

The all-new BMW M5 Touring. Contents.



Model variant:

BMW M5 Touring: M HYBRID system consisting of a V8 engine with M TwinPower Turbo technology and a highly integrated electric drive unit; fifth-generation lithium-ion battery; eight-speed M Steptronic transmission and M xDrive; system output: 535 kW/727 hp, system torque: 1,000 Nm (737 lb-ft); acceleration [0 – 100 km/h (62 mph)]: 3.6 seconds, energy consumption weighted, combined in the WLTP cycle: 2.0 – 1.7 l/100 km [141.2 – 166.2 mpg imp] and 27.5 – 25.8 kWh/100 km; CO₂ emissions weighted, combined in the WLTP cycle: 46 – 39 g/km; fuel consumption with discharged battery, combined in the WLTP cycle: 10.9 – 10.4 l/100 km [– mpg imp] (25.9 – 27.2 mpg imp); exhaust emissions standard: Euro 6e, CO₂ class weighted, combined: B, with discharged battery: G.

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All figures relating to performance, 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.

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. Where a range is shown, the WLTP figures take into account the impact of any optional extras.

Further information on the WLTP measurement procedure can also be found at www.bmw.de/wltp.

Vehicle concept and design.

Performance and load space combine at the highest level.



BMW M GmbH gives its product offensive another injection of pace with the presentation of a high-performance model offering a unique combination of soaring performance, extrovert, sporty design and versatile interior space. The new BMW M5 Touring elevates the fusion of standout driving dynamics with consummate everyday usability and long-distance capability for which BMW M cars are renowned to a whole new level. Its M HYBRID system produces maximum output of 535 kW/727 hp and peak torque of 1,000 Nm (737 lb-ft) to deliver intoxicating performance on road and track alike. At the same time, the partly electrified powertrain enables almost silent and locally emission-free driving with a range of up to 67 kilometres (42 mph). In addition, the distinctive vehicle concept of the new BMW M5 Touring is reflected in both its exterior design and its interior. Prominently flared wheel arches and side skirts and the M-specific design of the front and rear aprons distinguish the BMW M5 Touring clearly from the BMW 5 Series Touring. The new M5 Touring has up to 1,630 litres of flexible load-carrying capacity for leisure activities and trips away.

The addition of a Touring model to the brand's offering in the high-performance segment builds on both past and current successes. BMW M GmbH first introduced a Touring variant back in 1992 alongside the second generation of the BMW M5 Sedan. In 2007, the fourth generation of the high-performance sedan also gained a BMW M5 Touring sibling. And now the new edition ensures customers will be able to choose from two body variants of the BMW M5 for the third time in its 40-year history. The considerable excitement engendered among fans of the BMW M brand by the symbiosis of exceptional performance and extra space is evidenced by the strong current demand for the first-ever BMW M3 Competition Touring with M xDrive (fuel consumption, combined: 10.4 – 10.3 l/100 km [27.2 – 27.4 mpg imp]; CO₂ emissions, combined: 235 – 233 g/km in the WLTP cycle, CO₂ class: G).

Elite dynamic capability meets a highly flexible approach to on-board space.

The new BMW M5 Touring captures the imagination with its cohesive overall concept of unadulterated racing genes, supreme performance

attributes, unflappable comfort over extended journeys and interior space that can be used in an impressive variety of ways. It therefore satisfies the wish list of demanding enthusiasts who value the hallmark dynamic prowess of an M machine and the refined performance of a BMW M5, but do not want to go without the additional load space, practicality and long-distance comfort of a Touring model.

The new BMW M5 Touring will be unveiled publicly for the first time at Monterey Car Week in California in mid-August 2024. It will be built at BMW Group Plant Dingolfing alongside the new BMW M5 Sedan (energy consumption weighted, combined: 1.7 – 1.6 l/100 km [166.2 – 176.6 mpg imp] and 25.5 – 25.0 kWh/100 km in the WLTP cycle; CO₂ emissions weighted, combined: 39 – 37 g/km in the WLTP cycle; fuel consumption with discharged battery: 10.3 – 10.2 l/100 km [27.4 – 27.7 mpg imp] in the WLTP cycle; CO₂ classes: weighted, combined: B, with discharged battery: G). The start of production will be followed by the market launch of the new BMW M5 Touring in November 2024. By far the most important individual markets for the new BMW M5 Touring are Germany and the USA, followed by Great Britain, Canada and Switzerland.

New interpretation of familiar M looks with puristic design accents.

With its fresh take on the traditional BMW M design playbook, the new BMW M5 Touring brings its racing-car-inspired character instantly to the fore. Its M-specific design cues are focused squarely on fulfilling their functional brief when it comes to cooling air routing and aerodynamic balance. The pronounced roof spoiler and heavily raked, slim D-pillar underscore the car's dynamic lines. At the same time, an unusually high proportion of surfaces painted in body colour create a work of visual purity offering stylish references to the high-performance sports car's top-class dynamics.

Thanks to its muscular, model-specific surface sculpting, the new BMW M5 Touring – like its sedan sibling – sets itself apart more clearly than ever from the body variant of the new BMW 5 Series on which it is based. With an exterior length of 5,096 millimetres and width of 1,970 millimetres (matching the dimensions of the BMW M5 Sedan), the high-performance model is 36 millimetres longer than the BMW 5 Series Touring and 70 millimetres wider. It stands 1,516 millimetres tall, which means it almost precisely mirrors it in height.

Eye-catching front end with large air intake and newly designed BMW M kidney grille; BMW Iconic Glow contour lighting as standard.

Its M-specific front end immediately identifies the Touring variant as a member of the model family. At its heart is the newly designed BMW M kidney grille, which is finished in Black high-gloss and almost entirely enclosed. The "M5" badge is displayed on the horizontal, M-typical double-bar. While the centre of the BMW M kidney grille houses the sensors for the driver assistance systems, in its lower section, two small, matt air intakes ensure optimum temperature control by efficiently channelling the onrushing air to the radiator. The puristic approach here enables an innovative design aesthetic, which is presented to stunning effect by the black surround and standard-fit BMW Iconic Glow contour lighting for the BMW M kidney grille.

Almost immediately below the BMW M kidney grille is the central lower air intake. The Black high-gloss aperture in the front apron ensures a particularly generous supply of cooling air. It is split into two by a central partition, which brings a new racing-car-inspired design cue to the M-specific front end. With their triangular contouring, the side air intakes painted in body colour accentuate the broad stance of the new BMW M5 Touring. Pronounced wheel arch extensions and the sculptural surfaces around the BMW M kidney grille, headlights and air intakes create a particularly striking appearance.

The standard Adaptive LED Headlights bring a modern, pared-back look to the brand-typical four-eyed face. They include the cornering light function and matrix high beam with BMW Selective Beam non-dazzling High-beam Assistant. Featured here in standard M lights Shadow Line form, the headlights have black trim pieces on the inside of their housing. Added to which, blue design elements below the LED units show the light sources off to fine effect.

Athletic silhouette with elegantly stretched Touring proportions, model-specific roof spoiler and prominently flared wheel arches.

When viewed from the side, the distinctive character of the new BMW M5 Touring is accentuated by the elegantly stretched roofline and a model-specific roof spoiler. The whole side frame of the body has been totally redesigned for the high-performance model with a confident, sporting aesthetic as the aim. As a result, the new BMW M5 Touring is 75 millimetres wider at the front wheel arches than the new BMW 5 Series Touring and 48 millimetres wider at the rear.

The side window graphic tapers in the rear section of the body, generating a powerful shoulder area which the prominent wheel arch extensions specific to the new BMW M5 Touring highlight particularly vividly. In contrast to the BMW M5 Sedan, the character line above the flush door handles extends to the rear lights on the Touring model and brings an extra touch of elegance to the distinctive silhouette. Side skirts painted in body colour round off the car's body in muscular style at its lowest edge to the road, an additional, light-refracting edge strengthening the slim and athletic overall impression. The hunkered-down body and front/rear aprons extending down almost to the road surface lend additional emphasis to the five-door car's physically imposing proportions. The both aerodynamically and aeroacoustically optimised M exterior mirror caps are painted in Black high-gloss and can be specified as an option in carbon fibre.

Broad, powerful rear end with monolithic surface treatment.

The new BMW M5 Touring cuts a muscular and visually striking figure at the rear as well. As at the front of the car, generously sized surfaces create a monolithic appearance and confidently showcase the expressive rear end. The prominently flared rear wheel arches team up with the slim rear lights extending into the sides of the car and the vertical reflectors at the far outer edges of the rear to accentuate its width and powerful stature.

Along with the roof spoiler, an eye-catching two-section diffuser helps to optimise the car's aerodynamics, increase traction and create an unmistakable aura. The diffuser's vertical divider references the split in the centre of the front apron, introducing another design feature adapted from racing-car design. In addition, the familiar M twin exhaust tailpipes in Black Chrome are integrated into the left and right of the rear apron.

Exclusive M light-alloy wheels with axle-specific dimensions.

New-look M light-alloy wheels in double-spoke design and with a bi-colour finish enhance the car's sporting presence when viewed from the side. Their axle-specific dimensions of 20 inches at the front axle and 21 inches at the rear provide additional scope for maximising the dynamic potential of the new BMW M5 Touring by optimising its ability to transfer cornering forces to the road. Fitted with 285/40 ZR20 tyres at the front and 295/35 ZR21 at the rear, they ensure outstanding cornering and directional stability, as well as precise steering feel and optimal traction – even under hard driving on a race circuit. A particularly large wheel diameter and diamond-polished rim edges emphasise the size of the wheels.

The M light-alloy wheels are also offered as an option in an all-black version. A particular highlight of the range of optional M light-alloy wheels, meanwhile, is a variant that replaces classical spokes with an all-new type of rim graphic. These wheels exude three-dimensionality, their appearance changing depending on the viewing angle and lending them an elegant, multi-piece and modern appeal. All the M light-alloy wheels are fitted as standard with high-performance tyres.

Expressive body colours; BMW Individual special paint finishes also available from launch.

Customers can choose from ten expressive exterior paint shades for their new BMW M5 Touring. These include the exclusive M variants Isle of Man Green metallic and Marina Bay Blue metallic and the BMW Individual paint finishes Storm Bay metallic and Frozen Deep Grey metallic. A selection of BMW Individual special paint finishes will also be offered from launch. Up to 150 of these particularly exclusive body shades will be available.

Powertrain.



M TwinPower Turbo V8 engine, fifth-generation BMW eDrive technology, eight-speed M Steptronic transmission and M xDrive all-wheel-drive system deliver a standout performance experience.

With its highly distinctive blend of dynamic performance, long-distance comfort, spaciousness and an aura all of its own, the new BMW M5 Touring promises a driving experience that is unrivalled in its segment. The third Touring variant in the history of the BMW M5, it now comes with an electrified drive system for the first time. This enriches the already multifaceted character of the BMW M5 Touring with new talents. The model-specific version of the M HYBRID system brings together a high-revving V8 engine with M TwinPower Turbo technology and an electric motor integrated directly into the transmission. The result is an exceptionally potent drive unit that generates both formidable performance and enhanced efficiency, and can even provide all-electric driving.

The combustion engine and electric motor generate a combined maximum output of 535 kW/727 hp and peak system torque of 1,000 Nm (737 lb-ft). The intelligent interaction between the engine and motor, and power transfer and chassis technology tuned perfectly to the drive system's performance characteristics provide the latest example of the progress achieved on the back of the deep-rooted racing expertise gained over the decades by BMW M GmbH.

Perfectly orchestrated: the M HYBRID system in the BMW M5 Touring.

A product of fifth-generation BMW eDrive technology, the electric motor integrated into the eight-speed M Steptronic transmission helps to endow the new BMW M5 Touring with extremely sharp power delivery. The electric motor's instant thrust off the line and the heavily upgraded eight-cylinder unit's relentless, M-typical build-up of power into the upper reaches of the load and rev ranges dovetail to produce unparalleled performance characteristics. Add the M HYBRID system's similarly outstanding elasticity to the mix and the new BMW M5 Touring achieves a level of dynamic prowess unsurpassed by any rival.

The instantly available thrust from the electric motor and the V8 engine's considerable appetite for revs pave the way for remarkable acceleration times. The BMW M5 Touring sprints to 100 km/h (62 mph) from rest in 3.6 seconds and reaches 200 km/h (124 mph) in 11.1 seconds. The 1,000 Nm (737 lb-ft) maximum system torque of the M HYBRID drive

additionally provides outstanding elasticity, which is reflected in an 80 to 120 km/h (50 – 75 mph) time of 3.1 seconds in fifth gear. The limited top speed of 250 km/h (155 mph) can be raised to 305 km/h (189 mph) by specifying the optional M Driver's Package.

The high output of the electric motor fitted in the new BMW M5 Touring also enables it to drive with zero tailpipe emissions in the all-electric operating mode – not just in urban traffic, but also further afield. Top speed with electric power only is 140 km/h (87 mph) and electric range in the WLTP test cycle is 61 – 67 kilometres (38 – 42 miles).

Muscular V8 engine with high-revving character typical of M models.

The V8 unit under the bonnet of the new BMW M5 Touring combines the hallmark high-revving character of BMW M GmbH engines with the latest M TwinPower Turbo technology. Besides the pair of twin-scroll turbochargers, the package of technology also comprises High Precision Injection, whose maximum pressure of 350 bar helps to boost both efficiency and performance. Double-VANOS variable camshaft timing also features along with an improved version of the VALVETRONIC fully variable valve timing tech, which now comes with switchable rocker arms on the exhaust side, allowing gas exchange to be interrupted on the overrun. This has the effect of reducing the engine's internal frictional losses, meaning that additional braking energy can be recuperated. The cross-bank exhaust manifold, a reinforced crankshaft drive and upgraded turbochargers mounted close to the exhaust manifold with adapted indirect charge air cooling also all play a part in increasing the engine's efficiency.

With its sustained power delivery across a wide load range, the combustion engine in the new BMW M5 Touring is the main contributor to the M HYBRID drive system's combined output of 535 kW/727 hp and combined torque of 1,000 Nm (737 lb-ft). It generates maximum output of 430 kW/585 hp from 5,600 to 6,500 rpm, while peak torque stands at 750 Nm (553 lb-ft) and is on tap across an extremely wide rev band – between 1,800 and 5,400 rpm. The V8 unit has a rev limit of 7,200 rpm.

Electric motor with instantaneous power delivery and high torque.

The M HYBRID system's electric motor is integrated into the eight-speed M Steptronic transmission together with its power electronics in a weight- and space-saving design. The permanently excited synchronous motor responds to even slight movements of the accelerator with extremely rapid power delivery in the manner now familiar from electric motors. The electric motor contributes up to 145 kW/197 hp to

maximum system output and up to 280 Nm (206 lb-ft) to maximum system torque.

Its nominal torque is boosted to an effective value of as much as 450 Nm (332 lb-ft) at the transmission input for the motor with the help of a pre-gearing stage patented by BMW. This innovation enables the compact electric drive unit to generate effective propulsive power that could normally only be achieved using a far larger motor. BMW IconicSounds Electric provides the acoustic accompaniment for its power delivery. This M-specific drive sound generates authentic responses to every movement of the accelerator, both in all-electric mode and when topping up the power from the V8.

High-voltage battery, power electronics and Combined Charging Unit with intelligent energy and heat management.

Like the electric motor, the high-voltage battery in the new BMW M5 Touring is also part of the latest, fifth generation of BMW eDrive technology. It is installed in the vehicle's underbody to save space. This also results in a low centre of gravity that lends itself to agile handling. The lithium-ion battery in the new BMW M5 Touring boasts a high energy density, allowing it to provide 18.6 kWh of usable energy.

The power electronics of the M HYBRID system ensure a harmonious interplay between engine and electric motor at all times. As well as providing an electric boost effect under acceleration, the electric motor of the new BMW M5 Touring also performs a supporting role under steady loads, helping to reduce the engine's fuel consumption.

The Combined Charging Unit of the M HYBRID system supports AC charging at up to 11 kW. This means the high-voltage battery in the new BMW M5 Touring can be fully recharged from empty in 2 hr 15 min. Predictive heat management reduces charging times with careful pre-conditioning of the high-voltage battery.

Integrated cooling system, model-specific engine and transmission mounts.

The integrated cooling system in the new BMW M5 Touring has been adapted to the demands of both everyday use and track driving. Extremely large air intakes in the front end ensure the inflow of cool air is maintained as required at all times. 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 permanently keep operating temperatures at an optimum level for the drive system technology.

A model-specific, extremely rigid powertrain mounting makes an additional contribution to the performance-focused driving properties of the new BMW M5 Touring. It is also a factor in the direct transmission of the car's power to the road, its instant response and its precision when turning into corners.

Eight-speed M Steptronic transmission with Drivelogic, Launch Control and Boost Control.

The eight-speed M Steptronic transmission with Drivelogic channels not only the power generated by the combustion engine, but also the drive torque from the integrated electric motor. The standard gearshift paddles on the steering wheel let drivers make sequential interventions in the gear selection process. The Drivelogic settings – selected from the M Setup menu – allow the transmission's shift characteristics to be varied in three stages, ranging from comfort-focused to extremely dynamic.

The eight-speed M Steptronic transmission has a Launch Control function to enable traction-optimised acceleration off the line with maximum dynamism. This can be utilised in conjunction with M Dynamic Mode in all the settings available via the M Setup menu, with the exception of the M xDrive all-wheel-drive system's 2WD mode. There is also a Boost Control function – a feature not offered by any rival – for extremely rapid bursts of speed when travelling at between 30 and 150 km/h (19 – 93 mph). It is activated by pulling on the left-hand shift paddle for more than one second.

Up to five operating modes allow drivers to choose the optimum setup at all times.

The new BMW M5 Touring features five operating modes as standard that adjust the interplay between the combustion engine and electric motor and can be called up using the M HYBRID button on the centre console. The default Hybrid setting gives the driver access to the full system output of the combustion engine and electric motor in tandem. The amount each drive source contributes to the performance experience depends on the drive configuration chosen in the M Setup menu.

In the Comfort setting, preference is given to using the electric motor, increasing the efficiency of the new BMW M5 Touring. In the Sport and

Sport Plus drive configurations, meanwhile, the combustion engine is permanently active. Electric mode is for locally emission-free driving, with the V8 engine only cutting in if the driver asks for a lot of power by kicking down or switches to the transmission's manual mode. With the eControl setting, the charge of the high-voltage battery can be maintained at a constant level during a journey or increased by means of energy recuperation. Specifying the standard M Drive Professional adds Dynamic and Dynamic Plus modes, which can be selected for sporty driving on country roads and mountain passes or for track driving.

Precise distribution of power with M xDrive and Active M Differential.

The M HYBRID drive system's power is channelled to the road in full via the M xDrive intelligent all-wheel-drive system. Its electronically controlled multi-plate clutch ensures fully variable distribution of power between the front and rear wheels. The latest version of the transfer case is more efficient, weighs less and also brings targeted improvements in oil-level control and cooling. The transfer case's torque capacity has also been increased to ready it for working in tandem with the powerful drive system in the new BMW M5 Touring.

The M xDrive system's responses can also be adjusted via the M Setup menu. As well as the default 4WD setting, drivers can also choose 4WD Sport or 2WD mode. In 4WD Sport mode, the all-wheel-drive system's rear-biased setup is particularly pronounced. To engage it, drivers will first need to switch to M Dynamic Mode or deactivate the DSC (Dynamic Stability Control) system. With DSC switched off, it is also possible to select 2WD mode, which sends drive to the rear wheels only and allows drivers to execute drift manoeuvres while enjoying a performance experience of exceptional purity. The M xDrive system teams up with the Active M Differential to maximise traction, agility and directional stability. This electronically controlled differential lock in the rear axle ensures fully variable distribution of drive between the rear wheels as the situation demands.

Chassis and driving experience. Signature M precision enhances dynamism and comfort.



The cohesive overall concept underpinning the new BMW M5 Touring enables it to deliver an enthralling driving experience on the track as well as in everyday use and on longer trips away. Its dynamic performance qualities set new standards in the class. Key factors here alongside the drive system and a vehicle concept comprising a long wheelbase, wide tracks, a low centre of gravity and harmonious, almost perfect 50 : 50 weight distribution, are a body with improved rigidity and enhanced aerodynamics, and chassis technology in a model-specific configuration that has been carefully tuned for the M HYBRID drive system.

The dynamic, agile and precise handling for which M models are renowned combines with impressive comfort over long distances. The integrated application of all drivetrain and chassis systems took place on all types of public roads as well as at the BMW Group's testing facilities, at the Nürburgring's Nordschleife circuit and at other race tracks to ensure well-resolved handling qualities in every situation and with all setup configurations.

Extremely stiff body structure with M-specific bracing elements.

An extensive package of precisely interlinked M-specific bracing elements focused on enhancing driving dynamics increases the longitudinal and torsional stiffness of the body structure. At the front of the new BMW M5 Touring, a shear panel that connects the spring strut towers with the bulkhead is used, along with model-specific tower-to-front end struts. Further strengthening elements can be found in the centre and rear sections of the engine compartment.

In the rear section of its body, the new BMW M5 Touring again comes with model-specific underfloor bracing elements, including a cross-bar and a shear panel, as well as further stiffening elements for the luggage compartment. Added to which, the mountings connecting the chassis to the body and the steering to the front axle subframe also have exceptional torsional rigidity.

Custom-tuned chassis technology for maximum dynamic prowess and superb long-distance comfort.

The new BMW M5 Touring has exceptional dynamic handling capabilities thanks to the model-specific kinematic and elastokinematic properties of its sophisticated chassis technology. The double-wishbone front axle optimises longitudinal and lateral rigidity, while the selective use of aluminium components lowers the weight of the unsprung mass. Newly designed wheel carriers, bespoke axle kinematics with large castor and kingpin angles, a lowered roll centre and model-specific elastomer bearings produce a matchless combination of compelling dynamic potency and finely balanced comfort; it's the perfect recipe for everyday driving and longer journeys.

The five-link rear axle also comes in an M-specific design. Unsprung mass has been reduced here, too, by deploying an innovative sheet-steel construction for its links, together with aluminium components. The car's longitudinal and transverse dynamics both benefit from new toe links, camber links and trailing arms, while precise wheel guidance enhances straight-line poise, load-change characteristics, directional stability and steering behaviour. Stiffer mountings and model-specific elastokinematics have a positive effect on both agility and long-distance comfort.

M Servotronic steering and Integral Active Steering as standard.

A version of the M Servotronic steering including detail upgrades brings together speed-sensitive power assistance and a variable steering ratio in the new BMW M5 Touring. This results in both accurate turn-in when powering through bends and effortless manoeuvring at low speeds. The steering's rigid bolted connection to the front axle subframe ensures optimal feedback from the road and a high degree of directional accuracy. The M Setup menu gives drivers the choice of a comfort-focused setting for the steering assistance or one optimised for sporty performance.

The new BMW M5 Touring is also equipped as standard with Integral Active Steering, which allows the rear wheels to be turned to an angle of up to 1.5° when steering. Turning them in the opposite direction to the front wheels at low speeds reduces the car's turning circle. And turning them in the same direction at higher speeds improves both directional stability and cornering dynamics. Plus, in particularly dynamic driving situations the system prompts the chassis control tech to make stabilising and agility-boosting steering inputs.

Adaptive M suspension with electronically controlled dampers.

Adaptive M suspension is also part of the car's standard specification. Its electronically controlled dampers optimise road contact in all driving situations, reduce the body's tendency to roll through dynamically driven corners and enhance driving comfort. The adaptive M suspension improves suppression of body vibrations regardless of vehicle speed, as the highest damping forces are only ever triggered when required and for 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. Adjusting the damper forces as the situation demands also improves traction when pulling away and stopping power when braking sharply.

The basic shock absorber characteristics can be adjusted via the M Setup menu. The Comfort, Sport and Sport Plus modes provide drivers with a choice of three settings, ranging from very comfortable to a performance-focused setup. The responses of the Integral Active Steering system are adjusted together with the shock absorbers.

Integrated braking system with individually selectable settings fitted as standard; M Carbon ceramic brakes optional.

The M-specific version of the integrated braking system allows drivers of the new BMW M5 Touring to choose from two pedal feel settings via the M Setup menu. In their own individual ways, Comfort mode and Sport mode alter the amount of pressure on the brake pedal required to slow the car. Both modes allow the driver to enjoy superb pedal feel at all times regardless of any external factors.

The integrated braking system in the BMW M5 Touring brings together the brake activation, brake booster and braking control functions within a single module, allowing stopping power to be adjusted extremely quickly and precisely to the driver's requirements. An electric actuator is used to help generate the required brake pressure.

The driver's braking requests are executed by the standard-fitted M Compound brakes or optional M Carbon ceramic brakes. Both versions have six-piston fixed-calliper brakes at the front axle and single-piston floating-calliper brakes at the rear. The M Carbon ceramic brakes stand out with their lower weight (they are around 25 kilograms lighter), even stronger braking power, a still greater ability to withstand fade, further enhanced thermal stability and extremely high resistance to wear. Whereas the M Compound brakes come with blue callipers as standard

or red or black callipers as an option, the callipers of the M Carbon ceramic brakes are painted in Gold metallic.

Intelligent networking for enhanced dynamics, agility and precision.

Fitting the integrated braking system in the new BMW M5 Touring also brings further enhancements to the DSC (Dynamic Stability Control) functions. As the braking control function is also integrated into the system's central module, its corrective inputs are now applied with greater dynamism and precision, as are DSC's stabilising reductions of engine output. The near-actuator wheel slip limitation function enables particularly sensitive acceleration control, even in challenging road conditions. It is networked with the central transverse dynamics management, as are Performance Control, the M xDrive all-wheel-drive system, the Active M Differential and the steering's control systems.

Drivers are additionally able to activate M Dynamic Mode in the new BMW M5 Touring using a button on the centre console. This allows a greater degree of wheel slip by pushing back the points at which the DSC system's various stabilising measures get involved, thus enabling an exceptionally sporty driving experience complete with controlled drifts. And drivers seeking a truly unadulterated racing-car feel can also switch off the DSC system entirely, again at the touch of a button.

Driver assistance systems with configurable functionality.

The new BMW M5 Touring is already equipped as standard with a wide array of driver assistance systems, which can be further expanded by the addition of numerous optional features. Their functionality has been further improved thanks to the integrated braking system and networked transverse dynamics management.

Standard specification includes front collision warning with brake intervention, Lane Departure Warning with active lane return, Cruise Control with brake function, and Speed Limit Info with no-overtaking indicator and pre-warning. The Driving Assistant including Lane Change Warning with active lane return, rear collision warning, Crossing Traffic Warning, manual Speed Limit Assist and exit warning also comes as standard. One highlight of the options list is the Driving Assistant Professional, which comprises features including the Steering and Lane Control Assistant, the Lane Change Assistant, cruise control and distance control with Stop & Go function, and automatic Speed Limit Assist. The readouts in the information display and Head-Up Display and the interventions from the driver assistance systems can both be

configured using the M Mode button on the centre console to deliver a performance experience worthy of the M badge in all driving situations.

Another feature found as standard in the new BMW M5 Touring is the Parking Assistant, which also includes Park Distance Control Active PDC, the Reversing Assist Camera, the Reversing Assistant and the Trailer Assistant. The optional Parking Assistant Professional, meanwhile, also allows automated parking and manoeuvring over a distance of up to 200 metres to be controlled from outside the car by smartphone.

Interior design and equipment. Exclusive sports-car ambience enters a new dimension.



The new BMW M5 Touring serves up a particularly well-rounded and authentic distillation of the standout performance/unrestricted everyday usability blend that characterises BMW M models. Its standard and optional equipment features give added emphasis to both the functional qualities of the car's overall concept and the motor racing DNA that is an unmistakable presence in the interior as well.

A cockpit designed to deliver a focused performance experience and the M-specific operating concept for adapting the vehicle setup to personal preferences come together with an exclusive, premium ambience featuring modern design elements, high-quality materials and luxurious equipment features. Added to this is the versatile interior space with which the BMW M5 Touring takes sports-car flair into a whole new dimension. The car's unrivalled all-round qualities provide the ideal basis for enjoying an active lifestyle combining outings on the race track, everyday journeys and dynamic drives out on the open road.

Newly designed M leather steering wheel with gearshift paddles and M buttons.

With its multifunction buttons, two M buttons and gearshift paddles for sequential interventions in the gear selection process, the latest generation of M leather steering wheel has an exhilarating and authentic racing-car feel about it. Sporting a three-spoke design, it comes with a red centre marker in the 12-o'clock position, a flat-bottomed rim and decorative stitching in BMW M GmbH colours. The horizontal spokes of the new steering wheel have narrow cut-outs and particularly classy multifunction buttons. Steering wheel heating is standard.

The M buttons for calling up the two configurations customers can program for the vehicle setup are trapezoidal in shape, echoing the design of the M-specific displays. They are finished in M Red metallic and have locator lighting. The surfaces of the gearshift paddles on the steering wheel are now finished in Black high-gloss, while the cut-out plus and minus symbols have red contour lines. The red rubber coating of the actuation surfaces gives them a pronounced non-slip feel, even in

dynamic handling situations. In cars specified with the standard M Drive Professional, the left-hand paddle is marked BOOST.

M-specific control panel and individual vehicle configurations.

The control panel on the centre console is another element in the M-specific cockpit design. Located here alongside the newly designed gear selector lever, the red start/stop button and the BMW Controller are other controls, including the M-specific buttons for the setup options. These can be used by the driver to configure a personal vehicle setup and also tailor the functionality of the cockpit displays and driver assistance systems to the driving situation at hand. The familiar M typography of the gear selection display and the M logo in "outline" design adorning the BMW Controller further underline the cabin's performance-focused character.

The control panel also has special buttons – in the signature style of high-performance cars from BMW M GmbH – for selecting the DSC system settings, the M HYBRID drive system's operating mode, the M Mode for the displays and driver assistance systems, and the settings for the overall setup of the new M5 Touring. Pressing the Setup button calls up the M Setup menu in the control display. Here, drivers can use touch control to configure their desired settings for the drive system, transmission, suspension, steering, braking system and M xDrive, as well as for the intensity of energy recuperation. This allows drivers to create a character profile for their car that reflects their preferred choice of sports performance or finely balanced comfort.

M multifunction seats in the new Metallic Merino leather trim variant enhance both racing-car feeling and comfort over longer journeys.

The driver and front passenger are welcomed as standard by M multifunction seats offering a superior level of seating comfort and an optimised design for long journeys, along with seat heating, multi-way electric adjustment and a memory function. The fore/aft position, height and tilt of the seats can be adjusted to suit personal preferences at the press of a button, as can the length of their thigh supports, the width and angle of their backrests, the lumbar support provided and the height of the head restraints. The integral head restraints with illuminated model lettering retract back down to their lowest position as the occupants are getting out of the car. Active seat ventilation for the driver and front passenger and seat heating for the outer rear seats are available as options.

The BMW Merino leather trim with extended features comes in Black as standard. There is also a choice of three optional bi-colour variants, in which the head restraints and shoulder areas of the seats and the upper sections of the door panel trim are finished in Anthracite Pearl-effect and the other surfaces in the colours Silverstone, Red or Kyalami. From spring 2025, customers will also be able to opt for a BMW Individual Metallic Merino leather trim that has been specially developed for the model variants of the new BMW M5. It will be available in the bi-colour variants Black/Dark Violet and Taupe Grey/Deep Lagoon Pearl-effect, and feature surfaces whose look varies according to the incidence of light, bringing an exclusive and at the same time technical flavour to the interior. This is made possible by a refinement process called High Definition Design (HDD), which gives the leather a unique, three-dimensional ornamentation with extremely clear contours. BMW is the first carmaker worldwide to use HDD.

Model-specific interior lighting, BMW Interaction Bar and standard ambient lighting.

Alongside the lighting for the smartphone tray, centre armrest and handle recess in the door panel trim, the model-specific interior lighting also comprises a Welcome and Goodbye Animation with light signals in the colours of BMW M GmbH. Also playing its part in creating the exclusive on-board ambience is the BMW Interaction Bar extending across the instrument panel and front door panel trim. Integrated into the instrument panel with a crystalline glass look, this combined light-bar/toolbar includes control surfaces for the ventilation settings, rear window heating and hazard warning lights. Standard specification for the new BMW M5 Touring includes ambient lighting for the footwells, the door pockets, the cup holders, the interior trim elements, the audio system's midrange speakers integrated into the door panel trim, and the backs of the front seats. This lighting can be customised in a variety of ways to create a highly atmospheric interior experience. The colours used for the light effects vary depending on the selected M Mode. In Road mode, the driver can select the colour of their choice for the lighting, while in Track mode, the lighting is fully switched off.

The new BMW M5 Touring comes as standard with interior trim elements in Aluminium Rhombicle Dark Silver. The options list includes M Carbon Fibre with high-gloss silver threads and Dark Oak high-gloss fine-wood trim. All the interior trim variants are combined with an M accent in Dark Silver.

Extensive standard equipment, optional panoramic glass sunroof.

The extensive standard specification of the new BMW M5 Touring brings the high-performance model's premium character to the fore. A Bowers & Wilkins Surround Sound System with 18 speakers and 655-watt amplifier is included as standard, along with an alarm system, an auxiliary climate control system, and a tray for wireless charging of compatible smartphones, plus many more features besides.

The roof of the new BMW M5 Touring is painted in a Black solid finish as standard. There is also the option of a panoramic glass sunroof, which is designed as a body-mounted module and extends in a single section from just behind the windscreen deep into the rear of the vehicle. This floods the interior with light and gives the exterior an even more elegant appearance that is neatly set off by roof trim strips in Black high-gloss. An electrically operated roller blind is on hand to provide interior shading.

Modern functionality for everyday use, leisure and longer journeys.

The standout performance attributes of the BMW M5 Touring are paired with a wealth of equipment features that significantly elevate levels of both comfort and functionality in everyday driving, for leisure activities and on longer journeys. The car comes as standard with the Professional (Mode 3) charging cable for topping up the high-voltage battery at public charging stations. The likewise standard four-zone automatic climate control enables separate control of temperature and ventilation for the driver's and front-passenger side of the car, as well as for the left- and right-hand side of the rear compartment. Options include the Travel & Comfort System and roller sunblinds for the rear. In European markets, i-Size child safety seat fasteners will be integrated into the outer rear seats.

The backrests of the rear seats can be split 40:20:40 and folded down as standard to expand load capacity from 500 to a maximum of 1,630 litres. The new BMW M5 Touring is also equipped with a through-loading facility as standard, making it easier to transport larger items of luggage, ski bags, golf bags and long items of sports equipment. Automatic tailgate operation and Comfort Access are both part of standard specification too, enabling hands-free opening and closing of the tailgate. A trailer coupling that extends and retracts again electrically is available as an option. The maximum trailer load of the new BMW M5 Touring is 2,000 kilograms.

Display and control/operation system, connectivity.

New BMW iDrive and innovative digital services with BMW Operating System 8.5.



The sports-car cockpit in the new BMW M5 Touring combines a concept squarely focused on an engaging driving experience with advanced digitalisation. Besides allowing drivers to access the settings in the M Setup menu by touch, the BMW Curved Display also hosts the latest-generation BMW iDrive system. The extensively upgraded display and control/operation system is based on BMW Operating System 8.5, which brings M-specific readouts for vehicle functions such as navigation, communications and climate control to the new BMW M5 Touring, along with a significantly increased selection of innovative digital services.

Carefully geared to operation using a touchscreen and natural language, the upgraded BMW iDrive comprises the control display with touch control as well as the BMW Intelligent Personal Assistant, to which new skills have been added. The vehicle functions can also be controlled using the multifunction buttons on the steering wheel or the BMW Controller on the centre console. The BMW Head-Up Display, which projects relevant driving information directly into the driver's field of vision on the windscreen in an M-specific layout, also comes as standard.

M-specific readouts and graphics on the BMW Curved Display.

The BMW Curved Display is made up of a 12.3-inch information display and a control display with a screen diagonal of 14.9 inches. Its modern graphics make a stunning impression with their striking forms, dynamic light effects, expressive colour worlds and M-specific readouts offering an exceptionally precise and focused display of all performance-related data. To this end, the vehicle speed is shown on the left of the information 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, current gear, and the transmission's Drivelogic setting, as well as the charge level of the high-voltage battery and the setup selected using the M button on the steering wheel. The familiar M Shift Lights appear at the top of the information display, while a bar along the lower edge indicates the status of the driving stability systems, M xDrive and traction control.

The control display's home screen provides a clear overview of the various menu options in the form of widgets, which can be arranged to suit personal preferences. A number of special widgets are also available in the new BMW M5 Touring containing information on the current vehicle setup, as well as tyre pressure and temperature. Users can then return to the home screen from any of the submenus with a tap of the finger on the home icon at the lower edge of the control display. Icons for direct access to the climate control, audio system, communications and All Apps menus can also now be found here.

BMW Live Cockpit Professional with M-specific BMW Head-Up Display and BMW Maps navigation system as standard.

The new BMW M5 Touring is already equipped as standard with BMW Live Cockpit Professional, whose features include the cloud-based BMW Maps navigation system that enables extremely fast and dynamic route calculation, based on precise real-time traffic data transmitted at short intervals. When working in tandem with BMW Operating System 8.5, the system makes it even easier to input destinations while also providing functions such as charging-optimised route planning and detailed information for the charging stops en route. The Augmented View function enables exceptionally accurate navigational guidance. This shows a live video stream from the driver's perspective on either the control or information display and augments it with information to match the context.

The BMW Head-Up Display also forms part of the BMW Live Cockpit Professional package. The M-specific readouts it projects onto the windscreen of the new BMW M5 Touring include a multi-coloured rpm dial, Shift Lights and M View.

AirConsole games on the control display.

BMW Operating System 8.5 offers a wide range of digital content for information and entertainment, short function update cycles and improved accessibility to a host of specific online services. The driver and passengers in the new BMW M5 Touring can make use of YouTube.

Another way of passing the time while waiting for the stationary vehicle to recharge or be refuelled, for example, is a new form of in-car gaming

unique in the automotive sector – courtesy of the AirConsole* platform. The driver and the passengers can play so called casual games in single-player or multi-player mode on the BMW Curved Display. All they need is their smartphone, which serves as a controller. The continuously growing portfolio of playable titles includes racing, sports and quiz games.

Optimal connectivity: Personal eSIM, BMW ID, My BMW App, 5G mobile communications and Remote Software Upgrades.

Standard specification for the new BMW M5 Touring includes optimised smartphone integration using Apple CarPlay® and Android Auto™. Plus, the Personal eSIM allows the customer to use the communication and connectivity functions covered by their mobile contract from their car with ease. An initial sign-in from the customer inside the car using a smartphone to scan a QR code is all that's required to import their personal profile, link the key detected in the vehicle with the BMW ID and add the vehicle to the relevant profile in the My BMW App. In selected countries, the BMW ID opens the door to automatic payment of parking fees from the comfort of the vehicle.

The My BMW App provides information at any time on e.g. the vehicle's status, its remaining range and any servicing and maintenance requirements. It also enables remote use of functions such as locating the vehicle, locking/unlocking the doors or monitoring the car's immediate vicinity and interior with Remote View. The My BMW App can also be used to control charging processes.

A 5G-compatible antenna system is fitted as standard, ensuring optimum reception for interference-free phone calls and reliable data transfer for audio and video streaming, in-car gaming or using other online services. Up to ten devices can connect to the internet at any one time via a mobile hotspot.

Existing features can be updated over the air without having to come into the workshop by means of the Remote Software Upgrades facility, which also makes it possible to add further options at a later date (availability depends on country, vehicle model, equipment and vehicle status). Plus, the BMW ConnectedDrive Store allows customers to test selected functions free of charge for a pre-defined time, after which they can add them from the Store for a specific period.

*Availability by country of AirConsole for the BMW M5 Touring:
Austria, Belgium, Bulgaria, Canada, Croatia, Cyprus, Czechia, Denmark, Estonia, Finland, France, Germany, Great Britain, Greece, Hungary, Ireland, Italy, South Korea, Malta, Netherlands, Norway, Latvia, Lithuania, Luxembourg, Poland, Portugal, Romania, Slovakia, Slovenia, Spain, Sweden, Switzerland, USA

This optimised connectivity and innovative digital technology also underpin the customer service Proactive Care. Taking centre stage here is the ability to recognise the vehicle's service requirements, including with the help of artificial intelligence, and proactively offer the customer solutions via a suitable channel in each case.

BMW Digital Key Plus, M-specific welcome scenarios.

The My BMW App can also be used to set up the BMW Digital Key Plus, which is available for the Apple iPhone and Apple Watch and compatible Android smartphones. The BMW Digital Key Plus enables customers to lock and unlock their new BMW M5 Touring with a smartphone or smartwatch by means of security-enhanced ultra-wideband (UWB) radio technology – dispensing with the need for a conventional car key. The user does not need to take their smartphone out of their pocket as, if desired, the car will unlock itself as they approach.

The new BMW M5 Touring features as standard a welcome scenario that consists of an orchestrated activation of the exterior and interior lights. It concludes with a dynamic Welcome Light Carpet with M-specific graphics projected from the vehicle sill onto the ground just outside the doors. The scenario is triggered as the driver approaches the car and the car key or a smartphone or smartwatch with BMW Digital Key Plus is located. The M-specific Welcome Animation in the interior includes a display of the signature M colours in the form of a chaser light running from the driver's side to the front-passenger side. The Goodbye Animation involves a gradual dimming of the interior lighting.