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15 August, 2024

The all-new BMW M5 Touring.

- The all-new BMW M5 Touring, the third Touring variant in the history of the BMW M5, combines electrifying performance with an unrivalled long-distance capability.
- An elegantly stretched roofline with a model-specific roof spoiler, muscular flared wheel arches, and deep front and rear aprons create a hunkered-down look that hints at the dynamic performance on offer.
- M HYBRID drive system with a combined output of 727 hp and 1,000 Nm of torque delivers exhilarating acceleration from 0-62 mph in 3.6 seconds as well as locally emissions-free driving for up to 42 miles (WLTP).
- Flexible load-carrying capacity of up to 1,630 litres with 40:20:40 split-folding seats and through-loading capability for longer luggage items.
- Order books open today, priced from £112,500 RRP. UK customer deliveries start in early 2025.

The all-new BMW M5 Touring (energy consumption, weighted, combined: 141.2 – 166.2 mpg and 27.5 – 25.8 kWh/100 km; CO2 emissions, weighted, combined: 46 – 39 g/ km; fuel consumption with discharged battery: 25.9 – 27.2 mpg in the WLTP cycle; CO2 classes, weighted, combined: B, with discharged battery G), the third Touring variant in the history of the BMW M5, builds on both past and current successes. BMW M GmbH first introduced a Touring variant back in 1992 alongside the second generation of the BMW M5 Saloon. In 2007, the fourth generation of the high-performance saloon also gained a BMW M5 Touring sibling. And now the new edition ensures customers will be able to choose from two body variants of the BMW M5 for the third time in its 40-year history.

As such, the all-new BMW M5 Touring satisfies the wish list of demanding enthusiasts who value the hallmark dynamic prowess of an M machine and the refined performance of a BMW M5, but do not want to forego the additional load space, practicality and long-distance comfort of a Touring model. In fact, the new BMW M5 Touring has up to 1,630 litres of flexible load-carrying capacity for leisure activities and trips away.

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With its fresh take on the traditional BMW M design playbook, the new BMW M5 Touring brings its racing-car-inspired character to the fore. Its M-specific design cues are focused on fulfilling their functional brief when it comes to cooling and aerodynamic balance. The pronounced roof spoiler and heavily raked, slim D-pillar underscore the car's dynamic lines.

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A high proportion of surfaces painted in body colour offer visual purity and references to the high-performance sports car's top-class dynamics, while prominently flared wheel arches, side skirts and the M-specific design of the front and rear aprons distinguish the BMW M5 Touring clearly from the BMW 5 Series Touring.

The overall concept of the new BMW M5 Touring enables it to deliver an enthralling driving experience on the track as well as in everyday use and longer journeys. Alongside its long wheelbase, wide tracks, a low centre of gravity and almost perfect 50:50 weight distribution, the new BMW M5 Touring features a body with improved rigidity and enhanced aerodynamics, as well as chassis technology in a model-specific configuration that has been carefully tuned for the M HYBRID drive system.

As in the BMW M5 Saloon, the BMW M5 Touring's M HYBRID system produces a maximum output of 727 hp and peak torque of 1,000 Nm to deliver intoxicating performance on road and track alike. At the same time, the partly electrified powertrain enables almost silent and locally emission-free driving with a range of up to 42 miles (WLTP), while the Combined Charging Unit allows AC charging at up to 11 kW.

Model	Max Power* (hp)	Peak Torque* (Nm)	Acceleration* (0-62mph) (secs)	Top Speed** (mph)	CO ₂ Emissions* (WLTP) (g/km)	Fuel Consumption Combined* (WLTP) (mpg)	Electric Range* (WLTP) (miles)	RRP Starting Price (excluding OTR costs)
BMW M5 Touring	727	1,000	3.6	155 / (189)***	46-39	141.2-166.2	38-42	£112,500

*All figures relating to performance, consumption, electric range and emissions are provisional. All the stated technical data including fuel consumption and emissions figures relate to the offering in the German market. Dimensions and measurements refer to vehicles with basic configuration in Germany. These may vary depending on the wheel/tyre size and items of optional equipment selected. **Electronically limited. *** Top speed with optional M Driver's Package.

The new BMW M5 Touring will be unveiled publicly at Monterey Car Week in California in mid-August 2024. It will be built at BMW Group Plant Dingolfing alongside the new BMW M5 Saloon starting in November, with first UK customer deliveries from early 2025.

Athletic silhouette with elegantly stretched Touring proportions.

Viewed from the side, the distinctive character of the new BMW M5 Touring is accentuated by the elegantly stretched roofline and a model-specific roof spoiler. The whole side frame of the body

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has been redesigned for the high-performance model with a confident, sporting aesthetic as the aim.

As a result, the new BMW M5 Touring is 75 mm wider at the front wheel arches than the BMW 5 Series Touring and 48 mm wider at the rear. With an exterior length of 5,096 mm and width of 1,970 mm (matching the dimensions of the BMW M5 Saloon), the high-performance model is 36 mm longer than the BMW 5 Series Touring and 70 mm wider. It stands 1,516 mm tall, which means it almost precisely mirrors it in height.

The side window graphic tapers in the rear section of the body, generating a powerful shoulder area highlighted by the prominent wheel arch extensions specific to the new BMW M5 Touring. In contrast to the BMW M5 Saloon, the character line above the flush door handles extends to the rear lights on the Touring model and brings an extra touch of elegance to the distinctive silhouette. Side skirts painted in body colour round off the muscular style. The hunkered-down body with front and rear aprons extending down almost to the road surface lend additional emphasis to the physically imposing proportions. The aerodynamically and aeroacoustically optimised M exterior mirror caps are painted in Black high-gloss and can be specified as an option in carbon fibre.

Broad, powerful rear end with monolithic surface treatment.

The new BMW M5 Touring cuts a muscular and visually striking figure at the rear. As at the front of the car, generously sized surfaces create a monolithic appearance and confidently showcase the expressive rear end. The flared rear wheel arches team up with the slim rear lights extending into the sides of the car and the vertical reflectors at the far outer edges of the rear to accentuate its width and powerful stature.

Along with the roof spoiler, an eye-catching two-section diffuser helps to optimise the car's aerodynamics and increase traction. The diffuser's vertical divider references the split in the centre of the front apron, introducing another design feature adapted from racing-car design. In addition, the familiar M twin exhaust tailpipes in Black Chrome are integrated into the left and right of the rear apron.

M HYBRID drive system with intoxicating performance and impressive electric range.

The third Touring variant in the history of the BMW M5, the new BMW M5 Touring now comes with an electrified drive system for the first time. The model-specific version of the M HYBRID

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system brings together a high-revving 4.4-litre V8 engine with M TwinPower Turbo technology and an electric motor integrated into the transmission. The combustion engine and electric motor generate a combined output of 727 hp and peak torque of 1,000 Nm.

The instantly available torque from the electric motor and the V8 engine's appetite for revs pave the way for remarkable acceleration. The BMW M5 Touring sprints to 62 mph from rest in 3.6 seconds and reaches 124 mph in 11.1 seconds. The 1,000 Nm maximum system torque of the M HYBRID drive additionally provides outstanding mid-range acceleration, which is reflected in a 50 – 75 mph time of 3.1 seconds in fifth gear. The limited top speed of 155 mph can be raised to 189 mph by specifying the optional M Driver's Package.

The high output of the electric motor also enables it to drive with zero tailpipe emissions in all-electric operating mode – not just in urban traffic, but also further afield. Top speed with electric power only is 87 mph and electric range in the WLTP test cycle is 38 – 42 miles.

Extremely stiff body structure with M-specific bracing elements.

A package of precisely interlinked M-specific bracing elements focused on enhancing driving dynamics increases the stiffness of the body structure. At the front, a shear panel connects the spring strut towers with the bulkhead, along with model-specific tower-to-front end struts. Further strengthening elements can be found in the centre and rear sections of the engine compartment.

In the rear body, the new BMW M5 Touring comes with model-specific underfloor bracing elements, including a cross-bar and a shear panel, as well as further stiffening elements for the luggage compartment. Added to which, the mountings connecting the chassis to the body and the steering to the front axle subframe also have exceptional torsional rigidity.

Custom-tuned chassis technology for maximum prowess and superb long-distance comfort.

The new BMW M5 Touring has exceptional dynamic handling thanks to the model-specific kinematic and elastokinematic properties of its sophisticated chassis. The double-wishbone front axle optimises longitudinal and lateral rigidity, while the selective use of aluminium components lowers the weight of the unsprung mass. Newly designed wheel carriers, bespoke axle kinematics with large castor and kingpin angles, a lowered roll centre and model-specific elastomer bearings produce a matchless combination of dynamic potency and finely balanced comfort; the perfect recipe for everyday driving and longer journeys.

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M multifunction seats enhance racing-car feeling and comfort over longer journeys.

The driver and front passenger are welcomed as standard by M multifunction seats offering comfort for long journeys, along with seat heating, multi-way electric adjustment and a memory function. The integral head restraints with illuminated model lettering retract to their lowest position as the occupants leave the car. Active seat ventilation for the driver and front passenger and seat heating for the outer rear seats are available as options.

Optional panoramic glass sunroof.

The roof of the new BMW M5 Touring is painted in a Black solid finish as standard. There is also the option of a panoramic glass sunroof, which is designed as a body-mounted module and extends in a single section from just behind the windscreen deep into the rear of the vehicle. This floods the interior with light and gives the exterior an even more elegant appearance that is neatly set off by roof trim strips in Black high-gloss. An electrically operated roller blind, part of the Comfort or Ultimate Pack, is on hand to provide interior shading.

Modern functionality for everyday use, leisure and longer journeys.

The backrests of the rear seats can be split 40:20:40 and folded down as standard to expand load capacity from 500 litres to a maximum of 1,630. The new BMW M5 Touring is also equipped with a through-loading facility as standard, making it easier to transport larger items of luggage and long items of sports equipment. Automatic tailgate operation and Comfort Access are part of standard specification, enabling hands-free opening and closing of the tailgate. A trailer coupling that extends and retracts electrically is available as an option. The maximum trailer load of the new BMW M5 Touring is 2,000 kg.

Assistance systems for assured and comfortable driving.

The new BMW M5 Touring offers a wealth of standard and optional systems for assisted driving and parking, offering assurance and comfort in day-to-day driving. Standard specification includes features such as front collision warning, Lane Departure Warning including lane return with steering assistance, the Evasion Assistant, the Attentiveness Assistant and the Speed Limit Info system. The optional Driving Assistant Professional adds Active Cruise Control with Stop&Go function together with tech including the Steering and Lane Control Assistant, traffic light detection, automatic Speed Limit Assist and Active Navigation.

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The optionally available Parking Assistant Professional also enables automated parking and manoeuvring over distances of up to 200 metres, controllable either from inside the car or remotely via smartphone.

Greater flexibility to personalise the driving experience.

The control panel on the centre console of the new BMW M5 Touring houses an M5-specific composition of buttons, which can be used to tailor the driving experience to individual preferences in a variety of ways. The Setup button provides direct access to the configuration of the drive system, Drivelogic, chassis, steering, braking system and M xDrive, as well as the intensity of brake energy recuperation. Two overall vehicle setups can be stored and selected quickly using the M buttons on the steering wheel. The Launch Control function is available in all the M Setup configurations, except for the M xDrive system's 2WD mode.

Pressing the DSC button activates M Dynamic Mode, increasing the DSC intervention thresholds for brake inputs and engine power reduction. Alternatively, DSC can be switched off completely. Another button allows the driver to select M Mode. When they switch from the default ROAD setting to SPORT, interventions from the driver assistance systems are restricted to just the essential functions required for sporty driving, as is the content shown in the information display. The standard-fit M Drive Professional, also enables the use of TRACK mode, with other features including the M Laptimer and the Boost Control function, which maximises longitudinal dynamics when executing mid-range sprints and overtaking manoeuvres.

The operating mode of the M HYBRID system can also be adjusted as desired. The new M Hybrid button allows the driver to choose between HYBRID mode – for intelligently controlled interplay between the combustion engine and electric motor to maximise either efficiency or performance, depending on the driving situation – and the ELECTRIC setting, in which the combustion engine is only brought into play by accelerator kickdown or using the gearshift paddles. eCONTROL mode is used for effective brake energy recuperation and maintaining battery charge at a constant level. In addition, DYNAMIC mode focuses on a balanced system power for consistent performance during track driving, while the DYNAMIC PLUS mode delivers full system power for maximum performance on the racetrack in short burst (e.g. qualifying).

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Progressive sports car cockpit, M-specific displays on the BMW Curved Display, exclusive ambience.

In addition to the M-specific control panel on the centre console, the progressive sports car cockpit in the new BMW M5 Touring features the flat-bottomed M leather steering wheel with illuminated M buttons, M multifunction seats with extensive electric adjustment options, and the BMW Curved Display, which, like the standard BMW Head-Up Display, includes M-specific content. The standard BMW Live Cockpit Professional also brings the BMW Maps navigation system and the Augmented View function on the control display.

An upgraded version of BMW iDrive features as standard in the new BMW M5 Touring. It is based on BMW Operating System 8.5 and designed with touch control and natural speech in mind. The digital tech now also covers the controls for the climate control functions, with temperature selection, airflow intensity, seat heating and steering wheel heating now controlled by touch screen via permanent buttons in the lower section of the control display or by voice command.

Also playing their part in the exclusive interior ambience are the standard Merino leather trim, the BMW Interaction Bar, four-zone air conditioning, heated front seats, ambient lighting with M-specific interior lighting including Welcome and Goodbye Animation. Standard specification on the new BMW M5 also includes the Bowers & Wilkins Surround Sound System, a wireless charging tray, Comfort Access, automatic tailgate operation and the charging cable Professional for charging during a journey. The options list includes the M Carbon mirror caps, an Alcantara headliner, active seat ventilation, and a trailer tow hitch.

Ends

*Fuel consumption, CO2 emission figures and power consumption were measured using the methods required according to Regulation VO (EC) 2007/715 as amended. The figures are calculated using a vehicle fitted with basic equipment in Germany, the ranges stated take into account differences in selected wheel and tyre sizes as well as the optional equipment. They may change during configuration.

The details marked * have already been calculated based on the new WLTP test cycle and adapted to NEDC for comparison purposes. In these vehicles, different figures than those published here may apply for the assessment of taxes and other vehicle-related duties which are (also) based on CO2 emissions.

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For further details of the official fuel consumption figures and official specific CO₂ emissions of new cars, please refer to the "Manual on fuel consumption, CO₂ emissions and power consumption of new cars", available at sales outlets, from Deutsche Automobil Treuhand GmbH (DAT), Hellmuth-Hirth-Str. 1, 73760 Ostfildern-Scharnhausen and at <https://www.dat.de/co2/>.

The BMW Group

With its four brands BMW, MINI, Rolls-Royce and BMW Motorrad, the BMW Group is the world's leading premium manufacturer of automobiles and motorcycles and also provides premium financial and mobility services. The BMW Group production network comprises over 30 production sites worldwide; the company has a global sales network in more than 140 countries.

In 2023, the BMW Group sold over 2.55 million passenger vehicles and more than 209,000 motorcycles worldwide. The profit before tax in the financial year 2023 was € 17.1 billion on revenues amounting to € 155.5 billion. As of 31 December 2023, the BMW Group had a workforce of 154,950 employees.

The success of the BMW Group has always been based on long-term thinking and responsible action. The company set the course for the future at an early stage and consistently makes sustainability and efficient resource management central to its strategic direction, from the supply chain through production to the end of the use phase of all products.

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