

The new BMW X1

New Sport and xLine models join traditional SE and M Sport

Revised exterior styling combined with a subtly evolved cabin
New all-diesel range of engines with BMW TwinPower Turbo technology and EfficientDynamics

The new BMW X1 now offers an even more sporty and refined take on the premium compact crossover, a market it defined at launch two and a half years ago. With revised dynamic exterior styling, detail improvements to the cabin and a new range of advanced diesel engines, the new X1 is perfectly placed to continue the sales success of the outgoing model. Every rear-wheel drive X1 now emits less than 130g/km of CO₂, and with the option of a new eight-speed automatic gearbox combined with BMW's award-winning EfficientDynamics technologies, the new BMW X1 range is more efficient than ever before.

Customers can now also choose from two new models: Sport and xLine. In addition, SE and M Sport specifications receive an increase in standard equipment, further enhancing the value to the customer. Priced from £24,660 for the BMW X1 sDrive18d, the new BMW X1 goes on sale from July, 2012.

Model	Power Hp	Torque Nm	0 – 62mph Seconds	Top Speed mph	Combined mpg	CO ₂ emissions g/km	Price from OTR
BMW X1 xDrive25d	218	450	6.8	142 (141)	47.9 (51.4)	154 (145)	£31,860
BMW X1 xDrive20d	184	380	8.1	133 (132)	51.4 (52.3)	145 (143)	£27,580
BMW X1 sDrive20d	184	380	7.8 (7.9)	136 (135)	57.6 (56.5)	129 (132)	£26,090
BMW X1 sDrive20d EfficientDynamics	163	380	8.3	133	62.8	119	£26,090
BMW X1 xDrive18d	143	320	9.9 (10.1)	121	51.4 (52.3)	144 (143)	£26,150
BMW X1 sDrive18d	143	320	9.6 (9.9)	125	57.6 (56.5)	128 (132)	£24,660

Exterior design: reinforcing the sporting message

The crisp, distinctive lines of the BMW X1 have been strengthened with a comprehensive range of stylistic enhancements. From the front, the X1 receives extended painted surfaces, emphasising the X-shape running along the bonnet's precision lines, through the kidney grille, and into the lower bumper. The new headlamps add to this dynamic 'face', and when specified with the optional Xenon light technology, white LED corona rings and a white LED active eyebrow element provide an even more distinctive frontal appearance to the X1, further enhanced by the new fog lamp surrounds.

From the side, the new X1 features reduced plastic bordering at the lower edge of the body, while the indicators are now integrated into the wing mirrors. Nevertheless, with its rising swage line and chunky wheel arch extensions, the new X1 is instantly recognisable as a BMW X model. At the rear, larger painted areas echo the frontal treatment, while there is a more prominent underguard to reinforce the sporty, off-road appearance of the X1. New exterior colours and alloy wheel designs complete the new look.

Interior evolution: creating the right ambience

The driver-focused cabin of the BMW X1 has received minor adjustments for this revised generation. The driver's side of the angled centre console is now shallower, and covered with a higher quality surface material, while the panel for the sound system and climate control is now finished in high gloss black to match the air vent surrounds. The new BMW X1 features a storage compartment in the instrument panel as standard, but when the vehicle is specified with satellite navigation, this becomes the operational screen for the iDrive system - highlighted with chrome accents. Elsewhere there is revised trim for the gearlever surround, cup holder and headlamp switch to create a high quality atmosphere within the cockpit of the new BMW X1.

A new engine range: TwinPower technology for maximum performance

The new BMW X1 features a range of diesel power engines all based on the latest 1,995cc, all-aluminium BMW four-cylinder unit featuring common-rail direct fuel

injection and BMW's TwinPower Turbo technology. For the sDrive18d, xDrive18d, sDrive20d and xDrive20d, TwinPower equates to the addition of the latest variable intake geometry turbocharger to produce superb power and torque outputs with outstanding efficiency.

For the variants wearing the 18d badge, the four-cylinder diesel provides an output of 143hp and a peak torque of 320Nm delivered between 1,750 and 2,750rpm. In sDrive form that equates to an impressive sub-ten second zero to 62mph time of 9.6 seconds and a top speed of 125mph. This impressive performance is combined with a fuel consumption figure of 56.5mpg and a CO₂ output of 128 g/km. The four-wheel drive xDrive model shares identical engine outputs with its rear-wheel drive relation, reaching 62mph from rest in just 9.9 seconds and reaching a top speed of 121mph. It returns 51.4mpg on the combined cycle while it boasting CO₂ emissions as low as 143g/km.

The 20d TwinPower diesel engine is also available in both sDrive and xDrive variants, and produces 184hp with 380Nm of torque available from 1,750 – 2,750rpm. This allows the sDrive model to reach 62mph in 7.8 seconds, before travelling on to a top speed of 136mph. Not to compromise on efficiency, the sDrive20d achieves 57.6mpg and emits just 143g/km of CO₂. The xDrive20d also features an identical engine output to the sDrive20d and completes the 0-62mph sprint in 8.1 seconds, with a top speed of 133mph and fuel consumption of up to 52.3mpg with CO₂ emissions of just 143g/km.

The sDrive20d EfficientDynamics is only available in rear-wheel drive form with a manual gearbox, and features a uniquely tuned two-litre diesel engine with 163hp and 380Nm of torque. Thanks to this and a range of other efficiency measures, this model achieves a combined fuel consumption figure of 62.8mpg and emits just 119g/km of CO₂. However, it still reaches 62mph from rest in just 8.3 seconds and goes on to a top speed of 133mph.

The new BMW X1 has a new flagship model in the form of the xDrive25d, which is only available in four-wheel drive. The 25d features a pair of turbochargers working together in sequence. The smaller of the two turbochargers features variable geometry technology and is responsible for the low rev response of the engine with peak torque of 450Nm available from just 1,500rpm. The larger turbo is concerned with higher rev output and helps the engine to produce 218hp at 4,000rpm. On the road this equates to a zero to 62mph time of just 6.8 seconds and a top speed of 142mph. The xDrive25ds impressive performance is coupled with a combined fuel consumption figure of 51.4mpg and CO₂ emissions of 145g/km.

All new BMW X1 models feature as standard a six-speed manual gearbox, but a new eight-speed automatic transmission with Steptronic is available on every variant apart from the sDrive EfficientDynamics model.

Efficiency: at the heart of the new BMW X1

In addition to the engineered efficiency of the new BMW X1's engines and drivetrain, all model variants come equipped with Brake Energy Regeneration and Auto Start Stop, now available with both manual and automatic gearboxes. Manual models also feature an Optimum Shift Indicator, while the sDrive20d EfficientDynamics also features on-demand operation of ancillary units, a climate control compressor that can be disengaged and tyres with reduced rolling resistance.

The new BMW X1 also features ECO PRO mode, accessed via the drive performance control switch on the centre console. This supports a relaxed and efficient driving style through targeted adjustments to the accelerator mapping and the shift characteristics of the optional automatic transmission. Moreover, the output of electrically operated functions such as the seat heating, climate control system and exterior mirror heating are regulated to ensure efficient energy management. A special display informs the driver of the extra range gleaned through these measures.

xDrive: ultimate in traction, stability and safety

BMW's intelligent four-wheel drive system xDrive lies at the heart of the new BMW X1. The system is centred on an electronically controlled multi-plate clutch that varies the torque distributed to the front and rear axles, ensuring that traction, stability and safety are all optimised whatever the weather and road conditions.

The xDrive system is fully integrated with the X1's Dynamic Stability Control (DSC) system, so that the electronics can analyse the conditions at the road surface and counteract any understeer or oversteer before the driver is even aware that the vehicle has entered that situation. In addition, clever integration of the systems means that Hill Descent Control (HDC) is available for a controlled decent down a sharp incline.

Chassis and body design: forming a strong foundation

The new BMW X1 benefits from a bodyshell possessing high torsional stiffness. By making good use of intelligent lightweight design, the strength of the body in the advent of an accident is maximised, but without any weight penalty. Front, side and curtain airbags on both rows of seats are all standard, and the X1 has been awarded a full five-star NCAP rating.

The steering and suspension systems of the new BMW X1 vary depending on whether the car is specified as an sDrive or xDrive model. sDrive models feature a double-joint tie bar axle arrangement for the front suspension and electric power steering, while xDrive models feature a Double Joint thrust bar front suspension with hydraulic assistance for the steering. All X1 models feature a multi-link arrangement for the rear suspension.

Servotronic steering is now an option on every model in the range, while BMW's Dynamic Stability Control (DSC) is standard, incorporating the Advanced Braking System (ABS), Dynamic Traction Control (DTC), Cornering Brake Control (CBC) and Dynamic Brake Control (DBC) functions.

Practicality: sportiness without compromise

The new BMW X1 is as practical as it is sporty with the rear seatback's ability to split 40:20:40 as standard, the three sections fold down individually or jointly according to requirements, with adjustment in ten stages. The angle of tilt ranges from 31 degrees all the way to a near-vertical cargo position of 1 degree. This facility alone means that the luggage space can vary between 360 and 480 litres, with a capacity of 420 litres when the rear seatback is in its normal position. Folding all three of the seat elements down creates a virtually flat cargo floor with a loading capacity of 1,350 litres.

Two 46-inch golf bags can be stowed width ways or, after folding down the central section of the seatback, lengthwise. The through-loading aperture between the outer rear seats can also be used for two snowboards or four pairs of skis.

The passenger compartment offers a variety of storage spaces as well as generously sized door pockets. Roof rails, available in three colours, provide additional means of transporting larger objects, while an extended storage package is also available along with a tow bar and preparation for a rear carrier rack.

Equipment: a high level of standard equipment and two new model lines
The new BMW X1 features an even higher level of standard equipment, and now offers a much wider scope for personalisation to the customer.

The range starts with the SE trim, which includes items such as 17-inch light-alloy wheels, two-zone automatic air conditioning and a multi-function sport leather steering wheel. However, the new X1 in SE specification now also features as standard Bluetooth, USB audio interface and black roof rails. All with no increase in pricing for SE models.

The new Sport specification sits above the SE models and adds a further dynamic edge to the appearance and functionality of the new X1. Equipped with 17-inch light-alloy wheels, this X1 features the Sport designation on the sills and a dark chrome exhaust pipe finish. The kidney grille slats, bumper trims and side sills, along with the roof rails are finished in a high gloss black. Inside, the Median upholstery in Anthracite with Coral Red highlights covers the standard front sports seats, while the surrounding cabin trim in high gloss black is lit by switchable ambient lighting. A sports leather steering wheel, gearshift gaiter with red stitching and floor mats with red piping are also included as standard.

The other new trim level is the xLine specification, designed to accentuate the premium but versatile feel of the new BMW X1. This brings an increase in alloy wheel diameter to 18-inches and a chrome finish for the exhaust tail pipe and kidney grille slats. The exterior trim sections, side sill and roof rails all feature an aluminium finish, while the xLine designation appears on the door sills. Inside, the Nevada leather seats have an 'X' embossed onto the head restraints, while the interior trim is Dark Copper with a range of exclusive colours for the lower dashboard sections. Switchable ambient lighting and floor mats with matching piping completes the package.

The M Sport trim line is the pinnacle of X1 specification, building on the SE line with a unique aerodynamically efficient body styling package and 18-inch M light-alloy wheels as standard. All the exterior trim and roof rails are finished in high gloss Shadowline trim. Inside, all M Sport models now feature Nevada leather and include front sports seats as standard, with an anthracite headliner and dark brushed aluminium trim. Drivers also benefit from an M leather multifunction steering wheel.

Further optional extras are available including cruise control, Xenon headlamps and BMW navigation systems. With the optional Enhanced Bluetooth Telephone Functionality, customers can also stream music via Bluetooth Audio or simply play music from a compatible iPod or iPhone using the white Apple cable and the USB audio interface.

Additionally, the BMW ConnectedDrive Assist services, available with the optional Business or Professional Multimedia Media Packages, provide the ease of use of the iDrive interface with a comprehensive set of online services.