

# The new BMW M5 Competition. Highlights.



## THE NEW BMW M5 COMPETITION - PRODUCT HIGHLIGHTS.

BMW Individual paint finish  
Frozen Dark Silver metallic

Kidney grille in  
high-gloss black

Exclusive 20-inch forged  
lightweight alloy wheels

Mirror caps in high-gloss black

Door handle inserts  
in body colour

Side gills in high-gloss black

Optional "M5 Competition" badge

High-performance V8 engine  
with M TwinPower Turbo technology

460 kW / 625 hp  
at 6,000 rpm – 6,700 rpm

750 Nm  
at 1,800 rpm – 5,800 rpm

## THE NEW BMW M5 COMPETITION - PRODUCT HIGHLIGHTS.

Gurney in high-  
gloss black



Black  
"M5 Competition"  
badge

Rear apron insert  
in high-gloss black

Sports exhaust system  
with black tailpipes

Optimised driving dynamics

Modified and lowered suspension



- BMW M GmbH has sharpened the race-inspired character of its BMW M5 high-performance sedan with an even more powerful model. The new BMW M5 Competition (fuel consumption combined: 10.8 – 10.7 l/100 km; CO<sub>2</sub> emissions combined: 246 – 243 g/km)\* sets new performance benchmarks in its segment.
- The market launch of the new BMW M5 Competition creates a new product category. In future, BMW M GmbH will offer the most powerful variants of its high-performance cars as standalone models. This new status reflects the individual character of the BMW M5 Competition. It also heralds the latest chapter in a history of success which began with the M Competition package (including power boost) configured specifically for the predecessor to the current BMW M5 – and which the exclusive new BMW M5 Competition builds on convincingly.

\* The fuel consumption, CO<sub>2</sub> emissions, power consumption and operating range figures were determined according to the European Regulation (EC) 715/2007 in the version applicable. The figures refer to a vehicle with basic configuration in Germany and the range shown considers the different sizes of the selected wheels/tyres and the selected items of optional equipment.

- The new BMW M5 Competition combines an ever-present sense of the race track and a suitably rarefied aura with the unruffled ease in everyday use for which BMW M models are renowned. A 19 kW/25 hp hike in engine output over the standard version of the new BMW M5 (to 460 kW/625 hp), even more direct responses and bespoke chassis tuning combine to maximise dynamics, agility and precision.
- The 4.4-litre V8 engine with M TwinPower Turbo technology has been modified specifically for this new application and develops peak torque of 750 Nm (553 lb-ft) across an even broader rev range – from 1,800 rpm to 5,800 rpm.
- The thrust generated by the new BMW M5 Competition's engine enables acceleration of 0 to 100 km/h (62 mph) in 3.3 seconds and 0 to 200 km/h (124 mph) in 10.8 seconds.
- Like the engine's responses, the aural character of the standard-fitted M Sport exhaust system can be adjusted at the touch of a button. The driver can also use the M Sound Control button to initiate an extremely discreet soundtrack.
- Model-specific engine mounts with a higher spring rate provide a much firmer connection between the drive unit and vehicle structure in the new BMW M5 Competition. This has a noticeable effect on the car's responses, the sharpness of its turn-in and the experience of the engine's soundtrack inside the car.
- The engine's power is channelled to the road via an eight-speed M Steptronic transmission with Drivelogic. Added to which, the new BMW M5 Competition is specified with the M xDrive M-specific all-wheel-drive system and the Active M Differential at the rear axle. The centrally controlled interaction between the two systems optimises traction, agility and directional stability.
- The M xDrive system's rear-wheel bias provides the ideal basis for a full-blooded performance-driving experience. Added to which, the new BMW M5 Competition supplements M Dynamic Mode with three driving programs honed for use on the track: 4WD, 4WD Sport and 2WD, which switches to pure rear-wheel drive and deactivates the Dynamic Stability Control (DSC).

- Chassis technology meticulously adapted to the engine's performance profile ensures precisely controllable on-limit handling. Model-specific features of the chassis include a seven-millimetre drop in ride height, special damper hydraulics and stiffer springs, an increased camber at the front axle and modified toe links and anti-roll bars at the rear. Standard specification for the new BMW M5 Competition also comprises exclusive 20-inch forged M light-alloy wheels with mixed-size tyres.
- Eye-catching design cues emphasise the exclusivity of the new BMW M5 Competition. BMW Individual high-gloss Shadow Line trim is complemented by the use of high-gloss black for the kidney grille surround, decorative grating of the signature BMW M gills, rear spoiler and exterior mirror caps. "Competition" lettering is added to the likewise black "M5" badge on the boot lid.
- Black seatbelts with an understated stripe design in BMW M GmbH colours and model-specific floor mats bring a distinctive flavour to the interior of the new BMW M5 Competition. An "M Competition" graphic appears in the instrument cluster when it is starting up.

The fuel consumption, CO<sub>2</sub> emissions and electric power consumption figures were determined according to the European Regulation (EC) 715/2007 in the version applicable. The figures refer to a vehicle with basic configuration in Germany. The range shown considers the different sizes of the selected wheels/tyres and the selected items of optional equipment, and may vary during configuration.

The values for the vehicles marked \* are already based on the new WLTP test cycle and have been translated back into NEDC-equivalent values in order to ensure comparability between the vehicles. With respect to these vehicles, for vehicle-related taxes or other duties based (at least inter alia) on CO<sub>2</sub> emissions, the CO<sub>2</sub> values may differ from the values stated here (depending on national legislation).

The CO<sub>2</sub> efficiency specifications are determined according to Directive 1999/94/EC and the latest version of the Pkw-EnVKV, and based (for classification) on the fuel consumption and CO<sub>2</sub> values as per the NEDC cycle.

Further information on official fuel consumption figures and specific CO<sub>2</sub> emission values of new passenger cars is included in the following guideline: 'Leitfaden über den Kraftstoffverbrauch, die CO<sub>2</sub>-Emissionen und den Stromverbrauch neuer Personenkraftwagen' (Guideline for fuel consumption, CO<sub>2</sub> emissions and electric power consumption of new passenger cars), which can be obtained free of charge from all dealerships and at <https://www.dat.de/en/offers/publications/guideline-for-fuel-consumption.html>.