

Media Information

30 August 2019

The first-ever BMW X3 M Competition and BMW X4 M Competition now available in Singapore.

The sharpest SAV/SAC in the premium mid-size segment.

Singapore. BMW Asia and Performance Munich Autos today announced the availability of the first-ever BMW X3 M Competition and BMW X4 M Competition, cars that set the benchmark for dynamic excellence, agility and precision in their respective classes. BMW M GmbH is expanding its high-performance model line-up to include models in the mid-size Sports Activity Vehicle (SAV) and Sports Activity Coupe (SAC) segments for the first time.

Powertrain: new six-cylinder in-line engine, M Steptronic transmission, M xDrive.

The new additions to the BMW M GmbH line-up herald the arrival of a newly developed six-cylinder in-line engine. The engine stands out with its familiar M high-revving character, the latest M TwinPower Turbo technology update, plus track-tested cooling and oil supply systems. It develops 510 hp in the first-ever BMW X3 M Competition and BMW X4 M Competition.

The standout performance characteristics of the 3.0-litre units are encapsulated by the linear power development that is such an M speciality, plus a hunger for revs quelled only by the engine's limiter. And all to the tune of an arresting soundtrack. Like the maximum output figure, peak torque of 600 Nm also represents a new high point for a six-cylinder in-line petrol engine from BMW. The ongoing development of M TwinPower Turbo technology, coupled with the inclusion of four catalytic converters, also ensures the high-performance engines can claim remarkable efficiency and exceptionally low emissions.

Higher revving, more powerful and more efficient thanks to weight minimisation and the latest M TwinPower Turbo technology.

The new six-cylinder in-line engine has a forged crankshaft, whose exceptional torsional resistance allows it to handle extremely high torque levels. Plus, its low weight and reduced rotating mass feed the engine's high-revving instincts. The closed-deck design of the six-cylinder

engine's crankcase ensures it is incredibly rigid, paving the way for higher combustion pressure and optimised power output. The wire-arc sprayed iron coating for the cylinder walls serves to reduce weight and frictional losses.

In addition, the cylinder head has a core manufactured using 3D printing. This additive manufacturing process enables geometric forms to be created that are beyond the capability of conventional metal casting techniques. 3D printing technology has cut the weight of the new engine's cylinder head core and allowed its coolant ducts to be routed in a way that optimises temperature management.

This latest incarnation of M TwinPower Turbo technology features two mono-scroll turbochargers, which supply compressed air to cylinders 1 – 3 and 4 – 6 respectively. The engine's power output is further enhanced through the use of upgraded compressors and an indirect intercooler supplied by a low-temperature circuit. A flow-optimised air intake system reduces pressure losses, while an electronically controlled wastegate (which can be closed quickly) enhances responsiveness. The wide-opening wastegate also heightens the effectiveness of the catalytic converters positioned close to the engine.

The likewise further developed High Precision Injection technology raises maximum injection pressure from 200 bar to 350 bar, enabling extremely efficient mixture preparation. The fine atomisation of the fuel in the combustion chambers minimises emissions, especially under full acceleration loads and at high speeds. The package of technology is rounded off by VALVETRONIC fully variable valve timing and Double-VANOS variable camshaft timing.

The six-cylinder in-line engine serves up its peak torque between 2,600 and 5,950 rpm in the first-ever BMW X3 M Competition and BMW X4 M Competition. It generates maximum output at 6,250 rpm and sustains its potent power delivery until the 7,200 rpm "red line". The first-ever BMW X3 M Competition and BMW X4 M Competition accelerate from 0 to 100 km/h in a mere 4.1 seconds. The top speed of both models is an electronically governed 250 km/h.

Cooling systems and oil supply developed with knowledge from motor sport.

The new six-cylinder in-line engine's track-tested cooling system has been designed to work with the engine's extraordinary performance and comprises of one central radiator and two positioned either side of it. It also includes an additional engine oil cooler and a separate transmission oil

cooler. This sophisticated system ensures that optimum operating temperatures are maintained for all powertrain components at all times, both in everyday use on short urban journeys and during track use.

The motor sport expertise amassed by BMW M GmbH has also made its presence felt in the conception of the oil supply system, which is designed to meet the challenges of dynamic track driving. The engine's weight-minimised oil sump has two separate chambers and an integrated suction channel. An additional suction stage allows the map-controlled oil pump to draw lubricant from the smaller chamber, which steps in when extra capacity is needed. This ensures a reliable supply of oil at all times, even under extreme lateral and longitudinal acceleration.

Dual-branch exhaust system with electrically controlled flaps and four tailpipes.

An exhaust system perfectly tailored to the new six-cylinder in-line engine delivers reduced backpressure, a stirring soundtrack and minimised emissions. The dual-branch pipework leads into a bespoke silencer and releases the exhaust gas – in customary M fashion – through two pairs of tailpipes. Each tailpipe has a diameter of 100 millimetres; one pair is positioned on the right-hand of the rear apron and the other on the left.

Electrically controlled flaps help to produce the emotionally rich engine note for which BMW M cars are renowned and which provides an acoustic showcase for the engine's brawn and linear power delivery. The nature of the soundtrack takes its cues from the engine mode engaged; in addition to the standard setting, SPORT and SPORT+ modes can be selected at the touch of a button. Pressing another button on the centre console, meanwhile, gives the engine a particularly hushed tone. Standard specification includes the M Sport exhaust system, which lends the engine a pleasingly sonorous timbre, especially when it is being pushed hard and at high revs. Its continuously variable exhaust flaps create a particularly broad vocal range.

Eight-speed M Steptronic transmission with Drivelogic and three shift modes.

The new high-performance engine links up with the latest upgrade of the eight-speed M Steptronic transmission with Drivelogic. As well as fully automated gear changes, it also enables manual shifts with sequential gear selection. Fitted as standard along with the newly designed selector lever are gearshift paddles on the steering wheel. Manual mode allows the driver to shift down several times to the lowest gear possible, so as to utilise the engine braking effect.

M Steptronic does not force upshifts under acceleration – even when the engine's revs hit the

limiter. And it is designed to deliver instantaneous response and lightning-fast gear changes. The torque converter lock-up clutch is fully engaged from the moment the car pulls away.

The driver can use the selector lever's Drivelogic switch to adjust the transmission's shift characteristics in both automatic and manual modes. Drivelogic mode 1 aids efficient driving with smooth gear changes, switching to mode 2 increases the sporting factor with shorter shift times. And the third mode makes gear changes even sharper. Here, the transmission holds the engine in its upper rev echelons, helping the driver to push the dynamic envelope and maximise the powertrain's performance on the track.

M xDrive all-wheel drive: maximum traction, rear-wheel-biased set-up.

The new M xDrive all-wheel-drive system also plays its part in giving the first-ever BMW X3 M Competition and BMW X4 M Competition their sublime performance attributes. Handed its debut in the new BMW M5, the system blends the traction-related benefits of sending power to all four wheels with the proven dynamic qualities of classical rear-wheel drive. The electronically controlled M xDrive, which works in tandem with the DSC (Dynamic Stability Control) system, only shifts drive to the front axle when the rear wheels reach the limits of their power-transferring ability. This setting maximises the agility of the high-performance SAV and SAC as its top priority. As well as modifying the responses of the DSC system, drivers can also adjust the distribution of power between the front and rear wheels at the touch of a button. M Dynamic Mode – which can be activated as an alternative to the standard DSC setting – gives the driver access to the M xDrive 4WD Sport option. This shifts even more power to the rear wheels, enabling controlled drifts and particularly playful handling. DSC Off mode (with DSC deactivated), meanwhile, has been optimised for ultra-dynamic driving situations and can be combined with the standard all-wheel-drive setting 4WD or with 4WD Sport mode. Mode selection here is via the iDrive menu.

The centrally controlled interaction between M xDrive and the Active M Differential is largely responsible for channelling the engine's immense output through the car's wheels without any loss of power en route. Torque is distributed between the front and rear wheels with creamy smoothness and fully variably by means of the transfer case's electronically controlled multi-plate clutch, before the Active M Differential splits it again between the two rear wheels, as the situation demands. This ensures enhanced traction, agility and directional stability, especially when the car is being driven in a very sporty manner or on roads with differing levels of grip – i.e. exactly when it

is needed. All of which means stabilising interventions by the DSC system are only necessary in extreme situations.

Chassis: segment-leading driving dynamics.

The combination of agility, dynamism and precision for which BMW M cars are renowned is underpinned by sophisticated, model-specific chassis technology tuned astutely to match the engine's high power and the capabilities of the M xDrive all-wheel-drive system. This endows both the first-ever BMW X3 M Competition and BMW X4 M Competition with a degree of dynamic prowess that eclipses their rivals. Their outstanding levels of performance in terms of straight-line and lateral acceleration, handling and stopping power are complemented by excellent directional stability, neutral steering behaviour and comfort-enhancing characteristics that lend themselves to both everyday driving and long journeys. The finely orchestrated blend of the engine's power, the means by which that power is transferred to the road, the chassis' set-up and the body's attributes has been honed in exhaustive testing at venues including the BMW Group's test track in Miramas, southern France and the Nürburgring's Nordschleife circuit.

Far-reaching measures for strengthening the body and chassis mountings have a particularly beneficial effect on steering precision and response. The first-ever BMW X3 M Competition and BMW X4 M Competition come with an M-specific bracing package at the front end, whose key element is a high-precision strut brace in the engine compartment that links the spring strut towers. In addition, an A-strut has been incorporated into the front section near the bulkhead, with two further struts increasing stiffness between the spring strut towers and the nose of the car. The body's torsional stiffness is further enhanced by a large strut in the rear section and model-specific rear axle thrust arms.

SAVs and SACs with unmistakable M driving qualities.

An array of M-specific details and the precision tuning of the chassis construction have helped to imbue the Sports Activity Vehicle and Sports Activity Coupe with a performance-focused character. Both the double-joint spring strut front axle and five-link rear axle feature bespoke kinematic and elastokinematic properties that help to deliver precise wheel location and directional stability. A wide spectrum of adjustability between dynamism and ride comfort and the linear build-up of lateral forces are two of the foremost characteristics in a dynamic repertoire lifted straight from the M rulebook. The latter quality results in precisely controllable handling throughout the full range of lateral acceleration when cornering at speed. To give the first-ever

BMW X3 M Competition and BMW X4 M Competition their M-specific kinematics, the front axle is fitted with custom-made swivel bearings, torque arms and wishbones. Specially designed elastomer bearings are used to channel the forces conveyed by the control arms into the axle subframe and the vehicle body, while the increased front wheel camber optimises handling stability and lateral control through corners.

The rear axle likewise boasts model-specific components and customised elastokinematics that add to the classical M driving experience. The exceptionally stiff design of the camber arm, combined with the M-specific rubber mounts for all control arms and the rear axle subframe, heralds even greater precision and agility. Finally, the first-ever BMW X3 M Competition and BMW X4 M Competition come with model-specific anti-roll bars, whose increased rigidity translates into more direct response, resulting in a noticeable reduction in body roll and more precise handling.

M-specific suspension with electronically controlled dampers.

The first-ever BMW X3 M Competition and BMW X4 M Competition are equipped as standard with M-specific adaptive suspension, whose electronically controlled dampers ensure both excellent everyday comfort and extremely direct contact with the road – with little wheel and body movement. The damping forces for each individual wheel are continuously adjusted – with the help of internal electromagnetic valves – to perfectly suit the driving situation at hand.

The basic damper set-up can be varied at the touch of a button with a choice of three modes, each with their own settings. COMFORT mode smooths out bumps in the road at the same time as providing high levels of handling stability, while damping becomes significantly firmer in SPORT mode. Activating SPORT+ mode reveals an even tauter set-up. SPORT+ is designed to put maximum longitudinal and lateral acceleration at the driver's disposal during hard driving on perfectly even surfaces, such as a race track.

Precision, feel and effortlessness: M Servotronic steering with a variable ratio.

The electromechanical M Servotronic steering on the first-ever BMW X3 M Competition and BMW X4 M Competition has a specially designed motor unit positioned parallel to the axle and is another ingredient in the hallmark M driving experience. The M Servotronic system combines speed-sensitive power assistance and a variable ratio, enabling it to deliver exactly the right amount of steering torque for every situation. The result is wonderfully accurate turn-in, sensitive

communication of the steering wheel's movements when powering through bends, and effortless manoeuvring and parking at low speeds.

Its variable ratio, which adjusts to changes in the steering angle, is as adept at keeping the car effortlessly in a straight line as at providing instantaneous turn-in and directional accuracy through bends. As a result, the car feels particularly obliging on twisty roads. Steering response can also be varied by pushing a button to select one of three settings. The steering is at its lightest in COMFORT mode, yet still provides the driver with plenty of feedback. It is even more communicative in SPORT mode, while also requiring notably more force to turn the wheel. Configured for an extremely sporty steering feel, SPORT+ mode further increases the steering effort needed and maximises feedback from the road.

DSC with M Dynamic Mode.

The DSC (Dynamic Stability Control) system takes just a fraction of a second to respond to changing situations and varying road surface conditions. As well as making corrective brake inputs at individual wheels and adjusting drive torque to stabilise the car, its range of functions includes the Anti-lock Braking System (ABS), Cornering Brake Control (CBC), Dynamic Brake Control (DBC), Brake Assist, the Brake Drying function and the Start-Off Assistant. When set to M Dynamic Mode at a touch of the relevant button, the system allows extra wheel slip, thereby producing the steering behaviour for which M models are renowned and helping the driver to execute controlled drifts, for example, during track sessions. DSC Off mode can also be engaged at the push of a button. The M xDrive system also remains active when DSC is switched off to ensure the optimum distribution of drive torque between the front and rear wheels is maintained.

M compound brakes and M light-alloy wheels with mixed-size tyres.

The performance capabilities of the first-ever BMW X3 M Competition and BMW X4 M Competition are rounded off by the highly effective M compound brakes fitted as standard. Featuring four-piston fixed callipers at the front wheels and single-piston floating callipers at the rear, they provide superb stopping power. The callipers are painted Blue and bear the M logo. The drilled, inner-vented brake discs measure 395 millimetres in diameter at the front and 370 millimetres at the rear. The compound design (derived from racing cars) combines the cast-iron brake discs with aluminium chambers, giving the brakes excellent feel, a low weight and increased thermal stability.

The overall package, orchestrated to deliver supreme performance, also comprises of model-specific M light-alloy wheels in V-spoke design and mixed-size high-performance tyres (non-runflat) to match. These provide remarkably effective transmission of lateral control forces during dynamic cornering, aided further by the rear-biased configuration of the M xDrive system. The first-ever BMW X3 M Competition and BMW X4 M Competition models ride as standard on 21-inch wheels with a polished Jet Black finish. Tyres are 255/40 ZR21 items at the front and 265/40 ZR21 at the rear.

Design: characteristic M styling for the exterior and interior.

The model-specific design features of the first-ever BMW X3 M Competition and BMW X4 M Competition models are geared squarely to the functional requirements of a high-performance car. The exterior's highly distinctive appearance makes no secret of the performance-focused character coursing through the SAV and SAC models from BMW M GmbH. The large intakes at the front end ensure an effective supply of cooling air for the engine, transmission and brakes. Meanwhile, the signature M design elements at the front, sides and rear serve to optimise aerodynamics and have been carefully matched to the power unit's performance characteristics and the chassis' tuning. The hugely potent engine of the first-ever BMW X3 M Competition and BMW X4 M Competition models, their chassis – underpinned by expertise in the development of racing cars – and perfectly balanced aerodynamics combine to create the type of thrilling all-round performance package for which BMW M cars are renowned.

An ergonomically efficient cockpit design, sports seats and a wealth of model-specific design details give the cabin of the first-ever BMW X3 M Competition and BMW X4 M Competition an extremely sporty yet luxurious feel. The raised seating position helps to provide a superb view of the road ahead. And the M-style design of the displays and controls makes it easier for keen, sporty drivers to stay focused on the job in hand.

Characteristic BMW X model proportions, trademark M design features.

The exterior design of the first-ever BMW X3 M Competition and BMW X4 M Competition takes the muscular proportions shared by all BMW X models, adds a long wheelbase, short overhangs, slightly hexagonal wheel arches, crisp lines and clean-cut surface contouring, and completes the picture with a sprinkling of tell-tale M features for that extra dose of sporting supremacy. Alongside the large air intakes and aerodynamically optimised front apron, both models also sport a BMW kidney grille with black double bars – another chip off the M block.

The signature M gills are integrated into the Air Breathers on the front flanks. The exterior mirrors' special M design brings about a further reduction in aerodynamic drag. And model-specific diffuser-look styling flanked by a pair of exhaust tailpipes on either side clearly distinguishes the individually designed rear apron of both models.

Sited atop the first-ever BMW X3 M Competition is an M-specific roof spoiler, whose design extends the flank lines into the powerfully contoured tail. The first-ever BMW X4 M Competition sets the seal on its sporty looks with a tailgate spoiler. The exterior colour scheme for the two high-performance models set them apart even more clearly from the standard versions of the BMW X3 and BMW X4. The front and rear aprons, the wheel arch surrounds and the edges of the side skirts are painted entirely in body colour, replacing the usual black bordering.

There is a choice of seven colours for the exterior paintwork of the first-ever BMW X3 M Competition and BMW X4 M Competition models, including the new shade Toronto Red metallic and – also exclusive to M cars – Donington Grey metallic. The cars come with a number of distinctive design features to bring their exclusive character to the fore, including a High-gloss Black finish for the BMW kidney grille surround, exterior mirror caps and M gills (and the rear spoiler of the Sports Activity Coupe). Their standard equipment also includes 21-inch M light-alloy wheels in polished Black and an M Sport exhaust system with tailpipes in Black Chrome, along with specially designed door sill plates and model badging.

M-style cockpit design, versatile interior.

Standard equipment for the first-ever BMW X3 M Competition and BMW X4 M Competition includes M Sport seats in Merino leather upholstery in the new Midrand Beige/Black colour scheme with Alcantara applications and Carbon Fibre interior trim strips. Both models are fitted with knee pads on the sides of the centre console as standard. Highlights on the list of optional extras include BMW Individual extended Merino leather upholstery in Ivory White and Tartufo (only in conjunction with the M Sport seats).

The unmistakable M-style cockpit design additionally comprises of an M-specific instrument cluster, an M leather steering wheel and a restyled M selector lever. The first-ever BMW X3 M Competition and BMW X4 M Competition bring further exclusive touches to the interior with their bucket-style M Sport seats and the model nameplate on the centre console.

Although the interior appears firmly focused on a sporty driving experience, it still retains the versatility for which BMW X models are known. Both models come as standard with a 40 : 20 : 40 split-folding rear backrest, enabling luggage capacity to be increased to a maximum of 1,600 litres in the first-ever BMW X3 M Competition and 1,430 litres in the first-ever BMW X4 M Competition.

Equipment: familiar M control and operation, bespoke comfort, digital connectivity.

Like the interior design of the first-ever BMW X3 M Competition and BMW X4 M Competition, their equipment and appointments create an ideal environment in which to experience outstanding performance with satisfying intensity. The design of the instrument cluster and centre console controls for the powertrain and suspension functions help to ensure precisely controllable handling in even highly dynamic driving situations. The sporty and luxurious standard specification also includes adaptive LED headlights, electrically adjustable seats, the Harman Kardon surround sound system and the ConnectedDrive navigation package with Navigation system Professional.

Instrument cluster and BMW Head-Up Display with M-specific features.

With their signature red needles and white illumination, the classic circular instruments in the black panel instrument cluster exude a characteristic BMW M model allure. M-specific display information also contributes to the cockpit's racing flavour. The car's speed is shown in digital form in the centre of the speedometer display, while the rev counter features a pre-warning field which varies according to the engine warm-up status, a colour Optimum Shift Indicator and the model designation. The shift program and gear selected are displayed in the centre of the instrument cluster. The digital readouts in the 5.7-inch colour display also feature the powertrain and chassis modes engaged, the set-up selected via one of the M Drive buttons, and the status of the driver assistance systems.

M-specific display content can also be shown on the BMW Head-Up Display. This unit projects driving information onto the windscreen and into the driver's immediate field of vision. Without having to look away from the road, the driver can view information such as the car's speed on the digital indicator, the gear selected, alerts from the traffic sign recognition system, navigation instructions and a multi-colour rev band indicator with shift lights.

Separate control panel on the centre console and two M Drive buttons on the steering wheel allow drivers to choose their desired set-up.

The M-specific approach to the control and operation of the car's powertrain and chassis systems offers the driver a broad range of possibilities when it comes to configuring the vehicle settings precisely to suit their personal preferences and the driving situation at hand. A control panel specific to the M models is situated on the centre console next to the selector lever and iDrive Controller. These buttons allow the DSC (Dynamic Stability Control) mode, the engine's performance characteristics, the settings for the electronically controlled dampers and the M Servotronic steering set-up to be selected independently. Another button allows the driver to adjust the engine soundtrack. The shift program for the eight-speed M Steptronic transmission with Drivelogic is engaged by means of a button on the selector lever. Drivers can use the iDrive menu to select an M xDrive mode with the DSC system deactivated. And the iDrive menu also allows them to vary the content in the BMW Head-Up Display.

Drivers can use this array of settings to configure two detailed overall set-ups for their car and store them permanently. This means they always have their ideal set-ups – e.g. for particularly sporty driving and relaxed cruising – on hand. The desired set-up can be activated instantly and at any time by pressing one of the two red M Drive buttons on the steering wheel. Starting the engine initiates a default vehicle configuration providing a harmonious balance of sportiness, comfort and efficiency.

M Sport seats: the perfect place to enjoy richly engaging driving experiences.

Standard specification for the first-ever BMW X3 M Competition and BMW X4 M Competition includes their seat cushion and backrest side bolsters with an M-specific design. This gives them a distinctive bucket-seat character, which optimises lateral support during dynamic cornering. The extended range of adjustment functions provides a perfect seating position and comfort tailored to the individual. Manual adjustment for the seat cushion length and pneumatic lumbar support adjustment are also available alongside the sports seats' functions. The semi-integrated head restraints are electrically adjustable for height and make a unique visual statement with their illuminated M logo. Active seat ventilation can also be specified as an option for the M Sport seats.

A peerlessly sporting aura, comfort tailored to the individual.

The sporty and luxurious interior ambience of the first-ever BMW X3 M Competition and BMW X4 Competition is enhanced with a wide range of standard equipment such as the three-zone automatic climate control to provide even greater comfort and individuality.

The functionality of the Comfort Access feature includes hands-free tailgate opening and closing. Automatic tailgate operation at the touch of a button is also standard for the first-ever BMW X3 M Competition and BMW X4 M Competition.

Among other options offering bespoke levels of comfort are a panoramic glass roof and acoustic glass. For an even greater sense of well-being on board, customers can specify the optional Ambient Air package with fragrancing and air ionisation.

The first-ever BMW X3 M Competition and BMW X4 M Competition come as standard with Adaptive LED Headlights with variable light distribution, cornering lights and BMW Selective Beam for non-dazzling high beam are available as an option. Atmospheric interior illumination is provided by the standard ambient lighting, which offers a choice of six colours and can be activated via the iDrive menu.

Far-reaching line-up of driver assistance systems.

The wide range of driver assistance systems available for the first-ever BMW X3 M Competition and BMW X4 M Competition offer clear comfort and safety benefits in monotonous or confusing driving situations. Standard equipment comprises Cruise Control with braking function along with Collision and Pedestrian Warning with City Braking function and the Driving Assistant (including Speed Limit Info with No Passing Info display, Rear Cross Traffic Alert, Rear Collision Prevention, Lane Change Warning and Lane Departure Warning).

The optional Driving Assistant Plus extends the helping hand even further. Additional elements of this package include the Steering and lane control assistant, the Lane Keeping Assistant with active side collision protection, the evasion aid and the Crossroads warning, Wrong-way warning and Front Cross Traffic Alert.

Ease of parking and manoeuvring is the speciality of the standard-fit Park Distance Control (PDC) with front and rear sensors. The Parking Assistant complements these features with a rear-view

camera and also takes care of steering, acceleration and braking when manoeuvring into parking spaces parallel or perpendicular to the road. An even broader perspective is provided by the Parking Assist Plus with Top View, Panorama View and 3D Top View functions, while the Remote 3D View function transmits a three-dimensional live image of the vehicle to the driver's smartphone.

Intuitive operation, intelligent connectivity and digital services.

Another element of standard specification for the first-ever BMW X3 M Competition and BMW X4 M Competition is the ConnectedDrive navigation package with Navigation system Professional. Intuitive operation of the navigation, infotainment, communication and vehicle functions is made possible by the iDrive Touch Controller on the centre console, the 10.25-inch Control Display touchscreen, the multifunction steering wheel's buttons, the voice control feature and the optional BMW gesture control. Standard equipment also includes telephony with wireless charging, an alarm system, Real Time Traffic Information, and the Concierge Service. Customers can also select Apple CarPlay preparation from the options list.

The first-ever BMW X3 M Competition and BMW X4 M Competition are now available for viewing at the Performance Munich Autos showroom.

Additional information enclosed:

1. The first-ever BMW X3 M Competition and BMW X4 M Competition prices.
2. The first-ever BMW X3 M Competition and BMW X4 M Competition specifications.

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The BMW Group

With its four brands BMW, MINI, Rolls-Royce and BMW Motorrad, the BMW Group is the world's leading premium manufacturer of automobiles and motorcycles and also provides premium financial and mobility services. The BMW Group production network comprises 31 production and assembly facilities in 15 countries; the company has a global sales network in more than 140 countries.

In 2018, the BMW Group sold over 2,490,000 passenger vehicles and more than 165,000 motorcycles worldwide. The profit before tax in the financial year 2018 was € 9.815 billion on revenues amounting to € 97.480 billion. As of 31 December 2018, the BMW Group had a workforce of 134,682 employees.

The success of the BMW Group has always been based on long-term thinking and responsible action. The company has therefore established ecological and social sustainability throughout the value chain, comprehensive product responsibility and a clear commitment to conserving resources as an integral part of its strategy.

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About Performance Munich Autos

Performance Munich Autos is the world's first dedicated BMW M dealership in Singapore that holds the retail rights to a full range of BMW M and BMW M Performance Automobiles.

Performance Munich Autos Showroom is located at 315 Alexandra Road Singapore 159944.

Showroom opening hours are Monday to Saturday, 8am - 7pm, Sunday and Public Holidays, 10am – 6pm.

For more information or enquiries, visit www.bmw-pma.com.sg or call (+65) 6333 3933.

Facebook: <http://www.facebook.com/PMLSg>

1. The first-ever BMW X3 M Competition and BMW X4 M Competition prices.

Model	VES Band	Retail price (at press time)
BMW X3 M Competition	C2	\$457,888
BMW X4 M Competition	C2	\$466,888

2. The first-ever BMW X3 M Competition and BMW X4 M Competition specifications.

BMW X3 M Competition

Six-cylinder in-line petrol engine, M TwinPower Turbo technology with two mono-scroll turbochargers, High Precision Injection, VALVETRONIC fully variable valve timing and Double-VANOS variable camshaft timing

Capacity: 2,993 cc.

Output: 510 hp at 6,250 rpm.

Torque: 600 Nm at 2,600 – 5,950 rpm.

Acceleration (0 – 100 km/h): 4.1 seconds.

Top speed: 250 km/h.

Fuel consumption (combined): 10.6 l/100km.

CO₂ emissions: 244 g/km.

BMW X4 M Competition

Six-cylinder in-line petrol engine, M TwinPower Turbo technology with two mono-scroll turbochargers, High Precision Injection, VALVETRONIC fully variable valve timing and Double-VANOS variable camshaft timing

Capacity: 2,993 cc.

Output: 510 hp at 6,250 rpm.

Torque: 600 Nm at 2,600 – 5,950 rpm.

Acceleration (0 – 100 km/h): 4.1 seconds.

Top speed: 250 km/h.

Fuel consumption (combined): 10.6 l/100km.

CO₂ emissions: 244 g/km.