530 kWh battery component

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BMW now states that the combined fuel consumption is 1.5 to 2.0 litres of petrol per 100 kilometres. The combined power consumption should be between 20.3 and 24.3 kWh per 100 kilometres – all WLTP values. With the battery update, BMW is also introducing a further drive version: With immediate effect the 530e xDrive with all-wheel drive will also be available for sale. The standard consumption here is between 1.8 and 2.4 litres.

According to the press release, both variants benefit from “the latest advances in battery cell technology for BMW Group electrified models”. BMW does not name the exact cell technology, but it is likely to be Samsung SDI cells. Last year there were reports that the Korean battery cell manufacturer will deliver 500,000 cells per month with a capacity of 34 Ah to BMW. In PHEV, these cells will replace the previous 26 Ah cells of the previous generation.

With the new cells the gross capacity has increased from 9.2 to 12 kWh, the net capacity is now given by the carmaker as 10.8 kWh. This should be sufficient for an E range between 49 and 57 WLTP kilometres (xDrive: 46-53 kilometres). This should enable most journeys through city centres to be made purely electrically. This is also better, because from 2020, the so-called “eDrive Zones” will be part of BMW’s standard equipment for plug-in hybrids.

With the standard charging cable the process takes up to six hours, while BMW specifies about 3.5 hours charge time with a type 2 cable at a public charging station or the wall box in the garage at home. The charging port is still located under a separate flap near the front wheel on the driver’s side.

Engine performance is not affected by the battery update. The 2.0-litre petrol engine continues to deliver 135 kW, while the electric engine integrated in the eight-speed automatic transmission housing achieves 83 kW. The system output adds up to 185 kW, the maximum system torque is 420 Newton metres. In hybrid mode (called “AUTO eDRIVE” by BMW), a maximum speed of 110 km/h is possible in electric mode, while in “MAX eDRIVE” both variants can travel at speeds of up to 140 km/h. The system’s maximum torque is 420 Nm.

An AVAS is standard on board, which is intended to draw the attention of other road users to the car with a special sound when driving electrically at speeds of less than 30 km/h. The AVAS is also available as an option. Stand air conditioning, which also allows pre-conditioning of the interior via an app, is also part of the standard equipment.

BMW’s 7th-generation 5 Series has received its final model year update in the United States this year. As with the previous model year, the range includes a 2023 BMW 530e plug-in hybrid electric variant. Here are the details we know about the new BMW 5 Series Plug-in Hybrid:

530 kWh battery component

BMW has discontinued the Bluestone metallic and Bernina Grey Amber Effect metallic colors, which used to cost USD 550 extra on the 530e. The company has introduced three new options: Arctic Race Blue metallic, Skyscraper Grey metallic, and Aventurin metallic. The new colors are available on the 530e as well, at an extra cost of USD 650.

Standard equipment on all 2023 BMW 5 Series models in the U.S. are the same as on the previous model. However, there are some changes to the optional packages. In particular, the 2023 BMW 530e doesn’t include Gesture Control in the Premium Package, which is a USD 2,000 option. On the plus side, BMW has reintroduced the Executive Package in the 5 Series Plug-in Hybrid with the MY2023 update.

In the U.S., BMW hasn’t changed the specifications of the 5 Series with the MY2023 update. The 2023 530e comes in RWD and xDrive AWD drivetrain layouts like the previous 530e. With a 2.0L BMW TwinPower Turbo engine and an electric motor, it boasts 288 hp of total power and 310 lb.-ft. of system torque.

A 9.09 kWh lithium-ion battery pack supplies electricity to the motor. The EPA-est. electric range of the 2023 530e is the same as the previous model - 21 miles (RWD)/19 miles (xDrive AWD). The same goes for the combined fuel economy with electricity -- 64 MPGe (RWD)/62 MPGe (xDrive AWD) -- and without electricity -- 26 MPG (RWD)/25 MPG (xDrive AWD).

The 5 Series plug-in hybrid didn’t support DC fast-charging, and that hasn’t changed with the 2023 model year update. A maximum output of 3.7 kW continues to be supported by the electrified 5er. Using alternating current at 3.7 kW, charging from 0 to 100% level takes 11.3 hours.