

BMW X1

SDRIVE 18I PETROL FWD AUTOMATIC







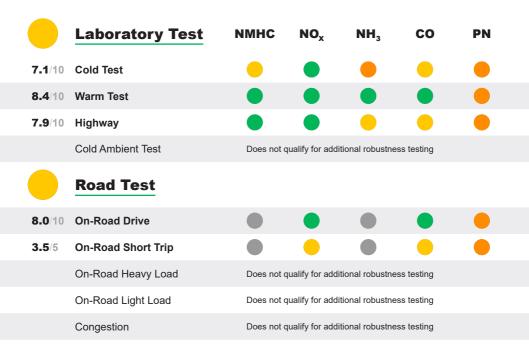
Clean Air Index





Energy Efficiency Greenhouse Gas Index

Index





Comments

Exhaust gas aftertreatment is handled very well by the X1 in all tests. The car repeatedly scores around 8 out of 10 points, and doesn't show any weakness even during the high-power accelerations of the challenging BAB130 Highway Test. In some cases the emissions are even close to Green NCAP's lower thresholds. The only noteworthy deductions come for particulate emissions where the sDrive18i gets only about half of the possible points. Yet, particle output is by a factor of 10 to 100 lower than the Euro 6 limit and the results are creditable for a direct injection petrol engine.



Energy Efficiency Tests

	Laboratory Test	Energy		
4.4 /10	Cold Test	•		
4.7 /10	Warm Test	•		
2.7 /10	Highway			
	Cold Ambient Test	Does not qualify	for additional robustness testing	
		Consumption	Driving Range	
	Average	7.2 l/100 km	753 km	
	Worst-case	8.2 I/100 km	656 km	



Comments

The 1.5 litre turbocharged petrol engine in the sDrive18i is the only one in the petrol X1 engine lineup not supported by any electrification. While the Warm and Cold WLTC+ Lab Tests require slightly more than 6.5 litres for 100 km, in the more demanding Highway Test the consumption increases to 8.2 l/100 km. However, in the standard On-Road Drive, the small SUV revealed its efficient side as well – 5.7 l/100 km were enough in this test. The total score in this part of the assessment is rather modest 3.9 out of 10.



	Greenhouse gases	CO ₂	N ₂ 0	CH₄		
2.7 /10	Cold Test					
3.1 /10	Warm Test					
0.6 /10	Highway					
	Cold Ambient Test	Does not qualify for additional robustness testing				



Comments

CH₄ and N₂O emissions are very low and help earn all the available bonus points. The X1 confirms its official CO₂ emissions in the WLTC+ tests, but added upstream (Well-to-Tank+) greenhouse gas emissions push the overall values to around 190 g/km. The total climate changing emissions exceed Green NCAP's limits in the Highway Test and bring a result of 233 g CO₂-equivalent per kilometre including fuel production and supply related emissions of ca. 48 g CO₂-eq./km.

Our Verdict

The BMW X1 sDrive18i tested here is a small SUV with 1.5 I turbocharged petrol engine that is not supported by any type of hybrid system. It provides 100 kW peak power, which is the lowest among all currently offered X1 versions. Like most other fossil fuelled petrol cars, it scores least in the greenhouse gas index due to the CO_2 emissions measured at the tailpipe. Its efficiency is as expected for a vehicle of this type and powertrain and yet it manages to deliver good fuel consumption values in real-world driving – about 5.7 I/100 km in the standard On-Road Drive. The strongest discipline of the X1 is exhaust aftertreatment. In the Clean Air Index, the BMW demonstrated high and robust performance and earned a very well deserved 7.7 points out of 10. Overall the BMW X1 reaches an average score of 45% and collects $2\frac{1}{2}$ Green Stars.

Disclaimer 🛛

Specification

Tested Car WBA11EE0005W6xxxx

Publication Date 11 2023

Mass

Vehicle Class Small SUV

Engine Size

Tyres 245/45R19

Power/Toraue

Emissions Class Euro 6d AP

Declared CO₂ 155 g/km

Declared Battery Capacity n.a.

Declared Driving Range

Declared Consumption

Heating Concept Waste heat



Think before you prin