

The new BMW M5 and BMW M5 Competition. Short version.



With their stylistic fine-tuning, expertly honed operating concept and central display enlarged to 12.3 inches, the new BMW M5 (fuel consumption combined: 10.6 – 10.5 l/100 km [26.6 – 26.9 mpg imp); CO₂ emissions combined: 242 – 239 g/km*) and BMW M5 Competition (fuel consumption combined: 10.6 – 10.5 l/100 km [26.6 – 26.9 mpg imp); CO₂ emissions combined: 242 – 239 g/km*) blend a business sedan's unruffled everyday usability with unbeatable high-performance sports car dynamics more effectively than ever. Featuring new shock absorbers from the BMW M8 Gran Coupé and a retuned chassis, the BMW M5 Competition offers even better driveability and handling at the limit, combined with superior comfort levels. The 4.4-litre V8 engine with BMW M TwinPower Turbo technology generates 441 kW/600 hp in the BMW M5, while in the BMW M5 Competition the high-revving unit produces 460 kW/625 hp.

Stylistic fine-tuning for sharper looks.

As on the BMW 5 Series range, the updated BMW kidney grille drops down further into the front apron and its chrome surround has a one-piece design framing both elements of the grille. M-specific double bars and an M badge are present and correct. The front apron has bolder contouring and larger air intakes at the sides, while the expansive central air intake is hexagonal in shape and incorporates the oil cooler and the radar sensor for the Active Cruise Control (ACC) system. The new L-shaped light tubes searing in narrow streaks towards the kidney grille add a dynamic flourish to the newly designed LED headlights. The new option of BMW Individual lights Shadowline adds a dark-tinted accent to the Adaptive LED Headlights and BMW Laserlight. The aluminium bonnet, the front side panels with the signature M gills, the streamlined M exterior mirrors and the roof made from carbon fibre-reinforced plastic (CFRP) join the BMW kidney grille's double bars as hallmark design features of the performance models in the BMW 5 Series range. The thinner walls of the M-specific twin tailpipes create a greater sense of high-tech precision. The muscular rear apron with large diffuser has also been restyled, as have the three-dimensional LED rear lights, whose precise light graphic provides a fresh take on the familiar BMW L shape.

* The fuel consumption, CO₂ emissions, electric power consumption and operating range figures were determined according to the new WLTP test cycle and have been translated back into NEDC-equivalent values in order to ensure comparability between the vehicles. With respect to these vehicles, for vehicle-related taxes or other data based (at least inter alia) on CO₂ emissions, the CO₂ values may differ from the values stated here (depending on national legislation).

Black details for the BMW M5 Competition and new colours.

The BMW M5 Competition also comes with black styling details that underline its elite status. The BMW kidney grille surround, the mesh on the M gills, the exterior mirror caps and the additional rear spoiler on the boot lid all have a High-gloss Black finish, and the rear apron includes Black inserts. Black M5 Competition badges adorn the kidney grille, the gills and the boot lid, while the door sill plates have an illuminated version. The tailpipes of the standard M Sport exhaust system are finished in Black Chrome. BMW M5 and BMW M5 Competition customers can choose from five new paint finishes: Brands Hatch Grey and Motegi Red metallic, as well as the Tanzanite Blue II metallic, Aventurine Red II metallic and matt Frozen Bluestone metallic finishes from BMW Individual. The Champagne Quartz metallic shade offered previously has been renamed Alvit Grey metallic. Light-alloy wheel options now also include the 20-inch M double-spoke items in polished Orbit Grey familiar from the BMW M8.

Larger display and new operating concept with M modes.

The introduction of a new operating concept and a larger central display with a diagonal of 12.3 inches mean the cabin of the new BMW M5 and BMW M5 Competition is more driver-centric than ever. This makes it even easier to keep a clear eye on the myriad functions associated with the driving dynamics systems and BMW M xDrive all-wheel drive. Two new buttons on the centre console – like those found in the BMW M8 – provide more direct access to system settings and the various readouts in the instrument cluster and Head-Up Display. At the press of the M Mode button, the driver can toggle swiftly between the ROAD and SPORT settings. In the default ROAD setting, all the standard and optional driver assistance systems are fully activated. With the SPORT setting engaged, the active driver assistance systems (in the configuration set by the driver) only transmit alerts on speed limits and overtaking restrictions, for example. This mode allows all interventions in the braking and steering systems to be disabled, aside from those made by the collision warning with braking function and the Evasion Assistant. SPORT mode also switches both the instrument cluster and the Head-Up Display to a special M View.

Setup button takes drivers straight to the configuration menu.

Pressing the Setup button positioned above the M Mode button takes the driver straight to the central display's menu for programming an individual configuration for the powertrain and chassis options – and thereby tailoring the car's setup to the driving situation at hand and their personal preferences. Simplified operation using the touchscreen display or iDrive Controller makes it easy for the driver to choose different settings for the engine, suspension, steering and M xDrive system. The two red-painted M1 and M2 buttons

next to the gearshift paddles on the M multifunction steering wheel enable rapid movement between the setups. They allow drivers to configure two individual setups, comprising their choice of M xDrive, DSC, engine, transmission, damper and steering characteristics, as well as the appearance of M View in the Head-Up Display.

TRACK mode for an undiluted M feeling in the BMW M5 Competition.

In the BMW M5 Competition, keeping the M Mode button pressed then confirming the prompt in the central display engages the additional TRACK mode. This mode is designed exclusively for use on race circuits and deactivates all the comfort and safety functions of the driver assistance systems. To focus the driver's attention even more intently on the road ahead, the audio system is also muted and the central display switched off. The result is an ultra-pure distillation of M feeling. The instrument cluster switches to M View, while the Head-Up Display dispenses with readouts from the driver assistance systems. Automatic activation of the hazard warning lights in response to emergency braking is suppressed and the collision warning system is also deactivated. Pressing the M Mode button again exits TRACK mode and returns to the ROAD setting.

M Sport seats as standard, M multifunction seats as an option.

Optional M multifunction seats with integral head restraints, an illuminated M5 logo and extended functions are available as an alternative to the standard M Sport seats in Merino leather upholstery with multi-way electric adjustment. Merino full leather trim in Black/Midrand Beige is now also available as an exclusive option for the BMW M5 Competition.

Wide choice of driver assistance systems.

All of the driver assistance systems and features from the regular BMW 5 Series are also available for the two performance versions. The Driving Assistant Professional, the Traffic jam assistant and, in selected markets, remote-control engine starting are among the items to be found on the options list. If the Comfort Access option is specified, the BMW Digital Key allows the car to be locked and unlocked from selected models of smartphone using Near Field Communication (NFC) technology.

Imposing power from high-revving V8 engine.

The V8 unit under the bonnet of the BMW M5 and BMW M5 Competition goes about its business in racing-car-derived, high-revving style – i.e. with imposing muscularity and supreme power delivery. The BMW M5 generates its maximum output of 441 kW/600 hp at 6,000 rpm, while the BMW M5 Competition's 460 kW/625 hp also comes on line at 6,000 rpm.

The duo's peak torque of 750 Nm (553 lb-ft) arrives as low down as 1,800 rpm and is sustained at this elevated level all the way to 5,600 rpm in the BMW M5 and an even higher 5,860 rpm in the BMW M5 Competition. The engine characteristics can be changed at the touch of a button from the basic EFFICIENT mode to SPORT and SPORT+, resulting in even more willing response to movements of the accelerator. The BMW M5 sprints from 0 – 100 km/h (62 mph) in 3.4 seconds, putting it firmly into super-sports car territory. And it only requires 11.1 seconds to power to 200 km/h (124 mph) from rest. The BMW M5 Competition completes both tasks a fraction more quickly: 100 km/h (62 mph) is up in 3.3 seconds, 200 km/h (124 mph) in 10.8 seconds. The top speed of the BMW M5 and BMW M5 Competition is 250 km/h (155 mph) – or 305 km/h (189 mph) with the optional M Driver's Package specified. The flap-controlled dual-branch exhaust system of the BMW M5 and the M Sport exhaust system on the BMW M5 Competition – likewise with a dual-branch and flap-controlled design – produce the soundtrack to match. A more understated engine note can also be summoned with the M Sound Control button. The eight-speed M Steptronic transmission fitted as standard enables extraordinarily short shift times and fast, precise responses to every nudge of the accelerator. The Drivelogic rocker switch on the gear selector allows three modes to be chosen for efficient, sporty or dynamically intense track driving – the latter involving extremely rapid gearshifts. The driver can use both the selector lever and the shift paddles on the steering wheel to intervene manually.

Bespoke engine mounting for the BMW M5 Competition.

Among the special features of the BMW M5 Competition are its bespoke engine mounts with a stiffer spring rate. The drive unit's firmer connection to the vehicle's structure is clearly perceptible, resulting in even more rapid engine response and immediate transmission of its power to the drivetrain. The car also turns into corners with noticeably greater directness and precision on account of the extra stiffness in the mounts.

High performance meets everyday usability.

Credit for negotiating the dynamic tightrope between full everyday usability on the one hand and driving pleasure and exceptional track performance on the other goes to the M xDrive system and its centralised intelligent control for the Active M Differential. As an alternative to variable all-wheel-drive mode (4WD) with rear-biased baseline setup, the car's handling characteristics can be altered by varying degrees, culminating in 2WD mode. This pure rear-wheel drive setting with no DSC (Dynamic Stability Control) treats accomplished drivers to completely unadulterated driving pleasure. The M Servotronic steering can also be adjusted in its response, with a choice of COMFORT and SPORT modes, as can Variable Damper Control (VDC).

This can be set to COMFORT for impeccable everyday usability, SPORT to enhance sporty driving on country roads and give an ideal handling profile for laps of the Nürburgring-Nordschleife, or SPORT+ to maximise dynamic performance on smooth asphalt, with wheel and body movements minimised. As well as a seven-millimetre drop in ride height and other well-conceived tweaks to the suspension and springs, the BMW M5 Competition's setup benefits from further upgrades which take into account the car's extra power. Its talents are showcased most prominently on the race track. New shock absorbers from the BMW M8 Gran Coupé both improve on-the-limit handling and bring extra comfort to the driving experience. Bumps and ruts in the road surface are passed through the body – and therefore to the passengers – to a far lesser degree, and this is achieved without blunting the car's sporting edge and precision at high or low speeds. The BMW M5 Competition leaves the factory with forged, bi-colour, 20-inch M light-alloy wheels in Y-spoke design (front: 9.5 J x 20, rear: 10.5 J x 20) and mixed-size tyres (front: 275/35 R 20, rear: 285/35 R 20). The BMW M5 rides on 19-inch cast light-alloy wheels in five-double-spoke design in polished Orbit Grey (front: 9.5 J x 19, rear: 10.5 J x 19) with 275/40 R 19 tyres at the front and 285/40 R 19 items at the rear.

M Compound brakes fitted as standard.

Both M5 variants are equipped as standard with M Compound brakes, featuring perforated, inner-vented brake discs and six-piston fixed callipers bearing the M logo at the front and single-piston floating callipers with an integrated parking brake at the rear. As well as the standard blue painted finish, the callipers can now be painted in High-gloss Black or High-gloss Red as an option. The optional M Carbon ceramic brakes are recognisable from their gold-coloured callipers with M logo (six-piston fixed callipers at the front, single-piston floating callipers at the rear). They withstand wear exceptionally well, are 23 kilograms lighter, provide even better braking performance and thermal stability, and boast further improved fade resistance.

Prices in Germany will start at €120,900 for the BMW M5 and €129,900 for the BMW M5 Competition.

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

The values are based on the new WLTP test cycle and are translated back into NEDC-equivalent values in order to ensure comparability between the vehicles. With respect to these vehicles, for vehicle-related taxes or other duties based (at least inter alia) on CO₂ emissions, the CO₂ values may differ from the values stated here (depending on national legislation).

Further information on official fuel consumption figures and specific CO₂ emission values of new passenger cars is included in the following guideline: 'Leitfaden über den Kraftstoffverbrauch, die CO₂-Emissionen und den Stromverbrauch neuer Personenkraftwagen' (Guide to the fuel economy, CO₂ 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/>.