

Media Information

15 January 2021

Premiere of the all-new BMW M3 Competition Sedan and BMW M4 Competition Coupé in Singapore.

New edition of the pace-setting high-performance sports cars in the premium midsize segment.



Singapore. BMW Asia and Performance Munich Autos today announced the premiere of the all-new BMW M3 Competition Sedan and BMW M4 Competition Coupé in Singapore. 35 years after the first BMW M3 took to the stage, BMW M GmbH is presenting the latest generation of its high-performance sports cars at the premium end of the midsize class. The all-new BMW M3

Competition Sedan and BMW M4 Competition Coupé elevate their unmistakeable combination of track-optimised performance and supreme everyday usability to a whole new level.

The two cars occupy very different territory: one a sedan with space for five occupants, the other a four-seater coupé. In the all-new BMW M3 Competition Sedan and BMW M4 Competition Coupé, the high-revving engine with its 510 hp output teams up with an eight-speed M Steptronic transmission with Drivelogic.

The significant dynamic advances made over their predecessors are the product of a typically M development and tuning process conducted alongside testing for the new BMW M4 GT3 racing car. Further common ground between the new BMW M cars is the spectrum of emotions sparked by their powertrain and chassis, visually expressive design, and a new M-specific control/operation system. These range from the joy of driving a car so capable over long distances yet so dynamically adept in everyday use, to the thrill of a sporting machine let off the leash on closed roads.

The market launch of the new high-performance cars will get underway in March 2021. The all-new BMW M3 Competition Sedan will be built at BMW Plant Munich alongside the BMW 3 Series Sedan. Production of the all-new BMW M4 Competition Coupé will take place at BMW Plant Dingolfing, where models including the new BMW 4 Series Coupé, BMW M5, and all variants of the BMW M8 also roll off the assembly line.



Six-cylinder in-line engine with instantaneous power delivery and signature M high-revving characteristics.

The new 3.0-litre straight-six unit combines the hallmark high-revving character of BMW M GmbH engines with the latest version of M TwinPower Turbo technology. Two turbochargers with indirect charge air cooling, a flow-optimised air intake

system, and a petrol direct injection system working with maximum pressure of 350 bar help to generate the engine's instantaneous power delivery and appetite for revs, which it sustains without interruption into the higher reaches of the engine speed range.

The engine powering the all-new BMW M3 Competition Sedan and BMW M4 Competition Coupé serves up peak torque of 650 Nm on tap between 2,750 and 5,500 rpm – an increase of 100 Nm as compared to the predecessor model. The engine's maximum output of 510 hp is developed at 6,250 rpm, with the engine's red line arriving at 7,200 rpm – an improvement of 60 hp from its predecessor.

These performance characteristics deliver a deeply impressive driving experience. Both Competition models each accelerate from 0 to 100 km/h in a blistering 3.9 seconds and from 0 to 200 km/h in a stunning 12.5 seconds. A model-specific exhaust system with electrically controlled flaps provides an emotionally rich soundtrack. The top speed of all model variants is electronically limited to 250 km/h.

A bespoke cooling system ensures optimal operating temperatures are maintained at all times for all powertrain components – be it in everyday driving through town, but also when pushing to the limits of performance on the track. A central cooling module is joined by two remote high-temperature radiators in the wheel arches. In the Competition units, the system includes an additional engine oil cooler and separate transmission oil cooler. The accumulated motorsport expertise of BMW M GmbH has also made its presence felt in the conception of the oil supply system. The engine's 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.

The exhaust system's soundtrack provides an emotionally stirring endorsement of the engine's high-revving character and linear power delivery, and establishes a clear line of communication from engine to driver. Electrically controlled, fully adjustable flaps suppress intrusive frequency ranges, increasing comfort levels. The acoustic experience inside the cabin is also influenced by the engine mode selected. Choosing SPORT or SPORT+ mode aligns the timbre and intensity of the exhaust note precisely to the powertrain's heightened dynamics. Whichever mode is engaged, the driver can dial down the engine's aural impact using the M Sound Control button on the centre console.



Unmatched variety: eight-speed M Steptronic transmission with Drivelogic, rear-wheel drive.

Specially developed for the all-new BMW M3 Competition Sedan and BMW M4 Competition Coupé, the eight-speed M Steptronic transmission with Drivelogic is distinguished by ratio spacing perfectly attuned to the engine's characteristics

and extremely sporty gear shifts. The broadly spread gears assist efficiency at low engine speeds while enabling an intense build-up of power from low speeds. Further developed converter technology reduces rotational irregularities and enables a particularly direct connection to the engine. The transmission's torque converter lock-up clutch is fully engaged the moment the car has pulled away.

The M Steptronic transmission enables both fully automatic gear changes and manual shifts with sequential gear selection. Fitted as standard along with the newly designed selector lever are gearshift paddles on the steering wheel. The driver can switch spontaneously and temporarily from automatic to manual mode by tapping one of the paddles. Manual mode allows the driver to



accelerate hard from a steady speed by executing multiple downshifts to the lowest driveable gear. To do this, the driver pulls on the left-hand shift paddle at the same time as pushing the gas pedal. When accelerating in manual mode, the transmission does not initiate automatic upshifts when the engine revs hit the limiter. In automatic mode, automatic engine speed adjustment on downshifts assists the driver when braking into corners with sporting intent. This throttle-blipping mechanism reduces undesirable engine drag torque when the driver is pushing on.

The transmission's shift characteristics are adjusted using the Drivelogic button integrated into the selector lever. The driver can access three clearly distinct setups in both automatic and manual mode – comfort oriented, sports focused, or track optimised.



M-specific chassis, extremely high torsional rigidity.

The extremely high torsional rigidity of the body and chassis mounting is a key factor in providing the combination of dynamism, agility and precision for which BMW M models are renowned, plus a linear build-up of lateral forces throughout the full range of lateral acceleration and steering behaviour

that remains neutral even at the limit. A model-specific package of bracing elements for the engine compartment, a front axle subframe with aluminium shear panel, underfloor bracing elements, and a rear axle subframe with a rigid connection to the body all play a part in the cars' precisely controllable handling – especially in dynamically intense situations.

Adaptive M suspension with electronically controlled shock absorbers and M-specific kinematics and elastokinematics for the front and rear axles are standard features. The two models also have M Servotronic steering with a variable ratio and an M-specific version of the integrated braking system, which presents the driver with two different brake response and pedal feel settings. The introduction of an integrated wheel slip limitation function allows the DSC system to work with increased precision. Plus, the standard inclusion of M Dynamic Mode opens the door to a particularly sporty driving experience, complete with controlled drifting ability. Standard specification also features forged M light-alloy wheels with mixed tyres – in 19-inch format at the front axle and 20-inch at the rear. Tyres are 275/35 ZR19 and 285/30 ZR20. The M Compound brakes painted in red high-gloss with the M logo add a sporty flourish to the car's exterior.



Eye-catching design dials up the emotional appeal.

The distinctive body design of the all-new BMW M3 Competition Sedan and BMW M4 Competition Coupé sends out a bolder statement than ever of the performance supremacy and emotionally engaging driving experience at hand.

The model-specific exterior dimensions of the two

BMW M models give them textbook high-performance sports car proportions. The measurements are as follows:

	The all-new BMW M3 Competition Sedan (compared to predecessor)	Compared to the BMW 3 Series Sedan	The all-new BMW M4 Competition Coupé (compared to predecessor)	Compared to the BMW 4 Series Coupé
Length (mm)	4,794 (+ 122)	+ 85	4,794 (+122)	+ 24
Wheelbase (mm)	2,857 (+ 45)	- 6	2,857 (+45)	- 6
Width (mm)	1,903 (+ 26)	+ 75	1,887 (+17)	+ 40
Height (mm)	1,433 (- 9)	- 2	1,393 (+5)	+ 10

M-specific design features firmly invested in the functional requirements of high-performance sports cars are integrated harmoniously into the modern design language. Contributors to the visually striking appearance of the two models include the M-specific version of the large, vertical BMW kidney grille with hallmark double bars in a horizontal design, the powerfully sculpted wheel arches with eye-catching M gills, and the prominently extended side sills with attachment parts for the front and rear aprons. The M-specific exterior mirrors have aerodynamically optimised contouring, and are painted in High-gloss Black as standard. The sedan and coupé also have a roof made from carbon-fibre-reinforced plastic (CFRP) with aerodynamically optimised fins, a rear spoiler, and the two pairs of exhaust tailpipes that are now a customary feature of M cars. The quadruple tail pipes on both models are finished in Black Chrome.



In Singapore, Adaptive LED Headlights with BMW Laserlight are specified as standard. The selection of exterior paint finishes includes the new and exclusive shades Sao Paulo Yellow non-metallic, Toronto Red metallic and Isle of Man Green metallic. Model-specific BMW M Performance Parts are also optionally available from launch.



Inside the all-new BMW M3 Competition Sedan and BMW M4 Competition Coupé, clearly structured surfaces and an ergonomically impeccable cockpit design ensure the driver's focus remains one hundred per cent on the intense driving experience. Newly developed, electrically adjustable M sport seats and fine-grain Merino full leather trim come as standard, with

seat ventilation available for the first time. Seat belts with the tri-coloured M stitching add a further sporty touch to the interior. A standout highlight of the options list are the new M Carbon bucket seats with a structure-based design – these combine racing functionality with a lightweight construction, comfort over long distances, and sumptuous workmanship. These innovative seats have integral head restraints which can be dismantled for track driving, an illuminated model badge and electric adjustment.



M-specific control/operation system for a customisable performance experience.

From the joy of driving a car so capable over long distances yet so dynamically adept in everyday use, to the thrill of a sporting machine let off the leash on closed roads – the spectrum of emotions released by the new BMW M models is broader than ever before. The control and display system of the all-new BMW M3 Competition Sedan and BMW M4 Competition Coupé comprises an array of new features which play their role in the cars' refreshingly involving driving experience.

The M Drive Professional system, making its debut here and standard on the two Competition models, has been conceived specifically for track driving. It includes the innovative new M Traction Control, which allows the new integrated wheel slip limitation function of the DSC system to be adjusted (through ten stages) to the driver's personal preferences and needs. Other elements of M Drive Professional are the M Drift Analyser, which records and rates driving stats posted in dynamic cornering manoeuvres, and the M Laptimer, which supplies lap times and other information generated during track sessions.

The Setup button on the centre console provides direct access to the settings options for the engine, chassis, steering and braking system, plus traction control. EFFICIENT, SPORT and SPORT PLUS settings can be engaged to modify the engine's characteristics, while selecting the COMFORT, SPORT or SPORT PLUS chassis mode provides access to the three settings for the electronically controlled dampers. Two individually composed configurations for the overall vehicle setup can then be stored and called up again instantaneously at any time using the M buttons on the steering wheel.



The control panel on the centre console also houses the M Mode button as standard. This can be used to adjust the responses and characteristics of the driver assistance systems and the displays in the instrument cluster and Head-Up Display to deliver a driving experience suited to the situation at hand and worthy of the M badge. The driver can choose from ROAD and SPORT settings, with the TRACK mode developed for outings on race circuits added to the armoury with the M Drive Professional system.



Extensive standard specification, high-quality options delivering the desired levels of comfort, safety and performance.

An array of new additions to the standard and optional equipment lists ensure the all-new BMW M3 Competition Sedan and BMW M4 Competition Coupé raise the bar further still not only in terms of racing flair, but in comfort and

functionality too. Cutting-edge driver assistance systems ease the driver's workload in monotonous or unclear situations on the road. Both models come as standard with Park Distance Control with sensors at the front and rear, Front Collision Warning and Lane Departure Warning, plus the Speed Limit Info road sign detection system. The standard-fit Parking Assistant Plus comprises functions such as the Surround View, Remote 3D View, and Reversing Assistant.

Options include the Driving Assistant Professional, complete with the Steering and Lane Control Assistant, as well as the BMW Drive Recorder.

Standard equipment for both Competition models include a three-zone automatic climate control, LED interior lighting with ambient lighting, a Harmon Kardon surround sound system, and the latest generation of the BMW Head-Up Display with M-specific content. The BMW Live Cockpit Professional system with its fully digital display grouping also comes as standard for the all-new BMW M3 Competition Sedan and BMW M4 Competition Coupé. The latest smartphone integration software enables the wireless use of both Apple CarPlay and Android Auto via the vehicle's operating system.

All occupants also benefit from the possibilities enabled by BMW Operating System 7.0. For example, the all-new BMW M3 Competition Sedan and BMW M4 Competition Coupé enjoy the services of the BMW Intelligent Personal Assistant. Activated by a spoken prompt ("Hey BMW"), this digital companion helps the driver to operate vehicle functions and acquires new capabilities all the time thanks to the updates transmitted seamlessly by Remote Software Upgrade.

A steel roof with integral glass tilt/sliding sunroof is available as a no-cost option for both models as an alternative to the standard carbon-fibre version. The new M Race Track Package is also optionally available for the two cars: this package includes weight-minimised M light-alloy wheels (available as an option with semi-slick tyres) and the M Carbon bucket seats, bringing about a targeted reduction of around 25 kg in vehicle weight



Launch Edition exclusively available.

A special Launch Edition also sees the M Carbon exterior package specified as standard – this comprises inlays for the newly designed wide front air intakes, a rear diffuser – with unique geometry for each model – and exterior mirror caps and a rear spoiler made from CFRP. Both models also

sport the exclusive 19/20" M aluminium forged wheels in 826 M Bicolour Black in a double-spoke design.

The all-new BMW M3 Competition Sedan and BMW M4 Competition Coupé are now available for viewing at the Performance Munich Autos showroom.

Additional information enclosed:

1. The all-new BMW M3 Competition Sedan and BMW M4 Competition Coupé prices.
2. The all-new BMW M3 Competition Sedan and BMW M4 Competition Coupé specifications.

-End-

For media enquiries, please contact:

BMW Group Asia

Corporate Affairs Department

BMWAsiaCorpAffairs@bmw.com

Tel: (+65) 6838 9600

Media Website: www.press.bmwgroup.com

LinkedIn: <https://www.linkedin.com/company/bmw-asia>

Performance Munich Autos

Public Relations

Belinda Bay

belinda.bay@simedarby.com.sg

Public Relations Executive

Daryl Ong

daryl.ong@simedarby.com.sg

Tel: (+65) 6319 0268

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 2020, the BMW Group sold over 2.3 million passenger vehicles and more than 169,000 motorcycles worldwide. The profit before tax in the financial year 2019 was € 7.118 billion on revenues amounting to € 104.210 billion. As of 31 December 2019, the BMW Group had a workforce of 126,016 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.

www.bmwgroup.com

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

Twitter: <http://twitter.com/BMWGroup>

YouTube: <http://www.youtube.com/BMWGroupView>

Instagram: <https://www.instagram.com/bmwgroup>

LinkedIn: <https://www.linkedin.com/company/bmwgroup/>

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 <https://www.bmw.com.sg> or call (+65) 6333 3933.

Facebook: <https://www.facebook.com/BMWPerformanceMotorsSG>

1. The all-new BMW M3 Competition Sedan and BMW M4 Competition Coupé prices.

Model	VES Band	Retail price (at press time)
BMW M3 Competition Sedan	C2	\$446,888
BMW M4 Competition Coupé	C2	\$451,888

2. The all-new BMW M3 Competition Sedan and BMW M4 Competition Coupé specifications.

BMW M3 Competition Sedan

M TwinPower Turbo technology with two mono-scroll turbochargers, indirect charge air cooling, High Precision Injection (maximum injection pressure: 350 bar), VALVETRONIC fully variable valve timing, Double-VANOS variable camshaft timing.

Capacity: 2,993 cc.

Output: 510 hp at 6,250 – 7,200 rpm.

Torque: 650 Nm at 2,750 – 5,500 rpm.

Acceleration (0 – 100 km/h): 3.9 seconds.

Top speed: 250 km/h (electronically limited).

Fuel consumption (combined): 10.1 L/100 km.

CO₂ emissions (combined): 234 g/km.

BMW M4 Competition Coupé

M TwinPower Turbo technology with two mono-scroll turbochargers, indirect charge air cooling, High Precision Injection (maximum injection pressure: 350 bar), VALVETRONIC fully variable valve timing, Double-VANOS variable camshaft timing.

Capacity: 2,993 cc.

Output: 510 hp at 6,250 – 7,200 rpm.

Torque: 650 Nm at 2,750 – 5,500 rpm.

Acceleration (0 – 100 km/h): 3.9 seconds.

Top speed: 250 km/h (electronically limited).
Fuel consumption (combined): 10.2 L/100 km.
CO₂ emissions (combined): 234 g/km.