

IMMEDIATE

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**X5 FOR 2002:
NEW HIGH-PERFORMANCE 4.6is MODEL
LEADS AN EVOLVED SERIES
OF SPORTS ACTIVITY VEHICLES**

Woodcliff Lake, New Jersey, October 15, 2001... Right from its introduction in 1999, the BMW X5 was destined to transform expectations of what a sport-utility vehicle could be and do. Indeed, the concept was so new that BMW decided to call the X5 a Sports Activity Vehicle, not an SUV. As it had done in the 1960s with the sport sedan, BMW created a whole new category of vehicle.

Here, in an all-new vehicle, were the traits that people value in SUVs: the high, commanding driving position, the feeling of robust strength and safety, ease of loading cargo into the vehicle, and ample ground clearance. All of these are familiar SUV characteristics; what was so unfamiliar about the X5 was its embodiment of traditional BMW virtues: brilliant performance, precise handling, unparalleled quality, exciting yet tasteful design, and certainly "last but not least" the pure pleasure of driving. And BMW had made certain that that "feeling of strength" was more than just a feeling.

Critics and customers alike immediately recognized the validity of BMW's concept. Among critics, here's what *Automobile Magazine*, for example, wrote in conferring its All-Stars awards for 2001:

"Of all this year's All-Star nominees, the BMW X5 was one of only two vehicles that were evaluated on both the racetrack and our off-road course."

"On the track, the X5 possessed everything we have come to expect from a BMW: a perfectly balanced chassis, a flawless powertrain, quick reflexes, and tenacious grip. Even when pressed to the limit, the composure

-more-

of the X5 never wavered. Not once did the BMW feel like a fish out of water, or a sport-ute on a racecourse."

"The BMW SAV displayed the same unflappable confidence on our off-road course. There, the X5 delivered what we expect from an exceptional sport-utility vehicle: excellent traction on even the slipperiest of slopes, good ground clearance, and ample wheel travel to tiptoe over moguls."

Each in their own words, other independent critics agreed:

Road & Track, January 2000: "...the Munich-engineered, Spartanburg, South Carolina-built X5 is the most enthusiast-friendly sport ute, er, Sport Activity Vehicle yet."

AutoWeek, January 10, 2000: "Yes, we were... skeptical about a BMW-ute, but the X5 is incredibly good."

As for the customers, in just two model years the X5 became BMW's third best-selling Series. So far in 2001 – through September – the two-model Series surpassed all of 2000 with 28,550 units – an 83.8% increase, period-over-period, from the '00 pace. Addition of the 4.6is model for 2002 further increases X5 sales potential, though it must be noted that this is an exclusive, not volume, model.

What all this means, succinctly, is that BMW indeed achieved the goals it set for the X5. Now, as the X5's third model year begins, BMW has added a new high-performance model, the 4.6is, to the X5 Series and given the entire X5 line some appealing new features.

WHAT'S NEW FOR 2002: NEW MODEL, NEW OPTIONS

Actually, there is more to report than just what is happening for 2002, as some significant new developments occurred in the 2001 model year:

- Addition of the second model, the 6-cylinder X5 3.0i
- Addition of inflatable head protection to the optional rear-seat side-impact airbags
- Optional BMW Onboard Navigation System updated with –
 - A larger, easier-to-read color monitor in 16:9 format (the ratio between width and height); rearranged
 - Optimized controls, facilitated by a swing-out panel that reveals the cassette player. This arrangement leaves more space on the panel for the controls.

Now, the 2002 model year brings another round of evolution. The highlights include:

- The X5 4.6is, a new sport high-performance model, makes its debut. Its features include a larger-displacement, more powerful engine, a specially programmed automatic transmission, standard sport suspension, 20-inch wheels and tires, unique exterior styling elements, a specially upholstered and trimmed interior, and standard equipment so extensive that its option list is quite short.
- The 4.4i model's V-8 engine delivers more power than before.
- Adjustable ride height, achieved by air suspension all around, appears as a new option on the 3.0i and 4.4i models.
- New wheel-and-tire options are offered.
- Automatic headlight control, a new feature for all models, appears in the 3.0i and 4.4i Premium Packages and as standard on the 4.6is. The headlights and all related lighting are switched on automatically according to ambient light conditions.
- An in-dash single-disc CD player is newly standard in all models; it was formerly optional. The previously standard cassette player becomes a no-extra-cost option.
- Power lumbar support can now be combined with sport front seats
- Power-adjustable rear-seat backrests are a new feature, included in 3.0i and 4.4i Premium Packages and standard in the 4.6is.
- The 3.0i Premium Package has been expanded, and a Premium Package has been created for the 4.4i model.
- Other option Packages have been renamed and/or reconfigured. (See Options & Accessories, later in this text.)

The three X5 models for 2002 are thus –

X5 3.0i – 6-cylinder, 225-hp model, available with manual or automatic transmission, at \$39,545 including destination charge.

X5 4.4i – the original V-8 model, starting at \$50,045.

X5 4.6is – the new super-performance X5, at \$66,845.

4.6is: NEW TOP OF THE X5 LINE, ENGINEERED AND DESIGNED FOR DAZZLING PERFORMANCE AND EXCITING ESTHETICS

Long rumored, the 4.6is adds a new super-performance dimension to the X5 Series. It represents a dramatic evolution of the X5 to an even higher level of road capability and driving pleasure.

Performance-tuned 4.6-liter V-8 engine. This magnificent new version of the BMW V-8 elevates X5 performance than the already strong thrust of the 4.4i model's 4.4-liter version. Differences from the 4.4 include –

- **Bore increased** from 92.0 to 93.0 mm (from 3.62 to 3.66 in.).
- **Stroke increased** from 82.7 mm to 85.0 mm (from 3.26 to 3.35 in.).
- **Displacement increased** from 4398 cc (4.4 liters) to 4619 cc (4.6 liters) as a result of the larger bore and stroke.
- **Higher compression ratio**, up from 10.0:1 to 10.5:1.
- **"Hotter" valve timing**, promoting higher power while moving the torque and power peaks slightly up the rpm scale.
- **Higher redline**, up from 6200 rpm to an exciting 7000.
- **More aggressive mapping** of the engine's electronic control system in terms of ignition timing.
- **Modified exhaust system** to accommodate the engine's higher output.

As a result of this "tuning," the 4.6is engine delivers fully **340 hp** at 5700 rpm and **350 lb-ft.** of torque at 3700 rpm, up from the 4.4i's 290 hp at 5400 and 324 lb-ft. at 3600. These ratings put the X5 4.6is in the very top class of SUV performance with a 0-60-mph time of just 6.2 sec., significantly quicker than the already quick 7.4-sec. time of the 4.4i model, and a 150-mph maximum speed. (3.0i and 4.4i 128 mph, 4.4i with Sport Package and optional 19 inch wheels and tires 143 mph).

The 4.6is instrument cluster, essentially like that of the BMW M5 and M3 models, includes a **variable tachometer warning segment** that progressively raises the rpm limit as the engine warms up. Made up of orange LEDs, this segment raises the limit in increments of 500 rpm from a cold-engine 4000 rpm to the fully warmed up 7000 rpm.

BMW Engineering points out that the 4.6 engine cannot be expected to develop its full performance potential until it has been driven

approximately 6000 miles. Thus X5 4.6is owners, surely thrilled upon their acquisition, can look forward to increasing satisfaction as time goes on.

Sport-tuned 5-speed STEPTRONIC automatic transmission. Like the 4.4i model, the 4.6is comes standard with a ZF 5-speed STEPTRONIC automatic transmission. The 4.6is version, however, has specific features to go with the higher-output engine:

- **Higher stall-speed torque converter.** Familiar from the 540i sedan with Sport Package and the 540i sport wagon, allows higher engine speed at low vehicle speeds to enhance "off-the-line" acceleration and low-speed response.
- **Sportier shift programming.** In the "D" position, 4.6is shift programming is similar to that of the 4.4i's Sport mode. When the driver places the lever in the "M/S" position to engage the Sport mode, programming is even sportier. The Manual mode, in which the driver controls upshifts and downshifts by "flicking" the lever rearward or forward, is also programmed for quicker, sharper response.
- **Heavier-duty hydraulics** to accommodate the higher torque being transmitted and the sportier programming.

Standard sport suspension. The 3.0i and 4.4i models offer sport-calibrated suspension as part of their optional Sport Package; the 4.6is comes standard with this firmer version of the X5's all-independent suspension system. As on the 4.4i, self-leveling rear air suspension is standard; the adjustable ride height is not available on this model.

Vehicle-speed-sensitive power steering. All X5s have a power rack-and-pinion steering system that links the driver's hands to the road with great precision. The 3.0i and 4.4i models' power assist is varied according to engine speed, providing a moderate reduction of steering effort at very low speeds and in parking. That of the 4.6is is vehicle-speed-sensitive, which further reduces steering effort in parking and at very low speeds; this is complementary to the 4.6is' wider tires.

Upgraded brakes. The X5 3.0i and 4.4i have very substantial brakes: ventilated front discs of 332-mm/13.1-in. diameter and ample 30-mm/1.18-in. thickness, solid rear discs of 324-mm/12.8-in. diameter and 12-mm/0.47-in. thickness. Matching stopping power to its heightened performance, BMW has upgraded the 4.6is brakes to ventilated discs all around. At the front, the

dimensions are 356-mm/14.0-in. diameter and 36-mm/1.42-in. thickness and the calipers are upgraded from single- to dual-piston. The rear discs retain the 4.4i's 324-mm/12.8-in. diameter, but the internal ventilation increases their thickness to 20 mm/0.79 in.

20 in. wheels and tires. Until now, X5 wheel and tire equipment has spanned from 17- to 19-in.; the 4.6is take it another step. Sporty V-Spoke wheels are sized 20 x 9.5 front, 20 x 10.5 rear; they carry serious W-rated performance tires in 275/40R-20 dimensions front, 315/35R-20 rear. Perhaps obviously, this equipment is meant for ultimate on-road performance, not off-road work.

Exterior design: discreetly but decisively sporty. As is BMW's tradition – think M5 and M3 – the designers have given the X5 4.6is an exterior treatment that is at once sporty and discreet. At the front, a wholly distinctive front bumper/spoiler ensemble incorporates multiple air intakes and “wind splitters” at the sides; Xenon low-beam headlights with auto-leveling, a high-intensity headlight cleaning system and clear turn-signal lenses and side markers are standard on the 4.6is. Two BMW M colors, Imola Red and Estoril Blue, offer X5 4.6is owners an opportunity for further design distinction.

At the rear, the 4.6is bumper is set off by a segmented bottom air diffuser with “wind splitters” at its side, framing a matte-black inset section and large oval exhaust outlets. Shadowline (matte-black) trim around the side windows and the aggressive wheels and tires do their part to strengthen the 4.6is' visual impact too.

Cabin: specially upholstered and trimmed. The 4.6is interior is distinctively upholstered, trimmed and equipped. Sport seats, optional in the other models but standard here, offer 12-way power adjustment (including 4-way power lumbar support) plus 2-way manual adjustment of thigh support. The steering wheel is BMW's sport type, its 3-spoke scheme including a double lower spoke.

Two-tone color schemes (Black/Red or Black/Silver) are available in an Alcantara/Nappa-leather combination; solid treatments in Black or Imola Red/Black are available fully upholstered in the premium-grade Nappa leather. With Black/Red, Black/Silver and Black interiors, “piano-finish” high-gloss black trim is standard; the Imola Red interior comes standard with

matching red trim. At no extra cost, Dark Poplar wood, Titanium Line or (where not standard) Imola Red trim can be substituted.

“Fully loaded” with standard features. In addition to extra 4.6is standard equipment already mentioned, the X5 4.6is comes standard with these features that are optional (either stand-alone options, in Packages or BMW SAV Center-installed) on or in the other models –

Optional 3.0i and 4.4i:

- Park Distance Control, front and rear
- Rain-sensing windshield wipers
- Automatic headlight control
- Multi Information Display with 8-function Onboard Computer
- Heated front seats
- Premium audio system with Digital Sound Processing and 12 speakers, including 2 subwoofers
- 6-disc CD changer (SAV Center-installed)
- 2-way power moonroof
- Power-adjustable rear-seat backrests
- Pull-up sunshades on rear door windows
- Privacy glass

Optional 3.0i, standard 4.4i:

- Automatic climate control with left/right temperature settings
- Rear-compartment climate controls

Optional 4.4i, not available 3.0i:

- Heated rear seats.

This scope of equipment leaves only the Navigation System, retractable rear load floor, and rear airbag/head-protection as 4.6is options.

X5 4.4i: THE ORIGINAL, AND NOW THE MIDDLE MODEL

As the model that launched the X5 Series, the 4.4i continues as the middle model. Always known for its muscular yet refined V-8 performance, the 4.4i gets a modest boost in power for '02, from 282 to 290 hp; this results in a slightly quicker (7.4 sec. vs. 7.5 before) 0-60-mph time. Adjustable ride height and a Premium Package are new options, and the 4.4i Sport Package now comes with 18-in. wheels and H-rated all-season

tires instead of this Package's former 19-in. wheels and V-rated performance tires. This change, reflected in a lower price for the Package, addresses the desire expressed by some buyers to combine the Package's sporty elements with greater bad-weather traction; the 19-in. wheels and tires are now available as a separate option in combination with the Package.

Compared with the 3.0i model, the 4.4i embodies the following upgrades:

- The 4.4-liter V-8 engine, vs. the 3.0i's 3.0-liter 6-cylinder unit
- Automatic transmission as standard equipment (3.0i: optional)
- Standard self-leveling rear air suspension (3.0i: optional)
- Standard 18-in. wheels and tires (3.0i: 17-in. standard, 18-in. in Sport Package)
- Automatic climate control with separate left/right temperature settings (3.0i: Premium Package)
- Rear-compartment climate controls (3.0i: Rear Climate Package)
- Differently composed option Packages.

X5 3.0i: SPORTY 6-CYLINDER POWER IN THE MOST ACCESSIBLE X5

At \$39,545, the 6-cylinder X5 has a base-price \$10,500 lower than the V-8 4.4i, and thus positioned in a market segment with such 6-cylinder SUV competitors as Mercedes-Benz ML 320, Infiniti QX4 and Lexus RX 300.

The 3.0i's most obvious distinguishing feature is its **inline 6-cylinder engine**, an engine type for which BMW is justly famous – and not just in recent times, but all the way back to 1933. Inline 6-cylinder engines are a rarity these days, primarily because V-6s are more compact and thus easier to package with front-wheel drive. BMW nurtures the inline-6 tradition because of this format's superior sound and smoothness; just about anyone who drives a 6-cylinder BMW understands the straight six's attractions of velvet-smooth performance and delightful sonorities.

The M54 6-cylinder engine develops 225 hp and 214 lb-ft. of torque. Its architecture is advanced: An aluminum block and cylinder head keep weight moderate; BMW's VANOS ¹ system varies intake- and exhaust-valve

¹ VANOS = **V**ARiable **N**Ockenwellen **S**teuerung = variable camshaft control, or variable valve timing

timing steplessly to optimize torque, power and emission control through the engine's broad rpm band.

Uniquely in the X5 Series, the 3.0i is available with a manual transmission: Like the inline 6-cylinder engine, precise-shifting, fun-to-use manual transmissions are another element of BMW tradition. With its sporty powerplant, the 3.0i is a natural for a manual transmission and thus comes standard with a wide-ratio version of the robust ZF Type C 5-speed.

STEPTRONIC AUTOMATIC TRANSMISSION: STANDARD OR OPTIONAL ON EVERY X5

Available optionally on the 3.0i, and standard on the 4.4i and 4.6is, is an equally appealing automatic transmission, BMW's STEPTRONIC 5-speed. STEPTRONIC allows the driver to choose among smooth, effortless automatic shifting, a Sport mode, and ultra-responsive driver control of the transmission's five gears.

STEPTRONIC provides a second "gate," to the left of the primary Park, Reverse, Neutral and Drive plane. Moving the lever into this gate, labeled M/S, activates the Sport mode, which causes shift to occur at higher rpm for lively response. Then, driver-selected upshifts and downshifts are accomplished by "tipping" the lever rearward or forward (the Manual mode). Whether the driver chooses automatic or self-directed shifting, operation is smoothed electronically by automatic engine ignition retard during shifts.

Another subtle, yet important refinement of the X5 automatic transmission is modulated engagement of the torque-converter lockup. Sophisticated electronic controls allow partial to full engagement, and it can occur in 3rd, 4th and 5th gears. Engagement is thus closely tailored to the driving situation, and is so smooth that it's unlikely to be noticed by the driver.

The X5 transmission also incorporates Adaptive Transmission Control, which selects various shift programs automatically to suit the driver's driving style, environmental conditions and driving situations.

From the outside, the 6-cylinder 3.0i is distinguished from the V-8 4.4i mainly by its different wheels. The 6-cylinder model comes standard with 17 x 7.5-in. wheels, carrying 235/65R-17 all-season tires; on the 4.4i model, 18 x 8.5 wheels with 255/55R-18 H-rated all-season tires are standard. With the available Sport Package, the 3.0i moves to 18 x 8.5 wheels with 255/55R-18

H-rated all-season tires. The Sport Package in the 4.4i now includes 18 x 8.5 wheels and H-rated all-season tires; or the customer can order 19-in. wheels and V-rated performance tires of differentiated sizes: 19 x 9.0 front with 255/50R-19 tires, 19 x 10.0 rear with 285/45R-19. Both models are available in a choice of two solid and five metallic paint colors.

Inside, the distinctions between the two models are significant. The 3.0i comes standard with leatherette upholstery and color-keyed high-gloss trim; the 4.4i has Montana Leather upholstery and Light Poplar wood trim, which are part of the 3.0i's Premium Package. Both models can be ordered with Dark Poplar wood, at no extra cost in the 4.4i and at no extra cost over the Premium Package in the 3.0i. A leather-covered steering wheel and other leather trim elements are standard in all X5s.

PACKAGES AND STAND-ALONE OPTIONS AVAILABLE FOR INDIVIDUAL TASTES; SOME NEW OPTIONS FOR 2002

All X5 models are extensively equipped in base form; yet BMW recognizes that buyers have varying tastes and priorities. Thus an appealing range of options, both Packages and stand-alone, is available. The 4.4i Premium Package is a new grouping for 2002, as are Rear Climate Packages for the 3.0i and 4.4i. All Packages are available for the 3.0i and 4.4i, and all can be combined.

Premium Package. Given the 3.0i's lighter level of standard equipment, its Package has the greater content: rain-sensing wipers, new-for-'02 automatic headlight control, body-color door handles, automatic climate control, Multi Information Display with 8-function Onboard Computer, power moonroof, power passenger's seat, leather upholstery, Light Poplar trim and new power-adjustable rear-seat backrests. As the body-color door handles, power passenger's seat, leather and wood are standard in the 4.4i, its Premium Package omits these features, but adds auto-dimming inside and outside mirrors and 4-way power lumbar support.

Sport Package. Both Packages (3.0i and 4.4i) include sport suspension, sportier wheels and tires, titanium-finish front bumper grille, Shadowline (matte-black) trim around the side windows, clear turn-signal and side-market lenses, Black Chrome exhaust tips, sport steering wheel and Anthracite-color headliner. The 4.4i Package adds power sport seats and the

option of 19 inch wheels with performance tires. Wheel designs are specific to each Sport Package.

Cold Weather Package, identical for 3.0i and 4.4i, combines the liquid headlight cleaning system, heated front seats and an interior ski bag.

Rear Climate Package. This group includes pull-up sunshades on the rear door windows and privacy glass aft of the B-pillar. The 3.0i Package adds rear-compartment climate controls, which are standard in the 4.4i.

STEPTRONIC automatic transmission. An option only on the 3.0i; otherwise standard.

Self-leveling rear air suspension. Also optional only on the 3.0i; standard on the other two models. Air springs replace conventional coil springs in the rear suspension. To keep the X5 level even when heavy loads are carried, ride-height sensors recognize changes in the vehicle's attitude and signal an electric air compressor to increase or decrease the air pressure and keep the vehicle at an even attitude.

Adjustable ride height, new option for 3.0i and 4.4i only; not available in combination with Sport Package. To the self-leveling rear suspension, it adds front air springs and adjustable height for all four air springs. Via a switch to the left of the steering column, vehicle height can be set to –

- Normal, with 8.1-in. ground clearance.
- Offroad – 25 mm/1.0 in. higher than normal.
- Access – 35 mm/1.4 in. lower than normal, for greater ease of entry and exit.

The offroad setting can be used at speeds up to approximately 31 mph, at which the vehicle will automatically return to the normal setting even if offroad is selected. The access setting can be held until the vehicle reaches approximately 22 mph, or engaged if the vehicle is traveling 16 mph or less.

19-in. wheels and performance tires. Available on the 4.4i with Sport Package to emphasize sporty handling under dry-road and rainy conditions. Bold Y Spoke 19 x 9.0 front / 19 x 10.0 rear wheels, carry V-rated performance tires, 255/50R-19 front and 285/45R-19 rear. With this package, the top speed becomes 143 mph.

Xenon low-beam headlights – optional on 3.0i and 4.4i, standard on 4.6is. Include dynamic auto-leveling to adjust the lights not only for vehicle loads (as in the back seat or cargo area) but also for brief changes in vehicle attitude, such as acceleration or braking.

Park Distance Control – optional on 3.0i and 4.4i, standard on 4.6is. Via ultrasonic sensors in the front and rear bumpers, PDC senses when the vehicle is approaching obstructions that may not be visible to the driver. Beepers at the front and rear of the cabin alert the driver.

Auto-dimming inside and outside rearview mirrors – optional on 3.0i and 4.4i, standard on 4.6is. Always dimmed at least 15%; as appropriate to glare conditions, they change electrochromically and progressively to as much as 70% dimming in approximately 5 seconds.

Power 2-way moonroof – optional on 3.0i and 4.4i, standard on 4.6is. Also available in the 3.0i and 4.4i Premium Packages.

BMW Onboard Navigation System, available in all models. With its recently updated, higher-contrast color monitor and optimized controls, this system offers GPS and other functions to make travel more convenient and entertaining. Includes the upgraded Onboard Computer mentioned earlier. A cassette player is included in place of the standard in-dash CD player.

BMW Cellular Phone System, available in all models for BMW Center installation. This state-of-the-art in-car/portable system includes digital or analog operation, 1-touch assistance and emergency calling, and an extensive range of other useful features. Inexpensive hand-held cell phones are popular, but there's no substitute for a fully integrated, hands-free system that mutes the audio system when in use, provides convenient speed dialing, and otherwise helps the driver use the phone safely while driving.

Upgrade audio system; optional 3.0i and 4.4i, standard 4.6is. In place of the standard 10-speaker system, 12 speakers (including two subwoofers) plus Digital Sound Processing and upgraded components throughout.

Cassette deck, available in all models and required with the Navigation System. With an in-dash single-disc CD player newly standard, the cassette deck can be substituted at no extra cost.

6-disc CD changer, available in all models for BMW Center installation. Choice of types for mounting in cargo area or glove compartment.

16-way Comfort front seats. These remarkable seats provide articulated, power-adjustable upper backrests and 4-way power lumbar support. Available at extra cost in 3.0i and 4.4i, at no extra cost in 4.6is.

8-way power + 2-way manual front sport seats. Optional in 3.0i; require Sport Package.

4-way power lumbar support, available in 3.0i and 4.4i without Comfort seats; standard in 4.6is in combination with its also-standard sport seats.

Leather upholstery. High-quality Montana leather, standard in the 4.4i, is offered as a stand-alone option (or part of the Premium Package) in the 3.0i.

Heated steering wheel, available in 3.0i and 4.4i without Sport Package. Requires the Cold Weather Package.

Heated rear seats – available in 4.4i with Cold Weather Package, standard in 4.6is, not available in 3.0i.

Interior trim options. In the 3.0i with Premium Package and any 4.4i, Dark Poplar wood trim can be substituted for Light Poplar at no extra cost. In the 4.6is, Imola Red can be substituted for Black Piano trim with the color combinations for which it is not standard. Titanium Line and Dark Poplar are also available in any 4.6is. All 4.6is trim options are at no extra cost.

Rear-seat side-impact protection, including door-mounted side-impact airbags and C-pillar head protection; available in all models.

Retractable load floor, available in all models. An attractive and useful feature for convenience in loading objects into the cargo area. After being released via its handle, the carpeted floor panel rolls out on ball-bearing rails.

THE UNIQUE CHARACTER OF BMW'S SPORTS ACTIVITY VEHICLE CONTINUES IN BOTH MODELS

Whether 6-cylinder 3.0i, V-8 4.4i or V-8 ultra-performance 4.6is, the X5 continues to be a unique offering in the constellation of SUVs; this is why BMW chose a different name to describe it – Sports Activity Vehicle. Its special character, as only BMW could have created it, springs from (but is not limited to) features and qualities that include –

Unit body/chassis structure for exceptional structural rigidity without unduly high weight, excellent onroad riding comfort, and responsive handling. Still relatively rare in SUVs, particularly large ones.

4-wheel independent suspension for best onroad riding and handling. Publications have reported cornering capability as high as 0.82g for the X5 4.4i with Sport Package (*AutoWeek*, October 9, 2000). Also rare in SUVs.

Optimum weight distribution, in the BMW tradition, also for optimum handling. No X5 model departs from the ideal 50% front / 50% rear weight distribution by more than 0.7%.

Fulltime all-wheel drive with planetary transfer drive, 38% front / 62% torque distribution for sporty handling, and electronic traction control operating on all four wheels for excellent traction.

Dynamic Stability Control (DSC-X) for enhanced stability in cornering or accident-avoidance situations.

Hill Descent Control (HDC), which intervenes at low speeds to help the driver maintain speed down steep grades.

Variable-assist power steering with excellent road feel, as in all BMWs.

State-of-the-art brakes, with 4-wheel discs, electronic proportioning of braking force at all times, and Dynamic Brake Control to reinforce the driver's pedal effort in emergency braking. *Car and Driver* recorded a stopping distance from 70 mph of just 167 ft. for an X5 4.4i with Sport Package – fully comparable with the same magazine's results for a Sport Package 540i!

BMW design. Tasteful, smooth, sophisticated and timeless, inside and out.

BMW ergonomics. *Automobile* Magazine (April '00) said that "Overall, there is a calm sort of order to the controls, a reduction of driver stress achieved through great ergonomics and cabin width. It's a good place to be between a 2000-calorie breakfast and the 500 miles of road stretching out before you." Legible instrumentation, a power tilt/telescopic steering wheel (with memory and auto tilt-away), extensive 1-touch functions, auto tilt-down of the right outside mirror for backing up, and BMW Ambiance Lighting are among the features that contribute to this conclusion by *Automobile*: "If manufacturers aim to make their utes more palatable to traditional car buyers, they'll have to go a long way to match BMW."

SAFETY & SECURITY: ENGINEERED AND EQUIPPED TO BMW'S EXACTING STANDARDS

The X5's unit body/chassis structure promises advantages in terms of passive safety. Beyond this fundamental edge, the X5 also includes an

extensive array of BMW safety features, including the unique Head Protection System (HPS), "smart" front-impact airbags, standard front-seat side-impact airbags, optional rear-seat side-impact airbags and head protection, 3-point safety belts at all seating positions, front belts with automatic tensioners and force limiters, and the still unique Battery Safety Terminal (which diminishes the likelihood of a fire after a severe crash impact).

The benefits are indisputable. Indeed, the X5 performed better than any SUV ever tested by the Insurance Institute for Highway Safety in its brutal 40-mph offset crash test. On the basis of this result, the Institute rated the X5 a Best Pick – the third BMW to earn this distinction. Not only is the X5 the best SUV ever tested; in fact, it achieved the best performance ever of **any vehicle** in this severe IIHS test.

PERFORMANCE WITH A CONSCIENCE

BMW strives to produce its motor vehicles and other products with the utmost attention to environmental compatibility and protection. Integrated into the design and development of BMW automobiles are such criteria as resource efficiency and emission control in production; environmentally responsible selection of materials; recyclability during production and within the vehicle; elimination of CFCs and hazardous materials in production; and continuing research into environmentally friendly automotive power sources. Tangible results of these efforts include the recycling of bumper cladding into other vehicle components; water-based paint color coats and powder clear coats; and various design and engineering elements that help make BMWs easier to dismantle at the end of their service life.

BMW GROUP IN AMERICA

BMW of North America has been present in the United States since 1975. Since then, the BMW Group in the United States has grown to include marketing, sales and financial service organizations for the BMW, BMW Motorcycles and MINI brands; a South Carolina manufacturing operation; DESIGNWORKS/USA, an industrial design firm in California; a technology office in Silicon Valley and various other operations throughout the country. The BMW Group is represented in the U.S. through a network

of 341 car, 321 Sports Activity Vehicle and 153 motorcycle retailers. BMW US Holding Corp., the Group's headquarters for North, Central and South America, is located in Woodcliff Lake, New Jersey.

Information about BMW Group products is available to consumers via the World Wide Web on the BMW homepage at <http://www.bmwusa.com>, <http://www.bmwmotorcycles.com> and <http://www.miniusa.com>.

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Journalist note: Information about the BMW Group and its products is available to journalists on-line at the BMW Group PressClub at the following address - www.press.bmwgroup.com.