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The new BMW M5 CS.

Exclusive: the first special-edition BMW M5.



Even sportier, even more luxurious, even more exclusive: BMW M GmbH is expanding its ranks of ultra-sporty CS models with the introduction of the BMW M5 CS (fuel consumption, combined: 11.3 – 11.1 l/100 km [25.0 – 25.5 mpg imp] correspond to NEDC; 11,3 - 10,9 l/100 km correspond to WLTP, CO₂ emissions, combined: 258 – 253 g/km correspond to NEDC, 257 – 248 g/km correspond to WLTP). Building on the recently established presence of the BMW M3 CS, BMW M4 CS and BMW M2 CS, BMW M is now offering – for the first time – a limited-run, exclusive special edition of the legendary BMW M5 (fuel consumption, combined: 11.3 – 11.1 l/100 km [26.7 – 26.9 mpg imp] correspond to NEDC; 11,3 - 10,9 l/100 km correspond to WLTP; CO₂ emissions, combined: 259 – 254 g/km correspond to NEDC; 259 – 249 g/km correspond to WLTP), opening the door to an extraordinary driving experience for four people. As the flagship model in the range, the BMW M5 CS represents the highest rung of the BMW M ladder and sets new standards with its standout performance attributes combined with an exclusive and luxurious appearance. The market launch of the new BMW M5 CS will get underway in spring 2021; it will be priced at 180,400 euros in Germany.

The 4.4-litre V8 engine with BMW M TwinPower Turbo technology develops 467 kW/635 hp in the BMW M5 CS – 7 kW/10 hp more than in the BMW M5 Competition (fuel consumption, combined: 11.3 – 11.1 l/100 km [26.7 – 26.9 mpg imp] correspond to NEDC; 11,3 - 10,9 l/100 km correspond to WLTP; CO₂ emissions, combined: 259 – 254 g/km correspond to NEDC; 259 – 249 g/km correspond to WLTP). This makes the new special-edition model the most powerful car in the history of BMW M. The M5 CS pulls off the impressive balancing act of full everyday usability on the one hand, and driving pleasure and exceptional track performance on the other. Credit here goes to a rigorous commitment to lightweight design (yielding a weight reduction of around 70 kilograms over the BMW M5 Competition), bespoke chassis tuning and the M xDrive system, with its centralised intelligent control approach for the Active M Differential.

Four people can enjoy this superlative driving experience – two in the exclusive M Carbon seats in the front and two in the individual rear seats. The front seats are trimmed in black fine-grain Merino leather, the rears in Merino leather, and all four have Mugello Red accents. The head restraints

display an outline of the legendary Nürburgring circuit. The BMW M5 CS cuts an unmistakable figure with exclusive interpretations of BMW icons. These include the BMW kidney grille surround in Goldbronze and the L-shaped light tubes of the BMW Laser headlights – which illuminate yellow instead of white when low beam, high beam or the Welcome Light is switched on, bringing successful GT racing cars to mind.



Design. **Lightweight design, accents in Goldbronze and two exclusive paint finishes.**

The special-edition BMW M5 CS stands apart from the BMW M5 Competition with exclusive accents in Goldbronze, plus a host of body elements in carbon fibre-reinforced plastic (CFRP) and some in exposed carbon fibre. The BMW kidney grille surround on the BMW M5 CS is finished in Goldbronze, and this bold colour shade also adorns the “M5 CS” badges on the kidney grille, the M gills on the front wings and the boot lid. The special-edition model exclusively adds a Goldbronze painted finish to the 20-inch M forged wheels in Y-spoke design from the BMW M5 Competition. The door sill finishers come with illuminated “M5 CS” badges.

Exclusive carbon-fibre add-on parts and lightweight design catch the eye and save weight.

The bonnet of the BMW M5 CS is made entirely from lightweight CFRP and features air vents with applications in exposed carbon fibre. The splitter on the front apron, the exterior mirror caps familiar from the BMW M8, the additional rear spoiler on the boot lid and the rear diffuser are also made from CFRP. In addition to their aerodynamic function, these parts – like the M Power engine compartment cover with full-colour M logo and the intake silencer in exposed carbon fibre – also help to achieve the approx. 70-kilogram weight reduction over the BMW M5 Competition. And the BMW M engineers have shaved off even more weight through judicious reductions in soundproofing and PVC stitching. The M5 CS sports exhaust system’s quartet of stainless-steel tailpipes have an even more focused appearance than those of the BMW M5 Competition.

Innovative highlights in yellow.

The BMW M5 CS is equipped as standard with BMW Laserlight, and its light graphic has a whole new look. While the BMW Individual Shadowline trim with additional black shading adds a dark-tinted accent to the headlights, the L-shaped light tubes searing in narrow streaks towards the kidney grille explore variations of illumination: as daytime driving lights and side lights, they shine in the familiar white. But when low or high beam is activated, they switch to a distinctive yellow tone – which BMW M5 CS drivers can also sample from the outside when they unlock the car remotely and trigger the Welcome Light.

New colours for the special-edition model.

The BMW M5 CS is available in three different paint finishes. Brands Hatch Grey metallic is part of the regular colour selection for the BMW M5 and BMW M5 Competition, but the BMW M5 CS can also be ordered with the exclusive BMW Individual matt paint finishes Frozen Brands Hatch Grey metallic and Frozen Deep Green metallic.

Interior appointments. **Sporty and luxurious interior** **with eye-catching individual seats.**



The BMW M5 CS is a luxurious sedan offering uncompromised everyday usability yet also a high-performance sports car with room for four. The interior layout – comprising four individual bucket-style seats with racing car feel – is exclusive to the special-edition model. The M Carbon seats in the front with integral head restraints and illuminated M5 logos help to reduce the car's weight, with the powerfully contoured side bolsters for the seat cushion and backrest also providing firm lateral support even when the driver is pushing hard. The seat styling is also unique. The fine-grain Merino leather covers for the front seats and their Merino leather counterparts on the exclusive individual seats in the rear come in black with eye-catching contrasting panels and decorative stitching in Mugello Red. The outline of the legendary Nürburgring circuit imprinted on the head restraints turns the sporting intensity up another notch. The M Carbon seats in the front are electrically adjustable for height, tilt, seat cushion length and backrest angle, while the backrest width can be altered pneumatically. They are heated as standard and the driver's seat also comes with a memory function.

M Alcantara steering wheel and bespoke CS detailing.

Further details add to the sense of sporting intent and exclusivity pervading the BMW M5 CS cabin. The rim of the M Alcantara steering wheel is wrapped in the race-derived material from which it takes its name, while its centre marker perforation with red background represents another classical racing car touch. The gearshift paddles are made from carbon fibre and the steering wheel spokes have Black Chrome trim. Elsewhere, Alcantara is also used for the headliner. A fixed lightweight cover sits atop the centre console, where an armrest with opening lid can usually be found. Its black Merino leather is complemented by red double stitching. This cover, together with the absence of an oddments tray, brings about a significant weight reduction. The colour red is used again for the "CS" badging on the instrument panel and between the bucket-style seats in the rear. The M seat belts feature red and blue contrast stitching in another nod to the BMW M colours, which also appear in an "M5" badge on the velour M floor mats with bespoke piping and in the illuminated "M5 CS" badge on the door sill finishers.

12.3-inch central display provides access to driving dynamic systems.

The new operating concept for the BMW M5 featuring a 12.3-inch central display makes it easy for the driver of the BMW M5 CS to keep a clear eye on the myriad functions of the driving dynamic systems and BMW M xDrive all-wheel drive. The driver can toggle swiftly between the ROAD and SPORT settings using the M Mode button. As in the BMW M5 Competition, keeping the M Mode button pressed, then confirming the prompt in the central display engages TRACK mode.

M View in the instrument cluster and Head-Up Display.

Activating SPORT mode in the BMW M5 CS brings up M View in both the instrument cluster and the Head-Up Display. Here, only relevant information for sporty driving – i.e. an M-specific rev dial, the shift lights, a digital speed readout and the gear currently engaged – is shown in the 12.3-inch instrument display. Drivers can also choose to view additional information on coolant temperature, charge pressure, tyre condition and longitudinal/lateral acceleration in the right- and left-hand areas of the instrument cluster. When M View is active, a prominently positioned rev counter with colour-coded warning zones appears in the Head-Up Display, while shift lights indicate the ideal time to change gear. Navigation instructions, distance warnings, the current gear, the vehicle speed, and any speed limits or overtaking restrictions detected by the Speed Limit Info system are also shown here.

Setup button takes drivers straight to the configuration menu.

Pressing the Setup button positioned above the M Mode button takes the driver straight to the central display's menu for programming an individual configuration for the powertrain and chassis options. This allows drivers to tailor the car's setup to the driving situation at hand and their personal preferences. Simplified operation using the touchscreen display or iDrive Controller makes it easy to choose different settings for the engine, suspension, steering and M xDrive system. The two red-painted M1 and M2 buttons next to the gearshift paddles on the M Alcantara steering wheel make it possible to change quickly between setups. Drivers can use these buttons to compose two individual setups with their choice of M xDrive, DSC, engine, transmission, damper and steering characteristics, as well as their desired M View configuration in the Head-Up Display.

Driving dynamics. Agility of the highest order.



Further refinement of the chassis engineering, a substantial reduction in weight and special track tyres combine to endow the new BMW M5 CS with supreme levels of agility and result in an incomparable driving experience. The M xDrive system, meanwhile, allows the car's handling characteristics to be modified in stages from variable all-wheel-drive mode (4WD) with its rear-biased baseline setup through to a pure rear-wheel-drive setting (2WD) without intervention from the DSC (Dynamic Stability Control). The special-edition model can therefore treat accomplished drivers to unbeatable handling dynamics and unadulterated driving pleasure without compromising the high-performance sedan's everyday usability in any way.

Fine-tuning and adjusting the car to work with track tyres.

The new BMW M5 CS builds on the chassis of the BMW M5 Competition – already a stiffer version of the standard BMW M5's following judicious modifications to the springs, suspension and anti-roll bars – and features a seven-millimetre drop in ride height plus shock absorbers developed for the BMW M8 Gran Coupé. As well as bringing added comfort to the driving experience – particularly on high-speed motorway journeys – these dampers also reduce fluctuation in wheel loads, greatly improving on-the-limit handling. The result is even more precise responses under hard driving on the track, while the car's intuitive driveability in everyday use is preserved. The BMW M specialists have retuned the bearing springs at the front and rear axle of the BMW M5 CS and also refined damper control. These measures take account of the lower vehicle weight and the tyres' increased performance potential and are designed to optimise the car's dynamics. The BMW M5 CS rides as standard on ultra-sporty mixed-size Pirelli P Zero Corsa track tyres measuring 275/35 R 20 at the front and 285/35 R 20 at the rear, which are fitted to 20-inch M forged wheels in Y-spoke design (front: 9.5 J x 20, rear: 10.5 J x 20) with a Goldbronze finish.

M xDrive and driving dynamics components are individually configurable.

The driver can individually configure both the M xDrive system and all the driving dynamics components in order to give the BMW M5 CS the handling characteristics they desire. The M xDrive system's rear-wheel-biased setup imbues the car with exceptional agility. In addition, the driver can vary the distribution of power between front and rear wheels, and also adjust the

responses of the DSC (Dynamic Stability Control) system. As well as 4WD and 4WD Sport, drivers have the choice of 2WD mode for pure rear-wheel drive. This allows skilled owners to revel in the driving experience offered by past generations of the BMW M5 – i.e. handling in its purest form, with no control systems holding the car back.

The Variable Damper Control (VDC) system offers the COMFORT, SPORT and SPORT+ driving modes. COMFORT focuses on a recipe for broad-based everyday usability and familiar M comfort, combined with standout dynamics. SPORT mode reduces wheel and body movements to create more direct contact with the road, but still has sufficient comfort dialled in. This setting is suited perfectly to sporty driving on country roads and offers the ideal handling profile for laps of the Nürburgring-Nordschleife. And SPORT+ mode maximises dynamic performance on smooth asphalt, with wheel and body movements minimised. Here, the driver can sense the connection with the road surface acutely, which makes it the best setting for pushing the limits on dedicated race tracks such as the Hockenheimring or Sachsenring.

M Carbon ceramic brakes as standard.

The M Carbon ceramic brakes for the BMW M5 CS deliver superb stopping power. The six-piston fixed calliper units at the front and single-piston floating callipers at the rear sport the M logo and are painted in Red as standard, with a Gold finish available as an option. The M Carbon ceramic brakes are 23 kilograms lighter than the M Compound brakes on the BMW M5 Competition and are distinguished by a further reduction in unsprung and rotating masses, the benefits of which include enhanced driving dynamics and suspension comfort. These brakes offer even better performance, further improved fade resistance and still higher thermal stability. And they withstand wear exceptionally well.

Engine.

The most powerful engine in the BMW M line-up.



The BMW M5 CS is the exclusive new flagship model of the BMW M line-up and sports the most powerful engine fitted by BMW M GmbH. The 4.4-litre V8 with M TwinPower Turbo technology develops 467 kW (635 hp) at 6,000 rpm, and peak torque of 750 Nm (553 lb-ft) is produced from 1,800 – 5,950 rpm. The high-revving tendencies of the eight-cylinder unit – it tops out at 7,200 rpm – are derived from motor sport, and it serves up imposing muscularity and supreme power delivery. The engine's characteristics can be altered at the touch of a button from the basic EFFICIENT mode to SPORT and SPORT+, the latter two further quickening the engine's response to movements of the accelerator. Equipped with the M Steptronic transmission with Drivelogic, the BMW M5 CS surges from 0 to 100 km/h (62 mph) in 3.0 seconds, making it 0.3 seconds faster than the BMW M5 Competition to the same speed and placing it firmly in super-sports car territory. The special-edition model needs just 10.3 seconds to reach 200 km/h (124 mph) from rest – 0.5 seconds less than the BMW M5 Competition. Top speed is an electronically governed 305 km/h (189 mph).

Bespoke engine mounts and track-ready oil supply.

The BMW M5 CS is fitted with the engine mounts used in the BMW M5 Competition. These are stiffer than those in the BMW M5, with a spring rate of 900 N/mm (compared with 580 N/mm in the non-Competition M5). The drive unit's firmer connection to the car's structure is clearly perceptible, resulting in even more rapid engine response and immediate transmission of its power to the drivetrain. The V8 engine – adorned by a bespoke BMW M Power cover made from exposed carbon fibre and bearing a full-colour M logo – works with optimised turbochargers and has maximum injection pressure of 350 bar. This allows shorter injection times and improved atomisation of fuel, for faster engine response as well as more efficient mixture preparation. Improvements have also been made to lubrication and cooling, including an oil pan with a small front sump and an indirect charge air cooling system, which is extremely effective despite taking up little space. The oil supply system uses a fully variable, map-controlled pump and has been designed for outings on the race track, where it can handle very high levels of longitudinal and lateral acceleration.

Emotionally rich soundtrack and M Sound Control button.

The sports exhaust system of the M5 CS delivers an emotionally stirring M-specific soundtrack, which accentuates the engine's linear power development and appetite for revs. The dual-branch, flap-controlled system has been designed to amplify the engine note and offer sportier and clearer feedback, while ensuring it remains suitable for everyday conditions. The exterior sound is much stronger, covers a broader range and has a more stirring character, dialling up the emotionality of the driving experience. The soundtrack produced by the BMW M5 CS changes depending on which of the various modes affecting engine characteristics – EFFICIENT, SPORT or SPORT+ – is selected. The character of the engine note is expressed particularly powerfully in SPORT+. The driver can use the M Sound Control button at any time to soften the car's acoustic presence and summon a much more understated engine note – to make more inconspicuous progress through a residential area, for example.

The fuel consumption, CO2 emissions, electric power consumption and electric range figures are determined according to the European Regulation (EC) 715/2007 in the version applicable. They refer to vehicles in the German market. Where a range is shown, NEDC figures consider the different sizes of the selected wheels/tyres, while WLTP figures take into account the impact of any optional extras.

All values were calculated based on the new WLTP test cycle. Any NEDC values that are shown have been translated into equivalent NEDC measurements where appropriate. WLTP values are taken as the basis for determining vehicle-related taxes or other duties based (at least inter alia) on CO2 emissions as well as eligibility for any applicable vehicle-specific subsidies. Further information on the WLTP and NEDC measurement procedures can also be found at www.bmw.de/wltp.

Further information on official fuel consumption figures and specific CO2 emission values of new passenger cars is included in the following guideline: 'Leitfaden über den Kraftstoffverbrauch, die CO2-Emissionen und den Stromverbrauch neuer Personenkraftwagen' (Guide to the fuel economy, CO2 emissions and electric power consumption of new passenger cars), which can be obtained free of charge from all dealerships, from Deutsche Automobil Treuhand GmbH (DAT), Hellmuth-Hirth-Str. 1, 73760 Ostfildern-Scharnhausen and at <https://www.dat.de/co2/>.