EV FACT SHEET

BMW iX1 xDrive 20 & 30

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BMW iX1 xDrive30. Image: BMW

INTRODUCTION

The BMW iX1 xDrive is classed here as Medium SUV and is sold in Australia in two versions (both are fitted with the same 64.8 kWh battery):

- xDrive20: two-wheel drive (front wheels driven);
- xDrive30: all-wheel drive.

The iX1 is BMW's entry level BEV model, however it is built on a shared platform with petrol, hybrid and plug-in hybrid versions. As such it does not offer the room and features that a BEV-only platform can offer. (Such as an under-bonnet storage area and more space devoted to the passenger cabin). It is also competing in a highly competitive size bracket, many of which are built on BEV-only platforms.

DRIVING RANGE

Currently, the official Australian ADR 81/02 test cycle is based on the outdated (and highly over-optimistic) European NEDC test cycle. However, few importers now give this figure for their new releases. Instead, they generally quote the more achievable ranges found using the newer European WLTP test cycle.

Therefore, to avoid disappointment always check which test cycle has been used when assessing an EV for your needs. As a rough guide, NEDC is generally 30% too high, WLTP a good estimate if doing mostly urban and outer suburban driving and US EPA the better guide if doing mostly outer suburban to regional driving.

	National testing system range estimates:		
Version	**ADR 81/02 (Aust)**	**WLTP (Euro)**	**US EPA**
xDrive 20	464 km	430 km	NA[1]
xDrive 30	Not rated	400 km	NA[1]

Table 1: Driving range estimates for the BMW iX1 xDrive versions

DRIVING RANGE (continued)

Using the WLTP range (with a roughly 10% discount for extended highway driving) a BMW iX1 xDrive20 should be capable of a return trip from the Melbourne GPO to Shepperton in northern Victora. (Assuming neither the heating nor air conditioning are heavily used).

If done as a day-trip, it would be useful to do either a ½ - 1 hour top-up charge at an AC charger or 5 to 10 min at a DCFC (DC fast-charger) at one of the expanding number of AC and DCFC sites along this route. For further charging options and availability, see: https://www.plugshare.com/

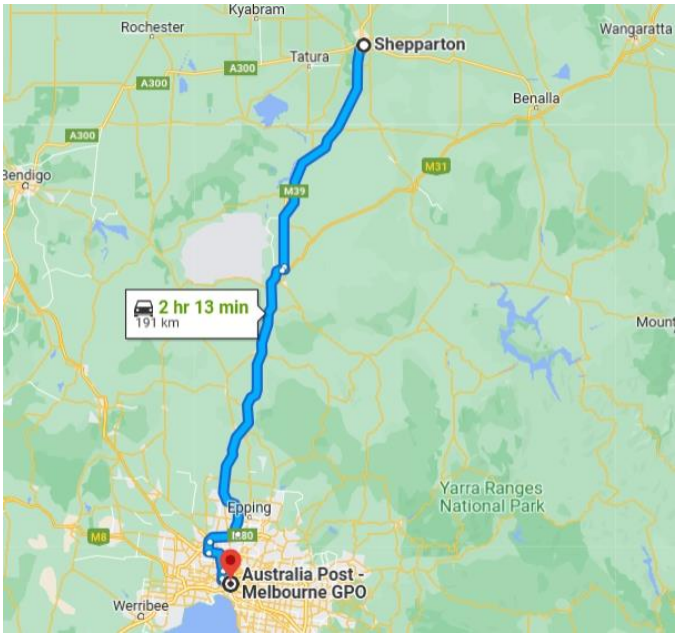

Image: Google maps

CHARGING SPEEDS/REQUIREMENTS

Charging port:

The BMW iX1 xDrive is fitted with a CCS2 socket allowing it to charge via Type 2 AC chargers[2] as well as CCS2 DC fast-chargers.

CCS2 charging plug and socket

Notes:

1. BMW do not sell the iX1 xDrive in the USA.
2. The BMW iX1 xDrive can be charged at any AC EVSE, however an adaptor will be needed to use the (very few) remaining older EVSEs fitted with Type 1 (J1772) plugs. It will also only charge at a maximum of 7.4 kW on a Type 1 plug EVSE.

CHARGING SPEEDS/REQUIREMENTS (CONTINUED)

AC charging:

Like all new EVs sold in Australia, the iX1 xDrive is fitted with a type 2 AC socket.

Charging rates:

Single phase: maximum of 7.2 kW (32A)
Three phase: 22 kW (32A per phase)

Charging speeds vary on the capacity of the EVSE (Electric Vehicle Supply Equipment) the car is connected to. Approximate AC charging times for the iX1 xDrive are shown in table 2.

AC: 0 – 100% time				DC: 0 – 80% time	
10 A (power point)	15 A 1 phase (Caravan outlet)	32 A (1 ph. Home EVSE)	16 or 32 A (3 phase public AC EVSE)	DC Fast charge (50kW)	DC Fast charge (130+kW)
30h	22h	11h	16A: 7h 32A: 3.45h	86m	33m

Table 2: Approx. charging times for the BMW iX1 xDrive

DC fast charging

Like all new BEVs on the Australian market (except the ageing Nissan Leaf), the BMW iX1 xDrive uses the CCS2 DC fast-charge connector and can charge at up to 130 kW.

V2X capability:

The BMW iX1 does not offer any V2X functionality.

Notes:

V2X is the generic term covering the options of getting 230V AC power from the battery and supplying it as:

- V2L: vehicle to load (230V power available from outlet in car)
- V2H: vehicle to home (supply home via special connection)
- V2G: vehicle to grid (supply home or grid via spec. connection)

HOME CHARGING CONSIDERATIONS

General

To get the shortest home charging time for an BMW iX1, a 22 kW (3 phase) would be needed.
However, depending on your existing power supply and/or charging needs, it may only be practicable to fit a lower rated EVSE. (See notes below). Lower capacity EVSEs will increase charging times, as shown in table 2.

Important notes for any home EVSE installation:

1. High charging rates are generally not needed for overnight charging.
2. Homes do not normally have three phase AC connected.
3. Switchboard and/or electrical supply upgrades may be needed if your home is more than 20 years old. For more information on this item – see Fact Sheets at EVchoice.com.au or read articles in:
   (a) Renew magazine edition 143. (EVSE wiring)
   (b) Renew magazine edition 156. (EVSE buyer's guide)

SPECIFICATIONS

Seating: 5

Boot volumes in litres: (1 litre = 10 x 10 x 10 cm)

- Boot - seats up: 490 L
- Boot - seat folded/to roof: 1,495 L
- Froot (front boot): NA

Dimensions:

- Overall length: 4,500 mm
- Overall height: 1,642 mm
- Ground clearance: 170 mm
- Overall width (edge of doors): 1,845 mm
- Overall width (edge of mirrors): not provided

Battery:

- 66.5 kWh (64.8 useable)

Energy consumption: (WLTP test cycle)

- xDrive20: 17.2 kWh/100km
- xDrive30: 18.1 kWh/100km

Kerb weight:

- xDrive20: 1,865 kg
- xDrive30: 2,010 kg

Charging:

- 1 phase AC: 7.4 kW max.
- 3 phase AC: 22 kW max.
- DC: 130 kW.

Charge port location:

- RHS, rear (just behind the rear passenger door)

Drive configuration:

- xDrive20: 2WD, front wheels driven
- xDrive30: AWD

Towing:

- xDrive20: 750/750 (unbraked/braked)
- xDrive30: 750/1,200 (unbraked/braked)

Performance:

Version	Max. Power (kW)	0 to 100km/h (Sec)
xDrive 20	150	8.6
xDrive 30	225	5.6

Spare tyre: No

IMPORTANT NOTE

Always check all specifications with the manufacturer prior to any purchase. No responsibility accepted by AEVA or Bryce Gaton (EVChoice) for errors factual or due to reproduction in this Fact Sheet. Whilst all efforts are made to ensure the accuracy of the material in this Fact Sheet, manufacturers regularly make changes (often unannounced) to their model ranges and specifications.