

Specifications.

BMW X5. X5 M50i.



BMW X5 M50i		
Body		
No of doors/seats		5 / 5
Length/width/height (unladen)	mm	4922 / 2004 / 1745
Wheelbase	mm	2975
Track, front/rear	mm	1680 / 1688
Turning circle	m	12.6
Fuel tank capacity	approx. l	83
Engine oil ¹⁾	l	10.5
Weight, unladen, to DIN/EU	kg	2250 / 2325
Max load to DIN	kg	745
Max permissible weight	kg	2995
Max axle load, front/rear	kg	1430 / 1645
Max trailer load, braked (12%/unbraked)	kg	2700 / 750
Max roofload/max towbar download	kg	100 / 140
Luggage comp capacity	l	650 – 1870
Air resistance	c _d x A	0.35 x 2.90
Power Unit		
Config/No of cyls/valves		V / 8 / 4
Engine technology		BMW TwinPower Turbo technology: two TwinScroll turbochargers, High Precision Direct Injection, VALVETRONIC fully variable valve control, Double-VANOS variable camshaft timing
Effective capacity	cc	4395
Stroke/bore	mm	88.3 / 89.0
Compression ratio	:1	10.5
Fuel		Min. RON 91
Max output	kW/hp	390 / 530
at	rpm	5500 – 6000
Max torque	Nm	750
at	rpm	1800 – 4600
Electrical System		
Battery/installation	Ah/-	80 / luggage compartment
Driving Dynamics and Safety		
Suspension, front		Double-wishbone axle in aluminium construction; optional: air suspension with automatic self-levelling
Suspension, rear		Five-link axle in lightweight steel construction; optional: air suspension with automatic self-levelling
Brakes, front		Four piston fixed-calliper disc brakes, vented
Brakes, rear		Single-piston floating-calliper disc brakes, vented
Driving stability systems		Standard: DSC incl. ABS and DTC (Dynamic Traction Control), CBC (Cornering Brake Control), DBC (Dynamic Brake Control), Dry Braking function, Fading Compensation, Start-Off Assistant, DSC networked with xDrive all-wheel-drive system, ADB-X (Active Differential Brake), HDC (Hill Descent Control), Adaptive suspension, electronically controlled rear differential lock; optional: active roll stabilisation
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 latch tensioner and belt force limiter in the front, crash sensors, tyre pressure indicator
Steering		Electric Power Steering (EPS); optional: Integral Active Steering
Steering ratio, overall	:1	18.7
Tyres, front/rear		275/40 R21 107Y XL/ 315/35 R21 111Y XL
Rims, front/rear		9.5J x 21 light-alloy/ 10.5J x 21 light-alloy

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Transmission

Type of transmission	Eight-speed Steptronic transmission		
Gear ratios	I	:1	5.500
	II	:1	3.520
	III	:1	2.200
	IV	:1	1.720
	V	:1	1.317
	VI	:1	1.000
	VII	:1	0.823
	VIII	:1	0.640
	R	:1	3.993
Final drive		:1	3.154

Performance

Power-to-weight ratio (DIN)	kg/kW	5.8
Output per litre	kW/l	88.7
Acceleration 0–100 km/h	s	4.3
Top speed	km/h	250

Off-road characteristics

Angle of approach/departure	°	25.2 / 22.3
Breakover angle	°	20.2
Ground clearance when unladen	mm	214
Fording depth (at 7 km/h)	mm	500

BMW EfficientDynamics

BMW EfficientDynamics standard features	Brake Energy Regeneration with recuperation display, Electric Power Steering (EPS), Auto Start Stop function, Optimum Shift Indicator, ECO PRO mode with coasting function, BMW EfficientLightweight, optimised aerodynamic attributes, on-demand operation of ancillary units, map-regulated oil pump, efficiency- and weight-optimised all-wheel drive, differential and transfer case with optimised warm-up behaviour, tyres with reduced rolling resistance
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Fuel Consumption ECE

Urban	l/100 km	14.2 – 13.8
Extra-urban	l/100 km	8.7 – 8.5
Combined	l/100 km	10.7 – 10.5
CO ₂	g/km	243 – 238
Emission rating		EU6d-TEMP

Specifications apply to ACEA markets/data relevant to homologation applies in part only to Germany (weight)

¹⁾ Oil change

The values for fuel consumption, CO₂ emission and energy consumption shown were determined in the standardized test cycle according to the European Regulation (EC) 715/2007 in the version applicable at the time of type approval. The figures refer to a vehicle with basic configuration in Germany and the range shown considers optional equipment and the different size of wheels and tires available on the selected model and may vary during the configuration.

The values are already based on the test cycle according to the new WLTP regulation and are translated back into NEDC-equivalent values in order to allow a comparison between vehicles. With respect to these vehicles, for vehicle related taxes or other duties based (at least inter alia) on CO₂-emissions the CO₂ values may differ to the values stated here.