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The new BMW X3.

Model variants at launch.



BMW X3 30e xDrive:

Four-cylinder in-line petrol engine, plug-in hybrid system with synchronous electric motor, eight-speed Steptronic transmission, BMW xDrive.

Drive system overall:

Max. system output: 220 kW/299 hp (incl. temporary boost).

System torque: 450 Nm (332 lb-ft)*.

BMW TwinPower Turbo engine:

Capacity: 1,998 cc.

Nominal power: 140 kW/190 hp at 4,400 – 6,500 rpm.

Nominal torque: 310 Nm (229 lb-ft) at 1,500 – 4,000 rpm.

Electric motor:

Nominal power: 135 kW/184 hp.

Nominal torque: 250 Nm (184 lb-ft).

Max. torque at the transmission input: 400 Nm (295 lb-ft).

Performance / Consumption / Emissions:

Acceleration [0 – 100 km/h (62 mph)]: 6.2 seconds.

Top speed: 215 km/h (134 mph).

Top speed, electric: 140 km/h (87 mph).

Electric range in WLTP cycle: 81 – 90 km (50 – 56 miles).

Energy consumption – weighted, combined in the WLTP cycle: 1.1 – 0.9 l/100 km (256.8 – 313.9 mpg imp) and 24.0 – 22.3 kWh/100 km.

CO₂ emissions – weighted, combined in the WLTP cycle: 26 – 21 g/km.

Petrol consumption with discharged battery, combined in the WLTP cycle: 7.9 – 7.2 l/100 km (35.8 – 39.2 mpg imp).

Exhaust emissions standard: Euro 6e.

CO₂ class(es) weighted, combined: B.

CO₂ class(es) with discharged battery: G – F.

BMW X3 20 xDrive:

Four-cylinder in-line petrol engine, 48V mild hybrid technology, eight-speed Steptronic transmission, BMW xDrive.

Drive system overall:

Output: 153 kW/208 hp, torque: 330 Nm (243 lb-ft)*.

BMW TwinPower Turbo engine:

Capacity: 1,998 cc.

Nominal power: 140 kW/190 hp at 4,400 – 6,500 rpm.

Nominal torque: 310 Nm (229 lb-ft) at 1,500 – 4,000 rpm.

Electric motor (48V crankshaft-mounted starter generator):

Nominal power: 13 kW/18 hp.

Nominal torque: 200 Nm (147 lb-ft).

Performance / Fuel consumption / Emissions:

Acceleration [0 – 100 km/h (62 mph)]: 7.8 seconds.

Top speed: 215 km/h (134 mph).

Fuel consumption, combined in the WLTP cycle: 7.6 – 6.9 l/100 km
(37.2 – 40.9 mpg imp).

CO₂ emissions, combined in the WLTP cycle: 172 – 156 g/km.

Exhaust emissions standard: Euro 6e.

CO₂ class(es): F.

BMW X3 M50 xDrive:

Six-cylinder in-line petrol engine, 48V mild hybrid technology,
eight-speed Steptronic transmission, BMW xDrive.

Drive system overall:

Output: 293 kW/398 hp, torque: 580 Nm (428 lb-ft)*.

BMW TwinPower Turbo engine:

Capacity: 2,998 cc.

Nominal power: 280 kW/381 hp at 5,200 – 6,250 rpm.

Nominal torque: 540 Nm (398 lb-ft) at 1,900 – 4,800 rpm.

Electric motor (48V crankshaft-mounted starter generator):

Nominal power: 13 kW/18 hp.

Nominal torque: 200 Nm (147 lb-ft).

Performance / Fuel consumption / Emissions:

Acceleration [0 – 100 km/h (62 mph)]: 4.6 seconds.

Top speed: 250 km/h (155 mph).

Fuel consumption, combined in the WLTP cycle: 8.3 – 7.7 l/100 km
(34.0 – 36.7 mpg imp).

CO₂ emissions, combined in the WLTP cycle: 189 – 175 g/km.

Exhaust emissions standard: Euro 6e.

CO₂ class(es): G – F.

BMW X3 20d xDrive:

Four-cylinder in-line diesel engine, 48V mild hybrid technology,
eight-speed Steptronic transmission, BMW xDrive.

Drive system overall:

Output: 145 kW/197 hp, torque: 400 Nm (295 lb-ft)*.

BMW TwinPower Turbo engine:

Capacity: 1,995 cc.

Nominal power: 145 kW/197 hp at 4,000 rpm.

Nominal torque: 400 Nm (295 lb-ft) at 1,500 – 2,750 rpm.

Electric motor (48V starter generator in belt drive):

Nominal power: 8 kW/11 hp.

Nominal torque: 25 Nm (18 lb-ft).

Performance / Fuel consumption / Emissions:

Acceleration [0 – 100 km/h (62 mph)]: 7.7 seconds.

Top speed: 215 km/h (134 mph).

Fuel consumption, combined in the WLTP cycle: 6.5 – 5.8 l/100 km
(43.5 – 48.7 mpg imp).

CO₂ emissions, combined in the WLTP cycle: 171 – 153 g/km.

Exhaust emissions standard: Euro 6e.

CO₂ class(es): F – E.

*Developed by the combination of the combustion engine (stated nominal figure) and the electric motor (up to stated nominal figure).

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

All of the stated model variants, equipment features, technical data and fuel/electric power consumption and emissions figures relate to the offering in the German market, provided the model in question is available there. These may vary for other markets. Dimensions and measurements refer to vehicles with basic configuration in Germany. These may vary depending on the wheel/tyre size and items of optional equipment selected.

Official fuel consumption, CO₂ emissions, electric power consumption and electric range figures were determined based on the prescribed measurement procedure in accordance with European Regulation (EC) 2007/715 in the version applicable. Where a range is shown, the WLTP figures take into account the impact of any optional extras.

Further information on the WLTP measurement procedures can also be found at www.bmw.de/wltp.



Vehicle concept and design.

Modernity, presence and sporting flair reach new levels: the best-seller embarks on a new era.

Premium carmaker BMW is presenting the new edition of its multi-talented best-selling model in the brand's core segment. Offering greater sporting appeal, visual impact and versatility than ever, the new BMW X3 brings exceptional poise and assurance to everyday driving and longer journeys. A new design language gives the Sports Activity Vehicle (SAV) for the premium midsize segment a much-enhanced exterior presence and an aura of dynamic elegance. The progressive design of the interior fuses modern functionality and a sophisticated ambience with advanced digitalisation in the form of the latest BMW iDrive with QuickSelect based on BMW Operating System 9. The car's driving dynamics and long-distance comfort both benefit from cutting-edge control systems and the exceptionally precise tuning of the overall vehicle setup on the one hand, and an extensive range of automated driving and parking features on the other.

The portfolio of powertrains for the new BMW X3 comprises highly efficient internal combustion engines from the BMW Group's latest modular generation along with a plug-in hybrid system featuring up-to-the-minute BMW eDrive technology. Spearheading the line-up is an M Performance model in the guise of the BMW X3 M50 xDrive, whose dynamic performance capabilities eclipse those of its rivals. Its six-cylinder in-line petrol engine is combined with 48V mild hybrid technology, as are the four-cylinder petrol and diesel units in the new BMW X3 20 xDrive and new BMW X3 20d xDrive, which are also available from launch. The new BMW X3 30e xDrive with plug-in hybrid drive, meanwhile, offers an increased electric range of 81 – 90 kilometres (50 – 56 miles) in the WLTP cycle, allowing drivers to keep enjoying premium mobility with zero tailpipe emissions far beyond the city limits.

In addition to this across-the-board electrification, the reduction in the carbon footprint of the new BMW X3 can also be attributed to standout aerodynamic properties for this class, with C_d reduced to as little as 0.27 (depending on the model variant), and a production process focused on resource conservation and circularity. The SAV will be built at BMW Group Plant Spartanburg (USA) and Plant Rosslyn (South Africa), where the plug-in hybrid version of the new model generation will be

manufactured for the first time. Plant Rosslyn will be the sole production location for the plug-in hybrid model for every world market. The market launch of the new BMW X3 will get underway in the fourth quarter of 2024 in the USA and Europe, before it goes on sale in numerous other markets from January 2025. The key sales regions for the new BMW X3 are the USA and Germany, followed by Italy, Spain, Japan, South Korea, South Africa, Canada and Mexico, as well as the rest of the Latin American market.

Success story: from the first ever SAV in the premium midsize class to the global market leader in its segment.

It was the BMW X3 that first established the SAV segment in the premium midsize class, and it plays a key role in the global success story of the BMW X models. The first generation of the BMW X3 was launched 20 years ago, also sparking the triumphant advance of the BMW xDrive intelligent all-wheel-drive system that was first fitted in this model. By networking its electronically controlled multi-plate clutch in the transfer case with the DSC (Dynamic Stability Control) system, power distribution between the front and rear wheels can be adjusted to the driving situation at hand with unrivalled speed and precision.

Since the debut of the first BMW X3, this model series has enjoyed a steady increase in popularity worldwide. Over two decades, the BMW X3 has reigned supreme as the best-selling premium model in its class. Despite being joined in the line-up by a sibling model – the BMW X4 Sports Activity Coupé – for the first time, the second-generation X3 still outstripped the sales of its successful predecessor by over 50 per cent. The following generation was the first to add an M Performance model to the range. As well as acquiring the status of global market leader in its segment, the third-generation BMW X3 also became the best-selling model in the entire BMW product portfolio in 2023. In total, over 3.5 million examples of the BMW X3 have now been delivered to customers worldwide.

New design language, expansive surfaces, distinctive proportions.

A new design language for the exterior helps to give the fourth generation of the BMW X3 an almost monolithic overall appearance. The generously proportioned surfaces combine with the focus on just a few, crisply defined lines to produce a clearly structured exterior that has been reduced to the essentials and has a graceful yet dynamic air.

The distinctive BMW X model proportions point to the car's superb versatility. The exterior of the new BMW X3 is 34 millimetres longer than

its predecessor, at 4,755 millimetres, and 29 millimetres wider (now 1,920 millimetres). Together with a 25-millimetre drop in vehicle height to 1,660 millimetres, this produces a very powerful and sporty look that clearly hints at the car's greater dynamic prowess, which is further improved by the increase in track width by up to 16 millimetres at the front (to 1,636 millimetres) and up to 45 millimetres at the rear (to 1,681 millimetres). The wheelbase of the SAV is virtually unchanged, measuring 2,865 millimetres.

Upright front end and new-look BMW kidney grille for enhanced presence.

The front end of the new BMW X3 exudes far greater presence courtesy of its upright stature and, most notably, the large, split BMW kidney grille. The optional BMW Iconic Glow contour lighting, which forms a continuous line around each of the two kidney elements and combines with the dynamic light carpet, highlights the new design to particular effect. A new structure for the interior of the kidney grille comprising vertically and diagonally arranged bars brings another fresh touch.

Camera and radar sensors for the driver assistance systems have been discreetly incorporated into the BMW kidney grille. The grille is largely blanked off, aside from active cooling air flaps in the lower section. Below the kidney grille, a wide air intake also split into two marks the boundary between the front apron's homogeneous surfaces and the road surface below. It is bordered at its lower edge by an accent strip in an Aluminium satinated finish. The clear and expansive surface treatment of the front apron can be seen again in the wide bonnet protruding over the side panels of the new BMW X3. Precisely embossed into its centre, directly above the kidney grille, is the BMW badge.

The brand's signature twin headlights also appear in reinterpreted form. L-shaped, overlapping light sources serve as the daytime driving lights and side lights as well as the turn signal indicators. Low beam and high beam, meanwhile, are emitted from a shared LED element. The technically sophisticated look of the new headlight units is also clearly apparent when looking at them from the side. Adaptive LED Headlights with matrix high beam, urban light and cornering light functions, plus blue design detailing, are available as an option, along with M Shadowline lights with dark inlays (standard for the new BMW X3 M50 xDrive).

Striking silhouette with dynamically stretched roofline.

Expansive, gently contoured surfaces also set the tone when looking at the new BMW X3 in profile. Dividing up the distinctive silhouette are subtly accentuated character lines that create an alluring interplay between light and shadow. The powerfully contoured side skirts form a striking contrast to the harmonious surface design. The large wheel arches have a subtly squared-off outline in typical BMW X model style. In addition to this, the wheel cut-outs slant forward very slightly. Dispensing with black edging for the doors and wheel arches gives the car a clean and modern feel. The new BMW X3 also comes with flush-fitting door handles.

The familiar BMW X proportions acquire a sporting flavour thanks to the long roofline extending deep into the rear end. The same dynamically stretched effect can also be seen in the side window graphic, whose weather strip rises slightly when it reaches the rear door before terminating in the brand's signature Hofmeister kink. The window surrounds on the new BMW X3 have a two-tone design as standard. The weather strips, exterior mirror bases and the standard roof rails are finished in Aluminium satinated, while all other elements come in Black.

Muscular-looking rear with distinctive light units.

The rear end has been sculpted to underline both the muscular stature of the new BMW X3 and its functional qualities. The view here is once again dominated by clearly designed surfaces with a small number of horizontal lines to add structure to their volumes. The prominently flared wheel arches make the rear of the car look particularly wide. The flush-mounted rear window is bordered by a long roof spoiler and the adjoining side air deflectors. The tailgate's low-set handle strip and the positioning of the number plate surround in the bumper give the surfaces above them a modern, monolithic feel.

All model variants aside from the extremely sporty BMW X3 M50 xDrive come with a rear apron featuring exhaust tailpipes integrated out of sight and an accent strip in an Aluminium satinated finish. The LED rear lights offer a new take on the characteristic layout for BMW X models; they have light sources arranged in a T-shaped graphic, a satinated horizontal bar with integral turn signal indicators and three-dimensionally sculpted glass lenses.

Wide selection of exterior colours and light-alloy wheels, optional M Sport package.

The new BMW X3 can be ordered in a choice of one solid and eight metallic shades for the exterior paintwork, including the new Dune Grey metallic finish. Models produced at BMW Group Plant Spartanburg will additionally be available from launch with three BMW Individual paint finishes (including two matt shimmering Frozen options), as well as over 15 BMW Individual special paint finishes.

The new BMW X3 rides as standard on light-alloy wheels measuring 18 inches in diameter – or 19 inches in the case of the new BMW X3 30e xDrive – with a selection of 20-inch and 21-inch items also available as factory-fitted options. The increase in diameter compared to the outgoing model dials up the car's sporting presence when viewed from the side.

An M Sport package can be added as an option to intensify the car's dynamic aura with features such as extra-large air intakes at the front, black bars for the BMW kidney grille, M-specific side skirts, M High-gloss Shadowline trim and a striking rear apron with integral diffuser element. 19-inch M light-alloy wheels also form part of the M Sport package, whose bespoke design and equipment features add to the model's eye-catching looks at the same time as optimising airflow and aerodynamic balance.

An M Sport package Pro is also available, and injects the exterior with even greater dynamic appeal. It builds on the content of the M Sport package by adding, among other things, a black surround and the Iconic Glow contour lighting for the BMW kidney grille, M Sport brakes with red-painted callipers, M Shadowline lights and extended M High-gloss Shadowline trim.

Interior and equipment.

Spaciousness and a premium ambience with individual style.



The cabin of the new BMW X3 blends robust SAV functionality, ample spaciousness and a premium ambience with a distinctive style. The design of the instrument panel and door trim and the materials chosen for them both mark a fresh departure for the BMW model portfolio. The fully digital BMW Curved Display, BMW Interaction Bar, new steering wheels and sport seats, and the redesigned control panel complete with new-look gear selector lever are the defining elements of the cockpit's modern take on the driver-focused design for which BMW is renowned.

The far more extensive standard specification, new options, enhanced acoustic comfort and upgraded occupant protection are further testimony to the advances made over the predecessor model.

Modern versatility and excellent comfort for everyday use, leisure and trips away.

The progressive and sophisticated ambience inside the new BMW X3 goes hand in hand with generous amounts of space and modern versatility for everyday use, leisure activities and trips away. Passengers in the rear, in particular, benefit from a noticeable increase in kneeroom and improved ease of entry. At the same time, the luggage compartment has grown in both length and width. When all five seats are occupied, the new BMW X3 offers 570 litres of boot space (BMW X3 30e xDrive: 460 litres), an increase on the preceding model generation of 10 litres for the new BMW X3 30e xDrive and 20 litres for all other variants. Folding down all the sections of the rear backrest with its standard 40:20:40 split allows load space to be increased to 1,700 litres (BMW X3 30e xDrive: 1,600 litres) – that's an extra 100 litres in both cases. There are compartments underneath the boot floor for storing the flexible luggage compartment cover and partition net.

Automatic tailgate operation comes as standard on the new BMW X3, while the standard Comfort Access feature allows hands-free opening and closing, too. A trailer coupling that extends and retracts again electrically is available as an option. The maximum permitted trailer load is up to 2,500 kilograms, depending on the model variant.

Optimised window guides and joint seals, acoustic glazing for the windscreen and front side windows, as well as newly designed exterior mirrors all do their bit to improve acoustic comfort. A steering wheel damper and hydromounts for the wheel suspension's torque arms serve to suppress vibrations more effectively.

Progressive and individual cockpit design.

The fresh interpretation of the familiar BMW X cockpit design is shaped by the BMW Curved Display and the striking geometry of the surfaces and innovative design features. Consistent digitalisation of control and operation via the BMW iDrive system with QuickSelect based on BMW Operating System 9 has enabled a significant reduction in the number of physical buttons and controls and places the focus firmly on touch and voice control. The fully digital screen grouping is composed of a 12.3-inch information display and a 14.9-inch control display.

Homogeneous surfaces and an almost seamless design for the instrument panel and door trim that wraps around the driver and passengers give the cabin a modern and harmonious feel. The diagonal division of door shoulder and door trim evokes a sense of dynamism and the car surging forward. Seam vents for ventilation and climate control integrated almost out of sight in the centre of the cockpit and in the door trim are another factor in the clear and puristic feel of the cockpit design.

Other new design features include the standard BMW Interaction Bar integrated below the control display with control panels for the airflow and for switching on the hazard warning lights, as well as the light elements in a contrasting colour that can be found in the centre console and in the front section of the door trim in both the front and rear. These form the basis for a dramatic lighting effect that further accentuates the three-dimensional character of the cockpit design. Different holistic experiences are activated depending on the selected My Mode, with customers able to choose from three settings as standard and up to seven as an option. Light elements are used to accompany the dialogue with the BMW Intelligent Personal Assistant, for instance, or the charging process in the BMW X3 30e xDrive. They additionally serve to indicate an incoming phone call, when the wireless charging tray is in use or an open door when the engine/motor is switched on. And they are also part of the highly effective Welcome and Goodbye sequences.

The side light elements in the front form a border around function buttons, ventilation controllers, air vents and the robust door openers typically found on BMW X models. This arrangement creates the

impression that the divide between instrument panel and door trim marked by the joints in the front doors has been eliminated. The U-shaped lighting strip at the front of the centre console encircles a new-look, open storage tray with cup holders including wireless charging function (also standard) for compatible phones. An eye-catching trim element in the centre stamped with a stylish "X3" badge – or M logo on models with the M Sport package – adds an exclusive flourish.

Electrically adjustable sport seats as standard, new steering wheels.

Standard specification includes newly designed sport seats offering multi-way electric adjustment with memory function on the driver's side. All settings can be adjusted from the built-in control panel, with the exception of the seat cushion depth and head restraint height, which are both adjusted manually. The front seats are also heated as standard in the new BMW X3 and can be optionally specified with lumbar support, backrest width adjustment (standard in the BMW X3 M50 xDrive) and active seat ventilation. Rear seat heating can also be found on the options list.

The steering wheels have also been redesigned and now come with flat-bottomed rims as well as control buttons providing haptic feedback. The standard version comes with two spokes and a polygonal rim, while the optional M leather steering wheel features the familiar three-spoke design with a discreet centre marking in the 12 o'clock position. Both variants include shift paddles as standard for manual interventions in the eight-speed Steptronic transmission's gear selection process. Steering wheel heating is available as an option.

Leather-free interior, seat surfaces and instrument panel made from recycled materials.

The new BMW X3 comes with a fully leather-free interior as standard, encompassing the surfaces of the seats, instrument panel and door panels. The seats are covered as standard in the new Econeer upholstery made from recyclable secondary material. The fabric features a texture of varying fineness on the centre section and other areas of the seats. A bi-colour design with lighter surfaces in the shoulder area and on the head restraints, an imprinted striped effect, and contrast stitching and piping in accent colours also help to bring the seat surfaces to life.

There is also the option of perforated Veganza seat upholstery with properties similar to leather, contrast stitching and decorative quilting in the colours Black, Calm Beige and Espresso Brown. Veganza/Alcantara upholstery in Black is included as part of the M Sport package and as

standard on the BMW X3 M50 xDrive. BMW Individual Merino leather upholstery is also available as an option in the colours Black and Amber, both with Atlas Grey accents.

The new BMW X3 is also the first model from the brand that can be optionally equipped with an instrument panel whose surface is made from recycled polyester. Transformed into a high-class knitted texture, the recycled material used for the optional Luxury instrument panel together with the modern surface geometry creates a progressive look and a homely atmosphere inside the new BMW X3.

The trim finisher in the centre console area comes in a Dark Graphite finish as standard. The Fine Brushed Aluminium variant can be specified as an option (as part of the M Sport package), as can BMW Individual Magnolia fine-wood trim with fine print.

Top-quality options for customised sound, light, comfort and sportiness.

Standard specification is far more extensive than in the outgoing model and now includes additional comfort features, assistance systems and digital services, along with an alarm system, an electric folding mechanism for the exterior mirrors, plus a rear-view mirror and driver's side exterior mirror that dim automatically. The new BMW X3 is additionally equipped as standard with a Bluetooth interface, four USB-C ports, a 12V power socket in the centre console and another in the luggage compartment. Also to be found on the standard equipment roster is BMW Live Cockpit Plus, whose features include the cloud-based BMW Maps navigation system and an audio system with six speakers and a 100-watt amplifier. Available as an option is the Harman Kardon surround sound system with 15 speakers and 765 watts of audio power.

The new BMW X3 30e xDrive, meanwhile, comes with BMW IconicSounds Electric, whose special sound effects provide authentic acoustic feedback to accompany every movement of the accelerator pedal. The plug-in hybrid model is fitted with an acoustic pedestrian protection system as standard.

The standard three-zone automatic climate control offers independent control of the temperature and ventilation settings both for the driver and front passenger side and the rear passenger compartment. The direction of the airflow is adjusted by means of levers, while the intensity is set by touch using the control display. The air conditioning's control logic also factors in any effect on the interior temperature resulting from the seat

and steering wheel heating. The new BMW X3 30e xDrive is equipped with a pre-conditioning function as standard, while a pre-heating function is offered as an optional extra for all other model variants.

The optional panoramic glass sunroof is incorporated into the body as a fixed module. It extends from just behind the windscreen almost all the way back to the rear window without any cross struts to break it up and is bordered on each side by the roof rails. The glass sunroof's transparent surface is 1,303 millimetres long and 822 millimetres wide, giving the exterior an exceptionally elegant appearance at the same time as creating a light and airy feel inside the cabin. There is also an electrically operated interior roller blind to provide discreet shade for the interior when required.

Other items on the options list for the new BMW X3 include sun protection glass in the rear, sun blinds for the rear side windows and the Travel & Comfort System. New equipment packages are available for targeted customisation of the interior. The optional Premium Package includes lumbar support, the Harman Kardon surround sound system, the Travel & Comfort System and Adaptive LED Headlights. Opting for the Comfort Package, meanwhile, adds sun blinds for the rear side windows, active seat ventilation for the driver and front passenger and seat heating in the rear.

Integrated overall concept for maximising occupant protection.

Occupant protection in the new BMW X3 is maximised by supporting structures with a high load-bearing capacity, optimally sized deformation zones, an extremely rigid passenger cell and highly effective restraint systems whose operation is precisely coordinated by integrated safety electronics. Its comprehensive passive safety concept takes the requirements of crash testing procedures in a very wide variety of car markets into account. Besides being designed with greater potential to absorb impact energy, the front end of the new BMW X3 also offers enhanced protection for pedestrians.

The new model is fitted as standard with three-point inertia-reel belts on all seats as well as front, side and head airbags. An interaction airbag is triggered in the front between the driver and front passenger to protect them in the event of a side-on collision.

Powertrain and efficiency.

Wide range of variants, across-the-board electrification, the latest plug-in hybrid technology.



Comprising highly efficient four-cylinder engines from the BMW Group's most recent modular generation, cutting-edge plug-in hybrid technology and an exceptionally powerful six-cylinder in-line petrol unit for the BMW X3 M50 xDrive M Performance model (see separate chapter), the portfolio of powertrains for the new BMW X3 spans a very broad spectrum. A latest-generation six-cylinder in-line diesel unit will join the line-up of engines for the new BMW X3 in summer 2025. As a result, the new edition of the SAV can cater to a variety of expectations in terms of sporting ability and efficiency. All the combustion engines are combined with 48V mild hybrid technology. The extensive revisions to the BMW eDrive technology for the plug-in hybrid system in the new BMW X3 30e xDrive have endowed it with more power and a longer electric range than the model it replaces.

An eight-speed Steptronic transmission including shift paddles on the steering wheel forms part of standard specification on all versions of the new BMW X3. Specifying the M Sport package also brings a Sport Boost function for exceptionally rapid bursts of speed. The M Sport package additionally allows drivers to activate an extra Sport Plus setting for the powertrain. In the BMW X3 30e xDrive and BMW X3 M50 xDrive, this also speeds up the gearshift action. The M Sport package Pro supplements this with the Launch Control function and the ability to hold the gears all the way up to the red line in manual mode, with Shift Lights to help. Likewise fitted on all model variants, the BMW xDrive intelligent all-wheel-drive system serves to maximise traction, agility and directional stability in any driving situation with its fully variable distribution of power between the front and rear wheels.

The overhaul of the powertrain portfolio coincides with a change to the model designations. The petrol-engined variants available from the new SAV's launch will be badged BMW X3 20 xDrive and BMW X3 M50 xDrive, thereby dropping the letter "i" from the model name that previously stood for (petrol) injection. In future, the letter "i" will only be used in the names of all-electric BMW models. The names of the diesel models will continue to feature the letter "d" preceded by a two-digit number which – in the case of the new BMW X3 20d xDrive, for example – indicates the power rating of the respective model. The letter

"e" in the name of the new BMW X3 30e xDrive continues to denote the BMW eDrive technology used in the model's plug-in hybrid drive.

BMW X3 30e xDrive: greater power, more electric range.

Fifth-generation BMW eDrive technology for plug-in hybrid drive systems makes for much sharper power delivery in the new BMW X3 30e xDrive, while also achieving a noticeable increase in electric range compared to the outgoing model. Its plug-in hybrid system consists of a latest-generation four-cylinder petrol engine and an electric motor that likewise comes in an extensively updated version and is integrated into the model-specific eight-speed Steptronic transmission.

The 2.0-litre petrol unit in the new BMW X3 30e xDrive generates maximum output of 140 kW/190 hp and peak torque of 310 Nm (229 lb-ft). The electric motor developed for the hybrid drive system is integrated – together with its power electronics – into the eight-speed Steptronic Sport transmission, saving weight and space. It contributes up to 135 kW/184 hp to the maximum system output. A pre-gearing stage patented by BMW enables its nominal torque of up to 250 Nm (184 lb-ft) to be increased to an effective torque of up to 400 Nm (295 lb-ft) at the transmission input for the motor. The compact electric motor is therefore able to boost torque by an amount that would normally only be possible using a larger unit and makes a clear difference both when accelerating off the line and putting in a quick burst of speed.

The two power units combine to increase system output to 220 kW/299 hp in the new BMW X3 30e xDrive, while maximum combined torque has been upped by 30 Nm (22 lb-ft) over its predecessor to 450 Nm (332 lb-ft). This enables the new BMW X3 30e xDrive to accelerate to 100 km/h (62 mph) from rest in 6.2 seconds. Top speed is 215 km/h (134 mph) with the car reaching a maximum of 140 km/h (87 mph) in pure electric mode.

Engine and electric motor work together as a harmoniously coordinated whole to outstanding effect for this segment. The proactive energy management has undergone further improvement. Consequently, the most efficient operating mode is always selected as a function of the route profile and the battery's charge level. When HYBRID mode is activated, the combustion engine is started in plenty of time before joining a motorway to allow the driver to accelerate at full power and, at the same time, optimise the battery charge. And in ELECTRIC mode, the engine is completely disconnected from the drivetrain using a separating clutch in the eight-speed Steptronic transmission.

The high-voltage battery in the new BMW X3 30e xDrive is also a product of fifth-generation BMW eDrive technology and now has a considerably higher energy content. Located under the rear seat, the battery pack provides 19.7 kWh of usable energy, nearly twice as much as before. This has also led to a commensurately large increase in the new model's electric range, which now comes in at 81 – 90 kilometres (50 – 56 miles), allowing drivers to complete not just urban journeys and the daily commute with zero local emissions, but longer trips too.

Enhanced charging technology: Combined Charging Unit with 11 kW capacity, Connected Home Charging.

The new BMW X3 30e xDrive is fitted with the Combined Charging Unit (CCU) for handling the coordination of all charging currents. Based on fifth-generation BMW eDrive technology, this charging unit keeps the electric drive system fed with an extremely effective, precision-controlled supply of power, while also ensuring the high-voltage battery is charged quickly and efficiently. It also acts as a voltage transformer for supplying the vehicle's electrical system.

The CCU now allows the high-voltage battery to be charged at 11 kW as standard – nearly triple the rate of the outgoing model – and supports both single-phase and three-phase AC charging. The battery can be fully recharged from empty in 2h 15min.

In Europe, the new BMW X3 30e xDrive is supplied as standard with a charging cable (mode 3) for use at public charging stations. A Flexible Fast Charger for charging at home or at work is offered as an option. The plug-in hybrid model is also compatible with the latest offering from BMW Charging: the Connected Home Charging option provides a basis not just for solar-optimised and load-optimised charging, but also cost-optimised charging using a dynamic electricity tariff.

48V mild hybrid technology for petrol and diesel engines.

Systematic electrification instils all other variants of the new BMW X3 with very sharp power delivery and increased efficiency courtesy of 48V mild hybrid technology. Two different systems are used here. The four-cylinder diesel unit in the new BMW X3 20d xDrive teams up with a starter generator integrated into the belt drive, which delivers a power boost of 8 kW/11 hp and maximum torque of 25 Nm (18 lb-ft). In the petrol-engined BMW X3 M50 xDrive and BMW X3 20 xDrive, on the other hand, the 48V mild hybrid system consists of an electric motor that acts as a crankshaft-mounted starter generator and, as with the plug-in hybrid model, is integrated into the housing of the eight-speed

Steptronic transmission together with its power electronics. It generates torque of 200 Nm (147 lb-ft) and up to 13 kW/18 hp of extra power, depending on the driving situation, helping the combustion engine to deliver a smooth, dynamic and, at the same time, efficient drive. The crankshaft-mounted starter generator of the petrol models additionally enables purely electric driving at very low speeds, such as when parking and manoeuvring.

Both versions of the 48V mild hybrid technology result in remarkably instantaneous response to the slightest movement of the accelerator – when pulling away and also when putting in a sudden burst of speed – as well as more comfortable operation of the Automatic Start/Stop function. The energy required for the electric power boost is stored in a 48V battery located under the luggage compartment. It is charged by means of energy recuperation in overrun and braking phases. This provides an efficient means of recovering a very large portion of the braking energy that has gone unused in the past. As well as supplying the electric motor, the 48V battery also feeds power to the vehicle's 12V electrical system via a voltage transformer.

Powerful, free-revving petrol engine in the new BMW X3 20 xDrive.

The 2.0-litre four-cylinder petrol unit from the new generation of engines that can be found under the bonnet of the BMW X3 20 xDrive boasts instantaneous power delivery, a healthy appetite for revs and exemplary efficiency. Besides the 48V mild hybrid technology, this is mostly the result of extensive upgrades to the core engine. The array of innovations includes the Miller cycle (which shortens the opening time of the intake valves), redesigned intake ports and combustion chambers, and an ignition system featuring an active coil with integrated electronics. Mixture preparation is optimised using a new dual injection system. In addition to the existing high-pressure injection system, some of the fuel is now injected into the combustion chambers via a low-pressure system. At the same time, the performance of the turbocharging system and intercooler has also been improved. Switchable rocker arms on the exhaust side of the VALVETRONIC variable valve timing form the basis for enabling purely electric driving at extremely low speeds.

The new power unit generates maximum output of 153 kW/208 hp (developed by the combination of the combustion engine with up to 140 kW/190 hp at 4,400 – 6,500 rpm and the integrated electric motor with up to 13 kW/18 hp) and peak torque of 330 Nm/243 lb-ft (developed by the combination of the combustion engine with up to 310 Nm/229 lb-ft at 1,500 – 4,000 rpm and the integrated electric

motor with up to 200 Nm/147 lb-ft). This enables the new BMW X3 20 xDrive to accelerate to 100 km/h (62 mph) from rest in 7.8 seconds. This spirited power delivery does not come at the expense of efficiency, with combined fuel consumption of 7.6 – 6.9 litres per 100 kilometres (37.2 – 40.9 mpg imp) and CO₂ emissions of 172 – 156 grams per kilometre in the WLTP cycle.

Latest-generation diesel engine in the new BMW X3 20d xDrive.

The four-cylinder diesel unit in the new BMW X3 20d xDrive has been made more powerful and more efficient than ever. In addition to the 48V mild hybrid technology, it also features a lightweight crankcase with low-friction pistons made from tempered steel and a graphite coating for the piston skirts, as well as an active oil separator with map-regulated electric drive. The BMW TwinPower Turbo technology at the heart of the 2.0-litre engine has likewise been updated. In an effort to cut fuel consumption and emissions, improvements have been made to the efficiency of the two-stage turbocharging and to the common-rail injection and exhaust gas recirculation systems.

The new unit posts maximum output of 145 kW/197 hp, with peak torque standing at 400 Nm (295 lb-ft). The new BMW X3 20d xDrive accelerates from 0 to 100 km/h (62 mph) in 7.7 seconds. The car's superior efficiency is reflected in combined fuel consumption and CO₂ figures of 6.5 – 5.8 litres per 100 kilometres (43.5 – 48.7 mpg imp) and 171 – 153 grams per kilometre in the WLTP cycle.

Eight-speed Steptronic transmission with gearshift paddles as standard.

The power units available for the new BMW X3 are all mated to the eight-speed Steptronic transmission in a model-specific design as standard. The high-voltage electric motor for the BMW X3 30e xDrive and the crankshaft-mounted starter generator on the BMW X3 20 xDrive are both integrated into the respective version of the transmission. All variants of the new automatic transmission can be noted for their reduced weight, even smoother gear changes and the sharper shift action resulting from their refined hydraulic control. An electrically operated oil pump keeps the transmission lubricated and maintains oil pressure during phases when the engine is switched off due to activation of the Automatic Start Stop or coasting functions.

The shift paddles that also now come as standard on the multifunction steering wheel allow very quick manual interventions in the gear selection process and lend further emphasis to the car's sporty form of

power transmission. The M Sport Boost function is also available on models specified with the M Sport package for extremely rapid bursts of speed. This enables all the powertrain and chassis systems to be switched to their sportiest setting by pulling on the left-hand shift paddle for more than one second. Thanks to the transmission control's intelligent networking, it can take into account the data on route profile and the traffic situation supplied by the navigation system and driver assistance systems in order to optimise the shift strategy for sporty performance and efficiency. This makes it possible, for example, to shift down early when approaching a junction, a sharp bend or a vehicle ahead.

BMW xDrive all-wheel-drive system: further tweaks to performance, weight, efficiency and acoustic comfort.

The BMW xDrive all-wheel-drive system fitted as standard on all model variants of the new BMW X3 also features an extensive package of updates. The pioneer of intelligent all-wheel drive is now in its fourth generation and controls the distribution of power to the wheels to suit requirements in a remarkably effective and efficient manner. An electronically controlled multi-plate clutch in the transfer case networked with the powertrain and chassis systems takes care of distributing drive torque swiftly and precisely between the front and rear wheels as the driving situation demands. The rear-wheel bias of the BMW xDrive system enhances traction and agility, along with the brand's familiar cornering prowess.

The latest version of the transfer case is able to relay even greater torque to the front wheels. In addition to this, the thermal load on the system in extremely dynamic driving situations has been lowered. The enhanced performance capabilities also herald a reduction in weight. A new system of oil level control on demand further increases the efficiency of BMW xDrive. The introduction of a central mounting for the transfer case helps to improve the drive system's acoustics and also to reduce the amount of vibration that reaches the body of the new BMW X3.

Standout BMW Efficient Dynamics qualities and functions.

The BMW Efficient Dynamics approach revolves around optimising each and every technical subsystem in the vehicle in terms of input and output. Aerodynamics is a key focal point of BMW Efficient Dynamics. A class-leading C_d figure of as little as 0.27 has been achieved for the new BMW X3 by implementing a series of measures. An improved concept for the electronic air flap control creates a tighter seal when closed and paves the way for the new BMW kidney grille design. The intelligent

control optimises cooling of the drive unit at the same time as minimising aerodynamic drag in this area.

As on previous model versions, the front apron is designed to form an air curtain around the wheels. The enhancements in this area have a particularly noticeable effect, as air turbulence around the wheels has a major impact on the vehicle's overall aerodynamic efficiency. For the first time, the new BMW X3 can also be specified with aerodynamic wheels in three different sizes – 19, 20 and 21 inches – from launch.

The design of the C-pillars on the new BMW X3 also fuses stylish appeal with sleek aerodynamics. Moving round to the SAV's tail, an air blade adds to its dynamic styling while also highlighting the aerodynamic refinement here. The rear end has a major role to play as here the streams of air flowing all around the body have to be merged again to optimum effect.

A great deal of meticulous work has also gone into the design of the car's underbody. From the air guide behind the front wheels through to the exhaust system at the rear, the surface is mostly enclosed, further benefiting aerodynamic efficiency.

Besides the sophisticated aerodynamic qualities, other measures also serve to boost efficiency in the new BMW X3. The standard eDrive Zones function for the plug-in hybrid model facilitates locally emission-free driving in designated low-emission zones and other urban areas. Whenever the new BMW X3 30e xDrive enters an inner-city area with low-emission classification, its drive system will automatically switch into ELECTRIC mode. And when route guidance is active, the improved proactive energy management chooses between ELECTRIC and HYBRID operating mode in response to the route profile and the battery pack's charge level.

The adaptive recuperation feature fitted in all model variants of the new BMW X3 also helps to maximise electric range. This uses data from the navigation system and the driver assistance systems' sensors to also take the route profile into account and thereby regenerate as much kinetic energy as possible when on the overrun or under braking. Upcoming roundabouts or vehicles driving ahead can be detected in this way, for example, allowing deceleration of the vehicle to be adapted as required when the driver releases the accelerator.

The intensity of energy regeneration also fits in with the selected My Mode. Adaptive recuperation is activated in Personal Mode and Efficient Mode, while regeneration takes place at a fixed setting at all times in Sport Mode. Efficient Mode increases overall vehicle efficiency by activating a setup designed for optimum fuel economy. It encourages efficient driving habits in an instantly noticeable way via specifically programmed accelerator response. The operating strategy of the BMW xDrive intelligent all-wheel-drive system is also geared to maximum efficiency. Activating Efficient Mode additionally triggers efficiency-focused adjustments to both the heating and climate control systems – such as a lower rear window heating setting – and the interior lighting.

Selecting Efficient Mode activates the Efficiency Trainer at the same time. This helps drivers to adapt their driving style to the prevailing situation by flashing up visual hints in the central information display and the Head-Up Display. For instance, the adaptive efficiency band displayed in the power meter changes in accordance with the current driving situation. The Trainer provides efficiency tips (e.g. hints for load reduction and anticipatory driving) and uses gamification to increase motivation by showing drivers their accumulated bonus range together with an individual efficiency rating since the start of the journey.

Chassis technology and driving experience.

Pleasing agility and enhanced ride comfort.



Equipped with an attractive overall package of innovative chassis technology, incorporating a wealth of upgrades, the new BMW X3 takes the brand's signature driving pleasure to a whole new level in a premium midsize SAV. Compared to the outgoing model, there has been a clear improvement in both agility and cornering stability on the one hand and long-distance comfort on the other. A body with lower weight but increased rigidity, a wider rear track, plus high-quality chassis components and control systems tuned for this specific model are just some of the highlights of the new edition. It all adds up to sweetly balanced, precisely controllable and consistently smooth handling.

In the development and fine-tuning of the axles, steering, springs and dampers, and the integrated application of all the powertrain and chassis systems, the engineers took particular care to ensure all model variants offer the handling characteristics for which the brand is renowned. Irrespective of the drive system, performance characteristics and weight distribution of a particular variant, the new BMW X3 has incredibly sporty and precisely controllable handling for its class, even in demanding driving situations.

Precisely tuned axle kinematics and elastokinematics for superior straight-line stability.

In the latest edition of the BMW X3, the increased rigidity of the body and chassis mountings helps to produce more agile turn-in response and steering feel that is largely unaffected by torque steer. Both the double-joint spring strut axle in torque-arm design at the front and the five-link rear axle additionally come with kinematic and elastokinematic properties that have undergone extensive modifications. With a 19 per cent increase in the caster offset over the predecessor model, the precise adjustment of the steering axle helps to give the car exceptional straight-line stability, which is a significant boon for comfort, especially on long journeys.

The increase in track width at the rear axle of up to 45 millimetres compared with the outgoing model provides the ideal platform for precise wheel guidance and superb handling dynamics. Thanks to the elastokinematic properties resulting from firmer hydromounts for the

rear-axle subframe and torque arms, the rear axle on the new BMW X3 is notable for its remarkably high rigidity. The heavily modified anti-roll bar mounting now features high-tension vulcanised rubber bearings with plastic inserts and promises exceptionally precise wheel guidance as well as a significant reduction in body roll, even under high lateral acceleration. The rear axle's flat construction and the positioning of the springs and dampers at the far outer edges mean they take up less space overall, increasing the amount of room available in both the rear of the cabin and the luggage compartment.

Excellent handling abilities with M Sport suspension and adaptive suspension complete with sport steering.

All model variants of the new BMW X3 can be specified with M Sport suspension as part of the M Sport package. It features bespoke tuning with stiffer damper settings, along with a moderate increase in spring rate and firmer anti-roll bars. This adds up to an even more direct chassis setup that allows the sporty-minded driver to push the car hard. M Sport suspension is combined with sport steering, giving the car's dynamic handling qualities and steering precision an added edge.

Adaptive suspension with electronically controlled dampers is also available as an option for all model variants. It automatically adjusts damper response to the prevailing driving situation and current driving style, with a choice of two settings depending on the My Mode selected. This means Sport Mode activates optimal damper responses for dynamic handling, creating a noticeable contrast to the more comfort-oriented damper setting in the other My Modes. The adaptive suspension combines excellent handling with supreme driving safety and allows the vehicle to be effortlessly controlled up to the limit. This has the effect of maximising not just the comfort and agility of the new BMW X3, but also its handling precision. The dynamic handling capabilities and long-distance comfort of the new BMW X3 M50 xDrive (see separate chapter) can also be enhanced by opting for adaptive M suspension.

The adaptive suspension options are likewise combined with sport steering. This particular version of the Electric Power Steering system features a more direct rack ratio, along with the Servotronic speed-sensitive power assistance also included with the standard steering.

Extremely quick and precise: near-actuator wheel slip limitation.

The new BMW X3 also now comes with near-actuator wheel slip limitation to maximise the car's agility and composure in challenging driving situations. Unique in this segment, this traction control system is

integrated into the engine management, eliminating the long signal paths to the DSC control unit. This allows corrective inputs to be applied up to ten times faster than in conventional systems and with exceptional precision. Near-actuator wheel slip limitation thereby ensures optimum traction even on slippery roads, superb straight-line poise and assurance when accelerating hard, and excellent directional stability in corners.

The functions provided by the DSC system include not only anti-lock braking (ABS), but also a variety of stabilising functions and the Start-Off Assistant. The Performance Control function gives the car even more agile handling by varying the distribution of drive torque to the inside and outside wheels according to the situation at hand. In order to optimise directional stability during heavy braking on surfaces offering differing levels of grip for the right-hand and left-hand wheels, a steering impulse is applied to help the driver correct the car's line. The functioning of the electromechanical parking brake is integrated into the rear brake callipers by means of the DSC system.

In addition to this, the new edition of the SAV already comes equipped as standard with the latest version of BMW transverse dynamics management, which ensures that control of the required steering torques, the near-actuator wheel slip limitation and the Performance Control function's yaw distribution is precisely adapted to the driving situation at all times.

Integrated braking system as standard, M Sport brakes as an option.

The integrated braking system in the new BMW X3 delivers first-rate stopping power and reliable pedal feel with short travel. This system brings together the brake activation, brake booster and braking control functions within a compact, weight-saving module. The required brake pressure is triggered using an electric actuator, which allows the brake pedal to be disconnected from the brake hydraulics in normal operation. This operating principle generates pressure more dynamically and ensures significantly faster and more precise interventions by the DSC.

The integrated braking system generates a degree of stopping power that is matched exactly to the driver's inputs, while also providing excellent feedback via the brake pedal. The use of an electric actuator means braking requests from the driver assistance systems are likewise translated into extremely short stopping distances for improved active safety. Plus, the integrated braking system automatically tops up the portion of braking power that isn't harvested by the recuperation system until the desired rate of deceleration is reached, thereby ensuring

optimum regeneration of kinetic energy at all times for the high-voltage battery aboard the new BMW X3 30e xDrive or the 48V battery in the other model variants.

The standard braking system in the new BMW X3 employs single-piston floating-calliper disc brakes at both the front and rear wheels. Models fitted with the optional M Sport package can also be specified with M Sport brakes for enhanced braking performance. Four-piston, fixed-calliper disc brakes at the front wheels and their single-piston, floating-calliper counterparts at the rear ensure consistent stopping power even under high loads. Their brake callipers are painted blue and emblazoned with an eye-catching M logo. If fitted as part of the M Sport package Pro, the callipers are also available in a red finish.

As an alternative to the standard light-alloy wheels with a diameter of 18 inches on the BMW X3 20 xDrive and BMW X3 20d xDrive models, 19 inches on the BMW X3 30e xDrive and 20 inches on the BMW X3 M50 xDrive, customers will find a wide choice of different wheel sizes and styles in a variety of finishes on the list of optional extras. To give the new BMW X3 even greater dynamic handling potential, the 20-inch and 21-inch light-alloy items are fitted with wider tyres than on the outgoing model, which has the effect of improving ride comfort at the same time as giving the car greater visual presence when viewed from the side.

The new BMW X3 M50 xDrive. Range-topping model with standout performance and a distinctive aura.



Topping the range for the new generation of the midsize SAV is a standout sports machine of majestic poise and assurance. The new BMW X3 M50 xDrive features the most powerful six-cylinder in-line petrol engine yet fitted in an M Performance model and impresses with performance attributes none of its rivals can match. It also has a distinctive aura very much of its own. The performance characteristics of its powertrain, its bespoke chassis technology and M-specific design features focused on fulfilling technical requirements in terms of aerodynamics and cooling air supply ensure the combination of dynamism, agility and handling precision typically found in BMW M models is also present in the new X3 M50 xDrive.

The M TwinPower Turbo engine developed specifically for the new BMW X3 M50 xDrive links up with 48V mild hybrid technology. The engine's maximum system output is 293 kW/398 hp, which exceeds the previous model's figure by 28 kW/38 hp. It is channelled to the road via an eight-speed Steptronic Sport transmission and a version of the BMW xDrive intelligent all-wheel-drive system with model-specific tuning. This toolkit helps the new BMW X3 M50 xDrive to accelerate from 0 to 100 km/h (62 mph) in 4.6 seconds, 0.2 seconds faster than its predecessor.

The most powerful six-cylinder in-line petrol engine yet fitted in an M Performance model.

The foundations for an emotionally intoxicating driving experience in the BMW M tradition were laid by the consistent upgrades made to the six-cylinder in-line petrol engine from the BMW Group's latest modular generation. The 3.0-litre engine stands out with extremely rapid power delivery, a strong appetite for revs, and exceptionally low fuel consumption and emissions relative to its power.

The engine in the new BMW X3 M50 xDrive is one of the first to benefit from the new Efficient Dynamics Next technology package. Among the highlights here are the Miller cycle, redesigned intake ports and combustion chamber geometry, and changes to the injection system, ignition system, exhaust gas routing and camshaft timing. The package contains developments including switchable exhaust-side rocker arms

and eVANOS electrically controlled camshaft adjustment. Among the engine's M-specific highlights are a new, extremely robust crankshaft drive, an optimised system of oil supply for the pistons with cooling channels, and new main bearing shells and caps. Its M TwinPower Turbo technology has been upgraded by increasing the performance of the turbocharging system and indirect charge air cooling at the same time as introducing dual injection for mixture preparation as a function of load point.

The muscular six-cylinder in-line petrol engine generates its maximum output of 280 kW/380 hp between 5,200 and 6,250 rpm and makes its peak torque of 540 Nm (398 lb-ft) available between 1,800 and 4,800 rpm. In addition, 48V mild hybrid technology in the form of a crankshaft-mounted starter generator helps to deliver instantaneous response to every movement of the accelerator and to optimise the car's efficiency. The electric motor integrated into the eight-speed Steptronic transmission can both supplement the output of the combustion engine and ease the load on it, as required by the driving situation at hand. It provides up to 13 kW/18 hp of extra output, paving the way for a system output of 293 kW/398 hp – a new high for a performance model from BMW M GmbH with a six-cylinder in-line petrol engine. The same goes for its maximum system torque of 580 Nm (428 lb-ft). A model-specific, extremely rigid engine mounting makes an additional contribution to the engine's direct response.

The engine's spirited power development is accompanied by the emotionally engaging note from a four-pipe exhaust gas system that also turns heads stylistically: the twin tailpipes integrated into the left and right of the rear apron are an unmistakable, M-specific nod to the position of the new BMW X3 M50 xDrive at the top of the X3 model range's performance rankings. The distinctive soundtrack from the flap-controlled exhaust gas system is channelled into the interior with great authenticity via the audio system. All of which turns up the intensity of the M-typical performance experience to a new level.

Unshakable traction and sparkling cornering dynamics thanks to M Sport differential and BMW xDrive.

The new BMW X3 M50 xDrive features a latest-generation eight-speed Steptronic Sport transmission with more dynamic gearshifts. As well as shift paddles on the steering wheel, it also brings the M Sport Boost function. Here, all the powertrain and chassis systems are primed to maximise sporting response when the driver pulls on the left-hand shift paddle for at least one second – e.g. to carry out an overtaking

manoeuvre. Plus, the M Launch Control function is on hand to unlock the best possible traction and maximum dynamic flair when accelerating from a standstill. And the new BMW X3 M50 xDrive is equipped as standard with an M Sport differential at the rear axle. This electronically-controlled limited slip differential is tuned to apply lock-up torque between 0 and 100 per cent, depending on the situation and road condition. Together with the BMW xDrive all-wheel-drive system for fully variable distribution of power between the front and rear wheels, this serves to maximise traction, directional stability and cornering dynamics.

M Sport suspension, variable sport steering, M Sport brakes and 20-inch M light-alloy wheels as standard.

The bespoke chassis technology in the new BMW X3 M50 xDrive produces the dynamic, agile and precise handling for which M models are renowned. The standard M Sport suspension is distinguished by its particularly sporty tuning with firm damper settings. In addition, it has a moderately increased spring rate and firmer anti-roll bars. Together with model-specific elastokinematics, this produces an even more direct chassis setup – good news for drivers who enjoy an overtly sporting driving style.

The new BMW X3 M50 xDrive can be ordered as an option with an extra-sporty version of the adaptive M suspension system. This combines excellent handling properties with maximum active safety and provides the means for impressive vehicle control up to the limit. The electronically controlled dampers enable continuous metering of the damping force at each wheel individually on rebound and during compression, which enhances both agility and long-distance comfort.

The standard variable sport steering pairs Servotronic speed-sensitive power assistance and a very direct rack ratio. Model-specific bracing elements at both the front and rear end of the vehicle and exceptionally rigid pendulum supports and anti-roll bar mounts have the effect of optimising steering response and precision. The front axle also features extra-stiff control arm mounts, increased wheel camber and an aerodynamically optimised air guide.

The BMW X3 M50 xDrive is fitted as standard with a combination of 20-inch M light-alloy wheels and mixed-size tyres. Also on the options list are 21-inch M light-alloy wheels, whose exclusive design will underscore the striking appearance of the BMW M car.

The new BMW X3 M50 xDrive comes with M Sport brakes for performance-focused stopping power. Their callipers are painted in Blue or – on cars specified with the M Sport package Pro – in Red and have an M logo. The integrated braking system matches the degree of stopping power exactly to the driver's inputs, while also providing excellent feedback via the brake pedal. Added to which, lightweight brake discs that strike an even finer balance between performance and weight help to significantly reduce unsprung mass compared with conventional braking systems.

Newly designed BMW kidney grille, M-specific design features and eye-catching twin tailpipes.

M-specific design features underline the sporting focus of the range-topping model and help to give it a distinctive aesthetic appeal, which clearly sets the new BMW X3 M50 xDrive apart from the other models in the line-up. For example, the newly designed BMW kidney grille has horizontal bars, an M logo and BMW Iconic Glow contour lighting. Indeed, this is the first time that the contour lighting continues uninterrupted around each of the grille's two kidneys. An M-specific version of the dynamic light carpet is also included as standard.

Below the BMW kidney grille, a large black section emphasises the centre of the striking front end. The resultant geometry is a characteristic design element of BMW M models in the Sports Activity Vehicle and Sports Activity Coupé segments. The side air curtains are connected with the large central air intake by narrow strips. The intake is also black and has a vertical insert in body colour running down its centre that reproduces the structure of the two-section BMW kidney grille.

The powerful rear end of the new BMW X3 M50 xDrive is shaped by prominently flared wheel arches and the four-pipe exhaust system. The trims of the two pairs of tailpipes are chrome as standard or in Anthracite if the optional M Sport package Pro is specified. This option also includes M High-gloss Shadowline trim with extended features. In addition, both the front and rear lights of the range-topping model come in M lights Shadowline form.

Model-specific cockpit with sport seats and M leather steering wheel.

An M-specific cockpit design brings the performance intensity of the new BMW X3 M50 xDrive into its interior too. As well as the standard sport seats in Veganza/Alcantara and an eye-catching M logo on the trim element in the centre console, the top-of-the-line model also has an M leather steering wheel with a flat-bottomed rim and shift paddles. The

three-spoke design, a red centre marking in the 12 o'clock position, decorative stitching in the colours of BMW M GmbH and a trim piece in classy Dark Silver give this steering wheel a very distinctive design.

Standard specification for the new BMW X3 M50 xDrive also includes the Harman Kardon hi-fi system. The readouts and graphics for the BMW Curved Display and optional BMW Head-Up Display are in an M-specific style and have a new colour scheme based on Titanium Silver. On cars with the M Sport package Pro, M seat belts with stitching in BMW M GmbH colours also form part of the interior design.

Driver assistance systems.

Innovative technology for automated driving and parking.



In its fourth model generation, the BMW X3 comes with a significantly expanded range of standard and optional systems for semi-automated driving and parking designed to assist the driver and ease their workload in numerous situations. Underpinning these advanced driver assistance systems is a highly integrated technology toolkit comprising latest-generation cameras, ultrasonic sensors and radar sensors that enables precise recording of the area immediately around the vehicle and within a wider vicinity.

Thanks to software, processor and networking technology that reflects the latest technical progress, these systems are able to react in real time to changing situations on the road and warn the driver of hazards at an early stage. They use automatic braking and steering inputs to minimise the risk of accident and also make automated parking and manoeuvring easier. Existing functions can be updated over the air – i.e. without needing to visit a workshop – by means of the Remote Software Upgrades facility, which also lets customers add new functions at a later stage. Here, availability depends on the hardware fitted in the vehicle and the market conditions.

Extensive standard equipment includes Driving Assistant.

The new BMW X3 features as standard front collision warning with brake intervention, which helps the driver to avoid collisions with vehicles in front, oncoming vehicles, vehicles crossing the road or stationary vehicles, as well as with pedestrians and cyclists. It comprises systems such as Collision Warning, pedestrian and cyclist warning with braking function, and Crossroads Warning. And it can also alert the driver to pedestrians and cyclists when turning right and to oncoming traffic when turning left (in countries where vehicles drive on the right). If necessary, the brakes are applied to prevent the driver from continuing with their turn-off manoeuvre. Other items of standard equipment that enhance comfort and safety both over longer journeys and in everyday driving include Lane Departure Warning with active lane return, Cruise Control with brake function and Speed Limit Info with no-overtaking indicator and anticipation.

The Driving Assistant also comes as standard in the new BMW X3. It includes Lane Change Warning with active lane return, Rear Collision Prevention, Rear Crossing Traffic Warning with brake function, and manual Speed Limit Assist. Added to which, the exit warning function flags up when cyclists or vehicles are approaching quickly and would therefore present a collision risk if a door is opened on either side of the car.

Optional Driving Assistant Plus also available as a BMW ConnectedDrive Upgrade.

The optional Driving Assistant Plus includes basic versions – usable at speeds of up to 180 km/h (112 mph) – of the Steering and Lane Control Assistant and the Cruise Control and Distance Control with Stop&Go function. Corrective steering inputs help the driver to keep the vehicle in the lane detected by the system. Active Cruise Control is capable of not only maintaining the preferred speed, but also automatically keeping a safe distance from vehicles travelling ahead, and it can brake the new BMW X3 to a halt if necessary.

Speed limits along the route detected either by the Speed Limit Info system or by using data from the navigation system can be anticipated in advance with the help of automatic Speed Limit Assist. Meanwhile, the route speed control function also looks ahead to reduce the car's speed as appropriate when approaching a corner, roundabout, junction or exit. The system also adjusts the speed as required before entering built-up areas. The Assisted Driving View function enables 3D visualisation of the area around the car in real time and shows this image on the information display.

Driving Assistant Plus will be offered both from the factory and via the BMW ConnectedDrive Upgrades facility. This gives customers the option of testing the additional functions, after which they can add them from the BMW ConnectedDrive Store for a specific period of time.

Driving Assistant Professional provides an extended driver assistance experience.

In cars specified with the optional Driving Assistant Professional, the Steering and Lane Control Assistant and Active Cruise Control can be used when travelling at up to 210 km/h (130 mph). On motorways, the Steering and Lane Control Assistant can also help the driver to guide the car in situations where the lane narrows. Also on board to help provide an extremely in-depth automated driving experience are the Lane Change Assistant, route speed control and Active Navigation functions,

which adapt both the cruise control and the Lane Control Assistant to the driving situation at hand.

The Driving Assistant Professional also features Lane Keeping Assistant with active side collision protection, Road Priority Warning, Wrong-way Warning, Front Crossing Traffic Warning, the Emergency Stop Assistant and the Emergency Lane Assistant (can be used in selected European countries). In Germany, traffic light recognition and Road Priority Warning are also available when Active Cruise Control is in use.

Parking Assistant including Reversing Assistant as standard.

Drivers of the new BMW X3 also benefit from extensive assistance as standard when parking and manoeuvring. Active Park Distance Control (aPDC) with sensors at the front and rear uses visual and acoustic alerts and automatic brake inputs to help avoid collisions with obstacles to the sides and rear of the vehicle. Also to be found on the standard equipment list are a Reversing Assist Camera and the Reversing Assistant, which backs the car up for distances of up to 50 metres by steering along the same line it took when moving forward.

In addition, the likewise standard Parking Assistant helps the driver to select and park in spaces either parallel or perpendicular to the road. The system can be used both to enter and to exit spaces. As well as the necessary steering inputs, it also carries out the acceleration, braking and gear changes required for the manoeuvre. And the Trailer Assistant (also standard) provides an effective helping hand with manoeuvres when towing a trailer.

Parking Assistant Plus: Surround View and anti-theft recorder.

The functions contained in the optional Parking Assistant Plus provide an excellent overview in many different situations. When exiting spaces with poor visibility, the Panorama View function uses camera images to show the view to either the front or rear – depending on the selected gear – in the control display. Locations can be set (by saving the relevant GPS coordinates) where the function is activated automatically. The Surround View function including Top View and 3D View creates a 360-degree image of the vehicle and its surroundings from various angles – including a zoom view on a trailer coupled to the vehicle and a car wash view – and this is also shown on the control display.

Meanwhile, the Remote 3D View function gives drivers the ability to call up a three-dimensional live image of their vehicle and its immediate vicinity on their smartphone. Also part of the functionality of Parking

Assistant Plus are the BMW Drive Recorder and the anti-theft recorder, which records video images from the four Surround View cameras and alerts the customer by sending a push notification to their smartphone via the My BMW App.

Parking by smartphone using the Parking Assistant Professional.

Specifying the new BMW X3 with the optional Parking Assistant Professional maximises its automated parking skills. Instead of just using other vehicles as a guide for doing this, the system is now also able to take its bearings from any road markings and the kerb. Entering and exiting tight spaces can be controlled from outside the car by smartphone using the My BMW App.

The BMW Manoeuvre Assistant also included in the Parking Assistant Professional package makes it possible to store far more complex parking and general manoeuvres and carry them out automatically using GPS data and the trajectory data from steering movements. It can record up to ten manoeuvres with a total length of up to 600 metres. At the starting point of the stored route – and after the driver has given their confirmation – the BMW Manoeuvre Assistant takes over the full parking manoeuvre, including all necessary changes in direction. The driver can control the process from either inside the car or outside (by smartphone) and focus on monitoring the vehicle's surroundings. It is also possible to quickly switch between the two modes, meaning that once a parking or general manoeuvre has commenced, it can be halted at any time and then resumed again from inside the car using its control/operation system or from outside using a smartphone. If the Parking Assistant Professional is specified, the Reversing Assistant can also take over control of the steering on a route of up to 200 metres which the vehicle has been previously driven forwards along.

Display and control/operation system, connectivity.

Intuitive operation and new digital services with BMW Operating System 9.



The new BMW X3 provides further evidence of the relentless progress being made in the field of digitalisation with the introduction of BMW Operating System 9. This technology lays the foundations for the latest version of the display and control/operation system BMW iDrive with QuickSelect. The new edition of the SAV enables intuitive, comfortable and ergonomically optimised control of numerous vehicle functions and use of innovative digital services by means of the control display's touchscreen, the BMW Intelligent Personal Assistant, the multifunction buttons on the steering wheel and the BMW Controller on the centre console. The latest improvements for interaction using touch and voice control ensure the driver-focused cockpit now makes an even cleaner and more cutting-edge impression with its reduced number of buttons and switches. The optional BMW Head-Up Display adds further scope to the multimodal dialogue between the driver and car.

BMW Operating System 9 was developed in-house by the BMW Group and is based on an Android Open Source Project (AOSP) software stack for the first time. It provides the basis for a broader offering of digital content for information and entertainment, shorter function update cycles and improved accessibility to a host of specific online services via the BMW ConnectedDrive Store. BMW Operating System 9 therefore paves the way for a customisable selection of additional digital services that are made available to customers either by means of BMW ConnectedDrive Upgrades or via an ever-growing variety of third-party apps as part of the optional BMW Digital Premium offering.

BMW Digital Premium includes features such as apps for video streaming (with highlights like JOYN, tagesschau and ZDF), music from platforms like Spotify, podcasts, news and in-car gaming. It also adds functions to the cloud-based navigation system BMW Maps such as 3D maps and the Satellite View users can select from the BMW Maps menu. BMW Digital Premium also expands the skillset of the BMW Intelligent Personal Assistant and broadens the scope of driving experience customisation possibilities courtesy of additional My Modes. Plus, it covers the data usage required for the digital services.

BMW iDrive with QuickSelect: direct access to the most important functions.

The standard-fitted BMW Curved Display now also brings a progressive cockpit design to the new BMW X3. It is composed of a 12.3-inch information display and a control display with a screen diagonal measuring 14.9 inches. The new home screen continuously displays the navigation system's map view or other individually configurable graphics on the control display.

On the same level, widgets appear in a vertical arrangement on the driver's side of the display. Drivers can switch between them with a swipe of the finger. The QuickSelect feature allows the desired function to be activated directly without having to enter a submenu. Swiping a widget horizontally then displays additional related information and settings options.

Users can then return to the home screen from any of the submenus with a tap of the finger on the home icon at the lower edge of the control display. Icons for direct access to the climate control menu, All Apps menu and, if activated, Apple CarPlay® and Android Auto™ can also now be found here.

Almost all vehicle functions can also be controlled using the BMW Controller on the centre console of the new BMW X3. In addition, the upgraded BMW Intelligent Personal Assistant proactively helps to automate recurring actions and draws attention to unused vehicle functions.

Updates and digital highlights over the air: Remote Software Upgrades, BMW ConnectedDrive Upgrades and BMW Digital Premium.

The BMW Group has the world's largest fully over-the-air upgradeable vehicle fleet, with more than 7.5 million vehicles. The Remote Software Upgrades function keeps the new BMW X3 right up to date with the latest software at all times. Upgrades may include free quality improvements, updates or even additional features (availability depends on country, vehicle model, equipment and vehicle status).

With BMW ConnectedDrive Upgrades, customers can also download additional digital products and services for their car after they have bought it. For the majority of BMW ConnectedDrive Upgrades, customers can activate a free-of-charge test phase. The BMW ConnectedDrive Upgrades can be downloaded from the BMW ConnectedDrive Store on the web, from the My BMW App or directly in the car.

The range of products and services available for the new BMW X3 from the BMW ConnectedDrive Store – which can be accessed via the in-car app in the car's All Apps menu – includes the Driving Assistant Plus and Parking Assistant Professional assistance systems. The new BMW Digital Premium package of wide-reaching functionality extensions can also be downloaded easily from the BMW ConnectedDrive Store.

BMW Digital Premium provides outstanding entertainment when it comes to music, video streaming and gaming.

BMW Digital Premium gives customers access to the video app (DTS AutoStage Video Service powered by TiVo™). When the car is stationary, the app enables video streaming on the control display, with a constantly growing selection of content such as news, live and on-demand streaming available. Country-specific content will also be available via the video app with BMW Digital Premium. The video app is currently available in Germany, Great Britain, the USA, France, Italy, Spain, Austria, Switzerland, Poland and South Korea, and will soon be rolled out across more countries besides. Customers in Germany, for example, will be able to use the tagesschau app and the popular streaming service JOYN (which provides access to channels such as ProSieben). The video streaming platform's portfolio will be constantly expanded.

Another highlight in the BMW Digital Premium offering is a form of in-car gaming that is unique in the automotive sector. In cooperation with the game platform AirConsole*, BMW offers a wide selection of casual games that can be played while the vehicle is stationary, for example when waiting for someone or something. The continuously growing portfolio of playable titles includes racing, sports and quiz games. The popular quiz "Who Wants to Be a Millionaire?" receives an immersive update: A virtual presenter guides participants through the game using natural language. This makes the experience even more interactive and entertaining. With the launch of the new BMW X3, another world-famous franchise will celebrate its premiere in the AirConsole app. The identity of the franchise in question will be announced at this year's Gamescom in August.

The driver and passengers can spend any downtime they have in the car when it's stationary by gaming in single-player or in multi-player mode. They only need their smartphone, which will serve as a controller, and the gaming experience on the BMW Curved Display is ready to go. Other

*Availability by country of AirConsole for the BMW X3:

Austria, Belgium, Bulgaria, Canada, Croatia, Cyprus, Czechia, Denmark, Estonia, Finland, France, Germany, Great Britain, Greece, Hungary, Ireland, Italy, South Korea, Malta, Netherlands, Norway, Latvia, Lithuania, Luxembourg, Poland, Portugal, Romania, Slovakia, Slovenia, Spain, Sweden, Switzerland, USA

games from the BMW ConnectedDrive Store available via BMW Digital Premium can be played on the control display using touch control.

BMW Digital Premium also brings an array of audio streaming services such as Spotify, Deezer and Amazon Music to the new BMW X3. Customers can use their account with their preferred streaming provider directly from the car. BMW Digital Premium covers the required data usage for e.g. video and music streaming via the media apps.

Extended functions for the navigation system BMW Maps.

The cloud-based navigation system BMW Maps included in the standard-fitted BMW Live Cockpit Plus in the new BMW X3 offers further product improvements and extensions. As well as offering a simplified method of destination entry, BMW Maps enables fast route calculation, carried out dynamically and based on precise real-time traffic data transmitted at short intervals. The map data is accessed online and therefore fulfils the brief of being as up-to-date as possible at all times.

The optional BMW Live Cockpit Professional includes both the BMW Head-Up Display and the Augmented View function. This adds an event-related live video stream from the driver's view to the navigation map on the control display. For example, at a confusing junction an animated direction arrow integrated into the video image helps the driver to take the correct turn-off according to the route planning.

With the aim of providing the best possible navigation experience, BMW Digital Premium expands the functionality of BMW Maps to include services such as real-time traffic information (RTTI). This uses colour coding to show how freely traffic is flowing, even if route guidance is not activated or the car is on a minor road. It also offers 3D visualisation of buildings and surrounding elements in the map view, realistic lane guidance graphics for complex turn-offs and junctions, as well as dynamic information for points of interest in various categories and extended information on parking options. Turn instructions and lane recommendations are additionally shown in realistic form in the optional BMW Head-Up Display.

Additional My Modes and further scope for individualisation with BMW Digital Premium.

Customers can tailor the driving experience in the new BMW X3 to their personal preferences via the three My Modes Personal, Sport and Efficient. Depending on the My Mode selected, the vehicle functions, content on the BMW Curved Display and interior lighting are adapted to work together harmoniously. The My Modes provide a neatly coordinated overall experience on board. BMW Digital Premium offers the customer a wider variety of My Modes, with the addition of Expressive Mode, Relax Mode, Digital Art Mode and the new Silent Mode.

Individual welcome scenarios before every journey.

The new BMW X3 features as standard a welcome scenario that consists of an orchestrated activation of the exterior and interior lights, including the projection from the exterior mirrors. It begins as the driver approaches the car, and the car key or a compatible smartphone with BMW Digital Key Plus is located. When the driver is about 1.5 metres away, the doors are automatically unlocked. When the doors are opened, a welcome sound plays and is accompanied by the full illumination of the BMW Interaction Bar. And as the driver gets into the car, the BMW Curved Display plays a choreographed start-up animation and – if the relevant BMW ID is linked with the car key – welcomes the driver with a personalised greeting.

BMW Digital Premium also enhances the user experience with add-ons for the lighting sequence that is activated when approaching the car. Alongside the standard lighting choreography, BMW Digital Premium allows the customer to choose from additional welcome sequence variants as well (Adagio, Vivace, Allegro).

Natural dialogue with the BMW Intelligent Personal Assistant.

The BMW Intelligent Personal Assistant adds numerous new skills to those offered by the predecessor to the new BMW X3. To further enhance the dialogue between human and car, interactive graphics are shown on the control display that e.g. indicate the Assistant is listening attentively to what is being said and provide a suitable response to selected spoken commands.

For example, the Assistant acknowledges the request to look for a filling station nearby by showing the image of a fuel pump. If BMW Digital Premium is specified, the customer can choose alternative graphics for the BMW Intelligent Personal Assistant. In addition, direct text overlays

tell the customer while they are still formulating their command what the Assistant has just understood and processed.

In selected markets, the new BMW X3, like all other models with BMW Operating System 9, is prepared for the BMW Intelligent Personal Assistant's next big technological advance based on Alexa Custom Assistant technology. The new voice assistant will respond to "Hey BMW" as accustomed and bring significant improvements in reaction speed and understanding of natural speech, together with a new voice developed specially for the BMW brand. All customers need to do to benefit from the BMW Intelligent Personal Assistant's technological leap forward is carry out the relevant Remote Software Upgrade as and when required.

5G mobile communications and smartphone integration as standard, personalisation with the BMW ID and My BMW App.

The BMW X3 comes as standard with 5G mobile reception in selected markets, providing the ideal setup for in-car gaming, video streaming and other online-based services. Standard specification also includes smartphone integration via Apple CarPlay® and Android Auto™.

To personalise the user experience with the BMW ID, all that's required is an initial sign-in from the customer inside the car using a smartphone and a QR code. Their personal profile is then imported and synchronisable settings are loaded. The customer is then greeted by name and, if desired, with a personal profile picture on the vehicle display, and their chosen vehicle settings are automatically loaded. The vehicle is also added to the My BMW App in the relevant profile without further input from the customer.

The My BMW App acts as a universal digital interface that provides information at any time on the vehicle's status, its remaining range and any servicing and maintenance requirements. It also enables remote operation of functions such as locating the vehicle, climate control and locking/unlocking the doors. The My BMW App can be used to send destination addresses from a smartphone to the vehicle's navigation system and to initiate, purchase or extend BMW ConnectedDrive Upgrades. The My Trips feature including Efficiency Trainer provides the user with data and evaluations for distances travelled, fuel consumption and average speed on their smartphone and offers helpful tips for a more efficient driving style.

Added to which, the My BMW App can be used to set up the BMW Digital Key Plus, which is available for the Apple iPhone and Apple Watch and compatible Android smartphones. The BMW Digital Key Plus enables customers to lock and unlock their new BMW X3 with a smartphone or smartwatch by means of security-enhanced ultra-wideband (UWB) radio technology – dispensing with the need for a conventional car key. The user does not need to take their smartphone out of their pocket as, if desired, the car will unlock itself as they approach.

Digitalisation, artificial intelligence and innovative technologies also provide the basis for Proactive Care. Taking centre stage here is an optimised service experience and the ability of BMW to e.g. recognise service and technical vehicle requirements at an early stage and proactively offer the customer solutions via the most appropriate channel in each case, depending on the level of urgency. Proactive Care will continually improve the customer experience, backed by BMW's service pledge "RELAX. WE CARE."



Sustainability in product design and manufacturing.

Holistic approach focuses on the responsible use of resources.

Sustainable business practices are an integral part of the BMW Group's corporate strategy. Indeed, the company has not only shown an unwavering commitment to pushing forward the electrification of all its drive systems, but also worked tirelessly to increase the efficiency of its entire product portfolio. It has achieved consistent reductions in the fuel consumption and emissions of its models powered by combustion engines and raised the energy efficiency and range of its all-electric vehicles, without compromising on BMW's fabled driving pleasure.

The new BMW X3 also uses innovations and the consistent optimisation of vehicle efficiency to help meet the BMW Group's exacting CO₂ goals. The BMW Group has set itself the objective of cutting life cycle CO₂ emissions per vehicle by at least 40 per cent by 2030 compared to 2019. By 2050 at the latest, the company is aiming to achieve net zero for CO₂e emissions across the entire value chain.

Innovation: instrument panel made from secondary material.

The optional instrument panel Luxury sees reused polyester making its debut in a BMW brand model. This recycled material is made into a knitted texture to provide a high-class surface.

The upper section of the floor coverings features maritime plastics produced from discarded fishing nets. The emergence of a market for old fishing nets offers an attractive alternative to dumping them in the sea and makes a valuable contribution to reducing environmental pollution caused by humans.

The new BMW X3 also comes with floor mats made from PET mono-material. The increased use of mono-materials plays a significant role in recycling and reuse within a circular economy/closed loop framework.

Innovation: Econeer seat covers – textile composite made from mono-material based on recycled material.

The covers and upholstery of the standard-fitted sport seats in the new Econeer trim variant are made from over 93 per cent secondary material, with CO₂e emissions from raw materials and production coming in lower than would be the case using new yarn.

The use of the mono-material composite for the covers and upholstery allows the new seats to also create a good basis for enabling a circular economy. The seat covers can be turned back into seat covers. So this is not a question of "downcycling", but the creation of new products of the same quality as the equivalent product prior to recycling.

The interior of the new BMW X3 is completely leather-free as standard. The surface materials used for the optional Veganza trim reduce CO₂-equivalent emissions by as much as 85 per cent compared with leather. The standard-specification steering wheel is also leather-free.

Innovation: light-alloy wheels made from 70 per cent secondary aluminium.

The light-alloy wheels fitted to all variants of the new BMW X3 consist of 70 per cent secondary aluminium (mass balanced). As well as the wheels, aluminium components such as the bonnet and the housing for the high-voltage batteries in the plug-in-hybrid BMW X3 30e xDrive are made using recycled light metal. In addition, the housing of the individual battery cells consists of around 30 per cent recycled aluminium.

Minimising CO₂ emissions from production at BMW Group Plants Rosslyn and Spartanburg.

The holistic approach to increasing sustainability also comes into play in the development and production of the new BMW X3. A resource-conserving choice of materials, a high proportion of secondary raw materials and the use of green electricity in production help to give the SAV its substantially reduced carbon footprint. Intelligent lightweight design and optimised aerodynamics – with a C_d as low as 0.27 – improve the car's efficiency. Added to which, all the internal combustion engines for the new BMW X3 belong to the latest modular generation and feature electrification via 48V mild hybrid technology. The plug-in-hybrid variants of the new model have a significantly increased electric range.

A proportion of the energy supply requirement at BMW Group Plant Rosslyn in South Africa is provided by a nearby biogas plant, which helps to consistently reduce the plant's carbon footprint. Plus, waste generated at the plant is recycled in tandem with partner organisations so that no waste has to be disposed of. An example of this is the processing of polystyrene waste into building materials. In addition, BMW Group Plant Rosslyn uses corrosion protection coatings based on renewable raw materials. These bio-based coatings help to reduce consumption of fossil raw materials and the CO₂ emissions generated when processing them.

BMW Group Plant Spartanburg in South Carolina, where the BMW X3 models with combustion engine will be made, is powered by electricity generated exclusively from renewable sources – as has been the case at all locations in the worldwide production network since 2020. From 2006 to 2023, Plant Spartanburg cut water consumption per vehicle delivered by 55 per cent and energy consumption by 67 per cent. The quantity of landfill waste has also been reduced by 87 per cent and industrial waste water by 57 per cent. For example, the installation of a high-pressure reverse osmosis system in the factory's paint shop allows the waste water from the assembly processes to be filtered and reused in production. In 2022, this approach lowered water consumption at BMW Group Plant Spartanburg by around 50 million litres.

The measures for reducing the company's carbon footprint also apply to the supply chain. Both the light-alloy wheels and tyres used for the new BMW X3 are produced using a high proportion of electricity from renewable sources. And the manufacture of cells for the high-voltage batteries in the plug-in-hybrid models is also powered exclusively by green energy.

Sustainable premium mobility achieved using a circular economy approach.

The BMW Group's exacting sustainability goals include increasing the use of secondary raw materials in vehicle production. Here, the company is pursuing a circular economy vision, in which raw materials are kept in circulation for as long as possible. This should then reduce the use of primary materials, the associated mining of new raw materials and the energy- and CO₂-intensive processing of those materials.

Commitment to social and environmental integrity in the supply chain.

For the BMW Group, social and environmental standards in the supply chain are just as important as those of the company itself. In order to ensure compliance throughout its global supply chains, the company has initiated a comprehensive package of measures that brings together various strategies consisting of training, contractual agreements, certifications and controls in the form of surveys and audits. Added to which, the BMW Group is committed to reducing and eliminating the use of critical raw materials and is focusing on the certification of sustainable extraction and processing methods and on the recycling of relevant materials.

For example, the BMW Group is cutting demand for the primary raw material tungsten by several tons per year by establishing a closed loop

for tools containing tungsten. Worn drilling and milling inserts are recycled and made into new tools. The company is also actively involved in the development and implementation of environmental and social standards in the supply chain through membership of programmes such as the Aluminium Stewardship Initiative (ASI) and the Initiative for Responsible Mining Assurance (IRMA). Through participation in enterprises like the Leather Working Group (LWG) and Global Platform for Sustainable Natural Rubber (GPSNR), the BMW Group makes a significant contribution to the development of robust, cross-industry sustainability standards for leather and natural rubber.

Extended life cycle assessment with the BMW Vehicle Footprint.

A TÜV-certified life cycle assessment will be available by the start of production of the new BMW X3 in September 2024. As with the new BMW 5 Series, the model for which the extended methodology was first introduced under the name "BMW Vehicle Footprint", it can then be accessed [here](#). The BMW Vehicle Footprint is universally accessible and increases transparency regarding the raw materials used in and CO₂ emissions generated during production and the vehicle use phase. It has been extended to include social aspects of the supply chain.

BMW EfficientDynamics: package of measures and technologies has been making a significant impact since 2007.

Back in 2007, the carmaker launched the BMW EfficientDynamics package of measures and technologies as part of the development process. It was conceived to give the company's vehicles the highest possible output while minimising energy consumption. This overarching concept includes everything from the further development of all drive systems to improved energy and heat management, optimisation of aerodynamics, weight reduction through intelligent lightweight design and the integration of digital efficiency functions. It represents an integrated approach to reducing a vehicle's environmental footprint that extends over its entire life cycle – from development, the procurement of raw materials and the use of secondary materials, to the production, use and subsequent recycling of the vehicle according to circular economy principles. For the BMW Group, sustainability and premium characteristics are inextricably linked, rather than competing forces.

The BMW Group was able to continue reducing its CO₂ fleet emissions in the European car markets in 2023. Its provisional value of 102.1 grams per kilometre in the WLTP cycle was around 20 per cent below the target figure set by the European Union of 128.5 g/km.

Efficiency Trainer helps to achieve a more efficient driving style.

Alongside the BMW EfficientDynamics technology, a key influencing factor in achieving low fuel consumption and CO₂ emissions during the use phase is an efficient driving style. The Efficiency Trainer in the My BMW App assists the driver with tips on how to adopt a sustainability-optimised driving style. To this end, the digital assistant analyses completed journeys and provides both tips for improvement and incentives by comparing the driver's fuel consumption with figures posted by other users in the BMW community.