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**All-New BMW X5 Will Make North American Debut in Los Angeles
Benchmark Sports Activity Vehicle Resets the Standard for Performance, Handling, Practicality and Safety**

Woodcliff Lake, New Jersey, November 20, 2006...The completely redesigned 2007 BMW X5 will make its North American debut at the Los Angeles Auto Show. This new "Sports Activity Vehicle" continues to set new standards for its class, something the X5 has done for almost seven years. The new X5 is now available in showrooms.

When it arrived, BMW's X5 could have simply added another respected premium nameplate to the ranks of sport-utility vehicles. Instead, it redefined the class. BMW's description of that original X5 as a "Sports Activity Vehicle" represented a new approach to the concept of a traditional SUV—one that linked handling, performance and agility to the conventional attributes of practicality, versatility and off-road ability.

Before its launch, some skeptics raised serious doubts about "a BMW sport-utility vehicle." But with seven years of acclaim by owners and critics, and some 580,000 X5s produced in BMW's Spartanburg, South Carolina factory, the X5 has become the very definition of sporting SUVs – or, as BMW prefers to categorize it, the iconic Sports Activity Vehicle (SAV). And for 2007, BMW refines that definition with an all-new X5, one that includes an even higher level of achievement in each of those original concepts.

At the same time, specific goals were set to keep the X5 abreast of the competition. These included optional 7-passenger seating, which would increase the X5's practicality without compromising its established constellation of attributes. In addition, enhanced variability and versatility, such as fold-flat rear seats, roomier cargo area and automatic tailgate, provide even greater flexibility of usage. It is this cluster of key attributes that has made SUVs in general so popular. Finally, the new X5 had to include an expanded offering of options to satisfy customers' ever-growing expectations. In addition to the all-important 3rd-row seating, new possibilities would include Active Steering, Active Roll Stabilization, Electronic Damping Control, rearview camera and variable 2nd-row seating.

In addition, all the attributes present in that original X5 have been thoroughly enhanced in this new model. As in previous years, the X5 offers a choice of 6-cylinder or V-8 performance: the X5 3.0si and the 4.8i, both of them with better performance and excellent efficiency. The flagship 4.8i boasts BMW's all-aluminum Valvetronic V-8, boosted to 4.8 liters and 350 horsepower. The 3.0si features BMW's new 260-horsepower aluminum/magnesium inline-6. Standard equipment on both models is a new 6-speed STEPTRONIC automatic; in a change from previous years a 6-speed manual is no longer available in the X5. BMW's outstanding xDrive all-wheel-drive system continues, enhanced via a closer link between the xDrive electronics and the X5's Dynamic Stability Control to provide even quicker, more accurate response.

The rising demands of the class also required a clean-sheet chassis, with modest increases in virtually all interior and exterior dimensions. The result provides real advantages in terms of space, comfort and carrying capacity without turning the X5 into a “really big SUV.” Despite the increase, the 2007 X5 remains within the mid-size class. With an overall length of 191.1 inches, the X5 still tapes in well under such full-size competitors as the Lexus GX 470, Cadillac SRX and Range Rover HSE.

Another key part of that new chassis, the X5's new front suspension represents a break with a 45-year-old BMW tradition: It's a double wishbone multi-link design with upper A-arms combined with double-pivot lower links—the first non-strut design since 1961. The company's departure from its traditional dual-pivot strut front suspension was dictated by customers' increasing expectations for ride and handling. Combined with a longer wheelbase, wider track and BMW's revised 4-link Integral rear suspension, the new front design sets new standards for on-road ride and handling, as well as improved all-road ability. In keeping with its original mission, the X5's focus still places more emphasis on pavement performance, keeping it well abreast of the competition.

Even with all these changes, the 2007 X5 retains the basic character of the original, which was an additional primary design parameter. As the benchmark vehicle in the class, the X5 needed enhancement, not replacement. Maintaining the balance of its original attributes while raising the level of each was the primary goal, one that makes the X5 all-new, but still familiar. And just like the original, still setting standards.

X5 3.0si: The latest edition of BMW's trademark inline-6 makes the most accessible X5 even more appealing

BMW's newest 6-cylinder engine makes its debut in the X5 3.0si. This aluminum/magnesium composite inline-6 features the latest engine technology from the company whose middle name is “motor.” Almost all vehicle manufacturers of 6-cylinder engines have adopted the V-6 format, whose compactness is advantageous in small or midsize cars with front-wheel drive. By contrast, BMW's inline 6-cylinder engines are brilliant for their smoothness and sound, and treasured for these attributes. An increase in fuel efficiency and even tighter control of emissions were also set as goals for this BMW engine generation.

Compared to the previous X5 3.0i model's engine, the new motor achieves notable progress on all fronts:

- **Greater power**, 260 hp vs. 225 hp – a very impressive 86.8 hp/liter.
- **Greater torque**, 225 lb.-ft. vs. 214, and stronger torque characteristics across the broad range of engine speeds. Appropriately for a substantial SAV, the new engine attains its maximum torque at just 2750 rpm.
- **Higher revving ability**. The “redline” is 7000 rpm, vs. 6500 for the previous engine. This allows the X5 driver to “wind out” the engine for maximum acceleration and exciting sound.
- **Superior fuel efficiency**. Even though performance is enhanced, EPA mileage ratings are significantly improved; the city value increases by 1 mpg, the highway by 2, compared to the '06 X5 3.0i with automatic transmission.
- **Reduced weight** – 22 lb. less. Had BMW engineers developed the previous engine to meet their goals, it would have added about 30 lb. – and thus would have weighed fully 52 lb. more than the new engine actually does.
- **More compact** – Because there is just one external drive belt, vs. the previous two, overall engine length is about an inch shorter. This frees space for other vehicle attributes customers value, such as climate control, passenger's-side airbag, a capacious glove compartment or impact-absorption capabilities.

Compared to its most recent predecessor, the new engine delivers a tangible performance boost: 0-60 mph in 7.8 sec. vs. 8.3 for the '06 X5 3.0i with automatic transmission. The new 6-speed automatic also plays a role in this stronger performance.

X5 4.8i: The original Valvetronic V-8 delivers more power and torque with the same refinement

Under the X5 4.8i hood is a further evolution of this technologically advanced and unique V-8 engine. As such, it continues BMW's revolutionary Valvetronic system, which controls engine power by varying valve lift instead of relying on a conventional throttle.

With Valvetronic, engine breathing – air induction – is controlled by varying valve lift rather than opening and closing a throttle. At minimum lift, the engine is idling or decelerating; at maximum lift, it delivers full power. Valvetronic varies valve lift according to the driver's demands for power from the engine.

The X5 4.8i's engine torque production is improved over a wider rpm range. The new, higher torque peak of 350 lb-ft. occurs over a range from 3400 to 3800 rpm, compared to the predecessor's 3600 rpm. Acceleration from 0 to 60 mph is 0.4 sec. quicker, though the perceived performance increase across the speed range may seem more impressive to many drivers.

The X5 4.8i's performance improves significantly compared to the 4.4i. The new V-8 adds 35 hp and 26 lb-ft. of torque over previous 4.4-liter engine, yet retains the ultra-refined operation (smoothness) of its predecessor. Even though performance is increased significantly, EPA mileage ratings are little changed.

Standard on both models: an evolved 6-speed STEPTRONIC

Unlike the previous X5, the 2007 includes a 6-speed STEPTRONIC automatic as standard equipment. The previous 6-speed manual on the 6-cylinder X5 has been eliminated. This updated automatic also benefits from a number of refinements in the X5, designed to improve both performance and fuel efficiency—particularly in the case of the previous 5-speed in the 3.0i. Compared to the 5-speed automatic of the previous 3.0i model, the new transmission reduces fuel consumption at cruising speeds.

The new transmission also features an entirely new shifter. Instead of the previous mechanical lever, it is entirely electric/electronic and similar in concept to that of the 7 Series. With the X5's console-mounted lever, Reverse, Neutral and Drive appear "inline" on the lever's markings, and are selected by tipping the lever forward or rearward. Park is engaged via a separate button at the lever's top. The transmission's three modes—Drive, Sport and Manual—are selected by toggling the lever left or right.

New technology to lower emissions and improve fuel economy

The new X5 also utilizes a number of technologies designed to reduce fuel consumption, which in turn lowers CO₂ emissions. The approach was to consider all aspects of vehicle operation, with particular attention to reducing friction. The power-steering pump is designed to reduce hydraulic pressure in the system during straight-ahead driving, when no assist is required. In addition, the X5's new Pentosin power-steering fluid reduces drag in low-temperature operation. Drag-reducing efforts in the differentials include double angular-contact ball bearings, which produce less friction than conventional bearings.

Unique in the segment: Active Steering and AdaptiveDrive.

The new BMW X5 is the first vehicle in its class to offer Active Steering as an option. This advanced system developed by BMW offers the right steering ratio at all speeds. Up to a speed of approximately 55 mph (90 km/h), steering behavior is more direct, meeting the requirements of sporting and active driving. Another advantage is that the driver only has to turn the steering wheel twice from lock to lock. At higher speeds, on the other hand, the Active Steering transmission is more indirect, enhancing the directional stability of the vehicle and, accordingly, driving comfort.

Active Steering, when ordered, is combined in the new BMW X5 with Servotronic for optimal power steering boost at all speeds. Active Steering can also help to stabilize the X5 should the driver experience the onset of oversteering or understeering in a bend or in particularly demanding brake maneuvers. When applying the brakes on surfaces with varying frictional coefficients (split-friction braking), for example, Active Steering precisely but discreetly countersteers to help the X5 stop in a sure straight line.

Carefully coordinated interaction of the anti-roll bars and shock absorbers by way of AdaptiveDrive, part of the Sport Package in the U.S., is equally unique in this SAV's segment. This combination of Active Roll Stabilization and Electronic Damping Control gives the new BMW X5 a standard of handling capability and ride quality never seen before in a vehicle of this kind. Using sensors, AdaptiveDrive constantly monitors and calculates data on the road speed of the vehicle, its steering angle, straight-line and lateral acceleration, body and wheel acceleration, as well as height levels. Then, based on this information, the system controls both the swivel motors on the anti-roll bars and the electromagnetic shock-absorber valves, controlling body roll and damping as required at all times.

Simply by pressing a button, the driver can choose either a sporting or a more comfortable basic setting of AdaptiveDrive.

World debut: data transfer via FlexRay.

The FlexRay high-speed data transmission system is used for the first time in the industry for fast and reliable coordination of all AdaptiveDrive functions. FlexRay has been enhanced to production standard by a consortium of development companies under the leadership of BMW. This system offers a level of data transfer capacity never seen before. The new BMW X5 is the first vehicle in the world to feature FlexRay technology.

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