

## features

As noted, all current X5 models offer the following features:

• package – illuminated console compartment, accessory power outlet, mats in front-door storage, dual cargo rails with adjustable attachment, storage net and strap, tie-down hooks and tie-downs, underfloor storage compartment. Code 493.

• liftgate assist including Blue-Connect mobile-device interface for rear subscription.

• 35d, this package adds: adjustable steering column with memory and auto tilt for ease of entry and exit. Code 245.

• leather upholstery. If vehicle is also equipped with the Active Ventilated Package, the leather is heated and the Oyster and Dark Brown colors are not available. Codes LU; standard leather is not part of that package.

• **Activity Package** (50i, code ZSP; requires leather upholstery in 35d) brings the crisper and sportier appearance of the wheels to these two X5 models plus many functional and features that enhance the innate sportiness. The wheels and tires. These are standard with 18 wheels and 225/55R-18 at all-season tires. With package, both get 19 x 9.0 wheels in the new Y Spoke design #335 and 255/50R-19 at all-season tires. Code 456.

• wheels and performance tires. Available at additional cost in combination with the

package, this option includes 20-in. equipment in differentiated front/rear sizes: 20 x 10.0 front/20 x 11.0 rear Y Spoke wheels of design #214 (35d) or #336 (50i) with 275/40R-20 front / 315/35R-20 rear W-rated performance tires<sup>4</sup>. It is intended for customers who prioritize extra-sporty appearance and dry-road handling over the all-season abilities of the standard or Sport Package wheel-and-tire equipment. Code 2LE; also adds increased top-speed limiter, code 840.

- Titanium-finish grilles in air inlets immediately below kidney grilles and at bottom center of bumper/spoiler; this is part of the factory Sport Package code 330.
- High-gloss Shadowline exterior trim framing the side windows, code 760
- Sport steering wheel. All X5 steering wheels are 3-spoke designs, with a grippy leather wrapping called Mano; the Sport steering wheel (code 255) differs from the standard one by way of –
  - Smaller diameter, 385 mm/15.2 in. vs. standard 391/15.4
  - More pronounced rim contours from 3 to 9 o'clock
  - Function illumination next to multi-function controls, vs. standard illumination within the control itself
  - Galvanic trim around center section.
- Sport front seats, code 481. Classic BMW design and function, with more prominent side bolsters than those of standard seats plus manual adjustment of thigh support. 10-way power adjustments of standard seats are also included. **20-way Multi-Contour front seats** (code 456) may be substituted

for the sport seats at an option price lower than that of their stand-alone availability.

- Anthracite-color headliner, another classic BMW nuance of Sport-equipped interiors. Code 775.

### M Sport Package (35i Sport Activity & 50i, code ZMP)

This package goes “all the way,” adding BMW M esthetics and performance features to these already sporty models. Except as noted, this package is the same for both models. Not available in combination with the Sport Activity Package, it consists of:

- Active Roll Stabilization (ARS)<sup>3</sup>
- Electronic Damping Control (EDC)<sup>3</sup>
- Self-leveling rear suspension with air springs, code 220 (50i only)
- 19-in. wheels and performance tires, 50i only. Distinctive M V Spoke wheel design, #223M. Wheel sizes are 19 x 9.0 front/19 x 10.0 rear; tires are 255/50R-19 front / 285/45R-19 rear<sup>4</sup>. This is the only X5 19-in. wheel/tire combination with differentiated front/rear sizes; it is code 2M5.
- 20-in. wheels and performance tires, both models. Sizes and specifications like other 20-in. X5 equipment (20 x 10.0 front/20 x 11.0 rear wheels, 275/40R-20 front / 315/35R-20 performance tires<sup>4</sup>). The wheels are a new Double Spoke design (#333M) and the option code is 2NY. As 20-in. equipment is standard on the 35i Sport Activity, this option changes only the wheel design.
- Increased top-speed limiter (50i package only, as this is standard on the 35i Sport Activity.)

- High-gloss Shadowline exterior trim at the side windows (50i package only, as this is standard on the 35i Sport Activity.)
- Aluminum roof rails, code 3MA.
- M exterior equipment, all in body color –
  - Front and rear bumpers
  - Wheelwell flares
  - Side sills
  - Protective strips on doors plus matte-black protective appliques on side sills and rear bumper.
- Park Distance Control, code 508. On the 35i, this is part of the package; on the 50i it must be ordered in combination with the package.
- Oval chrome exhaust outlets, 80 x 135 mm. These are standard on the 50i, so are part of only the 35i package.
- M doorsill trims with M logo
- M sport steering wheel, even sportier than that of the regular package, with thicker rim, black instead of galvanic trim, and M logo. Not available with heating; code 710.
- M driver's footrest, which is part of the factory M Sports Package, code 337.
- Sport front seats as in regular package, with the same possibility of substituting Multifunction seats at their regular option price.

3 – ARS and EDC are combined as a single option, coded 2VA and called Adaptive Drive. They are listed separately here to emphasize that they are two highly sophisticated and valuable features. For descriptions, see the BMW features section of this Fast Facts edition.

4 – Due to low-profile tires, please note: wheels, tires and suspension parts are more susceptible to road hazard and consequential damages. X5 models are not standard-equipped with a spare tire and wheel. Performance tires are not recommended for driving in snow and ice conditions.

X5

## X5 key features

Except as noted, all current X5 models offer the following features:

This aspect of the new X5, too, belongs to the BMW EfficientDynamics concept: the 8-speed transmission plays a significant role in the impressive EPA mileage ratings of all the new models in which it appears.

For further details on this ultimate powertrain achievement, see the BMW features section of this Fast Facts edition.

### Multi-link front suspension

With the current X5 generation's debut in '07, BMW introduced a completely new front suspension system, a multi-link system that achieves even better results than BMW's traditional strut-type front suspension.

In a long tradition dating back to 1962, almost all BMW models have had strut-type front suspension, in which a long, essentially vertical strut carries the spring and shock absorber and participates in the suspension geometry - that is, along with the lower arms it co-determines the angles wheels take as they move up and down. With the double-pivot lower arms of most BMW Series, the strut concept has been taken to a high level of sophistication in terms of handling, stability and riding comfort.

However, BMW conceptualists and engineers continually seek even better solutions. So it was that BMW introduced a new type of front suspension that achieves even better results, particularly in a large, relatively heavy AWD vehicle like the X5. Since this X5 generation was introduced, this system has also been adopted for the X6, 7 and 5 Series.

In place of the strut, this system has an upper lateral A-arm or "wishbone." The double-pivot lower arms make up the lower wishbone. While the two lower arms preserve the familiar system's advantages - excellent steering feel, straight-line stability and space for large brakes - this new multi-link configuration adds its own virtues:

- Reduced friction in that the shock absorber is no longer subject to lateral forces. This allows the shock absorbers to damp up-and-down movements of the wheels in a more efficient, more targeted way, enhancing both ride and handling (particularly on uneven road surfaces).
- Direct connection of anti-roll (stabilizer) bar to wheel carrier, for highly effective control of body roll (lean) and weight savings.
- Greater freedom for engineers to optimize both suspension geometry and shock-absorber action.

This new-generation front suspension is a meaningful enhancement of BMW SAV chassis capabilities.

### Refined Integral rear suspension system

The already sophisticated Integral Link rear suspension system was adapted to the 2nd-generation X5's increased weight, higher performance and run-flat tires as well as BMW's own evolving standards. This system also appears in the X6, augmented there by the new Dynamic Performance Control, which is exclusive to the X6 and described in that platform's section. (X5 M and X6 M models also include DPC.)

A complex multi-link system like this controls rear-wheel angles very precisely, minimizing unwanted effects under load changes (such as lifting off the accelerator while cornering, or hard acceleration or braking) and achieving a comfortable ride.

Here, in a continuation of BMW's practice of employing aluminum in suspension components where possible, the system's upper and lower lateral arms and wheel carriers are of aluminum. This reduces weight in the moving parts; inertia is reduced and the wheels can conform to uneven road surfaces in a supple manner.

### Available Active Roll Stabilization and Electronic Damping Control (Adaptive Drive)

These advanced handling/ride systems, known from other BMW Series but appearing in combination with all-wheel drive only in the Sports Activity models, are part of the M Sport Package offered on 35i Sport Activity and 50i models; they are also P1 stand-alone options on the 35i Premium and Sport Activity models as well as the 35d and 50i. Here are their key functions and benefits:

**Active Roll Stabilization.** Dramatically reduces body roll or "lean" in corners and curves. This enhances handling and steering response by virtue of improved suspension geometry (wheel angles relative to vertical); drivers and passengers alike marvel at the "flat cornering" it engenders. ARS consists of active anti-roll bars, actuated by a hydraulic motor; a pump to supply the hydraulic pressure; numerous sensors, and an electronic control system.

**Electronic Damping Control.** Provides adjustable shock absorbers and fine-tunes them in real time to any level of firmness between their softest and firmest settings. Thus at any moment, EDC precisely adapts to the road conditions and driver's demands to deliver optimum ride firmness, comfort and handling response. A Sport setting, selected by a console switch, further optimizes handling with some reduction of riding comfort.

### Variable-ratio steering

The X5's standard steering provides a moderately variable ratio (not to be confused with variable assist). This feature is also found in the X6 as well as the 7, 6 and 5 Series.

The steering ratio - the number of degrees the steering wheel must be turned to steer the front wheels by 1 degree - gradually becomes "quicker" (greater steering action relative to steering-wheel turns) as the steering wheel is turned away from its center position. This means less turning of the steering wheel in parking, U-turns and other low-speed maneuvers.

By contrast, the X5's standard steering system has constant power assist, which means that there is no variation of assist according to engine or vehicle speed. Instead, assist is calibrated entirely to the steering force needed at the steering wheel. This provides highly accurate road feel, although it does not reduce steering effort in parking to a minimum. More sharply reduced parking effort, more widely variable ratios, and other benefits are offered by the optional Active Steering, described in packages & options.