

The first-ever BMW XM. Contents.



Model variant:

BMW XM: V8 engine with M TwinPower Turbo technology, plug-in hybrid system with highly integrated electric drive unit and fifth-generation lithium-ion high-voltage battery, eight-speed M Steptronic transmission, M xDrive, system output: 480 kW/653 hp, 800 Nm (590 lb-ft), acceleration [0 – 100 km/h (62 mph)]: 4.3 seconds, fuel consumption combined in the WLTP cycle: 1.6 – 1.5 l/100 km (176.6 – 188.3 mpg imp); electric power consumption combined in the WLTP cycle: 30.1 – 28.9 kWh/100 km; CO₂ emissions combined in the WLTP cycle: 36 – 33 g/km; figures for the NEDC cycle: – *.

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

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

The fuel consumption, CO₂ emissions, electric power consumption and electric range figures are determined according to the European Regulation (EC) 715/2007 in the version applicable. The figures refer to a vehicle with basic configuration in Germany and the range shown considers the different sizes of the selected wheels/tyres and the selected items of optional equipment.

All values were calculated based on the new WLTP test cycle. WLTP values are taken as the basis for determining vehicle-related taxes or other duties based (at least inter alia) on CO₂ emissions as well as eligibility for any applicable vehicle-specific subsidies. Further information on the WLTP and NEDC measurement procedures can also be found at www.bmw.de/wltp.

Further information on official fuel consumption figures and specific CO₂ emission values of new passenger cars is included in the following guideline: 'Leitfaden über den Kraftstoffverbrauch, die CO₂-Emissionen und den Stromverbrauch neuer Personenkraftwagen' (Guide to the fuel economy, CO₂ emissions and electric power consumption of new passenger cars), which can be obtained free of charge from all dealerships, from Deutsche Automobil Treuhand GmbH (DAT), Hellmuth-Hirth-Str. 1, 73760 Ostfildern-Scharnhausen and at <https://www.dat.de/co2>.

Powertrain.

The first plug-in hybrid drive system from BMW M: M TwinPower Turbo V8 engine, fifth-generation BMW eDrive technology, eight-speed M Steptronic transmission, M xDrive all-wheel-drive system.

BMW M GmbH is bringing extra momentum to the transformation towards locally emission-free mobility with the presentation of its first-ever high-performance model with electrified drive system. The BMW XM brings together cutting-edge drive system technology with a spectacular vehicle concept. This high-performance car dressed in Sports Activity Vehicle (SAV) clothing is fitted with a newly developed plug-in hybrid system delivering maximum output of 480 kW/653 hp (generated by the combination of a combustion engine with up to 360 kW/489 hp and an electric drive system with up to 145 kW/197 hp).

The M HYBRID system in the BMW XM consists of a new V8 engine with M TwinPower Turbo technology and an electric motor integrated into the eight-speed M Steptronic transmission. Power is channelled to the road via the all-wheel-drive system M xDrive. The combination of an electric motor and eight-cylinder engine produces immense, instantaneously available power sustained throughout the rev range, resulting in an intoxicating performance experience. Added to which, the first-ever plug-in hybrid model from BMW M GmbH also enables pure-electric driving over a range of 82 – 88 kilometres (51 – 55 miles)* in the WLTP cycle.

The BMW XM shares its drive concept of an eight-cylinder combustion engine supported by an electric motor with the newly developed endurance racing car from BMW M Motorsport. The BMW M Hybrid V8 will go racing in the IMSA WeatherTech SportsCar Championship in North America in 2023 at venues including Daytona. The following season, it will power BMW M Motorsport's return to the FIA World Endurance Championship (WEC) and the 24 Hours of Le Mans.

Over the course of 2023, an even more powerful model variant will be added to the BMW XM line-up. The combined output of the plug-in hybrid system will be boosted to 550 kW/748 hp (generated by the combination of the combustion engine with up to 430 kW/585 hp and the electric drive system with up to 145 kW/197 hp; provisional values based on the vehicle's current stage of development) for the BMW XM LABEL RED.

New V8 engine with traditional high-revving concept.

The M HYBRID drive system powering the BMW XM fuses future-focused qualities with traditional virtues and enriches the performance characteristics expected of an M model with even faster power delivery and significantly improved efficiency. At the heart of the drive system is a new, classically high-revving V8 engine with cutting-edge M TwinPower Turbo technology.

The extensively updated, 4.4-litre engine utilises the thermodynamic benefits of a cross-bank exhaust manifold. In addition, a reinforced crankshaft drive, further developed turbocharging – mounted close to the exhaust manifold and with an electrically controlled blow-off valve – plus a new vane-type oil pump and a weight-minimised plastic oil sump all play their part in increasing the engine's efficiency. An optimised oil separation process with variable impactor enhances the engine's emissions performance.

The new V8 engine stands out with its smile-inducing appetite for revs and relentless power across a wide engine speed band. The 650 Nm (479 lb-ft) of peak torque generated by the combustion engine alone is on tap between 1,600 and 5,000 rpm, and the V8 produces its maximum output of 360 kW/489 hp at 5,400 rpm. The combustion engine is therefore the largest contributor to the system output of 480 kW/653 hp and system torque of 800 Nm (590 lb-ft). The drive system can hit a maximum 7,200 rpm.

Power delivery is accompanied by an energy-charged soundtrack of rare emotional appeal for an eight-cylinder unit. Providing the distinctive acoustics are two electronically controlled and continuously adjustable flaps in the sports exhaust system of the BMW XM, whose exclusive character is also reflected in the unique visuals created by the two pairs of dual tailpipes, the individual pipes arranged one above the other. To deliver an authentic driving experience and the most direct feedback possible for the driver, the emotionally engaging drive sound is also channelled into the cabin via the audio system.

Two engine mounts have been employed to prevent vibrations from the drive system making it through to the body and the interior of the BMW XM. These mounts connect the drive system with the front axle subframe and the body.

Electric motor delivers instantaneous power delivery.

The V8 engine in the BMW XM is supported by an electric motor which, like the plug-in hybrid system's power electronics and high-voltage battery, is a product of fifth-generation BMW eDrive technology. The permanently excited synchronous motor is integrated into the eight-speed M Steptronic transmission and, in hallmark electric motor style, responds to just slight movements of the accelerator with emphatic power delivery. This takes the agility and dynamism of a high-performance car from BMW M to a new level.

The electric motor contributes up to 145 kW/197 hp to the maximum system output of 480 kW/653 hp. The maximum system torque produced by the combination of electric motor and combustion engine is 800 Nm / 590 lb-ft (engine with up to 650 Nm [479 lb-ft], electric motor with up to 280 Nm [206 lb-ft]). A pre-gearing stage is used to increase the maximum torque produced by the electric motor to 450 Nm (332 lb-ft) at the transmission input. This innovation enables the electric motor integrated into the transmission housing in a compact, weight-saving design to generate amounts of effective propulsive power that could normally only be achieved using a far larger unit. Developed by BMW, the extra gearing stage between the electric motor's rotor and the transmission's input shaft gives a further boost to the M HYBRID system's torque delivery. This torque is instantly on tap when pulling away and makes a clear difference both when accelerating off the line and putting in a quick burst of speed.

Fired by the instantaneously initiated and relentlessly building power delivery of its engine and motor, the BMW XM accelerates from 0 to 100 km/h (62 mph) in 4.3 seconds. The sprint from rest to 200 km/h (124 mph) is completed in 14.3 seconds. Top speed is electronically limited to 250 km/h (155 mph), although this figure rises to 270 km/h (168 mph) if the optional M Driver's Package is specified.

As well as providing an electric boost effect under acceleration, the electric motor also performs a supporting role in the BMW XM under steady loads, helping to significantly increase the efficiency of the combustion engine. This gives the BMW XM average petrol consumption of 1.6 – 1.5 l/100 km (176.6 – 188.3 mpg imp)* in the WLTP test cycle, combined electric power consumption of 30.1 – 28.9 kWh per 100 kilometres* and CO₂ emissions of 36 – 33 grams per kilometre.*

The high output of its electric motor means the BMW XM can complete not only journeys around town but also cross-country routes under

electric power alone. The maximum distance XM drivers can cover with zero local emissions and almost zero noise is 82 – 88 kilometres (51 – 55 miles)* in the WLTP test cycle. The top speed achievable in pure electric mode is 140 km/h (87 mph).

BMW XM LABEL RED: ultimate performance with up to 1,000 Nm (737 lb-ft).

BMW M GmbH will add the most powerful road-legal series-produced car in its history to the model range in autumn 2023, offering customers the ultimate performance experience. The V8-based M HYBRID drive system in the BMW XM LABEL RED elevates system output to a new high of 550 kW/748 hp*. The maximum system torque of this model variant reaches 1,000 Nm / 737 lb-ft* (generated by the combination of the combustion engine with up to 750 Nm [553 lb-ft]* and the electric drive system with up to 280 Nm [206 lb-ft]*).

The BMW XM LABEL RED is powered by a 430 kW/585 hp* version of the new high-revving V8 engine with M TwinPower Turbo technology. Peak torque rises to 750 Nm (553 lb-ft)*, which is sustained all the way from 1,800 to 5,400 rpm*. Maximum output is generated at 5,800 rpm*. These power figures and the precisely judged input of the electric motor represent a ticket to overwhelming performance characteristics. The drive system in the BMW XM LABEL RED impresses with its ability to serve up large reserves of power in an instant, at any time and across an extraordinarily wide rpm band – and to sustain that power into the higher reaches of the rev spectrum. Acceleration and mid-range sprints are executed with supreme poise and assurance.

Power electronics and high-voltage battery based on the latest, fifth-generation BMW eDrive technology.

The optimised interplay between the combustion engine and electric motor is controlled in all model variants by the M HYBRID system's power electronics. For example, intelligent energy management allows the battery's charge level to be regulated so that the final stretch of a longer journey through a built-up area can be covered using only electric power.

Its low installation height allows the high-voltage battery supplying energy to the electric motor to be mounted in the underbody of the BMW XM. The lithium-ion battery stands out with its high energy density at a cell and battery pack level. It provides a constant flow of power across a wide temperature range and even under the heavy loads

brought by a particularly sporty driving style. It offers a usable energy content of 25.7 kWh.

Combined Charging Unit with predictive heat management.

The Combined Charging Unit of the M HYBRID system enables AC charging at up to 7.4 kW. This means the high-voltage battery can be replenished from zero to 100 per cent charge in 4.25 hours. The Combined Charging Unit also acts as a voltage transformer to supply the 12V electrical system. Predictive heat management reduces charging times by judiciously warming or cooling the battery. The system uses data on the outside temperature, predicted charging power, charge stroke between the current actual value and the target value, the car's remaining range and the distance to the destination to calculate the target temperature at which the high-voltage battery can be charged at maximum power for the longest possible time.

The charging socket on the front side panel on the left-hand side of the BMW XM has a sensor that measures the temperature at the plug contacts and can therefore detect a possible instance of overheating at an early stage. The charging socket comes with the handy feature of a search light so that customers can also hook up their car to a power source in the dark without a problem. Once charging is completed, the cable can be stored in a high-quality and stylish bag. Similar to a weekend bag, this item is made exclusively for the BMW XM and secured in the boot area using a crash-protective carabiner-belt combination.

The M HYBRID drive system in the BMW XM has a cooling system tailored specifically to its high-performance attributes. Large air apertures at the front of the car, generously sized heat exchangers and an integrated system for controlling the temperature of the combustion engine, the transmission including electric motor and the high-voltage battery ensure ideal operating temperatures for the drive system technology in all everyday driving situations and under sustained high power demand. Transmission oil cooling is by upstream air heat exchanger. Water-carrying components have been flow-optimised to achieve maximum cooling power while keeping pumping rates low. All the heat exchangers are sealed against the surrounding structure using soft materials to enable optimal airflow.

Eight-speed M Steptronic transmission with Drivelogic, integrated hybrid module and Launch Control function.

The eight-speed M Steptronic transmission with Drivelogic is also a new development. It channels not only the power generated by the

combustion engine but also the drive torque from the integrated electric motor as required to enhance either efficiency, comfort or dynamism. The weight-minimised and compact construction of the automatic transmission also plays a role here. The hybrid module additionally acts as an integrated drive-off element and allows the car to move at walking pace without the driver pressing the accelerator and bringing the combustion engine into play.

A wet multi-plate separation clutch manages the smooth engagement and disengagement of the combustion engine during a journey. Its low drag torque allows the clutch to be open when driving in pure-electric mode. Added to which, the separation clutch can take torsional vibrations generated by the combustion engine out of the equation using micro-slip control. In combination with the integrated torsional vibration damper system, this helps to ensure high levels of acoustic comfort at low revs, in particular.

The M Steptronic transmission enables fully automatic gear changes as well as manual shifting with sequential gear selection. Fitted as standard along with the M-specific gear selector lever are gearshift paddles on the steering wheel. The transmission's shift characteristics can be varied using the Drivelogic button integrated into the selector lever. Three clearly distinguishable stages can be selected in both automated and manual mode – ranging from comfort-focused to extremely dynamic.

The eight-speed M Steptronic transmission also has a Launch Control function to enable traction-optimised acceleration off the line with maximum dynamism. The engine control unit governs both the release logic of the Launch Control and the slip-optimised limitation of drive torque. The optimally set shift points also help to ensure the best possible acceleration for all ambient conditions, e.g. the outside temperature and road surface.

Three driving modes for maximum performance and unbeatable efficiency.

The interplay between the combustion engine and electric motor in the BMW XM can be adjusted by selecting specific driving modes. The driver can call up the relevant menu using the M HYBRID button on the control panel in the centre console and access it on the control display.

HYBRID driving mode is the default setting and gives the driver access to the full system output of combustion engine and electric motor in tandem. The amount each drive source contributes to the performance

experience depends on the drive configuration selected from the M Setup menu. In the Comfort setting, the electric motor is deployed to the full, optimising the efficiency of the BMW XM. If the battery is at a very low state of charge, the generator function raises the engine's load point to feed additional power into the high-voltage battery. This means the driver very often has the option of pure-electric driving. In the drive system's Sport and Sport Plus modes, the combustion engine is permanently active.

In the ELECTRIC driving mode, the BMW XM uses only the power from the electric drive system and is capable of a locally emission-free 140 km/h (87 mph) top speed. In this mode, the combustion engine is only activated under kickdown or when switching into the transmission's manual mode – using either the selector lever or one of the shift paddles on the steering wheel.

The eCONTROL mode offers the option to maintain the charge of the high-voltage battery during a journey or to increase it by means of energy recuperation. In this way, battery capacity can be saved for pure-electric driving in urban areas later in the journey, for example.

One engine, one electric motor, four driven wheels: the M xDrive system.

Supreme traction and captivating performance are the specialisms of M xDrive. In the BMW XM, this all-wheel-drive system splits the power generated by the combustion engine and electric motor between all four wheels precisely, quickly and as required at all times. An electronically controlled multi-plate clutch ensures fully variable distribution of power between the front and rear axle.

The rear-biased setup of M xDrive enhances the agility of the BMW XM. The system's default mode is 4WD, but two other modes can also be selected via the M Setup menu as alternatives. In 4WD Sport mode, the proportion of drive sent to the rear wheels is increased once again to deliver particularly sporty, brand-typical handling in dynamic driving situations. To activate 4WD Sport, the driver first has to switch to M Dynamic Mode or DSC off mode. And only when DSC (Dynamic Stability Control) has been fully deactivated can 4WD Sand mode be used. This setting initiates the traction-optimised wing of the all-wheel-drive system's armoury and brings the locking functions of the M Sport differential – specifically conceived for driving over dunes and similar surfaces – into play.

Model-specific rear axle differential with M Sport differential.

Building on the work of the M xDrive all-wheel-drive system is an electronically controlled differential lock in the rear axle, which further enhances traction, agility and directional stability. The M Sport differential brings a need-based and fully variable distribution of drive torque between the left and right rear wheels. This helps to plant drive power firmly on the road without any losses, especially when the car is being pushed hard or has less grip on one side. Shifting power to the wheel on the outside of the corner nips understeer in the bud without the need for any brake inputs.

The M xDrive system and M Sport differential are linked up with DSC to ensure they all work together precisely as the driving situation demands. The BMW XM has a model-specific rear axle differential specially tuned to the extremely high system torque of its M HYBRID drive system.

The BMW XM's powertrain as a whole stands out with its particularly high level of rigidity, to which the model-specific output shafts also contribute. This enables thrillingly instantaneous and direct responses to every movement of the accelerator.

Chassis.

Exceptional precision delivers model-defining poise and authority.



The chassis technology on board the BMW XM has been engineered and tuned to span a broad repertoire – from the dynamic prowess of a high-performance car through to excellent ride comfort – resulting in exceptional poise and authority in all driving situations. In addition to this, there is the famed handling precision of BMW M models, which can be experienced here in a particularly impressive form thanks to the presence of state-of-the-art, intelligently interconnected control systems. The BMW XM is equipped as standard with adaptive M suspension Professional, featuring electronically controlled dampers and active roll stabilisation. It is also the first BMW M model to come with Integral Active Steering, which is likewise part of standard specification.

The chassis technology of the BMW XM combines with the unique performance characteristics of its drive system to endow it with a level of versatility that is unrivalled by any other model in the BMW M GmbH portfolio. Every journey in the BMW XM is turned into an inimitable experience, no matter whether its occupants are sampling its manifestly sporty performance credentials, cruising along in leisurely fashion (with zero local emissions if desired), relaxing in comfort on long trips or venturing off road.

With its long wheelbase and wide tracks, the vehicle concept underpinning the BMW XM offers all the right ingredients for delivering a balanced blend of dynamism and comfort. High degrees of wheel camber at the front and rear axle serve to enhance the handling qualities, as do the almost perfectly balanced – i.e. 50:50 – weight distribution and the very rigid body and chassis mountings. The positioning of the M HYBRID system's high-voltage battery in the vehicle floor additionally gives the BMW XM a low centre of gravity with the resulting positive effect on its agility and cornering dynamics.

Widest possible spectrum between signature M dynamism and ride comfort.

The BMW XM's combination of hybrid drive system and sporty performance is unprecedented in this segment and is translated, in classic M style, into outstanding longitudinal and lateral acceleration, as

well as excellent stopping power, supreme directional stability, neutral steering behaviour and effortlessly controllable handling up to the limit.

What is more, sophisticated chassis systems with M-specific tuning enable the car to offer the widest possible spectrum between signature M dynamism and above-average ride comfort for its segment. The M Setup menu additionally contains a wide variety of parameters for tailoring the vehicle setup to individual preferences. The integrated application of all powertrain and chassis systems together with the fine-tuning carried out on varying types of road – from urban driving to country roads to motorways – with the help of BMW M GmbH's racing expertise has resulted in a well-resolved driving experience in every situation and with every configuration.

Sophisticated chassis technology with bespoke tuning.

The sophisticated chassis technology found in the BMW XM gives it exceptional dynamic handling capabilities thanks to the specially tuned kinematic and elastokinematic properties. Its double-wishbone front axle boasts high levels of longitudinal and lateral rigidity, while the use of aluminium components brings about a reduction in unsprung masses. The design principle employed here includes a second level of control arms for wheel guidance, which means the dampers are almost completely isolated from lateral forces, improving damper response. A large shear panel and bespoke underfloor struts help to deliver the car's precise handling and sharp turn-in characteristics.

The five-link rear axle ensures precise wheel guidance and outstanding straight-line poise, together with impressive ride comfort thanks to its elastic mounting. The sheet-steel construction of its links helps to reduce weight, as do the aluminium wheel carriers and forged upper control arms. The rear-axle subframe made from aluminium offers high structural rigidity and features a large supporting base along with additional thrust arms. The camber arms with aerodynamically optimised panelling on their underside form an integral part of the completely sealed underbody, thereby helping to lower aerodynamic drag and substantially reduce rear axle lift.

Specially configured electronically controlled dampers.

The BMW XM comes as standard with adaptive M suspension Professional, which also contributes to top-drawer performance and outstanding ride comfort. It combines electronically controlled dampers and active roll stabilisation, two systems that enable the car to handle

with even greater composure on uneven roads or in extremely dynamic situations.

The BMW XM is equipped with steel springs that have been purpose designed to meet the requirements of a high-performance model's handling dynamics and offer high levels of roll and vertical stabilisation while also minimising weight. Linear springs are fitted at the front axle and progressive springs at the rear. The progressive springs offer very long rebound travel combined with high oscillation rates, benefiting both traction and, most notably, ride comfort in the rear.

The electronically controlled dampers are adjusted by taking into account the data on body movement, road surface conditions and steering movements obtained from sensors. This data allows the damping forces for each individual wheel to be smoothly adapted to the changing driving situation in just a few milliseconds using electromagnetic valves. An optimal spread of attributes spanning both dynamism and comfort was also achieved in the development of the dampers, with bespoke valve components playing a key role.

Adjusting the damper forces at each individual wheel as the situation demands has the additional effect of enhancing both traction when pulling away and stopping power when braking sharply. Plus, the vehicle load is also automatically detected and then factored in. The adaptive suspension optimises suppression of body vibrations at all speeds as the highest damping forces are only ever triggered on demand and in a few milliseconds. As a result, the suspension absorbs large bumps with a smoothness that keeps the body perfectly connected to the road at all times. This same combination also contributes to the remarkable levels of ride comfort experienced by passengers in the rear of the BMW XM. The precise damper control also encourages neutral steering behaviour, endowing the XM with the deft, highly accurate handling for which M models are renowned.

Drivers are able to alter the basic damper setting in the M Setup menu. Comfort mode offers excellent long-distance comfort while still maintaining a clear connection between body and road at all times. Selecting the Sport setting activates a firmer setup for the body that is geared towards sporty driving with increased traction reserves and greater transverse dynamic capabilities. The damper settings in Sport Plus mode, meanwhile, are designed for highly dynamic driving situations. The even stiffer setup in this mode lends itself to maximum longitudinal and lateral acceleration.

Active roll stabilisation with Active Roll Comfort.

Another factor in the sublime handling of the BMW XM is its active roll stabilisation tech. The version of the electromechanical roll stabilisation system found on the BMW XM uses a 48V electric motor as an active connection between the two halves of the anti-roll bar at both the front and rear axle. A dedicated 48V electrical system made up of supercapacitors supplies energy to the electric motors for the active anti-roll bars.

The system ensures remarkably swift and precise compensation of the lateral forces inducing body roll when cornering at speed. It thereby improves agility, directional accuracy and handling precision, as well as facilitating dynamic response to steering inputs thanks to the enhanced roll stabilisation. As a result, the driver enjoys extremely precise reactions from the steering and particularly fleet-footed performance.

The active roll stabilisation also increases comfort when driving in a straight line by decoupling the fixed connection between each axle's wheels provided by a conventional anti-roll bar. This has the effect of correcting body roll when driving over surface imperfections on one side of the vehicle, also lessening the associated acceleration forces and the obtrusive side-to-side head movements they can cause.

And the Active Roll Comfort function goes further still by enabling the system to actively suppress rolling movements caused by bumps in the road on one side of the car as far as possible, rather than just reduce them. This allows any loss of ride comfort on rough roads to be minimised even more effectively.

Premiere in a BMW M model: Integral Active Steering.

Combining speed-sensitive power assistance and a variable steering ratio, the M Servotronic steering on the BMW XM stands out with its excellent directional accuracy, precise feedback and impressive comfort. The version of Electric Power Steering fitted in this model has exceptionally high levels of power assistance and optimised performance. The M Setup menu offers a choice of two settings for either very sporty or more comfort-oriented steering response.

Standard specification also includes a first for a BMW M model in the form of Integral Active Steering. Turning the rear wheels as well as the fronts makes even lighter work of manoeuvring and turning off, increases agility at moderate speeds and enhances poise and assurance at high speeds, especially when changing lanes. The rear wheels are turned in

either the same or the opposite direction to the front wheels, depending on road speed. And in very challenging driving situations, stabilising steering inputs at the rear wheels can help to keep the BMW XM safely on track. Steering the rear wheels in the opposite direction to the front wheels at low speeds reduces the turning circle noticeably and facilitates manoeuvring until the car comes to a stop.

Integrated braking system, bespoke M Sport brakes.

The latest-generation integrated braking system featured in the BMW XM generates a degree of stopping power that is matched exactly to the driver's inputs, while also producing consistent pedal feel. This system brings together the brake activation, brake booster and braking control functions within a compact module. The required brake pressure is triggered using an electric actuator, meaning braking requests from the driver assistance systems are likewise translated into extremely short stopping distances for increased active safety. The integrated braking system has the additional benefit of enabling the stopping power generated by recuperation and the friction brake to be combined with great precision, allowing the driver to enjoy superb pedal feel in all situations.

The M-specific version of the integrated braking system presents the driver with two pedal feel settings, allowing them to choose between more comfort-oriented or very direct execution of brake pedal inputs in the M Setup menu. The bespoke M Sport brakes comprise six-piston, fixed-calliper brakes at the front and single-piston, floating-calliper units at the rear. The system employs newly improved lightweight brake discs that strike an even finer balance between performance and weight and have been purpose engineered to handle the elevated dynamic performance capabilities of the BMW XM.

Near-actuator wheel slip limitation, integrated transverse dynamics management.

The performance qualities of the BMW XM, its superb traction and its precisely controllable handling in any situation are all enhanced by means of the very latest, intelligently interconnected control systems. The near-actuator wheel slip limitation, for instance, maximises directional stability even when driving in adverse road conditions. This traction control system is integrated into the engine management, eliminating the long signal paths to the DSC control unit. This allows corrective inputs to be applied up to ten times faster than in conventional systems and with exceptional precision. Because the near-actuator wheel slip limitation function nips any loss of traction in the bud,

especially when accelerating hard or taking corners at speed, the DSC system has to intervene far less frequently to maintain composed and assured handling with selective applications of the brakes at individual wheels.

This function is networked with the central transverse dynamics management, along with the Performance Control function, M xDrive all-wheel-drive system, M Sport differential, active roll stabilisation and the steering's control systems, ensuring that all the functions act in a coordinated manner to produce a well-resolved driving experience worthy of the M badge in all situations.

23-inch M light-alloy wheels and sports tyres as options.

21-inch M light-alloy wheels fitted with mixed-size high-performance tyres – measuring 275/45 R21 at the front and 315/40 R21 at the rear – come as standard on the BMW XM.

Further M light-alloy wheels in 22- and 23-inch formats can be found on the options list, and there is also the option of combining the 22-inch wheel variants with model-specific sports tyres.

Exterior design.

A BMW M original with a unique character and expressive appearance.



As its 50th anniversary celebrations continue, BMW M GmbH brings us high performance like we have never experienced before. Innovative drive system technology, a unique vehicle concept, a door opened into a whole new market segment and the ambition to attract new groups of customers – the BMW XM wraps all these elements in a head-turning design that exudes emotional potency beyond traditional norms and conventions. It is also the brand's first standalone model since the BMW M1. Like the legendary mid-engined sports car, the XM was also developed fully independently, with no conceptual baseline to be found in the BMW model range. This, then, is a "BMW M only" creation.

"The design of the BMW XM is an extravagant statement by BMW M at the heart of the luxury segment," says Domagoj Dukec, Head of BMW Design. "It has a resolutely unique identity and embodies an expressive lifestyle like no other model in the BMW line-up." Its unique character profile seals the BMW XM's status as a one-off in the Bavarian premium carmaker's product range, its standalone appearance also expressed in a price positioning above any other model across the company's portfolio.

Compromise-free design and intoxicating performance generate a full-house exclusivity that moves the BMW XM beyond comparison with any potential rival and carves a market segment all of its own. Its arrival sees BMW M GmbH responding to the needs and desires of a global target group of individualists seeking to express their dominant personality, passion for unique experiences and confident nonconformism through their choice of vehicle. Production of the BMW XM will begin at BMW Group Plant Spartanburg in South Carolina, USA in December 2022. The USA, China and the Middle East are the most important sales regions for the BMW XM, with the worldwide market launch getting underway in spring 2023.

Unparalleled vehicle concept, innovative design language.

The vehicle concept underpinning the BMW XM brings presence, exclusivity and performance together in an unconventional form without parallel. The proportions of a modern Sports Activity Vehicle (SAV), M-typical design cues, a rejigged interpretation of the front-end look

created for BMW's luxury-segment models and a host of distinctive accents give the XM a singularly extrovert aura.

The exterior dimensions of the BMW XM underscore its impressive visual impact. The car's body extends 5,110 millimetres in length, and its wheelbase measures 3,105 millimetres. At 2,005 millimetres, the BMW XM is wider than any other model in BMW's model range, and it stands 1,755 millimetres tall. The unusually wide tracks (1,726 millimetres at the front axle and 1,690 millimetres at the rear) feed into the unshakable roadholding and dynamic cornering potency of this high-performance vehicle.

With large, clearly designed surfaces including a small number of short, structure-giving lines, the exterior design of the BMW XM takes its cues from BMW's modern design language. Innovative character pervades the car's outward appearance through the model-specific integration of powerful contours, a dynamic silhouette and brawny D-pillars. The result from any angle is an inimitable combination of imposing charisma, sporting potency and the type of robust character for which BMW X models are renowned.

The front end: an unequivocal expression of presence and performance.

The progressive front-end design developed exclusively for the top-end members of BMW's model line-up has been given a bespoke reworking for the BMW XM, bringing its supreme presence and remarkable performance equally to the fore. Smooth surfaces and sharp edges bring clarity and confidence to the front end. Alongside the fresh interpretation of the twin headlights and BMW M kidney grille, the large air intakes are also a defining feature of the front end. The sensor and camera systems required for the driver assistance tech are integrated discreetly into the front apron.

The BMW XM is equipped as standard with Adaptive LED Headlights, whose light functions are split into two separate areas. The daytime driving lights, side lights and turn indicators are integrated into the ultra-slim, crisply contoured upper elements. Each consisting of two LED units, these light sources appear to shine straight out of the lens covers. The low-beam and high-beam headlights are positioned in the lower, darkened area of the headlight units deeply embedded in the front apron. These light sources only become visible when switched on during journeys in the hours of darkness. As standard, they also include the

cornering light function and matrix high beam with BMW Selective Beam non-dazzling High-beam Assistant.

Catching the eye between the headlights in the centre of the front end is the BMW M kidney grille. The two elements of the grille stand out clearly from the surrounding surfaces. Extending within them are the horizontal grille bars that have become a hallmark feature of the high-performance sports cars from BMW M GmbH, while the double surrounds of the kidneys emphasise their octagonal contours particularly vividly. The outer border of each kidney is gold in colour, while the inner surround provides contour lighting in the form of a sharply drawn – and, for the first time, unbroken – light ring. The light array formed by the upper headlight units and the kidney grille's contour lighting gives the BMW XM an unmistakable and boldly confident night design.

The surface design of the powerfully sculpted bonnet also picks up on the contours of the high-rising BMW M kidney grille. Out of this emerges sharply cut flanks, a pair of power domes and a central indent, at the front of which is the BMW logo. This expressive surface treatment is complemented by optimised bonnet geometry, which enhances outward visibility when parking and manoeuvring.

The "XM" lettering in the left-hand kidney element and particularly large air intakes in the lower section of the front apron signal the car's exclusive character and the power of its V8 engine, which teams up with the electric motor to deliver standout performance. In customary M fashion, airflow is channelled precisely as needed to cool the drive system, transmission and brakes. Meanwhile, air curtains located at the outer edges of the front apron steer the air not required for cooling purposes carefully around the wheels to optimise the BMW XM's aerodynamic properties.

Dynamic silhouette, distinctive accents with historical references.

The long bonnet and dynamically stretched passenger cell of the BMW XM form a distinctive two-box design. The heavily raked windscreen and long roofline – which swoops down smoothly as it approaches the rear of the car – clearly emphasise the coupé-like character of the silhouette. Its sporting aura is further accentuated by a side window graphic that tapers markedly towards the rear and the powerful D-pillars.

The window graphic is bordered by a gold-coloured accent band. This innovative design feature with historical references brings a boldly

distinctive flourish to the sides of the car. Similarly to the black strip running along the body of the BMW M1, the BMW XM has an accent band emerging from the front wheel arches, in this case bearing "XM" lettering. And as it approaches the D-pillar, the band turns upwards in a fresh imagining of the time-honoured Hofmeister kink.

The expansive surfaces of the XM's flanks are given structure by a number of short character lines. These are boldly presented at their starting points, but quickly fade, imbuing the surface design with additional visual modernity and agility. Borders painted in Black high-gloss along the lower edges of the body and around the wheel arches underscore the considerable ground clearance offered by the BMW XM and its rugged charisma. The M exterior mirrors have a highly distinctive design with aerodynamically optimised contouring. The mirror caps and bases are painted in Black.

Muscular rear end with bold design features.

Another nod to the BMW M1 can be found at the rear of the second model developed exclusively by BMW M GmbH. There is a notable indent at the rear of the BMW XM's roof and BMW logos have been engraved into the rear window below the right- and left-hand cant rails. A special laser engraving technique ensures the logos stand out with rich contrast against the dark glass surface. Their arrangement recalls the pair of BMW roundels positioned at the rear end of the legendary mid-engined sports car.

The flat, near seamlessly fitted rear window and prominently flared wheel arches together accentuate the width and powerful stature of the BMW XM. The slim rear lights have a conspicuously sculpted design and jut out strikingly from the body. They create an attention-grabbing L shape and extend well into the sides of the car. Like the turn indicators, the uniform red of the rear lights only becomes visible through the dark lens covers when they are switched on. Three diagonal light strips on the flanks reference the style of the BMW M GmbH brand logo and, with their louvred structure, also recall the rear view of the BMW M1.

Vertically arranged reflectors border the rear apron at either side. The diffuser elements integrated into the lower section of the rear apron are painted in Black high-gloss and framed by gold-coloured surrounds. The black model badge on the tailgate also has the gold-coloured contouring used as an identifying feature elsewhere on the BMW XM. A pair of tailpipes from the both double-sided and dual-branch exhaust system protrude from either side of the diffuser. This familiar design cue of

M models has been reimagined for the BMW XM, with the hexagonal tailpipe trims stacked vertically for the first time. Model-specific air-directing elements in the underbody provide additional cooling for the exhaust system, enabling an optimal operating temperature at all times – even when the engine is working under high loads for sustained periods.

Visually stunning paint finishes, up to 23-inch light-alloy wheels.

Seven paint shades are available for the exterior of the BMW XM. These include three variants exclusive to M models and a BMW Individual finish. Further options are expected to be added to the selection in summer 2023. Customers will then also be able to choose from more than 50 BMW Individual special paint finishes.

The BMW XM can be ordered as an option with BMW Individual high-gloss Shadowline exterior trim with extended features. If this option is specified, the accent band along the sides of the car, the BMW M kidney grille's outer border at the front end and the surrounds for the diffuser elements at the rear come in Black high-gloss.

The BMW XM is fitted as standard with 21-inch M light-alloy wheels. Available as an option are 22-inch M aerodynamic wheels with inserts that reduce both weight and drag. And the BMW XM can also be specified with likewise bespoke, bright-milled M light-alloy wheels in 23-inch format. These are finished either in Black or Night Gold and feature a new type of hub cover (with BMW lettering) over the wheel bolts.

Interior design and equipment. Exclusive M Lounge, sculptural headliner.



The expressive style of the BMW XM's exterior design continues inside the cabin. Here, the customary, performance-focused M cockpit design and M-specific control/operating concept allowing the driver to adjust the vehicle setup as desired combine with the distinctive design features of a BMW X model and a progressive luxury ambience with lounge-like character in the rear.

The lines and surfaces of the instrument panel, centre console, seats and door trim panels create a powerful geometry around both the driver and front passenger seats that authentically reflects the performance potential of the BMW XM. With its M-specific content, the BMW Curved Display combines the traditional driver focus with advanced digitalisation. The driver's side is bordered by a striking interior surface in matt carbon. Front seats designed entirely around an active driving experience are accompanied by an exclusive lounge atmosphere in the rear of the BMW XM. With a selection of extravagant colours and materials, innovative design elements, generous space and supremely comfortable seats with a rear-seat backrest that extends well into the sides of the cabin, passengers can sit back and enjoy the ride in this high-performance model's unique M Lounge.

M-specific controls and M multifunction seats for maximum racing feeling and long-distance comfort.

Like the M-specific graphics of the BMW Curved Display and likewise standard BMW Head-Up Display, the design of the controls also enhances the racing feel in the driver's seat. The model-specific M leather steering wheel features M buttons and shift paddles with carbon inlays and red plus and minus symbols. Trim elements in Black Chrome give the multifunction buttons a dark, sophisticated look. The gear selector lever with its distinctive cut-out, integrated cascade lighting and Drivelogic buttons, centre console knee pads, M pedals and M driver's footrest create the perfect recipe for an intense performance experience. The standard specification also includes illuminated front and rear door sill plates crafted from brushed aluminium and bearing the M logo.

The BMW XM features M multifunction seats for the driver and front passenger as standard to ensure outstanding lateral support through

dynamically taken corners as well as impressive long-distance comfort. These seats feature electric adjustment options for the seat position, head restraint height, thigh support, backrest angle, backrest width and backrest upper section, plus an illuminated M logo on the head restraints, pneumatic lumbar support adjustment and a memory function. In addition to seat heating as standard, active seat ventilation and a massage function are also offered as options.

High-quality interior surfaces also contribute to the cockpit's exclusive appearance. The BMW Curved Display sits on a generously sized decorative surface in matt carbon. The M-typical carbon elements in the instrument panel combine with wide air vent surrounds in Pearl-effect Chrome to symbolise the robust character of a BMW X model. The decorative surface on the centre console is also in matt carbon.

A precisely judged composition of colours and materials with flowing lines for the instrumental panel and door trim panels provides a neatly coordinated setting for the driver's and front passenger seat. The surrounds of the outer air vents directly border the metal surfaces of the door control panels, which are also finished in Pearl-effect Chrome. The door openers, and the buttons for the electric windows, seat adjustment and memory function, central locking and tailgate opener, are all positioned on these panels.

Progressive luxury: M Lounge in the rear, sculptural headliner.

A generous feeling of space, high-quality materials and extravagant design transform the rear of the BMW XM into an exclusive M Lounge. The innovative approach to creating the ambience in the second row of seats and a rear-seat backrest angle set for optimum comfort increase the feel-good factor for passengers. The rear seat bench offers two outer seats with particularly high levels of comfort and a full-size space for a third passenger in the centre. Deep seat recesses and a colour and material design that continues into the door trim panels combine to create an inviting lounge-like character in the rear seats with a snug and comfortable feel for passengers. Three-dimensional diamond quilting that also extends into the door trim panels, diamond-shaped contours on the upper section of the backrest and integral head restraints give the rear seats a modern and sporty appearance. The sides of the backrests extend well into the door trim panels, enabling passengers in the outer rear seats to face towards each other while still enjoying an extremely comfortable sitting position. The optional seat heating for the M Lounge includes these side panels as well as the seat surfaces and backrests, ensuring that the seat surfaces remain at a comfortable temperature for

passengers in any sitting position. High-quality cushions with soft, quilted Alcantara covers in the same colour as the seat surfaces and an inscribed M logo are also available as an additional comfort feature as part of the optional interior trim variants.

The armrest integrated into the middle seat backrest features open cup holders with a cut-out that also enables them to hold smartphones. A bespoke entertainment programme can be set up in the rear of the BMW XM with the Travel & Comfort System, which comes as standard. Rear passengers can use the quick connectors on the backrests of the driver and front passenger seats to secure the multifunctional holders from the Original BMW Accessories range. These allow tablets and other personal devices to be easily and securely fixed to the front seat backrests, where they can act as screens for the passenger's choice of entertainment. USB-C ports are also integrated into the backrests to charge these devices.

The sculptural headliner of the BMW XM is a rare discovery. The three-dimensional prism structure of its Alcantara surface and discreet illumination give the interior a particularly extravagant and progressive flavour. The visually striking headliner relief also optimises the acoustic shielding offered by the cabin. The headliner is bordered in the style of a photo mount by more Alcantara surfaces – in the same colour as the car's interior – that reach all the way to the front, rear and side window areas.

The standard ambient lighting includes discreet LED illumination for the instrument panel, centre console, door trim panels, footwells and speaker trim, not to mention the headliner. Fibre-optic light guides containing 100 LED units are integrated into the headliner's "photo mount" border to enable constant or dynamic light effects within its sculptural design, depending on the situation and selected driving mode. The headliner illumination also plays a central role in the Welcome and Goodbye show, when the doors are opened, and when the driver signals that they are ready to drive by pressing the start/stop button. Dynamic pulses of light in the interior are also used to signal an incoming phone call or highlight the risk of a potential collision when opening a door.

To enhance the feeling of privacy in the M Lounge, sun protection glazing is offered as an optional extra for the rear side windows, providing an unusually high level of shading for a vehicle. With just 5 per cent visible light transmission, this glass offers unparalleled protection for the interior against prying eyes. Standard-fitted acoustic glazing for

the front and rear side windows also keeps ambient noise out of the cabin.

Vintage leather makes each interior unique.

Four equipment variants enable customers to select their own choice of surface materials and colour schemes for the BMW XM interior. Standard specification consists of BMW Individual Merino leather trim with interior surfaces and seat surfaces in Black and contrast stitching in Black Grey, while the upper section of the instrument panel and door shoulders are covered in black soft nappa leather. Like the headliner, the A, B and C pillars are also covered in Alcantara. Imitation leather with high-quality graining is used in the lower sections of the instrument panel and door trim panels as well as on the back of the front seats. BMW Individual Merino leather trim is also available as an option with surfaces in Sakhir Orange for the seats, the centre console and the lower sections of the instrument panel and door trim panels.

The optional BMW Individual Merino leather trim with exclusive features is also available in two colour combinations and provides a unique and particularly extravagant flourish. The seat surfaces, centre console, lower sections of the instrument panel and door trim panels, sculptural headliner and cushions for the rear passengers can be specified in either Silverstone or Deep Lagoon as an option.

Providing a rarely seen contrast are interior surfaces in Coffee Brown Vintage leather for the upper sections of the instrument panel and door trim panels. Soft nappa leather is used here for the first time, a special finishing process deliberately emphasising its natural characteristics rather than concealing them. The vintage look created by this process discreetly highlights creases, scars, insect bites or rough areas, for example, as character-giving design elements of the material. As well as authentically celebrating leather as a natural product, this also ensures maximum individuality, as every interior trim crafted from Vintage leather has its own unique visual details that set it apart as one of a kind.

First-class comfort and functionality.

The BMW XM features four-zone automatic climate control as standard, enabling temperature and ventilation to be controlled with the utmost precision. The cockpit's integrated central vents are extremely slim, slot-type items, while each of the outer air vents features three slats in Black high-gloss. A separate control panel allows rear passengers to select their desired temperature independently. A standard nanoparticle filter keeps the air inside the vehicle free of virus-sized particles and allergens.

A completely flat storage compartment can be found under the boot lid, which opens and closes automatically as standard. The rear section of the two-part load compartment cover is fixed to the boot lid and swings upwards when the boot is opened to create a large loading aperture. The smooth load sill makes it easier to accommodate heavy objects. Folding down the rear backrest, which can be split 40:20:40, allows the car's load capacity to be expanded from 527 litres to a maximum of 1,820 litres. A trailer coupling that extends and retracts again electrically is available as an option. The maximum trailer load of the BMW XM is 2,700 kilograms.

The Harman Kardon Surround Sound System that comes as standard in the BMW XM consists of 16 speakers delivering 415 watts of audio power. And the optional Bowers & Wilkins Diamond Surround Sound System with 20 speakers and 1,500-watt amplifier lays on a particularly sumptuous listening experience. A digital seven-channel amplifier and four additional sound sources in the roof area generate an absorbingly clear and multi-layered 3D sound experience for people in all seats. Stainless steel trim elements designed specifically for the speakers add exclusive visual appeal.

Emotionally engaging drive sound, even in locally emission-free driving mode: BMW IconicSounds Electric.

The note of a V8 engine is unmistakable, but the BMW XM also offers an emotionally rich sound experience in pure-electric mode. With BMW IconicSounds Electric included as standard, the joy of driving while generating zero local emissions is accompanied by a special sound design inside the car. The BMW XM enthralls acoustically even before the start of a journey. Pressing the start/stop button initiates an inspiring acoustic tone that signals the car is ready to drive, and fuels anticipation for the driving experience to come – in both pure-electric and combustion engine mode. During the journey, the M-specific electric drive sound provides authentic feedback to every movement of the accelerator pedal.

The car's soundtrack was developed as part of a collaboration between the BMW Group and film score composer Hans Zimmer. The volume can also be turned down if desired, allowing the driver to enjoy the near silence of the BMW XM's electric motor at work. For the first time, the power delivery of the motor retains its aural accompaniment when the combustion engine is running. If the Sport or Sport Plus drive system mode is selected via the setup menu while in HYBRID driving mode, a distinctive boost sound gives the driver an acoustic experience of the additional performance delivered by the electric motor.

Driver assistance systems: the complete comfort and safety package.

The BMW XM boasts the largest selection of driver assistance systems offered – either as standard or as an option – for any high-performance vehicle from BMW M GmbH. Standard specification includes the Driving Assistant, which comprises Front Collision Warning, Lane Departure Warning including lane return with steering assistance, the Evasion Assistant, Alertness Assistant and Speed Limit Info system including no-overtaking indicator and manual Speed Limit Assist.

The optional Driving Assistant Professional delivers an extensive automated driving experience with a combination of Active Cruise Control with Stop&Go function and the Steering and Lane Control Assistant. With the automatic Speed Limit Assist, route monitoring, traffic light recognition and Active Navigation, speed and steering movements can be adapted precisely to any traffic situation. The range of functions also includes the Emergency Lane and Emergency Stop Assistant, the Lane Change Assistant and Crossing Traffic Warning.

Parking Assistant Plus – included as standard – takes care of parking manoeuvres into and out of spaces either parallel or perpendicular to the road. Its range of functions also includes Park Distance Control Active (PDC), the Reversing Assist Camera and the Reversing Assistant. And the Trailer Assistant makes it easier to execute reversing manoeuvres when towing a trailer.

Parking Assistant Plus also includes Parking View, front and rear Panorama View and 3D View. Added to which, the driver can record high-definition videos up to 60 seconds in length while driving through spectacular countryside or performing eye-catching driving manoeuvres, for example, and then save them to a connected USB device. When triggered, the Anti-Theft Recorder activates the cameras on the front, rear and exterior mirrors of the BMW XM. If this happens, the system sends a message to the customer's smartphone, and the customer can then retrieve and store the recordings.

A bespoke driving experience at the touch of a button.

The control panel on the centre console of the BMW XM features a model-specific array of buttons for personalising the driving experience in a variety of ways. For the first time, this includes the M Hybrid button, which is used to select the desired operating mode for the drive system. Drivers can choose between HYBRID, ELECTRIC and eCONTROL modes. The central Setup button also offers model-specific settings for the latest generation of the control/operation system for BMW M cars.

This enables the driver to tailor every detail of the overall vehicle setup to the prevailing driving situation and their individual preferences. In addition to drive system, chassis, steering, braking system and M xDrive settings, the level of recuperation can also be adjusted. The extent to which the electric motor converts kinetic energy into power on the overrun and under braking, and feeds it into the high-voltage battery, can be set at three different levels.

Another button is used to select M Mode. When drivers switch from the default Road setting to Sport, interventions from the driver assistance systems are suspended, with the exception of inputs from the Collision Warning with brake function and the Evasion Assistant. The information display also focuses on showing content relevant to sporty driving. Various readouts can be called up too on the left of the information display, including charge pressure and coolant temperature, tyre pressure and tyre temperature or longitudinal and lateral acceleration. The BMW XM's engine soundtrack is also adjustable at the touch of a button; its acoustic impact can be reduced by pressing the Sound button.

Two individually configured vehicle setups can be stored permanently together with the preferred settings for the hybrid system's operating mode, the engine note, Dynamic Stability Control (DSC) and the shift characteristics of the eight-speed M Steptronic transmission. The overall vehicle configuration can then be called up at any time by pressing one of the two M buttons on the steering wheel.

Display and control/operation system, connectivity.

The new BMW iDrive with BMW Operating System 8.



The BMW XM comes as standard with the BMW Live Cockpit Professional, which brings with it an M-specific version of the latest-generation multi-sensory vehicle experience BMW iDrive. Based on BMW Operating System 8 and boasting new-generation software along with exceptionally powerful connectivity and data processing, it takes the interaction between the driver and vehicle into the digital future.

The new BMW iDrive system offers many more ways for drivers to enjoy easy, intuitive, multimodal control of vehicle, navigation, infotainment and communication functions and also to use digital services. The BMW Curved Display and the continually expanding capabilities of the BMW Intelligent Personal Assistant mean the system has been deliberately geared towards interaction using natural language and touch control. In addition, the iDrive Controller and multifunction buttons on the steering wheel are joined in the standard specification roster by the BMW Head-Up Display and BMW gesture control. M-specific display content gives added impact to the design of the BMW XM cockpit with its strong emphasis on performance and focused driving pleasure.

BMW Curved Display with classical M content.

The standard BMW Curved Display in the XM cockpit is angled clearly towards the driver to good ergonomic effect, making the intuitive touch control even more straightforward. It is formed by a 12.3-inch information display and a control display with a screen diagonal of 14.9 inches. The state-of-the-art graphics make a stunning impression with their striking forms, dynamic light effects and expressive colour worlds.

The information display's newly designed graphical layout and the M-style content shown there lend themselves to a focused, performance-led driving experience. To this end, the vehicle speed is shown on the left of the display both as a figure and as a digital scale, along with further information such as the fuel gauge and the status of the driver assistance systems. The right-hand section indicates engine speed, the gear currently engaged, the transmission's Drivelogic setting, the charge level of the high-voltage battery and the setup selected with the M button on the steering wheel. The familiar M Shift Lights are

shown in the upper section of the information display. A display bar at the lower edge of the screen provides information including the status of the driving stability systems, M xDrive and the traction control tech.

The fully digital screen grouping provides a clear overview of the available menu options in the form of widgets on the control display's home screen. These can be arranged according to personal preference. A number of special widgets are also available in the BMW XM containing information on the current vehicle setup, as well as tyre pressure and temperature.

BMW Maps navigation system and M-specific Head-Up Display as standard.

The latest generation of the standard navigation system enables extremely fast route calculation, carried out dynamically and based on precise real-time traffic data transmitted at short intervals. The standard BMW Live Cockpit Professional also includes the BMW Head-Up Display with M-specific readouts.

Standard smartphone integration for Apple CarPlay® and Android Auto™ lets customers access digital services from the car's own control/operation system, such as the voice-controlled assistant Siri or Google Assistant, various map apps, music streaming services, and the messaging service WhatsApp. Telephony with wireless charging – another standard feature – enables compatible smartphones to be charged without the need for a cable. The BMW ConnectedDrive Upgrades functionality allows new and improved vehicle functions to be imported into the BMW XM over the air.

BMW Intelligent Personal Assistant with new skills.

BMW Operating System 8 unlocks additional skills for the BMW Intelligent Personal Assistant. Naturally formulated spoken instructions can now be used to adjust the air conditioning, for instance, or open and close the windows. Driver assistance system functions can likewise be voice controlled in the BMW XM.

When the BMW Intelligent Personal Assistant is in use, graphics appear in the display to emphasise the system's interactive character. The graphic appears in the right position for whoever is speaking to the assistant, thereby visualising how the system is listening attentively to what is being said.

YouTube streaming on the control display.

The driver and front passenger in the BMW XM can enjoy video-on-demand services on the control display (est. from summer 2023). This means they can pass the time while waiting for the vehicle to recharge or be refuelled, for example, by enjoying a diverse programme of in-car entertainment.

Starting with YouTube, the range of available services is set to expand continually as the BMW Group adds further third-party apps. The Personal eSIM in the vehicle has to be activated for video streaming.

BMW Digital Key Plus is a full-functionality car key.

The optional BMW Digital Key Plus enables customers to automatically lock and unlock their new BMW XM with their Apple iPhone when close to the vehicle by means of security-enhanced ultra-wideband (UWB) radio technology. There is no need to even remove their iPhone from their pocket as they approach the car or walk away. This all makes a conventional car key superfluous.

The BMW Digital Key Plus can be set up using the My BMW App. The car owner can also share it – and therefore access to the vehicle – with up to five other users.

Personalisation using the BMW ID and My BMW App.

The user experience for BMW XM customers is increasingly personalised thanks to their BMW ID. This can now be used for securely storing even more personalised settings and transferring them between vehicles. A PIN code can be created or the BMW ID associated with a particular key to prevent other vehicle users from accessing personal data.

The My BMW App acts as a universal digital interface, providing information on the vehicle's status at any time. And it enables remote operation of functions such as vehicle locating, locking and unlocking the doors or monitoring the car's immediate vicinity (Remote 3D View). Features also include the ability to send destination addresses from a suitably equipped smartphone to the vehicle's navigation system.

Optimum connectivity with 5G and Personal eSIM.

If the customer selects the optional Personal eSIM, both it and the Vehicle SIM can be active simultaneously thanks to the DSDA (Dual SIM Dual Active) capability. The Personal eSIM allows the customer to use the communications and connectivity functions covered by their mobile contract from their car with ease. The BMW XM is essentially turned into

another digital and connected device in the customer's ecosystem. Mobile reception for both data and phone calls is significantly improved by the vehicle's own 5G antenna system. Up to ten devices can access the internet at any one time via the mobile hotspot.

The Personal eSIM is linked to the customer's BMW ID rather than their car – meaning it can be transferred to other BMW vehicles with Personal eSIM functionality. If the customer signs in to another BMW with their BMW ID, the Personal eSIM will be configured automatically and will then be available immediately.

Technical specifications.

BMW XM.



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information

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BMW XM		
Body		
No of doors/seats		5 / 5
Length/width/height (unladen)	mm	5110 / 2005 / 1755
Wheelbase	mm	3105
Track, front/rear	mm	1726 / 1690
Ground clearance	mm	220
Turning circle	m	12.5
Fuel tank capacity	approx. l	69
Engine oil ¹⁾	l	³⁾
Weight, unladen, to DIN/EU	kg	2710 / 2785
Max. load to DIN	kg	590
Max. permissible weight	kg	3300
Max. axle load, front/rear	kg	1500 / 1825
Max. trailer load, braked (12%/unbraked)	kg	2700 / 750
Max. roofload/towbar download	kg	- / 140
Luggage comp. capacity	l	527 – 1820
Air resistance	c _d x A	³⁾
Power Unit		
Drive concept		Full-hybrid drive system, drive torque sent by one or both motors to all four wheels via M xDrive
System output	kW/hp	480 / 653
System torque	Nm	800
System power-to-weight ratio	kg/kW	5.6
Petrol Engine		
Config./No. of cyls./valves		V / 8 / 4
Engine technology		M TwinPower Turbo technology with cross-bank exhaust manifold: two M TwinScroll turbochargers, indirect charge air cooling, High Precision Injection (maximum injection pressure: 350 bar), VALVETRONIC fully variable valve timing, Double-VANOS variable camshaft timing
Effective capacity	cc	4395
Stroke/bore	mm	88.3 / 89.0
Compression ratio	:1	10.5
Fuel		min RON 91
Max. output	kW/hp	360 / 489
at	rpm	5400 – 7200
Max. torque	Nm	650
at	rpm	1600 – 5000
Output per litre	kW/l	81.9
Electric Motor		
Motor technology		BMW eDrive technology: synchronous electric motor with pre-gearing stage integrated into eight-speed M Steptronic transmission, generator function for recuperating energy for the high-voltage battery
Peak output	kW/hp	145 / 197
at	rpm	7000
Torque	Nm	280
at	rpm	100 – 5500
Effective torque through pre-gearing stage	Nm	450
Recuperation power	kW	³⁾
High-voltage Battery		
Storage technology / Installation		Lithium-ion / Underfloor
Voltage	V	317
Energy capacity (gross / net)	kWh	29.5 / 25.7
Max. charging rate	kW	7.4
Charging time, 0–100% charge		4.25 h at 7.4 kW (32 A / 230 V, 1ph.)

BMW XM			
Driving Dynamics and Safety			
Suspension, front	Adaptive M suspension with double-wishbone front axle in lightweight aluminium construction, M-specific kinematics and elastokinematics		
Suspension, rear	Adaptive M suspension with five-link axle in lightweight aluminium/steel construction, M-specific kinematics and elastokinematics		
Brakes, front	Six-piston fixed-calliper disc brakes, vented		
Brakes, rear	Single-piston floating-calliper disc brakes, vented		
Driving stability systems	Standard: DSC incl. ABS and M Dynamic Mode (MDM), can be switched off, near-actuator wheel slip limitation,, CBC (Cornering Brake Control), DBC (Dynamic Brake Control), Performance Control, Dry Braking function, drive-off assistant, M xDrive all-wheel-drive system and M Sport differential networked with DSC, active roll stabilisation with Active Roll Comfort		
Safety equipment	Standard: airbags for driver and front passenger, side airbags for driver and front passenger, head airbags for front and rear seats, three-point inertia-reel seatbelts on all seats with belt stopper, belt tensioner and belt force limiter in the front, crash sensors, tyre pressure indicator		
Steering	Electric Power Steering (EPS) with M-specific Servotronic function, Integral Active Steering		
Steering ratio, overall	:1	16.2	
Tyres, front/rear	275/45 R21 110Y XL / 315/40 R21 115Y XL		
Rims, front/rear	9.5J x 21 light-alloy / 10.5J x 21 light-alloy		
Transmission			
Type of transmission	Eight-speed M Steptronic transmission		
Gear ratios	I	:1	5.000
	II	:1	3.200
	III	:1	2.143
	IV	:1	1.720
	V	:1	1.297
	VI	:1	1.000
	VII	:1	0.833
	VIII	:1	0.640
	R	:1	3.968
Final drive	:1	3.636	
Performance			
Acceleration	0–100 km/h	s	4.3
Top speed		km/h	250 / 270 ²⁾
Top speed on electric power		km/h	140
Electric range (WLTP)		km	82 – 88
BMW EfficientDynamics			
BMW EfficientDynamics standard features	BMW eDrive technology, Electric Power Steering, hybrid-specific Automatic Start/Stop function, Proactive Driving Assistant, BMW EfficientLightweight, optimised aerodynamic attributes, active air flap control, on-demand operation of ancillary units, map-regulated oil pump, efficiency-optimised all-wheel drive		
Fuel Consumption ECE			
Petrol cons., weighted combined (WLTP)	l/100 km	1.6 – 1.5	
Petrol cons., weighted combined (NEDC)	l/100 km	–	
CO ₂ emissions from petrol (WLTP)	g/km	36 – 33	
CO ₂ emissions from petrol (NEDC)	g/km	–	
Electric power consumption, weighted combined (WLTP)	kWh/100 km	30.1 – 28.9	
Electric power consumption, weighted combined (NEDC)	kWh/100 km	–	
Emission rating		Euro 6d	

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

All figures are provisional

¹⁾ Oil change with filter

²⁾ Limited / with optional M Driver's Package

³⁾ Figures not yet available

Official fuel consumption, CO₂ emissions, electric power consumption and electric range figures were determined based on the prescribed measurement procedure in accordance with European Regulation (EC) 2007/715 in the version applicable. They refer to vehicles in the German market. Where a range is shown, NEDC figures consider the different sizes of the selected wheels/tyres, while WLTP figures take into account the impact of any optional extras.

WLTP values are used for determining vehicle-related taxes or other duties based (at least inter alia) on CO₂ emissions as well as eligibility for any applicable vehicle-specific subsidies. Any NEDC values that are shown were calculated based on the new WLTP measurement procedure where appropriate and translated back into equivalent NEDC measurements in order to ensure comparability between the vehicles. Only official figures based on the WLTP procedure are available for new models that have been type tested since 01.01.2021. Further information on the WLTP and NEDC measurement procedures can also be found at www.bmw.de/wltp.

Further information on official fuel consumption figures and specific CO₂ emission values of new passenger cars is included in the following guideline: 'Leitfaden über den Kraftstoffverbrauch, die CO₂-Emissionen und den Stromverbrauch neuer Personenkraftwagen' (Guide to the fuel economy, CO₂ emissions and electric power consumption of new passenger cars), which can be obtained free of charge from all dealerships, from Deutsche Automobil Treuhand GmbH (DAT), Hellmuth-Hirth-Str. 1, 73760 Ostfildern-Scharnhausen and at <https://www.dat.de/co2/>.