Media Information
May 2014

30 years of the BMW M5.

BMW M presents the most powerful BMW M5 in the model's history to mark the 30th anniversary of the high-performance Sedan.

Munich. To mark the 30-year anniversary of the BMW M5 – the founder member of the high-performance business sedan segment – BMW has come up with an exclusive, special model version of the current, fifth-generation model boasting performance that sets it apart from its stablemates. The BMW M5 “30 Jahre M5” (30 years of the M5) will be produced in a limited run of 300 examples vehicles worldwide. Developing 441 kW/600 hp and peak torque of 700 Nm (516 lb-ft), the new special model (fuel consumption combined: 9.9 l/100 km [28.5 mpg imp]; CO_2 emissions combined: 231 g/km) is not only the most powerful BMW M5 ever to emerge from series production under the auspices of BMW M GmbH, but also the most powerful car in the history of the brand. The “30 Jahre M5” sprints from 0-100 km/h (62 mph) in a lightning 3.9 seconds. Its strikingly exclusive, BMW Individual-inspired looks and numerous dynamics and comfort-enhancing equipment details make this special model a highly desirable collector’s item.

Extensive package of measures to further increase performance.
Under the bonnet of the BMW M5 “30 Jahre M5” is a 4.4-litre V8 engine with M TwinPower Turbo technology whose output of 441 kW/600 hp exceeds that of the standard model by 29 kW/40 hp. This power boost has been achieved through carefully calculated tweaks to the engine management and an increase in charge pressure. The foundation for these upgrades was provided by the Competition Package. Conceived to appreciably enrich the handling characteristics of the BMW M5, it can be ordered as an option for the regular model and is part of the special model’s standard specification. The Competition Package comprises modifications including a revised chassis set-up with firmer spring/damper tuning and a 10-millimetre drop in ride height. Added to which, the Active M Differential on the final drive gains its own control unit to further improve traction. Elsewhere, the steering with M-specific Servotronic function has more direct mapping. And the M Dynamic Mode of the DSC (Dynamic Stability Control) system is focused even more keenly on delivering sporty handling.

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The singular dynamic potency generated by these performance-enhancing measures makes the special model a smile-inducing proposition, a point hammered home by its stunning 0-100 km/h (62 mph) time of 3.9 seconds.

BMW M5 “30 Jahre M5” catches the eye and cements itself in the memory.
In keeping with the anniversary celebrations which have inspired its creation, the special model has been given the BMW Individual treatment. As a result, it cuts an even more dynamic, head-turning figure than its standard-specification siblings. Much of the credit here goes to the use of the striking BMW Individual paint shade Frozen Dark Silver metallic. This softly shimmering matt finish accentuates the elegantly muscular forms of the BMW M5 in particularly impressive fashion. The kidney grille surround, gills with “30 Jahre M5” badge on the front wing, door handle inserts and twin exhaust tailpipes all come in black chrome, adding subtle yet effective accents to the car’s appearance. The same is true of the 20-inch bi-colour M light-alloy wheels with mixed tyres (front: 265/35 ZR 20, rear: 295/30 ZR 20).

Exclusive interior exudes understated elegance and powerful dynamics.
The interior of the BMW M5 “30 Jahre M5” is also focused squarely on celebrating the model’s 30th anniversary. For example, the driver and front passenger will be greeted by “30 Jahre M5” lettering on the front door sill finishers, while a plaque bearing “30 Jahre M5” and “1/300” inscriptions in reference to the special model’s limited 300-unit global production run is integrated into the Aluminium Trace trim strip on the front passenger side of the cabin. The “30 Jahre M5” logo is also embroidered into the backrests of all four of the high-performance sedan’s seats.

Both the driver and front passenger in the “30 Jahre M5” special model can settle into M multifunction seats, whose wide range of electrical adjustment gives them unimpeachable standards of ergonomics and comfort. The black Alcantara/leather combination helps to ensure excellent seat comfort and a refined interior ambience, as does the Alcantara Anthracite trim of the centre console and door panels. The M sports steering wheel is likewise trimmed in Alcantara Anthracite. Among the other equipment highlights of the “30 Jahre M5” special model is a high-end surround-sound system with a total of 16 speakers. Customers can

choose between a Harman Kardon unit with output of 600 watts and a 1,200-watt Bang & Olufsen high-end surround-sound system.

In its visual impact, equipment and performance, the “30 Jahre M5” is much more than merely a stylish anniversary version of the segment-founding high-performance sedan – it represents a new high point in 30 years of success. And the story that began at BMW Motorsport GmbH in Munich in 1984 continues to raise the pulses of car fans around the world today.

1984: BMW M1 super-sports car assists in the birth of an icon.
When the engineers at BMW Motorsport GmbH started work on the development of the BMW M5 in 1984, their minds were cast back to the powertrain technology of the BMW M1 super-sports car built between 1978 and 1981. The M1’s 3.5-litre six-cylinder in-line engine had already seen action in the BMW M635 CSi, which celebrated its world premiere at the 1983 International Motor Show in Frankfurt. Thanks to what were now two overhead camshafts and six individual throttle butterflies, output of the four-valve-per-cylinder engine rose to 210 kW/286 hp – nine horsepower more than the BMW M1 itself. The BMW 6 Series Coupe and 5 Series Sedan shared a platform, which gave the BMW Motorsport GmbH engineers a persuasive case for transplanting the powerful four-valve unit into BMW’s executive-class model. The theory became reality as work on the BMW M5 project got under way.

The launch of the new car in summer 1985 heralded the creation of a new market niche: the high-performance sedan segment. The BMW M5 duly usurped the BMW M535i – available with 160 kW/218 hp, 141 kW/192 hp (with catalytic converter preparation) or 136 kW/185 hp (with catalytic converter fitted) and only introduced a few months earlier itself – as the most powerful member of the 5 Series family. Intriguingly, the BMW M5 was a picture of understatement alongside the M535i, which flaunted generously sized spoilers and an array of other aerodynamic addenda. Only the larger wheel/tyre combination, slight drop in ride height and discreet badge for the radiator grille and boot lid set it apart from its series-produced siblings.

Once the driver turned the key, however, the BMW M5 blew away all sense of restraint: its time of 6.5 seconds for the sprint from 0-100 km/h (62 mph) and a top

speed of 245 km/h (152 mph) were almost unimaginable figures for the time. Sports suspension, a rear axle differential lock and brakes with larger, stronger discs at each corner were employed to handle the car's elevated dynamic potential. Added to the mix were Michelin TRX tyres in 220/55 VR 390 format, whose construction helped to keep the tyre casing on the rim in the event of pressure loss. This TRX technology can therefore be considered a precursor to today's puncture-proof run-flat tyres.

More than 2,200 examples of the hand-built first-generation BMW M5 had left the BMW Motorsport GmbH halls in Munich by the time production came to an end in late 1987.

Second generation with two output variants, now also available in Touring guise.

The second-generation BMW M5 unveiled in August 1988 represented the seamless continuation of a highly successful opening chapter in the model's history. The new model extracted 232 kW/315 hp from its further developed six-cylinder engine, whose capacity had been increased by 80 cc (to 3,535 cc) and which now included exhaust gas treatment via a catalytic converter. The result was 0 to 100 km/h (62 mph) in just 6.3 seconds on the way to a limited top speed of 250 km/h (155 mph).

When it came to styling, the flagship 5 Series model continued its understated theme. The "M5" logos at the front and rear, larger exhaust tailpipes and a 20-millimetre lower ride height were pretty much the only outward signs that here stood the "über 5 Series". Added to which, 17-inch tyres were fitted as standard for the first time on a BMW. Its interior flagged up the differences between this car and less fabled versions of the 5 Series rather more vividly, thanks to front sports seats and the clearly moulded individual seats in the rear.

In late 1991, by which time 8,079 examples had been sold, the BMW M5 was given an extensive engine update. Displacement increased to 3.8 litres and output to 250 kW/340 hp, allowing the Sedan to breach the six-second barrier for 0–100 km/h (62 mph) with a time of 5.9 seconds. The engine electronics once again called a halt to proceedings at 250 km/h (155 mph). Also new to the BMW M5's arsenal was Adaptive M suspension, which was based on the

Electronic Damper Control (EDC) system. And for customers keen to enjoy even greater handling agility, BMW offered a "Nürburgring suspension package" consisting of a larger rear anti-roll bar, wide 255/40 tyres for the rear axle, Servotronic sports steering and, most notably, a switchable sports setting for the damping force adjustment.

Another treat was to follow a short time later, when BMW Motorsport GmbH introduced a very special model variant to the line-up: the BMW M5 Touring. Likewise the product of sumptuous handcraftsmanship, the technology and performance of this "power estate" largely mirrored those of the Sedan. In 1994, as part of a continuous process of optimisation, the BMW M5 welcomed additions including a six-speed manual gearbox and compound brakes – a nigh-on revolutionary feature for the time. The multi-component discs with anti-friction bearings could expand freely when they heated up, allowing them to avoid the juddering caused by discs deformed by heat. Compound brakes also had the advantage of a longer service life and lower weight. Around 12,000 examples of the BMW M5 – including just under 900 Touring models – were sold between 1988 and 1995.

1998: Farewell to the straight-six engine.
The BMW M5 took to the stage in autumn 1998 in its third generation following a three-year break. Gone was the six-cylinder engine under the bonnet of its predecessor, to be replaced by a 4.9-litre V8 developing 294 kW/400 hp. With design details such as strikingly formed exterior mirror housing and two sets of twin exhaust tailpipes, the new M5 adopted clear visual cues from the Z3-based BMW M Roadster launched three years earlier and the closely related BMW M Coupe.

Among the features the high-performance sedan borrowed from the BMW M3 – alongside map-controlled Double-VANOS and hydraulic valve play compensation – was a quasi-dry sump lubrication system. A pressure pump and two suction pumps ensured optimum oil supply to the engine, even when driving on the edge. It also featured a mechanical differential lock with 25 per cent locking action for improved traction. The car's bare performance figures – 0 to 100 km/h (62 mph) in 5.3 seconds and an electronically governed top speed of 250 km/h (155 mph) – signalled the dynamic potential on offer. The pulling power of the V8

engine was similarly impressive; peak torque of 500 Nm (369 lb-ft) ensured the BMW M5 needed just 4.8 seconds to accelerate from 80 to 120 km/h (50 – 75 mph) in fourth gear. Entrusted with keeping the engine's raw power in check were compound brake discs. Having made their debut on the front wheels of the previous-generation M5, here they were fitted front and rear.

By spring 2003 some 20,500 customers had signed for a BMW M5 with V8 engine. The third generation of the high-performance sedan was therefore not only the highest-selling M5 to date, it had also reminded the world yet again of its stand-out status and leading position in the segment it founded.

2005: Roaring into new dimensions with a high-revving V10.
The new incarnation of the BMW M5 had everything it needed to write the next chapter in the model's increasingly illustrious history. With 10 cylinders now tucked under the bonnet, the fourth-generation BMW M5 set a new milestone for powertrain technology in the high-performance sedan segment. With 5-litre displacement, output of 507 hp and 520 Nm (384 lb-ft) of torque, the M5 was the most powerful series-produced car in the entire BMW model family. Specific output of 100 hp per litre of displacement meant this was an engine that could handle itself in race competition. The esteem in which the BMW M5's engine was held around the world was highlighted by back-to-back overall wins in the prestigious Engine of the Year Awards in 2005 and 2006. This was the first time in the history of the awards that the same engine had won the overall title two years in succession. And the V10 followed up its achievement with victory in the "Above 4-litre" category in both 2007 and 2008.

The 10-cylinder engine linked up as standard with a seven-speed Sequential M Gearbox to fire the fourth-generation M5 from 0 to 100 km/h (62 mph) in just 4.7 seconds. The speedometer needle surged past 200 km/h (124 mph) in 15 seconds and only stopped at 250 km/h (155 mph) when the electronics intervened. A quick dab of the Power button on the centre console was required to summon up the engine's full output, the electronics having released just 400 hp in a comfort-biased default setting when the engine was started.

In 2007 the M5 model family once again swelled to include an estate variant. The BMW M5 Touring made light of its extra 100 kilograms to achieve a similarly high

dynamic level to the Sedan, as its 0-100 km/h (62 mph) time of 4.8 seconds confirmed.

BMW sold 20,548 units of the fourth-generation BMW M5 up to summer 2010, 1,025 of which were Touring versions. This meant the 10-cylinder car just exceeded the production figures recorded by its predecessor.

The return to a V8 engine for the fifth generation.
The current BMW M5, launched in 2011, is once again available exclusively in Sedan form and again has a V8 engine providing the power, with M TwinPower Turbo technology helping the 4.4-litre unit develop 412 kW/560 hp. Working in tandem with the seven-speed M Double Clutch Transmission, Active M Differential at the rear axle and model-specific chassis technology tuned precisely to the car's performance characteristics using race-honed expertise, the high-revving engine delivers stand-out dynamic performance.

Since the latest round of model enhancements arrived in summer 2013, owners have been able to sharpen the performance characteristics of their M5 further still by selecting the optional Competition Package. This brings various chassis and powertrain modifications and a power boost for the high-revving V8 engine to 423 kW/575 hp. The sprint from 0-100 km/h (62 mph), for example, is all over in 4.3 seconds instead of 4.4 seconds. Meanwhile, the 250 km/h (155 mph) electronically governed top speed available with the Competition Package can be raised to 305 km/h (189 mph) if the optional M Driver's Package is specified. Since March 2013, moreover, customers have been able to specify even more robust and effective M Carbon ceramic brakes as an option.

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Technical specifications.

		BMW M5 Sedan Special Model "30 Jahre M5" (2014)
Body		
No. of doors/seats		4/5
Length/width/height (EU unladen)	mm	4910/1891/1457
Wheelbase	mm	2964
APPROX. LTRTrack, front/rear	mm	1627/1582
Turning circle	m	12.6
Tank capacity	approx. ltr	80
Cooling system incl. heating	l	18.5
Engine oil	l	8.4
Weight, unladen, to DIN/EU	kg	1870/1260
Max. load to DIN	kg	540
Max. permissible weight	kg	2410
Max. trailer load, braked /unbraked	kg	2000/750
Max. roof load/towbar download	kg	100/90
Luggage comp. capacity	ltr	520
Air resistance	c_d x A	0.33 x 2.40
Engine		
Config./no. of cyls./valves		V8/4
Engine technology		M TwinPower Turbo technology with cross-bank exhaust manifold, Twin Scroll TwinTurbo technology, High Precision Direct Petrol Injection, VALVETRONIC and Double-VANOS
Effective capacity	cm^3	4395
Stroke/bore	mm	88.3/89.0.0
Compression ratio	:1	10.0
Fuel grade		RON 98 (min. RON 95)
Output	kW/hp	441/600
at	rpm	6250
Torque	Nm	700
at	rpm	1500–6000
Electrical system		
Battery/installation	Ah/–	105/luggage comp
Alternator	A/W	210/2926
Driving dynamics and safety		
Suspension, front		Double track control arm with M-specific elastokinematics, small, negative steering roll radius, anti-dive
Suspension, rear		Integral-V multi-arm axle with M-specific elastokinematics, spatial suspension with anti-squat and anti-dive
Brakes, front		Six-piston fixed-calliper compound disc brakes (vented)
Diameter	mm	400 x 36
Brakes, rear		Single-piston floating-calliper compound disc brakes (vented)
Diameter	mm	396 x 24
Driving stability systems		Standard: DSC incl. ABS, ASC and MDM (M Dynamic Mode), CBC (Cornering Brake Control), DBC (Dynamic Brake Control), Dry Braking function, Start-Off Assistant, Dynamic Damper Control, Active M Differential, linked to ICM (Integrated Chassis Management)
Safety equipment		Standard: airbags for driver and front passenger, side airbags for driver and front passenger, head airbags for front and rear seats, three-point inertia-reel seatbelts on all seats with integrated belt latch tensioner and belt force limiter at the front, crash-activated head restraints at the front, crash sensors, Tyre Defect Indicator
Steering		Hydraulic rack-and-pinion steering with M-specific Servotronic function
Steering ratio, overall	:1	18.0

			BMW M5 Sedan Special Model "30 Jahre M5" (2014)
Tyres, front/rear			265/40 R19 102Y / 295/35 R19 104Y
Rims, front/rear			9 J x 19 light-alloy / 10.0 J x 19 light-alloy
Transmission			
Type of gearbox			Seven-speed M Double Clutch Transmission with Drivelogic
Gear ratios	I	:1	4.806
	II	:1	2.593
	III	:1	1.701
	IV	:1	1.277
	V	:1	1.000
	VI	:1	0.844
	VII	:1	0.671
	R	:1	4.172
Final drive		:1	3.150
Performance			
Power-to-weight ratio		kg/kW	4.2
Output per litre		kW/ltr	100.3
Acceleration 0–100 km/h		s	3.9
Acceleration 0–1000 m		s	21.5
Top speed		km/h	250 / 305 (with optional M Driver's Package)
Fuel consumption EU			
With standard tyres:		ltr/100 km	13.9
Urban		ltr/100 km	7.6
Extra-urban		ltr/100 km	9.9
Combined		g/km	231
CO_2			EU6

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		BMW M5 Sedan (1985)
Body		
No. of doors/seats		4/5
Length/width/height (EU unladen)	mm	4620/1700/1400
Wheelbase	mm	2625
Track front/rear	mm	1430/1465
Turning circle	m	11.3
Tank capacity	approx. ltr	70
Cooling system incl. heating	ltr	12.0
Engine oil	ltr	6.0
Weight, unladen, to DIN/EU	kg	1430/1505
Max. load to DIN	kg	470
Max. permissible weight	kg	1900
Max. roof load	kg	75
Luggage comp. capacity	ltr	640
Engine		
Config./no. of cyls./valves		In-line/6/4
Effective capacity	cm^3	3453
Stroke/bore	mm	75.2/92.0
Compression ratio	:1	10.5
Fuel grade		RON 95
Output	kW/hp	210/286
at	rpm	6500
Torque	Nm	340
at	rpm	4500
Electrical system		
Battery/installation	Ah/–	90/luggage comp.
Alternator	A/W	80/1120
Driving dynamics and safety		
Suspension, front		Independent suspension with double-joint spring strut axle, offset arrangement, with coil spring and auxiliary rubber springs; stabiliser, sports suspension tuning with gas dampers
Suspension, rear		Independent suspension with semi-trailing arms, anti-squat technology, spring struts with coil springs and auxiliary rubber springs; stabiliser, sports suspension tuning with gas dampers
Brakes, front		Fixed-calliper disc brakes (vented)
Diameter	mm	284
Brakes, rear		Fixed-calliper disc brakes
Diameter	mm	284
Driving stability systems		Brake pad wear indicator, ABS
Safety equipment		Safety padding above the front windscreen incorporating the sun visors, dipping interior safety mirror, door locks with security latches, child safety locks on the rear doors
Steering		Safety steering column, speed-sensitive power steering
Steering ratio, overall	:1	15.1
Tyres, front/rear		220/55 VR 390
Rims, front/rear		165 TR 390 light-alloy

			BMW M5 Sedan (1985)
Transmission			
Type of gearbox			Five-speed sports transmission with reverse gear synchroniser
Gear ratios	I	:1	3.51
	II	:1	2.08
	III	:1	1.35
	IV	:1	1.00
	V	:1	0.81
	R	:1	3.71
Final drive		:1	3.73
Performance			
Acceleration 0–100 km/h		s	6.5
Acceleration 0–1000 m		s	26.8
Top speed		km/h	245
Fuel consumption EU			
Urban		ltr/100 km	16.5
At a steady 90 km/h		ltr/100 km	7.8
At a steady 120 km/h		ltr/100 km	9.7
Overall		ltr/100 km	15.0

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			BMW M5 Sedan (1988)
Body			
No. of doors/seats			4/5
Length/width/height (EU unladen)		mm	4720/1751/1392
Wheelbase		mm	2761
Track, front/rear		mm	1473/1495
Tank capacity		approx. ltr	90
Cooling system incl. heating		ltr	12.0
Engine oil		ltr	6.0
Weight, unladen, to DIN/EU		kg	1670/1745
Max. load to DIN		kg	430
Max. permissible weight		kg	2100
Max. roof load		kg	100
Luggage comp. capacity		ltr	460
Air resistance		c_d x A	0.32 x 2.07
Engine			
Config./no. of cyls./valves			In-line/6/4
Effective capacity		cm^3	3535
Stroke/bore		mm	86.0/93.4
Compression ratio		:1	10.0
Fuel grade			RON 95
Output		kW/hp	232/315
at		rpm	6900
Torque		Nm	360
at		rpm	4750
Electrical system			
Battery/installation		Ah/–	85/rear
Alternator		A/W	140/1960
Driving dynamics and safety			
Suspension, front			Independent suspension with MacPherson spring struts, coil springs, triangular wishbones, stabiliser
Suspension, rear			Independent suspension with semi-trailing arms, coil springs, telescopic dampers, stabiliser
Brakes, front			Disc brakes (vented)
Diameter		mm	315
Brakes, rear			Disc brakes (vented)
Diameter		mm	300
Steering			Recirculating ball (hydr.), power-assisted
Steering ratio, overall		:1	13.5
Tyres, front/rear			235/45 ZR 17
Rims, front/rear			8 J x 17 light-alloy
Transmission			
Type of gearbox			Five-speed manual gearbox
Gear ratios	I	:1	3.51
	II	:1	2.08
	III	:1	1.35
	IV	:1	1.00
	V	:1	0.81
	R	:1	3.71
Final drive		:1	3.91

		BMW M5 Sedan (1988)
Performance		
Acceleration 0–100 km/h	s	6.3
Acceleration 0–1000 m	s	26.0
Top speed	km/h	250
Fuel consumption EU		
Urban	ltr/100 km	18.1
At a steady 90 km/h	ltr/100 km	8.2
At a steady 120 km/h	ltr/100 km	9.4
Overall	ltr/100 km	11.9

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			BMW M5 Sedan (1992)	BMW M5 Touring (1992)
Body				
No. of doors/seats			4/5	5/5
Length/width/height (EU unladen)		mm	4720/1751/1392	
Wheelbase		mm	2761	
Track, front/rear		mm	1474/1496	
Turning circle		m	11.6	
Tank capacity		approx. ltr	90	
Cooling system incl. heating		ltr	12.5	
Engine oil		ltr	8.0	
Weight, unladen, to DIN/EU		kg	1650/1725	1720/1795
Max. load to DIN		kg	500	500
Max. permissible weight		kg	2150	2220
Max axle load front/rear		kg	1030/1250	1050/1300
Max. trailer load, braked /unbraked		kg	700/1400	
Max. roof load		kg	100	
Luggage comp. capacity		ltr	460	460–1450
Air resistance		c_d x A	0.33 x 2.07	0.36 x 2.08
Engine				
Config./no. of cyls./valves			-/6/4	
Effective capacity		cm^3	3795	
Stroke/bore		mm	90.0/94.6	
Compression ratio		:1	10.5	
Fuel grade			RON 95	
Output		kW/hp	250/340	
at		rpm	6900	
Torque		Nm	400	
at		rpm	4750	
Electrical system				
Battery/installation		Ah/–	85/rear	
Alternator		A/W	140/1960	
Driving dynamics and safety				
Suspension, front			Independent suspension with MacPherson spring struts, coil springs, triangular wishbones, stabiliser	
Suspension, rear			Independent suspension with semi-trailing arms, coil springs, telescopic dampers, stabiliser	
Brakes, front			Disc brakes (vented)	
Diameter		mm	315	
Brakes, rear			Disc brakes (vented)	
Diameter		mm	300	
Steering			Recirculating ball (hydr.), power-assisted	
Steering ratio, overall		:1	15.6	
Tyres, front/rear			235/45 ZR 17 / 250/40 ZR 17	235/45 ZR 17 / 255/40 ZR 17
Rims, front/rear			8 J x 17 light-alloy / 9 J x 17 light-alloy	
Transmission				
Type of gearbox			Five-speed manual gearbox	
Gear ratios	I	:1	3.51	
	II	:1	2.08	
	III	:1	1.35	
	IV	:1	1.00	
	V	:1	0.81	
	R	:1	3.71	
Final drive		:1	3.91	

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		BMW M5 Sedan (1992)	BMW M5 Touring (1992)
Performance			
Acceleration 0–100 km/h	s	5.9	
Acceleration 0–1000 m	s	25.2	
Top speed	km/h	250	
Fuel consumption EU			
Urban	ltr/100 km	18.0	18.0
At a steady 90 km/h	ltr/100 km	8.3	8.6
At a steady 120 km/h	ltr/100 km	9.6	10.1
Overall	ltr/100 km	12.0	12.2

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			BMW M5 Sedan (1998)
Body			
No. of doors/seats			4/5
Length/width/height (EU unladen)		mm	4784/1800/1437
Wheelbase		mm	2830
Track, front/rear		mm	1515/1527
Tank capacity		approx. ltr	70
Cooling system incl. heating		ltr	11.5
Engine oil		ltr	7.5
Weight, unladen, to DIN/EU		kg	1795/1870
Max. load to DIN		kg	570
Max. permissible weight		kg	2290
Max. trailer load, braked /unbraked		kg	1800/750
Max. roof load/towbar download		kg	100/90
Luggage comp. capacity		ltr	460
Air resistance		c_d x A	0.31 x 2.17
Engine			
Config./no. of cyls./valves			V8/4
Effective capacity		cm^3	4941
Stroke/bore		mm	86.0/94.0
Compression ratio		:1	11.0
Output		kW/hp	294/400
at		rpm	6600
Torque		Nm	500
at		rpm	3800
Electrical system			
Battery/installation		Ah/–	110/rear
Alternator		A/W	120/1680
Driving dynamics and safety			
Suspension, front			Independent suspension with MacPherson spring struts, triangular wishbones, tie bars, stabiliser, subframe
Suspension, rear			Multi-arm axle, coil springs, telescopic dampers, stabiliser, subframe
Brakes, front			Disc brakes (vented)
Diameter		mm	335
Brakes, rear			Disc brakes (vented)
Diameter		mm	328
Steering			Rack-and-pinion (hydr.), power-assisted
Steering ratio, overall		:1	14.7
Tyres, front/rear			245/40 ZR 18 / 275/35 ZR 18
Rims, front/rear			8 J x 18 light-alloy / 9.5 J x 18 light-alloy
Transmission			
Type of gearbox			Six-speed manual gearbox
Gear ratios	I	:1	4.227
	II	:1	2.528
	III	:1	1.669
	IV	:1	1.226
	V	:1	1.000
	VI	:1	0.828
	R	:1	3.746
Final drive		:1	3.150

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		BMW M5 Sedan (1998)
Performance		
Acceleration 0–100 km/h	s	5.3
Acceleration 0–1000 m	s	24.1
Top speed	km/h	250
Fuel consumption EU		
Urban	ltr/100 km	21.1
Extra-urban	ltr/100 km	9.8
Combined	ltr/100 km	13.9
CO_2	g/km	336

		BMW M5 Sedan (2005)	BMW M5 Touring (2007)
Body			
No. of doors/seats		4/5	5/5
Length/width/height (EU unladen)	mm	4855/1846/1469	4855/1846/1512
Wheelbase	mm	2889	2880
Track, front/rear	mm	1580/1566	1590/1588
Turning circle	m	12.4	
Tank capacity	approx. ltr	70	
Cooling system incl. heating	ltr	15.0	
Engine oil	ltr	9.3	
Weight, unladen, to DIN/EU	kg	1780/1855	1880/1955
Max. load to DIN	kg	520	535
Max. permissible weight	kg	2300	2415
Max axle load front/rear	kg	1090/1270	1090/1360
Max. trailer load, braked /unbraked	kg	1900/750	1800/750
Max. roof load/towbar download	kg	100/90	
Luggage comp. capacity	ltr	500	500–1650
Air resistance	c_d x A	0.31 x 2.26	0.32 x 2.26
Engine			
Config./no. of cyls./valves		V10/4	
Effective capacity	cm^3	4999	
Stroke/bore	mm	75.2/92.0	
Compression ratio	:1	12.0	
Fuel grade		min. RON 95	
Output	kW/hp	373/507	
at	rpm	7750	
Torque	Nm	520	
at	rpm	6100	
Electrical system			
Battery/installation	Ah/–	90/luggage comp.	
Alternator	A/W	170/2380	
Driving dynamics and safety			
Suspension, front		Aluminium double-joint spring strut axle, transverse force compensation, anti-squat, adapted spring struts with EDC (Electronic Damper Control)	
Suspension, rear		Aluminium integral axle with longitudinal control arm and double wishbone, anti-squat and anti-dive, EDC (Electronic Damper Control)	
Brakes, front		Twin-piston floating-calliper compound disc brakes (vented and perforated)	
Diameter	mm	374 x 36	
Brakes, rear		Single-piston floating-calliper compound disc brakes (vented and perforated)	
Diameter	mm	370 x 24	
Driving stability systems		Standard: DSC incl. ABS and M Dynamic Mode, DBC (Dynamic Brake Control), CBC (Cornering Brake Control), variable M differential lock	
Safety equipment		Standard: airbags plus side airbags for driver and front passenger	
Steering		Rack-and-pinion steering with hydraulic assistance	
Steering ratio, overall	:1	12.4	
Tyres, front/rear		255/40 ZR 19 / 285/35 ZR 19	255/40 ZR 19 / 287/35 ZR 19
Rims, front/rear		8.5 J x 19 light-alloy / 9.5 J x 19 light-alloy	8.5 J x 19 light-alloy / 9 J x 19 light-alloy

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			BMW M5 Sedan (2005)	BMW M5 Touring (2007)
Transmission				
Type of gearbox			Sequential M Gearbox with Drivelogic, 7 speeds, 11 driving programs	
Gear ratios	I	:1	3.985	
	II	:1	2.652	
	III	:1	1.806	
	IV	:1	1.392	
	V	:1	1.159	
	VI	:1	1.000	
	VII	:1	0.833	
	R	:1	3.985	
Final drive		:1	3.615	
Performance				
Power-to-weight ratio		kg/kW	4.8	5.0
Output per litre		kW/ltr	74.6	
Acceleration 0–100 km/h		s	4.7	4.8
Acceleration 0–1000 m		s	22.7	22.9
Top speed		km/h	250	
Fuel consumption EU				
Urban		ltr/100 km	21.7	21.7
Extra-urban		ltr/100 km	10.2	10.5
Combined		ltr/100 km	14.4	14.6
CO_2		g/km	344	348
Emission rating			EU4	

		BMW M5 Sedan (2011)
Body		
No. of doors/seats		4/5
Length/width/height (EU unladen)	mm	4910/1891/1467 (1457)[1]
Wheelbase	mm	2964
Track, front/rear	mm	1627/1582
Turning circle	M	12.6
Tank capacity	approx. ltr	80
Cooling system incl. heating	ltr	18.5
Engine oil	ltr	8.4
Weight, unladen, to DIN/EU	kg	1870/1260
Max. load to DIN	kg	540
Max. permissible weight	kg	2410
Max. trailer load, braked /unbraked	kg	2000/750
Max. roof load/towbar download	kg	100/90
Luggage comp. capacity	ltr	520
Air resistance	c_d x A	0.33 x 2.40
Engine		
Config./no. of cyls./valves		V8/4
Engine technology		M TwinPower Turbo technology with cross-bank exhaust manifold, Twin Scroll TwinTurbo technology, High Precision Direct Petrol Injection, VALVETRONIC and Double-VANOS
Effective capacity	cm^3	4395
Stroke/bore	mm	88.3/89.0.0
Compression ratio	:1	10.0
Fuel grade		RON 98 (min. RON 95)
Output	kW/hp	412/560 (423/575)[1]
at	rpm	6000–7000
Torque	Nm	680
at	rpm	1500–5750
Electrical system		
Battery/installation	Ah/–	105/luggage comp.
Alternator	A/W	210/2926
Driving dynamics and safety		
Suspension, front		Double-track control arm with M-specific elastokinematics, small, negative steering roll radius, anti-dive
Suspension, rear		Integral-V multi-arm axle with M-specific elastokinematics, spatial suspension with anti-squat and anti-dive
Brakes, front		Six-piston fixed-calliper compound disc brakes (vented)
Diameter	mm	400 x 36
Brakes, rear		Single-piston floating-calliper compound disc brakes (vented)
Diameter	mm	396 x 24
Driving stability systems		Standard: DSC incl. ABS, ASC and MDM (M Dynamic Mode), CBC (Cornering Brake Control), DBC (Dynamic Brake Control), Dry Braking function, Start-Off Assistant, Dynamic Damper Control, Active M Differential, linked to ICM (Integrated Chassis Management)
Safety equipment		Standard: airbags for driver and front passenger, side airbags for driver and front passenger, head airbags for front and rear seats, three-point inertia-reel seatbelts on all seats with integrated belt latch tensioner and belt force limiter at the front, crash-activated head restraints at the front, crash sensors, Tyre Defect Indicator
Steering		Hydraulic rack-and-pinion steering with M-specific Servotronic function
Steering ratio, overall	:1	18.0
Tyres, front/rear		265/40 R19 102Y / 295/35 R19 104Y
Rims, front/rear		9 J x 19 light-alloy / 10.0 J x 19 light-alloy

			BMW M5 Sedan (2011)
Transmission			
Type of gearbox			Seven-speed M Double Clutch Transmission with Drivelogic
Gear ratios	I	:1	4.806
	II	:1	2.593
	III	:1	1.701
	IV	:1	1.277
	V	:1	1.000
	VI	:1	0.844
	VII	:1	0.671
	R	:1	4.172
Final drive		:1	3.150

Performance		
Power-to-weight ratio	kg/kW	4.5 (4.4)[1]
Output per litre	kW/ltr	93.7 (96.2)[1]
Acceleration 0–100 km/h	s	4.4 (4.3)[1]
Acceleration 0–1000 m	s	21.9 (21.7)[1]
Top speed	km/h	250 / 305 (with optional M Driver's Package)

Fuel consumption EU		
Urban	ltr/100 km	14.0 (13.9)[1]
Extra-urban	ltr/100 km	7.6 (7.6)[1]
Combined	ltr/100 km	9.9 (9.9)[1]
CO_2	g/km	232 (231)[1]
Emission rating		EU5

[1] Figures in brackets apply to optional Competition Package

Guideline on fuel consumption and CO_2 emissions:
Further information on official fuel consumption figures, specific CO_2 emission values and the electric power consumption of new passenger cars is included in the following guideline: "Leitfaden über Kraftstoffverbrauch, die CO2-Emissionen und den Stromverbrauch neuer Personenkraftwagen" (Guideline for fuel consumption, CO_2 emissions and electric power consumption of new passenger cars), which can be obtained from all dealerships, from the Deutsche Automobil Treuhand GmbH (DAT), Hellmuth-Hirth-Str. 1, 73760 Ostfildern-Scharnhausen and at http://www.dat.de/en/offers/publications/guideline-for-fuel-consumption.html.

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The BMW Group

The BMW Group is the leading premium manufacturer of automobiles and motorcycles in the world with its BMW, MINI and Rolls-Royce brands. As a global company, the BMW Group operates 28 production and assembly facilities in 13 countries and has a global sales network in more than 140 countries.

In 2013, the BMW Group sold approximately 1.963 million cars and 115,215 motorcycles worldwide. The profit before tax for the financial year 2013 was €7.91 billion on revenues amounting to approximately €76.06 billion. As of 31 December 2013, the BMW Group had a workforce of 110,351 employees.

The success of the BMW Group has always been based on long-term thinking and responsible action. The company has therefore established ecological and social sustainability throughout the value chain, comprehensive product responsibility and a clear commitment to conserving resources as an integral part of its strategy.

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