

**Media Information**

June 25, 2024

**The All-New 2025 BMW M5.**

- **The 7th generation of the benchmark high-performance sedan is the most powerful yet.**
- **BMW M Hybrid drive system produces 717 hp, 738 lb-ft of torque.**
- **0-100 km/h in just 3.5 seconds, on to a top speed of 305 km/h with the M Driver's Package.**
- **Estimated fully electric, zero emissions range of up-to 40 km.**
- **Base MSRP \$135,000 CAD.**
- **Worldwide launch to commence in the fourth quarter of 2024.**

**Richmond Hill, ON.** The BMW M5 is powering into a new era. With 40 years of history having passed under its wheels, the legendary high-performance sedan has reached its seventh generation. And the executive model from BMW M now has an electrified drive system for the first time. A model-specific version of the M Hybrid system gives the new BMW M5 a maximum system output of 717 hp and peak system torque of 738 lb-ft. The combination of a high-revving V8 engine with M TwinPower Turbo technology and an electric motor, abetted by an 8-speed M Steptronic transmission with Drivelogic and the M xDrive all-wheel-drive system gives drivers a new experience of the performance with which M models have made their name.

The new edition of the high-performance sedan sees BMW M taking another step in its evolution towards electrification. The combination of combustion engine and electric motor in the new BMW M5 is closely related to the drive system in the BMW M Hybrid V8 endurance racing car. The intelligently controlled interaction between the engine and the electric motor, the power transfer, and the chassis technology tuned perfectly to the

BMW Canada Inc.  
a BMW Group Company

BMW Canada Inc.  
une compagnie  
du BMW Group

Head Office/  
Siège social  
50 Ultimate Drive  
Richmond Hill, Ontario  
Canada  
L4S 0C8

Telephone/  
Téléphone  
(905) 683-1200

Internet  
[www.bmw.ca](http://www.bmw.ca)  
[www.mini.ca](http://www.mini.ca)



performance characteristics provide the latest example of how to improve the driving experience on the road using established Motorsport expertise.

The new BMW M5 will make its world premiere at the Goodwood Festival of Speed in England in July 2024, with production at BMW Group Plant Dingolfing beginning the same month. The worldwide market launch of the new BMW M5 will start in November 2024.

**M Hybrid system in the new BMW M5: signature M performance characteristics in a new form.**

The M Hybrid drive system of the new BMW M5 is based on a 4.4-litre V8 engine with a classically high-revving nature. The engine is bound to impress with its improved response, willingness to rev, and optimized efficiency. It utilizes the thermodynamic benefits of a cross-bank exhaust manifold, while a reinforced crankshaft drive, turbochargers mounted close to the exhaust manifold – and with adapted indirect charge air cooling and an electrically controlled blow-off valve – plus a vane-type oil pump and a weight-minimized plastic oil sump, all play a role in the engine's efficiency. An optimized oil separation process with variable impactor enhances the engine's emissions performance. In addition, a dual air intake duct ensures reduced pressure losses and enhanced acoustics via noise dampers positioned near the engine.

The combustion engine in the new BMW M5 blends its classically high-revving nature with emphatic power delivery sustained across a wide rpm range. Its peak torque of 553 lb-ft is available between 1,800 and 5,400 rpm. The V8 delivers its maximum output of 577 hp from 5,600 to 6,500 rpm and has a rev limit of 7,200 rpm.

The S68B44T0 V8 engine in the new BMW M5 is complemented by an electric motor which, like the power electronics and high-voltage battery of the plug-in-hybrid system, are the product of the current, fifth generation of BMW eDrive technology. The permanently excited synchronous motor is integrated into the 8-speed M Steptronic transmission



together with its power electronics and responds to the accelerator with instantaneous power delivery, in the manner now familiar from electric motors.

The electric motor contributes up to 194 hp to the maximum system output and up to 207 lb-ft to the maximum system torque. Its nominal torque is boosted to as much as 332 lb-ft at the transmission input via a pre-gearing stage patented by BMW. This innovation enables the electric motor, which is integrated into the transmission housing in a compact, weight-saving design, to generate effective thrust that could normally only be achieved using a far larger unit.

Working together, the 4.4-litre M TwinPower Turbo V8 and the GEN5 electric motor produce a maximum system output of 717 hp between 5,600-6,500 rpm, and maximum system torque of 738 lb-ft between 1,800-5,400 rpm. The outstanding power and torque are expertly managed by the 8-speed M Steptronic gearbox and the M xDrive intelligent all-wheel-drive system to launch the new M5 from 0-100 km/h in 3.5 seconds. In addition, the prodigious torque gives the M Hybrid drive system outstanding elasticity, which is reflected in a time of 2.9 seconds for the sprint from 80 to 120 km/h in fifth gear. In fourth gear, this figure drops as low as 2.2 seconds. The top speed of the new BMW M5 is limited to 250 km/h as standard, and raised to 305 km/h when the optional M Driver's Package is specified.

The newly developed sport exhaust system of the 2025 BMW M5, with its electronically controlled and continuously adjustable flaps, summons a rich aural accompaniment to the engine's power delivery. The engine note is therefore very distinctive, as is the appearance of the two pairs of dual 100mm diameter tailpipes integrated into the rear apron.

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

The energy for the electric drive system is stored in a high-voltage battery, which is installed in the underbody of the new BMW M5 to save space. The positioning of the



battery here helps to lower the centre of gravity, which has a positive effect on handling agility. The integration of the battery also avoids restricting cabin or luggage space in any way. The lithium-ion battery delivers impressive energy density at a cell and battery-pack level. It has a usable energy content of 14.8 kWh and provides a constant flow of power across a wide temperature range and even under the heavy loads brought by a particularly sporty driving style.

The power electronics of the M Hybrid system optimize the interplay between the combustion engine and electric motor. Depending on the situation and the driver's preferences, the drive system can be set up to maximize either outright performance or efficiency. As well as providing an electric boost effect under acceleration, the electric motor of the new BMW M5 also plays a supporting role under steady loads, helping to significantly reduce the fuel consumption of the engine. In the same way, intelligent energy management allows the battery's charge level to be regulated so that the final off-highway leg of a longer journey, for example, can be covered using only electric power.

The M Hybrid system's Combined Charging Unit coordinates the flow of electricity both when charging the high-voltage battery and when supplying energy to the electric motor. It also acts as a voltage transformer to supply the 12V electrical system. Its predictive heat management allows the Combined Charging Unit to reduce charging times by strategically warming or cooling the battery. The system uses data on the outside temperature, predicted charging power, charge stroke between the current actual value and the target value, the remaining range, and the distance to the destination to calculate the target temperature at which the high-voltage battery can be charged at maximum power for the longest possible time.

In addition, the charging socket on the front side panel on the left-hand side of the new BMW M5 has a sensor that measures the temperature at the plug contacts and can therefore detect a possible instance of overheating at an early stage.



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

The M Hybrid drive system of the new BMW M5 features an integrated cooling system adapted to the demands of both track driving and everyday use. Large air intakes at the front 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 ensure ideal operating temperatures for the drive system technology under sustained high power demand, on short journeys, and in city driving.

The air flowing into the central section of the BMW kidney grille initially encounters the low-temperature radiator, then the air conditioning condenser, and finally the high-temperature radiator. The low-temperature circuit supplies both the indirect intercooler for the V8 engine and the electric motor's power electronics. The high-voltage battery and the climate control system for the cabin are connected to a large coolant condenser. The high-temperature circuit comprises a mechanical water pump, a main radiator and two remote ones to the sides in the wheel arches. Together, these elements supply coolant to the engine block and the two turbochargers. A separate, horizontally arranged heat exchanger directly controls the temperature of the engine oil. Transmission oil cooling is by upstream air heat exchanger.

### **Eight-speed M Steptronic transmission with Drivelogic, Launch Control function and integrated electric motor.**

The 8-speed M Steptronic transmission with Drivelogic channels the power generated by the combustion engine as well as drive torque from the integrated electric motor as required to enhance either efficiency, comfort, or performance. The transmission's shift characteristics can be varied via the Drivelogic settings selectable using the M Setup menu. Three clearly distinguishable stages can be selected in both automated and manual mode – ranging from comfort-focused to extremely dynamic.



A new Boost Control function enables a nearly instantaneous burst of speed when travelling between 30 and 150 km/h. Pulling on the left-hand shift paddle for more than one second prompts all the powertrain and chassis systems to be switched to their sportiest setting. An alert on the information display indicates that this function has been initiated. When the driver pushes down hard on the accelerator, the M5 responds with immediate and truly ferocious acceleration.

**Five operating modes allow drivers to tailor the performance and efficiency as they wish.**

The interaction between the combustion engine and electric motor in the BMW M5 can be adjusted by selecting specific operating modes for the M Hybrid system. The driver can call up the relevant menu using the M HYBRID button on the control panel in the centre console and access it on the control display. All five driving modes are available as standard in Canada.

The default setting HYBRID 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 selected from the M Setup menu. In the Comfort setting, the electric motor is deployed more often, optimizing the efficiency of the new BMW M5. If the battery is at a very low state of charge, the generator function raises the engine's load point to feed additional power into the high-voltage battery, and full system output developed by the motor and engine is still available. In the drive system's Sport and Sport Plus modes, the combustion engine is always engaged.

The ELECTRIC operating mode is for locally emission-free driving. In this mode, the V8 engine is only engaged if the driver pushes the accelerator into kickdown or switches to the transmission's manual mode using the paddle shifters. Choosing the eCONTROL setting allows the charge of the high-voltage battery to be maintained at a constant level during a journey or increased by means of energy recuperation or by deliberately raising the



combustion engine's load points. In this way, battery capacity can be saved for pure-electric driving in urban areas later in the journey, for example.

M Drive Professional, standard in the Canadian market, adds DYNAMIC and DYNAMIC PLUS modes. These ensure the combustion engine and electric motor are both active and that the cooling system is conditioned for track driving. In DYNAMIC mode, the full system output is primed to deliver balanced, sustained high performance on the track. And DYNAMIC PLUS mode delivers the M Hybrid system's full system power for a brief period for use on a circuit, for example.

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

In all operating modes, the power from the combustion engine, electric motor or both is channelled to the road via M xDrive. With its electronically controlled multi-plate clutch, this intelligent all-wheel-drive system ensures fully variable distribution of power between the front and rear axle, which optimizes both the traction and performance of the new BMW M5. Its transfer case is more efficient than in the previous generation, weighs less and it brings improvements in oil-level control and cooling. A special design for the underbody panelling ensures a highly effective flow of cooling air. In addition, the torque capacity of the transfer case has been increased to take into account the extremely powerful M Hybrid drive system in the new BMW M5.

The M xDrive system's responses can also be adapted via the M Setup menu. Beyond the default 4WD setting, drivers can choose from two other modes. In 4WD Sport mode, the characteristic rear-biased setup of the M-specific all-wheel-drive system is more pronounced. This delivers the sporting handling in dynamic driving situations for which M models are renowned. To activate the 4WD Sport setting, drivers will first need to switch to M Dynamic Mode or fully deactivate the DSC (Dynamic Stability Control) system. And only when DSC has been fully deactivated can 2WD mode be selected. Sending drive exclusively to the rear wheels without interventions from the DSC system will appeal to

experienced drivers who prefer an even more unfiltered performance experience, e.g. when executing drift maneuvers on the track.

Working together with the M xDrive system is an electronically controlled differential lock in the rear axle of the new BMW M5, which further enhances traction, agility, and directional stability. Like the all-wheel-drive system, the Active M Differential is tailored specially to the performance characteristics of the M Hybrid drive system. It provides fully variable distribution of drive between the left and right rear wheels, adjusted to the situation at hand. The Active M Differential also helps to enhance dynamic cornering. Shifting power to the wheel on the outside of the corner mitigates understeer without the need for any brake inputs. In order to regulate power transfer as precisely as possible, both the M xDrive all-wheel-drive system and the Active M Differential are networked with the central transverse dynamics management of the new BMW M5.

### **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 M5 is a shear panel that connects the spring strut towers with the bulkhead, as well as bespoke tower-to-front-end struts. Further strengthening elements can be found in the centre and rear sections of the engine compartment.

At the back, the new BMW M5 has model-specific underfloor bracing elements including a cross-bar and a shear panel as well as further stiffening elements for the load compartment. Furthermore, the mountings connecting the chassis to the body and the steering to the front axle subframe also boast exceptional torsional rigidity.

### **Sophisticated chassis technology with unique tuning.**

The advanced chassis technology of the new BMW M5 uses model-specific kinematics and elastokinematics to give it exceptional dynamic potential. The design and setup of all





components ensure the handling of the new M5 is characterized by precise response to movements of the steering wheel, neutral steering behaviour up to the limit, and linear build-up of lateral forces across the full lateral acceleration range.

The double-wishbone front axle has optimized longitudinal and lateral rigidity, while the use of aluminium components reduces unsprung mass. All the elements of the wheel carriers have been redesigned. The axle kinematics, large castor and kingpin angles, a lowered roll centre, and elastomer bearings developed specifically for the new BMW M5 enable a familiar M combination of dynamic performance and refined comfort in everyday driving and over longer journeys.

The 5-link rear axle also employs components with a model-specific design to meet the highly exacting dynamic requirements of a high-performance sports sedan. The innovative sheet-steel construction of the forged links and wheel carriers – like the rear axle subframe, made from aluminum – reduce unsprung mass. The new track control arms, camber control arms, and guide arms of the rear axle were developed specially for high longitudinal and transverse dynamics. The straight-line poise, load-change characteristics, directional stability when changing lanes, and steering behaviour benefit from highly precise wheel guidance. Exceptionally stiff mountings for the rear axle subframe, which also has very high structural rigidity, enhance the agility of the new BMW M5. The large supporting base of the rear axle subframe, which is used to damp powertrain vibrations, and model-specific elastokinematics, which improve rolling comfort, have a positive effect on comfort levels over long journeys.

### **Standard specification includes M Servotronic steering and Integral Active Steering.**

The M Servotronic steering for the new BMW M5 has been updated and unites speed-sensitive power assistance and a variable steering ratio. This allows the M-specific version of the electrically assisted rack-and-pinion steering system (Electric Power Steering) to deliver precisely the right amount of steering torque in every situation.



Typical of BMW M vehicles, the steering has a rigid – rather than elastic – connection with the front axle subframe to ensure optimal feedback and a high degree of directional accuracy. Drivers can choose from two settings for the steering assistance via the M Setup menu, allowing them to select either a comfort-focused setup or one optimized for sporty driving.

The seventh-generation BMW M5 now also features Integral Active 4-Wheel Steering. This system, which turns the rear wheels in either the same direction as or the opposite direction to the front wheels, depending on the car's speed, is fitted as standard. With a steering angle of up to 1.5°, it increases comfort when maneuvering and reduces the M5's turning circle, as well as improving stability and comfort when changing lanes at higher speeds. In addition, in highly dynamic driving situations, the system prompts the chassis control tech to make steering inputs to optimize directional stability and agility.

### **Adaptive M Suspension with electronically controlled dampers.**

The new BMW M5 also comes standard with Adaptive M Suspension. Its electronically controlled dampers optimize road contact in all driving situations, reduce the body's tendency to roll through high-speed corners, and enhance driving comfort in everyday conditions and on long-distance trips. The dampers are controlled with the help of sensors that constantly monitor body movements, the condition of the road, and steering adjustments. Electromagnetically controlled valves generate the optimum damping forces for each individual wheel in milliseconds.

The basic damper setting can be altered by the driver in the M Setup menu, and the responses of the Integral Active 4-Wheel Steering system are adjusted together with the dampers.



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

The new integrated braking system adjusts stopping power extremely quickly and precisely to the driver's requirements. To this end, it brings together the brake activation, brake booster and braking control functions within a single module. The brake pressure required is initiated using an electric actuator.

The introduction of the integrated braking system for the new BMW M5 is accompanied by further updates for the DSC (Dynamic Stability Control) functions. As the braking control function is also integrated into the system's central module, corrective inputs are now applied with greater precision. The anti-lock braking system (ABS) and Cornering Brake Control (CBC) are both enhanced by the integrated braking system, likewise the stability control system for preventing oversteer and understeer, and the Automatic Differential Brake (ADB-X), Brake Assist, Dry Braking function, Start-Off Assistant and Automatic Hold functions.

The near-actuator wheel slip limitation tech fitted in the new BMW M5 enables highly sensitive acceleration control on wet, snow-covered, or icy surfaces or on roads with inconsistent grip levels. The integration of this traction control system into the engine management eliminates the long signal paths to the DSC control unit. This allows corrective inputs to be applied up to ten times faster than in conventional systems. Because near-actuator wheel slip limitation responds so quickly to any loss of traction, especially when accelerating hard or taking corners at speed, the DSC system has to intervene far less frequently with selective applications of the brakes at individual wheels to maintain composed and assured handling.

This function 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. This ensures that all the functions act in a coordinated manner to produce a well-resolved driving experience worthy of the M badge in all situations.



Braking is handled by the standard M Compound brakes or optional M Carbon ceramic brakes. Both have six-piston fixed-calliper brakes at the front axle and single-piston floating-calliper brakes at the rear. Drilled brake discs – 410 mm at the front and 398 mm at the rear – are standard. The calipers are painted blue as standard or red or black as an option and carry the M logo. The M Carbon ceramic brakes bring reduced weight (they are around 25 kg lighter), stronger braking power, a greater ability to withstand fade, further enhanced thermal stability, and high resistance to wear. Other features of the M Carbon brakes are the calipers painted in Gold metallic and larger 420 mm drilled discs at the front.

**New M alloy wheels with staggered dimensions.**

Standard specification for the new BMW M5 includes new M Double-spoke alloy wheels Style 951 in a Midnight Grey finish, 20-inch at the front, 21-inch at the rear. The wheels are fitted with 285/40 ZR20 front and 295/35 ZR21 rear performance tires. High performance tires are available optionally as are two alternative alloy wheel designs in bi-colour and Jet Black.

**Driver assistance systems with individually adjustable functions.**

The new BMW M5 is available either as standard or optionally with a broader selection of driver assistance systems than has been offered previously. The functionality of these systems has also been further improved thanks to the integrated braking system and networked transverse dynamics management.

The standard-fitted systems include Forward Collision Mitigation, Lane Keeping Assistant and Speed Limit Info, along with the Driving Assistant including Active Blind Spot Detection and Speed Limit Assistant. The Parking Assistant, now standard, incorporates features such as the Backup Assistant and a Rear View Camera.

On the options list is the Driving Assistant Professional, which permits the Lane Keeping Assistant with Side Collision Protection and Distance Control to be used when travelling at



highway speeds. At lower speeds up to 60 km/h, the Traffic Jam Assistant can provide attentive, unlimited hands-free driving to ease the strain of especially dense traffic situations on limited access highways.

The functions of the driver assistance system can be configured to personal preference using the M Mode button on the centre console. In the Sport setting, all interventions in the car's braking and steering systems are suspended, with the exception of those triggered by the Forward Collision Mitigation system and the Evasion Assistant. Instead, only warning alerts flagging up speed limits or overtaking restrictions, for example, are given. In Track mode – conceived for use strictly on race tracks – all the advanced driver assistance systems are fully deactivated.

### **Exterior design. Expressive, and more distinctive than ever before.**

With its prominently flared wheel arches and side skirts, sculptural front apron, and unique surface treatment around the C-pillar, the new M5 cuts an athletic figure – one that sets it apart from the BMW 5 Series range more clearly than ever. In addition, a higher proportion of surfaces painted in body colour creates a more holistic appearance with stylish references to the new M5's superior dynamic promise.

### **Front end: a clear expression of presence and performance.**

The front view of the new BMW M5 is shaped by a modern take on the signature BMW twin headlights and BMW kidney grille. The standard Adaptive LED Headlights with cornering light function bring a clean, modern look. Shadowline Lights, also standard, add darkened trim to the inside of the housings.

The newly designed BMW M kidney grille is finished in high-gloss black and almost entirely enclosed. A single M double-bar bearing the M5 badge runs horizontally across the grille. The grille centre houses the sensors for the driver assistance systems. In its lower section, two small, matte-finished air intakes ensure optimum temperature control by efficiently



channelling the incoming air to the radiators. The simplified design approach enables a fresh aesthetic, bordered by a clean, black frame that is illuminated as standard.

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

### **Dynamic silhouette with powerful proportions and M-specific design features.**

M-specific design features ensure the new BMW M5 is immediately recognizable as a high-performance sports car when viewed from the side. The sides of the body, including the front and rear wheel arches, have been completely redesigned specifically for the M5. This has resulted in an increase in the width – by 75 mm at the front wheels and 48 mm at the rear when compared to the standard BMW 5 Series. This means no additional flares on the wheel arches are required to accommodate the wider tires. The hunkered-down body and front and rear aprons extending downward emphasize the M5's imposing proportions.

The M5's lines also emphasize the athletic surfacing of the wheel arches. A modified character line above the flush door handles adds interest to the side view; it fades out earlier than on the BMW 5 Series, accentuating the powerful surface above the rear wheel. Side skirts painted in body colour finish the design in muscular style at the point closest to the road; an additional, light-refracting edge strengthening the slim and athletic overall impression. The aerodynamically optimized M exterior mirror caps can be finished in carbon fibre as an option.

The embossed M5 logo in D-pillar surround with standard gloss black window surround brings an extra touch of individuality. The matte finish of the logo stands out clearly from the surface of the Hofmeister kink.



**Broad, powerful rear end with monolithic surface treatment.**

Prominently flared wheel arches also define the character of the rear end. They accentuate the width and muscular stance of the new BMW M5, an impression reinforced by the vertical reflectors positioned at the outer edges of the rear. As at the front, generously sized surfaces give the rear a monolithic appearance.

An M rear spoiler and a diffuser element optimize airflow around the body. In addition, the familiar M twin exhaust tailpipes – here in Black Chrome – are integrated into the rear apron. The centre of the diffuser has a vertical divider. This design feature adapted from racing car design references the split in the centre of the front apron.

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

Customers can choose from one solid and nine metallic exterior paint shades for their new BMW M5. These include the exclusive M colours Isle of Man Green Metallic and Marina Bay Blue Metallic and the matte finish Frozen Deep Grey. A range of BMW Individual paint finishes will also be offered from the launch of the new M5.

**New M leather steering wheel, centre console with M-specific control panel.**

A newly designed M leather steering wheel in three-spoke design with a flat-bottomed rim, stitching in BMW M GmbH colours, and a red centre marker in the 12-o'clock position adds to the Motorsport-inspired atmosphere of the cockpit in the new BMW M5. The horizontal spokes of the new steering wheel have narrow cut-outs and glass-look multifunction buttons. Steering wheel heating is standard.

The programmable M buttons above the horizontal spokes are trapezoidal in shape, taking their cue from the contours of the M-specific displays. They are finished in M Red metallic and are illuminated at night. The gearshift paddles on the steering wheel also have a new



design. Their surfaces are finished in high-gloss black, while the cut-out plus and minus symbols have red contour lines. The left-hand paddle is also marked BOOST.

The control panel on the centre console houses the red start/stop button, the newly designed gear selector toggle, the BMW iDrive Controller, the roller control for the audio, and the M-specific buttons for the setup options. The iDrive Controller has an M logo outline design and, like the high-gloss black gear selector toggle and the audio system's roller, it is accented in Dark Silver.

#### **Individual vehicle configuration with the Setup button.**

The control panel also has dedicated buttons 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 overall setup of the new M5. Pressing the Setup button activates the M Setup menu, which is then shown in the control display. Drivers can then use touch control to select their desired settings for the drive system, transmission, suspension, steering, braking system, and M xDrive, as well as for the intensity of energy recuperation.

Users can choose from three modes each for the drive system, the Drivelogic function of the 8-speed M Steptronic transmission, the damper response, the all-wheel-drive system, and energy recuperation on the overrun and under braking. These settings and the two available settings for both the steering and brake pedal feel allow drivers to create a vehicle profile for that reflects their preferred choice of performance or comfort.

Two individually configurable setup variants can be stored permanently together with the preferred settings for the M HYBRID system's operating mode, drive sound and DSC system. The desired overall vehicle setup can then be called up at any time by pressing one of the two M buttons on the steering wheel.





**M multifunction seats provide track-ready support and long-distance comfort.  
New Full Merino Metallic leather trim optional.**

Customers can choose to outfit the standard M Multifunction Seats in one of four shades of Extended Merino Leather; Black, Silverstone/Black bi-colour, Red/Black bi-colour, and Kyalami Orange/Black bi-colour.

Making its debut in the new 2025 BMW M5 is the BMW Individual Full Merino Metallic leather trim, which will be available from spring 2025 in Black/Dark Violet bi-colour and Taupe Grey/Deep Lagoon Pearl Effect bi-colour. The unique finish creates a particularly striking effect for the head and shoulder areas of the M Multifunction Seats and imparts an exclusive and technical aura to the interior with surfaces that vary their appearance according to the prevalence of light. This is made possible by a refinement process called High-Definition Design (HDD), and BMW is the first carmaker to use this process in one of its products. HDD creates a unique, three-dimensional ornamentation in the leather, featuring exceptionally clear contours and seamless transitions between areas higher up in the interior and those lower down.

**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 interior lighting also comprises a Welcome Animation with light signals in the BMW M tricolour. Also helping to create the exclusive on-board ambience is the BMW Interaction Bar spanning the instrument panel into the front door panel trim. Integrated into the instrument panel with a crystalline glass appearance, this combined light-bar/toolbar includes control surfaces for the ventilation settings, rear window heating, and hazard warning lights.

The standard ambient lighting provides atmospheric illumination 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. The colours used for the light effects vary according to the M Mode selected. In Track mode, the lighting is fully switched off.

The new BMW M5 comes standard with interior trim elements in Aluminum Rhombicle. Options include High Gloss Carbon Fibre with Silver Threads and High Gloss Dark Oak Fine-Wood interior trims. All the interior trim variants are accented in Dark Silver.

**Luxurious standard equipment includes a Bowers & Wilkins Surround Sound System and a Sky Lounge Panoramic Roof.**

The premium ambiance of the new BMW M5 is underlined by the array of luxurious equipment features fitted as standard to enhance comfort and driving pleasure. For example, a Bowers & Wilkins Surround Sound System with 18 speakers and 655-watts of crystal clear power. Illuminated metal covers for the door-mounted speakers underscore the exclusive character of the sound system.

Also standard is the Sky Lounge Panoramic Roof. The fixed glass panel extends in a single section from just behind the windscreen almost to the rear window and floods the interior with light. Measuring 84.1 cm long and 81.8 mm wide, the aperture is almost 90 percent larger than a conventional tilt/slide sunroof. An electrically operated roller blind provides shade when desired.

Alternatively, customers can specify the new BMW M5 with the optional M Carbon roof, which reduces vehicle weight by more than 30 kg. The M Carbon Roof is part of the M Carbon Exterior Package, which also includes exterior mirror caps and a rear spoiler made from the same lightweight material.



**Display and control/operation system, connectivity. New BMW iDrive and innovative digital services.**

The BMW Curved Display in the cockpit provides the ideal platform from which to configure the drive settings in the new M5 from the M Setup menu quickly and intuitively by touch on the control display. The new display and control/operation is based on BMW Operating System 8.5, and offers M-specific displays.

BMW Operating System 8.5 is geared to operation using the touchscreen and natural speech. But as well as the control display with touch control and the BMW Intelligent Personal Assistant, it encompasses the multifunction buttons on the steering wheel, the iDrive Controller on the centre console, and the BMW Head-Up Display, which projects relevant driving information directly into the driver's field of vision on the windscreen, also with M-specific graphics.

BMW Operating System 8.5 also expands the repertoire abilities of the BMW Intelligent Personal Assistant. For example, naturally formulated spoken instructions can now be used in the new BMW M5 to adjust the seat position, start Automatic Park Assistant, or activate BMW IconicSounds Electric.

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

Inside the cockpit of the new BMW M5, the BMW Curved Display impresses with modern graphics, dynamic light effects, and expressive colour worlds. The fully digital screen grouping is made up of a 12.3-inch information display and a 14.9-inch control display.

Within the information display directly in front of the driver, the vehicle speed is shown on the left, both as a number and as a digital scale, along with further information such as the fuel level and the status of the driver assistance systems. The right-hand section indicates engine speed, current gear, 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 an



indicator bar along the lower edge notifies the driver of the status of the driving stability systems, M xDrive, and traction control, among other things.

The fully digital screen grouping provides a clear overview of the various menu options in the form of widgets on the control display's home screen, which can be arranged to suit personal preferences. A number of special widgets are also available in the new BMW M5 containing information on the current vehicle setup, as well as tire pressure and temperature. Users can return to the home screen from any of the submenus with a tap of the finger on the home icon in the menu dock 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 be found here.

### **BMW Head-Up Display with M-specific readouts and BMW Maps navigation system as standard.**

The BMW Head-Up Display is included with the standard BMW Digital Cockpit Professional in the new BMW M5. It projects information relevant to driving – including a multi-coloured tachometer, shift lights, and M View – onto the windscreen, again in an M-specific style.

The cloud-based BMW Maps navigation system is also part of standard equipment. It offers extremely fast and dynamic route calculation, based on precise real-time traffic data transmitted at short intervals. BMW Maps also enables charging-optimized route planning on longer journeys.

The Augmented View function can be added of the navigation system's map view as standard. Here, a live video stream from the driver's perspective can be shown on either the control or information display and augmented by supplementary information that matches the context.



**Video streaming and AirConsole games on the control display.**

BMW Operating System 8.5 offers a wide range of digital content for information and entertainment, shorter function update cycles, and improved accessibility to a host of specific online services.

The driver and passengers in the new BMW M5 can pass the time while waiting for the vehicle to recharge or be refuelled, for example, with in-car gaming via the AirConsole platform. The driver and passengers can play casual games in single-player or multi-player mode when the car is stationary. They only need their smartphone, which will serve as a controller, and the gaming experience on the BMW Curved Display is ready to go. 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 also includes optimized smartphone integration using Apple CarPlay® and Android Auto™.

Personalising the user experience with the BMW ID is very straightforward in the new BMW M5. All that's required is an initial sign-in from the customer inside the car using a smartphone and a QR code. Their personal profile is then imported and synchronizable settings are loaded. The vehicle is also added to the My BMW App in the relevant profile.

The My BMW App provides information on the vehicle's status, such as its remaining range and any service 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 optimizes reception for making telephone calls and to enable the data transfer required for in-car gaming, and other online-based services.



The Remote Software Upgrades function keeps the new BMW M5 right up to date with the latest software at all times. Upgrades may include free quality improvements, updates or even additional features (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.

This optimized connectivity and innovative digital technology also underpin the new customer service Proactive Care. Foremost is its ability to recognize the vehicle's service requirements using artificial intelligence and proactively offer the customer solutions, which are then actioned via the most appropriate channel in each case, depending on urgency.

### **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. BMW Digital Key Plus enables customers to lock and unlock their new BMW M5 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 as well as start up once they are inside and activate the ignition.

The new BMW M5 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.

## Specifications.

<b>2025 BMW M5</b>	
<b>Body</b>	
No. of doors/seats	4 / 5
Length / Width / Height (mm)	5,096 / 1,970 / 1,510
Wheelbase (mm)	3,006
Track, front / rear (mm)	1684 / 1660
Ground clearance (mm)	115
Turning circle (m)	12.6
Fuel tank capacity (l)	60
Curb weight (kg)	2,445
GVWR (kg)	2,940
Luggage capacity (l)	466
<b>Engine</b>	
Config. / no. cylinders / valves	V / 8 / 32
Engine technology	M TwinPower Turbo technology with cross-bank exhaust manifold: two M TwinScroll turbochargers, indirect charge air cooling, High Precision Injection (max. injection pressure: 350 bar), VALVETRONIC fully variable valve timing, Double-VANOS variable camshaft timing
Capacity (cc)	4,395
Stroke / bore (mm)	89.0 / 88.3
Compression ratio (:1)	10.5
Output @ rpm (hp)	577 @ 5,600-6,500
Torque @ rpm (lb-ft)	553 @ 1,800-5,400
<b>Electric Motor</b>	
Motor technology	BMW eDrive technology: permanently excited synchronous electric motor with pre-gearing,

	integrated into eight-speed M Steptronic transmission; generator function for recuperating energy for the high-voltage battery
Max. output (hp)	194
Max torque (lb-ft)	207
<b>System Power</b>	
Max sys. output (hp @ rpm)	717 @ 5,600-6,500
Max sys. torque (lb-ft @ rpm)	738 @ 1,800-5,400
<b>High-voltage Battery</b>	
Storage technology / installation	Lithium-ion / Underfloor
Voltage (V)	347.5
Useable energy capacity (kWh)	14.8
Max. charging rate (kW)	7.4
<b>Driving Dynamics and Safety</b>	
Suspension, front	Adaptive M suspension with double-wishbone axle in lightweight aluminium construction, M-specific kinematics and elastokinematics
Suspension, rear	Adaptive M suspension with five-link axle in lightweight aluminium/steel construction, M-specific kinematics and elastokinematics
Brakes, front	Vented disc with six-piston fixed calipers
Brakes, rear	Vented disc with single-piston floating calipers
Driving stability systems	DSC incl. ABS and M Dynamic Mode (MDM), can be switched off; near-actuator wheel slip limitation, CBC (Cornering Brake Control), DBC (Dynamic Brake Control), Performance Control, Dry Braking function, drive-off assistant, M xDrive all-wheel-drive system and Active M Differential networked with DSC



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 belt stopper, belt tensioner and belt force limiter in the front, crash sensors, tire pressure indicator	
Steering		Electric Power Steering (EPS) with M Servotronic; Integral Active Steering	
Steering ratio overall (:1)		14.2	
Tires front / rear		285/40 ZR20 111Y XL / 295/35 ZR21 110Y XL	
Rims, front / rear (in)		10.5J x 20 / 11.0J x 21	
Transmission			
Type		8-speed M STEPTRONIC transmission	
Gear ratios	I	:1	5.00
	II	:1	3.20
	III	:1	2.14
	IV	:1	1.72
	V	:1	1.30
	VI	:1	1.00
	VII	:1	0.83
	VIII	:1	0.64
	R	:1	3.97
Final Drive		:1	3.31
Performance			
Acceleration 0-60 mph (sec)		3.5	
Top Speed (mph)		250 (305 w/ opt. M Driver's Package)	



Canada

**Corporate Communications**



### **BMW Group in Canada**

BMW Group Canada, based in Richmond Hill, 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 and protection products 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 51 BMW automobile retail centres, 24 BMW motorcycle retailers, and 31 MINI retailers represents the BMW Group across the country.

### **For more information, please contact:**

Marc Belcourt  
Director, Corporate Communications  
BMW Group Canada  
905-428-5078 / [marc.belcourt@bmwgroup.ca](mailto:marc.belcourt@bmwgroup.ca)

Jean-Francois Taylor  
Product and Technology Manager, Corporate Communications  
BMW Group Canada  
905-428-5366 / [jean-francois.taylor@bmwgroup.ca](mailto:jean-francois.taylor@bmwgroup.ca)