

The **BMW X5** is a [mid-size luxury crossover SUV](#) produced by [BMW](#).<sup>[1]</sup> The X5 made its debut in 1999 as the [E53](#) model. It was BMW's first SUV. At launch, it featured [all-wheel drive](#) and was available with either a manual or automatic gearbox. The second generation was launched in 2006, and was known internally as the [E70](#). The E70 featured the torque-split capable [xDrive](#) all-wheel drive system mated to an automatic gearbox. In 2009, the X5 M [performance variant](#) was released as a 2010 model.<sup>[2]</sup>

BMW marketed the X5 officially as a "[Sports Activity Vehicle](#)" (SAV),<sup>[3]</sup> rather than an SUV, to indicate its on-road handling capability despite its large dimensions.<sup>[4]</sup> The X5 signaled a shift away from the utilisation of [body-on-frame](#) construction, in favour of more modern [monocoque](#) chassis construction. Although the [Mercedes-Benz M-Class](#) was introduced more than a year prior to the X5, the X5 was the first to utilise a monocoque chassis. The M-Class used body-on-frame construction until its second generation.<sup>[5][6]</sup>

The [E53 X5](#) was manufactured between 1999 and 2006. It was developed shortly after BMW Group's acquisition of British off-road vehicle manufacturer [Land Rover](#). BMW vehicles in turn benefitted significantly from Land Rover's technology.<sup>[8]</sup> The first generation X5 shares many components with the [Range Rover \(L322\)](#) model (specifically the hill descent control and off-road engine management systems). The engine and electronic systems were shared with the [BMW E39 5 Series](#).

A series of [petrol inline-6](#) and [V-8](#) engines were offered, along with [diesel](#) engines. [Engine displacement](#) ranged from 3.0 to 4.8 [litres](#).

Production for the 2004 model year facelift began in late 2003.

The X5 is primarily manufactured in North America, at [BMW Group Plant Spartanburg](#). Assembly operations also take place in Russia by [Avtotor](#), along with operations in India, Indonesia, Malaysia, and Thailand. The X5 is also modified for [armoured](#) security versions, at the [BMW de México Toluca](#) plant.<sup>[7]</sup>

The automaker's SAV series, which was started by the X5, has expanded with derivations of other number-series BMWs. This began in 2003 with the [X3](#), and continued in 2008 with the [X6](#) (which shares its platform with the X5).

The [G05 X5](#) is the fourth (and current) generation of the X5. It was unveiled to the public online, on 6 June 2018. It officially debuted in November 2018. It is based on the BMW Group's new Cluster Architecture (CLAR) chassis.

All 2019 model year X5s were equipped with xDrive all-wheel drive. An sDrive (rear-wheel drive) variant was added to the US model lineup for 2020. The 2020 X5 sDrive was powered by BMW's inline-6 petrol B58 engine (the sDrive40i).

Another 2020 model year addition was the xDrive45e PHEV. It also has the firm's B58 engine, mated with an 82 kW (110 hp) electric motor. The result is a combined power output of 290 kW (389 hp) from its larger 24 kWh battery pack.

A [long wheelbase](#) (LWB) version of the BMW X5 was developed for the Chinese market under the model code G18. The wheelbase of the G18 is extended by 13 cm over the standard X5, mirroring the wheelbase of the [X7](#) and [XM](#). The G18 was assembled at BMW Plant Shenyang in [Shenyang](#).