



2010[59] BMW X5 [E-70] xDrive35d "10-Year Edition" Twin-Turbo Diesel FACELIFT 5 Door SUV, 6 Speed Automatic. 3.0 Litre, 6 Cylinder In-Line 24-Valve DOHC, 286BHP/580Nm, Sequential Twin-Turbo DIESEL. One Lady Owner. F/BMW/S/H with current Service Pack. 41,000 warranted miles. This is an incredibly unique [in fact just one of the 200] special SUVs created and built by BMW to mark the X5's 10th birthday for the UK market. More powerful and more luxurious than before, the X5 is still a very capable on-road off-roader. But consider this: one in three X5 owners say they won't think of buying anything else when it comes to replacing their current car. So there was no radical departure here, just a car that's slightly bigger, more powerful, more luxurious and more refined than the one it replaced. The original X5 was a departure for BMW when it was ushered in back in 2000, but the company's claims that it invented the segment are a bit disingenuous, given that Mercedes launched the ML two years previously. The ML was nowhere near as good on the road as the BMW, though, and the X5 has remained the class leader in this respect. Initially only petrol engines were offered, but a diesel went on sale in 2001 and these days most of the UK sales are of cars equipped with oil burning engines. BMW X5 has a suppleness and maturity to the way it goes down the road that's every bit a match for a Range Rover Sport or Mercedes ML, despite the fact that our test model rode on optional sports suspension. It corners better than both the Merc and the Range Rover, too. BMW says the new X5 is "a driver's car" – which is stretching the point a bit for a 2.2-tonne, 1.8m-tall vehicle – but it's definitely the best car in this class to punt down a twisty road. The double wishbone front suspension is said to respond to road inputs more quickly than the old struts, and the X5 certainly has a confidence and ability that you'd need a Porsche Cayenne to better. It steers accurately, responds well and its body movements are tightly controlled. Although this is still no sports car, the grip and traction it found on MIRA's wet handling circuit are enough for it to see off a Porsche Cayman-S. She is finished in Designo **SOPHISTO Grey Xirallic** with exclusive **Carrara White/Light Beige** shades of soft leather interior. Furthermore, she is believed to have the *highest specification on record* of the remaining 199 currently owned **rare high demand stunners** by the current UK ownership. This **mega-spec 10-Year Special Edition** Twin-Turbo delivers a cool **286BHP** with a gigantic **580Nm** of torque. There is currently nothing out there that even comes close to similar in magnitude of spec or stature to this top of the range of all **E70** models currently advertised in the UK. This brutal yet beautiful **10-Year Special Edition BMW creation**, is a truly lively and sybaritic phantom-in-motion with a unique style with elegance that is the true and incomparable stealthy **SUV** of all time. Her extensive specification includes: **Designer extensive Special 10-Year Edition Package/ Panoramic Smoked Glass Sun-Roof/ SatNAV Professional/ Reverse Parking Aid Colour Camera/ Front Night Vision Colour Camera/ Digi_TV/ Surround Sound system with MultiMedia interface with Digi-DAB Radio / Designo silver front air-intake-vents/ DVD movie player/ Front & Rear parking sensors with colour displays/ Park speed sensitive power assisted steering/ Bluetooth GSM Phone controlled via iDrive interface/ CD player with MP3 facility and BMW Professional Multimedia Navigation system featuring shortcut and Favourite buttons, and a nine-channel amplifier with 825W and 16-speaker configuration BMW Individual audio system/ ABS+ BAS+ ESP +SBC/ Full AutoClimate Control/ Auto-dimming interior & exterior mirrors/ Bi-XENON lights with Cornering/Bending Light Function + Wash + Dynamic Range adjustment/ Daylight Running Lights/ New Designo 5-YSpoke 20" Black Anthracite & Diamond-Cut Highly Polished 10-Yr Edition Alloys with Hi-Performance tyres/ Tinted glass + Privacy Glass/ Electric Heated front seats height + lumbar adjustment/ Electric windows with 1-touch facility/ Designo HCC pure silver badging in cabin & rear tailgate/ 6-CD/DVD multi-changer/ BMW Connected Drive Assist with TeleServices/ Rain Sensing wipers/ 6-Speed Sports Automatic Transmission with Selectric Gear Change + Tiptronic Paddle-Shift Functions/ Tempomat with Brake Function/ iPhone & iPod Connections with USB Interface/ Engine Start-Stop button with Key insert function/ Hill Start Assist/ M-Tech Designo Air Intakes / Adaptive brake lights/ Voice control system/ Tyre pressure sensors/ Height + Reach + Rake adjustment steering column/ Luxury MSport Multi-Function steering wheel/ Roof Rails in Matt Aluminium/ Designo Running Boards/ Piano Black BMW individual interior finishes/ Comfort access seating with memory functions/ 10-year commemorative plaques on dashboard, front doors, and door sill plates. This, when coupled to impeccable German efficiency and pure functionality, is the creation of the superlative 10-Year Special Edition. An incredible car with an unbeatable value. That is the ingenious of **MUNICH** in living form, which is what makes an everyday reality of this Beauty with Driving Excellence.**

MAKE:	BMW
MODEL:	X5 [E-70] xDrive35d "10-Year Edition" BiTurbo Diesel FACELIFT 5Dr SUV.
Registration NUMBER:	HG59 YHT
Date of First Registration:	19 th January 2010
COLOUR [Body / Interior]:	Sophisto Grey Xirallic[A90M]/Carrara White/Beige Exclusive leather [NAUg]
Number of Cylinders & TYPE:	6_In Line 24 Valve, DOHC Bi-Turbo Diesel
Cylinder CAPACITY:	2993 cc
Horse POWER / Torque:	286 BHP [213Kw] / 428 Lbf-Ft [580Nm]
Chassis NUMBER:	WBAFF02060L293534
Engine NUMBER:	22687265
Fuel TYPE:	DIESEL Fuel OIL [SHELL v-Power Diesel ONLY]
Oil TYPE:	CASTROL Edge TurboDiesel [SAE 0W-30; MB229.31/ MB229.51]

BMW Launches Commemorative X5 xDrive35d 10-Year Edition

A special edition BMW X5 has been launched to celebrate the car's tenth anniversary of production. It is called the BMW X5 xDrive35d 10-Year Edition.

To mark the X5's 10th birthday, BMW has launched a special edition version of the popular SAV. The model chosen this time was the xDrive35d, the 3.0-liter twin-turbocharged straight-six diesel with 286 horsepower. The 10-Year Edition X5 features a new special Sophisto Grey metallic paint finish, panoramic glass sunroof and 20-inch wheels with a matte aluminium paint. Inside, the X5 10-Year Edition gets an upgraded Nappa leather and Piano Black trim. Commemorative engraving can be found inside as well, on the sill plates and on the dashboard. BMW has manufactured 2,000 units distributed worldwide with about 10% assigned to the UK market with a target price of £58,960. More powerful and more luxurious than before, the X5 is still a very capable on-road off-roader. But consider this: one in three X5 owners say they won't think of buying anything else when it comes to replacing their current car. So there was no radical departure here, just a car that's slightly bigger, more powerful, more luxurious and more refined than the one it replaced. The original X5 was a departure for BMW when it was ushered in back in 2000, but the company's claims that it invented the segment are a bit disingenuous, given that Mercedes launched the ML two years previously. The ML was nowhere near as good on the road as the BMW, though, and the X5 has remained the class leader in this respect. Initially only petrol engines were offered, but a diesel went on sale in 2001 and these days most of the UK sales are of cars equipped with oil burning engines.

Beyond the larger headlamps and sculpted bonnet, the biggest change is the X5's growth spurt, overall length increasing by 187mm, wheelbase by 113mm and width by 17mm. Yet despite the larger footprint and a 15 per cent increase in torsional stiffness, the new X5 weighs just 15kg more than the previous model. This is thanks to the use of aluminium for the bonnet, instrument panel and suspension arms, and thermoplastic for the front wings, which makes it 287kg lighter than the Audi Q7 road tested previously. The reason for the X5's extra length is to free up space for optional third-row seating, bringing the X5's seating capacity in line with the longer-still Audi Q7 and Mercedes-Benz GL. BMW has ditched the original X5's MacPherson front struts and fitted double wishbones – a move which, along with the longer wheelbase and wider tracks (68mm at the front, 74mm at the rear), is aimed at ensuring the X5 remains the driver's SUV of choice. For those who want to extend the X5's on-road abilities, the X5 can be specified with adaptive anti-roll bars and active steering. Drive is again directed through BMW's xDrive system, using an electronic clutch and DSC+ to alter the drive from the default 40/60 front/rear bias to 100 per cent front or rear where necessary.

The obvious interior change for the second-generation X5 is the addition of two extra pews. Less obvious is that these are not fitted as standard by BMW. For those who see the need, the cost is more than £1000 and the loss of a useful 90-litre under-boot cavity. When needed, the seats are assembled by pulling the back upright, although this is more easily done by reaching back from the side doors than leaning in from the boot. To improve third-row access, the middle seats slide via a release lever conveniently placed on the outside shoulder back, and the mechanism is counterbalanced to make sliding the seats in either direction equally effortless. BMW recommends the rearmost seats are suitable for passengers up to 1.7m in height – about 5ft 7in – but in reality even this is a squeeze. Boot space ranges from 200 litres to 1750 litres. The middle-row accommodation is adequate if not exceptional, although it can be spruced up with optional DVD screens and individual four-zone climate control. The now familiar (and widely emulated) iDrive control wheel is accompanied by an equally modern piece of design: a gear selector that juts from the central tunnel like a shard of glass. This new selector returns to its centre position after you've chosen the direction of travel (forwards for reverse, backwards for drive), saving cabin space. We've no problem with the lever's location, but to control such a large vehicle with such a delicate instrument seems unnatural. The parking brake is now electronic and operated by a toggle-style switch on the transmission tunnel. There's now also the option of a head-up display and a parking camera to supplement the standard-fit front and rear parking sensors.

Forget the harshness of the old model; the new BMW X5 has a suppleness and maturity to the way it goes down the road that's every bit a match for a Range Rover Sport or Mercedes ML, despite the fact that our test model rode on optional sports suspension. It corners better than both the Merc and the Range Rover, too. BMW says the new X5 is "a driver's car" – which is stretching the point a bit for a 2.2-tonne, 1.8m-tall vehicle – but it's definitely the best car in this class to punt down a twisty road. The double wishbone front suspension is said to respond to road inputs more quickly than the old struts, and the X5 certainly has a confidence and ability that you'd need a Porsche Cayenne to better. It steers accurately, responds well and its body movements are tightly controlled. Although this is still no sports car, the grip and traction it found on MIRA's wet handling circuit are enough for it to see off a Porsche Cayman S. What the X5 won't do is go as far off-road as some of its rivals. BMW doesn't hide the fact that this car has been developed for on-road use, but it still has a 25deg approach angle, a

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24deg departure angle and a 19.7deg break-over angle as well as a wade depth of 500mm. Look beneath it and you'll see a virtually flat underbody, too, with the exhaust hidden in a cavity. There's even hill descent control, but BMW admits its xDrive four-wheel drive system, which features an electronic central clutch allied to the DSC system, is tuned to maximise on-road traction at the expense of off-road capability.

The car only comes in grey metallic paintwork with unique 20-inch Y-spoke light alloy wheels, matt aluminium exterior trim, matt aluminium roof rails and a panoramic glass sunroof. Inside, the car has comfort seats, anthracite headlining, Nappa leather upholstery and BMW Individual piano black trim. Special '10-Year' plaques are also fitted to the front doors, front door sill plates and on the dashboard. Since it was put on sale in the UK in 2000, BMW has sold 62,872 X5s. Diesel-powered versions dominate sales, now accounting for approximately 95 per cent of sales. M Sport is the most popular specification, taking about 80 per cent sales of the compared to SE.

From September, BMW has also announced that the X5 and X6 will be available with the latest hard disc based BMW Professional Multimedia Navigation system, and a nine-channel amplifier with 825W and 16-speakers. BMW might not have created the executive sport utility vehicle with the first X5, but it did define how well these cars can be made to perform on the road. This new model shows that the company still knows how. The adoption of double wishbone front suspension has doubtless played its part in the improvement of the X5 driving experience; this is now a car that goes down the road in a more rewarding way than any SUV this side of a Porsche Cayenne. And the rest of it? The X5's comfort levels are beyond serious question, it feels soundly built, accommodates five well and its economy, while by no means frugal, is not overtly profligate either (providing you stay clear of the petrol options). There are other SUVs that do things better; a Range Rover Sport will go further off-road and an Audi Q7 will seat seven far more easily. But no rival is quite able to combine the blend of abilities that best suit how these cars are used like the X5 does. All of which is enough to put the X5 in with a strong shout of being the best in this class. To create the anniversary version of the X5, BMW added unique exterior features to differentiate the vehicles. The 10-Year Edition comes in Sophisto Grey metallic with unique 20-inch Y-spoke aluminium wheels along with matte-aluminium roof rails and exterior trim. BMW's huge panoramic sunroof comes standard as well. Inside, BMW's electronically adjustable "comfort seats" come standard, covered with an exclusive shade of Nappa leather plus an anthracite headliner and BMW Individual piano-black trim. BMW also fitted "10-Year" plaques to the front doors, sill plates, and dashboard.

The 10-Year Edition X5 is available with only one engine choice, and as its full name — BMW X5 xDrive35d 10-Year Edition — suggests, it's BMW's 3.0-liter twin-turbo six-cylinder diesel. Other "normal" X5 options remain, including a hard-drive-based navigation system and an 825-watt, 16-speaker sound system. Only 2000 of the BMW X5 xDrive35d 10-Year Edition models will be produced worldwide.