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Technical specifications. BMW 5 Series Touring. i5 eDrive40.



		BMW i5 eDrive40 Touring
Vohielo estosom		
Vehicle category Drive type / body variant		Battery Electric Vehicle - BEV / Touring
- 111		,
Body		
Number of doors/seats		5/5
Length/width/height (empty)	mm	5060 / 1900 / 1515
Wheelbase	mm	2995
Track width, front/rear	mm	1622 / 1625
Turning circle	m	12.3
Turning circle with Integral Active Steering	m	11.7
Ground clearance, empty	mm	147
Vehicle curb weight (DIN/EU)	kg	2180 / 2255
Payload according to DIN	kg	610
Permitted total weight	kg	2790
Permitted axle loads, front/rear	kg	1290 / 1655
Permitted trailer load		
braked (12 %) / unbraked	kg	1500 / 750
Permitted roof load/permitted		
trailer nose weight	kg	100 / 80
Luggage compartment volume	Ī	570 – 1700
Drag coefficient	c _x x A	0.24 x 2.50
Drive		
Drive concept		Electric drive, transmission of the drive torque of the electric
		motor to the rear wheels, adaptive recuperation
System performance	kW/hp	230 / 313
System performance in My Mode Sport	kW/hp	250 / 340
System torque	Nm	400(430 ¹⁾)
System power weight	kg/kW	8.7
Transmission type		Automatic transmission, single-stage with fixed ratio
Electric motor		
Motor technology		Fifth-generation BMW eDrive technology:
motor teamlology		Current-excited synchronous machine, electric motor, power
		electronics and transmission each integrated in a common
		housing, generator function for recuperation
Peak power according to ECE R 85	kW/hp	250 / 340
at motor speed	rpm	8000
max. torque	Nm	430 1)
· · · · · · · · · · · · · · · · · · ·		
at motor speed	rpm	0 – 5000
Overall ratio	:1	11.115
IP-b b		
High voltage battery		I Miletone Len
Battery technology		Lithium-ion
Installation location		Underbody
Voltage	V	400
Net energy content	kWh	81.2
Charging time for 0 -100% charge		8:30 h at 11 kW (16 A / 230 V, AC three-phase)
Charging time for 0 -100% charge		4:15 h at 22 kW (32 A / 230 V, AC three-phase)
(optional)		
Charging time for 10-80% charge		30 min at 205 kW (DC, fast charging station)
additional range after 10 minutes of DC		
charging (max. charging rate)	km	160 – 204
Charging unit		
Type		Combined Charging Unit (CCU) with integrated 3.5-kW voltage
. 18-		converter for supplying the 12-volt electrical system
max. charging power		converter for supplying the 12-voit electrical system
alternating current (AC) three-phase	kW	22.0
(optional)	KVV	22.0
max. charging power		
c.iuigiig pottei		
direct current (DC)	kW	205
direct current (DC)	kW	205

		BMW i5 eDrive40 Touring
Driving dynamics and safety		
Front wheel suspension		Double wishbone axle in aluminium construction with separated
		lower control arm level; optional: electronically controlled shock
		absorbers
Rear wheel suspension		Five-link axle in aluminium construction, double elastic mounting
·		air suspension with automatic self-levelling; optional:
		electronically controlled dampers
Brakes, front		Four-piston, fixed-caliper disc brakes, ventilated
Brakes, rear		Single-piston, floating-caliper disc brakes, ventilated
Driving stability systems		Standard: DSC incl. ABS, ASC and DTC (Dynamic Traction
<i>, ,</i>		Control), directly controlled wheel slip limitation, Cornering Brake
		Assist CBC, Brake Assist DBC, Dry Brake Function, Fade
		Compensation, Hill Start Control, Trailer Stability Control,
		Performance Control; optional: Active Roll Stabilisation
Safety equipment		Standard: Airbags for driver and passenger, side airbags for
,		driver and passenger, interaction airbag between driver and
		passenger, front and rear head airbags, 3-point automatic-reel
		belt on all seats, with seat belt stopper at front, seat belt
		tensioner and seat belt force limiter at the front and the outside
		rear seats, crash sensors, tyre pressure display
Steering		Electrically assisted rack-and-pinion steering (EPS) with
-		Servotronic function and variable steering ratio; optional:
		Integral Active Steering
Overall steering ratio	:1	16.5
Tyres, front/rear		245/45 R19 102Y XL /
		275/40 R19 105Y XL
Wheel rims, front/rear		8.5J x 19 LM /
		10J x 19 LM
D.1.1		
Driving performance figures Acceleration 0-100 km/h (62	mph) s	6.1
Top speed	km/h	
тор зреец	KIII/II	133 (120 mpn) (electronicum miniceu)
Consumption (WLTP combined)		
According to EnVKV	kWh/100 km	18.6
Achievable in individual		
configuration	kWh/100 km	18.6 – 15.4
Range (WLTP combined)		
According to EnVKV	km	493 – 495
Achievable in individual	KIII	455 - 455
configuration	km	493 – 602
comiguration	KIII	455 - 002
Environmental features		
Pass-by noise	dB(A)	66
Emission rating	, ,	Electric vehicle
	•	A

 $Technical \ specifications \ valid \ for \ ACEA \ markets \ / \ registration-related \ data \ only \ relevant \ to \ Germany \ in \ some \ cases$

 $^{^{1)}}$ When the Sport Boost or Launch Control function is activated

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BMW 5 Series Touring. i5 xDrive40.

		BMW i5 xDrive40 Touring
Vehicle category Drive type / body variant		Battery Electric Vehicle - BEV / Touring
Brive type / Body variant		Buttery Electric Vernete BEV7 Footning
Body		
Number of doors/seats		5/5
Length/width/height (empty)	mm	5060 / 1900 / 1515
Wheelbase	mm	2995
Track width, front/rear	mm	1622 / 1625
Turning circle	m	11.8 147
Ground clearance, empty Vehicle curb weight (DIN/EU)	mm kg	2330 / 2405
Payload according to DIN	kg	635
Permitted total weight	kg kg	2965
Permitted axle loads, front/rear	kg	1415 / 1685
Permitted trailer load	9	
braked (12 %) / unbraked	kg	2000 / 750
Permitted roof load/permitted	kg	
trailer nose weight		100 / 80
Luggage compartment volume	I	570 – 1700
Drag coefficient	c _x x A	0.24 x 2.50
Drive		
Drive concept		ctric all-wheel drive, coordinated transmission of drive torque n one electric motor to the front and one to the rear wheels as needed, adaptive recuperation
System performance	kW/hp	290 / 394
System torque	Nm	590
System power weight	kg/kW	8.0
Transmission type		Automatic transmission, single-stage with fixed ratio
Electric motors		
Motor technology		Fifth-generation BMW eDrive technology: urrent-excited synchronous machines, electric motor, power electronics and transmission each integrated in a common housing, generator function for recuperation
Electric motor front		nousing, generator ranction for recuperation
Peak power according to ECE R 85	kW/hp	190 / 258
at motor speed	rpm	8000
max. torque	Nm	365
at engine speed	rpm	0 – 5000
Overall ratio	:1	8.774
Electric motor rear		
Peak power according to ECE R 85	kW/hp	230 / 313
at engine speed	rpm	8000
Torque	Nm	400
at engine speed	rpm	0 – 5000
Overall ratio	:1	9.374
High voltage battery		1911
Battery technology		Lithium-ion
Installation location		Underbody
Voltage	V	400
Makanawayaawtaat	1.3 . 0	
Net energy content	kWh	81.2
Charging time for 0 -100% charge	kWh	8:30 h at 11 kW (16 A / 230 V, AC three-phase)
Charging time for 0 -100% charge Charging time for 0 -100% charge	kWh	
Charging time for 0 -100% charge Charging time for 0 -100% charge (optional)	kWh	8:30 h at 11 kW (16 A / 230 V, AC three-phase) 4:15 h at 22 kW (32 A / 230 V, AC three-phase)
Charging time for 0 -100% charge Charging time for 0 -100% charge (optional) Charging time for 10-80% charge	kWh	8:30 h at 11 kW (16 A / 230 V, AC three-phase)
Charging time for 0 -100% charge Charging time for 0 -100% charge (optional) Charging time for 10-80% charge Additional range after 10 minutes of	km	8:30 h at 11 kW (16 A / 230 V, AC three-phase) 4:15 h at 22 kW (32 A / 230 V, AC three-phase) 30 min at 205 kW (DC, fast charging station)
Charging time for 0 -100% charge Charging time for 0 -100% charge (optional) Charging time for 10-80% charge		8:30 h at 11 kW (16 A / 230 V, AC three-phase) 4:15 h at 22 kW (32 A / 230 V, AC three-phase)
Charging time for 0 -100% charge Charging time for 0 -100% charge (optional) Charging time for 10-80% charge Additional range after 10 minutes of DC charging (max. charging rate)		8:30 h at 11 kW (16 A / 230 V, AC three-phase) 4:15 h at 22 kW (32 A / 230 V, AC three-phase) 30 min at 205 kW (DC, fast charging station)
Charging time for 0 -100% charge Charging time for 0 -100% charge (optional) Charging time for 10-80% charge Additional range after 10 minutes of DC charging (max. charging rate) Charging unit Type	km	8:30 h at 11 kW (16 A / 230 V, AC three-phase) 4:15 h at 22 kW (32 A / 230 V, AC three-phase) 30 min at 205 kW (DC, fast charging station)
Charging time for 0 -100% charge Charging time for 0 -100% charge (optional) Charging time for 10-80% charge Additional range after 10 minutes of DC charging (max. charging rate) Charging unit	km	8:30 h at 11 kW (16 A / 230 V, AC three-phase) 4:15 h at 22 kW (32 A / 230 V, AC three-phase) 30 min at 205 kW (DC, fast charging station) 150 – 179 ombined Charging Unit (CCU) with integrated 3.5-kW voltage
Charging time for 0 -100% charge Charging time for 0 -100% charge (optional) Charging time for 10-80% charge Additional range after 10 minutes of DC charging (max. charging rate) Charging unit Type max. charging power alternating current (AC) three-phase	km	8:30 h at 11 kW (16 A / 230 V, AC three-phase) 4:15 h at 22 kW (32 A / 230 V, AC three-phase) 30 min at 205 kW (DC, fast charging station) 150 – 179 combined Charging Unit (CCU) with integrated 3.5-kW voltage converter for supplying the 12-volt electrical system
Charging time for 0 -100% charge Charging time for 0 -100% charge (optional) Charging time for 10-80% charge Additional range after 10 minutes of DC charging (max. charging rate) Charging unit Type max. charging power alternating current (AC) three-phase (optional)	km	8:30 h at 11 kW (16 A / 230 V, AC three-phase) 4:15 h at 22 kW (32 A / 230 V, AC three-phase) 30 min at 205 kW (DC, fast charging station) 150 – 179 combined Charging Unit (CCU) with integrated 3.5-kW voltage converter for supplying the 12-volt electrical system

		BMW i5 xDrive40 Touring
Driving dynamics and safety		
Front wheel suspension		Double wishbone axle in aluminium construction with separated
·		lower control arm level, electronically controlled shock absorbers
Rear wheel suspension		Five-link axle in aluminium construction, double elastic mounting,
·		air suspension with automatic self-levelling; optional:
		electronically controlled dampers
Brakes, front		Four-piston, fixed-caliper disc brakes, ventilated
Brakes, rear		Single-piston, floating-caliper disc brakes, ventilated
Driving stability systems		Standard: DSC incl. ABS, ASC and DTC (Dynamic Traction
		Control), directly controlled wheel slip limitation, Cornering Brake
		Assist CBC, Brake Assist DBC, Dry Brake Function, Fade
		Compensation, Hill Start Control, Trailer Stability Control,
		Performance Control; optional: Active Roll Stabilisation
Safety equipment		standard: Airbags for driver and passenger, side airbags for drive
	(and passenger, interaction airbag between driver and passenger,
		front and rear head airbags, 3-point automatic-reel belt on all
	9	seats, with seat belt stopper at front, seat belt tensioner and seat
		belt force limiter at the front and the outside rear seats, crash
		sensors, tyre pressure display
Steering		Electrically assisted rack-and-pinion steering (EPS) with
		Servotronic function and variable steering ratio, Integral Active
		Steering
Overall steering ratio	:1	15.7
Tyres, front/rear		245/45 R19 102Y XL/
		275/40 R19 105Y XL
Wheel rims, front/rear		8.5J x 19 light-alloy/
		10J x 19 light-alloy
Driving performance figures		
Acceleration 0-100 km/h (62 mph)	S	5.5
Top speed	km/h	215 (134 mph) (electronically limited)
Consumption (WLTP combined)		
According to EnVKV	kWh/100 km	19.5 – 19.4
Achievable in individual configuration	KWII/ TOO KIII	15.5 - 15.4
Achievable in individual configuration	kWh/100 km	19.5 – 16.4
	KWIII TOO KIII	15.5 - 10.4
Range (WLTP combined)		
According to EnVKV	km	467 – 468
Achievable in individual configuration		
	km	467 – 561
Environmental features		
Pass-by noise	dB(A)	68
Emission rating	иБ(А)	Electric vehicle
CO ₂ class(es) acc. to Pkw-EnVKV		A Electric vernicle
CO2 CIUSS(ES) UCC. LO PRW-EITVRV		Α

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BMW 5 Series Touring. i5 M60 xDrive.

		BMW i5 M60 xDrive Touring
		BMW IS MOUXDRIVE TOURING
Vehicle category		
Drive type / body variant		Battery Electric Vehicle - BEV / Touring
Body		
Number of doors/seats		5/5
Length/width/height (empty)	mm	5060 / 1900 / 1505
Wheelbase	mm	2995
Track width, front/rear	mm	1634 / 1625
Turning circle	m	11.9
Ground clearance, empty	mm	137
/ehicle curb weight (DIN/EU)	kg	2350 / 2425
Payload according to DIN	kg	610
Permitted total weight	kg	2960
Permitted axle loads, front/rear	kg	1430 / 1700
Permitted trailer load	9	
praked (12 %) / unbraked	kg	2000 / 750
Permitted roof load/permitted		
railer nose weight	kg	100 / 80
Luggage compartment volume	ī	570 – 1700
Drag coefficient	c _x x A	0,25 x 2,50
. 5 . 2	-^,,,,,	/
Drive		
Drive concept		Electric all-wheel drive, coordinated transmission of drive torque
		from one electric motor to the front and one to the rear wheels a
		needed, adaptive recuperation
System performance	kW/hp	380 / 517
System performance in My Mode Sport	kW/hp	442 / 601
System torque	Nm	795(820 ¹¹)
System power weight	kg/kW	5.3
Fransmission type	_	Automatic transmission, single-stage with fixed ratio
_, , , ,		
Electric motors		
Motor technology		Fifth-generation BMW eDrive technology:
		Current-excited synchronous machines, electric motor, power
	6	Current-excited synchronous machines, electric motor, power electronics and transmission each integrated in a common housing
Motor technology	€	Current-excited synchronous machines, electric motor, power
Motor technology Electric motor front	€	Current-excited synchronous machines, electric motor, power electronics and transmission each integrated in a common housingenerator function for recuperation
Motor technology Electric motor front	kW/hp	Current-excited synchronous machines, electric motor, power electronics and transmission each integrated in a common housing
Motor technology Electric motor front Peak power according to ECE R 85		Current-excited synchronous machines, electric motor, power electronics and transmission each integrated in a common housingenerator function for recuperation
Motor technology Electric motor front Peak power according to ECE R 85 at motor speed	kW/hp	Current-excited synchronous machines, electric motor, power electronics and transmission each integrated in a common housingenerator function for recuperation
Motor technology Electric motor front Peak power according to ECE R 85 at motor speed max. torque	kW/hp rpm	Current-excited synchronous machines, electric motor, power electronics and transmission each integrated in a common housing enerator function for recuperation 192 / 261 8000
Electric motor front Peak power according to ECE R 85 at motor speed max. torque at motor speed	kW/hp rpm Nm	Current-excited synchronous machines, electric motor, power electronics and transmission each integrated in a common housing enerator function for recuperation 192 / 261 8000 365
Electric motor front Peak power according to ECE R 85 at motor speed max. torque at motor speed Dverall ratio	kW/hp rpm Nm rpm	Current-excited synchronous machines, electric motor, power electronics and transmission each integrated in a common housing generator function for recuperation 192 / 261 8000 365 0 – 5000
Electric motor front Peak power according to ECE R 85 at motor speed max. torque at motor speed Dverall ratio Electric motor rear	kW/hp rpm Nm rpm	Current-excited synchronous machines, electric motor, power electronics and transmission each integrated in a common housing enerator function for recuperation 192 / 261 8000 365 0 – 5000
Electric motor front Peak power according to ECE R 85 on motor speed max. torque at motor speed Diverall ratio Electric motor rear Peak power according to ECE R 85	kW/hp rpm Nm rpm :1	Current-excited synchronous machines, electric motor, power electronics and transmission each integrated in a common housing generator function for recuperation 192 / 261 8000 365 0 – 5000 8.774
Electric motor front Peak power according to ECE R 85 at motor speed max. torque at motor speed Dverall ratio Electric motor rear Peak power according to ECE R 85 at motor speed	kW/hp rpm Nm rpm :1	Current-excited synchronous machines, electric motor, power electronics and transmission each integrated in a common housing generator function for recuperation 192 / 261 8000 365 0 – 5000 8.774
Electric motor front Peak power according to ECE R 85 at motor speed max. torque at motor speed Dverall ratio Electric motor rear Peak power according to ECE R 85 at motor speed	kW/hp rpm Nm rpm :1	Current-excited synchronous machines, electric motor, power electronics and transmission each integrated in a common housing generator function for recuperation 192 / 261 8000 365 0 – 5000 8.774 250 / 340 8000
Electric motor front Peak power according to ECE R 85 at motor speed max. torque at motor speed Dverall ratio Electric motor rear Peak power according to ECE R 85 at motor speed at motor speed Dverall ratio Electric motor rear Peak power according to ECE R 85 at motor speed max. torque at motor speed	kW/hp rpm Nm rpm :1 kW/hp rpm	Current-excited synchronous machines, electric motor, power electronics and transmission each integrated in a common housing generator function for recuperation 192 / 261 8000 365 0 – 5000 8.774 250 / 340 8000 430
Electric motor front Peak power according to ECE R 85 at motor speed max. torque at motor speed Dverall ratio Electric motor rear Peak power according to ECE R 85 at motor speed at motor speed Dverall ratio Electric motor rear Peak power according to ECE R 85 at motor speed max. torque at motor speed	kW/hp rpm Nm rpm :1 kW/hp rpm Nm rpm	Current-excited synchronous machines, electric motor, power electronics and transmission each integrated in a common housing generator function for recuperation 192 / 261 8000 365 0 – 5000 8.774 250 / 340 8000 430 0 – 5000
Electric motor front Peak power according to ECE R 85 at motor speed max. torque at motor speed Dverall ratio Electric motor rear Peak power according to ECE R 85 at motor speed max. torque at motor speed Dverall ratio Electric motor rear Peak power according to ECE R 85 at motor speed max. torque at motor speed Dverall ratio High voltage battery	kW/hp rpm Nm rpm :1 kW/hp rpm Nm rpm	Current-excited synchronous machines, electric motor, power electronics and transmission each integrated in a common housing generator function for recuperation 192 / 261 8000 365 0 - 5000 8.774 250 / 340 8000 430 0 - 5000 9.374
Electric motor front Peak power according to ECE R 85 at motor speed max. torque at motor speed Dverall ratio Electric motor rear Peak power according to ECE R 85 at motor speed max. torque at motor speed Dverall ratio Electric motor rear Peak power according to ECE R 85 at motor speed max. torque at motor speed Dverall ratio High voltage battery Battery technology	kW/hp rpm Nm rpm :1 kW/hp rpm Nm rpm	Current-excited synchronous machines, electric motor, power electronics and transmission each integrated in a common housing generator function for recuperation 192 / 261 8000 365 0 - 5000 8.774 250 / 340 8000 430 0 - 5000 9.374 Lithium-ion
Electric motor front Peak power according to ECE R 85 at motor speed max. torque at motor speed Dverall ratio Electric motor rear Peak power according to ECE R 85 at motor speed max. torque at motor speed Dverall ratio Electric motor rear Peak power according to ECE R 85 at motor speed max. torque at motor speed Dverall ratio High voltage battery Battery technology nstallation location	kW/hp rpm Nm rpm :1 kW/hp rpm Nm rpm :1	Current-excited synchronous machines, electric motor, power electronics and transmission each integrated in a common housing generator function for recuperation 192 / 261 8000 365 0 - 5000 8.774 250 / 340 8000 430 0 - 5000 9.374 Lithium-ion Underbody
Electric motor front Peak power according to ECE R 85 at motor speed max. torque at motor speed Overall ratio Electric motor rear Peak power according to ECE R 85 at motor speed Overall ratio High voltage battery Battery technology Installation location Voltage	kW/hp rpm Nm rpm :1 kW/hp rpm Nm rpm	Current-excited synchronous machines, electric motor, power electronics and transmission each integrated in a common housing generator function for recuperation 192 / 261 8000 365 0 - 5000 8.774 250 / 340 8000 430 0 - 5000 9.374 Lithium-ion Underbody 400
Electric motor front Peak power according to ECE R 85 at motor speed max. torque at motor speed Dverall ratio Electric motor rear Peak power according to ECE R 85 at motor speed max. torque at motor speed Dverall ratio Electric motor rear Peak power according to ECE R 85 at motor speed max. torque at motor speed Dverall ratio Eligh voltage battery Estatery technology Installation location Foltage Evet energy content	kW/hp rpm Nm rpm :1 kW/hp rpm Nm rpm :1	Current-excited synchronous machines, electric motor, power electronics and transmission each integrated in a common housing generator function for recuperation 192 / 261 8000 365 0 - 5000 8.774 250 / 340 8000 430 0 - 5000 9.374 Lithium-ion Underbody 400 81.2
Electric motor front Peak power according to ECE R 85 at motor speed max. torque at motor speed Dverall ratio Electric motor rear Peak power according to ECE R 85 at motor speed Dverall ratio Electric motor rear Peak power according to ECE R 85 at motor speed max. torque at motor speed Dverall ratio High voltage battery Battery technology Installation location Voltage Vet energy content Charging time for 0 -100% charge	kW/hp rpm Nm rpm :1 kW/hp rpm Nm rpm :1	Current-excited synchronous machines, electric motor, power electronics and transmission each integrated in a common housing generator function for recuperation 192 / 261 8000 365 0 - 5000 8.774 250 / 340 8000 430 0 - 5000 9.374 Lithium-ion Underbody 400 81.2 4:15 h at 22 kW (32 A / 230 V, AC three-phase)
Electric motor front Peak power according to ECE R 85 at motor speed max. torque at motor speed Dverall ratio Electric motor rear Peak power according to ECE R 85 at motor speed Dverall ratio Electric motor rear Peak power according to ECE R 85 at motor speed max. torque at motor speed Dverall ratio High voltage battery Battery technology Installation location Voltage Vet energy content Charging time for 0 -100% charge	kW/hp rpm Nm rpm :1 kW/hp rpm Nm rpm :1	Current-excited synchronous machines, electric motor, power electronics and transmission each integrated in a common housing generator function for recuperation 192 / 261 8000 365 0 - 5000 8.774 250 / 340 8000 430 0 - 5000 9.374 Lithium-ion Underbody 400 81.2
Electric motor front Peak power according to ECE R 85 at motor speed max. torque at motor speed Diverall ratio Electric motor rear Peak power according to ECE R 85 at motor speed Diverall ratio Electric motor rear Peak power according to ECE R 85 at motor speed max. torque at motor speed Diverall ratio Electric motor speed Max. torque at motor speed Diverall ratio Electric motor rear Peak power according to ECE R 85 at motor speed Diverall ratio Electric motor rear Peak power according to ECE R 85 at motor speed Diverall ratio Electric motor rear Peak power according to ECE R 85 at motor speed Diverall ratio Electric motor rear Peak power according to ECE R 85 at motor speed Diverall ratio Electric motor rear Peak power according to ECE R 85 at motor speed Diverall ratio Electric motor rear Peak power according to ECE R 85 at motor speed Diverall ratio Electric motor rear Peak power according to ECE R 85 at motor speed Diverall ratio Electric motor rear Peak power according to ECE R 85 at motor speed Diverall ratio Electric motor rear Peak power according to ECE R 85 at motor speed Diverall ratio Electric motor rear Peak power according to ECE R 85 at motor speed Diverall ratio Electric motor rear Peak power according to ECE R 85 at motor speed Diverall ratio Electric motor rear Peak power according to ECE R 85 at motor speed Diverall ratio Electric motor rear Peak power according to ECE R 85 at motor speed Diverall ratio Electric motor rear Peak power according to ECE R 85 at motor speed Diverall ratio Electric motor rear Peak power according to ECE R 85 at motor speed Diverall ratio Electric motor rear Peak power according to ECE R 85 at motor speed Diverall ratio Electric motor speed Divera	kW/hp rpm Nm rpm :1 kW/hp rpm Nm rpm :1	Current-excited synchronous machines, electric motor, power electronics and transmission each integrated in a common housing generator function for recuperation 192 / 261 8000 365 0 - 5000 8.774 250 / 340 8000 430 0 - 5000 9.374 Lithium-ion Underbody 400 81.2 4:15 h at 22 kW (32 A / 230 V, AC three-phase)
Electric motor front Peak power according to ECE R 85 at motor speed max. torque at motor speed Diverall ratio Electric motor rear Peak power according to ECE R 85 at motor speed Diverall ratio Electric motor rear Peak power according to ECE R 85 at motor speed max. torque at motor speed Diverall ratio High voltage battery Battery technology Installation location Voltage Net energy content Charging time for 0 -100% charge Charging time for 10-80% charge additional range after 10 minutes of DC	kW/hp rpm Nm rpm :1 kW/hp rpm Nm rpm :1	Current-excited synchronous machines, electric motor, power electronics and transmission each integrated in a common housing generator function for recuperation 192 / 261 8000 365 0 - 5000 8.774 250 / 340 8000 430 0 - 5000 9.374 Lithium-ion Underbody 400 81.2 4:15 h at 22 kW (32 A / 230 V, AC three-phase)
Electric motor front Peak power according to ECE R 85 at motor speed max. torque at motor speed Overall ratio Electric motor rear Peak power according to ECE R 85 at motor speed max. torque at motor speed overall ratio Electric motor rear Peak power according to ECE R 85 at motor speed overall ratio High voltage battery Battery technology Installation location Voltage Net energy content Charging time for 0 -100% charge additional range after 10 minutes of DC charging (max. charging rate)	kW/hp rpm Nm rpm :1 kW/hp rpm Nm rpm V kWh	Current-excited synchronous machines, electric motor, power electronics and transmission each integrated in a common housing generator function for recuperation 192 / 261 8000 365 0 - 5000 8.774 250 / 340 8000 430 0 - 5000 9.374 Lithium-ion Underbody 400 81.2 4:15 h at 22 kW (32 A / 230 V, AC three-phase) 30 min at 205 kW (DC, fast charging station)
Electric motor front Peak power according to ECE R 85 at motor speed max. torque at motor speed Doverall ratio Electric motor rear Peak power according to ECE R 85 at motor speed Doverall ratio Electric motor rear Peak power according to ECE R 85 at motor speed max. torque at motor speed Doverall ratio High voltage battery Battery technology Installation location Voltage Net energy content Charging time for 0 -100% charge Charging time for 10-80% charge Charging time for 10 minutes of DC charging (max. charging rate) Charging unit	kW/hp rpm Nm rpm :1 kW/hp rpm Nm rpm V kWh	Current-excited synchronous machines, electric motor, power electronics and transmission each integrated in a common housing generator function for recuperation 192 / 261 8000 365 0 - 5000 8.774 250 / 340 8000 430 0 - 5000 9.374 Lithium-ion Underbody 400 81.2 4:15 h at 22 kW (32 A / 230 V, AC three-phase) 30 min at 205 kW (DC, fast charging station)
Electric motor front Peak power according to ECE R 85 at motor speed max. torque at motor speed Doverall ratio Electric motor rear Peak power according to ECE R 85 at motor speed Doverall ratio Electric motor rear Peak power according to ECE R 85 at motor speed max. torque at motor speed Doverall ratio High voltage battery Battery technology Installation location Voltage Net energy content Charging time for 0 -100% charge Charging time for 10-80% charge Charging time for 10 minutes of DC charging (max. charging rate) Charging unit	kW/hp rpm Nm rpm :1 kW/hp rpm Nm rpm V kWh	Current-excited synchronous machines, electric motor, power electronics and transmission each integrated in a common housing generator function for recuperation 192 / 261 8000 365 0 - 5000 8.774 250 / 340 8000 430 0 - 5000 9.374 Lithium-ion Underbody 400 81.2 4:15 h at 22 kW (32 A / 230 V, AC three-phase) 30 min at 205 kW (DC, fast charging station) 150 - 185 Combined Charging Unit (CCU) with integrated 3.5-kW voltage
Electric motor front Peak power according to ECE R 85 at motor speed max. torque at motor speed Overall ratio Electric motor rear Peak power according to ECE R 85 at motor speed Overall ratio Electric motor rear Peak power according to ECE R 85 at motor speed max. torque at motor speed Overall ratio High voltage battery Battery technology Installation location Voltage Net energy content Charging time for 0 -100% charge Charging time for 10-80% charge additional range after 10 minutes of DC charging (max. charging rate) Charging unit Type	kW/hp rpm Nm rpm :1 kW/hp rpm Nm rpm V kWh	Current-excited synchronous machines, electric motor, power electronics and transmission each integrated in a common housing generator function for recuperation 192 / 261 8000 365 0 - 5000 8.774 250 / 340 8000 430 0 - 5000 9.374 Lithium-ion Underbody 400 81.2 4:15 h at 22 kW (32 A / 230 V, AC three-phase) 30 min at 205 kW (DC, fast charging station)
Electric motor front Peak power according to ECE R 85 at motor speed max. torque at motor speed Diverall ratio Electric motor rear Peak power according to ECE R 85 at motor speed Diverall ratio Electric motor rear Peak power according to ECE R 85 at motor speed max. torque at motor speed Diverall ratio High voltage battery Battery technology Installation location Voltage Net energy content Charging time for 0 -100% charge Charging time for 10-80% charge additional range after 10 minutes of DC charging (max. charging rate) Charging unit Type max. charging power	kW/hp rpm Nm rpm :1 kW/hp rpm Nm rpm V kWh	Current-excited synchronous machines, electric motor, power electronics and transmission each integrated in a common housing generator function for recuperation 192 / 261 8000 365 0 - 5000 8.774 250 / 340 8000 430 0 - 5000 9.374 Lithium-ion Underbody 400 81.2 4:15 h at 22 kW (32 A / 230 V, AC three-phase) 30 min at 205 kW (DC, fast charging station) 150 - 185 Combined Charging Unit (CCU) with integrated 3.5-kW voltage converter for supplying the 12-volt electrical system
Electric motor front Peak power according to ECE R 85 at motor speed max. torque at motor speed Overall ratio Electric motor rear Peak power according to ECE R 85 at motor speed max. torque at motor speed max. torque at motor speed max. torque at motor speed Overall ratio High voltage battery Battery technology Installation location Voltage Net energy content Charging time for 0 -100% charge Charging time for 10-80% charge additional range after 10 minutes of DC charging (max. charging rate) Charging unit Type max. charging power alternating current (AC) three-phase	kW/hp rpm Nm rpm :1 kW/hp rpm Nm rpm V kWh	Current-excited synchronous machines, electric motor, power electronics and transmission each integrated in a common housin generator function for recuperation 192 / 261 8000 365 0 - 5000 8.774 250 / 340 8000 430 0 - 5000 9.374 Lithium-ion Underbody 400 81.2 4:15 h at 22 kW (32 A / 230 V, AC three-phase) 30 min at 205 kW (DC, fast charging station) 150 - 185 Combined Charging Unit (CCU) with integrated 3.5-kW voltage
Electric motor front Peak power according to ECE R 85 at motor speed max. torque at motor speed Diverall ratio Electric motor rear Peak power according to ECE R 85 at motor speed Diverall ratio Electric motor rear Peak power according to ECE R 85 at motor speed max. torque at motor speed Diverall ratio High voltage battery Battery technology Installation location Voltage Net energy content Charging time for 0 -100% charge Charging time for 10-80% charge additional range after 10 minutes of DC charging (max. charging rate) Charging unit Type max. charging power	kW/hp rpm Nm rpm :1 kW/hp rpm Nm rpm V kWh	Current-excited synchronous machines, electric motor, power electronics and transmission each integrated in a common housing generator function for recuperation 192 / 261 8000 365 0 - 5000 8.774 250 / 340 8000 430 0 - 5000 9.374 Lithium-ion Underbody 400 81.2 4:15 h at 22 kW (32 A / 230 V, AC three-phase) 30 min at 205 kW (DC, fast charging station) 150 - 185 Combined Charging Unit (CCU) with integrated 3.5-kW voltage converter for supplying the 12-volt electrical system

		BMW i5 M60 xDrive Touring
Driving dynamics and safety		
Front wheel suspension		Double wishbone axle in aluminium construction with separated
·		lower control arm level, electronically controlled shock absorbers
Rear wheel suspension		Five-link axle in aluminium construction, double elastic mounting,
		air suspension with automatic self-levelling, electronically
		controlled dampers
Brakes, front		Four-piston, fixed-caliper disc brakes, ventilated
Brakes, rear		Single-piston, floating-caliper disc brakes, ventilated
Driving stability systems		Standard: DSC incl. ABS, ASC and DTC (Dynamic Traction Control)
		directly controlled wheel slip limitation, Cornering Brake Assist
		CBC, Brake Assist DBC, Dry Brake Function, Fade Compensation,
		Hill Start Control, Trailer Stability Control, Performance Control;
		optional: Active Roll Stabilisation
Safety equipment		Standard: Airbags for driver and passenger, side airbags for driver
		and passenger, interaction airbag between driver and passenger,
		front and rear head airbags, 3-point automatic-reel belt on all
		seats, with seat belt stopper at front, seat belt tensioner and seat
		belt force limiter at the front and the outside rear seats, crash
		sensors, tyre pressure display
Steering		Electrically assisted rack-and-pinion steering (EPS) with
		Servotronic function and variable steering ratio, Integral Active
		Steering
Overall steering ratio	:1	
Tyres, front/rear		245/45 R19 102Y XL/
		275/40 R19 105Y XL
Wheel rims, front/rear		8.5J x 19 light-alloy/
		10J x 19 light-alloy
Driving performance figures		
Acceleration 0-100 km/h (62 m	ph) s	3.9
Top speed	km/h	
- Pro-Pro-Pro-Pro-Pro-Pro-Pro-Pro-Pro-Pro-		, , (,)
Consumption (WLTP combined)		
According to EnVKV	kWh/100 km	20.2 – 20.1
Achievable in individual		
configuration	kWh/100 km	20.2 – 17.7
Range (WLTP combined)		
According to EnVKV	km	454 – 455
Achievable in individual	KIII	707 - 700
configuration	km	454 – 522
Fundamental 6		
Environmental features	JD(^)	CO
Pass-by noise	dB(A)	
Emission rating		Electric vehicle
CO ₂ class(es) acc. to Pkw-EnVKV		Α

 $^{^{1)}\,\}mbox{When the M Sport Boost or M Launch Control function is activated}$

BMW 5 Series Touring. 530e.

		BMW 530e Touring
		BHW 550e Fouring
Body		
No. of doors / seats		5/5
Length/width/height (unladen)	mm	5060 / 1900 / 1515
Wheelbase	mm	2995
Track, front/rear	mm	1622 / 1623
Ground clearance	mm	147
Turning circle	m	12.3
Fuel tank capacity	approx. I	60
Weight, unladen, to DIN/EU	kg	2065 / 2140
Max. load to DIN	kg	675
Max. permissible weight	kg	2740
Max. axle load, front/rear	kg	1275 / 1585
Max. trailer load		
braked (12%)/unbraked	kg	1800/750
Max. roofload/towbar download	kg	100 / 100
Luggage comp. capacity	Ī	570 – 1700
Air resistance	cx x A	0.26 x 2.47
Drive system		
Drive concept	Full hyb	rid drive, drive torque from one or both sources
ze concept		ol engine/electric motor) sent to rear wheels
System output 1)	kW/hp	220 / 299
System torque 1)	Nm	450
System torque '' System power-to-weight ratio (DIN)		9.4
System power-to-weight ratio (DIN)	kg/kW	5.4
Combination analys		
Combustion engine		
Config./No. of cyls./valves		In-line / 4 / 4
Engine technology		MW TwinPower Turbo technology: turbocharger, High
	F	Precision Injection, VALVETRONIC fully variable valve
		timing, Double-VANOS variable camshaft timing
Effective capacity	СС	1998
Stroke/bore	mm	94.6 / 82.0
Compression ratio	:1	11.6
Fuel		min. RON 91
Nominal power	kW/hp	140 / 190
at	rpm	4400 – 6500
Nominal torque	Nm	310
at	rpm	1500 – 4000
Output per litre	kW/I	70.1
		·
Electric motor		
Engine technology	BMW eDrive ted	chnology: synchronous electric motor with pre-gearing
ge teeo.og		ed into eight-speed Steptronic transmission, generator
		r recuperating energy for the high-voltage battery
Nominal power	kW/hp	135 / 184
at		7000
	rpm	250
Nominal torque	Nm	250 100 – 5500
Citable bases black to the control of the control o	rpm	
Effective torque through pre-gearing stage	Nm	450
IP-b b		
High-voltage battery		1911
Storage technology / installation		Lithium-ion / underfloor
Voltage	V	347,5
Capacity (gross / net)	kWh	22.1 / 19.4
max. charging power		
alternating current (AC) three-phase	kW	11
Charging time for 0 – 100 % charge		3:15 h at 7.4 kW (32 A / 230 V / 1ph.)
Charging time for 0 – 100 % charge		2:15 h at 11 kW (16 A / 230 V / 3ph.)
Transmission		
Type of transmission		Eight-speed Steptronic transmission
Gear ratios I	:1	5.500
II	:1	3.520
	:1	2.200
IV	:1	1.720
V	:1	1.301
V		
	:1	1.000
VII	:1	0.833
VIII	:1	0.640
R	:1	4.543

		BMW 530e Touring
Driving Dynamics and Safety		
Suspension, front	Double wishbone axl	e in aluminium construction with separated lower
	control arm leve	l; optional: electronically controlled dampers
Suspension, rear	Five-link axle in alur	ninium construction, double elastic mounting, air
	suspension with o	utomatic self-levelling; optional: electronically
		controlled dampers
Brakes, front	Vented disc	brakes, with four-piston fixed callipers
Brakes, rear	Vented disc b	rakes, with single-piston floating callipers
Driving stability systems		ABS, ASC and DTC (Dynamic Traction Control),
		ar-actuator wheel slip limitation), CBC (Cornering
		(Dynamic Brake Control), Dry Braking function,
		ion, drive-off assistant, trailer stability control,
		Control; optional: active roll stabilisation
Safety equipment		driver and passenger, side airbags for driver and
		n airbag between driver and passenger, front and
		-point automatic-reel belt on all seats, with seat
		eat belt tensioner and seat belt force limiter at th
Chandra		e rear seats, crash sensors, tyre pressure display
Steering		Electric Power Steering (EPS)
		onic function and variable steering ratio; stional: Integral Active Steering
Steering ratio, overall	:1	16.5
Tyres, front/rear		245/45 R19 102Y XL /
ryles, nontreal		275/40 R19 105Y XL
Rims, front/rear		8.5J x 19 light-alloy /
rams, noncrear		10J x 19 light-alloy
		. o, x . sg.n. ao,
Performance		
Acceleration 0–100 km/h	S	6.4
Top speed	km/h	220 (137 mph)
Top speed electric	km/h	140 (87 mph)
Electric range (WLTP)	km	87 – 98
Electric range (Pkw-EnVKV)	km	87
BMW EfficientDynamics		
BMW EfficientDynamics	BMW eDrive techno	ology, adaptive Brake Energy Regeneration with
standard features		Electric Power Steering, hybrid-specific Auto Star
		um Shift Indicator in manual shift mode, coasting
	function, Proactive	Driving Assistant, BMW EfficientLightweight,
	optimised aerodyna	mic attributes, active air flap control, on-demand
		y units, map-regulated oil pump, differential with
	optimised warm-up	behaviour, tyres with reduced rolling resistance
Fuel Consumption ECE		
Fuel cons., weighted combined (WLTP)	I/100 km	0.9 – 0.7
CO ₂ -emissions from fuel [WLTP]	g/km	21 – 16
	g/km	21 – 16
Electric power consumption	g/km kWh/100 km	21 – 16 23.1 – 20.4
Electric power consumption weighted combined (WLTP)	kWh/100 km	
Electric power consumption weighted combined (WLTP) Fuel cons., weighted combined (Pkw-En	kWh/100 km VKV) I/100 km	23.1 – 20.4 0.9
Electric power consumption weighted combined (WLTP) Fuel cons., weighted combined (Pkw-En CO ₂ -emissions from fuel (Pkw-EnVKV)	kWh/100 km	23.1 – 20.4
Electric power consumption weighted combined (WLTP) Fuel cons., weighted combined (Pkw-En CO₂-emissions from fuel (Pkw-EnVKV) Electric power consumption	kWh/100 km VKV) I/100 km	23.1 - 20.4 0.9 21
Electric power consumption weighted combined (WLTP) Fuel cons., weighted combined (Pkw-En CO ₂ -emissions from fuel (Pkw-EnVKV) Electric power consumption weighted combined (Pkw-EnVKV)	kWh/100 km VKV) I/100 km g/km	23.1 - 20.4 0.9 21
Electric power consumption weighted combined (WLTP) Fuel cons., weighted combined (Pkw-En CO ₂ -emissions from fuel (Pkw-EnVKV) Electric power consumption weighted combined (Pkw-EnVKV) Environmental features	kWh/100 km VKV) I/100 km g/km	23.1 - 20.4 0.9 21
Electric power consumption weighted combined (WLTP) Fuel cons., weighted combined (Pkw-En CO ₂ -emissions from fuel (Pkw-EnVKV) Electric power consumption weighted combined (Pkw-EnVKV) Environmental features Pass-by noise	kWh/100 km VKV) 1/100 km g/km kWh/100 km	23.1 – 20.4 0.9 21 23
CO2-emissions from fuel (WLTP) Electric power consumption weighted combined (WLTP) Fuel cons., weighted combined (Pkw-En CO2-emissions from fuel (Pkw-EnVKV) Electric power consumption weighted combined (Pkw-EnVKV) Environmental features Pass-by noise Emission rating CO2 class(es) weighted combined (Pkw-CO2 class(es) weighted combined (Pkw-CO2 class(es) w. discharged batt. (Pkw-Envertice)	kWh/100 km VKV) I/100 km g/km kWh/100 km dB(A)	23.1 – 20.4 0.9 21 23

 $Technical \ specifications \ valid \ for \ ACEA \ markets \ / \ registration-related \ data \ only \ relevant \ to \ Germany \ in \ some \ cases$

¹⁾ Developed by the combination of the combustion engine (stated nominal figure) and the electric motor (up to stated nominal figure)

BMW 5 Series Touring. 530e xDrive.

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No. of doors / seats			DMW 520 - Dive Touring
No. of doors / seats			BMW 530e xDrive Touring
Length/width/height (unloden)			
Wheelbose			
Track, Pront/rearr		mm	
Ground clearance		mm	
Turning dricle		mm	
Fuel tank capacity	-	mm	
Weight, uniden, to DIN/EU kg			
Max. load to DIN		approx. l	
Max. permissible weight kg			
Mox. cale load, front/rear kg 1330/1595 Mox. troller load broked (12%)/unbroked kg 2000/750 Mox. roofload/lovebor download kg 100/100 Luggage comp, expacity 1 570 – 1700 Air resistance CXX A 0.26 x 2.47 Drive system Drive system Drive system Full hybrid drive, drive torque from one or both sources (petrol engine/electric motor) sent to all four wheels via BMW xDrive System output ¹⁰ kW/hp 220 / 299 System output ¹⁰ kW/hp 220 / 299 System output ¹⁰ SW WW 9.6 Combustion engine Combustion engine In-line / 4 / 4 9.6 Complexity 9.6 Complexity 9.6 Complexity Mine of yellow yel		kg	
Mox. trailer load broked (12%) unbroked (12%) (10%) unbroked (12%)		kg	
broked (12%)/unbroked kg 2000/750 Mox. rooffoad/towbar download kg 100 / 100 Luggage comp. capacity 1 570 − 1700 Air resistance 0xx A 0.26 x 2.47 Drive system Drive system Drive concept Full hybrid drive, drive torque from one or both sources (petrol engine/electric motor) sent to all four wheels via BMW xDrive System output 10 KW/hp 2220 / 299 System output 10 Nm 450 System power-to-weight ratio (DIN) kg/kW 9.6 Combustion engine Config./No. of cyls./valves In-line / 4 / 4 Engine technology BMW TwinPower Turbo technology: turbocharger, High Precision Injection, VALVETRONIC fully variable valve timing, Double-VANOS variable camshaft timing Precision Injection, VALVETRONIC fully variable valve timing, Double-VANOS variable camshaft timing in RoN 91 Effective capacity c c 1998 Effective capacity c 11 11.6 Full min. RON 91 Nominal power kW/hp 140/190 ot pm 4400 − 6500 Nominal torque Nm 310 ot ppm 4400 − 6500 Nominal torque Nm 310 ot ppm 4400 − 4000 Output per litre kW/l 70.1 Electric motor Engine technology BMW eDrive technology: synchronous electric motor with pre-gearin stage integrated into eight-speed Steptronic transmission, generator function for recuperating energy for the high-voltage battery Nominal torque Nm 250 ot ppm 135 / 184 ot ppm 7000 Nominal torque Nm 250 to t ppm 100 − 5500 Effective torque through pre-gearing stage Nm 450 High-voltage battery Nominal power kW/hp 135 / 184 ot ppm 100 − 5500 Effective torque through pre-gearing stage Nm 450 High-voltage battery Nominal power of the high-voltage battery Effective torque through pre-gearing stage Nm 450 High-voltage battery Nominal power of the high-voltage high power of the high	·	kg	1330 / 1595
Max. rooflood/tovbor downlood			
Luggage comp. capacity			
Drive system			
Drive system Full hybrid drive, drive torque from one or both sources (petrol engine/electric motor) sent to all four wheeles via BMW xDrive System output ¹¹¹ Full hybrid drive, drive torque from one or both sources (petrol engine/electric motor) sent to all four wheeles via BMW xDrive System power-to-weight rotio (DIN) KW/hp 2207 299 System torque ¹¹ Nm 450 System power-to-weight rotio (DIN) kg/kW 9.6 Combustion engine Combustion engine In-line / 4 / 4 Engine technology BMW TwinPower Turbo technology: turbocharger, High Precision Injection, VALVETRONIC fully variable valve timing, Double-VANOS variable comshaft timing Effective capacity cc 1998 Stroke/Bore mm 94.6 / 82.0 Compression rotio :1 11.6 Fuel min. RON 91 Nominal power kW/hp 1407 190 at rpm 4400 - 6500 Nominal torque Nm 310 at rpm 1500 - 4000 Output per litre kW/l 70.1 Electric motor Engine technology: synchronous electric motor with pre-gearin stage integrated into eight-speed Steptronic transmission, generator function		l l	
Full hybrid drive, drive torque from one or both sources (petrol engine/electric motor) sent to all four wheels via BMW xDrive	Air resistance	cx x A	0.26 x 2.47
Full hybrid drive, drive torque from one or both sources (petrol engine/electric motor) sent to all four wheels via BMW xDrive	Drive system		
Cystem output 1		المادما الدي	drive drive torque from one or both source
System broque 1	·	(petrol engine/ele	ectric motor) sent to all four wheels via BMW xDrive
System power-to-weight ratio (DIN) kg/kW 9.6	System output ()	· · · · · · · · · · · · · · · · · · ·	
Combustion engine			
Config./No. of cyls./valves BMW TwinPower Turbo technology: turbocharger, High Precision Injection, VALVETRONIC fully variable valve timing, Double-VANOS variable camshaft timing	System power-to-weight ratio (DIN)	kg/kW	9.6
Config./No. of cyls./valves BMW TwinPower Turbo technology: turbocharger, High Precision Injection, VALVETRONIC fully variable valve timing, Double-VANOS variable camshaft timing	Combustion engine		
BMW TwinPower Turbo technology: turbocharger, High-Precision Injection, VALVETRONIC fully variable valve timing, Double-VANOS variable camshaft timing Double-VANOS variable variabl			In-line / 4 / 4
Precision Injection, VALVETRONIC fully variable valve timing, Double-VANOS variable conshort timing Effective capacity cc 1998 Stroke/bore mm 94.6 / 82.0 Compression ratio :1 11.6 Fuel min. RON 91 Nominal power kW/hp 140 / 190 at rpm 4400 - 6500 Nominal torque Nm 310 at rpm 1500 - 4000 Output per litre kW/l 70.1 Electric motor Engine technology BMW eDrive technology: synchronous electric motor with pre-gearin stage integrated into eight-speed Steptronic transmission, generator function for recuperating energy for the high-voltage battery Nominal borque Nm 250 at rpm 7000 Nominal torque Nm 250 at rpm 100 - 5500 Effective torque through pre-gearing stage Nm 450 High-voltage battery Storage technology / installation Lithium-ion / underfloor Voltage V 347,5 Capacity (gross / net) kW/h 22.1 / 19.4 max. charging power alternating current (AC) three-phase kW 11 Charging time for 0 - 100 % charge 3:15 h at 7.4 kW (32 A / 230 V / 1ph.) Charging time for 0 - 100 % charge 2:15 h at 11 kW (16 A / 230 V / 3ph.) Transmission Eight-speed Steptronic transmission Gear ratios 1 :1 5.500 Il :1 3.520 Il :1 3.520 Il :1 1.000 VI :1 1.000 VI :1 1.000 VII :1 0.833 VII :1 0.833 VII :1 0.640		RMV	
Effective capacity cc 1998 Stroke/bore mm 94.6 / 82.0 Compression ratio : 1 11.6 Fuel min. RON 91 Nominal power kW/hp 140 / 190 at rpm 4400 – 6500 Nominal torque Nm 310 at rpm 1500 – 4000 Output per litre kW/l 70.1 Electric motor Engine technology BMW eDrive technology: synchronous electric motor with pre-gearing stage integrated into eight-speed Steptronic transmission, generator function for recuperating energy for the high-voltage battery Nominal power kW/hp 135 / 184 at rpm 7000 Nominal torque Nm 250 ot rpm 100 – 5500 Effective torque through pre-gearing stage Nm 450 High-voltage battery Storage technology / installation Lithium-ion / underfloor Voltage V 347,5 Capacity (gross / net) kWh 22.1 / 19,4 max. charging power <th< td=""><td>Engine technology</td><td>Pre</td><td>cision Injection, VALVETRONIC fully variable valve</td></th<>	Engine technology	Pre	cision Injection, VALVETRONIC fully variable valve
Stroke/bore mm 94.6 / 82.0 Compression ratio :1 11.6 Fuel min. RON 91 Nominal power kW/hp 140 / 190 at rpm 4400 - 6500 Nominal torque Nm 310 at rpm 1500 - 4000 Output per litre kW/l 70.1 Electric motor Engine technology BMW eDrive technology: synchronous electric motor with pre-gearing stage integrated into eight-speed Steptronic transmission, generator function for recuperating energy for the high-voltage battery Nominal power kW/hp 135 / 184 at rpm 7000 Nominal torque Nm 250 at rpm 7000 Nominal torque Nm 250 at rpm 100 - 5500 Effective torque through pre-gearing stage Nm 450 High-voltage battery Storage technology / installation Lithium-ion / underfloor Voltage V 347,5 Capacity (gross / net) kWh	Effective capacity		
Compression ratio			
Fuel Munimal power Multiple Multiple			
Nominal power KW/hp			
at rpm 4400 – 6500 Nominal torque Nm 310 at rpm 1500 – 4000 Output per litre kW/l 70.1 Electric motor Engine technology BMW eDrive technology: synchronous electric motor with pre-gearin stage integrated into eight-speed Steptronic transmission, generator function for recuperating energy for the high-voltage battery Nominal power kW/hp 135 / 184 at rpm 7000 Nominal torque Nm 250 at rpm 100 – 5500 Effective torque through pre-gearing stage Nm 450 High-voltage battery Storage technology / installation Lithium-ion / underfloor Voltage V 347,5 Capacity (gross / net) kWh 22.1/19.4 max. charging power kWh 11 Charging time for 0 – 100 % charge 3:15 h at 7.4 kW [32 A / 230 V / 3ph.] Transmission Eight-speed Steptronic transmission Gear ratios I :1		1441/1	
Nominal torque Nm 310 at rpm 1500 - 4000 Output per litre kW/l 70.1 Electric motor Engline technology BMW eDrive technology: synchronous electric motor with pre-gearin stage integrated into eight-speed Steptronic transmission, generator function for recuperating energy for the high-voltage battery Nominal power kW/hp 135 / 184 at rpm 7000 Nominal torque Nm 250 at rpm 100 - 5500 Effective torque through pre-gearing stage Nm 450 High-voltage battery Storage technology / installation Lithium-ion / underfloor Voltage V 347,5 Capacity (gross / net) kWh 22.1 / 19,4 max. charging power alternating current (AC) three-phase kW 11 Charging time for 0 - 100 % charge 3:15 h at 7.4 kW (32 A / 230 V / 1ph.) Charging time for 0 - 100 % charge 2:15 h at 11 kW (16 A / 230 V / 3ph.) Transmission Eight-speed Steptronic transmission Gear ratios :1 5.500 II :1 3.520 III :1 2.200 IV :1 1.720 V :1 1.301 VI :1 1.000 VII :1 0.640 VIII :1 0.640			
at rpm 1500 – 4000 Output per litre kW/I 70.1 Electric motor Electric motor Engine technology BMW eDrive technology: synchronous electric motor with pre-gearin stage integrated into eight-speed Steptronic transmission, generato function for recuperating energy for the high-voltage battery Nominal power kW/hp 135 / 184 at rpm 7000 Nominal torque Nm 250 at rpm 100 – 5500 Effective torque through pre-gearing stage Nm 450 High-voltage battery Storage technology / installation Lithium-lon / underfloor Voltage V 347,5 Capacity (gross / net) kWh 22.1 / 19.4 max. charging power alternating current (AC) three-phase kW 11 Charging time for 0 – 100 % charge 3:15 h at 7.4 kW (32 A / 230 V / 1ph.) Charging time for 0 – 100 % charge 2:15 h at 11 kW (16 A / 230 V / 3ph.) Transmission Eight-speed Steptronic transmission Gear ratios I :1 5.500			
Dutput per litre			
Electric motor Engine technology BMW eDrive technology: synchronous electric motor with pre-gearin stage integrated into eight-speed Steptronic transmission, generator function for recuperating energy for the high-voltage battery Nominal power at rpm 7000 Nominal torque Nm 250 at rpm 100 – 5500 Effective torque through pre-gearing stage Nm 450 High-voltage battery Storage technology / installation Voltage V 347,5 Capacity (gross / net) max. charging power alternating current (AC) three-phase alternating current (AC) three-phase Charging time for 0 – 100 % charge Transmission Type of transmission Eight-speed Steptronic transmission Gear ratios I :1 5.500 II :1 5.500 III :1 3.520 III :1 3.520 III :1 1.720 V :1 1.301 VI :1 1.301 VII :1 1.000 VIII :1 0.8833 VIII :1 0.640		•	
Engine technology BMW eDrive technology: synchronous electric motor with pre-gearin stage integrated into eight-speed Steptronic transmission, generator function for recuperating energy for the high-voltage battery Nominal power at rpm 7000 Nominal torque Nm 250 at rpm 100 – 5500 Effective torque through pre-gearing stage Nm 450 High-voltage battery Storage technology / installation Voltage V 347,5 Capacity (gross / net) Max. charging power alternating current (AC) three-phase Alternating current (AC) three-phase Alternating current (AC) three-phase Charging time for 0 – 100 % charge 3:15 h at 7.4 kW (32 A / 230 V / 1ph.) Charging time for 0 – 100 % charge 2:15 h at 11 kW (16 A / 230 V / 3ph.) Transmission Eight-speed Steptronic transmission Gear ratios I :1 5.500 II :1 3.520 III :1 3.520 IV :1 1.301 VI :1 1.301 VI :1 1.301 VI :1 1.000 VII :1 0.833 VIII :1 0.640	Output per litre	KW/I	70.1
Engine technology BMW eDrive technology: synchronous electric motor with pre-gearin stage integrated into eight-speed Steptronic transmission, generator function for recuperating energy for the high-voltage battery Nominal power at rpm 7000 Nominal torque Nm 250 at rpm 100 – 5500 Effective torque through pre-gearing stage Nm 450 High-voltage battery Storage technology / installation Voltage V 347,5 Capacity (gross / net) Max. charging power alternating current (AC) three-phase Alternating current (AC) three-phase Alternating current (AC) three-phase Charging time for 0 – 100 % charge 3:15 h at 7.4 kW (32 A / 230 V / 1ph.) Charging time for 0 – 100 % charge 2:15 h at 11 kW (16 A / 230 V / 3ph.) Transmission Eight-speed Steptronic transmission Gear ratios I :1 5.500 II :1 3.520 III :1 3.520 IV :1 1.301 VI :1 1.301 VI :1 1.301 VI :1 1.000 VII :1 0.833 VIII :1 0.640	Electric motor		
at rpm 7000 Nominal torque Nm 250 at rpm 100 – 5500 Effective torque through pre-gearing stage Nm 450 High-voltage battery Storage technology / installation Lithium-ion / underfloor Voltage V 347,5 Capacity (gross / net) kWh 22.1 / 19.4 max. charging power alternating current (AC) three-phase kW 11 Charging time for 0 – 100 % charge 3:15 h at 7.4 kW (32 A / 230 V / 1ph.) Charging time for 0 – 100 % charge 2:15 h at 11 kW (16 A / 230 V / 3ph.) Transmission Eight-speed Steptronic transmission Gear ratios I :1 5.500 III :1 3.520 III :1 1.720 V :1 1.301 VI :1 1.301 VI :1 1.300 VII :1 0.640		stage integrated	into eight-speed Steptronic transmission, generator
Nominal torque	Nominal power	kW/hp	135 / 184
at rpm 100 – 5500 Effective torque through pre-gearing stage Nm 450 High-voltage battery Storage technology / installation Lithium-ion / underfloor Voltage V 347,5 Capacity (gross / net) kWh 22.1 / 19.4 max. charging power alternating current (AC) three-phase kW 11 Charging time for 0 – 100 % charge 3:15 h at 7.4 kW (32 A / 230 V / 1ph.) Charging time for 0 – 100 % charge 2:15 h at 11 kW (16 A / 230 V / 3ph.) Transmission Type of transmission Eight-speed Steptronic transmission Gear ratios I :1 5.500 II :1 3.520 III :1 2.200 IV :1 1.720 V :1 1.301 VI :1 1.000 VII :1 0.833 VIII :1 0.640	at	rpm	7000
Effective torque through pre-gearing stage Nm 450 High-voltage battery Lithium-ion / underfloor Storage technology / installation Lithium-ion / underfloor Voltage V 347,5 Capacity (gross / net) kWh 22.1 / 19.4 max. charging power alternating current (AC) three-phase kW 11 Charging time for 0 – 100 % charge 3:15 h at 7.4 kW (32 A / 230 V / 1ph.) Charging time for 0 – 100 % charge 2:15 h at 11 kW (16 A / 230 V / 3ph.) Transmission Type of transmission Eight-speed Steptronic transmission Gear ratios I :1 5.500 II :1 3.520 III :1 2.200 IV :1 1.720 V :1 1.301 VI :1 1.000 VII :1 0.833 VIII :1 0.640	Nominal torque		250
Effective torque through pre-gearing stage Nm 450 High-voltage battery Lithium-ion / underfloor Storage technology / installation Lithium-ion / underfloor Voltage V 347,5 Capacity (gross / net) kWh 22.1 / 19.4 max. charging power alternating current (AC) three-phase kW 11 Charging time for 0 – 100 % charge 3:15 h at 7.4 kW (32 A / 230 V / 1ph.) Charging time for 0 – 100 % charge 2:15 h at 11 kW (16 A / 230 V / 3ph.) Transmission Type of transmission Eight-speed Steptronic transmission Gear ratios I :1 5.500 II :1 3.520 III :1 2.200 IV :1 1.720 V :1 1.301 VI :1 1.000 VII :1 0.833 VIII :1 0.640	•	rpm	100 – 5500
High-voltage battery	Effective torque through pre-gearing stage	Nm	
Storage technology / installation Lithium-ion / underfloor Voltage V 347,5 Capacity (gross / net) kWh 22.1 / 19.4 max. charging power alternating current (AC) three-phase kW 11 Charging time for 0 – 100 % charge 3:15 h at 7.4 kW (32 A / 230 V / 1ph.) Charging time for 0 – 100 % charge 2:15 h at 11 kW (16 A / 230 V / 3ph.) Transmission Type of transmission Eight-speed Steptronic transmission Gear ratios I :1 5.500 III :1 3.520 IV :1 1.720 IV :1 1.720 V :1 1.301 VI :1 1.000 VII :1 0.833 VIII :1 0.640			
Voltage V 347,5 Capacity (gross / net) kWh 22.1 / 19.4 max. charging power alternating current (AC) three-phase kW 11 Charging time for 0 – 100 % charge 3:15 h at 7.4 kW (32 A / 230 V / 1ph.) Charging time for 0 – 100 % charge 2:15 h at 11 kW (16 A / 230 V / 3ph.) Transmission Type of transmission Eight-speed Steptronic transmission Gear ratios I :1 5.500 III :1 3.520 IV :1 1.720 V :1 1.301 VI :1 1.301 VI :1 1.000 VII :1 0.833 VIII :1 0.640	High-voltage battery		
Capacity (gross / net) kWh 22.1/19.4 max. charging power alternating current (AC) three-phase kW 11 Charging time for 0 – 100 % charge 3:15 h at 7.4 kW (32 A / 230 V / 1ph.) Charging time for 0 – 100 % charge 2:15 h at 11 kW (16 A / 230 V / 3ph.) Transmission Eight-speed Steptronic transmission Gear ratios I :1 5.500 III :1 3.520 III :1 2.200 IV :1 1.720 V :1 1.301 VI :1 1.000 VII :1 0.833 VIII :1 0.640	Storage technology / installation		
max. charging power kW 11 Charging time for 0 – 100 % charge 3:15 h at 7.4 kW (32 A / 230 V / 1ph.) Charging time for 0 – 100 % charge 2:15 h at 11 kW (16 A / 230 V / 3ph.) Transmission Eight-speed Steptronic transmission Gear ratios I :1 5.500 II :1 3.520 III :1 2.200 IV :1 1.720 V :1 1.301 VI :1 1.000 VII :1 0.833 VIII :1 0.640	Voltage	V	347,5
alternating current (AC) three-phose kW 11 Charging time for 0 – 100 % charge 3:15 h at 7.4 kW (32 A / 230 V / 1ph.) Charging time for 0 – 100 % charge 2:15 h at 11 kW (16 A / 230 V / 3ph.) Transmission Eight-speed Steptronic transmission Gear ratios I :1 5.500 II :1 3.520 III :1 2.200 IV :1 1.720 V :1 1.301 VI :1 1.000 VII :1 0.833 VIII :1 0.640		kWh	22.1 / 19.4
Charging time for 0 – 100 % charge 3:15 h at 7.4 kW (32 A / 230 V / 1ph.) Charging time for 0 – 100 % charge 2:15 h at 11 kW (16 A / 230 V / 3ph.) Transmission Eight-speed Steptronic transmission Gear ratios I :1 5.500 II :1 3.520 III :1 2.200 IV :1 1.720 V :1 1.301 VI :1 1.000 VII :1 0.833 VIII :1 0.640	max. charging power		
Charging time for 0 – 100 % charge 2:15 h at 11 kW (16 A / 230 V / 3ph.) Transmission Eight-speed Steptronic transmission Gear rotios I :1 5.500 II :1 3.520 III :1 2.200 IV :1 1.720 V :1 1.301 VI :1 1.000 VII :1 0.833 VIII :1 0.640	alternating current (AC) three-phase	kW	
Transmission Eight-speed Steptronic transmission Gear ratios I :1 5.500 II :1 3.520 III :1 2.200 IV :1 1.720 V :1 1.301 VI :1 1.000 VII :1 0.833 VIII :1 0.640	Charging time for 0 – 100 % charge		3:15 h at 7.4 kW (32 A / 230 V / 1ph.)
Type of transmission Eight-speed Steptronic transmission Gear ratios I :1 5.500 II :1 3.520 III :1 2.200 IV :1 1.720 V :1 1.301 VI :1 1.000 VII :1 0.833 VIII :1 0.640	Charging time for 0 – 100 % charge		2:15 h at 11 kW (16 A / 230 V / 3ph.)
Gear ratios I :1 5.500 II :1 3.520 III :1 2.200 IV :1 1.720 V :1 1.301 VI :1 1.000 VII :1 0.833 VIII :1 0.640	Transmission		
II	Type of transmission		
III		:1	5.500
IV :1 1.720 V :1 1.301 VI :1 1.000 VII :1 0.833 VIII :1 0.640	II	:1	3.520
IV :1 1.720 V :1 1.301 VI :1 1.000 VII :1 0.833 VIII :1 0.640	III		
V :1 1.301 VI :1 1.000 VII :1 0.833 VIII :1 0.640	IV		
VI :1 1.000 VII :1 0.833 VIII :1 0.640			
VII :1 0.833 VIII :1 0.640			
VIII :1 0.640			
	-		
r i 4.545	R	:1	4.543

		BMW 530e xDrive Touring
Driving Dynamics and Safety		
Suspension, front		in aluminium construction with separated lower
		optional: electronically controlled dampers
Suspension, rear		nium construction, double elastic mounting, air
	suspension with au	tomatic self-levelling; optional: electronically controlled dampers
Brakes, front	Vented disc	prakes, with four-piston fixed callipers
Brakes, rear		akes, with single-piston floating callipers
Driving stability systems		ABS, ASC and DTC (Dynamic Traction Control),
g, -,	ARB technology (near Brake Control), DBC fading compensatio	-actuator wheel slip limitation), CBC (Cornering Dynamic Brake Control), Dry Braking function, on, drive-off assistant, trailer stability control,
	Performance Control,	DSC linked with xDrive all-wheel drive; optional: active roll stabilisation
Safety equipment		driver and passenger, side airbags for driver and
		airbag between driver and passenger, front and point automatic-reel belt on all seats, with seat
		at belt tensioner and seat belt force limiter at th
	front and the outside	rear seats, crash sensors, tyre pressure display
Steering		ectric Power Steering (EPS)
		nic function and variable steering ratio;
Steering ratio, overall	:1	onal: Integral Active Steering 15.7
Tyres, front/rear	.1	245/45 R19 102Y XL /
ryles, nontreal		275/40 R19 105Y XL
Rims, front/rear		8.5J x 19 light-alloy /
·		10J x 19 light-alloy
Performance		
Acceleration 0–100 km/h	S //-	6.4
Top speed Top speed electric	km/h km/h	218 (135 mph) 140 (87 mph)
Electric range (WLTP)	km	83 – 92
Electric range (WETT)	km	83
DM:/50 1 . D		
BMW Efficient Dynamics	DMM/ - Duit to be about	and adaptive Dealer France, Decomposition with
BMW EfficientDynamics standard features	recuperation display, E	ogy, adaptive Brake Energy Regeneration with lectric Power Steering, hybrid-specific Auto Sta m Shift Indicator in manual shift mode, coasting
	optimised aerodynam operation of ancilla optimised all-whee	Driving Assistant, BMW EfficientLightweight, ic attributes, active air flap control, on-demand ry units, map-regulated oil pump, efficiency-el drive, differential with optimised warm-up tyres with reduced rolling resistance
Fuel Consumption ECE	optimised aerodynam operation of ancilla optimised all-whee	Driving Assistant, BMW EfficientLightweight, ic attributes, active air flap control, on-demand ry units, map-regulated oil pump, efficiency-el drive, differential with optimised warm-up
	optimised aerodynam operation of ancilla optimised all-whee	Driving Assistant, BMW EfficientLightweight, ic attributes, active air flap control, on-demand ry units, map-regulated oil pump, efficiency-el drive, differential with optimised warm-up
Fuel cons., weighted combined (WLTP)	optimised aerodynam operation of ancilla optimised all-whee behaviour,	Driving Assistant, BMW EfficientLightweight, ic attributes, active air flap control, on-demand ry units, map-regulated oil pump, efficiencyel drive, differential with optimised warm-up tyres with reduced rolling resistance
Fuel cons., weighted combined (WLTP) CO ₂ -emissions from fuel (WLTP) Electric power consumption	optimised aerodynam operation of ancilla optimised all-wher behaviour, I/100 km g/km	Driving Assistant, BMW EfficientLightweight, ic attributes, active air flap control, on-demand ry units, map-regulated oil pump, efficiency-el drive, differential with optimised warm-up tyres with reduced rolling resistance 1.0 – 0.8 22 – 18
Fuel cons., weighted combined (WLTP) CO ₂ -emissions from fuel (WLTP) Electric power consumption weighted combined (WLTP)	optimised aerodynam operation of ancilla optimised all-whee behaviour, I/100 km g/km kWh/100 km	Driving Assistant, BMW EfficientLightweight, ic attributes, active air flap control, on-demand ry units, map-regulated oil pump, efficiency-el drive, differential with optimised warm-up tyres with reduced rolling resistance 1.0 – 0.8 22 – 18 24.1 – 21.4
Fuel cons., weighted combined (WLTP) CO₂-emissions from fuel (WLTP) Electric power consumption weighted combined (WLTP) Fuel cons., weighted combined (Pkw-En	optimised aerodynam operation of ancilla optimised all-whee behaviour, I/100 km g/km kWh/100 km VKV) I/100 km	Driving Assistant, BMW EfficientLightweight, ic attributes, active air flap control, on-demand ry units, map-regulated oil pump, efficiency-el drive, differential with optimised warm-up tyres with reduced rolling resistance 1.0 – 0.8 22 – 18 24.1 – 21.4 1.0
Fuel cons., weighted combined (WLTP) CO ₂ -emissions from fuel (WLTP) Electric power consumption weighted combined (WLTP) Fuel cons., weighted combined (Pkw-En CO ₂ -emissions from fuel (Pkw-EnVKV)	optimised aerodynam operation of ancilla optimised all-whee behaviour, I/100 km g/km kWh/100 km	Driving Assistant, BMW EfficientLightweight, ic attributes, active air flap control, on-demand ry units, map-regulated oil pump, efficiency-el drive, differential with optimised warm-up tyres with reduced rolling resistance 1.0 – 0.8 22 – 18 24.1 – 21.4
Fuel cons., weighted combined (WLTP) CO2-emissions from fuel (WLTP) Electric power consumption weighted combined (WLTP) Fuel cons., weighted combined (Pkw-En CO2-emissions from fuel (Pkw-EnVKV) Electric power consumption	optimised aerodynam operation of ancilla optimised all-whee behaviour, I/100 km g/km kWh/100 km VKV) I/100 km	Driving Assistant, BMW EfficientLightweight, ic attributes, active air flap control, on-demand ry units, map-regulated oil pump, efficiency-el drive, differential with optimised warm-up tyres with reduced rolling resistance 1.0 – 0.8 22 – 18 24.1 – 21.4 1.0
Fuel cons., weighted combined (WLTP) CO ₂ -emissions from fuel (WLTP) Electric power consumption weighted combined (WLTP) Fuel cons., weighted combined (Pkw-En CO ₂ -emissions from fuel (Pkw-EnVKV) Electric power consumption weighted combined (Pkw-EnVKV)	optimised aerodynam operation of ancilla optimised all-where behaviour, I/100 km g/km kWh/100 km VKV) I/100 km	Driving Assistant, BMW EfficientLightweight, ic attributes, active air flap control, on-demand ry units, map-regulated oil pump, efficiency-el drive, differential with optimised warm-up tyres with reduced rolling resistance 1.0 – 0.8 22 – 18 24.1 – 21.4 1.0 22
Fuel cons., weighted combined (WLTP) CO ₂ -emissions from fuel (WLTP) Electric power consumption weighted combined (WLTP) Fuel cons., weighted combined (Pkw-En CO ₂ -emissions from fuel (Pkw-EnVKV) Electric power consumption weighted combined (Pkw-EnVKV)	optimised aerodynam operation of ancilla optimised all-where behaviour, I/100 km g/km kWh/100 km VKV) I/100 km g/km kWh/100 km	Driving Assistant, BMW EfficientLightweight, ic attributes, active air flap control, on-demand ry units, map-regulated oil pump, efficiency-el drive, differential with optimised warm-up tyres with reduced rolling resistance 1.0 – 0.8 22 – 18 24.1 – 21.4 1.0 22 24.1
Fuel cons., weighted combined (WLTP) CO ₂ -emissions from fuel (WLTP) Electric power consumption weighted combined (WLTP) Fuel cons., weighted combined (Pkw-En CO ₂ -emissions from fuel (Pkw-EnVKV) Electric power consumption weighted combined (Pkw-EnVKV) Environmental features Pass-by noise	optimised aerodynam operation of ancilla optimised all-where behaviour, I/100 km g/km kWh/100 km VKV) I/100 km	Driving Assistant, BMW EfficientLightweight, ic attributes, active air flap control, on-demand ry units, map-regulated oil pump, efficiency-el drive, differential with optimised warm-up tyres with reduced rolling resistance 1.0 – 0.8 22 – 18 24.1 – 21.4 1.0 22 24.1
Fuel Consumption ECE Fuel cons., weighted combined (WLTP) CO ₂ -emissions from fuel (WLTP) Electric power consumption weighted combined (WLTP) Fuel cons., weighted combined (Pkw-En CO ₂ -emissions from fuel (Pkw-EnVKV) Electric power consumption weighted combined (Pkw-EnVKV) Environmental features Pass-by noise Emission rating CO ₂ class(es) weighted combined (Pkw-	optimised aerodynam operation of ancilla optimised all-where behaviour, I/100 km g/km kWh/100 km VKV) I/100 km g/km kWh/100 km dB(A)	Driving Assistant, BMW EfficientLightweight, ic attributes, active air flap control, on-demand ry units, map-regulated oil pump, efficiency-el drive, differential with optimised warm-up tyres with reduced rolling resistance 1.0 – 0.8 22 – 18 24.1 – 21.4 1.0 22 24.1

¹⁾ Developed by the combination of the combustion engine (stated nominal figure) and the electric motor (up to stated nominal figure)

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BMW 5 Series Touring. 550e xDrive.

		PMW FEO & Orivo Touring
		BMW 550e xDrive Touring
Body		
No. of doors / seats		5/5
Length/width/height (unladen)	mm	5060 / 1900 / 1515
Wheelbase	mm	2995
Track, front/rear	mm	1622 / 1623
Ground clearance	mm	147
Turning circle Fuel tank capacity	m approx I	11.8 60
Weight, unladen, to DIN/EU	approx. I kg	2210 / 2285
Max. load to DIN	kg kg	665
Max. permissible weight	kg kg	2875
Max. axle load, front/rear	kg	1395 / 1610
Max. trailer load		13337 1010
braked (12%)/unbraked	kg	2000/750
Max. roofload/towbar download	kg	100 / 100
Luggage comp. capacity	Ī	570 – 1700
Air resistance	cx x A	0.26 x 2.47
Drive system		
Drive concept		id drive, drive torque from one or both sources
		electric motor) sent to all four wheels via BMW xDrive
System output 1)	kW/hp	360 / 489
System torque 1)	Nm	700
System power-to-weight ratio (DIN)	kg/kW	6.1
Combination		
Combustion engine		1 11 1611
Config./No. of cyls./valves		In-line / 6 / 4
Engine technology		1W TwinPower Turbo technology: turbocharger, High
	Pi	recision Injection, VALVETRONIC fully variable valve timing, Double-VANOS variable camshaft timing
Effective conscitu		2998
Effective capacity Stroke/bore	cc mm	94.6 / 82.0
Compression ratio	:1	11.0
Fuel		min. RON 91
Nominal power	kW/hp	230 / 313
at	rpm	5000 - 6500
Nominal torque	Nm	450
at	rpm	1750 – 4700
Output per litre	kW/l	76.7
octpor per mile		
Electric motor		
Engine technology	BMW eDrive tecl	hnology: synchronous electric motor with pre-gearing
	stage integrated	d into eight-speed Steptronic transmission, generator
	function for	recuperating energy for the high-voltage battery
Nominal power	kW/hp	145 / 197
at	rpm	7000
Nominal torque	Nm	280
at	rpm	100 – 5500
Effective torque through pre-gearing stage	Nm	450
High-voltage battery		
Storage technology / installation	.,	Lithium-ion / underfloor
Voltage	V	347,5
Capacity (gross / net)	kWh	22.1 / 19.0
max. charging power	11-1	11
Charaina tima for 0 100 % charain	kW	2:15 h == 7 / 12/(22 A / 220) / / 1= h)
Charging time for 0 – 100 % charge		3:15 h at 7.4 kW (32 A / 230 V / 1ph.)
Charging time for 0 – 100 % charge		2:15 h at 11 kW (16 A / 230 V / 3ph.)
Transmission		
Type of transmission		Eight-speed Steptronic transmission
Gear ratios I	:1	5.500
II	:1	3.520
	:1	2.200
IV	:1	1.720
V	:1	1.301
	:1	1.000
VII	:1	0.833
VIII	:1	0.640
R	:1	4.543
		11373

		BMW 550e xDrive Touring
Driving Dynamics and Safety		
Suspension, front	Double wishbone axle i	in aluminium construction with separated lower
		evel, electronically controlled dampers
Suspension, rear	Five-link axle in alum	ninium construction, double elastic mounting,
	air suspension with au	itomatic self-levelling, electronically controlled
		dampers
Brakes, front		prakes, with four-piston fixed callipers
Brakes, rear		kes, with single-piston floating callipers
Driving stability systems		BS, ASC and DTC (Dynamic Traction Control),
	5, 1	-actuator wheel slip limitation), CBC (Cornering Dynamic Brake Control), Dry Braking function,
	,,	n, drive-off assistant, trailer stability control,
		OSC linked with xDrive all-wheel drive; optional:
	r enormance control, E	active roll stabilisation
Safety equipment	Standard: Airbaas for d	river and passenger, side airbags for driver and
Surety equipment		airbag between driver and passenger, front and
		point automatic-reel belt on all seats, with seat
	belt stopper at front, sec	at belt tensioner and seat belt force limiter at the
	front and the outside r	ear seats, crash sensors, tyre pressure display
Steering		eering (EPS) with Servotronic function and
		eering ratio, Integral Active Steering
Steering ratio, overall	:1	15.7
Tyres, front/rear		245/45 R19 102Y XL /
		275/40 R19 105Y XL
Rims, front/rear		8.5J x 19 light-alloy /
		10J x 19 light-alloy
Performance		
Acceleration 0–100 km/h	S	4.4
Top speed	km/h	250 (155 mph)
Top speed electric	km/h	140 (87 mph)
Electric range (WLTP)	km	82 – 90
Electric range (Pkw-EnVKV)	km	82
BMW EfficientDynamics		
BMW EfficientDynamics	BMW eDrive technolo	gy, adaptive Brake Energy Regeneration with
standard features		
Standard reatures		ectric Power Steering, hybrid-specific Auto Start
Standard redictes	Stop function, Optimur	ectric Power Steering, hybrid-specific Auto Starl n Shift Indicator in manual shift mode, coasting
Standard redictes	Stop function, Optimur function, Proactive [ectric Power Steering, hybrid-specific Auto Starl n Shift Indicator in manual shift mode, coasting Driving Assistant, BMW EfficientLightweight,
Standard redictes	Stop function, Optimur function, Proactive I optimised aerodynami	ectric Power Steering, hybrid-specific Auto Starl n Shift Indicator in manual shift mode, coasting Driving Assistant, BMW EfficientLightweight, ic attributes, active air flap control, on-demand
Standard redictes	Stop function, Optimur function, Proactive I optimised aerodynami operation of ancillar	ectric Power Steering, hybrid-specific Auto Starl n Shift Indicator in manual shift mode, coasting Driving Assistant, BMW EfficientLightweight, ic attributes, active air flap control, on-demand ry units, map-regulated oil pump, efficiency-
Standard redictes	Stop function, Optimur function, Proactive I optimised aerodynami operation of ancillar optimised all-whee	ectric Power Steering, hybrid-specific Auto Starl n Shift Indicator in manual shift mode, coasting Driving Assistant, BMW EfficientLightweight, ic attributes, active air flap control, on-demand ry units, map-regulated oil pump, efficiency- Il drive, differential with optimised warm-up
Sandara reacties	Stop function, Optimur function, Proactive I optimised aerodynami operation of ancillar optimised all-whee	ectric Power Steering, hybrid-specific Auto Start in Shift Indicator in manual shift mode, coasting Driving Assistant, BMW EfficientLightweight, ic attributes, active air flap control, on-demand ry units, map-regulated oil pump, efficiency-
Energy Consumption ECE	Stop function, Optimur function, Proactive I optimised aerodynami operation of ancillar optimised all-whee	ectric Power Steering, hybrid-specific Auto Starl n Shift Indicator in manual shift mode, coasting Driving Assistant, BMW EfficientLightweight, ic attributes, active air flap control, on-demand ry units, map-regulated oil pump, efficiency- Il drive, differential with optimised warm-up
Energy Consumption ECE Fuel cons., weighted combined (WLTP)	Stop function, Optimur function, Proactive I optimised aerodynami operation of ancillar optimised all-whee	ectric Power Steering, hybrid-specific Auto Starl in Shift Indicator in manual shift mode, coasting Driving Assistant, BMW EfficientLightweight, ic attributes, active air flap control, on-demand ry unrits, map-regulated oil pump, efficiency- il drive, differential with optimised warm-up tyres with reduced rolling resistance 1.1 – 0.8
Energy Consumption ECE Fuel cons., weighted combined (WLTP) CO ₂ -emissions from fuel (WLTP)	Stop function, Optimur function, Proactive I optimised aerodynami operation of ancillar optimised all-whee behaviour, I	ectric Power Steering, hybrid-specific Auto Starl m Shift Indicator in manual shift mode, coasting Driving Assistant, BMW EfficientLightweight, ic attributes, active air flap control, on-demand ry units, map-regulated oil pump, efficiency- el drive, differential with optimised warm-up tyres with reduced rolling resistance 1.1 – 0.8 25 – 19
Energy Consumption ECE Fuel cons., weighted combined (WLTP) CO ₂ -emissions from fuel (WLTP) Electric power consumption	Stop function, Optimur function, Proactive I optimised aerodynami operation of ancillar optimised all-whee behaviour, I I/100 km g/km	ectric Power Steering, hybrid-specific Auto Starl in Shift Indicator in manual shift mode, coasting Driving Assistant, BMW EfficientLightweight, ic attributes, active air flap control, on-demand ry unrits, map-regulated oil pump, efficiency- il drive, differential with optimised warm-up tyres with reduced rolling resistance 1.1 – 0.8
Energy Consumption ECE Fuel cons., weighted combined (WLTP) CO ₂ -emissions from fuel (WLTP) Electric power consumption weighted combined (WLTP)	Stop function, Optimur function, Proactive I optimised aerodynami operation of ancillar optimised all-whee behaviour, t 1/100 km g/km	ectric Power Steering, hybrid-specific Auto Starl m Shift Indicator in manual shift mode, coasting Driving Assistant, BMW EfficientLightweight, ic attributes, active air flap control, on-demand ry units, map-regulated oil pump, efficiency- el drive, differential with optimised warm-up tyres with reduced rolling resistance 1.1 – 0.8 25 – 19 24.7 – 22.1
Energy Consumption ECE Fuel cons., weighted combined (WLTP) CO ₂ -emissions from fuel (WLTP) Electric power consumption weighted combined (WLTP) Fuel cons., weighted combined (Pkw-En	Stop function, Optimur function, Proactive I optimised aerodynami operation of ancillar optimised all-whee behaviour, to see the see that the see th	ectric Power Steering, hybrid-specific Auto Starl n Shift Indicator in manual shift mode, coasting Driving Assistant, BMW EfficientLightweight, ic attributes, active air flap control, on-demand ry units, map-regulated oil pump, efficiency- el drive, differential with optimised warm-up tyres with reduced rolling resistance 1.1 – 0.8 25 – 19 24.7 – 22.1 1.1
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Energy Consumption ECE Fuel cons., weighted combined (WLTP) CO ₂ -emissions from fuel (WLTP) Electric power consumption weighted combined (WLTP) Fuel cons., weighted combined (Pkw-En CO ₂ -emissions from fuel (Pkw-EnVKV)	Stop function, Optimur function, Proactive I optimised aerodynami operation of ancillar optimised all-whee behaviour, to see the see that the see th	ectric Power Steering, hybrid-specific Auto Starin Shift Indicator in manual shift mode, coasting Driving Assistant, BMW EfficientLightweight, ic attributes, active air flap control, on-demandry units, map-regulated oil pump, efficiency-led drive, differential with optimised warm-up tyres with reduced rolling resistance 1.1 – 0.8 25 – 19 24.7 – 22.1
Energy Consumption ECE Fuel cons., weighted combined (WLTP) CO ₂ -emissions from fuel (WLTP) Electric power consumption weighted combined (WLTP) Fuel cons., weighted combined (Pkw-En CO ₂ -emissions from fuel (Pkw-EnVKV) Electric power consumption weighted combined (Pkw-EnVKV)	Stop function, Optimur function, Proactive I optimised aerodynami operation of ancillar optimised all-whee behaviour, I //100 km g/km kWh/100 km VKV) //100 km	ectric Power Steering, hybrid-specific Auto Starin Shift Indicator in manual shift mode, coasting Driving Assistant, BMW EfficientLightweight, ic attributes, active air flap control, on-demandry units, map-regulated oil pump, efficiency- il drive, differential with optimised warm-up tyres with reduced rolling resistance 1.1 – 0.8 25 – 19 24.7 – 22.1
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Energy Consumption ECE Fuel cons., weighted combined (WLTP) CO ₂ -emissions from fuel (WLTP) Electric power consumption weighted combined (WLTP) Fuel cons., weighted combined (Pkw-En CO ₂ -emissions from fuel (Pkw-EnVKV) Electric power consumption weighted combined (Pkw-EnVKV) Environmental features Pass-by noise	Stop function, Optimur function, Proactive I optimised aerodynami operation of ancillar optimised all-whee behaviour, I //100 km //100 km //KW) //IIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIII	ectric Power Steering, hybrid-specific Auto Start m Shift Indicator in manual shift mode, coasting Driving Assistant, BMW EfficientLightweight, ic attributes, active air flap control, on-demand ry units, map-regulated oil pump, efficiency- el drive, differential with optimised warm-up tyres with reduced rolling resistance 1.1 – 0.8 25 – 19 24.7 – 22.1 1.1 25 24.6

¹⁾ Developed by the combination of the combustion engine (stated nominal figure) and the electric motor (up to stated nominal figure)

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BMW 5 Series Touring. 520i.

Body Number of doors/seats			
Number of doors/seats			BMW 520i Touring
Length-Width/height (empty) mm 5060/1900/1515 Wheelbose mm 2995 Track width, front/reor mm 1634/1668 Track width, front/reor mm 1634/1668 Track width, front/reor mm 1634/1668 Turning circle with integral Active Steering m 11.7 Ground cideronce, empty mm 155 Track width, front/reor mm 155 Turning circle with integral Active Steering m 11.7 Feel tank capacity paprox. 1 60 Engine oil 1.5 Feel tank capacity paprox. 1 60 Engine oil 1.5 Feyload according to DIN/EU kg 1775/1850 Payload according to DIN/EU kg 660 Payload according to DIN/EU kg 660 Permitted total weight kg 2435 Permitted axie loads, front/reor kg 1165/1390 Permitted total weight kg 2000/750 Perm. trailer load [1296] broked/anbroked kg 2000/750 Perm. trailer load [1296] broked/anbro	Body		
Wheelbose mm 2995 Track width, front/rear mm 1634/1668 Turning circle mm 12.3 Turning circle with Integral Active Steering m 11.7 Ground clearance, empty mm 155 Fuel tank topacity poprox. I 60 Engine oil I 6.3 Unidate weight according to DIN/EU kg 1775/1850 Poyload according to DIN/EU kg 660 Poyload according to DIN/EU kg 2435 Permitted total veight kg 660 Perm. troiler load (12%) broked/unbraked kg 2200/750 Perm. troiler load (12%) broked/unbraked kg 2000/750 Perm. troiler load (12%) broked/unbraked kg 2000/750 Perm. troiler load (12%) broked/unbraked kg 100/100 Luggage comportment capacity I 570 – 1700 Drog coefficient Xx A 0.26x 2.47 Drive Engine technology BMW TwinPower Turbo Technology: Turbocharger, direct injection High Precision injection, fully variable valve control VALVETRONIC, variable comshort control Double-VANCS, 48-volt mild hybrid technology with an electric motor integrated in the transmission Power output / total ¹³ Whp 153 / 208 Torque / total ¹³ Whp 3330 Combustion engine Type/no. of cylinders/valves cc 1998 Stroke/Pore mm 94.6 / 82.0 Compression :1 11.6 Fuel min RON 91 Nominol loque Nm 3310 at engine speed rym 4400 – 5500 Nominol torque Nm 310 at engine speed rym 3100 at engine speed rym 3100 – 4000 Power output per litre kW/l 70.1 Electric motor Nominol power output kW/hp 13 / 18 Nominol loque Nm 200 (148 lb-ft) Electric motor Nominol power output kW/hp 13 / 18 Nominol loque Nm 200 (148 lb-ft) Electric motor Nominol power output kW/hp 13 / 18 Nominol loque Nm 200 (148 lb-ft) Electric motor Nominol power output her litre kW/l 70.1 Electric motor Nominol power output her litre kW/l 70.1 Electric motor Nominol power output her litre kW/l 70.1 Electric motor Nominol power output her litre kW/l 70.1 Electric motor Nominol power output her litre kW/l 70.1 Electric motor Nominol power output kW/hp 13 / 18 Nominol torque Nm 200 (148 lb-ft) Electric motor hyperin solution location Ah / 20 / Luggage compartment Standard: Electric limiter of the front and the outside rankes, rear bro			
Track width, front/rear mm 153 / 1568 Turning circle with integral Active Steering m 11.7 Turning circle with integral Active Steering m 11.5 Tyre that capacity opprox.1 6.0 The track capacity o			
Turning circle with Integral Active Steering m 11.7 Ground clearance, empty mm 15.5 Five Itank capocity property in 15.5 Five Itank capocity provided in 15.5 F			
Turning dircle with Integral Active Steering mm 155 Fuel tonk copacity opprox.1 60 Engine oil 1 6.3 Unloaden weight according to DIN/EU kg 1775 / 1850 Poyload according to DIN/EU kg 1775 / 1850 Poyload according to DIN kg 660 Permitted toxid uweight kg 2435 Permitted axid loads, front/rear kg 1165 / 1390 Permit total cold (12%) broked/unbroked kg 2000 / 750 Perm. troiler load (12%) broked/unbroked kg 100 / 100 Lugagae compartment capacity I 570 - 1700 Drog coefficient 0x x A 0.26 x 2.47 Drive Engine technology BMW TwinPower Turbo Technology. Turbocharger, direct injection High Precision Injection, fully variable valve control VALVETRONIC, variable comashor control Outbut valve control of VALVETRONIC, variable comashor control outbut valve control of VALVETRONIC, variable comashor control outbut valve control of VALVETRONIC, variable comashor control of VALVETRONIC, variable valve valve valv	·		
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Engine oil I 6.3 Unitodem weight occording to DIN/EU kg 1775/1850 Payload according to DIN kg 660 Permitted total weight Kg 2235 Permitted aloa loods, front/rear kg 1165/1390 Perm. troiler lood (12%) braked/unbroked kg 2000 / 750 Perm. troiler lood (12%) braked/unbroked kg 2000 / 750 Perm. troiler lood (12%) braked/unbroked kg 2000 / 750 Perm. troiler lood (12%) braked/unbroked kg 100 / 100 Luggage comportment capacity I 570 - 1700 Drag coefficient 0x x A 0.26 x 2.47 Drive Engine technology BMW TwinPower Turbo Technology. Turbocharger, direct injection High Precision Injection, fully variable valve control VALVETRONLC, variable comshoft control Double-VANOS, 48-volt mild hybrid technology with an electric motor integrated in the transmission Power output / total 10 kM/hp 153 / 208 Torque / total 10 kM/hp 153 / 208 Combustion engine Type/no. of cylinders/valves in-line / 4 / 4 Capacity, effective 1 c 1988 Comports in 1 1.6 Fuel min RON 91 Nominal power output kW/hp 140 / 190 ot engine speed rpm 4400 - 6500 Nominal torque Nm 310 at engine speed rpm 1500 - 4000 Nominal torque Nm 310 at engine speed rpm 1500 - 4000 Nominal torque Nm 200 (148 lb-ft) Electric motor Nominal power output kW/hp 13 / 18 Nominal torque Nm 200 (148 lb-ft) Electric motor Nominal power output kW/hp 13 / 18 Nominal torque Nm 200 (148 lb-ft) Electric motor Nominal power output kW/hp 13 / 18 Nominal torque Nm 200 (148 lb-ft) Electric motor Nominal power output kW/hp 13 / 18 Nominal torque Nm 200 (148 lb-ft) Electric motor (158 kW/hp 13 / 18 Nominal torque Nm 200 (148 lb-ft) Electric motor (158 kW/hp 13 / 18 Nominal torque Nm 200 (148 lb-ft) Electric motor (158 kW/hp 13 / 18 Nominal torque Nm 200 (148 lb-ft) Electric motor (158 kW/hp 13 / 18 Nominal torque Nm 200 (148 lb-ft) Electric motor (158 kW			
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Perm. troller load (12%) bracked/unbroked kg 100 / 100 Perm. roof load/perm. troller nose weight kg 100 / 100 Perg. coord load/perm. troller nose weight kg 100 / 100 Prog coefficient cx A 0.26 x 2.47 Drive Engine technology BMW TwinPower Turbo Technology: Turbocharger, direct injection High Precision Injection, fully variable valve control VALVETRONIC, variable cambant control Doublev-ANDS, 48-out mild hybrid technology with an electric motor integrated in the transmission Power output / total ¹³ kW/hp 153 / 208 Torque / total ¹³ Nm 330 Combustion engine Type/no. of cylinders/valves cc 1998 Stroke/bare cm 94.6 / 82.0 Compression :1 1.1.6 Fuel min RON 91 Nominal power output kW/hp 140 / 190 ot engine speed rpm 4400 - 6500 Nominal torque Nm 310 ot engine speed rpm 1500 - 4000 Power output per litre kW/l 70.1 Electric motor Nominal power output kW/hp 13 / 18 Nominal torque Nm 200 (148 lb-rit) Electric motor Nominal torque Nm 200 (148 lb-rit) Electrical system Driving dynamics and safety Front wheel suspension Five-link axle in aluminium construction with separated lower control arm level; optional: electronically controlled shock obsorbers Brokes, front Four-piston, fixed-caliper disc brakes, ventilated Brakes, rear Single-piston, floating-caliper disc brakes, ventilated Brakes, rear Single-piston, floating-caliper disc brakes, ventilated Brakes, rear Single-piston, floating-caliper disc brakes, ventilated Power south proving a service of carrier of control, Trolled wheel slip limitation, Cornering Brake Assist CBC. Brake Assist DBC, Dry Brake Function, Fade Compensation, Hill Sto Control, Trolled wheel slip limitation, Cornering Brake Assist CBC. Brake Single-piston, floating-caliper disc brakes, ventilated CB rakes, rear Sentilated Standard: DSC incl. ABS, ASC and DTC (Dynamic Traction Control), Active and passenger, side airbags for driver and passenger, river			
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Drug coefficient	Perm. roof load/perm. trailer nose weig	ght kg	100 / 100
Engine technology BMW TwinPower Turbo Technology: Turbocharger, direct injection High Precision Injection, fully variable valve control VALVETRONIC, variable cambant control Double-VANDS, 48-volt mild hybrid technology with an electric motor integrated in the transmission Power output / total ¹³	Luggage compartment capacity	Ī	570 – 1700
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Type/no. of cylinders/valves Capacity, effective cc 1998 Stroke/bore mm 94.67.82.0 Compression :1 11.6 Fuel Mominal power output kW/hp 1407.190 at engine speed rpm 4400 – 6500 Nominal torque Nm 310 at engine speed rpm 1500 – 4000 Power output per litre kW/l 70.1 Electric motor Nominal power output kW/hp 13 / 18 Nominal power output per litre kW/l 70.1 Electric motor Nominal power output Nm 200 (148 lb-ft) Electrical system 12 volt battery/installation location Ah / 70 / engine compartment 48 volt battery/installation location Ah / 20 / Luggage compartment Driving dynamics and safety Front wheel suspension Double wishbone axle in aluminium construction with separated lower control arm level; optional: electronically controlled shock absorbers Rear wheel suspension Five-link axle in aluminium construction, double elastic mounting optional: electronically controlled dampers Brakes, front Four-piston, fixed-caliper disc brakes, ventilated Brakes, rear Driving stability systems Standard: Sci Incl. ASB, ASC and DTC (Dynamic Traction Control), directly controlled wheel slip limitation, Cornering Brake Assist CBC Brake Assist DBC, Dry Brake Function, Fade Compensation, Hill Sta Control, Trailer Stability Control, Performance Control; optional: Active Roll Stabilisation Safety equipment Standard: Airbags for driver and passenger, side airbags for driver and passenger, interaction airbag between driver and passenger, interaction airbag between driver and passenger, front and rear head airbags, 3-point automatic-reel belt on all seats, with seat belt stopper at for, seat belt tensioner and seat belt force limiter at the front and the outside rear seats, crash sensors, tyre pressure display. Steering Electric Power Steering (EPS) with Servotronic function and variable steering ratio; optional: lategral Active Steering Overall steering ratio 225/55 R18 102Y XL	I orque / total 13	Nm	330
Type/no. of cylinders/valves Capacity, effective cc 1998 Stroke/bore mm 94.67.82.0 Compression :1 11.6 Fuel Mominal power output kW/hp 1407.190 at engine speed rpm 4400 – 6500 Nominal torque Nm 310 at engine speed rpm 1500 – 4000 Power output per litre kW/l 70.1 Electric motor Nominal power output kW/hp 13 / 18 Nominal power output per litre kW/l 70.1 Electric motor Nominal power output Nm 200 (148 lb-ft) Electrical system 12 volt battery/installation location Ah / 70 / engine compartment 48 volt battery/installation location Ah / 20 / Luggage compartment Driving dynamics and safety Front wheel suspension Double wishbone axle in aluminium construction with separated lower control arm level; optional: electronically controlled shock absorbers Rear wheel suspension Five-link axle in aluminium construction, double elastic mounting optional: electronically controlled dampers Brakes, front Four-piston, fixed-caliper disc brakes, ventilated Brakes, rear Driving stability systems Standard: Sci Incl. ASB, ASC and DTC (Dynamic Traction Control), directly controlled wheel slip limitation, Cornering Brake Assist CBC Brake Assist DBC, Dry Brake Function, Fade Compensation, Hill Sta Control, Trailer Stability Control, Performance Control; optional: Active Roll Stabilisation Safety equipment Standard: Airbags for driver and passenger, side airbags for driver and passenger, interaction airbag between driver and passenger, interaction airbag between driver and passenger, front and rear head airbags, 3-point automatic-reel belt on all seats, with seat belt stopper at for, seat belt tensioner and seat belt force limiter at the front and the outside rear seats, crash sensors, tyre pressure display. Steering Electric Power Steering (EPS) with Servotronic function and variable steering ratio; optional: lategral Active Steering Overall steering ratio 225/55 R18 102Y XL	Combustion oneine		
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Stroke/bore mm 94.6 / 82.0 Compression :1 11.6 Fuel min RON 91 Nominal power output kW/hp 140 / 190 at engine speed rpm 4400 – 6500 Nominal torque Nm 310 at engine speed rpm 1500 – 4000 Power output per litre kW/l 70.1 Electric motor Nominal power output kW/hp 13 / 18 Nominal power output per litre kW/l 70.1 Electric system 12 volt battery/installation location Ah / 70 / engine compartment 48 volt battery/installation location Ah / 70 / engine compartment 48 volt battery/installation location Ah / 70 / engine compartment Driving dynamics and safety Front wheel suspension Double wishbone axle in aluminium construction with separated lower control arm level; optional: electronically controlled shock absorbers Rear wheel suspension Five-link axle in aluminium construction, double elastic mounting optional: electronically controlled dompers Brakes, front Four-piston, floating-caliper disc brakes, ventilated Brakes, rear Single-piston, floating-caliper disc brakes, ventilated Driving stability systems Standard: DSC incl. ABS, ASC and DTC (Dynamic Traction Control), directly controlled wheel slip limitation, Cornering Brake Assist CBC, Dry Brake Function, Fade Compensation, Hill Standard: DSC incl. ABS, ASC and DTC (Dynamic Traction Control), altered Control, Trailer Stability Control, Performance Control; optional: Active Roll Stabilisation Safety equipment Standard: Airbags for driver and passenger, side airbags for driver and passenger, interaction airbag between driver and passenger, interaction airbags between driver and passenger, interaction airbag between driver and passenger, interaction airbag between driver and passenger, interaction airbag between driver and passenger, interaction integral Active Steering Electric Power Steering (EPS) with Servotronic function and variable steering ratio; optional: Integra			
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Power output per litre kW/I 70.1		rpm	1500 – 4000
Nominal power output kW/hp 13 / 18 Nominal torque Nm 200 (148 lb-ft) Electrical system 12 volt bottery/installation location Ah / — 70 / engine compartment 48 volt battery/installation location Ah / — 20 / Luggage compartment Driving dynamics and safety Front wheel suspension Double wishbone axle in aluminium construction with separated lower control arm level; optional: electronically controlled shock absorbers Rear wheel suspension Five-link axle in aluminium construction, double elastic mounting optional: electronically controlled dampers Brakes, front Four-piston, fixed-caliper disc brakes, ventilated Brakes, rear Single-piston, floating-caliper disc brakes, ventilated Driving stability systems Standard: DSC incl. ABS, ASC and DTC (Dynamic Traction Control), directly controlled wheel slip limitation, Cornering Brake Assist CBC Brake Assist DBC, Dry Brake Function, Fade Compensation, Hill State Control, Trailer Stability Control, Performance Control; optional: Active Roll Stabilisation Safety equipment Standard: Airbags for driver and passenger, side airbags for driver and passenger, interaction airbag between driver and passenger, front and rear head airbags, 3-point automatic-reel belt on all seats, with seat belt stopper at front, seat belt tensioner and seat belt force limiter at the front and the outside rear seats, crash sensors, tyre pressure display Steering Electric Power Steering (EPS) with Servotronic function and variable steering ratio; optional: Integral Active Steering Overall steering ratio :1 1.5.2 Tyres, front/rear 225/55 R18 102Y XL	Power output per litre	kW/l	70.1
Nominal power output kW/hp 13 / 18 Nominal torque Nm 200 (148 lb-ft) Electrical system 12 volt bottery/installation location Ah / — 70 / engine compartment 48 volt battery/installation location Ah / — 20 / Luggage compartment Driving dynamics and safety Front wheel suspension Double wishbone axle in aluminium construction with separated lower control arm level; optional: electronically controlled shock absorbers Rear wheel suspension Five-link axle in aluminium construction, double elastic mounting optional: electronically controlled dampers Brakes, front Four-piston, fixed-caliper disc brakes, ventilated Brakes, rear Single-piston, floating-caliper disc brakes, ventilated Driving stability systems Standard: DSC incl. ABS, ASC and DTC (Dynamic Traction Control), directly controlled wheel slip limitation, Cornering Brake Assist CBC Brake Assist DBC, Dry Brake Function, Fade Compensation, Hill State Control, Trailer Stability Control, Performance Control; optional: Active Roll Stabilisation Safety equipment Standard: Airbags for driver and passenger, side airbags for driver and passenger, interaction airbag between driver and passenger, front and rear head airbags, 3-point automatic-reel belt on all seats, with seat belt stopper at front, seat belt tensioner and seat belt force limiter at the front and the outside rear seats, crash sensors, tyre pressure display Steering Electric Power Steering (EPS) with Servotronic function and variable steering ratio; optional: Integral Active Steering Overall steering ratio :1 1.5.2 Tyres, front/rear 225/55 R18 102Y XL			
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12 volt battery/installation location Ah / — 70 / engine compartment 48 volt battery/installation location Ah / — 20 / Luggage compartment Driving dynamics and safety	Nominal torque	Nm	200 (148 lb-lt)
12 volt battery/installation location Ah / — 70 / engine compartment 48 volt battery/installation location Ah / — 20 / Luggage compartment Driving dynamics and safety	Flactrical system		
Driving dynamics and safety	· · · · · · · · · · · · · · · · · · ·	Δh/-	70 / engine compartment
Driving dynamics and safety Double wishbone axle in aluminium construction with separated lower control arm level; optional: electronically controlled shock absorbers Rear wheel suspension Five-link axle in aluminium construction, double elastic mounting optional: electronically controlled dampers Brakes, front Four-piston, fixed-caliper disc brakes, ventilated Brakes, rear Single-piston, floating-caliper disc brakes, ventilated Driving stability systems Standard: DSC incl. ABS, ASC and DTC (Dynamic Traction Control), directly controlled wheel slip limitation, Cornering Brake Assist CBC Brake Assist DBC, Dry Brake Function, Fade Compensation, Hill State Control, Trailer Stability Control, Performance Control; optional: Active Roll Stabilisation Safety equipment Standard: Airbags for driver and passenger, side airbags for driver and passenger, front and rear head airbags, 3-point automatic-reel belt on all seats, with seat belt stopper at front, seat belt tensioner and seat belt force limiter at the front and the outside rear seats, crash sensors, tyre pressure display Steering Electric Power Steering (EPS) with Servotronic function and variable steering ratio; optional: Integral Active Steering Overall steering ratio :1 15.2 Tyres, front/rear 225/55 R18 102Y XL			, ,
Front wheel suspension Double wishbone axle in aluminium construction with separated lower control arm level; optional: electronically controlled shock absorbers Rear wheel suspension Five-link axle in aluminium construction, double elastic mounting optional: electronically controlled dampers Brakes, front Four-piston, fixed-caliper disc brakes, ventilated Brakes, rear Single-piston, floating-caliper disc brakes, ventilated Driving stability systems Standard: DSC incl. ABS, ASC and DTC (Dynamic Traction Control), directly controlled wheel slip limitation, Cornering Brake Assist CBC Brake Assist DBC, Dry Brake Function, Fade Compensation, Hill Sta Control, Trailer Stability Control, Performance Control; optional: Active Roll Stabilisation Safety equipment Standard: Airbags for driver and passenger, side airbags for driver and passenger, interaction airbag between driver and passenger, front and rear head airbags, 3-point automatic-reel belt on all seats, with seat belt stopper at front, seat belt tensioner and seat belt force limiter at the front and the outside rear seats, crash sensors, tyre pressure display Steering Electric Power Steering (EPS) with Servotronic function and variable steering ratio; optional: Integral Active Steering Overall steering ratio 15.2 Tyres, front/rear 225/55 R18 102Y XL	40 Voic Butter y, in Standard in Tocation	7 (117	20 / Luggage compartment
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Brakes, front Four-piston, fixed-caliper disc brakes, ventilated Brakes, rear Single-piston, floating-caliper disc brakes, ventilated Driving stability systems Standard: DSC incl. ABS, ASC and DTC (Dynamic Traction Control), directly controlled wheel slip limitation, Cornering Brake Assist CBC Brake Assist DBC, Dry Brake Function, Fade Compensation, Hill State Control, Trailer Stability Control, Performance Control; optional:	Front wheel suspension		wer control arm level; optional: electronically controlled shock
Brakes, rear Single-piston, floating-caliper disc brakes, ventilated Driving stability systems Standard: DSC incl. ABS, ASC and DTC (Dynamic Traction Control), directly controlled wheel slip limitation, Cornering Brake Assist CBC Brake Assist DBC, Dry Brake Function, Fade Compensation, Hill Stan Control, Trailer Stability Control, Performance Control; optional: Active Roll Stabilisation Safety equipment Standard: Airbags for driver and passenger, side airbags for driver and passenger, interaction airbag between driver and passenger, front and rear head airbags, 3-point automatic-reel belt on all seats, with seat belt stopper at front, seat belt tensioner and seat belt force limiter at the front and the outside rear seats, crash sensors, tyre pressure display Steering Electric Power Steering (EPS) with Servotronic function and variable steering ratio; optional: Integral Active Steering Overall steering ratio 1 15.2 Tyres, front/rear 225/55 R18 102Y XL	Rear wheel suspension	Fi	
Driving stability systems Standard: DSC incl. ABS, ASC and DTC (Dynamic Traction Control), directly controlled wheel slip limitation, Cornering Brake Assist CBC Brake Assist DBC, Dry Brake Function, Fade Compensation, Hill State Control, Trailer Stability Control, Performance Control; optional: Active Roll Stabilisation Safety equipment Standard: Airbags for driver and passenger, side airbags for driver and passenger, interaction airbag between driver and passenger, front and rear head airbags, 3-point automatic-reel belt on all seats, with seat belt stopper at front, seat belt tensioner and seat belt force limiter at the front and the outside rear seats, crash sensors, tyre pressure display Steering Electric Power Steering (EPS) with Servotronic function and variable steering ratio; optional: Integral Active Steering Overall steering ratio 15.2 Tyres, front/rear 225/55 R18 102Y XL	Brakes, front		
directly controlled wheel slip limitation, Cornering Brake Assist CBC Brake Assist DBC, Dry Brake Function, Fade Compensation, Hill State Control, Trailer Stability Control, Performance Control; optional: Active Roll Stabilisation Safety equipment Standard: Airbags for driver and passenger, side airbags for driver and passenger, interaction airbag between driver and passenger, front and rear head airbags, 3-point automatic-reel belt on all seats, with seat belt stopper at front, seat belt tensioner and seat belt force limiter at the front and the outside rear seats, crash sensors, tyre pressure display Steering Electric Power Steering (EPS) with Servotronic function and variable steering ratio; optional: Integral Active Steering Overall steering ratio :1 15.2 Tyres, front/rear 225/55 R18 102Y XL	Brakes, rear		
Safety equipment Standard: Airbags for driver and passenger, side airbags for driver and passenger, interaction airbag between driver and passenger, front and rear head airbags, 3-point automatic-reel belt on all seats, with seat belt stopper at front, seat belt tensioner and seat belt force limiter at the front and the outside rear seats, crash sensors, tyre pressure display Steering Electric Power Steering (EPS) with Servotronic function and variable steering ratio; optional: Integral Active Steering Overall steering ratio 1 15.2 Tyres, front/rear 225/55 R18 102Y XL	Driving stability systems	Standard: DSC incl. ABS, ASC and DTC (Dynamic Traction Control), directly controlled wheel slip limitation, Cornering Brake Assist CBC, Brake Assist DBC, Dry Brake Function, Fade Compensation, Hill Star Control, Trailer Stability Control, Performance Control; optional:	
Steering Electric Power Steering (EPS) with Servotronic function and variable steering ratio; optional: Integral Active Steering Overall steering ratio :1 15.2 Tyres, front/rear 225/55 R18 102Y XL	Safety equipment		Standard: Airbags for driver and passenger, side airbags for driver and passenger, interaction airbag between driver and passenger, front and rear head airbags, 3-point automatic-reel belt on all seats, with seat belt stopper at front, seat belt tensioner and seat belt force limiter at the front and the outside
Overall steering ratio :1 15.2 Tyres, front/rear 225/55 R18 102Y XL	Steering		Electric Power Steering (EPS) with Servotronic function and
Tyres, front/rear 225/55 R18 102Y XL	Overall steering ratio	<u>.1</u>	

		BMW 520i Touring
Transmission		
Transmission type		8-speed Steptronic transmission
Gear ratio I	:1	5.250
	:1	3.360
III	:1	2.172
IV	:1	1.720
V	:1	1.316
VI	:1	1.000
VII	:1	0.822
VIII	:1	0.640
R	:1	3.712
Rear axle ratio	:1	3.077
Driving performance figures		
Weight-to-power ratio (DIN)	kg/kW	11.6
Acceleration 0-100 km/h (62 mph)	S	7.8
Top speed	km/h	222 (138 mph)
BMW EfficientDynamics		
BMW EfficientDynamics	48-volt mild	hybrid technology, Brake Energy Regeneration with
measures as standard	Efficient mode Point Di EfficientLighte flap control, c	n indicator, Auto Start Stop function, Personal and es with coasting function, Forward View Assist, Shift splay, electromechanical power steering, BMW weight, optimised aerodynamic properties, active air juxiliary units controlled according to demand, map- bump, axle drive with optimised warm-up properties tyres with reduced rolling resistance
Consumption (WLTP combined)		
Achievable in individual configuration	l/100 km	6.8 – 6.1
According to EnVKV	I/100 km	6.8
CO ₂ emissions (WLTP combined)		
Achievable in individual configuration	g/km	153 – 137
According to EnVKV	g/km	153
Environmental features		
Pass-by noise	dB(A)	67
Emission rating		Euro 6e
CO_2 class(es) weighted comb. (Pkw-I	EnVKV)	E

 $^{^{1)}}$ Developed by the combination of the combustion engine (stated nominal figure) and the electric motor (up to stated nominal figure)

BMW 5 Series Touring. 520d.

		BMW 520d Touring
Body		
Number of doors/seats		5/5
Length/width/height (empty)	mm	5060 / 1900 / 1515
Wheelbase	mm	2995
Track width, front/rear	mm	1634 / 1668
Turning circle	m	12.3 11.7
Turning circle with Integral Active Stee Ground clearance, empty	ering m mm	155
Fuel tank capacity	approx. I	60
Engine oil	Г	7.5
Unladen weight according to DIN/EU	kg	1835 / 1910
Payload according to DIN	kg	660
Permitted total weight	kg	2495
Permitted axle loads, front/rear	kg	1165 / 1430
Perm. trailer load (12%) braked/unbra	aked kg	2000 / 750
Permitted roof load/permitted		
trailer nose weight	kg	100 / 100
Luggage compartment capacity		570 - 1700
Drag coefficient	cx x A	0.26 x 2.47
Drive		
Engine technology	and	V TwinPower Turbo Technology: Multi-stage turbocharging, high low-pressure charger with variable inlet geometry, common-rail at injection with solenoid valve injectors (max. injection pressure: 2500 bar), 48-volt mild hybrid technology
Power output / total 1)	kW/hp	145 / 197
Torque / total 1)	Nm	400
Combination analys		
Combustion engine Type/no. of cylinders/valves		in-line / 4 / 4
Capacity, effective	СС	1995
Stroke/bore	mm	90.0 / 84.0
Compression	:1	16.5
Fuel		Diesel
Nominal power output	kW/hp	145 / 197
at engine speed	rpm	4000
Nominal torque	Nm	400
at engine speed	rpm	1500 – 2750
Power output per litre	kW/I	72.7
Electric motor		
Nominal power output	kW/hp	8 / 11
Nominal torque	Nm	25
Electrical system	Λ h. /	70 /
12 volt battery/installation location	Ah / – Ah / –	70 / engine compartment
48 volt battery/installation location	AII / -	20 / Luggage compartment
Driving dynamics and safety		
Front wheel suspension		Oouble wishbone axle in aluminium construction with separated ower control arm level; optional: electronically controlled shock absorbers
Rear wheel suspension	F	Five-link axle in aluminium construction, double elastic mounting; optional: electronically controlled dampers
Brakes, front		Four-piston, fixed-caliper disc brakes, ventilated
Brakes, rear		Single-piston, floating-caliper disc brakes, ventilated
Driving stability systems	dire Brak	ndard: DSC incl. ABS, ASC and DTC (Dynamic Traction Control), ctly controlled wheel slip limitation, Cornering Brake Assist CBC, e Assist DBC, Dry Brake Function, Fade Compensation, Hill Start ontrol, Trailer Stability Control, Performance Control; optional: Active Roll Stabilisation
Safety equipment		Standard: Airbags for driver and passenger, side airbags for driver and passenger, interaction airbag between driver and passenger, front and rear head airbags, 3-point automatic-reel belt on all seats, with seat belt stopper at front, seat belt tensioner and seat belt force limiter at the front and the outside rear seats, crash sensors, tyre pressure display
Steering		Electrically assisted rack-and-pinion steering (EPS) with Servotronic function and variable steering ratio; optional: Integral Active Steering
Overall steering ratio	:1	16.5
Tyres, front/rear		225/55 R18 102Y XL
Wheel rims, front/rear		7.5J × 18 light alloy

			BMW 520d Touring
Transmission			
Transmission t	уре		8-speed Steptronic transmission
Gear ratio	Ī	:1	5.250
	II	:1	3.360
	III	:1	2.172
	IV	:1	1.720
	V	:1	1.316
	VI	:1	1.000
	VII	:1	0.822
	VIII	:1	0.640
	R	:1	3.712
Rear axle ratio		:1	3.077
Driving perform	mance figures		
Weight-to-pow	ver ratio (DIN)	kg/kW	12.7
Acceleration	0-100 km/h (62 mph)	S	7.5
Top speed		km/h	220 (137 mph)
BMW Efficient	Dynamics		
		Assist, shif EfficientLightwo control, au controlled oil p rear axle and	Efficient modes with coasting function, Forward View it display, electromechanical power steering, BMW eight, optimised aerodynamic properties, active air flap xilliary units controlled according to demand, mapwimp, efficiency and weight-optimised all-wheel drive, transfer gearbox with optimised efficiency, tyres with g resistance, Blue Performance technology with SCR catalytic converter
Consumption	WLTP combined)		
Achievable in in configuration		/100 km	5.9 – 5.3
According to Er	nVKV I.	/100 km	5.9
CO₂ emissions combined)	(WLTP		
Achievable in ir	ndividual	g/km	154 – 140
configuration			
According to E	nVKV	g/km	154
Environmenta	l features		
Pass-by noise		dB(A)	67
Emission rating		400	Euro 6e
LU2 class(es) w	veighted comb. (Pkw-En	VKVJ	E

¹⁾ Developed by the combination of the combustion engine (stated nominal figure) and the electric motor (up to stated nominal figure)

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BMW 5 Series Touring. 520d xDrive.

		BMW 520d xDrive Touring	
Body			
Number of doors/seats		5/5	
Length/width/height (empty)	mm	5060 / 1900 / 1515	
Wheelbase	mm	2995	
Track width, front/rear	mm	1634 / 1668	
Furning circle	m	12.4	
Turning circle with Integral Active Stee	ring m	11.8	
Ground clearance, empty	mm	155	
Fuel tank capacity	approx. I	60	
Engine oil	I	7.5	
Unladen weight according to DIN/EU	kg	1895 / 1970	
Payload according to DIN	kg	660	
Permitted total weight	kg	2555	
Permitted axle loads, front/rear	kg	1210 / 1430	
Perm. trailer load (12%) braked/unbra	ked kg	2000 / 750	
Permitted roof load/permitted			
railer nose weight	kg	100 / 100	
Luggage compartment capacity	I	570 – 1700	
Drag coefficient	cx x A	0.26 x 2.47	
Orive			
Engine technology		inPower Turbo Technology: Multi-stage turbocharging, hig	
		pressure charger with variable inlet geometry, common-rai	
	direct inje	ection with solenoid valve injectors (max. injection pressure	
Danies autout / 5-5-11)	14417	2500 bar), 48-volt mild hybrid technology	
Power output / total 1)	kW/hp	145 / 197	
Forque / total 1)	Nm	400	
Cambustian anaina			
Combustion engine		to the a L / L /	
Type/no. of cylinders/valves		in-line / 4 / 4	
Capacity, effective	СС	1995	
Stroke/bore	mm	90.0 / 84.0	
Compression	:1	16.5	
-uel	13-14	Diesel	
Nominal power output	kW/hp	145 / 197	
at engine speed	rpm	4000	
Nominal torque	Nm	400	
at engine speed	rpm	1500 – 2750	
Power output per litre	kW/l	72.7	
Electric motor			
Nominal power output	kW/hp	8 / 11	
Nominal bower output Nominal torque	Nm	25	
Nonlinartorque	INIII	23	
Electrical system			
12 volt battery/installation location	Ah / –	70 / engine compartment	
48 volt battery/installation location	Ah / -	20 / Luggage compartment	
40 Voic Battery/ installation location	A117 -	207 Laggage comparament	
Oriving dynamics and safety			
Front wheel suspension	Doubl	e wishbone axle in aluminium construction with separated	
		control arm level; optional: electronically controlled shock	
		absorbers	
Rear wheel suspension	Five-	link axle in aluminium construction, double elastic mounting	
		optional: electronically controlled dampers	
Brakes, front		Four-piston, fixed-caliper disc brakes, ventilated	
Brakes, rear		Single-piston, floating-caliper disc brakes, ventilated	
Oriving stability systems	Standard	d: DSC incl. ABS, ASC and DTC (Dynamic Traction Control)	
		ontrolled wheel slip limitation, Cornering Brake Assist CBC	
	Brake Assist DBC, Dry Brake Function, Fade Compensation, Hill Start		
	Control, Trailer Stability Control, Performance Control; optional, DSC		
	linked w	ith xDrive all-wheel drive; optional: Active Roll Stabilisation	
Safety equipment	Sto	andard: Airbags for driver and passenger, side airbags for	
	dri	ver and passenger, interaction airbag between driver and	
		senger, front and rear head airbags, 3-point automatic-ree	
		pelt on all seats, with seat belt stopper at front, seat belt	
	tens	ioner and seat belt force limiter at the front and the outside	
		rear seats, crash sensors, tyre pressure display	
Steering	E	Electrically assisted rack-and-pinion steering (EPS) with	
3	Servotronic function and variable steering ratio; optional: Integra		
	Servi		
		Active Steering	
	:1	15.7	
Overall steering ratio Tyres, front/rear			

			BMW 520d xDrive Touring
Transmission			
Transmission ty	rpe		8-speed Steptronic transmission
Gear ratio	1	:1	5.250
	II	:1	3.360
	III	:1	2.172
	IV	:1	1.720
	V	:1	1.316
	VI	:1	1.000
	VII	:1	0.822
	VIII	:1	0.640
	R	:1	3.712
Rear axle ratio		:1	3.077
Driving perform	ance figures		
Weight-to-powe	er ratio (DIN)	kg/kW	13.1
Acceleration	0-100 km/h (62 mph)	S	7.5
Top speed		km/h	218 (135 mph)
BMW EfficientD	ynamics		
		Assist, shift di EfficientLightwe flap control, aux controlled oil pum efficiency-optimi: with optimised ef	cient modes with coasting function, Forward View splay, electromechanical power steering, BMW ight, optimised aerodynamic properties, active air illiary units controlled according to demand, mapp, efficiency and weight-optimised all-wheel drive sed all-wheel drive, rear axle and transfer gearbox ficiency, tyres with reduced rolling resistance, Blue acc technology with SCR catalytic converter
Consumption (V	WLTP combined)	Assist, shift di EfficientLightwe flap control, aux controlled oil pum efficiency-optimi: with optimised ef	splay, electromechanical power steering, BMW ight, optimised aerodynamic properties, active air illiary units controlled according to demand, mapp, efficiency and weight-optimised all-wheel drive all-wheel drive, rear axle and transfer gearbox ficiency, tyres with reduced rolling resistance, Blue
Consumption (V Achievable in in configuration	VLTP combined) dividual l.	Assist, shift di EfficientLightwe flap control, aux controlled oil pum efficiency-optimi: with optimised ef	splay, electromechanical power steering, BMW ight, optimised aerodynamic properties, active air illiary units controlled according to demand, mapp, efficiency and weight-optimised all-wheel drive all-wheel drive, rear axle and transfer gearbox ficiency, tyres with reduced rolling resistance, Blue
Achievable in in	dividual l	Assist, shift di EfficientLightwe flap control, aux controlled oil pur efficiency-optimi: with optimised ef Performar	splay, electromechanical power steering, BMW ight, optimised aerodynamic properties, active air iliary units controlled according to demand, mapp, efficiency and weight-optimised all-wheel drive sed all-wheel drive, rear axle and transfer gearbox ficiency, tyres with reduced rolling resistance, Bluence technology with SCR catalytic converter
Achievable in inconfiguration	dividual I.	Assist, shift di EfficientLightwe flap control, aux controlled oil pum efficiency-optimi: with optimised ef Performar	splay, electromechanical power steering, BMW ight, optimised aerodynamic properties, active air iliary units controlled according to demand, mapp, efficiency and weight-optimised all-wheel drive sed all-wheel drive, rear axle and transfer gearbox ficiency, tyres with reduced rolling resistance, Blue ace technology with SCR catalytic converter 6.2 – 5.7
Achievable in inconfiguration According to En CO ₂ emissions (dividual l. VKV l. WLTP	Assist, shift di EfficientLightwe flap control, aux controlled oil pum efficiency-optimi: with optimised ef Performar	splay, electromechanical power steering, BMW ight, optimised aerodynamic properties, active air iliary units controlled according to demand, mapp, efficiency and weight-optimised all-wheel drive sed all-wheel drive, rear axle and transfer gearbox ficiency, tyres with reduced rolling resistance, Blue ace technology with SCR catalytic converter 6.2 – 5.7
Achievable in inconfiguration According to Enterprise (CO2 emissions (combined)	dividual l. VKV l. WLTP	Assist, shift di EfficientLightwe flap control, aux controlled oil pum efficiency-optimi with optimised ef Performar /100 km	splay, electromechanical power steering, BMW ight, optimised aerodynamic properties, active air illiary units controlled according to demand, mapp, efficiency and weight-optimised all-wheel drive, rear axle and transfer gearbox ficiency, tyres with reduced rolling resistance, Blue ace technology with SCR catalytic converter 6.2 – 5.7
Achievable in inconfiguration According to En CO₂ emissions (combined) Achievable in incompanions	dividual l. VKV l. WLTP dividual	Assist, shift di EfficientLightwe flap control, aux controlled oil pum efficiency-optimi with optimised ef Performar /100 km	splay, electromechanical power steering, BMW ight, optimised aerodynamic properties, active air illiary units controlled according to demand, mapp, efficiency and weight-optimised all-wheel drive, rear axle and transfer gearbox ficiency, tyres with reduced rolling resistance, Blue ace technology with SCR catalytic converter 6.2 – 5.7
Achievable in in- configuration According to En CO ₂ emissions (combined) Achievable in in- configuration	dividual I. VKV I. WLTP dividual VKV	Assist, shift di EfficientLightwe flap control, aux controlled oil pum efficiency-optimi with optimised ef Performan /100 km /100 km	splay, electromechanical power steering, BMW ight, optimised aerodynamic properties, active air illiary units controlled according to demand, mapp, efficiency and weight-optimised all-wheel drive sed all-wheel drive, rear axle and transfer gearbox ficiency, tyres with reduced rolling resistance, Blue ace technology with SCR catalytic converter 6.2 – 5.7 6.2
Achievable in inconfiguration According to En CO ₂ emissions (combined) Achievable in inconfiguration According to En	dividual I. VKV I. WLTP dividual VKV	Assist, shift di EfficientLightwe flap control, aux controlled oil pum efficiency-optimi with optimised ef Performan /100 km /100 km	splay, electromechanical power steering, BMW ight, optimised aerodynamic properties, active air illiary units controlled according to demand, mapp, efficiency and weight-optimised all-wheel drive sed all-wheel drive, rear axle and transfer gearbox ficiency, tyres with reduced rolling resistance, Blue ace technology with SCR catalytic converter 6.2 – 5.7 6.2
Achievable in inconfiguration According to En' CO ₂ emissions (combined) Achievable in inconfiguration According to En' Environmental	dividual I. VKV I. WLTP dividual VKV	Assist, shift di EfficientLightwe flap control, aux controlled oil pum efficiency-optimi: with optimised ef Performar /100 km /100 km g/km	splay, electromechanical power steering, BMW ight, optimised aerodynamic properties, active air liliary units controlled according to demand, mapp, efficiency and weight-optimised all-wheel drive, rear axle and transfer gearbox ficiency, tyres with reduced rolling resistance, Blue ace technology with SCR catalytic converter 6.2 – 5.7 6.2

 $^{^{11}}$ Developed by the combination of the combustion engine (stated nominal figure) and the electric motor (up to stated nominal figure)

BMW 5 Series Touring. 540d xDrive.

		BMW 540d xDrive Touring	
Body		5/5	
Number of doors/seats Length/width/height (empty)	mm	575 5060 / 1900 / 1515	
Wheelbase	mm	2995	
Track width, front/rear	mm	1634 / 1668	
Turning circle	m	12.4	
Turning circle with Integral Active Ste		11.8	
Ground clearance, empty	mm	155	
Fuel tank capacity	approx. I	60	
Engine oil	I	9.3	
Unladen weight according to DIN/EU	kg	1975 / 2050	
Payload according to DIN	kg	695	
Permitted total weight	kg	2670	
Permitted axle loads, front/rear	kg	1310 / 1480	
Perm. trailer load (12%) braked/unbi	aked kg	2000 / 750	
Permitted roof load/permitted			
trailer nose weight	kg	100 / 100	
Luggage compartment capacity	<u> </u>	570 – 1700	
Drag coefficient	cx x A	0.26 x 2.47	
Drive			
Engine technology	and le	TwinPower Turbo Technology: Multi-stage turbocharging, high ow-pressure charger with variable inlet geometry, common-rail injection with solenoid valve injectors (max. injection pressure: 2500 bar), 48-volt mild hybrid technology	
Power output / total 1)	kW/hp	223 / 303	
Torque / total 1)	Nm	670	
Combustion engine			
Type/no. of cylinders/valves		in-line / 6 / 4	
Capacity, effective	СС	2993	
Stroke/bore	mm	90.0 / 84.0	
Compression	:1	16.5	
Fuel	13.47%		
Nominal power output	kW/hp		
at engine speed	rpm Nm	4000 650	
Nominal torque		1500 – 2500	
at engine speed Power output per litre	rpm kW/l	70.2	
Electric motor	13-14	12 (10	
Nominal power output	kW/hp	13 / 18	
Nominal torque	Nm	200	
Electrical system			
12 volt battery/installation location	Ah / –	70 / engine compartment	
48 volt battery/installation location	Ah / –	20 / Luggage compartment	
Driving dynamics and safety			
Front wheel suspension		ouble wishbone axle in aluminium construction with separated wer control arm level; optional: electronically controlled shock absorbers	
Rear wheel suspension	Fi	ive-link axle in aluminium construction, double elastic mounting optional: electronically controlled dampers	
Brakes, front		Four-piston, fixed-caliper disc brakes, ventilated	
Brakes, rear		Single-piston, floating-caliper disc brakes, ventilated	
Driving stability systems	Standard: DSC incl. ABS, ASC and DTC (Dynamic Traction Control), directly controlled wheel slip limitation, Cornering Brake Assist CBC, Brake Assist DBC, Dry Brake Function, Fade Compensation, Hill Star Control, Trailer Stability Control, Performance Control; optional, DSC linked with xDrive all-wheel drive; optional: Active Roll Stabilisation		
Safety equipment	į	Standard: Airbags for driver and passenger, side airbags for driver and passenger, interaction airbag between driver and passenger, front and rear head airbags, 3-point automatic-reel belt on all seats, with seat belt stopper at front, seat belt tensioner and seat belt force limiter at the front and the outside rear seats, crash sensors, tyre pressure display	
Steering		Electrically assisted rack-and-pinion steering (EPS) with ervotronic function and variable steering ratio; optional: Integra Active Steering	
Overall steering ratio	:1	15.7	
Tyres, front/rear		225/55 R18 102Y XL	
Wheel rims, front/rear		7.5J × 18 light alloy	

			BMW 540d xDrive Touring
Transmission			
Transmission type			8-speed Steptronic transmission
Gear ratio I		:1	5.500
	II	:1	3.520
	III	:1	2.200
	IV	:1	1.720
	V	:1	1.301
	VI	:1	1.000
	VII	:1	0.833
	VIII	:1	0.640
	R	:1	4.543
Rear axle ratio		:1	2.563
Driving performance figu	ıres		
Weight-to-power ratio (D	IN)	kg/kW	8.9
Acceleration 0-100 kg	m/h (62 mph)	s	5.4
Top speed		km/h	250 (155 mph)
BMW EfficientDynamics			
measures as standard		Personal Assist Efficient flap con controlled efficiency with opti	nation with recuperation indicator, Auto Start Stop function, and Efficient modes with coasting function, Forward View (s., shift display, electromechanical power steering, BMW Lightweight, optimised aerodynamic properties, active air trol, auxiliary units controlled according to demand, mapdi oil pump, efficiency and weight-optimised all-wheel drive (r-optimised all-wheel drive, rear axle and transfer gearbox mised efficiency, tyres with reduced rolling resistance, Blueerformance technology with SCR catalytic converter
Consumption (WLTP con	mbined)		
		(1001	
Achievable in individual configuration	I/	/100 km	6.5 – 6.0
		/100 km /100 km	6.5 – 6.0 6.5
configuration			
configuration According to EnVKV CO ₂ emissions (WLTP			
configuration According to EnVKV CO ₂ emissions (WLTP combined) Achievable in individual		/100 km	6.5
configuration According to EnVKV CO₂ emissions (WLTP combined) Achievable in individual configuration		/100 km	6.5 171 – 157
configuration According to EnVKV CO ₂ emissions (WLTP combined) Achievable in individual configuration According to EnVKV		/100 km	6.5 171 – 157 171
configuration According to EnVKV CO ₂ emissions (WLTP combined) Achievable in individual configuration According to EnVKV Environmental features		g/km	6.5 171 – 157 171

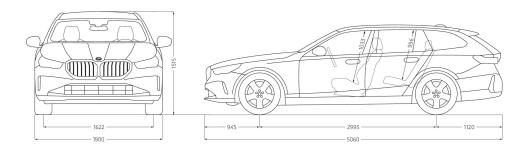
¹⁾ Developed by the combination of the combustion engine (stated nominal figure) and the electric motor (up to stated nominal figure)

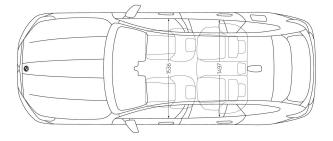
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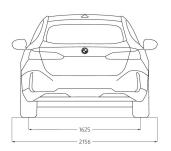
Exterior and interior dimensions.

BMW 5 Series Touring. i5 eDrive40.





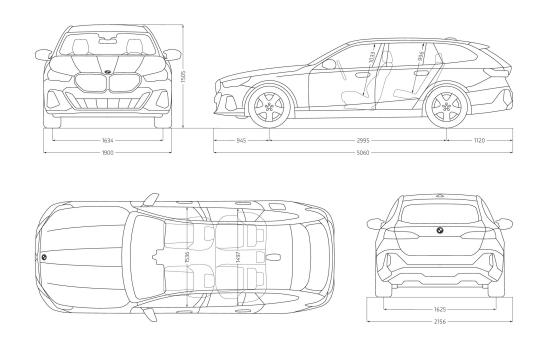




The dimensions in the technical drawing are in millimetres and may vary depending on the model and the optional equipment.

BMW 5 Series Touring. i5 M60 xDrive.

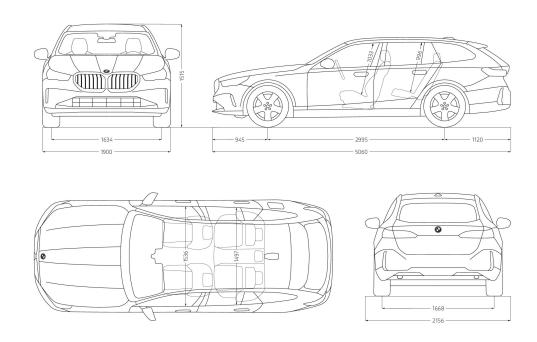
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The dimensions in the technical drawing are in millimetres and may vary depending on the model and the optional equipment.

BMW 5 Series Touring. 520d.

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 $The \ dimensions in the \ technical \ drawing \ are \ in \ millimetres \ and \ may \ vary \ depending \ on \ the \ model \ and \ the \ optional \ equipment.$