

The new BMW 5 Series...



THE SIXTH generation of BMW's executive express convincingly reflects the supreme standard of a successful manufacturer of premium cars throughout the entire process of development.

“ Step inside the new BMW 5 Series and it is simply overwhelming. ”

Tim Barnes-Clay



The new BMW 5 Series' revised looks include curvier lines, an inclined kidney front-grille and what BMW describes as a "graceful, coupe-like roofline". It also now has lightweight doors, front side panels and suspension components made out of aluminium to keep weight low.

The car boasts a range of seven new engines: four petrol, two diesels and one turbodiesel. The BMW 535i delivers 306bhp, while the 523i and 528i deliver 204bhp and 258bhp respectively. The 525d and turbodiesel 530d 5 Series produce 204bhp and 245bhp, while the entry-level 520d delivers 184bhp and can achieve 56.5mpg. The fuel-efficient 520d can also accelerate from 0-62mph in 8.1 seconds and reach a maximum speed of 141mph. It emits 132g/km of CO₂. The petrol BMW 550i is the most powerful 5 Series, with a power output of 407bhp. This can go from 0-62mph in 5 seconds and on to a top speed of 155mph.

Order your new 2010 BMW 5 Series and you will be pleasantly surprised by the basic kit. It'll come with leather as standard, a BMW Professional Radio, Bluetooth telephony, front and rear parking distance control, automatic air conditioning and cruise control. To that list - depending on the model - you can add an eight-speed automatic, Park Assist, Active Steering with rear-wheel steer, a surround view parking system, head-up display, night vision with pedestrian recognition and Lane Change Warning among others. Mind you, the standard equipment is more than

enough, though it's worth adding in the sat-nav if you ever plan on selling it.

Step inside the new BMW 5 Series and it is simply overwhelming. It takes time to work through the multitude of choices available to you through the BMW's ConnectedDrive system to find your preferred driving experience. There's the choice of Comfort, Normal, Sport and Sport+, each working with the suspension, steering, driver assist, safety systems, engine and gearbox to subtly change the car's temperament. What's apparent is that it can be anything you want it to be - a mollycoddling luxury machine on one hand or an untamed beast on the track. That has always been one of the 5 Series' characteristics, but now its multiple personalities are accessible at just the touch of a button.

The BMW 5's chassis and suspension make plain why it is the most dynamic, interesting and involving drive of its class. That said the 5's general image is undeniably more mature now in all but its most extreme settings.

Regardless of engine choice the new 5 Series is a subtly different car from its blatantly dynamic predecessor. The German car maker is obviously broadening its appeal but it is doing it in a way that doesn't remove its core appeal. With the new 5 accounting for that big chunk of BMW's profit it's important that it succeeds. I reckon it will do. It goes on sale 20th March priced from £27,555.

