

# BMW X5 xDrive40d M Sport Review

Could this be the most prolonged car launch in history?

**BMW** has jetted us to Miami for a drive of the new X5, but unfortunately - thanks to that **spewy volcano** - we haven't jetted back. Which means we've had plenty of time to poke around the car.

But despite three days of gawping, we still can't spot the difference between this version and the one it replaces. **BMW** says there's a new bumper and repositioned fog lights, but you'd have to park old-and-new beside each other to be absolutely sure. The good news is that it still looks squat and mean like a badass SUV should.

One thing that's certainly different is the new xDrive40d, the most-powerful diesel in the range (don't be fooled by the '4' - it's still a 3-litre straight-six. Despite the confusing code, BMW is once again demonstrating the dark art of increasing power while reducing exhaust nasties - the 40d has more power and torque (306bhp, 600NM) than the 35d it replaces, yet chucks out less CO2 and delivers better MPG.

It's a strong and rapid thing that also comes with a new 8-speed 'box. It is a stonking combination and all those gears mean the straight-six diesel stays in its torquey sweet-spot for more of the time. It also means a 0-62mph time of 6.6 seconds. With stats like that, it's hard to see why anyone would go for the new petrol xDrive50i - a 5-litre V8 that replaces the 48i.

Book-ending the bottom of the range is the xDrive30, essentially a detuned version of the 40d. But it's no dawdler and with 245bhp it'll hit 62mph in 7.6 seconds. It kicks off the range at £43,980 and prices rise to £58,175 xDrive50i with the bells-n-whistles M Sport package.

The 'x', as with other Beemers, means four-wheel-drive. We also know the X5 can handle quite a bit of off road work. To make sure this version works as well as the old (it uses the same 4x4 system), we drove out to the Everglades and into a 'gator' swamp. Turns out it was Really Quite Deep, but as the water lapped at the doors and a prehistoric resident licked its lips, the diffs did their thing and dragged us up the other side. It is good enough to handle what most people need. Especially if alligator-aversion is top of their list.

And as for other road-testy stuff like ride and handling, BMW hasn't changed anything oily so this new car feels as good as the old **X5**. At least we think it does - Florida's roads are completely unbent and only meet at right angles. We promise to take it around some corners when it arrives in the UK.

Since its launch in 2007, the second-generation BMW X5 has defined its segment in the same way that its predecessor did.

BMW's big luxury SUV may have been knocked off the top spot in our top five list in recent times by the likes of the second-generation Porsche Cayenne, but it's hard not to continually refer back to the X5 when looking for a benchmark against which to judge other vehicles of this type, such is the breadth and depth of its abilities.

High seating position and thin A-pillars give the X5 excellent forward visibility. Prior to the arrival of the current Cayenne, the X5 was generally regarded as the best car in its class dynamically, and even now there's not a great deal between the two.

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As well as riding and handling in a sophisticated and capable manner, the X5 is refined and comfortable, relatively economical, roomy inside and, unlike its predecessor (and the Cayenne), offers buyers the option of seven seats, so it's easy to see why it has been such a popular choice with families looking for a big premium 4x4.

The Mk2 X5 was given a subtle mid-life makeover in 2010, with some mild styling changes, minor chassis revisions, an extended list of options and an expanded range of engines, including a revolutionary triple-turbo diesel in the X5 M50d, a high-performance model that kicked off BMW's new M Performance sub-brand in the UK (along with the X6 M50d with the same powerplant).

Although BMW doesn't offer any frugal four-cylinder engines in the X5 (as Mercedes does in the M-class), the X5's six-cylinder diesels are among the most efficient in the class, and all are linked to an eight-speed ZF automatic gearbox.

As well as the 381bhp tri-turbo powerplant in the M50d, two other 3.0-litre, six-cylinder turbodiesels are offered in the X5: a 241bhp version in the xDrive30d and a 302bhp twin-turbo version in the xDrive40d.

Petrol versions are now restricted to a 402bhp twin-turbo 4.4-litre V8 in the xDrive50i and a modified version of the same unit that produces 547bhp in the bonkers range-topping X5 M.

As always, there's a choice of SE and M Sport trim levels on the xDrive30d, xDrive40d and xDrive50i, with the M Sport versions distinguished by a body kit that eliminates the black wheel arch surrounds, side sills and lower bumpers that come on SE variants. The M50d and X5 M get their own M-specific trim levels.

Given the popularity of the BMW X5 over the years, it's no surprise that BMW has evolved the car's styling gently and carefully during this current generation.

External revisions in the 2010 facelift were restricted to revised body-coloured bumpers and new LED headlamps and tail-lights. The biggest changes to the X5 in recent years, as we've already said, have been in the engine bay, with the introduction of new powerplants.

This bigger X5 weighs just 15kg more than the old one

With a kerb weight a little either side of 2.2 tonnes, depending on model, the X5 is usefully lighter than the equivalent Audi Q7 (by nearly 200kg) and the first-generation Range Rover Sport (by a good 300kg). It weighs roughly the same, model for model, as the current Mercedes-Benz M-class, but that still makes it at least 100kg heavier than the Porsche Cayenne, the sportiest of the X5's rivals.

The X5's competitive weight is thanks to the use of aluminium for the bonnet, instrument panel and suspension arms and thermoplastic for the front wings.

With an overall length of 4.85 metres, the X5 now has room inside for an optional third row of seats, bringing its seating capacity in line with the longer-still Audi Q7 and Mercedes-Benz GL.

The second-generation X5 features double wishbone front suspension, which is a significant part of the reason why it is regarded as one of the best driver's cars in its class. 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.

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Drive is directed to all four wheels 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 BMW X5 was 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 underboot 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.

If you want two extra seats, you'll lose useful boot space

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 1.7 metres tall – 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 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 selector's location, but to control such a large vehicle with such a delicate instrument seems unnatural.

The parking brake is electronic and operated by a toggle-style switch on the transmission tunnel. There's also the option of a head-up display and a parking camera to supplement the standard-fit front and rear parking sensors.

Kit levels are generous, with standard models including air-con, cruise control, leather trim, parking sensors and automatic wipers and lights.

The vast majority of BMW X5s sold in the UK are powered by a 3.0-litre, six-cylinder turbodiesel. They're all automatic, too; there's no longer a manual X5 transmission option.

In 2010, new engines were launched for the xDrive30d, xDrive40d and xDrive50i, with the latter two models replacing the xDrive35d and xDrive48i respectively.

A manual gearbox option isn't offered in the X5 range

The entry-level xDrive30d was upgraded to produce 241bhp, up 10bhp on the previous xDrive30d, while 0-62mph acceleration was trimmed to a claimed 7.6sec. The unit was also made more frugal, putting combined cycle economy at 38.2mpg, equivalent to 195g/km of CO<sub>2</sub>.

At 241bhp, the entry-level engine in the X5 xDrive30d is one of the more powerful in its class, and it gives this SUV a healthy turn of speed. We recorded a 0-60mph time of 7.9sec, and there's a broad

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spread of power throughout the rev range. Peak torque of 398lb ft is developed at 1750-3000rpm, so response from low revs is excellent, too.

The replacement of the xDrive35d with the xDrive40d also brought performance gains, with the 0-62mph time dropping from 7.0sec to 6.6sec, thanks to a power output boosted by almost 20bhp.

The twin-turbo diesel engine is a gutsy device, with a flexible delivery and excellent refinement – all of which makes it perfectly suited for duty in a big luxury 4x4. A prodigious 442lb ft of torque arrives early in the rev range to make light work of the xDrive40d's weight, endowing it with excellent step-off, solid in-gear shove and a good turn of speed.

The twin-turbo 4.4-litre V8 petrol engine in the xDrive50i (the same unit is also seen in the 7-series) pumps out 402bhp and provides startling performance, reaching 62mph in just 5.5sec.

With a fat 443lb ft of torque from 1750rpm, the xDrive50i is as flexible as the best diesels but also wonderfully smooth and crisp. It sounds nice, too. When viewed on its own merits – ignoring consumption figures compared with the more frugal diesels in the range – this xDrive50i is quite magnificent.

If the xDrive50i's performance doesn't set your pants on fire, the only car for you will be the shockingly rapid X5 M, a leviathan designed to tempt buyers away from the Porsche Cayenne Turbo.

The BMW's 547bhp sounds impressive enough; more startling is the 502lb ft of torque, which is available from just 1500rpm right up to 5650rpm. That's enough for the X5 to crack 0-62mph in 4.7sec and reach a limited top speed of 155mph.

Arguably of more interest to fans of performance SUVs is the X5 M50d's 381bhp triple-turbo engine. Although we haven't had a chance to test it in the X5, the tri-turbo lump gives the similar-sized X6 sledgehammer performance (the 0-62mph time is down by 1.2sec compared with the xDrive40d) thanks to its mighty 546lb ft of torque – 45lb ft more than that of the X5/X6 M's twin-turbo V8.

The X5's brakes (ventilated discs all round) give good stopping power, and pedal feel is pretty good. The eight-speed automatic gearbox shifts smoothly and quickly.

The 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, even when fitted with optional sports suspension.

It corners better than both the Merc and the Range Rover, too. BMW says the X5 is "a driver's car" – which is stretching the point a bit for a 2.2-tonne, 1.8m-tall vehicle – but after the Porsche Cayenne it is probably still the best car in this class to punt down a twisty road.

The X5 is surprisingly capable on track. It grips hard and goes well

The double wishbone front suspension is said to respond to road inputs more quickly than the struts of the first-generation model, and the X5 certainly has a confidence and ability that you'd need a Cayenne to better.

It steers accurately, responds well and keeps its body movements under tight control. Although this is still no sports car, the grip and traction it found on MIRA's wet handling circuit were quite remarkable.

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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 24deg departure angle and a 19.7deg breakover 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.

Whether it's one of the diesels or the petrol V8s, the BMW X5 is priced exactly as you'd expect: slightly more than Audi asks for the Q7 and marginally less than Mercedes wants for an ML.

Like its rivals, leather upholstery is standard in all X5 models these days, as are parking sensors, metallic paint, automatic air conditioning and an MP3-compatible stereo. However, the third-row seats remain an option, even though they are standard on Audi's Q7.

It's hard to look beyond the 30d in terms of pricing, power and torque

The choice of models is more straightforward – mainly because it's easy to dismiss the versions powered by the 4.4-litre petrol V8. They have the performance you'd expect but will give you economy figures in the mid-teens. Relatively high CO2 emissions on the petrol X5s should seal the deal in favour of one of the diesels.

The three different levels of diesel are more evenly matched, though in truth the xDrive30d feels sufficiently strong for you to have to think very hard to go beyond it in pricing, power and torque.

Expect the BMW and its rivals to be worth around half of their value after four years. And with the latest engine in the xDrive30d, the X5 is not only more potent than the equivalent Audi or Mercedes, but also more frugal and cleaner. In our experience, 26.5mpg is a perfectly realistic average, and this rises to 36mpg at cruising speeds.

BMW may not have created the executive SUV, but it has defined how well these cars can be made to perform on the road.

Even now, years after its launch, the X5 shows that the company still knows how. The X5 may be getting a little long in the tooth, but this is a car that goes down the road in a more rewarding way than any SUV this side of a Porsche Cayenne.

A Range Rover Sport will eclipse the BMW X5 in terms of off-road capability

And the rest of it? The X5's comfort levels are beyond serious question, it feels soundly built and it accommodates five well, while running costs aren't too profligate, provided you avoid the petrol-engined models.

There are other SUVs that do things better; a Range Rover Sport will go further off road, a Porsche Cayenne handles with more pizzazz 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.

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## BMW X5 2007-2013 specs

<u>Name</u> ▲	<u>0-62mph</u>	<u>Top speed</u>	<u>CO<sub>2</sub></u>	<u>MPG</u>	<u>Price</u>
<u>BMW X5 2007-2013 xDrive M50d M Performance 5dr Auto Estate</u>	5.4secs	155mph	199g/km	37.7mpg	£59,100
<u>BMW X5 2007-2013 xDrive M50d M Performance 5dr Auto [7 Seat] Estate</u>	5.4secs	155mph	199g/km	37.7mpg	£60,510
<u>BMW X5 2007-2013 xDrive X5 M 5dr Auto Estate</u>	4.7secs	155mph	325g/km	20.3mpg	£81,480
<u>BMW X5 2007-2013 xDrive30d BluePerform SE 5dr Auto [Dyn] [7 Seat] Estate</u>	7.6secs	138mph	198g/km	37.7mpg	£49,535
<u>BMW X5 2007-2013 xDrive30d BluePerformance SE 5dr Auto Estate</u>	7.6secs	130mph	198g/km	37.7mpg	£45,325
<u>BMW X5 2007-2013 xDrive30d BluePerformance SE 5dr Auto [7 Seat] Estate</u>	7.6secs	130mph	198g/km	37.7mpg	£46,735
<u>BMW X5 2007-2013 xDrive30d BluePerformance SE 5dr Auto [Dynamic] Estate</u>	7.6secs	138mph	198g/km	37.7mpg	£48,125
<u>BMW X5 2007-2013 xDrive30d M Sport 5dr Auto Estate</u>	7.6secs	138mph	195g/km	38.2mpg	£48,255
<u>BMW X5 2007-2013 xDrive30d M Sport 5dr Auto [7 Seat] Estate</u>	7.6secs	138mph	195g/km	38.2mpg	£49,665
<u>BMW X5 2007-2013 xDrive30d SE 5dr Auto Estate</u>	7.6secs	130mph	195g/km	38.2mpg	£43,830
<u>BMW X5 2007-2013 xDrive30d SE 5dr Auto [7 Seat] Estate</u>	7.6secs	130mph	195g/km	38.2mpg	£45,240
<u>BMW X5 2007-2013 xDrive30d SE 5dr Auto [Dynamic] Estate</u>	7.6secs	138mph	195g/km	38.2mpg	£46,630
<u>BMW X5 2007-2013 xDrive30d SE 5dr Auto [Dynamic] [7 Seat] Estate</u>	7.6secs	138mph	195g/km	38.2mpg	£48,040
<u>BMW X5 2007-2013 xDrive40d M Sport 5dr Auto Estate</u>	6.6secs	147mph	198g/km	37.7mpg	£50,640
<u>BMW X5 2007-2013 xDrive40d M Sport 5dr Auto [7 Seat] Estate</u>	6.6secs	147mph	198g/km	37.7mpg	£52,050
<u>BMW X5 2007-2013 xDrive40d SE 5dr Auto Estate</u>	6.6secs	147mph	198g/km	37.7mpg	£46,215
<u>BMW X5 2007-2013 xDrive40d SE 5dr Auto [7 Seat] Estate</u>	6.6secs	147mph	198g/km	37.7mpg	£47,625

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Name▲	0-62mph	Top speed	CO <sub>2</sub>	MPG	Price
<u>BMW X5 2007-2013 xDrive40d SE 5dr Auto [Dynamic] Estate</u>	6.6secs	147mph	198g/km	37.7mpg	£49,015
<u>BMW X5 2007-2013 xDrive40d SE 5dr Auto [Dynamic] [7 Seat] Estate</u>	6.6secs	147mph	198g/km	37.7mpg	£50,425
<u>BMW X5 2007-2013 xDrive50i M Sport 5dr Auto Estate</u>	5.5secs	155mph	292g/km	22.6mpg	£57,820
<u>BMW X5 2007-2013 xDrive50i M Sport 5dr Auto [7 Seat] Estate</u>	5.5secs	155mph	292g/km	22.6mpg	£59,230
<u>BMW X5 2007-2013 xDrive50i SE 5dr Auto Estate</u>	5.5secs	149mph	292g/km	22.6mpg	£54,660
<u>BMW X5 2007-2013 xDrive50i SE 5dr Auto [7 Seat] Estate</u>	5.5secs	149mph	292g/km	22.6mpg	£56,070
<u>BMW X5 2007-2013 xDrive50i SE 5dr Auto [Dynamic] Estate</u>	5.5secs	155mph	292g/km	22.6mpg	£56,075
<u>BMW X5 2007-2013 xDrive50i SE 5dr Auto [Dynamic] [7 Seat] Estate</u>	5.5secs	155mph	292g/km	22.6mpg	£57,485

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**2012[12] BMW [E-70] X5 xDrive40d M Sport "Twin-Turbo Diesel" 5 Door 4x4 suv, 8 Speed Automatic. 3.0 Litre, 6 Cylinder In-Line 24-Valve DOHC, 302BHP/600Nm, Sequential Twin-Turbo DIESEL.** This incredibly High-Specification SUVs has been created and built by BMW for those who love their E70. She is finished in SAPPHIRE Black Metallic[475M] with exclusive Black NAPPA[NASW] soft leather with black piping. This mega-spec Twin-Turbo delivers a cool 302BHP with a gigantuus 600Nm of torque. 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

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off a Porsche Cayman-S. She is referred to by BMW as *best vehicle with individual paint & upholstery options*. This brutal yet beautiful E70 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: [Advanced Reverse Camera Assist with Top View \[03AH\]](#)/ [Designo lashings of Special NAPPA Leather with SPORT seats](#)/ Twin Side-View cameras [M-AeroDynamic Body Styling \[07M5\]](#)/ [SatNAV Professional](#)/ [Side View Colour Camera \[05DK\]](#)/ [Front Night Vision Colour Camera\[03BH\]](#) / [Digi\\_TV](#)/ Surround Sound system with MultiMedia interface with Digi-DAB Radio / Alarm System (Thacham 1)/ [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 the 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 M Double-Spoke Style 333M 10/11Jx20 Black Anthracite & Diamond-Cut Highly Polished Alloys with Hi-Performance tyres](#)/ Self-Levelling Rear Axle/ [Tinted glass + Privacy Glass](#)/ Interior Motion Sensors/ [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-Cruise Control 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 M Sport Multi-Function steering wheel/ [Roof Rails in Matt Aluminium](#)/ SPORT Suspension/ [Self-Levelling Rear axle](#)/ [Comfort access seating with memory functions](#)/ Lashings of Dark Walnut Wood Trim to interior with Matt Alluminium exterior trim pieces and contrasting Anthracite Head-Lining. This is the true luxury performance 4x4 of the 21<sup>st</sup> century. An incredible car with an unbeatable value. That is the creative inventiveness of BMW engineers of today. Why not participate in this incredible driving experience daily, and become part of BMW's luxury world today. Do not miss this unique opportunity of experiencing and owning this stupendous driving machine. This, when coupled to impeccable German efficiency and pure functionality, is the creation of the superlative xDrive40d. That is the ingenious of MUNICH in living form, which is what makes an everyday reality of this Beauty with Driving Excellence.

## SPECIFICATION

MAKE:	BMW
MODEL:	<b>X5 [E-70] xDrive40d M Sport BiTurbo Diesel FACELIFT 5Dr 4x4 SUV.</b>
Registration NUMBER:	MF12 GHV
Date of First Registration:	01 <sup>st</sup> March 2012
COLOUR [Body / Interior]:	SAPPHIRE Black Metallic[475M]/Exclusive NAPPA leather [NASW]
Number of Cylinders & TYPE:	6_In Line 24 Valve, DOHC Bi-Turbo Diesel
Cylinder CAPACITY:	2993 cc
Horse POWER / Torque:	<b>302 BHP [225Kw] / 442 Lbf-Ft [600Nm]</b>
Chassis NUMBER:	WBAZW62070L799518
Engine NUMBER:	31748031
Fuel TYPE:	DIESEL Fuel OIL [SHELL v-Power Diesel ONLY]
Oil TYPE:	CASTROL Edge TurboDiesel [SAE OW-30; MB229.31/ MB229.51]

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