



Media Information
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Two new BMW Sports Activity Vehicles join BMW M lineup

All-new BMW X5 M and X6 M SAVs make World Debuts in 2009

Whitby. BMW Canada is pleased to announce that the stable of high-performance BMW M models will be enhanced in 2009 with the addition of all-new X5 M and X6 M models.

Both models are powered by a newly-developed 4.4-litre V8 M engine delivering 555 hp at 6,000 rpm and 500 lb-ft of torque from 1,500 to 5,650 rpm. This new M engine is the world's first with a pulse-tuned exhaust manifold encompassing both rows of cylinders combined with high-performance twin-scroll twin turbo technology.

The BMW X5 M and BMW X6 M set new standards of acceleration, lateral grip, steering response, balance, and stopping power among high-performance sports activity vehicles. Both models accelerate from zero to 100 km/h in 4.7 seconds and feature impressive delivery of power from the V8 twin-turbo engine.

From a handling standpoint, both vehicles are notable for superb balance through careful tuning of M-specific xDrive, Dynamic Performance Control, and Dynamic Stability Control with M Dynamic Mode for smooth and consistent accumulation of lateral forces. The special M suspension includes Adaptive Drive and newly-developed M-specific Servotronic power steering. These features combine to push the limits of what was previously possible with a sports-oriented activity vehicle, and guarantee driving behavior characteristic of a BMW M product.

Exterior Design: BMW M heritage reflecting function, purpose, and style.

The outstanding potential of both models is communicated clearly in their looks and design, with performance-bred heritage presented convincingly by the common design of the front end with its large air intakes.

The hood, front air dam and headlights are virtually identical on the BMW X5 M and X6 M. Both the

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BMW X5 M and the BMW X6 M feature special M gills in the front fenders, unique to each model, as well as model-specific 20-inch light-alloy M wheels. The signs of distinction of BMW M are presented in individual style at the rear, in both cases confirming the athletic character of each model: The rear diffuser on each model communicates a particularly powerful presence, and the double twin tailpipes of the exhaust system are again a signature of BMW M's masterful work.

Compared with the standard BMW X5 and BMW X6, the body-color surface area on the side skirts is extended on each new model to place greater emphasis on their road-going orientations. On both models, the body designs fulfill major functions in terms of aerodynamics and the carefully controlled flow of cooling air.

The first modern turbocharged M engine: twin scroll twin turbo technology with a patented exhaust manifold.

The goals: virtually eliminate turbocharger lag while maximizing combustion efficiency and power output. Tremendous power and performance are delivered by the engine in the BMW X5 M and BMW X6 M through a new design and construction principle: The new M V8 engine with twin scroll twin turbo technology uses a single exhaust manifold incorporating both cylinder banks by connecting cylinders in carefully-selected pairs. This configuration, patented by BMW and known as Cylinder-bank Comprehensive Manifold (CCM), offers lightning-quick response, a linear build-up of engine power, and a broad, consistent torque curve by providing the twin turbochargers a "charge pulse" at approximately every 90 degrees of crankshaft rotation, rather than the more traditional "irregular schedule" of charging.

Two low-mass turbochargers are positioned together with the catalytic converters in the "V" between the two banks of cylinders. The positioning of the intake and exhaust ducts in this way reduces the lengths of the pipes and manifolds and increases their air flow. The result is that pressure losses on the exhaust side are minimized.

The managed flow of exhaust gas provided by the CCM ensures high-velocity flow of combustion gases. The appropriate separation of exhaust gas flow from different cylinders is maintained until the gas reaches the turbine wheel, spooling the two twin-scroll turbochargers without back-pressure. With maximum boost pressure of 21 psi, the use of twin-scroll twin turbo technology and the CCM



exhaust manifold allows complete exploitation of the turbocharging equipment.

Reflecting the tremendous power of the engine, the turbocharged M V8 is equipped with an advanced cooling system developed specifically for the two new models. One notable feature in this context is the presence of two water-to-air intercoolers which consistently optimize performance under the most demanding driving conditions. An aluminum oil sump exclusive to BMW M with a special finned surface guarantees optimum cooling at all times even under an extremely demanding style of driving.

The turbocharged M V8 engine develops its outstanding power with remarkable efficiency. In addition to BMW's High Precision Direct Injection, both the BMW X5 M and the BMW X6 M are equipped with a range of technologies from BMW's EfficientDynamics engineering strategy. These include on-demand control of the electrical fuel pump, an on-demand compressor for the air conditioner, and a flow-controlled supply of hydraulic fluid to the Active Roll Stabilization system. By operating these features specifically on demand, energy waste is minimized. The engine fulfills the requirements of the US LEV II standard as well as the EU5 requirements in Europe.

M Sport automatic and M shift paddles on the steering wheel.

Featured for the first time on a BMW M model, the 6-speed M Sport automatic transmission enhances the high-performance character of the BMW X5 M and the BMW X6 M through its instantaneous response, direct connection to the engine, and a high degree of shifting comfort. The new M Sport Automatic is commanded by an electronic selector on the center console and offers the driver not only the D (Drive) mode, but also S (Sport) and M (M Manual) modes for absolute control of gear selection.

Aluminum pull-style paddles on the steering wheel exclusive to BMW M allow manual shifting (Right for upshifts, Left for downshifts). Upshifts occur significantly quicker than in the past thanks to new technology that reduces torque in the transmission through momentary deactivation of individual cylinders. This significantly enhances the athletic character of the vehicle. In the M mode, each chosen gear is held up to maximum engine speed in order to give the driver perfect throttle-steering control of the vehicle under the most demanding driving conditions. An additional option in M mode is to activate the Launch Control function, enabling the driver to accelerate from a standstill with the



utmost performance. With the driver pressing the gas pedal fully down, the M Sport automatic transmission shifts gears automatically at the ideal point and with optimum wheel spin control for maximum acceleration.

BMW xDrive and Dynamic Performance Control with a special M setup for optimum dynamics.

The outstanding success of BMW's intelligent xDrive all-wheel-drive technology is based on quick, electronically-controlled power distribution to the front and rear axles. When combined with the superb, near 50-50 static weight distribution of any BMW, xDrive can prevent the tendency for the vehicle to oversteer and understeer as long as possible, reducing the need for Dynamic Stability Control (DSC) to provide electronic assistance.

BMW's Dynamic Performance Control (DPC) was presented for the first time in the BMW X6 and is now featured in the BMW X5 M and the BMW X6 M. Put succinctly, DPC enhances driving stability in demanding situations and is thus perfectly suited to a powerful M vehicle. "Vectoring" of torque between the right and left rear wheels (both on throttle and off) significantly improves steering precision and tracking stability at all speeds, with DSC being required to stabilize the vehicle only under extreme lateral acceleration. Ultimately this offers the driver an unparalleled standard of performance, agility and traction, and re-establishes the benchmarks in drivetrain and suspension technology for all types of performance-oriented vehicles.

In the BMW X5 M and BMW X6 M the potentials of both xDrive and DPC are maximized by BMW M, with the driver able to activate the M Dynamic Mode (MDM) with the DSC button on the center console or the steering wheel-mounted M Button. This mode raises DSC thresholds of intervention and ensures throttle-steering behavior typical of BMW M by shifting the xDrive bias more to the rear and involving the Dynamic Performance Control in the process. Symbols in the Control Display in the instrument cluster allow the driver to monitor the activity of DPC and xDrive through a clear visual depiction, which shows the driver how much power is being distributed to each wheel. DSC may be completely deactivated by experienced drivers at the touch of a button.

Beyond the stabilizing effects of Dynamic Stability Control provided by individual brake activation and engine power reduction under extreme conditions, DSC in the BMW X5 M and BMW X6 M includes a wide range of additional features to promote safe and exciting driving. These include ABS



anti-lock brakes, Hill Descent Control, Dynamic Brake Control which maximizes brake force when required, Cornering Brake Control for advanced trail-braking, Brake Fade Compensation for extreme driving conditions, automatic Brake Drying when the windshield wipers are activated, Start-Off Assistant for driving on steep hills, and a braking function for use by the standard cruise control.

Both vehicles come with an electrohydraulic parking brake which features the Autohold (Auto H) function. Auto H is a convenience feature that holds the vehicle in position as soon as it comes to a stop at an intersection or in stop-and-go traffic, without requiring the driver to hold constant pressure on the brake pedal. As soon as the driver touches the accelerator again, the brake is instantly released.

M suspension with standard Adaptive Drive.

The suspension developed specifically for the BMW X5 M and BMW X6 M with its double-track front control arms and integral four-link rear axle offers M-specific geometry and damping. This is accomplished through stiffer control arm mounts and hydraulic tiebar mounts at the front, as well as stiffer axle support mounts at the rear.

As part of the advanced Integrated Chassis Management system which networks all drivetrain and suspension components, both models feature standard self-leveling rear air suspension and Adaptive Drive with Electronic Damping Control (EDC) and Active Roll Stabilization (ARS). The special version of Adaptive Drive tailored to the requirements of BMW M lowers the entire vehicle by 10 millimeters or 0.39" versus the standard BMW X5 and BMW X6. It incorporates stiffer carrier springs, modified auxiliary springs, three-way support mounts and damper control with reinforced connections to the body.

To quickly and reliably process data, Adaptive Drive uses the high-speed FlexRay data transmission protocol. FlexRay enables Adaptive Drive to transfer data through the vehicle's on-board network at an extremely fast rate. This enables lightning-quick changes to settings for individual shock absorbers, swaybars, and other components as conditions and driving demands warrant. On the X5, X6, and 7 Series, BMW is the first carmaker in the world to use FlexRay as a regular technology.

The special Servotronic steering developed for the BMW X5 M and BMW X6 M provides variable steering assistance geared to the road speed of the vehicle. This allows the driver to negotiate



parking maneuvers with lower effort while preserving exact feedback and the highest standard of steering precision at higher speeds.

The degree of power steering assistance is defined by two control maps. Apart from the standard configuration, the driver is able, through the Adaptive Drive button or the M Drive button on the steering wheel, to call up the Sport Mode. This activates a sports driving control map with higher control forces for particularly dynamic driving conditions.

When changing from Normal to Sport Mode, the system alters not only the Servotronic steering control map, but also the damper setting, with the shock absorbers of the vehicle being significantly stiffened in Sport Mode. In conjunction with Active Roll Stabilization, this allows an exceptionally high standard of linear lateral forces in dynamic bends and on fast, winding roads, and keeps body roll to a minimum.

M Brakes and tires to match the M Power.

Outstanding stopping power with fade reduced to a minimum is guaranteed by the high-performance M brake system, which combines giant four-piston fixed calipers at the front with floating calipers at the rear, combined in each case with large, internally-vented lightweight brake discs. The brake rotors themselves measure 395 mm (15.6" in) diameter at front and 385 mm (15.2" in) at rear. They feature a riveted connection to join the aluminum rotor hats with the cast-iron friction rings.

The BMW X5 M and the BMW X6 M are the only vehicles of their type equipped with staggered-size tires front and rear, running on 20-inch light-alloy M wheels. The choice of runflat tires in sizes 275/40 R 20 at the front and 315/35 R 20 at the rear is a result of the special setup of both models, with the emphasis on rear-wheel power and dynamic handling balance. This promotes exceptionally strong transmission of power to the rear axle and precise, razor-sharp steering behavior of both models. Transitional stability is also world-class.

Maximum performance at the touch of a button: M Drive button on the steering wheel.

In addition to the DSC mode (On, MDM, or Off) and the specific setup of the dampers and Servotronic steering, the driver may also configure the setup of the drivetrain on the BMW X5 M and



the BMW X6 M. Activating the Power mode influences both engine and transmission behavior, and the driver can choose from the Sport and Efficiency driving programs. The Sport program allows precise control of engine power under the most dynamic driving conditions, and ensures a linear build-up of the power delivery. The Efficiency program, in turn, upshifts at earlier points not only to significantly reduce fuel consumption under normal driving conditions, but also to allow a relaxed style of driving by taking advantage of the new M engine's prodigious torque and power available from low engine speeds. The result, therefore, is an ideal combination of flexibility for daily use and all-out performance when desired.

When customizing the response of the steering wheel-mounted M Drive button, the driver uses the M Drive menu to preselect the desired Power Mode and the setup of DSC and EDC, making a personalized combination of settings that can be activated on-demand. The driver saves his favorite setup settings and subsequently activates them at any time simply by pressing the M Drive button on the steering wheel. Pressing the M Drive button again returns the vehicle to its previous configuration.

M-specific cockpit and sophisticated driver assistance systems for even greater ability at the wheel.

The BMW M philosophy naturally continues into the design and configuration of the driver's "office": Both of these all-wheel-drive high-performance sports vehicles come with a special M cockpit with the instrument cluster featuring a variable LED warning field in the tachometer, specific vehicle function displays, and white display backlighting. Both the BMW X5 M and the BMW X6 M feature M sport seats, an M sport leather steering wheel, M door sills, and driver's footrest.

Infotainment functions, on-board Navigation, climate control, and communication functions are all controlled by BMW's 4th-generation iDrive. Innovative driver assistance systems are fitted as well, with both models featuring Dynamic Cruise Control, Rain Sensor, Auto-Dimming Mirrors, Park Distance Control, and BMW's Xenon Adaptive Headlights.

The list of available features also includes Head-Up Display and Rear View Camera with the spectacular new Top View feature. Top View provides the driver with an "image-from-above" of the vehicle on the iDrive control screen, using input from a camera on each side of the vehicle and the



traditional rear-view camera. Top View provides the driver with additional confidence for tight parking scenarios.

Stable bodyshell and advanced safety equipment.

The BMW X5 M and BMW X6 M come with extremely stiff bodyshells. To ensure maximum solidity, BMW's body engineers focused on the use of intelligent lightweight materials technology. Both the choice of materials and the arrangement and geometry of the support bars, braces, and mounts on both models are based on an overall concept that combines maximum crash safety with supreme agility - which helps avoid crashes in the first place. At BMW, the ability to avoid a crash is the best safety feature of all.

Forces acting on the unibody in the event of a crash are diverted through the engine carriers and the chassis along several load paths in order to avoid extreme loads acting on individual structures and help keep impact energy away from the stable passenger cell. Both the BMW X5 M and BMW X6 M come with frontal and hip/thorax airbags, as well as curtain head airbags to protect the occupants both front and rear from injury. Three-point inertia-reel seatbelts are at all seating positions with force limiters and, on the front seats, an additional seatbelt pretensioning function. To protect occupants from cervical spine injury in the event of a rear impact, the front seats feature crash-activated active head restraints. ISOFIX child seat anchors are standard on the rear seats.

All restraint systems are controlled by the vehicles' central safety electronics, which take the type and severity of a collision into account so that the most effective safety elements are activated in any given crash. The frontal airbags feature two-stage activation, to allow deployment in varying intensity as a function of crash severity. Networked with Dynamic Stability Control, the standard rollover sensors activate both the curtain airbags and the seatbelt pretensioners, to ensure occupants are best positioned for and protected from the unlikely event of a vehicle rollover.

Available equipment choices.

The BMW X5 M and X6 M feature a wide range of available equipment. Power front seats with lumbar support and driver's side memory function, Heated Steering Wheel, Heated Front and Rear Seats, Soft Close Doors, 4-Zone Automatic Climate Control, Rear View Camera with Top View, Automatic Tailgate, M-specific Head-Up Display, and Merino Leather upholstery in Extended or Full Leather offer maximum comfort, luxury and convenience.



To further enhance the driving experience, both models offer the BMW Individual Audio System with Dirac Live™ with 16 loudspeakers and 825 Watt amplifier output, USB Audio Integration, SIRIUS Satellite Radio, Rear DVD Entertainment System, and 6 disc DVD Changer.

Interior trims available include Carbon Black Leather and Brushed Aluminum.

The athletic character and amazing performance abilities of the BMW X5 M and the BMW X6 M result from levels of development never before applied to this type of vehicle. As it did when creating the original M5, BMW M has once again shown that applying new technologies and innovations to a solid, basic vehicle type will produce startling performance and an exhilarating drive. Both of these new models offer capabilities and dynamic driving experiences quite unique, and promise to provide thrills from everyday traffic to the race track

Additional information on the new X5 M and X6 M will be made available closer to market launch later in 2009.

BMW Group Canada, based in Whitby, Ontario, is a wholly-owned subsidiary of BMW AG and is responsible for the distribution of BMW luxury performance automobiles, Sports Activity Vehicles, Motorcycles, and MINI. BMW Group Financial Services Canada is a division of BMW Group Canada and offers retail financing and leasing programs on new and pre-owned BMW and MINI automobiles, as well as retail financing for new and pre-owned BMW Motorcycles. A total network of 40 BMW automobile retail centres, 19 BMW motorcycle retailers, and 25 MINI retailers represents the BMW Group across the country.

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