BMW at the 20th Leipzig Motor Show 2010.
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1. BMW at the 20th Leipzig Auto Show 2010. (Short Version)

The new BMW 5 Series Touring is ready-to-go and is making its first public appearance in Leipzig.

Celebrating the world debut of the new rendition of the successful Business Touring, premium car maker BMW is proudly presenting one of the highlights at the 2010 Leipzig Motor Show, the Auto Mobil International Show, to use the full name.

The new BMW 5 Series Touring is the perfect symbiosis of driving pleasure and efficiency, versatility and sporting elegance. Significant progress in driving dynamics and motoring comfort, the lowest fuel consumption and emission ratings in its entire segment, fascinating, aesthetic design, unparalleled versatility in using the interior, and innovative features in part exclusive to BMW raise the new model significantly above its competitors.

The 2010 Leipzig Motor Show is the ideal place for the world debut of the new BMW 5 Series Touring as the most important motor show of the year in Germany. By tradition, the German automobile market is the world's most significant sales region for the BMW 5 Series Touring – and at the same time BMW, through this highly acclaimed public appearance, is showing the Company's close link to the home city of the AMI Show: BMW Plant Leipzig builds not only the BMW 1 Series, but also the new BMW X1, another highly successful model within the brand's portfolio.

Over and above the first public presentation of the new BMW 5 Series Touring, the 2010 Leipzig Motor Show is also the scene of numerous national debuts: This is the first time that the new BMW 5 Series Sedan, the new BMW X5 and the new BMW 3 Series Convertible are being presented to the German public from 10 – 18 April 2010. Additional engine variants and an even wider range of features in many other model series, innovations from BMW ConnectedDrive and attractive features and equipment from Original BMW Accessories round off the presentation of new highlights in Leipzig.

The latest results of the BMW EfficientDynamics development strategy also come in the focus of BMW's presentation at the Leipzig Show. New engines and transmissions with optimised efficiency, consistent use of technologies serving to reduce fuel consumption and emissions in other model series, and additional innovative technologies for the further enhancement of efficiency

enable BMW to maintain the leading position in this area and even increase the Company's lead over numerous competitors. According to the latest statistics from the German Motor Vehicle Registration Authority the average CO_2 emissions of all BMW brand cars newly registered in Germany in 2009 is 159 grams per kilometre. In a direct comparison with the most significant competitors in the premium segment, this gives BMW the lowest – that is, the best – emission ratings, despite more powerful engines in all cases.

The philosophy of BMW EfficientDynamics is lower emissions combined with greater driving pleasure. In the practical implementation of this philosophy, BMW still remains unchallenged at the top, with new models set to enter the market serving to strengthen this position on a lasting, ongoing basis.

The BMW ActiveHybrid 7 and the BMW ActiveHybrid X6 are the first two models from the BMW brand combining a combustion engine with electric drive. In both cases BMW ActiveHybrid technology ensures not only a significant improvement in efficiency, but also a new rendition of that unique driving pleasure so typical of the brand. Intelligently controlled interaction of the two drive units ensures optimum efficiency under all conditions and in all situations, reduced fuel consumption and emissions thus going hand-in-hand with enhanced driving dynamics. Both models clearly show their particular character as BMWs in the hybrid market.

A concept car based on the new BMW 5 Series Sedan is being presented in Leipzig as a clear sign of the consistent, ongoing development of BMW ActiveHybrid technology: The BMW Concept 5 Series ActiveHybrid comes with the next generation of BMW ActiveHybrid technology geared precisely to the particular character of this unique sedan. Indeed, this is the first-ever combination of a straight-six power unit and an electric motor ensuring optimised efficiency together with an even higher standard of driving pleasure.

As a genuine full hybrid, the BMW Concept 5 Series ActiveHybrid is able to drive on electric power alone and therefore with zero emissions in city traffic. At the same time the electric motor supports the gasoline engine when accelerating particularly fast and dynamically. As a further feature BMW ActiveHybrid technology in this new concept car features forward-looking energy management serving to optimise the interaction of the two drive sources even more directly for maximum efficiency.

Driving pleasure, efficiency, aesthetic design, and superior diversity: The new BMW 5 Series Touring.

The new BMW 5 Series Touring is being revealed upon the start of the 2010 Leipzig Motor Show as a unique interpretation of BMW's Touring concept. In its dynamic and powerful aesthetics, the new model combines design features shared by the Touring and the new BMW 5 Series Sedan with a high standard of individual style in its proportions and body design. The long engine compartment lid, short overhangs, the longest wheelbase in its segment, a stretched and sleek silhouette and the roofline tapering out dynamically to the rear all help to give the new BMW 5 Series Touring its sporting and elegant appearance.

Luggage capacity of the new BMW 5 Series Touring may be increased from 560 to a maximum of 1,670 litres. A feature quite unique in this segment is the versatility of the new BMW 5 Series Touring in meeting all kinds of transport requirements. The rear-seat backrest, for example, may be varied in its angle in no less than seven steps by up to 11° and folded down in a 40: 20: 40 split. Moving two levers in the luggage compartment, the driver and passengers may also fold the rear-seat backrest elements in a 60: 40 split, while the luggage compartment cover moves up and down automatically when opening and closing the rear lid.

Yet another feature exclusive to BMW is the separately opening rear window moving up automatically at the touch of a button.

The new BMW 5 Series Touring again sets standards for agility and sportiness in its segment, at the same time offering a significant increase in motoring comfort. This double progress results from the most advanced drivetrain and suspension technologies, the new BMW 5 Series Touring, like the new BMW 5 Series Sedan, coming with a double-wishbone front axle and an integral rear axle.

The new BMW 5 Series Touring also comes as standard with air suspension on the rear axle including automatic self-levelling, while both Adaptive Drive and Integral Active Steering are available as an option. And last but certainly not least in this context, Dynamic Drive Control gives the car an individual set-up according to the driver's requirements.

Marking the start of production of the new BMW 5 Series Touring, no less than four different engines are available to the customer. The gasoline engines deliver 225 kW/306 hp in the BMW 535i Touring and, respectively, 150 kW/204 hp in the BMW 523i Touring. The BMW 530d Touring features a 180 kW/245 hp straight-six diesel which, in conjunction with optional

BMW BluePerformance technology, already fulfils the EU6 emission standard. The BMW 520d Touring is powered by a 135 kW/184 hp four-cylinder diesel and averages fuel consumption of just 5.1 litres/100 kilometres (equal to 55.4 mpg imp) in the EU test cycle, with a CO_2 rating of 135 grams per kilometre likewise setting a new record in this segment.

As an alternative to the six-speed manual gearbox available as standard, all engine variants are available with eight-speed automatic ensuring not only a particularly dynamic gearshift, but also, just like the electromechanical power steering featured as standard, making an additional contribution to the car's efficiency. a combination of Brake Energy Regeneration, Auto Start Stop (BMW 520d Touring), a gearshift point indicator, on-demand management of the engine's ancillary units, as well as active air flap control. With the doors, the engine compartment lid, the front side panels as well as various drivetrain and chassis components all made of aluminium, the new BMW 5 Series Touring also offers intelligent lightweight construction of a particularly high standard.

The innovative character of the new BMW 5 Series Touring is borne out and further emphasised by the unique diversity of driver assistance systems and mobility services offered by BMW ConnectedDrive. Like the Sedan, the new BMW 5 Series Touring may be equipped with the newly introduced Parking Assistant, a proximity warning with brake application function in conjunction with Active Cruise Control plus Stop & Go, as well as Surround View.

Further features also available are the Head-Up Display, Lane Departure Warning, Lane Change Warning, Speed Limit Info, High-Beam Assistant, BMW Night Vision even able to detect individual persons, Park Distance Control, and a back-up camera. And last but not least, innovative office functions as well as Audio Streaming via Bluetooth are also available for the discerning customer.

Elegance and sportiness optimised to the highest standard:
The new BMW 3 Series Convertible.

Modified in a wide range of design features, offering an upgraded choice of engines, and introducing new entry-level models, the new BMW 3 Series Convertible is making its first public appearance in Germany at the 2010 Leipzig Motor Show. Like the BMW 3 Series Coupé, the open four-seater features numerous innovations in design at the front, side and rear precisely integrated into the overall look of the car and giving even greater emphasis to the sporting but elegant character of this unique convertible.

The BMW 318i now extends the model range as a new entry-level variant for the German market. Its four-cylinder gasoline engine with Direct Fuel Injection delivers maximum output of 105 kW/143 hp and is to be admired not only in the new BMW 318i Convertible but also in the new BMW 318i Coupé. Further innovations in the engine range include an increase in output and torque on the BMW 320d and the BMW 325d as well as the introduction of new straight-six power unit with BMW TwinPower Turbo, direct gasoline injection, and VALVETRONIC valve management on the top-of-the-range BMW 335i Coupé and BMW 335i Convertible.

It almost goes without saying that all engine variants in both models comply with the EU5 emission standard.

A further highlight in the BMW 3 Series is the BMW 320d EfficientDynamics Edition. Powered by a 120 kW/163 hp four-cylinder diesel, this unique sedan combines the Sheer Driving Pleasure so typical of the brand with outstandingly low average fuel consumption of just 4.1 litres/100 kilometres (equal to 68.9 mpg imp) in the EU test cycle and a CO_2 rating of 109 grams per kilometre.

Even more superior, even more efficient: the new BMW X5.
More sp0rting and, at the same time, more efficient than ever before, the new BMW X5 is extending its leading position over the competition. In this new rendition of BMW's unique Sports Activity Vehicle, a brand-new range of engines once again optimises the balance of driving pleasure and fuel economy. An even wider range of driver assistance systems emphasises the luxurious and innovative character of the new BMW X5, while the design of the new model clearly expresses the enhanced driving dynamics and supremacy through specific modifications at the front and rear in truly authentic style.

The new BMW X5 is available with a choice of no less than four engines. The top model is the BMW X5 xDrive50i with its V8 power unit complete with BMW TwinPower Turbo and High Precision Injection delivering no less than 300 kW/407 hp. The new BMW X5 xDrive35i, in turn, is powered by a 225 kW/306 hp straight-six with BMW TwinPower Turbo, High Precision Injection, and VALVETRONIC valve management.

Over and above these two gasoline engines, the new BMW X5 is available with two six-cylinder diesel engines of the latest generation with an all-aluminium crankcase, turbocharging, and common-rail direct fuel injection: In the new BMW X5 xDrive40d a six-cylinder with BMW TwinPower Turbo delivers maximum output of 225 kW/306 hp. The power unit in the

BMW X5 xDrive30d features a turbocharger system with variable turbine geometry developing maximum output of 180 kW/245 hp. Averaging fuel consumption in the EU test cycle of 7.4 litres/100 kilometres (equal to 38.2 mpg imp), this unique model again sets new standards of efficiency in its segment.

Naturally, all engines in the new BMW X5 comply in full with the EU5 emission standard.

The range of driver assistance systems available in the new BMW X5 is likewise unique in this segment. As the only car of its kind, for example, the BMW X5 is available with a Head-Up Display and a back-up camera including Top View. Further functions now also available on BMW's top Sports Activity Vehicle are Active Cruise Control with Stop & Go, Lane Departure Warning, Speed Limit Info, and Side View.

BMW's 2010 model initiative: BMW Z4 sDrive35is, BMW 535d Gran Turismo, BMW X1 sDrive18i.

Celebrating the German debut of the BMW Z4 sDrive35is, BMW is again opening up a new dimension in roadster driving dynamics at the 2010 Leipzig Motor Show. This new top version of BMW's charismatic two-seater stands out in particular through superior performance ensured not just by the 250 kW/340 hp straight-six power unit with BMW Twin Turbo technology and High Precision Injection, but also by the seven-speed Sports Automatic with double clutch and the M Sports Package including the Adaptive M Suspension likewise featured as standard.

Introducing a second even more powerful version of the new generation of straight-six diesel engines, BMW is supplementing the range of power units in the 5 Series Gran Turismo: Apart from the BMW 530d Gran Turismo, customers now also have the choice of the BMW 535d Gran Turismo making its German debut at the 2010 Leipzig Motor Show. Featuring BMW TwinPower Turbo technology and common-rail direct fuel injection, the all-aluminium drive unit in the new model delivers maximum output of 220 kW/300 hp accelerating the BMW 535d Gran Turismo from a standstill to 100 km/h in just 6.1 seconds. Average fuel consumption in the EU test cycle, by comparison, is just 6.7 litres/100 kilometres, equal to 42.2 mpg imp.

The extended range of engines now available in the BMW X1 likewise combines enhanced versatility with optimised economy. The new BMW X1 sDrive18i also to be admired at the 2010 Leipzig Motor Show is powered by a 110 kW/150 hp 2.0-litre four-cylinder gasoline engine. And there is now also a second six-cylinder model in addition to this new entry-

level version, the BMW X1 xDrive25i combining the smoothness and refinement of a BMW straight-six with the spontaneous agility of BMW's most compact X model. Maximum output of 160 kW/218 hp from the 3.0-litre power unit is combined as standard in this case with six-speed automatic transmission also available as an option on all further versions of the BMW X1.

BMW M3: top performance now with even greater efficiency.
Even greater driving pleasure, even lower emissions: This principle of the BMW EfficientDynamics development strategy is now also borne out on the highest level of driving dynamics, the top-performance BMW M3 now combining its outstanding muscle with reduced fuel consumption and emissions. The wide range of BMW EfficientDynamics technologies already boasted by the BMW M3 is supplemented by the Auto Start Stop function allowing the driver to avoid the engine idling for no reason when stopping at a road junction or in a traffic jam.

The Auto Start Stop function is featured both on cars with a manual gearbox and in conjunction with the M Double-Clutch gearbox with Drivelogic, offering an increase in efficiency of approximately 8 per cent. As a result, the BMW M3 Coupé with seven-speed M DKG Drivelogic transmission powered by a V8 high-speed engine developing no less than 309 kW/420 hp now averages a mere 11.2 litres/100 kilometres (equal to 25.2 mpg imp) in the EU test cycle.

BMW und Leipzig: focusing firmly on the future.
Making its world debut at the 2010 Leipzig Motor Show, the new BMW 5 Series Touring is set for a perfect start in the German automobile market particularly important to this specific model. At the same time BMW's stand at the Leipzig Show demonstrates the close link between BMW and Leipzig likewise highly significant in the market. Within the BMW Group's global production network, BMW Plant Leipzig stands out through a supreme level of efficiency, flexibility and quality, features confirmed once again only last year through the start of production of the new, highly successful BMW X1 built in Leipzig for the entire world market since September 2009.

BMW Plant Leipzig has been building premium-class BMWs for five years. The entire plant is designed and laid out as a fully-fledged production facility with an integrated supply centre for external suppliers, ensuring that parts delivered and pre-assembled components for all models built in Leipzig go to the production lines directly, with the shortest possible connection.

Currently BMW Plant Leipzig builds the BMW X1 as well as the three-door versions of the BMW 1 Series, the BMW 1 Series Coupé and the BMW 1 Series Convertible, some 5,000 employees working on the entire premises.

With a new Press Shop also building the cars' doors and lids opening up last year, the BMW Group made a further decision only a few weeks ago in favour of the Leipzig Plant, again ensuring long-term job security in the Leipzig region: This is the decision to build the Megacity Vehicle with electric drive planned as part of BMW's project i at the Leipzig Plant, once again showing the Company's commitment to the qualities of this particular location.

The plan is to create an integrated production network with two plants in Bavaria, important components for this innovative vehicle being built in Wackersdorf and Landshut and the car of the future then coming off the assembly line in Leipzig.

2. Highlights at a Glance.

- **Word debut: the new BMW 5 Series Touring.**
  Only a few weeks after the new 5 Series Sedan, the new BMW 5 Series Touring is now being presented to the public for the first time. The venue chosen for this world premiere is the 2010 Leipzig Motor Show.

  The fourth generation of BMW's Business Touring stands out in particular though the ultimate level of driving pleasure and superior efficiency it offers in its segment. The powerful, aesthetic design of the car with individual style further enhanced by the dynamic and sleek sideline, makes the BMW 5 Series Touring absolutely unmistakable. Luggage compartment capacity may be enlarged from 560 up to 1,670 litres with unparalleled versatility to the benefit of both the driver and passengers.

  Marking the start of production of the new BMW 5 Series Touring, no less than two six-cylinder gasoline as well as one six-cylinder and one four-cylinder diesel are available right from the beginning, with the power range extending from 135 kW/184 hp all the way to 225 kW/306 hp. in this context the BMW 520d Touring, with average fuel consumption in the EU test cycle of just 5.1 litres/100 kilometres (equal to 55.4 mpg imp) and a CO_2 rating of 135 grams per kilometre, sets a new benchmark for efficiency.

- **German premiere: the BMW Concept 5 Series ActiveHybrid.**
  With the first two hybrids from BMW set to enter the market, the next generation of BMW ActiveHybrid technology is already being developed. The BMW Concept 5 Series ActiveHybrid offers an outlook at the new rendition of this drivetrain technology, making allowance for the demands made of a particularly efficient and dynamic sedan in the upper midrange segment. For the first time a BMW straight-six is teaming up with an electric drive unit to provide enhanced driving pleasure and an even higher standard of efficiency than the sedan running on a combustion engine alone. Ongoing development of BMW ActiveHybrid technology gives this drive system the typical characteristics of the brand and at the same time comprises an intelligent energy management concept taking both the driver's wishes and individual driving conditions into account.

- **German premiere: the new BMW 3 Series Convertible.**
  Precisely refined design accentuates the sporting and elegant flair, the particularly efficient engines and the innovative features of the new BMW 3 Series Coupé and the new BMW 3 Series Convertible with their enhanced driving experience. These modifications as well as the extended range of engines are all being presented at the 2010 Leipzig Motor Show, taking the new BMW 3 Series Convertible as an example. Standing out as the new entry-level model in Germany, the BMW 318i Coupé and Convertible come with a 2.0-litre four-cylinder boasting High Precision Injection and engine output of 105 kW/143 hp.

- **German premiere: the BMW X5.**
  BMW is proudly presenting the most supreme way to enjoy Sheer Driving Pleasure in a Sports Activity Vehicle, the new BMW X5 combining an even higher standard of sporting performance, optimised efficiency and additional luxury. The brand-new range of engines extends from the 300 kW/407 hp V8 in the top-level BMW X5 xDrive50i all the way to the 180 kW/245 hp straight-six diesel in the BMW X5 xDrive30d, with outstandingly low average fuel consumption of just 7.4 litres/ 100 kilometres (equal to 38.2 mpg imp) in the EU test cycle.

  Appropriate modifications in design offer an authentic rendition of the car's enhanced dynamics, while an even wider range of driver assistance systems underlines the innovative character of the new BW X5.

- **Innovation: BMW EfficientDynamics with new concepts for the future of Sheer Driving Pleasure.**
  BMW EfficientDynamics remains the world's most effective strategy also in 2010 for the continuous, ongoing reduction of both fuel consumption and emissions together with the further enhancement of Sheer Driving Pleasure.

  The innovations featured as standard in each new model ensure that BMW cars continue to offer the best balance of performance and fuel economy in each segment. And now, for the first, time BMW ActiveHybrid technology featured in production cars comes as one of the main pillars of BMW EfficientDynamics. Looking at long-term objectives in zero-emission motoring, BMW is focusing, among other things, on various concepts for electric mobility being developed as part of project i and soon to become reality in the Megacity Vehicle to be built at BMW Plant Leipzig.

3. BMW at the 20th Leipzig Motor Show 2010. (Long Version)

3.1 Efficient Driving Pleasure, Elegant Diversity: World Debut of the New BMW 5 Series Touring.

Driving pleasure typical of the brand, trendsetting efficiency, fascinating aesthetics as well as versatility and functionality of the highest premium standard all come together in perfect harmony in the new BMW 5 Series Touring. The fourth generation of BMW's highly successful Business Touring being presented to the world public for the first time at the 2010 Leipzig Motor Show stands out clearly from the competition also through its innovative comfort and safety features.

In its design, the new BMW 5 Series Touring is characterised by individual lines in the car's proportions and harmony of surfaces. Features typical of the brand are the long and contoured engine compartment lid, short overhangs, and the longest wheelbase in the segment. Together with the stretched lines standing out most clearly from the side, the extended window surfaces and the roofline tapering out slightly to the rear, these proportions give the new BMW 5 Series Touring truly unique elegance all round.

As on the new BMW 5 Series Sedan, the upright front section creates a truly charismatic look, while the powerful rear end as well as the widely flared wheel arches accentuate the strong stature and active sportiness of the car.

Within the interior, the new BMW 5 Series Touring combines modern function with a sophisticated ambience and a variable configuration of space and dimensions offering superior freedom for all kinds of activities. To meet the occupants' particular requirements, luggage compartment capacity may be increased from 560 up to a maximum of 1,670 litres, intelligent solutions ensuring a standard of variability quite unique versus the competition .The rear-seat backrest, for example, may be tilted in seven steps by up to 11°, in a ratio of 40 : 20 : 40, and folded down completely when required. The individual backrest elements may also be folded down from the luggage compartment by means of two levers provided for this purpose. The luggage compartment cover, to mention another example, moves up and down automatically when opening and closing the tailgate, while the separately opening rear window likewise moves up by itself at the mere touch of a button.

The new BMW 5 Series Touring is entering the market with a choice of two six-cylinder petrol engines as well as one six-cylinder and one four-cylinder diesel. The lowest fuel consumption and emission ratings throughout the entire segment come on the BMW 520d Touring powered by an upgraded four-cylinder diesel delivering 135 kW/184 hp and coming as standard with Auto Start Stop. Average fuel consumption in the EU test cycle in this case is just 5.1 litres/100 kilometres (55.4 mpg imp), with a CO_2 rating of 135 grams per kilometre.

All engines may be combined with the new eight-speed automatic transmission, the most advanced suspension technology ensuring outstanding sportiness and an even higher level of motoring comfort.

The new BMW 5 Series Touring comes as standard with rear axle air suspension including automatic self-levelling, while Adaptive Drive and BMW's Integral Active Steering are available as an option.

The range of features from BMW ConnectedDrive comprises highlights such as the new Parking Assistant, a collision warning with a brake application function in conjunction with Active Cruise Control featuring Stop & Go, as well as BMW's Surround View. And last but certainly not least, innovative office functions as well as Audio Streaming via Bluetooth are also available.

Design: supreme elegance and sporting, aesthetic looks.
In its body design, the new 5 Series Touring combines stylish elegance with active sportiness all round. Perfectly balanced proportions highlight the harmonious distribution of weight front-to-rear, the long engine compartment, short overhangs and the dynamic wedge shape of the car's silhouette ensuring a sporting and active, forward-pushing appearance. Like the BMW 5 Series Sedan, the new BMW 5 Series Touring comes with the longest wheelbase in its segment measuring no less than 2,968 millimetres/116.9".

The common values in the design of the new BMW 5 Series Touring and the new BMW 5 Series Sedan are limited to the front end of the car, extending back to the B-pillars on the body. Clearly, this gives the Touring a highly expressive, carefully modelled look at the front end, the upright front end with the BMW kidney grille slightly angled to the front from certain perspectives, the typical look of the dual round headlights, the strikingly chiselled engine compartment lid and the wide air intake at the bottom providing a truly charismatic look. In conjunction with the optional xenon headlights, the daytime driving lights are formed by unmistakable LED light

rings, just as the direction indicators positioned far to the outside are made up of ten LED units each.

The side lines of the new BMW 5 Series Touring give the car a particularly low and sleek silhouette further accentuated by the slightly wedge-shaped geometry of the longer windows and the striking contour line extending all the way into the rear light clusters. Together with the roofline tapering out slowly to the rear, this again highlights the dynamic overall look of the car.

The slender body band above the windows again contributes to the light and elegant look of the new BMW 5 Series Touring, elaborately chiselled surfaces creating lively light and shade effects accentuating the sporting and active character of the car. Greater curvature of the surfaces around the rear wheel arch provides a clear reference to the car's rear-wheel drive, also marking the widest point on the body with the car resting powerfully on its rear wheels.

Precisely finished details such as the chrome-coloured design elements with integrated side indicators, the door openers embedded in the side contour lines and the roofline continuing smoothly and harmoniously into the rear spoiler edge again underline the premium standard of the new BMW 5 Series Touring. In its innovative design, the optional roof railing forming a low-slung, single-piece body contributes to the flat and dynamic silhouette of the car. Available in Satinated Black Aluminium and BMW Individual High-Gloss Black, the roof railing flows flush into the roofline at the rear. The "kick" at the bottom of the D-pillar well-known as the "Hofmeister kink" forms yet another characteristic and sophisticated element at the bottom of the D-pillar. The side window surround at the rear, finally, is made of one single piece of metal.

The flared wheel arches and the horizontal layout of the rear end again underline the powerful stature of the new BMW 5 Series Touring. From the rear, the tapered section between the contour line and the wheel arches also stands out as a clear "waist" on the body of the car, the wide window surface on the tailgate bearing clear reference to the extra-large luggage compartment opening. Split vertically, the L-shaped rear light clusters reflect the typical look of the brand as well as the night design so unmistakable on a BMW. Two rows of LED lights extending far into the tailgate, finally, characterise the particular look of these homogeneously glowing bodies.

Interior: modern premium-level function and classic orientation to the driver.

The interior design of the car brings out both the active character, the comfort qualities and the versatile sportiness of the new BMW 5 Series Touring, creating a clear impression of superior diversity based on modern and

technical functionality, on the one hand, and an elegant environment with uncompromising premium qualities, on the other.

The cockpit is angled towards the driver by about 7°, just as the symmetrically designed centre console emphasises the car's clear orientation to the driver.

All controls and displays in the instrument cluster finished in Black Panel technology are arranged clearly and distinctively in the right position, with the Control Display of the iDrive system naturally featured as standard and measuring up to 10.2 inches integrated harmoniously in the dashboard.

The horizontal breakdown of the dashboard underlining the generous space available within the car continues through the door panels all the way to the rear, the passengers thus enjoying an outstanding feeling of grand touring in a harmonious setting. Travel comfort within the new BMW 5 Series Touring is further enhanced by numerous, ideally positioned storage options, boxes and cupholders.

Variable opportunities to enlarge luggage capacity, intelligent details serving to optimise the car's functionality and comfortable control and operation make the new BMW 5 Series Touring a genuine premium experience also in the use of its transport capacities. As an elegant and prestigious Business Touring, the new model is just as convincing as it is as a comfortable and spacious means of transport for the whole family, for example when taking along bulky sports equipment and other utensils for your active leisure time.

Three-piece rear-seat backrest with adjustable angle for even greater versatility.

With the driver and passengers occupying all five seats in the new BMW 5 Series Touring, there is still ample luggage capacity of 560 litres beneath the roll-up cover on the luggage compartment. The unique functionality of the rear-seat backrest, in turn, ensures a high standard of variability quite unusual even in this segment: As part of the optional Luggage Compartment Package, the backrest angle may be straightened up in no less than seven steps by up to 11°. With the backrest in its maximum upright position, luggage capacity is up by another 30 litres.

The new BMW 5 Series Touring also comes with a new control concept for tilting down the rear seats. Again as a unique feature in this segment, the rear-seat backrest offers a 40 : 20 : 40 split, allowing the driver and passengers to fold down the three sections either individually or all together, thus increasing luggage capacity step-by-step up to 1,670 litres. This creates a completely flat loading area extending all the way to the front-seat backrests.

Enhanced comfort in enlarging the luggage space available, folding mechanism activated from the luggage compartment.
The individual sections of the backrest may be released and folded down either from the rear seats or by pulling on of the two levers inside the luggage compartment, folding down the backrest quickly and easily either in part in a 40 : 60 split or completely from right to left.

The fastening mechanism for the roll-up cover on top of the luggage compartment has also been upgraded to a higher standard: Now all the user has to do is press a release button to open up the locks on both sides in order to remove the roll-up cover box.

A wide opening in the floor of the luggage compartment supported by a gas spring offers the driver and passengers the opportunity to safely stow away smaller items of baggage. And if they wish, they may remove the floorplate in the luggage compartment completely.

Luggage compartment cover moving up and down automatically, rear window opening by remote control.
The new BMW 5 Series Touring is able to carry a maximum load of 650 kg or 1,433 lb. With its even large and more generous luggage compartment opening, the new model makes it even easier to stow away bulky objects. The opening has been increased in both width and height and is much larger thanks to the hinge mechanism for the rear lid integrated completely in the roof of the car.

The roll-up cover on the luggage compartment of new BMW 5 Series Touring is opened and closed by a drive unit integrated as standard in the D-pillar. Once the rear lid or the separately opening rear window are released from their regular position, the roll-up cover moves up by itself. Then, once the driver or passengers have closed the tailgate or the rear window, the cover moves down again automatically. Electrical operation of the tailgate is available as an option.

A button on the central locking remote control serves to open the separate rear window then moving up automatically under the pressure of two gas springs. Opening up separately, the rear window allows the driver and passengers to conveniently stow away smaller items of luggage whenever the space available behind the car is limited.

The new BMW 5 Series Touring is also available with a towbar featuring an electrically swivelling ball head. Maximum trailer load is 2,000 kg or 4,400 lb.

The driving experience: uniquely dynamic, outstandingly superior.
The new BMW 5 Series Touring is further enhancing its leading position as the most sporting car in its segment, at the same time offering an even higher level of driving comfort than the former model.

This double progress is made possible by the most advanced and sophisticated drivetrain and suspension technology, the double-wishbone front axle made of aluminium, for example, separating the functions of wheel guidance and damping in the interest of enhanced motoring comfort. At the same time the kinematics of the front axle ensure optimum tyre grip on the road, enabling the new BMW 5 Series Touring to handle even the most dynamic driving situations with a high level of lateral acceleration smoothly and comfortably in superior style.

The newly developed Integral-V rear axle likewise made of aluminium offers ideal qualities for enhancing both driving dynamics and motoring comfort. Yet a further point is that on the new BMW 5 Series Touring the double-joint front axle and the integral rear axle form a roll axis running almost parallel to the road below, giving the car unusually harmonious and stable behaviour in bends. And last but not least in this context, the new BMW 5 Series Touring comes as standard with air suspension featuring automatic self-levelling on the rear axle.

Adaptive Drive: even more dynamic and extremely comfortable.
As an option the BMW 535i Touring and the BMW 530d Touring may be equipped with BMW Adaptive Drive comprising both Dynamic Damper Control and Dynamic Drive active anti-roll stability management. Controlled electronically, the dampers adjust both to road conditions and the driver's style of motoring in order to prevent any undesired movement of the car.

BMW is the first manufacturer worldwide to introduce a damper system with infinite and independent adjustment of the inbound and rebound stages on the dampers. Dynamic Drive stability control serves, among other things, to reduce side sway of the car in fast bends and in a sudden change of direction.

On the BMW 520d Touring and the BMW 523i Touring Dynamic Damper Control is available as an individual option.

Precise and efficient: EPS Electric Power Steering making its debut in the new BMW 5 Series.
BMW is the first car maker in the world to introduce EPS Electric Power Steering in the segment of the BMW 5 Series. This innovative system makes steering manoeuvres even more precise, smooth and comfortable, at the

same time ensuring that unique handling so typical of BMW in a particularly efficient manner, with the electric motor in the system being activated only when steering assistance is really required or desired by the driver.

The Servotronic function for speed-related steering support likewise comes as standard on the new BMW 5 Series Touring.

Integral Active Steering: even more agile in town, even more comfortable in a quick lane change.
Yet a further innovation in upper midrange segment is Integral Active Steering available as an option on the new BMW 5 Series Touring. This high-tech system combines the Active Steering on the front wheels already available on the former model with steering on the rear axle. Hence, Integral Active Steering varies the steering angle both front and rear by an electric motor, taking into account sensor data on the speed of the wheels, movements of the steering wheel, the yaw rate and the build-up of lateral acceleration, thus ensuring optimum steering behaviour under all conditions and in every situation. Active Steering on the front wheels enables the driver to manoeuvre the car smoothly and efficiently at low speed with only small movements of the steering wheel, without having to cross his hands in the process. At higher speeds, in turn, the same movement of the steering wheel is converted into smaller movement of the wheels on the road in the interest of greater precision when steering into a bend.

The additional steering effect of the rear wheels by up to 3° provided by Integral Active Steering makes the car even more nimble and dynamic. In this case the rear wheels are turned against the steering angle of the front wheels at speeds of up to 60 km/h or 37 mph, making the turning circle about 0.5 metres smaller. At higher speeds, on the other hand, the steering angle on the rear wheels follows the angle on the front wheels, Integral Active Steering thus giving the car a smooth, comfortable and superior response under lane change or in bends.

Dynamic Drive Control: the ideal set-up in every situation.
Depending on driving conditions and the driver's individual preferences, both the sportiness and the motoring comfort of the new BMW 5 Series Touring may receive particular attention. This high standard of variability is ensured by BMW Dynamic Drive Control featured as an integral component of the optional Sports Automatic Transmission, Integral Active Steering as well as Dynamic Damper Control and, respectively, Adaptive Drive.

Dynamic Drive Control acts on the progressiveness of the gas pedal, the response of the engine, the steering assistance control map and the response

thresholds of DSC Dynamic Stability Control and, on models with Dynamic Damper Control, also on the shift dynamics of the automatic transmission and the control map for the dampers.

The driver is able to select his preferred set-up by means of a button on the centre console, choosing among the NORMAL, SPORT and SPORT PLUS modes. In conjunction with Dynamic Damper Control and, respectively, Adaptive Drive, he also has the choice of the COMFORT mode.

In each case the driver activates a pre-configured and carefully harmonised overall set-up, with the differences between the individual models coming out clearly on the road.

A further button serves to select the appropriate DSC settings. Pressing this button the driver is able to activate DTC Dynamic Traction control for setting off and driving more smoothly on loose sand or in deep snow.

In the DSC-Off mode the electronic locking function for the rear axle differential is activated to provide a similar effect to dynamic activation of the brakes on the road. To optimise traction, a drive wheel spinning when accelerating out of a tight bend is slowed down appropriately by the brakes, ensuring that the opposite wheel on the same axle is still able to convey sufficient traction and drive power.

Lightweight brake system: no fading and precise dosage.
The brakes literally free of fading also contribute to the dynamic driving characteristics of the new BMW 5 Series, with the further advantage of smooth and comfortable brake operation as well as precise dosage.

The new BMW 5 Series comes with a lightweight brake system featuring swing calliper brakes and inner-vented brake discs with the friction ring riveted on to the aluminium brake cover. All models run as standard on 17-inch light-alloy wheels and tyres measuring 225/55 R 17. Further light-alloy wheels measuring 17, 18, and 19 inches are available as an option.

The brake system is supported by a wide range of DSC driving stability functions. Over and above the actual stabilisation of the car, DSC comes with a wide range of additional functions for safe and dynamic motoring. These include ABS anti-lock brakes, ASC Automatic Stability Control, Trailer Stability Control, CBC Cornering Brake Control, and DBC Dynamic Brake Control. Further features are Fading Compensation under extremely high temperatures, regular Dry Braking in the wet, as well as Brake Standby and a Start-Off Assistant.

Electromechanical parking brake and Auto-Hold function.
The electromechanical parking brake on the new BMW 5 Series Touring is activated by simply pulling the appropriately marked switch on the centre console. On cars featuring optional automatic transmission, the parking brake comes additionally with an Auto-Hold function, a combination quite unique in this segment for greater comfort above all in stop-and-go traffic. Should the car come to a standstill, also on a gradient, Auto-Hold exerts consistent pressure on the brakes to automatically hold the car in position until the driver presses down the gas pedal.

Six-cylinder gasoline engines:
Setting the standard for free-revving motoring, running smoothness, superior efficiency and innovative power.
Guaranteeing Sheer Driving Pleasure of the highest standard with technology appropriate in this day and age, the new BMW 5 Series naturally comes with highly advanced straight-six gasoline engines. The power units in the BMW 535i Touring and the BMW 523i Touring, for example, stand out through their spontaneous development of power, unique free-revving performance, outstanding efficiency and excellent driving pleasure.

Developing no less than 225 kW/306 hp and featuring a unique technological concept, the most powerful six-cylinder in the range convincingly proves the sporting character of the car and the innovative strength of BMW's specialists in engine development. The 3.0-litre six-cylinder in the BMW 535i Touring is the first engine to combine BMW TwinPower Turbo Technology, High Precision Injection, and variable VALVETRONIC valve management with one another.

The engine develops its maximum torque of 400 Nm/295 lb-ft all the way from 1,200 – 5,000 rpm, reaching its maximum output at 5,800 rpm. Given this kind of power, the new BMW 535i Touring accelerates from a standstill to 100 km/h in just 6.0 seconds, with top speed limited electronically to 250 km/h or 155 mph. Fuel consumption in the EU test cycle is 8.6 litres/100 kilometres (equal to 32.8 mpg imp), and the CO_2 emission rating is 201 grams per kilometre.

The six-cylinder featured in the new BMW 523i Touring offers an even more efficient version of BMW's High Precision Injection. Again displacing 3.0-litres, this naturally-aspirated power unit is supplied with fuel by direct injection in the lean burn mode. This ensures the free-revving performance and the dynamic power so typical of a BMW six-cylinder in combination with particularly low fuel consumption and clean emissions.

The power unit featured in the new BMW 523i Touring delivers maximum output of 150 kW/204 hp at 6,100 rpm, together with peak torque of 270 Nm/199 lb-ft maintained consistently all the way from 1,500 – 4,250 rpm. This ensures acceleration from a standstill to 100 km/h in 8.2 seconds and a top speed of 231 km/h or 143 mph. Average fuel consumption of the new BMW 523i Touring in the EU test cycle is 7.9 litres/100 kilometres (equal to 35.8 mpg imp), with CO_2 emissions of 185 grams per kilometre.

Six-cylinder diesel engine: supreme torque and optional BluePerformance technology for the EU6 emission standard.
Representing a new generation of straight-six turbodiesels, the 3.0-litre power unit in the BMW 530d Touring offers even more torque, running smoothness and all-round economy. These qualities typical of a BMW diesel are ensured by the all-aluminium crankcase, an enhanced turbocharger system with variable turbine geometry, and the latest generation of common-rail fuel injection.

Maximum output of this outstanding six-cylinder diesel is 180 kW/245 hp at an engine speed of 4,000 rpm, peak torque is 540 Nm/398 lb-ft from 1,750 – 3,000 rpm.

This kind of power accelerates the new BMW 530d Touring to 100 km/h in just 6.4 seconds and allows a top speed of 243 km/h or 151 mph. Average fuel consumption in the EU test cycle is just 6.4 litres/100 kilometres (equal to 44.1 mpg imp), CO_2 emissions are 169 grams per kilometre.

The new BMW 530d Touring, like all other models in the BMW 5 Series, naturally complies with the EU5 emission standard. Featuring optional BMW BluePerformance technology now available also on this model in conjunction with the automatic transmission, the diesel engine is even cleaner and runs on even lower emissions. In addition to the diesel particulates filter and the oxidation catalyst both housed in one unit on the engine, an NO_X storage catalyst serves in this case to reduce nitric oxides in the exhaust emissions to an even lower level, the new BMW 530d already fulfilling the requirements of the EU6 standard not coming into force until 2014.

Four-cylinder diesel engine:
More power, greater leadership in efficiency.
The engine range in the new BMW 5 Series Touring is supplemented by an upgraded turbodiesel ensuring new efficiency records in this segment: The 2.0-litre four-cylinder power unit of the new entry-level diesel in the BMW 520d Touring combines an aluminium composite crankcase, the

latest generation of common-rail direct fuel injection, and a turbocharger with variable turbine geometry.

Maximum output of this outstanding four-cylinder is up by 5 kW to 135 kW/184 hp at 4,000 rpm, and torque increased by 30 Nm/22 lb-ft to 380 Nm/280 lb-ft comes between 1,750 and 2,750 rpm. This accelerates the new BMW 520d Touring to 100 km/h in just 8.3 seconds and gives the car a top speed of 222 km/h or 138 mph.

With its average fuel consumption in the EU test cycle of 5.1 litres/ 100 kilometres, equal to 55.4 mpg imp, and a CO_2 emission rating of 135 grams per kilometre, the BMW 520d Touring is further enhancing its top position as the most efficient car of its kind in the upper midrange segment.

Optimised six-speed manual gearbox, innovative eight-speed automatic transmission.
Innovative technology ensures enhanced driving pleasure and even greater efficiency also in the transmission of power to the rear wheels. All versions of the new BMW 5 Series Touring available from the start of production come with a six-speed manual gearbox optimised for maximum efficiency, while eight-speed automatic likewise optimised for particularly efficient transmission of power is available as an option.

The highly innovative automatic transmission stands out in particular through the new configuration of its gearset and minimum converter slip, combining gearshift comfort, sportiness and efficiency in a combination never seen before and thus fast superior to all other automatic transmissions in this segment.

A Sports Automatic version of the eight-speed transmission is available as a further option, allowing a manual gearshift by means of shift paddles on the steering wheel.

BMW EfficientDynamics featured as standard – for greater efficiency in the upper midrange segment.
All drive technologies offered on the new BMW 5 Series Touring have been developed as part of the BMW EfficientDynamics development strategy. Apart from the gasoline and diesel engines optimised for minimum fuel consumption, various transmissions with a particularly high standard of efficiency, consistent lightweight construction, aerodynamics refined to the last detail, and numerous other features ensure that each model variant of the new BMW 5 Series is able to offer absolutely outstanding fuel economy and emission ratings in its respective class of performance. These features

include, in an appropriate combination on each model, Brake Energy Regeneration including a recuperation display, a gearshift point indicator, on-demand control of ancillary units, active cooling air flaps, and EPS Electric Power Steering.

The new BMW 520d Touring also comes as standard with BMW's Auto Start Stop function serving to shorten the idling period when stopping on the way. As soon as the driver shifts the gear lever to neutral and takes his foot off the clutch pedal, the engine is switched off automatically. Then, when the driver wishes to continue, all he has to do is press down the clutch pedal to start the engine again without the slightest delay.

BMW ConnectedDrive:
Innovative driver assistance systems, perfect networking.
Offering a wide range of driver assistance systems and mobility services for traffic information, a safe emergency call function, vehicle, enquiry and office services, travel and leisure time planning as well as internet services unique the world over, BMW ConnectedDrive in the BMW 5 Series again sets the standard in this segment for superior, comfortable and safe motoring.

The portfolio of services even includes features never seen before in the upper midrange segment, as well as further innovations which, following their world debut in the new BMW 5 Series Sedan, are now also available in the new BMW 5 Series Touring.

Innovation No 1: the BMW Parking Assistant for extra comfort through fully automatic steering and optimum user guidance.
Together with the BMW 5 Series Sedan, the new BMW 5 Series Touring is the only car available as an option with the BMW Parking Assistant supporting the driver in manoeuvring safely and conveniently into parking spaces running parallel to the road.

Ultrasound sensors in the side indicator surrounds measure the length and width of potential parking spaces at the side of the road when driving by at a speed of up to 35 km/h or 22 mph. Once the system detects a sufficiently large parking space, all the driver has to do is press the iDrive Controller to confirm that he wishes to use the Parking Assistant.

From now on all the driver does is press the gas and brake pedal as appropriate and monitor the parking manoeuvre, with the Parking Assistant taking over the job of backing up precisely into the parking space available by turning the steering accordingly. Acoustic and optical signals guide the driver through the parking process.

Innovation No 2: Surround View offering a perfect overview when manoeuvring.

The new BMW 5 Series Touring is also available with a back-up camera projecting pictures in colour and in the optimum perspective on to the Control Display.

BMW Surround View provides an even more comprehensive overview of the car and its surroundings, using not only the back-up camera and the PDC Park Distance Control sensors, but also two cameras in the side mirrors. The data is processed by a central computer generating an overall image presented in the Control Display and showing both the car and its surroundings from a bird's eye perspective.

As a sub-system of Surround View, there is also the Side View function using two cameras integrated in the front wings, enabling the driver to monitor and check crosswise traffic, for example when leaving a driveway.

Innovative services from BMW ConnectedDrive.

Through BMW Assist, BMW ConnectedDrive offers a wide range of user-oriented services very helpful in many situations even before setting out, while on the road, and at the driver's destination.

BMW Assist features an Enhanced Emergency Call function automatically locating the car, Enhanced Traffic Information, a comprehensive Telephone Enquiry Service, and the interactive My Info communication channel including the Google Send-to-Car function.

Customers using the BMW Assist Mobility Service are able, through Google Directory Research, to retrieve local information from the world's leading online search machine directly from the internet in their BMW. The system automatically recognises the current location and destination of the car and presents local results complete with their address, telephone number, and the remaining distance. A further benefit is that the results are clearly shown in a map already well known from Google Maps in the internet.

Parallel to this very helpful presentation of results, the user can conduct a search in one of the Google Maps Branch Directories, the results then being presented conveniently at the touch of a button in the navigation system or over the telephone.

As yet a further amenity, the option menu in the navigation system provides additional information from Google Maps on any special destinations chosen by the user. This includes all current information provided by Google Maps

in the internet, such as images, hotel and restaurant ratings, as well as opening hours.

Innovation No 3: office functions via Bluetooth for optimised infotainment exclusive to BMW.

BMW is the first and only car maker in the world to offer innovative office functions through BMW ConnectedDrive, using Bluetooth for additional infotainment.

To ensure optimum integration of Smartphones, the capacity and technical features of the Bluetooth interface downloading data into the car has been increased once again. Using the new office functions, the driver and passengers may now also present calendar entries, text messages, tasks and notes in the iDrive Control Display, and even have such information read out by voice presentation.

Using the telephone function, the driver and passengers may download contact lists including image files from an external mobile phone via the Bluetooth interface into the car, with the number and name of a caller and even his image being presented in the Control Display when a call comes in.

Wireless entertainment: Bluetooth Audio Streaming.

Yet a further innovation is the transmission of audio files from external devices via Bluetooth. In this process the mobile audio player is remotely controlled through a wireless function, just like the transfer of audio files saved in the player into the car's entertainment system. Using Bluetooth Audio Streaming, the personal music library saved in the audio player is presented in the Control Display, allowing the driver or passenger to select music with the help of a Controller, even while maintaining a telephone connection at the same time.

Presentation of album covers for particularly convenient selection of music.

The new entertainment functions offered by BMW ConnectedDrive are made even more attractive by the presentation of cover images in choosing the music programme on the Control Display. This presentation makes it even easier for the driver and passenger to quickly and intuitively arrange the music files available.

This function is also available with external audio players integrated in the car by a USB interface. The USB cable belonging to the player may be used to connect the Apple iPod and the car itself, now allowing use of all previous and new functions.

Convenient software update of new mobile phones directly in the car.

BMW ConnectedDrive now enables the driver for the first time to download software updates for integrating new mobile telephones or audio players in the car. Following the transmission of software by means of a USB stick into the car, the new devices may also be fully integrated into the iDrive system, ensuring integrated use of all functions.

Clever and communicative: messages including a text-to-speech function.

The news menu offered by BMW Online comprises Top News, Germany, World, Business, Stock Exchange, Sport, and Panorama, as well as My News (RSS feeds).

Using the text-to-speech function, the driver and passengers may even have the news and RSS feeds as well as the weather read out loud in the car, making the process of motoring not only more convenient, but also safer: The driver keeps his hands on the steering wheel and his eyes – without restriction – on the road.

Proximity warning with brake activation function in combination with Active Cruise Control including Stop & Go.

The new BMW 5 Series Touring comes as standard with cruise control incorporating a brake application function. This system acts on engine management and the brakes as well as – in the case of cars with automatic transmission – the selection of gears in order to maintain the desired speed set by the driver.

Optional Active Cruise Control with Stop & Go relieves the driver to an even greater extent of the usual chores of motoring. This system also comprises automatic distance control enabling the driver to comfortably cruise along on the Autobahn or country roads, while at the same time keeping a pre-set distance from the vehicle ahead in stop-and-go traffic at very low speed. If necessary, Active Cruise Control will even slow down the car to a standstill and hold it safely in position.

In combination with Active Cruise Control, the new BMW 5 Series Touring comes for the first time with proximity warning incorporating a brake application function. Both systems may indeed be activated independently of one another but nevertheless interact in their functions.

Proximity warning with a brake application function uses a two-stage driver alert scenario: Pre-warning is limited to an optical signal provided whenever

cruise control is not active. In situations requiring particularly fast intervention by the driver, on the other hand, the system generates an acute warning made up not only of an optical, but also an acoustic signal. The deceleration process is initiated at the same time, with the car being braked for a maximum of 1.2 seconds at a deceleration rate of 3 metres/sec^2.

Together with the signal flashing on and off in the instrument cluster and a warning signal, this urges the driver most clearly to respond. And thanks to the brakes pre-conditioned in both warning stages, all precautions are taken in such a situation to avoid a collision or at least to significantly minimise its consequences.

Keeping a close eye on the right course and direction of travel: Lane Change Warning and Lane Departure Warning.
Available as an option, Lane Change Warning in the new BMW 5 Series warns the driver of potentially critical situations when overtaking. Using two radar sensors at the rear of the car, the system monitors traffic conditions on the lanes directly to the right and left, covering a range extending back approximately 60 metres or almost 200 feet on the adjacent lane, starting from the driver's blind angle. A yellow-flashing triangular symbol integrated in the housing of the left exterior mirror shows the driver whether a vehicle is in the critical range behind his car.

Likewise available as an option, Lane Departure Warning is able to detect deviations from the right course at speeds of at least 70 km/h or 43 mph. This system is made up of a camera fitted near the interior mirror in the windscreen, a control unit for the comparison of data, and a signal transmitter making the steering wheel vibrate when necessary, in the same way as with the Lane Change Warning function.

Lane Departure Warning also works in bends, on narrow lanes and in the dark as soon as the driver switches on the headlights.

Speed Limit Info and Speed Limit Device.
The camera also provides the technology required for yet another comfort-oriented driver assistance system: In combination with the navigation system Professional, Speed Limit Info gives the driver helpful information on the speed limits along the route he is currently taking. To provide this function the camera permanently monitors both road signs next to the road as well as variable signs above the Autobahn or motorway. The speed limit determined in this process is then presented in the instrument cluster or the optional Head-Up Display.

Supplementing Speed Limit Info, the new BMW 5 Series is also available with a Speed Limit Device actively limiting the maximum speed of the car.

For greater safety at night: xenon headlights, High-Beam Assistant and BMW Night Vision with detection of individual persons.
In conjunction with the optional bi-xenon headlights, the new BMW 5 Series Touring is available with the latest generation of Adaptive Headlights including Bending Lights, variable light distribution and Adaptive Headlight Range Control.

The optional High-Beam Assistant, in turn, offers additional safety when driving at night. Taking current driving conditions into account, this sophisticated system switches the high-beam headlights on and off automatically as required.

BMW is the world's first car maker to offer Night Vision even able to detect individual persons. The second generation of BMW Night Vision available as an option in the new BMW 5 Series therefore sets new standards in avoiding accidents while driving at night.

Head-Up Display: important information always where required.
The optional Head-Up Display projects information relevant to the driver such as road speed, warnings from the driver assistance systems or navigation data on to the windscreen in the driver's direct line of vision. The information provided in this way as well as the scope of information presented may be determined individually by the driver according to his specific requirements. Given the diversity of driver assistance systems available in the new BMW 5 Series Touring, the scope of information offered by the Head-Up Display reaches a new standard never seen before.

Automatic air conditioning featured as standard, four-zone air conditioning available as an option.
As soon as the key to the car with its remote control function is within the car itself, the driver is able to start the engine of the new BMW 5 Series Touring simply by pressing the Start/Stop Button, meaning that there is no need to insert the key the usual way.

To activate and control the automatic air conditioning, heating and ventilation there is a separate control panel beneath the audio system on the centre console.

Featured as standard, the automatic air conditioning offers separate temperature control on the driver's and front passenger's side, an auxiliary

ventilation function when the car is at a standstill, anti-misting as well as the use of residual heat. Automatic air conditioning with enhanced functions as well as four-zone automatic air conditioning are both available as an option. Likewise available as an option, the Panorama glass roof allows precise dosage of the fresh air supply and creates a particular ambience of generosity within the interior thanks to the additional flow of incoming light.

Navigation system Professional with hard disc memory.
The optional navigation systems are masterminded by BMW iDrive control. Both the navigation system Business and the navigation system Professional present maps in high-resolution graphics with arrows showing the driver the right direction.

Full-screen presentation of maps on the navigation system Professional additionally provides a detailed overview of the region through which the driver is currently travelling, with three-dimensional presentation of travel maps and symbols.

A pre-view map makes it even easier to select the right destination, while the High Guiding function even recommends individual traffic lanes, downloading detailed views directly into the instrument cluster or, where fitted, on to the optional Head-Up Display.

As a feature of BMW ConnectedDrive, there is also the BMW Routes function enabling the driver and passengers to choose their particular routes in the internet and download their choice into the car.

On the navigation system Professional all navigation data is saved on an 80 GB hard disc. Fitted firmly within the car, this data memory also serves to provide an individualised music archive with a memory capacity provided for this purpose on the hard disc of more than 12 GB.

Body: perfect combination of solidity and lightweight construction.
The new BMW 5 Series Touring boasts an extremely stiff passenger cell, intelligent use of high-strength multi-phase steel and hot-moulded ultra-high-strength steel giving the safety passenger cell maximum stiffness on relatively low weight. The medium strength of the body structure is up by approximately 30 per cent versus the previous model.

High load-resistant body structures, generous and exactly defined deformation zones as well as highly efficient restraint systems coordinated by high-performance electronic control units set the foundation for the high standard of passive safety in the new BMW 5 Series Touring. Apart from

frontal and hip/thorax airbags, side curtain head airbags come as standard on both rows of seats, together with three-point inertia-reel seat belts on all seats, crash-activated headrests at the front and ISOFIX child seat fastenings at the rear. To optimise passive pedestrian safety, the new BMW 5 Series Touring furthermore comes, depending on national specifications, with an active engine compartment lid.

Apart from the engine compartment lid, the front side panels and the front spring struts on the body, the doors of the new BMW 5 Series Touring are also made of aluminium. Indeed, the use of aluminium doors alone replacing the conventional steel doors serves to reduce the overall weight of the car by approximately 23 kg or 51 lb.

The fourth generation of the BMW 5 Series Touring is based on a newly developed body architecture also featured on the BMW 7 Series Luxury Performance Sedan. Joint production of the BMW 5 Series Touring, the BMW 5 Series Sedan, the BMW 5 Series Gran Turismo and the BMW 7 Series at BMW Plant Dingolfing, together with the shared use of components among the various model series, ensures highly efficient production to supreme quality standards.

3.2 Consistent Progress for Even Greater Efficiency and Dynamics: The BMW Concept 5 Series ActiveHybrid.

Parallel to the world premiere of the new BMW 5 Series Touring, BMW is proudly presenting the concept of a future-oriented full-hybrid model in the upper midrange segment for the first time in Germany at the 2010 Leipzig Motor Show.

For the first time combining a BMW straight-six power unit with electric drive, the BMW Concept 5 Series ActiveHybrid sets new standards for sporting driving pleasure and sustainability in this segment. The concept clearly presents the dynamic, efficient and innovative character of the new BMW 5 Series Sedan in a highly concentrated rendition, at the same time offering the consistent enhancement of the drivetrain technology already featured in the BMW ActiveHybrid X6 and BMW ActiveHybrid 7 production models.

The drive system featured in the BMW Concept 5 Series ActiveHybrid is made up of a straight-six gasoline engine with TwinPower Turbo technology, eight-speed automatic transmission, and electric drive. Integration of BMW ActiveHybrid technology in the BMW 5 Series Sedan already very efficient with its regular combustion engine reduces both fuel economy and emissions once again by more than 10 per cent. At the same time the electric motor offers a boost function, supporting the gasoline engine in developing particularly dynamic power and performance significantly enhancing the sporting driving experience offered by the regular Sedan.

Intelligent energy management makes an important contribution to the outstanding effect of the overall system, carefully masterminding the entire flow of energy within the car and ensuring precise interaction of the various drive components tailored to current driving conditions.

The drivetrain technology offered by the BMW Concept 5 Series ActiveHybrid allows all-electric, zero-emission motoring in city traffic. At the same time a hybrid-specific Auto Start Stop function provides additional efficiency by consistently switching off the combustion engine as soon as the car comes to a stop at road junctions or in a traffic jam. In such a case optimum comfort is still ensured as before by the auxiliary climate control function already featured in the BMW ActiveHybrid 7.

Ongoing enhancement of ActiveHybrid technology in the context of BMW EfficientDynamics.
This concept study based on the new BMW 5 Series Sedan highlights the next generation of BMW ActiveHybrid technology, offering a special solution exclusive to BMW for intelligent interaction of the combustion engine and the electric drive unit based specifically on the particular requirements made of a dynamic sedan in the upper midrange segment.

Introducing this concept, BMW is consistently continuing the development of hybrid technology according to the modular principle (best-of-hybrid). This means that customers always receive the optimum combination of BMW ActiveHybrid technology geared to different concepts and vehicle segments. Following the BMW EfficientDynamics development strategy, this ensures the most effective and practical use of hybrid technology to reduce both fuel consumption and emissions.

Also to be admired in the segment of the BMW 5 Series Sedan: The BMW in the hybrid market combines supreme motoring dynamics with maximum efficiency.
The combustion engine is supported by an electric drive unit developed specifically for the BMW Concept 5 Series ActiveHybrid and positioned in compact arrangement between the straight-six and the automatic transmission.

Drawing its energy from a high-voltage battery at the rear of the car, the electric motor delivers an output of 40 kW. An automatic clutch connects the gasoline engine and the electric motor, interaction of the two drive systems ensuring extremely spontaneous and dynamic acceleration thanks to the very high level of torque offered by the electric motor right from the start as a characteristic feature of such a drive unit.

Perfectly integrated, precisely controlled: High-voltage battery supplying energy to the electric motor and the on-board network.
In overrun and when applying the brakes, the electric drive unit serves as a generator developing electric power fed into the high-voltage battery. Kinetic energy otherwise wasted as heat coming out of the brake system is thus converted into electric power stored within the system. Such energy gained without the slightest additional consumption of fuel may then be used to generate drive power or to drive electric functions within the vehicle.

This principle follows the concept of Brake Energy Regeneration already featured on BMW's current production cars, with the level of electric power

generated by the electric motor being much higher and the increase in efficiency correspondingly greater.

The high-voltage battery also specifically developed for this concept is cocooned within a special high-strength housing near the rear axle of the BMW Concept 5 Series ActiveHybrid, keeping it in its optimum position in terms of both safety and the harmonious distribution of weight. An integrated control unit permanently analyses the charge level of the high-voltage battery and masterminds both the battery charge process by way of Brake Energy Regeneration and the system cooling process.

Apart from the electric motor, the high-voltage battery supplies electric power also to the car's on-board network. Among other things, this allows efficient operation of auxiliary climate control activated by remote control and serving, even before the engine is started, to cool down the passenger compartment to a significantly lower temperature.

With all electronic functions such as the audio system, air conditioning or navigation remaining fully available even with the combustion engine switched off, the driver is able to run the car conveniently in the all-electric driving mode and use the Auto Start Stop function for extra efficiency.

Unique: intelligent energy management with advance analysis of driving conditions.
BMW ActiveHybrid technology offers its unique potential in terms of both efficiency and driving dynamics under all driving conditions and throughout a wide load range. Unlike conventional hybrid vehicles whose greater efficiency is largely limited to city traffic, both the BMW ActiveHybrid X6 and the BMW ActiveHybrid 7, by combining the combustion engine and the electric motor, are able to significantly reduce both fuel consumption and emissions also at higher speeds. This is made possible by the cars' high-tech power and performance electronics masterminding the interaction of the combustion engine and electric motor and thus optimising the efficiency of the overall system.

The wide range of functions offered by the car's power electronics is now being enhanced once again in the BMW Concept 5 Series ActiveHybrid. As a result, the energy provided both by the regular fuel and the high-voltage battery may be used even more directly and efficiently to generate the Sheer Driving Pleasure so typical of a BMW.

Taking further parameters into account, interaction of the two sources of power in the BMW Concept 5 Series ActiveHybrid is geared with utmost

precision to the requirements of the driver and the current situation on the road. At the same time the power electronics mastermind the car's ancillary units and comfort functions in the interest of maximum efficiency. Indeed, the range and diversity of the parameters taken into account by the system is quite unique in the world of motoring, as is the number of functions controlled in this way. Comprehensive networking allows the power electronics to ensure a high standard of intelligent energy management optimising the car's operating strategy under all conditions.

Yet a further unique feature of energy management in the BMW Concept 5 Series ActiveHybrid is the system's ability to adjust its operating strategy not only to current, but also to upcoming requirements. To provide this forward-looking control function, the power electronics also evaluate data indicating a change in exterior conditions or the driver's commands, preparing the components in the drive system and the car's electronics for such requirements.

To analyse driving conditions ahead of time, the control system uses data coming from the engine and suspension management as well as the sensors on the on-board driver assistance systems. Further data saved in the navigation system on the route chosen by the driver also goes into such an advance calculation, enabling the system to forecast driving conditions on the stretch of road immediately ahead. Proceeding from this analysis, the car is conditioned up front and the energy available is used with maximum efficiency through the optimum use of all systems.

Should the system determine, for example, that the Autobahn or motorway ahead is about to go downhill, the charge level of the high-voltage battery is intelligently controlled before reaching the gradient ahead, allowing the system to recover brake energy with maximum efficiency. A further option is to charge the high-voltage battery to the highest possible level before the driver reaches his final destination, allowing him to drive on maximum electric power on the last few miles or kilometres in a residential area.

Such a forward-looking strategy increases the range covered on electric power alone by up to 30 per cent.

BMW Concept 5 Series ActiveHybrid: The future of driving pleasure and efficiency in the upper midrange segment.
Further optimisation of the drivetrain and control systems in the BMW Concept 5 Series ActiveHybrid highlights the significance of hybrid technology as an essential pillar of BMW EfficientDynamics. Looking forward at the new generation of hybrid technology from BMW offered by the

BMW Concept 5 Series ActiveHybrid therefore offers particularly attractive prospects, the ongoing development of BMW ActiveHybrid technology promising significant progress in all areas for a harmonious overall concept with features and characteristics typical of the brand.

The BMW Concept 5 Series ActiveHybrid is more dynamic, efficient and intelligent than conventional hybrid vehicles, and therefore stands out clearly as the BMW among hybrid cars in its segment.

3.3 Elegance and Sportiness at Their Best: The New BMW 3 Series Coupé. The New BMW 3 Series Convertible.

The driving pleasure so characteristic of a BMW 3 Series comes together in both the 3 Series Coupé and the 3 Series Convertible with truly individual style and a sporting, elegant look. And now the unique driving experience so typical of a BMW is becoming more fascinating than ever before, further improvements in design at the front, the side and the rear of both models, a fully renewed range of engines, and innovative equipment features making both of these two-doors even more dynamic, efficient and modern than ever before.

With its unique aesthetics and supreme sportiness, the new BMW 3 Series Coupé is further increasing its leadership over the competition. The new BMW 3 Series Convertible, in turn, combines the unmistakable qualities of an electrically retractable hardtop and a particularly intense experience of open-air motoring with further refined elegance, enhanced comfort and optimised efficiency.

New design features at the front, side and rear precisely integrated into the overall look of the car additionally emphasise the superior sportiness of both models. At the same time these modifications give both models slightly longer overhangs, making the car's silhouette even sleeker and more dynamic.

Both the BMW 3 Series Coupé and Convertible now also come with newly designed headlights together with a change in structure and innovative light technology. The rear light clusters, on the other hand, boast that two-piece L-shape so characteristic of BMW, now combined with new, particularly harmonious colours.

As the new entry-level model in Germany, the BMW 318i is enlarging the range of both the BMW 3 Series Coupé and the BMW 3 Series Convertible. Further improvements in the engine portfolio serve to increase both power and torque on the BMW 320d and the BMW 325d, together with the introduction of a new straight-six power unit boasting BMW TwinPower Turbo Technology, High Precision Injection, and VALVETRONIC valve management on the top-of-the-range BMW 335i Coupé and the BMW 335i Convertible. Last but not least, it almost goes without saying that all engine variants on both models comply in full with the EU5 emission standard.

Both the new BMW 3 Series Coupé and the new BMW 3 Series Convertible come with an optimised sports steering wheel featuring multifunction control buttons. The gearshift paddles on the steering wheel coming in combination with optional Sports Automatic, in turn, follow a new control logic.

New exterior paintwork colours, a modified range of leather upholstery and innovative office and entertainment functions from BMW ConnectedDrive set further highlights in the looks and the driving experience of the new BMW 3 Series Coupé and the new BMW 3 Series Convertible.

Design: precise highlights for a sporting and elegant look.
Through its proportions alone, the BMW 3 Series Coupé authentically accentuates the sporting and elegant character of this unique two-door. Its classic lines are characterised in particular by the long and sleek engine compartment lid, the steeply raked A-pillar, the passenger cell moved far to the back, the long wheelbase, and the flowing roofline. All this gives the car a stretched and sleek dynamic look from the side, making the 3 Series Coupé so unmistakable in its aesthetic appearance.

The BMW 3 Series Convertible likewise comes with a strikingly low side-line standing out in particular when the roof is open. The three sections of the electrically retractable hardtop are stored above one another in compact arrangement in the rear of the car, giving the new model that horizontal shoulder line so characteristic of a BMW Convertible and, together with the driver's and front passenger's seating position moved further to the back, ensuring that typical feeling of driving in the open air with an intense connection to your surroundings.

With the hardtop closed, the Convertible still stands out clearly from the Coupé above all through the more accentuated transition from the roofline into the rear end of the car. At the same time the integrated aerial technology also enhances the flow of lines and the harmonious look of the car as a whole.

The dynamically stretched silhouette of both the new BMW 3 Series Coupé and the new BMW 3 Series Convertible is further emphasised by innovative design features at the front, side and rear. These modifications in design are to be admired on the engine compartment lid, the front air dam, the BMW kidney grille, the side-sills and the rear air dam. The front overhang is 29 millimetres or 1.14", the rear overhang 3 millimetres or 0.12" longer.

The front air dam beautifully chiselled out of the body of the car also when seen from the side symbolises a powerful forward-pushing motion, with two

light edges extending in opposite directions out of the side-sills providing a further highlight in the dynamic looks of the car.

Standing out further than before, the front end on both the new BMW 3 Series Coupé and the new BMW 3 Series Convertible also serves to optimise pedestrian safety should the worst ever come to the worst.

With the BMW kidney grille wider than before and the striking three-dimensional look of the grille, the new BMW 3 Series Coupé and the new BMW 3 Series Convertible gain additional presence when seen from the front. The grille surround is now finished as a precisely twisted band of chrome, while the horizontally aligned, full-coverage air intake forms the second central element of the new front-end design significantly emphasising the width of the respective model. At the sides the air intake is split horizontally by silver-coloured trim bars extending from the round foglamps positioned far to the outside all the way to the level of the BMW kidney grille.

In the middle the air intake remains largely open. At the bottom it borders on to an air contour bar again split into three sections and precisely chiselled in its shape, with the centre element sticking out slightly to the front and with a harmonious transition to the side panels of the car left and right.

Innovative xenon headlights with LED daytime light function and LED highlights.
Bi-xenon headlights naturally come as standard on the new BMW 3 Series Coupé and the new BMW 3 Series Convertible, the dual round headlight units now featuring modified contours and innovative light technology. At the top they merge into a trim bar, thus generating that concentrated look so typical of a genuine BMW.

The light sources on each side are formed by two cylinder-shaped headlight units. Adaptive Headlights come as option, adjusting the headlight beam to the course of the road ahead as a function of the steering angle.

The Adaptive Headlights comprise a Bending Light function provided on either side by the inner headlight as well as variable light distribution for appropriate illumination of the road ahead when driving in town or on the motorway. Yet a further feature is Adaptive Headlight Range Control.

The daytime light function so characteristic of a BMW is provided as standard by light rings on the headlights. The optional LED Package comes with light rings formed by light-emitting diodes operating in two stages: Dimmed to approximately 10 per cent of their full power, they serve as positioning lights,

operating on full power they provide a daytime light function. As yet a further feature, this option also includes direction indicators in LED technology and trim light bars again fed by LED light units on the upper edge of the headlights.

Rear lights:
Harmonious look both during the day and in their night design.
The rear light clusters again so characteristic on both models in their split L-design are further highlighted on the new BMW 3 Series Coupé and the new BMW 3 Series Convertible by a new colour scheme. Featuring two rows of lights in the same consistent intensity, they create the night design so typical of the BMW brand. Cover glass finished consistently in red now gives the lights an even more harmonious look.

An additional horizontal light contour line in the rear air dam serves to additionally accentuate the width of the car, the light and shade effects created in this way making the entire rear end look even lower and more muscular.

The rear-view mirrors are also new in their design, contributing to that very special look of the BMW 3 Series Coupé and the BMW 3 Series Convertible. In their dimensions, the mirrors naturally comply in full with the latest legislation in terms of mirror size – and in their new format, they blend harmoniously with the side look of the respective model.

The range of paintwork colours on both models now includes Deep Sea Blue Metallic and Vermilion Red Metallic, with Mineral White Metallic becoming available in June 2010.

The range of optional light-alloy wheels comprises four new wheel designs measuring 17” and, respectively 18”. Particularly sporting 19-inch wheels are also available in conjunction with the optional M Sports Package.

Interior:
Stylish highlights created by new leather colours and interior trim.
The wide range of colours and materials available on the new models gives the customer freedom of choice in personalising the interior design of both the new BMW 3 Series Coupé and the BMW 3 Series Convertible. In standard trim, both models come with BMW’s new Diagonal Cloth upholstery. Optional Dakota Leather upholstery is now also available in soft-grey Oyster, and the range of interior trim is supplemented by Bamboo Grain Anthracite as a particularly sophisticated version.

The modified leather sports steering wheel featured as standard in both the BMW 3 Series Coupé and the BMW 3 Series Convertible is particularly refined and sophisticated. Its rim comes in smooth leather, the cover trim on the three-spoke steering wheel is finished in leather grain, and the galvanised spokes at the side highlight their special Pearl Grey chrome finish.

The leather sport steering wheel features multifunction buttons as standard. In conjunction with the optional automatic transmission and, respectively, the Sports Automatic transmission with double clutch, gearshift paddles are also available for the manual selection of gears.

Range of engines:
Greater efficiency, more power, and a new entry-level model.
All versions of the BMW 3 Series offer a particularly good balance of performance and fuel economy. Numerous innovations in the range of engines serve furthermore to increase the leadership of both the new BMW 3 Series Coupé and the new BMW 3 Series Convertible in their respective segments.

Both the gasoline engines all featuring High Precision Injection as well as the turbodiesels with common-rail direct fuel injection stand out through a particularly high degree of efficiency.

As a further highlight, all versions of the BMW 3 Series Coupé and the BMW 3 Series Convertible come as standard with a wide range of BMW EfficientDynamics technologies. Depending on the model involved, the features combined with one another are Brake Energy Regeneration, Auto Start Stop, a gearshift point indicator, on-demand management of ancillary units including EPS Electric Power Steering, a detachable climate compressor and a map-controlled oil pump, as well as optimised aerodynamics, tyres with reduced roll resistance, and intelligent lightweight construction.

It almost goes without saying that all engine variants of the new BMW 3 Series Coupé and the new BMW 3 Series Convertible comply with the EU5 emission standard.

Introducing the BMW 318i in Germany, BMW is offering a new entry-level version of both the 3 Series Coupé and Convertible. Both new models are powered by a 2.0-litre four-cylinder gasoline engine with direct fuel injection in the lean burn mode. Also referred to as stratified charging, lean burn fuel injection provides a high level of engine power on low fuel consumption. High Precision Injection serves to deliver the fuel required into the combustion chambers through injectors positioned directly next to the spark plug. In the

lean burn mode this forms different strata of the fuel/air mixture, with an ignitable mixture accumulating only in the immediate vicinity of the spark plug. Once this mixture starts to burn, the flames spread to the lean layers further away from the spark plug in an ongoing process.

Using this technology, the power unit featured in the BMW 318i delivers 105 kW/143 hp at an engine speed of 6,000 rpm and peak torque of 190 Newton-metres/140 lb-ft at 4,250 rpm. This accelerates the BMW 318i Coupé from a standstill to 100 km/h in 9.1 seconds, the BMW 318i Convertible completing the same exercise in 10.3 seconds. Top speed in either case is 210 km/h or 130 mph.

In the EU test cycle the BMW 318i Coupé makes do with average fuel consumption of 6.3 litres/100 kilometres (equal to 44.8 mpg imp) and a CO_2 emission rating of 146 grams per kilometre. The corresponding figures for the BMW 318i Convertible are 6.6 litres (42.8 mpg imp) and 154 grams.

Innovative engine technology on the top models.
The models right at the top likewise offer outstanding efficiency through their innovative technology. Both the new BMW 335i Coupé and the new BMW 335i Convertible are entering the market with a newly developed straight-six power unit for the first time combining BMW TwinPower Turbo technology, High Precision Injection, and fully variable VALVETRONIC valve management. Displacing 3.0 litres, the engine delivers maximum output of 225 kW/306 hp at 5,800 rpm and peak torque of 400 Newton-metres/295 lb-ft maintained consistently all the way from 1,200 – 5,000 rpm.

The turbocharger system applying the TwinScroll principle both in the exhaust manifold and in the turbocharger itself to separate the ducts of three cylinders consistently from front to rear, as well as VALVETRONIC valve management enhanced to an even higher standard, ensures fascinating, direct response at all times. Combining these features with direct fuel injection, the new power unit offers the output and performance of a naturally-aspirated eight-cylinder with unusually low fuel consumption and emissions.

The BMW 335i Coupé accelerates from a standstill to 100 km/h in 5.5 seconds, the BMW 335i Convertible in 5.8 seconds. The electronically limited top speed of both models is 250 km/h or 155 mph. Average fuel consumption in the EU test cycle is 8.4 litres/100 kilometres (equal to 33.6 mpg imp) on the Coupé and 8.8 litres (equal to 32.1 mpg imp) on the Convertible. The CO_2 emission ratings, finally, are 196 and, respectively, 205 grams per kilometre.

**Full of power and highly efficient at the same time:
New diesel engines in the BMW 325d and the BMW 320d.**

The new BMW 3 Series Coupé and the new BMW 3 Series Convertible also come right from the start with two new diesel engines: Both the BMW 325d Coupé and the BMW 325d Convertible feature a further representative of BMW's new generation of straight-six diesel units.

Displacing 3.0 litres, the new engine boasts a charge system with variable turbine geometry, an aluminium crankcase and the latest generation of common-rail direct fuel injection. Maximum output is 150 kW/204 hp at an engine speed of 3,750 rpm, peak torque is 430 Newton-metres/317 lb-ft at 1,750 rpm.

The new BMW 325d Coupé accelerates from a standstill to 100 km/h in 6.9, the new BMW 325d Convertible in 7.5 seconds. Top speed is 244 km/h (151 mph) and, respectively, 238 km/h (148 mph). Average fuel consumption under the EU standard is 5.7 litres/100 kilometres, equal to 49.6 mpg imp, on the Coupé and 6.1 litres/100 km, equal to 46.3 mpg imp, on the Convertible, with a CO_2 emission rating of 151 and, respectively, 160 grams per kilometre again underlining the outstanding efficiency of the new engine.

Like the new six-cylinder, the four-cylinder diesel in the BMW 320d Coupé and the BMW 320d Convertible comes with an increase in engine power by 5 kW/7 hp. Appropriate features optimising the engine's efficiency also improve the overall level of efficiency and running qualities, the 2.0-litre now developing 135 kW/184 hp at an engine speed of 4,000 rpm. Compared with the former model, maximum torque is up by 30 Nm/22 lb-ft to 380 Newton-metres/280 lb-ft at 1,900 rpm.

The new BMW 320d Coupé accelerates to 100 km/h in just 7.5, the Convertible in 8.3 seconds. Top speed is 237 km/h (147 mph) and, respectively, 228 km/h (141 mph).

Particularly in comparison with this kind of performance, average fuel consumption in the EU test cycle of just 4.7 litres/100 kilometres (equal to 60.1 mpg imp) on the BMW 320d Coupé and 5.1 litres/100 km (55.4 mpg imp) on the BMW 320d Convertible is truly outstanding. CO_2 emissions, finally, are just 125 and, respectively, 135 grams per kilometre.

New diversity in the range of engines, all-wheel drive on five versions of the Coupé, Sports Automatic with Double Clutch.

Introducing the new entry-level models, BMW offers an even wider range of choice in the engine portfolio for the BMW 3 Series Coupé and Convertible:

The new BMW 3 Series Coupé is now available with no less than five gasoline and four diesel engines, the new BMW 3 Series Convertible likewise comes with a choice of five gasoline and three diesel power units. In both cases the range of gasoline engines is made up of two four- and three six-cylinders, while the range of diesel engines comprises one four-cylinder and, respectively, either three or two six-cylinders.

Intelligent BMW xDrive all-wheel drive is available as a further option on all five versions of the BMW 3 Series Coupé, combined as required with three gasoline and two diesel engines.

The new BMW 3 Series Coupé and the new BMW 3 Series Convertible come as standard with a six-speed manual gearbox. The BMW 335i and the BMW 320d feature a newly developed transmission with dry sump lubrication which, through its optimised efficiency, further enhances the all-round efficiency of both of these models.

The BMW 320i, BMW 325i, BMW 330i, BMW 320d, BMW 325d, and BMW 330d are available in both cases with optional six-speed automatic transmission featured as standard on the BMW 335d Coupé and Convertible.

The BMW 335i Coupé and the BMW 335i Convertible, finally, come as an option with seven-speed Sports Automatic complete with Double Clutch operation. This sophisticated transmission technology shifts gears without the slightest interruption of traction, enabling the car to accelerate with full power and performance at all times. Indeed, acceleration is even faster than on the corresponding models with a manual gearshift, while fuel economy remains virtually identical.

At the same time the Double-Clutch Gearbox offers all the comfort features of a BMW automatic transmission, giving the driver the choice to shift gears either automatically or manually.

In all models featuring automatic transmission or, respectively Sports Automatic, the driver is able to shift gears in the manual mode either on the gear selector lever or, as an alternative, through shift paddles on the steering wheel. Using these paddles included in the Sports Automatic transmission with Double Clutch operation, the driver follows a new control logic with the paddle on the right serving to shift up, the paddle on the left to shift down. This systematic control carried over from BMW M Cars gives the driver an even more intense experience of Sports Automatic with its unusually short gearshift.

Innovative office and entertainment functions from BMW ConnectedDrive.

The innovative features offered by the BMW 3 Series include a wide range of services from BMW ConnectedDrive. Connecting the car with its environment, this sophisticated system optimises both motoring comfort and driving safety as well as the use of entertainment functions.

The services provided by BMW ConnectedDrive include the use of the internet in the car, a telephone enquiry service downloading data straight into the navigation system, the option to download individual routes by means of BMW Routes as well as the Enhanced Emergency Call function serving to precisely locate the car and guide rescuers quickly to the right location in an emergency.

Entering the 2010 model year, this impressive range of features is being extended by additional functions in part exclusive to BMW 3 Series Coupé and the new BMW 3 Series Convertible. In particular, the focus is on the optimised integration of mobile telephones and external entertainment devices into the car's iDrive control system, including voice control of external devices as yet a further amenity.

Using a BMW Online Portal, the driver is also able for the first time to integrate new mobile phones or audio players by means of a software package update function. After downloading the appropriate software into the car by means of a USB stick, the driver may then integrate the new devices completely into the iDrive system.

The only prerequisite for using these new features from BMW ConnectedDrive is that the car is equipped with BMW's optional navigation system Professional.

The new services offered by BMW ConnectedDrive allow even safer, more convenient and comprehensive operation and control of both telephone and office functions while driving. BMW is indeed the world's first car maker to offer the technologies required for downloading text messages directly from the user's mobile phone into the iDrive Control Display. As yet a further amenity, the driver can then have the text messages received read out loud by voice presentation.

Yet a further unique feature is the option to synchronise calendar entries, tasks and notes between the mobile phone and the iDrive system, the most important manufacturers of mobile phones supporting the appropriate interface and therefore allowing a large number of customers to use this

function right from the start. At the same time the new technology also enables the user to present contact lists and even images on the Display.

A further innovation is the transmission of audio files from external devices through Bluetooth. Both the mobile audio player and the transfer of audio files in the car's entertainment system are remotely controlled.

The use of entertainment functions is further enhanced by the presentation of cover images in choosing your favourite music programme on the Control Display, yet another function BMW is offering as the world's first car maker.

3.4 The Original – Now Even More Superior: The New BMW X5.

More dynamic, more efficient and more luxurious than ever before, the new BMW X5 is further increasing its leadership in the segment of all-wheel-drive premium vehicles. A brand-new range of engines, eight-speed automatic transmission featured as standard, and innovative driver assistance systems give BMW's unique Sports Activity Vehicle an even higher level of fascinating driving pleasure characteristic of the brand.

Appropriate modifications in design ensure an authentic rendition of the car's enhanced sportiness, new paintwork and interior colours as well as light-alloy rims underlining the exclusive style and class of the new BMW X5.

A standard of efficiency quite unparalleled in this segment gives the new BMW X5 yet another very special quality supplementing the new design and the unique driving experience. With performance enhanced to a significantly higher level, fuel consumption and emissions are up to 10 per cent lower than on the former model.

The first-generation BMW X5 set the foundation for the segment of Sports Activity Vehicles. Now the new BMW X5 emphasises its leading role through innovative powertrain technology, sophisticated features and equipment, powerful design and premium quality all round.

The top model in the range is now the BMW X5 xDrive50i with its V8 power unit boasting BMW TwinPower Turbo and High Precision Injection for maximum output of 300 kW/407 hp. The new BMW X5 xDrive35i, in turn, is powered by a 225 kW/306 hp straight-six featuring BMW TwinPower Turbo, High Precision Injection and VALVETRONIC.

A new generation of power units also gives the two diesel versions of the new BMW X5 an unprecedented balance of outstanding performance and low fuel consumption. In the new BMW X5 xDrive40d an all-aluminium six-cylinder featuring BMW TwinPower Turbo and common-rail direct fuel injection delivers maximum output of 225 kW/306 hp. With power up over the former model by 15 kW/20 hp, average fuel consumption in the EU test cycle is down by 0.8 litres to a mere 7.5 litres/100 km, equal to 37.7 mpg imp.

Average fuel consumption of the new BMW X5 xDrive30d is even better, the six-cylinder diesel delivering 7 kW/10 hp more than before for

maximum output of 180 kW/245 hp on just 7.4 litres/100 kilometres (equal to 38.2 mpg imp) in the EU test cycle.

It almost goes without saying that all engines comply in full with the EU5 emission standard.

The progress made once again in reducing fuel consumption and emissions is the result of the BMW EfficientDynamics development strategy applied consistently also on BMW's X models. At the same time the innovative power of the world's most successful manufacturer of premium cars is also confirmed by the unique range of driver assistance systems also available on the new BMW X5 thanks to BMW ConnectedDrive.

The BMW X5 is the only vehicle in its segment available with a Head-Up Display and a back-up camera including the Top View function. Further features also available on this unique Sports Activity Vehicle are Active Cruise Control with Stop & Go, Lane Departure Warning, Speed Limit Info, and Side View.

More than ever before the new BMW X5 offers supreme driving dynamics on the road and, thanks to intelligent BMW xDrive all-wheel-drive technology, superior handling and manoeuvrability on rough terrain. Featured as standard, permanent all-wheel drive ensures variable distribution of drive power between the front and rear axles. With its electronic management and network to DSC Dynamic Stability Control BMW xDrive is furthermore able to respond faster than any other control and management system to changes in driving conditions.

Even the slightest tendency to over- or understeer is registered well in advance, allowing the BMW xDrive to intervene appropriately in the interest of enhanced driving stability before the driver even notices what is happening.

This allows xDrive to optimise both driving dynamics and traction on a slippery surface by looking ahead at what is about to happen.

The entire all-wheel-drive system has been modified in its set-up on the new BMW X5, xDrive therefore serving to enhance driving dynamics to an even higher level than before.

The spacious interior of the new BMW X5 comes as standard with five comfortable seats plus a third optional row of seats for two more passengers. Luggage capacity may also be adjusted flexibly to changing requirements, folding down the rear-seat backrest with its 40 : 60 split increasing luggage

capacity from 620 all the way to a maximum of 1,750 litres. And even when using the full seven seats in the car, luggage capacity is still 200 litres for the driver's and passengers' convenience.

Design: harmonious proportions and clear signals for enhanced sportiness.

The body design of the new BMW X5 is characterised by harmonious proportions clearly bringing out both the powerful elegance and the superior agility of this unique vehicle. The long wheelbase, short body overhangs front and rear as well as the large wheels create a perfect visual and technical balance of the front and rear end, clearly alluding to the vehicle's permanent all-wheel drive. All pillars on the body are matched to one another in their angles to point up to an imaginary ceiling above the vehicle. This alone enhances the impression of the powerful body resting solidly on the front and rear wheels.

The side view is stretched out elegantly by the dominance of horizontal lines, the engine compartment lid extending into the waistline round the car. The striking, slowly rising character line on the level of the door openers extends from the front wheel arches all the way to the rear, with the impression of stability and presence further underlined by the square shape and powerful flare of the wheel arches.

The BMW X5 is dynamic, robust and elegant in its looks and overall appearance. Through its design alone, it demonstrates superior sportiness on the road, a strong potential for use off the beaten track, and the sophisticated character of a truly outstanding vehicle in the luxury segment.

Newly designed front end with clear focus on the road.

With its striking, beautifully contoured engine compartment lid, its extra-large BMW kidney grille and its dual round headlights cut off at the top, the new BMW X5 boasts a conspicuously powerful front end simply oozing superior muscle and presence. The new interpretation of this special look so characteristic of BMW's X models highlights in particular the structure of the front air dam and the position of the foglamps featured as standard.

With a larger number of components and features finished in body colour, the entire front end of the vehicle appears to be even closer to the road for an even more dynamic look. At the same time the larger air scoops both in the middle and at the outside highlight the extra power of the engines, the newly designed front end thus standing out as a strong visual expression of the supreme sportiness of the new BMW X5 enhanced to an even higher standard.

The black plastic trim on the lower end of the body is much more slender than before, an underfloor protection panel finished in matt silver serving as an additional symbol for the robust character of the new BMW X5. Extending across the entire width of the central air intake, the underfloor protection panel again emphasises the strong and powerful stance of BMW's Sports Activity Vehicle.

The foglamps now positioned higher up and closer to the BMW kidney grille form that special triangular graphic together with the dual round headlights so typical of BMW's X models. The visual unison of light sources formed in this way clearly symbolises the particularly intense focus of the car on the road ahead.

The headlight units on the new BMW X5 are particularly sophisticated and classy in their design and appearance, the optional xenon headlights featuring a matt black trim cover to further emphasise the technically oriented structure of the cylindrical light sources.

Both the positioning and the daytime driving lights feature LED light rings, the bright white light generated in this way giving the daytime driving lights in typical BMW look a very powerful and convincing impression.

Rear end in powerful and sporting design.
At the rear the new BMW X5 again boasts a larger share of body elements finished in body colour to create a particularly elegant and at the same time sporting look. The newly designed rear air dam takes up the graphic structure of the front end, the surrounds on the exhaust tailpipes positioned far to the outside emphasising the sophisticated character of the vehicle through their elaborately chiselled design and harmonious finish in body colour.

In the middle the underfloor protection panel finished in matt silver adds a further touch of robustness, confirming that this superior Sports Activity Vehicle is by no means restricted to driving on firm roads and hard surfaces alone.

Above the bumper the rear-end design of the BMW X5 is subdivided by horizontal lines running parallel to one another, emphasising the sheer width and the powerful stance of the vehicle.

The rear light clusters in L-shaped design, likewise modified in their interior features, incorporate two homogeneous, LED-fed rows of lights on each side to give the new BMW X5 that very special night design so characteristic

of BMW. At the same time the width of the vehicle is further emphasised by the slender white bands of light and the back-up lights.

A new range of exterior colours adds further optical highlights, with the new BMW X5 now also available in Deep Sea Blue, Platinum Grey and Sparkling Bronze Metallic.

Interior: luxurious ambience, commanding seat position, latest generation of iDrive all featured as standard.
The interior of the new BMW X5 is characterised by supreme generosity in space and modern, stylish design. Exceptional variability and a truly luxurious ambience meet the greatest demands in terms of functionality in particularly exclusive style. Through its horizontal structure and harmonious transition leading into the door panels, the dashboard further accentuates the generous spaciousness inside the car.

Comfortable seats, sophisticated materials and carefully matched colour combinations emphasise the premium character of this modern Sports Activity Vehicle to an even higher standard. Optional Nevada leather upholstery is now available also in Cinnamon Brown and Oyster, while the range of interior trim bars is supplemented by a new version in matt Satin Silver.

The elevated, commanding seating position contributes to the characteristic driving experience in the new BMW X5, giving the driver an optimum overview of road and driving conditions and, together with the centre console angled towards the driver, further enhancing the impression of superior control over the car. Ideally positioned controls and switches for superior ergonomics and spacious storage boxes and compartments add yet a further highlight to the modern functionality of the BMW X5.

The new BMW X5 comes as standard with the new generation of the BMW iDrive control system, with its 6.5 or, respectively, 8.8-inch Control Display (the latter in conjunction with the navigation system Professional) integrated at an ideal level and at exactly the right distance from the driver harmoniously in the dashboard.

The driver controls the on-board computer and the audio system as well as the navigation and communication functions through standardised topple, turning and press functions on the Controller positioned in the middle of the centre console. Direct selection buttons on the Controller enable the driver to rapidly switch among the CD, Radio, Telephone and Navigation functions,

with the range of such direct selection buttons now rounded off by the three command buttons MENU, BACK and OPTION.

The eight favourite buttons positioned on the centre console, finally, enable the user to save and directly retrieve specific radio stations, telephone numbers and navigation destinations as well as other items available through iDrive.

Apart from the hard disc memory for digital maps and the driver's personal collection of music, the navigation system Professional also comes with multi-mode operation through voice entry and the Controller. The customer is able to switch without problems from one of these entry modes to the other and may even keep voice entry active for simultaneous use while making entries through the Controller. Apart from direct access to music titles saved in the system, voice entry also enables the user to verbally enter complete addresses into the system whenever he wishes.

High standard of interior variability, third row of seats as an option.
The BMW X5 ensures supreme driving pleasure on all kinds of terrain. This versatility in use is then rounded off by a high standard of variability in the use of the interior, the three seats at the rear offering generous legroom and headroom to provide truly excellent comfort also on long distances.

Luggage capacity is an ample 620 litres, quite sufficient even for the biggest and bulkiest cases. And should the driver and passengers need even more space, the rear-seat backrest split 40:60 may be tilted down either in part or completely, providing a fully flat loading surface and up to 1,750 litres of storage space.

The wide, horizontally split tailgate with its two halves opening in opposite directions makes the process of loading and unloading simple and convenient, with the lower half serving when required as a platform able to carry up to 250 kilos or 550 lb.

The new BMW X5 is available as an option with a third row of seats. The two seats in the third row come with headrests and three-point inertia-reel seat belts and may be lowered individually as required into the floor of the car for extra space and versatility. Even when using all 7 seats, the driver and passengers still have luggage capacity of 250 litres in the new BMW X5.

New range of engines: all gasoline and diesel engines with turbocharger and direct fuel injection.
A brand-new range of engines also allows the BMW X5 to enhance its leading role as the most dynamic vehicle in its segment.

The range off gasoline engines now comprises one V8 and one straight-six power unit, both with BMW TwinPower Turbo technology and direct fuel injection. These two gasoline engines are supplemented by two representatives of the new generation of BMW straight-six diesels, both of these all-aluminium power units boasting state-of-the-art turbocharger technology as well as the latest generation of common-rail direct fuel injection.

All power units available in the new BMW X5 set the benchmark in their respective class for sporting performance and efficiency, naturally fulfilling the EU5 emission standard in Europe and ULEV II in the USA. Engine power is transmitted as standard by an eight-speed automatic transmission with supreme efficiency again serving to reduce both fuel consumption and emissions.

All this is further enhanced by an appropriate combination on each model of BMW EfficientDynamics technologies such as Brake Energy Regeneration, on-demand control and operation of ancillary units including the electric coolant pump, the map-controlled oil pump and the detachable a/c compressor, as well as intelligent lightweight construction, tyres with reduced roll resistance and optimised aerodynamics including active air flap control.

As a result of these many innovations on the drivetrain and the consistent implementation of BMW EfficientDynamics, all versions of the new BMW X5 offer an unparalleled balance of performance and fuel economy in their respective segments.

Gasoline engines: significant increase in power thanks to BMW TwinPower Turbo.
With its V8 featuring BMW TwinPower Turbo technology and High Precision Injection, the new BMW X5 xDrive50i offers an increase in output over its predecessor by no less than 39 kW or 53 hp. Displacing 4.4 litres, this unique power unit with its turbocharger fitted in the V-section between the two rows of cylinders, delivers a substantial 300 kW/407 hp maximum output throughout the speed range from 5,500 to 6,400 rpm. Peak torque of 600 Nm/442 lb-ft, in turn, is maintained consistently between 1,750 and 4,500 rpm.

Responding directly to the gas pedal and revving up freely with supreme muscle and dynamism, this unique V8 allows exceptional performance and at the same time is the most efficient engine of its kind the world over. As a result, the BMW X5 xDrive50i accelerates from a standstill to 100 km/h in just 5.5 seconds and has a top speed of 250 km/h or 155 mph. Average fuel consumption of 12.5 litres/100 km, equal to 22.6 mpg imp, in the EU test cycle is quite impressive for this kind of power and performance, as is the CO_2 rating of 292 grams per kilometre.

The second gasoline engine in the new BMW X5 likewise offers a significant increase in power and performance on equally impressive efficiency: The BMW X5 xDrive35i features the first straight-six combining BMW TwinPower Turbo technology with High Precision Injection and variable VALVETRONIC valve management. The turbocharger system applying the TwinScroll principle to separate the ducts of three cylinders at a time both in the exhaust manifold and in the turbocharger, together with VALVETRONIC valve management enhanced to an even higher standard, give this 3.0-litre truly fascinating, direct response to the gas pedal. Maximum output of 225 kW/306 hp at 5,800 rpm exceeds that of the former model by no less than 25 kW or 34 hp. Peak torque of 400 Newton-metres/295 lb-ft, in turn, is maintained consistently all the way from 1,200 to 5,000 rpm.

Benefiting from this kind of power, the new BMW X5 xDrive35i accelerates from a standstill to 100 km/h in just 6.8 seconds and reaches a top speed of 235 km/h or 146 mph. This significantly improved performance comes on fuel consumption in the EU test cycle reduced to 10.1 litres/100 kilometres (equal to 28.0 mpg imp) and a CO_2 rating of 236 grams per kilometre.

New generation of diesel engines in two performance stages.
The diesel engines featured in the new BMW X5 likewise come from a new generation of power units. With their all-aluminium structure, the latest generation of common-rail direct fuel injection featuring piezo-injectors and turbocharging, the two straight-six power units each displacing 3.0 litres offer truly outstanding muscle and torque, superior smoothness and unparalleled efficiency. A further reduction in weight versus the former engines serves additionally to give the diesel versions of the BMW X5 even greater agility on the road.

Particularly the new BMW X5 xDrive40d offers truly outstanding sportiness and performance. With its power unit first presented in the BMW 740d luxury performance sedan and featuring BMW TwinPower Turbo technology as well as common-rail direct fuel injection, the engine develops maximum output of 225 kW/306 hp at 4,400 rpm plus peak torque of 600 Newton-

metres/442 lb-ft maintained consistently between 1,500 and 2,500 rpm. A torque level of no less than 450 Newton-metres or 332 lb-ft already comes at an engine speed of just 1,000 rpm, and more than 90 per cent of the engine's maximum power is maintained consistently in the range between 3,500 and 5,000 rpm. The top engine speed of this new diesel power unit, finally, is an impressive 5,600 rpm.

The charge system on this new top-of-the-range diesel follows the Variable TwinTurbo principle, with a small turbocharger cutting in first just above idle speed followed by a large turbocharger coming in later for greater loads and power requirements. With its superior traction and pulling force coming in at an early point and continuing throughout the wide range of engine speed, the BMW X5 xDrive40d accelerates from a standstill to 100 km/h in just 6.6 seconds and reaches a top speed of 236 km/h or 146 mph.

This outstanding power and performance teams up with equally outstanding efficiency ensured in particular by the common-rail fuel supply system operating at a maximum pressure of 2,000 bar and allowing particularly precise dosage of fuel. As a result, the BMW X5 xDrive40d average just 7.5 litres/100 kilometres in the EU test cycle, equal to 37.7 mpg imp. The CO_2 emission rating, in turn, is 198 grams per kilometre.

The second diesel model in the range is the new BMW X5 xDrive30d. This straight-six features a turbocharger system with variable turbine geometry as well as common-rail direct fuel injection delivering fuel into the combustion chambers at maximum pressure of 1,800 bar. Maximum output is 180 kW/245 hp at 4,000 rpm, peak torque of 540 Newton-metres/398 lb-ft is maintained consistently between 1,750 and 3,000 rpm.

Given this kind of muscle, the new BMW X5 xDrive30d accelerates from a standstill to 100 km/h in 7.6 seconds and has a top speed of 222 km/h or 138 mph.

With an increase in power over the former model by 7 kW/10 hp, average fuel consumption in the EU test cycle is down by 10 per cent to an impressive 7.4 litres/100 km, equal to 38.2 mpg imp. The CO_2 emission rating of the BMW X5 xDrive30d, finally, is 195 grams per kilometre.

Featured as standard: eight-speed automatic transmission with optimised gearshift dynamics and unique efficiency.
All model variants of the BMW X5 come as standard with eight-speed automatic transmission combining gearshift comfort, sportiness and efficiency at a level never seen before. The new transmission serves to reduce both fuel

consumption and emissions to a lower level than ever, significantly better than with the six-speed automatic transmission featured in the BMW X5 so far.

The new eight-speed automatic transmission stands out also through minimum converter slip and its innovative configuration of gears allowing the addition of further gears and providing a greater gear spread without any negative repercussions on the size, weight and internal efficiency of the system.

Intelligent BMW xDrive all-wheel-drive technology: fast response and superior precision for enhanced driving dynamics and optimised traction.
Permanent all-wheel drive with electronically controlled, variable distribution of drive power front-to-rear ensures not just superior traction off the beaten track in the new BMW X5, but also equally superior driving dynamics on the road.

Presented for the first time in the first generation of the BMW X5 and consistently enhanced over the years, BMW xDrive stands out as an intelligent all-wheel-drive system by distributing drive power through a power divider with an electronically controlled multiple-plate clutch appropriately to the wheels offering the best grip on the surface below. As a result, xDrive also enhances driving stability in fast and dynamic bends by recognising and counteracting even the slightest tendency to over- or understeer at an early point in time.

Under normal driving conditions, BMW xDrive splits up drive power at a 40 : 60 ratio front-to-rear, sensors constantly measuring the degree of slip on all wheels. The system is therefore able to vary the split of drive power within fractions of a second, BMW xDrive, unlike conventional all-wheel-drive systems, also being able to look and act ahead, without having to wait until a wheel actually spins. This stabilises the vehicle even before the driver recognises any need for action.

Featuring a new set-up, xDrive in the new BMW X5 makes an even bigger contribution to the improvement of driving dynamics. Right from the start when entering a bend, xDrive feeds increasingly more power to the rear wheels, then returning to its basic set-up at the end of the bend in the interest of optimum traction and driving stability.

Precisely controlled interaction of xDrive and DSC.
Quick and precise adjustment of the engine power split is also ensured by networking BMW iDrive with DSC Dynamic Stability Control through ICM Integrated Chassis Management. Optional Active Steering now re-configured in its set-up is likewise integrated in this system.

With its stabilising effect, the appropriate distribution of drive power reduces the need for DSC to cut in in specific situations, applying the brakes on individual wheels and reducing engine power only under extreme conditions.

The further functions of DSC Dynamic Stability Control include features such as ABS anti-lock brakes, ASC Automatic Stability Control, Trailer Stability Control, HDC Hill Descent Control, the ADB-X Automatic Differential Brake, DBC Dynamic Brake Control, and CBC Cornering Brake Control. Further features are Dry Braking in the wet, a Start-Off Assistant, Fading Compensation and cruise control complete with its own brake function likewise masterminded by DSC.

DTC Dynamic Traction Control raises the DSC response thresholds for a particularly sporting and active style of motoring and enables the car to set off smoothly in deep snow or on loose sand, allowing the drive wheels to spin slightly in the process.

The new BMW X5 also comes as standard with a parking brake operating both electromechanically and hydraulically. To activate or release the parking brake, all the driver has to do is press a button. And as a further feature the parking brake comes with an Auto-Hold function enhancing motoring comfort above all in stop-and-go traffic.

Sophisticated suspension technology and steering with Servotronic featured as standard, Active Steering as an option.
The suspension technology on the new BMW X5 offers ideal qualities for superior driving dynamics: BMW's Sports Activity Vehicle comes with a double-wishbone front axle and a lightweight integral rear axle. Rear axle air suspension including self-levelling available as an option maintains consistent ride height at all times regardless of the load the vehicle is carrying and thus ensures the same reliable driving characteristics under all conditions.

The rack-and-pinion power steering on the new BMW X5 comes as standard with Servotronic for consistent steering assistance as a function of road speed. Active Steering available as an option serves additionally to vary the steering transmission ratio as a function of road speed, reducing the steering effort when parking and providing less direct steering at higher speeds in the interest of greater precision and driving comfort by an appropriate reduction in the degree of power assistance.

Adaptive Drive for absolute supremacy wherever you go.
The combination of active stability control and variable damper adjustment provided by the new, upgraded version of BMW Adaptive Drive covering an

even wider range of settings offers a level of supremacy in driving behaviour quite unique throughout the entire segment of BMW X models. Using sensors, Adaptive Drive permanently monitors and calculates data on road speed, the steering angle, longitudinal and lateral acceleration, body and wheel acceleration as well as ride height on each wheel. Processing this information, the system controls the swivel motors on the anti-roll bars as well as the electromagnetic valves in the dampers, reducing body roll and controlling damper response appropriately at all times. To ensure fast and reliable coordination of all data, finally, BMW Adaptive Drive uses FlexRay high-speed data transmission.

Adaptive Drive also comes with a Sports Button on the centre console serving to activate not only a firmer damper setting but also a more sporting control map on the steering assistance.

High-performance brakes and runflat tyres.
The high-performance bake system on the new BMW X5 ensures outstanding stopping power at all times. Lightweight brakes with discs measuring 385 millimetres/15.2” in diameter on the front wheels and aluminium swing callipers on the front and rear axle give the top-of-the-range BMW xDrive50i supreme fading resistance and maximum brake comfort at all times.

The new BMW X5 comes as standard on light-alloy wheels measuring 19 inches on the BMW X5 xDrive50i and 18 inches on all other models. The range of optional light-alloy wheels is now supplemented on the new BMW X5 by three new variants in striking Y-spoke design, measuring 19 and, respectively, 20 inches.

Likewise featured as standard, runflat safety tyres enable the driver to continue to the nearest workshop even after a complete loss of tyre pressure, covering a distance of 50 – 250 kilometres (30 – 155 miles) depending on vehicle load. And last but not least, the Tyre Defect Indicator enables the driver to permanently monitor tyre pressure.

Extra-stiff body structure, all-round occupant safety.
Like all BMW X models, the new BMW X5 comes with an extra-stiff bodyshell in intelligent lightweight construction combining extreme strength and solidity with optimum weight. In the interest of passive safety, forces acting on the vehicle in an accident are diverted via the engine support arms and the suspension along several load paths, thus kept away from the stable passenger cell.

Inside the new BMW X5 not only frontal and hip/thorax airbags, but also curtain head airbags at the side come as standard. Further safety components are three-point inertia-reel belts on all seats, belt force limiters, belt force tensioners and crash- activated headrests at the front as well as ISOFIX child seat fastenings in the second row of seats.

All restraint systems are masterminded by central safety electronics, rollover sensors making sure in the event of an upcoming rollover that the curtain airbags and belt latch tensioners are released in good time.

Unique in this segment:
new driver assistance systems from BMW ConnectedDrive.
In the context of BMW ConnectedDrive, the new BMW X5 offers a unique variety of driver assistance systems and services for optimum comfort, safety and infotainment, quite unparalleled throughout the entire segment of BMW X models.

Active Cruise Control with Stop & Go is available as an alternative to the regular cruise control also activating the brakes. An additional feature provided in this case is automatic distance control enabling the driver to cruise along smoothly in autobahn or country road traffic and keeping the desired distance from the vehicle ahead when driving in stop-and-go traffic at very low speeds. Whenever the distance from the vehicle ahead set by the driver in advance is no longer maintained, the system re-sets the distance required by intervening in engine management and building up brake pressure. If necessary, Active Cruise Control may even slow down the car to a standstill and hold it safely in position. Then, after having come to a brief halt, Active Cruise Control automatically lets the car set off again when the road is free. And should the stopover be a bit longer, all the driver has to do to set off again is press a button or the gas pedal.

Lane Departure Warning also available on the new BMW X5 is able to determine any unwanted deviation from the right lane or track at a speed of at least 70 km/h or 50 mph. The system is made up of a camera fitted on the windscreen near the interior mirror, a control unit comparing the data recorded and a signal sensor causing the steering wheel to vibrate in a discreet but unmistakable process.

The camera registers the road markings on at least one side of the car, the control unit calculates the position of the vehicle relative to such markings.

Lane Departure Warning also works in bends, on narrow lanes and in the dark as soon as the headlights are switched on.

In conjunction with Lane Departure Warning and the Professional navigation system, the driver also has the option to use the Speed Limit Info system enabling him to check out speed limits on the route he is currently taking. In this case the camera used for Lane Departure Warning permanently monitors both the signs at the side of the road and variable displays above an autobahn or interstate.

Yet another innovation in the context of BMW ConnectedDrive is Side View comprising two cameras integrated in the front mudguards to observe cross traffic ahead of the car. The images recorded by the cameras are transmitted to the Control Display and ensure an early overview of traffic conditions to the left and right of the vehicle above all when driving out of narrow and unclear gates and driveways.

Further features available on the new BMW X5 include the Head-Up Display projecting information relevant to the driver to his line of vision on the windscreen, the High Beam Assistant and Adaptive Headlights complete with Bending Lights, variable light distribution, and adaptive headlight range control.

Park Distance Control and a back-up camera as well as BMW Surround View offer further safety and convenience.

In addition to these important features, BMW ConnectedDrive also comes with BMW Assist, BMW Online, BMW TeleServices and innovative remote control functions offering a truly unique selection of mobility services in the context of traffic information, emergency calls, vehicle enquiry and office services, travel and leisure time planning, as well as the internet. Optimised use of telecommunication and entertainment systems, finally, is ensured by the full integration of external mobile phones and music players.

High level of standard equipment, exclusive options.
With its comprehensive range of standard features including automatic air conditioning, an audio system complete with CD player and an AUX-in connection, a multifunction steering wheel, electrical adjustment of seat height and backrest angle at the front, a rain sensor with integrated automatic headlight control and the iDrive control system, the new BMW X5 offers all the driving and grand touring comfort of a premium vehicle in the luxury class.

The wide range of comfort features likewise available also underlines the sophisticated and exclusive character of BMW's Sports Activity Vehicle. Apart from the navigation system Professional, a CD changer and a USB audio interface, there is also a rear-seat entertainment system

and a TV function for analogue and digital TV reception. Maximum listening quality, finally, is guaranteed by the BMW Individual High End Audio System.

The range of features also includes four-zone automatic air conditioning, active seat ventilation at the front, a heated steering wheel, a panorama glass roof, electrical operation of the tailgate at the back, and Soft Close Automatic on the doors.

The towbar available on the new BMW X5 may be equipped with an electrically swivelling ball head, with the new BMW X5 being able to tow a maximum trailer load of 3,500 kg or 7,718 lb.

The new BMW X5 consistently continues a successful vehicle concept introduced by BMW in 1999 in creating the brand-new segment of Sports Activity Vehicles. As in the past, the new BMW X5 continues to set the standard for driving dynamics in its segment, more than ever before combining the fascinating driving pleasure of a BMW X model with truly outstanding all-round efficiency. Featuring new gasoline and diesel engines, eight-speed automatic transmission coming as standard, and intelligent xDrive all-wheel-drive technology, the new BMW X5 bears out the sporting performance and character so typical of a BMW X model more impressively than ever before. And thanks to BMW EfficientDynamics, the new model also sets new benchmarks in fuel economy and emission management demonstrated above all by unparalleled fuel economy of just 7.4 litres/100 kilometres or 38.2 mpg imp in the new BMW X5 xDrive30d. This combination, the powerful design of the vehicle, innovative features and equipment and a unique premium character make the new BMW X5 the most outstanding representative of its segment in every respect.

3.5 Superior Concept in New Diversity: BMW EfficientDynamics – Lower Fuel Consumption and Greater Driving Pleasure in All Segments.

Offering a thoroughly updated and upgraded range of engines together with new models in numerous model series, BMW, the world's leading premium car maker, is further strengthening its top position as a supplier of particularly efficient cars also in the year 2010. The outstanding competence of the Company in developing drivetrain technologies optimised for maximum efficiency and the regular use of BMW EfficientDynamics technologies as standard features helps to give BMW's current models a particularly good balance of driving pleasure and fuel economy in all segments.

The leading role BMW occupies in this area is borne out not just by the increase in efficiency achieved with each model, but also by the overall balance of fuel economy and emissions the various cars have to offer. According to statistics from the German Motor Vehicle Registration Authority, the average CO_2 emissions of all BMWs newly registered in Germany in 2009 dropped to just 159 grams per kilometre, once again the lowest figure of all premium car makers in the German market.

In a direct comparison with the most important competitors in the premium segment, BMW's leadership over the competition is between 5 and 19 grams per kilometre. At the same time the average engine output of all BMWs registered in Germany in 2009, at 134.7 kW/183.2 hp, is at least 7.7 kW/10.5 hp above the average output of the competition.

Less CO_2, more driving pleasure – the principle of the BMW EfficientDynamics development strategy comes out once again most impressively also in official statistics.

Ten BMWs with a maximum CO_2 rating of 120 grams, seven BMWs fulfilling the EU6 emission standard.
The number of BMW models with CO_2 emissions not exceeding 140 grams per kilometre in the EU test cycle now amounts to no less than 27. Ten of BMW's current models even come with CO_2 emissions of no more than 120 grams. These are five models in the BMW 3 Series and five models in the BMW 1 Series which, on account of their low emissions, are exempted from any additional CO_2-based increase in road tax.

The number of BMW models fulfilling the EU5 emission standard has now increased to no less than 129 – and the range of models already featuring optional BMW BluePerformance technology complying with the EU6 emission standard not coming into force until 2014 is also increasing accordingly: With the new BMW 530d Sedan, the new BMW 530d Touring, the BMW 320d Sedan and the BMW 320d Touring joining the BMW 330d Sedan, the BMW 730d and the BMW 730Ld, the Company now offers no less than seven models complying in full with the EU6 standard.

Premiere for the BMW 320d EfficientDynamics Edition: lowest fuel consumption and CO_2 ratings throughout BMW's entire model range, by far the highest level of efficiency within the entire segment.

Entering spring 2010, the BMW 320d EfficientDynamics Edition is taking over the top position as the most fuel-efficient, lowest-emission car within BMW's model range. Powered by a 120 kW/163 hp four-cylinder diesel, this cutting-edge sedan combines the Sheer Driving Pleasure so typical of the brand with outstandingly low average fuel consumption of just 4.1 litres/ 100 kilometres (equal to 68.9 mpg imp) in the EU test cycle and a CO_2 rating of 109 grams per kilometre.

With its power unit optimised for maximum efficiency, refined aerodynamics, a longer final drive ratio and innovative technology in the two-mass flywheel, the centrifugal force pendulum, the BMW 320d EfficientDynamics Edition is by far the most efficient car in its segment.

The outstanding leadership of the BMW 320d EfficientDynamics Edition comes out even more clearly in a comparison with the competition focusing not only on CO_2, but also on engine output and performance: Emitting just 109 grams of CO_2 per kilometre, the BMW 320d EfficientDynamics Edition comes with by far the lowest emission rating in the midrange segment, while with its output of 120 kW/163 hp it is far superior to the most fuel-efficient and lowest-emission models offered by other manufacturers. No other car in this segment even comes close to this outstanding balance of emissions and performance.

Given all the qualities, the BMW 320d EfficientDynamics Edition is quite unparalleled in the fiercely contested midrange segment as a particularly attractive premium model for the discerning customer focusing increasingly on outstanding efficiency and environmental care without wishing to forego the sporting driving characteristics so typical of a BMW.

In a nutshell, therefore, the superior efficiency already offered by the BMW 3 Series through BMW EfficientDynamics is now being raised to an even higher standard in the BMW 320d EfficientDynamics.

New BMW 5 Series Touring with a wide range of BMW EfficientDynamics featured as standard.

The new BMW 5 Series Touring is an impressive example of how the regular use of BMW EfficientDynamics featured as standard offers unparalleled fuel efficiency and emission management in combination with enhanced driving pleasure also in other segments. Newly developed engines and transmissions with optimised efficiency as well as a wide range of efficiency technologies on and around the engines give the new BMW 5 Series Touring, like the new BMW 5 Series Sedan, outstanding qualities in fuel economy and emissions as well as sporting performance.

High Precision Injection developed by BMW and used in combination with turbocharging both on the eight- and six-cylinder engines offering truly supreme power makes a particularly effective contribution to the reduction of fuel consumption and emissions. Ensuring precise dosage of fuel, High Precision Injection optimises the degree of efficiency and, at the same time, keeps the combustion process particularly clean.

The new BMW 535i Touring is powered by a 225 kW/306 hp straight-six for the first time combining High Precision Injection and BMW TwinPower Turbo Technology with fully variable VALVETRONIC valve management, thus bringing together spontaneous power and performance, superior refinement and supreme efficiency in a combination never seen before.

High Precision Injection in the lean burn mode featured in the six-cylinder power unit of the BMW 523i offers an even higher level of all-round efficiency. In this case the highly efficient lean burn mode with a reduced amount of gasoline in the fuel/air mixture is maintained throughout a broad engine range also at higher engine speeds. As a further highlight the 150 kW/204 hp straight-six power unit of the BMW 523i Touring comes with an extra-light composite magnesium/aluminium crankcase.

The diesel versions of the new BMW 5 Series Touring likewise represent the latest state of the art in drivetrain development: All-aluminium construction, the latest generation of common-rail direct fuel injection and optimised turbocharger systems with variable intake geometry give both the four- and six-cylinder diesels truly impressive muscle and torque, supreme refinement and unparalleled efficiency.

Fuel is supplied in the power unit of the new BMW 530d Touring by piezo-injectors operating at a pressure of up to 1,800 bar. In comparison with its predecessor, the new BMW 530d Touring thus comes with engine power up by 7 kW to 180 kW/245 hp, while average fuel consumption in the EU test cycle is down by approximately 4 per cent to just 6.4 litres/100 kilometres, equal to 44.1 mpg imp.

Featuring optional BMW BluePerformance technology, the new BMW 530d Touring with automatic transmission already fulfils all the requirements of the EU6 standard not coming into force until 2014. Accordingly, BMW is consistently increasing its lead in the introduction of exhaust emission treatment technologies significantly reducing nitric oxide (NO_X) emissions.

Benefiting from appropriate improvements, the four-cylinder diesel engine of the new BMW 520d Touring also offers an optimised balance of power and fuel economy. The injection system using magnetic valve injectors generating a pressure of up to 1,800 bar ensures precise dosage of fuel as well as a smooth, consistent and low-emission combustion process. Maximum output of the 2.0-litre aluminium power unit has been increased by 5 kW to 135 kW/184 hp, with peak torque up by 30 Newton-metres/22 lb-ft to 380 Newton-metres/280 lb-ft.

Offering average fuel consumption of 5.1 litres/100 kilometres, equal to 55.4 mpg imp in the EU test cycle, as well as a CO_2 emission rating of 135 grams per kilometre, the new BMW 520d Touring is further increasing its lead as the most fuel-efficient and cleanest vehicle of its kind in this segment.

Auto Start Stop in the BMW 520d, Brake Energy Regeneration now including Recuperation Display.

The new BMW 520d Touring comes as standard with an Auto Start Stop function serving to minimise idle periods when coming to a stop at traffic junctions or in a traffic jam. As soon as the driver shifts to neutral and takes his foot off the clutch pedal, the engine switches off automatically. Then, as soon as the driver is able to continue, all he has to do is press the clutch to start the engine again without the slightest delay.

All manual gearbox versions of the new BMW 5 Series Touring come as standard with a gearshift point indicator. Likewise standard on all new BMW models, Brake Energy Regeneration is now supplemented by a Recuperation Display in the instrument cluster. A graphic signal next to the current fuel consumption in the lower part of the rev counter presents the generation of electric power while the engine is in overrun and when applying the brakes. The blue arrow shown in the process is activated as long as

Brake Energy Regeneration feeds energy generated without any additional consumption of fuel into the on-board network.

The introduction of a new steering system for the BMW 5 Series serves to significantly increase the car's efficiency: The servo motor on EPS Electric Power Steering is activated only when steering assistance is really required or desired by the driver. This reduces the consumption of electric energy, meaning that the generator converts far less primary energy into electric power.

A further feature offered by all models in varying combinations is the operation and use of ancillary units only on demand. This includes the coolant pump, the fuel pump and the oil pump, as well as the pump technologies on the suspension control systems. And last but not least, the compressor for the air conditioning is separated from the belt drive by a magnetic clutch once the air conditioning is switched off.

Use of a special light transmission fluid in a reduced quantity minimises frictional losses in the final drive. Active cooling air flaps opened or closed in accordance with driving conditions, in turn, optimise the car's aerodynamic qualities whenever the demand for cooling air remains low. A particularly smooth underfloor, to mention yet a further example, promotes the flow of air beneath the car, just as tyres with reduced roll resistance serve to enhance the overall standard of efficiency.

The new manual gearbox options on the BMW 5 Series, like the optionally available eight-speed automatic transmission, serve to convey power with optimum efficiency. On the automatic transmission converter slip limited to the starting-off process and reduced here, too, to a minimum, the high level of inner efficiency, low frictional losses ensured by only two clutches open at a time, the longer transmission ratio on the higher gears and transmission management focusing on the use of low engine speeds, all add up to significantly reduce fuel consumption versus the six-speed automatic transmission.

Premiere for BMW ActiveHybrid technology.
As yet a further pillar of BMW EfficientDynamics, BMW ActiveHybrid technology is now set to enter the market. No less than two models – the BMW ActiveHybrid 7 and the BMW ActiveHybrid X6 – are already available with this technology, intelligently combining the combustion engine and the electric motor in an appropriate combination for even more dynamic performance together with a significant reduction of both fuel consumption and emissions.

The BMW ActiveHybrid 7 is the first car in the world to combine a V8 gasoline engine, eight-speed automatic transmission and an electric motor in a mild-hybrid concept. All together, the various drive units develop system output of 342 kW/465 hp and peak torque of 700 Newton-metres/516 lb-ft. The drive concept featured in the BMW ActiveHybrid 7 thus offers new opportunities to optimise not only the high standard of efficiency, but also the driving dynamics and motoring comfort offered by this unique sedan.

In the BMW ActiveHybrid X6 intelligently controlled interaction of a V8 power unit with two electric synchronous drive units develops maximum system output of 357 kW/485 hp and peak torque of 780 Newton-metres/575 lb-ft. Given this superior technology, the world's first Sports Activity Coupé with full-hybrid drive paves the way to a brand-new driving experience combined with equally impressive efficiency.

The BMW Concept 5 Series ActiveHybrid consistently develops this technology to an even higher standard. Based on the new BMW 5 Series Sedan, the BMW Concept 5 Series ActiveHybrid comes with the next generation of BMW ActiveHybrid technology tailored precisely to the specific character of the car.

For the first time a straight-six power unit with BMW TwinPower Turbo Technology is teaming up with electric drive for optimised efficiency and a further increase in driving pleasure. As a so-called full-hybrid, the BMW Concept 5 Series ActiveHybrid is able to drive on electric power alone with zero emissions in urban traffic.

A further point is that the electric motor supports the gasoline engine for particularly powerful and spontaneous acceleration. In addition, BMW ActiveHybrid technology in the new concept car incorporates a forward-looking energy management system allowing further optimisation of the two drive units for maximum efficiency in every respect.

Options for the future: electric mobility and hydrogen.

In the context of EfficientDynamics the BMW Group is pursuing further research and testing projects with the focus on other drive concepts pointing into the future. As an example some 600 MINIs are being tested in a pilot project in the US states of California, New York and New Jersey by selected private and corporate customers in everyday traffic. This project provides helpful information on how individual mobility using all-electric cars can be improved to maximum efficiency.

The BMW Concept ActiveE has been developed in anticipation of a comparable pilot project even broader in its scope and magnitude. Based on the BMW 1 Series Coupé, this concept car combines zero-emission motoring with dynamic acceleration, four fully-fledged seats, a luggage compartment with approximately 200 litres capacity, and rear-wheel drive. Again, this concept seeks to offer consistent progress on the way to zero-emission mobility.

With electric mobility being an important highlight of the development process in the context of project i, the BMW Group is also working on innovative vehicle concepts for mega-cities the world over.

Looking at sustained automobility in future, the BMW Group is likewise focusing on hydrogen recovered in a regenerating process. Built in a small series of 100 cars, the BMW Hydrogen 7 has now covered some 4 million kilometres or 2.5 million miles worldwide. Such thorough, practical use of BMW's Hydrogen Sedan clearly proves that this drive concept meets the needs of everyday traffic and provides a further realistic option for the future.

Introducing Efficient Dynamics, minimising the use of resources in production, and maintaining high social standards for employees at all locations, the BMW Group has once again strengthened its outstanding position in the current Dow Jones Sustainability Index. This ranking jointly compiled by the Dow Jones Indices, Stoxx Limited, and the SAM Assets Management Company in Zurich is acknowledged as the world's most important benchmark for entrepreneurial responsibility. And now the BMW Group has been ranked in the Dow Jones Sustainability Index as the "World's Most Sustainable Car Maker" for the fifth time in a row.

3.6 Flexible, Focused on Quality, Oriented to the Future: Car Production at BMW Plant Leipzig.

The car of the future is being built in Leipzig.

Choosing BMW's plant in the German State of Saxony as the venue for the production of an all-electric production model, the BMW Group has once again confirmed how fit this production plant is for the future. The plant premises in Leipzig offer ample space and freedom to build this new rendition of mobility with a high level of flexibility, efficiency and quality all in one.

The BMW Group plans to introduce its future-oriented electric car developed in the context of project i for sustained mobility in an urban environment in the first half of this decade. This alone shows the BMW Group's clear commitment to the production of the automobile in Germany and sets further momentum for ongoing growth and job security in the Leipzig Region.

Five years after being opened, BMW Plant Leipzig is therefore once again setting the foundation for a further increase in capacity and additional diversity within the BMW model range.

Production of the BMW 3 Series Sedan started here in March 2005, followed two years later by production of the three-door version of the BMW 1 Series, that is the integration of a further model. Ever since September 2007, the BMW 1 Series Coupé has also been built in Leipzig, followed by the BMW 1 Series Convertible in December 2007. The latest addition to the production range was in September 2009, when BMW Plant Leipzig started series production of the BMW X1, the BMW Group's new success model built exclusively in Leipzig for the entire world market.

Modern production facilities, efficient production processes.
Built in the north-east of the city at an investment of more than Euro 1.3 billion, BMW Plant Leipzig is a fully-fledged production facility with an integrated Supply Centre for external suppliers. This ensures that parts delivered to the plant as well as pre-assembled components for all of the models built In Leipzig are able to reach the production lines as quickly and directly as possible.

Throughout the entire premises, some 5,000 employees work on the production of premium BMW cars. Flexible working time concepts and shift

systems currently allow production of up to 730 cars a day at BMW Plant Leipzig, depending on current demand, an achievement made possible by BMW's Formula for Work allowing plant operation between 60 and 140 hours a week. This concept enables BMW Plant Leipzig to adjust at short notice and at low cost to any changes in production.

To further improve the efficiency of the production process and optimise logistics at the plant, BMW Plant Leipzig was enlarged and upgraded in 2009. A new Press Shop producing an even wider range of components built at an investment of approximately Euro 100 million now manufactures side frames, doors, roofs, rear lids and front lids most of which previously came from other BMW plants. Saving the usual transport, this further minimises the ecological effects of the production process.

The six-stage Servo Press Line is the world's most modern and fastest facility of its kind, processing high- and ultra-high-strength steel with an overall pressing force of 10,300 tonnes. In all, more than 40 different body components for the BMW X1 and for the BMW 1 Series are built here. The adjacent Door and Lid Production Line immediately continues work on some of these components, some 60 robots serving to further refine and weld rear lids, front lids and doors.

High standards of quality and environmental care at BMW Plant Leipzig.

As an ultra-modern production facility, BMW Plant Leipzig uses various processes particularly beneficial to the environment. The Paintshop, for example, re-circulates the heat generated in the paint application process to save valuable resources and ensure particularly economical production.

Quality control is of key significance in production at BMW Plant Leipzig. Like in the entire BMW Group, the quality standards applied to both products and services are particularly stringent. The individual structure of the plant, its technical facilities and the level of employee qualification are all focused consistently on the production of premium products.

Ideal conditions for ongoing growth ensured by flexible structures.

Leading up the start of production of the new car concept already lauded as the Megacity Vehicle, BMW Plant Leipzig is to be expanded once again. One of the particular features of BMW Plant Leipzig is the option to prepare for the start of production of new models in the Bodyshop, the Paintshop and in Assembly, while production continues as usual.

This is ensured, among other things, by the unique "comb" structure in the Assembly Hall allowing individual "fingers" in the building to be moved flexibly to another location in order to integrate additional production processes at minimum cost and effort.

In the production of the BMW Group's future-oriented electric car, BMW Plant Leipzig will be cooperating with two BMW production centres in Bavaria: In future Wackersdorf will be producing the carbon-fibre fabric further processed at BMW Plant Landshut into CFP components for the new model. This allows the BMW Group to capitalise on its tried and tested production network in Germany also in the construction of the Megacity Vehicle, using all the innovative power, modern production facilities and the competence of the employees as prerequisites for supreme quality.

BMW Plant Leipzig: car production with huge benefits for the region.
With BMW moving to Leipzig and establishing the new plant, the entire region benefits from substantial economic advantages. A study conducted by the University of Leipzig shows the economic effects already generated by the plant. Even during the plant construction period from 2002 to 2004 the additional gross value created in the region was approximately Euro 700 million. And in the same period overall income in the region was up by more than Euro 420 billion.

The current economic effects of the plant in terms of jobs and the creation of value can also be analysed scientifically: In 2009 some 2,600 employees of BMW at the plant built more than 143,000 cars in Leipzig. Each job created directly by BMW at the plant accounts for another three jobs created indirectly in the region.

The creation of value is even more impressive, with every Euro in value generated by BMW Plant Leipzig accounting for another Euro 3.86 in value within the region as a whole. And last but certainly not least the public authorities also benefit from the plant, with BMW Plant Leipzig contributing some Euro 75 million a year to the overall tax income in the region.