# The new BMW X5.
## Contents.

# The new BMW X5.
## Model variants at launch.

**BMW X5 xDrive40i:**
Six-cylinder in-line petrol engine, eight-speed Steptronic transmission.
Capacity: 2,998cc, output: 250 kW/340 hp at 5,500 – 6,500 rpm,
max. torque: 450 Nm (332 lb-ft) at 1,500 – 5,200 rpm.
Acceleration [0 – 100 km/h (62 mph)]: 5.5 seconds,
top speed: 243 km/h (151 mph).
Fuel consumption combined*: 8.8 – 8.5 l/100 km (32.1 – 33.2 mpg imp),
$CO_2$ emissions combined*: 200 – 193 g/km, exhaust standard: EU6d-TEMP.

**BMW X5 xDrive50i (not available in Europe):**
V8 petrol engine, eight-speed Steptronic transmission.
Capacity: 4,395cc, output: 340 kW/462 hp at 5,200 – 6,000 rpm,
max. torque: 650 Nm (479 lb-ft) at 1,500 – 4,750 rpm.
Acceleration [0 – 100 km/h (62 mph)]: 4.7 seconds,
top speed: 250 km/h (155 mph).
Fuel consumption combined*: 11.6 l/100 km (24.4 mpg imp),
$CO_2$ emissions combined*: 264 g/km, exhaust standard: EU6d-TEMP.

**BMW X5 xDrive30d:**
Six-cylinder in-line diesel engine, eight-speed Steptronic transmission.
Capacity: 2,993cc, output: 195 kW/265 hp at 4,000 rpm,
max. torque: 620 Nm (457 lb-ft) at 2,000 – 2,500 rpm.
Acceleration [0 – 100 km/h (62 mph)]: 6.5 seconds,
top speed: 230 km/h (143 mph).
Fuel consumption combined*: 6.8 – 6.0 l/100 km (41.5 – 47.1 mpg imp),
$CO_2$ emissions combined*: 179 – 158 g/km, exhaust standard: EU6d-TEMP.

*All performance, fuel consumption and emissions figures are provisional.

## BMW X5 M50d:

Six-cylinder in-line diesel engine, eight-speed Steptronic transmission.
Capacity: 2,993cc, output: 294 kW/400 hp at 4,400 rpm,
max. torque: 760 Nm (560 lb-ft) at 2,000 – 3,000 rpm.
Acceleration [0 – 100 km/h (62 mph)]: 5.2 seconds,
top speed: 250 km/h (155 mph).
Fuel consumption combined*: 7.2 – 6.8 l/100 km (39.2 – 41.5 mpg imp),
$CO_2$ emissions combined*: 190 – 179 g/km, exhaust standard: EU6d-TEMP.

*All performance, fuel consumption and emissions figures are provisional.

# Vehicle concept and design.
## The founding father of the BMW X family.

Eye-catching off-road attributes and assured performance on rough ground combined with the premium characteristics and signature dynamics of a BMW: this was the blueprint with which BMW launched the all-new Sports Activity Vehicle (SAV) category almost 20 years ago. The first example of the breed was the BMW X5, making it the founding father of the BMW X model family and the market leader in the premium all-wheel drive segment – a status it maintains to this day.

More than 2.2 million examples of the BMW X5 have been sold across its three model generations. And the new car puts down another marker in terms of design and technology. The new BMW X5 will again be built at BMW Plant Spartanburg in the US state of South Carolina. This centre of expertise for BMW X models also handles production of the BMW X3, BMW X4, BMW X6 – and will soon add the BMW X7 to its roster as well. The worldwide market launch of the new BMW X5 will begin in November 2018.

**New design language exudes robust assurance and authority.**
A wheelbase 42 mm longer than its predecessor's (now 2,975 millimetres), a 36 mm increase in vehicle length (to 4,922 millimetres), an extra 66 mm of width (now 2,004 millimetres) and a 19 mm increase in height (to 1,745 millimetres) give the new BMW X5 both an imposing appearance and generous levels of space for passengers and their luggage. The latest X5 retains the hallmark proportions of an SAV, but the pared-back design language – clean surfacing and precise lines accentuating the car's robustness, elegant poise and muscular authority – is new. A powerfully sculpted bonnet, a short front overhang, lightly hexagonal wheel arches and the dynamic sweep of the roofline provide further references to the sporty yet rugged character of the new X5.

"The BMW X5 embodies the origins of the BMW X family and, in its fourth generation, sends out its most powerful message yet in terms of presence and modernity," says Adrian van Hooydonk, Senior Vice President BMW Group Design. "It defines a new X design language – robust, clear and precise."

The most striking feature of the front end is the large BMW kidney grille with single-piece surround. The new BMW X5 comes as standard with LED headlights, while BMW Laserlight with Adaptive LED Headlights can be specified as an option. This system employs a BMW Laserlight spotlight with Selective Beam to optimise the high beam function, and as a result the range of the non-dazzling high beam has been increased to around 500 metres. Blue x-shaped elements, which split up the hexagonal light sources inside the familiar BMW twin headlights, make a distinctive visual statement.

The precise character line in the car's flanks, which rises up at the rear door, contributes to the modern appearance of the new X5. It defines the car's powerful shoulders and feeds into the rear lights, which extend well into the flanks. At the rear, too, all the lights feature LED technology. The three-dimensional design of their glass covers lends them a sculpted, technical edge. Diagonal accent lines give the rear a compact and brawny appearance.

**xLine and M Sport model variants, options from BMW Individual.**
Distinctive design features mark out the xLine and M Sport model variants of the new X5. The xLine model uses exterior cues including kidney grill bars in aluminium matt, an underguard, roof rails and side window surrounds in Aluminium satinated, plus other accents in Pearl-effect Chrome, to accentuate the off-road character of the new BMW X5. M Sport specification, meanwhile, sees the wheel arch trim, bumper trim, rear underguard and side skirts painted in body colour. Added to which, the extra-large air intakes at the front end, the aluminium matt kidney grille bars, and the roof rails, side window surrounds and other trim elements in high-gloss black flag up the dynamic potential of the SAV.

The new BMW X5 comes as standard with 18-inch light-alloy wheels, the xLine model features its own 19-inch light-alloy wheels and M Sport brings 20-inch M light-alloy wheels in twin-spoke design. Further variants in 18- to 22-inch formats are available as options.

The new BMW X5 will also be available from launch with model-specific options from BMW Individual. Indeed, customers looking to bring extra exclusivity to the exterior design of their car can specify the BMW Individual paint finish Sunstone metallic, extended BMW Individual high-gloss Shadow Line, tinted headlights and rear lights, painted BMW Individual brake callipers and 21-inch BMW Individual light-alloy wheels.

# Interior and equipment.
## Modern ambience fuels an exclusive driving experience.

Modern, clearly structured and elegant surfacing radiates a generous feeling of space inside the new BMW X5. Indeed, the front and rear occupants all enjoy ample accommodation amid an exclusive ambience. The instrument panel is broken up by sweeping horizontal lines, which combine with classy electroplated trim elements to emphasize the width of the interior. And with its large trim finisher and surrounds likewise made up of electroplated elements, the centre console – rising up to the instrument panel – also contributes to the handsome overall impression.

The raised seating position, driver-focused cockpit and new design and arrangement of the controls offer the person at the wheel the best possible view of proceedings and enable him or her to maintain supreme control over the task of driving. The fully-digital instrument cluster and the Control Display are connected visually by consistency of design and also share the same graphics. The centre console hosts the Controller, the newly designed transmission selector lever and all other driving-related controls – i.e. the Driving Experience Control switch, the start/stop button and the buttons to activate the air suspension settings and off-road modes (if specified). A similarly new-look control panel for the heating and air conditioning is also on hand, and the light functions in the new X5 are likewise operated using buttons.

The carefully selected materials in the interior include the new Vernasca variant for the standard leather upholstery. Like the optional BMW Individual extended Merino leather trim, it is available in five colours. The new BMW X5 is fitted as standard with electrically adjustable and heated sports seats. Customers can also specify optional multifunction seats with massage function and seat ventilation for the driver and front passenger.

**xLine and M Sport models with distinctive interior design.**
The xLine and M Sport models also come with specific design features that bring a distinctive flair to the interior. The interior appointments for the xLine model accentuate the car's robust versatility and luxurious ambience, while the M Sport model enhances the dynamic driving experience on board. The two equipment lines stand apart from basic specification with contrast stitching for the seat surfaces and illuminated door sill plates specific to each variant. M Sport trim also includes an M sports steering wheel, BMW Individual headliner in Anthracite, M-specific pedals, driver's footrest and piping on the seats, plus exclusive interior trim strips in Aluminium Tetragon.

**Innovations conceived to promote well-being and enhance luxury.**
Other new features designed to maximise the feel-good factor and luxurious ambience on board the BMW X5 include the four-zone air conditioning system and the panoramic glass roof, whose clear surface is 30 per cent larger than on the outgoing car. The Panorama glass roof Sky Lounge, meanwhile, generates a very special and exclusive aura when darkness falls, with LED light spreading evenly across the glass surface to illuminate more than 15,000 graphic patterns and generate a display reminiscent of a starlit sky. The colour scheme of this atmospheric light show can be adapted as desired. The optional ambient lighting includes the Welcome Light Carpet – which illuminates the entry area to the car when the doors are unlocked or opened – and Dynamic Interior Light, which emits pulsating light signals in pre-defined situations: they are activated in the lining of a door or doors opened while the engine is running and in the instrument panel when a phone call is incoming.

The Ambient Air package enables air ionisation and infuses the interior with eight individually selectable scents. And a luxurious audio experience is laid on by the Bowers & Wilkins Diamond Surround Sound System with 20 speakers and 1,500-watt output (expected to be available from 12/2018). The optional Rear-seat entertainment Professional system (expected to be available from 12/2018) comprises a pair of 10.2-inch full-HD touchscreen displays, a Blu-ray-compatible DVD player, two USB ports, an HDMI socket and two headphone jacks. The system is part of the new display and control concept and allows those in the rear of the vehicle to select and operate entertainment functions. The rear-seat passengers can use both their own media sources and those available in the front compartment. A navigation map and BMW ConnectedDrive services can also be accessed in the rear seats.

The new BMW X5 can now also be specified with thermo-cupholders foremost in the centre console; the containers here can be kept cool or warm, as required. Elsewhere, the optional glass applications for selected controls bring an all-new flourish to the interior of the X5. This exclusive design feature has been developed for the transmission selector lever, the Controller, the start/stop button and the volume control button for the audio system.

**Versatile functionality: two-section tailgate, third row of seats.**
As well as increased levels of comfort and exclusivity, the new BMW X5 now also offers enhanced functionality. Folding down the 40:20:40 split rear seat backrest increases boot capacity from 645 litres to a maximum 1,860 litres. The new BMW X5 also has a two-section tailgate for ease of loading. If the optional Comfort Access is specified, both sections can be opened and closed automatically and hands-free. Added to which, the boot cover now lowers electrically into the load compartment floor (expected to be available from 12/2018).

If the optional third row of seats is specified (expected to be available from 12/2018), customers may also order the rear seats with electric fore-and-aft adjustment. A control panel in the boot can be used to slide the second-row seats forwards or backwards and fold down the backrests of the second and third rows. Plus, the second-row seats can be tilted forward electrically to ease progress into and out of the two third-row seats.

# Powertrain and driving experience.
## Innovations serving up dynamism and comfort to order.

The new BMW X5 is being launched with a choice of two petrol and two diesel representatives from the latest generation of engines. Heading the range is the BMW X5 xDrive50i (not available in Europe), whose extensively developed V8 unit is making its debut, while a BMW M Performance model also forms part of the launch line-up. The BMW X5 M50d is powered by a six-cylinder in-line diesel engine with a quartet of turbochargers. A six-cylinder in-line unit can also be found under the bonnet of the BMW X5 xDrive40i and BMW X5 xDrive30d. All the engines channel their power through an eight-speed Steptronic transmission, while BMW xDrive intelligent all-wheel drive is on hand to ensure that power is translated into secure progress – on or off road.

The BMW TwinPower Turbo technology package for the petrol engines comprises turbochargers, High Precision Injection, VALVETRONIC fully variable valve timing and Double-VANOS variable camshaft timing. On the diesel side, the raft of technological measures at work includes turbochargers and common-rail direct injection with piezo injectors. The result is instantaneous pulling power and sporty performance credentials on the one hand and exemplary fuel consumption and emissions on the other. All model variants comply with the requirements of the EU6d-TEMP emissions standard. The system of emission control for the petrol engines includes a gasoline particulate filter that minimises particulate emissions, while the diesel models boast BMW BluePerformance technology comprising a particulate filter, an oxidation catalyst, a NOx adsorption catalyst and an SCR catalyst with AdBlue injection to reduce nitrogen oxide emissions.

**Unrivalled power and an unmistakable sound: the new V8 engine.**
Fundamentally upgraded from crankcase to engine management, the eight-cylinder engine aboard the BMW X5 xDrive50i (not available in Europe) serves up an intoxicating blend of prodigious power delivery and signature V8 soundtrack. The turbochargers' positioning in the "V" between the banks of cylinders is just one of the standout features of the 4.4-litre unit. Newly designed heat plates ensure particularly effective thermal shielding for the crankcase and cylinder head. A new ignition system allows the engine to be restarted even more smoothly and swiftly when the Auto Start Stop function is activated.

The new engine's peak torque of 650 Newton metres (479 lb-ft) can be summoned up over a broad rev range from 1,500 to 4,750 rpm, while its maximum output of 340 kW/462 hp is on tap between 5,250 and 6,000 rpm. This formidable pulling power is available early and doesn't let up, resulting in a 0 to 100 km/h (62 mph) time of 4.7 seconds. Combined fuel consumption and emissions figures for the new BMW X5 xDrive50i come in at 11.6 litres per 100 kilometres (24.4 mpg imp )* and 264 grams* per kilometre respectively.

**Straight-six petrol engine with an inimitable thirst for revs.**
The power unit fitted in the new BMW X5 xDrive40i boasts the free-revving ability inherent in all six-cylinder in-line engines from BMW, plus wonderfully eager response. The 3.0-litre unit employs a twin-scroll turbocharger and direct petrol injection technology whose maximum pressure of 350 bar ensures the fuel is delivered in extremely precise doses. The straight-six generates its maximum output of 250 kW/340 hp between 5,500 and 6,500 rpm, while the peak torque of 450 Nm (332 lb-ft) is waiting to be unleashed from 1,500 – 5,200 rpm.

The new BMW X5 xDrive40i completes the 0 to 100 km/h (62 mph) sprint in just 5.5 seconds. Fuel consumption averages 8.8 – 8.5 litres per 100 kilometres (32.1 – 33.2 mpg imp)* and $CO_2$ emissions are 200 – 193 grams* per kilometre.

**BMW M Performance model with a suitably punchy diesel engine.**
The pulsating performance of the new BMW X5 M50d is largely down to the sublime diesel engine at work under its bonnet. From its displacement of 3.0 litres, the BMW M Performance model's six-cylinder in-line unit extracts peak output of 294 kW/400 hp at 4,400 rpm and generates maximum torque of 760 Nm (560 lb-ft) between 2,000 and 3,000 rpm.

These remarkable figures have been achieved by virtue of a multi-stage turbocharging system composed of two high-pressure and two low-pressure turbochargers. This construction produces exceptionally fast build-up of charge pressure from low down in the rev range, meaning that torque becomes available quickly – and in abundance: indeed, over 450 Nm (332 lb-ft) is served up at just 1,000 rpm. In normal driving situations, both low-pressure turbochargers and one of the two high-pressure units are permanently active. The second high-pressure turbocharger only joins in the fray when the engine speed tops 2,500 rpm. Under hard acceleration from idle, flaps are adjusted so the pair of low-pressure turbochargers can be swiftly bypassed, thereby generating maximum charge pressure with even

* The fuel consumption, $CO_2$ emissions, power consumption and operating range figures were determined according to the European Regulation (EC) 715/2007 in the version applicable. The figures refer to a vehicle with basic configuration in Germany and the range shown considers the different sizes of the selected wheels/tyres and the selected items of optional equipment.

less delay. To boost the turbocharging system's efficiency, exhaust gas recirculation is employed for both the high-pressure and low-pressure stages. The sophisticated multi-stage turbocharging technology is complemented by a common-rail direct injection system capable of generating pressures in excess of 2,500 bar. Its precise metering and fine atomisation of the fuel optimises both the engine's efficiency and its emissions. The new BMW X5 M50d darts to 100 km/h (62 mph) from rest in 5.2 seconds yet, despite such potent performance, it succeeds in posting a combined fuel consumption of 7.2 – 6.8 litres per 100 kilometres (39.2 – 41.5 mpg imp)* and $CO_2$ emissions of 190 – 179 grams* per kilometre.

**Big on economy and torque: the diesel engine in the BMW X5 xDrive30d.**

The new BMW X5 xDrive30d is also powered by a straight-six diesel engine, this time with displacement of 3.0 litres and featuring a single turbocharger with variable inlet geometry. The common-rail direct injection system, meanwhile, propels fuel into the combustion chambers at up to 2,500 bar. Maximum output of 195 kW/265 hp is reached at 4,000 rpm, while the 620 Nm (457 lb-ft) of peak torque can be summoned from 2,000 – 2,500 rpm.

The power unit in the new BMW X5 xDrive30d also strikes an impressive balance between brawn and efficiency. Capable of reaching the 100 km/h (62 mph) mark from rest in 6.5 seconds, the new X5 xDrive30d returns combined fuel consumption of just 6.8 – 6.0 litres per 100 kilometres (41.5 – 47.1 mpg imp)*, equating to $CO_2$ emissions of 179 – 158 grams* per kilometre.

**Eight-speed Steptronic transmission with sportier shift characteristics.**

All of the engines available for the new BMW X5 link up with a new, improved version of the eight-speed Steptronic transmission, whose wider ratio spread and new control electronics help to increase the powertrain's overall efficiency. New torsion dampers reduce rotational irregularities and converter slip for superior shift comfort. And optimised hydraulic control enables even sportier gear shifts.

**Optimum power distribution courtesy of efficiency-enhanced xDrive all-wheel drive and an electronically controlled rear differential lock.**

The task of maximising traction, agility and directional stability in the new BMW X5 falls to the latest generation of the BMW xDrive intelligent all-wheel-drive system, which is now able to split drive torque between the front and

* The fuel consumption, $CO_2$ emissions, power consumption and operating range figures were determined according to the European Regulation (EC) 715/2007 in the version applicable. The figures refer to a vehicle with basic configuration in Germany and the range shown considers the different sizes of the selected wheels/tyres and the selected items of optional equipment.

rear wheels with even greater precision and speed, as the situation demands. For added efficiency, full power can be directed to the rear wheels only in situations where all-wheel drive is surplus to requirements.

The new xDrive system also offers a rear-biased set-up for those occasions when the driver adopts a particularly dynamic style at the wheel. The electronically controlled rear differential lock (available in conjunction with the M Sport equipment line and the Off-Road package) gives the handling an even sportier edge. By limiting equalisation of the rotational speeds of the inside and outside wheels through corners, it is able to optimise the transfer of power to the road in dynamic driving situations. As a result, the new BMW X5 can power out of bends with exceptional élan. Governed by the Driving Stability Control (DSC) system, the locking function for the rear differential improves traction and power transmission when driving over loose ground or on road surfaces offering differing levels of grip for the left-rear and right-rear wheels. It does so by preventing a wheel from spinning when it is struggling for purchase. The locking effect is produced by means of an electric motor and allows as much as 1,500 Nm (1,106 lb-ft) of drive torque to be redirected from the faster-turning wheel to the slower-turning wheel.

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

The design principle underpinning the chassis – based on a double-wishbone front axle and a five-link rear axle – also ticks all the right boxes for supreme traction on rough terrain, coupled with excellent dynamic responses and ride comfort in road driving. The SAV now comes as standard with the Dynamic Damper Control system, whose electronically controlled dampers sharpen the car's handling dynamics at the same time as increasing ride and suspension comfort. The driver can select from two performance maps – for a more comfort-oriented or sportier driving style – using the Driving Experience Control switch. Standard specification for the new BMW X5 M50d includes model-specific kinematics and elastokinematics for the wheel suspension, individual spring and damper tuning, plus 21-inch M light-alloy wheels with mixed-size tyres. This bespoke configuration increases the BMW M Performance model's agility and steering precision, enables faster cornering and optimises its transitional responses.

An array of chassis systems available in a BMW X model for the first time make it possible to boost the off-road performance, sportiness or comfort of the new BMW X5 more intensely and effectively than ever before. Adaptive M suspension Professional with active roll stabilisation and Integral Active Steering endows the car with exceptionally agile and dynamic driving qualities. The roll stabilisation system employs electric swivel motors to enable

remarkably swift and precise compensation of body roll under dynamic cornering. Not only does this facilitate agility and directional stability when turning into corners, it helps optimise traction when accelerating out of them too. The system has the additional effect of increasing straight-line driving comfort by actively countering the vibrations triggered by bumps on one side of the road. Integral Active Steering (likewise available as an individual option) is also operated electromechanically. By turning the rear wheels in either the same direction as the front wheels or the opposite direction – depending on the vehicle speed – it optimises cornering agility, ensures effortless lane changes and helps the vehicle to dart through city traffic. Integral Active Steering therefore makes light work of manoeuvring into and out of tight parking spots, while also increasing stability when overtaking at motorway speeds.

The two-axle air suspension system with automatic self-levelling will be welcomed by anyone seeking greater ride comfort. The suspension's air supply is controlled individually for each wheel using an electrically driven compressor with pressure reservoir, enabling it to balance out an unevenly loaded vehicle. Since the air suspension works in tandem with the Dynamic Stability Control (DSC) system, the vehicle load registered by its sensors can be factored into braking calculations. When the SPORT driving mode is engaged or the vehicle's speed exceeds 138 km/h (86 mph), its ride height is automatically lowered by 20 millimetres. The driver can also adjust the body's ground clearance – for off-road driving, for example – by pushing a button in the cockpit. It can be raised in two stages to a maximum of 40 millimetres above the standard setting. Another button in the luggage compartment activates a loading mode that lowers the vehicle by 40 millimetres. The next time the engine is started, the system will automatically revert to the last mode selected. The desired vehicle ride height can even be set with the engine switched off. The optional BMW Display Key can also be used to access this function.

Customers can also specify an Off-Road package, which is being offered here in a BMW X model for the first time. Available for all model variants apart from the BMW X5 M50d, the package's specification includes rugged underguard elements at the front and rear of the vehicle, along with the two-axle air suspension and electronically controlled rear differential lock. The Off-Road package also features its own special graphics in the instrument cluster and Control Display, and an extra button on the centre console for selecting the four driving modes. The driver can therefore activate the ideal settings for the vehicle's ride height, the xDrive system, the accelerator response, the transmission control, and the DSC system's corrective inputs in preparation for driving on a range of surfaces, such as sand, rock, gravel or snow.

# Driver assistance systems.
## Another resounding step closer to automated driving.

Offering a significantly expanded array of driver assistance systems compared with its immediate predecessor, the new BMW X5 clearly demonstrates its commitment to taking comfort and safety to new heights. By processing camera images and data acquired by radar sensors, the new systems enable even more comprehensive support for the driver in a variety of situations. As components of the BMW Personal CoPilot, they represent new milestones on the road to automated driving.

The standard equipment of the new BMW X5 includes Cruise Control with braking function and the Collision Warning and Pedestrian Warning with City Braking function, which now also alerts the driver when cyclists are detected. The optional Active Cruise Control (ACC) with Stop & Go function is capable of braking the vehicle to a standstill and sending it on its way again automatically. For greater convenience in stop-start traffic, the period between stopping and automatically moving off has been extended to up to 30 seconds. And speed restrictions identified by the Speed Limit Info system with No Passing Info display can be incorporated into the automatic cruise control system with variations of up to 15 km/h (9 mph).

**Comprehensive safety and comfort package: Driving Assistant Professional.**

Available as an option, the Driving Assistant Professional package comprises the Steering and lane control assistant including Traffic Jam Assist as well as the Lane Keeping Assistant with active side collision protection. The Lane Change Assistant can be used on motorways and dual carriageways when the Steering and lane control assistant is active. Holding the direction indicator in the required direction is all it takes to initiate a lane change. If the sensors detect that there is space in the adjacent lane and that no other vehicle is approaching at high speed, the driver benefits from helpful steering assistance during the lane change. Another component of the system is the evasion aid, which can help avoid collisions with vehicles or pedestrians suddenly appearing in the driver's path. As soon as an evasive manoeuvre corresponding to such a scenario is detected, the system assists the driver with steering inputs to direct the vehicle into a clear adjacent lane.

The array of assistance systems contained in this wide-ranging suite of safety and comfort features also comprises Crossing traffic warning, which reduces the risk of a collision when manoeuvring forwards or in reverse towards crossing traffic where visibility is restricted. Rear Collision warning, Priority warning, Wrong-way warning and Lane Change Warning are also part of the Driving Assistant Professional package. The latest version of Lane Departure Warning now includes active steering inputs to bring the vehicle back to the intended lane.

**Active assistance when needed: Emergency Stop Assistant makes its debut.**

A new development in the field of safety systems is the Emergency Stop Assistant, which is another component of the Driving Assistant Professional package. Intended to be used in situations where the driver is suddenly incapacitated because of a medical emergency, it is activated by pulling the electric parking brake switch. Depending on the driving situation and the vehicle's surroundings, the Emergency Stop Assistant will bring the vehicle to a standstill either in the current lane, at the edge of the road or on the hard shoulder. Any necessary lane-change manoeuvres can be performed automatically when travelling at 70 – 100 km/h (43 – 62 mph). At the same time, the hazard warning lights are activated and the Intelligent Emergency Call function automatically notifies the call centre so the emergency services can be alerted.

**For comfortable manoeuvring into and out of parking spaces: Parking Assistant and Parking Assistant Plus.**

The functionality of many other assistance systems that make life easier for the driver when manoeuvring into and out of parking spaces has been expanded once again. The new BMW X5 is equipped as standard with Park Distance Control (PDC), which brings sensors at the front and rear of the vehicle.

The Parking Assistant in the new BMW X5 enables automatic selection and use of parallel parking spaces. These parking spaces are detected by ultrasonic sensors as the vehicle passes them. The Parking Assistant function is activated at the touch of a button on the centre console. The system then takes care of the acceleration, braking, steering and gear changes necessary to manoeuvre into the space.

**Unique, high-precision guidance: the Reversing Assistant.**
A further illustration of BMW's ongoing progress towards automated driving is provided by the Reversing Assistant. This function offers a level of assistance – for leaving a parking space or manoeuvring in a confined area – as yet unmatched by other vehicles. The Reversing Assistant takes over steering to manoeuvre the vehicle along a path recently negotiated forwards. This system makes reversing for a distance of up to 50 metres a particularly comfortable task in the new BMW X5. All the driver has to do is operate the accelerator and brakes and monitor the surrounding area. The system is initiated by pressing a button when the vehicle is stationary and the gear selector is in the "P" position. The steering movements made during the vehicle's last forward manoeuvre are stored by the system and retained, even for longer periods. This means the Reversing Assistant can be used to manoeuvre the new BMW X5 backwards out of a parking position that it drove into forwards the preceding day.

The driver enjoys ideal all-round visibility, thanks to both the rear-view camera and the Top View, Panorama View and 3D View functions of Parking Assistant Plus, which create a 360-degree image of the vehicle and its surroundings in the Control Display. In addition, drivers can use the Remote 3D View feature to access a three-dimensional live image of their vehicle and surroundings on a smartphone.

# Display and control system, BMW Connected and ConnectedDrive.
## Cutting-edge, digital and seamlessly integrated into the driver's life.

The BMW Live Cockpit Professional in the new BMW X5 combines a new display and control concept and the ultimate in connectivity to create a superb all-round package. The latest-generation display and control concept comprises a high-resolution instrument cluster behind the steering wheel with a 12.3-inch screen and a Control Display also measuring 12.3 inches across.

The most recent incarnation of the display and control concept, which runs the latest BMW Operating System 7.0, has a cutting-edge, fully digital design and is geared even more closely to the driver's personal needs in order to optimise attention control. With its clear presentation and structuring, plus customisable and personalised displays, it sets out to provide drivers with the right information at the right time. The redesigned graphics display in the instrument cluster now leaves enough room for a part-view of the navigation map. The main menu in the Control Display is now spread over up to ten pages, each showing two to four tiles with live content. The intuitive multimodal interaction between driver and vehicle has also been further improved and allows him or her to choose between touch control using the Control Display, the familiar iDrive Touch Controller, the controls on the steering wheel, voice control or BMW gesture control, depending on the situation at hand.

Other elements of the BMW Live Cockpit Professional are an adaptive navigation system, a hard-drive-based multimedia system with 20 GB of memory and two USB ports, plus Bluetooth and WiFi interfaces. The driver can be automatically detected and personal settings activated either using the vehicle key or BMW Digital Key, or by selecting a user in the Control Display and entering the correct PIN.

Drivers can enjoy the full benefits of the car's intelligent connectivity capabilities by using its built-in SIM card and unlimited data allowance. Not only does this provide access to vehicle apps such as news, weather, office and online search, it also allows customers to use Intelligent Emergency Call – which automatically summons swift assistance in an emergency – and to receive regular updates for the navigation system's maps.

For the first time, a selection of digital services will also be bundled together and offered for the new BMW X5 under the guise of the Connected Package

Professional. This will make it easier for customers to select extremely attractive digital services for their car, either when ordering their new BMW X5 or at a later date. The Connected Package Professional includes Remote Services, Concierge Services and Real Time Traffic Information. Customers can continue to download the various digital services individually and retrospectively via the ConnectedDrive Store.

**BMW Connected: digital services for individual mobility.**
BMW Connected is the digital and personal mobility assistant for BMW drivers. Intelligent connectivity helps users to reach their destination easily and with minimal stress – and not only when in their car; BMW Connected is an all-embracing concept designed to seamlessly connect the driver and their smartphone with their vehicle.

At the heart of it all is the Open Mobility Cloud, which allows the personal mobility assistant to interface the car with the customer's digital devices. These could include an iPhone and Apple Watch, smartphones and smartwatches running the Android operating system, Alexa-compatible smart devices and Google Home. For instance, the BMW Connected app can import appointments and addresses from the customer's calendar entries straight into the navigation system to begin route guidance. The system also calculates the optimum departure time based on real-time traffic information and notifies the driver with a message on their smartphone. As the vehicle is also linked up via the Open Mobility Cloud, it is able to access the calculated route directly when the navigation system starts up. In addition, BMW Connected automatically stores places the driver has visited regularly as well as personal mobility patterns.

**Premiere in the new BMW X5: the BMW Digital Key.**
The Digital Key employs Near Field Communication (NFC) technology to allow the vehicle to be locked and unlocked from a smartphone, removing the need for a conventional car key. All the driver has to do to open the vehicle is hold their smartphone up to the door handle. Once inside, the engine can be started as soon as the phone has been placed in the Wireless Charging or smartphone tray.

Accessible via the BMW Connected app, the Digital Key offers unrivalled flexibility, as the driver can share it with up to five other people. The BMW Digital Key will initially be available for selected NFC-capable smartphones at launch.

**Always up to date thanks to Remote Software Upgrade.**
The Remote Software Upgrade feature keeps the vehicle up to date with the latest software. All updates can be loaded over the air, as has been customary for smartphones for some time. The upgrades can be loaded onto a smartphone via the BMW Connected app when connected to a domestic WiFi network or imported directly via the BMW's built-in SIM card, which happens automatically for important vehicle upgrades. This saves customers the trouble of visiting their BMW Service Partner for updates. The Remote Software Upgrade facility therefore maximises flexibility while keeping BMW vehicles in tune with the latest technological developments.

**Mobile office: Microsoft Office 365 with Skype for Business.**
The integration of Microsoft Office 365 turns the new BMW X5 into a mobile office. Users of a Business Essential or Business Premium account with Exchange function are thereby able to safely access their email account from their car and easily manage appointments and contacts, so there is absolutely no need for them to use their smartphone while driving. All information and data appear directly in the Control Display. Drivers can have emails read out to them and are able to use voice commands to dictate and send new messages while on the move. In addition, calendar appointments can be confirmed, cancelled or transferred straight to the navigation system, as can contact addresses.

Microsoft Office 365 users have also been able to use Skype for Business from Microsoft in their car since autumn 2017. Users benefit from full in-car integration of this service, which can be operated with ease via the Control Display. Upcoming Skype meetings are automatically identified and displayed together with the names of the other participants. A nudge of the iDrive Controller is all that is needed to join a teleconference.