

# BMW at the Mondial de l'Automobile Paris 2018. Long version.



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# 1. The heartbeat of the brand – more sporting and innovative than ever: The new BMW 3 Series Sedan.



The BMW 3 Series Sedan has epitomised the concept of sporty driving pleasure in the global premium midsize class for more than 40 years. Exuding dynamic design, agile handling, exceptional efficiency and innovative equipment features, it takes the signature characteristics of a BMW and turns the volume up several notches. The sedan represents not only the core of the BMW 3 Series range (of which over 15 million units have now been sold worldwide) but also the heartbeat of the BMW brand. This latest edition of the car sees BMW building in particular on the sporting tradition of the 3 Series, whose exploits in race competition have earned it so much extra dynamic credibility. The seventh generation of the sports sedan moves the game on once again in its segment in terms of driving dynamics, premium quality and innovation.

The world premiere of the new BMW 3 Series Sedan will be hosted by the Mondial de l'Automobile show in Paris in October 2018. The market launch of the car will commence on 9 March 2019. The new model will be produced at BMW's "home" plant in Munich, at the Tiexi plant in Shenyang run by the joint venture BMW Brilliance Automotive (BBA) and the newly constructed BMW Plant San Luis Potosí in Mexico.

## **Exterior design: a clear, precise expression of sporting prowess.**

BMW's new design language showcases the modern and dynamic character of the new BMW 3 Series Sedan with precisely drawn lines and strikingly contoured surfaces. It is 76 millimetres longer than its predecessor (at 4,709 mm), 16 millimetres wider (1,827 mm) and just 1 mm taller (1,442 millimetres). The car's 41-millimetre longer wheelbase (2,851 mm) and increased track widths (front: + 43 mm, rear: 21 mm), meanwhile, have a direct and positive influence on its poise and agility.

The large BMW kidney grille and the headlights leading off it are dominant themes of the front end of the car. Their familiar two-way split is emphasised by an eye-catching notch in the front apron that rises up into the headlight contour. Full-LED headlights come as standard, while the LED headlights with extended features and Adaptive LED headlights with BMW Laserlight for non-dazzling high beam (with a range of around 530 metres) are available as an option. Both the optional LED front foglamps and the Air Curtains are integrated into the outer air intakes, which take the form of a horizontal T

shape on cars with standard specification and Sport Line / Luxury Line models. The dynamic side view is shaped by a pair of character lines and a dynamic side skirt contour. The trailing edge of the side window graphic with its Hofmeister kink design cue is now integrated into the C-pillar. Horizontal lines and slim, stylishly darkened LED lights give the rear a wide and muscular stance.

### **Interior: a classy route to sporting flair.**

The brand's new design language also brings a clear arrangement of surfaces to the interior of the new BMW 3 Series Sedan. This accentuates the spaciousness of the cabin and, together with the cockpit's focus on the driver, enhances their concentration on the road. The new screen grouping of Control Display and instrument cluster, the tall centre console and the coordinated design of the light, modern instrument panel and door panel trim create an all-round feeling of space and a sporting aura.

The controls are clustered into clearly structured function panels. In the centre of the instrument panel, the displays and buttons for the air conditioning and the air vents form a sharply designed unit, while the light functions are operated from a panel of buttons next to the steering wheel. The light functions are operated from a panel of buttons next to the standard-fitted sports leather steering wheel. The start/stop button for the engine is now positioned in the newly designed control panel in the centre console, where the gearshift lever or newly designed selector lever is joined by the iDrive Controller and the buttons for the Driving Experience Control switch unit and electromechanical parking brake.

### **Five powerful and efficient engines available at launch.**

Five powerful and efficient engines will be available from the start of sales for the new BMW 3 Series Sedan. The line-up comprises a pair of four-cylinder petrol engines with 135 kW/184 hp in the BMW 320i (fuel consumption combined: 6.0 – 5.7 l/100 km [47.1 – 49.6 mpg imp]; CO<sub>2</sub> emissions combined: 137 – 129 g/km)\* and 190 kW/258 hp in the BMW 330i (fuel consumption combined: 6.1 – 5.8 l/100 km [46.3 – 48.7 mpg imp]; CO<sub>2</sub> emissions combined: 139 – 132 g/km)\* plus two four-cylinder diesels with 110 kW/150 hp in the BMW 318d (fuel consumption combined: 4.5 – 4.2 l/100 km [62.8 – 67.3 mpg imp]; CO<sub>2</sub> emissions combined: 120 – 112 g/km)\* and 140 kW/190 hp in the BMW 320d (fuel consumption combined: 4.7 – 4.4 l/100 km [60.1 – 64.2 mpg imp]; CO<sub>2</sub> emissions combined: 122 – 115 g/km)\*. A 195 kW/265 hp six-cylinder in-line diesel engine powers the BMW 330d (fuel consumption combined: 5.2 – 4.8 l/100 km [54.3 – 58.9 mpg

All figures relating to performance, fuel/electric power consumption and emissions are provisional.

\* The fuel consumption, CO<sub>2</sub> emissions, electric power consumption and operating range figures are based on the new WLTP test cycle and are translated back into NEDC-equivalent values in order to ensure comparability between the vehicles (dependent on the tyre format specified). With respect to these vehicles, for vehicle-related taxes or other duties based (at least inter alia) on CO<sub>2</sub> emissions, the CO<sub>2</sub> values may differ from the values stated here (depending on national legislation).

imp]; CO<sub>2</sub> emissions combined: 136 – 128 g/km)\*. Also available from launch is intelligent all-wheel drive in the BMW 320d xDrive (fuel consumption combined: 4.8 – 4.5 l/100 km [58.9 – 62.8 mpg imp]; CO<sub>2</sub> emissions combined: 125 – 118 g/km)\*. All model variants meet the Euro 6d-TEMP exhaust gas standard.

### **Innovative chassis technology for sporting performance and driving comfort.**

When developing the body structure and chassis technology of the new BMW 3 Series Sedan, a number of clear priorities were set: enhanced driving dynamics, agile handling characteristics, high-precision steering and superior braking performance. Overall, the new BMW 3 Series Sedan weighs up to 55 kilograms less than the corresponding predecessor model, depending on the model variant and equipment fitted.

The new BMW 3 Series Sedan also has a low centre of gravity and 50 : 50 weight distribution, while the stiffness of the body structure and suspension mountings have been significantly increased. Optimised aerodynamics reduce the car's drag coefficient to 0.23 (BMW 320d).

The standard-fitted suspension and optional M Sport suspension both include lift-related dampers, which are making their debut in a BMW model.

They make a major contribution to the balance between sportiness and comfort – unmatched by any rival – which defines the character of the new BMW 3 Series Sedan. Continuously variable control allows them to adjust the damper firmness progressively according to changing spring travel, which reduces body movement perceptibly when evening out vibrations caused by bumpy road surfaces and dynamic cornering.

M Sport suspension (with a 10-millimetre reduction in ride height) is joined on the options list by Adaptive M suspension with electronically controlled dampers. The two optional suspension variants also bring customers the benefits of variable sport steering, the latest version of which has even more direct and precise feel. M Sport brakes with four-piston fixed callipers at the front can also be ordered. The blue-painted callipers display the M logo. An M Sport differential is available for the BMW 330i and BMW 330d in conjunction with the M Sport suspension or Adaptive M suspension. Here, the electronically controlled, full-variable locking function in the rear differential significantly enhances traction, agility, stability and cornering dynamics.

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### **Premium ambience and high-quality optional equipment.**

The premium characteristics of the new BMW 3 Series Sedan can be further enhanced with an array of high-quality and innovative options. The Advantage, Sport Line, Luxury Line and M Sport equipment lines help to provide targeted individualisation. Added to which, newly designed steering wheels and interior trim elements, optional Vernasca and BMW Individual Merino leather trim, an instrument panel in Sensatec and a leather-covered BMW Individual instrument panel, plus three-zone automatic climate control, auxiliary heating and the optional telephony with wireless charging, offer scope for increased comfort and exclusive style. The windscreen is fitted as standard with acoustic glass, which is also available as an option for the side door windows. The optional glass roof has a 100-millimetre longer transparent surface. And the optional ambient lighting results in atmospherically rich illumination, while the Harman Kardon surround sound system delivers exceptional listening pleasure.

Extended shoulder and elbow room in the front seats and additional legroom, seat comfort and ease of entry and exit all contribute to the generous feeling of space in the interior. Plus, the new BMW 3 Series Sedan's 480-litre boot offers improved loading comfort. A 40:20:40 split-folding rear backrest is part of standard specification, while automatic boot lid operation and a trailer coupling that can be extended and retracted again electrically are both options. The optional Comfort Access, which now has a new sensor system, allows the car to be locked and unlocked automatically and also includes hands-free opening of the boot lid.

### **Leading the way to automated driving.**

The new BMW 3 Series Sedan uses a significantly expanded selection of innovative assistance systems to likewise take a leading role on the road to automated driving. Standard equipment includes Lane Departure Warning, plus the Collision and Pedestrian Warning with City Braking function, the latest version of which also alerts the driver when a cyclist is detected. Options include Active Cruise Control with Stop & Go function and the Driving Assistant with Lane Change Warning, Rear Collision Prevention and Cross-Traffic Alert. Also offered is the Driving Assistant Professional, a complete comfort and safety-enhancing package. One of the features of the Driving Assistant Professional is the Steering and lane control assistant, which works together with the driver to help keep the vehicle in the detected lane through narrow channels and also includes the Lane Keeping Assistant with active side collision protection and the evasion aid. The new-generation BMW Head-Up Display offers a larger projection surface, new graphics and additional display content.

Park Distance Control and the rear view camera assist the driver with manoeuvring and entering/exiting parking spaces. Also available is the Parking Assistant, which takes over steering, acceleration, braking and gear changes with the Steptronic transmission when driving into and out of a space. Its range of functions also includes the Reversing Assistant, which can reverse the vehicle for distances of up to 50 metres by steering it along exactly the same line it has just taken when moving forward.

### **Intuitive operation and flawless connectivity: BMW Operating System 7.0 and BMW Intelligent Personal Assistant.**

The new BMW Operating System 7.0 plays a leading role in optimising the control and display system with modern, digital functions geared precisely to the needs of the driver. The optional BMW Live Cockpit Professional comprises consistently designed, situation-linked and customisable displays on the fully-digital 12.3-inch instrument cluster and 10.25-inch Control Display. For intuitive operation, the driver can choose from the Control Display's touch control, the iDrive Controller, the steering wheel buttons, gesture control and voice control.

Making its debut in the new BMW 3 Series Sedan is the BMW Intelligent Personal Assistant, an intelligent, digital character that responds to the prompt "Hey BMW". One unique feature over other digital assistants is that drivers can give him a name. The arrival of the BMW Intelligent Personal Assistant ensures there is always a genuine BMW professional on board. He is able to explain all sorts of different functions ("How does the High Beam Assistant work?"), provide current status information ("Is the oil level okay?") and help answer questions ("What warning messages do I have?"). The Intelligent Personal Assistant is, in short, the ideal co-driver and comes in particularly useful during everyday driving by responding to natural voice commands to help the driver with numerous tasks, such as enhancing productivity and on-board entertainment. The range of functions and skills available will be constantly expanded as part of regular updates, which can be carried out seamlessly on a smartphone and in-car by Remote Software Upgrade.

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## 2. The roadster, reloaded: The new BMW Z4.



BMW has a rich history of roadsters that have stood out as icons of pure driving pleasure. And now another is about to join the hall of fame in the shape of the new BMW Z4 – a premium open-top sports car boasting a classic fabric soft-top, an emotion-packed body design and a puristic, driver-focused interior. The two-seater has been systematically designed for maximum agility, thrilling dynamism, plus supremely precise steering characteristics with instantaneous response. The new BMW Z4 combines its sporty on-road prowess with a wealth of highly advanced, top-class equipment features on the driver assistance, operation and connectivity fronts.

The car's proportions provide the most striking evidence of how the classic roadster concept has been reinterpreted. Compared to its predecessor, the new BMW Z4 has grown in length by 85 millimetres to 4,324 millimetres, is 74 millimetres wider (now 1,864 millimetres) and 13 millimetres taller (1,304 millimetres). The shortening of the wheelbase by 26 millimetres to 2,470 millimetres serves to sharpen agility, as do the notably wider tracks – 1,609 millimetres at the front (+ 98 mm) and 1,616 millimetres at the rear (+ 57 mm). The body structure and chassis mountings both have remarkably high rigidity, while the new design of the front and rear axles gives the car a far sportier edge at the same time as guaranteeing high levels of comfort. The central seating position, low centre of gravity, minimised weight and ideal 50:50 weight distribution are further contributory factors in the intoxicating dynamism of the new BMW Z4.

The market introduction of the new Z4 will begin in March 2019 with a choice of three model variants, including a BMW M Performance option.

The new BMW Z4 M40i (fuel consumption combined: 7.4 – 7.1 l/100 km [38.2 – 39.8 mpg imp]; CO<sub>2</sub> emissions combined: 168 – 162 g/km\*) is powered by a six-cylinder in-line engine delivering 250 kW/340 hp.

The BMW Z4 sDrive30i (fuel consumption combined: 6.1 – 6.0 l/100 km [46.3 – 47.1 mpg imp]; CO<sub>2</sub> emissions combined: 139 – 137 g/km\*) and BMW Z4 sDrive20i (fuel consumption combined: 6.1 – 6.0 l/100 km [46.3 – 47.1 mpg imp]; CO<sub>2</sub> emissions combined: 139 – 137 g/km\*), meanwhile, take to the stage with four-cylinder units producing outputs of 190 kW/258 hp and 145 kW/197 hp respectively.

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**Exterior design: a pure aesthetic wrapped in a new design language.**

A clear and precise design language and a number of signature details serve up the defining features of the new BMW Z4's emotionally rich, pure-bred exterior design. The two-seater has a low-slung, sporty, compact appearance whether the soft-top is up or down. With its new-look mesh-design BMW kidney grille and – for the first time – a vertical headlight arrangement, the car cuts an unmistakable figure from the front. The new BMW Z4 is equipped with LED headlights as standard, while the optional Adaptive LED headlights add a matrix function for the non-dazzling high beam and cornering lights.

The elongated bonnet with arrow-shaped contour lines directed at the kidney grille straddles the wheel arches in the “clamshell” style so characteristic of classical sports cars. The joins at the bonnet's sides merge into the upper character line that runs back along the flanks all the way to the tail lights. A second character line emerges from the large Air Breather rearwards of the front wheel arch. This interplay of surfaces mimics the flow of air sweeping along the new Z4, while the boot lid's integral spoiler, slender L-shaped light units and diffuser set the tone for the car's muscular rear end. There is a choice of nine exterior paint shades and the fabric soft-top comes in Black as standard or Anthracite with silver effect as an option. It is electrically operated and can be opened or closed in ten seconds, even when travelling at up to 50 km/h (31 mph).

**Interior: clear driver focus with a high-class aura.**

With its driver-focused cockpit design, lines that surge forward with dynamic élan and trim finishers restricted to just a few areas, the cabin of the new BMW Z4 paints a picture of unadulterated driving pleasure. Electroplated detailing adds to the roadster's sophisticated ambience, while the clearly structured arrangement of the controls focuses the attention even more on the driving experience.

Both driver and passenger settle into model-specific sports seats with integral head restraints. The BMW Z4 sDrive30i is upholstered in Vernasca leather as standard, whereas the BMW Z4 M40i has a leather and Alcantara interior. The optional draught stop fits flush between the fixed rollover bars. And a storage space behind the seats, cupholders under the centre armrest cover (which folds open in two sections with a longitudinal split) and large door pockets add further practical features. Boot capacity is 281 litres whether the soft-top is open or closed – an increase of more than 50 per cent compared to the outgoing model.

### **Mighty engines, systematically enhanced chassis.**

The engines available for the new Z4 benefit from myriad detail upgrades and promise a pulsating brand of power delivery. They send that power to the road through the latest-generation eight-speed Steptronic Sport transmission.

Hard at work in the BMW Z4 M40i is a 3.0-litre straight-six unit featuring M Performance TwinPower Turbo technology. The 250 kW/340 hp engine generates peak torque of 500 Nm (369 lb-ft) and propels the roadster from 0 to 100 km/h (62 mph) in 4.5 seconds. The line-up of engines is completed by a pair of 2.0-litre four-cylinder units. The variant in the new BMW Z4 sDrive30i has 190 kW/258 hp and 400 Nm (295 lb-ft), which enables it to complete the 0 to 100 km/h (62 mph) sprint in 5.4 seconds. In the new BMW Z4 sDrive20i, meanwhile, maximum output of 145 kW/197 hp and peak torque of 320 Nm (236 lb-ft) translate into a 0 to 100 km/h (62 mph) time of 6.6 seconds.

The three power units come with a gasoline particulate filter to further reduce emissions, and all model variants comply with the Euro 6d-TEMP emissions standard.

The chassis technology in the new BMW Z4 has been designed across the board for supreme agility and handling dynamics, and comprises a newly designed double-joint spring strut axle at the front and a five-link rear axle that is making its debut in a BMW roadster. This particular combination strikes just the right balance between sportiness and ride comfort. Another feature on the standard equipment list is variable sport steering with adjustment of both power assistance and steering angle to suit the situation at hand.

The Adaptive M Sport suspension, M Sport brakes and electronically controlled M Sport differential (all part of standard specification for the new BMW Z4 M40i, together with high-performance tyres) elevate the car's sporty handling abilities to even greater heights. With these chassis systems on board, selecting COMFORT, SPORT or SPORT+ mode with the Driving Experience Control switch changes the car's responses particularly clearly. The standard 17-inch (BMW Z4 sDrive20i and BMW Z4 sDrive30i) and 18-inch (BMW Z4 M40i) light-alloy wheels, plus the optional 19-inch items, are all shod with mixed-size tyres.

## **Wide array of driver assistance systems enhance comfort and safety.**

The class-leading variety of driver assistance systems on offer further underlines the highly advanced character of the new BMW Z4.

The Collision Warning, Pedestrian Warning with City Braking function and Lane Departure Warning system all come as standard. The list of options includes Active Cruise Control with Stop & Go function, distance information, the Lane Change Warning System, Rear Collision Prevention and Cross-Traffic Alert, plus the Speed Limit Info system with No Passing Info display and – for the first time in a roadster – the BMW Head-Up Display.

Active Park Distance Control and the rear view camera come to the driver's aid when manoeuvring or parking. These two systems form part of the Parking Assistant, which takes care of steering, acceleration, braking and selecting gears both when parking the car and exiting parking spaces. The Parking Assistant's range of functions additionally includes the Reversing Assistant, which makes light work of backing up over distances of up to 50 metres by steering the vehicle along exactly the same path it has just driven along in a forward direction.

## **Intuitive operation and perfect connectivity: BMW Operating System 7.0.**

The display and operating system for the new BMW Z4 has also undergone further improvement. The roadster is optionally available with BMW Operating System 7.0, which stands out with state-of-the-art digital functions geared precisely to the driver's requirements. BMW Live Cockpit Professional brings consistently designed, context-based and customisable graphics to the fully digital instrument cluster and Control Display, each of which have a screen diagonal of 10.25 inches. To ensure perfectly intuitive and need-based operation, the driver has a choice of using the Control Display's touchscreen functionality, the iDrive Controller, the buttons on the steering wheel or voice control.

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### 3. A sports car with passion and character: The all-new BMW 8 Series Coupe.



The presentation of the new BMW 8 Series Coupe adds a brand new chapter to the Bavarian premium carmaker's long history of sensational sports cars – and gets its current model offensive in the luxury segment off to a particularly dynamic start. The BMW 8 Series Coupe is a dream car boasting outstanding performance, emotion-stirring design, state-of-the-art luxury and exceptionally advanced equipment features when it comes to display and control technology, driver assistance and connectivity.

The primary development objective for the BMW 8 Series Coupe was thrilling driving dynamics. The body, powertrain and suspension were consistently honed to achieve the supreme agility, precision and poise expected of a top-class sports car. In the process, remarkably powerful engines were combined with the BMW xDrive intelligent all-wheel-drive system and BMW EfficientLightweight design measures. The new model came through its baptism of fire in the guise of the BMW M8 GTE at the FIA WEC endurance races and in the IMSA WeatherTech SportsCar Championship (IWSC) held in North America. The production car now makes it possible to experience outstandingly dynamic performance in an exceedingly luxurious setting.

Heading the model range is the BMW M850i xDrive Coupe (fuel consumption combined: 10.5 – 10.0 l/100 km [26.9 – 28.3 mpg imp]; CO<sub>2</sub> emissions combined: 240 – 228 g/km\*), which is powered by a newly developed 390 kW/530 hp V8 petrol engine. This BMW M Performance model will be launched in November 2018 together with the BMW 840d xDrive Coupe (fuel consumption combined: 6.2 – 5.9 l/100 km [45.6 – 47.9 mpg imp]; CO<sub>2</sub> emissions combined: 164 – 154 g/km\*) featuring an extraordinarily potent six-cylinder in-line diesel unit with 235 kW/320 hp Start.

#### **Exterior design: new design language generates sporting appeal.**

The exterior design of the BMW 8 Series Coupe exudes a very modern form of sporting appeal, beautifully blended with an air of exclusiveness and sensual allure. The production model therefore lives up to all the expectations engendered by the BMW Concept 8 Series. Its unique aura is the result of a new styling language focusing on clarity, modernity and emotional engagement. The expressive surface design of the exterior bodyshell emphasises the dynamic character of the new BMW 8 Series Coupe with

greater intensity than on any of the brand's previous models. The expansive surfaces are structured using pared-down, crisp character lines. The car's low-slung design, an elongated silhouette with a slim window graphic and a roofline flowing elegantly into the rear with distinctive "double-bubble" contouring, a long wheelbase and a wide track are the defining elements of the BMW 8 Series Coupe's proportions. With exterior dimensions of 4,843 mm in length, 1,902 mm in width, 1,341 mm in height and a wheelbase of 2,822 mm, the two-door car adopts an extremely powerful stance on the road.

The sports car's immense drive power is visualised to stunning effect by the elaborate, jutting design of the front apron, the large air intakes – which assume an even more imposing appearance on the BMW M850i xDrive Coupe and in conjunction with the M Sport package – and the precise contours of the bonnet. The low-down BMW kidney grille is hexagonal in shape, with its elements framed by a single-piece surround. The LED headlights are the slimmest of any BMW model to date. BMW Laserlight with variable road illumination and Selective Beam is optionally available.

Whilst the surfaces curve inwards on the far side of the front wheels, they flare outwards again in powerful fashion in the vicinity of the rear wheels. This combines with the strikingly tapered glasshouse to create a muscular shoulderline. At the rear, the interplay of horizontal and diagonal lines emphasises the car's width and low centre of gravity. The LED taillights add to this effect by extending deep into the flanks.

### **Precise details optimise aerodynamics and weight.**

An almost fully sealed underbody, active air flap control and Air Curtains including Air Breathers help to reduce the aerodynamic drag of the new BMW 8 Series Coupe's streamlined body. Narrow exterior mirror bases also help smooth the airflow. On the BMW M850i xDrive Coupe, an additional front spoiler further minimises lift at the front axle at high speeds. The roof of the new BMW 8 Series Coupe takes a leaf from the book of traditional sports car design by featuring a central cutout that recalls the "double-bubble" styling of classic racing cars.

This distinctive contouring also graces the optional carbon-fibre-reinforced plastic (CFRP) roof, which is available for the first time on a series-production model from the core BMW brand and lowers the car's centre of gravity even further. The air intake bars, exterior mirror caps, rear spoiler and rear diffuser of the optional Carbon package are likewise all made from CFRP.

**Interior: sporty driving experience, relaxed and luxurious ambience.**

The modern and minimalistic exterior design language is continued inside the new BMW 8 Series Coupe, creating a relaxingly luxurious ambience. At the same time, all lines point lengthways, automatically directing the gaze to the front and emphasising the focus on sporty driving. All control elements are clearly arranged. A concise surface design lets the high-quality materials really stand out. The use of trim finishers, for instance, is restricted to the sports car-style transition between the centre console and the instrument panel.

The newly developed sports seats are upholstered as standard in Vernasca leather. The full leather trim for the door shoulders and instrument panel is also standard. Thanks to the low seating position of both rear seats, it has been possible to design the head restraints as an integral part of the backrests. The rear backrest can be split 50 : 50 as standard and folded down to increase the capacity of the 420-litre luggage compartment.

The luxurious character of the new BMW 8 Series Coupe can be further enhanced by a number of top-quality optional extras. The range includes the BMW Display Key, telephony with wireless charging, climate seats, the Bowers & Wilkins Diamond Surround Sound System, as well as glass applications for selected controls. Moreover, there is a choice of model-specific options from BMW Individual.

**New V8 engine with incredible power delivery and acoustics.**

A new V8 power unit is making its debut in the BMW M850i xDrive Coupe. The 4.4-litre engine with M Performance TwinPower Turbo technology serves up an intoxicating blend of prodigious power delivery and an equally impressive soundtrack, which is further enhanced by the flap-controlled sports exhaust system. The turbochargers located within the V-shaped space between the cylinder banks, the direct petrol injection system, the thermal shielding, the cooling circulation system, as well as the ignition and engine electronics are just some of the features that have been extensively redeveloped, along with the crankcase. To ensure both supreme performance characteristics and robustness, the new eight-cylinder engine was subject to an exhaustive programme of testing encompassing all potential load situations – from fatigue tests at idle speed to highly dynamic calibration drives on the Nürburgring's Nordschleife circuit. Emissions performance has been optimised by the inclusion of a gasoline particulate filter and meets the Euro 6d-TEMP standard.

Thanks to a 50 kW/68 hp increase in output with no impact on weight compared to the engine it replaces, the new V8 is now able to generate 390 kW/530 hp, which is on tap between 5,500 and 6,000 rpm. Maximum torque of 750 Nm (553 lb-ft) is available over a wide rev range from 1,800 to 4,600 rpm for prolonged forward thrust. The new BMW M850i xDrive Coupe accelerates from 0 to 100 km/h (62 mph) in just 3.7 seconds.

**Efficient straight-six diesel engine with tremendous pulling power.**

The new BMW 840d xDrive Coupe provides another highly distinctive take on the sports car genre. The unprecedented use of a diesel engine in this segment produces a delightful mix of supreme pulling power and excellent fuel economy. The 3.0-litre six-cylinder in-line diesel unit with BMW TwinPower Turbo technology delivers a maximum output of 235 kW/320 hp and peak torque of 680 Nm (501 lb-ft), which is available as low down as 1,750 rpm.

The engine employs multi-stage turbocharging technology and its performance characteristics permit relaxed cruising at low engine speeds, while also enabling the car to sprint to 100 km/h (62 mph) from rest in only 4.9 seconds. Pressing the accelerator hard prompts a distinctive acoustic accompaniment from the sports exhaust system that has been specially configured for this model. The engine's exemplary efficiency reinforces the character of the new BMW 8 Series Coupe as a sports car eminently suitable for long-distance travel, and guarantees non-stop driving pleasure even after hundreds of miles without refuelling. The system of emission control including SCR catalytic converter with urea injection complies with the Euro 6d-TEMP standard.

**Swift and precise power transfer: eight-speed Steptronic Sport transmission, BMW xDrive, electronically controlled differential lock.**

The engine transfers power to a new, improved version of the eight-speed Steptronic Sport transmission, whose increased ratio spread, new transmission management and optimised hydraulic control produce sportier gear shifts while also enhancing its efficiency and smoothness. Shift paddles on the steering wheel are included as standard for manual gear selection.

The BMW xDrive intelligent all-wheel-drive system likewise operates more efficiently than ever before. With its rapid, precise and fully variable distribution of torque between the front and rear wheels, it maximises traction and handling stability even in highly dynamic driving situations. At the same time, the rear-biased set-up guarantees the sort of driving experience for which BMW sports cars are renowned. The electronically controlled rear differential

lock fitted as standard on the BMW M850i xDrive Coupe gives the car an even sportier edge. The locking effect generated by an electric motor limits speed compensation between the inside and outside rear wheel when cornering, making it possible to power out of bends with eye-catching dynamic verve.

**Chassis: perfect overall package for maximum performance.**

The construction principle and tuning of the BMW 8 Series Coupe's chassis are designed to harness the dynamic potential of its powertrain technology – and make best use of the car's underlying concept to achieve maximum sports performance. Optimised weight, a low centre of gravity, well-balanced axle load distribution, ideal wheelbase length and a wide track, plus a rigid body structure and favourable aerodynamic properties provide all the right ingredients to this end. All standard and optional light-alloy wheels are fitted with mixed-size tyres, whose traction-enhancing effect was factored into the tuning of the chassis. Torsion struts on the double-wishbone front axle and a shear panel fitted to the five-link rear axle optimise stiffness and the chassis components' connection to the body. The maximised camber settings on both axles, meanwhile, increase power transfer potential at high cornering speeds.

The standard equipment for the new BMW 8 Series Coupe includes the Adaptive M suspension with electronically controlled dampers. This allows the action of the springs and dampers to be regulated with great precision so that the driver receives no more than the necessary feedback on the road surface. Integral Active Steering is also standard; it reduces the turning circle when manoeuvring, increases agility and makes changing lanes or taking corners at high speeds even more effortless. The optional active roll stabilisation feature for the new BMW M850i xDrive Coupe endows the car with even sportier handling characteristics, as it enables particularly swift and accurate compensation of body roll during high-speed driving manoeuvres, thus improving agility and handling stability both when entering and exiting corners. The system has the additional effect of increasing comfort when driving in a straight line, by actively countering the vibrations triggered by unevenness on one side of the road with its electronic servomotors.

**BMW M Performance model, M Sport package and M Technic Sport Package with specific equipment features.**

Die The standard specification for the BMW M850i xDrive Coupe also includes exceptionally powerful M Sport brakes along with 20-inch M light-alloy wheels with high-performance tyres. This BMW M Performance model is also instantly recognisable by its exclusive exterior appointments in Cerium Grey, an M rear spoiler and illuminated door sills bearing the model name.

These are complemented by equipment features that also form part of the M Sport package available for the new BMW 840d xDrive Coupe, including multifunction seats, M leather steering wheel and interior trim strips in a stainless steel mesh design. The M Sport package additionally comprises 19-inch M light-alloy wheels, M Sport brakes and illuminated door sills with M logo. The M Technic Sport Package is available as a further option for the BMW 840d xDrive Coupe and adds, among other things, 20-inch M light-alloy wheels with high-performance tyres, an even more powerful M Sport braking system, the electronically controlled differential lock, the M rear spoiler and extended BMW Individual high-gloss Shadow Line trim.

### **Wide choice of advanced driver assistance systems.**

Numerous cutting-edge driver assistance systems are available to boost the comfort and safety of the new BMW 8 Series Coupe, in particular. The line-up includes Active Cruise Control with Stop & Go function, the Steering and lane control assistant, the Lane Change Warning and Lane Departure Warning systems, the Lane Keeping Assistant with side collision protection and evasion aid, BMW Night Vision, as well as the Crossing traffic warning, Priority warning and Wrong-way warning systems.

Besides steering, the Parking Assistant takes over the job of controlling the accelerator and brakes. The system also comprises the Reversing Assistant, which makes it possible to reverse easily for a distance of up to 50 metres by steering the vehicle back along the exact path it recently drove forwards.

### **The new BMW Operating System 7.0 display and control concept.**

The inclusion of the BMW Operating System 7.0 display and control concept as standard on the new BMW 8 Series Coupe makes sure the driver is supplied with the right information at the right time. Customisable and personalised displays can be called up in both the instrument cluster and the 10.25-inch Control Display. A flat menu structure that has been optimised for touch control permits fast access to all settings and functions. The situation-based content includes visualising lateral acceleration during high-speed cornering. To enable multimodal interaction, the driver has a choice of using the buttons on the steering wheel, the iDrive Controller, the touch display, voice control or BMW gesture control. The BMW Live Cockpit Professional comes as standard and comprises a fully digital instrument cluster with a 12.3-inch display, in the centre of which a specific section of the navigation map can be shown, for example. Thanks to the consistent design of the graphics, it forms a harmonious display cluster together with the Control Display. The further improved BMW Head-Up Display can also be found on the list of standard equipment and features a larger projection area, new content and optimised graphics.

The BMW Connected personal mobility assistant is available for seamless connectivity between the vehicle and digital devices. The digital services available for use in the new BMW 8 Series Coupe include hazard warnings obtained from interconnectivity with other BMW vehicles, “over-the-air” software upgrading, the integration of Microsoft Office 365 and Skype for Business, as well as the BMW Digital Key, which allows customers to unlock the vehicle and start the engine using a smartphone.

The fuel consumption, CO<sub>2</sub> emissions and electric power consumption figures were determined according to the European Regulation (EC) 715/2007 in the version applicable. The figures refer to a vehicle with basic configuration in Germany. The range shown considers the different sizes of the selected wheels/tyres and the selected items of optional equipment, and may vary during configuration.

The values are already based on the new WLTP test cycle and are translated back into NEDC-equivalent values in order to ensure comparability between the vehicles. With respect to these vehicles, for vehicle-related taxes or other duties based (at least inter alia) on CO<sub>2</sub> emissions, the CO<sub>2</sub> values may differ from the values stated here (depending on national legislation).

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## 4. Authoritative presence, pioneering technology: The new BMW X5.



The year of the BMW X model is about to hit another highpoint. Following the market launch of the first BMW X2 (fuel consumption combined: 6.1 – 4.5 l/100 km [46.3 – 62.8 mpg imp]; CO<sub>2</sub> emissions combined: 138 – 119 g/km\*) and new BMW X4 (fuel consumption combined: 9.0 – 5.4 l/100 km [31.4 – 52.3 mpg imp]; CO<sub>2</sub> emissions combined: 205 – 142 g/km\*), a new edition of the original BMW X model is now ready for action. The fourth generation of the BMW X5 (fuel consumption combined: 11.6 – 6.0 l/100 km [24.4 – 47.1 mpg imp]; CO<sub>2</sub> emissions combined: 264 – 158 g/km; provisional values\*) impresses with its wealth of innovations and represents the most compelling embodiment yet of the familiar Sports Activity Vehicle (SAV) blueprint: the ability to venture off road combined with a talent for dynamic driving pleasure on it. Like its predecessors, the BMW X5 will be built at BMW Plant Spartanburg in the US. Its worldwide market launch will begin in November 2018.

The new V8 engine in the BMW X5 xDrive50i (not available in Europe) and a host of chassis systems making their debut in a BMW X model – such as two-axle air suspension, Integral Active Steering and the Off-Road package – enhance the car's versatility, dynamic ability and comfort levels. The highlights of its significantly expanded suite of driver assistance systems, meanwhile, are the Driving Assistant Professional and Parking Assistant Plus with Reversing Assistant. In addition, the new BMW X5 hosts the unveiling of the BMW Live Cockpit Professional (fitted as standard), which allows the display and control system to be geared even more precisely to individual driver needs.

### **New design language exudes robust assurance and authority.**

A wheelbase 42 mm longer than its predecessor's (now 2,975 millimetres), a 36 mm increase in vehicle length (to 4,922 millimetres), an extra 66 mm of width (now 2,004 millimetres) and a 19 mm increase in height (to 1,745 millimetres) give the new BMW X5 both an imposing appearance and enviable interior space. The latest X5 retains the hallmark proportions of an SAV, but its pared-back design language – clean surfacing and precise lines accentuating the car's robustness, poise and authority – is new.

The most striking feature of the front end is the large BMW kidney grille with single-piece surround. The new BMW X5 comes as standard with LED headlights, while BMW Laserlight with Adaptive LED Headlights can be specified as an option to optimise the high beam function.

The precise character line in the car's flanks, which rises up at the rear door, is key to the modern appearance of the new X5. It also defines the car's strikingly powerful shoulders and feeds into the rear lights (likewise LED units), which extend well into the flanks. The three-dimensional design of their glass covers lends the rear lights a sculpted, technical edge.

Distinctive interior and exterior design features mark out the xLine and M Sport model variants of the new X5. 22-inch light-alloy wheels will be offered (as an option) – a first for a BMW model. And the new BMW X5 will also be available from launch with model-specific options from BMW Individual.

### **Clear design and exclusive ambience in the interior.**

Inside the new BMW X5, the clear structure of the instrument panel and centre console radiates a feeling of space. The raised seating position, a new design for the instrument cluster and Control Display, and the cutting-edge display and control concept optimise the driver's ability to maintain control over the vehicle. The front and rear occupants all enjoy ample accommodation amid an exclusive ambience. The carefully selected materials in the interior include the new Vernasca variant for the standard leather upholstery. Other new features designed to maximise well-being on board the BMW X5 include multifunction seats, cooled/heated cupholders, the Panorama glass roof Sky Lounge, Dynamic Interior Light, the Bowers & Wilkins Diamond Surround Sound System (expected to be available from 12/2018), the Rear-seat entertainment Professional system with 10.2-inch touchscreen display (expected to be available from 12/2018) and glass applications for selected controls.

Folding down the 40 : 20 : 40 split rear seat backrest increases boot capacity from 650 litres to a maximum 1,870 litres. A third row of seats for two additional passengers can be ordered as an option (expected to be available from 12/2018). The new BMW X5 also has a two-section tailgate for ease of loading. If the optional Comfort Access is specified, both sections can be opened and closed automatically and hands-free. The optional two-axle air suspension allows the loading sill to be lowered. And the boot cover can now be lowered electrically into the load compartment floor (expected to be available from 12/2018).

### **New V8 engine and an M Performance model available from launch.**

The new BMW X5 will be available from launch with a choice of one V8 and three six-cylinder in-line engines. All will team up with an eight-speed Steptronic transmission offering optimised efficiency and shift dynamics, and all meet the EU6d-TEMP exhaust standard. The newly developed eight-cylinder unit under the bonnet of the BMW X5 xDrive50i (not available in Europe; fuel consumption combined: 11.6 l/100 km [24.4 mpg imp]; CO<sub>2</sub> emissions combined: 264 g/km; provisional values)\* delivers maximum output of 340 kW/462 hp and peak torque of 650 Nm (479 lb-ft). And the new BMW X5 xDrive40i (fuel consumption combined: 8.8 – 8.5 l/100 km [32.1 – 33.2 mpg imp]; CO<sub>2</sub> emissions combined: 200 – 193 g/km; provisional values)\* is powered by a six-cylinder in-line petrol engine developing a maximum 250 kW/340 hp and peak torque of 450 Nm (332 lb-ft).

A quartet of turbochargers allow the six-cylinder in-line diesel engine fitted in the new BMW X5 M50d (fuel consumption combined: 7.2 – 6.8 l/100 km [39.2 – 41.5 mpg imp]; CO<sub>2</sub> emissions combined: 190 – 179 g/km; provisional values)\* to produce maximum output of 294 kW/400 hp, while peak torque of 760 Nm (560 lb-ft) means the BMW M Performance model can call on a particularly forceful wave of power. The BMW X5 xDrive30d also comes with a six-cylinder in-line diesel engine (fuel consumption combined: 6.8 – 6.0 l/100 km [41.5 – 47.1 mpg imp]; CO<sub>2</sub> emissions combined: 179 – 158 g/km; provisional values)\*, in this case developing 195 kW/265 hp and peak torque of 620 Nm (457 lb-ft).

### **Optimised power distribution thanks to BMW xDrive and an electronically controlled differential lock at the rear axle.**

The task of maximising traction, agility and directional stability in the new BMW X5 falls to its intelligent all-wheel-drive system. The latest generation of BMW xDrive is now able to split drive torque between the front and rear wheels even more efficiently as the situation demands.

The new xDrive system also offers a rear-biased set-up for those occasions when the driver adopts a particularly dynamic style at the wheel.

The electronically controlled differential lock for the rear axle (available in conjunction with the M Sport equipment line or the Off-Road package) gives the car's handling an even sportier edge. By limiting equalisation of the rotational speeds of the inside and outside wheels through corners, it is able to optimise the transfer of power to the road on surfaces offering differing levels of grip.

\* The fuel consumption, CO<sub>2</sub> emissions, power consumption and operating range figures were determined according to the European Regulation (EC) 715/2007 in the version applicable. The figures refer to a vehicle with basic configuration in Germany and the range shown considers the different sizes of the selected wheels/tyres and the selected items of optional equipment.

### **New chassis systems enhance off-road performance, sportiness and comfort.**

A host of chassis systems make carefully judged strategic optimisations to the off-road performance, sporting prowess and comfort of the new BMW X5. The SAV comes as standard with Dynamic Damper Control, while Adaptive M suspension Professional with active roll stabilisation and Integral Active Steering (making its debut in a BMW X model) enable extremely agile and dynamic driving characteristics. The two-axle air suspension caters to anyone seeking greater ride comfort and also allows the vehicle height to be adjusted by up to 80 millimetres at the touch of a button or using the BMW Display Key. Plus, customers can now order an Off-Road package – another new feature for a BMW X model. Here, a separate button gives drivers the choice of four driving modes, allowing them to activate the ideal settings for the vehicle's ride height, the xDrive system, the car's accelerator response and transmission control, and the DSC system's corrective inputs in preparation for driving on sand, rock, gravel or snow.

### **More innovations bring automated driving another step closer.**

The spread of driver assistance systems available for the new BMW X5 is more extensive than ever. Among their number are Active Cruise Control with Stop & Go function, the Steering and lane control assistant, Lane Change Warning and Lane Departure Warning, Lane Change Assistant, Lane Keeping Assistant with side collision protection and evasion aid, Crossing traffic warning, Priority warning and Wrong-way warning. The Parking Assistant now takes over acceleration and braking duties as well as steering. And another new addition is Emergency Stop Assistant, which brings the car safely to a standstill if a medical emergency occurs.

A further illustration of BMW's ongoing progress towards automated driving is provided by the Reversing Assistant. This system takes over steering to manoeuvre the vehicle along a path recently negotiated forward. This system makes reversing for a distance of up to 50 metres a particularly comfortable task in the new BMW X5.

### **New BMW Live Cockpit Professional display and control system fitted as standard.**

The new BMW Operating System 7.0 display and control concept – making its debut in this latest generation of the BMW X5 – focuses on optimising attention control. With its clear presentation and structuring, plus customisable and personalised displays, it sets out to provide drivers with the right information at the right time. In its standard application underpinning the BMW Live Cockpit Professional system, it comprises an instrument cluster and a Control Display (both 12.3-inch). These present their information fully

digitally and in a consistent design. Multimodal interaction allows the driver to use the steering wheel buttons, iDrive Controller, the touchscreen display, voice control or BMW gesture control, as they prefer. The likewise further developed BMW Head-Up Display offers a larger projection surface (now measuring 7 × 3.5 inches), as well as new display content and optimised graphics.

The BMW Connected personal mobility assistant is on hand to provide seamless connectivity between the car and digital devices. The new BMW X5 is also the brand's first model that can be unlocked by the BMW Digital Key via a smartphone.

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## 5. New high-voltage batteries deliver a further increase in range: The BMW i3 (120 Ah) and BMW i3s (120 Ah).



The focused and ongoing development of BMW eDrive technology has raised the driving pleasure on offer in the BMW i brand's all-electric models another notch once again. With cell capacity expanded to 120 ampere hours (Ah) and gross energy content of 42.2 kilowatt hours (kWh), a new generation of high-voltage batteries brings about another significant increase in the range of the BMW i3 (120 Ah) [combined power consumption: 13.1 kWh/100 km; combined CO<sub>2</sub> emissions: 0 g/km]\* and BMW i3s (120 Ah) [combined power consumption: 14.6 – 14.0 kWh/100 km; combined CO<sub>2</sub> emissions: 0 g/km]\*. In everyday use, the two models are now able to cover a distance of 260 kilometres (162 miles)\*\*\* – an increase of almost 30 per cent.

BMW i is therefore consolidating its position as an innovation leader and trendsetter in the field of pioneering electric mobility laced with the brand's hallmark driving pleasure and excellent everyday practicality. Since the market launch of the BMW i3, the storage capacity of its high-voltage battery has doubled, thus also increasing the car's range. As well as the new battery, the BMW i3 and BMW i3s will also be available with a new exterior paint finish, a new colour for the Loft interior design option and Adaptive LED headlights with matrix function for the high beam. In future, a Sport package will be available for the BMW i3 that includes black wheel arch surrounds and sports suspension with bespoke dampers, springs and anti-roll bars, a reduction in ride height, a widened track and 20-inch light alloy wheels. The optimised menu navigation adopts the iDrive operating system's tile design and is now available in conjunction with the optional Navigation system Business. In future, the telephony with wireless charging and WiFi hotspot options will also be available for the BMW i3 and BMW i3s.

\* Power consumption, emissions figures and ranges are calculated based on the new WLTP test cycle and adapted to NEDC for comparison purposes, dependent on the tyre format selected. With respect to these vehicles, for vehicle-related taxes or other duties based (at least inter alia) on CO<sub>2</sub> emissions, the CO<sub>2</sub> values may differ from the values stated here (depending on national legislation). These figures are provisional.

\*\* Ranges based on the WLTP test cycle, dependent on the tyre format selected. With respect to these vehicles, for vehicle-related taxes or other duties based (at least inter alia) on CO<sub>2</sub> emissions, the CO<sub>2</sub> values may differ from the values stated here (depending on national legislation). These figures are provisional.

\*\*\* Figures based on BMW range measurements in everyday driving using a city driving profile, 20°C outdoor temperature, heating/air conditioning, pre-conditioning, COMFORT drive mode. Range depends on various factors, in particular: driving style, route characteristics, outdoor temperature, pre-conditioning.

**Ongoing progress in battery development: increased energy content, dimensions remain the same.**

Like their electric motors and power electronics, high-voltage batteries are an integral part of the BMW eDrive technology used in BMW i cars and developed in-house by the BMW Group. Its lithium-ion cells are produced exclusively as per specifications defined by the BMW Group. Thorough research and development work conducted in close cooperation with the manufacturer of the battery cells has resulted in rigorous optimisation of the batteries in terms of power output, range, safety and durability. Installed deep in the floor of the vehicle, the high-voltage battery is produced at the BMW plant in Dingolfing and consists of eight modules, each with twelve storage cells. The latest advancements have resulted in capacity of 120 Ah along with a gross energy content of 42.2 kWh – while the size of the battery remains unchanged. This is yet another major step towards increased range. For comparison: at the market launch of the BMW i3 in 2013, the equivalent figures were 60 Ah and 22.6 kWh, while the second-generation battery introduced in 2016 posted 94 Ah and 33 kWh.

In addition to vehicle weight and the installation space occupied by the high-voltage battery, driving performance and energy consumption also remain virtually unaltered by the increased range achieved by the latest developments. The BMW i3, powered by a 125 kW/170 hp electric motor, accelerates in 7.3 seconds from 0 to 100 km/h (62 mph), while the BMW i3s with 135 kW/184 hp completes the same sprint in 6.9 seconds. This means the two models both set the benchmark for sporty performance within their vehicle segment. Thanks to the instantaneous power delivery typical of electric motors, the BMW i3 and BMW i3s are even able to match sports cars with considerably more powerful combustion engines for the sprint from 80 to 120 km/h (50 – 75 mph): here the figures are 5.1 and 4.3 seconds respectively.

Combined power consumption for the BMW i3 (120 Ah) is 13.1 kWh per 100 kilometres\*, while the BMW i3s (120 Ah) has records 14.6 – 14.0 kWh per 100 kilometres\*. The high efficiency of the electric motor and the enhanced battery capacity result in a range nearly 30 per cent higher than that of the predecessor models. The range of the BMW i3 (120 Ah) is 359 kilometres [223 miles]\* (previously 290 to 300 km [180 – 186 miles]) according to the NEDC test cycle, and 285 to 310 kilometres [177 – 193 miles]\*\* (previously 235 – 255 km [146 – 158 miles]) as per the WLTP procedure. For the BMW i3s (120 Ah), a range of 330 – 345 kilometres [205 – 214 miles] (previously 280 km [174 miles]) has been calculated according to the NEDC cycle, and a range of 270 to 285 kilometres [168 – 177 miles]\*\* (previously 235 – 245 km [146 – 152 miles]) in WLTP testing. In everyday conditions, both models now achieve a range of 260 kilometres [162 miles] \*\*\* (previously 200 km [124 miles]).

The high-quality charging electronics of the BMW i3 and BMW i3s allow fast and flexible refreshment of energy reserves. The standard charging cable is designed to be plugged into a conventional household socket. Here, the battery can be replenished to as much as 80 per cent of its maximum level in approximately 15 hours at a charging output of 2.4 kW. Connection to the BMW i Wallbox opens the door to rapid three-phase charging at 11 kW. The time required to achieve an 80 per cent charge of the large-capacity high-voltage battery here is 3.2 hours. The power electronics and high-voltage battery in the BMW i3 and BMW i3s can also be used in conjunction with rapid-charging stations that run on DC power. Charging output with this tech is 50 kW, and the high-voltage battery reaches 80 per cent of its total power in just 42 minutes.

With its increased battery capacity of 42.2 kWh, the latest version of the BMW i3 also follows the integral concept which the brand introduced at the same time as the original car and which is geared towards responsible use of resources. This approach covers not only locally emission-free power, but also the selection of materials, production techniques and mobility services. The BMW i3 (120 Ah) and BMW i3s (120 Ah) have a much more favourable CO<sub>2</sub> footprint across the entire vehicle lifecycle – from raw material extraction and manufacture through to usage and recycling. And that means its potential for increasing global warming is significantly lower than that of comparable cars with conventional drive systems.

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\*\* Ranges based on the WLTP test cycle, dependent on the tyre format selected. With respect to these vehicles, for vehicle-related taxes or other duties based (at least inter alia) on CO<sub>2</sub> emissions, the CO<sub>2</sub> values may differ from the values stated here (depending on national legislation). These figures are provisional.  
\*\*\* Figures based on BMW range measurements in everyday driving using a city driving profile, 20°C outdoor temperature, heating/air conditioning, pre-conditioning, COMFORT drive mode. Range depends on various factors, in particular: driving style, route characteristics, outdoor temperature, pre-conditioning.

### **Sport package is a new option for the BMW i3.**

The new Sport package will ensure the BMW i3 also shines an even brighter spotlight on the signature BMW driving pleasure generated by locally emission-free mobility. The key element of the new option is sports suspension, which is a standard feature of the BMW i3s and includes specific dampers, springs and anti-roll bars, a 10-millimetre decrease in ride height, a widened track and 20-inch light alloy wheels in Jet Black or bicolor finish with mixed tyres. The car's sharper dynamics are further emphasised by black wheel arch surrounds, which are also included in the BMW i Sport package.

### **New body finishes, Adaptive LED headlights, optimised controls and connectivity.**

Since 2014 the BMW i3 has been the world's best-selling electrically powered vehicle in the premium compact segment. On urban roads, it has come to stand as a symbol of pioneering mobility. Its characteristic design language is closely interlinked with the LifeDrive vehicle architecture, which combines an aluminium chassis with a passenger cell made from carbon-fibre-reinforced plastic (CFRP). With the introduction of the new-generation battery, the BMW i3 and BMW i3s have also gained fresh stylistic energy. The choice of exterior paint finishes for the two models has been expanded to include the new Jucaro Beige metallic variant with accents in Frozen Grey. Meanwhile, the Mineral Grey metallic, Imperial Blue metallic, Melbourne Red metallic, Capparis White non-metallic and Fluid Black non-metallic shades are all still available. To match the new exterior finishes, the Loft interior design option now includes upholstery in the cloth/Sensatec combination "Electronic" – in Carum Grey with accents in brown and interior surfaces in Electronic Brown.

As an alternative to the standard LED headlights, customers can now also specify Adaptive LED headlights with an automatic, selective dipping function for the high beam. The innovative matrix technology for the high beam increases visibility range, while avoiding dazzling of other road users. For this purpose it is divided into four horizontally arranged segments which can be activated and deactivated independently of one other at speeds of over 70 km/h (43 mph). The high-beam segments are adjusted according to the driving situation. As soon as the front camera registers an oncoming vehicle or a vehicle travelling ahead in the same direction, the space in which this vehicle is located is illuminated using the low beam only. To this end, the matrix high beam segments that are responsible for this area are deactivated.

The remaining areas of the road remained illuminated by the high beam. Adaptive LED headlight functions also include the cornering light function and the High Beam Assistant.

The optimised menu display for the iDrive operating system, which features tile-design buttons in live mode, is now also available in conjunction with the optional Navigation system Business. This means the desired content is now available even more quickly and conveniently. What is more, the optional equipment list also includes the option of telephony with wireless charging, which allows compatible mobile phones to be recharged cable-free. The WiFi hotspot, likewise newly available for the BMW i3 and BMW i3s, provides a fast online connection for up to ten devices inside the vehicle.

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\* Power consumption, fuel consumption, emissions figures and ranges are based on the new WLTP test cycle and are translated back into NEDC-equivalent values in order to ensure comparability between the vehicles, dependent on the tyre format selected. With respect to these vehicles, for vehicle-related taxes or other duties based (at least inter alia) on CO<sub>2</sub> emissions, the CO<sub>2</sub> values may differ from the values stated here (depending on national legislation). These figures are provisional.

\*\* Ranges based on the WLTP test cycle, dependent on the tyre format selected and equipment level. With respect to these vehicles, for vehicle-related taxes or other duties based (at least inter alia) on CO<sub>2</sub> emissions, the CO<sub>2</sub> values may differ from the values stated here (depending on national legislation). These figures are provisional.

\*\*\* Figures based on BMW range measurements in everyday driving using a city driving profile, 20°C outdoor temperature, heating/air conditioning, pre-conditioning, COMFORT drive mode. Range depends on various factors, in particular: driving style, route characteristics, outdoor temperature, pre-conditioning.

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## 6. The ultimate in performance and exclusivity: The new BMW M5 Competition.



The new BMW M5 Competition high-performance sedan (fuel consumption combined: 10.8 – 10.7 l/100 km [26.2 – 26.4 mpg imp]; CO<sub>2</sub> emissions combined: 246 – 243 g/km)\* brings together exceptional performance and a suitably rarefied aura with the unruffled ease in everyday use for which BMW M models are renowned. A 19 kW/25 hp hike in engine output over the standard version of the new BMW M5 (to 460 kW/625 hp), even more direct responses and bespoke chassis tuning ensure a race-inspired driving experience at all times.

The market launch of the new BMW M5 Competition heralds the creation of a new product category. In future, BMW M GmbH will offer the most powerful variants of its high-performance cars as standalone models.

### **The engine: more power and a distinctive brand of performance.**

The performance-driving experience that defines the character of the new BMW M5 Competition has a deep emotional richness – and is rooted in the distinctive way its engine goes about its business. The 4.4-litre V8 unit with M TwinPower Turbo technology now produces maximum output of 460 kW/625 hp at 6,000 rpm. Peak torque is 750 Newton metres (553 lb-ft) and can be enjoyed across an extremely wide rev range – from 1,800 to 5,800 rpm (i.e. a 200-rpm wider band than in the standard version of the new BMW M5).

The high-revving instincts of the eight-cylinder engine are therefore harnessed to give the new BMW M5 Competition imposing levels of thrust. The car's unique power delivery makes its presence felt in reducing the Competition's 0 to 100 km/h (62 mph) time to 3.3 seconds. Furthermore, 0 – 200 km/h (124 mph) is over in 10.8 seconds – 0.3 seconds quicker than in the standard version of the new M5.

Standard specification for the new BMW M5 Competition includes a model-specific M Sport exhaust system with tailpipe embellishers in black chrome. This version of the twin-pipe, flap-controlled exhaust generates a strikingly prominent soundtrack. Meanwhile, the addition of a particulate filter to the Competition's armoury enables a further reduction in emissions.

### **Specially designed engine mounts optimise responsiveness and**

\* The fuel consumption, CO<sub>2</sub> emissions, power consumption and operating range figures were determined according to the European Regulation (EC) 715/2007 in the version applicable. The figures refer to a vehicle with basic configuration in Germany and the range shown considers the different sizes of the selected wheels/tyres and the selected items of optional equipment.

### **cornering characteristics.**

The new BMW M5 Competition features model-specific engine mounting, which also has a noticeable impact on its performance abilities. The engine mounts have modified characteristics and an increased spring rate, and the drive unit's firmer connection to the vehicle's structure results in even more direct engine response and immediate transmission of its power to the drivetrain. The car also turns into corners with noticeably greater directness and precision on account of the mounting's stiffer characteristics.

### **Eight-speed M Steptronic transmission and M xDrive.**

The task of relaying the new BMW M5 Competition's engine power is again handled by the eight-speed M Steptronic transmission. Three different modes offering a choice of efficient, sporty or ultra-dynamic driving can be activated using the Drivelogic rocker switch on the gear selector.

Having made its debut in the standard version of the new BMW M5, the M xDrive all-wheel-drive system now also feeds the further increased power of the BMW M5 Competition onto the road with poise, assurance and thrilling alacrity. It generates just enough extra traction to achieve acceleration times worthy of a super-sports car. The centrally controlled interaction between M xDrive and the Active M Differential is largely responsible for channelling the engine's remarkable output to the car's wheels without any loss of power en route. The rear-biased setup of the M xDrive system is another contributory factor in the tremendous agility of the high-performance sedan. Plus, a rear-wheel-drive-only setting (2WD) allows experienced and skilled drivers to revel in the experience offered by past generations of the BMW M5 – i.e. handling in its purest form, with no control systems holding the car back.

### **Individually tuned chassis for the ultimate in precision and performance.**

Like every BMW M car, the new BMW M5 Competition is equipped with chassis technology matched perfectly to the performance characteristics of its engine. The associated modifications ensure precisely controllable handling at all times, even in extremely dynamic driving situations. As well as lowering the vehicle by seven millimetres, the model-specific chassis tuning also includes judicious tweaks to the wheel suspension, springs and dampers.

The increased camber at the front axle enhances the car's ability to absorb lateral forces through high-speed corners. Fitting the toe links with ball joints instead of rubber mounts has resulted in even more precise wheel guidance at the rear axle. And the rear anti-roll bar also has a firmer spring rate. The front axle of the new BMW M5 Competition is equipped with a newly designed mounting for the anti-roll bar. Making the springs at the front and

rear axles ten per cent stiffer than on the standard version of the new BMW M5 has produced a firmer ride, which also has a positive impact on steering response. Plus, shorter auxiliary springs reduce fluctuation in wheel loads, as does the unique tuning of the damper hydraulics. Consequently, the direct connection with the chassis can also be clearly felt in Comfort mode. Selecting Sport mode activates the damper settings perfected for testing on the Nürburgring's Nordschleife circuit, while Sport Plus lends itself to ultra-dynamic driving on grand prix tracks.

Standard specification for the new BMW M5 Competition includes exclusive M light-alloy wheels sporting a Y-spoke design in a bi-colour finish. The 20-inch forged wheels are shod with mixed-size tyres measuring 275/35 R 20 at the front and 285/35 R 20 at the rear.

### **Exclusive and highly expressive design features.**

The exclusive feel of the new BMW M5 Competition is further enhanced by a selection of other model-specific design features. BMW Individual high-gloss Shadow Line trim is complemented by the use of discreetly sporty high-gloss black for the kidney grille surround, the decorative mesh of the signature BMW M gills in the front side panels, the trim for the rear bumper covering and the exterior mirror caps. Another special feature are the door openers, which are painted fully in the body colour. The rear spoiler and "M5" boot lid badge – which gains "Competition" lettering – also come in high-gloss black.

Inside the car, an understated stripe design in BMW M GmbH colours for the seat belts, plus floor mats with special piping and "M5" logo, point to the exclusive character of the new BMW M5 Competition. A further identifying feature is the "M Competition" graphic that appears in the instrument cluster to greet the driver when it is starting up.

The fuel consumption, CO<sub>2</sub> emissions and electric power consumption figures were determined according to the European Regulation (EC) 715/2007 in the version applicable. The figures refer to a vehicle with basic configuration in Germany. The range shown considers the different sizes of the selected wheels/tyres and the selected items of optional equipment, and may vary during configuration.

The values are already based on the new WLTP test cycle and are translated back into NEDC-equivalent values in order to ensure comparability between the vehicles. With respect to these vehicles, for vehicle-related taxes or other duties based (at least inter alia) on CO<sub>2</sub> emissions, the CO<sub>2</sub> values may differ from the values stated here (depending on national legislation).

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