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**THE FIRST-EVER BMW X6 SPORTS ACTIVITY COUPE™:
Introducing the All-New BMW X6 xDrive35i and X6 xDrive50i**

Woodcliff Lake, NJ – April 5th, 2008... BMW has once again introduced a ground-breaking idea to the world and the creation of a new segment with the debut of its all-new X6 Sports Activity Coupe. This all-new addition to BMW's very successful SAV line redefines the very notion of a coupe—with five doors and four sculpted seats, a higher ride and loads of cargo space. It defies coupe conventions in one jaw-dropping look, combining coupe agility and SAV versatility, taking the coupe to a higher level.

As the world's first Sports Activity Coupe, the BMW X6 will be available in two engine variants: the xDrive50i (4.4 V8 engine, 400 hp, 450lb.-ft torque) and the xDrive35i (3.0 inline six-cylinder engine, 300 hp, 300 lb.-ft torque), both with Twin Turbo and direct injection. The BMW X6 offers unique features and performance ability in a combination unmatched by any other vehicle. The new BMW X6's design combines the sporting elegance of a large BMW Coupe with the powerful presence of a BMW X model.

The BMW X6 employs BMW's proven intelligent xDrive all-wheel-drive technology with electronic control to vary the distribution of drive power between the front and rear axles, instantaneously adjusting to driving conditions. However, the X6 takes xDrive a step further with the introduction of Dynamic Performance Control.

Featured for the first time on the BMW X6, Dynamic Performance Control ensures variable distribution of drive forces between the two rear wheels. Dynamic Performance Control incorporates an advanced computer control and an innovative rear differential incorporating two planetary gearsets and two clutch packs that enable the system to multiply torque on an individual rear wheel. The result is that Dynamic Performance Control can help steer the vehicle by directing torque to either of the rear wheels. Unique the world over, this cutting-edge technology is effective whether the driver is accelerating

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or decelerating and significantly enhances steering precision and, as a result, the agility of the vehicle at any speed. In fast corners with abrupt steering maneuvers or with the driver suddenly releasing the gas pedal, Dynamic Performance Control serves to improve the stability of the entire vehicle, thus allowing the driver to safely enjoy new dimensions of driving dynamics. Finally, on slippery or uneven surfaces, Dynamic Performance Control provides the further advantage of even safer and more stable traction.

The new V8 engine with Twin Turbo technology and high precision direct injection, is likewise making its world debut in the BMW X6. Displacing 4.4 liters, this eight-cylinder with maximum engine output of 400 hp and peak torque of 450 lb-ft available over an unusually large range of engine speed from 1,750–4,500 rpm, is the most powerful engine ever seen in a BMW X model.

The new eight-cylinder is indeed truly impressive not only through its outstanding thrust and pulling force, but also through its compact dimensions. For this is the first eight-cylinder gasoline engine in the world to feature its turbocharger in the V-section between the two rows of cylinders.

Hence, the BMW Sports Activity Coupe is an absolutely exceptional vehicle beyond the direct range of BMW X model competitors, ensuring unparalleled performance in all situations, regardless of road and surface conditions.

Unique design: dynamic line, powerful presence.

In its design, the BMW X6 definitely offers all the DNA of a genuine BMW X model, interpreted however, in a brand-new, extremely sporting style. Indeed, the design language of this new model is the authentic visualization of the outstanding driving characteristics offered by the BMW X6, mainly through intelligent BMW xDrive all-wheel-drive technology and Dynamic Performance Control.

Various design features typical of BMW also stand out in the vehicle's details, ranging from the BMW kidney grille to the dual round headlights optically "cut off" at the top and the powerful contour line along the side, all the way to the horizontal lines at the rear emphasizing the sheer width of the vehicle.

Front end with clear and dynamic orientation to the road.

Just one look at the front end of BMW's new Sports Activity Coupe demonstrates the powerful presence of this unique vehicle. Due to the greater share of surfaces finished

in body color, the front end looks lower and even more dynamic, clearly emphasizing the powerful orientation of the BMW X6 to the road. This DNA so typical of BMW is also demonstrated in the design of the hood and in the vertically positioned BMW kidney grille, with fins finished in a sophisticated titanium color on the xDrive50i and in black on the xDrive35i.

Large air intakes are positioned far to the outside for more than just meeting the cooling requirements of the powerful engines. Rather, interacting with the side panels extending far to the inside over the headlights, the air scoops provide clear orientation towards the wheels, emphasizing the powerful stance of the vehicle on the road.

The headlights themselves merge in a dynamic sweeping line into the side panels, the surface of the engine compartment lid is divided by striking lines tapering out towards the BMW kidney grille like the borderlines of the engine compartment lid at the sides.

Side view: dynamic roofline, muscular surfaces.

The unique proportions of the new BMW X6 stand out particularly clearly from the side. For example, the short body overhang at the front emphasizes the dynamic look of the vehicle, while the roof line tapering out gently towards the rear and the long body overhang on the rear section, add to the stretched silhouette of a genuine coupe.

At the rear, the side window frame features the “counter-swing” at the bottom of the D-pillar, so well-known as the “Hofmeister kink” and chrome surrounds on the windows featured as standard distinguish the BMW X6 xDrive50i from the xDrive 35i.

The high waistline and powerfully contoured wheel arches both front and rear, moving the visual center of gravity to the middle of the vehicle and thus bearing testimony to all-wheel drive, are further significant features of the DNA of a BMW X model.

The side panel is split by two lines with striking contours, moving slowly towards one another at the front end of the vehicle to create a wedge-like impression symbolizing the forward-pushing, powerful character of the BMW X6. While the lines at the side highlight the supreme elegance of the vehicle, the special design of the surface gives the BMW X6 a particularly powerful look from this perspective. Striking interaction of the concave and convex surfaces emphasize the muscular look of the vehicle, providing the BMW X6 with an excellent balance of visual power and stylish presence.

Strong shoulders and a powerful stance from the rear.

Likewise, the rear end of the BMW X6 offers a thrilling combination of elegance, sportiness and robustness in full harmony with one another. The muscular bumper and protection cover on the underfloor; the striking light edge along the lower section of the bumper, highlighting the ride height of the BMW X6; and the vehicle proportions that are so typical of a coupe, are all examples of classic design elements that stand out clearly and convincingly in the particular style and looks of a BMW X model.

The entire rear end is subdivided by horizontal lines giving the rear end a wider look and emphasizing the powerful stance and road-holding of the entire vehicle. The greenhouse with its strikingly low rear window, in turn, tapers out smoothly towards the rear, with the rear lid featuring a distinct air flow lip, further proof that this unique new vehicle is a genuine coupe in both its looks and style.

Even the special design of the rear light clusters takes the unique character of the BMW X6 into account, the L-shape so typical of a BMW X model being re-interpreted and now boasting a particularly dynamic sweep from one side to the other. Extending far into the side panels, the rear-light clusters bring out and accentuate the entire width of the vehicle also through its night design.

Sportiness and luxury within the interior.

To the very last detail, the interior of the BMW X6 offers a unique synthesis of luxury, sporting dynamics, and powerful style. Tense surfaces blending into one another symbolize the active character of BMW's Sports Activity Coupe, sporting features such as kneepads on both sides of the center console, paddles on the sports steering wheel featured as standard, and the fine scale on the circular instruments creating an excitingly different driving experience in the new BMW X6 both on the road and off the beaten track.

Like all BMW X models, the new Sports Activity Coupe offers the occupants of all four seats an elevated, commanding seating position. In particular, this gives the driver a clear feeling of being perfectly in control of his BMW X6 in all situations. In conjunction with the cockpit simply begging the driver to drive his vehicle in an active style, this creates an innovative impression of genuine, all-out sportiness.

A further point distinguishing the world's first Sports Activity Coupe from the other BMW X Models is the sporting design of the individual rear seats separated from one another through the center console, the high-rising side supports, and the integrated headrests on all four seats.

The BMW X6 is the only vehicle in the complete segment of BMW X models to feature a sports steering wheel with gearshift paddles as standard, which enable the driver to shift gears manually on the six-speed automatic transmission for enhanced smoothness and response at all times. Furthermore, multifunction buttons on the steering wheel operate the telephone and audio systems quickly, smoothly and without the slightest distraction, while two additional buttons may be programmed individually according to the driver's personal preferences.

The instrument panel is dominated by dual round instruments with fine scales reminiscent of motorsport as clear visual reference to the sporting character of the BMW X6. The galvanized trim rings on the instrument panel clearly accentuate the exclusive character of the vehicle's interior, with the same high-quality metal shimmer being boasted on the rotary knobs, the door openers, on the gearshift lever knob, and on the brackets within the air vents.

The new kneepads on the center console stand out clearly as a particularly sporting feature offering the driver and front passenger additional stability in maneuvers in city traffic and when driving off-road under tough conditions.

Visibly and tangibly sophisticated, premium quality surfaces make the interior of the BMW X6 a genuine experience to feel and behold at all times. Through their special quality designed for lasting strength and resistance, the interior surfaces also emphasize the superior robustness of the vehicle committed to off-road use whenever required.

Lots of space, lots of customization options.

Wide opening rear doors facilitate access to the two rear seats, while head-room in the rear is unusually generous for a coupe—headroom of 37.2 inches guarantees supreme comfort and convenience, even for tall passengers.

A wide range of materials and colors highlighting the sporting character of the BMW X6 adds to the individual style and personality of this unique vehicle. The exterior paintwork, for example, comes in a choice of no less than ten exterior colors, eleven leather options and three trim options ensure a wide range of individual style and choice.

Trim in ash grain has been created especially for BMW's Sports Activity Coupe. And while the wood variants exude a particular touch of discreet exclusivity, the sweeping polish on the aluminum version shows a clear and distinct reference to motorsport.

The passenger and luggage compartment on the BMW X6 are distinctly separated from one another in the usual style one would expect of a fully-fledged coupe. Offering 25.6 cu ft of storage space, the luggage compartment behind the rear seats of the BMW X6 is far larger than in a conventional coupe, providing enough space to store four full-size golf bags in the luggage compartment—even with four people riding in the vehicle.

BMW's new Sports Activity Coupe also boasts a firm, folding cover on top of the luggage compartment that can be folded and stowed beneath the floor for convenient transportation of bulky objects. To increase the transport capacity available, the rear-seat backrests may be folded down in an asymmetric split, expanding loading capacity to a substantial 59.7 cu ft.

An automatic tailgate opening and closing function is available as an option on the BMW X6 allowing the driver to vary the final position of the tailgate when open. This helps to reduce the risk of damage, for example in an underground garage with a low ceiling.

Perfect combination of superior dynamics and outstanding comfort.

A new type of vehicle and a new driving experience, the BMW X6 definitely offers the best of both worlds. In terms of driving dynamics, the first-ever Sports Activity Coupe offers new dimensions defined by a considerable enhancement of agility, unique stability in fast corners and safe traction on slippery surfaces. Powerful engines, BMW's intelligent xDrive all-wheel-drive technology, Dynamic Stability Control, optional Active Steering and Adaptive Drive, as well as Dynamic Performance Control featured for the first time on the BMW X6 as standard equipment, set the foundation for superior driving dynamics at all times.

Driving dynamics with intelligent control: Integrated Chassis Management.

The vehicle's drivetrain and suspension systems interact perfectly with BMW's Integrated Chassis Management. This high-performance electronic control ensures perfect harmony of drivetrain and suspension functions within fractions of a second, spelling out maximum driver control and supreme performance wherever you go and at all times.

Even under a sudden change in driving conditions for example, on varying surfaces, in panic steering maneuvers, when accelerating or applying the brake abruptly, ICM reacts with the utmost precision to the xDrive, DSC and Dynamic Performance Control actuators and to Active Steering when fitted as an option. In all cases, the nature and

scope of such intervention is appropriately controlled to ensure not just maximum driving stability, but also optimum dynamics.

BMW's X models already available today owe their outstanding agility largely to the supreme performance and qualities of ICM. Now the central control unit has an even greater and more progressive influence on driving dynamics in the new BMW X6, since it is also able to use the actuators serving for BMW's new Dynamic Performance Control. Depending on driving conditions and with fully variable management, the power of the engine is no longer split "just" between the front and rear axle, but also – through Dynamic Performance Control – between the left and right rear wheel, feeding additional power to the most appropriate point where it can be conveyed best to the road.

This drive technology, quite unique in the market enhances the agility, steering precision and tracking stability of the vehicle in corners as well as its traction on slippery surfaces, significantly improving driving dynamics in all cases and under all conditions.

As a result, Dynamic Stability Control is only required to cut in by applying the brakes electively on the appropriate wheel or wheels when the vehicle really reaches the extreme limits of driving physics. The world's first Sports Activity Coupe thus offers the driver the truly superb experience of being able to handle even the most demanding driving situations with sporting style and dynamic performance never seen before.

The drivetrain and suspension technology of the BMW X6 ensures the highest conceivable level of safety, precision and driving pleasure on all surfaces whether rough or smooth. The foundation of this purpose is provided by suspension technology quite unique in the segment of BMW X models. The front axle, for example, is a double wishbone control arm configuration applying the double joint principle for dynamic lateral acceleration, superior tracking stability and minimization of forces acting on the steering wheel. Appropriate front axle kinematics, in turn, ensure optimum front wheel camber on the road at all times, the BMW X6 thus maintains supreme grip and road-holding even under the most dynamic conditions.

At the rear, the BMW X6 features BMW's patented Integral IV axle serving to harmonize superior comfort with equally superior dynamics. And now this lightweight construction has been specifically optimized for the Sports Activity Coupe in many respects, with the entire rear axle configuration being appropriately adjusted to the specific demands of this model, for supreme sportiness and performance.

The wheel mounts, rear axle sub frame and four track arms efficiently take up the dynamic and drive forces flowing into the suspension, reducing any elastic distortion of the wheel mounts, while soft swinging mounts provide appropriate longitudinal suspension and optimize the roll quality of the wheels. Effectively separating the road surface from the drivetrain, finally, the rear axle helps to ensure first-class noise control and ride comfort.

The BMW X6 comes as standard with 19-inch light-alloy wheels. Also featured as standard are run-flat tires, which enable continued driving even after a complete loss of pressure in the tires. Furthermore, the Tire Pressure Monitor system constantly monitors air pressure and warns the driver as soon as the air pressure in the tires drops more than 30 percent below the ideal level.

BMW xDrive: intelligent all-wheel drive for enhanced dynamics and optimum traction.

Permanent all-wheel drive with electronically controlled, variable distribution of drive power between the front and rear axles gives all BMW X models not only superior traction, but also enhanced driving dynamics. Indeed, BMW xDrive gains its superiority as an intelligent all-wheel-drive system by distributing drive power front to rear by way of an electronically controlled multiple-plate clutch according to driving conditions, in exactly the right dosage and to the axle with grip.

In normal driving situations BMW xDrive distributes drive power in a 40:60 split front-to-rear, with sensors consistently measuring wheel slip. Hence, the system is able within a fraction of a second to vary the distribution of drive forces, anticipating the upcoming situation and not just responding once a wheel has started to spin. This serves to stabilize the vehicle even before the driver notices any need for action.

On the new X6 with Dynamic Performance Control, handling and stability are enhanced to an even higher level with the ability to multiply torque to an individual rear wheel for yaw control. With the combination of xDrive and Dynamic Performance Control, the X6 is able to counteract even the slightest trend to over- or under-steer right from the start, at the earliest conceivable point, benefiting the driver's sense of driving dynamics.

Unparalleled agility and tracking stability thanks to xDrive and Dynamic Performance Control.

The positive effect of Dynamic Performance Control on the agility of the BMW X6 is clearly seen right from the start. In conventional everyday traffic, the vehicle steers into corners with significantly enhanced precision at any speeds.

Dynamic Performance Control likewise enhances the handling and, indeed, the overall control of the BMW X6 in sudden steering maneuvers and at particularly high speeds in corners. If the vehicle begins to understeer or push to the outside of a corner BMW xDrive and Dynamic Performance Control will dynamically shift torque to the outside rear wheel in order to counteract the understeer. On the other hand, if the vehicle threatens to over-steer, xDrive reduces the transmission of power to the rear wheels then the Dynamic Performance Control transfers torque and drive forces from the outer rear wheel and diverts these forces to the inner rear wheel.

This intervention in the interest of greater stability is so quick and finely controlled that the driver will not even notice what is happening. What the driver will notice, however, is that the BMW X6 has exceptional steering precision and vehicle balance all the way to the extreme limit.

Unique: Dynamic Performance Control enhances steering precision also when the driver takes his foot off the gas pedal.

A further unique feature of Dynamic Performance Control is that engine power and torque are split variably between the rear wheels not only when the engine is “pulling” the vehicle, but also on overrun. This is made possible by the addition of a planetary gear set and a multiple-plate clutch operated by an electric motor on both output sides of the rear differential. With this configuration Dynamic Performance Control is able to vary the distribution of drive power also when the driver takes his foot off the accelerator.

The BMW X6 is the first vehicle in the world to offer such a stabilizing effect independent of engine load and drive power.

Dynamic Performance Control also serves to optimize traction on a slippery surface. With its ability to vary the transmission of engine power specifically as required between the two rear wheels, Dynamic Performance Control serves to improve traction and pulling force whenever the vehicle is running on different surfaces from one side to the other, for instance, with asphalt on one side and a snowy surface on the other. Any differences in the frictional coefficient between the wheels on the left and right (modal split) are offset by Dynamic Performance Control specifically controlling drive forces on the rear axle.

The driver can observe the interaction of xDrive and Dynamic Performance Control in an instrument cluster pictogram. By simply pressing the lever on the steering column, the driver is informed of the current distribution of drive power via a bar diagram showing how much power is going to each of the four drive wheels at any given point in time.

DSC intervening only when driving to the limit.

The difference in drive forces between the two rear wheels provided by Dynamic Performance Control can be as high as 1327 lbs-ft (1800 Newton-meters). But even then, all the driver will feel when Dynamic Performance Control intervenes is a – significant – increase in agility, traction and driving stability. As a result of Dynamic Performance Control's intervention, the Dynamic Stability Control intervenes much less frequently than before. In practice, this means that the driver is able to use the full drive power and torque of the engine much longer than with a conventional system. DSC will intervene on individual wheels or by reducing engine power only when the driver really pushes the vehicle to the extreme limits of physical performance.

In addition, DSC in the new BMW X6 offers a wide range of additional functions serving to promote safe and dynamic motoring including: ABS anti-lock brakes; Automatic Stability Control; Trailer Stability Control; Hill Descent Control; Cornering Brake Control and Dynamic Brake Control, automatically maximizing brake pressure when required in the interest of minimum stopping distances.

The DSC system in the BMW X6 has the ability to serve as an electronic limited slip differential for improved acceleration. Fade Compensation can increase brake pressure under extremely high brake temperatures to maintain consistent brake forces. Brake Drying, in turn, optimizes brake performance in wet conditions by periodically lightly applying the brakes to dry the rotors, while the Start-Off Assistant prevents roll-back on an uphill gradient.

The new BMW X6 features a parking brake operating both electromechanically and hydraulically, activated or released simply by pushing a button.

Reflecting the high standard of driving dynamics offered by the BMW X6, DSC also comes with Dynamic Traction Control (DTC) as a special function, raising the DSC response thresholds to a higher level, allowing a particularly sporting and active style of

motoring, and enabling the driver to set off smoothly on snow or in loose sand with the drive wheels intentionally spinning slightly.

Supported by a wide range of DSC functions, the high-performance brake system featured in the BMW X6 ensures excellent stopping power under all conditions. Vented discs on all four wheels combined with newly developed lightweight floating aluminum calipers front and rear, guarantee extremely good resistance to fading and maximum brake comfort on the top-of-the-range BMW X6 xDrive50i.

Active Steering for a particularly sporting and comfortable style of motoring.

The BMW X6 is also available with Active Steering as an option. This system, developed by BMW, offers exactly the right steering ratio at all speeds. At low speeds, such as when parking, the driver only has to turn the steering wheel twice from lock to lock. At higher speeds, on the other hand, Active Steering offers a more indirect transmission ratio in the interest of steady directional stability and, as a result, enhanced driving comfort and stability.

On the BMW X6, Active Steering is combined with Servotronic, thus making an active contribution in stabilizing the vehicle in the event of over-steer in bends or particularly demanding brake maneuvers. When applying the brakes on different surfaces left and right, Active Steering counter-steers discreetly but firmly to enhance stability.

Unique: Adaptive Drive with data transfer via FlexRay.

Carefully harmonized interaction of the vehicle's anti-roll bars and dampers controlled by Adaptive Drive is another unique feature in the segment of BMW X models. Indeed, this combination of active body roll control and variable damper adjustment, Electronic Damping Control (EDC) available as part of the optional Sport Package gives the new BMW X6 incomparably superior driving behavior.

Adaptive Drive constantly monitors and calculates data on road speed, the steering angle, longitudinal and lateral acceleration, body and wheel velocity, as well as ride and damper position. Applying this information, the system acts directly on the anti-roll bar swivel motors and the electromagnetic valves in the EDC dampers, varying body roll and the damping effect appropriately at all times and in all situations. Simply by pressing a button, the driver is able to choose either a sporting or a comfortable setting on Adaptive Drive.

BMW Adaptive Drive uses high-speed FlexRay data transmission for fast and reliable coordination of data. This system, developed to production standard by a development consortium under the leadership of BMW offers a standard of data transfer capacity never seen before – and BMW is the first automaker in the world to use FlexRay technology in a regular production vehicle.

Superior engine dynamics in both the xDrive35i and xDrive50i.

Through its superior suspension technology, the BMW X6 is able to convert all the power of the engine safely and consistently into driving dynamics under virtually all conditions and on all kinds of surfaces. And the engines available in the first Sports Activity Coupe set standards themselves in terms of muscular performance, superior running smoothness, and outstanding efficiency in their respective class. Both the xDrive35i and xDrive50i feature Twin Turbo technology engines, representing the latest in state of the art engine technology—with the power range extending from 300 hp to 400 hp.

The BMW X6 xDrive50i is powered by an all-new eight-cylinder, while the BMW X6 xDrive35i features the most powerful straight-six within the engine portfolio of Germany's leading premium automaker. The performance characteristics and efficiency for both of these engines benefits from the exclusive combination of Twin Turbo technology and High Precision Injection available only from BMW. The principle of combining two turbochargers and direct gasoline injection applied for the first time on the straight-six is now also to be admired on the new V8.

A class of its own: The new eight-cylinder with Twin Turbo Technology.

With ultimate driving performance as the most important feature—this applies to BMW's X models and to BMW's eight-cylinder engines—the BMW X6 is adding an incomparably dynamic variant to the line-up of BMW X Models, with the world's first Sports Activity Coupe boasting a particularly sporting and dynamic eight-cylinder.

Displacing 4.4 liters, the new V8 engine with Twin Turbo technology and direct gasoline injection (High Precision Injection) develops its maximum output of 400 hp throughout a broad range of engine speed from 5,500–6,400 rpm. Engine torque reaches its peak of 450 lb-ft throughout an unusually large speed range from 1,750–4,500 rpm. The spontaneous, intense and long-lasting thrust generated in this way is the result of Twin Turbo technology already featured on BMW's most powerful straight-six combined with High Precision Injection. The cooling effect of direct fuel injection allows for a very high compression ratio of 10.0:1 – which is quite unusual on a turbocharged engine. The high

compression ratio helps to give the engine its high level of efficiency and performance characteristics.

The position of the turbochargers and catalytic converters in the V-section between the two rows of cylinders is likewise an innovation in technology allowing particularly compact engine dimensions and at the same time requiring new configuration of the intake and exhaust ducts. This means shorter intake and exhaust manifolds and larger cross-sections significantly reducing pressure losses on both the intake and exhaust side.

The all-aluminum V8 engine developed for the BMW X6 offers all the qualities typical of an eight-cylinder in incomparably sporting style. In practice, this means a combination of superior torque at low engine speeds with an ongoing surge of power and performance up to the higher speed range.

The BMW X6 xDrive50i accelerates from 0–60 mph in just 5.3 seconds and boasts ample power reserves for exceptional acceleration also at higher speeds. When equipped with the optional 20 inch wheels with performance tires, the top speed is a truly impressive 155 mph limited electronically by the engine control unit.

Twin Turbo technology featured for the first time on an eight-cylinder gasoline engine.

The power and performance characteristics of the new V8 result to a large extent from Twin Turbo technology, the use of two turbochargers for the first time on an eight-cylinder engine serving to boost both engine output and torque with maximum efficiency. Each of the two turbochargers supplies compressed air to four cylinders at a time, ensuring particular spontaneity and a direct reaction to the gas pedal.

As with the straight-six featuring Twin Turbo technology, the “turbo lag” typical of a turbocharged engine with conventional technology, that is the time until the turbocharger builds up its boost, is virtually eliminated through the combination of two small turbos and the direct injection calibration.

A further advantage is that the engine revs up smoothly, maintaining its high torque consistently throughout an unusually broad range of engine speed. In its power and performance characteristics, therefore, the engine is comparable to a significantly larger normal-aspirated engine while offering the advantage of much lower weight and reduced package size.

Not only are the dimensions and weight of the new V8 unusually modest, but the fuel consumption is also exceptionally low for an engine of this caliber. A significant factor contributing to the superior fuel economy is double-VANOS infinite camshaft management, a technology characteristic of BMW engines. Indeed, this technology is also one of the reasons why the V8 – over and above its superior fuel economy – develops exceptionally high torque from low engine speeds.

High Precision Injection also plays a key role in the efficient use of fuel. This second generation of direct gasoline injection uses piezo-injectors positioned directly next to the spark plugs in the cylinder head and delivering fuel into the combustion chambers at a pressure of 2900 psi. The advantage is extremely precise dosage of fuel, with the further benefit of reduced emissions and improved engine acoustics.

BMW's most powerful inline-six in the world's first Sports Activity Coupe.

The second version of the BMW X6 boasts the highly acclaimed twin turbo, inline-six cylinder engine: Maximum output of the engine featured in the BMW X6 xDrive35i is 300 hp from an engine capacity of 3.0 liters. This superior power is maintained consistently between 5,800 and 6,250 rpm, with maximum torque of 300 lb-ft provided all the way from 1,400–5,000 rpm. This gives the six-cylinder superior power and performance from an unusually early point on a gasoline engine, subsequently maintaining this high power throughout a broad range of engine speed.

Like the new V8 engine, the engine in the BMW X6 xDrive35i offers the exclusive combination of Twin Turbo technology and High Precision Injection for incomparable power and performance, plus a standard of economy quite unique in comparison with the engine's dynamic driving potential.

On the inline-six with Twin Turbo technology, two exhaust turbochargers each supply compressed air to three cylinders. The small mass inertia of the relatively compact turbochargers optimizes response to a significantly higher degree on this engine, building up charge pressure without the slightest delay from low engine speeds. The result is a rapid increase in power and torque further promoted by infinitely variable double-VANOS camshaft control.

This characteristic of BMW's Twin Turbo gasoline engines is unique world-over and offers an exceptionally high standard of power and flexibility on the road. In practice, this allows the driver to use the superior torque of the engine right from the start when accelerating, with engine power then remaining consistent over a wide speed range.

The exceptional dynamism of the engine is further enhanced by its high compression ratio, again an advantage made possible by High Precision Injection: With the fuel/air mixture being cooled as a result of direct injection, the compression ratio can be increased to a higher level than on a turbo-charged engine with intake manifold injection. Engine efficiency is improved accordingly, offering more power on less fuel.

The level of power offered by the inline-six with Twin Turbo Technology and High Precision Injection is equal to a level that only a much larger eight-cylinder was able to provide in the past. But at the same time BMW's most powerful six-cylinder offers a much higher standard of fuel economy and, thanks to its all-aluminum crankcase, is much lighter.

BMW EfficientDynamics: wide range of features serving to reduce fuel consumption and emissions – and all coming as standard.

Offering a wide range of features serving to enhance efficiency on and around the engine, all versions of the new BMW X6 ensure a particularly good balance of power, performance and economy – and all these features come as standard.

The all-round efficiency of the BMW X6 is further optimized by on-demand control and activation of the engine's ancillary units helping to significantly reduce the power required for the fuel and steering assistance pumps and thus again saving energy in the process.

For example, the drive belt for the a/c compressor, comes with an independent clutch automatically disconnecting the compressor as soon as the driver switches off the air conditioning and thus reducing the drag forces generated by the compressor to a minimum.

Automatic transmission designed for sports motoring.

Power is transmitted on the BMW X6 in standard trim by a six-speed sport automatic transmission with a particularly sporting gearshift now enhanced to an even higher level.

The automatic transmission chooses the appropriate gear with incomparable spontaneity, precision and efficiency, benefiting both the comfort and driving dynamics of the BMW X6. The automatic transmission shifts gears either in response to the electronic gear selector lever or the gearshift paddles on the steering wheel.

Intelligent lightweight technology for enhanced dynamics and solidity.

Like the other models in the BMW X range, the BMW X6 boasts a particularly strong and sturdy body. To keep weight to a minimum despite this outstanding solidity, BMW's engineers developing the new model focused consistently from the start on intelligent lightweight construction. Both the choices of materials as well as the arrangement and geometry of the various support bars, rods and other support elements are based on an overall concept combining maximum crash safety with superb agility on the road.

The new BMW X6 not only includes front and side airbags as standard, but also curtain-type Head Protection System airbags at the side, protecting the occupants both front and rear from injury. Additional features include: three-point inertia-reel belts on each seat, with belt force limiters together with a belt tightener on the front seat; crash-activated headrests to prevent cervical spine injury in the event of a collision from behind, that come standard on the front seats.

All restraint systems are controlled by one central electronic safety "brain" monitoring the type and severity of a collision and activating the most effective protection units in each case. The front airbags, in turn, come with a gas generator operating in two stages and thus activating the airbags with varying intensity, depending on the severity of an accident.

In the event of an imminent rollover, the vehicle's rollover sensor activates both the curtain airbags and the belt latch tensioners. Indeed, this integration of the system with DSC Dynamic Stability Control guarantees appropriate function of the overall safety system in good time whenever necessary. And to avoid accidents from behind the new BMW X6 comes with BMW's two-stage brake lights.

The BMW X6. The first Sports Activity Coupe.

The BMW X5 has already demonstrated most clearly that dynamic driving qualities are a decisive criterion also with a vehicle of this class and caliber. The BMW X3, in turn, has added outstanding agility as a further factor crucial to success in this segment. And now the BMW X6 focuses again on these priorities, raising them to an even higher level. As a result, the world's first Sports Activity Coupe from BMW once again sets the standard in a market segment characterized by particularly dynamic growth. And at the same time the BMW X6, through its concept and drive technology, clearly proves and confirms the exceptional innovative power of Germany's premium automaker.

The new BMW X6 xDrive35i is expected to be in authorized US BMW SAV Centers in late April 2008 and retail starting at \$53,275 (including Freight and Destination). The X6

xDrive50i will retail starting at \$63,775(including Freight and Destination) and will arrive in US BMW SAV Centers in the summer of 2008.

BMW Group in America

BMW of North America, LLC has been present in the United States since 1975. Rolls-Royce Motor Cars NA, LLC began distributing vehicles in 2003. The BMW Group in the United States has grown to include marketing, sales, and financial service organizations for the BMW brand, the MINI brand, and the Rolls-Royce brand of Motor Cars; DesignworksUSA, an industrial design firm in California; a technology office in Silicon Valley and various other operations throughout the country. BMW Manufacturing Co., LLC in South Carolina is part of BMW Group's global manufacturing network and is the exclusive manufacturing plant for all Z4 models and X5 Sports Activity Vehicles and the X6 Sports Activity Coupe. The BMW Group sales organization is represented in the U.S. through networks of 338 BMW passenger car centers, 335 BMW Sports Activity Vehicle centers, 142 BMW motorcycle retailers, 82 MINI passenger car dealers, and 30 Rolls-Royce Motor Car dealers. BMW (US) Holding Corp., the BMW Group's sales headquarters for North, Central and South America, is located in Woodcliff Lake, New Jersey.

Information about BMW Group products is available to consumers via the Internet at:

www.bmwgroupna.com

www.bmwusa.com

www.bmwmotorradusa.com

www.miniusa.com

www.rolls-roycemotorcars.com

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Journalist note: Information about the BMW Group and its products is available to journalists on-line at the BMW Group PressClub at the following address:

www.press.bmwgroup.com. Broadcast quality video footage is available via The NewsMarket at www.thenewsmarket.com.

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