

# The new BMW X3. Contents.



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# 1. Fresh Power for the Achiever. The new BMW X3. (Short Version)



- **Six-cylinder petrol engines with magnesium/aluminium crankcase, 160 kW/218 hp and, respectively, 200 kW/272 hp maximum output.**
- **All-aluminium six-cylinder diesel engines with common-rail fuel injection and piezo injectors.**
- **Six-cylinder top-of-the-range diesel with VTT and 210 kW/286 hp maximum output.**
- **Six-speed automatic transmission with new dynamic gearshift.**
- **Further enhanced: Integrated Chassis Management.**
- **DSC Dynamic Stability Control with additional functions.**
- **Exterior design expressing agility and quality all in one.**
- **Functional and modern: sophisticated ambience inside the car.**

Offering a unique combination of agility and versatility, the new BMW X3 is continuing its predecessor's unique story of success. Powerful new engines, fresh design and a sophisticated interior make BMW's Sports Activity Vehicle (SAV) already widely lauded for its outstanding agility and driving dynamics even more attractive than before.

With its wide range of features and new technologies, the new BMW X3 has everything it takes to further expand its exceptional position as a premium offer in its segment. Specific modifications at the front, rear and side give the new BMW X3 even more dynamic character, while the interior is dominated by particularly sophisticated materials, flowing lines, and stylish colour schemes.

Additional driving dynamics on country roads, in city traffic and off the beaten track is guaranteed by new power units delivering their muscle smoothly to the road by way of BMW xDrive permanent all-wheel drive with variable power distribution.

The top engine featured in the new BMW X3 is the second generation of the world's most sporting and dynamic diesel: The newly developed 3.0-litre straight-six featured in the BMW X3 3.0sd boasts Variable Twin Turbo (VTT) technology for maximum output of 210 kW/286 hp (10 kW/14 hp more than on the first-generation VTT diesel) and peak torque of 580 Newton-metres or 427 lb-ft (+ 20Nm).

The new BMW X3 also features BMW's new generation of straight-six petrol engines displacing 3.0 and, respectively, 2.5 litres. Boasting a composite magnesium/aluminium crankcase, VALVETRONIC and bi-VANOS, these engines deliver maximum output of 200 kW/272 hp (+ 30 kW/41 hp over the previous engine) and, respectively, 160 kW/218 hp (+ 19 kW/26 hp).

Even more effective and faster interaction of BMW's intelligent xDrive all-wheel drive with DSC Dynamic Stability Control and engine management is ensured on all engine variants by Integrated Chassis Managements (ICM) with its optimised computer technology.

### **Dynamic performance borne out by powerful design.**

New design and body features at the front and rear of the BMW X3 provide an even more intense expression of the vehicle's striking and dynamic looks. Both front and rear, the bumpers are clearly separated into two levels and are finished largely in body colour, again emphasising the sophisticated and sporting but elegant appearance of the new BMW X3. Only the protection elements particularly exposed to impacts are made of robust plastic.

A particular feature of all BMW X models is their so-called "six-eye face" – and on the new BMW X3 this very special face is characterised by new dual circular headlights with their light sources and reflectors housed beneath a clear glass cover. This look is further enhanced by foglamps arranged on one line extending diagonally to the outside from the main headlights to the wheels. Again, this particular configuration supports the impression of a dynamic vehicle crouching powerfully on the road, and is further enhanced by the painted front air dam beneath the outer bumper.

Having grown in size and featuring grid rods varying in colour depending on the model variant, the BMW kidney grille is a particularly outstanding highlight bound to catch the eye.

New rear light clusters with clear glass covers on LED-fed horizontal light rods ensure powerful and striking night design, while also giving the new BMW X3 a clear sign of distinction during the day. Another characteristic factor is the horizontal lines stretching out in a dominating look from the tailgate all the way down to the bumper and accentuating the powerful stance of the new BMW X3 also from this angle.

Viewed from the side, the BMW X3 stands out clearly through its discreet wedge shape further enhanced by the lower character line. This specific contour line is taken up in the lower side area of the front and rear air dams, giving further emphasis to the sleek, stretched and dynamic look of the vehicle.

### **Top-quality materials and refined design in the interior.**

The harmonious lines of the new BMW X3 extend smoothly into and within the interior, with a gentle flow of shapes and transitions from one section to the other. The high level of quality applied in choosing and finishing all materials comes out clearly and tangibly in all details, superior function and refined design providing a perfect match.

The instrument panel is characterised above all by new decorative trim taking up the colour and materials of the trim on the centre console. Galvanised metal on the door handles and controls, exclusive leather and cloth options, harmonious colour schemes and patterns in the roof lining, as well as high-quality synthetic surfaces with a classy grain finish reflect the character of the interior both sophisticated and elegant all in one.

New three-spoke steering wheels and generous storage boxes integrated in the door linings further enhance the supreme impression of high quality. A choice of no less than four levels of equipment, ten paintwork colours, six interior colours, and five trim options gives the customer absolute freedom in personalising his or her new BMW X3. And last but not least, the material chosen for the seat upholstery is also used consistently on the centre console, the armrests and in the door linings.

### **Premiere: a diesel right at the top.**

The new BMW X3 is available with a choice of no less than three petrol and three diesel engines. In all cases, these new six-cylinders combine more power with greater torque, reduced weight, and enhanced efficiency.

The entry-level power unit in both petrol and diesel guise is a four-cylinder, with the particular performance characteristics of all engine variants making a significant contribution to the agile driving behaviour of BMW's very special SAV.

Yet a further, truly unique feature in engine technology is that the BMW X3 is the first BMW to feature a diesel power unit right at the top of the engine range, with BMW's new 3.0-litre straight-six diesel enhanced by Variable Twin Turbo (VTT) technology making its debut in the BMW X3 3.0sd.

### **Unique torque and output thanks to Variable Twin Turbo.**

The new BMW X3 3.0sd is powered by the most sporting and dynamic six-cylinder diesel ever available in a production car: The second generation of BMW's top-end diesel now developing maximum output of 210 kW/286 hp features Variable Twin Turbo (VTT) technology introduced by BMW in 2004 as the world's first car maker in the BMW 535d.

Also referred to as two-stage turbocharging, this technology incorporates both a small turbocharger cutting in at lower engine speeds and an additional turbocharger activated for growing power and performance requirements. Maximum torque now raised to an even more significant 580 Nm or 427 lb-ft is maintained consistently from 1,750–2,250 rpm.

This supreme power and muscle also comes out clearly in the performance of the new BMW X3 3.0sd: Acceleration from a standing start to 100 km/h comes in just 6.6 seconds, top speed is a most significant 240 km/h or 149 mph. Average fuel consumption in the EU test cycle is nevertheless a very economical 8.7 litres of diesel fuel for 100 kilometres, equal to 32.5 mpg Imp. And last but not least, particle filters and an oxidation catalyst ensure highly effective emission management and control at all times.

### **New 3.0-litre diesel engines: powerful and light.**

One of the reasons for the outstanding efficiency of BMW's top-end diesel is the reduction in weight by 25 kilos and introduction of the latest generation of common-rail direct fuel injection complete with piezo injectors.

These two factors also benefit the 3.0-litre straight-six diesel in the BMW X3 3.0d likewise featuring an all-aluminium crankcase and piezo injectors in the fuel injection system. The increase in injection pressure to 1,600 bar ensures a particularly fast and efficient charge effect in the combustion chambers, and the combination of this superior technology with a turbocharger featuring variable turbine geometry (VTG) provides maximum output of 160 kW/218 hp and peak torque of 500 Nm or 369 lb-ft.

The new BMW X3 3.0d accelerates to 100 km/h in 7.4 seconds and has a top speed of 210 km/h or 130 mph. Special V-class tyres available as an option from the factory allow an even higher top speed of 220 km/h or 136 mph, for even greater superiority on fast routes.

Returning average fuel consumption in the EU cycle of 7.9 litres diesel/ 100 kilometres (equal to 35.8 mpg Imp), the new BMW X3 3.0d also offers maximum efficiency. And it almost goes without saying that this model likewise comes as standard with a particulates filter fitted close to the engine.

The new BMW X3 2.0d is an even more outstanding example of superior economy: Featuring a four-cylinder power unit with common-rail fuel injection, this model's maximum output is 110 kW/150 hp, with torque peaking at 330 Nm or 243 lb-ft all the way from 2,000–2,500 rpm. Acceleration to 100 km/h is in 10.2 seconds, and the top speed of the BMW X3 2.0d is 198 km/h or 123 mph, on average fuel consumption of just 7.2 litres/ 100 kilometres or 39.2 mpg Imp. Here again, a particulates filter comes as standard on BMW's four-cylinder diesel.

### **Petrol engines: more power, less weight.**

The particularly light, fast-revving and efficient straight-six petrol engines in the new BMW X3 comes in two displacement and performance levels.

Both engines boast a composite magnesium/aluminium crankcase, variable VALVETRONIC valve control, and a coolant pump controlled and masterminded on demand. And weighing just 165 kilos or 364 lb, these outstanding power units also contribute to the well-balanced distribution of axle loads and, accordingly, to the excellent agility and driving dynamics of the BMW X3.

The new BMW X3 3.0si features a 3.0-litre six-cylinder developing maximum output of 200 kW/272 hp and peak torque of 315 Nm or 232 lb-ft. Acceleration from 0–100 km/h comes in just 7.2 seconds, with a top speed of 210 km/h or 130 mph on standard tyres and an even more impressive 232 km/h or 144 mph on optional V-class tyres available from the factory.

Delivering average fuel consumption in the EU cycle of 10.1 litres/100 km or 28.0 mpg Imp, the BMW X3 3.0si offers a level of economy quite exemplary in this performance category.

The 2.5-litre six-cylinder in the BMW X3 2.5si develops maximum output of 160 kW/218 hp and peak torque of 250 Nm or 184 lb-ft. The result is acceleration to 100 km/h in 8.5 seconds, and a top speed of 210 km/h or 130 mph (221 km/h or 137 mph on V-class tyres). Average fuel consumption in the EU cycle, in turn, is 9.9 litres/100 kilometres, equal to 28.5 mpg Imp.

The 2.0-litre power unit featured in the new BMW X3 2.0i is the only four-cylinder in the world to feature VALVETRONIC variable valve control. Two other equally outstanding features are bi-VANOS variable camshaft management and BMW's DISA variable intake manifold.

Benefiting from these technologies, the BMW X3 2.0i offers an exceptionally high standard of performance, smoothness and efficiency for a four-cylinder. Acceleration to 100 km/h, in turn, comes in 11.5 seconds, and the top speed of the new BMW X3 2.0i is 198 km/h or 123 mph. And average fuel consumption in the EU cycle, finally, is 9.3 litres/100 kilometres, equal to 30.4 mpg Imp.

### **New automatic transmission for superior dynamics, efficiency, and comfort.**

With the exception of the BMW X3 3.0sd, all versions of BMW's new SAV come as standard with a six-speed manual gearbox. The automatic transmission complete with Steptronic available as an option also features six gears for extra convenience.

Automatic transmission is standard on the new top model in BMW's SAV model series, the BMW X3 3.0sd, where an automatic transmission developed especially to interact with an extra-powerful engine ensures appropriate choice of the right driving gear at all times. Hence, the new six-speed automatic transmission handles this task at incomparable speed and with outstanding precision and efficiency.

New converter technology and particularly powerful software serve to reduce reaction and gearshift times compared with a conventional automatic transmission by up to 50 per cent. And thanks to the direct gear search function, even the process of skipping one or several gears when shifting down does not require any additional time.

Through its exceptionally dynamic shifting process and direct interaction with the engine, the new six-speed automatic transmission brings out all the sporting and active qualities of the new BMW X3 3.0sd to a truly unprecedented level. And at the same time it is simply perfect for comfortable, relaxed and efficient cruising at low engine speeds.

#### **Permanent all-wheel drive the intelligent way: BMW xDrive.**

The new BMW X3 owes its all-round potential largely to BMW's permanent, intelligent xDrive all-wheel-drive system ensuring fully variable front-to-rear power distribution through its exceptionally fast and precise reaction. Via a power divider complete with an electronically controlled multiple-plate clutch, BMW xDrive feeds the power of the engine precisely to where it can be used best and with maximum effect. The result is not only maximum traction on difficult terrain, but also superior driving dynamics, with the system counteracting any over- or understeer in bends right from the start. The differential lock function, in turn, is ensured by the brakes intervening on any of the wheels threatening to spin.

#### **Power distribution 40 : 60 in normal driving situations.**

In normal driving situations engine power is divided 40 : 60 front-to-rear for optimum smoothness and performance. And then xDrive responds immediately to any change in surface conditions or driving dynamics by modifying the ratio of power distribution accordingly. On surfaces varying extremely in their frictional coefficient from front-to-rear, for example, BMW xDrive is able to re-direct almost the entire drive power of the engine instantaneously to one single axle.

Another advantage of the system is its ability to counteract oversteer in fast bends by closing the multiple-plate clutch tighter and feeding additional power to the front wheels in the interest of optimum driving stability.

### **Enhanced to an even higher standard: Integrated Chassis Management.**

To ensure such fast and precise reaction, xDrive all-wheel drive, DSC Dynamic Stability Control, and engine management are connected to one another by Integrated Chassis Management. With the suspension control sensors also feeding xDrive with the data required for determining current driving conditions, xDrive is able to respond proactively, as it were, in order to stabilise the vehicle at all times.

With its new control philosophy, Integrated Chassis Management ensures even faster and more precise coordination of xDrive and DSC. While so far the behaviour of the vehicle was influenced almost independently by engine and brake management, on the one hand, and the management of longitudinal forces, on the other, these three control cycles now operate in parallel. So while the management of longitudinal forces masterminds the division of engine power front-to-rear, brake management is able to intervene individually on each wheel, applying the brakes appropriately in the interest of optimum traction and driving dynamics.

Engine management, in turn, is able to reduce or increase drive power whenever required.

Forming such a precise network with DSC, BMW xDrive ensures a fast and precise response to any change in driving conditions and, as a result, an even higher standard of driving dynamics.

### **DSC Dynamic Stability Control with additional functions.**

The new BMW X3 features an even more sophisticated system of Dynamic Stability Control now enhanced by numerous additional functions: BMW's new DSC not only ensures superior driving stability and traction, but also optimises the effect of the brakes by increasing brake pressure as required in response to even the slightest fading under extremely high brake temperatures.

Building up moderate brake pressure at an early point in time, the system also enhances brake standby in situations likely to require spontaneous application of the brakes. Regular Dry Braking, in turn, a function activated automatically as soon as the driver switches on the windscreen wipers, optimises brake performance in the wet.

DBC Dynamic Brake Control, to present yet another example, automatically maximises brake pressure in an emergency when the driver is required to brake all-out. And last but not least, the Set-Off Assistant significantly facilitates the process of setting off on an uphill gradient.



DSC Dynamic Stability Control also comprises the ABS anti-lock brake system, ASC Automatic Stability Control, HDC Hill Descent Control, Trailer Stability Control, and CBC Cornering Brake Control preventing the vehicle from swerving whenever the driver applies the brakes lightly in a bend.

**DTC featured for the first time also in a BMW X model.**

DTC Dynamic Traction Control also included in the new DSC system likewise enhances the superior driving dynamics of the new BMW X3. With DTC raising the thresholds for intervention by the engine and the brakes to a higher level, the BMW X3 is able to set off smoothly under difficult conditions such as loose snow, intentionally allowing the drive wheels to slightly spin.

DTC also allows a particularly sporting and active style of motoring by offering the driver higher lateral acceleration all the way to a light and controllable drift in bends. Pressing down the DTC button somewhat longer, the driver is able to completely deactivate DSC, as on BMW's other models. In that case all that remains is a transverse lock function with the brakes intervening on the wheel spinning.

The new BMW X3 comes as standard on 17-inch light-alloy wheels, the BMW X3 3.0sd featuring even larger 18-inch wheels as standard.

Various other light-alloy wheels measuring 18 and even 19 inches are also available as an option, while the Tyre Defect Indicator likewise fitted as standard informs the driver in good time of any loss of tyre pressure.

**Generous and safe: the bodyshell of the new BMW X3.**

With its solid body structure and complete range of retention and safety systems masterminded by a central electronic control unit, the new BMW X3 offers passive safety of the highest standard.

High-strength longitudinal arms and crossbars, together with bolted-on deformation units, ensure appropriate diversion and absorption of impact forces in a collision from the front. The consequences of a side-on collision, in turn, are minimised inter alia by diagonal door reinforcement bars with high-strength steel profiles hooking on to the side frame in the event of deformation for additional absorption of impact energy. As a result, the passenger cell remains largely undamaged even in a severe collision.

Within the interior not only frontal and side airbags, but also curtain head airbags at the side all come as standard, inflating out of the covers in the A-pillars and roof lining and protecting both the front and rear occupants from injury.

The new BMW X3 measures 4,569 millimetres or 179.9" in length, 1,853 millimetres or 73.0" in width, and 1,674 millimetres or 65.9" in height – and precisely these figures make BMW's five-door SAV absolutely ideal for many purposes and requirements. As the more compact member of BMW's SAV model range, the new BMW X3 combines supreme agility and handling with generous and flexible space inside, offering everything required for perfect versatility onroad and offroad.

Loading capacity beneath the luggage compartment cover is 480 litres or 16.8 cubic feet. The large tailgate opening far up for extra convenience and the low loading sill make loading and unloading of even bulky objects an easy exercise. And after folding down the asymmetrically split rear seat bench, the luggage compartment offers maximum capacity of no less than 1,560 litres or 54.6 cubic feet.

#### **Features and equipment: from comprehensive to exclusive.**

Apart from the wide range of colours, upholstery and trim surfaces, attractive options and special features give the customer a wide range of choice in personalising his or her new BMW X3. Sophisticated navigation and audio systems, for example, ensure an even higher standard of travelling comfort in the new BMW X3 enhanced to an even higher level by the BMW Assist telematics service available as an option.

Bi-xenon headlights also available as an option provide optimum visibility at night and add that special BMW look through the ring-shaped parking lights included in the headlight units.

The headlights may also be combined with BMW's Adaptive Lights moving in the right direction in bends and on winding roads for optimum illumination of the road ahead. And last but not least, Bending Lights integrated in the foglamps facilitate a change in direction at night as well as the process of manoeuvring the vehicle at low speeds.

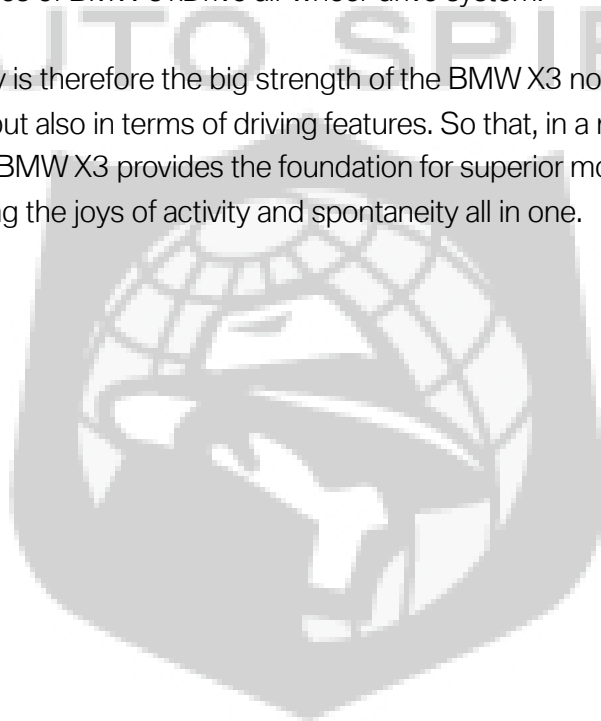
PDC Park Distance Control measures the distance to an obstacle in front of or behind the vehicle. When parking, therefore, the driver, benefits from an acoustic signal "telling" him the distance from the vehicle to an object in the way.

Last but again not least, fresh air fans are able to enjoy their driving pleasure in the new BMW X3 in a particularly attractive manner, with the two-piece panorama roof measuring 0.65 square metres in size providing an exceptionally generous view of the sky above.

Given its wide range of qualities, the BMW X3 has become an outstanding achiever in international car markets. And indeed – virtually unlimited options in the use of the vehicle, sporting and dynamic driving characteristics, the stylish presence of the X3's body design, and superior quality of finish make the new BMW X3 a genuine exception in the all-wheel-drive market.

In everyday traffic the new BMW X3 combines effortless handling with agile driving characteristics. Five large and generous seats and a luggage compartment able to handle even major loads underline the vehicle's all-round qualities. And when driving in winter, off the beaten track or as a sturdy vehicle towing a heavy trailer, the BMW X3 benefits from the offroad qualities of its body structure, the chassis and suspension, as well as the traction advantages of BMW's xDrive all-wheel-drive system.

Versatility is therefore the big strength of the BMW X3 not only inside the vehicle, but also in terms of driving features. So that, in a nutshell, the new BMW X3 provides the foundation for superior mobility in all situations, combining the joys of activity and spontaneity all in one.



## 2. The Concept: Fascinating Combination of Agility and Versatility.



- **Driving dynamics and elegance in a new segment.**
- **Modern combination of function and refinement.**
- **The BMW X3: the premium offer in its segment.**

The story of the BMW X3 is a story of success, the story of an all-round talent.

In the process of developing the BMW X3, the challenge was to combine particularly attractive features in an innovative, unprecedented manner. So with its generous and, at the same time, flexible interior, the BMW X3 lives up to the practical needs and requirements of everyday motoring at all times, naturally also offering unlimited driving pleasure through its agile and effortless handling.

As a particularly agile Sports Activity Vehicle (SAV), the BMW X3 combines dynamic driving characteristics on the road with all the traction benefits of BMW's intelligent xDrive all-wheel-drive system also on rough terrain.

Yet another point is that this very special robustness is combined with sporting and elegant body design as well as top quality in the finish of the vehicle and exclusive materials creating a genuine premium ambience inside. As a result, the new BMW X3 meets the demanding and, at the same time, diverse expectations of a modern and active target group.

### **The SAV: versatility in its most fascinating form.**

The particular style and character of an SAV comes out above all in its modern and emotional body design as well as dynamic driving qualities.

And indeed, the clear distinction versus the conventional offroader and SUV is the key to the success of the BMW X-Series.

It was BMW itself that created the SAV segment through the introduction of the BMW X5, the first vehicle of its kind with sporting and elegant design language as well as the driving dynamics so typical of a BMW, thus setting a new benchmark in the market.

The BMW X3 then took up this fascinating concept, applying the philosophy to a more compact vehicle with smaller exterior dimensions.

Ever since, the very concept of versatility has been defined in a much broader sense than ever before. Because here the generous interior, five comfortable seats and ample space for all kinds of transport requirements are combined with permanent all-wheel drive for superior performance both on the road and off the beaten track.

But at the same time, a BMW SAV has even more to offer: Long-distance grand touring comfort and the joy of sporting and active motoring in a unique vehicle, as well as the thrill of elegant looks, premium flare, and supreme comfort.

BMW is indeed the only car maker in the world able to offer two models with this unique combination of outstanding fortes.

### **The BMW X3 – an SAV leading the market in the offroad segment.**

Within a very short time, the BMW X3 has developed into an outstanding performer in international automobile markets and is already one of the most popular all-wheel-drive vehicles in many countries the world over.

Within just 2½ years, more than 260,000 units of the BMW X3 have been delivered to customers worldwide. Accounting for a market share of 11.4 per cent in 2005, the X3 has already taken over the leading position in the offroad market in Germany. Indeed, this outstanding success of the BMW X3 and BMW's intelligent xDrive all-wheel-drive system enabled BMW to sell more all-wheel-drive cars worldwide in 2005 than any other manufacturer in the premium segment.

The new BMW X3 is the consistent evolution of the SAV concept, thus offering everything required to powerfully continue this unique story of success. Through body design carefully upgraded with a clear view on all relevant details, and with a high-class interior finish, the sporting and elegant look of the BMW X3 now comes out even more strongly and convincingly than ever before.

The new BMW X3 also raises the standard once again in driving dynamics, its new engines allowing a level of performance far superior to the conventional standard in this segment.

Clearly, therefore, the BMW X3 remains the exception in this segment of the premium class – and more than ever before, this unique vehicle is destined for the active and discerning motorist who truly appreciates superior drive technology, versatility, driving dynamics, and the highest level of quality in finish.

These are precisely the discerning connoisseurs who will genuinely enjoy the new BMW X3 with its sporting spirit, spontaneity and independence on the highest level of perfection.

### 3. Design: Unmistakable, Striking, Dynamic.



- **Agility and dynamics visible at first sight.**
- **Signals of power: horizontal lines and proportions.**
- **High-quality bumper design accentuating the supreme elegance of the BMW X3.**

The new BMW X3 comes in truly unique design language. Indeed, the design of the vehicle reflects its unmistakable character and unparalleled driving qualities in every respect.

The design and appearance of the body therefore stands for “Sheer Driving Pleasure” in the truest sense of the word – agility and style, class and performance. The dynamic and, at the same time, striking look of the new BMW X3 is an essential feature of this outstanding Sports Activity Vehicle. And in re-designing the front, side, and rear sections, BMW’s designers have focused consistently on the ongoing evolution of the vehicle’s characteristic proportions and lines.

#### **Six-eye face as a clear symbol of power.**

An outstanding feature of all BMW X-models is their so-called “six-eye face”. So on the new BMW X3, the front section is characterised by sophisticated dual circular headlights with corona parking light rings, light sources and reflectors behind clear glass forming a direct visual connection to the X3’s foglamps.

At the same time your eyes follow a distinctive line moving down diagonally from top to bottom and extending to the outside into the wheels.

This line alone accentuates the wide track of the new BMW X3 and creates the impression of a dynamic vehicle crouching powerfully on the road. The foglamps are housed appropriately in the lower bumpers, taking on the function of a third pair of eyes in the face of the new BMW X3. And finally this picture is underlined by the front air dam beneath the bumper finished in body colour.

#### **Three colour variants for the grid bars in the BMW kidney grille.**

The BMW kidney grille with its robust grid bars is now larger than before. And depending on the model variant, the bars come in different colours: On the four-cylinder models they are finished in black. On the new BMW X3 3.0sd the grid bars come in striking titanium, light. And on the other six-cylinder versions of the BMW X3, the grid bars are finished in Graphite metallic.

Both front and rear, the bumpers on the new BMW X3 are clearly split into two levels. And at the same time they are largely finished in body colour as a clear sign of sporting elegance. Only the protective elements particularly exposed to bumps and impacts are made of especially robust black plastic.

The optionally available headlight cleaning units are integrated harmoniously into the front section of the vehicle, extending out only upon activation of the cleaning system and then moving back again automatically.

### **Stretched side line demonstrating the forward-pushing dynamism of the BMW X3.**

Seen from the side, the BMW X3 stands out in particular through its discreet wedge shape between the A- and C-pillars, a special highlight further accentuated by the contour of the lower character line.

The character line extends from the front to the rear bumper, clearly stretching the new BMW X3 throughout its entire length. Rising up slightly to the rear, this line also creates the impression of forward-pressing motion, accentuating the dynamic and agile look of the vehicle in the process. And last but not least, the bumpers harmoniously link the side panels with the front and rear ends.

### **Unmistakable: horizontal lines and LED light rods at the rear.**

The rear section of the BMW X3 has also been renewed in its look and design: Finished in body colour, the rear panels and the soft transitions to the rear bumper create an elegant but nevertheless powerful look. The rear air dam, in turn, smoothly surrounds the bumper at the side, optically reducing the transition from one element to the other at the rear and serving at the same time as an efficient spoiler.

The striking shape of the rear-light clusters is typical of all BMW X-models, the new inner graphics in the rear lights extending horizontally from one side to the other. Behind clear glass covers, three LED-fed light rods ensure a striking night design, the particular graphics of the rear lights also serving as a typical sign of distinction characterising the BMW brand.

Lower down within the bumper unit, the rear end of the BMW X3 is agile and light in its special look. The dominance of horizontal lines at the rear emphasising the sheer width of the vehicle gives the new BMW X3 a powerful look also from this perspective. And as a particular sign of distinction on the BMW X3 3.0sd, attractive 18-inch wheels, the sporting rear air dam, and the extra-large dual tailpipes are truly ideal eye-catchers.

## 4. Interior: Versatile, Practical, Refined.



- **Elegant design and top-class materials.**
- **Decorative trim and unique colours for personalisation.**
- **Maximum luggage capacity 1,560 litres or 54.6 cubic feet.**

The redesigned interior makes a significant contribution to the even stronger and more distinctive premium character of the new BMW X3. Smooth, gentle shapes and transitions from one interior section to the other continue the harmonious lines of the vehicle's body, conveying this unique style to the interior.

This soft geometry and flow of lines is an element of both style and order, accentuating the lightness of the interior in every detail. The result is a perfect combination of sound functionality and refined design, each and every detail bearing testimony to the high level of quality applied to both the selection and finish of all materials.

### **Metal, leather, and exclusive cloth: quality you see and feel.**

Significant ground clearance and the elevated, commanding seating position naturally still characterise the unique driving experience in the BMW X3. The dashboard boasts new decorative trim taking up the trim surfaces on the centre console in its colour and material.

Galvanised metal on the door handles and air conditioning controls, exclusive leather and cloth variants, stylish colour schemes and patterns on the roof lining, as well as leatherette surfaces with a stylish surface grain all reflect the exquisite character of the sophisticated and elegant interior in genuine style.

The new three-spoke steering wheels and generous storage boxes integrated in the door linings also support the significant impression of high quality through their looks and surface touch. Indeed, this truly outstanding solidity reflects the style of a modern generation of motorists, discerning individuals who use their vehicle for many purposes but always wish to enjoy a refined ambience.

### **Exclusive ambience in the top model.**

Within the cockpit, the two main circular dials are housed within one common binnacle in typical BMW style. The optional 16 : 9 colour monitor of the navigation system comes right in the middle of the instrument panel, automatically folding up when in use.



Particularly the new BMW X3 3.0sd offers a very exclusive ambience within the interior and especially around the driver, pedals with stainless steel trim being among the standard features. The speedometer gauge on all six-cylinder models goes all the way to 260 km/h or 160 mph, the speedo scale in the cockpit of the BMW X3 3.0sd continuing up another 10 km/h to reflect this model's supreme performance.

**New detailed solutions: practical value, refined design.**

Various storage boxes within the instrument panel offer ample space for odds and ends, supplementing the generously designed, extra-large pockets in the doors. The driver has his own cupholder in the centre console for conveniently holding bottles, cans or cups, the front passenger has a cupholder with push-push function integrated in the instrument panel.

This very elegant solution is only one example of how the new BMW X3 combines practical value with refined design. The switches controlling the electric window lifts and the exterior mirrors, finally, are integrated in the armrests for safe and convenient operation.

**Wide range of options for customisation.**

Four trim and equipment variants, ten exterior colours, six trim colours, and five trim variants offer a wide range of options in customising the new BMW X3.

As an alternative to the "standard" version, the new BMW X3 is also available as an option with sports or comfort seats, with the customer able to order seat upholstery in leather, leatherette, cloth, or a combination of cloth and leather. The seat upholstery material chosen in each case also comes on the centre console, the armrests, and door linings.

The trim colours Black, Grey or Sand Beige create a calmer, more subdued atmosphere, while Terracotta, Anthracite or Tobacco arouse a more accentuated mood.

Appropriate choice of decorative trim also allows the customer to express his or her personal style, benefiting from all kinds of features ranging from classic and elegant wood trim all the way to a particularly sporting aluminium look.

Electrically operated front seats with a memory function are also available as an option. ISOFIX child seat holders on the front passenger's seat and on the two outer rear seats are also available as optional extras, allowing the user to quickly, safely and conveniently fit appropriate child seats to the anchoring points within the car. But the option naturally remains to use conventional child seats as well.

**Spacious and variable: the luggage compartment.**

The rear of the new BMW X3 boasts a spacious and variable luggage compartment. Storage capacity beneath the luggage compartment cover is an ample 480 litres or 16.8 cubic feet. To enlarge this capacity, the symmetrically folding rear seat bench may be tilted down either in part or completely, creating luggage capacity of no less than 930 litres or 32.6 cubic feet up to the lower edge of the windows. And when loaded up to the roof lining, the new BMW X3 offers maximum storage space of no less than 1,560 litres or 54.6 cubic feet.

The large tailgate swinging far up for easy access and the low loading sill facilitate the process of loading the vehicle and accommodating bulky objects.

As an option, the BMW X3 comes with an innovative ski-bag, an unfastening lever allowing the user to conveniently remove the ski-bag module whenever required, for example for drying and cleaning. And he can then use the space available for other modules such as a storage compartment, cupholders, or a cooling box.



## 5. Power Units: Maximum Muscle, Enormous Efficiency.



- **New generation of six-cylinder petrol engines.**
- **All-aluminium diesel engines with piezo injectors.**
- **Six-cylinder top-of-the-range diesel with VTT and 210 kW/286 hp.**

The new BMW X3 comes with a choice of three petrol and three diesel engines. In developing these outstanding power units, BMW's engineers focused in particular on extra power, higher torque, lower weight, and enhanced efficiency, the power and performance characteristics of the drive units contributing significantly to the agile driving qualities of BMW's SAV.

Particularly the six-cylinder engines give the BMW X3 an even more superior position in its segment in terms of power and performance, efficiency, and motoring culture. And one engine in particular sets a new benchmark in drivetrain technology, with the new BMW X3 being the first BMW ever to feature a diesel engine right at the top.

The new BMW X3 3.0sd is powered by the most sporting six-cylinder diesel engine in the world: The newly developed 3.0-litre power unit featuring Variable Twin Turbo (VTT) technology, an all-aluminium crankcase, and the latest generation of common-rail direct fuel injection now develops maximum output of 210 kW/286 hp.

The second engine in BMW's new series of six-cylinder diesels is the 160 kW/218 hp power unit of the BMW X3 3.0d, again featuring an aluminium crankcase and direct fuel injection with piezo injectors.

The new generation of straight-six petrol engines also comes in two variants, both featuring a composite magnesium/aluminium crankcase: The 3.0-litre power unit in the BMW X3 3.0si develops maximum output of 200 kW/272 hp, the power unit in the BMW X3 2.5si displacing 2.5 litres churns out 160 kW/218 hp.

Last but not least, the entry-level engine into both the petrol and diesel range is a four-cylinder.

### **Outstanding torque through Variable Twin Turbo technology.**

The outstanding power and performance of the new diesel engine in the BMW X3 3.0sd is made possible by BMW's VTT technology introduced worldwide for the first time in the BMW 535d in 2004. Featuring a system also referred to as multi-stage turbocharging, the power unit in the new BMW X3 offers another 10 kW/14 hp thanks to modification of both the injection system and the exhaust manifold.

New rotor blades on the two turbochargers serve to enhance the efficiency of the VTT system, although the basic principle of VTT turbocharging remains unchanged: First, a small turbocharger cuts in at lower engine speeds, then a larger turbocharger additionally develops its effect as the driver calls up extra power and performance.

This combination of turbochargers masterminded by particularly efficient high-performance engine electronics guarantees outstanding power and performance in every situation. The system builds up significant turbocharger pressure from low engine speeds since the small turbocharger, thanks to its low inertia, cuts in spontaneously and compresses intake air right from the start.

As a result, the driver enjoys significant power and thrust even at low engine speeds just above idling. The large turbocharger initially supports the effect of the small turbocharger as a pre-compressor, then providing maximum torque of 580 Nm or 427 lb-ft (+ 20 Nm over the former engine) all the way from 1,750–2,250 rpm.

Maximum power comes at a speed of 4,400 rpm unusually high for a diesel engine, and the engine speed limit is an even more significant 5,070 rpm.

### **Light and powerful: the first all-aluminium diesel in its class.**

The new 3.0-litre diesel sets the benchmark also in its power-to-weight ratio: The first all-aluminium diesel in its performance class, the new engine weighs just 208 kilos or 459 lb. In practice this means a significant improvement of both dynamics and agility. Featured as standard with a six-speed automatic transmission, the BMW X3 3.0sd accelerates from 0–100 km/h in just 6.6 seconds and reaches a top speed of 240 km/h or 149 mph. But despite this dynamic performance, this top-end diesel makes do with a modest 8.7 litres of diesel fuel/100 kilometres or 32.5 mpg Imp on average in the EU test cycle.

A particulates filter of the latest generation positioned close to the engine and interacting with an oxidation catalyst housed in the same unit serves to keep emissions to a minimum. Immediately after the engine has fired, this emission control unit reaches its operating temperature and develops its optimum effect right from the start. The new particulates filter is maintenance-free and regenerates itself, without the driver even noticing this process.

### **Piezo injectors for even greater efficiency and running smoothness.**

More power, less weight – numerous innovations not only on the crankcase and turbocharger system, but also in the fuel injection and exhaust system pave the way for this superior fitness.

The new injection system with its precise piezo injectors builds up maximum pressure of 1,600 bar for a rapid charge effect in the combustion chamber and extra power developed in the process. Particularly fine atomisation of the fuel injected serves to optimise the combustion process: As soon as the driver presses down the gas pedal, the piezo element in the injector responds immediately to the electric pulse initiating the injection process, the opening angle of the injector needles being controlled with optimum precision.

This adjusts the injection volume precisely to the power and performance required by the driver, which in practice means not only greater efficiency, but also a significant improvement of engine acoustics and smoothness in the six-cylinder diesel.

A further feature of significance in this context is the new two-stage exhaust system generating far less counterpressure than a conventional exhaust system.

All together, therefore, these significant improvements and modifications mean a substantial increase in power and performance throughout the entire speed range of the engine.

### **New diesel generation with attractive variants.**

Achieving significant progress in all areas, BMW's diesel specialists have once again optimised the potential of the straight-six power unit. Indeed, straight-six configuration guarantees not only the agility and driving dynamics so typical of BMW, but also a high standard of smoothness and refinement, combining all these benefits with exemplary all-round economy.

This high level of development is also borne out in the second 3.0-litre diesel featured in the new BMW X3: Here again, common-rail direct injection with piezo injectors and an all-aluminium crankcase are perhaps the most outstanding technologies. Otherwise, the power unit in the BMW X3 3.0d comes with the same displacement of 2,993 cc, the Twin Turbo being replaced in this case by one single turbocharger boosting air pressure in the combustion chambers.

Clearly, this kind of power is also very impressive on the road, the turbocharger with variable turbine geometry (VTG) ensuring superior performance tailored to the driver's wishes and driving conditions: Maximum output of the BMW X3 3.0d is 160 kW/218 hp, maximum torque is 500 Nm or 369 lb-ft

between 1,750 and 2,750 rpm. This obviously guarantees superior power and performance even at low engine speeds in the BMW X3 3.0d, with acceleration from 0–100 km/h in 7.4 seconds and top speed of 210 km/h or 130 mph. And running on V-class tyres available as an option from the factory, the new BMW X3 3.0d is even able to reach a top speed of 220 km/h or 136 mph.

Average fuel consumption in the EU cycle of just 7.9 litres of diesel fuel/100 kilometres, equal to 35.8 mpg Imp, makes the BMW X3 3.0d extremely efficient. Emission management, finally, is ensured also in this model by a particulates filter fitted close to the engine.

### **Highly efficient “basic” engine: the four-cylinder diesel.**

The power units developed by BMW are also outstanding performers in the four-cylinder diesel market, combining superior thrust with supreme efficiency.

The “basic” engine developed for the new BMW X3 offers all the virtues of a modern diesel in a most impressive manner, the new BMW X3 2.0d featuring a 2.0-litre four-cylinder diesel with common-rail fuel injection for maximum output of 110 kW/150 hp. Peak torque, in turn, is a significant 330 Nm or 243 lb-ft all the way from 2,000–2,500 rpm.

The BMW X3 2.0d accelerates to 100 km/h in 10.2 seconds and has a top speed of 198 km/h or 123 mph. In terms of all-round economy, the new BMW X3 2.0d averages just 7.2 litres/100 kilometres (equal to 39.2 mpg Imp) in the EU test cycle, again setting a new benchmark. And like the other diesel engines, a four-cylinder with particulates filter naturally comes as standard.

### **Petrol engines: more power, less weight, greater efficiency.**

Apart from the three diesel engines, the new BMW X3 is also available with three petrol engines: two straight-six power units displacing 3.0 and, respectively, 2.5 litres, as well as a 2.0-litre four-cylinder.

The two straight-six power units come from the new generation of petrol engines offering the free-revving performance and smoothness as well as the exceptionally low weight and exemplary efficiency so typical of BMW. Both of these engines feature a composite magnesium/aluminium crankcase and variable VALVETRONIC valve control.

Using particularly light magnesium on the crankcase, BMW has indeed developed a fundamentally new technology significantly reducing the weight of the engine versus its predecessor, despite the same dimensions and engine capacity.

Weighing just 165 kilos or 364 lb, the two six-cylinders make a significant contribution not only to the overall economy, but also to the well-balanced axle load distribution and, accordingly, to the agility and driving dynamics of the new BMW X3.

Developed by BMW, VALVETRONIC valve management masterminds engine power by infinitely varying the opening times on the intake valves.

This throttle-free load control significantly reduces fuel consumption and at the same time optimises the engine's response. And the entire process is controlled independently of the position of the gas pedal by a central step motor, an eccentric shaft, and an intermediate lever.

### **New straight-six power units displacing 3.0 and 2.5 litres.**

The most powerful version of BMW's new generation of six-cylinders clearly displays its fortes in the new BMW X3 3.0si: Engine output is now 200 kW/272 hp (+ 30 kW/41 hp over the former power unit), maximum torque is 315 Nm or 232 lb-ft and comes within the wide speed range from 2,500–4,000 rpm.

Given this kind of power, the new BMW X3 3.0si accelerates from 0–100 km/h in 7.4 seconds and has a top speed of 210 km/h (130 mph) or, respectively, 232 km/h (144 mph) with V-class tyres available as an option straight from the factory.

Average fuel consumption in the EU cycle of 10.1 litres/100 kilometres (28.0 mpg Imp), finally, ensures exemplary all-round economy for an engine of this calibre.

The 2.5-litre straight-six likewise offers impressive power and performance: The drive unit in the new BMW X3 2.5si develops maximum output of 160 kW/218 hp (+19 kW/26 hp) and peak torque of 250 Nm or 184 lb-ft maintained consistently between 2,750 and 4,250 rpm.

This power and free-revving performance of the new 2.5-litre is clearly reflected on the road, the new BMW X3 2.5si accelerating to 100 km/h in 8.6 seconds and achieving a top speed of 210 km/h (130 mph) or, respectively, 221 km/h (137 mph) when fitted with V-class tyres available as an option also on this model. Even so, average fuel consumption in the EU cycle is just 9.9 litres/100 kilometres, equal to 28.5 mpg Imp.

### **Setting an attractive foundation: four-cylinder with VALVETRONIC and bi-VANOS.**

The entry level into BMW's range of petrol engines is also marked by a four-cylinder: Apart from variable VALVETRONIC valve management, the 2.0-litre power unit of the new BMW X3 2.0i features infinitely variable bi-VANOS camshaft adjustment and BMW's DISA technology on the intake manifold adjusting the manifold to individual requirements.

This sophisticated technology makes the 2.0-litre a true exception in its class, achieving a level of refinement and power quite unique in the four-cylinder market.

Developing maximum output of 110 kW/150 hp and peak torque of 200 Nm/147 lb-ft at 3,750 rpm, the four-cylinder also offers everything required for superior driving pleasure: The new BMW X3 2.0i accelerates to 100 km/h in 11.5 seconds and has a top speed of 198 km/h or 123 mph. And in terms of economy, the engine again reveals its high standard of technology, with fuel consumption in the EU cycle of just 9.3 litres/100 kilometres, equal to 30.4 mpg Imp.





## 6. Manual Gearbox and Automatic Transmission: Quick and Comfortable.



- **Six-speed manual or automatic.**
- **New automatic transmission with unique gearshift dynamics and efficiency.**
- **Short reaction time for optimum acceleration.**

All variants of BMW's new SAV, with the exception of the BMW X3 3.0sd, come as standard with a six-speed manual gearbox.

As the most powerful model in the range, the BMW X3 3.0sd boasts a new six-speed automatic transmission. And automatic transmission complete with Steptronic enabling the driver to shift gears by hand as required is available as an option also on the other versions.

### **Appropriate gear increments for maximum efficiency.**

Gear increments on the manual gearbox are closely tailored to the power and performance characteristics of the respective engine. On the diesel engines of the BMW X3 3.0d (160 kW/218 hp) and the BMW X3 2.0d (110 kW/150 hp), for example, sixth gear acts not as some kind of overdrive or economy gear, but rather gives the vehicle its top speed. On the petrol engine BMW X3 3.0si (200 kW/272 hp), the BMW X3 2.5si (160 kW/218 hp), and the BMW X3 2.0i (110 kW/150 hp), on the other hand, the highest gear ratio serves to reduce engine speed and enhance fuel economy accordingly. In this case, therefore, top speed comes in fifth gear.

Using special transmission fluid and completely covering the main bearings to keep out dirt and contamination, there is no need to change the transmission fluid and the service life of the gearbox is extended accordingly, without requiring any maintenance.

BMW's new six-speed automatic transmission comes as standard in the top-of-the-range BMW X3 3.0sd. Indeed, this newly developed automatic transmission is conceived specifically for such a combination with a high-performance power unit. Automatic selection of the appropriate gear in each situation is handled instantaneously and with utmost precision, this sophisticated automatic transmission therefore not just contributing to the vehicle's enhanced comfort, but also to the supreme driving dynamics of the BMW X3 3.0sd. And using new converter technology with integrated torsion dampers, the automatic transmission significantly reduces fuel

consumption compared with the six-speed automatic transmissions seen so far. In practice this means a reduction of fuel economy in the top model compared with a conventional automatic transmission by no less than 6 per cent in the EU cycle.

**Automatic transmission: gearshift and reaction times 50 per cent shorter than before.**

New converter technology and particularly efficient software interact to reduce reaction and gearshift times versus a conventional automatic transmission by up to 50 per cent. And thanks to the direct gear selection process, even skipping one or several gears when shifting back does not take up any additional time.

To provide this kind of efficiency, the high-performance electronic control system in BMW's new automatic transmission permanently monitors the position of the gas pedal, also registering how hard the driver is pressing down the pedal and thus determining what kind of acceleration he wishes to enjoy.

Receiving data on road speed, engine speed and the steering angle, the control unit also recognises current driving conditions and is even able to determine whether the vehicle is currently driving uphill or downhill.

Then, taking all these criteria into account, the electronic control unit with its particularly efficient software determines which gear is most appropriate under current driving conditions in order to meet the driver's requirements.

**New converter technology bringing out all the power of the engine.**

The new six-speed automatic transmission in the BMW X3 3.0sd offers an exceptionally dynamic driving experience not only on account of its superior spontaneity and precision, but also through its direct connection to the engine, truly making the best of the engine's power and performance.

To achieve this superiority, the engine and automatic transmission are connected to one another more directly than ever before. Indeed, this applies not only to the engine's networked electronic management, but also to the mechanical link connecting the two units with one another.

New torque converter technology complete with an integrated torsion damper is responsible for the agile driving impression of the new BMW X3, avoiding any unnecessary, power-reducing slip in virtually all driving situations.

**Direct connection to the engine for greater fuel economy.**

The converter lock-up clutch is closed immediately after setting off, the six-speed automatic transmission thus linking up directly to the engine to offer the same character as a manual gearbox in the transmission of power.

Benefiting from such exceptional gearshift dynamics and the direct connection to the engine, the new six-speed automatic transmission enhances the sporting and active style of motoring in the new BMW X3 3.0sd, at the same time facilitating a comfortable, relaxed and fuel-efficient style of motoring at low engine speeds.

## 7. All-Wheel Drive: Spreading out Power the Intelligent Way.



- **Permanent BMW xDrive all-wheel drive for enhanced driving dynamics.**
- **Proactive intervention in over- or understeer.**
- **Even greater precision: Integrated Chassis Management.**

Agile and dynamic on the road, fully variable and powerful off the beaten track: It is precisely these many ways and means of enjoying sheer driving pleasure at its best that give the new BMW X3 its particular “kick” and character. The vehicle’s high standard of all-round qualities is of course also attributable to BMW’s intelligent, permanent xDrive all-wheel-drive system offering exceptionally fast and precise response for fully variable distribution of power between the front and rear axle.

Via a power divider with an electronically controlled multiple-plate clutch, BMW xDrive feeds the power of the engine to the wheels able to use this power most effectively at any given point in time. The result is not only maximum traction on slippery surfaces, but also enhanced driving dynamics, with BMW xDrive counteracting over- or understeer in bends right from the start.

The differential lock function is provided by the brakes intervening on any wheels about to spin.

These qualities give not only BMW’s SAV models, but rather all BMWs equipped with xDrive superior driving qualities at all times. Indeed, with the system offering truly outstanding benefits, BMW is now the world’s most successful manufacturer of all-wheel-drive vehicles in the premium segment.

### **40 : 60 power distribution under normal driving conditions.**

Permanent and infinitely variable power distribution among all four wheels by BMW xDrive is made possible by a rigid main shaft leading to the rear axle and a multiple-plate clutch feeding engine torque via a layshaft to the front axle. Under normal driving conditions, drive forces are shared out 40 : 60 between the front and rear wheels. Then, as soon as there is a change in surface conditions or driving dynamics, xDrive responds instantaneously by adjusting power distribution accordingly.

As a result, nearly all the engine's drive power can be fed to one axle when required under extremely varying frictional conditions front-to-rear. So should the BMW X3 be leaving, say, a snowbound car park with its front wheels already resting on the road itself cleared of snow, xDrive is able to immediately feed all the engine's drive power to the front, guaranteeing fast acceleration and a smooth and safe process of merging into the traffic flowing by.

A further advantage of BMW xDrive is to counteract any oversteer in fast bends. In this case the multiple-plate clutch is closed more firmly to feed additional power to the front wheels and optimise the vehicle's driving stability.

Under extreme oversteer, therefore, up to 75 per cent of the engine's torque may be transferred dynamically to the front wheels as a function of slip and, therefore, frictional engagement on the tyres.

### **Enhanced to an even higher standard: Integrated Chassis Management.**

To ensure such a fast and precise response, xDrive all-wheel drive, DSC Dynamic Stability Control, and engine management in the new BMW X3 are all networked to one another via Integrated Chassis Management. The chassis management sensors also supply the xDrive control unit with the data required for determining and monitoring current driving conditions, xDrive thus following a proactive strategy in stabilising the vehicle: The system recognises and prevents slip even before the wheels involved will start to spin noticeably to the driver or before the vehicle suffers major instability. DSC Dynamic Stability Control, in turn, will not intervene on the individual wheel brakes and in engine management until the modification of power distribution by xDrive is no longer sufficient to keep the vehicle absolutely stable.

The new control strategy of Integrated Chassis Management ensures even faster and more precise coordination of xDrive and DSC. While so far the engine and brake management systems acted on the vehicle's behaviour almost independently of longitudinal forces management, these three control circuits now act in parallel to one another on the new BMW X3.

While longitudinal forces management masterminds the distribution of drive power front-to-rear, brake management is able to intervene individually in the brakes in the interest of enhanced traction and driving dynamics. And if necessary, engine management is able to reduce or increase engine power.

Precisely networked to DSC in this way, xDrive all-wheel drive in the new BMW X3 ensures a fast and precise response to any change in driving conditions and, as a result, an even higher level of driving dynamics.

## 8. Chassis and Suspension: Stable Foundation, Innovative Control Systems.



- **Sports suspension and Servotronic as an option.**
- **DSC with additional functions.**
- **DTC for extra traction and driving dynamics.**

The chassis and suspension of the new BMW X3 rests on a particularly stable axle configuration harmonising ideally with the monocoque body and the vehicle's independent suspension.

At the front BMW's Sports Activity Vehicle rests on a double-joint spring strut axle complete with anti-roll bar and gas pressure dampers, while the central-arm rear axle features twin-sleeve gas pressure dampers and again an anti-roll bar.

The springs, dampers and anti-roll bars are specially configured to ensure safe motoring even under sporting and dynamic conditions, naturally meeting all the particular requirements made of an SAV in terms of body stability.

As an option the BMW X3 is available with sports suspension maintaining the vehicle's ground clearance but featuring harder springs, dampers and roll bars. In this case the all-season tyres fitted as standard are replaced by V-class tyres homologated for higher speeds and running on 18-inch rims.

### **Light-alloy wheels featured as standard, Servotronic as an option.**

The new BMW X3 comes as standard on 17-inch light-alloy wheels.

The top-of-the-range BMW X3 3.0sd, in turn, features 18-inch light-alloy wheels as standard, and a wide range of other light-alloy wheels measuring 18 and 19 inches is available as an option.

Hydraulically assisted rack-and-pinion steering keeps the BMW X3 correctly on course at all times, providing a sporting and direct feeling of the steering typical of BMW. Servotronic with speed-related power assistance is available as an option, offering a particularly high level of power assistance at low speeds on bad roads or in parking manoeuvres.

### **DSC Dynamic Stability Control with additional functions.**

The new BMW X3 boasts DSC Dynamic Stability Control now enhanced by a range of additional functions. This new DSC ensures not only superior driving stability and traction, but also optimum brake power, setting off any decrease in stopping forces at extremely high temperatures by increasing brake pressure as required.

Building up brake pressure moderately at an early point, the system ensures proper application of the brakes likely required in a spontaneous braking manoeuvre. Regular Dry Braking automatically activated as soon as the driver switches on the windscreen wipers optimises the efficiency of the brake system in the wet, while DBC Dynamic Brake Control automatically maximises brake pressure whenever the driver needs to apply the brakes particularly hard. And last but not least the Set-Off Assistant makes it much easier to set off on an uphill gradient.

Dynamic driving control in the BMW X3 also comprises ABS anti-lock brake control, ASC Automatic Stability Control, as well as HDC Hill Descent Control. As soon as the driver switches on HDC, which is only possible at a speed of less than 35 km/h or 22 mph, the BMW X3 will automatically reduce its speed, the driver being able to control the HDC speed function anywhere between 6 and 25 km/h simply by pressing the “+” and “-“ buttons on the multifunction steering wheel.

Yet another function of DSC Dynamic Stability Control is CBC Cornering Brake Control preventing the vehicle from swerving when applying the brakes slightly in a bend.

The new BMW X3 is able to tow a trailer weighing up to 2,000 kilos or 4,410 lb. And to ensure maximum safety in such a situation, BMW's SAV is equipped with innovative Trailer Stability Control suppressing any dangerous instability and preventing the combination of vehicle and trailer from developing a kind of pendulum sway.

Trailer Stability Control recognises such a risk at an early point in time and quickly applies the brakes on both the vehicle itself and the trailer to avoid any pendulum action. The system also briefly reduces engine torque to a minimum, providing both functions without any intervention on the part of the driver.

Trailer Stability Control is activated automatically when the trailer is connected to the vehicle by the power cable and intervenes at a speed down to 65 km/h or 40 mph.

### **DTC Dynamic Traction Control optimising both traction and driving dynamics.**

DTC Dynamic Traction Control also included in the new DSC system enhances the high standard of driving dynamics offered by the new BMW X3. All the driver has to do to activate the DTC mode is press a button in the centre console, raising the response thresholds for intervention by the engine and brakes and thus allowing the driver to set off smoothly on, say, loose snow, with the drive wheels intentionally spinning slightly.

DTC also allows a particularly sporting style of motoring by letting the vehicle build up higher lateral acceleration until it enters a light and controllable powerslide in bends. As road speed increases, intervention by DTC comes closer to the basic DSC mode, maintaining the safe stability effect of the system under critical conditions.

Pressing the DTC button somewhat longer, the driver is able to completely deactivate DSC, as is also possible on other BMWs. In that case only the differential lock function is maintained, with the brakes intervening on any of the wheels about to spin.



## 9. Bodyshell and Safety: Aerodynamic Outside, Robust Inside.



- **Best drag coefficient in the segment.**
- **Ultra-strong carrier structures, stable passenger cell.**
- **Six airbags featured as standard.**

The bodyshell of the new BMW X3 combines attractive looks with superior aerodynamic qualities: With its frictional coefficient of 0.35, the BMW X3 ranks right at the top of the SAV segment. On the road, this superior streamlining means not only equally superior fuel economy, but also enhanced performance, with the noise level being reduced particularly at high speeds.

The foundation for this superior streamlining is provided by the vehicle's efficient flow of air around and through the body, a concept developed with the help of intense tests in the wind tunnel. Apart from specific fairing components in the upper segment of the body, the particularly smooth underfloor also helps to optimise the aerodynamic flow of air. And an additional contribution is made by the rear air dam which, together with the rear spoiler on the new BMW X3, ensures a well-controlled flow of air.

### **Aerodynamics for superior driving behaviour.**

Aerodynamic fine-tuning of the new BMW X3 has an impressive effect on the vehicle's driving dynamics. Lift forces front and rear very low indeed for a vehicle of this kind keep the new BMW X3 resting soundly on the road even at high speeds, a benefit noticeable both on straight sections of the road and in bends.

The driver is therefore able to handle the new BMW X3 in a particularly sporting and active style, low lift forces also benefiting the vehicle's longitudinal and directional stability in dynamic driving manoeuvres. In particular, therefore, the BMW X3 allows a quick lane change without the slightest problem.

The new BMW X3 is 4,569 millimetres (179.9") long, 1,853 millimetres (73.0") wide, and 1,674 millimetres (65.9") high – ideal dimensions for a five-door vehicle of this calibre in many respects. And as the more compact member of BMW's SAV model range, the new X3 offers supreme agility and handling, while nevertheless providing everything required for versatile use through the large, generous and flexible interior.

### **Impact energy guided specifically in the appropriate direction.**

The new BMW X3 fulfils the particularly strict safety standards of the BMW Group in every respect. The unitary body structure is made completely of steel in the interest not only of motoring comfort and driving characteristics, but also of passive safety significantly enhanced in this manner.

Use of high-strength steel and the load-related body structure enables the bodyshell to absorb impact energy even before the restraint and impact cushioning systems are required to respond. And panels hot-galvanised on both sides maintain these safety reserves for the entire life of the vehicle.

High-strength longitudinal arms and crossbars, together with bolted-on deformation elements, ensure specific deflection and absorption of impact energy in a head-on collision. The doors made of steel plate and featuring high-strength hinges and door locks also serve to protect the occupants in a collision from the side.

Diagonal door reinforcements made of high-strength steel profiles consider the varying height of the bumpers on other vehicles possibly involved in a collision. A further point is that these door reinforcements hook into the side frame to pass on impact energy and keep forces away from the passenger compartment, which thus remains largely undamaged even in a severe collision.

### **Six airbags protecting the passengers front and rear.**

Inside the new BMW X3, no less than six airbags come as standard in the interest of maximum occupant safety. Apart from frontal airbags, side airbags and curtain head airbags are all featured as standard, the latter inflating out of covers on the A-pillars and in the roof lining to protect the passengers both front and rear from injury.

In the event of a collision, the curtain head airbags reduce the risk of sudden head movements to the side, thus helping to prevent cervical spine injury as well as other negative effects. And at the same time the curtain head airbag is able to avoid impacts against objects penetrating the vehicle.

Both the driver and front passenger airbags inflate in stages, depending on the severity of an accident – and they also provide their protective effect in so-called OOP (out-of-position) situations, offering the occupant superior protection even when he is not sitting in a normal position.

The BMW X3 comes with three-point inertia-reel seat belts on all five seats, the restraint systems featuring not only a belt force limiter, but also a belt tightening function on the front seats.

**Tyre Pressure Indicator featured as standard to provide a warning against loss of pressure.**

Regardless of the size of the wheels fitted, the new BMW X3 comes as standard with a Tyre Pressure Indicator informing the driver at an early point in time of any loss of pressure in the tyres.

To provide this function, the tyre pressure indicator permanently monitors tyre pressure by measuring the speed of wheel rotation. And whenever the pressure measured deviates from the target figure by more than 30 per cent a warning signal comes on in the cockpit.

The new BMW X3 also comes with two-stage Adaptive Brake Lights. This system introduced by BMW for the first time in a production car helps to increase the awareness of motorists following from behind, with the size of the brake lights illuminated at the rear of the BMW X3 growing whenever the driver exerts particular pressure on the brake pedal and when the ABS function is activated. The signal provided in this way urges a motorist following from behind to likewise brake hard.

## 10. Equipment: Attractive Options for Supreme Demands.



- **Bi-xenon headlights, adaptive headlight function and bending lights.**
- **Panorama glass roof offering a unique experience of fresh air.**
- **High-tech solutions for navigation and communication.**

Premium quality is the name of the game in the interior of the new BMW X3. The materials used, their flair and finish satisfy the most stringent demands, just as the wide range of standard equipment highlights the stylish ambience within the vehicle.

A wide range of options for customising the new BMW X3 offers the purchaser individual style not just through the large number of trim colours, upholstery features and surfaces.

Top-class navigation and audio systems also serve to raise touring comfort in the new BMW X3 to an even higher level further optimised as an option by the BMW Assist telematics service.

### **Perfect visibility thanks to bi-xenon headlights.**

Also available as an option, bi-xenon headlights featuring parking light rings ensure optimum visibility at night. These headlights may even be combined with an adaptive light function, the swivelling headlights following curves in the road ahead for optimum illumination at all times. And last but certainly not least, the bending light function provided by the foglamps makes turning and changing direction in the dark at low speeds as well as parking manoeuvres much easier and more convenient.

The distance of the vehicle from an obstacle is monitored and measured by means of PDC Park Distance Control: When parking, the driver receives an acoustic signal as orientation, allowing him to assess the distance between his vehicle and an object.

Aficionados of fresh air are also able to enhance their driving pleasure in the new BMW X3 in a particularly attractive manner: With its glass area measuring 0.65 square metres in size, the two-piece Panorama Roof offers a particular touch of generosity in admiring the sky above – almost like driving in a convertible but with the commanding position so typical of the new BMW X3.

### **High-tech systems for navigation and communication.**

Two navigation systems are available in the new BMW X3:

Navigation Business offers a voice guiding function and arrow symbols in the radio display. Navigation Professional, in turn, features a coloured, high-definition 16:9 graphic display showing the route calculated on a map and providing navigation instructions by voice messages. Both systems take traffic information into account and calculate the optimum alternative routes in the event of traffic congestion.

The BMW X3 is available with a number of mobile telephones. The top version comes complete with Bluetooth technology for hands-free operation of the telephone, the mobile handset in the centre console being readily accessible from all seats.

Last but certainly not least, the new BMW X3 is also available with a very wide range of audio systems. The top version is the Professional HiFi system featuring no less than ten loudspeakers, generating maximum output of 500 Watt, and boasting a DSP Digital Sound Processor. With its graphic seven-band equaliser, this top-end audio system is able to provide all kinds of spatial sound effects for various types of music.

# 11. Production: Strong Partnership for Great Quality.



- **Flexible production by Magna Steyr Fahrzeugtechnik in Graz, Austria.**
- **Best grades in non-partisan quality tests.**
- **Production to BMW standards including KOVP.**

The BMW X3 is the only model in BMW's current model range not built at a BMW Group plant: The BMW X3 Sports Activity Vehicle comes off the production line of Magna Steyr Fahrzeugtechnik AG & Co. KG (MSF) in the Austrian town of Graz.

Cooperating with MSF, the BMW Group enjoys the services of a partner with years of experience in implementing vehicle projects. And a further point is that Magna Steyr regularly receives best grades in quality inspections by J.D. Power & Associates, the famous US market research institute.

## **Flexible production, standardised processes.**

A new body-in-white assembly shop has been established at the Magna Steyr Fahrzeugtechnik AG Production Plant in Graz exclusively for production of the BMW X3. The flow and volume of production is geared flexibly to the number of orders received, with production capacity being increased immediately after the start of sales of the BMW X3 from 300 to 400 units a day in response to great demand, and now being further increased to a daily volume of 540 units.

Production of the BMW X3 is in three shifts a day.

The BMW X3 with its trendsetting xDrive all-wheel-drive technology is built in Graz for all markets the world over. Like all other BMW Group production plants, Magna Steyr uses standardised processes in body construction, operates with a high level of flexibility in production, and naturally applies BMW's Online Ordering System.

## **Customer wishes quickly turned into reality.**

This flexibility also in production of the BMW X3 in Graz is borne out in particular by BMW's Customer-Oriented Sales and Production Process (KOVP), a process optimisation principle benefiting above all the customer, who is able to change the engine, transmission, colour or equipment of his BMW just six days prior to the start of assembly.

The KOVP principle is applied today to all BMW and MINI models. As a result, the timeframe from the actual inclusion of a vehicle in production via transport and handover to the dealer is now a mere ten days.

## Specifications BMW X3. 2.0i; 2.5si; 3.0si.

<b>Body</b>		<b>2.0i</b>	<b>2.5si</b>	<b>3.0si</b>	
No of doors/seats		5/5	5/5	5/5	
Length/width/height (unladen)	mm	4,569/1,853/1,674	4,569/1,853/1,674	4,569/1,853/1,674	
Wheelbase	mm	2,795	2,795	2,795	
Track, front/rear	mm	1,538/1,556	1,538/1,556	1,524/1,542	
Turning circle	m	11.7	11.7	11.7	
Fuel tank capacity (approx.)	ltr	67	67	67	
Cooling system incl heating	ltr	8.6	10.5	10.5	
Engine oil	ltr	4.25	6.5	6.5	
Weight, unladen (EU) <sup>1</sup>	kg	1,730	1,805 (1,830)	1,815 (1,840)	
Max load (DIN)	kg	545	530 (545)	520 (535)	
Max permiss weight (DIN)	kg	2,200	2,260 (2,300)	2,260 (2,300)	
Permissible axle load front/rear	kg	1,050/1,235	1,100/1,260	1,150/1,260	
Max trailer load <sup>2</sup> braked (12%)/unbraked	kg	1,600/720	1,800/720	2,000/720	
Max roof load/trailer nose weight	kg	75/80	75/80	75/80	
Luggage comp. capacity (VDA)	ltr	480–1,560	480–1,560	480–1,560	
Drag coefficient	c <sub>x</sub> x A	0.35 x 2.50	0.35 x 2.50	0.35 x 2.50	
<b>Engine</b>					
Layout/No of cylinders valves		Inline/4/4	Inline/6/4	Inline/6/4	
Engine management		MEV 9	Siemens MSV 70	Siemens MSV 70	
Displacement	cc	1,995	2,497	2,996	
Bore/stroke	mm	84.0/90.0	82.0/78.8	85.0/88.0	
Compression ratio	: 1	10.5	11.0	10.7	
Fuel grade	RON	91–98 <sup>3</sup>	91–98 <sup>3</sup>	91–98 <sup>3</sup>	
Max output	kW/hp	110/150	160/218	200/272	
at engine speed	rpm	6,200	6,500	6,650	
Torque	Nm	200	250	315	
at engine speed	rpm	3,750	2,750–4,250	2,750	
<b>Electrics</b>					
Battery/location	Ah/–	55/boot	70/boot	70/boot	
Alternator	AW	110/1,540/1,260 (1,680)	150/2,100/1,260 (1,680)	150/2,100	
<b>Chassis</b>					
Front suspension	Double-joint thrust-rod spring-strut suspension with displaced camber; small negative scrub radius Lenkrollradius; steering scrub radius; transverse force compensation; anti-dive				
Rear suspension	Central pivot spindle with trailing arm and double wishbones, anti-squat and anti-dive				
Brakes, front	Single-piston swing-calliper disc brakes				
Diameter	mm	325, vented	325, vented	325, vented	
Brakes, rear	Single-piston swing-calliper disc brakes				
Diameter	mm	320, vented	320, vented	320, vented	
Driving stability systems	DSC (DTC, HDC, DBC, CBC, ABS, ASC, ADB, Hill Hold, Trailer Stability Control)				
Steering	Rack-and-pinion, power-assisted				
Overall ratio	: 1	18.9	18.9	18.9	
Type of transmission	Six-speed manual (six-speed automatic on the 2.5d and 3.0d)				
Transmission ratios	I	: 1	4.35	4.35 (4.065)	4.35 (4.065)
	II	: 1	2.496	2.5 (2.371)	2.50 (2.371)
	III	: 1	1.665	1.66 (1.551)	1.66 (1.551)
	IV	: 1	1.23	1.23 (1.157)	1.23 (1.157)
	V	: 1	1.00	1.00 (0.853)	1.00 (0.853)
	VI	: 1	0.851	0.85 (0.674)	0.85 (0.674)
	R	: 1	3.93	3.93 (3.20)	3.93 (3.20)
Final drive ratio		4.10	3.91 (4.44)	3.73 (4.44)	
Tyres		215/60 R17 96H M+S	215/60 R17 96 H M+S	235/55 R17 99H M+S	
Wheels		7.0 J x 17 alu	7.0 J x 17 alu	8.0 J x 17 alu	
<b>Performance</b>					
Power-to-weight ratio (DIN)	kg/kW	15.0	10.8 (11.0)	8.7 (8.8)	
Output per litre	kW/ltr	55.1	64.1	66.8	
Acceleration	0–62 mph	sec	11.5	8.5 (8.9)	7.2 (7.5)
	Standing-start km	sec	32.7	29.5 (29.9)	27.6 (27.9)
	50–75 mph in 4th/5 <sup>th</sup> gear	sec	10.9/13.9	8.5/10.9	7.3/8.9
Top speed	km/h	198	210/221 <sup>4</sup> (210/220 <sup>4</sup> )	210/232 <sup>4</sup> (210/228 <sup>4</sup> )	
<b>Fuel consumption (EU cycle)</b>					
Urban	l/100 km	13.1	13.7 (14.1)	14.2 (14.3)	
Extra-urban	l/100 km	7.1	7.7 (7.8)	7.7 (8.0)	
Composite	l/100 km	9.3	9.9 (10.1)	10.1 (10.3)	
CO <sub>2</sub>	g/km	223	238 (243)	243 (248)	
<b>Miscellaneous</b>					
Emission classification		EU4	EU4	EU4	
Wading depth (at 7 km/h)	mm	500	500	500	
Slope angle front/rear	°	23.9/21.8	23.9/21.8	23.9/21.8	
Ramp angle	°	17.2	17.2	17.2	
Ground clearance between axles	mm	201	201	201	
Perm. all-wheel drive distr. of power	%	50/32	50/32	50/32	
Climbing ability	%	variable	variable	variable	

Technical specifications apply to Europe (ECE)/weight specifications relevant for homologation may apply to Germany only.

Figures in brackets apply to models with automatic transmission.

<sup>1</sup>Weight of the car in road trim (DIN) plus 75 kg for driver and luggage.

<sup>2</sup>May be increased under certain conditions.

<sup>3</sup>Performance figures relate to RON 98, consumption figures relate to RON 95.

<sup>4</sup>With V-rated tyres (optional).

## Specifications BMW X3. 2.0d; 3.0d; 3.0sd.

<b>Body</b>		<b>2.0d</b>	<b>3.0d</b>	<b>3.0sd</b>	
No of doors/seats		5/5	5/5	5/5	
Length/width/height	mm	4,569/1,853/1,674	4,565/1,853/1,674	4,565/1,853/1,674	
Wheelbase	mm	2,795	2,795	2,795	
Track, front/rear	mm	1,538/1,556	1,524/1,542	1,524/1,542	
Turning circle	m	11.7	11.7	11.7	
Fuel tank capacity (approx.)	ltr	67	67	67	
Cooling system incl heating	ltr	9.6	10.4 (10.9)	11.5	
Engine oil (oil change)	ltr	5.3	7.5	7.5	
Weight, unladen EU <sup>1</sup>	kg	1,820	1,880 (1,885)	1,950	
Max load, DIN	kg	520	545	510	
Max permissible, DIN	kg	2,265	2,350 (2,355)	2,385	
Permissible axle load	kg	1,080/1,260	1,150/1,260	1,177/1,284	
Max trlr load, brkd 12%, unbraked	kg	1,700/720	2,000/750	2,000/750	
Max roof load/trailer nose	kg	75/80	75/80	75/80	
Luggage cap, DIN 70020	Ltr	480–1,560	480–1,560	480–1,560	
Drag coefficient	c <sub>x</sub> x A	0.35 x 2.50	0.35 x 2.50	0.35 x 2.50	
<b>Engine</b>					
Layout/cylinders/valves		Inline/4/4	Inline/6/4	Inline/6/4	
Engine management		DDE 5.0	DDE 6.0	DDE 6.2	
Displacement	cc	1,995	2,993	2,993	
Bore/stroke	mm	84.0/90.0	84.0/90.0	84.0/90.0	
Compression ratio	: 1	17.0	17.0	17.0	
Fuel grade	RON	diesel	diesel	diesel	
Max output	kW/hp	110/150	160/218	210 (286)	
at engine speed	rpm	4,000	4000	4,400	
Torque	Nm	330	500	580	
at engine speed	rpm	2,000	1,750–2,750	1,750–2,250	
<b>Electrics</b>					
Battery/location	Ah/–	80/boot	90/boot	90/boot	
Alternator	AW	150/2100 /1260(1680)	150/2100	150/2100	
<b>Chassis</b>					
Front suspension	Double-joint thrust-rod spring-strut suspension with displaced camber; small negative steering scrub radius; transverse force compensation; anti-dive				
Rear suspension	Central pivot spindle with trailing arm and double wishbones, anti-squat and anti-dive				
Brakes, front	Double-piston swing-calliper disc brakes				
Diameter	mm	325, vented	325, vented	325, vented	
Brakes, rear	Single-piston swing-calliper disc brakes				
Diameter	mm	320, vented	320, vented	320, vented	
Driving stability systems	DSC III (HDC, DBC, ABS, ASC-X, ADB-X, Hill-Hold, Trailer Stability Control)				
Steering	Rack-and-pinion, power-assisted				
Overall ratio	: 1	18.9	18.9	18.9	
Type of transmission	6-speed manual (6-speed automatic 3.0d as an option and 3.0sd series)				
Transmission ratio	I	: 1	5.14	5.08 (4.17)	4.17
	II	: 1	2.83	2.80 (2.34)	2.34
	III	: 1	1.80	1.78 (1.52)	1.52
	IV	: 1	1.26	1.26 (1.14)	1.14
	V	: 1	1.00	1.00 (0.87)	0.87
	VI	: 1	0.83	0.83 (0.69)	0.69
	R	: 1	4.64	4.61 (3.40)	3.40
Final drive ratio	: 1	3.07	2.93 (3.46)	3.23	
Tyres	215/60 R17 96H M+S		235/55 R17 99H M+S	235/50 R18 97H M+S	
Wheels	7.0 J x 17 alu		8.0 J x 17 alu	8.0 J x 18 alu	
<b>Performance</b>					
Power-to-weight ratio (DIN)	kg/kW	15.9	11.3	8.9	
Output per litre	kW/ltr	55.1	53.5	70.2	
Acceleration	0–100 km/h	sec	10.2	7.4 (7.7)	6.6
	Standing-start km	sec	31.8	28.0 (28.4)	26.9
	50–75 mph in 4 <sup>th</sup> /5 <sup>th</sup> gear	sec	8.3/10.3	5.7/6.9 (–/–)	5.7/6.9
Top speed	km/h	198	210 (220) <sup>4</sup>	240	
<b>Fuel consumption (EU cycle)</b>					
Urban	l/100 km	9.6	10.3 (11.2)	11.3	
Extra-urban	l/100 km	5.9	6.5 (7.1)	7.2	
Composite	l/100 km	7.2	7.9 (8.6)	8.7	
CO <sub>2</sub>	g/km	191	210 (229)	232	
<b>Miscellaneous</b>					
Emission classification	EU4, particulate filter				
Wading depth (at 7 km/h)	mm	500	500		
Slope angle front/rear	°	23.9/21.8	23.9/21.8	23.9/21.8	
Ramp angle	°	17.2	17.2	17.2	
Ground clearance between axles	mm	201	201	201	
Climbing ability	%	50/32	50/32	50/32	
Perm. all-wheel drive distr. of power		variable	variable	variable	

Technical specifications apply to Europe (ECE)/Weight specifications relevant for homologation may apply to Germany only. Figures in brackets apply to models with automatic transmission.

<sup>1</sup>Weight of the car in road trim (DIN) plus 75 kg for driver and luggage.

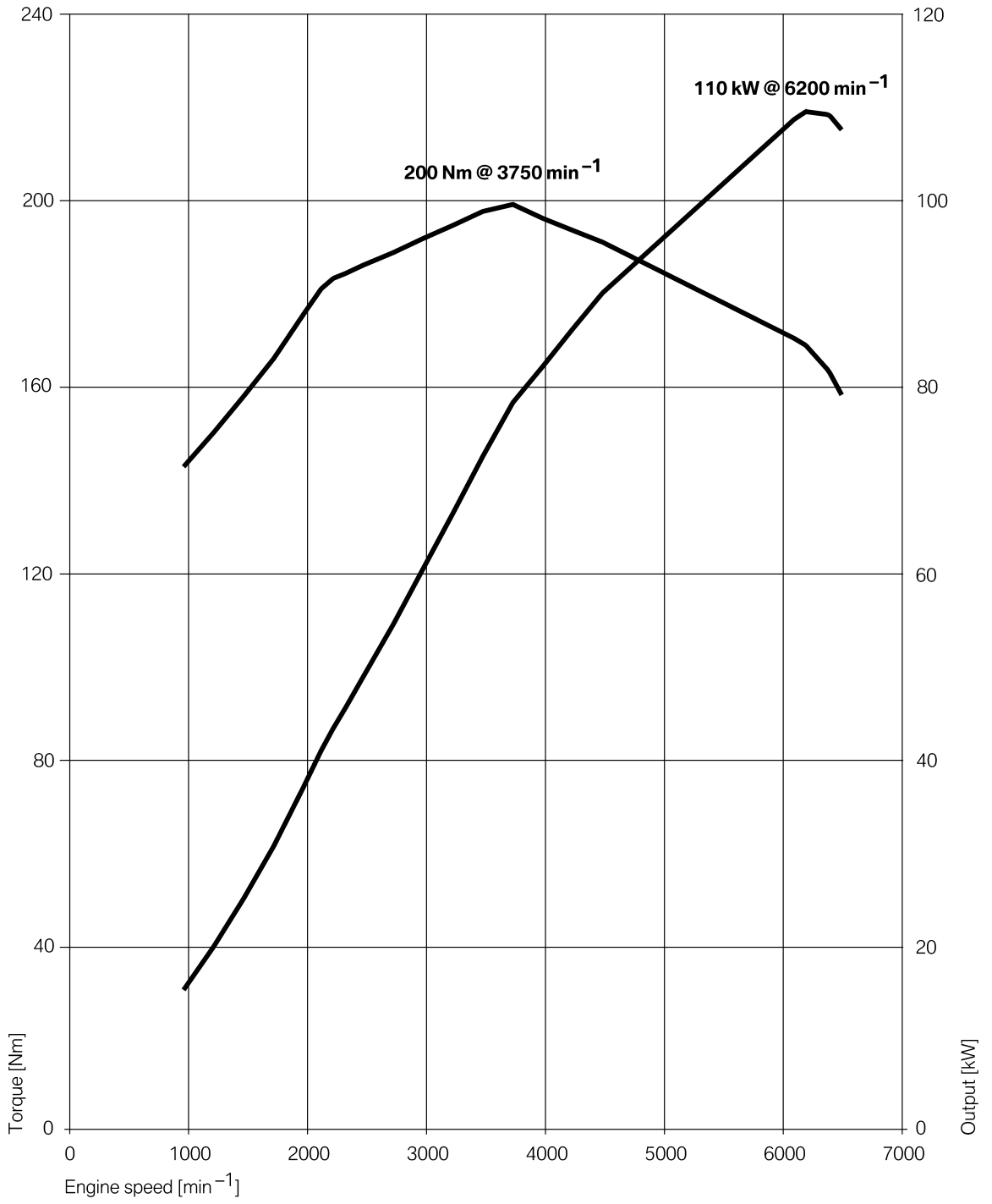
<sup>2</sup>May be increased under certain conditions.

<sup>3</sup>Performance figures relate to RON 98, consumption figures to RON 95.

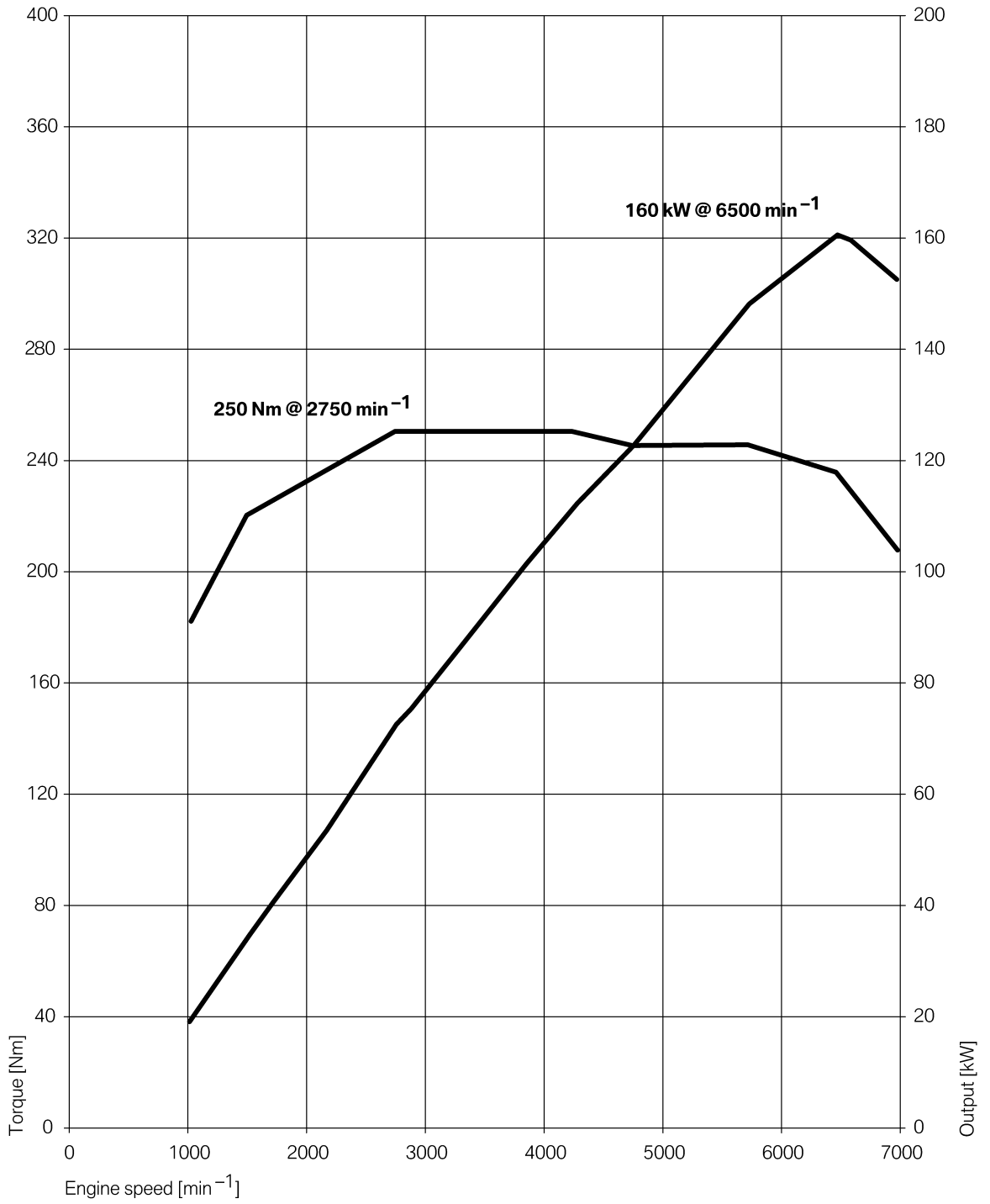
<sup>4</sup>With sports package.



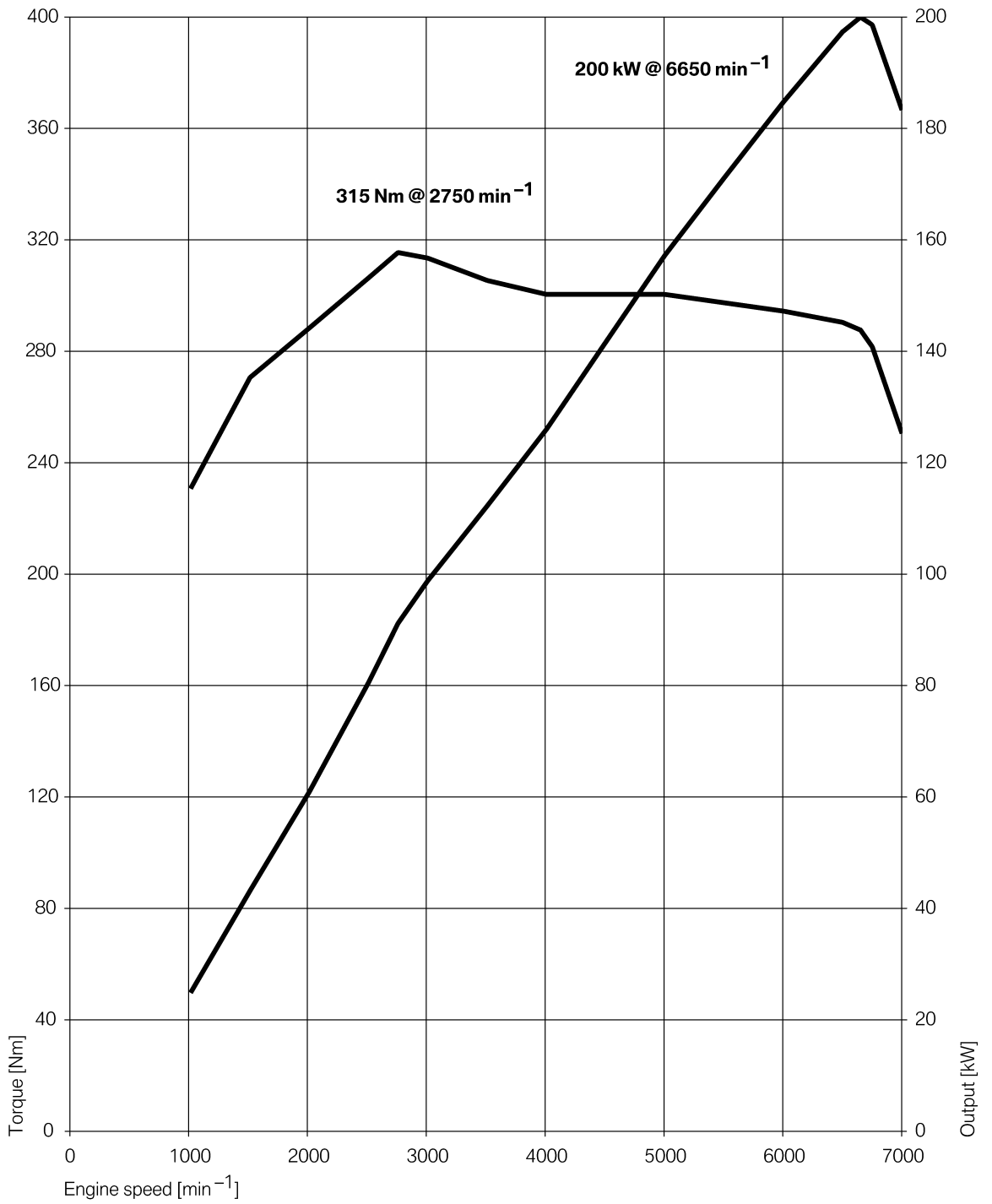
**BMW X3 2.0i.**



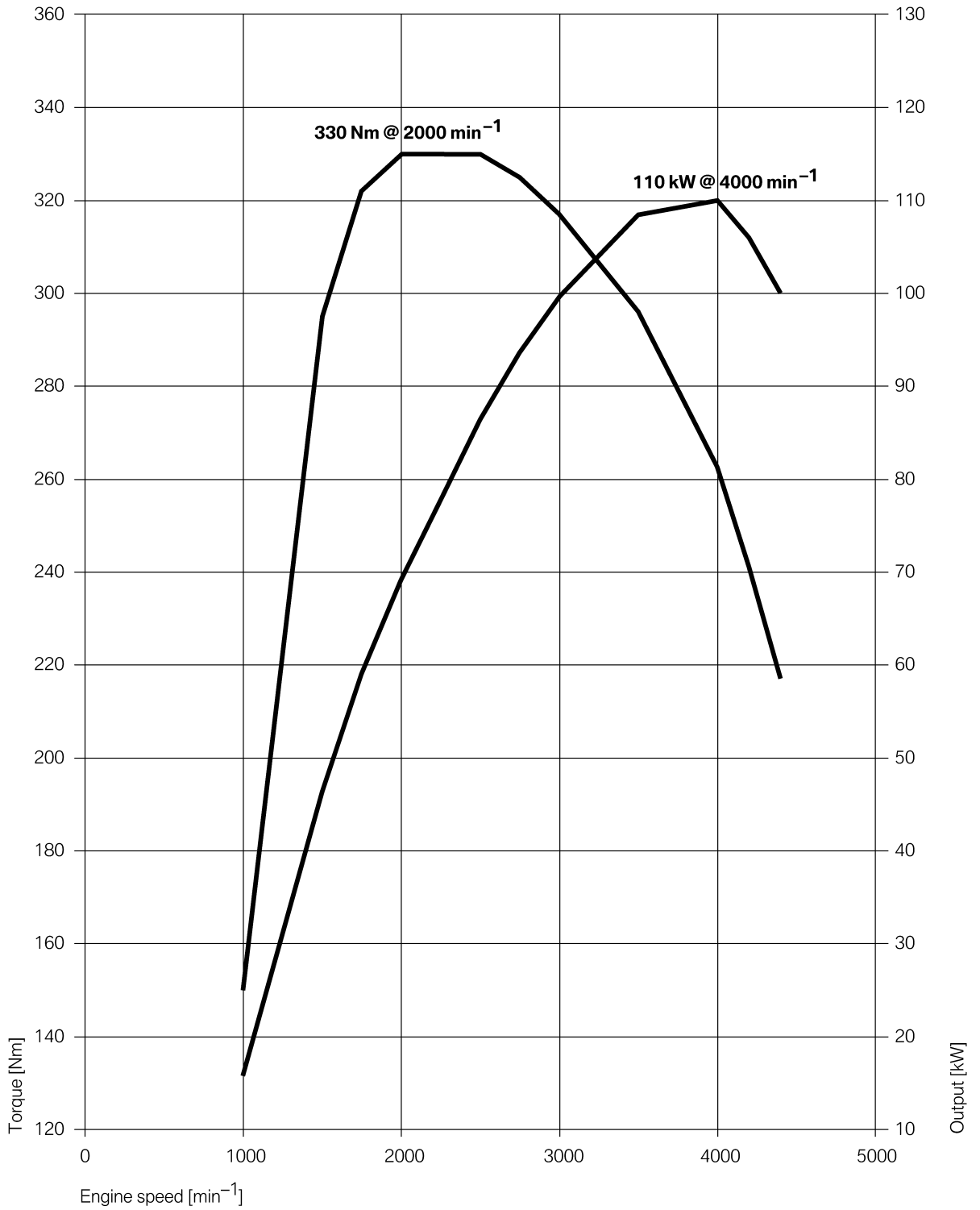
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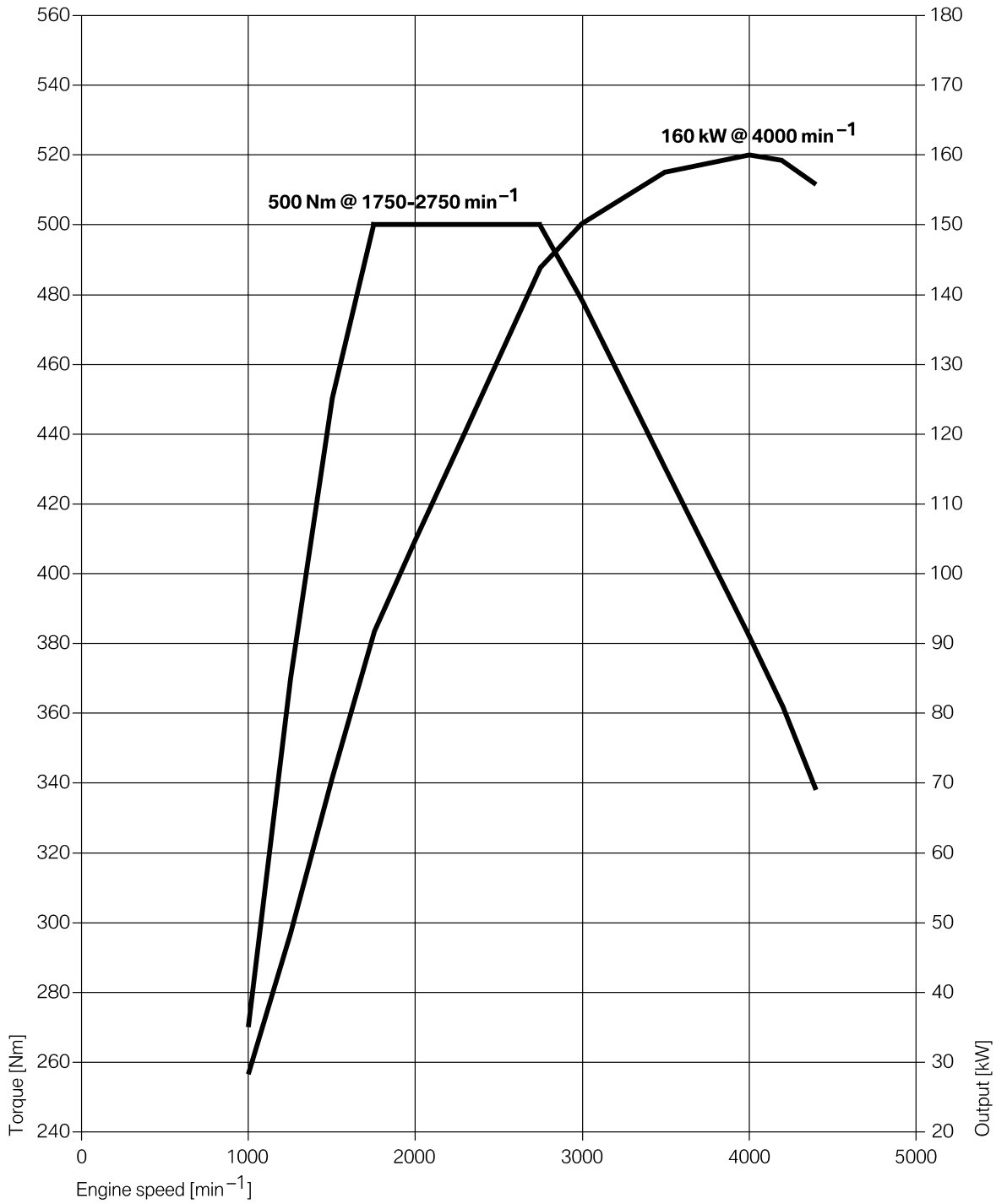
**BMW X3 3.0si.**



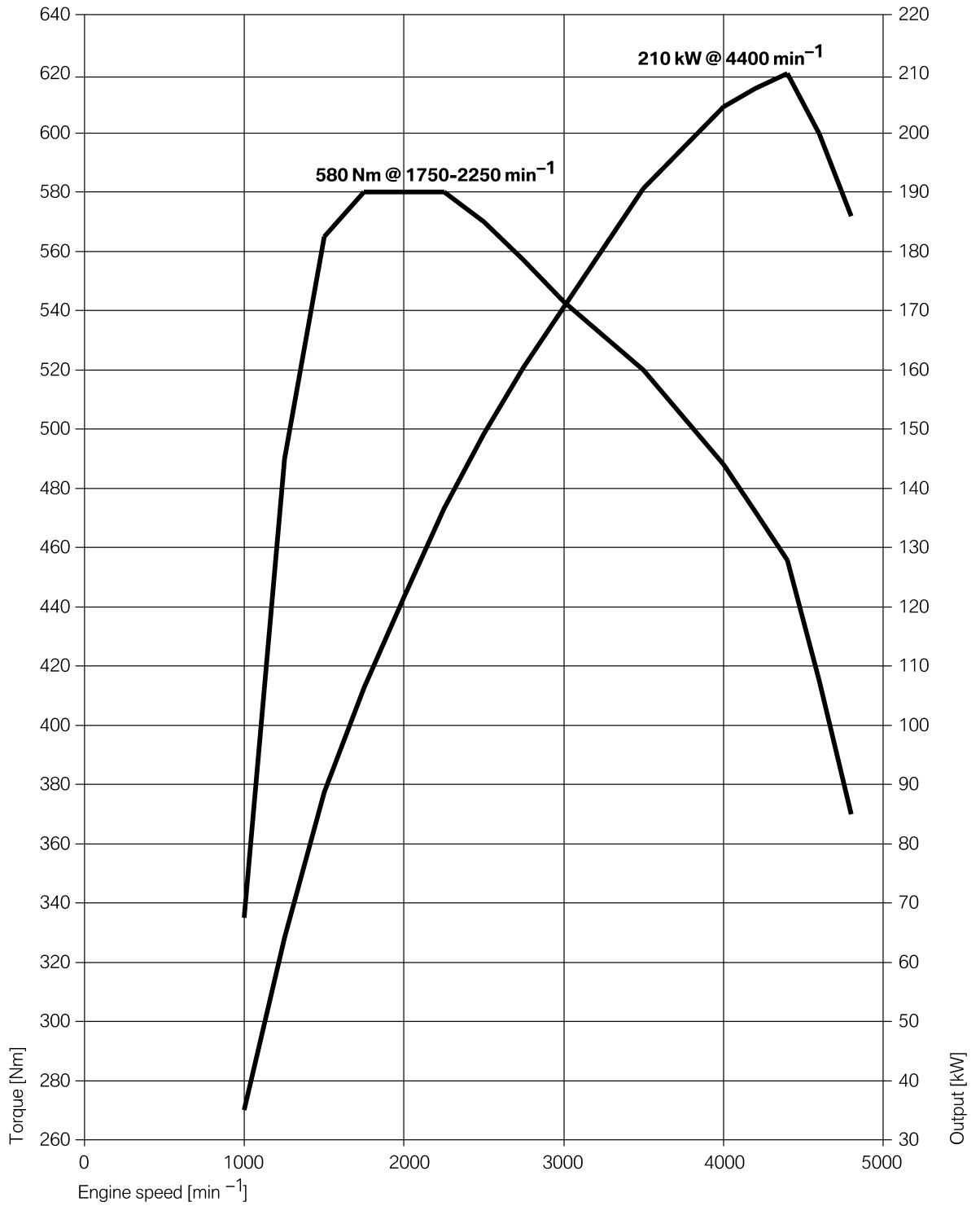
**BMW X3 2.0d.**



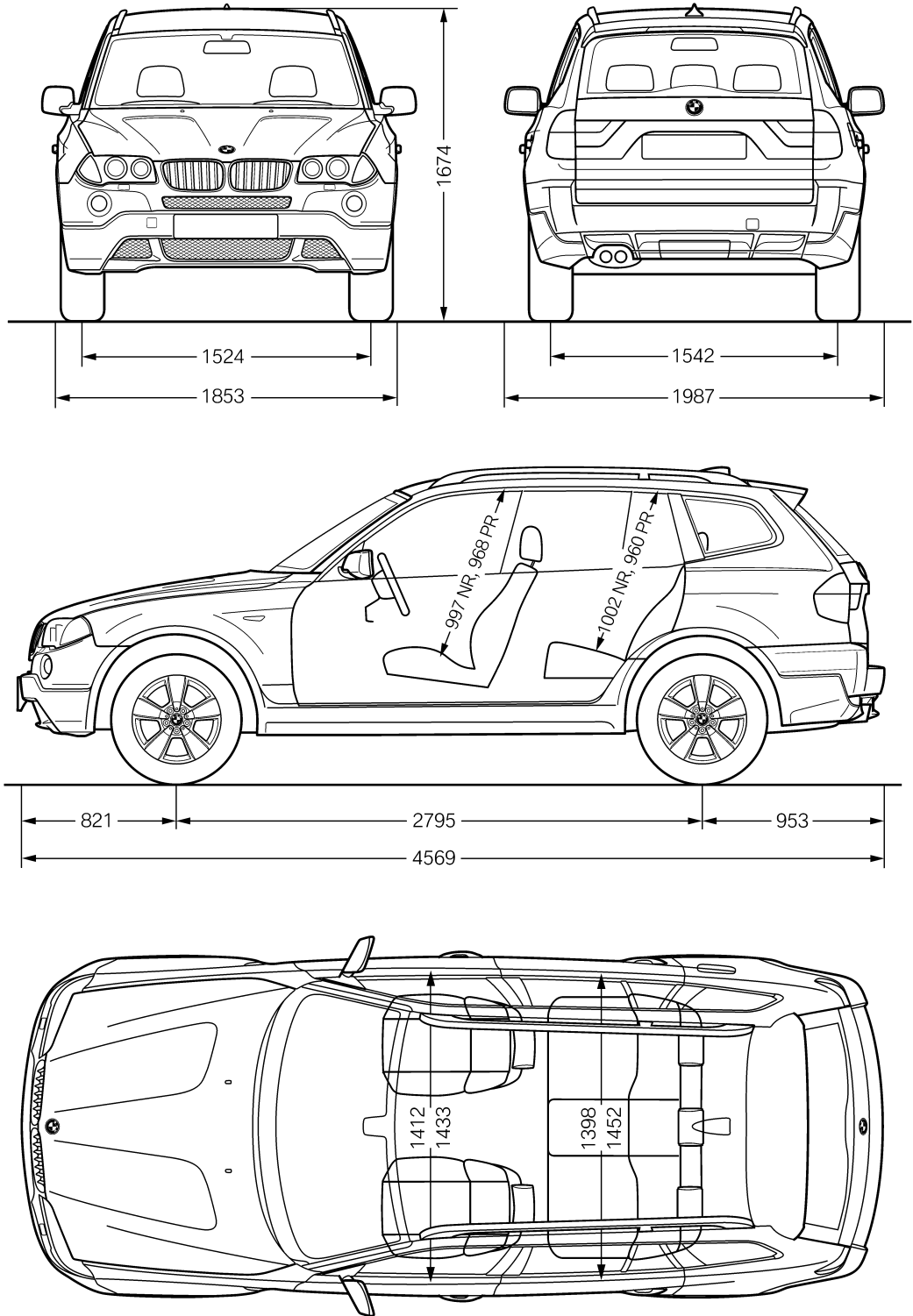
### BMW X3 3.0d.



**BMW X3 3.0sd.**



# 13. Exterior and Interior Dimensions.



Dimensions in mm (3.0si, 2.0d)

NR (Normal roof), PR (Panorama roof)

