



Media Information
6 June, 2017

The new BMW 5 Series Touring

- Exemplary efficiency underpinned by a cut in fuel consumption of up to 11 per cent.
- New chassis technology and BMW EfficientLightweight engines.
- Boot capacity increased to 1,700 litres.
- Significantly expanded selection of driver assistance systems further reduce the gap to automated driving.
- The BMW 5 Series Touring is available now from £38,075 OTR.

The new 2017 BMW 5 Series Touring upholds a long tradition of being a perfect estate car for the premium car buyer who wants it all. Hot on the heels of the new 5 Series Saloon, the latest 5 Series Touring model features trailblazing assistance systems and the latest in digital connectivity, whilst still providing intelligent functionality and outstanding driving dynamics.

Now in its fifth generation, the latest BMW 5 Series Touring comes with a choice of three petrol and three diesel engines from BMW Group's latest generation of power units, while the BMW xDrive intelligent all-wheel-drive system will be fitted in two models.

Design: increased visual appeal for the new BMW 5 Series Touring.

The new 5 Series Touring is 36mm longer than the outgoing model (at 4,943mm), eight millimetres wider (1,868mm) and 10mm taller (1,498mm). The wheelbase has been extended by seven millimetres to 2,975mm.

The headlights now extend as far as the BMW kidney grille, which comes with active air flap control, as does the lower air intake in the front apron, meaning the flaps remain closed when little cooling is required. In the closed position, additional vertical kidney grille bars become visible to give the front end a more imposing appearance.

Apertures in the front bumper direct air into the wheel arches, where it is channelled along the wheels before escaping again through breathers built into the flanks, reducing air resistance. All models have twin exhaust pipes, either circular or quadrilateral depending on engine and trim. Improvements have also been made to the airflow at the

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rear of the car and along the underbody. Thanks to these measures, the drag coefficient is now 0.27 on some models.

New-generation BMW Group Efficient Dynamics engines.

The new BMW 5 Series Touring will be powered by new-generation EfficientDynamics engines, equipped with BMW TwinPower Turbo technology. From July production, a new entry level car in the guise of 520i will be available. The petrol 520i is a four-cylinder 1,998cc powerplant that employs High Precision Injection, Double-VANOS variable camshaft control and Valvetronic fully variable valve timing. It produces 184hp and 290Nm, enabling a zero to 62mph time of 7.8 seconds and a top speed of 146mph. However, official fuel consumption is still a highly impressive 52.3mpg*, while CO₂ emissions are as low as 124g/km.

The 2.0-litre four-cylinder petrol in the 530i Touring delivers 252hp (up 7hp on its predecessor), peak torque of 350Nm at just 1,450rpm, and a zero to 62mph time of 6.5 seconds. Combined fuel consumption of 46.3mpg and CO₂ emissions of 139g/km are an improvement of almost ten per cent over the outgoing model.

The 3.0-litre six-cylinder in-line petrol engine powering the BMW 540i xDrive develops 340hp, up 34hp on its predecessor. Peak torque, which has increased by 50Nm to 450Nm and it completes the zero to 62mph sprint in just 5.1 seconds. Again, fuel consumption and CO₂ emissions are almost ten per cent better than on the outgoing model, at 37.6mpg and 172g/km. The petrol engines of the BMW 530i Touring and BMW 540i xDrive Touring come with twin-scroll turbochargers, High Precision Injection direct petrol injection, VALVETRONIC variable valve timing and double-VANOS variable camshaft timing, while new engine encapsulation technology reduces noise and speeds warm-up.

The diesel engines are fitted with a BMW TwinPower Turbo package comprising variable-geometry turbocharging and common-rail direct injection. On the four-cylinder BMW 520d, solenoid injectors operating at up to 2,000 bar ensure precise fuel metering and clean combustion, as do the piezo injectors operating at up to 2,500 bar in

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the six-cylinder in-line engine powering the new 530d and 530d xDrive. Engine-mounted encapsulation on both engines reduces noise levels and speeds warm-up.

Both units feature BMW BluePerformance technology for reduced emissions. As well as a particulate filter, an oxidation catalyst and a NOx storage catalyst, this package also includes an SCR catalyst with AdBlue injection for additional NOx reductions.

The 2.0-litre diesel unit in the 520d Touring develops 190hp, and 400Nm of torque between 1,750 to 2,500rpm. It does zero to 62mph in 7.8 seconds, and has combined fuel consumption of 65.6mpg and CO₂ emissions of 114g/km. The launch line-up is topped off by a 3.0-litre straight-six diesel developing 265hp and 620Nm of torque. This engine can be combined with either rear-wheel drive or all-wheel drive. The zero to 62mph times are 5.8 seconds for the former and 5.6 seconds for the latter. Combined fuel consumption is 56.4mpg for the rear-wheel drive model and 51.3mpg for the all-wheel drive version, with CO₂ emissions of 131g/km and 144g/km respectively - an improvement of up to 11 per cent in fuel consumption and emissions over the previous generation. The eight-speed automatic gearbox is fitted as standard on all models.

The four-cylinder BMW 525d diesel engine has an output of 231hp and maximum torque of 500Nm, resulting in a 6.6 second zero to 62mph time and a 155mph top speed. Fuel consumption comes in at 64.2mpg, resulting in CO₂ emissions of just 116g/km.

On vehicles with the Professional Navigation system, the shift strategy adapts to the upcoming route. Navigation data allows the intelligent transmission management to perform an early downshift when approaching an intersection, in order to take full advantage of engine braking. It also allows unnecessary gear changes to be prevented when taking two bends in quick succession.

Lightweight aluminium chassis components include the rear trailing arms and spring struts, while double-wishbone front suspension means high speed cornering can be achieved without compromising comfort, while the steering is largely unaffected by bumps in the road. The five-link rear suspension, with its reduced weight, high structural

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stiffness, dual elastic bearings and optimised elastokinematics, promotes an ideal balance between dynamics and comfort. The compact rear axle design also means more boot space. Standard automatic self-levelling rear suspension maintains a constant ride height regardless of payload, while at the same time controlling vibrations.

Model	Power (hp)	Torque (Nm)	0 – 62mph (Seconds)	Top Speed (mph)	Combined (mpg)	CO ₂ Emissions (g/km)	BIK tax rate (%)	VED band	From (OTR)
520d	190	400	7.8	139	65.6	114	24	G	£38,385
525d	231	500	6.6	155	64.2*	116	26	TBC	£43,780
530d	265	620	5.8	155	56.4	131	28	G	£46,235
530d xDrive	265	620	5.6	155	51.3	144	30	H	£48,235
520i	184	290	7.8	155	52.3*	124	25	TBC	£38,075
530i	252	350	6.5	155	46.3	139	26	H	£42,390
540i xDrive	340	450	5.1	155	37.6	172	33	J	£49,460

* Fuel consumption and range figures are provisional and based on the EU test cycle, may vary depending on the tyre format specified.

BMW xDrive: now compatible with all chassis systems.

BMW xDrive is available for two 5 Series Touring models and benefits from a more efficient transfer case design. The electronically controlled xDrive system continuously varies the power split between the front and rear wheels as conditions require, providing effortless traction and optimised stability across all driving situations. BMW xDrive can now be combined with Integral Active Steering and lowered M Sport suspension as well.

With extensive chassis enhancements and across-the-board weight reductions, the new 5 Series Touring offers class-leading driving enjoyment, while BMW EfficientLightweight advances make the newcomer on average up to 100kg lighter than the outgoing models.

Both the optional Integral Active Steering and the M Sport suspension, available on M Sport models can be paired with BMW xDrive intelligent all-wheel drive. The lightweight braking system and the Dynamic Stability Control (DSC), with its extensive functionality, ensure excellent stopping power and safe, assured handling.

Intelligent lightweight technology.

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The new 5 Series Touring's body uses an intelligent multi-material mix to combine weight reductions with significant improvements in torsional rigidity and passive safety. Under the BMW EfficientLightweight banner, the proportion of high-tensile steel and aluminium has been increased. Further weight savings have been achieved through the use of innovative design and manufacturing processes. Lightweight design measures have been applied in every area of the vehicle – thereby preserving the fabled even weight distribution of BMW cars. The bonnet, front side panels, doors, roof and tailgate are now all aluminium. Replacing steel with aluminium has made the tailgate alone around 4.5kg lighter than on the outgoing model.

The aluminium engine cross-member and rear side members bring further weight savings of 5kg and 11kg respectively, while the cast magnesium instrument panel support is around 2kg lighter than a corresponding steel component. A further 3kg was saved by the integration of the electric parking brake into the rear brake callipers and 6kg shaved off by the use of a new, lighter rear differential.

Meanwhile, weight savings with the brakes and wheels have reduced unsprung mass by around 9kg, notably enhancing agility. The display and control system of the new BMW 5 Series Touring makes vehicle, navigation, communication and infotainment functions even more intuitive to use.

Further improved Dynamic Damper Control and Adaptive Drive.

The optional Dynamic Damper Control system allows drivers to optimally adjust the driving characteristics to match their individual preferences. Three different modes can be selected: COMFORT is for normal, comfortable driving (on longer trips, for example), SPORT is the right choice when seeking maximum driving pleasure and ADAPTIVE mode adapts the vehicle's responses precisely to the driver's wishes and the driving situation.

Increased luggage capacity and smart new details for maximum adaptability.

The new BMW 5 Series Touring offers more luggage space, 570 litres with the seats up (an increase of 10 litres) and a maximum of 1,700 litres, 30 litres more than in its predecessor. The increase in the luggage compartment's width is particularly

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noticeable. Standard specification includes operation with an independently opening tailgate window. This combines with the optional Comfort Access feature to allow hands-free opening and closing of the tailgate with a carefully aimed flick of the foot under the rear apron. All models feature innovative storage solutions such as 40:20:40 near flat-folding rear seat backrests, which can be released remotely from the boot at the push of a button as well as load-dividing nets and a practical underfloor storage area in the boot.

Automated assistance systems.

Standard equipment for the new 5 Series Touring includes not only Collision Warning and Pedestrian Warning with City Braking function, but also Cruise Control with Braking function. The optional Active Cruise Control (ACC) with Stop & Go function can be used at speeds from zero to 130mph. This can brake the vehicle to a standstill and allow it to move off again automatically after a pause of up to 30 seconds. The result is much less stressful driving, particularly on motorways. The line-up is completed by systems which keep the driver better informed when manoeuvring and provide warning of hazardous driving situations. These include Park Distance Control, rear-view camera, and Surround View that shows a 3D image of the vehicle and its surroundings from various angles on the Control Display, along with a Crossing Traffic Warning System and Night Vision Assist.

Other features include a Lane Keeping Assistant, which comprises of Lane Departure Warning system that alerts the driver if the vehicle crosses lane markings unintentionally, as well as a Lane Change Warning which monitors lane changing manoeuvres and helps the driver to steer back into the original lane if a risk of a collision is detected. These systems are complemented by the Side Collision Warning system which operates at speeds between 18–130mph. This triggers a visual signal and steering wheel vibration if another vehicle is encroaching from the side. If sufficient space is detected on the opposite side, the system correctively steers the vehicle in this direction.

The Remote Control Parking function makes parking even easier. In order to allow the vehicle to also make use of narrow parking spaces, the driver can activate the required

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manoeuvre (driving forwards into a space or reversing out of it) from outside the car, using the key.

New services via the BMW Connected system allow the new 5 Series Touring to offer a degree of intelligent connectivity between driver, vehicle and surroundings that is unique in its segment. Using the flexible Open Mobility Cloud platform, BMW Connected links the user's car with their various digital touchpoints, such as an Apple iPhone, watch or Android smartphone and smartwatch. In this way, the personal mobility assistant integrates seamlessly into the driver's digital lifestyle. It identifies mobility-related information, such as appointments and addresses contained in calendar entries, and uses this to calculate the route. Real-Time Traffic Information is used to determine the ideal departure time, notification of which is sent to the driver's smartphone. When it is time to set off, the car's navigation system – which is likewise linked up with the Open Mobility Cloud – is able to access the calculated route.

Controller, touchscreen, voice command or gestures – the choice is yours.

The standard 10.25-inch Control Display takes the form of a free-standing touchscreen. This means that, along with the Touch Controller and the direct access/favourites keys, it is now possible to employ smartphone and tablet-style selection and activation techniques. The voice control system now also accepts instructions formulated in everyday language rather than set commands and BMW Gesture Control responds to simple hand or finger movements, which are detected by a 3D sensor in the vicinity of the centre console and translated into corresponding commands.

The latest generation of the Professional Navigation System is faster and has optimised 3D graphics for city maps. Thanks to automatic updates, which are free for the first three years, the data is updated regularly “over the air” using a mobile phone connection. Furthermore, the vehicle sends data on speed restrictions detected by the Speed Limit Display system, which uses this information to update the on-board navigation map in real time.

In order to provide warning of hazardous driving situations, car-to-car communication is now also implemented between interconnected BMWs. Warnings about hazards such

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as accidents, breakdowns and weather are relayed are incorporated into the navigation system of the driver's vehicle as well as those of other vehicles in the vicinity.

Microsoft Exchange and Apple CarPlay usable in the vehicle.

BMW is the first vehicle manufacturer to offer a secure server connection for exchanging and editing emails, calendar entries and contact details using the Microsoft Exchange function built into the vehicle. This makes it possible for addresses from appointments to be imported straight into the navigation system and for telephone numbers to be dialled using the linked mobile phone. Apple CarPlay can also be used in the new BMW 5 Series Touring. BMW is the first car manufacturer to integrate this service into its control system fully wirelessly.

BMW Display Key, Remote 3D View, wireless charging and a high-speed WiFi hotspot.

Drivers of the new 5 Series Touring are permanently linked to their vehicles by BMW Display Key. The colour touchscreen display allows the driver to check, among other things, whether the vehicle's doors, windows and panoramic glass roof are closed. It is also possible to call up the car's fuel level and remaining range as well as service-relevant information. Furthermore, the Remote 3D View function allows drivers to relay a 3D live image of the vehicle and its surroundings (generated by the Surround View system) to their smartphone by means of BMW Connected. Mobile phones with inductive charging capability can be supplied with power wirelessly in the new BMW 5 Series Touring. The charging tray required for this is located in the centre console. Another option is a WiFi hotspot offering a high-speed internet connection (LTE) for up to ten mobile devices.

The BMW 5 Series Touring is available to order now and priced from £38,075 OTR.

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Technical data

[illegible]

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Shoulder room rear	mm	1421	1421	1421	1421	1421	1421	1421	1421
Elbow width front	mm	1523	1523	1523	1523	1523	1523	1523	1523
Elbowroom rear	mm	1487	1487	1487	1487	1487	1487	1487	1487
Legroom front	mm	1052	1052	1052	1052	1052	1052	1052	1052
Legroom rear	mm	928	928	928	928	928	928	928	928
Max. headroom front	mm	1034	1034	1034	1034	1034	1034	1034	1034
Maximum headroom rear	mm	996	996	996	996	996	996	996	996
Headroom front (With sunroof)	mm	998	998	998	998	998	998	998	998
Maximum headroom second	mm	963	963	963	963	963	963	963	963
Knee clearance	mm	90	90	90	90	90	90	90	90
Luggage volumes [V210-2]	m ³	0.57 - 1.7	0.57 - 1.7	0.57 - 1.7	0.57 - 1.7	0.57 - 1.7	0.57 - 1.7	0.57 - 1.7	0.57 - 1.7
Fuel tank capacity (approx.)	litres	68	68	68	66	66	66	66	66
Curb weight (DIN)	kg	1630	1640	1765	1660	1735	1705	1750	1800
Curb weight (EC)	kg	1705	1715	1840	1735	1810	1780	1825	1875
Rear Weight distribution (empty car)	%	52.5	52.7	50.1	53	52.4	53.4	52.3	50.8
Gross veh. weight	kg	2350	2360	2495	2390	2465	2425	2480	2530
Payload	kg	720	720	730	730	730	720	730	730
Axle load limit front	kg	1055	1065	1185	1075	1125	1090	1140	1190
Rear axle load limit	kg	1400	1410	1430	1430	1450	1435	1455	1455
Gross veh. weight /w.trailer	kg	2440	2450	2585	2480	2555	2515	2570	2620

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Rear axle load w. trailer	kg	1530	1540	1560	1560	1580	1565	1585	1585
Payload w. trailer	kg	810	810	820	820	820	810	820	820
Trailer load braked 12%	kg	2000	2000	2000	2000	2000	2000	2000	2000
Trailer load braked 8%	kg	2000	2000	2000	2000	2000	2000	2000	2000
Trailer load unbraked	kg	750	750	750	750	750	750	750	750
Trailer nose weight	kg	90	90	90	90	90	90	90	90
Roof load	kg	100	100	100	100	100	100	100	100
Petrol engine									
Engine type	--	B48B20M0	B48B20O0	B58B30M0	B47D20O0	B47D20O0	B47D20T0	B57D30O0	B57D30O0
Cylinders	--	4	4	6	4	4	4	6	6
Valves p.cyl.	--	4	4	4	4	4	4	4	4
Fuel management	--			DME 8.6	DDE 8.32	DDE 8.32	DDE 8.32	DDE 8.32	DDE 8.32
Charging Type	--	BMW TwinPower Turbo	BMW TwinPower Turbo	BMW TwinPower Turbo	BMW TwinPower Turbo	BMW TwinPower Turbo	BMW TwinPower Turbo	BMW TwinPower Turbo	BMW TwinPower Turbo
Injection type	--	High-precision direct injection	High-precision direct injection	High-precision direct injection	Common rail direct injection	Common rail direct injection	Common rail direct injection	Common rail direct injection	Common rail direct injection
Stroke	mm	94.6	94.6	94.6	90	90	90	90	90
Bore	mm	82	82	82	84	84	84	84	84
Displacement	cm ³	1998	1998	2998	1995	1995	1995	2993	2993

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Compression rate	:1	11	10.2	11	16.5	16.5	16.5	16.5	16.5
Rated engine power	kW	135	185	250	140	140	170	195	195
Engine power	PS	184	252	340	190	190	231	265	265
Engine power	BHP	181	248	335	188	188	228	261	261
at rpm	1/min	5000-6500	5200-6500	5500-6500	4000-4000	4000-4000	4400-4400	4000-4000	4000-4000
Engine torque	Nm	290	350	450	400	400	500	620	620
Engine torque	ft lbs	214	258	332	295	295	369	457	457
at rpm	1/min	1350/4250	1450-4800	1380-5200	1750-2500	1750-2500	2000-2000	2000-2500	2000-2500
0-62mph	s	8.2	6.5	5.1	7.8	7.9	6.8	5.8	5.6
Top speed	mph	139	155	155	139	137	152	155	155
Useable fuel quality	--	ROZ91-MIN	ROZ91-MIN	ROZ91-MIN	Diesel	Diesel	Diesel	Diesel	Diesel
Recommended fuel quality	--	ROZ95	ROZ95	ROZ95	Diesel	Diesel	Diesel	Diesel	Diesel
Engine oil capacity	litres	5.25	5.25	6.5	5	5	5	6.5	6.5
Output per litre	kW/dm ³	67.6	92.6	83.4	70.2	70.2	85.2	65.2	65.2
Power to weight ratio	kg/kW	12.1	8.9	7.1	11.9	12.4	10	9	9.2
Transmission type	--	8HP50	8HP50	8HP50	8HP50	8HP50	8HP50	8HP75	8HP75
Gear ratios 1st gear	--	5	5	5	5	5	5	5	5

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2nd	--	3.2	3.2	3.2	3.2	3.2	3.2	3.2	3.2
3rd	--	2.143	2.143	2.143	2.143	2.143	2.143	2.143	2.143
4th	--	1.72	1.72	1.72	1.72	1.72	1.72	1.72	1.72
5th	--	1.314	1.314	1.314	1.314	1.314	1.314	1.313	1.313
6th	--	1	1	1	1	1	1	1	1
7th	--	0.822	0.822	0.822	0.822	0.822	0.822	0.823	0.823
8th	--	0.64	0.64	0.64	0.64	0.64	0.64	0.64	0.64
Reverse gear	--	3.456	3.456	3.456	3.456	3.456	3.456	3.478	3.478
Final drive ratio	--	2.929	2.929	2.929	2.929	2.929	2.813	2.471	2.471
Track front	mm	1605	1605	1605	1605	1605	1605	1605	1605
Width of the rear track	mm	1630	1630	1630	1630	1630	1630	1630	1630
Wheel offset front	mm	27	27	27	27	27	27	27	27
Wheel offset rear	mm	27	27	27	27	27	27	27	27
A	m²	2.35	2.35	2.35	2.35	2.35	2.35	2.35	2.35
Cx	--	0.28	0.28	0.29	0.27	0.28	0.27	0.27	0.28
Air resistance	m²	0.66	0.66	0.66	0.63	0.66	0.63	0.63	0.66
NOx	g/km		0.0338	0.0288	0.0131	-	-	0.0444	0.0444

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Alloy Wheels: 23F, 23U									
Fuel consumption - urban	mpg - l/100km	39.7 (7.1)	-	-	57.6 (4.9)	51.3 (5.5)	52.3 (5.4)	-	-
Fuel consumption - extra urban	mpg - l/100km	56.4 (5)	-	-	70.6 (4)	62.7 (4.5)	65.6 (4.3)	-	-
Fuel consumption - combined	mpg - l/100km	48.7 (5.8)	-	-	65.6 (4.3)	57.6 (4.9)	60.1 (4.7)	-	-
CO2	g/km	132	-	-	114	129	124	-	-
Fuel consumption - urban	mpg - l/100km	37.6 (7.5)	37.6 (7.5)	29.1 (9.7)	55.3 (5.1)	49.5 (5.7)	50.4 (5.6)	49.5 (5.7)	45.5 (6.2)
Fuel consumption - extra urban	mpg - l/100km	51.3 (5.5)	53.2 (5.3)	45.5 (6.2)	67.2 (4.2)	60.1 (4.7)	62.8 (4.5)	61.4 (4.6)	55.3 (5.1)
Fuel consumption - combined	mpg - l/100km	45.5 (6.2)	46.3 (6.1)	37.6 (7.5)	62.7 (4.5)	55.3 (5.1)	57.6 (4.9)	56.4 (5)	51.3 (5.5)
CO2	g/km	136	139	172	119	134	129	131	144
Emission classification (type-certified)	--	EU6	EU6	EU6	EU6	EU6	EU6	EU6	EU6
SCR (Yes/No)	--	No	No	No	Yes	Yes	Yes	Yes	Yes
SCR-Typ Activtank	--	-	-	-	P_Tank refillable by truck nozzle	P_Tank refillable by truck nozzle	P_Tank refillable by truck nozzle	P_Tank refillable by truck nozzle	P_Tank refillable by truck nozzle
AdBlue-Volume (Activtank)	litre	-	-	-	13	13	13	13	13

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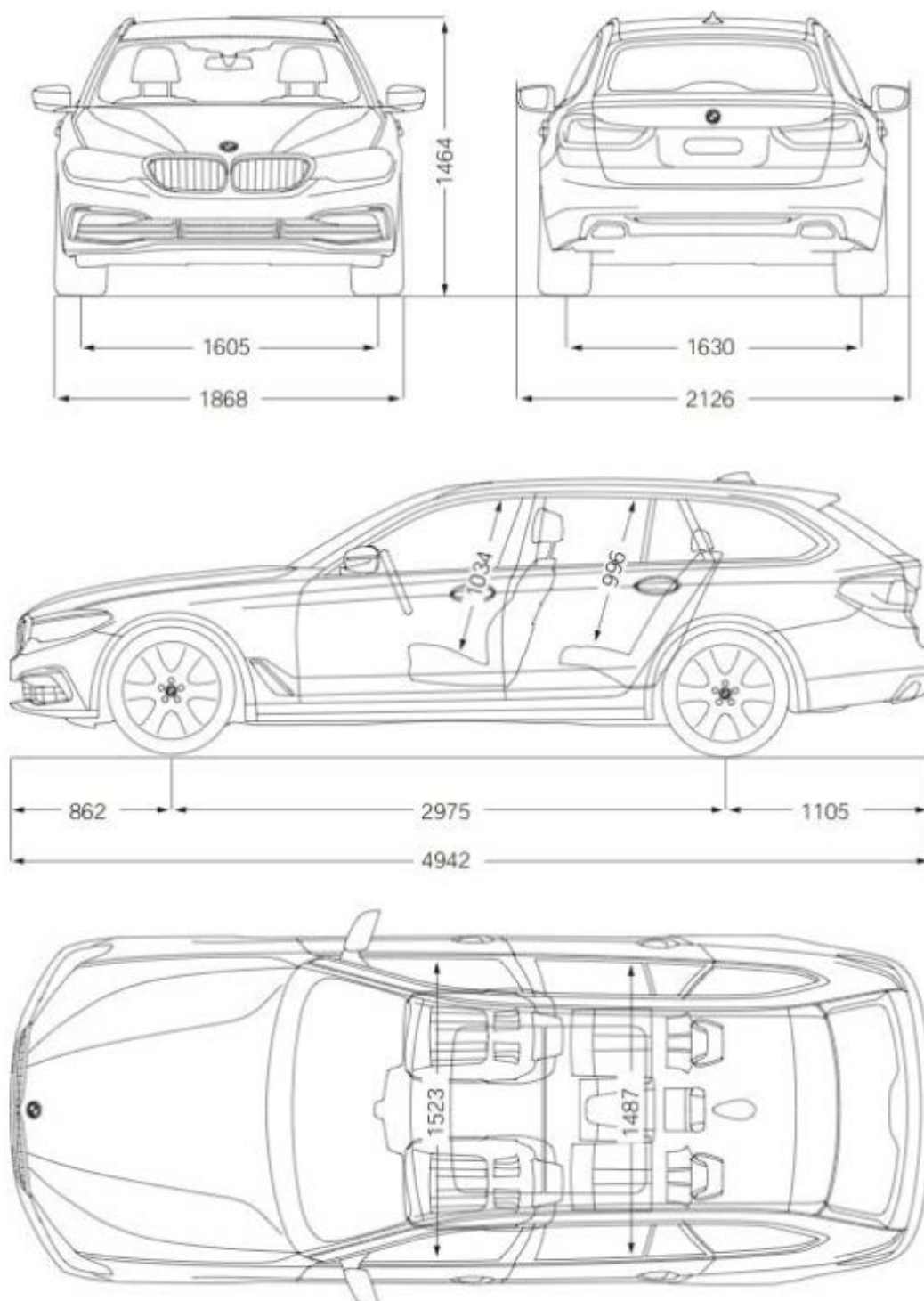
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Exterior and interior dimensions



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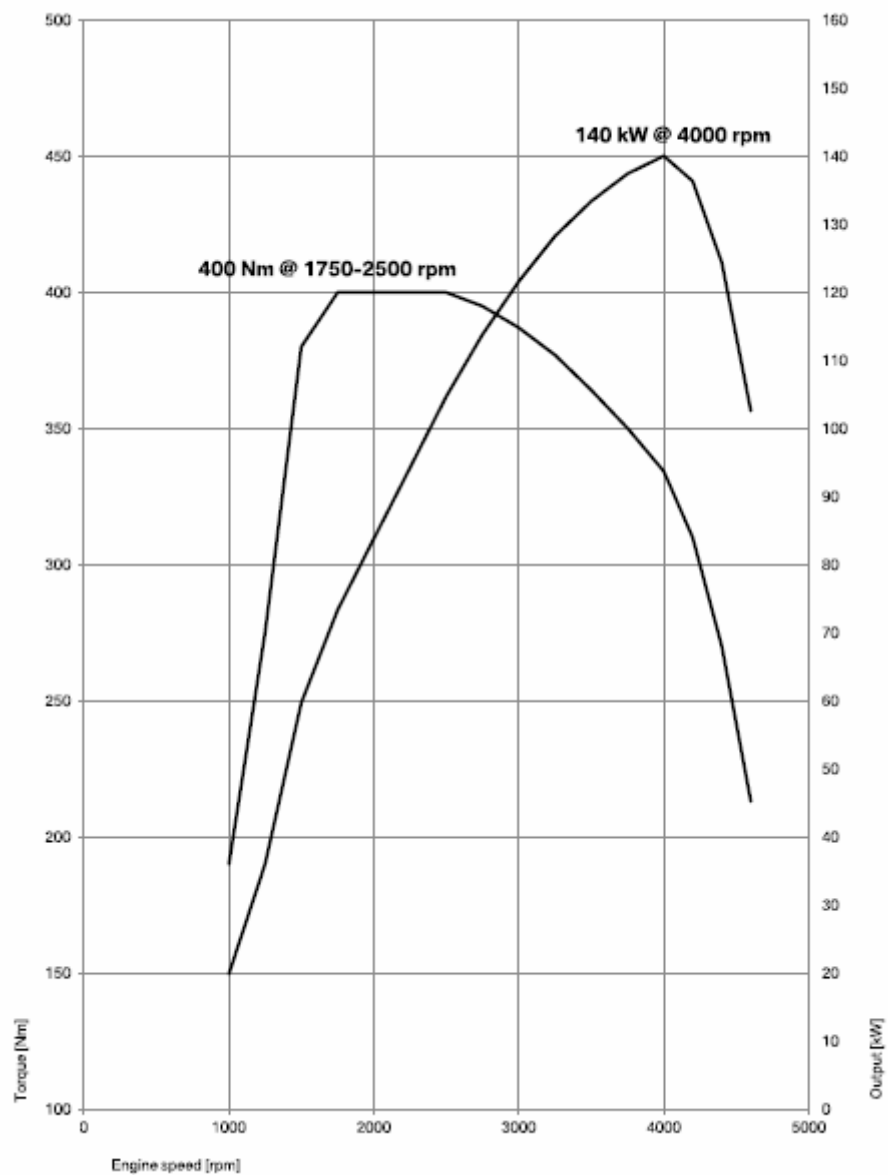
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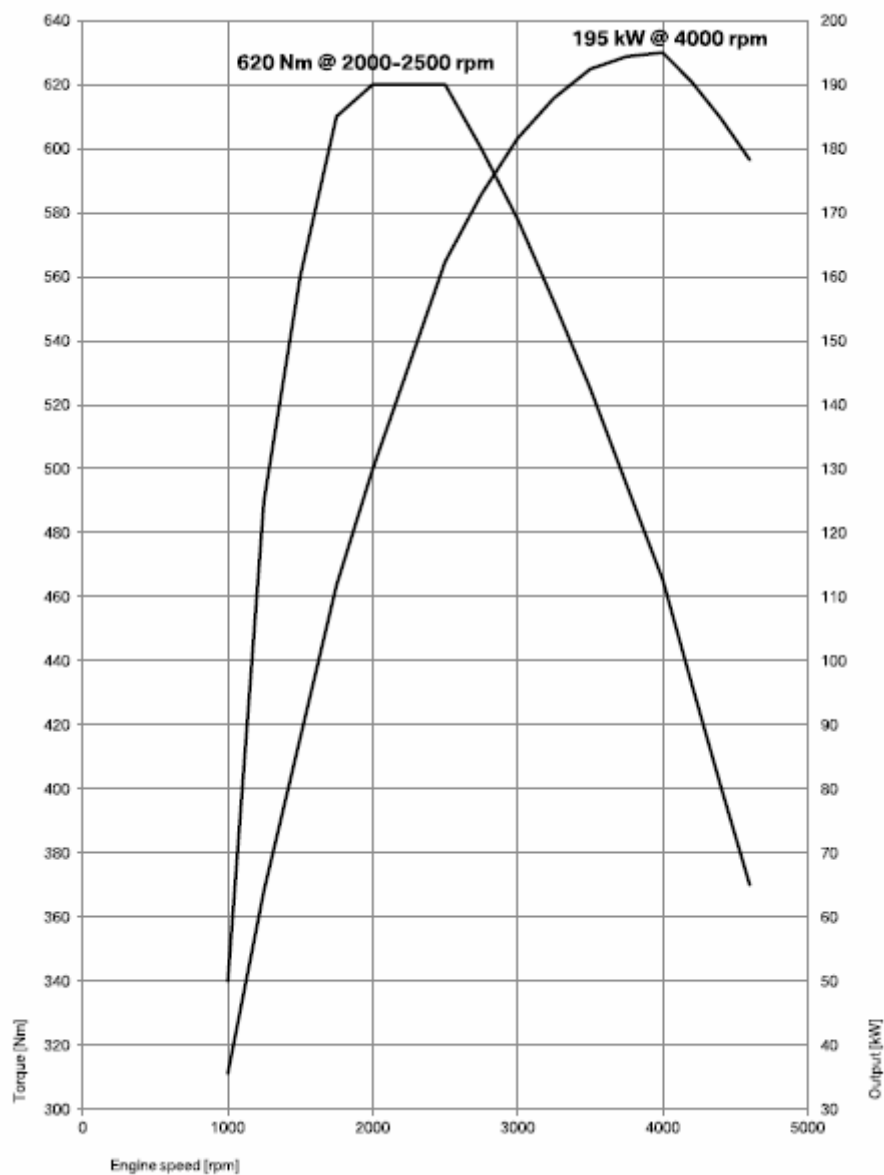
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BMW 530d/ 530d xDrive



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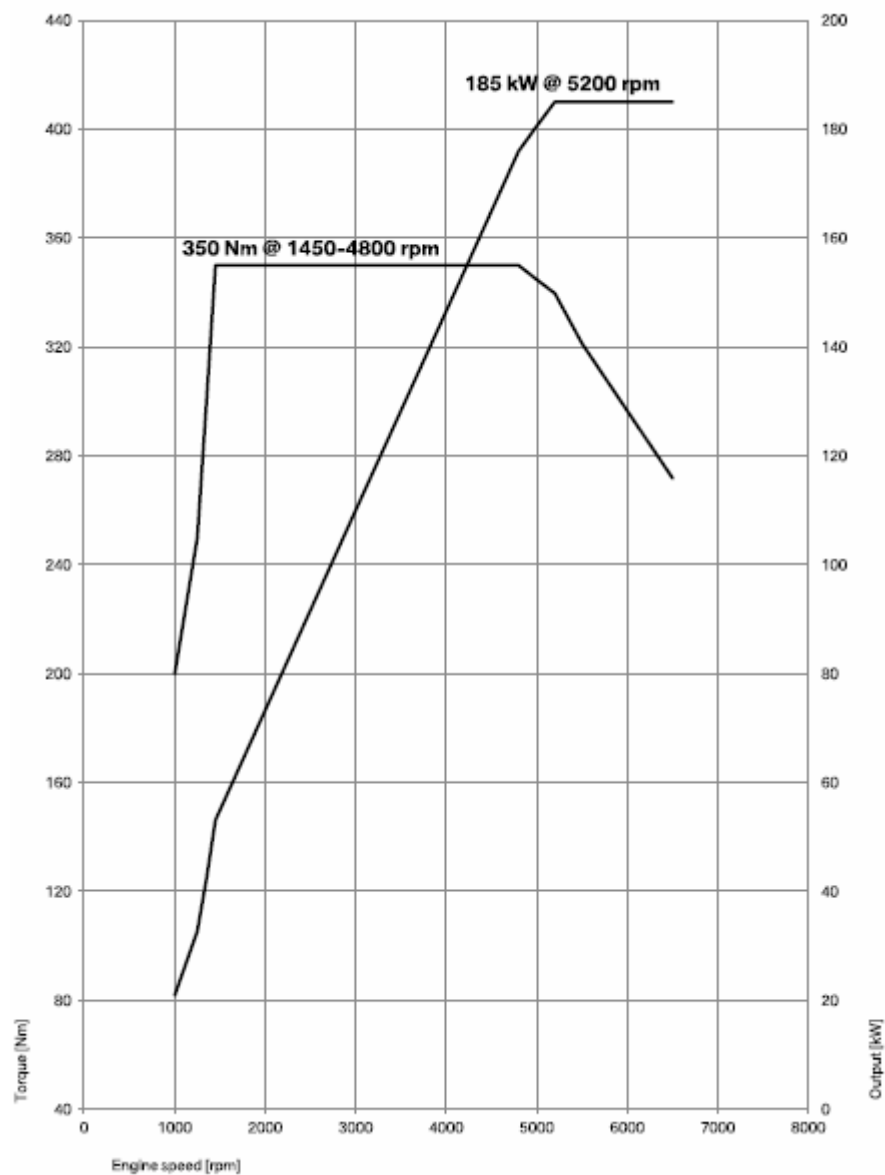
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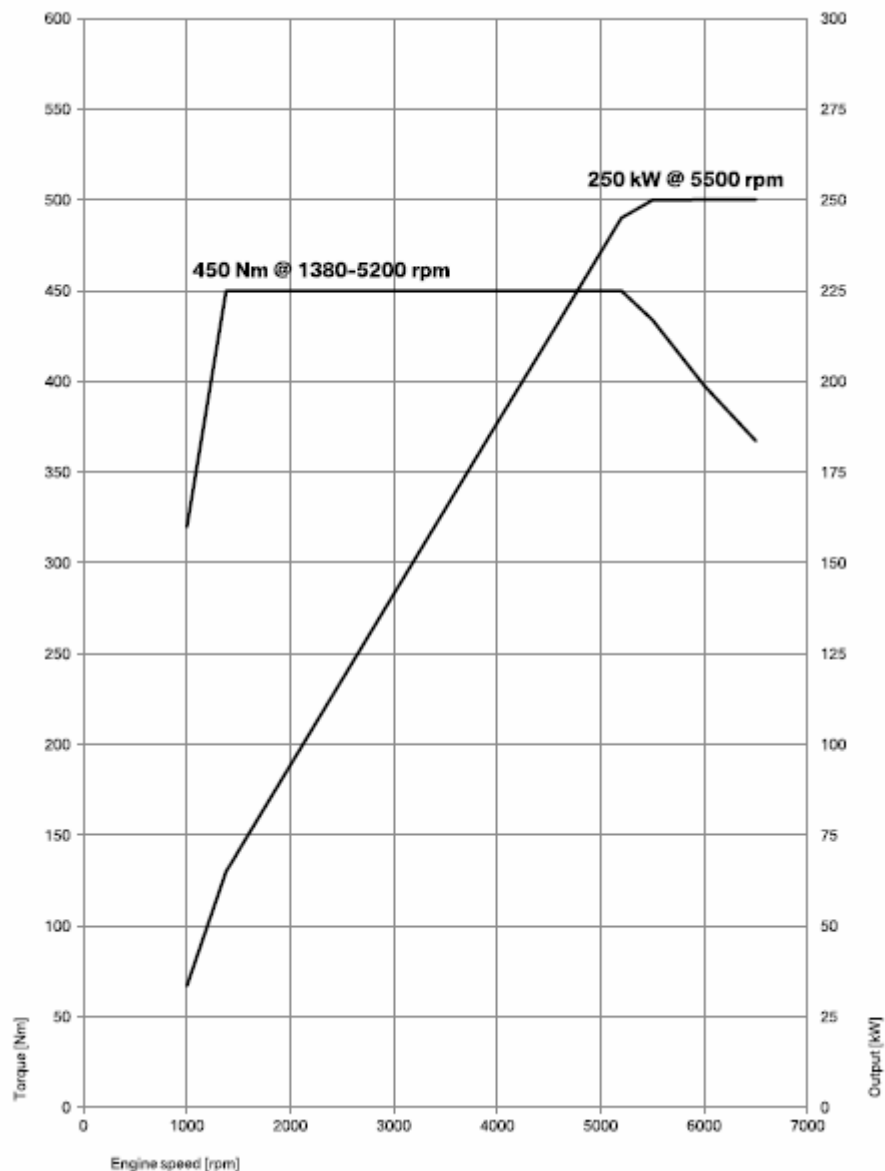
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BMW 540i xDrive



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Media Information

Date 6 June, 2017

Subject **The new BMW 5 Series Touring.**

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The BMW Group

With its four brands BMW, MINI, Rolls-Royce and BMW Motorrad, the BMW Group is the world's leading premium manufacturer of automobiles and motorcycles and also provides premium financial and mobility services. As a global company, the BMW Group operates 31 production and assembly facilities in 14 countries and has a global sales network in more than 140 countries.

In 2016, the BMW Group sold approximately 2.367 million cars and 145,000 motorcycles worldwide. The profit before tax was approximately € 9.67 billion on revenues amounting to € 94.16 billion. As of 31 December 2016, the BMW Group had a workforce of 124,729 employees.

The success of the BMW Group has always been based on long-term thinking and responsible action. The company has therefore established ecological and social sustainability throughout the value chain, comprehensive product responsibility and a clear commitment to conserving resources as an integral part of its strategy.

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