EV FACT SHEET

BMW iX2 xDrive 20 & 30

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BMW iX2 xDrive30. Image: BMW

INTRODUCTION

The BMW iX2 xDrive is classed here as a Medium SUV – although it does have a lower rear roofline, giving it a more 'sportback' appearance than the average SUV.

The BMW iX2 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.

As the iX2 is built on a platform that must also accommodate a petrol engine and gearbox, it does not offer the room and features that a BEV-only platform can provide. (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Currently, the official Australian ADR 81/02 test cycle is based on the outdated (and highly over-optimistic) European NEDC test cycle.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.

DRIVING RANGE (continued)

Version	National testing system range estimates:		
	ADR 81/02 (Aust)	WLTP (Euro)	US EPA
xDrive 20	Not rated	477 km	NA[1]
xDrive 30	Not rated	449 km	NA[1]

Table 1: Driving range estimates for the BMW iX2 xDrive versions

Using the WLTP range (with a roughly 10% discount for extended highway driving) a BMW iX2 xDrive20 should be capable of a return trip from the Melbourne GPO to Arrarat in the central west of 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/

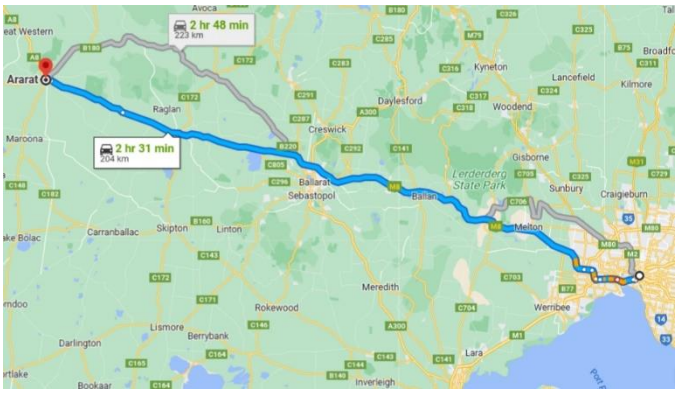

Image: Google maps

CHARGING SPEEDS/REQUIREMENTS

Charging port:

The BMW iX2 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 iX2 xDrive in the USA.
2. The BMW iX2 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 iX2 xDrive is fitted with a type 2 AC socket.

Charging rates:

Single phase: maximum of 7.4 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 iX2 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: 7.5h 32A: 3.5h	86m	33m

Table 2: Approx. charging times for the BMW iX2 xDrive

DC fast charging

Like all new BEVs on the Australian market (except the ageing Nissan Leaf and Lexus UX300e), the BMW iX2 xDrive uses the CCS2 DC fast-charge connector and can charge at up to 130 kW.

V2X capability:

The BMW iX2 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 iX2, 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: 525 L
- Boot - seat folded/to roof: 1,400 L
- Froot (front boot): NA

Dimensions:

- Overall length: 4,554 mm
- Overall height: 1,560 mm
- Ground clearance: 167 mm
- Overall width (edge of doors): 1,845 mm
- Overall width (edge of mirrors): 2,104 mm

Battery:

- 66.5 kWh (64.8 useable)

Energy consumption: (WLTP test cycle)

- xDrive20: 16.9 kWh/100km
- xDrive30: 18.5 kWh/100km

Kerb weight:

- xDrive20: 1,960 kg
- xDrive30: 2,095 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 driver's side 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	230	5.6

Spare tyre: No

IMPORTANT NOTE