The new BMW X5.
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Model variants.

BMW iX5 60 xDrive:
Sixth-generation BMW eDrive technology (Gen6), all components designed for 800V system, electric motor on front and rear axle, electric BMW xDrive all-wheel drive
Overall drive system:
Max. output: 425 kW/578 hp, max. torque: 805 Nm (593 lb-ft)
Electric motor at the rear (electrically excited synchronous motor – EESM):
Rated output: 242 kW/329 hp, rated torque: 500 Nm (369 lb-ft)
Electric motor at the front (asynchronous motor – ASM):
Rated output: 183 kW/249 hp, rated torque: 305 Nm (225 lb-ft)
High-voltage battery:
Energy content (net): 141 kWh
Charging rate: up to 460 kWh
Range: 645 – 845 km (401 – 525 miles) (WLTP)
Dimensions/weights:
Length/width/height: 4,994/2,000/1,748 mm
Wheelbase: 3,035 mm
Luggage compartment capacity: 655– 1,850 l
Storage compartment under the bonnet: 53 l
C_d: 0.28
Weight, unladen (incl. 75 kg): 2,900 kg
Max permissible weight: 3,495 kg
Max. load: 670 kg
Max. trailer load/towbar download: 2,700/110 kg
Performance/consumption/emissions:
Acceleration [0–100 km/h (62 mph)]: 4.6 s
Top speed: 210 km/h (130 mph)
Combined electric power consumption according to WLTP:
23.9 – 20.1 kWh/100 km

BMW X5 40 xDrive:
Six-cylinder in-line petrol engine, 48V mild hybrid technology, eight-speed Steptronic transmission, BMW xDrive
Overall drive system:
Max. output: 294 kW/400 hp, max. torque: 580 Nm (428 lb-ft)[1]
BMW TwinPower Turbo engine:
Capacity: 2,998 cc
Rated output: 294 kW/400 hp at 5,200 – 6,500 rpm
Rated torque: 540 Nm (398 lb-ft) at 1,980 – 5,000 rpm
Electric motor:
Rated output: 13 kW/18 hp, rated torque: 200 Nm (147 lb-ft)
Dimensions/weights:
Length/width/height: 4,994/2,000/1,751 mm
Wheelbase: 3,035 mm
Luggage compartment capacity: 650 – 1,850 l
C_d: 0.29
Weight, unladen (incl. 75 kg): 2,365 kg
Max permissible weight: 3,000 kg
Max. load: 710 kg
Max. trailer load/towbar download: 3,000/140 kg
Performance/consumption/emissions:
Acceleration [0–100 km/h (62 mph)]: 5.3 s
Top speed: 250 km/h (155 mph)
WLTP combined consumption: 9.2 – 8.7 l/100 km (30.7 – 32.5 mpg imp)
Combined CO_2 emissions (WLTP): 208 – 197 g/km
Emissions standard: EU6e (from production 12/2026: EU7)

[1] Developed by the combination of the combustion engine (stated nominal figure) and the electric motor (up to stated nominal figure)

BMW X5 40d xDrive:
Six-cylinder in-line diesel engine, 48V mild hybrid technology, eight-speed Steptronic transmission, BMW xDrive
Overall drive system:
Max. output: 230 kW/313 hp, max. torque: 670 Nm (494 lb-ft)[2]
BMW TwinPower Turbo engine:
Capacity: 2,993 cc
Rated output: 210 kW/286 hp at 4,000 rpm [engine boost: 7 kW]
Rated torque: 670 Nm (494 lb-ft) at 1,500 – 2,500 rpm [engine boost: 20 Nm (15 lb-ft)]
Electric motor:
Rated output: 13 kW/18 hp
Rated torque: 200 Nm (147 lb-ft)
Dimensions/weights:
Length/width/height: 4,994/2,000/1,751 mm
Wheelbase: 3,035 mm
Luggage compartment capacity: 650 – 1,850 l
C_d: 0.29
Weight, unladen (incl. 75 kg): 2,430 kg
Max permissible weight: 3,025 kg
Max. load: 670 kg
Max. trailer load/towbar download: 3,000/140 kg
Performance/consumption/emissions:
Acceleration [0–100 km/h (62 mph)]: 6.1 s
Top speed: 230 km/h (143 mph)
WLTP combined consumption: 7.3 – 7.0 l/100 km (38.7 – 40.4 mpg imp)
Combined CO_2 emissions (WLTP): 193 – 185 g/km
Emissions standard: EU6e (from production 12/2026: EU7)

[2] Developed by the combination of the combustion engine (stated nominal figure) and the electric motor (up to stated nominal figure)

BMW X5 50e xDrive:
Six-cylinder in-line petrol engine, plug-in hybrid system with electric synchronous motor, eight-speed Steptronic transmission, BMW xDrive
Overall drive system:
System output: 360 kW/489 hp, system torque: 700 Nm (516 lb-ft)[3]
Combustion engine:
Capacity: 2,998 cc
Rated output: 230 kW/313 hp at 5,500 rpm
Rated torque: 450 Nm (332 lb-ft) at 1,850 – 4,700 rpm
Electric motor:
Rated output: 145 kW/197 hp, rated torque: 280 Nm (206 lb-ft)
Dimensions/weights:
Length/width/height: 4,994/2,000/1,751 mm
Wheelbase: 3,035 mm
Luggage compartment capacity: 525 – 1,680 l
C_d: 0.29
Weight, unladen (incl. 75 kg): 2,640 kg
Max permissible weight: 3,300 kg
Max. load: 735 kg
Max. trailer load/towbar download: 3,300/140 kg
Performance/consumption/emissions:
Acceleration [0–100 km/h (62 mph)]: 5.0 s
Top speed: 250 km/h (155 mph)
Top speed, electric only: 140 km/h (87 mph)
Electric range according to WLTP: 86 – 102 km (53 – 63 miles)
Combined fuel consumption according to WLTP: 6.0 – 5.2 l/100 km (47.1 – 54.3 mpg imp)
Combined electric power consumption according to WLTP:
13.5 – 13.1 kWh/100 km
Combined CO_2 emissions from fuel according to WLTP:
136 – 118 g/km
Charging rate: 11 kW
Emissions standard: EU7

[3] Developed by the combination of the combustion engine (stated nominal figure) and the electric motor (up to stated nominal figure)

BMW X5 M60e xDrive:
Six-cylinder in-line petrol engine, plug-in hybrid system with electric synchronous motor, eight-speed Steptronic transmission, BMW xDrive
Overall drive system:
System output: 450 kW/612 hp, system torque: 800 Nm (590 lb-ft)[4]
Combustion engine:
Capacity: 2,998 cc
Rated output: 313 kW/426 hp at 5,600 rpm
Rated torque: 540 Nm (398 lb-ft) at 1,980 – 5,400 rpm
Electric motor:
Rated output: 145 kW/197 hp, rated torque: 280 Nm (206 lb-ft)
Dimensions/weights:
Length/width/height: 4,998/2,000/1,751 mm
Wheelbase: 3,035 mm
Luggage compartment capacity: 525 – 1,680 l
C_d: 0.30
Weight, unladen (incl. 75 kg): 2,715 kg
Max permissible weight: 3,300 kg
Max. load: 770 kg
Max. trailer load/towbar download: 3,300/140 kg
Performance/consumption/emissions:
Acceleration [0–100 km/h (62 mph)]: 4.5 s
Acceleration [0 – 100 km/h] according to 1-foot rollout method[5]: 4.2 s
Top speed: 250 km/h (155 mph)
Top speed, electric only: 140 km/h (87 mph)
Electric range according to WLTP: 81 – 98 km (50 – 61 miles)
Combined fuel consumption according to WLTP: 6.2 – 5.7 l/100 km (45.6 – 49.6 mpg imp)
Combined electric power consumption according to WLTP: 13.5 – 13.2 kWh/100 km
Combined CO_2 emissions from fuel according to WLTP: 141 – 129 g/km
Charging rate: 11 kW
Emissions standard: EU7

[4] Developed by the combination of the combustion engine (stated nominal figure) and the electric motor (up to stated nominal figure)
[5] Value with rollout subtracted. With this alternative measuring method, time measurement only begins after leaving a light barrier. The distance not taken into account in the measurement (the "rollout") is 1 foot = 30.48 cm.

All values are provisional.

All of the stated model variants, equipment features, technical data and energy consumption and emissions figures relate to the offering in the German market, provided the model in question is available there. These may vary for other markets. 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.

Official fuel consumption, CO_2 emissions, electric power consumption and electric range figures were determined based on the prescribed measurement procedure in accordance with European Regulation (EC) 2007/715 in the version applicable. Where a range is shown, the WLTP figures take into account the impact of any optional extras.

Further information on official fuel consumption figures and specific CO_2 emission values of new passenger cars is included in the following guideline: 'Leitfaden über den Kraftstoffverbrauch, die CO2-Emissionen und den Stromverbrauch neuer Personenkraftwagen' (Guide to the fuel economy, CO_2 emissions and electric power consumption of new passenger cars), which can be obtained free of charge from all dealerships, from Deutsche Automobil Treuhand GmbH (DAT), Hellmuth-Hirth-Str. 1, 73760 Ostfildern-Scharnhausen and at https://www.dat.de/co2/.

Vehicle concept.

The new BMW X5 adds another chapter to its story of success. The fifth generation of the BMW X5 impresses with technical innovations, a stunning new design and the integration of future-oriented technologies from the Neue Klasse. This underlines its exceptional status and reinforces its leading position in a segment that it originally established.

- **First model from the brand with five different drive system types.**
- **New design: unmistakeable presence from every perspective.**
- **High-quality M Performance Parts available.**
- **Spacious, natural and innovative: redesigned interior combines feel-good atmosphere with digital user experience.**
- **BMW X5 combines a high level of comfort with BMW typical driving dynamics and intelligent driver assistance systems.**
- **Production and premiere in Spartanburg.**

First model from the brand with five different drive system types.
As the first Sports Activity Vehicle (SAV) from the brand and founding father of the eminently successful BMW X family, the trendsetting BMW X5 has been shaping the future in innovative style since its introduction in 1999. Embodying that very same aspiration, the new BMW X5 is the first model from the brand to come to market with a choice of five different drive system types.

In addition to variants with petrol or diesel combustion engines, including 48V mild hybrid technology, and plug-in hybrid models, the fifth generation of the successful model does not just encompass the first all-electric BMW iX5. The BMW iX5 Hydrogen is also set to celebrate its market launch – at a later stage – as the first hydrogen-

powered BMW production vehicle. The powertrain encompasses the fuel cell system, in-car hydrogen storage with the new BMW Hydrogen Flat Storage technology and an innovative high-voltage battery. The third generation of the fuel cell system enables a particularly compact design within a high-performance, efficient drive system with a range of up to 750 kilometres (466 miles)[6].

The new BMW iX5 – the first battery-electric BMW X5 – is launching with the sixth generation of BMW's eDrive technology. This means longer ranges of up to 845 kilometres (525 miles) in the BMW iX5 60 xDrive, fast charging, 800V technology and practical bidirectional charging. This is thanks to new cylindrical cells with a height of 120 millimetres, installed in the high-voltage battery and in use for the first time in the new BMW iX5.

"With its imposing presence and flawless symbiosis of comfort and driving pleasure, the BMW X5 became a global bestseller," says Dr. Joachim Post, Member of the Board of Management of BMW AG responsible for Development. "And now the latest generation also benefits from the technologies in the Neue Klasse and the widest possible range of drive systems. As a result, I'm sure the new BMW X5 will set the benchmark in its class once again and write the next chapter in its success story."

New design: unmistakeable presence from every perspective.
The new BMW X5 also takes a major leap forward in terms of design. Viewed from any perspective, the clear, monolithic and powerful appearance of the car embodies the confident presence that underlines its leading position in the segment, becoming one of the key faces of the brand. This is in large part down to the effortless melding of classic SAV proportions with the forward-looking BMW design language of the Neue Klasse to produce a harmonious, distinct end result.

The next generation of the distinctive X exterior is characterised by the upright design of the front end, the vertically aligned BMW kidney Iconic Glow and the new "double-X" light icons, making their first appearance in a BMW. The clearly structured side view of the BMW X5 is particularly impressive, thanks in large part to the innovative door

[6] As this is a prototype in the development phase, the statutory WLTP consumption data is not yet available.
The German Federal Ministry of Transport (BMV) is funding development of the powertrain and the tank system for the BMW iX5 Hydrogen in the "HyPowerDrive" project, as part of the IPCEI Hy2Move framework. The federal government of Germany is providing funding of 191 million EUR. In addition, the state of Bavaria is (co-)financing the project to a total of 82 million EUR. The funding is implemented by project sponsor Jülich (PtJ) and coordinated by NOW GmbH.

handles, the BMW Winglets. These combine progressive design with functional convenience: recessed handles requires the lightest of touches to open the electrically powered doors.

Naturally, all models offer broad scope for tailoring the design, including eleven exterior paint colours and a precisely curated wheel range that now boasts 23-inch rims. The new BMW X5 M60e xDrive creates visual highlights emphasising its role as the sporting flagship, while the M Sport package and the M Sport package Pro provide a range of distinctive features.

High-quality M Performance Parts available.
The BMW X5 can now be ordered – for the first time – with high-quality M Performance Parts from the factory. Highlights of the range include striking exterior items such as the M Performance front splitter carbon fibre, M Performance roof spoiler black high-gloss, M Performance rear diffuser aramid and M Performance exterior mirror caps aramid. Also available are M Performance summer and winter complete wheels in 21- and 23-inch formats. The cabin can likewise be given an even sportier look with items such as the M Performance floor mats.

Spacious, natural and innovative: redesigned interior combines feel good atmosphere with digital user experience.
One glance at the redesigned interior immediately reveals the extremely high quality of the new BMW X5. The interior impresses with clear structures and uncluttered surfaces, producing a harmonious sense of space and calmly providing subtle support for classic BMW driver orientation.

The outstanding visual and haptic quality of the interior is also underlined by the new decorative surfaces constructed from materials such as slate and glass that generate an atmosphere of elemental sophistication. BMW is the first carmaker worldwide to offer slate as an optional decorative surface.

The BMW X5 incorporates core technologies from the Neue Klasse in the form of the new BMW Panoramic iDrive display and operating system, underpinned by BMW Operating System X. These include the Central Display in free-cut design, the BMW 3D Head-Up Display, the BMW Passenger Screen available as an optional extra in the BMW X5 for the first time, the BMW Panoramic Vision with a projection surface extending across the full width of the windscreen and the new multifunction steering wheel. This results in an all-encompassing

digital user experience centred around both the driver and their passengers.

The BMW X5 combines fascinating new technologies with a genuinely feel-good interior atmosphere. This is expressed in the lighting animations provided by the ambient light strip, a central element that creates an inviting wrap-around effect from door to door to generate a harmonious atmosphere.

BMW X5 combines a high level of comfort with BMW typical driving dynamics and intelligent driver assistance systems.
As the sportiest SUV in its segment, the BMW X5 has long set standards in terms of driving dynamics – and the latest generation of the BMW X5 is equally impressive in its this respect. This is due in no small part to the adaptive suspension fitted as standard and axle load distribution close to 50:50. Optional extras include Adaptive Chassis Control, as well as the Adaptive Chassis Control Professional with roll stabilisation initially available for every all-electric and plug-in hybrid model. This system leads the way when it comes to blending BMW's characteristic driving dynamics with maximum ride comfort.

BMW Symbiotic Drive provides intelligent support tailored to individual driving behaviour. The advanced Level 2 driver assistance systems and active safety functions are designed down to the smallest detail for seamless interaction between assistance and human driving. In the BMW iX5 models, and in the upcoming BMW iX5 Hydrogen, the Heart of Joy also enables a very special experience: BMW Soft-Stop, which executes the smoothest stopping action every provided by BMW.

Production and premiere in Spartanburg.
The market launch of the first variants of the new BMW X5 is scheduled for late November 2026, with the all-electric and plug-in hybrid versions to follow in early 2027. Production of the new models will ramp up some months ahead of this, with BMW Group Plant Spartanburg (USA) initiating series production of the fifth-generation BMW X5 in August 2026.

Plant Spartanburg has been producing the X5 ever since it was launched – founding a new market segment – in 1999. And now the facility is celebrating a new premiere: the new BMW iX5 will be the first all-electric vehicle to be manufactured there. The new factory for

sixth-generation high-voltage batteries built for this model variant adjacent to BMW Group Plant Spartanburg requires no fossil fuels for normal operations. This is just one of many examples of the BMW Group's rigorous approach to minimising CO_2e emissions during production.

Exterior.

A clear, monolithic and powerful design bestows an assertive presence, inspirational authority and generosity of scale on the new BMW X5. Its appearance is elegant and reduced, yet robust. The distinctive face of BMW, the X5 enjoys a dominant position in its segment, transposing the new BMW design language to the next generation of this highly successful model.

- **Exterior fits the familiar X mould, with striking front-end design and vertically aligned BMW kidney Iconic Glow with dynamic light signature.**

- **Individual welcome and goodbye animation and the optional Ceremonial Light Carpet.**

- **Monolithic design with new BMW Winglet door handles, elegant silhouette and muscular wheel arches.**

- **Powerful rear end with intricate rear light design.**

- **BMW X5 M60e xDrive creates visual highlights emphasising its role as the sporting flagship, including a striking rear spoiler and M Yellow Lights.**

- **M Sport package and M Sport package Pro underline the athleticism of the new BMW X5.**

- **Broad scope for tailoring the car's design, with eleven exterior paint colours and a range of wheels that now boasts 23-inch items.**

Exterior fits the familiar X mould, with striking front-end design and vertically aligned BMW kidney Iconic Glow with dynamic light signature.
The new BMW X5 combines the distinctive X exterior with the pioneering design language of the Neue Klasse to herald the next

generation of this successful model. The car retains its signature presence and classic SUV proportions across all available drive system types, conveying the confident image that has characterised five generations of the BMW X5.

The new BMW X5 boasts a striking front end with an upright design that is significantly taller than that of the previous generation. Despite its imposing appearance, the vehicle appears surprisingly compact at first glance. The front end is characterised by crisp, clean and expansive surfaces, delivering an elegant, minimalist appearance. The redesigned BMW badge is now larger, with a matt finish, and is set between two precisely modelled lines on the bonnet. The construction of the front apron differs depending on the model version and type of drive system. Unobtrusive horizontal air intakes on the combustion-engined vehicles underline their inherent sportiness and stability, while a continuous apron design brings a modern, elegant look to the new BMW iX5 models with battery-electric drive systems.

The reduced, vertically aligned BMW kidney Iconic Glow is a defining element of the new design. As a component of the daytime driving lights, which include the new double-X light icons, this is permanently illuminated, making a striking visual impression at any time of the day or night. The BMW kidney Iconic Glow is embedded in the large contour lighting modules. In addition to creating a visual connection between the BMW kidney and the double-X light icons, it is part of the Welcome Light animation, with a dynamic light signature that represents another unmistakeable distinguishing feature of the new BMW X5.

Making their first appearance on a BMW, the new double-X light icons combine the low-beam headlights, daytime driving lights, side lights and turn signal indicators in a single element, rendering an additional lens module completely redundant. Adaptive LED Headlights including cornering lights plus matrix high beam, with a range of up to 600 metres, and the BMW Selective Beam non-dazzling high-beam assistant come as standard. The double-X light icons can be activated and deactivated as desired; deactivating them reveals diagonal icons instead.

Individual welcome and goodbye animation and the optional Ceremonial Light Carpet.
The new welcome and goodbye animations bring a seamless, personalised experience to vehicle access and accompany the

passengers from when they approach the new BMW X5 before a journey to when they walk away again afterwards. The animation incorporates the vehicle's front and rear lights, projectors for the optional Ceremonial Light Carpet integrated into the door sills, the interior lighting and the BMW Winglet door handle illumination, as well as the exterior mirrors, which unfold as soon as the new BMW X5 is unlocked with the BMW Winglet. The Ceremonial Light Carpet is dynamically projected onto the ground near the door of the BMW X5. In the interior, the position of the driver's seat and the steering column allow the driver to easily get into the car, while the BMW Panoramic Vision and the Central Display play a welcome animation and a message greeting the customer by name. The customer can choose between animations from the RELAXED, BALANCED and EXCITED modes.

As an alternative to the static light carpet fitted as standard, the optional Ceremonial Light Carpet includes the fully dynamic light carpet featuring greeting and goodbye animations that vary in nature according to the selected mode.

Monolithic design with new BMW Winglet door handles, elegant silhouette and muscular wheel arches.
Viewed from the side, the BMW X5 appears to have been made in one piece: clear, reduced surfaces form a fluid silhouette for the founder of the SUV segment. Sloping towards the rear, the roofline expresses agility and elegance. Windows with hidden seals also play their part in creating flush transitions between painted and glass surfaces.

However, the new BMW Winglet door handles are the primary reason for the striking appearance of the new BMW X5 when viewed from the side. Integrated into the B- and C-pillars, the BMW Winglets are painted in Black high-gloss. It is these ergonomically engineered handles that now enable the creation of uninterrupted door surfaces, making an enormous contribution to the elegant overall appearance of the new BMW X5. The BMW Winglets combine harmonious design with functional convenience: recessed handles require the lightest of touches to open the electrically powered doors. Pressing the BMW Winglets closes the door, while holding the locking surface at the front end of the Winglet for just under a second is sufficient to lock the door. The Soft Close mechanism is part of the standard package, ensuring that the doors on the new BMW X5 shut smoothly.

When viewed from the side, strikingly angular wheel arches contribute to the SUV-typical contours with sharp lines that play a key role in the powerful looks of the new BMW X5. The arches are cut closely around the large wheels, symbolising aerodynamic efficiency. The matt Black side skirts in standard specification lend a familiar X robustness to the SAV and give the vehicle a visual lift, suggesting increased agility.

Powerful rear end with intricate rear light design.
The rear view of the new BMW X5 reveals wide shoulders and a muscular body – a product of the significantly recessed glasshouse. As well as delivering improved aerodynamics and efficiency, this also contributes to the powerful on-road stance of the BMW X5, highlighting the shoulder area and the prominently flared wheel arches.

The rear bumper is painted in the same colour as the car's body, and so contrasts with the matt Black trim element and lower section to fine sporting effect.

The intricately designed, slim rear lights revisit the double-X theme that characterises the front end of the vehicle, emphasising the horizontal aspect and underlining the quality inherent in the BMW X5. The rear light extends across nearly the entire width of the rear end, enhancing visibility and giving the vehicle an unmistakeable light signature.

BMW X5 M60e xDrive creates visual highlights emphasising its role as the sporting flagship, including a striking rear spoiler and M Yellow Lights.
While sporty handling is a crucial characteristic of all BMW X5s, this is especially true of the M Performance models. The optional M Sport package and M Sport package Pro shine the spotlight on the dynamism and agility of the BMW X5.

The BMW X5 M60e xDrive is the sporting flagship of the new model generation. It features a host of visual highlights that unmistakeably emphasise its M genes, including the double-X M Yellow Lights. These hark back to the taped yellow headlights on BMW M race cars of years past, transporting BMW Motorsport DNA into the present and the future. The significantly darker BMW kidney Iconic Glow illumination also makes a sportier impression. The contour lighting, containing an M badge, is particularly striking, while the specific horizontal light signature for the M Performance cars was inspired by

the world-renowned BMW "Seehaus" stripes familiar from historic BMW M models. The rear lights of the BMW X5 M60e xDrive also have a model-specific design, underscoring the width of the rear end with their horizontal light signature.

The distinctive bumpers are another characteristic of the BMW X5 M60e xDrive. Their additional lateral air curtains and a large area in Black bring the car visually closer to the road. The bumper integrates a quartet of exhaust tailpipes that turn the sonorous tones of the straight-six engine into an acoustic experience.

Adding further visual flourishes to the side view are exterior mirrors with an exclusive M design – featuring a Black high-gloss finish and Seehaus stripes – plus side skirts painted in body colour and an M badge on the door. In addition to an M-specific Welcome Light animation in M EXCITED mode, the optional Ceremonial Light Carpet also appears in a style that reflects its M heritage. Further visual highlights of the sporty, range-topping model are the 22-inch wheels with mixed-size tyres fitted as standard, an M-specific roof spoiler in the same colour as the car body and the particularly striking M Sport brakes with callipers in Red metallic with a monochrome M logo.

M Sport package and M Sport package Pro underline the athleticism of the new BMW X5.

The optional M Sport package brings extra sporting appeal to each new BMW X5. It includes M roof rails in high-gloss Shadowline and M Sport exterior components – such as the M Aerodynamics Package, M-specific door sill plates and the M light carpet – that bring additional visual touches. The contour lighting, designed as two horizontal lines in combination with the M Sport package, lends a reduced, sporty appearance to the front end, with these horizontal strokes underscoring the orientation to the road and making the car appear wider. Eye-catching surfaces and air intakes in the front bumper encapsulate the feeling of pent-up energy, while side skirts in body colour visually lower it even closer to the road. Also included are adaptive M suspension with a stiffer setup, a lower ride height and continuously adjustable dampers, as well as 21-inch wheels and M Sport brakes with callipers in Dark Blue metallic to emphasise the sporty driving experience. The BMW M interior design boasts Black/Atlas Grey sports seats in a Veganza/Alcantara combination that exudes the aura of M.

The optional M Sport package Pro delivers an even sportier design for the new BMW X5, adding a host of high-quality features to those in the M Sport package. These include the 22-inch Trigon light-alloy wheels in Jet Black, which are combined with the M Sport brakes in Red metallic with a monochrome M logo. Other visual highlights are the darker BMW kidney Iconic Glow M Shadowline, exterior mirrors in Black high-gloss, the M-specific bumper with additional Black in the ower portion of the front apron, and M-specific door sill trim and pedals. Inside the car, the M Sport package Pro brings the M leather steering wheel and M seat belts.

Broad scope for tailoring the car's design, with eleven exterior paint colours and a range of wheels that now boasts 23-inch items.
A wide selection of paint colours and wheels is available for the new BMW X5, allowing customers to lend a personal touch to the exterior design. The eleven paint colours include five attractive new shades: Space Silver metallic, Grey Pine metallic, Vancouver Green metallic, plus – from late 2026 – BMW Individual Frozen Tanzanite Blue metallic and BMW Individual Frozen Space Silver metallic.
BMW Individual paint finishes will be available on request as of April 2027, providing customers with an almost limitless range of choices when selecting a colour scheme.

Wheels are also available in eleven different designs. While 21-inch light-alloy wheels come as standard, customers can also order 22-inch and, for the first time, 23-inch rims. The larger wheel diameters have been specially selected for the new design of the BMW X5, underlining its powerful presence on the road. As the range-topping model, the BMW X5 M60e xDrive is factory-fitted with 22-inch M light-alloy wheels.

Interior and equipment.

In the interior, the new BMW X5 applies clear structures, uncluttered surfaces and high-quality decorative surfaces such as slate and glass (available on request) to create an atmosphere of elemental sophistication. The interplay between technologies from the Neue Klasse, such as BMW Panoramic Vision, the Central Display and the multifunction steering wheel, enable a wholly new interior design that all those on board will enjoy. New features, including but not limited to the accent strip with integrated ambient lighting and the optional BMW Passenger Screen, underscore the status of the BMW X5 as a trendsetter in its segment.

- **Technologies from the Neue Klasse enable new interior design and create a pleasant, sophisticated sense of space**.

- **Redesigned cockpit with three-dimensional backlit accent strip and integrated ambient lighting.**

- **Innovative and natural materials like slate and glass accentuate the exquisite atmosphere of the interior**.

- **New, optional BMW Passenger Screen provides top-quality entertainment for the front-seat passenger during a journey.**

- **Quality in every respect: panoramic glass sunroof with opening function, four-zone climate control and Bowers & Wilkins Surround Sound System with Dolby Atmos support**.

- **Standard-fitted sports seats and optional multifunction seats with seat ventilation and massage function provide outstanding comfort**.

- **Easy-to-use automatic doors with Soft Close mechanism now available**.

- **BMW Digital Key Plus: much more than just a key.**

- **Newly designed, top-quality and ergonomically excellent steering wheels make operation using shy tech even more intuitive.**

Technologies from the Neue Klasse enable new interior design and create a pleasant, sophisticated sense of space.
The monolithic design of the exterior flows into the interior to convey a pleasant, sophisticated sense of space in the new BMW X5. The elevated seating position typical of the BMW X5 combines with large door trim surfaces and a redesigned instrument panel to give the driver an effortlessly uncluttered view and feeling of lightness. The deliberately minimalist design of the interior surfaces allows the driver to focus squarely on the road.

The integration of Neue Klasse technologies – in the form of the display and operating system BMW Panoramic iDrive with BMW Operating System X – opens up a new dimension in BMW typical driver orientation and new possibilities in terms of tailoring interior design. The new instrument panel provides the stage for the Central Display in free-cut design, which appears to float in an ideal ergonomic position adjacent to the steering wheel. The BMW Panoramic Vision – with a projection surface extending across the full width of the windscreen – and the new multifunction steering wheel also make a significant contribution to the cutting-edge interior of the new BMW X5.

Redesigned cockpit with three-dimensional backlit accent strip and integrated ambient lighting.
Light animations make a major contribution to the feel-good atmosphere in the interior of the new BMW X5. Located directly beneath the new instrument panel, the accent strip with integrated ambient lighting envelops the driver and passengers in an inviting wrap-around effect from door to door to create a welcoming atmosphere.

When deactivated, the strip illuminates in the accent colours of the interior: Dark Silver as standard or optional Silver Bronze. When activated, intelligent and restrained dynamic light animations provided by the accent strip transform the interior of the BMW X5 into a personalised, multisensory experience. The colour and brightness of the ambient light strip respond to the time of day and – like all the light

elements – can be adjusted to personal preferences via the My Modes or directly.

The ambient light strip continues into the door area, allowing the light animation to lend the appearance of enhanced space to the already roomy interior of the new BMW X5.

Innovative and natural materials like slate and glass accentuate the exquisite atmosphere of the interior.
The materials used in the interior of the new BMW X5 represent a level of quality and innovative capacity that the driver and passengers can experience on a practical level. BMW is breaking new ground by using slate as a decorative surface in the BMW X5. This material is part of the optional BMW Individual Clear & Bold interior application. This employs an innovative production process that applies a thin layer of real slate to the base material, allowing for a certain degree of moulding to match it to the contours of the interior.

Slate can also be applied for functional surfaces and is widely used in the control panel in the centre console to provide a unique haptic experience, while the touch function also controls key functions such as the parking brake, the defrost function for the rear screen, and the hazard warning lights.

In addition to the use of slate in the interior as a tangible representation of the authentically robust properties of the new BMW X5, the optional BMW Individual Clear & Bold interior application also underlines the elegance and quality of the vehicle with crystal glass elements. The gear selector in the centre console is among the features manufactured in genuine glass and adds an exclusive touch. The volume controls in the centre console are also made of high-quality glass. Integrated into the door, the controls for the seat backrest, forward/back position and seat height adjustment are made from crystal glass, providing not only exceptional quality of workmanship but also superb look and feel.

The centre console of the new BMW X5 also contains two cup holders, two USB-C ports and a smartphone tray in Alcantara Anthracite with an inductive charging function. The decorative surfaces in the centre console are finished in sophisticated Black high-gloss as standard.

Depending on the interior design specified, the harmonious ambience inside the new BMW X5 is rounded off by X quilting in the door panels

and on the facing of the instrument panel. The choice of package determines the appearance of the restrained, three-dimensional seam pattern. Together with reduced quilting on the seats, these elements produce a very modern interior aesthetic.

New, optional BMW Passenger Screen provides top-quality entertainment for the front-seat passenger during a journey.
The new BMW Passenger Screen is also making its debut in the new BMW X5. Located adjacent to the Central Display in free-cut design, the new passenger display is available as an optional extra. The BMW Passenger Screen enables top-quality entertainment for the front passenger with apps from popular third-party providers, for example. The front passenger can now stream films or take part in video conferences while the vehicle is moving as well. The interior camera detects any driver distraction while on the move and automatically dims the display. When the vehicle is stationary, the selection of entertainment is also available on the Central Display.

The new Travel & Comfort System also provides great entertainment for rear-seat passengers. Magnetic holders allow smartphones to be attached easily to the back of the front seats. The lower section of the centre console also allows for wireless charging of smartphones and other mobile devices from the rear seats.

Quality in every respect: panoramic glass sunroof with opening function, four-zone climate control and Bowers & Wilkins Surround Sound System with Dolby Atmos support.
Included as standard, the large panoramic glass sunroof with opening function creates a bright and airy atmosphere in the interior of the new BMW X5. Consisting of two glass elements that take up a total area of approximately 2.6 square metres, the panoramic sunroof pairs a light and airy interior sensation with an elegant exterior appearance when the electrically powered front panel is open.

The standard package for the new BMW X5 also includes 2.5-zone climate control with slim front vents that are integrated into the instrument panel almost invisibly. This design solution is a key component of the clean and crisp interior look. The Central Display enables intuitive, precise control of the airflow. If the four-zone climate control is specified, rear-seat passengers can use a separate touchscreen display to control temperature and ventilation. Vents in the centre console and beneath the seats combine with more air outlets in the B-pillars to optimise air circulation for the rear seats. The

climate control system also adjusts the seat heating and ventilation as appropriate when setting the interior temperature to the occupants' preferences. The optional Heat Comfort package includes heated front and rear seats and heated front armrests. The battery-electric BMW iX5 variants have a model-specific climate control system with new and extremely efficient heat pump technology.

The standard package also includes the 280-watt HiFi System Professional with 12 speakers that spreads the clear surround sound evenly over every seat. The high-performance Bowers & Wilkins Surround Sound System is also available as an optional extra. This features a seven-band equalizer and up to 18 speakers with attractive metal covers, with amplifier output of up to 775 watts.

Audiophile drivers and passengers in cars specified with the Bowers & Wilkins Surround Sound System will be pleased to find their cars now also lay on a particularly rich and varied audio experience in Dolby Atmos quality. Dolby Atmos creates a three-dimensional soundscape for compatible audio formats and allows sound objects to be moved around freely within the cabin. The new BMW X5 therefore provides a new and immersive audio experience when streaming films or music.

Standard-fitted sports seats and optional multifunction seats with seat ventilation and massage function provide outstanding comfort. The new BMW X5 comes with sports seats as standard, now updated with extra cushioning for the seat areas and backrests to provide even more comfort than the previous model. The heated sports seats provide outstanding lateral support as well as a wide range of adjustment: the fore and aft positions of the seat, the cushion height and tilt, and the width and tilt of the backrests can all be electrically adjusted. The seat depth and the height and position of the head restraints are adjusted manually. The driver's seat is also equipped with lumbar support. Customers can retain the standard Contemporary Black interior, or choose the optional Copper Brown design, or Silverstone for the multifunction seat. Seat surfaces in high-quality Veganza material with leather-like qualities stand out thanks to a particularly pleasant feel and offer a high level of comfort. The BMW M interior design combining Veganza/Alcantara materials in Black/Atlas Grey is also available for BMW M Performance models, as well as for examples of the BMW X5 ordered with the BMW M Sport packages, and adds an M logo to the backrests. When combined with

sports seats, the instrument panel and door trims always come in Veganza Black.

Multifunction seats with ventilation and massage functions are also available as an optional extra. In addition to the range of electric adjustment offered by the sports seats, here the seat depth and the height of the head restraints can also be adjusted electrically. Extra cushioning for the seat cushions and backrests now provide even more comfort than the previous model. A central vent located in the backrest and another in the seat cushion further optimise seat ventilation. The updated massage function now also includes improved massage effects, a smoother start to the massage procedure and barely audible adjustments between the individual massage programmes. If customers select multifunction seats, the seats for the driver and front passenger are equipped with four-way lumbar support. In addition to the combinations of colours and materials available for the sports seats, customers can also order the elegant Veganza Silverstone option for the multifunction seats. In vehicles with the M Sport package and the M Sport package Pro, as well as in BMW M Performance cars, the multifunction seats are also available in the BMW M Veganza interior design in Black/Atlas Grey.

The high-quality interior design BMW Individual with Merino Leather is also available exclusively for the multifunction seats. This can be ordered in Black, Adelaide Grey, Smoke White, Tartufo or Vintage Coffee – a vintage leather finish with a sophisticated, luxurious patina. For the interior design BMW Individual with Merino Leather, the instrument panel and the front-seat door trims always come in Alcantara in a matching colour. Depending on the selected trim option, the instrument panel also features exquisite quilting. The combination of materials is continued in the design of the multifunction seats. The seat surfacing in exquisite BMW Individual Merino Leather combines with high-quality Alcantara inserts in the seats' side sections to create an intriguing matt-gloss mix. The headlining for the interior design BMW Individual with Merino Leather is always in Alcantara Anthracite.

The rear seats in the new BMW X5 have also been updated, flattening the angle of the torso by two degrees compared to the previous model for a more comfortable and improved seating position. Rear-seat knee-room has been increased from 108 to 130 millimetres, thanks in large part to the extension of the wheelbase in the new BMW X5 by 60 millimetres. The attention to detail that characterises the whole interior of the new BMW X5 is underlined by the fact that

even the Isofix mounts are finished in the Veganza or BMW Individual Merino Leather specified for the cabin overall.

The rear seats can be split/folded 40-20-40 and feature a through-loading system. An intelligent connection between the two cup holders in the central armrest allows these to be used as a smartphone tray. If customers select the interior design BMW Individual with Merino Leather, the rear seats also come with neck cushions and a cushion for the Alcantara central armrest in matching colour.

Easy-to-use automatic doors with Soft Close mechanism now available.
Automatic doors can be selected for the BMW X5 for the first time as an option to make getting in and out of the car especially easy. This is clear as soon as you start using them. A sensor is located in an ergonomically well-thought-out position on the outside of each door. A single touch of the BMW Winglet door handles is all that is required to open and close the doors. On the inside, a corresponding button is located in the door trim. A host of alternative methods for using the doors are also available, e.g. the My BMW App, voice commands or the simplified menu structure of BMW Panoramic iDrive with BMW Operating System X. And once the driver is seated, the doors can be closed by pressing the brake pedal. Customers with the BMW Digital Key Plus can use compatible smartphones or smartwatches as a control unit. They can specify, among other things, which of the doors should open when they approach the car.

The standard-fitted Soft Close mechanism is particularly user friendly, closing the doors smoothly and underscoring the luxurious ambience of the new BMW X5 each time the customer gets in and out. An integrated servo mode allows the doors to be opened and closed manually with little effort. Plus, the automatic doors now work using radar sensors. These are integrated in the side skirts, front end and rear of the car, and allow the doors to be opened and closed more quickly than is possible in systems with other sensors. The sensors also identify possible obstacles with a high level of precision, which makes the integral collision protection even more effective. The radar sensors detect not only obstacles near the doors but also road users approaching the car, significantly lowering the risk of collision.

BMW Digital Key Plus: much more than just a key.
The BMW Digital Key Plus is becoming the preferred form of vehicle access. It allows easy configuration of smartphones and

smartwatches from all leading manufacturers to work as a vehicle key. Ultra-wideband (UWB) and Bluetooth technology are used to enable the smartphone and vehicle to communicate with one another at close range. The UWB technology allows the user's location to be pinpointed extremely precisely while also ensuring the highest possible level of vehicle access security (certified according to the Car Connectivity Consortium standard).

The BMW Digital Key Plus also provides other benefits in addition to easy vehicle access. Customers are able to share the digital key with others easily and securely using a messaging app, while setting individual roles and rights at the same time. It also enables the use of additional functions via the customer's smartphone wallet, such as remote operation of the tailgate.

A welcome and goodbye animation featuring visual effects – to accompany the driver as they move from the outside of the vehicle into its interior – begins when the driver approaches the car with the BMW Digital Key Plus. Available as standard, the BMW Iconic Glow exterior package delivers an impressive light animation with RELAXED, BALANCED and EXCITED settings. When the driver reaches the vehicle, one touch of a BMW Winglet is sufficient to unlock it. While the driver is settling into their seat, the animated welcome appears on the BMW Panoramic Vision and the Central Display, transitioning harmoniously from the driver's side across to the front passenger. From approaching the car to pulling away in it, the driver can simply leave their smartphone in their pocket the entire time. The BMW Digital Key Plus continues to deliver a seamless digital experience when the journey comes to an end. As soon as the driver walks away from the car, a light animation indicates that the vehicle has been locked.

Newly designed, top-quality and ergonomically excellent steering wheels make operation using shy tech even more intuitive.
The new steering wheels in the BMW X5 combine eye-catching design with excellent ergonomics and high-end materials. The new standard multifunction steering wheel is the first with a self-supporting structure, featuring a slightly flattened design and a vertical spoke. This and the lack of horizontal spokes allows for a remodelled and ergonomically optimised gripping area; it enables the driver to grip the wheel more securely and comfortably and allows them to reach the buttons easily with their thumbs. The new multifunction steering wheel is an integral element of the BMW Panoramic iDrive display and

operating concept. It provides haptic feedback and adopts the shy-tech approach of illuminating the controls for the driver assistance functions as they become available.

The sports steering wheel is available as part of the BMW M Sport package and can also be ordered with the Silver Bronze interior accent. The lightweight design aesthetic of its vertical spoke with BMW M badge is inspired by racing cars. The sports steering wheel comes in black Veganza with accents in Dark Silver or Silver Bronze, depending on specification.

The BMW Individual steering wheel has a particularly sophisticated look in Smoke White with an accent bar in Dark Silver, which is available as an optional extra in combination with the BMW Individual interior design with Smoke White Merino Leather.

The optional BMW M leather steering wheel has sportier geometry. It has no vertical spoke, making it easier for the driver to grasp the wheel through dynamically taken corners. Visual indications of its M genes include the BMW M badge and – in BMW M Performance models – stitching in M colours. Two versions of the BMW M leather steering wheel are available: one featuring the black 12-o'clock marker and the other with an eye-catching red 12-o'clock marker, shift paddles with red accents, and Boost and M Mode buttons. This version is reserved for BMW M Performance models.

Display and operating system, digital user experience.

The new BMW X5 blends the advantages of a Sports Activity Vehicle with cutting-edge BMW Neue Klasse technology to create an all-encompassing digital user experience centred around both the driver and their passengers.

- **BMW Panoramic iDrive featuring BMW Operating System X – complete driver orientation, BMW style.**

- **Intelligent voice control with the self-learning BMW Intelligent Personal Assistant, enhanced by Amazon's Alexa+ AI technology[7].**

- **BMW Passenger Screen takes entertainment for the front passenger to the next level.**

- **Top-class in-car entertainment – greatly enhanced entertainment offering, including apps from popular third-party providers.**

- **BMW Digital Premium: the flexible, complete package for entertainment, security functions and extended navigation features.**

- **An even smarter ride with extended functions in the My BMW App.**

- **Effortless smartphone integration using Apple CarPlay and Android Auto as standard.**

- **Flexibility even after buying the vehicle: software updates and extended choice of BMW ConnectedDrive Upgrades**

[7] Will be rolled out gradually for all BMW models with BMW Operating System 9 and X from the second half of 2026 at the latest. Availability will be gradually expanded, starting with the German and US markets.

BMW Panoramic iDrive featuring BMW Operating System X – complete driver orientation, BMW style.
The visionary BMW Panoramic iDrive system represents the latest generation of the BMW display and operating concept. Centred on the interaction between user and car, it redefines vehicle operation, the display of information and driver orientation. By intelligently linking displays, controls and software, it creates a fully integrated system that is intuitive, convenient and ergonomic to use and provides the driver with the relevant information at all times.

At the system's heart is the BMW Panoramic Vision, which employs newly developed technology to project content across the entire width of the lower area of the windscreen. The content shown here is always visible and forms the visual basis of the entire display and operating concept. Driving-related information is displayed in a clearly structured form on the left-hand side (in left-hand-drive models) in the driver's field of vision, without restricting their view of the road ahead. The content in the central and right-hand areas of the display can be personalised and is visible to all passengers.

The BMW 3D Head-Up Display integrated above the BMW Panoramic Vision projects selected content directly into the driver's line of sight and purely for their benefit. This display enables extremely precise spatial perception – with navigation instructions, for example, or information from the driver assistance systems. The content shown in the BMW 3D Head-Up Display and the BMW Panoramic Vision is perfectly coordinated, with the two complementing each other to create a consistent, clearly structured display experience.

The 17.9-inch Central Display in free-cut design is integrated into BMW Panoramic iDrive as another essential control element. It features sophisticated matrix backlight technology for brilliant graphics and excellent readability in all light conditions. The special free-cut design allows for optimal ergonomic positioning and combines with the improved menu structure featuring QuickSelect to ensure convenient, simple and intuitive touch control.

There is a menu on the Central Display containing widgets that can be moved to the BMW Panoramic Vision by drag and drop. Up to six widgets can be freely arranged in this way to enable quick access to frequently used functions. Further widget content and submenus can

be displayed in the BMW Panoramic Vision using the newly developed multifunction steering wheel.

The multifunction steering wheel employs the shy-tech philosophy, meaning its controls are only illuminated when required. The controls for driver assistance and parking functions are located on the left side, while those for infotainment functions, such as phone calls or the media player, can be found on the right. These functions can be operated via a specially designed control panel that provides haptic feedback, allowing the driver to control key functions safely and accurately without taking their eyes off the road.

BMW Panoramic iDrive is underpinned by the BMW Operating System X software. This serves as an intelligent platform for the display and operating system and is designed squarely for a software-defined vehicle (SDV) approach. The architecture is based on the Android Open Source Project (AOSP) and offers excellent update and upgrade capabilities. This means that the system stays up to date for a long time and allows the continuous addition of new functions and digital services. BMW Operating System X meticulously manages all interaction elements and ensures information is consistently presented in a context-sensitive manner that suits the situation at hand.

One of the system's key features is its wide-ranging customisability. Content, widgets and displays are individually configurable, allowing them to be adapted to personal preferences. Users can select colours, display schemes and background images to create a personalised digital experience. They will also be able to set their own pictures as the background image for the Central Display using the My BMW App. The appearance of the user interface design colours across all displays automatically adjusts to the selected image. Drivers have broad scope for tailoring the user interface design as they wish in Personal mode, enabling even greater customisation of displays, interactions and vehicle-related settings. Further My Modes, such as SPORT, EFFICIENT and SILENT, add to the range of personal setups available to customers.

The BMW ID opens the door to the customisable driving experience with BMW Operating System X. Up to seven different users can sign in with their BMW ID, allowing them to enjoy every drive to the full with their individual settings. Before setting off, a message greeting the customer by name – together with their personal profile picture, if desired – will automatically appear in the Central Display.

The interplay between the BMW Panoramic Vision, BMW 3D Head-Up Display, Central Display and multifunction steering wheel – all controlled by BMW Operating System X – creates a consistent, clearly structured display and operating concept. Physical and digital controls combine to deliver a seamless user experience that is designed specifically for driver orientation and ergonomics. In the process, the "hands on the wheel, eyes on the road" principle is reinterpreted and elevated to a more advanced technological level.

BMW Panoramic iDrive is built to be scalable, and the underlying system architecture enables flexible integration of future digital services, additional display formats and new functions.

Intelligent voice control with the self-learning BMW Intelligent Personal Assistant, enhanced by Amazon's Alexa+ AI technology[8].
The multimodal operating logic of BMW Panoramic iDrive combines touch, haptic and voice-based interactions. The enhanced BMW Intelligent Personal Assistant plays a key role here, enabling numerous vehicle functions, navigation destination entry and media content to be controlled using natural language, without the need for defined voice commands.

The self-learning assistant turns the vehicle into an intelligent digital companion. The voice assistant can be summoned in the usual way with the prompt "Hey BMW" or by pushing a button on the steering wheel's right-hand control panel. The BMW Intelligent Personal Assistant can help to control the windows, air conditioning, seating comfort, phone calls, in-car entertainment and far more besides. It can also be used to call up a large number of function menus or operate certain apps.

The addition of Amazon's Alexa+ AI technology to the BMW Intelligent Personal Assistant increases the range of functions even further. The integration of Amazon Alexa+ into the BMW Intelligent Personal Assistant marks a technological leap forward focused on adding value for the customer. The AI technology used is a large language model (LLM), a type of generative AI that "understands" language and is capable of formulating its own responses. This results in more dialogue-based verbal interaction, enabling intuitive and intelligent exchanges, access to external knowledge content, cloud-based services and media offerings,

[8] Will be rolled out gradually for all BMW models with BMW Operating System 9 and X from the second half of 2026 at the latest. Availability will be gradually expanded, starting with the German and US markets.

as well as control of vehicle functions. Linking the BMW Intelligent Personal Assistant to an Amazon account allows the user to search for and stream music, listen to the latest news and access a wide range of other content effortlessly. Availability will be gradually expanded, starting with the German and US markets.

At the driver's request, the BMW Intelligent Personal Assistant is also able to offer proactive suggestions based on usage patterns and other factors. BMW Operating System X further expands this intelligent capability by taking far more contexts into account, e.g. based on the driving situation, environmental analysis or interior sensing.

Additional capabilities for driver support have been added to the BMW Intelligent Personal Assistant with the "Routines" function. It is now easy for the driver to teach a routine to the assistant, thereby maximising individual driving pleasure. For example, if the driver sets the automatic climate control to maximum cooling and switches on seat ventilation whenever the temperature exceeds 25 degrees in summer, these actions can easily be combined into a routine that is carried out automatically. This works just as well in winter with the heated steering wheel, heated seats and defrost function. The driver can also create personalised routines based on defined personal conditions, such as situation, seat occupancy, time and temperature.

BMW Passenger Screen takes entertainment for the front passenger to the next level.
The optional BMW Passenger Screen has been specifically designed to provide entertainment for the front passenger during a journey. The 14.6-inch full-HD display allows easy and intuitive multi-touch operation. The screen seems to merge seamlessly into the Central Display with free-cut design, giving the front passenger full access to the wide-ranging BMW Entertainment offering. The package includes video streaming and TV programmes, gaming, music and much more besides. The interior camera is used for video conferencing on the go. Log-in with a BMW ID is not required. BMW Digital Premium includes the necessary data allowance and is available on all the car's displays. If BMW Digital Premium is not on board, the mobile data of private mobile devices hooked up to the car via a WiFi hotspot or a WiFi connection (tethering) is used.

An integrated shield function ensures the driver can stay focused on the task of driving at all times. The interior camera detects any driver distraction while on the move and automatically dims the display.

If there is no front passenger in the car, the BMW Passenger Screen will automatically switch to a reduced mode and blend harmoniously into the other displays inside the BMW. Here, the display background is adjusted to suit the active My Mode and the ambient lighting.

Top-class in-car entertainment – greatly enhanced entertainment offering, including apps from popular third-party providers.
BMW Operating System X offers customers a broader range of in-car entertainment than ever before. They can opt for the convenience of using the extensive app, video and gaming portfolio with the data included with the BMW Digital Premium package. Or they can provide their own connectivity by using their smartphone as a mobile hotspot or logging in to a Wi-Fi network. A single connection per car is all that's required, and this is then available to enjoy entertainment offerings on the optional BMW Passenger Screen.

Customers are also able to access the Video app (powered by TiVo™), which provides an ever-expanding range of content, such as news and live/on demand streaming platforms. Videos can be streamed on the Central Display and the optional BMW Passenger Screen when the vehicle is stationary. This functionality remains available to use on the BMW Passenger Screen while on the move. When the vehicle is stationary, customers can sign in with existing accounts to resume movies or series from the exact point they left off at home.

The AirConsole app provided by BMW Operating System X offers great entertainment for all passengers – with world-famous classics that have been specially adapted for the in-car gaming experience, such as UNO® Car Party!. Hot Wheels: Xtreme Overdrive™ from Mattel is another highlight of the extensive AirConsole gaming library. With AirConsole, players can use their smartphones as controllers, allowing all passengers to play with or against each other.

Customers can obtain further games and apps for in-car entertainment from the BMW ConnectedDrive Store. Selected games can now also be controlled with the Bluetooth controllers for standard games consoles. The BMW ConnectedDrive Store already features more than 60 apps worldwide. Categories include music & audio, entertainment, gaming, news, and travel & local – and the choice will continue to grow.

BMW Digital Premium: the flexible, complete package for entertainment, security functions and extended navigation features.
The BMW Digital Premium package includes the Security Assistant,

which comprises a host of useful functions to give the customer greater peace of mind. For instance, attempted thefts and parking bumps will trigger push notifications in the My BMW App. And in the event of an accident, the BMW Drive Recorder instantly makes exterior footage of what happened available in the car, and this recording can then be exported to a mobile phone. The anti-theft and parking collision recorder also makes automatic video recordings. The optional Remote Inside and Remote 3D View functions additionally allow customers to take a glance inside their car and check its immediate vicinity using the My BMW App.

In addition, BMW Digital Premium expands the range of navigation functions within BMW Maps. Additional real-time traffic information, satellite views, 3D building models and proactive tips assist with accurate and anticipatory route planning. Information on parking facilities and points of interest is also presented in greater detail. Precise and realistic visualisation of traffic lanes facilitates navigation guidance when dealing with complex road layouts in cities.

The data required for entertainment functions is included with BMW Digital Premium, meaning there is no need for customers to provide a data connection by using a smartphone as a hotspot or signing in to a Wi-Fi network. This connection can be used with the Central Display and the optional BMW Passenger Screen. What's more, the 5G-ready vehicle telematics system ensures the best possible streaming speed at all times. The BMW Digital Premium package can be downloaded as desired and has been designed for continuous development. New functions and services can be added at any time – ensuring that the digital user experience will always remain up-to-date and connected.

An even smarter ride with extended functions in the My BMW App.
Since launching in 2020, the My BMW App has become a key component of the BMW experience, with more than 16 million active users worldwide. Designed for genuine software-defined vehicles (SDV) with completely new electronic and software architecture, the Neue Klasse technology forms the basis for mobile services: real-time interaction, more in-depth access to functions for a wider range of remote services and personalisation, as well as new connection options for passengers in the car itself. This new quality of integration delivers new experiences in the BMW X5 and contains a high level of potential for future innovation. Highlights include:

- Extended remote functions in real time: for operating vehicle functions remotely in real-time – including raising/lowering the windows, preconditioning the cabin with temperature adjustments and activation of seat heating, and setting charging windows for the BMW iX5 and plug-in hybrid models.

- Passenger remote control: passengers are now able to connect their My BMW App with the car quickly and simply by scanning a QR code. This allows them to easily control vehicle functions, such as music playback, temperature settings, lighting and navigation control.

- Updates to Digital Key Remote Controls: opening and closing the automatic doors with the app; initial functions in iOS can be operated with Siri; shortcuts with an iPhone or Apple Watch.

Effortless smartphone integration using Apple CarPlay and Android Auto as standard.
Wireless use of Apple CarPlay and Android Auto is also included as standard. Any available metadata for media titles or route guidance instructions that are active in the current mode is shown to the driver in the BMW Panoramic Vision and BMW 3D Head-Up Display in an intelligently presented form. The QuickSelect widgets remain available on the Central Display, while content projected from the smartphone is embedded alongside these so that it fits into the display's shape. Once linked, the Apple CarPlay / Android Auto icon will be added to the menu bar, allowing the projected content to be displayed in full-screen mode.

Flexibility even after buying the vehicle: software updates and extended choice of BMW ConnectedDrive Upgrades
BMW ConnectedDrive Upgrades allow customers to add further digital products and services to their vehicle after they have bought it. Most BMW ConnectedDrive Upgrades give customers the option of activating a free trial period. Depending on the product at hand, these functions can be booked for the vehicle's lifetime, one year or one month. They can be obtained from the BMW ConnectedDrive Store either via an internet browser, in the My BMW App or directly from the car.

The BMW ConnectedDrive Store serves as the main gateway for customers wishing to obtain third-party apps, download BMW ConnectedDrive Upgrades or manage existing downloads.

Over-the-air software updates will also ensure the new BMW X5 is always kept up to date. The update capability and updating process have been carefully refined and simplified for BMW Operating System X. Updates can even be carried out automatically, if desired.

Drive systems and charging technology.

The new BMW X5 represents another first for BMW. This is the first BMW model in the history of the company to be made available with five different drive system technologies. In accordance with the principles of a technology-open approach, the drive system portfolio featuring high-efficiency petrol and diesel combustion engines, 48V mild hybrid technology and two plug-in hybrid models will be supplemented by the first, battery-electric, BMW iX5 with innovative sixth-generation BMW eDrive technology, as well as – at a later date – a version employing hydrogen fuel cell technology. An all-electric BMW M Performance model and one with a conventional V8 engine will be added in due course.

- **The first, battery-electric, BMW iX5.**
- **Newly developed lithium-ion cylindrical cells for increased energy density.**
- **Cell-to-pack design enables high level of energy density at pack level.**
- **Energy Master: the highly intelligent central control unit for all-electric models.**
- **Two highly efficient electric motors with EESM and ASM technology.**
- **Gen6 also enables a technological quantum leap in terms of charging: charging rate of up to 460 kW and bidirectional charging.**
- **BMW Charging with extensive network of chargers and attractive prices.**
- **High-efficiency petrol and diesel combustion engine variants and 48V mild hybrid technology.**

- **48V mild hybrid system: crankshaft-mounted starter generator in the eight-speed Steptronic Sport transmission.**

- **The choice of drive systems for the new BMW X5 includes two plug-in hybrid models.**

- **BMW iX5 Hydrogen: hallmark BMW driving pleasure with BMW xDrive all-wheel drive; refuel more quickly, travel further.**

The first, battery-electric, BMW iX5.
The new BMW iX5 is being launched with the sixth generation of BMW's eDrive technology. This includes a new powertrain with a completely new high-voltage battery concept and will now be implemented in the new BMW iX5, having debuted in the BMW iX3. Known as Gen6, this new development with 800V technology delivers significantly extended range, faster charging and bidirectional charging functionality.

Alongside updated and highly efficient electric motors, Gen6 includes completely new high-voltage batteries with cylindrical cells. These deliver 20 per cent greater energy density than their predecessors, the Gen5 prismatic battery cells.

Newly developed lithium-ion cylindrical cells for increased energy density.
The new cylindrical cells that will be used in the BMW iX5 for the first time are integrated into the high-voltage battery with a diameter of 46 millimetres and a height of 120 millimetres. They are based on the same cell chemistry used in the 95-millimetre-high cells in the BMW iX3. Scaling the cell height up to 120 millimetres increases the usable energy of the cells by almost 30 per cent.

Cell-to-pack design enables high level of energy density at pack level and 141 kWh (net) of usable energy.
The cylindrical cells with increased energy density are also integrated directly into the high-voltage battery in the BMW iX5, without a modular arrangement or structural elements. This cell-to-pack design enables a high level of energy density at pack level, as well as reducing weight and costs.

Energy Master: the highly intelligent central control unit for all-electric models.
All the electrics and electronics for the high-voltage battery are located in the Energy Master. Positioned on the high-voltage battery, the Energy Master is a new feature of Gen6. With software and hardware developed in-house by the BMW Group, the Energy Master provides power to the electric motors and electrical systems. It also functions as the interface for all data from the high-voltage battery, ensuring intelligent, efficient and safe battery operation.

Two highly efficient electric motors with EESM and ASM technology.
The **BMW iX5 60 xDrive** has one electric motor at the front axle and one at the rear, providing combined system output of 425 kW/578 hp and system torque of 805 Nm (593 lb-ft). An electrically excited synchronous motor (EESM) designed for the 800V architecture is integrated into the rear axle, the primary drive axle. This EESM forms the heart of the Gen6 drive technology. It delivers a rated output of 242 kW/329 hp and a rated torque of 500 Nm (369 lb-ft).

It is based on a stator that induces a rotating magnetic field with three-phase alternating current and a rotor with electrically excited electromagnets. The design of the EESM is therefore fundamentally different from that of motors with permanent magnets, allowing for flexible regulation of the magnetic field in the rotor. This makes it possible to avoid losses by reducing the strength of the magnetic field for low loads, while enabling the generation of particularly strong magnetic fields for high loads, leading to high torque and consistent power output up to maximum rev speed. The entire system is controlled by an inverter, which converts the direct current from the battery into the alternating current required for operation, while also ensuring that rotor excitement and all control and monitoring processes run smoothly. This guarantees that the EESM can always operate at optimum efficiency. Its technology clearly sets it apart from the competition, with key benefits including its efficiency and power delivery.

In addition to the EESM, an asynchronous motor (ASM) is fitted at the front axle. This has a rated output of 183 kW/249 hp and a rated torque of 305 Nm (225 lb-ft). The ASM works in accordance with the principle of induction and complements the EESM as a compact, light unit, while differing significantly in terms of rotor design. Instead of using magnets or electrical excitement, the rotor consist of aluminium

rods connected by short-circuit rings. The required torque is created by induced currents, which occur when there is a difference in rotational speed – known as slip – between the stator field and the rotor. The ASM is remarkably robust and is characterised by high heat resistance and a compact, long-lasting design. It also does not generate any drag loss when de-energised, making it ideal for all-wheel-drive electric vehicles with two motors. The front-axle ASM can be switched off completely at reduced loads with only the rear axle used to drive the vehicle, increasing efficiency.

The BMW iX5 60 xDrive completes the sprint from 0 to 100 km/h (62 mph) in 4.6 seconds, with an electronically limited top speed of 210 km/h (130 mph). The first ever BMW iX5 achieves a maximum electric range of up to 845 kilometres (525 miles). Electric power consumption (WLTP, combined) is 23.9 – 20.1 kWh per 100 kilometres.

Gen6 also enables a technological quantum leap in terms of charging: charging rate of up to 460 kW and bidirectional charging. The BMW iX5 is entering a new era when it comes to charging speed, range, ease of charging and charging-related solutions. A completely new generation of high-voltage batteries now supports higher charging capacities with 800V technology. Charging at 400V DC stations will still be possible, thanks to a control unit with integrated switching matrix. At a high-power charging station, the BMW iX5 60 xDrive requires just ten minutes to top up with sufficient energy to extend its range by up to 350 kilometres (217 miles). With a charging rate of up to 460 kW, charging from 10 to 80 per cent takes just 23 minutes. With alternating current, the new BMW iX5 charges at up to 22 kW as standard, allowing the high-voltage battery in the BMW iX5 60 xDrive to be fully recharged from empty in 7 hours 30 minutes. The charging cable supplied can be stored in the useful 53-litre storage compartment under the bonnet.

Battery preparation ensures that the high-voltage battery is set to the optimum temperature before charging at a DC station. This increases the charging capacity immediately after connection, shortening the charging time. When actively using BMW Maps to navigate to a DC charging station, the BMW iX5 automatically conditions (warms or cools) its own battery. This function can also be activated manually from the Central Display or in the My BMW App. The current battery temperature status and the remaining battery preparation time

can be viewed at any time in the BMW iX5 vehicle status and in the My BMW App.

The charging-optimised route planning feature illustrates how simple it is to charge the BMW iX5. The BMW Maps navigation system calculates a route optimised for charging, including charging stops, if the destination cannot be reached with the current range. The driver sets a preferred minimum charge level for when the vehicle reaches both charging points and the final destination, as well as which charging station operators to give preference to. The system applies AI to past charging cycles to ascertain e.g. expected charging capacity, susceptibility to faults or the exact location data for specific charging stations and incorporate the optimal station into the route planning. And regardless of whether route planning is activated or not, the intelligent charging flap recognises when the customer intends to charge, opening and closing automatically.

BMW Charging with extensive network of chargers and attractive prices.
BMW Charging boasts one of the world's most comprehensive and extensive charging networks with more than 180,000 charging points in Germany alone, over one million in Europe and more than 2.8 million worldwide. BMW Destination Charging also provides charging facilities at premium partner locations such as hotels, golf clubs or restaurants around the world. In Europe, BMW Charging customers can take advantage of the tariffs on offer for charging at public stations at a discounted rate. IONITY and selected partners have agreed attractive, fixed prices for charging.

The sixth generation of BMW eDrive technology also includes functions for bidirectional charging. The vehicle can be used in a number of ways as an energy storage device at home, or as a mobile power bank when out and about. This means the energy stored in the battery does not have to be consumed solely by the drive system and other electrical systems in the car, but can also be used in the following ways:

Vehicle-to-Load (V2L): This turns the new BMW iX5 into a mobile power bank, delivering power to multiple consumers directly from the high-voltage battery. It can therefore be used to operate an electric grill on a weekend away, or to charge the battery in an e-bike at up to 3.7 kW. For Vehicle-to-Load (V2L), the BMW iX5 requires the Multifunction Charger with the Vehicle-to-Load (V2L) discharging

adapter for multiple simultaneous consumers, or the separate V2L adapter for one consumer. The "AC Charging Professional" vehicle functionality is included as standard.

Vehicle-to-Home (V2H): Bidirectional charging turns the BMW iX5 into a temporary storage device for the home. Using Vehicle-to-Home (V2H) together with the BMW Wallbox Professional and a photovoltaic system makes it cheaper to charge the vehicle and reduces household electricity costs, with the potential to save up to 530 euros per year on charging and electricity for the home.[9] The BMW Wallbox Professional controls the intelligent connection between the vehicle and the house. The target charge level configured in the vehicle, or in the My BMW App, determines the maximum amount of energy to be discharged. The desired charge level will then be available at the start of the journey.

Vehicle-to-Grid (V2G): The BMW Group and E.ON are continuing their long-standing strategic partnership. Private customers can now order the complete product package, consisting of the BMW Wallbox Professional, the V2G electricity tariff from E.ON and the intelligent metering system required. This package enables the BMW iX5 to actively interact with the power grid by feeding energy from the vehicle's high-voltage battery back into the grid. Automatic charging and discharging is managed by an algorithm developed jointly by BMW and E.ON.

Customers benefit from every hour their vehicle is plugged in, receiving an annual bonus of up to 720 euros,[10] while also contributing to the energy transition.

The My BMW App provides simple and transparent control. Customers maintain full oversight over current and target charge levels and can

[9] The increased level of electricity provided from domestic generation and potential savings of up to 530 euros correspond to the additional savings as a result of the use of V2H compared to the use of an electric vehicle and a photovoltaic system without optimisation of the charging processes. The calculation is based on the use of a BMW iX5 with a yearly mileage of approx. 23,000 kilometres (14,300 miles),, a corresponding presence profile, household consumption of approx. 4,000 kWh (without electric vehicle) and a photovoltaic system with peak output of 12 kW. The calculation assumes an electricity tariff of 32 ct/kWh and a feed-in tariff of 8 ct/kWh. Applying the same constraints, it is possible to achieve potential savings of approx. 370 euros with a yearly mileage of approx. 16,000 km (9,950 miles),, a corresponding presence profile and household consumption of 3,000 kWh. The potential savings are based on simulated calculations that applied representative real-time data for household consumption, photovoltaic systems and presence profiles in Germany. Actual savings may differ due to simulation-specific simplifications.

[10] With the E.ON V2G electricity tariff, customers receive a bonus based purely on the connection time of the BMW iX5 or other compatible BMW models to the BMW Wallbox Professional, provided that Vehicle-to-Grid (V2G) is activated as an application (regardless of actual charging/discharging processes). The bonus amounts to 24 euro cents per hour, with a maximum of 60 euros per month/720 euros per year possible, based on 250 hours of connection per month. Based on an average unit price of 32.97 cents/kWh, the bonus covers up to 2,184 kWh of charging per year. The combination of V2G with a photovoltaic system is currently only supported for full feed-in systems.

check their real-time bonus status with E.ON directly in the app. Intelligent protection functions preserve battery life.

High-efficiency petrol and diesel combustion engine variants and 48V mild hybrid technology.

The new **BMW X5 40 xDrive** is driven by the most recent edition of the BMW 3.0-litre straight-six petrol engine, which forms part of the current BMW EfficientDynamics engine family and has now been further improved. The use of a new turbocharger has increased output by 14 kW/20 hp to 294 kW/400 hp. Maximum torque has climbed from 520 to 540 Nm (from 383 to 398 lb-ft), while mild hybrid technology can boost this by another 40 Nm (29 lb-ft) for a short time. Combined fuel consumption (WLTP) comes in at 9.2 to 8.7 litres per 100 kilometres (30.7 – 32.5 mpg imp), equating to CO_2 emissions of 208 – 197 grams per kilometre. The BMW X5 40 xDrive completes the sprint from 0 to 100 km/h (62 mph) in 5.3 seconds, with an electronically limited top speed of 250 km/h (155 mph).

The petrol engine uses the Miller combustion cycle, which improves engine efficiency by shortening the opening time of the intake valves. As well as optimised intake ports and combustion chambers, the engine also has an ignition system featuring an active coil with integrated electronics. In addition to VALVETRONIC control on the intake side, there are switchable rocker arms on the exhaust side that interrupt gas exchange, if required, reducing the engine's drag torque on the overrun by around two thirds. When the driver eases off the accelerator, a higher proportion of the braking energy can be absorbed by the mild hybrid system's generator and fed into the 48V battery by means of recuperation. This also enables purely electric driving at very low speeds for short distances. The VANOS variable camshaft timing works electrically, while the exhaust manifold is integrated into the cylinder head.

Mixture preparation takes place using a dual injection system, which, in addition to high-pressure injection, allows some of the fuel to enter the combustion chambers via a low-pressure system. The flow characteristics achieved within the intake ports and cylinders in this way reduce particle build-up and CO_2 emissions.

The engine in the **BMW X5 40d xDrive** is also part of the current BMW EfficientDynamics family of engines and has undergone optimisation as part of this model update, with particular attention being paid to improving engine acoustics. The new

BMW X5 40d xDrive is a compelling diesel model with exceptional poise and assurance. The 3.0 litre straight-six engine with two-stage turbocharging and an output of 230 kW/313 hp comes with a common-rail direct injection system featuring solenoid valve injectors, which generate a maximum pressure of 2,500 bar for up to twelve injections per power stroke.

The diesel engine is able to deliver peak torque of 670 Nm (494 lb-ft) with the assistance of the 48V mild hybrid system. The sustained build-up of torque enables the car to sprint from 0 to 100 km/h (62 mph) in 6.1 seconds, with an electronically limited top speed of 230 km/h (143 mph). Combined fuel consumption of 7.3 – 7.0 litres (38.7 – 40.4 mpg imp) per 100 kilometres and CO_2 emissions of 193 – 185 grams per kilometre, as measured in the WLTP test cycle, underline the engine's remarkable efficiency.

Fuels that are not based on fossil energy sources offer particularly strong potential for reducing CO_2 emissions. In common with many older models, modern BMW diesel engines can already use renewable fuels. Indeed, REDII[11]-compliant renewable fuels (CNF) already allow vehicles to be driven with significantly reduced fossil CO_2 emissions – without the need for new infrastructure. As BMW has demonstrated with the HVO100 fuel used for the initial fill at its German production plants, a reduction of up to about 90 per cent compared to conventional diesel fuel is feasible in practice.

The BMW Group is currently developing a digital process that will clearly document which fuel has actually been used. This is done by comparing filling station and vehicle refuelling data, and underpins our call for vehicles run exclusively on these fuels to be rated 0 g/km for CO_2 (similar to BEVs) under fleet regulation guidelines. The BMW Group has long ensured its vehicles are approved for a wide range of renewable fuels: HVO and e-fuels according to EN15940 plus B10 and renewable fuels according to EN590 for diesel engines, as well as E20/25 and e-fuels according to EN228 for petrol engines.

48V mild hybrid system: crankshaft-mounted starter generator in the eight-speed Steptronic Sport transmission.
At the heart of the 48V mild hybrid system is an electric motor that is located in the compact housing of the eight-speed Steptronic Sport

[11] EU Renewable Energy Directive (EU) 2018/2001

transmission together with the necessary power electronics. It acts as a crankshaft-mounted starter generator and helps the combustion engine to deliver a smooth, dynamic and, at the same time, efficient drive.

The mild hybrid system generates maximum torque of 200 Nm (147 lb-ft) and an output boost of up to 13 kW, depending on the driving situation. This additional drive torque translates into remarkably instantaneous response to the slightest movement of the accelerator, both when pulling away and when putting in a sudden burst of speed. The powerful starter generator also enables more comfortable operation of the Automatic Start/Stop function. The energy required for providing the electric power boost is stored in a 48V battery installed beneath the luggage compartment. This is charged mainly via recuperation on the overrun and under braking, providing an efficient means of recovering braking energy that went unused in the past. Besides supplying the electric motor, the 48V battery also feeds power to the vehicle's 12V electrical system via a voltage transformer.

The choice of drive systems for the new BMW X5 includes two plug-in hybrid models.
The BMW X5 50e xDrive and the BMW X5 M60e xDrive both benefit from the updates to the six-cylinder in-line engine used as the hybrid system's ICE unit. Equipped with a new turbocharger, among other things, the petrol engine is also provided with electrical assistance by a synchronous motor with a nominal output of 145 kW/197 hp. Just like the electric motor in the mild hybrid variants, it is installed within the housing of the eight-speed Steptronic transmission together with the power electronics, without taking up any additional space. The motor draws its energy from a fifth-generation high-voltage lithium-ion battery integrated into the car's underbody, which can store 26.5 kWh of usable energy.

In the **BMW X5 50e xDrive**, the combustion engine and electric drive unit team up to generate a system output of 360 kW/489 hp, with the straight-six engine contributing 230 kW/313 hp, and maximum system torque of 700 Nm (516 lb-ft). The 0 to 100 km/h sprint takes just 5.0 seconds and top speed is an electronically limited 250 km/h (155 mph). A speed of 140 km/h (87 mph) is possible in pure electric mode, while the all-electric range is up to 102 kilometres (63 miles). WLTP combined consumption is 6.0 – 5.2 litres of petrol (47.1 – 54.3 mpg imp) and 13.5 – 13.1 kWh of electricity per

100 kilometres, with combined CO_2 emissions of 136 – 118 grams per kilometre.

The plug-in hybrid BMW M Performance model, the **BMW X5 M60e xDrive**, offers an even more dynamic driving experience. In this model variant, the straight-six engine develops 313 kW/426 hp. This enables the system to achieve a combined output of 450 kW/612 hp, with peak torque of 800 Nm (590 lb-ft). The new BMW X5 M60e xDrive requires a mere 4.5 seconds for the sprint to 100 km/h (62 mph) from rest. Using the 1-foot rollout method[12], the 100 km/h (62 mph) mark is reached in an even quicker 4.2 seconds. Top speed is electronically limited to 250 km/h (155 mph), or 140 km/h (87 mph) when driving on all-electric power. A range of up to 98 kilometres (61 miles) is possible in pure electric mode. WLTP combined consumption is 6.2 – 5.7 litres of petrol (45.6 – 49.6 mpg imp) and 13.5 – 13.2 kWh of electricity per 100 kilometres, with combined CO_2 emissions of 141 – 129 grams per kilometre.

BMW iX5 Hydrogen: hallmark BMW driving pleasure with BMW xDrive all-wheel drive; refuel more quickly, travel further.
The new BMW iX5 Hydrogen combines the driving dynamics BMW is renowned for with the strengths of a hydrogen-powered drive system. Boasting 100 per cent BMW xDrive, a range of up to 750 kilometres (466 miles)[13], refuelling in under five minutes, as well as the M Sport package, it delivers the performance of a true BMW X5 – supplemented by practical features such as the ability to tow a trailer.

The drive technology is based on the third generation of the fuel cell system developed by the BMW Group in cooperation with the Toyota Motor Corporation. Compared to previous generations, the Gen3 fuel cell technology is 25 per cent more compact, while also delivering increased efficiency and power. Paired with the new BMW Hydrogen Flat Storage system for in-car hydrogen storage, this increased efficiency makes a significantly extended range of up to 750 kilometres (466 miles) possible.

[12] Value with rollout subtracted: with this alternative measuring method, time measurement only begins after leaving a light barrier. The distance not taken into account in the measurement (the "rollout") is 1 foot = 30.48 cm.
[13] As this is a prototype in the development phase, the statutory WLTP consumption data is not yet available.
The German Federal Ministry of Transport (BMV) is funding development of the powertrain and the tank system for the BMW iX5 Hydrogen through the "HyPowerDrive" project as part of the IPCEI Hy2Move framework. The federal government of Germany is providing funding of EUR 191 million. In addition, the state of Bavaria is (co-)financing the project to the tune of EUR 82 million. The funding is implemented by project management agency Jülich (PtJ) and coordinated by NOW GmbH.

The flat tank system consists of seven high-pressure tanks made of a carbon-fibre reinforced composite, connected with one another in parallel and integrated into a robust metal frame. Instead of individual tank reservoirs, there are several chambers sandwiched together to form an enclosed unit controlled via a central main valve. This optimised storage concept contributes to the high range of the BMW iX5 Hydrogen. It allows the storage of at least seven kilograms of hydrogen, and enables refuelling in under five minutes.

This layout makes exceptionally efficient use of the space occupied by the system in the vehicle and is compatible with the Gen6 high-voltage battery, meaning that no room is lost inside the cabin. Models with fuel cell technology can therefore be built on the same production line as other drive system types. The structure of the vehicle provides mechanical protection for the 700 bar hydrogen tanks – an additional safety factor.

The BMW Hydrogen Flat Storage technology and the third-generation fuel cell system are complemented by an innovative high-voltage battery that provides the driving pleasure characteristic of BMW. The BMW iX5 Hydrogen benefits from the new Heart of Joy drivetrain and chassis control software with BMW Dynamic Performance Control. It is also the first fuel-cell vehicle with BMW xDrive electric all-wheel drive meaning it can tackle any terrain.

Ahead of its market launch, the BMW iX5 Hydrogen is being presented in the form of an innovative BMW Hydrogen design concept. Inspired by the dynamic movement of water, the vehicle's visuals convey a sense of lightness paired with forward thrust. The flowing lines underline the dynamic character of the vehicle, directing the observer's gaze from the front end to the rear.

Driving dynamics.

The fifth generation of the BMW X5 continues to combine a high level of ride comfort over long distances with the best driving dynamics in its segment. Chassis components have been adapted for the new model versions, particularly the first all-electric BMW iX5 variants with their design-driven increase in weight. Cutting-edge, highly interconnected digital driving dynamics systems – including the Heart of Joy with BMW Dynamic Performance Control in the BMW iX5 models – ensure composed handling, whatever the situation.

- **Consistent refinement delivers best-in-class driving dynamics and a high level of comfort.**

- **The Heart of Joy with BMW Dynamic Performance Control opens up a new dimension in the all-electric BMW iX5.**

- **Safe, confident handling – enhanced Trailer Stability Control thanks to optimised trailer sway logic.**

- **Entry-level 21-inch wheels, with 22-inch (standard for BMW M Performance models) and 23-inch items available as an optional extra.**

- **Adaptive suspension and weight distribution close to 50:50 as standard.**

- **Adaptive Chassis Control is the first-level optional chassis upgrade, combining adaptive two-axle air suspension with Integral Active Steering.**

- **Depending on the setting, adjustable vehicle height can be used to improve ride comfort or reduce CO_2e emissions and increase range.**

- **Adaptive Chassis Control Professional with roll stabilisation for all BEVs and PHEVs for the ultimate in signature BMW driving dynamics combined with maximum ride comfort.**

- **Specific chassis technology for BMW M Performance cars and vehicles with the M Sport package increases dynamism and sporting potency.**

Consistent refinement delivers best-in-class driving dynamics and a high level of comfort.
BMW has continued to refine the best driving dynamics in the segment it is renowned for, combined with a high level of ride comfort, for the fifth generation of the BMW X5. The double-wishbone front axle, the five-link rear axle and the entire chassis technology have been adapted to the new models and the increased weight range resulting from the introduction of the first all-electric BMW iX5 variants. The increased track width compared to the previous generation, mixed-size tyres as standard and further stiffening of the body also contribute to the overall improvement in driving dynamics. The new, acoustically decoupled steering and new steering gear take comfort up a further notch.

The Heart of Joy with BMW Dynamic Performance Control opens up a new dimension in the all-electric BMW iX5.
Cutting-edge, highly interconnected digital driving dynamics systems – such as the tenth-generation Lateral Dynamics Management system fitted as standard for combustion-engined or plug-in hybrid models and the near-actuator wheel slip limitation that is also always included and reacts significantly more quickly than conventional slip control systems – ensure optimum usage of traction potential at all times in the BMW X5 to deliver commanding handling characteristics. Lateral Dynamics Management bundles together all the agility-related driving functions, including the dynamic all-wheel-drive system. This means that, here too, Sheer Driving Pleasure serves as a central guiding principle for the car's driving dynamics – just like the Heart of Joy in the all-electric iX5. Stabilisation functions and engine management remain part of a carefully orchestrated ensemble of specialised control units that has been developed over decades, ensuring optimum usage of the strengths of the relevant systems.

The all-electric BMW iX5 models and the future BMW iX5 Hydrogen go one step further. Underpinning this progression is the innovative technology from the Neue Klasse, placing an additional "superbrain" at their disposal: the Heart of Joy featuring the BMW Dynamic Performance Control driving stack developed fully

in-house. This high-performance control unit acts ten times faster than previous systems, meaning it is able to make adjustments to the drive system, brakes, steering sub-functions, charging and recuperation in a matter of milliseconds. The electric drive system is actively used to influence the driving dynamics – with maximum efficiency and at an unprecedented control rate that is ten times faster than before. This opens up new possibilities for the car's performance dynamics, enabling a top-class driving experience.

The result is effortless and supremely composed handling – redefining Sheer Driving Pleasure as the BMW iX5 is guided nimbly through corners with maximum precision and directional accuracy. The Heart of Joy reduces the number of corrective inputs, leading to more consistent and reproducible cornering behaviour that increases the sense of safety. The car delivers a top-drawer driving experience with impressive agility, authority and precision. At the same time, the system ensures extremely smooth stopping and increases efficiency by increasing the amount of energy recovered through recuperation when slowing down, and also by using recuperation in far more driving situations, including until the car comes to a stop.

Both driving stacks are tailored, high-end solutions that play a crucial role in the typical BMW driving experience. All future models are set to benefit from an intelligent, high-performance driving dynamics management system optimised for each drive system variant.

Safe, confident handling – enhanced Trailer Stability Control thanks to optimised trailer sway logic.
Improvements to the stabilisation system in use when driving with a trailer allow the vehicle to recognize swaying motion at an early stage and counteract it immediately. Depending on the equipment fitted, the system can intervene in a number of ways. In addition to the usual methods, for the first time all-electric models now also use the optional rear-wheel steering to help with stabilisation, adding another layer of driving comfort when towing a trailer. The driver barely notices the centralised control performed by the Heart of Joy, which achieves a level of accuracy that allows it to counteract any swaying motion at the outset. For all models, the system only uses the brakes to intervene and effortlessly stabilise the vehicle and trailer if the swaying becomes more severe.

Entry-level 21-inch wheels, with 22-inch (standard for BMW M Performance models) and 23-inch items available as an optional extra.

The larger wheels and tyres also contribute to the improved driving characteristics of the new BMW X5. The entry-level models come equipped with 21-inch rims and mixed-size tyres measuring 255 millimetres wide on the front axle and 285 millimetres at the rear. These tyres help to increase range thanks to their reduced rolling resistance. 22-inch wheels, which come as standard on the BMW M Performance models of the new BMW X5, are available as an optional extra, as are 23-inch wheels. 22-inch sports tyres are also available. Compared to the standard tyres, these offer improved driving properties such as increased grip, shorter braking distances and increased steering precision, especially for a sporty driving style.

Adaptive suspension and weight distribution close to 50:50 as standard.

The new BMW X5 boasts adaptive suspension as standard, whose dampers are controlled electronically for each individual wheel, and weight distribution close to 50:50. Continuous adjustment of the damping can adjust the suspension across a wide range extending from high ride comfort to sporty, dynamic driving. This can be done by the control unit to suit the driving situation without any intervention from the driver. Alternatively, the driver can also use the My Modes to select a basic setting for the adaptive suspension, ranging from comfort to dynamic / sporty.

Adaptive Chassis Control is the first-level optional chassis upgrade, combining adaptive two-axle air suspension with Integral Active Steering.

Adaptive Chassis Control is the first-level chassis upgrade available as an option and consists of adaptive two-axle air suspension and Integral Active Steering. Compared to the standard steering system, featuring power assistance and a ratio that varies with the steering angle for smaller turns of the steering wheel and less effort when steering, Integral Active Steering makes even lighter work of manoeuvring with an improved turning circle, increases agility at low and moderate speeds, and optimises poise and assurance when changing lanes at high speed. To this end, the rear wheels are turned in either the same or the opposite direction to the front wheels – depending on road speed – by up to 3.2 degrees. Steering the rear wheels in the opposite direction to the front wheels at low speeds

enables easy manoeuvring of the car until it comes to a stop. This reduces the turning circle of the BMW X5 by around 0.8 metres.

Depending on the setting, adjustable vehicle height can be used to improve ride comfort or reduce CO_2e emissions and increase range.
One component of the adaptive two-axle air suspension is the automatic self-levelling function, which always keeps the vehicle at the configured height regardless of the load. This means that the suspension's full range of spring travel is always available to absorb any uneven surfaces and it will provide optimal ride characteristics, no matter how heavily laden the vehicle is. The adaptive two-axle air suspension also provides the option of adjusting the vehicle's ride height automatically or manually. The driver can choose from three settings in the Air Suspension menu. With the Auto setting, the vehicle automatically adjusts to the current driving speed and the selected My Mode. The starting level is maintained up to a speed of approx. 140 km/h (87 mph). Vehicle height drops by 10 millimetres between 140 and 200 km/h (87 – 124 mph), and by 20 millimetres above 200 km/h (124 mph) – or permanently in the Sport and Sport + chassis settings. This reduces the vehicle's air resistance and extends the range. For the High setting, the vehicle is raised by 20 millimetres, increasing the ground clearance when not on paved roads, or when driving over obstacles or using garage exit ramps, for example. The Low setting lowers the BMW X5 by 40 millimetres when parked, making loading more comfortable and ensuring that it is easier to get in and out of the car. The lowering option can be selected while the car is still on the move, which was not possible with its predecessor. The vehicle is then lowered automatically when it comes to a stop. When restarted, the BMW X5 automatically returns to the Auto setting.

Adaptive Chassis Control Professional with roll stabilisation for all BEVs and PHEVs for the ultimate in signature BMW driving dynamics combined with maximum ride comfort.
Adaptive Chassis Control Professional is available as an optional extra to maximise the dynamic prowess of the all-electric BMW iX5 and the plug-in hybrid models. In addition to Adaptive Chassis Control, this features active roll stabilisation that uses a 48V electric motor positioned in the centre of each axle and active anti-roll bars to ensure exceptionally fast and precise compensation of the lateral forces inducing body roll when driving through corners.
Adaptive Chassis Control Professional improves agility, directional accuracy and driving precision, while also enabling highly dynamic steering response thanks to its ability to stabilise body roll more

effectively. As a result, the driver enjoys extremely precise reactions from the steering and particularly fleet-footed performance. The potential for lateral acceleration and dynamic handling is also increased with Adaptive Chassis Control Professional, due to the optimum distribution of roll moment as a function of the driving state and the resulting balance between the contact forces at the front and rear wheels.

Active roll stabilisation also increases comfort when driving in a straight line by decoupling the fixed connection between each axle's wheels provided by a conventional anti-roll bar. As a result, suppression of body vibrations is also improved when driving straight ahead or at low levels of lateral acceleration: since the adaptive two-axle air suspension with self-levelling function maintains the full range of spring travel even when the vehicle is heavily laden, the addition of active roll stabilisation makes it possible to activate a softer air spring setting and increase ride comfort. The amount of body roll caused by surface imperfections on one side of the vehicle when driving in a straight line is reduced thanks to the decoupled anti-roll bars. This has the effect of decreasing the lateral acceleration forces and the obtrusive side-to-side head movements that these can cause.
As well as reducing rolling movements caused by bumps in the road on one side of the car, the Active Roll Comfort function goes further still by actively adjusting the body height on the corresponding side of the vehicle at the same time. As a combination of the systems described above and a corresponding tyre selection, the Adaptive Chassis Control Professional package offers the ultimate in signature BMW driving dynamics paired with maximum ride comfort.

Specific chassis technology for BMW M Performance cars and vehicles with the M Sport package increases dynamism and sporting potency.
The BMW X5 M60e xDrive BMW M Performance model boasts its own specific chassis technology. This includes Adaptive M Chassis Control with M-specific setup as standard, along with M Sport brakes with blue or, as an option, red callipers and the M SPORT and M SPORT + driving modes. These deliver driving characteristics worthy of the M badge by initiating specially adapted shift settings and speeds, for example, to give an exceptionally dynamic driving experience. Individually designed BMW M content and displays in the interior, such as the BMW M colours, fonts and forms used for the graphics in the BMW Panoramic Vision, generate a genuine M feeling in the cabin too. The BMW M Performance models also stand out with specific

My Moments that add special highlights to the driving experience. Examples include the My Moments SPORT BOOST and LAUNCH CONTROL, which inject an extra dose of dynamism when pulling away or overtaking. At the same time, special graphics appear in the BMW Panoramic Vision to give the particular My Moment added emphasis.

The 22-inch wheels with exclusive M rim design come with mixed-size tyres: 275/40 R22 on the front axle and 315/35 R22 on the rear, with sports tyres available as an optional extra. The M Sport differential improves traction, agility, stability and cornering characteristics.

Vehicles with the M Sport package or M Sport package Pro also feature painted M Sport brakes with a monochrome M logo. These generate increased braking power compared with the standard items. 22-inch sports tyres are also available for these cars as an option.

BMW Digital Premium also offers M-specific in-car apps that enable access to technical vehicle signals and driving dynamics figures, as well as additional media content. In the “M Cockpit” app, the customer can create individually configured dashboards with real-time data. The “M Drag Meter” measures the acceleration of the vehicle. The “M Channel” provides motor sport video content and exclusive insights into the world of BMW M.

Driver assistance systems.

Thanks to its next-generation technology toolkits and the gradual expansion of the use of artificial intelligence, the new BMW X5 provides even more user-friendly and even safer assistance for partially automated driving and parking with the Superbrain of Automated Driving paired with upgraded sensor technology.

- **"Entry-2-Exit" on the motorway and "Address-2-Address" in the city. Innovative SAE Level 2 driver assistance systems and active safety functions add noticeable value.**

- **BMW Symbiotic Drive keeps the driver involved at all times in the interplay of human and artificial intelligence.**

- **Optional Motorway & City Assistant[14] enables hands-free driving on motorways up to 130 km/h (81 mph) – now available in many European countries and beyond.**

- **Navigation-guided "Address-2-Address" driver assistance with the new Motorway & City Assistant and BMW Symbiotic Drive.**

- **Standard-fitted Driving Assistant Plus makes steering and braking easier.**

- **BMW Symbiotic Drive with BMW Soft Stop[15]: jerk-free recuperative braking until the vehicle comes to a stop, even with driver assistance activated.**

- **Even more extensive range of active safety functions fitted as standard than in the outgoing model.**

- **Parking has never been so easy – with activation of the new standard Parking Assistant Plus directly from the steering wheel, AI-supported parking space detection and manoeuvre planning.**

[14] Rollout in Germany in early 2027, followed by a phased rollout in other European countries.
[15] Only for BMW iX5 60 xDrive and BMW iX5 Hydrogen.

"Entry-2-Exit" on the motorway and "Address-2-Address" in the city. Innovative SAE Level 2 driver assistance systems and active safety functions add noticeable value.
The BMW X5 comes with innovative SAE Level 2 driver assistance systems and active safety functions from the Neue Klasse technology clusters featuring significant upgrades, extended functionality and BMW Symbiotic Drive. If the optional Motorway and City Assistant is specified, this includes "Entry-2-Exit" assistance on the motorway and "Address-2-Address" assistance in the city.

BMW Symbiotic Drive keeps the driver involved at all times in the interplay of human and artificial intelligence.
The advanced Level 2 driver assistance systems from BMW are designed down to the smallest detail for seamless interaction between assistance and human driving habits. The aim here is not the highest possible level of automation in every situation, but a safe driver assistance experience that offers maximum benefit and remains controllable at all times. As a result, the driver always stays involved in the interplay between human and artificial intelligence. When driver assistance is active, for instance, the driver can accelerate, steer and brake as required, without instantly deactivating the assistance system in the process. The clear operating logic and displays in BMW Panoramic iDrive ensure assisted driving is intuitive and controllable at all times, enabling the safe use of the highest SAE Level 2 automation.

The symbiotic interaction between driver and vehicle can also be experienced with active safety functions that work unobtrusively in the background as silent companions, such as the Lane Keeping Assistant. The driver's intention is determined based on steering behaviour and where they are looking, meaning that the system only assists with warnings and steering inputs when the driver is unintentionally drifting out of their lane or an impending collision is detected.

Optional Motorway and City Assistant[16] enables hands-free driving on motorways up to 130 km/h (81 mph) – now available in many European countries and beyond.
The optional Motorway Assistant enables hands-free driving on the motorway up to 130 km/h (81 mph) and supports navigation-guided Entry 2 Exit driving with BMW Maps in many European countries and

[16] Rollout in Germany in early 2027, followed by a phased rollout in other European countries.

beyond. To do this, it carries out automated lane changes following an eye signal from the driver to confirm, and is able to navigate motorway junctions. Customers in Germany, Canada and the USA have already clocked up over 200 million kilometres (124 million miles) with their hands off the wheel using the previous generation of Motorway Assistant technology.

Navigation-guided "Address-2-Address" driver assistance with the new Motorway & City Assistant[17] and BMW Symbiotic Drive.
BMW offers customers an exceptional driving experience, and the same applies to assisted driving. When route guidance with BMW Maps is active, the new optional City Assistant – for the first time – helps the driver when turning off the road, as well as with right of way situations, braking and pulling away again at traffic lights (even when there is no vehicle in front), crossing roundabouts, and even lane changes in urban areas – always provided the system detects that the driver is paying attention. The assistance system also offers extensive support for the driver when route guidance is not active. Like the Motorway Assistant, the City Assistant makes use of both the vehicle sensors and artificial intelligence (working in tandem with an extremely accurate digital map). This enables the system to help the driver in challenging situations by driving in a natural way – e.g. advancing confidently when filtering onto a road. In this Address 2 Address driving experience, the City Assistant supports the driver throughout the navigation route, BMW Symbiotic Drive ensuring the assistance is always based on the driver's wishes. This means that, in any driving situation, the driver can work together with the driver assistance tech – i.e. they can brake, steer and accelerate as they normally would – without deactivating the system in the process. The driver's inputs and the driver assistance interact in a fluid and intuitive way.

Standard-fitted Driving Assistant Plus makes steering and braking easier.
The BMW X5 already comes as standard with Driving Assistant Plus, which can control the car's speed and the distance from the vehicle in front at the driver's request and help them to easily keep the car in its lane. This system can automatically adjust the speed to detected speed limits as well as before entering corners, roundabouts and

[17]Rollout in Germany in early 2027, followed by a phased rollout in other European countries.

turns. The driver must always remain alert and ready to take over when any of the driver assistance systems are in use.

BMW Symbiotic Drive with BMW Soft Stop[18]: close interaction between Heart of Joy and Superbrain of Automated Driving for jerk-free recuperative braking until the vehicle comes to a stop.
In the BMW iX5 models and in the upcoming BMW iX5 Hydrogen, the Heart of Joy works with the BMW Dynamic Performance Control driving stack to provide a high-performance control unit responsible for the drive system, brakes, steering subfunctions, charging and recuperation. In the all-electric BMW iX5 variants with activated driver assistance, the Superbrain of Automated Driving enables the BMW Soft Stop feature to show just what it is capable of: the smoothest stopping action in the history of BMW. Precise control of the electric motors brings the new BMW iX5 to a perfectly smooth stop without any jerking or brake noises. In normal, everyday driving, recuperative braking is used for nearly all braking situations. Conventional brakes are only used with a sporty driving style or when emergency braking is required.

Even more extensive range of active safety functions fitted as standard than in the outgoing model.
Thanks to BMW Symbiotic Drive, active safety functions will only intervene when danger is detected if the driver is distracted or does not have the situation under control. Safety features include the Lane Keeping Assistant with active lane return, automatic evasion manoeuvres within the car's own lane, lane change warning and Side Collision Warning with steering intervention when there is a risk of a lateral collision, plus Crossing Traffic Warning and automatic braking when turning into a road or exiting a parking space. The Emergency Brake Assistant with Evasion Assistant is also effective in helping prevent frontal collisions using maximum braking power if necessary, and also now does so in response to wildlife crossing the road. Added to which, the exit warning function delays doors being opened, e.g. when there is a cyclist approaching.

Parking has never been so easy – with activation of the new standard Parking Assistant Plus directly from the steering wheel, AI-supported parking space detection and manoeuvre planning.
The new standard Parking Assistant Plus is capable of semi-automated parking, while the newly designed visualisation of the

[18] Only for BMW iX5 60 xDrive and BMW iX5 Hydrogen.

surrounding area makes selection of detected parking spaces even more intuitive. Automated parking manoeuvres are carried out even more swiftly and smoothly. The Parking Assistant Plus provides a 360° all-round view with the option of switching between kerb, 3D and car wash views. There is also a Manoeuvre Assistant that is able to record and then perform recurring manoeuvres (covering a distance of up to 200 metres). The optional Parking Assistant Professional offers the complete package, additionally providing extensive options for remote control of parking and stored manoeuvres from up to six metres away using the My BMW App on a smartphone. All driver and parking assistance functions can also be activated digitally from the BMW ConnectedDrive Store at a later stage.

Sustainability in product design and manufacturing.

With the new BMW X5, the BMW Group is systematically extending its holistic approach to sustainability to additional vehicle derivatives. The aim is to further optimise the entire vehicle lifecycle and minimise its carbon footprint – from the supply chain and production, through to the use phase and, ultimately, recycling.

- **Supply chain decarbonisation as key lever.**
- **Systematic use of secondary materials.**
- **Gen6 battery cells with reduced carbon footprint.**
- **Efficiency during use phase.**
- **CO_2e advantage achievable after approximately one to two years of use.**
- **Production at largest BMW Group plant.**
- **TÜV-validated Product Carbon Footprint publicly available.**

Supply chain decarbonisation as key lever.
Targeted decarbonisation throughout the supply chain is a key lever for reducing CO_2e emissions. The BMW Group is focusing in particular on renewable energy and secondary materials, as well as product and process innovations. Its holistic approach to sustainability is being applied across all X5 drivetrain variants. The impact of this approach is reflected in the CO_2e reductions achieved: during the product development process, CO_2e emissions of the BMW X5 were reduced by around 40 per cent.[19] [20]

[19] The figure provided is a preliminary forecast value for the X5 40d xDrive and iX5 60 xDrive. The final figure will be published with the Vehicle Footprint (VFP) prior to the Start of Production (SOP).
[20] The reduction is based on a comparison with industry averages from an internationally recognized LCA database. The figure provided is a preliminary forecast value. The final figure will be published with the Vehicle Footprint (VFP) prior to the Start of Production (SOP).

A further advance is the increased use of CO_2e-reduced flat steel for the body. Around 50 per cent of the flat steel used in the BMW X5 is electric arc furnace steel (EAF steel) with a high proportion of secondary material, produced using renewable energy. The high share of CO_2e-reduced flat steel is the result of close, long-standing collaboration with local suppliers in North America.

Systematic use of secondary materials.
The new BMW X5 achieves a high proportion of secondary raw materials, even in heavy-duty components. These include aluminium suspension components such as wheel rims, swivel bearings, hub carriers, rear axle supports and brake callipers, which are manufactured using renewable energy for both electrolysis and production. The aluminium used for the doors of the new BMW X5 contains 35 per cent recycled and closed-loop material from BMW Spartanburg's press shop. The base material used for the yarn of the headliner fabric is made from 100 per cent recycled PET. In the battery-electric BMW iX5 60xDrive, around one third of the total vehicle is made up of secondary raw materials, equivalent to a weight of 940 kilograms.[21]

Gen6 battery cells with reduced carbon footprint.
The Gen6 battery cells used in the BMW iX5's high-voltage battery include a high proportion of secondary materials in the cobalt, lithium and nickel content. Renewable energy is also used in the production of anode and cathode materials, as well as in cell manufacturing. Compared with the Gen5 cell used in the BMW iX, CO_2e emissions have been reduced by around 28 per cent per watt-hour.

Efficiency during use phase.
With its EfficientDynamics technology package, the BMW Group optimises vehicle efficiency across all relevant subsystems during the use phase. This includes aerodynamics, lightweight construction, low rolling resistance wheels and tyres, and overall energy management. EfficientDynamics has been used by the BMW Group across all drive technologies since 2007.

CO_2e advantage achievable after approximately one to two years of use.
Comprehensive decarbonisation measures across the supply chain, production and use phase result in an early breakeven point. Depending on the drivetrain variant, annual mileage and source of the electricity used for

[21] The figure provided is a preliminary forecast value. The final figure will be published with the Vehicle Footprint (VFP) prior to the Start of Production (SOP).

charging, the new BMW iX5 60 xDrive achieves a CO_2e advantage over a comparable model with an internal combustion engine after approximately one to two years of use.

Production at largest BMW Group plant.
The BMW Group's holistic approach to sustainability also extends to vehicle manufacturing at its largest production site, Plant Spartanburg. All external power required for production at BMW Group Plant Spartanburg comes from renewable sources.

Between 2006 and 2025, energy consumption per produced vehicle decreased by 66 per cent. The volume of waste sent to landfills was also reduced by 88 per cent over the same period. The newly built high-voltage battery assembly plant in Woodruff, which is connected to the main plant, runs entirely without fossil fuels in normal operation.

TÜV-validated Product Carbon Footprint publicly available.
The BMW Group will publish the Product Carbon Footprint for the BMW X5, validated by the German Technical Inspection Association (TÜV), to accompany the series launch. The report, including the underlying calculation methodology, will be publicly available. In this way, the BMW Group provides transparency regarding the raw materials used and CO_2e emissions across the vehicle's entire lifecycle.

Vehicle history.

In 1999, BMW launched the new Sports Activity Vehicle (SAV) segment with the first BMW X5. Built at BMW Group Plant Spartanburg in the USA from day one, the model also marked the advent of the BMW X family that is still thriving today. BMW has now produced more than 3.1 million vehicles across four generations.

- **1st generation (1999 to 2006): The advent of the Sports Activity Vehicle (SAV) and the BMW X family.**
- **2nd generation (2006 to 2013): A wider range of engines, the first million and debut for the BMW X5 M.**
- **3rd generation (2013 to 2018): Fine-tuning of aerodynamics, more efficient engines and debut for plug-in hybrid drive system.**
- **4th generation (2018 to 2026): Present in the now, looking ahead to the future.**

1st generation (1999 to 2006): The advent of the Sports Activity Vehicle (SAV) and the BMW X family.
The 1999 North American International Auto Show (NAIAS) provides the stage for BMW to present a totally new vehicle concept. The first BMW X5 (model code E53) can go off-road with its all-wheel drive system yet, in typical BMW fashion, delivers far more dynamic and sportier performance than traditional off-roaders. BMW uses this vehicle to establish the Sports Activity Vehicle (SAV) category and the BMW X family, which is still thriving to this day. From the word go, the BMW X5 is produced at BMW Group Plant Spartanburg in South Carolina and is first made available from late 1999 in the USA. The market launch in Germany takes place in May 2000.

To start with, the BMW X5 is only available with two engine variants: a 3.0-litre straight-six and a V8 petrol with a displacement of 4.4 litres. These are followed by a 3.0-litre straight-six diesel engine and more

powerful V8 engines, all the way up to the BMW X5 4.8is with an expanded displacement of 4.8 litres and 265 kW (360 hp).
A technical highlight arrives in 2000: the BMW X5 Le Mans, a ready-to-drive one-off with the 6-litre V12 engine from the successful BMW V12 LMR Le Mans race car. With Hans-Joachim Stuck at the wheel, this 515 kW (700 hp) car completes a lap of the Nürburgring Nordschleife in 7:49 minutes.

2nd generation (2006 to 2013): A wider range of engines, the first million and debut for the BMW X5 M.
The second generation of the BMW X5 (E70) comes out in 2006, boasting a redeveloped BMW xDrive all-wheel drive system and a wider range of engines – six-cylinder petrol engines delivering up to 225 kW (306 hp) as well as eight-cylinder engines with up to 300 kW (408 hp), plus a number of straight-six diesel engines with up to 280 kW (381 hp). The vehicle goes on sale in the USA after the presentation in Los Angeles, with Germany following suit in March 2007. The model series celebrates its tenth anniversary in 2009 with a special edition limited to 500 cars, and the number of BMW X5 models sold hits the one million mark a year later.

Launched in 2009, the BMW X5 M also contributed to this first million. It is – together with the technically very similar BMW X6 M – the first SAV from BMW M and also the first BMW M vehicle with a turbocharged engine. The V8 engine boasts a displacement of 4.4 litres and delivers 408 kW (555 hp). With a maximum torque of 680 Nm (501 lb-ft), the car accelerates from 0 to 100 km/h (62 mph) in 4.7 seconds.

3rd generation (2013 to 2018): Fine-tuning of aerodynamics, more efficient engines and debut for plug-in hybrid drive system.
Development of the third generation of the BMW X5 (F15/F85), which is brought out in 2013, sees BMW pair powerful design, a spacious and luxurious interior, versatility and innovative equipment features with a focus on improved aerodynamics and efficient engines using BMW EfficientDynamics technology. For the first time, the BMW X5 is also available with a 160 kW (218 hp) 2.0-litre four-cylinder diesel engine, with output later rising to 170 kW (231 hp), which can also be ordered as an sDrive version without all-wheel drive. The output of the V8 engines increases to 330 kW (450 hp) and 423 kW (575 hp) for the BMW X5 M. Eight-speed automatic transmission comes as standard for all variants.

In 2015, the BMW X5 xDrive40e iPerformance becomes the first BMW production vehicle with a plug-in hybrid drive system. Permanent all-wheel drive and BMW EfficientDynamics eDrive technology deliver captivating sporting prowess and poise, together with outstanding efficiency. A four-cylinder petrol engine and a synchronous electric motor generate system output of 230 kW (313 hp) and provide all-electric mobility with zero local emissions on demand.

4th generation (2018 to 2026): Present in the now, looking ahead to the future.
The fourth generation of the BMW X5 (G05/F95) debuts in 2018, packed with innovations and bringing the trademark combination of off-road performance and dynamic driving pleasure on the road to the fore more clearly than ever before. Numerous chassis systems are available for a BMW X model for the first time, including two-axle air suspension, Integral Active Steering and the Off-Road package, increasing versatility, dynamism and comfort. An extended wheelbase and larger exterior dimensions lend an imposing appearance to the new BMW X5 and provide a roomier interior, with a third row of seats added in 2019. All vehicles are equipped with the eight-speed Steptronic automatic transmission and the BMW Live Cockpit Professional display and operating system as standard.

The choice of drive systems features straight-six diesel engines with up to four turbochargers and 294 kW (400 hp), and petrol engines with six cylinders and up to 280 kW (381 hp). The output of the V8 petrol engine increases to 390 kW (530 hp) in the BMW X5 M50i and as much as 460 kW (625 hp) in the BMW X5 M when ordered in the Competition variant. The plug-in hybrid model now boasts a straight-six combustion engine and initially delivers system output of 290 kW (394 hp), which later rises to 360 kW (489 hp). Presented in 2021, the BMW iX5 Hydrogen provides a look ahead to the future. The vehicle with hydrogen fuel cell drive has been in use as part of a pilot fleet in selected regions around the world since the spring of 2023, demonstrating the technology and putting it to the test under a range of weather conditions and different terrains.