rpm. Maximum torque of 450 Nm (an increase of 50 Nm) is available between 1,500 and 2,500 rpm. Acceleration from 0 to 100 km/h is achieved in just 6.5 seconds (automatic: 6.3 seconds), and the new 3-door BMW 125d reaches a top speed of 240 km/h. Along with improved power, the fuel consumption of the engine is some 4% lower than before – just 4.9 litres (4.8 litres)/100 km, with a CO₂ emissions level of 129 grams (126 grams) per kilometre in the EU test cycle.

The 2.0-litre diesel engines in the BMW 118d and BMW 116d also feature variable turbine geometry along with Common Rail direct fuel injection based on solenoid valve injectors with a maximum pressure of 1,600 bar. The engine of the 3-door BMW 118d delivers 105 kW/143 bhp at 4,000 rpm as well as 320 Nm of maximum torque between 1,750 and 2,500 rpm. The engine accelerates the vehicle from 0 to 100 km/h in 8.9 seconds (automatic: 8.6 seconds), top speed is 212 km/h. Average fuel consumption is 4.4 to 4.5 litres per 100 kilometres, while the CO₂ rating is 115 to 118 grams (116 - 119 grams) per kilometre (values per EU test cycle, dependent on selected tyre format).

With 85 kW/116 bhp at 4,000 rpm and a maximum torque of 260 Nm achieved between 1,750 and 2,500 rpm, the new 3-door BMW 116d, whether equipped with manual transmission or an automatic gearbox, accelerates from 0 to 100 km/h in 10.3 seconds and attains a maximum speed of 200 km/h.

Average fuel consumption is 4.3 to 4.5 litres (automatic: 4.4 – 4.5 litres) per 100 kilometres, the CO₂ rating is 114 to 117 grams (115 – 119 grams) per kilometre (values per EU test cycle, dependent on selected tyre format).

In addition to powerful and efficient engines, other new technology has been developed for the new BMW 1 Series – for example, the standard 6-speed manual transmission and the optional 8-speed automatic transmission, which is the only one of its kind in the compact car segment.

The BMW EfficientDynamics technology package includes Brake Energy Regeneration, the automatic engine start/stop function, which can also be used in conjunction with the automatic transmission, ECO PRO mode, which is activated via the standard Driving Experience Control button and promotes a relaxed and fuel-saving driving style.

A maximum reduction in fuel consumption is achieved through the functions found in the 3-door BMW 116d EfficientDynamics Edition. The vehicle is powered by a 1.6-litre, 4-cylinder diesel engine and is equipped with additional technological features for reducing fuel consumption and emissions – with optimised power train efficiency, aerodynamics and rolling resistance.

With 85 kW/116 bhp and a maximum torque of 260 Nm, the BMW 116d EfficientDynamics Edition accelerates from 0 to 100 km/h in 10.5 seconds and attains a maximum speed of 195 km/h. Its average fuel consumption of 3.8 litres per 100 kilometres and its CO₂ emissions level of 99 grams per kilometre in the EU test cycle make in the leader in terms of efficiency ratings within the BMW model program.

Advanced suspension technology for an optimum balance of agility and ride comfort.

Advanced suspension technology, which includes a double-joint spring-strut front axle with stabilisers and a five-arm rear axle, in conjunction with the precise electromechanical power steering and the significantly wider track in comparison to the previous model, ensures sporty agility and excellent ride comfort in exactly the right proportions. The weight of the vehicle is almost perfectly balanced between the two axles; this 50: 50 ratio emphasises the inherent dynamic benefits of a rear-wheel drive vehicle, translating them into an exquisitely agile driving experience.

Servotronic, the speed-dependent steering support system, and Variable Sports Steering (standard on the BMW M135i) are available as options. Also available in the range of special equipment is an Adaptive Suspension System with electronically controlled dampers and an M Sports Suspension; both of these involve lowering the vehicle by ten millimetres.

The BMW M135i: maximum agility combined with unparalleled precision thanks to M-specific suspension tuning.

Model-specific suspension technology allows the BMW M135i to exploit the performance of its uncommonly powerful engine, allowing the driver to experience remarkably self-assured, exhilarating driving dynamics. Thanks to the individual control of the suspension and damping systems as well as the specific elasto-kinematics of the front axle, the BMW M Performance vehicle is able to indulge the driver with a set of particularly sporty driving characteristics. In addition, its Variable Sports Steering system determines its own set of characteristics.

The BMW M Performance vehicle is delivered with a fixed caliper M Sport Brake System with four-piston units on the front axle and two-piston units at the rear as standard equipment. It is available for all of the other models in the new BMW 1 Series 3-door sedan range in combination with the optional M Sport Package.

The standard 18-inch M light alloy wheels on the BMW M 135i are fitted with tyres of differing sizes: 225/40 R18 on the front axle and 245/35 R18 on the back. The high grip tyres, designed specifically for this model, guarantee that both the acceleration torque and the braking torque are optimally transmitted to the road surface. The BMW 125i and the BMW 125d are equipped with 17-inch light alloy wheels, all other models are fitted with 16-inch wheels.

DSC Driving Stability Control with additional features, optimised weight and comprehensive passenger protection.

The standard Dynamic Stability Control system DSC includes the anti-lock braking system (ABS), the Dynamic Traction Control system (DTC), the Cornering Brake Control system (CBC) and the Dynamic Brake Control system (DBC). These capabilities are now complemented by additional features such as the Brake Assistant, Fading Compensation, Dry Braking functionality and a Hill Start Assistant.

The principle of intelligent lightweight design, upon which the construction of the body is based, greatly enhances the torsional stiffness of the body and the rigidity of the passenger safety cell, at the same time optimising weight. With large, generously dimensioned deformation zones and precisely calculated load paths, the considerable forces which are generated in a collision are absorbed and directed away from the passenger compartment. Standard safety equipment includes front airbags, side airbags integrated into the seat backs, head airbags for both the front and the rear seats, three-point automatic seatbelts fitted to all seats, belt force limiters and belt tensioners for the front, and ISOFIX child seat mountings in the rear.

Standard equipment: Driving Experience Control with ECO PRO mode.

The standard Driving Experience Control button located on the centre console allows the driver to select an individual level of tuning for the vehicle. In addition to the engine characteristics and the Driving Stability Control system DSC, the characteristics of the optional Servotronic system and the shift program as well as the shift dynamics of the optional automatic transmission can also be finely tuned. Complementing the COMFORT and SPORT modes, the ECO PRO mode is also available as standard. The SPORT + mode is also available, in conjunction with the 8-speed automatic sports transmission, the Variable Sports Steering or the BMW Sport Line.

BMW ConnectedDrive: the world at your fingertips, from Parking Assistant to Twitter.

In the compact segment, the selection of optional driver assistance systems and mobility services provided by BMW ConnectedDrive for the new BMW 1 Series 3-door models is unmatched. The range of systems available includes the High-Beam Assistant, Adaptive Headlights, the Parking Assistant, a rear-view camera, Lane Departure Warning including Collision Warning, cruise control with brake activation and Speed Limit Info with No Passing Indicator.

Innovative technologies also optimise the integration of the Apple iPhone and other smartphones as well as music players, including the use of internet-based services. Unrestricted internet access is at the disposal of the BMW driver and his passengers via the vehicle's optional embedded onboard

SIM card. With the Apps option, anyone with an iPhone can access web radio stations and view Facebook and Twitter posts on the on-board monitor. Real-Time Traffic Information, another new feature, provides the driver with refreshingly accurate traffic information and rerouting recommendations.

High-quality range of standard equipment including air conditioning and keyless engine start.

The new 3-door BMW 1 Series comes equipped with remote central locking, adjustable seat heights for both the driver and the passenger, electrically adjustable wing mirrors, electric windows, the BMW Business radio, which includes a CD player, six speakers, an AUX port, and of course air conditioning. A climate control unit providing 2-zone control, electrically adjustable and heated seats, a multifunctional steering wheel, auto-dimming wing mirrors and rear-view mirror, fog lights, an electrically operated glass sunroof and a detachable tow bar are available as options. As long as the wireless key is in the vehicle, the engine of the new BMW 1 Series can be activated at the touch of the start/stop button. The optional Comfort Access system automatically locks and unlocks the vehicle.

The navigation system Business and the navigation system Professional both have an internal memory. The navigation data stored in this memory can be updated via a USB interface using an update function. In addition, the hard disc storage of the navigation system Professional offers a storage capacity of 12 GB for the personal music collection. A DVD changing system, a digital audio broadcasting (DAB) receiver and a Harman Kardon hi-fi system ensure that entertainment to suit every taste is always available.

3.3 High performance at its most exclusive: the new BMW M6 Convertible.

The new BMW M6 Convertible offers top-class performance attributes and an ambience defined by luxury and innovative comfort features. In so doing, the high-performance sports car developed by BMW M GmbH exudes a level of poise and assurance unmatched in the premium segment of the executive class – and reflected authentically in its expressive design. The precise interplay of the high-revving V8 engine with M TwinPower Turbo technology and 412 kW/560 hp, a 7-speed M Double Clutch Transmission with Drivelogic, Active M Differential, model-specific chassis technology, an ideal weight balance and optimised aerodynamic properties serves up a particularly full-blooded M experience. The new BMW M6 Convertible is fitted with a high-quality soft-top, complete with eye-catching “fin” styling and fully automatic opening mechanism, which allows the driver and passengers to enjoy the dynamic performance of a high-performance sports car in harmony with the natural forces of the sun and wind.

The BMW M6 Convertible sprints from 0 to 100 km/h in 4.3 seconds. But its dynamic character is also defined by its mid-range agility, the precision of turn-in and traction when accelerating out of corners, its precisely controllable handling under intense lateral forces and its stopping capability.

The optional M Carbon ceramic brake system is presented in the BMW M6 Convertible as the latest innovation for optimising handling in highly dynamic driving situations. Also impressive is the leap forward in efficiency. Despite a 10 per cent increase in engine output and a 30 per cent jump in peak torque – to 680 Newton metres – fuel consumption and CO₂ emissions have been reduced by over 30 per cent compared with its predecessor.

Design: athletic aura, powerfully taut surfaces, elegant lines.

Classical proportions, the sporty yet elegant lines of the BMW 6 Series and the familiar design language of BMW M automobiles form the foundations for the eloquent body design of the BMW M6 Convertible. In addition, a model-specific interpretation of typical M styling cues includes design details which are directly influenced by technical considerations regarding cooling air requirements, chassis geometry and aerodynamics.

Wide air intakes, strikingly contoured headlight units and large, smooth surfaces shape the front end of the new BMW M6 Convertible.

Another eye-catching element of the car's nose is its newly designed M kidney grille, which bears an "M6" inscription. The 30-millimetre increase in track width over the BMW 6 Series Convertible is complemented by powerfully flared front wheel arches, which sit flush with the wheels.

The three-dimensional shaping of the air intakes and race-inspired flaps designed to optimise airflow to the outer air intakes likewise underline the car's forward-surgingly dynamic character. An LED accent light cuts across the tops of the Adaptive LED Headlights which are fitted as standard.

Their bright white, three-dimensional LED light rings are levelled off to striking effect at the top and lower edges.

The front side sections of the car feature the familiar M gills, whose three-dimensional shaping, wide chrome frames and indicator bars – bearing the M logo – give them an extremely deep-set look. In tune with the wider wheel arches, the character lines around the gills are suitably prominent. The new BMW M6 Convertible is fitted with 19-inch M light-alloy wheels as standard. These forged wheels feature seven double-spokes in a two-tone finish. As an option, 20-inch M light-alloy wheels – likewise forged – are also available. Broadening towards the rear and incorporating horizontal lines and generous surfaces, the design of the rear end hints at the stable roadholding and powerful poise and assurance of the new BMW M6 Convertible. The clearest pointer to the unmistakable identity of this high-performance sports car are the familiar M twin exhaust tailpipes positioned to either side of the diffuser integrated into the rear apron.

High-quality soft-top in characteristic "fin" look.

The exclusive looks of the new BMW M6 Convertible are underlined by the "fin" architecture of the high-quality soft-top roof. Projecting into the rear section, the fins accentuate the car's dynamically sweeping silhouette. The heated, vertical glass rear window, which is situated just behind the rear seats, retracts independently of the soft-top itself. The automatic opening and closing process for the roof can be activated both at a standstill and while on the move at speeds of up to 40 km/h using a button on the centre console. The optional Comfort Access feature allows the roof to be opened or closed

by pressing the remote control button on the car key. It takes the roof 19 seconds to open and 24 seconds to close again.

High-revving V8 engine with M TwinPower Turbo technology.

The new BMW M6 Convertible draws the output required to serve up its inspirational performance from a high-revving V8 engine with M TwinPower Turbo technology whose power is channelled to the rear wheels via a 7-speed M Double Clutch Transmission with Drivelogic. This engine combines construction features taken directly from motor sport with innovations developed under the banner of Efficient Dynamics. Its globally unparalleled package of technology comprises two turbochargers working according to the twin-scroll principle (including a cross-bank exhaust manifold), High Precision Direct Injection, VALVETRONIC variable valve timing and Double-Vanos continuously variable camshaft control. The engine is also served by an extremely powerful cooling system and a race-worthy wet sump oil supply.

Peak torque of 680 Newton metres is on tap between 1,500 and 5,750 rpm with the 4.4-litre engine achieving its maximum output of 412 kW/560 hp between 6,000 and 7,000 rpm and spinning on to 7,200 rpm. All of which means the rev band available in the new model to generate maximum performance is almost three times wider than that of the engine powering its predecessor. This instantaneous and sustained power delivery is the key to unlocking the car's intoxicating acceleration. The new BMW M6 Convertible dashes from rest to 100 km/h in 4.3 seconds, going on to an electronically limited top speed of 250 km/h. Specifying the optional M Driver's Package raises this barrier to 305 km/h.

The high operating effectiveness of the engine, the standard-fitted automatic engine start/stop function and other examples of Efficient Dynamics technology, such as Brake Energy Regeneration and the volume-controlled oil pump, help to reduce fuel consumption and emissions by more than 30 per cent. The new BMW M6 Convertible cards average fuel consumption of 10.3 litres per 100 kilometres (27.4 mpg imp) in the EU test cycle and CO₂ emissions of 239 grams per kilometre.

Harnessing the high output to dynamic effect: the 7-speed M Double Clutch Transmission with Drivelogic.

Tuned seamlessly to the performance characteristics of the V8 engine, the M Double Clutch Transmission with Drivelogic converts the powerplant's impressive thrust extremely effectively into rapid acceleration. This capability is underpinned by the DCT design principle, which effectively combines two gearboxes in one housing. This ensures zero interruption in the flow of power when the driver accelerates, even during gear changes.

M DCT Drivelogic offers the driver three different shift programs, both in automated mode (D) and in manual mode (S). Added to which, the electronics also provide a Launch Control function ensuring unbeatable acceleration from a standing start, Low Speed Assistance for easier low-speed operation and the automatic engine start/stop function for increased efficiency.

The new BMW M6 Convertible is also equipped as standard with a newly developed M leather steering wheel, complete with multifunction buttons and fixed gearshift paddles.

Active M Differential delivers outstanding traction in dynamic driving situations.

The new BMW M6 Convertible impresses by delivering optimum traction both under dynamic acceleration out of corners and in challenging road and weather conditions. This is down to an innovative variable locking differential in the rear differential. The Active M Differential allows the engine's power to be split precisely and quickly between the right and left rear wheel according to the requirements of the driving situation at any given moment.

The Active M Differential control unit is linked up to the DSC stability control system, allowing every driving situation to be precisely analysed and a loss of traction at one wheel to be detected at an early stage. The locking effect generated in response can be varied between 0 and 100 per cent.

M-specific chassis technology, Dynamic Damper Control, M Servotronic, DSC with M Dynamic Mode.

The chassis of the new BMW M6 Convertible has been developed to M specification and therefore combines outstanding performance attributes with the comfort-enhancing features drivers appreciate on an everyday basis. Like the integral rear axle, whose subframes are bolted rigidly to the body,

the double-wishbone front axle boasts specific kinematics and newly developed components made from forged aluminium. Chassis mountings using large panels at the front and rear axle ensure dynamic forces are passed evenly through to the body, making for highly precise wheel control. Both the construction of the chassis and its bespoke tuning are defined by in-depth expertise from the race track and have been optimised during extensive testing on the Nürburgring's Nordschleife circuit.

The M-specific Dynamic Damper Control system adjusts damping force electrohydraulically to provide the required responses for the driving situation at hand and to fulfil the wishes of the driver. A choice of three settings allows drivers to adjust the damper characteristics to their needs and preferences. The hydraulic rack-and-pinion steering ensures unbeatable precision and a high degree of comfort, while the Servotronic speed-sensitive power assistance is specially tuned to M specification.

In addition to applying brake impulses and reducing engine output to stabilise the car, the DSC stability control system also employs the services of the Anti-lock Braking System (ABS), Cornering Brake Control (CBC), Dynamic Brake Control (DBC), Brake Assistant, the Brake Drying function and Start-Off Assistant. M Dynamic Mode (MDM) can be activated to override the basic setting by pressing the DSC button. By raising the intervention thresholds of DSC, this mode makes it easier to move off on snow or loose sand with slightly spinning driven wheels. MDM mode also paves the way for the familiar M self-steering response. "DSC Off" mode can likewise be activated at the touch of a button.

An innovation designed to deliver precise handling:

M carbon-ceramic brakes.

The latest version of the compound high-performance braking system helps give the new BMW M6 Convertible outstanding stopping power. Its stand-out features include even lower weight, excellent feel and fade-free performance even under heavy loads.

The race-derived M carbon-ceramic brakes, available for the first time in the new BMW M6 Convertible, take the car's stopping power to another new level. Made from a new type of carbon-fibre compound ceramic, the discs boast even greater resistance to heat and combine this with significantly reduced

rotating masses. The M carbon-ceramic brakes are 19.4 kg lighter than the standard-fitted items, yet the innovative material also displays exceptional resistance to wear.

Lightweight design across the board, seamless occupant protection.

An intelligent blend of materials also gives the body structure impressive stiffness coupled with extremely low weight, allowing it to enhance both occupant protection and handling agility. The doors and bonnet of the new BMW M6 Convertible are made from aluminium, the front side panels from thermoplastic. In addition, the boot lid and the roof cover are made from the glass-fibre composite material SMC (Sheet Moulding Compound). A weight-to-power ratio of 3.5 kg/bhp points to the significant advances that have also been made in this area over the predecessor model.

Robust load-path structures, large and precisely defined deformation zones and highly efficient restraint systems provide the basis for a high level of passive safety in the new BMW M6 Convertible. The safety equipment fitted as standard includes front airbags, head-thorax side airbags integrated into the seat frames, three-point inertia-reel seat belts on all seats, belt force limiters and belt tensioners for the front seats and ISOFIX child seat attachments in the rear. The car also comes equipped with roll-over bars made from high-strength aluminium.

The new BMW M6 Convertible is designed as a four-seater, and space for rear passengers in the bucket seats has increased substantially compared with the predecessor model. It offers a load capacity of 300 litres in the boot with the soft-top down and 350 litres with it closed. The new BMW M6 Convertible can be ordered with the optional ski bag, which slides between the rear seats courtesy of the through-loading facility.

M-specific cockpit design: flawless car control, made-to-measure luxury.

The luxurious interior ambience is defined by classy materials and dynamically moulded surfaces, and the bespoke design of the cockpit and centre console – cleverly drawing on the exclusive, high-performance sports car driving experience – lends it an extra individual flair. The instrument cluster with black-panel technology features classical circular instruments in traditional

BMW M style, with red needles and white illumination, as well as model-specific displays and the M logo in the rev counter.

Arranged around the gearshift lever on the centre console with its model-specific design are the buttons allowing drivers to select their preferred settings for all the adjustable powertrain and chassis functions.

The DSC mode, performance characteristics of the engine, Dynamic Damper Control mapping, M Servotronic responses and M DCT Drivelogic shift program can all be adjusted independently at the touch of a button.

This allows drivers to put together a detailed set-up configuration for their car and store it by holding down one of the two M Drive buttons on the multifunction steering wheel. Along with the performance characteristics, the aural profile of the engine can also be tweaked at the touch of a button. In parallel with the exhaust flap control, a sound module is used to enhance the engine's natural acoustic components and this soundtrack is then transported into the interior.

High-quality standard equipment, exclusive options:

**M-specific Head-Up Display, M multifunction seats,
Bang & Olufsen High End Surround Sound System.**

Standard equipment includes 2-zone automatic climate control, heated seats for the driver and front passenger, fine-grain Merino leather trim with extended features, an M driver's footrest, exclusive carbon-fibre interior trim strips, illuminated door sill strips with "M6" lettering, plus ambient lighting in the interior, an automatically dimming rear-view mirror and exterior mirrors (the exterior mirrors also have a folding function), Cruise Control with braking function, an alarm system and the BMW Professional radio with hi-fi loudspeakers.

The range of optional driver assistance systems and mobility services available from BMW ConnectedDrive adds unique touches to the car. The M-specific version of the Head-Up Display – which, alongside a digital speed readout and tips from the optional Speed Limit Info, also shows the gear currently engaged and a multicolour rev counter symbol complete with Shift Lights – is joined in the line-up by features including Park Distance Control, a rear-view camera, High Beam Assistant, Speed Limit Info, Lane Change Warning and Lane Departure Warning, Surround View and BMW Night Vision with pedestrian

recognition. Added to which, innovative technologies optimise the integration of the Apple iPhone and other smartphones, as well as music players, and incorporate the use of internet-based services.

Additional highlights in the options list include the navigation system Professional with hard disk storage, M multifunction seats with electric backrest width adjustment, active seats, active seat ventilation, Comfort Access, heated steering wheel, the Soft Close Automatic function for the doors, and the Bang & Olufsen High End Surround Sound System.

3.4 Geared up for new challenges: the new BMW X1.



As the first premium vehicle of its kind, the BMW X1 is a true trailblazer in the compact segment. After some two-and-a-half years, sales of the compact BMW X model built at the BMW Leipzig plant have already exceeded 275,000 units. Now this all-round talent emerges with renewed vigour to meet a raft of new challenges. With its specially modified body design, meticulously upgraded interior, comprehensively revised engine portfolio, the new range of BMW Lines and further innovative equipment features, the new BMW X1 delivers an even more intensive experience of the hallmark driving pleasure for which the brand is known.

The range of engines for the new BMW X1 comprises an output range of 85 kW/116 hp to 180 kW/245 bhp. The relationship between performance and fuel consumption has been further optimised thanks to engines with BMW TwinPower Turbo technology, an 8-speed automatic transmission that is unique in this segment, the automatic engine start/stop function, Brake Energy Regeneration, ECO PRO mode and a wider range of BMW EfficientDynamics technology. Depending on the model variant, power is transferred via brand-typical rear-wheel drive or via the intelligent BMW xDrive all-wheel-drive system.

Design: new touches highlight its elegance, versatility and sportiness.

Typical BMW proportions, expressive, vibrant surfaces and signature BMW X model design cues shape the appearance of the BMW X1. A sweeping bonnet, long wheelbase and set-back passenger compartment emphasise the car's dynamic talent, while attractive light and shade effects hint at its inherent agility. The versatility and sturdiness of a BMW X model are reflected in elements such as the black bordering at the lower edge of the body and the muscular wheel arches.

Above all, the new BMW X1 conveys even more strikingly the powerful stance that also distinguishes the BMW Sports Activity Vehicles. In addition to the inserts in the front and rear apron – reminiscent of an underguard –

and the special side skirt covers, the circular foglamps positioned under the newly designed headlights add to the hallmark features of a BMW X. The side direction indicators are now integrated into the new-design exterior mirrors. Beyond this, the new BMW X1 boasts attractive touches of sporting elegance. At both front and rear, the surfaces painted in body colour now take up a larger area, while the choice of exterior paintwork colours has been augmented by four new variants. Four new colours are available to choose from for the exterior paint finish.

Interior: precise lines, high-quality materials, sophisticated colour scheme.

The modifications to the design of the new BMW X1 interior create an even more vivid showcase of the sporty driving pleasure, cutting-edge versatility and premium feel this car provides. The side of the centre console angled towards the driver is now shallower and boasts a particularly high-grade surface quality. The panel for the sound and climate system controls now has a high-gloss black surface to match the air vent surround.

The new BMW X1 comes as standard with a storage compartment in the centre of the instrument panel. In vehicles featuring an optional navigation system, this houses the central Control Display for the iDrive operating system. Chrome accents on the side surrounds of the onboard monitor highlight this equipment feature. High-quality electroplated surrounds for the gearshift lever and the centre console cup holder as well as a chrome clip on the headlight switch add the finishing touches to the interior's exclusive ambience.

Engines: wide choice, sporty power curve, outstanding efficiency.

The engine portfolio of the new BMW X1 comprises three petrol and five diesel engines, offering a wider choice than any competitor. The entry-level unit is the 2.0-litre 4-cylinder petrol engine in the BMW X1 sDrive18i featuring VALVETRONIC variable valve timing and variable camshaft control on both intake and exhaust side (double VANOS). It has an output of 110 kW/150 bhp and delivers maximum torque of 200 Newton metres. This takes the BMW X1 sDrive18i from standstill to 100 km/h in 9.7 seconds. Average fuel consumption in the EU test cycle is 7.7 litres per 100 kilometres (36.7 mpg imp) with CO₂ emissions of 180 grams per kilometre.

The 2.0-litre 4-cylinder engines on the other petrol models come with BMW TwinPower Turbo technology, a package comprising a twin-scroll turbocharger, High Precision Petrol Direct Injection, VALVETRONIC and double-VANOS. The engine powering the BMW X1 sDrive20i and BMW X1 xDrive20i provides peak output of 135 kW/184 hp and maximum torque of 270 Newton metres, enabling acceleration from 0 to 100 km/h in 7.4 (BMW X1 sDrive20i) and 7.8 seconds (BMW X1 xDrive20i) respectively. Average fuel consumption is 6.9 to 7.1 litres (BMW X1 sDrive20i) and 7.5 to 7.7 litres per 100 kilometres (BMW X1 xDrive20i), with CO₂ figures of 162 to 165 g/km and 176 to 179 g/km respectively (figures based on the EU test cycle, dependent on the tyre format selected).

The top-of-the-range engine in the BMW X1 xDrive28i boasts 180 kW/245 bhp and 350 Newton metres, taking 6.1 seconds to sprint from zero to 100 km/h. Fuel consumption in the EU cycle is 7.7 to 7.8 litres per 100 kilometres and CO₂ emissions are 179 to 182 grams per kilometre (depending on the tyre format selected).

The 4-cylinder diesel engines offer a choice of five output levels and two variants of the BMW TwinPower Turbo technology package. An all-aluminium crankcase, a turbocharger with variable intake geometry, and common-rail direct injection using solenoid injectors are features shared by the 2.0-litre power units for the BMW X1 sDrive16d, BMW X1 sDrive18d, BMW X1 xDrive18d, BMW X1 sDrive20d, BMW X1 xDrive20d and BMW X1 sDrive20d EfficientDynamics Edition models. The entry-level diesel model, the BMW X1 sDrive16d, has an output of 85 kW/116 bhp and maximum torque of 260 Newton metres. It reaches the 100 km/h mark from standstill in 11.5 seconds and average fuel consumption in the EU test cycle is 4.9 litres per 100 kilometres (57.6 mpg imp) with CO₂ emissions of 128 grams per kilometre. For two further models, the 4-cylinder diesel provides output of 105 kW/143 bhp and peak torque of 320 Newton metres. They manage the zero to 100 km/h dash in 9.6 (BMW X1 sDrive18d) and 9.9 seconds (BMW X1 xDrive18d) with average fuel consumption in the EU test cycle of 4.9 and 5.5 litres respectively (57.6 / 51.4 mpg imp) and CO₂ figures of 128 and 144 grams per kilometre.

Thanks to their output of 135 kW/184 bhp and torque rising to 380 Newton metres, the BMW X1 sDrive20d and BMW X1 xDrive20d achieve the standard sprint in 7.8 and 8.1 seconds respectively. The resulting driving pleasure is coupled with fuel and CO₂ figures in the EU test cycle of 4.9 litres (57.6 mpg imp) and 129 grams for the BMW X1 sDrive20d and 5.5 litres per 100 kilometres (51.4 mpg imp) and 145 grams per kilometre for the BMW X1 xDrive20d. Even more impressive is the relationship between sportiness and frugality in the case of the BMW X1 sDrive20d EfficientDynamics Edition. The world's most fuel-efficient premium vehicle of its kind summons up 120 kW/163 bhp and maximum torque of likewise 380 Newton metres. The sprint from standstill is accomplished in 8.3 seconds and average fuel consumption in the EU test cycle amounts to 4.5 litres per 100 kilometres (62.8 mpg imp) with CO₂ emissions of 119 grams per kilometre.

The new top-line model among the diesels is the BMW X1 xDrive25d. Delivering 160 kW/218 bhp and peak torque of 450 Newton metres, its engine presents a further boost in pulling power. This is taken care of by staged turbocharging complete with variable intake geometry for the smaller of the two turbochargers. The common rail injection uses piezo injectors which operate at a maximum pressure of 2,000 bar. The BMW X1 xDrive25d sprints from the blocks to 100 km/h in 6.8 seconds. Average fuel consumption in the EU test cycle is 5.9 litres per 100 kilometres and CO₂ emissions are 154 grams per kilometre.

Alternatively, all engine variants – with the exception of the BMW X1 sDrive18i, BMW X1 sDrive16d and BMW X1 sDrive20d EfficientDynamics Edition – can be optionally combined with an 8-speed automatic transmission that is unique in this vehicle segment. For the entry-level petrol model there is the option of a 6-speed automatic transmission.

**Wide-ranging BMW EfficientDynamics technology,
ECO PRO mode marks its debut in the BMW X1.**

In line with the enhanced engines and transmissions, the final drive of the new BMW X1 and the power divider of the xDrive all-wheel-drive system likewise boast optimised efficiency. All engines are combined as standard

with newly developed 6-speed manual transmissions. Manual models feature an Optimum Shift Indicator and the automatic engine start/stop function – the latter also in conjunction with the 8-speed automatic transmission.

By means of an optional switch in the centre console control panel below the audio system, ECO PRO mode can now also be activated in the new BMW X1. This supports a relaxed and economy-optimised driving style through targeted adjustments to the accelerator mapping and the shift characteristics of the automatic transmission.

BMW xDrive all-wheel-drive system: intelligent, fast and precise for enhanced driving pleasure.

Five of the eight engines available to the new BMW X1 can transfer their power to the road with the help of BMW xDrive intelligent all-wheel drive. An electronically controlled multi-plate clutch allows the system to transfer power variably to the front and rear wheels, thereby guaranteeing maximum traction, the highest possible safety, outstanding handling and optimum power development regardless of weather or road conditions.

By virtue of being integrated with Dynamic Stability Control (DSC), the xDrive control system is able to analyse the driving situation with great precision. It can thus counteract any tendency towards oversteer or understeer by distributing power as required before the driver is even aware of the need.

State-of-the-art suspension technology for agile and safe handling.

The all-wheel-drive variants feature a double-joint thrust bar axle at the front, while the BMW X1 sDrive20i, BMW X1 sDrive18i, BMW X1 sDrive20d, BMW X1 sDrive18d and BMW X1 sDrive16d come with a double-joint tie bar axle. Both front axle variants are paired with a 5-arm rear axle.

Also contributing to the precise handling of the new BMW X1 are its steering systems with hydraulic or electromechanical power assistance. On the rear-wheel-drive variants, steering assistance is provided with great efficiency by an electric motor. Servotronic, the speed-dependent steering support system, is available as options on all models.

The standard Dynamic Stability Control system DSC includes the anti-lock braking system (ABS), the Dynamic Traction Control system (DTC),

the Cornering Brake Control system (CBC) and the Dynamic Brake Control system (DBC). Further functions include Brake Assist, Fading Compensation and the Brake Drying function. The BMW X1 sDrive20i, BMW X1 xDrive20i, BMW X1 xDrive28i and BMW X1 xDrive25d additionally feature the Brake Standby function and Hill Start Assist. As an option, the all-wheel-drive model variants can specify the Performance Control system.

Premiere in the new BMW X1: the BMW xLine and BMW Sport Line.

So that drivers can endow their new BMW X1 with an individual style based on personal preferences, the BMW Lines have been made available to these models for the first time. The BMW xLine allows the sturdy versatility of the compact BMW X model to be overtly emphasised, comprising as it does underguard elements for the front and rear aprons, side skirt covers, air intake and kidney grille slats in Titanium Silver matt finish, as well as exclusive 18-inch alloys in Y-spoke design. The distinctive charisma of the new BMW X1 is also brought to bear in the interior, starting with entry strips bearing the lettering “BMW xLine”, a sports leather steering wheel with multifunction buttons, as well as exclusive interior trim strips in Dark Copper and seats in the new Carve variant with hardwearing fabric for the seat surface and backrest as well as high-quality leather on the seat cushions.

The stand-out agility and dynamics of the new BMW X1 can also be highlighted through exclusive and meticulously matched design and equipment features. Cue for the BMW Sport Line, which features a front and rear underguard, side skirt covers, air intakes and kidney grille slats in black high-gloss, tailpipe finishers in Black Chrome, exclusive 17-inch or – depending on the model – 18-inch light alloys in double-spoke style with bicolour surfaces, and entry strips bearing the “BMW Sport” inscription. In the interior, sport seats upholstered in anthracite fabric with coral red accents, a sports leather steering wheel and gear selector lever with red stitching, interior trim in black high-gloss finish contribute to an ambience that is explicitly geared to intensive driving pleasure. Both BMW Lines are offered as an alternative to the entry-level version. An M Sport package is also available as an option for the new BMW X1.

Solid body structure, comprehensive safety equipment.

Like all BMW X models, the new BMW X1 boasts a body with high torsional stiffness which, thanks to intelligent lightweight design, pairs extreme robustness with optimised weight. As well as front and side airbags for the front seats, standard interior equipment includes side curtain head airbags for both rows of seats, three-point inertia-reel seat belts on all seats, belt latch limiters and belt latch tensioners at the front and ISOFIX child seat mounts in the rear. Immediately after its market launch, the BMW X1 was awarded the maximum 5-star rating in the Euro NCAP crash test.

Interior allows diverse uses with modern functionality.

The new BMW X1 also showcases its versatility when it comes to potential transportation usage. The rear seatback can be split 40:20:40, with the three sections folding down individually or jointly according to requirements, and can be adjusted in ten stages. This facility alone means the luggage space can vary between 360 and 480 litres. Folding all three seat elements down fully creates a loading capacity of 1,350 litres. The passenger compartment offers a wide range of storage spaces and compartments of various sizes, as well as generously sized door pockets. Additional transportation potential is opened up by roof rails in three colour choices, a storage compartment package, a tow bar with removable ball head, and preparation for a rear carrier rack.

Premium character thanks to comprehensive standard equipment and high-grade options.

The further augmented range of standard equipment on the new BMW X1 guarantees driving enjoyment and comfort at premium car level. The scope includes climate control, electrically adjustable heated exterior mirrors, foglamps, LED tail lights, chrome tailpipe finishers, elasticated straps for the front door pockets, a leather-lined steering wheel, an onboard computer, and a sound system with CD player, AUX-IN connection, five loudspeakers and two-line display showing computer data, telephone numbers and music track titles. The range of optional extras includes, among other features, the navigation system Professional with hard disk and a Harman Kardon Surround Sound System, as well as the options of Comfort Access, Automatic Climate Control, panorama glass roof, automatically dimming

exterior and rear-view mirrors, electrically operated seat adjustment, a rain sensor and steering wheel heating.

BMW ConnectedDrive, meanwhile, offers a wide choice of options for optimising the convenience, safety and infotainment functions of the car. Adaptive Headlights with cornering function, available in conjunction with the xenon headlight option, illuminate the road based on the steering angle, speed and yaw rate. The new BMW X1 also offers a rain sensor including automatic driving lights control and High-Beam Assistant, Park Distance Control, the rear-view camera and cruise control with brake function.

BMW Assist, a globally unique mobility service, comprises among other features a telephone information service and the Automatic/Advanced Emergency Call function with automatic detection of the vehicle location. Other innovative technologies allow unlimited internet use and the integration of the Apple iPhone and other smartphones as well as music players, including the use of internet-based services. With the Apps option, anyone with an iPhone can access web radio stations and view Facebook and Twitter posts on the on-board monitor. Real-Time Traffic Information, another new feature, provides the driver with refreshingly accurate traffic information and rerouting recommendations.

3.5 The future of individual mobility: the BMW i3 Concept and the BMW i8 Concept.

The future of individual mobility begins in Leipzig. On the premises of the BMW Leipzig plant, preparations are currently underway for the production of the first serial production cars of the brand BMW i. The expansion of production facilities includes a carbon pressing plant, a plastic parts production centre and an assembly facility. The purely electrically powered BMW i3 will come off the production line here as soon as 2013, followed by the BMW i8, a plug-in hybrid sports car with electric drive and combustion engine. The BMW Leipzig plant will thus become the competence centre for the production of electric vehicles within the entire BMW Group.

BMW i stands for visionary vehicles and mobility services, inspiring design and a new definition of premium characteristics in automobiles particularly closely geared towards the aspect of sustainability. The BMW Group is pursuing a holistic approach through BMW i, including individually tailored vehicle concepts, sustainability throughout the entire supply chain and supplementary mobility services. At Auto Mobil International 2012 in Leipzig, visitors will be given a realistic look ahead to the first BMW i models currently being developed for serial production. The two remarkable vehicle studies BMW i3 Concept and BMW i8 Concept demonstrate impressively how innovative and pioneering vehicle concepts will lead to fascinating solutions for sustainability individual mobility in the near future.

BMW i3 Concept – dynamic, urban, zero emissions.

The BMW i3 Concept, known up to now as the Megacity Vehicle, has been designed for the urban environment with a consistent focus on sustainability: purely electrically powered and tailored to meet the demands of zero-emissions mobility. Innovative use of materials and intelligent lightweight construction result in an exceptionally low weight while also optimising crash safety: this not only enables a long range but also contributes to the automobile's high level of driving dynamics. With an output of 125 kW/170 bhp and a high torque of 250 Nm, available from standing, the electric drive at the rear axle makes for dynamic performance figures. In conjunction with the vehicle's small turning circle, its acceleration capacity

enables fascinating agility in urban traffic. The BMW i3 Concept accelerates from zero to 60 km/h in less than four seconds, reaching the 100 km/h mark in under eight seconds.

The interior of the BMW i3 Concept directly reflects the outstanding importance of sustainability in the use of renewable raw materials. Parts of the dashboard and door trim panel are unmistakably made of natural fibres, while seat surfaces in tanned leather generate a lounge-like atmosphere. The BMW i3 Concept is highly suitable for everyday use, with four seats, wide-opening doors hinged on opposite sides and a luggage compartment offering a volume of 200 litres supplemented with an additional functional compartment at the front of the vehicle. Innovative connectivity functions for use both in the vehicle and via smartphone applications ensure intensive networking of the BMW i3 Concept with the customer's living environment. When on the road there are intelligent assistance systems to provide support for the everyday situations which typically arise in urban traffic. These help drivers get to their destination more safely and feeling more relaxed.

BMW i8 Concept – emotional, dynamic and efficient.

The BMW i8 Concept embodies a new generation of sports car: its unique plug-in hybrid concept combines a combustion engine and an electric motor so as to provide an exceptionally dynamic driving experience - while still maintaining very low levels of fuel consumption and exhaust emissions. The modified electric drive of the BMW i3 Concept at the front axle and a 3-cylinder high-performance combustion engine which feeds its output of 164 kW/223 bhp and maximum torque of 300 Nm to the rear axle allow an acceleration figure of zero to 100 km/h in less than five seconds, with a level of fuel consumption of less than three litres per 100 kilometres in the European test cycle. To date, no other vehicle fitted with a combustion engine has offered such low fuel consumption at this level of performance.

When purely electrically powered, the BMW i8 Concept achieves a range of up to 35 kilometres. Conceived as 2+2 seater sports car, it offers space for four people. The vehicle's design is characterised by a high degree of emotional appeal and instantly conveys the qualities of the BMW i8 Concept. Its proportions reflect dynamic performance, clearly indicating the acceleration capacity of the BMW i8 Concept at first sight.

The interior likewise captures the sporty character of the BMW i8 Concept. In the design of the cockpit, the principle of driver orientation has been implemented more intensely than ever before in a vehicle of the BMW Group. In the BMW i8 Concept, the seat behind the wheel becomes the central focus of a fascinating driving experience.

The BMW i8 Concept also points forward to the next logical step in terms of lighting development in the automotive sector. Its headlights illuminate the road using laser light. Unlike sunlight or other artificial light sources, this generates a virtually parallel cluster of light of high luminous density which is thousands of times more intensive than that of conventional LED headlights. These properties allow entirely new functions to be realised while saving energy at the same time: compared to LED headlights, energy consumption is reduced to less than half due to the high level of system efficiency.

LifeDrive architecture with extensive use of CFRP enables range and dynamic performance to be optimised.

The BMW i3 Concept and the BMWi8 Concept both have a LifeDrive architecture. However, they each represent a different geometrical implementation of the concept, specially adapted to the respective purpose of the vehicle.

LifeDrive architecture is essentially made up of two separate, independent functional units. In addition to the suspension, the Drive module comprises the energy storage device, the powertrain and the structural and crash functions in a construction largely made of aluminium. Its counterpart, the Life module, mainly consists of a highly rigid and very light passenger cell made of carbon fibre reinforced plastic (CFRP). The extensive use of CFRP makes the Life module very light. This construction contributes significantly to achieving a higher range as well as increasing driving performance.

3.6 The benchmark for versatility, quality and progressive technology: automobile production at the BMW Leipzig plant.

The one-millionth automobile came off the production line at the BMW Leipzig plant on December 9th 2011. Serial production started at the plant on March 1st 2005. 740 BMW X1 and BMW 1 Series come off the production line here every day. "The Leipzig plant has established itself as an important cornerstone within our BMW production network. One million vehicles in less than seven years is a huge accomplishment and I thank the Leipzig team for this most sincerely," says Frank-Peter Arndt, Director of Production of the BMW Group. Plant Manager Manfred Erlacher emphasises the constant focus on quality: "To me it, the most important thing is not that we have built a million cars but that we have a million satisfied customers. I am proud of all my staff who contribute their efforts day after day."

The BMW Group has invested over 1.3 billion euros in the Leipzig plant to date. The BMW workforce here now numbers 2,800. 250 new jobs were created last year alone, with 350 more following in 2012. Including service providers, partners and suppliers there are a total of some 5,200 people working on the premises.

The expansion of the BMW Leipzig plant is fully on schedule. The topping-out ceremony for the plant expansion enabling the production of electrically powered vehicles was held in the new carbon production centre on October 26th 2011. Construction work started in March 2011. In addition to a carbon pressing plant, the total investment sum of 400 million euros includes a plastic parts facility, a body construction section and an assembly hall. Some 800 new jobs will be created here. Production of the electrically powered BMW i3 is due to start in 2013. This will be followed in 2014 by the BMW i8, a plug-in hybrid sports car with electric drive and combustion engine. "The Leipzig site is becoming a competence centre for the production of electrically powered vehicles within the BMW Group as a whole," says Director of Production Frank-Peter Arndt, "which means it is of outstanding strategic importance to our company."