

# The new BMW 5 Series

## Product Overview

Dealer Launch  
Briefing

January 2007



The Ultimate Driving  
Machine

# **The new BMW 5 Series**

## **Introduction**

This document is intended to provide initial information on the BMW 5 Series Lifecycle impulse (LCI). As such it covers design, engines, transmissions, equipment levels and Innovations.

All Product data will be available on the BMW UK Dealer InfoNet from 8 January 2007.

# The new BMW 5 Series

## Contents

- Strategic objectives
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- Design
- Equipment
- Engines, transmission
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# The new BMW 5 Series

## Strategic Objectives

- Further improve the strengths of the BMW 5 Series, whilst removing potential purchase barriers
- Continue to lead the Executive segment
- Enhance areas of the car that have come into criticism
- Enhance specification, where appropriate

# The new BMW 5 Series

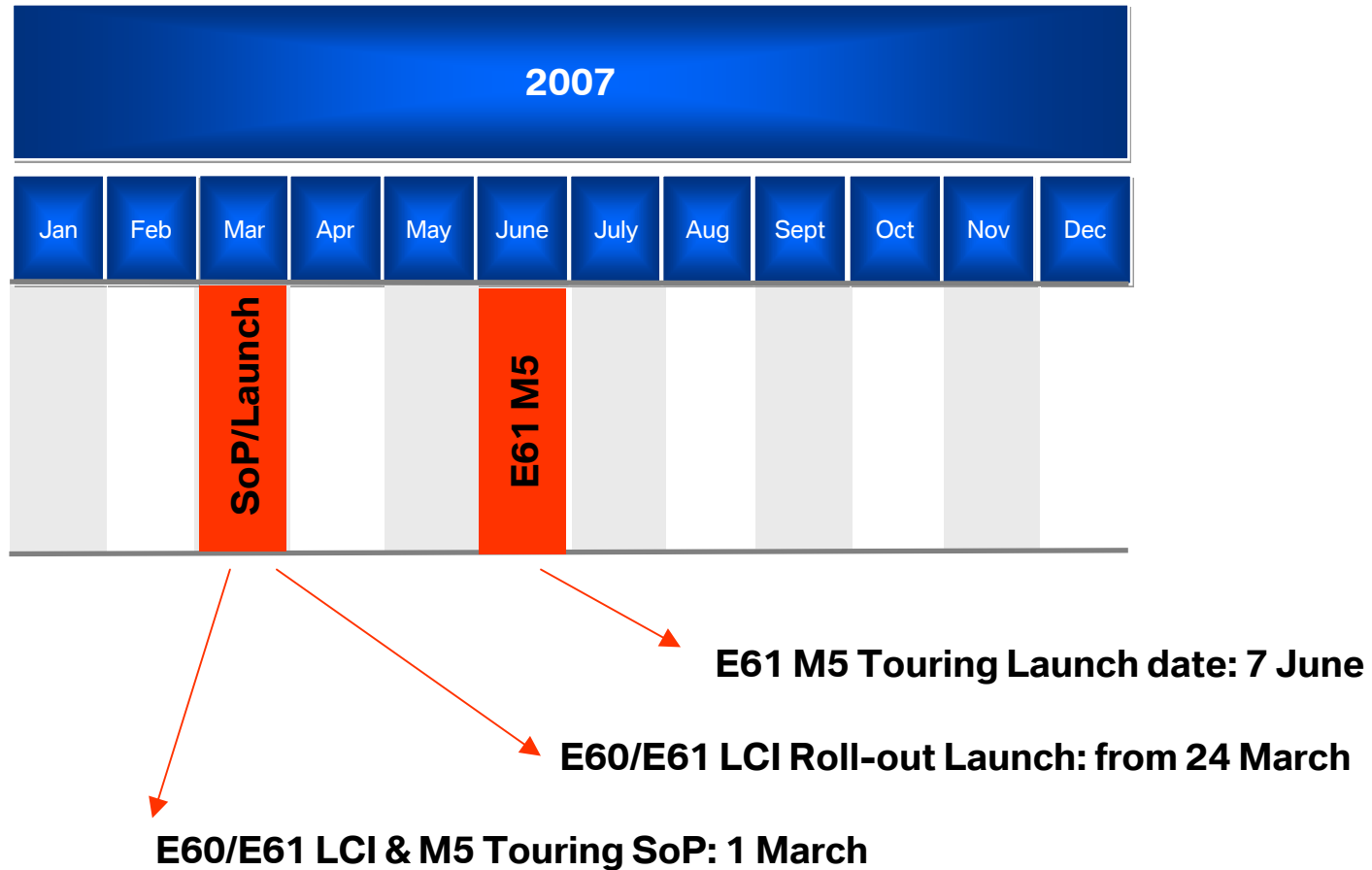
## Launch timings

24 March 2007 will see the introduction of:  
5 Series Saloon LCI  
5 Series Touring LCI



# The new BMW 5 Series

## Launch timings



# The new BMW 5 Series

## Design



# The new BMW 5 Series

## Exterior design

The focus of the BMW 5 Series LCI is on harmonisation with the current BMW product portfolio. The design-related changes underline the BMW 5 Series LCI's unique personality as well as the car's unmistakable optical connection with the BMW family.

### Summary of changes:

- new front bumper\* / kidney grille / headlight clusters / fog-lights
- new side rocker panel (sill panel)
- new rear bumper\* / rear lamp units / inclusion of number plate surround trim / smaller exhaust cut-outs
- new centre console design with more storage
- new interior door panel design
- new engines or increased power / reduced fuel consumption / emissions
- new automatic transmission design / new sport automatic transmission
- enhanced specification
- new wheels / paint colours / upholsteries / options
- enhanced iDrive graphics / new screen layouts

\* M5/M Sport model bumpers will remain as current status



# The new BMW 5 Series

## BMW 5 Series – from the front

- autonomy of double kidney grille is highlighted by individual enclosure
- air inlet with modified contour underlines the car's wide stance
- horizontal decorative panel in lower air inlet implies wide track
- optical link between glass-covered fog-lights and headlight cluster
- optimised lower grille obscures direct view of radiator / oil cooler



# The new BMW 5 Series

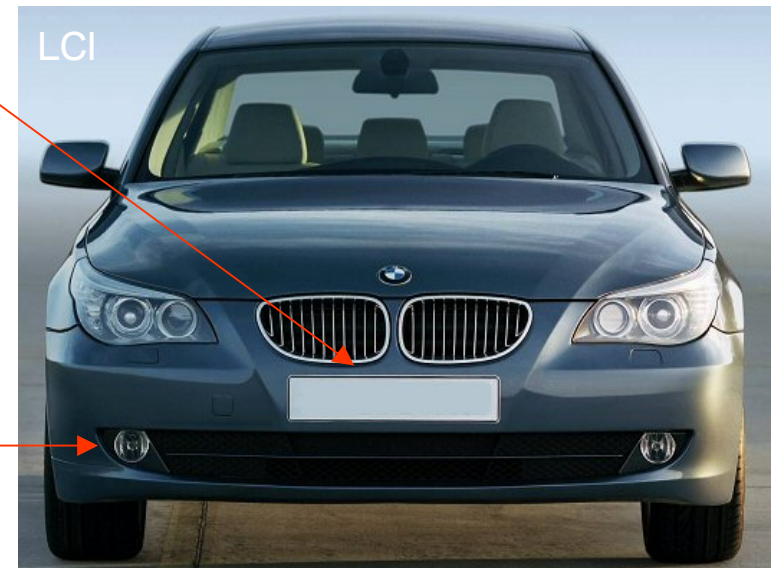
## BMW 5 Series – from the front

**The Front – starting point of flowing lines.** The front end is the starting point of all flowing lines, which extend from the bonnet to the sides and well into the rear of the BMW 5 Series in one integral movement.

The characteristic contours of the headlights underline the dynamic, self-confident personality of the BMW 5 Series.

Modifications were made to the lower enclosure of the double kidney grille in the front valance. As a result of the deliberate omission of a formal link, the double kidney appears more powerful and autonomous.

The air inlet is wider. Its modified exterior with integrated fog-lights bears an optical resemblance to the headlight cluster.



# The new BMW 5 Series

## BMW 5 Series – front light cluster

- clear glass sets off the high-quality technical look of the headlights
- chrome surrounds underline the focussed expression
- transparent slats with a high-quality appearance conceal indicators

Whilst the characteristic exterior shape of the headlights has been retained, their interior was changed completely. The light conductor rod at the top of the headlight is enclosed by a matt-finish cover. When not illuminated, it conceals the active side marker (positioning light) and underlines the focussed expression of the headlights.

The sidelight conductor rings give a ‘night-time’ appearance that has become a trade-mark BMW design feature (which first appeared in the E39 5 Series in 2000). The light source of the indicators is concealed by transparent slats, which pick-up the exterior line-flow and underline the distinctive headlight appearance.



# The new BMW 5 Series

## BMW 5 Series – from the side

– new light-reflecting edge in the rocker panel (side sill) optically ‘stretches’ the car’s side view

The moderate interpretation of convex-concave surfaces on the side imparts an impression of lightness and elegance. The striking light reflecting edge of the rocker panel line optically stretches the silhouette of the BMW 5 Series LCI and picks-up the lower lines from both the front and rear valance.



# The new BMW 5 Series

## BMW 5 Series – from the side



– new light-reflecting edge in the rocker panel (side sill) optically ‘stretches’ the car’s side view

# The new BMW 5 Series

## BMW 5 Series – from the rear



# The new BMW 5 Series

## BMW 5 Series – from the rear

### The rear – Powerful emphasis on width.

The small number plate recess is clearly defined and accentuates the powerful rear end. Both taillights are linked by a dominant line, which creates an optical subdivision of the bumper area. The tailpipe cut-out is smaller to reflect more light and defined contour lines create a more flowing convex-concave bumper design.



# The new BMW 5 Series

## BMW 5 Series Saloon – rear light cluster

- visible light technology under clear glass
- intricate optical LED design

Corresponding to the headlight changes, the taillight interior has also been revised. Clear glass shows off the light technology. The modern LED flashing lights are a particular striking detail of the new intricate taillight design. The five radial light conductor rods underline the affiliation to the BMW family particularly at night when illuminated. As with the headlights the rear lights now incorporate rear active side markers (positioning lights).





# The new BMW 5 Series

## BMW 5 Series Touring – rear light cluster



# The new BMW 5 Series

## Exterior design - alloy wheel programme



**2SD:** 17" light alloy Star-spoke style 243 with 225/50 R17 tyres  
Standard for  
**520d/525d/523i/525i SE**



**2HH:** 17" light alloy Star-spoke style 244 with 225/50 R17 tyres  
Standard for  
**530d/535d/530i/540i/550i SE**



**2KM:** 17" light alloy V-spoke style 245 with 245/45 R17 tyres  
Optional for all SE models



**589:** 17" light alloy Star-spoke style 122 with 245/45 R17 tyres  
Optional for all SE models



**2SE:** 18" light alloy Star-spoke style 246 with 245/40 R18 tyres  
Optional for all SE models



**591:** 18" light alloy Star-spoke style 124 with 245/40 R18 tyres (front)  
275/35 R18 tyres (rear)  
Optional for all SE models



**2BR:** 18" light alloy Double-spoke style 247 with 245/40 R18 tyres (front)  
275/35 R18 tyres (rear)  
Optional for all SE models

**\*M Sport Models:**  
No change to current offer.

All wheel / tyre combinations are fitted with Run-flat tyre technology

# The new BMW 5 Series

## BMW 5 Series – interior

### **Harmony and Rhythm – with the focus on quality enhancement.**

The guiding theme of the BMW 5 Series' interior.

The refinement of the interior implemented as part of the Lifecycle impulse (LCI) imparts a deep sense of well-being and underlines the concept of operational comfort.



# The new BMW 5 Series

## BMW 5 Series – driver's door panel

Door grab handle /  
switch pack in armrest

Interior trim insert

Redesigned steering  
wheel / insert



# The new BMW 5 Series

## BMW 5 Series – passenger's door panel

Door grab handle / window  
switch in armrest

Interior trim insert



# The new BMW 5 Series

## BMW 5 Series – centre console



# The new BMW 5 Series

## BMW 5 Series – centre console

New automatic gearbox lever (electrical connection only between controller and gearbox)

New iDrive Controller

Air conditioning, automatic with extended features: functions enhanced with one-touch pre-programmed functions

Quality of switches improved to look and feel more high-end (sharp edges removed)

8 Favourite keys – enables one-touch activation of memorised function (see next slide for description)

New centre console design with storage draw and horizontal switch layout

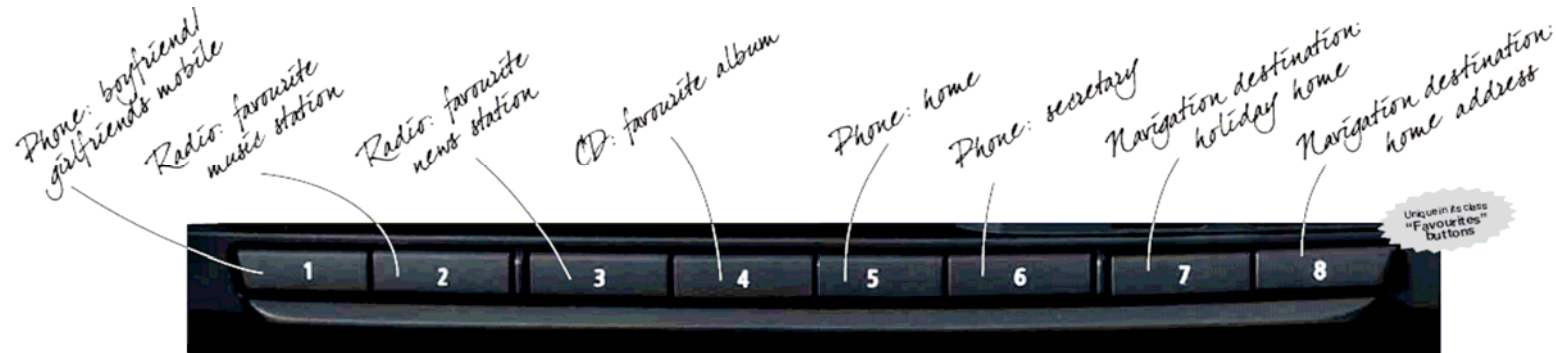
Centre console covered in leather – whenever leather is standard or specified



# The new BMW 5 Series

## “Favourite buttons”

All 5 Series LCI models receive “Favourite buttons” as factory standard equipment



The “Favourite buttons” allow users to programme up to eight specific functions allowing them to access these at the press-of-a-button

For example:

- **Button one:** programmed as a telephone number – once activated the telephone will instigate the phone call
- **Button two:** programmed as a navigation destination – once activated the navigation will enter the address and ‘start guidance’ – and so on...



# The new BMW 5 Series

## Additional standard equipment vs. current 5 Series (pre LCI)

### 520d SE / M Sport:

- 423 Floor mats
- 470 Child seat ISOFIX attachment, front with airbag deactivation

### 525d/530d/523i/525i/530i SE / M Sport:

- 423 Floor mats
- 470 Child seat ISOFIX attachment, front with airbag deactivation
- 534 Air conditioning, automatic with extended features

### 540i SE / M Sport:

- 423 Floor mats
- 470 Child seat ISOFIX attachment, front with airbag deactivation

### 535d/550i SE / M Sport:

- 423 Floor mats
- 470 Child seat ISOFIX attachment, front with airbag deactivation
- 5AD Lane Departure Warning System

### All models:

- Brake function on cruise control (e.g. to maintain speed downhill) except 520d which receives it in 09/07

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## Engines and transmissions



# The new BMW 5 Series

## Engines – 523i/525i/530i

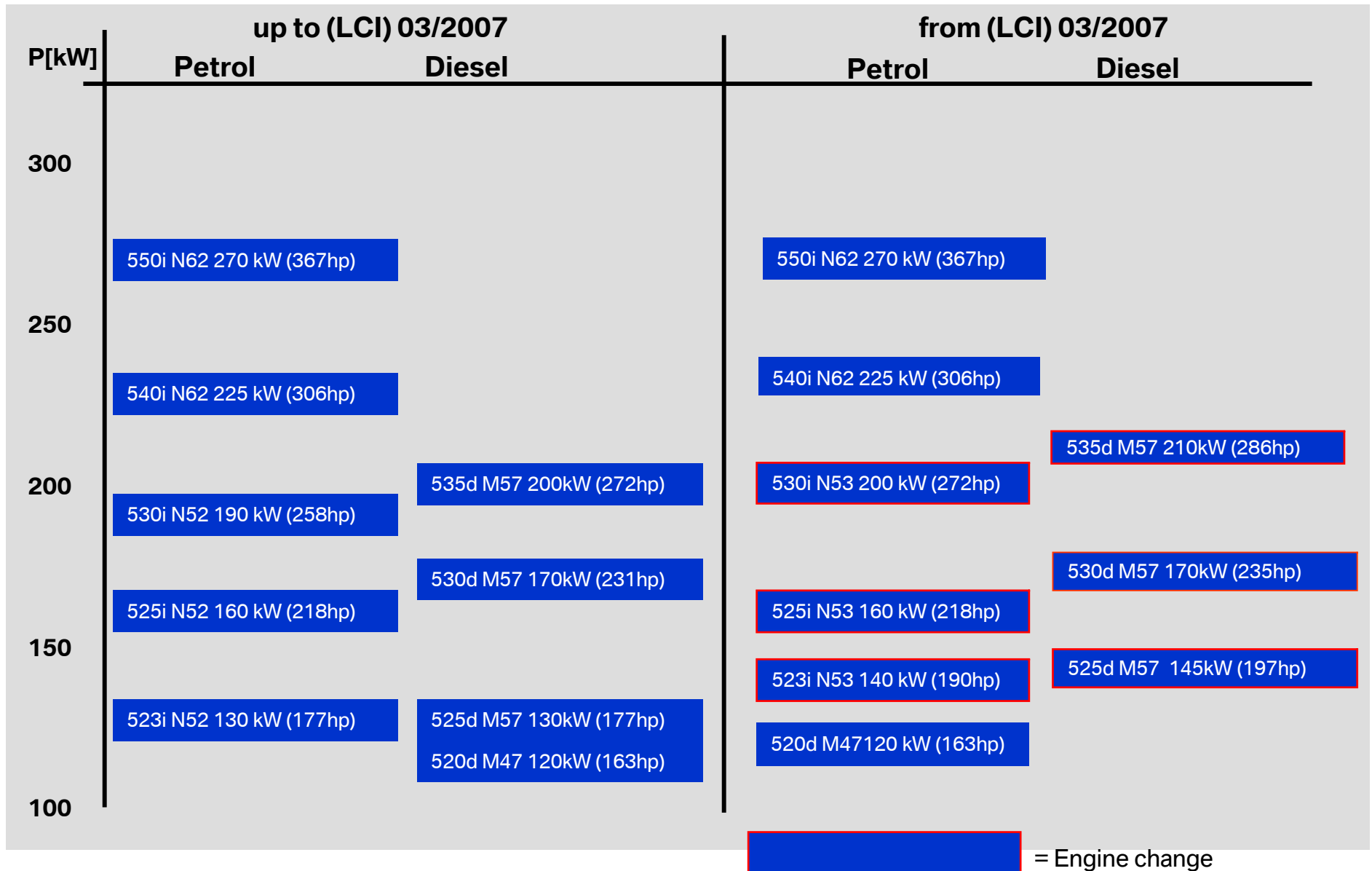
All 6-cylinder petrol engines will now be powered by the new N53 engine which combines dynamic and sophisticated driving performance with efficient fuel consumption and reduced emissions. The HPI combustion process (High-precision direct injection) in the N53 is characterised by its central location of the injector and spark plug in the combustion chamber. The location of these components and the piezo technology of the injector enable a reduction in fuel consumption by an average of 14% compared to VALVETRONIC in the NG6 engines (eg. N52 engine).

### **Innovations of the new N53 engine**

- High-precision direct injection with 200bar pressure
- Piezo injector
- High pressure pump
- Magnesium crankcase
- Electrical water pump
- Oil level sensor
- Differentiated suction unit (DISA)
- BI-VANOS

# The new BMW 5 Series

## Engines – pre/post LCI summary



# The new BMW 5 Series

## Engine – Saloon Technical data

<b>523i</b>	Pre-LCI	LCI	+/-	%
CO2	205	174	-31	-15.12%
CO2 Banding	F	E		
OTR Costs	£785	£780	-5	-0.64%
Urban	23.3	28.0	+4.7	+20.17%
Extra-urban	44.1	49.6	+5.5	+12.47%
Combined	33.2	38.7	+5.5	+16.57%
0-62mph	8.5	8.2	-0.3	-3.53%
Top Speed	146	147	+1	+0.68%
Torque	230	235	+5	+2.17%
hp	177	190	+13	+7.34%

<b>523i Auto</b>	Pre-LCI	LCI	+/-	%
CO2	224	178	-46	-20.54%
CO2 Banding	F	E		
OTR Costs	£785	£780	-5	-0.64%
Urban	21.1	27.4	+6.3	+29.86%
Extra-urban	40.9	47.9	+7.0	+17.11%
Combined	30.4	37.7	+7.3	+24.01%
0-62mph	9.3	8.7	-0.6	-6.45%
Top Speed	144	147	+3	+2.08%
Torque	230	235	+5	+2.17%
hp	177	190	+13	+7.34%

<b>525i</b>	Pre-LCI	LCI	+/-	%
CO2	210	176	-34	-16.19%
CO2 Banding	F	E		
OTR Costs	£785	£780	-5	-0.64%
Urban	22.8	27.4	+4.6	+20.18%
Extra-urban	43.5	49.6	+6.1	+14.02%
Combined	32.5	38.2	+5.7	+17.54%
0-62mph	7.5	7.1	-0.4	-5.33%
Top Speed	152	154	+2	+1.32%
Torque	250	270	+20	+8.00%
hp	218	218	+0	+0.00%

<b>525i Auto</b>	Pre-LCI	LCI	+/-	%
CO2	227	178	-49	-21.59%
CO2 Banding	G	E		
OTR Costs	£805	£780	-25	-3.11%
Urban	20.9	27.2	+6.3	+30.14%
Extra-urban	40.4	48.7	+8.3	+20.54%
Combined	30.1	37.7	+7.6	+25.25%
0-62mph	7.9	7.7	-0.2	-2.53%
Top Speed	150	153	+3	+2.00%
Torque	250	270	+20	+8.00%
hp	218	218	+0	+0.00%

<b>530i</b>	Pre-LCI	LCI	+/-	%
CO2	212	182	-30	-14.15%
CO2 Banding	F	E		
OTR Costs	£785	£780	-5	-0.64%
Urban	22.4	25.9	+3.5	+15.63%
Extra-urban	42.8	48.7	+5.9	+13.79%
Combined	32.1	36.7	+4.6	+14.33%
0-62mph	6.5	6.3	-0.2	-3.08%
Top Speed	155	155	+0	+0.00%
Torque	300	320	+20	+6.67%
hp	258	272	+14	+5.43%

<b>530i Auto</b>	Pre-LCI	LCI	+/-	%
CO2	224	178	-46	-20.54%
CO2 Banding	F	E		
OTR Costs	£785	£780	-5	-0.64%
Urban	20.8	26.2	+5.4	+25.96%
Extra-urban	41.5	50.4	+8.9	+21.45%
Combined	30.4	37.7	+7.3	+24.01%
0-62mph	6.7	6.5	-0.2	-2.99%
Top Speed	155	155	+0	+0.00%
Torque	300	320	+20	+6.67%
hp	258	272	+14	+5.43%

# The new BMW 5 Series

## Engine – Saloon Technical data

<b>540i</b>	Pre-LCI	LCI	+/-	%
CO2	264	250	-14	-5.30%
CO2 Banding	G	G		
OTR Costs	£805	£840		
Urban	17.4	17.9	+0.5	+2.87%
Extra-urban	35.3	38.2	+2.9	+8.22%
Combined	25.7	26.9	+1.2	+4.67%
0-62mph	6.2	6.1	-0.1	-1.61%
Top Speed	155	155	+0	+0.00%
Torque	390	390	+0	+0.00%
hp	306	306	+0	+0.00%

<b>540i Auto</b>	Pre-LCI	LCI	+/-	%
CO2	250	232	-18	-7.20%
CO2 Banding	G	G		
OTR Costs	£805	£840		
Urban	18.2	19.6	+1.4	+7.69%
Extra-urban	37.7	40.9	+3.2	+8.49%
Combined	27.2	29.1	+1.9	+6.99%
0-62mph	6.3	6.2	-0.1	-1.59%
Top Speed	155	155	+0	+0.00%
Torque	390	390	+0	+0.00%
hp	306	306	+0	+0.00%

<b>550i</b>	Pre-LCI	LCI	+/-	%
CO2	267	260	-7	-2.62%
CO2 Banding	G	G		
OTR Costs	£805	£840		
Urban	17.2	17.0	-0.2	-1.16%
Extra-urban	35.3	37.2	+1.9	+5.38%
Combined	25.4	25.9	+0.5	+1.97%
0-62mph	5.5	5.2	-0.3	-5.45%
Top Speed	155	155	+0	+0.00%
Torque	490	490	+0	+0.00%
hp	367	367	+0	+0.00%

<b>550i Auto</b>	Pre-LCI	LCI	+/-	%
CO2	260	246	-14	-5.38%
CO2 Banding	G	G		
OTR Costs	£805	£840		
Urban	17.8	18.2	+0.4	+2.25%
Extra-urban	36.2	39.2	+3.0	+8.29%
Combined	26.2	27.4	+1.2	+4.58%
0-62mph	5.6	5.3	-0.3	-5.36%
Top Speed	155	155	+0	+0.00%
Torque	490	490	+0	+0.00%
hp	367	367	+0	+0.00%

# The new BMW 5 Series

## Engine – Saloon Technical data

<b>520d</b>	Pre-LCI	LCI	+/-	%
CO2	158	158	+0	+0.00%
CO2 Banding	D	D		
OTR Costs	£730	£765	+35	+4.79%
Urban	35.3	35.3	+0.0	+0.00%
Extra-urban	60.1	60.1	+0.0	+0.00%
Combined	47.9	47.9	+0.0	+0.00%
0-62mph	8.6	8.6	+0.0	+0.00%
Top Speed	139	139	+0	+0.00%
Torque	340	340	+0	+0.00%
hp	163	163	+0	+0.00%

<b>520d Auto</b>	Pre-LCI	LCI	+/-	%
CO2	185	185	+0	+0.00%
CO2 Banding	E	E		
OTR Costs	£755	£790	+35	+4.64%
Urban	30.4	30.4	+0.0	+0.00%
Extra-urban	51.4	51.4	+0.0	+0.00%
Combined	40.9	40.9	+0.0	+0.00%
0-62mph	8.7	8.7	+0.0	+0.00%
Top Speed	139	139	+0	+0.00%
Torque	340	340	+0	+0.00%
hp	163	163	+0	+0.00%

<b>525d</b>	Pre-LCI	LCI	+/-	%
CO2	185	165	-20	-10.81%
CO2 Banding	E	D		
OTR Costs	£755	£765	+10	+1.32%
Urban	30.4	34.4	+4.0	+13.16%
Extra-urban	51.4	56.5	+5.1	+9.92%
Combined	40.9	45.6	+4.7	+11.49%
0-62mph	8.1	7.6	-0.5	-6.17%
Top Speed	143	147	+4	+2.80%
Torque	400	400	+0	+0.00%
hp	177	197	+20	+11.30%

<b>525d Auto</b>	Pre-LCI	LCI	+/-	%
CO2	211	172	-39	-18.48%
CO2 Banding	F	E		
OTR Costs	£790	£790	+0	+0.00%
Urban	26.2	33.2	+7.0	+26.72%
Extra-urban	45.6	53.3	+7.7	+16.89%
Combined	35.8	43.5	+7.7	+21.51%
0-62mph	8.3	7.7	-0.6	-7.23%
Top Speed	141	146	+5	+3.55%
Torque	400	400	+0	+0.00%
hp	177	197	+20	+11.30%

<b>530d</b>	Pre-LCI	LCI	+/-	%
CO2	179	170	-9	-5.03%
CO2 Banding	E	E		
OTR Costs	£755	£790	+35	+4.64%
Urban	30.1	32.8	+2.7	+8.97%
Extra-urban	54.3	55.4	+1.1	+2.03%
Combined	42.2	44.1	+1.9	+4.50%
0-62mph	6.8	6.8	+0.0	+0.00%
Top Speed	155	155	+0	+0.00%
Torque	500	500	+0	+0.00%
hp	231	235	+4	+1.73%

<b>530d Auto</b>	Pre-LCI	LCI	+/-	%
CO2	200	176	-24	-12.00%
CO2 Banding	F	E		
OTR Costs	£790	£790	+0	+0.00%
Urban	27.4	31.0	+3.6	+13.14%
Extra-urban	47.9	54.3	+6.4	+13.36%
Combined	37.7	42.8	+5.1	+13.53%
0-62mph	6.8	6.8	+0.0	+0.00%
Top Speed	154	154	+0	+0.00%
Torque	500	500	+0	+0.00%
hp	231	235	+4	+1.73%

<b>535d</b>	Pre-LCI	LCI	+/-	%
CO2	211	182	-29	-13.74%
CO2 Banding	F	E		
OTR Costs	£790	£790	+0	+0.00%
Urban	25.9	30.7	+4.8	+18.53%
Extra-urban	44.8	52.3	+7.5	+16.74%
Combined	35.3	41.5	+6.2	+17.56%
0-62mph	6.5	6.4	-0.1	-1.54%
Top Speed	155	155	+0	+0.00%
Torque	560	580	+20	+3.57%
hp	272	286	+14	+5.15%

# The new BMW 5 Series

## Engine – Touring Technical data

<b>523i</b>	Pre-LCI	LCI	+/-	%
CO2	210	183	-27	-12.86%
CO2 Banding	F	E		
OTR Costs	£785	£780	-5	-0.64%
Urban	23.3	26.0	+2.7	+11.59%
Extra-urban	42.2	47.1	+4.9	+11.61%
Combined	32.5	36.7	+4.2	+12.92%
0-62mph	8.8	8.5	-0.3	-3.41%
Top Speed	141	143	+2	+1.42%
Torque	230	235	+5	+2.17%
hp	177	190	+13	+7.34%

<b>523i Auto</b>	Pre-LCI	LCI	+/-	%
CO2	230	184	-46	-20.00%
CO2 Banding	G	E		
OTR Costs	£805	£780	-25	-3.11%
Urban	20.6	26.0	+5.4	+26.21%
Extra-urban	39.8	47.1	+7.3	+18.34%
Combined	29.7	36.7	+7.0	+23.57%
0-62mph	9.5	9.1	-0.4	-4.21%
Top Speed	139	142	+3	+2.16%
Torque	230	235	+5	+2.17%
hp	177	190	+13	+7.34%

<b>525i</b>	Pre-LCI	LCI	+/-	%
CO2	215	183	-32	-14.88%
CO2 Banding	F	E		
OTR Costs	£785	£780	-5	-0.64%
Urban	22.6	26.2	+3.6	+15.93%
Extra-urban	41.5	47.9	+6.4	+15.42%
Combined	31.7	36.7	+5.0	+15.77%
0-62mph	7.8	7.4	-0.4	-5.13%
Top Speed	149	151	+2	+1.34%
Torque	250	270	+20	+8.00%
hp	218	218	+0	+0.00%

<b>525i Auto</b>	Pre-LCI	LCI	+/-	%
CO2	229	184	-45	-19.65%
CO2 Banding	G	E		
OTR Costs	£805	£780	-25	-3.11%
Urban	20.9	26.4	+5.5	+26.32%
Extra-urban	39.2	47.1	+7.9	+20.15%
Combined	29.7	36.7	+7.0	+23.57%
0-62mph	8.3	7.9	-0.4	-4.82%
Top Speed	147	150	+3	+2.04%
Torque	250	270	+20	+8.00%
hp	218	218	+0	+0.00%

<b>530i</b>	Pre-LCI	LCI	+/-	%
CO2	222	187	-35	-15.77%
CO2 Banding	F	F		
OTR Costs	£785	£820	+35	+4.46%
Urban	21.6	25.4	+3.8	+17.59%
Extra-urban	40.9	47.1	+6.2	+15.16%
Combined	30.7	35.8	+5.1	+16.61%
0-62mph	6.7	6.5	-0.2	-2.99%
Top Speed	155	155	+0	+0.00%
Torque	300	320	+20	+6.67%
hp	258	272	+14	+5.43%

<b>530i Auto</b>	Pre-LCI	LCI	+/-	%
CO2	230	184	-46	-20.00%
CO2 Banding	G	E		
OTR Costs	£805	£780	-25	-3.11%
Urban	21.2	25.7	+4.5	+21.23%
Extra-urban	38.7	48.7	+10.0	+25.84%
Combined	29.7	36.7	+7.0	+23.57%
0-62mph	7	6.8	-0.2	-2.86%
Top Speed	155	155	+0	+0.00%
Torque	300	320	+20	+6.67%
hp	258	272	+14	+5.43%



# The new BMW 5 Series

## Engine – Touring Technical data

<b>550i</b>	Pre-LCI	LCI	+/-	%
CO2	276	267	-9	-3.26%
CO2 Banding	G	G		
OTR Costs	£805	£840	+35	+4.35%
Urban	16.6	16.6	+0.0	+0.00%
Extra-urban	34	36.2	+2.2	+6.47%
Combined	24.6	25.2	+0.6	+2.44%
0-62mph	5.6	5.6	+0.0	+0.00%
Top Speed	155	155	+0	+0.00%
Torque	490	490	+0	+0.00%
hp	367	367	+0	+0.00%

<b>550i Auto</b>	Pre-LCI	LCI	+/-	%
CO2	272	254	-18	-6.62%
CO2 Banding	G	G		
OTR Costs	£805	£840	+35	+4.35%
Urban	17	17.5	+0.5	+2.94%
Extra-urban	34.4	37.7	+3.3	+9.59%
Combined	25	26.4	+1.4	+5.60%
0-62mph	5.7	5.4	-0.3	-5.26%
Top Speed	155	155	+0	+0.00%
Torque	490	490	+0	+0.00%
hp	367	367	+0	+0.00%

# The new BMW 5 Series

## Engine – Touring Technical data

<b>520d</b>	Pre-LCI	LCI	+/-	%
CO2	162	162	+0	+0.00%
CO2 Banding	D	D		
OTR Costs	£730	£765	+35	+4.79%
Urban	34.0	34.0	+0.0	+0.00%
Extra-urban	58.9	58.9	+0.0	+0.00%
Combined	46.3	46.3	+0.0	+0.00%
0-62mph	8.9	8.9	+0.0	+0.00%
Top Speed	135	135	+0	+0.00%
Torque	340	340	+0	+0.00%
hp	163	163	+0	+0.00%

<b>520d Auto</b>	Pre-LCI	LCI	+/-	%
CO2	189	189	+0	+0.00%
CO2 Banding	F	E		
OTR Costs	£790	£825	+35	+4.43%
Urban	29.4	29.4	+0.0	+0.00%
Extra-urban	50.4	50.4	+0.0	+0.00%
Combined	39.8	39.8	+0.0	+0.00%
0-62mph	8.9	8.9	+0.0	+0.00%
Top Speed	135	135	+0	+0.00%
Torque	340	340	+0	+0.00%
hp	163	163	+0	+0.00%

<b>525d</b>	Pre-LCI	LCI	+/-	%
CO2	191	171	-20	-10.47%
CO2 Banding	F	E		
OTR Costs	£790	£790	+0	+0.00%
Urban	29.1	33.6	+4.5	+15.46%
Extra-urban	49.6	54.3	+4.7	+9.48%
Combined	39.2	44.1	+4.9	+12.50%
0-62mph	8.3	7.8	-0.5	-6.02%
Top Speed	140	144	+4	+2.86%
Torque	400	400	+0	+0.00%
hp	177	197	+20	+11.30%

<b>525d Auto</b>	Pre-LCI	LCI	+/-	%
CO2	216	176	-40	-18.52%
CO2 Banding	F	E		
OTR Costs	£790	£790	+0	+0.00%
Urban	25.7	32.8	+7.1	+27.63%
Extra-urban	44.1	52.3	+8.2	+18.59%
Combined	34.9	42.8	+7.9	+22.64%
0-62mph	8.5	7.9	-0.6	-7.06%
Top Speed	138	144	+6	+4.35%
Torque	400	400	+0	+0.00%
hp	177	197	+20	+11.30%

<b>530d</b>	Pre-LCI	LCI	+/-	%
CO2	187	176	-11	-5.88%
CO2 Banding	F	E		
OTR Costs	£790	£790	+0	+0.00%
Urban	28.8	32.1	+3.3	+11.46%
Extra-urban	52.3	53.3	+1.0	+1.91%
Combined	40.4	42.8	+2.4	+5.94%
0-62mph	6.9	6.9	+0.0	+0.00%
Top Speed	152	152	+0	+0.00%
Torque	500	500	+0	+0.00%
hp	231	235	+4	+1.73%

<b>530d Auto</b>	Pre-LCI	LCI	+/-	%
CO2	205	180	-25	-12.20%
CO2 Banding	F	E		
OTR Costs	£790	£790	+0	+0.00%
Urban	26.6	30.4	+3.8	+14.29%
Extra-urban	47.1	53.3	+6.2	+13.16%
Combined	36.7	41.5	+4.8	+13.08%
0-62mph	7.0	7.0	+0.0	+0.00%
Top Speed	150	151	+1	+0.67%
Torque	500	500	+0	+0.00%
hp	231	235	+4	+1.73%

<b>535d</b>	Pre-LCI	LCI	+/-	%
CO2	216	186	-30	-13.89%
CO2 Banding	F	F		
OTR Costs	£790	£825	+35	+4.43%
Urban	25.4	30.1	+4.7	+18.50%
Extra-urban	43.5	50.4	+6.9	+15.86%
Combined	34.4	40.4	+6.0	+17.44%
0-62mph	6.6	6.5	-0.1	-1.52%
Top Speed	155	155	+0	+0.00%
Torque	560	580	+20	+3.57%
hp	272	286	+14	+5.15%

# The new BMW 5 Series

## Transmissions

### Three transmission choices for LCI:

- 6-speed manual gearbox (all models except 535d)
- 6-speed automatic gearbox (option for all models except 535d where standard)
- 6-speed sports automatic gearbox with steering wheel paddles and faster shift times\* (option for 530i/550i/530d/535d)

\*Available from June 2007 production (further details will be published via the InfoNet)

From March 2007 the automatic transmission will be enhanced with a redesigned selector lever (electrical connection to transmission rather than mechanical). The internal gear selection / activation will now be electronic with enhanced shift patterns – this design change has resulted in a decrease in fuel consumption and in many cases now positions the automatic transmission with advantageous fuel consumption vs. its manual transmission counter-part.

**Please note:** 520d retains the current conventional automatic transmission

# The new BMW 5 Series

## Sport Automatic Transmission



Option 2TB: Sports Automatic Gearbox  
(+£70 over automatic transmission)

- Gear changes via paddles or gearshift
- Extremely responsive gear changes  
(both up or down shifts)



Steering wheel paddles enable finger-tip gear changes  
(both paddles mirror in function:

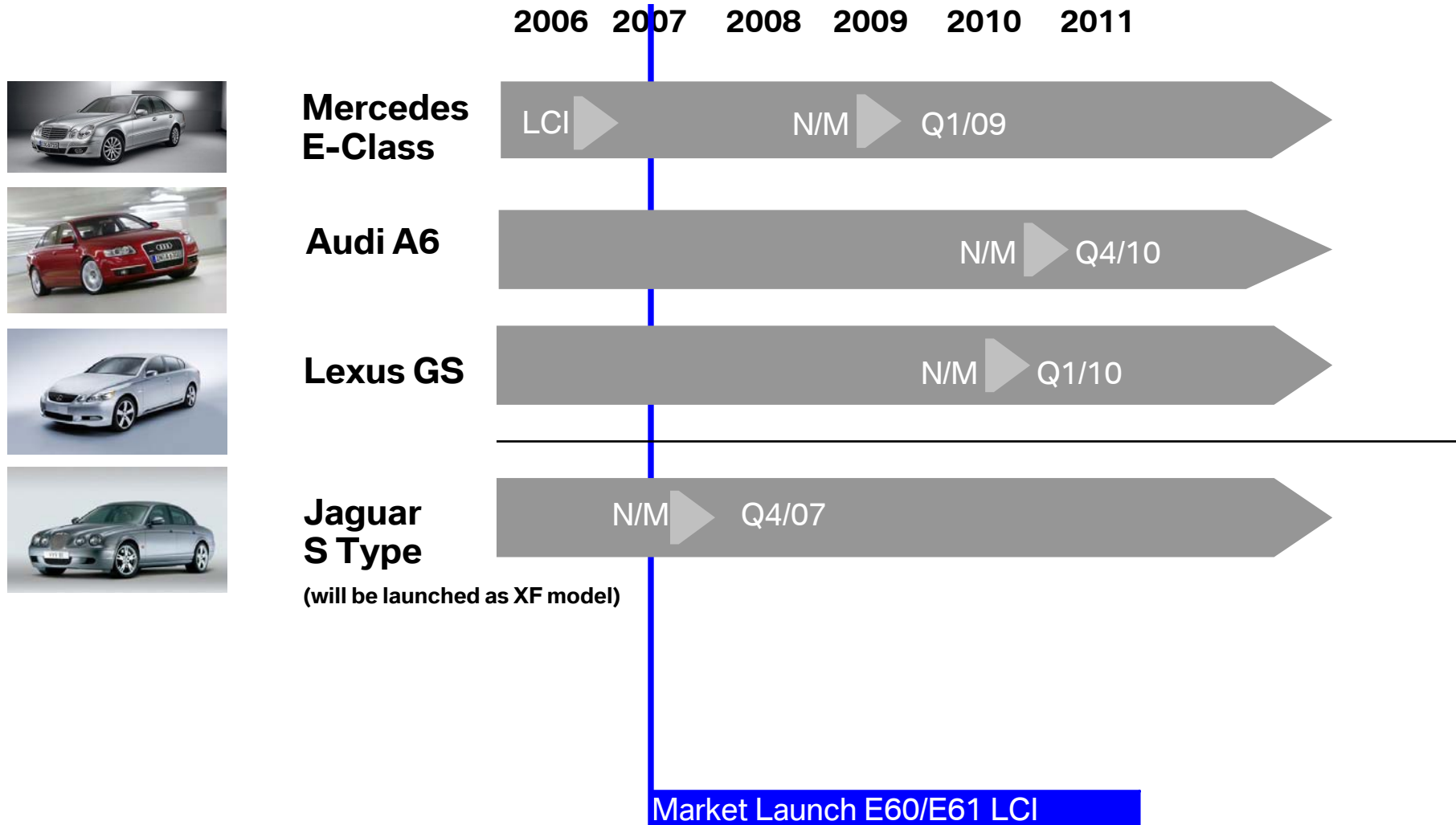
- push = downshift
- pull = up shift



Only available for: 530i/535d/550i  
Available from June 2007 production

# The new BMW 5 Series

## Competition – estimated launch dates



# The new BMW 5 Series

## Innovations – USB interface



↑  
↓  
**USB**

**USB - player/stick**



**iPod**



### **Option 6FL (£205)**

Allows for users to plug in USB sticks or players and listen to the music stored on the device via the in-car entertainment system.

USB port located adjacent to AUX-IN (rear of centre console)

# The new BMW 5 Series

## Lane Departure Warning System



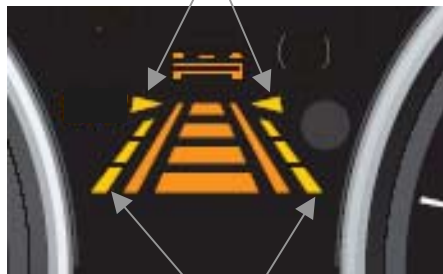
Lane Departure Warning System – activated via steering wheel button (system is active >40 mph)



Camera in mirror identifies road markings (white lines)

Camera behind interior mirror caps

On-/ Off-display



System is active

Visual display shows system is active (yellow lines) – when car strays over white lines steering wheel vibrations occur (similar to mobile phone vibrations)

\*Option for all models (except M5) and standard for 535d/550i.  
Option 5AD £350

# The new BMW 5 Series

## Individual Audio System

The BMW Individual Audio System sets new standards with regard to sound quality and sound experience

16 high-performance loudspeakers with strong neodymium magnetic drives and light, extremely stiff hexacone membranes.

Digital 9-channel amplifier with powerful DSP (Digital Signal Processing) with Stereo and Surround sound settings; maximum amplifier output of 825 Watts.





# The new BMW 5 Series

## Pricing – Saloon

<b>Saloon:</b>						
<b>Engine</b>	<b>Variant</b>	<b>Current Pricing (OTR)</b>	<b>New Pricing (OTR)</b>	<b>£ Change</b>	<b>% Change</b>	
523i	SE	£27,455	£28,625	£1,170	4.3%	
	M Sport	£30,615	£31,745	£1,130	3.7%	
525i	SE	£29,085	£30,270	£1,185	4.1%	
	M Sport	£32,245	£33,390	£1,145	3.6%	
530i	SE	£33,040	£34,265	£1,225	3.7%	
	M Sport	£35,890	£37,385	£1,495	4.2%	
540i	SE	£37,465	£38,595	£1,130	3.0%	
	M Sport	£40,090	£41,715	£1,625	4.1%	
550i	SE	£44,110	£45,205	£1,095	2.5%	
	M Sport	£46,310	£47,765	£1,455	3.1%	
M5		£63,495	£64,495	£1,000	1.6%	
520d	SE	£26,235	£26,980	£745	2.8%	
	M Sport	£29,345	£30,100	£755	2.6%	
525d	SE	£29,535	£30,735	£1,200	4.1%	
	M Sport	£32,695	£33,855	£1,160	3.5%	
530d	SE	£33,545	£34,635	£1,090	3.2%	
	M Sport	£36,395	£37,755	£1,360	3.7%	
535d	SE	£37,790	£39,045	£1,255	3.3%	
	M Sport	£40,420	£42,165	£1,745	4.3%	

**Includes £35 increase on OTR from March 2007**

# The new BMW 5 Series

## Pricing - Touring

<b>Touring:</b>						
<b>Engine</b>	<b>Variant</b>	<b>Current Pricing (OTR)</b>	<b>New Pricing (OTR)</b>	<b>£ Change</b>	<b>% Change</b>	
523i	SE	£29,480	£30,660	£1,180	4.0%	
	M Sport	£32,640	£33,780	£1,140	3.5%	
525i	SE	£31,110	£32,305	£1,195	3.8%	
	M Sport	£34,270	£35,425	£1,155	3.4%	
530i	SE	£35,065	£36,345	£1,280	3.7%	
	M Sport	£37,915	£39,465	£1,550	4.1%	
550i	SE	£46,135	£47,245	£1,110	2.4%	
	M Sport	£48,335	£49,805	£1,470	3.0%	
M5		N/A	£67,075	N/A	N/A	
520d	SE	£28,235	£28,990	£755	2.7%	
	M Sport	£31,345	£32,110	£765	2.4%	
525d	SE	£31,635	£32,845	£1,210	3.8%	
	M Sport	£34,795	£35,965	£1,170	3.4%	
530d	SE	£35,620	£36,690	£1,070	3.0%	
	M Sport	£38,470	£39,810	£1,340	3.5%	
535d	SE	£39,815	£41,110	£1,295	3.3%	
	M Sport	£42,440	£44,230	£1,790	4.2%	

**Includes £35 increase on OTR from March 2007**