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The new BMW M5 Touring.

Description in Brief.



- High-performance Touring model from BMW M GmbH, unique combination of the dynamic driving characteristics of a high-performance sports car with the versatility and extra space of the BMW 5 Series Touring, supreme agility and driving dynamics in the segment.
- Power unit: Multiple prize-winning ten-cylinder motorsport-based power unit featuring the BMW M high-speed engine concept for optimum power and unique torque at all speeds, capacity: 4,999 cc, max output 373 kW/507 hp, max torque 520 Nm/383 lb-ft, max engine speed 8,250 rpm.
- Sequential M-Gearbox (SMG) with seven gears and Drivelogic control, M suspension, variable, speed-sensing M differential lock, M-specific DSC Dynamic Stability Control, M-specific EDC Electronic Damper Control for individual adjustment of suspension characteristics, high-performance brake system with compound brake discs.
- Performance: acceleration 0–100 km/h in 4.8 seconds, top speed 250 km/h or 155 mph (electronically limited).
- Spacious, variable interior, five full-size seats, luggage compartment capacity enlargeable from 500–1,650 litres (17.5–57.8 cubic feet), automatic tailgate operation, rear window opening separately, M-specific air suspension with self-levelling, additional body reinforcements with M-specific support and reinforcement elements on the floor of the luggage compartment.
- Available with nearly all features and equipment for the BMW 5 Series Touring including the Panorama glass roof, daytime lights and Adaptive Headlights, BMW TeleServices, optional trailer towing bar (max trailer load 1,800 kg/3,969 lb).
- Available with the entire range of BMW Individual equipment, plus M-specific Head-Up Display, innovative BMW Individual high-end audio system offering supreme sound quality.
- Exterior in unique M-look, exclusive light-alloy rims and exterior paintwork, exclusive M interior design with particularly sophisticated, high-quality materials and M-specific colour scheme.

More Space for Dynamic Performance: The new BMW M5 Touring. (Short Version)



Emotion and rational intelligence – the BMW M5 Touring appeals to both of these human senses, simply by uniting seemingly incompatible contradictions to form one harmonious whole.

Indeed, this high-performance Touring now launched by BMW M GmbH fulfils even the greatest demands in dynamic performance and sheer driving pleasure. And at the same time, through its supreme versatility in combination with excellent quality of finish and that typical look of BMW M, the new five-door certainly offers the best of several worlds.

The new BMW 5 Series Touring overcomes old contradictions and forms a synthesis of values where the seemingly incompatible would appear to make such an all-round solution impossible: A sports car with roof railing, 373 kw/507 hp maximum output with 1,650 litres or 57.8 cubic feet of storage space, a power-to-weight ratio of 3.7 kilos/8.2 lb per horsepower, maximum trailer load of 1,800 kg or 3,969 lb, a high-speed power unit with the reliability of a series-production engine built for everyday use, a BMW M5 Touring for the race track. All this – and more – is offered by the new BMW M5 Touring.

This is the first time that BMW M GmbH's absolutely unique ten-cylinder is featured in a five-door model. With five litres engine capacity, maximum output of 373 kW/507 hp, and peak torque of 520 Newton-metres/383 lb-ft, the V10 power unit provides the kind of muscle and performance otherwise only to be admired in a thoroughbred sports or racing car. Indeed, the engine's high-speed concept so typical of BMW M comes directly from motorsport, this exceptional power unit reaching speeds of up to 8,250 rpm and converting these impressive performance figures into a fascinating, truly unmistakable driving experience.

Ever since the start of series production in 2005, the V10 has received no less than seven prizes in the worldwide Engine-of-the-Year Award.

One hundred per cent sports car, one hundred per cent Touring.

As a truly versatile business, family and leisure time car, the BMW M5 Touring offers a fascinating symbiosis of features previously regarded as incompatible – a thoroughbred sports car here, a practical five-door there. Perfect interaction of the high-speed power unit, on the one hand, and the Sequential M Gearbox (SMG) as well as the chassis designed for supreme driving dynamics,

on the other, turns the BMW M5 Touring into a truly unique estate car offering unparalleled performance also on the race track. And at the same time the driver of a BMW M5 Touring has every opportunity to enjoy the superior potential of his or her sports car under practical conditions in everyday motoring. So in a nutshell, the new BMW M5 Touring brings together 100 per cent sports car and 100 per cent Touring to offer 100 per cent driving passion so typical of BMW M.

The added emotional value offered by the new model is clearly confirmed by straightforward facts and figures:

The BMW M5 Touring accelerates from 0–100 km/h in just 4.8 seconds, almost as fast as the extremely dynamic BMW M5 Sports Saloon. And in a direct comparison on the race track the Touring also remains very close to its Saloon counterpart, thus offering all the agility and dynamism of a particularly powerful sports car in every respect.

Considering its performance, the BMW M5 is also a most economical car: Average fuel consumption in the EU test cycle is 15.0 litres/100 km, equal to 18.8 mpg Imp. And in extra-urban traffic, the driver is able to enjoy this high-performance five-door on just 10.6 litres/100 km, equal to 26.6 mpg Imp.

The ideal combination: high performance and supreme function.

In everyday motoring the BMW M5 Touring offers the driver a new dimension of mobility combining supreme sports car performance with all the benefits of BMW's Touring concept. This is clearly borne out by the five full-size seats, flexible loading space from 500–1,650 litres (17.5–57.8 cubic feet), as well as excellent driving comfort and the proven function of the BMW 5 Series Touring uniquely successful the world over.

The two outer seats in the spacious rear passenger area may be further upgraded by seat heating and come as standard with ISOFIX child seat fastening. As long as the centre seat remains free, the folding centre armrest offers the additional benefits of a storage box and two cupholders.

The rear-seat backrest split in a 60 : 40 ratio folds down either completely or individually on either side.

As an option the luggage compartment may be upgraded by a ski-bag and a special Storage Package complete with individual subdivision of the floor in the luggage compartment, folding partition panels, lashing belts in the side panels, and multi-function supports. The semi-automatic roll-up cover, in turn, keeps your luggage safely away from prying eyes, and the rear window opens separately as a standard feature, with an automatic tailgate opening/closing function coming as an optional extra.

Discreet design, perfect understatement.

Distinguishing this new model from the “regular” BMW 5 Series Touring, the exterior design boasts discreet modifications clearly proving the exceptional potential of the BMW M5 Touring at first sight: The front air dam, side-sills, air intakes in the side panels, the rear air dam as well as four round tailpipes leading out of the exhaust are clear signs of distinction characterising the world’s most dynamic production estate. Indeed, it is fair to say that no other car from BMW M GmbH offers such a perfect rendition of understatement in its looks and appearance.

Beneath the sheet metal, on the other hand, numerous details and improvements adapt the “basic” model to the far higher standard of power and performance offered by the M5 Touring. Particularly the suspension, steering and DSC Dynamic Stability Control have been perfectly optimised to match the power of the engine and the modified centre of gravity. And to further enhance the torsional stiffness of the Touring body, the reinforcements between the side-sills and the floor in the luggage compartment have been specially modified in accordance with the requirements of BMW M.

Seven-speed SMG for a particularly precise gearshift.

The Sequential M Gearbox (SMG) with Drivelogic ensures perfect transmission of engine power via the drivetrain to the rear wheels in every situation: Seven-speed SMG enables the driver to shift gears manually, as an option with extremely short gearshift times. In addition, the automatic Drive function turns even fast cruising into a truly blissful experience.

SMG is operated either via the selector lever or through toggles on the steering wheel. SMG Drivelogic, in turn, offers the driver a choice of no less than 11 driving programs enabling him to individually adjust the gearshift characteristics of SMG to his personal style of motoring.

Using the manual gearshift function (S-mode), the driver is able to pre-select no less than six of these eleven programs, shifting gears by hand in his own personal style. The only exception is Launch Control for optimum acceleration from a standstill.

The gearshift function required for this purpose is provided by the transmission independently at the ideal gearshift point and with optimum slip control, and the six gears are supplemented by five automatic driving programs in the D-mode.

DSC Dynamic Stability Control complete with the M Dynamic Mode.

Rear-wheel drive and almost perfect weight distribution from front to rear ensure optimum conditions for particularly dynamic driving characteristics further enhanced by the all-aluminium chassis and suspension of the BMW 5 Series Touring. To match the particularly outstanding performance of the BMW M5 Touring, both the two-joint spring strut front axle and the integral arm have been modified in a number of details, an aluminium thrust panel on the front axle subframe, for example, ensuring additional lateral stiffness.

A further improvement is the modified front axle kinematics reflecting the change in weight distribution and the car's centre of gravity.

And on the rear axle the air suspension has been carefully geared to the new BMW 5 Series Touring to maintain the car's sporting and dynamic performance also when carrying a heavy load.

The various functions and features of DSC Dynamic Stability Control specially enhanced for BMW M Cars may also be controlled by the driver in the BMW M5 Touring. Pressing the MDrive button on the multifunction steering wheel, for example, the driver is able to activate the M Dynamic Mode, with the DSC response thresholds cutting in at the level specified in advance. This, in turn, enables the driver to enjoy a controlled power slide in bends, gently counter-steering in particularly dynamic driving manoeuvres, with DSC cutting in only when the car reaches the limits to driving physics. And as a further feature Dynamic Stability Control may be fully deactivated on the BMW M5 Touring.

Programmable EDC and Variable M Differential Lock.

EDC Electronic Damper Control offers the driver superior freedom of choice, allowing him to adjust the particular characteristics of the chassis and suspension to current driving conditions in the BMW M5 Touring: Pressing the MDrive button on the steering wheel or the button next to the SMG selector lever, the driver is able to call up no less than three different suspension settings ranging from comfortable through dynamic all the way to sporting and firm.

The Variable M Differential Lock allows optimum traction on all kinds of surfaces, building up 100 per cent locking action when required. This enables the BMW M5 Touring to accelerate even faster out of bends and drive smoothly without problems on snow, gravel, and ice. And whenever the driver prefers a sporting style of motoring, as well as on roads with a higher frictional coefficient, the M Differential Lock will enhance the positive characteristics of rear-wheel drive.

Since the driver does not always need the power and performance of the V10 power unit in everyday traffic, the new BMW M5 Touring offers the comfort-oriented P400 Performance Program, for example in city traffic. This program is automatically activated every time the driver starts the engine, providing maximum output of 400 hp. Then, pressing the Power Button, the driver is able to activate full engine output of 507 hp provided by either a sporting or race-like Dynamic Driving Program.

Interior: superior function in sporting style.

Superior function and the comfortable character of the BMW 5 Series Touring are also to be admired and enjoyed within the world's most dynamic production estate. But at the same time the BMW M5 Touring naturally boasts particularly sophisticated features and amenities oriented even more than usual towards the sporting driver. Enhanced leather upholstery featured as standard, for example, conveys a superior touch of sporting class and elegance right from the start. Full leather upholstery available as an option, in turn, guarantees even more exclusive style. And at the same time the wide range of options available from BMW Individual gives the customer almost unlimited choice of exclusive upholstery and interior colours, as well as exterior paintwork.

Within the cockpit the controls for all functions essential in modern motoring are grouped in ergonomically perfect arrangement on or around the steering wheel. The optional Head-Up Display enhances driver orientation, presenting essential information directly in the driver's line of vision and thus enabling the driver to take up this information without turning his eyes away from the road.

This information is supplemented by specific M data such as the variable pre-warning field in the rev counter complete with integrated Shift Lights.

BMW iDrive control concept with eight favourite buttons.

The function buttons and controls grouped together in the centre console are also within easy access from the front passenger's seat.

The BMW M5 Touring comes as standard with the BMW iDrive control concept ensuring simple and ergonomically optimised activation and management of numerous functions via the controller and the central Control Display. Menu guidance has been enhanced in the meantime by the addition of MDrive Management, and to further simplify the process of controlling the system the driver and passengers have the choice of eight freely available favourite buttons. So just pressing one of those buttons, the user is able to conveniently retrieve, say, a telephone number dialled particularly often, a regular destination, or his favourite radio station.

The M steering wheel is the perfect interface between this high-performance Touring and its driver, enabling him to operate important functions on the vehicle and in motoring comfort without even taking his hands off the steering wheel. Simply pressing the paddles on the steering wheel, for example, the driver is able to shift gears in the SMG mode. Pressing the MDrive button, on the other hand, the driver is able to retrieve specific dynamic driving set-ups configured in advance. So simply by pressing a button he is able to modify the characteristics of the engine, the SMG gearshift, the DSC setting, the functions of EDC Electronic Damper Control, and the data presented by the Head-Up Display.

The controls and switches finished in Pearl Gloss Chrome add a particularly appealing visual touch. This high-class and highly attractive material is featured on the paddles, the SMG trim, the door openers, the climate control units, rotary knobs and slides for the air vents, as well as on the Start/Stop button.

The special iDrive Controller exclusive to BMW M is made of solid aluminium tailored in its colour to the Pearl Gloss Chrome design. The speedometer and rev counter, in turn, come in ring-shaped surrounds also finished in Pearl Gloss Chrome for an attractive look.

The white numbers on black instrument dials, the instrument needles in brilliant BMW M Red, and the permanent white illumination all provide a purist and sophisticated touch.

A special feature is the variable pre-warning field on the rev counter: The engine speed range available to the driver increases as a function of the increase in engine oil temperature, while the yellow-marked pre-warning and red warning areas become smaller.

Supreme seating comfort on five seats.

Within the new BMW M5 Touring, body-hugging M seats offer the driver and front passenger supreme side support under all conditions. The seats are flexibly adjustable to numerous settings, providing an ideal seating position in all cases and for all occupants. Optionally available active adjustment of backrest width automatically gears side support to the respective driving conditions and requirements.

The passengers sitting at the back of BMW's new five-seater also enjoy highly comfortable seating conditions, the two-piece Panorama Roof made of sun-dim glass providing a truly heavenly view of the sky above. A further advantage is that both panels in the glass roof may be tilted up in their vent position for optimum ventilation, and the front panel may be opened completely.

As an option the BMW M5 Touring is available with a particularly sophisticated and technically demanding range of audio, communication and navigation systems. Especially the newly developed BMW Individual High End Audio System offers truly exceptional musical entertainment. The heart of this unique system is the trendsetting DIRAC Dual Input Room Acoustics Calculator, a digital nine-channel amplifier with DSP digital signal processing offering maximum power of no less than 825 watts.

Supplemented by speed-related volume control and equalising, as well as a total of 16 loudspeakers, the system sets new standards in sound quality. Indeed, the brilliant reproduction of sound provided by this trendsetting audio system guarantees supreme music pleasure on all seats in the new BMW M5 Touring.

More Space for Dynamic Performance: The new BMW M5 Touring. (Long Version)



- **High-performance Touring model from BMW M GmbH.**
- **V10 5.0-litre power unit developing 373 kW/507 hp.**
- **Sequential M Gearbox with 11 driving programs.**
- **World's fastest and most dynamic production estate.**
- **Acceleration to 100 km/h in 4.8 seconds.**
- **All functions and full variability of the BMW 5 Series Touring.**
- **Five seats, maximum loading capacity 1,650 litres (57.8 cubic feet).**
- **BMW iDrive control concept with eight favourite buttons.**
- **Brand-new: BMW Individual High End Audio System.**

A sports car that makes your heart skip a beat. A grand touring saloon taking you to your destination in style and comfort. An estate model able to handle all transport requirements. Three different cars we all find absolutely thrilling – or one single car offering all these qualities in the guise of the new BMW 5 Series Touring.

A genuine sports car in disguise, the BMW M5 Touring owes its supreme performance to the most powerful engine available from BMW M GmbH: The ten-cylinder power unit displacing 4,999 cubic centimetres develops maximum output of 373 kW/507 hp and peak torque of 520 Newton-metres or 383 lb-ft.

Offering this ideal performance data typical of a top-flight athlete as well as the high-speed concept so characteristic of a BMW M power unit, the V10 also to be admired in the BMW M5 Saloon ensures fascinating performance at all times.

Forming a perfect team with the Sequential M Gearbox (SMG) and the suspension designed for supreme dynamics, this power unit ensures a truly unique driving experience wherever you go: The BMW M5 Touring accelerates to 100 km/h in just 4.8 seconds and then continues on full of power to its top speed of 250 km/h or 155 mph, where the car's supreme performance is cut off electronically. No other production estate in the world drives in the same dynamic, racing style as the BMW M5 Touring. And no other car in this segment offers the same kind of dynamism, agility, and pure driving pleasure.

A Grand Touring Saloon of the highest calibre, the new BMW M5 Touring offers all the well-balanced driving comfort, the sophisticated ambience, and the high level of equipment provided by the BMW 5 Series. The driver and up to four passengers thus enjoy style, ambience, comfort, function and safety of perfect premium quality at all times. This is then enhanced by sporting and elegant exterior and interior design impressive from the start, catching the eye of the beholder time and again, and offering the car's occupants a wonderful feeling of well-being. Advanced assistance and comfort functions, together with attractive information and entertainment systems, make long journeys even more comfortable than usual, while innovative standard and optional features such as the Head-Up Display, the latest generation of BMW iDrive, Adaptive Headlights, Bending Lights as well as the particularly large Panorama glass roof give the BMW M5 a unique position superior to even the toughest competitors.

The BMW M5 Touring estate model is the latest model within the line-up available from BMW M GmbH, representing a new epitome of agile and dynamic transportation. Apart from the large luggage compartment offering capacity of 500 litres or 17.5 cubic feet even when making full use of all seats and extending to 1,650 litres or 57.8 cubic feet when folding down the rear-seat backrest, BMW M's new five-door offers further well-conceived features highlighting the car's functions.

One example is the separately opening rear window allowing the driver and passengers to stow away and take out small objects conveniently within a matter of seconds. Another example is the semi-automatic roll cover protecting luggage within the compartment from prying eyes at all times. And automatic operation of the tailgate is also available as an option, a fully-fledged five-seater of the highest standard perfectly suited for everyday use.

Discreet look, technical superiority – the BMW M philosophy.

Powerful, aesthetic, full of presence: through its exceptionally elegant form alone, the current BMW 5 Series Touring is a particularly good example of progressive automobile design. Seen from the front, this five-door with its dual headlights and double kidney grille is unmistakably a BMW at very first sight.

Viewed from the side, the 5 Series Touring stands out through its sporting and elegant silhouette with the roof line dropping slightly to the rear and distinctive, coupé-like window graphics. The rear view, in turn, dominated by powerful and horizontal lines, combines sheer width with striking presence.

On the road this design attracts looks of acknowledgement and admiration, and is fully endorsed by even the most demanding and strictest experts: The renowned Industry Forum Design (iF) in Hanover, Germany, has given the BMW 5 Series Touring its iF Product Design Award.

From the outside the new BMW M5 Touring is almost identical with the “basic” model clearly accentuating that understatement so typical of BMW M. But at the same time specific details and important features bear clear testimony to the sporting DNA of this high-performance estate, giving the car a powerful, superior and even more dynamic look in a very subtle manner.

Form is function – a fundamental principle of BMW M design.

One example of this design philosophy is the exterior mirrors following a good tradition of BMW M in being developed especially for the two versions of the BMW M5 – the Saloon and Touring. The almost playful interaction of light created by the mirrors in their striking design makes the mirror units look even more sporting and dynamic. And like all design features from BMW M, they offer not only an optical but also a technical function, reducing lift forces on the front axle at high speeds.

Form is function. Precisely this principle also applies to the front air dam with its unusually large air intakes required to supply an adequate amount of air to the engine. After all, this ten-cylinder takes in twice as much air for the engine and cooling as the top model in the “regular” BMW 5 Series, the BMW 550i. The flaps integrated in the front end – small spoiler lips on the front air dam – are likewise more than “just” an eye-catcher, reducing lift forces for enhanced driving stability at high speeds.

The side-sills are even lower than usual and somewhat wider than on the “basic” model. Through their distinctive interplay of light and shadow, they accentuate the sheer length of the car and give it an even more dynamic appearance. At the same time they enhance the optical effect of the 19-inch wheels fitted as standard. And as a highly practical aspect, the side-sills optimise the flow of air along the underfloor and thus improve the car’s overall aerodynamics.

The modified reinforcement concept on the underfloor also reveals the special style of the engineers at BMW M. And to provide space for the twin-chamber exhaust system, the floor beneath the luggage compartment has been modified accordingly.

On account of the special diffuser and the recesses for the four tailpipes, the rear air dam also differs from the standard configuration. It has however gone through the same development process as the rear dam on the BMW M5 Saloon, being modified in this case to the particular geometry of the Touring.

Last but certainly not least, the BMW M5 Touring also stands out from the four, six and eight-cylinder models in the BMW 5 Series through its exclusive exterior paintwork: In addition to the Sapphire Black, Monaco Blue and Space Grey metallic paintwork as well as Alpine White non-metallic, the discerning purchaser of a BMW M5 Touring also has the choice of Sepang Bronze, Silverstone, Interlagos Blue and Indianapolis Red metallic paintwork exclusive to BMW M. And in all cases the “M5” model designation is proudly highlighted on the air intakes in the side panels, the tailgate, and the door entry cutouts.

By contrast, the basic body concept has been carried over completely from the “regular” BMW 5 Series Touring. Precisely this is why the front section of the body extending back to the A-pillar is made of aluminium also on the BMW M5 Touring, while the other body sections are made primarily out of high-strength steel.

This combination optimises both the balance of weight, the car’s torsional stiffness, and its safety in a collision. So the new BMW M5 Touring retains the exemplary standard of the “regular” model also in terms of occupant safety.

Intelligent lightweight construction for an impressive power-to-weight ratio.

Intelligent lightweight construction and optimisation of the car’s weight applying specific BMW M technology give the BMW M5 Touring unladen weight of 1,880 kg or 4,145 lb according to the DIN standard. Axle load distribution is almost perfect, with 50.5 per cent of the car’s weight resting on the rear axle when unladen. The result, obviously, is supreme agility and enormous traction at all times.

The power-to-weight ratio of the BMW M5 Touring is equally impressive, with engine power adding up to just 3.7 kg or 8.2 lb per horsepower – a figure more reminiscent of a sports car than of a five-door.

One hundred per cent sports car, one hundred per cent Touring.

At the same time the new BMW M5 Touring is not “just” a sports car, but also a 100 per cent Touring with lots of space and superior comfort. Folding down the rear-seat backrests, the driver enjoys luggage space measuring no less than 1,110 x 787 x 1,880 millimetres (43.7 x 31.0 x 74.0”) width x height x depth in its maximum configuration.

This adds up to a loading capacity of 1,650 litres or 57.8 cubic feet, sufficient for two large and two midsize hard shell suitcases as well as two travel bags or four full-size 46-inch golf bags.

Loading capacity is up to 535 kg or 1,180 lb, self-levelling with air suspension on the rear axle keeping the Touring at the same level under all load conditions and keeping spring travel consistent at all times. Further features included in the standard range of equipment are a roll cover, a partition net, lashing points, and a power socket.

Automatic operation of the tailgate enables the driver to keep his hands clean and dry even in wet weather and when the tailgate is dirty: All you do is press a button on the key to the car to open the tailgate automatically, the roll cover moving up at the same time.

After loading or unloading, the driver and passengers can close the tailgate again simply by pressing the button, with automatic Soft Close pulling the tailgate smoothly, quietly and safely into its fully locked position.

A feature typical of the BMW Touring is the option to open the rear window separately, the roll cover again moving up automatically, allowing the driver and passengers to stow smaller items in the luggage compartment conveniently and without the slightest effort.

The lockable floor panel in the luggage compartment moves up smoothly and conveniently, gas pressure springs holding the floor panel in the desired position. Beneath the panel, the driver will find a variable storage compartment and the car's battery, which in the case of the new BMW M5 Touring is an innovative AGM battery unit. Compared with a conventional battery, an AGM (absorbent glass mat) battery stores the electrolyte in a micro-glass fleece structure. The big advantage is that the battery requires absolutely no maintenance and offers three times the usual service life through its high number of charge cycles three times as great as on a conventional battery.

Storage Package for extra comfort and convenience.

Available as an option, the Storage Package comprises an additionally split luggage compartment floor panel, folding partitions, lashing belts in the side panels and multifunction holders for items such as shopping bags.

The rear seat bench folding down particularly smoothly and conveniently is split in a 60:40 ratio and is available as an option with a ski-bag. Two further options are the roof railing and a trailer towing hook, with the BMW M5 Touring being able to tow a trailer weighing up to 1,800 kilos or 3,969 lb.

Same superior crash safety as in the BMW 5 Series.

BMW's innovative Advanced Safety Electronics (ASE) masterminds no less than six airbags, the belt force limiters on all seats, and the belt latch tensioners for the driver and front passenger, as well as the active headrests on the front seats protecting the occupant's cervical spine above all in a collision from behind.

The ASE system uses lightwave conductors to transmit data and is networked to decentralised satellites in order to pinpoint a collision with utmost accuracy and activate the appropriate restraint systems quickly and exactly as required. The system is supplemented in its operation by an automatic or manual emergency call made through the BMW Assist function.

The two-stage Adaptive Brake Lights offer a significant safety factor in reducing the risk of a collision from behind. Featured also in the BMW M5 Touring, these special brake lights vary the brake light area as a function of brake intensity, that is how hard the driver is applying the brakes. Clearly, the enlarged brake light area gives motorists following from behind an unmistakable signal that the driver of the BMW ahead is applying the brakes particularly hard.

Bi-xenon headlights with Adaptive Headlight function.

Adaptive Headlights available as an option ensure additional safety when driving at night, with the headlight beam literally "guiding" the car round bends and along winding roads. Indeed, the bi-xenon reflectors swivelling around their vertical axis illuminate the road ahead up to 90 per cent better than headlights fitted firmly in position. The criteria applied for turning the reflectors are the steering angle, the yaw rate and the current speed of the car.

The Bending Light function is also integrated in the regular headlights and comes as standard. This function is activated when driving at low speeds, the headlight beam being diverted to the side by a reflector when taking a bend or in the process of manoeuvring in order to illuminate the road in the direction the driver is taking.

Interior with a particularly sporting but luxurious ambience.

Inside the BMW M5 Touring, particularly exclusive and stylish materials in appropriate design provide a truly sporting but luxurious ambience. A further point is that virtually all options and special equipment available on the BMW 5 Series Touring in general are also available on the M5 Touring, together with the full range of BMW Individual features including exclusive paintwork colours as well as upholstery and interior trim. This enables the customer to supplement the wide range of standard features by an even wider range of options serving to tailor the BMW M5 Touring to the customer's individual wishes and requirements.

The BMW M5 Touring comes as standard with an extended range of leather upholstery in exclusive Merino leather quality available in Black, Silverstone, and Sepang Bronze light. Very pleasant in its surface touch and look, this leather is used throughout the centre console and on the handbrake lever gaiter, on the door panels and armrests.

The even more comprehensive range of full Merino leather is available as an option, with the two additional colours Indianapolis Red and Portland Natural Brown. The roofliner is in Anthracite alcantara, and yet another special feature is BMW's climate control leather with active seat ventilation for the driver and front passenger.

M seats tailored to the occupants for optimum support.

Offering a particularly good and precise fit, the M seats with passive backrest width adjustment give the driver and front passenger very good side support at all times. Adjustable to a wide range of positions, these seats enable the occupant to find exactly the right seating position regardless of body size, ranging from very sporting to extra-comfortable, depending on the occupant's personal preference and his or her current requirements.

Further features provided as standard are a memory function on the seats as well as seat heating, and an electrically adjustable lumbar support is available as an option.

Seats with active backrest width adjustment available as an option are ideal for a particularly sporting style of motoring. With this function being included in the M multifunction seat, backrest width and, accordingly, side support are automatically adjusted to current driving conditions and requirements, backrest width adjusting, inter alia, as a function of lateral acceleration and the steering angle. And simply by pressing a button or operating the MDrive adjustment function, the driver is able to activate one of the three Comfort, Normal or Sports programmes.

Space for five occupants and lots of luggage.

As a fully-fledged five-seater, the BMW M5 Touring offers maximum convenience and supreme grand touring comfort also to the passengers at the rear. The two outer seats at the rear are available as an option with electric seat heating and come as standard with ISOFIX child seat fastening. Should the centre seat at the rear remain unoccupied, the centre armrest folding down conveniently into position offers a storage box and two cupholders. The rear seat backrest with its 60 : 40 split may be folded down either completely or individually on either side in order to provide extra space for luggage and any other items the driver wishes to take along.

Panorama roof providing a truly heavenly view.

Available as an option, the Panorama roof provides a truly heavenly outlook. Made up of two sundim glass panels, the Panorama roof offers a transparent, see-through area of no less than 0.68 square metres or 7.32 square feet. To ensure optimum ventilation, both glass elements can be tilted up at the rear to their vent position, and the front panel can be opened completely. The wind deflector, in turn, moves up individually as a function of speed.

Driver-oriented cockpit like in a sports car.

Both the speedometer and rev counter in the cockpit of the BMW M5 Touring come with attractive surrounds in Pearl Gloss Chrome. The numbers on the dials stand out in white clearly from the black background, the indicators come in traditional M Red. The white corona illumination of the dials is switched on permanently, further enhancing the classy and sophisticated look of the cockpit.

A feature typical of BMW M is the variable pre-warning field in the rev counter, the yellow pre-warning and red warning fields limiting the engine speed recommended as a function of current oil temperature. So with the temperature of the engine oil increasing, the power available to the driver increases accordingly as a function of engine speed, the markings in the rev counter changing appropriately in the process.

The telltales, oil level gauge, mileage counter and SMG display complete with the gear and Drivelogic indicator come in typical sports car arrangement between the speedometer and the rev counter. The controls and switches finished in Pearl Gloss Chrome design add a particularly attractive visual touch, with this extra-stylish material standing out clearly on the gearshift paddles, the SMG trim cover, the door openers, climate control, rotary buttons and slides on the air vents, as well as the Start/Stop button.

The iDrive Controller exclusive to BMW M in its configuration is made of solid aluminium and is matched in its colour scheme to the Pearl Gloss Chrome design of the surrounding features.

The double pinnacle forming two successive waves for the instrument cluster and the BMW iDrive Control Display separates the driver-oriented zone from the comfort zone. The controls and switches for all functions essential to the driver are positioned perfectly on or around the steering wheel for optimum ergonomics. The buttons and controls for functions also relevant to the front-seat passenger, in turn, are concentrated on the centre console, which also accommodates the iDrive Control enabling the user to activate and mastermind various settings in the car as well as the Climate Control, Communication, Entertainment and Navigation systems simply by pushing, turning and pressing the button in a standardised process. Menu guidance is now enhanced by MDrive Management.

Eight freely available favourite buttons serve to further facilitate intuitive control of the system: Simply by pressing a button, the user is able to retrieve features such as a telephone number dialled particularly often, a regular destination, or a preferred radio station. The surface of the Control Display presenting the menu guidance comes in transfective technology reflecting daylight reaching the instrument from outside, and in poor light the background illumination on the monitor ensures particularly good readability.

The BMW M5 Touring comes as standard with a 6.5-inch Control Display, and an 8.8-inch Colour Monitor is fitted in cars equipped with the BMW Professional navigation system.

Head-Up Display with specific M information.

The optional Head-Up Display (HUD) presents important information such as the current road speed of the car or navigation instructions directly in the driver's line of vision. The driver is thus able to take in all this information without having to take his eyes off the road.

Pressing a button, the driver is able to determine himself whether he wishes to receive standard information or specific M information presented on the windscreen. The M-specific display focuses in particular on the variable pre-warning field in the rev counter and, through its Shift Light function, shows the driver the perfect point for shifting gears. In addition, the Display informs the driver of the gear currently in mesh and his current speed on the road.

MDrive and the M steering wheel – making sure the driver has everything under control.

The M leather steering wheel is the perfect interface connecting the sports-minded and ambitious driver with a high-performance car of this calibre. The steering wheel rim designed according to ergonomic criteria enables the driver to manoeuvre the car with significantly greater precision, the steering wheel resting firmly in his hands and allowing him to activate the SMG gearshift paddles most conveniently, shifting down on the left and up on the right.

Multifunction buttons on the steering wheel, in turn, allow optimum control of numerous important functions such as the MDrive function converting the comfortable BMW Touring into a firmly sprung sports car and vice versa. Using the MDrive function, the driver is able to retrieve the settings for the dynamic driving systems previously configured by means of iDrive. The driver is then able to save these settings in the Key Memory system controlling the Power Button serving to influence the characteristics of the engine, SMG Drivelogic with its six manual and five automatic gearshift programs, DSC Dynamic Stability Control, EDC Electronic Damper Control, and the Head-Up Display.

Air conditioning – keeping cool in hot weather.

Automatic air conditioning with Automatic Air Recirculation (AAR) sets the standard in terms of a/c performance, individual adjustment and control. The system enables the driver and passengers to control the interior temperature, air volume and distribution separately from one another in two zones, temperature stratification as well as the temperature and air volume from the centre vent being varied infinitely through the iDrive Controller. At the rear the passengers are also able to precisely dose the temperature of the air coming out of the ventilation grids.

Yet another feature boasted by the climate system is an integrated solar sensor measuring sun glare on each side of the car and controlling the flow of cooling air accordingly. And to prevent the windows from misting over, an anti-misting sensor monitors both the windows and air temperature, actively de-misting the windows in several stages where necessary, without influencing the general climate inside the car in its first stages. As an example, the system will switch over from air recirculation to the exterior air supply and subsequently increase the air volume, first to cool down, then to de-moisturise the air.

To provide an ongoing flow of warm air into the interior also after switching off the engine, the residual heat function continues to pump coolant through the heat exchanger, the auxiliary ventilation adding exterior air via the automatic air conditioning.

In this process an activated carbon filter largely retains all dust and pollutants, with AAR switching over to air recirculation as soon as the gas sensors register a high concentration of harmful substances in the air around the car.

Infotainment of the highest standard.

BMW M customers are very discerning not only in terms of their car's driving dynamics and performance, but they also in their expectations for exquisite quality of information and communication, which means appropriate infotainment of the same standard as we enjoy at home or in the office.

In addition to the BMW Online mobile internet portal and the BMW Assist Telematics Service, the new BMW M5 Touring is therefore also available with BMW TeleServices. The only requirement in this case is that the car is fitted with a telephone and navigation system.

Using the BMW TeleService Call function, the car transmits all information important for the requirements of the workshop automatically to the owner's BMW Service Partner whenever necessary. The customer will then receive a return call from his Service Partner to agree on the date of service and the work to be done.

This, in principle, provides all the prerequisites for BMW Tele-Diagnosis able to offer an “X-ray view” of the car in the near future at the request of the customer. Checking out the information provided in this way from the control units prior to the actual date of service, the BMW Service Partner will receive a complete diagnostic overview ahead of time, enabling him to send the customer his personalised service offer and quote before even driving to the workshop.

Yet a further option in future is to immediately remedy minor electronic defects “over the air” in many cases, one possibility being to re-set the control unit without the customer even having to drive to the workshop in the first place.

Navigation system Professional with full-word voice entry.

The navigation system Professional in the BMW M5 Touring may be enhanced as an option by a voice entry function. This system even allows the driver to enter his destination in full words, meaning, say, complete entry of the names of some 800,000 towns and cities in Germany alone.

BMW Individual High End Audio System: only the best for your ears.

Introducing the new BMW Individual High End Audio System, BMW M is setting new standards in sound reproduction, offering all occupants of an appropriately equipped BMW M5 Touring a truly unique experience of sound. Indeed, the digital nine-channel amplifier complete with DSP Digital Signal Processing provides maximum output of 825 watts.

The heart of this system developed by BMW M is DIRAC (Dual Input Room Acoustics Calculator) signal processing. BMW is the only manufacturer in the automotive industry to use DIRAC technology, a time-stretching technology minimising time-deferred sound reflections in the car without changing the sound pitch, and thus keeping the effect of such reflections on the original sound to an absolute minimum.

To calculate the correction factors required for this purpose, the car is first measured in its acoustic properties. The occupant, in turn, will enjoy this effect in terms of enhanced sound quality achieving a level of perfection in balance and time control never seen before. And this trendsetting technology is supplemented by BMW's speed-related volume and equalising control, functions ensuring a dynamic balance and compensation of drive noise by consistently cancelling out interference within specific frequency ranges. This management of the sound level is furthermore performed separately on the front and rear seats.

The 16 high-end loudspeakers featured in the car have been specially optimised for the BMW M5 Touring. Featuring powerful, highly coercive Neodym magnetic drive units as well as light but extremely stiff (hexagonal) hexacone membranes, these loudspeakers offer maximum sound pressure of 112 dbA and cover a frequency range from 18 Hz – 24 kHz. Combined as woofers and tweeters, they ensure truly outstanding tweeter and woofer sound through their identical membrane technology.

The sub-woofers are not fitted the conventional way in the rear end of the car, but rather in the floor. This central bass concept applied by BMW spreads out low frequency sound consistently within the interior and is superior to all other configurations for this reason alone. A further important point is that the occupants cannot even tell exactly where the bass sounds come from, which makes the sound experience even more pleasant and enjoyable.

In all, this specific arrangement of the loudspeakers within the BMW M5 Touring gives the occupants a genuine concert hall experience – and to obtain an equally authentic surround effect, all they have to do is switch over the system to the Surround mode.

The BMW Individual High-End Audio System is controlled via the iDrive Controller and particularly clear menu guidance in the Control Display.

The heart of every BMW M Car beats within the engine compartment.

The BMW 5 Series Touring provides an optimum synthesis of dynamic performance, roominess, function and comfort. But the dominating feature of this outstanding BMW M Car, despite all its practical benefits, is clearly its unique sporting character. And the car's heart is without doubt the unique V10 high-speed power unit derived in its basic principles from Formula 1.

A success story, continued: Engine of the Year 2005 and 2006.

The ten-cylinder power unit also offering its unique qualities in the BMW M5 Saloon thrills both the driver and the professional expert alike. Following the start of series production in 2005, this V10 has won no less than seven prizes in the renowned Engine-of-the-Year Award. And at the same time the most powerful engine from BMW M GmbH has been acknowledged as the Best Performance Engine 2006, winning the plus-4-litre category right from the start.

Displacing 4,999 cc, the engine develops maximum output of 373 kW/507 hp and peak torque of 520 Newton-metres/383 lb-ft. But the way in which it develops this supreme power is even more fascinating than the performance

figures alone: Reaching a maximum speed of 8,250 rpm, the ten-cylinder operates in a region otherwise reserved exclusively to racing cars. And the same applies to the output per litre of more than 100 horsepower.

Further features of this masterpiece in engine construction are variable double-VANOS camshaft control for an optimum cylinder charge at all times, and all-electronic control of the individual throttle butterflies on each cylinder.

The superiority of the M high-speed engine concept is the result of fundamental physical facts and figures: Driving dynamics depends not only on engine power, but also on the weight of the car and the thrust conveyed to the drive wheels. This thrust, in turn, depends on engine torque and the overall transmission ratio.

The high-speed engine concept ensures particularly impressive power and supreme thrust at all times for fast and dynamic motoring.

The BMW M high-speed engine concept also serves to optimise the weight of the car: Compared with similarly powerful engines with a different concept, the M power unit comes with a shorter overall transmission ratio and, as a result, an even lighter drivetrain. Added to this there is the compact, weight-saving design and construction of the V10.

As a result, engine weight is just 240 kg or 529 lb. This means a reduction of the masses to be accelerated and a corresponding improvement of driving dynamics. The driver thus benefits from fascinating acceleration and impressive power and muscle at all engine and road speeds.

High-speed engine and SMG gearbox – a perfect team.

A quick, absolutely precise gearshift in all situations is another factor crucial to supreme dynamics on the road. Precisely this is why the BMW M5 Touring comes with BMW's Sequential M Gearbox (SMG) featuring seven gears and Drivelogic control for an extremely fast gearshift ensuring equally fast and dynamic acceleration as well as smooth and comfortable cruising in the almost "gentle" but very precise automatic mode.

The driver shifts gears on the SMG gearbox either via the selector lever or paddles on the steering wheel. The advantage in both cases is that the flow of power when shifting gears is interrupted only to an absolute minimum in both the manual and automatic mode.

Benefiting from Drivelogic, the driver has the choice of no less than 11 driving programs offering an ideal match of the SMG gearshift, on the one hand, and the driver's individual style of motoring, on the other. In the D-mode, for

example, the driver is able to use five automatic driving programs and within the manual S-mode gearshift function he can choose from six additional programs. In five programs the driver shifts gears by hand. In the sixth driving program, the transmission shifts automatically in the Launch Control mode, in each case at the ideal point in time and with optimum slip control. As a result, Launch Control ensures maximum acceleration from a standstill.

The performance of the BMW M5 Touring on the road clearly confirms the perfect interaction of the V10 power unit and SMG transmission:

The BMW M5 Touring accelerates to 100 km/h in just 4.8 seconds and completes the standing-start kilometre within 22.9 seconds.

This supreme performance then continues all the way to 250 km/h or 155 mph, where the car's irresistible power is limited electronically.

Compared with its performance, the BMW M5 is by all means an economical car, with average consumption in the EU test cycle of 15.0 litres/100 kilometres, equal to 18.8 mpg Imp. Outside of town, BMW's high-performance Touring is even more fuel-efficient, making do with an average of 10.6 litres (26.6 mpg Imp).

The first five-door for the race track.

Before entering the market, all cars from BMW M GmbH are required to clearly prove their supreme driving dynamics on the *Nordschleife* of the Nürburgring Race Track. Indeed, precisely this is where the engineers at BMW M GmbH gather the knowledge they need for the ideal overall set-up ensuring optimum performance at all times.

Working on the BMW M5 Touring, the Company's engineers faced new challenges, with BMW Touring, through its different body concept, presenting different requirements than a saloon or sports coupé. The car's unladen weight and, in particular, its maximum permissible weight, just to quote two examples, are greater than with a saloon, and a further point is that the centre of gravity is both higher and further to the back.

Driving the new model on the race track, however, even the connoisseur will hardly feel any difference, the BMW M5 Touring achieving lap times almost as fast as the BMW M5 Saloon. Indeed, hardly any other production estate is able to lap the Nordschleife, the Northern Circuit of Nürburgring, as fast as the new BMW M5 Touring.

These lap times on Nürburgring clearly confirm the supreme know-how applied once again by the chassis and suspension specialists at BMW M GmbH in giving the BMW M5 Touring its ideal set-up: Making appropriate modifications and fine-tuning the suspension to the last detail, they have adjusted the set-up of the BMW 5 Series Touring to the significantly greater power of the M engine in a process of perfect harmony.

On all versions of the BMW 5 Series Touring, the two-joint spring strut front axle is made almost entirely of aluminium, the U-shaped front axle subframe taking up the steering transmission, the anti-roll bar, the track control arms and tiebars.

An additional feature on the BMW M5 Touring is the aluminium reinforcement panel giving the axle subframe maximum lateral stiffness and ensuring a particularly precise response. This panel also incorporates two so-called NACA air intakes feeding cooling air inter alia to the transmission without in any way impairing the aerodynamic qualities of the underfloor. (Originally developed for aerospace technology, these air intakes are named after the National Advisory Committee for Aeronautics (NACA), a forerunner of NASA.)

Compared with the “regular” BMW 5 Series, the diameter of the anti-roll bars on the BMW 5 Series Touring has been reduced from 29 to 28 millimetres (1.14/1.10”) and wheel camber, castor and the toe-in position have been duly adjusted. To counteract any understeer, finally, the pivot mounts have been optimised as another improvement.

Modified Servotronic for extremely precise steering.

The steering system featured in the BMW 5 Series Touring also offers ideal qualities for supreme precision in extremely dynamic driving situations. So it gave the engineers at BMW M GmbH the ideal starting point for a solution perfectly oriented to the specific requirements involved in handling one of the most dynamic series-production estate cars in the world, with BMW's Servotronic rack-and-pinion steering being re-aligned for this purpose.

Servotronic controls steering assistance via two map lines as a function of road and engine speed. This allows significant power assistance for comfortable manoeuvring and at the same time enables the driver to keep precisely on course at high speeds. Precisely this diversity is supported by the variable transmission ratios in the steering, with the map control lines giving the driver the same feeling for the steering at all times. And since these control lines also correspond to the EDC mode, the car retains all its appropriate, pre-selected sports- or comfort-oriented driving characteristics together with the steering.

Fine-tuning of the rear axle likewise serves to provide the right configuration specific to a BMW M Car: The Integral-IV rear axle of the BMW 5 Series Touring is made almost entirely of aluminium, its wheel-bearing pivot arms resting on rigid mounts for even more precise guidance and alignment of the wheels.

Compared with the “basic” model, the auxiliary spring on the rear axle of the BMW M5 Touring has been slightly moved in its position to counteract body roll at an earlier point. The air suspension with self-levelling, in turn, is more progressive in its response, keeping body dive and squat to a minimum under all load conditions.

On the springs and dampers on the front and rear axle the inbound stage has been increased to a firmer rating than the rebound response, again helping to reduce body roll and pitch and enhancing the car’s agility in general.

The M Differential Lock – ideal for sports and safety.

The final drive on the BMW M5 Touring comes with BMW’s Variable M Differential Lock building up a maximum of 100 per cent locking action when required and thus increasing both driving stability and traction particularly when accelerating out of a bend. These advantages become evident above all on a fast mountain pass where the inner wheel in a bend is regularly relieved of load to such an extent that it may threaten to spin.

With a conventional differential lock geared to engine torque alone, any attempt to prevent this wheel from spinning might reduce drive power to a greater extent than intended. By contrast, the speed-sensing Variable M Differential Lock controls locking action as a function of the respective situation and driving conditions, maintaining the car’s drive power at all times. And whenever the driver prefers a sporting style of motoring and on roads with a high frictional coefficient, the M Differential Lock further enhances the positive qualities of rear-wheel drive.

On a conventional, torque-based differential lock, the overall level of drive force conveyed to the road depends on the force the wheel with the lowest frictional coefficient is able to convey to the surface. This often limits the car’s traction significantly, above all on snow, gravel and ice. The engine speed-based Variable M Differential Lock, on the other hand, gives the car a decisive edge in terms of traction even on surfaces with an extreme difference in frictional coefficient from one side to the other, even allowing the wheel with the better frictional coefficient to convey all of the car’s drive power in an extreme case. Clearly, this gives the BMW M5 Touring extremely good driving characteristics particularly in winter and on slippery roads.

DSC providing important assistance when driving to the limit.

The chassis and suspension of the BMW M5 Touring ensures supreme dynamics and driving safety in everyday motoring and far beyond. And to handle even the most exceptional situations at the very limit to driving physics, the suspension is supplemented and optimised by the latest generation of BMW’s Dynamic Stability Control (DSC).

Dynamic Stability Control permanently monitors driving conditions and interacts in engine management whenever necessary, reducing drive power or, where appropriate, applying the brakes on the right wheel in order to stabilise the car. The result is a significant improvement of driving safety, for example on slippery surfaces, in abrupt manoeuvres, or whenever the car threatens to become unstable in a bend.

M Dynamic Mode for all-out sports motoring.

The BMW M5 Touring gives the driver the freedom to pre-select his dynamic driving programs by way of MDrive. The first step in this selection mode is by and large the same as DSC in the BMW 5 Series Touring. The second stage referred to as the M Dynamic Mode (MDM) is exclusive to BMW M Cars and focuses on the needs and wishes of the sports-oriented, highly ambitious driver: MDM enables the driver to use the full potential of his car in terms of longitudinal and lateral dynamics, with DSC intervening only at the absolute limit and therefore allowing the driver to enjoy a controllable power slide with moderate countersteer.

The MDM function is activated by pressing the MDrive Button on the steering wheel, a symbol in the instrument panel then telling the driver that the function is active. A further option is to switch off DSC altogether.

With the BMW M5 Touring being a car for many purposes, it is only obvious not to use the maximum power of the engine everywhere and at all times. Precisely this is why the engine automatically switches to the more comfort-oriented P400 performance program when starting, limiting engine power in this case to 400 hp. But then all the driver has to do to enjoy the full power of 507 horses is to press the MDrive Button in the steering wheel or the Power Button next to the selector lever. This also changes the gas paddle kinematics for a particularly spontaneous driving experience inviting the driver to enjoy the car's full performance in the dynamic P500 program and the extremely sporting P500 Sports program.

Personal choice: EDC ranging from firm to comfortable.

EDC Electronic Damper Control allows permanent, infinite electronic adjustment of damper forces, increasing the level of damping forces and improving the car's roll and pitch behaviour in bends, when applying the brakes, and when accelerating.

EDC offers the driver three characteristic set-up modes activated by pressing the MDrive Button – from sporting and firm via dynamic and fast all the way to comfortable and smooth. A further advantage of EDC is that it ensures the same, consistently good vehicle vibration throughout the entire service life of the car.

Self-levelling with air suspension.

EDC Electronic Damper Control is supported and enhanced by automatic self-levelling and air suspension on the rear axle. To provide this function, sensors permanently measure the level and ground clearance of the car. As soon as the driver loads heavy objects into the luggage compartment, a compressor will increase the pressure acting in the spring struts, thus keeping the car's ride height and spring travel consistent at all times and adjusting any movements of the suspension to the weight of the car.

High-performance brakes with aluminium swing callipers.

Whenever required, the high-performance brake system is able to bring the new BMW M5 Touring to a standstill from 100 km/h within just 36 metres or 118 feet, and keep the stopping distance to just 143 metres or 469 feet from a speed of 200 km/h. The compound brake discs which make this possible measure 374 x 36 millimetres (14.72 x 1.42") at the front and 370 x 24 millimetres (14.57 x 0.94") at the rear.

Double-piston swing callipers made of aluminium for minimum weight and maximum stiffness reduce the unsprung masses acting on the car, again helping to enhance agility, driving safety and motoring comfort to an unprecedented level.

Sensors consistently monitor wear on the brake pads and the DSC control unit, applying this data, calculates the remaining mileage until the brake pads have to be replaced, even taking the driver's personal style of motoring into account.

This information is when used for Condition Based Service (CBS) advising the driver to have the car serviced at appropriate intervals based on actual wear and tear.

Nineteen-inch aluminium wheels and Tyre Defect Indicators.

Impressively large 19-inch light-alloy wheels underline the powerful and sporting look of the BMW M5 Touring. Finished in radial-spoke design, these wheels are exclusive to the BMW M models, just as the tyres have been specially developed for these cars in an elaborate process of practical testing. Hence, the rubber compound and the dimensions of the tyres are suited ideally to precisely convey high lateral and longitudinal forces on both dry and wet roads with a high standard of roll comfort. At the same time the feedback provided by the tyres allows the driver to "push" the car to the limit of driving physics whenever he wishes to do so.

The BMW M5 Touring comes as standard with BMW's Tyre Defect Indicator and the MMS M Mobility System. The Tyre Defect Indicator warns the driver through an optical and acoustic signal of any sudden or gradual loss of pressure in any of the tyres. And thanks to the specific hump geometry of the rims, even a completely empty tyre will not jump off the rim, allowing the driver to safely bring the car to a standstill even in this situation.

The M Mobility System is housed conveniently in its own box beneath the floor of the luggage compartment and serves to seal holes in the tyres up to six millimetres in size. This allows the driver to remedy nearly all punctures without having to change the wheel. And saving a spare or emergency wheel in this way, the system is able to reduce weight on the BMW M5 Touring by more than 20 kilos or 44 lb.

The BMW M5 Touring: exclusive motoring every day.

Like every product from BMW M GmbH, the new BMW M5 Touring is an exclusive offer for the exclusive motorist who demands the utmost of his or her vehicle. And at the same time the BMW M5 Touring reveals the principle of M GmbH to build high-performance cars suitable for everyday use in a particularly clear and comprehensive manner: The uncompromising drive technology of the BMW M5 Touring developed consistently from motorsport, is truly unique. And the unmistakable, aesthetic appeal of the car's exterior and interior design bears out the understatement so typical of an M Car.

This special class and understatement comes out particularly in the BMW M5 Touring, as does the supreme standard of practical value in everyday use. Indeed, it is precisely this combination of outstanding power from the V10 engine and the supreme functional diversity of the BMW 5 Series Touring that gives the most dynamic production estate in the world its particular appeal.

The BMW M5 Touring offers the driver the option to enjoy the unmistakable qualities of a BMW M Car not only in everyday motoring, but also with a particularly high level of diversity. So through this decisive criterion alone, the BMW M5 Touring stands out from other high-performance estate models. Its uncompromising sportiness borne out particularly – but not only – on the race track is quite unparalleled by any other car in this segment.

Looking back in the past, we see that only one single car before the new M5 Touring was ever able to offer this unique combination of high performance in an estate body: Fifteen years ago BMW M GmbH also built a Touring version of the second-generation BMW 5 Series, creating a model acknowledged today as a cult car and now being joined by a worthy successor.

The discerning motorist opting for the BMW M5 Touring is a true individual seeking to combine superior performance with maximum understatement and supreme versatility. Ultimate driving pleasure is his main, but not only, incentive, since the driver of a BMW M5 Touring also looks for universal qualities particularly in the choice of his car. His demands are also a result of his family orientation, his professional and leisure time activities. And now the BMW M5 Touring offers precisely such an individualist the ideal choice for not only fulfilling, but even reflecting these particular demands.

So whether the discerning customer wishes to meet private or professional requirements in fast and efficient transport, or whether he wishes to take along all his family's luggage on a sporting vacation, the BMW M5 Touring is the ideal car to meet all the requirements of everyday life while consistently expressing its strong personality. And whether the driver is on his way to the office, driving to the beach or returning home in the evening, the BMW M5 is always one thing in particular: a truly fascinating sports car.

Specifications. BMW M5 Touring.

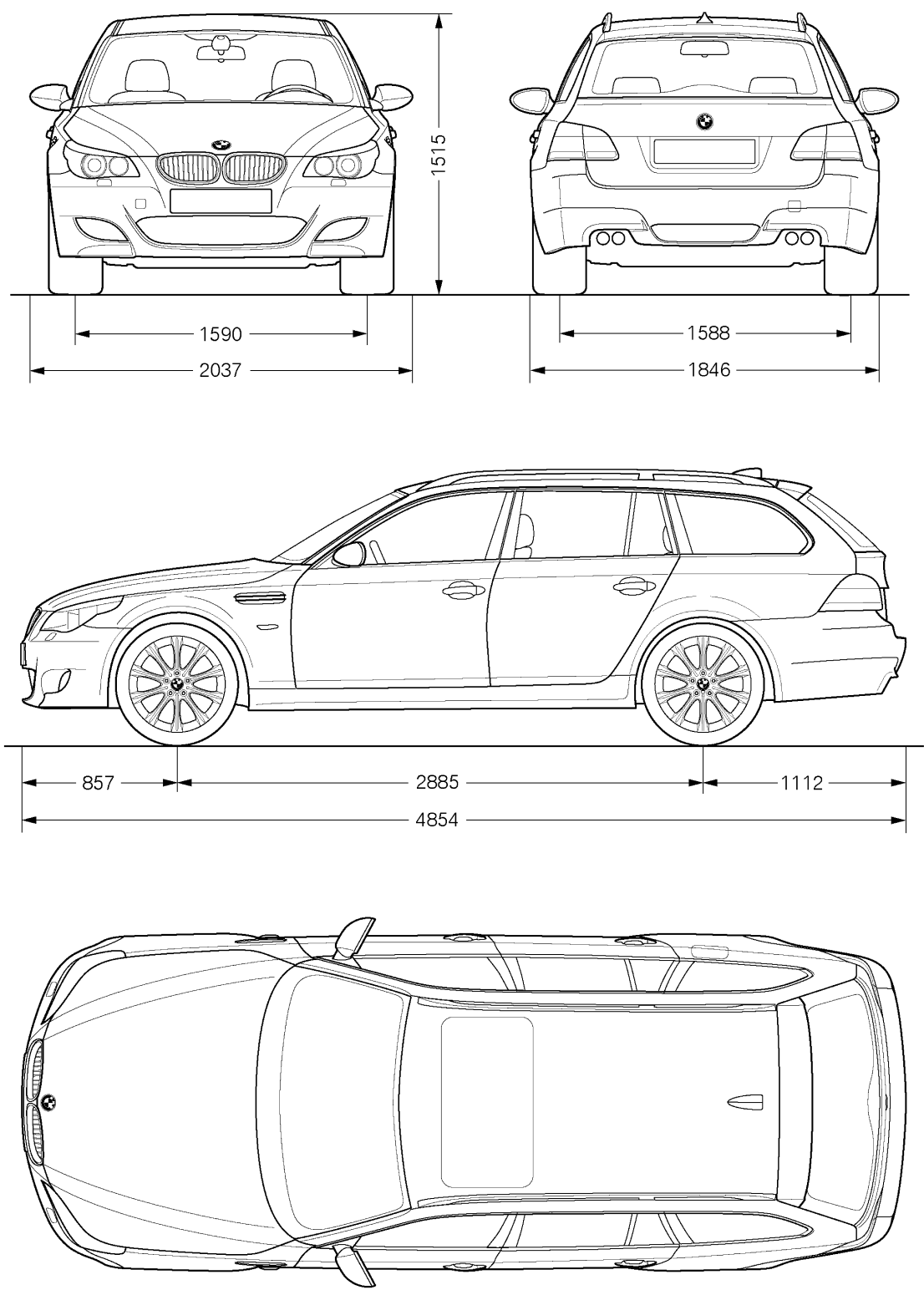
Body		M5 Touring
No. of doors/seats		5/5
Length/width/height (unladen)	mm	4,855/1,846/1,512
Wheelbase	mm	2,880
Track, front/rear	mm	1,590/1,588
Turning circle	m	12.4
Fuel tank capacity	approx. ltr	70
Cooling system incl. heating	ltr	15
Engine oil	ltr	13
Transmission fluid	ltr	2,6
Final drive fluid	ltr	1,2
Weight, unladen (EU ¹)	kg	1,955
Max load (DIN)	kg	535
Max. permissible weight (DIN)	kg	2,415
Permissible axle load front/rear	kg	1,090/1,360
Max. trailer load ² braked (12%)/unbraked	kg	1,800/750
Max. roof load/trailer nose weight	kg	100/90
Luggage comp. capacity	ltr	500–1650
Drag coefficient	c _x x A	0.723
Engine		
Layout/No. of cylinders/Valves		V90/10/4
Engine management		MS S85
Displacement	cc	4,999
Bore/Stroke	mm	92.0/75.2
Compression ratio	: 1	12
Fuel grade	RON	95–98
Max. output	kW/bhp	373/507
At engine speed	rpm	7,750
Torque	Nm	520
At engine speed	rpm	6,100
Electrics		
Battery/Location	Ah/–	90/luggage compartment
Alternator	A/W	170/2,380
Chassis		
Front suspension	Double-joint tension rod spring-strut suspension with displaced camber; small positive steering scrub radius; traverse force compensation; anti-dive	
Rear suspension	Integral axle, wheel suspension with special effect anti-squat/anti-dive	
Brakes, front	Double-piston floating-caliper Compound disc brakes	
Diameter	mm	374 x 36, vented and punched
Brakes, rear	Single-piston floating-caliper Compound disc brakes	
Diameter	mm	370 x 24, vented and punched
Driving Stability Systems	ABS, CBC, DSC, variable M differential lock	
Steering	rack-and-pinion steering, hydraulically assisted steering and Servotronic	
Overall ratio	:1	12.4
Type of transmission	SMG III	
Transmission ratio	I	:1 3.985
	II	:1 2.652
	III	:1 1.806
	IV	:1 1.392
	V	:1 1.159
	VI	:1 1
	VII	:1 0.833
	R	:1 3.985
Final drive ratio	:1	3.620
Tyres	255/40 ZR19/275/35 ZR19	
Wheels	8,5J x 19 EH 2 IS 12 LM cast/9,0J x 19 EH 2 IS 17 LM cast	
Performance		
Power to weight ratio (DIN)	kg/kW	5
Output per litre	kW/ltr	74,6
Acceleration	0–62 mph	sec 4,8
	0–1,000 m	sec 22,9
50–75 mph in 4 th gear	sec	–
Top speed	km/h	250 ³
Fuel consumption (EU cycle)		
In town	ltr/100 km	22,4
Out of town	ltr/100 km	10,6
Overall	ltr/100 km	15
CO ₂	g/km	361
Miscellaneous		
Emission classification	EU4	

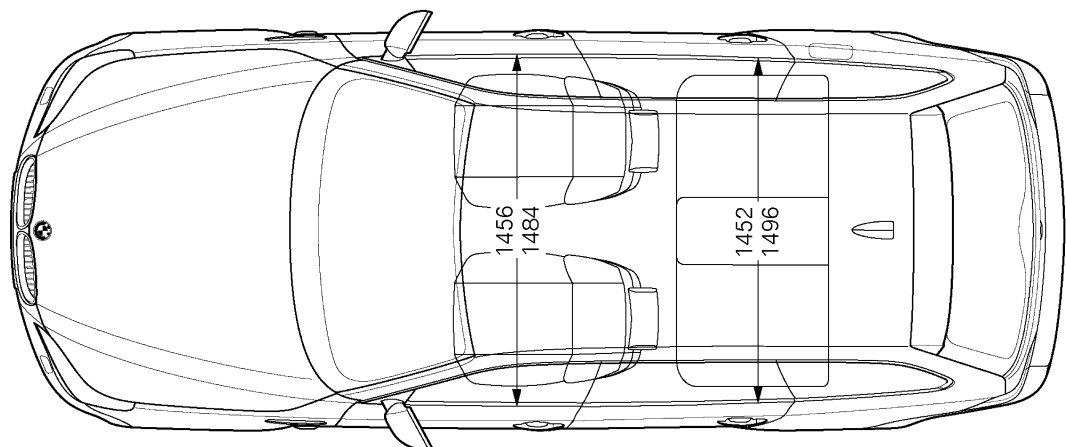
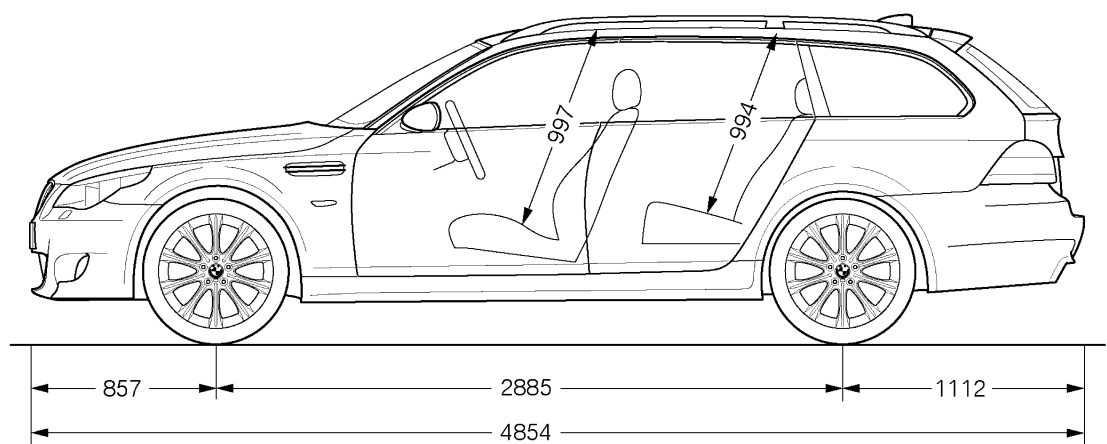
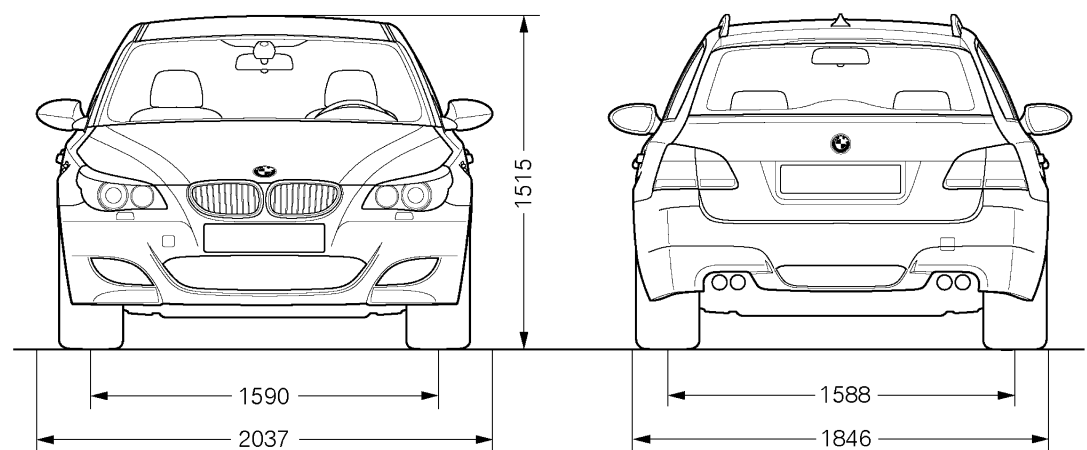
¹Weight of the car in road trim (DIN) plus 75 kg for driver and luggage.

²Deviations are possible under certain conditions.

³Electronically limited.

Exterior and Interior Dimensions.





Output and Torque Diagram.

