



2009[59] BMW 740d [F-01] M SPORT Bi-Turbo DIESEL 4 Door SALOON, 8 Speed Automatic. 3.0 Litre, 6 Cylinder In-Line 24-Valve DOHC, 306BHP/600Nm, Sequential Twin-Turbo DIESEL. This mega-spec as well as UNIQUE Twin-Sequential M Sport Bi-Turbo delivers a cool 306BHP with a gigantic/effortless 600Nm of torque She is finished in SOPHISTO Grey Xirallic with Oyster White Exclusive leather interior. There is no other car that can impress more in combining sporty comfort with luxury than this Fifth generation F01 740d Twin-Turbo Saloon. She has been draped with so many tasteful design enhancement features that it would easily fill a sizeable novel. The 740d within the 7-Series of models, is the flagship luxury saloon within the BMW range. As such it rivals models such as the Mercedes-BENZ' S350CDI Bluetec, Audi A8 4.2/3.0TDI, and of course the VW Phaeton 4.2/3.0TDI. The 740d is BMW's top of the range luxury oil burner. It is a similar story with the Mercedes S-Class and the Audi A8. The modern Diesel is now the undisputed king for powering the luxury cars as well as the Le Mans race circuit. The performance potential of this latest generation/newly designed all alloy twin-turbo charged 3.0 litre Straight-in-line 6 cylinder 24valve diesel power plant will induce sweat into the most able A8 4.2TDi and/or the S350CDi driver. It packs such a bracing punch with its 306BHP by courtesy of its staggeringly fierce a la 600Nm torque between 1500 and 2500rpm, which results in an exhilarating punchy pace that is simply breathtaking. She is smooth and plush, and the ride and handling faithfully combines cossetting comfort with decent feedback and control. That is quite a feat in such a big car. She may be grand, but she shrinks around you, hugging you and making you feel as if you are driving a sporty 3 Series. This six-cylinder cracker with a burble that is truly addictive results in an impressive 0-60mph that growls her way as soon as you hit pass the firewall in just 6 seconds with a top speed reaching 155mph. Now for a car that is well over two tons in weight that is impressively agile performance. Furthermore, this hugely capable and talented all-rounder, particularly in this DIESEL guise is arguably the best diesel luxury car today at the same time providing you with an excellent all round fuel economy of just over 40mpg. Combine this with BMW's legendary rear wheel drive, the matching sportiness of the electronically controlled dampers, the new facelift's modern body construction and an elegant interior with its Fine Brushed Aluminium interior trim décor and go and add to that ergonomically designed plush seats in beautiful white cream-black OYSTER soft exclusive DAKOTA leather and you have in this 740d, a car that is setting the highest standards in performance, luxury and driving excellence. When you then are comfortably settled behind the steering wheel with her plethora of buttons you cannot help but imagine you are about to pilot a 747 with enough on-board computing power to help you take-off graciously. With a myriad of manufactured extras so skilfully placed around the dashboard and centre console all desirably generating confidence instead of rivalry, sensation instead of sensationalising. The two-tone interior, a nice combination of oyster and black, creates a calm and pleasant driving atmosphere. Basically, the whole interior is covered in leather not plastic, regardless of whether we are talking about the dashboard or the seats. Decorative Fine-Line Brushed Aluminium interior trim Finishes has been used on both the *dashboard* and the *centre console*, making us believe that we're actually lounging in a yacht, rather than a car. These are the attributes that make BMW's 740d, the true luxury performance saloon of the 21st 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. A car conceived and built for the special in YOU!. 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 the Ultimate Driving Machine of our modern era.

MAKE:	BMW
MODEL:	740d [F-01] M SPORT Bi-Turbo 8-Sp Tiptronic Auto, 4 Dr Saloon.
Registration NUMBER:	SP59 EUO
Date of First Registration:	29 th September 2009
COLOUR [Body / Interior]:	SOPHISTO Grey Xirallic[A90M]/Exclusive Oyster White Dakota [LCCX]
Number of Cylinders & TYPE:	6_In Line 24 Valve, DOHC Twin Sequential Turbo Diesel
Cylinder CAPACITY:	2993 cc
Horse POWER / Torque:	306 BHP [230Kw] / 443 Lbf-Ft [600Nm]
Chassis NUMBER:	WBAKM82000CN19022
Engine NUMBER:	20307228
Fuel TYPE:	DIESEL Fuel OIL [SHELL v-Power Diesel ONLY]
Oil TYPE:	CASTROL Edge TurboDiesel [ACEA A3/B3/B4,C3; SAE 0W-30; API SM/CF; BMW Longlife-04]

BMW F01 740d 4 Door Saloon REVIEW

Oil-burning, twin-turbo 7-series offers a compelling blend of virtues

The latest addition to BMW's 7-series luxu-barge range, the new 740d is Munich's biggest performance diesel.

Although it sounds like it should be a V8, this is actually the first BMW to run the twin-turbocharged version of Munich's latest all-aluminium, 2993cc diesel six.

This car isn't powered by the same 282bhp iron-blocked engine that you'll find in a 535d, then, but a lighter and even more efficient unit with BMW's third-generation common-rail direct injection technology and much of its Efficient Dynamics trickery too. It produces 301bhp and 443lb ft of torque.

What's it like?

This latest diesel Seven is good for 0-62mph in 6.3sec and 155mph flat out. It'll also return fuel economy on the right side of 40mpg, and emits just 181g/km of CO₂. BMW claims that all of those figures are class-leading, and we can't fault them. So is it as impressive off the spec sheet?

We sampled the new 740d on challenging roads in the Scottish highlands and, although those roads were narrow and more undulating than many on BMW's development routes, the big BMW put in a very good performance indeed.

Its advantage over a 730d in terms of outright shove isn't huge; we drove back to back with the less powerful diesel, and weren't overwhelmed by the step up in performance. Where the 740d does score over its cheaper sibling, though, is in its sharper throttle response, greater torque at low revs and greater power high up the rev range. It's much quicker to react when you flex your right foot than a 730d, and piles on pace through the gears in effortlessly brisk fashion.

The performance and economy improvements have been made on this engine in several ways. Diesel is now injected at 2000psi for more efficient combustion, and Munich's Efficient Dynamics tech means the alternator, and other power-draining ancillaries, can disengage under acceleration, allowing more of the engine's power to be fed to its wheels.

But the most significant change relative to the old twin-turbo diesel six comes on the smaller of the engine's two turbochargers, which has variable vanes to improve response at low revs. As a result, peak torque comes in at just 1500rpm; you get 30lb ft less twist in a 535d, and not until 2000rpm.

We drove the 740d in M Sport specification, with optional 20-inch alloy wheels, and yet it rode extremely quietly, and surprisingly comfortably with its adaptive dampers, active anti-roll bars and myriad other tailored driving systems set to Comfort.

Wheels aside, the M Sport upgrade makes no difference to the car's chassis, but neither extra grip nor added composure is required when you flick over to Sport mode. The steering quickens and loads up slightly, and the dampers tie the car down onto the road very well.

What you end up with is a car that can be driven across country just as quickly as a proper sports saloon – albeit with greater precision than involvement – but with a great deal more comfort, and going a great deal further between pumps than a true sports saloon would.

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Should I buy one?

BMW's diesel engines are the envy of the car industry. It amazed us with the oil-burning motors in the 1996 E36 325tds, the 1998 E39 530d and most recently with the twin-turbocharged units in the 535d and 123d.

It's got another headline-maker with heater plugs here - a truly remarkable powerplant in a very commendable car indeed.

Jaguar's new XJ may be hogging the limelight right now, but it'll have its work cut out winning an Autocar group test with a 740d involved. Because, although this car is expensive, it's also fast, refined, economical, spacious and quietly brilliant to drive.

Unbeatable

Verdict

There's no better 7-Series than the 740d. Its breadth of performance is staggering, as is its ability to return 40mpg-plus. Why anyone would buy a petrol version is beyond us!

Factor in a chassis that benefits from BMW's excellent Dynamic Drive Control system, and you have a big saloon that is sporty yet comfortable – all at the flick of a switch.

The luxury car world has been turned upside down by Jaguar's stunning new XJ. So what are the big cat's rivals doing to compete with this latest flagship head-turner?

Well, even though the new 7-Series has only just been launched, BMW will offer a hybrid version next year. For now, there's the 740d – the most powerful diesel 7-Series ever.

Under the bonnet is an even more muscular version of the 3.0-litre six-cylinder twin-turbo oil-burner that powers the 730d, which will make its way into the new 5-Series, too. It produces 61bhp more, at 306bhp, and delivers a massive 600Nm of torque – a 60Nm advantage.

Hooked up to a slick-shifting six-speed auto, the unit propels the newcomer from 0-62mph in 6.3 seconds – a second faster than the 730d – and 155mph. Drivers won't be penalised at the pumps, though. In fact, as the 740d returns 40.9mpg and emits 181g/km of CO₂, it's even more efficient than the current 730d – although a revised version of the latter is due in September.

How does the model perform on the road? Well, it's absolutely storming. The enormous torque output means response is instantaneous and supercar-fast between 50mph-75mph.

It's easy to find yourself travelling at very high speeds, partly because there's so little wind or engine noise, while the blend of comfort and a range of around 600 miles makes this a supreme long-distance car.

The way the 740d tackles corners is just as impressive. As with all 7-Series, it has Dynamic Drive Control. This gives the option of Comfort, Normal, Sport and Sport + modes, which alter the responsiveness of the steering, suspension and traction control. It means you can make the car boulevard-smooth one minute, sports-car-firm the next.

As you'd expect, all this comes at a price. The 740d will cost over £58,000 – around £5,000 more than the 730d.

The latter is fast enough for most, but if you have the funds, the new car is a wonderful all-rounder.

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Key specs

- *Price: £58,000 (est.)
- * Engine: 3.0-litre 6cyl turbodiesel, 306bhp
- * Torque: 600Nm
- * Transmission: Six-speed automatic, rear-wheel drive
- * 0-62/top spd: 6.3 secs/155mph
- * Econ/CO₂: 40.9mpg/181g/km
- * Equipment: Dynamic Drive Control, iDrive with 10.2-inch screen, stereo system with 8Gb hard drive, 19-inch

This is BMW's third-generation twin-turbo unit, and it is, in a word, brilliant. The 3.0-litre follows the same little-and-large turbo layout as before – the smaller and more responsive blower kicking in low down the rev range, with the bigger unit taking over in the mid-range to red line for a seamless flow of torque.

As well as the all-alloy engine's fuel injection layout featuring a higher 2000 bar pressure rate, the smaller turbo now features variable vane technology for prompter low-rev response. Which explains why peak torque of 443lb ft kicks in at a very low 1500rpm. Other highlights include BMW's vaunted Efficient Dynamics to recoup lost energy during braking – it also disengages the alternator, climate controls and other energy sappers when they're not needed or during hard acceleration.

Get out of the already brisk 730d and into the 740d and while the more powerful car doesn't feel corblimey quicker than the 730d, it does feel far more responsive and alert. Twitch your right foot and there's instant acceleration in any gear and at any revs. It's a stupendously quick and effortless car, lunging forward on a hugely addictive surge of acceleration that has the speedo on fast forward and the rev-counter on slow-mo.

Pointed down a winding road with the Dynamic Drive set to Sport, the 740d feels like a much smaller and lighter car – along the ribboning roads around Inverness, the 740d felt lithe and agile, far more so than its size and weight would have you believe.

Dynamically, it's mighty impressive. And it annihilates roads with an almost haughty insouciance. The engine emits a barely audible background rumble at low to medium speeds and a lovely crisp redline growl. The chassis feels taut and unflappable, the steering clear and direct. Lovely.

Ah yes. A £6500 premium – the price of a decent scrappage-ready supermini – might seem a bit steep for the single digit step from 730d to 740d, but given the extra dimension of athleticism and responsiveness it adds to an already exceptional package, BMW expect 15% of 7-series buyers to tick the 740d box. And bear in mind, opting for the bi-turbo engine means little in the way of economy or emissions penalty – it returns barely believable 40.9mpg and 181g/km economy and CO₂ figures.

The Bavarian carmaker BMW unveiled back in 1977 its flagship model, the so-called 7 Series, a brand new lineup that was only offered in the form of a sedan. Often called by BMW a "premium car" but clearly aimed at the luxury market, the 7 Series is now, 33 years later, at its fifth generation, and still serves as the most luxurious and top-of-the-range Bimmer.

The latest 7 Series contraption entered production in September 2008 and BMW used its creative marketing skills to catch everyone's attention. As most people were expecting a fancy and grand unveiling, the German marque decided to do things in a different and unique way.

The revised 7 Series travelled to Russia, and more specifically to Kremlin, where BMW wanted to take the wraps off the new model right in the middle of Red Square. After a two-day sleep under around 180,000 silver balls inserted into a giant hourglass, the new 7 Series finally showed its face in front of

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hundreds of people on July 8, 2008. The first impression? The revised model was worth every cent from BMW's marketing budget.

Internally known as F01, the luxury car lineup received the 740d engine configuration in September 2009 and was described the same way BMW does for all of its products: perfect. The new powerplant was said to return extraordinary fuel consumption figures for the power it provided and BMW's official figures were quick to confirm this: 26.1 mpg (9 l/100km) city, 41.2 mpg (5.7 l/100km) highway, maximum power of 306 hp.

Still addressed to wealthy people, the 7 Series seems to be the kind of car that only Angela Merkel (no pun intended madam, we know you're owning the 7 Series) or Silvio Berlusconi would buy and hand it to a chauffeur. Depending on the market it is available in, the revised lineup's pricing begins at around 70,000 euros without taxes and goes up to 120,000 euros for the top-of-the-range configuration.

We received the BMW 7 Series 740d for a couple of days, so continue reading to find out what we learned about the car.

In terms of exterior styling, the new 7 Series borrows several things from the CS concept. The first part that catches the eye is the large, massive, BMW-signature kidney grille, with the front end clearly reminiscent of the concept.

The overall design is often described ugly, boring or simply BMW-ish. The headlamps for example obviously come fitted with BMW's "angel eyes" but they also benefit from the BMW Dynamic Xenon technology which we'll detail in our review's Gadget section.

The car we tested had optional 19-inch radial-spoke lightweight alloy wheels which cost almost as much as a Tata Nano (3,000+ Euros) but perfectly fit the overall design of the car. Viewed from the side, the car seems to be huge, but the aggressive body lines are accompanied by small "tricks" that play a key role in the final design. For example, the door handles are integrated into the shoulder line (that continues from the bonnet to the trunk) which, thanks to the integrated light, creates a nice surrounding effect especially at night.

At the rear, there are the same aggressive lines as at the front, with two large taillights (which look simply gorgeous at night) and a chrome stripe above the number plate. For enhanced sportiness, BMW installed two exhaust tips; the exhaust pipe is hidden underneath the rear bumper.

All in all, the new 7 Series is indeed a striking appearance on the road and its dimensions perfectly match the luxury sedan concept it is complying with. The car measures 199.7 in (5072 mm) x 74.9 in (1902 mm) x 58.2 in (1478 mm) (LxWxH) and has a wheelbase of 120.8 in (3068 mm).

Although it could be considered a wealthy man's car, it's a delight to drive or just ride as a passenger inside the F01. Mostly because the car comes packed with tons of features, most of them aimed at making the interior as comfortable as your living-room.

The two-tone interior, a nice combination of beige and black, creates a calm and pleasant driving atmosphere. Basically, the whole interior is covered in leather, regardless if we're talking about the dashboard or the seats. There's not even a single inch of plastic, as BMW struggled to keep the quality level of all materials used inside the car at the superior limit. Decorative Finition natural wood was used on both the dashboard and the center console, making us believe that we're actually controlling a yacht, rather than a car.

In just a few words, everything seems to be in the right place. The driver's door holds the power windows controls along with all the electrical adjustments for both the driver's and the front

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passenger's seats. The steering wheel comes fitted with cruise control, audio and Bluetooth controls while the center console houses the so-called programmable "favorite" buttons that let you configure a few shortcuts for certain functions of the car.

Then there's the iDrive controller knob mounted on the center console just near the gear stick. Just like on the other Bimmers, the rotating knob allows the driver to browse among the integrated systems such as air conditioning, audio and navigation settings.

At first glance, the 7 Series seems to be extremely spacious, with the four individual seats specially designed for maximum comfort. And although we admit that driving such a model is quite enjoyable, we were surprised to see how fun actually is to travel as a rear passenger. The rear seats are fitted with a massage function that comprises twelve so-called massage bubbles and six rotation bubbles that relax the passenger's thorax, shoulder and lumbar spine.

Our very own test with the 2-meter "dummy" indicated that sitting on the rear seats is a delight, but driving the new 7 Series might cause some problems if nature has gifted you with such a great height.

Taking into account its dimensions 199.7 in (5072 mm) x 74.9 in (1902 mm) x 58.2 in (1478 mm) (LxWxH), the 7 Series is far from being a city-oriented model. But we, just like any other 21st century-drivers, had to get through the crowded city traffic to reach our destination. And we did manage to do it, but don't imagine that driving such a monster in heavy traffic is easy.

Basically, all you have to do in a traffic jam situation is to wait. It's difficult to squeeze through other cars and it's almost impossible to estimate the distance between your car and the vehicle in front. But even so, it's fun to be inside this Bimmer in almost any scenario, especially because it has almost all the necessary equipment to entertain you, regardless if we're talking about LCD screens, massage function or the advanced audio system.

Parking sensors and rear-view cameras are mandatory on such a large vehicle and because we're talking about a 120,000 euro model, BMW equipped our 7 Series with such goodies. However, note that the rear-view camera only comes as an option and, depending on the market, it is priced at around 350 euros.

Fuel consumption on the other hand is shocking, in a good way of course. According to BMW's very own figures, the 7 Series 740d should burn around 9 liters of fuel every 100 km (26.1 mpg) in city conditions which, taking into account that the engine develops 306 horsepower, is impressive to say the least. Our car however, in the very heavy traffic conditions we must face every day, indicated a fuel consumption rating of 11.2 l/100km (21 mpg) after a 15-km trip.

Leaving all these figures aside, BMW 7 Series doesn't seem too appropriate for city driving. It does have a 520-liter trunk, enough for you to carry all your Christmas shopping bags, but seriously, you won't buy such a car to just go to the office or do your regular weekly shopping sessions...

If you're lucky enough to get behind the wheel of a 7 Series but you don't have the chance to leave the city and put the 3-liter engine up to test, it's just a waste of time. Leaving on a journey with such a car is in no way boring and all the integrated technologies are making the whole trip a nice and pleasant activity.

First of all, there's the engine. The 3.0-liter powerplant, mated to BMW's Steptronic eight-speed transmission, develops 306 horsepower and a maximum torque of 600 Nm between 1500 and 2500 rpm. This basically means that you'll have the necessary power whenever you need it, regardless if you're the kind of sporty or calm driver. And speaking of these types of drivers, the F01 can be easily adjusted to better suit your needs using the four available modes, Normal, Comfort, Sport and Sport+.

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In just a few words, each of these four levels come with a different setup for several parts, including the response of the Dynamic Stability Control function (perfectly noticeable in Sport+) plus the steering assistance and the automatic transmission settings. In most cases, the Normal mode is just what you need, a perfectly balanced vehicle that comes packed with enough power, superior comfort and optimized fuel consumption.

But even so, driving in a non-urban environment seems a bit more appropriate for the Comfort configuration. In this mode, the yacht feeling brought to you by the inside wood parts comes back, this time because of the car's settings. The car is indeed a bit more comfortable and we only noticed just a few changes to the vehicle's behavior while cruising on the highway.

Last but not least, there's the Sport+ level that releases the 306 horsepower hidden underneath the hood. Switching to Sport+ partially turns off the electronic stability control which practically means that we finally got a chance to test our Need for Speed skills. The driver's heavy right foot, a slight curve, light rain conditions and the Sport+ mode activated made drifting a piece of cake and it only took a second until we chased the rear side of the car just like a dog chases its tail.

Leaving our adventures aside, the new Bimmer was once again impressive when it came to fuel consumption. In highway conditions, at 130 km/h (80.7 mph) with cruise control turned on, the on-board computer indicated 7.1 l/100km (33.1 mpg), slightly different from BMW's estimated 5.7 l/100km (41.2 mpg).

From our point of view, the F01 should be a synonym for comfort. Basically, it's difficult, if not impossible, to find a comfort feature that's not available on the new 7 Series as comfort is a *pièce de résistance* for the new lineup. It all starts with the windshield and ends with the rear seats with massage function. But first things first.

Our car was fitted with climate comfort lamination windshield and glass which basically means that the windshield will protect the cabin from excessive sunlight and thus allow other systems, such as the air conditioning, to work more efficiently. However, such a feature comes only as an option, with a price of around 250 Euros.

All four seats can be adjusted for the optimal position, with a total number of 8 controls available for each of them. Additionally, BMW installed cooling and heating systems for every seat, but these features are actually options priced as follows: heated and vented rear seats, available separately for 400 and 1,000 Euros, Comfort front seats - 1,800 Euros and Comfort rear seats - 2,600 Euros.

And that's not all. The car comes fitted with automatic air conditioning with four-zones, which means that every single passenger of the car can set up his very own settings for the climate system. The rear occupants however can enjoy an even more friendly and comfortable ride thanks to the massage function that's exclusively available for the rear seats and offered as a 500 Euros option.

Last but not least, we must mention the "Comfort" mode that adjusts the car's settings for the most comfortable ride the car can provide, plus the 19-inch radial-spoke lightweight alloy wheels that come as an option and cost - hold your breath! - 3,100 Euros.

From the technical point of view, the 7 Series is impressive just by looking on the spec list. The 3.0-liter engine is a real state-of-the-art piece of technology, especially if we're taking into account the amount of power it provides with so little fuel. According to BMW's figures, the Common Rail technology helps develop 306 horsepower at 4,400 rpm and 600 Nm of torque between 1,500 and 2,500 rpm, while keeping fuel consumption at a very low level: 26.1 mpg (9 l/100km) city and 41.2 mpg (5.7 l/100km) highway.

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Just like on the 5 Series GT, the tested model was fitted with Integral Active Steering which is very useful especially for such a sporty and agile large sedan. In short terms, the system automatically steers the rear wheels in the opposite direction of the front wheels to increase stability and comfort. The use of such a technology has two benefits, depending on the car's speed: at low speeds, it reduces the turning cycle while at higher speeds it increases handling and stability. This was also one of the options added to our vehicle, with pricing going around 1,600 Euros.

The suspension system with all its four modes is also a major feature of the car, as it allows the driver to customize the settings depending on the driver's needs. The Comfort, Normal, Sport and Sport+ levels adjust the setup and provide a greater amount of power and/or increase the comfort rating.

BMW's Steptronic transmission unit has 8 forward speeds which, regardless the selected mode, makes gear shifting almost unnoticeable. Furthermore, the gearbox comes with a manual shift function, so drivers who are looking to bring their very own touch to the car's final performance figures can easily pull the gear stick to the left and then shift manually.

Since it packs so many comfort features, it would be naturally to expect at least the same amount of systems in the gadget section. And as far as we're concerned, we were pleased to see that the new 7 Series is packed with almost every single entertainment feature you would ever desire in such an expensive model.

This is indeed a good thing but the sad thing is that most of these features are actually placed on the options lists, thus increasing the car's final price. The Professional HiFi system for instance is priced at 750 Euros while the navigation system, together with the necessary maps, costs no less than 2,000 Euros.

The rear-seat infotainment system is very expensive as well, 2,500 Euros, but is worth every single Eurocent. Mostly because it not only allowed us to browse among the rear seats' configuration options but also to play virtually all types of multimedia files, including videos and DVDs. The interesting fact is that every rear passenger can select a separate radio station or play a different song than the one selected by the driver and listen to them using a standard headset.

One of the uncanny and we-can't-understand-it-maybe-you-can feature is the USB connectivity. The car comes with two USB ports, each of them with separate functions (don't ask us why): the one in the armrest that allowed us to play music and the one in the glovebox, which is only useful if you intend to copy the media files on the hard-disk.

Besides the massage function we mentioned before, the F01 also includes BMW's very own Night Vision system that monitors the road ahead and displays visual warnings every time a pedestrian, who by the way looks like some kind of zombie on the in-car LCD screen, might step in front of the car. Once again, this is just an option and costs around 1,900 Euros.

There are several "regular" features, such as the rear-view camera and Bluetooth support, with the latter priced at 650 Euros, but the car also benefits from adaptive headlights and the Soft-Close system that automatically closes the door when it is approximately 6 mm of the lock.

The only thing we missed here was the head-up display, which was however available as an option. As far as safety goes, BMW 7 Series is a very advanced vehicle. We won't present you with safety results simply because it hasn't been tested by any well-known safety institute.

We can assure though that the guys over at BMW did all that was possible to make the F01 the safest it could get. Airbags all around, passive and active systems plus a bundle of electronic functions are all there to make sure that passengers won't be hurt at all.

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Safety features include driver and front passenger airbags, front and rear curtain airbags with side protection, front and rear thorax protection plus ABS, DSC and DTC. Furthermore, the car benefits from a brand new bodyshell specifically created to absorb impact energy and avoid the cabin, thus protecting the occupants. There are also the crash-activated headrests that protect both the neck and the head of all passengers.

One of the special features on the F01 is the ConnectedDrive emergency call system which automatically alerts the emergency services and transmits your coordinates.

Last but not least, the adaptive headlights come with a special function that automatically adjusts the light beam at higher speeds to illuminate a greater part of the center of the road, rather than the outer edges.

CONCLUSIONS

After a couple of days spent behind the wheel of a 7 Series, we realized that the new 7 Series is indeed worth every single cent. The car appears to be the perfect combination of excellent power, superior comfort and the lowest possible fuel consumption. The guys over at the Bavarian automaker managed to do an amazing thing with the engine, which develops no less than 306 horsepower but can achieve even 9 l/100km in urban conditions, obviously in a perfect world. From this point of view, the engine, together with the transmission setup, is surely one of the main advantages as compared to its rivals. Comfort on the other hand is practically at the highest possible level, as BMW equipped the car with almost every feature an eccentric wealthy business would desire. From four-zone automatic climate control to seats with massage functions, the 7 Series could be easily considered a living room on wheels. The only thing that doesn't impress, if we really want to find such a thing on the new 7 Series, is probably the exterior design, albeit most people consider the F01 looks just like a sedan should look like. Probably the most significant downside of the car is its price, as the final amount of money you have to pay to buy one of these goes around 120,000 Euros. Unfortunately, it's fairly difficult to cut some features and lower the price as such an exclusive model without its premium goodies, such as the massage function or the navigation system, would simply not make sense at all.

MAKE:	BMW
MODEL:	740d [F-01] M SPORT Bi-Turbo 8-Sp Tiptronic Auto, 4 Dr Saloon.
Registration NUMBER:	SP59 EUO
Date of First Registration:	29th September 2009
COLOUR [Body / Interior]:	SOPHISTO Grey Xirallic[A90M]/Exclusive Oyster White Dakota [LCCX]
Number of Cylinders & TYPE:	6_In Line 24 Valve, DOHC Twin Sequential Turbo Diesel
Cylinder CAPACITY:	2993 cc
Horse POWER / Torque:	306 BHP [230Kw] / 443 Lbf-Ft [600Nm]
Chassis NUMBER:	WBAKM82000CN19022
Engine NUMBER:	20307228
Fuel TYPE:	DIESEL Fuel OIL [SHELL v-Power Diesel ONLY]
Oil TYPE:	CASTROL Edge TurboDiesel [ACEA A3/B3/B4,C3; SAE 0W-30; API SM/CF; BMW Longlife-04]

Service History: [Car has a FULL BMW service history](#)