

# The BMW Group at the Mondial de l'Automobile Paris 2016. Contents.



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# 1. The BMW Concept X2. A new dimension to joy.



The BMW Group has chosen the Paris Motor Show 2016 to present the BMW Concept X2. This new addition to the compact segment has a distinctive design that stands apart from that of the other X models and also draws on the BMW Group's history of coupe-making. The result is a compact concept exuding urban sporting appeal.

"The BMW Concept X2 is a vehicle for active people looking for a combination of enjoyment and practicality," explains Adrian van Hooydonk, Senior Vice President BMW Group Design. "The concept displays a new and exciting facet of the BMW brand within the compact segment."

## **The design – a successful blend of dynamic appeal and solidity.**

The design of the BMW Concept X2 fuses apparent contradictions into a single coherent statement. "The BMW Concept X2 combines the fast-moving body language and low-slung proportions of a coupe with the robust construction of an X model. This is a sporty vehicle with a bold character, and it allows us to open up some fascinating new design possibilities for the BMW brand," says Karim Habib, Head of BMW Design.

The distinctive character of the BMW Concept X2 already shines through in the car's proportions. While its large wheels and familiar two-box design underline its functional X model character, a long wheelbase, stretched roofline, short overhangs and heavily forward-slanting C-pillar give the body a sporty, low-to-the-road feel. The interplay of the darker cladding surfaces and striking Luminous Red body colour make the Concept X2 look even slimmer from the side.

## **Two facets to a singular character – the side view.**

The upper section of the car's flanks is dominated by sporty design elements. The elongated roofline and slim window graphic create a stretched feel. The glasshouse tapers towards the rear, forming an athletic shoulder section. The window graphic surrounds and integrated two-piece mirror bases (both made from brushed aluminium) add an extra touch of class. The thickness of the aluminium profile plays a contrasting role here. The window graphic is rounded off by a dynamic interpretation of the hallmark BMW Hofmeister kink. Like the logo on the C-pillar – a classically sporty coupe design cue straight out of the BMW history books – this represents a singularly unmistakeable

detail. The large, air-channelling roof spoiler in body colour lies flat over the blackened rear window. Extending from the C-pillars, it gives the rear of the BMW Concept X2 its sporty contours.

Lower down the sides of the car, customary X-model features hog the limelight. Muscular surfaces, large wheel arches and stylistic underfloor protection around the door sills form an intriguing contrast with the dynamic elements further up. Focusing for a moment on more detailed features, the surfaces of the car's flanks bring together large, smoothly modelled sections with precise edges, showcasing the car's athletic presence. The dramatic surfacing also emphasises the almost squared-off wheel arches familiar from the car's BMW X stablemates. In them sit large, 21-inch light-alloy wheels, whose striking, double-spoke, bi-colour design with a strong sense of three-dimensionality continues the contrast between dynamic appeal and solidity into the car's details. Tyres with chunky treads point to the potential for fun off the beaten track, while door sills in body colour with integral hexagonal elements set the seal on the robust appearance of the car's sides at their lowest point.

### **Dynamism and presence – the front end.**

The front-end design of the BMW Concept X2 likewise fuses dynamic elements with a robust use of forms. Clearly contoured volumes and subtle edges create a front-end impression with presence and sporting appeal in abundance. The heavily raked windscreen appears to extend seamlessly into the dark panoramic roof and teams up with the newly interpreted double kidney grille and large air intakes to give the front end a slow-slung look. The kidneys are sited a little lower than the headlights, and the central air intake is closer to the road than the two outer intakes. This makes the centre of the car appear lower, underlining the dynamic verve of the front-end design.

The kidneys turn the familiar trapezoidal shape of BMW grilles on its head and instead widen from top to bottom. This clear statement therefore accentuates the standalone nature of the BMW Concept X2, as well as the width of the front and the car's solid stance. Graphically modelled and heavily angled bars within the kidney grille create an undeniable "shark nose" effect, bringing additional depth and sculptural richness to this area of the car.

The flat contours of the headlight tubes help to give the classical BMW twin circular look a more hexagonal form. The laser light technology used by the headlights enables very slim light graphics, while the blue X in the centre of the hexagonal tubes adds a further technical accent.

The front apron is dominated by the large central air intake below the kidney grille, which helps to quench the Concept X2's thirst for cooling air. The smaller, triangular air intakes on either side highlight the car's broad stance. The robust, horizontal slats of the air intakes provide a solid counterpoint to the dynamic design of the front apron and add further detailed emphasis of the front-end's traditional X-model character.

#### **A powerful statement – the rear end.**

The rear of the BMW Concept X2 rounds off the exterior design in distinctive style. Width-accentuating elements such as the slim rear window and horizontal lines reduce the perceived height of the BMW Concept X2 and underscore its sporting pretensions. From this angle you can also see how the rear window emerges elegantly from below the air-channelling spoiler and underlines the car's sporting character. The prominent tapering of the glasshouse along the sides of the Concept X2 also catches the eye. It forms a powerful shoulder area, allowing it to highlight the car's broad, muscular stance. Below the glasshouse, the sharply drawn rear lights radiate dynamic intent. The fresh interpretation of the lights' familiar "L" shape frames the LED element as an illuminating three-dimensional sculpture that projects from the rear to eye-catching effect.

Located between the rear lights is the BMW logo. Below, the almost uninterrupted transition from tailgate to rear apron creates a cohesive overall picture which spotlights the car's crisp surface language with particular clarity. The dark cladding below the rear apron lifts the whole rear end visually, while at the same time giving its upper section a slimmer look. The body-colour rear apron provides a dynamic flourish to round off the lower reaches of the rear. A large tailpipe at either outer extreme emphasises the car's broad stance, while the surrounding surfaces reference the three-way split and overall form of the front air intakes.



## 2. The new BMW 3 Series Gran Turismo. A sporting gran turismo with excellent everyday practicality and long- distance comfort.

The BMW 3 Series Gran Turismo, which combines the elegance of a coupe with the spaciousness of an executive sedan and the load capacity of a station wagon, has developed into a firm fixture of the mid-size class over the last three years. Its biggest sales markets are China, Germany and the USA, and the majority of BMW 3 Series Gran Turismo customers are new to the BMW brand. The new version of the Gran Turismo cuts a visibly sportier figure, and the three petrol and five diesel engines in the range offer noticeably higher output combined with lower fuel consumption. All of the petrol engines and the four-cylinder diesel in the BMW 325d are making their debuts with the introduction of the new model. The interior, meanwhile, impresses with its high-quality materials, the new user interface for the Navigation system Professional (taken from BMW's luxury-class cars) and even better smartphone connectivity.

### **More dynamic looks and an even greater feeling of luxury inside.**

At 4,824 millimetres in length, the BMW 3 Series Gran Turismo is around 200 millimetres longer than the other members of the BMW 3 Series family. And that takes it close to luxury-class territory. The design of the new BMW 3 Series Gran Turismo, which has been sculpted to visibly greater dynamic effect at both the front and rear, heightens the impression of class. The new, standard-fitted LED headlights for dipped and high beam and the LED front foglamps lend the BMW 3 Series Gran Turismo a more sporting appearance. The car has a visually broader stance on the road. And the combination of updated LED rear lights and more zestful lines brings extra brawn to the rear styling.

The interior of the BMW 3 Series Gran Turismo has an even more sophisticated feel, thanks to upgraded materials and accents. Extra chrome around the interior controls, and new decorative wood elements, colours and leather trim variants take perceived quality to another new level, while the interior's haptic and ergonomic attributes have also been further enhanced. Sportiness coupled with the elegance of a coupe, the comfort and convenience of four doors, a seating position raised by 59 millimetres with excellent all-round visibility, and a generous feeling of space have always been key reasons to purchase a BMW 3 Series Gran Turismo. The space argument is particularly persuasive in the rear compartment, where three full-size seats and legroom more familiar from a luxury sedan – courtesy of a wheelbase lengthened by 110 millimetres (now 2,920 millimetres) – await. The large

tailgate, meanwhile, opens to reveal a boot offering 520 to 1,600 litres of load space and allowing extremely varied use.

The latest version of the BMW Navigation system Professional will now also be offered in the BMW 3 Series Gran Turismo – the first time a mid-size model has been available with the upgraded system. The most important menu items are now displayed in a clear, tile-based style, which makes operating the system even more intuitive. Linking up mobile phones has become more convenient, as smartphones can now also be charged and connected to the car's external aerial wirelessly via an inductive tray.

### **New engine family: higher outputs, lower fuel consumption.**

The new generation of engines available for the BMW 3 Series Gran Turismo offer compelling levels of sports performance, agility and economy. The range consists of three all-new petrol units developing 135 kW/184 hp to 240 kW/326 hp and five diesel variants producing 110 kW/150 hp to 230 kW/313 hp – with classical rear-wheel drive or BMW xDrive all-wheel drive, with manual or Steptronic automatic transmission (fuel consumption combined: 7.7–4.3 l/100 km [36.7–65.7 mpg imp]; CO<sub>2</sub> emissions combined: 175–112 g/km)\*. All the four- and six-cylinder petrol engines and four-cylinder diesels are taken from the newly developed, modular BMW EfficientDynamics engine family and enjoy the benefits of cutting-edge BMW TwinPower Turbo technology. The arrival of the updated BMW 3 Series Gran Turismo sees the new petrol engines slotting into this model's line-up as well. An all-new addition to the diesel ranks, meanwhile, is the BMW 325d Gran Turismo. The other four-cylinder diesels have been available to customers since the launch of the new engine generation in summer 2015.

Considerable efficiency gains have been made with the new engines, despite their increased output. The reductions in fuel consumption and CO<sub>2</sub> emissions range from 4.5 per cent in the BMW 318d Gran Turismo to 13.8 per cent for the BMW 320d Gran Turismo. And further improved manual and automatic transmissions, the Auto Start Stop function, Brake Energy Regeneration, on-demand operation of ancillary units and the ECO PRO mode also help the new BMW 3 Series Gran Turismo to set the benchmark for fuel economy and emissions.

The BMW 320i Gran Turismo, 318d Gran Turismo and 320d Gran Turismo come as standard with the six-speed manual gearbox, but can also be ordered with the eight-speed Steptronic automatic transmission as an option. All other engine variants feature the automatic as standard. And that means three more variants of the car (the BMW 330i Gran Turismo, BMW 340i Gran Turismo

\* Fuel consumption figures based on the EU test cycle, may vary depending on the tyre format specified.

and BMW 325d Gran Turismo) are offered exclusively with the efficient Steptronic unit than was the case with the outgoing model. Improvements in efficiency, an increase in ratio spread and a reduction in converter slip during the gear-change process bring about a three per cent drop in fuel consumption and CO<sub>2</sub> emissions. At the same time, customers can expect both driving comfort and shift comfort to be heading in the opposite direction.

All petrol-engined BMW 3 Series Gran Turismo variants and the diesel-powered BMW 320d Gran Turismo and BMW 330d Gran Turismo can be specified as an option with BMW xDrive. The BMW 335d xDrive Gran Turismo has this all-wheel-drive technology as standard.

A total of 18 engine, transmission and drive configurations are therefore available for the BMW 3 Series Gran Turismo.

#### **Four equipment lines to choose from.**

BMW 3 Series Gran Turismo customers can choose between Advantage, Sport Line, Luxury Line and M Sport variants. The Estoril Blue colour shade is available exclusively for M Sport models. The BMW 3 Series Gran Turismo is fitted with an extensive selection of equipment items as standard, including automatic climate control, keyless engine ignition, Servotronic, six airbags, LED headlights for dipped and high beam, LED front foglamps, a high-resolution colour screen with iDrive Controller, a hands-free facility for phone calls – including a USB port and Bluetooth audio streaming – and a leather multifunction steering wheel.

In addition to its standard equipment, the Advantage model also comes with Park Distance Control (rear), Cruise Control with Braking function and the storage package (all fitted as standard on the 325d / 330i and above).

Greater freedom with interior and exterior equipment combinations opens up a wider range of possibilities to customers. Two new metallic paint finishes are available, as are three new wheel rim designs and additional upholstery variants and interior trim strips.



### **3. BMW i3 (94 Ah): Range increased by 50 per cent, retrofit option and faster charging. More powerful BMW i Wallboxes and BMW i8 Protonic Dark Silver Edition special-edition model.**

The world's most popular compact premium electric vehicle, the BMW i3, is now available in a new version with a 50 per cent greater driving range.

Thanks to higher-energy-density lithium-ion cells, which increase the battery capacity of the new BMW i3 (94 Ah) to 33 kilowatt hours, the car's range on a single charge has been increased from 190 to 300 kilometres / 118 - 186 miles (NEDC cycle), with a real-world range of up to 200 kilometres (124 miles) – even in adverse weather conditions requiring use of the heater or air-conditioning. Its combination of long range, low energy consumption and typical BMW performance sees the BMW i3 (94 Ah) setting a new benchmark in its segment. With the introduction of the new model, new interior trim options will also be offered, along with new, more powerful home-garage charging stations and a retrofit option for drivers with a first-generation BMW i3 battery who wish to switch to the new pack.

#### **Dynamic performance combined with high energy efficiency.**

The 125 kW/170 hp hybrid synchronous electric motor accelerates the BMW i3 (94 Ah) from 0 to 100 km/h (62 mph) in 7.3 seconds, making this BMW i3 the sportiest and, with electricity consumption of 12.6 kWh/100 km (NEDC), most efficient electric vehicle in its segment. Revised electric motor management and further optimised, low-rolling-resistance tyres are among the many detailed modifications that have helped to reduce electricity usage.

The existing BMW i3 with 60 Ah battery, which entered the market three years ago, will continue in the line-up alongside the new model. In both cases a version with range extender will also be offered. By topping up the battery charge, the range-extender engine – a twin-cylinder petrol unit (28 kW/38 hp) – increases the driving range by 150 kilometres (93 miles). The range-extender BMW i3 (94 Ah)/BMW i3 (60 Ah) models offer combined fuel consumption of 0.6/0.6 l/100 km (470.8 mpg imp), combined electricity consumption of 11.3/13.5 kWh/100 km and combined CO<sub>2</sub> emissions of 12/13 g/km\*. Since the nine-litre petrol tank is located in the front of the vehicle, boot space remains unchanged at 260 litres, expanding to 1,100 litres with the rear seats folded down. Like its i3 siblings, the range-extender BMW i3 (94 Ah) offers high standards of agility and impressive performance, ensuring it takes the lead in its segment. Its 0 to 100 km/h (62 mph) acceleration time is 8.1 seconds.

### **Modular battery cell architecture.**

Despite the big increase in its capacity, the dimensions of the new BMW i3's high-voltage battery, which comprises eight 12-cell modules, have remained unchanged. Optimised internal packaging of the cells, which now also contain more active material, increases cell capacity to 94 Ah. As a result, gross energy capacity has increased to 33 kWh, and net usable capacity to 27 kWh. The corresponding figures for the BMW i3 (60 Ah) are 22 kWh (gross) and 19 kWh (net).

The lithium-ion cells offer an exceptional balance between high energy density, long cycle life and crash safety. The battery pack is designed to last the full life of the vehicle, and comes with a warranty of eight years or 100,000 kilometres (62,000 miles). As before, battery modules can be swapped individually if necessary, so there is no need to replace the whole battery. This is not offered by any of the i3's competitors.

### **Battery retrofit option.**

With the launch of the new 94 Ah battery, BMW is also offering a battery retrofit programme under which BMW i customers driving an all-electric BMW i3 (60 Ah) have the option of swapping their existing battery pack for the new 33 kWh unit. This programme will initially be offered in selected markets. A highly sustainable "second life" solution has been found for the used 22 kWh batteries traded in under this scheme, which will be put back into service in stationary grid storage applications.

### **Optimised performance, increased powertrain efficiency.**

The BMW i3 is far and away the lightest vehicle in its segment. Despite an increase in vehicle weight to 1,245 kilograms, in terms of performance the BMW i3 (94 Ah) is subjectively as agile as the 60 Ah version. This is down to an optimised power curve courtesy of modified power electronics and systems management, and an improved voltage curve under load due to physical factors. The BMW i3 (94 Ah) completes the 0 – 100 km/h (62 mph) sprint in 7.3 seconds, hitting 60 km/h (37 mph) in just 3.8 seconds. And on mid-range acceleration, a conventional combustion-engined vehicle would require much more power to match the i3's sporty 80 – 120 km/h (50 - 75 mph) time of 5.1 seconds, which makes for quick and safe overtaking. On both battery versions, the power is supplied to the rear wheels via a single-speed transmission, allowing the BMW i3 to accelerate continuously without torque interruption to its top speed, which is limited for efficiency reasons to 150 km/h (93 mph).

### **New faster charging: 11 kW three-phase charging.**

To take account of the increased battery capacity, the AC fast charging system has been upgraded. The multi-phase AC fast charger for the new 94 Ah battery can now provide 11 kW charging – corresponding to the most common speed used at public charging stations. This system allows the BMW i3 (94 Ah) to be recharged in less than three hours, despite the significant increase in its battery capacity. That's the same time it takes to charge a BMW i3 (60 Ah) at 7.4 kW. Using the charging cable supplied, the BMW i3 (94 Ah) can also be recharged from a household power socket. At a rate of 2.8 kW, the charging time is then under ten hours. Alternatively, BMW i3 models are already capable of state-of-the-art 50 kW DC fast charging. Connected to a 50 kW DC charger, the recharging time for the BMW i3 (94 Ah) is less than 40 minutes, while for the BMW i3 (60 Ah) the figure is 25 minutes. This works out at a charging speed (BMW i3 (94 Ah)) of over 4 km (2.5 miles) /min, and a charging time of 24 minutes/100 km (62 miles).

All charging time data is for charging from 0 - 80 % SOC.

### **Convenient home charging: the new BMW i Wallboxes.**

In summer 2016, BMW i introduced a new BMW i Wallbox for convenient and fast home-garage charging. This Wallbox is set up to work with the new charging electronics. In addition to single-phase operation, it also offers up to 22 kW three-phase charging, allowing the BMW i3 (94 Ah) to be recharged in two hours and 45 minutes. In late 2016, this unit will be followed by two further versions offering additional convenience and network functions (BMW i Wallbox Plus and BMW i Wallbox Connect). These Wallboxes can be matched precisely to the needs of fleet customers or multi-car private households, and can also be integrated into a smart home network, allowing the car to be charged using environment-friendly home-generated solar electricity.

All charging time data is for charging from 0 - 80 % SOC.

### **Convenient public charging with ChargeNow – at home or abroad.**

BMW i's ChargeNow network is the world's largest public charging network for electric and plug-in hybrid vehicles. It now comprises more than 40,000 public charging points in 25 countries, operated by a wide range of providers. The ChargeNow card and app offer customers one-stop access to the services of all participating providers in this international network, complete with cashless payment and billing. This means customers are spared the time and effort of having to register with each different provider separately. To help drivers locate and select a participating charging point, the ChargeNow network is integrated into the navigation system and apps.

### **New interior trim, new exterior paint shade.**

Protonic Blue metallic paintwork, previously only available for the BMW i8 hybrid sports car, is now also available as an exclusive option for the BMW i3 (94 Ah). Alternatively, customers can choose from two non-metallic colours (Capparis White and Fluid Black) and another three metallic shades (Mineral Grey, Platinum Silver and Ionic Silver).

The BMW i3 is available in four interior trim versions. These comprise the standard Atelier level, plus Loft, Lodge and Suite. At the same time, the range of interior trim options and combinations has been extended. The new Dark Oak deluxe wood trim is standard with the Suite package and optional for the other versions, for which eucalyptus wood trim also remains on the options list. The materials used – a combination of naturally treated leather, wood and wool – are a visible and tactile reminder that sustainability is an integral part of the BMW i3's premium ethos.

### **The new BMW i8 Protonic Dark Silver Edition.**

The Paris Motor Show also provides the stage for BMW to present a new, exclusive version of its plug-in hybrid sports car: the limited-run BMW i8 Protonic Dark Silver Edition. Set to go into production this December, the special-edition BMW i8 will come in the exclusive Protonic Dark Silver paint finish. Following the successful launch of the first limited-edition i8 model, customers will now be given another opportunity to seal their membership of a select group within the BMW i8 community, and to tailor their car entirely to their own personal vision. Production of the BMW i8 Protonic Dark Silver Edition will begin in December 2016 at BMW Plant Leipzig. The order book will stay open for a limited period only – until the start of 2017.



## 4. **BMW C evolution: Range up by 60 per cent, performance also improved. BMW Motorrad presents the new e-scooter with a new battery.**

### **The new BMW C evolution – innovative electric mobility on two wheels.**

For many years now, significant changes have been taking place in the demand for individual mobility concepts, in particular in urban conurbations. Constantly expanding traffic volumes, rising energy costs and increasingly rigorous CO<sub>2</sub> restrictions on inner-city traffic are the challenges that electrically powered vehicles consistently set out to tackle. In keeping with the BMW Group's sustainability strategy, BMW Motorrad – like BMW i in the passenger car sector – moved into the field of electric mobility at a very early stage in 2012, putting forward a convincing statement in the form of the C evolution e-scooter.

### **Increased electric performance and a European version that meets the requirements of the A1 driving licence. Ranges of 160 and 100 kilometres (99/62 miles) respectively.**

With the new BMW C evolution, now available in two variants – the Long Range version and the European version that meets the requirements for the A1 driving licence – BMW Motorrad is raising the benchmark in the e-scooter segment. Featuring a new generation of batteries with a cell capacity of 94 Ah, as also used in the latest BMW i3, the operating range of the C evolution has been significantly extended. What is more, a new charging cable with a smaller cross-section is now included as standard. New optional accessories such as a smartphone cradle also mean there are now many more ways to customise the BMW C evolution.

With a continuous output of 19 kW / 26 hp (homologation according to ECE R85 to determine motor outputs) and a peak output of 35 kW / 48 hp, the new C evolution offers considerable power and a high level of riding fun. The version for the European market – which fulfils the stipulations of the A1 driving licence – likewise provides sufficient drive power, with a continuous output of 11 kW / 15 hp and peak output of 35 kW / 48 hp. The top speeds are 129 km/h / 80 mph (Long Range) and 120 km/h / 75 mph respectively, while in terms of acceleration from 0 to 50 km/h (31 mph) the performance figures of the C evolution are on a par with, if not better than, current maxi scooters with a capacity of 600cc.

As a result, both versions of the new C evolution can handle motorway riding and overtaking with perfect ease – even when carrying two people. They are even capable of effortless hill starts on steep slopes with a pillion passenger. The electric drive system of the new C evolution offers significant advantages over conventional combustion engines, especially at low speeds. Thanks to a sophisticated drive electronics set-up, the electric motor offers the rider direct, instantaneous yet also easily graded responses. There are none of the delays in torque development typical of combustion engines when the clutch engages and disengages.

**Further increased range of approx. 160 and 100 kilometres  
(99/62 miles) respectively due to enlarged battery capacity.**

With 94 Ah instead of the previous 60 Ah, the new C evolution boasts significantly increased battery cell capacity. This allows it to replicate the outgoing model's range of approx. 100 kilometres (62 miles) in the A1 driving licence version but increase that of the Long Range variant to as much as 160 kilometres (99 miles). This means that realistic zero-emissions riding is no problem at all in the city and broader urban environments. Here, BMW Motorrad has benefited from the synergies generated through the link with BMW cars. For example, the BMW C evolution uses the same lithium-ion storage modules as those installed in the current BMW i3. The development engineers paid particular attention to the high quality and durability of the batteries here so as to ensure the rider is able to make full use of the long range even when the batteries have been in service for many years.

BMW teamed up with Samsung SDI to increase cell capacity to 94 Ah; the package inside the cell was optimised through the greater use of electrolyte and adaptation of the active material.

One of the main technological challenges here was to achieve optimum cooling of the high-voltage battery. On the one hand, it was necessary to avoid excessively low temperatures as this heavily increases the cells' interior resistance, thereby reducing power. On the other hand, high temperatures have to be prevented since this would negatively impact the cells' lifespan. While in electrically powered cars a cooling agent is normally used to cool the battery, in the BMW C evolution this function is performed by air cooling in order to save space and weight. The heat of the high-voltage battery is dissipated by means of an aerodynamically optimised cooling air shaft at the centre of the battery casing, through which there is a constant flow of air. To ensure optimum heat dissipation, the battery base has longitudinally arranged cooling ribs.

The drive electronics for the electric drive system are installed behind the battery casing. The drive electronics not only take care of regulating the electric motor within a range of 100 to 150 volts, they also feed in rider commands such as the position of the throttle grip. The system processes information from the brakes and decides whether recuperation is to be activated and how much recuperation should be applied to the rear wheel.

### **Dynamic paint finishes in Ionic Silver metallic / Electric Green.**

Last but not least, the new BMW C evolution steps into the limelight with a refined visual appearance. Both versions of the new C evolution are available in the new paint finish Ionic Silver metallic / Electric Green, combined with the contrasting colour Black Storm metallic. A new graphic has also been added to the centre tunnel trim in the Long Range version. Already available in Germany, France, Italy, Spain, the United Kingdom, Switzerland, Austria, the Netherlands, Belgium, Luxembourg, Portugal, Ireland and China, the C evolution is now also due to be launched in the USA, Japan, South Korea and Russia.

### **An overview of the highlights:**

- Innovative electric drive via drivetrain swing arm with liquid-cooled electric motor, tooth belt and planetary gear.
- Significantly increased range due to the enlarged battery cell capacity of 94 Ah (previously 60 Ah).
- Long Range version: 19 kW (26 hp) continuous output and 35 kW (48 hp) peak output. Top speed 129 km/h (80 mph), range approx. 160 km (99 miles).
- A1 driving licence version (Europe only): 11 kW (15 hp) continuous output and 35 kW (48 hp) peak output. Top speed 120 km/h (75 mph), range approx. 100 km (62 miles).
- Intelligent recuperation in coasting mode and when braking.
- Standard charging cable with smaller cross section.
- Short charging times possible.
- Synergies with BMW cars, electric safety equal to car standards.
- Hybrid chassis with agile handling due to low centre of gravity.
- Powerful braking system with ABS.
- Extensive range of standard features including multifunctional TFT instrument cluster, LED daytime running light, LED turn indicators, several riding modes, reverse assist and Torque Control Assist (TCA).
- New Ionic Silver metallic / Electric Green paint finishes.
- High-end details such as tinted windshield and colour seat seams.

## 5. BMW Connected – the personalised digital mobility companion from BMW.



BMW has been connecting driver and vehicle for years now courtesy of ConnectedDrive. BMW Connected, meanwhile, has been available in selected European countries since the start of August, providing BMW customers with an all-encompassing digital concept offering seamless support for personal mobility. Using a flexible platform called the Open Mobility Cloud as a basis, BMW Connected seamlessly integrates the vehicle into the user's digital life via multiple touchpoints, such as an iPhone or Apple Watch. The first version of BMW Connected focuses first and foremost on journey management for the vehicle, featuring digital products and services designed to simplify the day-to-day planning of driving routes and appointments, in particular: BMW Connected gets the user to their destination on time and stress-free.

### **The functions of BMW Connected.**

With BMW Connected, mobility begins before you climb on board. BMW Connected is a digital companion offered in the form of an app and combines the various functions that assist with everyday mobility requirements. Once the user has set up a ConnectedDrive account and completed a short online registration process, they can create their BMW Connected customer profile quickly and easily. From this moment, BMW Connected scans for any mobility-related information, such as the addresses and arrival times contained in calendar entries, and notifies the driver of the ideal departure time for arriving at their destination punctually on the basis of real-time traffic information. BMW Connected is also handy for transferring places and points of interest from other apps, storing them as a destination together with the desired arrival time, and then effortlessly importing them to BMW in-car navigation systems with just a few clicks. In the case of hybrid and BMW i models, relevant data such as the remaining range or battery charge can be retrieved remotely and factored into journey planning.

### **Putting an end to arriving late.**

To ensure punctual arrival, the BMW Connected functions include "time to leave" notifications, which are sent to the user's smartphone or Apple Watch to let them know when they have to set off in order to arrive on time. To do this, the expected driving time is regularly compared with the prevailing traffic situation. Any significant changes in the situation are highlighted in colour in the app to make sure the driver still arrives at their destination on schedule.

The “Personal Learned Destinations” function recognises places the user drives to regularly and automatically stores them as favourite destinations, which can be accessed with a single click whenever required. This is supplemented by BMW Connected’s ability to also recognise personal mobility patterns, such as the daily drive home from work. If abnormal traffic conditions would cause the user to arrive home late, for instance, BMW Connected takes action by alerting the user and suggesting the earlier departure time it has calculated for arriving home at the usual time. These functions together provide an easy and convenient way of planning the schedule for the day.

### **Destination entry in the navigation system with just one click.**

The time-consuming manual input of destination addresses into the navigation system is set to become a thing of the past. Assuming that the destination address and desired arrival time have been set outside the vehicle using BMW Connected, the link between iPhone and car means this data is imported when the user climbs aboard. It is then promptly transferred to the BMW navigation system, allowing route guidance to be started directly. Once the journey has begun, a pre-worded SMS message containing the current arrival time can be sent straight from the vehicle to selected contacts, such as the people attending a meeting. A few clicks on the iDrive Controller is all it takes.

However, where users park their car is often not the journey’s end point. Cue “Last Mile Navigation”, which shows them the best way to get to their final destination on their mobile device. In addition, the familiar BMW Remote Services have likewise been incorporated into BMW Connected, allowing a variety of functions – such as the interior climate control, vehicle locking and unlocking, and operating the horn and headlight flasher – to be controlled remotely from a smartphone. The vehicle’s current location completes the information available to the user.

### **The basis for BMW Connected.**

At the root of the BMW Connected concept is a flexible service architecture – the Open Mobility Cloud. This platform builds on Microsoft Azure and processes data and information from all sorts of different sources. With machine learning and data analysis capabilities also in its arsenal, it provides the basis for the personalisation and context orientation of BMW Connected services.

### **Launch in selected European markets.**

BMW Connected has already been available in the US market since 31 March 2016. From the start of August 2016, BMW Connected has also been offered

in the following countries: Germany, Austria, UK, Italy, France, Switzerland, Belgium, Spain, Netherlands, Denmark, Czech Republic, Norway, Poland, Portugal, Sweden, Finland, Republic of Ireland and Luxembourg.