

The BMW X6. Contents.



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1. Description in brief.

- Concept innovation: as the creator of the Sports Activity Vehicle, BMW is now presenting the world's first Sports Activity Coupé.
- The BMW X6 offers a brand-new, innovative interpretation of the features and design qualities typical of a large BMW Coupé. And at the same time it is the most sporting and dynamic rendition of a BMW X Model. Through its design alone, the BMW X6 authentically visualises superior driving dynamics and outstanding supremacy.
- Individual and extravagant looks: sporting, striking front end with large air intakes, stretched side-line, low greenhouse, clear emphasis on the wheels as an expression of powerful presence, classic coupé proportions, generous, convex-concave surfaces, sweeping flow of the roofline into the powerful rear end.
- The BMW X6 comes as standard with BMW's intelligent xDrive all-wheel drive technology and is the first vehicle in the world to offer Dynamic Performance Control for unique agility, tracking stability, precision and traction in every situation. Variable distribution of drive power is thus ensured not just between the front and rear axle – by xDrive – but also, by means of Dynamic Performance Control, between the two rear wheels, left and right. This maintains a superior stabilising function even under sudden load change and in overrun.
- Newly developed top-of-the-range power unit: V8 petrol engine with Twin Turbo technology and direct petrol injection (High Precision Injection), the world's first 8-cylinder petrol engine with the turbo-charger and catalytic converters housed in the V-section between the two rows of cylinders. This innovative arrangement ensures uniquely compact dimensions and serves to reduce pressure losses on the intake and exhaust side. Capacity 4,395 cc, max output 300 kW/407 hp from 5,500–6,400 rpm, max torque 600 Nm/442 lb-ft from 1,750–4,500 rpm. Most efficient engine in its class, outperforming ULEV II and EU5 emission standards, BMW EfficientDynamics combined with maximum power and performance.

- Unique range of power units: V8 petrol engine with Twin Turbo (300 kW/407 bhp), in-line 6-cylinder with Twin Turbo (225 kW/306 bhp), in-line 6-cylinder diesel with Variable Twin Turbo (210 kW/286 bhp), in-line 6-cylinder diesel with turbocharger (173 kW/235 bhp).
- Six-speed automatic transmission with optimised gearshift dynamics standard on all engine variants, extremely fast gearshift, supreme shift comfort, optimisation of fuel economy by converter lock-up clutch operating largely free of slip, electronic gear selector lever and gearshift paddles on the steering wheel featured as standard.
- The BMW X6 boasts a body structure conceived and designed for maximum occupant safety. In combination with the car's passive safety systems, this fulfils all prerequisites for excellent results in all crash-tests relevant the world over. Occupant safety is ensured among other things by three-point inertia-reel seat belts on all seats, frontal and side airbags as well as head airbags at the side, and crash-activated headrests at the front. Bi-xenon dual headlights including a daytime light function, fog lamps, two-stage brake lights, and runflat tyres all come as standard.
- Innovative body and interior concept: 4-door coupé with large tailgate opening far up to the top, high-quality, sophisticated interior with a sporty and luxurious ambience, four seats, large, highly adjustable luggage compartment (570–1,450 litres/20.0–50.8 cu ft).
- Interior design underlining the outstanding, sporting character of the BMW X6. Leather sports steering wheel with multifunction buttons and gearshift paddles featured as standard, centre console with knee pads for the driver and front passenger, front seats with versatile adjustment, in part electric, two rear seats with individual seat contours typical of a coupé and integrated headrests.
- Suspension and driver assistance systems (optional) exclusive to BMW: Adaptive Drive (anti-roll and adaptive dampers), Active Steering, Head-Up Display, Adaptive Headlights with variable light distribution and turning light, High Beam Assistant, cruise control with brake function.
- Wide range of comfort functions and innovative entertainment options: BMW iDrive with personalised favourite buttons, CD-player compatible with an MP3, AUX-in bush featured as standard, USP socket, multichannel audio system, DVD system at the rear, 4-zone automatic air conditioning, Active Seat Ventilation, back-up camera, navigation systems, BMW Assist, BMW Online, BMW TeleServices optional.

- The BMW X6 is manufactured exclusively for the world market at the BMW Spartanburg plant in South Carolina/USA according to the company's high quality standards which apply worldwide. Production at this site is highly flexible according to customer wishes. Currently, the BMW X6, BMW X5 and BMW Z4 are built on a shared assembly line at the Spartanburg plant.

- Engine variants:

BMW X6 xDrive50i: V8 petrol engine with Twin Turbo and direct injection (High Precision Injection)

Capacity 4,395 cc, max output 300 kW/407 bhp from 5,500–6,400 rpm, max. torque from 600 Nm/442 lb-ft from 1,750–4,500 rpm,

Acceleration [0–100 km/h] in 5.4 seconds,

Top speed 250 km/h (155 mph),

Average fuel consumption to EU standard 12.5 litres/100 km (22.6 mpg imp),

CO₂ emissions to EU standard 299 g/km.

BMW X6 xDrive35i: in-line 6-cylinder petrol engine with Twin Turbo and direct injection (High Precision Injection)

Capacity 2,979 cc, max output 225 kW/306 bhp from 5,800–6,250 rpm, max. torque 400 Nm/295 lb-ft from 1,300–5,000 rpm,

Acceleration [0–100 km/h] in 6.7 seconds,

Top speed 240 km/h (149 mph),

Average fuel consumption to EU standard 10.9 litres/100 km (25.9 mpg imp),

CO₂ emissions to EU standard 262 g/km.

BMW X6 xDrive35d: in-line 6-cylinder diesel engine with Variable Twin Turbo and third-generation common rail fuel injection

Capacity 2,993 cc, max output 210 kW/286 bhp at 4,400 rpm, max torque 580 Nm /427 lb-ft at 1,750–2,250 rpm,

Acceleration [0–100 km/h] in 6.9 seconds,

Top speed 236 km/h (146 mph),

Average fuel consumption to EU standard 8.3 litres/100 km (34.0 mpg imp), CO₂ emissions to EU standard 220 g/km.

BMW X6 xDrive30d: in-line 6-cylinder diesel with turbocharger and third-generation common-rail direct fuel injection
Capacity 2,993 cc, max. output 173 kW/235 bhp at 4,000 rpm,
max. torque 520 Nm/383 lb-ft from 2,000–2,750 rpm,
Acceleration [0–100 km/h] in 8.0 seconds
Top speed 210 km/h (130 mph), 220 km/h (136 mph) with optional high speed adaptation
Average fuel consumption to EU standard 8.2 litres/100 km (34.4 mpg imp),
CO₂ emissions to EU standard 217 g/km.

2. World premiere for the first Sports Activity Coupé. The BMW X6. (short version)



A completely new type of vehicle, a unique design concept and driving dynamics never seen before – all this becomes reality in the new BMW X6. The world's first Sports Activity Coupé offers features and abilities not available in a comparable combination in any other car the world over. In its design the new BMW X6 combines the sporting elegance of a large BMW Coupé with the powerful presence of a BMW X model. The unique driving characteristics of the BMW X6, in turn, come from the innovative combination of driving dynamics on the road so typical of BMW and absolute supremacy on all kinds of terrain. So this is a unique coupé and, at the same time, a very special BMW X model.

With its low-slung side windows and the roofline tapering out to the rear, the BMW X6 unmistakably boasts the proportions of a genuine coupé. Inside – again in typical coupé style – the BMW X6 accommodates the driver and front passenger as well as two further passengers at the rear. Extra ground clearance, strikingly designed wheel arches, four doors, the large rear hatch as well as the high waistline bear a clear resemblance in style to BMW's other X models. This design is indeed an authentic expression of the dynamic driving potential offered by the BMW X6 through its drivetrain and suspension technology not only on the road, but also on rough terrain and off the beaten track.

The BMW X6 comes as standard with BMW's intelligent xDrive for variable distribution of drive power between the front and rear axle. In addition, this is the first vehicle in the world to feature Dynamic Performance Control likewise fitted as standard for variable distribution of drive forces between the two rear wheels. So regardless of the actual power and traction coming from the engine, the power and torque delivered, say, to the outer wheel in a bend can be actively increased whenever required. This system – unique the world over – significantly enhances steering precision, traction on bends and, accordingly, the agility of the vehicle even at moderate speeds. On fast bends and in abrupt steering manoeuvres or when suddenly taking back engine power, Dynamic Performance Control serves furthermore to enhance the stability of the vehicle, allowing the driver to safely enter a new dimension of driving dynamics. On slippery and mixed surfaces, finally, Dynamic Performance Control offers the advantage of even better and more reliable traction.

BMW's new V8 power unit with Twin Turbo technology and direct petrol injection is also making its world debut in the BMW X6. Displacing 4.4 litres, this outstanding 8-cylinder develops a maximum output of 300 kW/407 bhp and peak torque of 600 Newton-metres/442 lb-ft across an unusually large speed range from 1,750–4,500 rpm, and is therefore the most powerful drive unit ever featured in a BMW X model. This new 8-cylinder stands out not only due to its supreme power and torque, but also due to its compact dimensions. It is indeed the first 8-cylinder petrol engine in the world with its turbochargers in the V-area between the two rows of cylinders.

Front end with powerful presence and clear focus on the road.

In its design the BMW X6 shows the typical look of a vehicle with the DNA of a BMW X model re-interpreted in this case in unique, sporting style: the BMW X6 stands out as a genuine BMW from every angle, with the sculptural looks so characteristic of all BMW X models. The front, sides and rear end of the car flow smoothly and directly into one another, their shapes and surfaces merging to form one harmonious unit.

Right from the start, the flair and look of the front end give BMW's new Sports Activity Coupé powerful presence. Due to the larger share of surfaces finished in body colour, however, the BMW X6 creates the impression of being lower and even more sporting, emphasising its dynamic orientation to the road. The DNA typical of a BMW X car is also to be admired on the engine compartment lid, in the dual round headlights cut off at the top, and in the structure of the BMW kidney grille in upright position. Large air intakes positioned far to the outside not only clearly indicate the cooling requirements of the powerful engines, but also, together with the side panels stretching to the inside far beyond the headlights, provide clear visual orientation to the wheels, again bearing testimony to the stable stance of the vehicle on the road. The air intakes at the side are split horizontally by bars in aluminium colour also surrounding the round fog lamps.

Side view: dynamic roofline, muscular surfaces.

The unique proportions of the BMW X6 stand out particularly from the side. The short front body overhang emphasises the dynamic character of the vehicle, the roofline tapering out gently to the rear and the long body overhang at the rear end give the BMW X6 its stretched coupé silhouette. With the roof reaching its highest point directly over the front row of seats, the driver receives particular emphasis as a special effect reflecting the extravagant design of the BMW X6.

The high waistline and the powerfully flared wheel arches front and rear moving the visual centre of gravity to the middle and thus referring clearly to all-wheel drive are further significant elements of BMW X with its unique genes. Slender plastic protectors at the bottom of the bumpers, on the sills and the wheel arches also provide discreet reference to the robust character of the BMW X6.

Rear end characterised by strong shoulders and a powerful stance on the road.

Features and characteristics typical of elegance, sportiness and robustness likewise come together in fascinating style at the rear end to form a harmonious entity. A powerful bumper and the protector panel on the underfloor are classical elements of a BMW X model in its design. At the same time the new vehicle comes in the proportions typical of a coupé but in the special style and class of a BMW X model. The greenhouse with its unusually angled rear window tapers out smoothly to the rear, the rear hatch with its striking airflow spoiler adding a further feature typical of a coupé.

The entire rear view is split up by horizontal lines giving the rear end of the BMW X6 an even wider look and emphasising the powerful stance of the car on the road. Even the rear lights, in their design, highlight the unique character of the BMW X6, re-interpreting the L-shape so typical of a BMW X model and adding a dynamic, flowing look.

Sporting and exclusive interior.

The interior of the BMW X6 offers a unique combination of exclusive luxury, sporting dynamics and powerful design to the very last detail. Sophisticated, high-quality surfaces make the interior an outstanding experience in touch and looks. And like all BMW X models, the new Sports Activity Coupé offers an elevated, commanding seating position giving the driver an even better feeling of security and superiority in his BMW X6.

The new model also stands out from the existing models in the BMW X range due to the two single seats at the rear in sporting design, separated by the centre console and offering both superior side support and integrated headrests.

The BMW X6 is the only model within the competitive environment of the BMW X models to have a sports steering wheel with shift paddles as standard. They are for manual change of drive position in conjunction with the 6-speed automatic transmission, likewise a standard feature. Yet another sporting

feature is provided by the new knee pads on the centre console offering both the driver and front passenger additional support and stability, for example in sudden manoeuvres in city traffic but also when driving off-road on rough terrain.

Lots of space, wide range of options for customisation.

The rear doors opening up to a wide angle significantly facilitate access to the two rear seats. An unusually generous feature for a coupé is the substantial headroom at the rear, 944 millimetres or 37.2" giving even tall passengers maximum comfort at all times. Seen from the rear, the window graphics of the BMW X6 create a feeling of forward-striving openness and, as a result, a generous experience of space.

The passenger and luggage compartments in the BMW X6 are clearly separated from one another in typical coupé style. The useful luggage compartment behind the rear seats offers capacity of 570 litres, far more than the space usually available in a coupé. Among other things, this enables four passengers in a BMW X6 to take along four golf bags in the luggage compartment. To increase luggage capacity even further, the rear seat backrest folds down asymmetrically, with luggage capacity increasing to a maximum of no less than 1,450 litres or 50.8 cubic feet. A two-stage gas spring featured as standard, to mention yet another feature, allows the driver and his passengers to determine the final position of the rear lid individually when open according to their requirements. This avoids the risk of damage, for example when opening the lid in an indoor car park with a low ceiling.

The exterior paintwork comes in a range of ten colours, while the interior offers five equipment variants, two interior colours and five trim variants for a wide range of choice. Trim strips in ash grain and flywheel aluminium are available exclusively on this new Sports Activity Coupé, while the seat upholstery comes with a choice of various high-quality cloth and leather variants as well as a new combination of alcantara and leather exclusive to the BMW X6.

Perfect combination of superior dynamics and outstanding comfort.

When it comes to driving dynamics, the world's first Sports Activity Coupé offers new dimensions clearly defined by a significant increase in agility, unique stability in fast bends, and safe traction on slippery surfaces. Powerful engines, BMW's intelligent xDrive technology, DSC Dynamic Stability Control, optional Active Steering and Adaptive Drive, as well as Dynamic Performance Control featured for the first time – as standard – on the BMW X6, together with the wider rear track, set the foundation for supreme driving dynamics.

Intelligent control of driving dynamics: Integrated Chassis Management.

The drive and suspension systems are perfectly applied and masterminded by Integrated Chassis Management (ICM) networking all of the individual units and functions. This high-performance electronic control is able to coordinate the drive and suspension functions perfectly within fractions of a second, ensuring maximum stability and supreme performance in every situation. Even under suddenly changing conditions – for example on varying surfaces, in spontaneous steering manoeuvres or when accelerating or braking abruptly – ICM responds with utmost precision in controlling the xDrive, DSC and Dynamic Performance Control actuators and, as an option, the Active Steering in close association with DSC and xDrive.

Depending on driving conditions and in a fully variable process, drive power is now spread out individually not “only” between the front and rear axles by means of BMW xDrive, but also between the left and right rear wheel through its dynamic performance control. Additional power and traction therefore goes to precisely the right point where it can be conveyed to the surface with optimum results. This drive technology – quite unique in the market – promotes the agility, traction in bends, steering precision and tracking stability of the vehicle in bends as well as traction on slippery surfaces, offering a significantly higher standard of driving dynamics in the process. DSC with its stabilising effect provided by applying the brakes individually on each wheel is only required when the BMW X6 reaches the very limits to driving physics. As a result, the world’s first Sports Activity Coupé offers the driver the fascinating experience of ultra-sporting performance even in the most demanding situations, with qualities only a BMW X6 is able to provide.

The foundation for this superiority is set by the unique chassis and suspension system unparalleled in the segment of BMW X models. Front suspension is provided by a double track control arm axle applying the double joint principle for dynamic lateral acceleration, superior directional stability, and minimised transmission of bumps on the road to the steering wheel. At the rear the BMW X6 comes with BMW’s patented Integral IV rear axle combining superior comfort with outstanding dynamics. And now this lightweight construction has been optimised in numerous details specifically for BMW’s new Sports Activity Coupé, the entire rear axle system naturally being adjusted to offer the highest standard of sporting performance in a vehicle of this type.

The BMW X6 comes as standard on 19-inch light alloy wheels. Runflat safety tyres also featured as standard enable the driver to continue to a nearby workshop after a puncture, even with complete loss of air. And last but certainly

not least in this context, the tyre defect indicator permanently monitors tyre pressure and gives the driver a warning as soon as tyre pressure drops more than 30 per cent below the ideal level.

BMW xDrive: intelligent all-wheel drive for even greater dynamism and optimum traction.

Permanent all-wheel drive with electronically controlled, variable distribution of drive forces between the front and rear axle gives all BMW X models not only superior traction, but also enhanced driving dynamics. BMW xDrive is acknowledged as an intelligent all-wheel drive concept due to the important fact that this system delivers drive power to the appropriate axle in each case via a power divider with an electronically controlled multiple-plate clutch, the wheels with optimum grip on the surface thus getting exactly the power and traction required as a function of driving conditions and in a precise dosage.

Under normal driving conditions BMW xDrive spreads out drive forces in a 40 : 60 ratio front-to-rear. Sensors constantly measure slip on the front and rear wheels, with the system therefore able to vary the distribution of power and torque whenever necessary within fractions of a second. Unlike conventional all-wheel drive, BMW xDrive even looks ahead in this process and does not just respond after a wheel has started to spin. In this way xDrive further enhances the driving dynamics of the BMW X6 by recognising even the slightest tendency to oversteer or understeer in good time, taking appropriate action as soon as necessary. And now, with BMW's new Dynamic Performance Control, the BMW X6 responds even faster and more appropriately to individual requirements.

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

The positive influence of Dynamic Performance Control on the agility of the BMW X6 comes out clearly right from the start even in conventional situations in everyday traffic: even at moderate speeds the process of steering into a bend allows significantly greater precision and smooth, extra-light steering behaviour. Unlike a conventional limited-slip differential, Dynamic Performance Control serves, as one example, to accelerate the outer wheel in a bend, the additional momentum generated in this way being converted into a yaw or, respectively, steering movement of the car. In addition, Dynamic Performance Control ensures absolute supremacy in sudden steering manoeuvres and in particularly fast bends.

Depending on road surface conditions, the angle of a bend and road speed when driving to the limit, a vehicle may “push” to the outside either over the rear or the front wheels. Now Dynamic Performance Control is able to counteract both of these tendencies for instability in conjunction with xDrive. As soon as the vehicle starts to understeer, xDrive reduces the transmission of power to the rear wheels pushing to the outside, and now Dynamic Performance Control cuts in additionally to withdraw drive power from the outer rear wheel subject to particularly great centrifugal forces, diverting this extra power to the inner wheel at the rear to build up appropriate, counteracting yaw momentum. This stabilising effect is built up so quickly and precisely that the driver will not even notice what is happening. But he will certainly notice that now his BMW X6 offers outstanding precision and stability also under dynamic driving conditions.

Any tendency to understeer is eliminated in exactly the opposite process: xDrive reduces the transmission of power to the front wheels pushing to the outside, while at the same time Dynamic Performance Control shifts drive forces to the outer rear wheel in a bend in the interest of optimum stability and yaw momentum “turning” the vehicle into the bend. Again, the car follows the driver’s commands with even greater agility and tracking stability as a result of this unique control.

Unique: Dynamic Performance Control for extra steering precision even when the driver takes his foot off the gas pedal.

A further special feature of Dynamic Performance Control is that momentum and torque are distributed variably between the rear wheels not only when the engine is “pulling” the car, but also in overrun, thus acting independently of actual drive forces. This is ensured by an additional, superimposed transmission within the final drive made up of a double planetary gearing and a multiple-plate brake controlled by an electric motor on each side, providing a variable power split also when the driver takes his foot off the accelerator. The BMW X6 is the first car in the world to offer such a stabilising effect independent of engine load and the flow of power.

Dynamic Performance Control also optimises traction on slippery surfaces and in situations where the car is running on different surfaces on either side, for example a snowbound surface at the side of the road and asphalt in the middle. In such a case any difference in the frictional coefficient between the wheels on the right and left (modal split) is set off by Dynamic Performance Control distributing drive forces to the rear wheels precisely as required.

By looking at the instrument cluster, the driver is able to literally “watch” the interaction of Dynamic Performance Control and xDrive. A graphic display activated as an alternative to other display modes in the on-board computer simply by pressing the lever on the steering column informs the driver of the current distribution of drive forces at any given point in time.

DSC only intervenes at the very limit.

The difference in torque between the two rear wheels built up by Dynamic Performance Control may reach a maximum of 1,800 Newton-metres. To the driver, this means a significant improvement of agility, traction and driving stability. He also feels the effect of Dynamic Performance Control through the fact that DSC Dynamic Stability Control is now required far less frequently.

Over and above its stabilising effect, DSC in the BMW X6 encompasses further functions in the interest of safe and dynamic motoring. These include the anti-lock brake system (ABS), ASC Automatic Stability Control, Trailer Stability Control, HDC Hill Descent Control, DBC Dynamic Brake Control maximising brake pressure whenever required in a particular case, CBC Cornering Brake Control, and Automatic Cruise Control complete with a brake function. The ADB Automatic Differential Brake provides a transverse locking function and Brake Fading Compensation prevents any loss of brake power under extremely high brake temperatures. Regular Dry Braking optimises brake performance in the wet and the Start-Off Assistant makes it much easier to set off smoothly on an uphill gradient. The new BMW X6 boasts a parking brake operating both electromechanically and hydraulically. It also comes with an Auto-Hold function increasing comfort and convenience for the driver above all in stop-and-go traffic. Reflecting the very dynamic potential of the BMW X6, DSC Dynamic Stability Control also features a special mode called DTC Dynamic Traction Control. DTC raises the response thresholds of DSC to an appropriately higher level, allowing a particularly sporting and active style of motoring and enabling the driver to set off on snow or loose sand with the drive wheels slightly spinning.

Supported by a wide range of DSC functions, the high-performance brake system in the BMW X6 ensures excellent stopping power under all conditions. Inner-vented discs on all four wheels take up brake energy with optimum efficiency. And on the top-of-the-range BMW X6 xDrive50i, newly developed lightweight brakes with discs measuring 385 millimetres (15.2”) in aluminium floating calliper construction both front and rear guarantee extreme fading resistance and maximum brake comfort.

Active Steering for sporting and comfortable motoring.

The rack-and-pinion steering on the BMW X6 varies the steering transmission ratio as a function of the steering angle to meet different requirements and comply with varying driving situations at all times. As an option the BMW X6 is also available with Active Steering. Developed by BMW, this unique system provides the optimum steering transmission at all speeds and for every steering angle. Up to a speed of about 90 km/h Active Steering remains direct and highly responsive. When parking, for example, all the driver has to do is turn the steering wheel round twice from left to right lock. Then, at higher speeds, the transmission ratio becomes increasingly indirect in the interests of superior directional stability and enhanced driving comfort.

Active Steering in the BMW X6 is combined with Servotronic to improve steering comfort by reducing steering forces as a function of road speed. A further point is that Active Steering makes an active contribution to stabilising the car when oversteering in bends and in particularly dynamic braking manoeuvres. When applying the brakes on different surfaces right and left, for example (modal split), Active Steering countersteers smoothly, discreetly and exactly as required in order to prevent the car from swerving out of control.

Unique: Adaptive Drive with data transfer via FlexRay.

Perfectly matched control of the anti-roll bars and dampers via Adaptive Drive is an equally unique feature in the segment of BMW X models. Indeed, this combination of active anti-roll stability and variable damper adjustment gives the new BMW X6 incomparably superior driving behaviour.

By means of sensors, Adaptive Drive permanently monitors and calculates all the data required on road speed, the steering angle, straight-ahead and lateral acceleration, acceleration of the vehicle's body and wheels, as well as ride height. Applying this information, Adaptive Drive then masterminds both the swivel motors on the anti-roll bars and the electromagnetic valves on the dampers. In the interest of quick and reliable coordination, Adaptive Drive also comes with FlexRay high-speed data transmission. BMW is indeed the first vehicle manufacturer in the world to introduce FlexRay technology in a serial production car.

Superior dynamics with two petrol and two diesel engines.

Thanks to its superior suspension technology, the BMW X6 is able to convert maximum drive power safely and smoothly into driving dynamics at all times and on all kinds of surfaces. The engines powering the world's first Sports Activity Coupé set the standard themselves in terms of superior power, smooth refinement, and enhanced efficiency in their respective segments.

The top-of-the-range BMW X6 xDrive50i is powered by a newly developed 8-cylinder. The most powerful in-line 6-cylinder in BMW's engine portfolio, in turn, gives the BMW X6 xDrive 35i superior performance at all times, and the BMW X6 xDrive35d is entering the market with the most dynamic 6-cylinder diesel in the world. Even the BMW X6 xDrive30d – again featuring an all-aluminium diesel with third-generation common rail fuel injection – offers the performance of a sports car combined with a high standard of efficiency quite unique in the BMW X model segment.

A class of its own: the new 8-cylinder with Twin Turbo technology.

Displacing 4.4 litres, the new V8 with Twin Turbo technology and High Precision Injection develops a maximum output of 300 kW/407 bhp in the speed range between 5,500 and 6,400 rpm. Torque peaks at a very substantial 600 Newton-metres/442 lb-ft available throughout the unusually broad speed range from 1,750–4,500 rpm. This is the first time that the use of two turbochargers offers particular efficiency in boosting both output and torque also on an 8-cylinder petrol engine. Each of the two turbochargers supplies compressed air to four cylinders, ensuring unparalleled spontaneity and a perfect response to the gas pedal. A further important point is that the engine revs up smoothly and full of power, developing its high torque from low speeds and then maintaining this superior torque plateau over an unusually broad speed range.

The arrangement of the turbochargers and the catalytic converters in the V-space between the two rows of cylinders is a particularly new innovation in technology allowing unusually compact dimensions and at the same time requiring modification of the intake and exhaust ducts in their position. This reduces the length of the ducts and provides a larger cross-section, with pressure losses significantly minimised both on the intake and exhaust side.

The all-aluminium V8 power unit developed for the BMW X6 offers incomparable dynamics and performance in providing the qualities typical of an 8-cylinder: acceleration to 100 km/h in the BMW X6 xDrive50i comes in just 5.4 seconds and power reserves are quite sufficient also at higher speeds for thrilling acceleration at all times. This superior performance then continues all the way to 250 km/h or 155 mph, where electronic control cuts in to limit the vehicle's top speed.

High Precision Injection offers a key function in the efficient use of fuel for maximum economy. This second generation of direct petrol injection uses piezo injectors positioned directly next to the spark plugs in the cylinder head and delivering fuel in precise doses to the combustion chambers at a pressure

of 200 bar. This particular concept and configuration benefits both emissions and engine acoustics, naturally fulfilling both the ULEV II emission standard in the USA as well as the EU5 norm in Europe.

The new V8 is the most efficient power unit in its class. Combined with a wide range of further features developed in the context of BMW EfficientDynamics, it gives the BMW X6 xDrive50i a standard of fuel economy and emission management far better than other 8-cylinder models in the BMW X segment. Average fuel consumption of the BMW X6 in the EU test cycle is therefore 12.5 litres/100 kilometres (equal to 22.6 mpg imp), with a CO₂ rating of 299 grams per kilometre.

The most powerful BMW 6-cylinder for the first Sports Activity Coupé.

The second petrol variant of the BMW X6 is powered by the most muscular in-line 6-cylinder in the BMW engine range, the BMW X6 xDrive35i benefiting from a maximum output of 225 kW/306 bhp from an engine capacity of 3.0 litres. This supreme power and performance comes at an engine speed between 5,800 and 6,250 rpm, with maximum torque of 400 Newton-metres/295 lb-ft maintained all the way from 1,300 to 5,000 rpm. Like the new V8, the power unit featured in the BMW X6 xDrive35i offers the combination of Twin Turbo technology and High Precision Injection exclusive to BMW for unparalleled power and performance and for truly impressive all-round economy, particularly in relation to the vehicle's dynamic driving potential.

The flow of power and muscle generated by the in-line 6-cylinder with Twin Turbo and High Precision Injection achieves a level formerly only offered by much larger 8-cylinder naturally aspirated power units. But in comparison with such larger engines, BMW's most powerful 6-cylinder offers far greater fuel economy and is also much lighter with its all-aluminium crankcase promoting the superior agility of the vehicle at all times. The BMW X6 xDrive35i accelerates to 100 km/h in 6.7 seconds and has a top speed of 240 km/h or 149 mph. Average fuel consumption in the EU test cycle is 10.9 litres/100 kilometres, equal to 25.9 mpg imp, and the CO₂ rating is 262 grams per kilometre.

Maximum diesel power: in-line 6-cylinder with Variable Twin Turbo.

Two turbochargers, direct fuel injection, maximum performance – the most powerful diesel available in the BMW X6 boasts interesting features comparable to the petrol models: the 3.0-litre in-line 6-cylinder diesel with Variable Twin Turbo (VTT) is likewise an engine of the highest standard.

Maximum output is 210 kW/286 bhp at 4,400 rpm, making this the most dynamic power unit of its kind the world over. At the same time the BMW X6 xDrive35d features its own, very specific and unmistakable driving characteristics combined with unique technical details.

With its all-aluminium crankcase, VTT turbocharging and third-generation common-rail fuel injection complete with piezo-injectors, this power unit offers all the features required for supreme torque and muscle combined with outstanding efficiency. Weighing just 194 kg (428 lb) according to the DIN standard, this high-performance diesel weighs some 50 kg less than a comparable 8-cylinder. Clearly, this serves to maximise the dynamic driving qualities of the BMW X6 xDrive35d, with acceleration to 100 km/h in 6.9 seconds. Top speed, in turn, is 236 km/h or 146 mph. Compared with this kind of performance, average consumption in the EU test cycle of just 8.3 litres/100 kilometres (equal to 34.0 mpg imp) is even more convincing.

VTT technology first activates the small turbocharger at low engine speeds, developing superior power and torque spontaneously and without the slightest delay right from the start even with the slightest movement of the gas pedal thanks to its low inertia. Then, with engine speed increasing, the second, larger turbocharger takes up its additional effect, giving the engine peak torque of 580 Newton-metres/427 lb-ft at just 1,750 rpm.

**Full of power and economical at the same time:
in-line 6-cylinder diesel with variable turbine geometry.**

The second, particularly economical diesel model in the range is the BMW X6 xDrive30d likewise powered by a 3.0-litre in-line 6-cylinder with an all-aluminium crankcase and third-generation common-rail direct fuel injection. The turbocharger on this power unit comes with variable intake geometry for muscular and, at the same time, harmonious development of power adapted to driving conditions at all times. Maximum output is 173 kW/235 bhp at 4,000 rpm, peak torque of 520 Newton-metres/383 lb-ft comes at just 2,000 rpm.

Featuring piezo injectors, the injection system ensures superior power and performance combined with high efficiency, optimised emission management and outstanding motoring refinement also on this variant of the 3.0-litre diesel. The BMW X6 xDrive30d accelerates to 100 km/h in 8.0 seconds and has a top speed of 210 km/h or 130 mph (220 km/h (136 mph) with the optional high-speed performance pack). And with average fuel consumption in the EU test cycle of just 8.2 litres/100 kilometres, equal to 34.4 mpg imp) offering a maximum range of 1,035 kilometres or 642 miles, the BMW X6 xDrive30d again sets the standard in the BMW X model segment.

To optimise their emission response, both diesel engines come with a particulates filter of the latest generation and an oxidation catalyst, both units housed together directly on the engine. CO₂ emissions on the BMW X6 xDrive35d are 220 grams per kilometre, with 217 grams per kilometre on the BMW X6 xDrive30d.

BMW EfficientDynamics: wide range of features fitted as standard to reduce both fuel consumption and emissions.

All variants of the new BMW X6 come as standard with a wide range of features in and around the engine serving to maximise the vehicle's efficiency. Brake Energy Regeneration on all model variants, for example, ensures an intelligent flow of energy, concentrating the generation of electric power for the on-board network on overrun phases and application of the brakes.

On-demand management of ancillary units likewise serves to further optimise the efficiency of the BMW X6, with the power required to drive the fuel and steering assistance pumps significantly reduced by matching the uptake to current driving conditions, saving substantial energy in the process. The belt drive on the a/c compressor, comes with a separate clutch automatically disconnecting the compressor as soon as the driver switches off the air conditioning. Apart from tyres with reduced roll resistance, optimisation of the vehicle's aerodynamics also serves to enhance efficiency, with the cooling air flaps behind the BMW kidney grille and in the air intake opened and closed electronically as required in the models BMW X6 xDrive35i, BMW X6 xDrive35d and BMW X6 xDrive 30d. With the flaps reducing air resistance when closed, they are opened only in response to a greater demand for cooling air.

Extra-sporting automatic transmission.

Power is transmitted on the BMW X6 in standard trim through an upgraded six-speed automatic transmission with a particularly sporting gearshift. As a result, the transmission shifts gears with incomparable spontaneity, precision and efficiency benefiting not only motoring comfort, but also – and in particular – driving dynamics in the BMW X6. And connected directly to the engine, the six-speed automatic transmission, with its converter lock-up clutch operating largely without slip and the exact choice of gears, also contributes to the particularly high standard of motoring economy.

The driver controls the automatic transmission either through the electronic gear selector lever or via paddles on the steering wheel, the transmission being adjusted not mechanically, but through electric signals. To shift to the parking position, for example, all the driver has to do is press the P Button on the top of the gearshift lever. To activate the manual gearshift, in turn, all he does is move the gearshift lever to the left. Then the driver is able to shift gears

sequentially by hand – either through the gear selector lever or by means of the shift paddles featured as standard on the steering wheel. The great advantage of these paddles is that the driver is able to shift gears manually with maximum spontaneity whenever required: as soon as he presses one of the paddles, the transmission will immediately switch over from the automatic mode into manual gearshift.

Intelligent lightweight technology for enhanced dynamics and stable construction.

Like BMW's other X models, the BMW X6 comes with a particularly strong and torsionally resistant body. To ensure an extremely high standard of all-round strength and solidity combined with minimum weight, the focus in developing the BMW X6 was placed consistently from the start on intelligent lightweight engineering. Both the choice of materials as well as the arrangement and geometry of the load-bearing components, bars and supports in the body follow an intelligent all-round concept for maximum crash safety and optimum agility.

To optimise passive safety, the development engineers concentrated from the start on giving the passenger cell maximum stability. Hence, forces acting on the body in the event of an accident are diverted via the engine supports ("chassis legs") and the chassis along several load paths in order to avoid extreme loads acting on the individual load-bearing structures. Inside, the new BMW X6 comes as standard not only with frontal and hip/thorax airbags, but also curtain head airbags at the side in the interest of superior safety. Inflating out of the panels on the A-pillars and the roof lining, these curtain head airbags protect the occupants both front and rear from injury. Another important highlight is the use of three-point inertia-reel seat belts on all seats in the new BMW X6. These restraint systems feature belt force limiters and a belt tensioner function on the front seats. To prevent cervical spine injury in the event of an impact from the rear, the front seats on the BMW X6 also come as standard with crash-activated headrests. ISOFIX child seat fastenings, in turn, are featured as standard on the rear seats, and all restraint systems are masterminded by one central electronic safety unit monitoring the type and severity of a collision to activate the most efficient protection units in each case. Last but not least, the frontal airbags come with a two-stage gas generator and are likewise activated with varying intensity, depending on the severity of an accident.

In the event of an imminent rollover, the rollover sensors immediately activate the curtain airbags and the belt latch tensioners. Networked to DSC Dynamic Stability Control, these sensors ensure that the system is activated very quickly and according to individual requirements.

Optimum visibility: bi-xenon headlights featured as standard.

Featured as standard in the BMW X6, bi-xenon dual headlights not only ensure optimum illumination of the road in the dark, but also provide a daytime light function through their corona rings. The BMW X6 also comes as standard with a light and rain sensor to automatically control the lights and the windscreen wipers whenever required. Additional comfort when driving at night is provided by the optional High Beam Assistant. Another optionally available feature is the Adaptive Headlight which ensures that the road is illuminated according to the road situation. One element of this option is variable light distribution, which expands the light cone so as to extend the area of vision depending on road speed. Depending on the situation, either a broader spread of light, a brightening of the area closest to the vehicle or else a longer range is achieved. The fog lamps also serve as turning lights, swivelling their light beam to the side by means of a reflector when turning in order to illuminate the road in the right direction.

Optional cruise control complete with its brake function masterminds engine management, the choice of gears and the brakes in order to keep the speed chosen by the driver at exactly the level set. This efficient system permanently registers the vehicle's lateral acceleration and reduces its road speed whenever necessary to prevent any loss of comfort in bends. The process of driving downhill in a controlled mode – also when towing a trailer – is likewise supported by automatic activation of the brakes.

To control the Navigation, Air Conditioning, Entertainment and Communication functions, the BMW X6 comes as standard with the progressive BMW iDrive control concept. And to make operation of these systems even easier and more straightforward, there are no less than eight individual choice favourite buttons. As an option, finally, information relevant to the driver may be projected via the Head-Up Display on to a particularly favourable ergonomic position on the windscreen.

Exclusive and innovative: optional extras.

Sophisticated, top-end navigation and audio systems are available to further enhance grand touring comfort in the BMW X6. A DVD video system for the rear-seat passengers, a CD and/or DVD changer in the glove compartment, as well as an innovative multi-channel audio system are among the highlights available in terms of mobile entertainment. Further features are the mobile BMW Online internet portal, the BMW Assist telematics service, and BMW TeleServices.

The BMW X6 is available with a back-up camera supplementing PDC Park Distance Control. This very helpful and convenient system facilitates the process of parking and manoeuvring in confined spaces and in places with poor visibility. As an alternative to the automatic air conditioning featured as standard, two- or four-zone automatic air conditioning for individual temperature control is available as an option. And last but certainly not least, an optional glass sliding/vent roof provides an exceptional feeling of space.

Presenting the BMW X6, BMW is once again proving the company's outstanding expertise in the development of innovative vehicle concepts. The world's first Sports Activity Coupé interprets the sportiness so typical of the brand in completely new style and with unprecedented qualities. At the same time the new model adds an innovative and truly fascinating variant to the existing family of BMW X cars, BMW thus standing out once again as the trendsetter in a particularly dynamic and fast-growing market segment. Finally, with its concept and its drive technology the BMW X6 confirms the outstanding innovative power of the world's most successful manufacturer of premium vehicles.

3. **Concept: A new vehicle category, a new driving experience.**



- **World premiere: the first Sports Activity Coupé.**
- **BMW underpins its innovative strength in the segment of the X models.**
- **Unique driving dynamics – authentically visualised in design.**

The BMW X6 is unmistakably a member of the BMW X family. It has a large number of the qualities which also distinguish the Sports Activity Vehicle BMW X5. But at the same time it reinterprets the character of the BMW X models: with a clear focus on driving dynamics, also expressed in its design. The BMW X6 combines the supremacy, seating position and versatility of a Sports Activity Vehicle with the elegance and sporty driving qualities of a large BMW coupé. The result of this combination is an entirely new vehicle category: the Sports Activity Coupé.

With the invention of the Sports Activity Vehicle (SAV), BMW already founded a vehicle category which was both innovative and pioneering. The BMW X5 launched in 1999 instantly took up a leading position within the competitive environment due to its fascinatingly dynamic character. With the new BMW X5, this superior driving dynamics became even more marked in what has since become a hotly competed segment. The success of the BMW X5 is clear evidence of the fact that sporty driving properties have an important role to play in this segment too. The BMW X6 thus represents the logical further development of the range of BMW X models. Its innovative vehicle concept realises the dynamic performance which is characteristic of BMW in a way which is even more specifically targeted.

Innovative drivetrain technology, unique design: the BMW X6.

The aim in developing the BMW X6 was to enable a driving experience determined by sporty flair which would be unequalled to date within the competitive environment of the X models. At the same time, this core quality was to be visualised in a fascinating and equally unique design. For this reason, the world's first Sports Activity Vehicle is equipped with innovations in the field of drivetrain and chassis technology which allow the driving dynamics of a BMW X model to reach a whole new dimension. Particularly important here are Dynamic Performance – unique the world over – and the new 8-cylinder engine with Twin Turbo and High Precision Injection, presented in the BMW X6 for the first time.

The newly developed V8 power unit is at the top of the engine range for then BMW X6. For the first time BMW combines Twin Turbo supercharging and direct petrol injection in an 8-cylinder engine. The 300 kW/407 bhp power unit is also the world's first V8 petrol engine in which the turbocharger is located between the cylinder banks. An unusual feature for an 8-cylinder, apart from the compact layout, is its degree of economy. The V8 with Twin Turbo and High Precision Injection by BMW is the most efficient engine in its category

Greater agility, precision and ride stability thanks to Dynamic Performance Control.

In addition to the intelligent all-wheel drive system BMW xDrive, Dynamic Performance Control also offers a further increase in agility, steering precision, traction on bends, ride stability and supremacy off the road. It is presented in the BMW X6 for the first time and comes as standard. While xDrive ensures a continuously variable and adaptable distribution of drive torque between the front and rear axle, Dynamic Performance Control likewise takes care of variable distribution of the drive forces between the two rear wheels. The system operates independently of propulsion power and ensures the stability of the vehicle even if the driver makes abrupt steering manoeuvres or suddenly releases the accelerator. Dynamic Performance Control thus provides a secure advance into a new dimension of driving dynamics.

The standard fittings of the BMW X6 also include other special features which enhance the sporty driving experience provided by this vehicle. Shift paddles at the steering wheel enable fast and reliable handling of the 6-speed automatic transmission in manual shift mode. Knee pads at the central console provide additional stability for the driver and front passenger on avoidance manoeuvres or on unsecured surfaces. Two single seats at the rear with integrated headrests also ensure that rear passengers enjoy sound lateral support on fast bends.

Authentic, impressive and distinctive: the design.

The outstanding driving properties of the BMW X6 are reflected in a distinctive design. The world's first Sports Activity Coupé gives a visual impression of its dynamic potential at first sight. What is more, its appearance is ideally suited to demonstrating individual style.

The lines of the BMW X6 are clearly those of a big BMW coupé. It is defined by the sweeping transition of the elegantly stretched roof line into the powerful rear section. Enhanced ground clearance, strikingly flared wheel arches, four doors and a large tailgate as well as the high waistline bear out a clear styling resemblance to the other BMW X models. In this combination, the design reveals a consistent focus on sportiness and elegant present, giving a clear

indication of the driving properties of the BMW X6. In the same way, the BMW X6 with its impressive dynamic performance confirms all the expectations aroused by its unique design.

Innovative strength in a growing market segment.

By presenting the BMW X6, BMW once more demonstrates its outstanding expertise in the development of new vehicle concepts. The world's first Sports Activity Coupé interprets the brand's characteristic sporty flair in an entirely new way. What is more, the family of BMW X models gains a new and extremely fascinating member. The world's first Sports Activity Coupé once again shows BMW to be a driving force within a market segment characterised by especially dynamic growth. What is more, both with its concept and its drivetrain technology, the BMW X6 shows the outstanding innovative strength of the world's most successful manufacturer of premium vehicles.

4. Design: Elegant sportiness meets supreme presence.



- **Proportions of a coupé and characteristic features of a BMW X model – combined in one vehicle for the first time.**
- **Innovative design reflects outstanding driving dynamics.**
- **Luxurious sporty flair inside the vehicle.**

The BMW X6 sets out to change habitual perspectives. It enriches the idea of a BMW coupé by adding a new, attractive facet and thus enables a whole new perspective on the family of BMW X models. With its flat side window surfaces and a roof line which falls gently to the rear, the BMW X6 clearly has the proportions of a coupé. On the inside – equally typical of a coupé – it offers space for the driver, front passenger and two additional passengers. The latter travel on generously sized single rear seats with a sporty design and integrated headrests. The raised ground clearance, strikingly flared wheel arches, four doors and a large tailgate bear out a clear styling resemblance to the other BMW x models. This design is an authentic expression of the dynamic potential provided by the drivetrain and chassis technology of the BMW X6, not just on the road but also off the beaten track.

Unique design: dynamic lines, powerful presence.

The design of the BMW X6 reveals a vehicle which clearly has BMW X genes, though it interprets the character of this type of model in a uniquely sporty fashion. The design is the authentic visualisation of outstanding driving properties which in the BMW X6 are largely defined by the intelligent all-wheel drive system BMW xDrive, including Dynamic Performance Control and the extended track width.

The BMW X6 is definitely a genuine BMW from every angle. This is ensured first and foremost by the sculptural design so characteristic of all BMW X models. The front section, the sides and the rear section flow smoothly and directly into one another, the various forms and surfaces merging to provide one harmonious entity. Various design features typical of the brand also come out clearly in the car's details, ranging from the BMW kidney grille, the dual round headlights optically "cut off" at the top and the powerful contour line along the side and including the horizontal lines at the rear emphasising the sheer width of the vehicle.

Front end with dynamic orientation to the road.

In the new Sports Activity Coupé, even the impression of the front end ensures a powerful presence. Due to the greater share of surfaces finished in body colour, however, the front end looks lower, thereby emphasising the dynamic orientation of the BMW X6 to the road. The BMW X genes are also revealed in the engine compartment lid and the structure of the vertically positioned BMW kidney grille with its rods finished in a sophisticated titanium colour in the BMW X6 xDrive50i and the BMW X6 xDrive35d, and in black in the other model variants.

Large air intake flaps positioned far to the outside bear clear testimony not only to the cooling requirements of the powerful engines. Interacting with the side paddles extending far to the inside over the headlights, the air scoops also provide clear orientation towards the wheels, emphasising the powerful stance of the vehicle of the road. The side air intakes are split horizontally by aluminium-coloured bars also bearing the surrounds on the round fog lamps. The central air intake in the bumper is wider towards the base, so its contours also enhance the visual orientation towards the road.

Through their clearly cut profile at the top, the dual round headlights so typical of BMW offer a particularly intense and clearly focussed look. The concentrated focus of the entire vehicle on the road appears even stronger and more dramatic. The headlights themselves merge in a dynamic sweeping line into the side panels, the surface of the engine compartment lid is divided by striking lines tapering out towards the BMW kidney grille like the borderlines of the engine compartment lid at the sides. The side panels extending far over the headlights towards the middle of the vehicle and powerfully contoured to the outside, finally, highlight the supreme presence of the BMW X6 from the front.

Side view: dynamic roofline, muscular surfaces.

The unique proportions of the new BMW X6 come out particularly clearly from the side. The short body overhang at the front emphasises the dynamic look of the vehicle, the roof line tapering out gently towards the rear and the long body overhang on the rear section adding to the stretched silhouette of a genuine coupé. The roofline reaches its highest point directly above the first row of seats, thus clearly placing the focus on the driver, creating a special effect most appropriate to the extravagant design of the BMW X6. At the rear the side window frame features the “counter-swing” at the bottom of the D-pillar – so well-known as the “Hofmeister kick”. Chrome surrounds on the windows featured as standard distinguish the BMW X6 xDrive50i from the other model variants.

The high waistline and powerfully contoured wheel arches both front and rear, moving the visual centre of gravity to the middle of the vehicle and thus bearing testimony to all-wheel drive, are further significant features of the DNA of a BMW X Model. Slender plastic protectors at the bottom of the bumpers, side sills and wheel arches also serve to discreetly highlight the robust character of the BMW X6.

The side panel is split by two lines with striking contours, moving slowly towards one another at the front end of the vehicle to create a wedge-like impression symbolising the forward-pushing, powerful character of the BMW X6. The contour line running parallel to the door openers offers a particularly muscular look, enhancing the dynamic wedge shape generated by the growing distance between the shoulder line and the side-sill line towards the rear of the vehicle. Extending all the way to the rear light clusters, the contour line visually stretches the entire vehicle to provide an even more dynamic and powerful impression. The second character line runs parallel to the side sills half-way between the contour and the side sill lines. At both front and rear, this additional character line ends where the extra-large wheel arches curve powerfully out of the side panels.

While the lines at the side highlight the supreme elegance of the car, the special design of the surface gives the BMW X6 a particularly powerful look from this perspective. Striking interaction of the concave and convex surfaces emphasises the muscular look of the vehicle, the BMW X6 thus providing an excellent balance between visual power and stylish presence.

Rear end characterised by strong shoulders and a powerful stance on the road.

Features and characteristics typical of elegance, sportiness and robustness likewise come together in fascinating style at the rear end to form a harmonious entity. A powerful bumper and the protector panel on the underfloor are classical elements of a BMW X model in its design. At the same time the new vehicle comes in the proportions typical of a coupé but in the special style and class of a BMW X model. The greenhouse with its unusually angled rear window tapers out smoothly to the rear, the rear hatch with its striking airflow spoiler adding a further feature typical of a coupé.

The entire rear view is split up by horizontal lines giving the rear end of the BMW X6 an even wider look and emphasising the powerful stance of the car on the road. The rear section achieves its full width in the area of the wheel arches. And the two exhaust tailpipes, positioned far to the outside and

set in high-quality trim, draw the onlooker's attention to the wheels. The striking light edge in the lower section of the bumper creates a further accentuation, highlighting the ground clearance of the BMW X6 which is characteristic of the BMW X models.

Even the rear lights, in their design, highlight the unique character of the BMW X6, re-interpreting the L-shape so typical of a BMW X model and adding a dynamic, sweeping look. The rear lights reach far into the side panels, ensuring that the entire breadth of the vehicle comes into its own in its night-time design.

Sporty and exclusive interior.

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

Like all BMW x models, the new Sports Activity Coupé offers the occupants on all four seats an elevated, commanding seating position. In particular, this gives the driver a clear feeling of being perfectly in control of his BMW X6 in all situations. In conjunction with the cockpit simply begging the driver to drive his vehicle in active style, this creates an innovative impression of genuine, all-out sportiness. The driver's and front passenger's seats come as standard with electric seat and backrest angle adjustment. A further point distinguishing the world's first Sports Activity Coupé from the other BMW X models is the sporting design of the individual rear seats separated from one another through the centre console, the high-rising side supports and the integrated headrests.

The BMW X6 is the only car in the complete entire segment of the BMW X models to feature a sports steering wheel with gearshift paddles as standard. These paddles enable the driver to shift gears manually on the six-speed automatic transmission. Multifunction buttons on the steering wheel serve furthermore to operate the telephone and audio systems quickly, smoothly and without the slightest distraction. The high-quality trim on the steering wheel comes as standard in leather and features a highlight bar finished in pearl gloss chrome.

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

The new knee pads on the centre console stand out clearly as a particularly sporting feature offering the driver and front passenger additional stability in avoidance manoeuvres in city traffic and when driving off-road over uneven surfaces. The high-quality knee pad supports made of glass fibre-reinforced plastic combine low weight with outstanding robustness. Depending on the features and equipment within the vehicle, the knee pads are matched to the colour of the respective interior and finished in various materials.

Excellent quality of finish and a wide range of storage options.

Visibly and tangibly sophisticated, high-class surfaces make the interior of the BMW X6 a genuine experience to touch and see at all times. Through their special quality designed for lasting strength and resistance, the interior surfaces also emphasise the idea of robustness. The special surface grain on the instrument panel is formed by innovative IM (in-mould) coating. Optional leather finish on the instrument panel ensures a particularly exclusive effect in its touch and looks brought out by the use of high-quality leather and seams as well as smooth and gentle padding beneath the leather surface.

In its design, the dashboard is reminiscent of a firm but resistant band swivelling from one side to the other. This dynamic design then continues within the door linings with their twin-section trimming, the glove compartment merging elegantly and unobtrusively into the surrounding surfaces. Locking automatically together with the doors, the glove compartment does not require a separate lock, the two-piece lid opening upwards and downwards to provide convenient access to the fully illuminated storage space inside.

The spacious storage box in the centre console opens and closes in the same way by means of a so-called butterfly lid. Further features on the centre console are the two extra-large cupholders complete with a lid on top serving also to hold even bottles firmly in position. Two further large cupholders are provided in the rear console, together with an additional storage box. And spacious storage pockets in the door panels front and rear, finally, round off the wide range of storage facilities.

Lots of space, lots of customisation options.

Wide opening rear doors facilitate access to the two rear seats, and headroom also at the rear is unusually generous for a coupé: a seat height of 944 millimetres or 37.2" guarantees supreme comfort and convenience even for tall passengers. Seen from the rear, the window graphics in the BMW X6 generate a feeling of forward-pushing openness and, as a result a generous sensation of spaciousness and abundance.

A wide range of materials and colours highlighting the sporting character of the BMW X6 adds to the individual style and personality of this unique vehicle. The exterior paintwork, for example, comes in a choice of no less than ten colours, while five equipment variants, two interior colours and five trim options provides a wide range of possible combinations. Trim bars in ash grain and flywheel aluminium have been created especially for BMW's Sports Activity Coupé. And while the wood variant exudes a particular touch of discreet exclusivity, the sweeping polish on the aluminium version shows a clear and distinct reference to motor racing. Looking at the seat covers, the customer has the choice of various high-quality cloth and leather variants as well as a new combination of alcantara/leather developed exclusively for the BMW X6. In this version, the alcantara cover in the middle of the seats is combined with fine-grain Oregon leather at the sides.

The Lights Package is yet another option, LED units around the door handles and light bars in the door pockets providing a stylish and sophisticated ambience inside the car and facilitating use of the control elements housed in the door panels. A further important point is that the Lights Package also illuminates the area outside the car and comes with exit lights in the door linings.

5. Driving experience: Dynamic performance in a new dimension.



- **World premiere: Dynamic Performance Control.**
- **Dynamic performance with intelligent control:
Integrated Chassis Management.**
- **Even greater supremacy with Active Steering and Adaptive Drive.**

A new type of vehicle and a new driving experience: the BMW X6 definitely offers the best of both worlds. In terms of driving dynamics, the world's first-ever Sports Activity Coupé offers new dimensions defined by a considerable enhancement of agility, unique stability on fast bends and safe traction on slippery surfaces. Powerful engines, BMW's intelligent xDrive all-wheel drive technology, DSC (Dynamic Stability Control), optional Active Steering and Adaptive Drive as well as Dynamic Performance Control featured for the first time in the BMW X6 as a standard feature: together with the extended track width of the rear axle, these set the foundation for superior driving dynamics.

Even with a moderate, reserved style of motoring, Dynamic Performance Control optimises steering precision very noticeably, enabling the BMW X6 to handle even difficult driving conditions and demonstrate the outstanding quality of its drive and suspension technology.

Driving dynamics with intelligent control: Integrated Chassis Management.

The vehicle's drivetrain and suspension systems interact perfectly with BMW's ICM Integrated Chassis Management. This high-performance electronic control ensures perfect harmony of drivetrain and suspension functions within fractions of a second, spelling out maximum stability and supreme performance wherever you go and at all times. Even when a sudden change in driving conditions occurs, for example on varying surfaces, during spontaneous steering manoeuvres or when accelerating or applying the brake abruptly, ICM reacts with utmost precision to the xDrive, DSC and Dynamic Performance Control actuators and to Active Steering when fitted as an option. In all cases, the nature and scope of such intervention is appropriately masterminded to ensure not just maximum driving stability, but also optimum dynamics.

BMW's X models already available today owe their outstanding agility largely to the supreme performance and qualities of ICM. Now the central control unit has an even more progressive influence on driving dynamics in the new BMW X6, since it is also able to use the actuators serving BMW's new Dynamic Performance Control: depending on driving conditions and with fully variable management, the power of the engine is no longer split "just" between the front and rear axle, but also – due to Dynamic Performance Control – between the left and right rear wheel, feeding additional power to the most appropriate point where it can be conveyed best to the road. This drive technology – which is quite unique in the market – enhances the agility, steering precision and tracking stability of the car in bends as well as its traction on slippery surfaces, significantly improving driving dynamics. As a result, Dynamic Stability Control is only required to intervene by means of selective brake application to the appropriate wheel or wheels when the vehicle really reaches the extreme physical limits. The world's first Sports Activity Coupé thus offers the driver the truly fascinating experience of being able to handle even the most demanding driving situations with a level of sporting style and dynamic performance never seen before.

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

At the rear the BMW X6 features BMW's patented Integral IV axle serving to harmonise superior comfort with equally superior dynamics. And now this lightweight construction has been specifically optimised for the Sports Activity Coupé in numerous details, the entire rear axle configuration being appropriately adjusted to the specific demands made of this model for supreme sportiness and performance. The wheel mounts, rear axle subframe and four track arms efficiently take up the dynamic and drive forces flowing into the suspension, reducing any elastic distortion of the wheel mounts, while soft swinging mounts provide appropriate longitudinal suspension and optimise the roll quality of the wheels. Effectively separating the road surface from the drivetrain, the rear axle helps to ensure first-class noise control and ride comfort.

The BMW X6 comes as standard on 19-inch light-alloy wheels. Also featured as standard, runflat safety tyres enable the driver to continue even after a complete loss of pressure in the tyres smoothly and safely to the nearest workshop. Yet another feature is the Tyre Damage Indicator which permanently monitors air pressure and warns the driver as soon as the pressure of air in the tyres drops more than 30 per cent below the ideal level by means of an visual signal in the instrument cluster.

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

Permanent all-wheel drive with electronically controlled, variable distribution of drive power between the front and rear axles gives all BMW X models not only superior traction, but also enhanced driving dynamics. Indeed, BMW xDrive gains its superiority as an intelligent all-wheel-drive system by feeding drive power through a distributor box with an electronically controlled multiple-plate clutch according to driving conditions in exactly the right dosage to the appropriate axle with optimum grip on the road. The possibilities for optimising drive power and thrust in this way, in the interests of both driving stability and dynamic performance, are further enhanced by the use of Dynamic Performance Control in the BMW X6, now also varying the distribution of power between the right and left-hand rear wheel.

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

Offering advantages of this calibre, BMW xDrive enhances the dynamic performance of the BMW X6 by counteracting even the slightest tendency to over steer or understeer right from the start at the earliest conceivable point. And now, incorporating BMW's new Dynamic Performance Control, xDrive is able to respond even more quickly and in line with current requirements, the positive effects on driving dynamics being particularly significant on fast bends.

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

The positive effect of Dynamic Performance Control on the agility of the BMW X6 comes out clearly even in conventional everyday traffic, the vehicle steering into bends with significantly enhanced precision even when travelling at moderate speeds. Unlike a conventional locking differential,

Dynamic performance Control cause the outside wheel to accelerate, for example. The additional momentum thus generated is realised as a yaw or steering movement of the vehicle. Additional supremacy is provided by Dynamic Performance Control for sudden steering manoeuvres and at particularly high speeds on bends.

With a vehicle possibly pushing to the outside of a bend when driving to the limit either at the rear or on its front wheels, depending on road conditions, the angle of the bend and road speed, both BMW xDrive and Dynamic Performance Control are able to counteract both of these manifestations of driving instability: as soon as the vehicle threatens to oversteer, xDrive reduces the transmission of power to the rear wheels pushing to the outside. And now Dynamic Performance Control also comes in, withdrawing drive forces from the outer rear wheel in a bend subject to particular centrifugal loads and diverting these forces to the inner rear wheel, thus creating an outward yaw moment. This intervention in the interest of greater stability is so quick and finely controlled that the driver will not even notice what is happening. What he will notice, however, is that the BMW X6 ensures exceptional steering precision even when driving dynamically.

Operating exactly the other way round, Dynamic Performance Control also counteracts any tendency to understeer: xDrive reduces the transmission of power to the front wheels "pushing" to the outside, Dynamic Performance Control shifts drive power to the outer rear wheel on a bend in the interests of optimum stability and an inward yaw moment. As a result, the car steers even more smoothly and precisely into the bend, following the course set by the driver with greater agility and enhanced tracking stability, regardless of road speed.

Unique: Dynamic Performance Control increases steering precision, even when the driver takes his foot off the accelerator.

A further particular feature of Dynamic Performance Control is that engine power and torque are split variably between the rear wheels not only when the engine is "pulling" the vehicle, but also in overrun. This is ensured by an additional, superimposed transmission unit within the final drive made up of a double planetary gearset and a multiple-plate clutch operated by an electric motor, varying the distribution of drive power even when the driver takes his foot off the accelerator. The BMW X6 is the first vehicle in the world to offer such a stabilising effect independent of engine load and drive power.

Dynamic Performance Control also serves to optimise traction on a slippery surface: the ability to vary the transmission of engine power specifically as required – now also between the two rear wheels – serves among other things to improve traction and pulling force whenever the vehicle is running on different surfaces from one side to the other, for example with asphalt on one side and a snowbound surface on the other. Any differences in the frictional coefficient between the wheels on the left and right (modal split) are set of by Dynamic Performance Control specifically sharing out drive forces on the rear axle.

By taking just one look at the instrument cluster, the driver receives a clear message showing activity of Dynamic Performance Control and xDrive: a graphic display presented as an alternative to the other displays on the on-board computer simply accessed by pressing the lever on the steering column informs the driver of the current distribution of drive power. In a symbolic graphic presentation of the four drive wheels, bar diagrams show how much power is going to each wheel at any given point in time.

DSC only intervenes in the threshold range.

The difference in drive forces between the two rear wheels provided by Dynamic Performance Control may go all the way to 1,800 Newton-metres. But even then, all the driver will feel when Dynamic Performance Control intervenes is an increase in agility, traction and driving stability – albeit a significant one. Another effect he will also feel and appreciate thanks to Dynamic Performance Control is that DSC Dynamic Stability Control intervenes much less frequently than before. In practice, this means that the driver is able to use the full drive power and torque of the engine much longer than with a conventional system, DSC acting on individual wheels or reducing engine power only when the driver really pushes the car to the physical threshold of performance.

Over and above this stabilising effect, DSC in the new BMW X6 offers a wide range of additional functions serving to promote safe and dynamic motoring. These include ABS, Automatic Stability Control (ASC), Trailer Stability Control, Hill Descent Control (HDC), Dynamic Brake Control (DBD) automatically maximising brake pressure when required in the interest of minimum stopping distances, Cornering Brake Control (CBC) and finally standard cruise control with its own brake application function. The Automatic Differential Brake (ADB) serves as a transverse lock between the two wheels, with the fading compensation function increasing brake pressure as required under extremely high brake temperatures. Meanwhile regular dry braking optimises brake performance in wet conditions while the Start-Off Assistant enables the driver to set off more smoothly and easily on an uphill gradient. The BMW X6 features

a parking brake operating both electromechanically and hydraulically and activated or released simply by pushing a button. The parking brake is fitted with an Auto Hold function which especially increases comfort in stop-and-go traffic.

Reflecting the high standard of driving dynamics provided by the BMW X6, DSC also comes with Dynamic Traction Control (DTC) as a special function, raising the DSC response thresholds to a higher level and allowing a particularly sporting and active style of motoring, and enabling the driver to set off smoothly on snow or loose sand with the drive wheels intentionally spinning slightly.

Supported by a wide range of DSC functions, the high-performance brake system featured in the BMW X6 ensures excellent stopping power in all conditions. Inner-vented discs on all four wheels take up brake energy, newly developed lightweight brakes featuring 385 millimetre discs and aluminium floating callipers front and rear guarantee extremely good resistance to fading and maximum brake comfort in the top-of-the-range BMW X6 xDrive50i. The lightweight brake discs are riveted onto an aluminium cover, following a principle patented by BMW and now also emulated by other vehicle manufacturers in order to significantly reduce unsprung masses and prevent deformation of the discs on account of high temperatures even under extremely high brake loads.

Active Steering for a sporty and comfortable style of motoring.

The rack-and-pinion steering in the BMW X6 varies the steering transmission ratio as a function of the steering angle, thus meeting all kinds of requirements under different driving conditions. Keeping power assistance at a consistent level also at high speeds with the steering in its midrange position, the steering thus enhances superior control of the car. On bends the driver benefits from a more direct steering response, the steering ratio being geared to the angle of the steering wheel and thus allowing an even more dynamic style of motoring.

As an option, the BMW X6 is also available with Active Steering. This very special system developed by BMW offers exactly the right steering ratio at all speeds, maintaining direct steering behaviour up to a speed of about 90 km/h or 55 mph, as required particularly for a sporting and active style of motoring. A further advantage in this case is that the driver only has to turn the steering wheel twice from lock to lock when parking. At higher speeds, on the other hand, Active Steering offers a more indirect transmission ratio in the interests of steady directional stability and, as a result, enhanced motoring comfort.

In the BMW X6, Active Steering is combined with Servotronic, thus increasing steering comfort due to reduced forces depending on road speed. What is more, Active Steering makes an active contribution in stabilising the car in the event of oversteer on bends or for particularly demanding brake manoeuvres. When applying the brakes on surfaces which differ from left to right, for example – the so-called modal split brake manoeuvre – Active Steering countersteers discreetly but firmly to prevent the car from swerving out of control.

Unique: Adaptive Drive with data transfer via FlexRay.

Carefully harmonised interaction of the vehicle's anti-roll bars and dampers masterminded by Adaptive Drive is another unique feature in the segment of BMW X models. Indeed, this combination of active body roll control and variable damper adjustment also available as an option gives the new BMW X6 incomparably superior driving response.

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

BMW Adaptive Drive uses high-speed FlexRay data transmission for fast and reliable coordination of data. This system, developed to serial production standard by a development consortium under the leadership of BMW, offers an entirely new standard of data transfer capacity – and BMW is the first vehicle manufacturer in the world to use FlexRay technology in a serial production car.

6. Drivetrain: Impressive power, fascinating efficiency.



- **World premiere: V8 engine with Twin Turbo and High Precision Injection.**
- **For the first time: 6-cylinder petrol engine with Twin Turbo in a BMW X model, two 6-cylinder turbodiesel engines to choose from.**
- **As standard: 6-speed automatic transmission and paddles at the steering wheel.**

Through its superior suspension technology, the BMW X6 is able to convert all the power of the engine safely and consistently into driving dynamics under virtually all conditions and on all kinds of surfaces. And the power units available in the first Sports Activity Coupé set standards themselves in terms of muscular performance, superior running smoothness, and outstanding efficiency in their respective class. Both the two petrol engines with Twin Turbo technology and the two all-aluminium diesel engines represent the state of the art in engine technology. The power range extends all the way from 173 kW/235 bhp to 300 kW/407 bhp.

The top-of-the-range BMW X6 xDrive50i is powered by an all-new 8-cylinder, while the BMW X6 xDrive35i features the most powerful in-line 6-cylinder engine within the engine portfolio of Germany's leading premium vehicle manufacturer. Both of these petrol engines benefit in their performance characteristics and efficiency from the exclusive combination of Twin Turbo technology and High Precision Injection available only from BMW. The principle of combining two turbochargers and direct petrol injection applied for the first time in the in-line 6-cylinder-six is now also to be admired on the new V8. The BMW X6 xDrive35d is entering the market with the world's most sporting and dynamic 6-cylinder. And the X6 xDrive30d – again featuring an all-aluminium diesel with third-generation common-rail fuel injection – likewise offers the power and performance of a sports car combined with a level of efficiency quite unique in the market segment of the BMW X models.

A class of its own: the new 8-cylinder engine with Twin Turbo technology.

Supremacy as the most important feature – this applies both to the BMW X models and to its 8-cylinder power units. And now the BMW X6 is adding an incomparably dynamic variant to the line-up of BMW x models, with the world's first Sports Activity Coupé for the first time boasting a particularly sporting and dynamic 8-cylinder. Displacing 4.4 litres, the

new V8 power unit with Twin Turbo technology and direct petrol injection (High Precision Injection) develops maximum output of 300 kW/407 bhp across a broad range of engine speed from 5,500–6,400 rpm. Engine torque reaches its peak of 600 Newton-metres/ 442 lb-ft across an unusually large speed range from 1,750–4,500 rpm. The spontaneous, intense and long-lasting thrust generated in this way is the result of Twin Turbo technology already featured on BMW's most powerful in-line 6-cylinder engine combined with High Precision Injection. In the new V8 the cooling effect of direct fuel injection also ensures a compression ratio which is quite unusual for a turbocharged power unit, helping to give the engine an even higher level of all-round efficiency.

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

The all-aluminium V8 power unit developed for the BMW X6 offers all the qualities typical of an 8-cylinder in incomparably sporty style. In practice this means a combination of superior torque at low engine speeds with an ongoing surge of power and performance up to the higher speed range. The BMW X6 xDrive50i accelerates from 0–100 km/h in just 5.4 seconds and boasts ample power reserves for fascinating acceleration also at higher speeds. Top speed is a truly impressive 250 km/h or 155 mph, limited electronically by the engine control unit.

Twin Turbo technology featured for the first time in an 8-cylinder petrol engine.

The power and performance characteristics of the new V8 derive to a large extent from Twin Turbo technology, the use of two turbochargers for the first time in an 8-cylinder power unit serving to boost both engine output and torque with maximum efficiency. Each of the two turbochargers supplies compressed air to four cylinders at a time, ensuring particular spontaneity and a direct reaction to the accelerator pedal. As with the in-line 6-cylinder engine featuring Twin Turbo technology, the turbo lag typical of a turbocharged engine with conventional technology – i.e. the time lag until the turbocharger builds up its power and boost – is virtually eliminated by this superior technology. A further advantage is that the engine revs up smoothly and full of power, maintaining its high torque consistently across an unusually broad range of engine speed. In its power and performance characteristics,

therefore, the engine is comparable to a significantly larger naturally aspirated power unit while offering the advantage of much lower weight also thanks to its all-aluminium crankcase.

Not only the dimensions and weight of the new V8 are unusually modest, the fuel consumption is also exceptionally low for an engine of this calibre. A significant factor contributing to the superior fuel economy is double VANOS continuously variable camshaft management, a technology characteristic of BMW power units. This technology is in fact one of the reasons why the V8 already develops exceptionally high torque from low engine speeds. High Precision Injection also plays a key role in the efficient use of fuel. This second generation of direct petrol injection uses piezo injectors positioned directly next to the spark plugs in the cylinder head and delivering fuel into the combustion chambers at a pressure of 200 bar. The advantage is extremely precise dosage of fuel, with the further benefit of reduced emissions and improved engine acoustics. The engine fulfils both the US ULEV II emissions standard as well as the EU5 requirements in Europe.

The new V8 power unit is the most efficient engine in its class. Combined with a number of further technologies developed in the overall context of BMW EfficientDynamics, the engine gives the BMW X6 xDrive50i fuel consumption and emission figures which are significantly better than other 8-cylinder vehicles competing with the BMW x models. Average fuel consumption of the BMW X6 xDrive50i is 12.5 litres/100 km (equal to 22.6 mpg imp), the CO₂ rating is 299 grams per kilometre.

The most powerful BMW in-line 6-cylinder engine for the first Sports Activity Coupé.

The second petrol-fuelled version of the BMW X6 boasts the most powerful in-line 6-cylinder within BMW's engine portfolio: the maximum output of the engine featured in the BMW X6 xDrive35i is 225 kW/306 bhp from an engine capacity of 3.0 litres. This superior power is maintained consistently between 5,800 and 6,250 rpm, with a maximum torque of 400 Newton-metres/295 lb-ft provided all the way from 1,300 to 5,000 rpm. This gives the 6-cylinder superior power and performance from an unusually early point for a petrol engine, subsequently maintaining this high power across a broad range of engine speed. Like the new V8 power unit, the engine in the BMW X6 xDrive35i offers the exclusive combination of Twin Turbo technology and High Precision Injection available only from BMW for incomparable power and performance plus a standard of economy quite unique in comparison with the engine's dynamic driving potential.

In the in-line 6-cylinder with Twin Turbo technology, two exhaust turbochargers each supply compressed air to three cylinders. The low mass inertia of the relatively compact turbochargers optimises response to a significantly higher degree in this engine too, building up charge pressure from low engine speeds without the slightest delay. The result is a rapid increase in power and torque further promoted by infinitely variable double-VANOS camshaft control. This particular character of BMW's Twin Turbo petrol engines, unique the world over, offers an exceptionally high standard of supremacy and elasticity on the road. In practice, this allows the driver to use the superior torque of the engine right from the start when accelerating, with engine power then remaining consistent over a wide speed range.

The exceptional dynamism of the engine is further enhanced by its high compression ratio, again an advantage made possible by High Precision Injection: with the fuel/air mixture being cooled as a result of direct injection, the compression ratio can be increased to a higher level than in a turbocharged engine with intake manifold injection. Engine efficiency is improved accordingly, offering more power from less fuel. A further benefit of the in-line 6-cylinder with High Precision Injection is the central arrangement of the piezo injectors between the valves and in the immediate vicinity of the spark plugs ensuring particularly precise dosage of the fuel injected.

The level of power offered by the in-line 6-cylinder engine with Twin Turbo Technology and High Precision Injection is absolutely equal to the power only a much larger eight-cylinder would have been able to provide in the past. Yet at the same time BMW's most powerful 6-cylinder offers a much higher standard of fuel economy and, also thanks to its all-aluminium crankcase it is much lighter, in the interests of superior agility on the road. The BMW X6 xDrive35i accelerates in 6.7 seconds from zero to 100 km/h, its maximum speed is 240 km/h. In the EU test cycle its average fuel consumption is 10.9 litres per 100 kilometres. The CO₂ rating is 262 grams per kilometre.

Maximum diesel power:

in-line 6-cylinder engine with Variable Twin Turbo.

Two turbochargers, direct fuel injection, maximum sportiness – the most powerful diesel engine available in the BMW X6 shows a number of interesting features quite comparable to the two petrol engines. Indeed, the 3.0 litre in-line 6-cylinder diesel with Variable Twin Turbo (VTT) technology is a truly outstanding engine in every respect, developing 210 kW/286 bhp at 4,400 rpm as the most sporting power unit of its kind the world over. At the same time the BMW X6 xDrive35d boasts its own unique characteristics and a wide range of equally unique technical features.

This outstanding power unit also impressively underlines BMW's great expertise in the development of the diesel engine. With its all-aluminium crankcase, VTT turbocharging and third-generation common rail fuel injection featuring piezo injectors, the engine offers ideal qualities for impressive power and performance combined with outstanding efficiency. Weighing just 194 kg or 428 lb, this high-performance diesel is some 50 kilos or 110 lb lighter than an 8-cylinder with roughly the same output – an advantage again benefiting the dynamic driving character of the BMW X6 xDrive35d. Thanks to this superior power, acceleration to 100 km/h comes in 6.9 seconds and the top speed of the BMW X6 xDrive35d is 236 km/h or 146 mph. Compared with this kind of performance, average fuel consumption in the EU test cycle of just 8.3 litres/100 kilometres (34.0 mpg imp) is even more impressive.

This outstanding efficiency is attributable in particular to the Variable Twin Turbo system, with VTT turbocharging serving initially to activate the small turbocharger at low engine speeds. Thanks to its lower level of inertia, this small turbocharger unit helps to boost power immediately in response to even the smallest movement of the accelerator pedal, without the slightest delay. Then as engine speed increases, the second, larger turbocharger also cuts in, developing maximum torque of 580 Newton-metres/427 lb-ft at just 1,750 rpm. Interaction of the two turbochargers, finally, is masterminded by a particularly efficient engine management system.

**Full of torque and highly economical:
in-line 6-cylinder diesel with variable turbine geometry.**

The second and particularly economical diesel model is the BMW X6 xDrive30d also powered by a 3.0-litre straight-six with an all-aluminium crankcase and third-generation common-rail direct fuel injection. The turbocharger on this power unit comes with variable intake geometry ensuring muscular and at the same time smooth and harmonious development of power tailored to all driving conditions. Operating with maximum efficiency, the turbocharger increases both engine output and torque, with maximum power of 173 kW/235 bhp at 4,000 rpm and peak torque of 520 Newton-metres/383 lb-ft at just 2,000 rpm. Common rail fuel injection featuring piezo injectors also serves in this version of the 3.0 litre diesel to generate superior power in conjunction with a high level of efficiency, optimised emissions and supreme running smoothness. The BMW X6 xDrive30d accelerates to 100 km/h in 8.0 seconds and reaches a top speed of 210 km/h or 130 mph (220 km/h or 136 mph with the optional high-speed set-up). With an average fuel consumption of 8.2 litres/100 kilometres (34.4 mpg imp) in the EU test cycle and a maximum range of 1,035 kilometres (642 miles), the BMW X6 xDrive30d sets the standard against the competition of the BMW X models.

In order to optimise emission response, both diesel engines come with a state-of-the-art particulate filter and an oxidation catalyst housed in the same unit. Being placed directly at the engine, this exhaust gas cleaning system reaches its operating temperature almost immediately after the engine has been started, thus taking full effect very early on. The particulate filter operates free of maintenance and regenerates itself by burning the diesel particles, thus ensuring an efficient filter function at all speeds and under all loads, without the slightest influence on engine output and fuel consumption. The CO₂ rating of the BMW X6 xDrive35d is 220 grams/kilometre, with the BMW X6 xDrive30d offering an even better rate of 217 grams/kilometre.

Both the BMW X6 xDrive35d and the BMW X6 xDrive30d come with a diesel fuel guard preventing the user from inadvertently filling up the tank with petrol. This is done by using a lock ratchet on the filler neck of each model which only a diesel pump filler larger in diameter is able to open. This virtually rules out the risk of filling the wrong fuel, as may be the case when the driver is not acquainted with the car, for example in the case of a rental vehicle. So at all filling stations using appropriately standardised pumps, the driver cannot go wrong if he selects the smaller petrol pump nozzle with a smaller diameter.

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

Offering a wide range of features serving to enhance efficiency in and around the engine, all versions of the new BMW X6 ensure a particularly good balance of power, performance and economy – and all these features come as standard. Brake Energy Regeneration in all engine variants, to mention just one example, ensures intelligent management of the flow of energy concentrating the generation of electricity for the on-board network on the overrun and brake application phases. This serves to consistently charge the battery, without extracting power from the engine and, as a result, without using any of the energy provided by the fuel. As long as the engine is pulling the car, on the other hand, the alternator generally remains disconnected and out of use. Apart from outstanding efficiency in the generation of electric power, this also serves to provide more power for acceleration and allow an even more dynamic style of motoring.

The efficiency of the BMW X6 is further optimised by on-demand control and activation of the engine's ancillary units helping to significantly reduce the power required for the fuel and steering assistance pumps, for example, and thus again saving energy in the process. The drive belt for the a/c compressor comes with an independent clutch automatically disconnecting the compressor as soon as the driver switches off the air conditioning and thus reducing the drag forces generated by the compressor to a minimum.

Further examples are the use of tyres with reduced roll resistance and the optimisation of the car's aerodynamics. The cooling air flaps behind the BMW kidney grille and in the air inlet, for instance, are controlled electronically in the models BMW X6 xDrive35i, BMW X6 xDrive35d and BMW X6 xDrive30d, helping to reduce the air drag of the vehicle when closed and only being opened in response to greater demand for cooling.

Automatic transmission designed for sports motoring.

Power is transmitted in the BMW X6 as standard by a 6-speed automatic transmission with a particularly sporting gearshift now developed to an even higher level. The automatic transmission chooses the appropriate gear with incomparable spontaneity, precision and efficiency, benefiting not only the superior comfort but also the supreme driving dynamics of the BMW X6. Being directly connected to the engine, incorporating a converter clutch operating largely without slip, and allowing particularly precise choice of gears, the six-speed automatic transmission also helps to optimise the overall efficiency of the power unit in practice.

The automatic transmission shifts gears either in response to the electronic gear selector lever or the gearshift paddles at the steering wheel. The shift pattern on the gear selector lever is the same as that of a conventional automatic transmission but the selector level returns to its starting point after each gearshift. Transmission management is not mechanical but is effected by means of electrical signals. The park position is engaged by pressing the P button on the top of the switch. To activate the manual gear selection mode, all the driver has to do is press the selector lever to the left. Then he is able to shift gears in sequence by hand – either using the gear selector lever or using the gearshift paddles featured as standard on the steering wheel.

Pulling one of the paddles out serves to shift up gears, pressing the paddle shifts down. Using this paddle gearshift, the driver is able to shift gears with maximum spontaneity in a manual mode. Whenever he operates one of the paddles, the transmission will also switch immediately from automatic mode into manual gearshift.

7. Body and safety: Solid, versatile and luxurious.



- **Comfortable space provision with a sporty and exclusive ambience.**
- **Large luggage compartment volume and high degree of versatility.**
- **Extensive safety fittings including roll-over sensor system.**

Its impressive versatility combined with a high degree of comfort and safety makes the new BMW X6 a highly adaptable vehicle which not only has a fascinating and unmistakable appearance but also sets standards with its generous interior. With the space it provides at the rear and its generous luggage compartment volume, the four-seater clearly exceeds the standards commonly applicable to coupés. What is more, the dynamic driving experience which can be felt on all seats is coupled with a level of safety which is exemplary. The body construction ensures maximum occupant protection as well as the very highest level of driving dynamics.

Generous space, lots of headroom at the rear.

Two single rear seats and integrated headrests make travelling in the BMW X6 a comfortable and safe experience for passengers in the second row, too. The rear doors open up to a wide angle which facilitate access to the two rear seats. An unusually generous feature for a coupé is the substantial headroom at the rear of 944 millimetres or 37.2", which gives even tall passengers maximum comfort at all times. Seen from the rear, the window graphics of the BMW X6 create a feeling of forward-striving openness and, as a result, a generous experience of space.

The passenger and luggage compartment of the BMW X6 are distinctly separated from one another in the style one would expect of a coupé. Offering 570 litres or almost 20 cu ft of storage space, the luggage compartment behind the rear seats of the BMW X6 is far larger than in a conventional coupé, for example allowing the driver and passengers to take along four full-size golf bags in the luggage compartment even with four people riding in the vehicle. In order to increase transport capacity, the rear-seat backrests may be tilted down in an asymmetric split, loading capacity being extended in this way to 1,450 litres or 51 cu ft. As an option, the BMW X6 is available with an automatic opening and closing function of the rear luggage compartment lid, with the two-stage gas spring featured as standard allowing the driver to

vary the final position of the tailgate when open. This helps to avoid the risk of damage, for example in an underground car park or in a garage with a low ceiling. The load sill in high-quality steel lends an additional touch of individuality to the vehicle's overall appearance.

The variability of the load compartment is further optimised with the folding luggage compartment cover. Due to the so-called Z-folding principle, the cover can be stored under the load floor. It can easily be removed and locked back into place. On request an adaptable attachment system is available which allows smaller items of luggage to be held in place in the desired position. It forms part of the optional storage package and includes such items as two lashing bars with four adjustable lashing eyes, storage nets and bag hooks.

Intelligent lightweight construction increases dynamic performance and solidity.

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

In order to achieve this ambitious goal one of the elements added was a cast aluminium strut integrated in the front section of the BMW X6. Due to its lightweight construction in cast aluminium, the weight of this component is reduced by up to 50% as compared a conventional component of this type. Nonetheless, a remarkable degree of rigidity of construction is achieved by means of functionally appropriate design and local reinforcement elements. The higher rigidity also results in an optimisation of the vehicle's properties in terms of driving dynamics. What is more, the use of a cast aluminium strut saves a significant amount of space and makes for a shorter front end.

Safety just in case: six airbags and a system of roll-over sensors.

In order to optimise passive safety to the highest conceivable standard, the aim was to give the passenger cell maximum stability right from the outset in developing the body shell. Forces acting on the vehicle in an accident are guided via the engine support arms and the chassis along several load paths in order to avoid extreme loads acting on individual components.

Inside the new BMW X6, not only frontal and hip thorax airbags come as standard, but also curtain head airbags at the side, inflating out of the covers on the A pillar and roof lining and thus protecting occupants at both front and

rear from injury. The new BMW X6 features belt force limiters and a belt tensioner function on the front seats. To prevent cervical spine injury in the event of a rear-on collision, the front seats of the BMW X6 come as standard with crash-activated headrests. This reduces the distance to the head even before it is thrown back by the forces acting on the vehicle. This increases the stabilising and securing function of the headrest and reduces the risk of injury or overstretching in the cervical spine area of any of the vehicle occupants.

ISOFIX child seat fastenings are likewise standard on the rear seats. All restraint systems are masterminded by one central electronic safety system which monitors the type and severity of a collision and activates the most effective protection elements in each case. The frontal airbags come with a gas generator which operates at two stages, activating the airbags with varying intensity depending on the severity of an accident.

In the event of an imminent roll-over, the car's roll-over sensor system activates both the curtain airbags and the belt latch tensioners. Indeed, this integration of the system with DSC Dynamic Stability Control guarantees appropriate functioning of the overall safety system in good time whenever necessary. And to avoid rear-on collisions, the new BMW X6 comes with BMW's two-stage brake lights.

Optimum visibility: bi-xenon headlamps as standard.

Featured as standard in the BMW X6, dual bi-xenon headlights not only ensure optimum illumination of the road ahead in the dark but also offer an attractive and practical form of daytime driving light with their corona rings. This increases visibility of the car from a longer distance, too, as well as clearly distinguishing the X6 as a genuine BMW right away. The BMW X6 comes as standard with a light sensor which automatically switches on the low-beam headlights as a function of ambient brightness. Further standard features are the rain sensor, measuring the intensity of precipitation and automatically adjusting the operation and speed of the windscreen wipers as well as a solar sensor providing the automatic air conditioning with information on the degree and intensity of sunshine.

The optional High Beam Assistant ensures additional comfort when driving at night, automatically switching from high to low beam when there is oncoming traffic or when the distance to a vehicle ahead shortens to below a certain point. The BMW X6 can also be fitted with Adaptive Headlight on request, ensuring that when taking a bend, the road is illuminated accordingly. The direction of the headlamps is based on the steering angle, yaw rate and vehicle speed.

Perfect lighting, intelligently controlled.

One element of this option is variable light distribution, which optimises visibility on a straight stretch of road. The innovative control system, linked to the road speed of the vehicle, automatically enlarges the field of vision by means of a selective widening of the light cone. For example, in urban light mode at speeds below 50 km/h, a broader light distribution is provided so as to be able to detect objects on the driver's side. In motorway light mode, the field of vision is expanded by increasing the range of the light cone and providing more intensive illumination to the left of the driver. The activation of the fog lamps at speeds up to 70 km/h produces a broader distribution of light and a brightening of the area close to the vehicle. At higher speeds, the range is also increased in addition to the broader cone of light. In the same package as the Adaptive Headlight, the fog lamps take on the function of turning lights. Whenever the vehicle turns off, the light cone is directed to the side by means of a reflector so as to shed light in the direction being taken.

The separated fog tail light at the rear is also a key element within the comprehensive safety concept of the BMW X6. Since it is spatially separated from the rear lights, it provides a clear signal even in the most adverse weather conditions.

8. Equipment and accessories: Exclusive sportiness and innovative details.



- **High-quality entertainment systems, optionally with multichannel audio, USB audio connection, iPhone and iPod integration.**
- **Four-zone automatic air conditioning and Active Seat Ventilation as optional extras.**
- **Additional safety provided by Rear View Camera and Side View.**

With its extensive and innovative range of equipment, the BMW X6 stands as a symbol of significant progress in the field of vehicle travel comfort. Even with its standard range of equipment, the Sports Activity Coupé fulfils the highest demands of premium quality. For example, standard equipment includes the high-quality entertainment system with MP3-capable CD drive and AUX-IN socket, automatic air conditioning, Electromechanical Parking Brake, cruise control with brake function and Park Distance Control at the rear of the vehicle. The likewise standard shift paddles at the steering wheel and the multifunction steering wheel further enhance the sporty driving experience offered by the BMW X6. Other individual comfort requirements can be fulfilled with a varied range of attractive and innovative special equipment features and accessory options, some of which are exclusive to BMW. Highlights include the individually adjustable electrical open and close mechanism for the tailgate, Active Seat Ventilation and the automatic Soft Close system for the doors. With the likewise optionally available Rear View Camera and the Side View system – available as an accessory – both travel comfort and safety are further enhanced in the BMW X6.

In the BMW X6, the control of the air conditioning and entertainment system is as standard via the operating system iDrive – which can optionally be used for navigation and communication, too. The settings are made intuitively by turning, pushing and pressing the iDrive Controller in the central console, with selected functions and adjustment options shown in the Control Display. In order to optimise the functional efficiency of iDrive, there are eight individually assignable favourite buttons. In this way, a single press of a button allows a frequently called telephone number, a regularly selected travel destination or a preferred radio station to be accessed instantly.

High-quality on-board entertainment: no journey is too long.

Time is a rare asset and yet there is a niche in which it is possible to create a sense of timelessness: in a motor vehicle. The BMW X6 offers the very best conditions for leisure and enjoyment. All CD players available for the BMW X6

are also able to play music in MP3 format. Thanks to the AUX-IN socket which comes as standard, or the optionally available USB interface, music can also be played from external audio sources such as MP3 players, with excellent audio quality provided by the vehicle loudspeakers. The directory and file structure of the external medium – be it an Apple iPod or a USB stick – automatically appears in the iDrive display and can be operated via the on-board operating system. Another bonus: individual titles can be selected using the iDrive favourite buttons.

Incomparable surround sound: multichannel audio system.

Even with standard equipment, the six high-quality speakers of the Radio Professional system provide an impressive audio experience. Two central bass speakers are located underneath the front seats, the mid-range speakers are fitted in the four door panels.

The optionally available HiFi speaker system with 12 loudspeakers and the likewise optional HiFi System Professional with 16 speakers offer digital equalizing, which enables the sound quality to be adjusted individually for each seat. In conjunction with the optional 6-DVD changer, the HiFi System Professional is able to play multichannel audio formats for even more intense audio pleasure. The multichannel audio system creates a fascinating sound which is especially effective in bringing out sophisticated sound effects. The interference-free acoustic pressure was also doubled in this system as compared to the HiFi speaker system.

Navigation system and mobile phone interface.

A particular comfort highlight which is optionally available for the BMW X6 is the navigation system Professional. Its features include a high-resolution, 8.8 inch graphic Control Display. One element of the navigation system Professional is a new and highly reliable voice control system which is exclusively available for BMW vehicles. It enables whole-word voice entry of a destination, making for time-saving convenience when entering a destination.

Thanks to the additionally available mobile phone preparation with Bluetooth interface, numerous mobile phones with Bluetooth capacity which are commonly available on the market – including the Apple iPhone – can be networked with the electronic system of the BMW X6. This enables mobile phones to be operated conveniently and safely inside the vehicle using the hands-free facility and the multifunction buttons on the steering wheel. The address book, call lists and other data are automatically synchronised

with the on-board system. A snap-in adaptor connects the mobile phone to the vehicle aerial, charging it at the same time. The integration of the Apple iPhone enables fully integrated operation of the telephone or entertainment function of the device using the iDrive operating system.

Innovative DVD system at the rear.

For the central console at the rear a DVD video system is optionally available, also with TV reception if desired. The 8-inch TFT colour monitor is simply folded down flat into central console if space is required for transporting larger items. The DVD player integrated in the rear console can play audio, video and photo DVDs or CDs. An AUX-IN socket is provided so that external video sources can be hooked up such as game consoles or video cameras.

Differences of opinion among child passengers can be avoided with the innovative DVD System Advanced, taken from the range of Original BMW Accessories. It encompasses two 7-inch monitors which are mounted on the seatbacks of the front seats, and there is no contact between these and the headrests. The two screens in authentic 16:9 cinema format can thus be individually adapted to the viewing angle of the vehicle occupant in question. A key distinguishing feature here is that the monitors can be used with the DVD player or with other external sources.

Exemplary driver support with BMW TeleServices.

No other vehicle manufacturer provides such an extensive customer service via networked systems like BMW. With a range of services clustered under the name of BMW ConnectedDrive, BMW has occupied a pioneering position in this field for many years, too. In addition to the BMW Online website and the telematics service BMW Assist, the driver of the BMW X6 also has BMW TeleServices at his disposal. Here, services available range from the Automatic Teleservice Call to the Manual Teleservice Call and the BMW Teleservice Diagnosis, including Teleservice Assistance. In the case of the Automatic Teleservice Call, the vehicle automatically determines the nature and timing of any service required using the on-board diagnosis system known as Condition Based Service (CBS). To co-ordinate a workshop appointment, data relating to the state of the engine oil, brake fluid, brake discs and brake liners as well as other wear-and-tear parts can be conveyed to the BMW Service Partner by means of a telephone connection. In the case of electronic malfunction, the BMW Teleservice Diagnosis enables the communication of any error codes to BMW Roadside Assistance. If the cause of the defect can be eliminated by means of a software reset in the relevant control unit, the command can even be sent directly from the

BMW Roadside Assistance Headquarters to the vehicle. The requirement for the use of BMW TeleServices is that the vehicle is fitted with a mobile phone preparation with Bluetooth interface.

Park Distance Control (PDC), Rear View Camera and Side View function.

With Park Distance Control (PDC), parking becomes a veritable pleasure. Sensors determine the distance of the vehicle from any obstacles, and acoustic signals – whose frequency increases as the distance decreases – indicate how much space is left to manoeuvre in. The BMW X6 is fitted as standard with a PDC at the rear, and the system is also optionally available for the front end of the vehicle.

As a supplement to PDC, the Rear View Camera is also available for the BMW X6. The video system facilitates parking and manoeuvring in spaces which are very limited or difficult to see. The Rear View Camera is activated either by pressing a button or automatically when engaging reverse gear, together with PDC. The high-resolution images of the Rear View Camera with wide-angle lens are shown on the Control Display in colour and with optimised perspective. Interactive track lines also indicate the optimum steering wheel angle for parking manoeuvres and the smallest turning circle. The video system facilitates parking and manoeuvring in spaces which are extremely tight or offer very poor visibility. It is particularly helpful to use the Rear View Camera when hitching a trailer. A zoom function can be used to enlarge the image area so as to focus on the tow hitch. Special static lines in the image help estimate the correct distance. An interactive “docking line” relating to the steering wheel angle enables a precise approach to the tow bar of the trailer. In frost the camera lens is automatically heated and kept free of ice.

In addition to the Rear View Camera, the Original BMW Accessories program also includes a Side View function for the new BMW X6. Side View works with an additional front end camera which offers a better view of intersecting traffic. In addition to the increased convenience this brings about when manoeuvring, the image relayed to the Control Display provides an early overview of the traffic situation in front of the vehicle – especially when leaving narrow or hidden exits or moving out of multi-storey car parks.

Personal Profile: comprehensive personalisation of vehicle settings.

Be it radio stations, sound settings in the audio systems, preferred temperature adjustments to the air condition system, favourite button settings or seat lighting and Rear View Camera configurations: Personal Profile, a function which comes as standard, ensures the personalisation of numerous vehicle

settings. This increases comfort when the BMW X6 is used alternately by more than one driver. The data is automatically stored in the remote control key when the driver leaves the vehicle and is recalled the next time this key is used.

Cruise control with brake function as standard.

The BMW X6 shows premium class in its automatic cruise control, too. Unlike conventional systems, the standard cruise control with brake function not only intervenes in engine and transmission management so as to maintain a specific speed preset by the driver, it also takes over brake control if necessary. A selected speed between 30 km/h and the model-specific maximum can thus be maintained even when the vehicle is travelling downhill and when towing a trailer. The speed is entered by the driver conveniently using the steering column control lever and can be set with a high degree of precision in either 1 km/h or 10 km/h stages.

A wide range of additional functions ensure that the cruise control with brake function is able to adapt flexibly to any situation. For example, active brake intervention occurs when the engine drag torque in trailing throttle is not sufficient to maintain the selected speed. On bends, too, the system does not get out of balance thanks to the Curve Speed Limiter (CSL) which electronically incorporates transverse acceleration in the adjustment of the longitudinal acceleration.

In spite of all this technical support, the driver is always fully in control. The Comfort Dynamic System with its so-called "Manual Throttle Mode" allows manual intervention using the lever at the steering column so as to be able to reach the desired speed swiftly or decelerate. This lever or the footbrake can also be used to deactivate the system spontaneously if desired.

Four-zone automatic air conditioning: individualised feelgood climate on all seats.

As an alternative to the standard air conditioning, individualised temperature control is also available for the BMW X6. The optional two-zone automatic air conditioning enables separate adjustment of the desired temperature and air distribution on both the driver and the front passenger side. With the four-zone automatic air conditioning, this is also possible for the rear, with a separate control element available for rear passengers. There are three climate styles available: "gentle", "medium" and "intensive".

Noise-resistant glass slide/tilt roof.

The optional glass slide/tilt roof provides a superb sense of space. The electrical operating system for the large-format, interior slide/tilt roof can be activated either using a switch inside the vehicle or by means of the vehicle key. Its wind-deflecting design reduces the noise level, thus offering additional ride comfort.

An example of a leading, comfort-oriented innovation from BMW is Active Seat Ventilation – a feature which is unique within the entire competitive field. This optional fitting for the front seats is available in the BMW X6 in conjunction with comfort seats and seat heating. Active Seat Ventilation ensures enhanced well-being, especially on longer trips. The optimised seat climate also helps alleviate driver fatigue.

Electromechanical Parking Brake with Automatic Hold as standard.

Driving the BMW X6 – whether through mountain landscapes or in stop-and-go traffic – is always a relaxing pleasure. This is ensured by the Electromechanical Parking Brake, a standard feature. With its hydraulically controlled 4-wheel brake intervention function it guarantees outstanding brake reliability. With an absolute minimum of operating force, the system avoids any inadvertent roll-back on slopes. A particular feature of the Electromechanical Parking Brake is the Automatic Hold function, which automatically keeps the vehicle at a standstill. Not until the driver re-activates the accelerator pedal is the brake function deactivated.

When the driver activates the parking brake switch so as to park the vehicle, the mechanical parking brake is set in action by means of an electromechanical system after the engine has been switched off so as to put the BMW X6 into a secure parking state. In this case, the parking brake only takes effect on the rear wheels.

Soft Close system for low-noise door closing.

The Soft Close system for the doors also highlights the outstanding comfort standards of the BMW X6. By means of this technology, the doors close automatically, gently and quietly from a pre-lock position of about six millimetres. A safety function ensures that doors do not inadvertently fail to be closed properly.

As an additional special equipment feature, comfort access allows the vehicle to be opened and started without having to hold the key in one's hand. As soon as the driver is within 1.5 metres of the vehicle, the vehicle electronic system

detects the key in the driver's jacket pocket or bag. Sensors in the exterior door handle then trigger the mechanism for opening or locking the vehicle when the driver's hand touches it. To start the vehicle the driver simply presses the start/stop button while activating the brake pedal.

Innovative: individually adjustable opening height of the tailgate by means of two-stage gas springs.

As an optional extra, the BMW X6 can be fitted with an automatic open and close function for the tailgate. At the press of a button and without the application of physical force, the tailgate swings upwards or closes. This standard two-stage gas spring enables the end position of the open tailgate to be determined individually, thereby avoiding the risk of damage, for example when opening the lid in an indoor car park with a low ceiling.

In keeping with its large luggage compartment space as compared to competitor models, a wide range of optional extras accessories are available for the BMW X6 for the addition of storage facilities. Where the vehicle is fitted with the standard runflat tyres, a spare wheel does not need to be carried in the vehicle so there is additional storage space under the luggage compartment floor, which is lockable as standard. This can hold the foldable luggage compartment cover, for example. The optional storage package comprises two lashing bars with four adjustable lashing eyes, storage nets, bag hooks, a lighting unit for the storage compartment and a 12 volt socket in the central console.

The accessory program comprises a luggage net, a luggage compartment fixing strap and a tension belt for securing transport items safely. The luggage net is fixed in front of the load sill and enables smaller load items to be placed so that they are easily at hand. It also ensures that luggage items do not fall out of the vehicle when the tailgate is opened. Other perfectly fitting Original BMW Accessory items available here are a luggage compartment tub, a water-repellent load space protective cover and a non-slip reversible mat for the luggage compartment.

Easy travel with the ski/snowboard holder.

The dynamic BMW X6 cuts a great figure in winter sports areas, too. A rear carrier enables the secure transport of up to four pairs of skis or up to two snowboards. The specially developed ski/snowboard holder is easy to use and harmonises perfectly with the visual design of the vehicle.

In order to open the tailgate, the rear carrier is simply pushed back, even when fully loaded. Special screws and locks provide secure protection from theft.

Trailer hitch with removable tow ball for loads of up to 3.5 tons.

The Sports Activity Coupé also provides maximum safety when towing a trailer. The trailer stability control function comes into operation in conjunction with the optional tow hitch. This system is integrated in the Dynamic Stability Control and is activated as soon as a trailer is connected to the vehicle electronic system via the socket at the rear of the vehicle. On practical feature: the tow ball of the trailer hitch is removable. The trailer facility can support a weight of 2.7 tons, or 3.5 tons in the extended special equipment version. For the BMW X6 xDrive50i only the 3.5-ton tow option is available.

Intensified wheel orientation with 21-inch light alloy wheels.

In visual terms, the BMW X6 makes a clear statement regarding driving dynamics and supremacy due to its wheel orientation, and as standard the vehicle comes with 19-inch light alloy wheels. To further highlight this aspect, there are also wheels available as an optional extra in 20-inch format or else 21-inch light alloy wheels from the accessory range in five different variations. All 19 and 20-inch rims have tyres with runflat properties.

9. Production: Expertise for the X models in a powerful global network.



- **BMW Spartanburg plant produces the BMW X6 for the world market.**
- **Expansion into a centre of expertise for BMW X models.**
- **Production to BMW standards at the customary high level of quality.**

Like the BMW X5, the new BMW X6 is produced in its most important sales market, the USA, at the BMW Spartanburg Plant in South Carolina. Using state-of-the-art production technology, several model series can be manufactured flexibly and efficiently according to customer wishes on a single assembly line. Precision and quality are guaranteed at all times since the plant operates to the high standards of the worldwide production network of the BMW Group. As a centre of expertise for BMW X models, Spartanburg will enlarge its role within this network. In the medium term, annual production will be increased from the current level of 140,000 units to 240,000 vehicles. This makes the plant a key compensatory factor in relation to currency fluctuations as part of natural hedging.

Robot technology – the basis for precise and efficient processes.

Over 300 robots are used in the manufacture of the body of the BMW X6. The welding process in particular is virtually 100 per cent automated. The body of the BMW X6 is made of ultra-high-strength steel in key areas and precision is required in processing this material, which is why robot technology is used so extensively here. The high-tech machines apply the bonding material required for maximum strength by means of optical monitoring systems, for example. Weld and bond seams are checked non-destructively using ultrasound devices. In-line laser and measuring cameras are used so as to ensure that the body of this completely new vehicle type conforms to precise measurements. This reduces process times and guarantees that a high level of quality is consistently maintained.

At the so-called “wedding”, the engine, transmission and chassis are installed in the BMW X6 on an automated basis. There are ten optical monitoring systems which carry out ongoing quality controls directly during the process cycle. These check the installation data collected against pre-defined reference data.

Robots take care of window pane installation – installation time halved.

Window pane assembly in the BMW X6 is carried out at two robot workstations. Bond application and positioning of the panes is performed by a camera-controlled, high-precision measuring system. In the first operation, a robot applies the bonding agent onto the edges of the rear window and the side windows and mounts the rear window. The second robot applies the bonding agent to the windscreen and mounts it onto the body. Only the side panes are then installed by hand. This reduces process time by more than half.

Work areas in BMW X6 production have been further improved according to ergonomic criteria. Extensive freedom to manoeuvre vehicles into the best possible working position facilitates the installation of the various components.

BMW Spartanburg plant – a 16-year success story.

The foundation stone for the BMW plant in Spartanburg was laid in 1992, with production of the BMW Z3 Roadster starting there three years later. To date, the BMW Group has invested over 2.7 billion US dollars in the plant and currently employs a workforce of some 4,500. The first BMW X5 came off the Spartanburg assembly line in September 1999 and by June 2005 the plant had already supplied the 500,000th BMW X5. This successful model of the SAV segment is now exported to over 120 countries.

The BMW Spartanburg plant also produces the BMW X6 for the entire world market. Every vehicle is manufactured individually according to customer wishes, and all manufacturing processes are subject to the high quality standards of the BMW Group.

Sustainable production: significant reduction of CO₂ emissions.

The BMW production plant is also exemplary in its preservation of resources. In May 2006 the plant converted the energy supply of its paintshop to methane gas which is extracted from a disposal site several miles away. This saves around 60,000 tons of CO₂ a year – equivalent to the annual heating energy needs of about 15,000 American households. At the same time this measure reduces the plant's annual energy costs by a six-digit euro figure. As a result the BMW Spartanburg plant received the "Energy Partner of the Year" award from the US Environmental Protection Agency (EPA) in 2007.

10. Technical specifications.

BMW X6 xDrive35i, BMW X6 xDrive50i, BMW X6 xDrive30d, BMW X6 xDrive35d.



		X6 xDrive35i	X6 xDrive50i	X6 xDrive30d	X6 xDrive35d
Body					
No of doors/seats		5/4	5/4	5/4	5/4
Length/width/height	mm	4,877/1,983/1,690 ¹⁾	4,877/1,983/1,690 ¹⁾	4,877/1,983/1,690 ¹⁾	4,877/1,983/1,690 ¹⁾
Wheelbase	mm	2,933	2,933	2,933	2,933
Track, front/rear	mm	1,644/1,706	1,644/1,706	1,644/1,706	1,644/1,706
Turning circle	m	12.8	12.8	12.8	12.8
Tank capacity	approx l	85	85	85	85
Cooling system incl heater	l	10.9	17.2	10.4	10.4
Engine oil ⁴⁾	l	6.5	8.0	7.5	7.5
Transmission fluid	l	lifetime	lifetime	lifetime	lifetime
Final drive fluid	l	lifetime	lifetime	lifetime	lifetime
Weight, unladen to EU (DIN)	kg	2,145 (2,070)	2,265 (2,190)	2,150 (2,075)	2,185 (2,110)
Max load	kg	600 (650) ²⁾	650	600 (650) ²⁾	600 (650) ²⁾
Max permissible load	kg	2,670 (2,720) ²⁾	2,840	2,675 (2,725) ²⁾	2,710 (2,760) ²⁾
Max axle load, front/rear	kg	1,280/1,470 (1,290/1,510) ²⁾	1,400/1,520	1,280/1,470 (1,290/1,510) ²⁾	1,320/1,480 (1,330/1,520) ²⁾
Max trailer load braked (12%)	kg	2,700/750	3,500/750	2,700/750	2,700/750
Max roofload/max download	kg	100/120	100/140	100/120	100/120
Luggage comp to DIN	l	570–1,450	570–1,450	570–1,450	570–1,450
Air drag	C _d x A	0.34 x 2.82	0.36 x 2.82	0.33 x 2.82	0.34 x 2.82
Engine					
Config/No of cyls/valves		in-line/6/4	V/8/4	in-line /6/4	in-line /6/4
Engine management		MSD81	MSD85	DDE6.2.6	DDE6.2.6
Capacity	cc	2,979	4,395	2,993	2,993
Bore/stroke	mm	84.0/89.6	89.0/88.3	84.0/90.0	84.0/90.0
Compression ratio	:1	10.2	10.0	17.0	17.0
Fuel grade		RON 95–98	RON 95–98	Diesel	Diesel
Max output	kW/bhp	225/306	300/407	173/235	210/286
at	rpm	5,800–6,250	5,500–6,400	4,000	4,400
Max torque	Nm	400	600	520	580
at	rpm	1,300–5,000	1,750–4,500	2,000–2,750	1,750–2,250
Electrical System					
Battery/installation	Ah/–	90/luggage comp	90/luggage comp	90/luggage comp	90/luggage comp
Alternator	AW	210/2,940	210/2,940	170/2,380	170/2,380
Chassis					
Suspension, front		Double track arm axle; small, negative steering roll radius; anti-dive			
Suspension, rear		Integral axle; space-effect suspension with anti-squat and anti-dive			
Disc brakes, front	mm	Two-piston floating calliper	Single-pist frame calliper	Single-piston floating calliper	Single-piston floating calliper
Diameter		365 x 36, vented	385 x 36, vented	348 x 30, vented	365 x 36, vented
Disc brakes, rear		Single-piston swing calliper			
Diameter	mm	345 x 24, vented	385 x 24, vented	320 x 20, vented	345 x 24, vented
Driving stability systems		DCS III (HDC, DBC, ABS, ASC-X, ADB-X, DTC, Trailer Stability Control)			
Steering					
Steering transmission, overall					
Type of gearbox		Six-speed automatic with Steptronic, electronic gear selector lever and shift paddles on steering wheel			
Gear ratios	I	:1	4.171	4.171	4.171
	II	:1	2.340	2.340	2.340
	III	:1	1.521	1.521	1.521
	IV	:1	1.143	1.143	1.143
	V	:1	0.867	0.867	0.867
	VI	:1	0.691	0.691	0.691
	R	:1	3.403	3.403	3.403
Final drive	:1	3.909	3.636	3.636	3.636
Tyres, front/rear		255/50 R19 107V XL RSC	255/50 R19 107V XL RSC	255/50 R19 107V XL RSC	255/50 R19 107V XL RSC
Rims, front/rear		9J x 19 light-alloy			

		X6 xDrive35i	X6 xDrive50i	X6 xDrive30d	X6 xDrive35d
Performance					
Power-to-weight ratio to DIN	kg/kW	9.2	7.3	12.0	10.0
Output per litre	kW/l	75.5	68.3	57.8	70.2
Acceleration 0–100 km/h	s	6.7	5.4	8.0	6.9
	0–1000 m/h	s	27.2	24.6	29.1
In 4th/5th gear 80–120 km/h	s	–/–	–/–	–/–	–/–
Top speed	km/h	240	250	210 (220) ³⁾	236
Fuel Consumption in EU Cycle					
Urban	l/100 km	14.9	17.6	10.4	10.5
Extra-urban	l/100 km	8.6	9.5	7.0	7.1
Composite	l/100 km	10.9	12.5	8.2	8.3
CO ₂	g/km	262	299	217	220
Miscellaneous					
Emission rating		EU4	EU4	EU4	EU4
Embankment angle, front/rear	°	25.1/25.5	25.1/25.5	25.1/25.5	25.1/25.5
Ramp angle	°	19.1	19.1	19.1	19.1
Ground clearance, unladen	mm	212	212	212	212
Perm. all-wheel drive		variable	variable	variable	variable

Specifications in ACEA markets/data relevant to homologation in part for Germany only (weight)

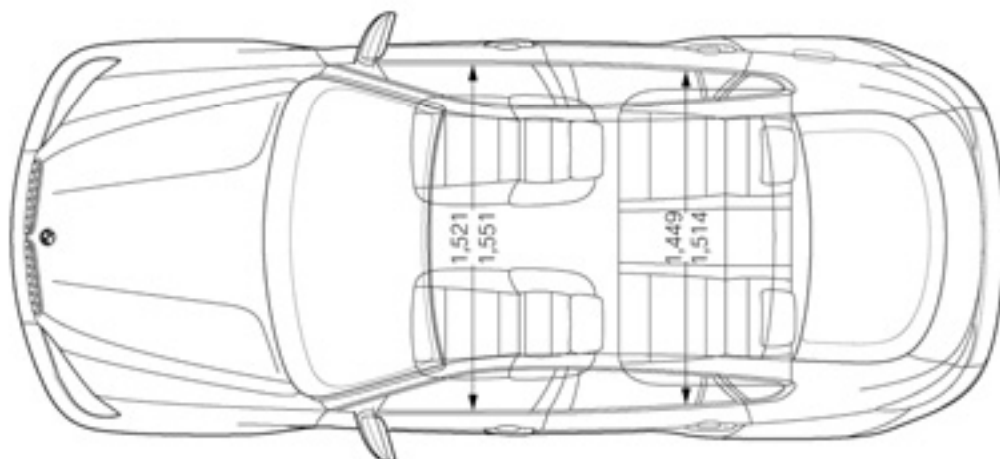
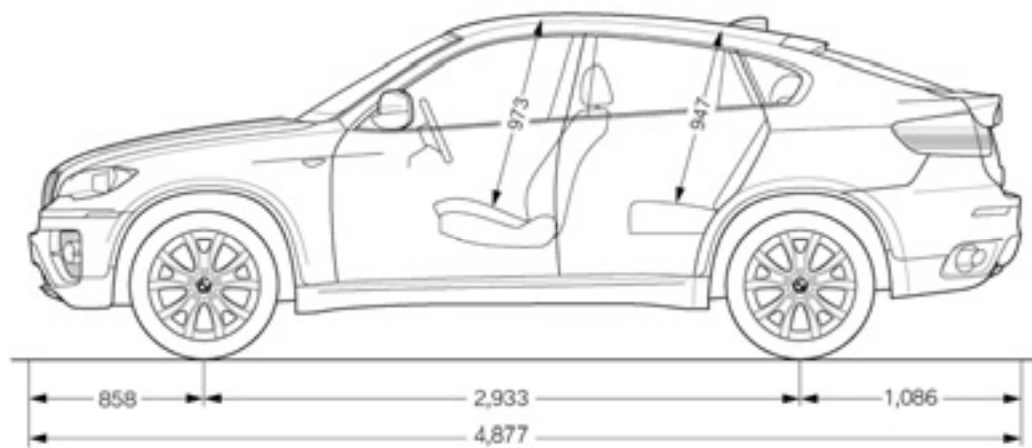
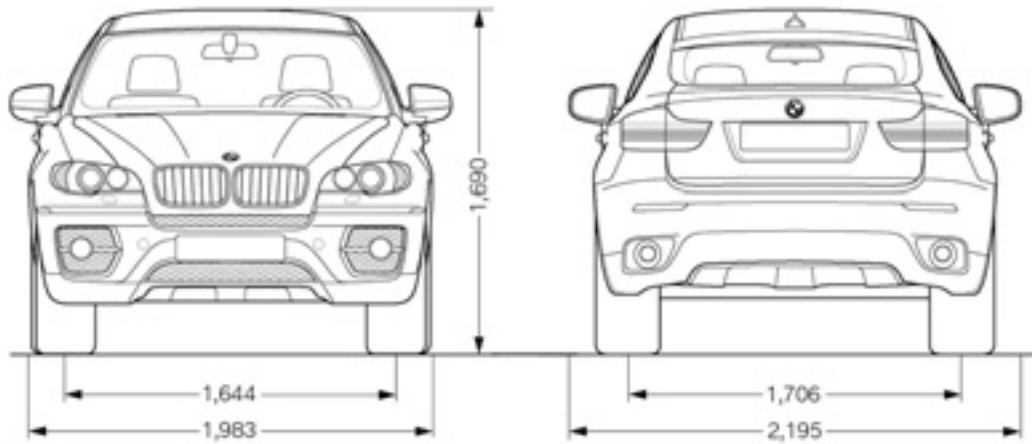
¹⁾ Height incl roof railing: 1,699 mm

²⁾ With Adaptive Drive and/or self-levelling with pneumatic suspension

³⁾ With high-speed set-up (market-specific)

⁴⁾ Oil change amount

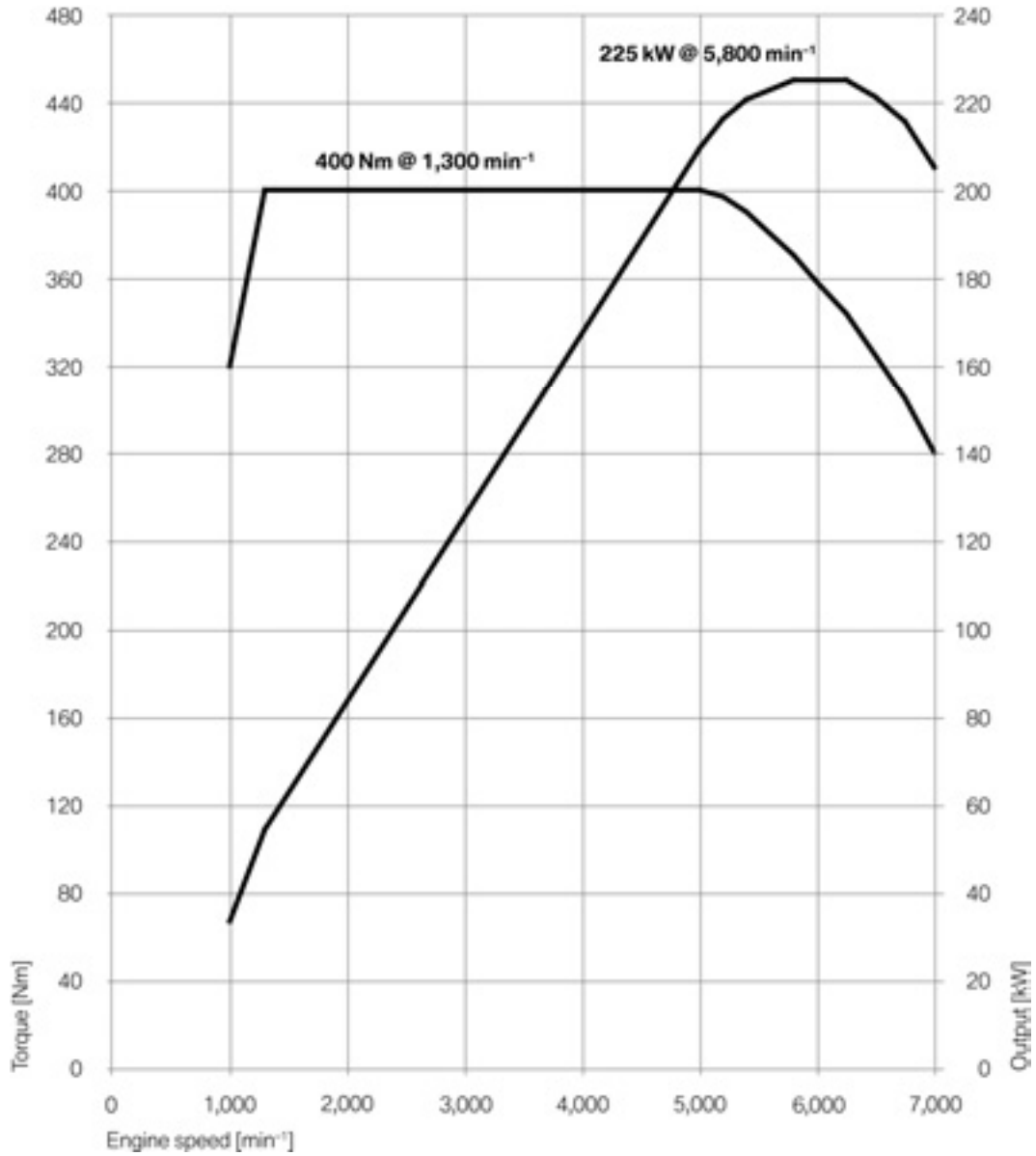
11. Exterior and interior dimensions.



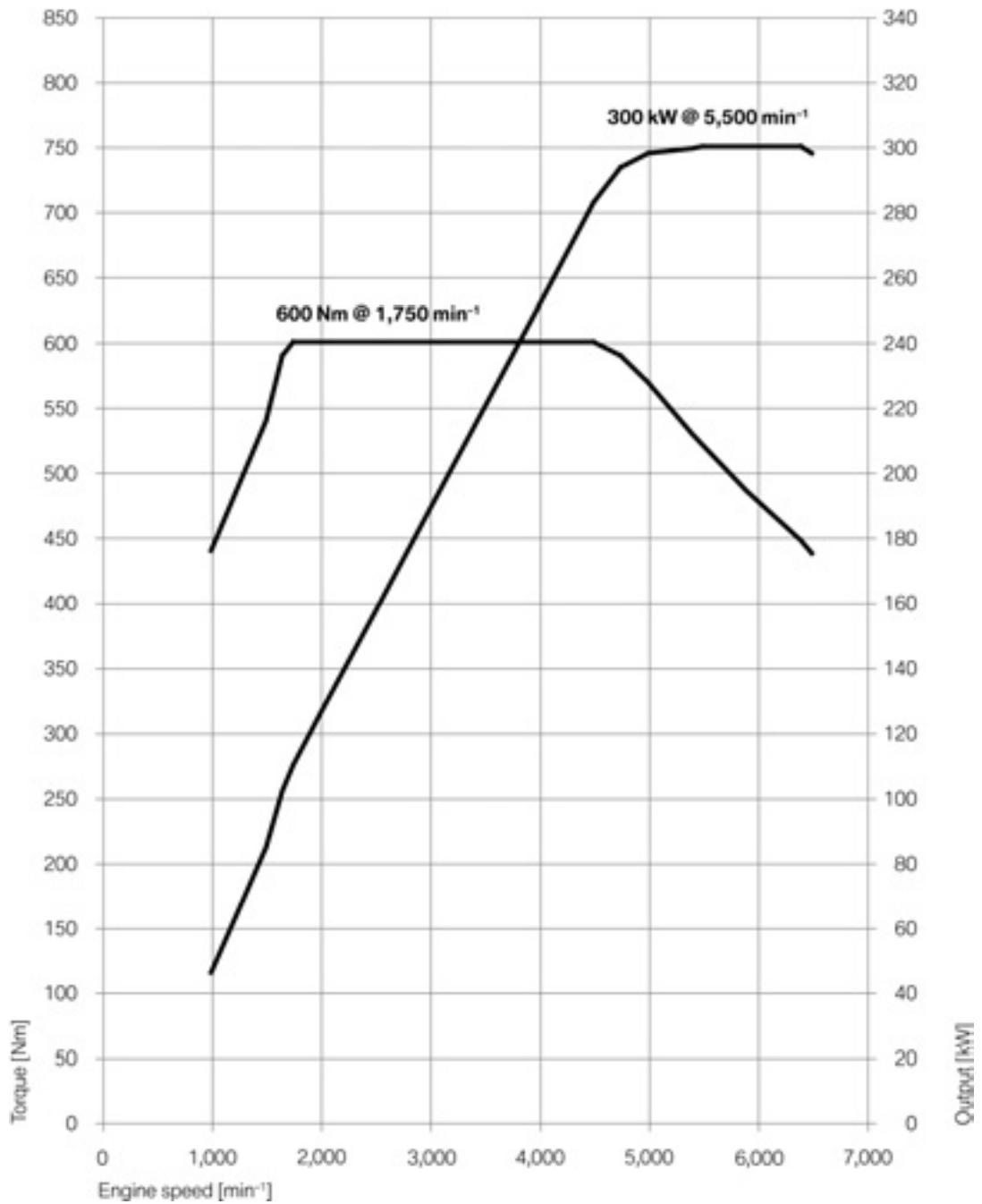
12. Power and torque diagrams.



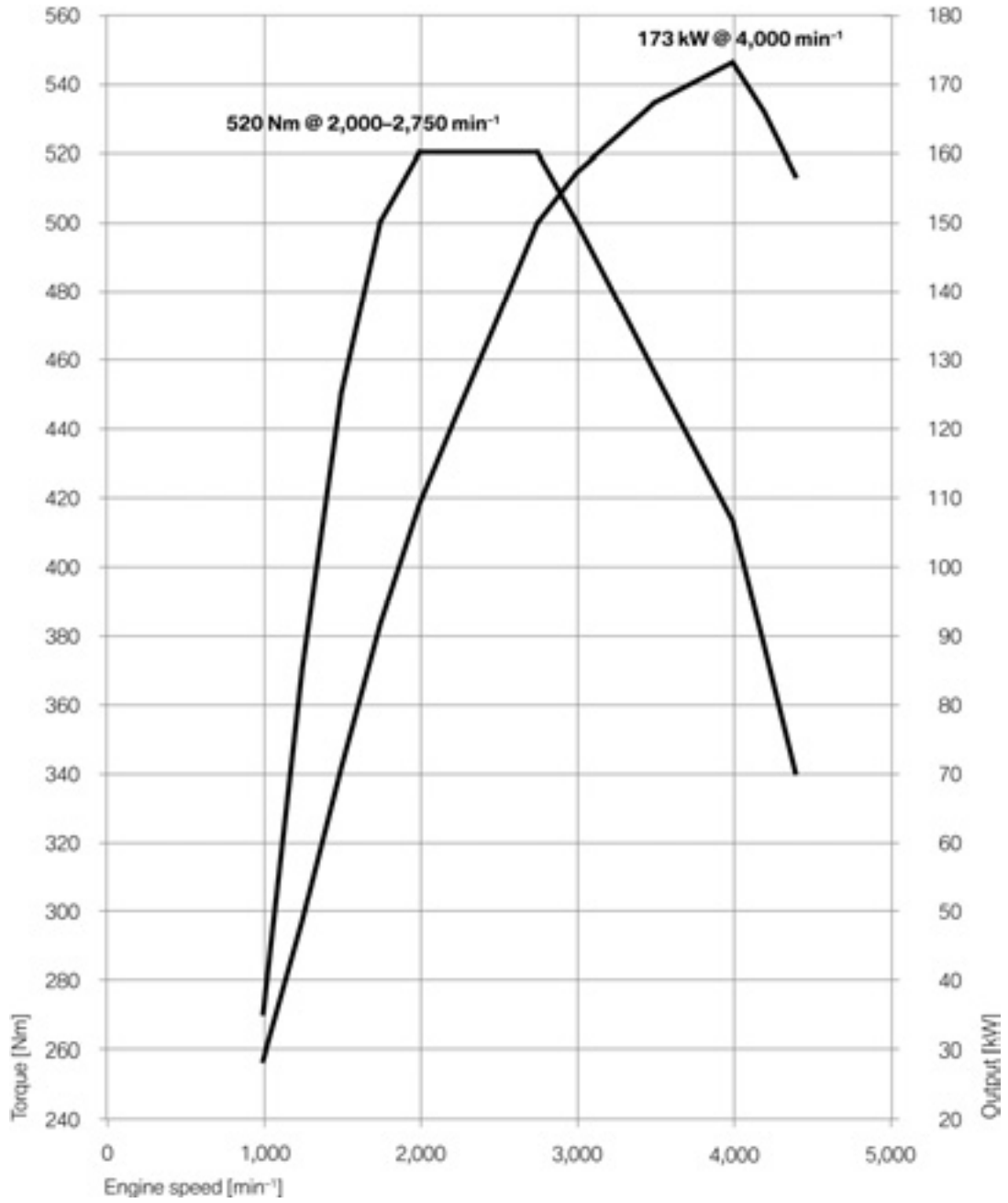
BMW X6 xDrive35i.



BMW X6 xDrive50i.



BMW X6 xDrive30d.



BMW X6 xDrive35d.

