

The new BMW X5. Short version.



The year of the BMW X model is about to hit another highpoint. Following the market launch of the first BMW X2 (fuel consumption combined: 6.1 – 4.5 l/100 km [46.3 – 62.8 mpg imp]; CO₂ emissions combined: 138 – 119 g/km*) and new BMW X4 (fuel consumption combined: 9.2 – 5.4 l/100 km [30.7 – 52.3 mpg imp]; CO₂ emissions combined: 209 – 142 g/km*), a new edition of the original BMW X model is now ready for action. The fourth generation of the BMW X5 (fuel consumption combined: 11.6 – 6.0 l/100 km [24.4 – 47.1 mpg imp]; CO₂ emissions combined: 264 – 158 g/km; provisional values*) impresses with its wealth of innovations and represents the most compelling embodiment yet of the familiar Sports Activity Vehicle (SAV) blueprint: the ability to venture off road combined with a talent for dynamic driving pleasure on it. Like its predecessors, the BMW X5 will be built at BMW Plant Spartanburg in the US. Its worldwide market launch will begin in November 2018.

The new V8 engine in the BMW X5 xDrive50i (not available in Europe) and a host of chassis systems making their debut in a BMW X model – such as two-axle air suspension, Integral Active Steering and the Off-Road package – enhance the car's versatility, dynamic ability and comfort levels. The highlights of its significantly expanded suite of driver assistance systems, meanwhile, are the Driving Assistant Professional and Parking Assistant Plus with Reversing Assistant. In addition, the new BMW X5 hosts the unveiling of the BMW Live Cockpit Professional (fitted as standard), which allows the display and control system to be geared even more precisely to individual driver needs.

New design language exudes robust assurance and authority.

A wheelbase 42 mm longer than its predecessor's (now 2,975 millimetres), a 36 mm increase in vehicle length (to 4,922 millimetres), an extra 66 mm of width (now 2,004 millimetres) and a 19 mm increase in height (to 1,745 millimetres) give the new BMW X5 both an imposing appearance and enviable interior space. The latest X5 retains the hallmark proportions of an SAV, but its pared-back design language – clean surfacing and precise lines accentuating the car's robustness, poise and authority – is new.

* The fuel consumption, CO₂ emissions, power consumption and operating range figures were determined according to the European Regulation (EC) 715/2007 in the version applicable. The figures refer to a vehicle with basic configuration in Germany and the range shown considers the different sizes of the selected wheels/tyres and the selected items of optional equipment.

The most striking feature of the front end is the large BMW kidney grille with single-piece surround. The new BMW X5 comes as standard with LED headlights, while BMW Laserlight with Adaptive LED Headlights can be specified as an option to optimise the high beam function.

The precise character line in the car's flanks, which rises up at the rear door, is key to the modern appearance of the new X5. It also defines the car's strikingly powerful shoulders and feeds into the rear lights (likewise LED units), which extend well into the flanks. The three-dimensional design of their glass covers lends the rear lights a sculpted, technical edge.

Distinctive interior and exterior design features mark out the xLine and M Sport model variants of the new X5. 22-inch light-alloy wheels will be offered (as an option) – a first for a BMW model. And the new BMW X5 will also be available from launch with model-specific options from BMW Individual.

Clear design and exclusive ambience in the interior.

Inside the new BMW X5, the clear structure of the instrument panel and centre console radiates a feeling of space. The raised seating position, a new design for the instrument cluster and Control Display, and the cutting-edge display and control concept optimise the driver's ability to maintain control over the vehicle. The front and rear occupants all enjoy ample accommodation amid an exclusive ambience. The carefully selected materials in the interior include the new Vernasca variant for the standard leather upholstery. Other new features designed to maximise well-being on board the BMW X5 include multifunction seats, cooled/heated cupholders, the Panorama glass roof Sky Lounge, Dynamic Interior Light, the Bowers & Wilkins Diamond Surround Sound System (expected to be available from 12/2018), the Rear-seat entertainment Professional system with 10.2-inch touchscreen display (expected to be available from 12/2018) and glass applications for selected controls.

Folding down the 40:20:40 split rear seat backrest increases boot capacity from 645 litres to a maximum 1,860 litres. A third row of seats for two additional passengers can be ordered as an option (expected to be available from 12/2018). The new BMW X5 also has a two-section tailgate for ease of loading. If the optional Comfort Access is specified, both sections can be opened and closed automatically and hands-free. The optional two-axle air suspension allows the loading sill to be lowered. And the boot cover can now be lowered electrically into the load compartment floor (expected to be available from 12/2018).

New V8 engine and an M Performance model available from launch.

The new BMW X5 will be available from launch with a choice of one V8 and three six-cylinder in-line engines. All will team up with an eight-speed Steptronic transmission offering optimised efficiency and shift dynamics, and all meet the EU6d-TEMP exhaust standard. The newly developed eight-cylinder unit under the bonnet of the BMW X5 xDrive50i (not available in Europe; fuel consumption combined: 11.6 l/100 km [24.4 mpg imp]; CO₂ emissions combined: 264 g/km; provisional values)* delivers maximum output of 340 kW/462 hp and peak torque of 650 Nm (479 lb-ft). And the new BMW X5 xDrive40i (fuel consumption combined: 8.8 – 8.5 l/100 km [32.1 – 33.2 mpg imp]; CO₂ emissions combined: 200 – 193 g/km; provisional values)* is powered by a six-cylinder in-line petrol engine developing a maximum 250 kW/340 hp and peak torque of 450 Nm (332 lb-ft).

A quartet of turbochargers allow the six-cylinder in-line diesel engine fitted in the new BMW X5 M50d (fuel consumption combined: 7.2 – 6.8 l/100 km [39.2 – 41.5 mpg imp]; CO₂ emissions combined: 190 – 179 g/km; provisional values)* to produce maximum output of 294 kW/400 hp, while peak torque of 760 Nm (560 lb-ft) means the BMW M Performance model can call on a particularly forceful wave of power. The BMW X5 xDrive30d also comes with a six-cylinder in-line diesel engine (fuel consumption combined: 6.8 – 6.0 l/100 km [41.5 – 47.1 mpg imp]; CO₂ emissions combined: 179 – 158 g/km; provisional values)*, in this case developing 195 kW/265 hp and peak torque of 620 Nm (457 lb-ft).

Optimised power distribution thanks to BMW xDrive and an electronically controlled differential lock at the rear axle.

The task of maximising traction, agility and directional stability in the new BMW X5 falls to its intelligent all-wheel-drive system. The latest generation of BMW xDrive is now able to split drive torque between the front and rear wheels even more efficiently as the situation demands.

The new xDrive system also offers a rear-biased set-up for those occasions when the driver adopts a particularly dynamic style at the wheel. The electronically controlled differential lock for the rear axle (available in conjunction with the M Sport equipment line or the Off-Road package) gives the car's handling an even sportier edge. By limiting equalisation of the rotational speeds of the inside and outside wheels through corners, it is able to optimise the transfer of power to the road on surfaces offering differing levels of grip.

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New chassis systems enhance off-road performance, sportiness and comfort.

A host of chassis systems make carefully judged strategic optimisations to the off-road performance, sporting prowess and comfort of the new BMW X5. The SAV comes as standard with Dynamic Damper Control, while Adaptive M suspension Professional with active roll stabilisation and Integral Active Steering (making its debut in a BMW X model) enable extremely agile and dynamic driving characteristics. The two-axle air suspension caters to anyone seeking greater ride comfort and also allows the vehicle height to be adjusted by up to 80 millimetres at the touch of a button or using the BMW Display Key. Plus, customers can now order an Off-Road package – another new feature for a BMW X model. Here, a separate button gives drivers the choice of four driving modes, allowing them to activate the ideal settings for the vehicle's ride height, the xDrive system, the car's accelerator response and transmission control, and the DSC system's corrective inputs in preparation for driving on sand, rock, gravel or snow.

More innovations bring automated driving another step closer.

The spread of driver assistance systems available for the new BMW X5 is more extensive than ever. Among their number are Active Cruise Control with Stop & Go function, the Steering and lane control assistant, Lane Change Warning and Lane Departure Warning, Lane Change Assistant, Lane Keeping Assistant with side collision protection and evasion aid, Crossing traffic warning, Priority warning and Wrong-way warning. The Parking Assistant now takes over acceleration and braking duties as well as steering. And another new addition is Emergency Stop Assistant, which brings the car safely to a standstill if a medical emergency occurs.

A further illustration of BMW's ongoing progress towards automated driving is provided by the Reversing Assistant. This system takes over steering to manoeuvre the vehicle along a path recently negotiated forward. This system makes reversing for a distance of up to 80 metres a particularly comfortable task in the new BMW X5.

New BMW Live Cockpit Professional display and control system fitted as standard.

The new BMW Operating System 7.0 display and control concept – making its debut in this latest generation of the BMW X5 – focuses on optimising attention control. With its clear presentation and structuring, plus customisable and personalised displays, it sets out to provide drivers with the right information at the right time. In its standard application underpinning the BMW Live Cockpit Professional system, it comprises an instrument cluster

and a Control Display (both 12.3-inch). These present their information fully digitally and in a consistent design. Multimodal interaction allows the driver to use the steering wheel buttons, iDrive Controller, the touchscreen display, voice control or BMW gesture control, as they prefer. The likewise further developed BMW Head-Up Display offers a larger projection surface (now measuring 7 × 3.5 inches), as well as new display content and optimised graphics.

The BMW Connected personal mobility assistant is on hand to provide seamless connectivity between the car and digital devices. The new BMW X5 is also the brand's first model that can be unlocked by the BMW Digital Key via a smartphone.

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The values for the vehicles marked * are already based on the new WLTP test cycle and have been translated back into NEDC-equivalent values in order to ensure comparability between the 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 from the values stated here (depending on national legislation).

The CO₂ efficiency specifications are determined according to Directive 1999/94/EC and the latest version of the Pkw-EnVKV, and based (for classification) on the fuel consumption and CO₂ values as per the NEDC cycle.

Further information on official fuel consumption figures and specific CO₂ emission values of new passenger cars is included in the following guideline: 'Leitfaden über den Kraftstoffverbrauch, die CO₂-Emissionen und den Stromverbrauch neuer Personenkraftwagen' (Guideline for fuel consumption, CO₂ emissions and electric power consumption of new passenger cars), which can be obtained free of charge from all dealerships and at <https://www.dat.de/en/offers/publications/guideline-for-fuel-consumption.html>.