

Media Information

27 September 2024

The new BMW M3 Competition Sedan with M xDrive and new BMW M3 Competition Touring with M xDrive – now available in Singapore.

Traditional race car feeling, distinctive characters.

Singapore. BMW Asia today announced the availability of the new BMW M3 Competition Sedan with M xDrive and new BMW M3 Competition Touring with M xDrive. They stand as custodians of a legendary badge and prime examples of the exhilarating performance and unrestricted everyday usability long established as a specialty blend of BMW M GmbH.

"There are many success stories out there but nothing comes close to the BMW M3," said Mr. Lars Nielsen, Managing Director, BMW Group Asia. "The new BMW M3, regardless of body type, delivers the best that BMW M has to offer. In a world where EVs get all the attention right now, this legendary icon continues to reign as the ultimate driver's car. It is this passion for performance that fuels our engineers and customers alike to push the boundaries all the time."

Now in its sixth model generation, the new BMW M3 is more powerful, more poised and assured, more advanced, and more versatile than ever. The sedan is continuing a high-performance sports car bloodline that stretches back almost 40 years. The first generation of the BMW M3, unveiled in 1986, went on to become the most successful model in touring car racing worldwide. Then, as now, a car's success in motor sport was accompanied by steadily increasing popularity for the production model and rare levels of excitement for its owner out on the road.

The new BMW M3 Competition Sedan with M xDrive and new BMW M3 Competition Touring with M xDrive will be built at BMW Group Plant Munich.

Custodians of a legendary badge.

The race-car feeling associated with the BMW M3 – present at the driver's fingertips over every mile of a journey – can be experienced in totally different ways with this latest generation. It is available exclusively with the most powerful version of the six-cylinder in-line engine for the BMW M3/M4 and the M xDrive intelligent all-wheel-drive system.

With their distinct body concepts and specific qualities, the Sedan and Touring models occupy very different character spaces within the M3 range. One of their most important shared elements is their visually striking design with hallmark M features crafted precisely to meet the technical demands of cooling air supply and aerodynamic balance. The large, vertical BMW kidney grille with signature M double bars arranged horizontally, the powerfully sculpted wheel arches, the extended side skirts in contrasting Black high-gloss and the attachment parts for the front and rear aprons all provide clear pointers to the dynamic potential of the two models. The new BMW M3 Competition Sedan with M xDrive has a carbon-fibre roof as standard. The roof of the new BMW M3 Competition Touring with M xDrive, like its standard-fit roof rails, comes in black. It has a Gurney flap on the roof spoiler as an additional air-directing element. And due to the Touring's practicality, folding down the rear seat backrests increases load compartment capacity from 500 to a maximum 1,510 litres.

Newly designed headlights and eye-catching details sharpen the cars' visual character.

Newly designed LED headlights, which bring together low and high beam in a single module, bring fresh accents to the front end of the new BMW M3 Competition Sedan with M xDrive and new BMW M3 Competition Touring with M xDrive. Two elegantly sculpted, subtly arrow-shaped and vertically arranged LED units in each module serve as both side

lights/daytime driving lights and turn signal indicators. The technically focused impression created by the light sources, whose inner workings are now structured in a particularly striking way, ensures a progressive appearance which is also adopted by the slim LED rear lights with L-shaped taillights. The model badge on the boot lid of the Competition models is now accented by an elegant silver-coloured surround.

Adaptive LED Headlights with non-dazzling matrix high beam are standard, and include the cornering light function and urban lights. Blue inlays inside the headlights indicate the presence of this extremely sophisticated light technology. M Shadowline lights with dark inner accents are also available for cars specified with the Adaptive LED Headlights.

Axle-specific wheel sizes, M forged light-alloy wheels with a new design.

Standard specification for the new BMW M3 Competition Sedan with M xDrive includes M forged wheels in Orbit Grey in double-spoke design (19-inch at the front axle and 20-inch at the rear axle). Meanwhile, the new BMW M3 Competition Touring with M xDrive includes M forged wheels in double-spoke design (19-inch at the front axle and 20-inch at the rear axle) in Bicolour Black.

New steering wheels and interior trim elements for the M-specific sports car cockpit.

Playing its part in the dynamic driving experience is a newly designed three-spoke M leather steering wheel with multifunction buttons and red centre marker in the 12 o'clock position. It now has a flat-bottomed rim and precisely modified spokes. Two M buttons for selecting individually configured vehicle setups and the gearshift paddles – fitted as standard in the Competition models to enable rapid interventions in the eight-speed M Steptronic transmission's gear selection process – exude an intense race-car feeling. An M Alcantara steering wheel in the same design and with the same functionality is available as an option for the first time.

The M-specific cockpit design also includes a control panel on the centre console. Located here along with the gearshift lever / selector lever, the red Start/Stop button and the BMW iDrive Controller are controls including the Setup button and M Mode button. These can be used by the driver to configure their desired vehicle setup and activate cockpit display and driver assistance system functions tailored to the driving situation at hand.

High-quality, carefully crafted materials and M-specific design features in the interior create a modern premium ambience with sporting flair. The interior trim elements in the instrument panel, control panel and cup holder cover now come as standard in M Carbon Fibre. M Carbon Fibre now additionally includes elements for the steering wheel and the gearshift paddles of the Competition models. The Sensatec instrument panel now has a further refined surface structure and is standard in the new BMW M3 Competition Touring with M xDrive.

The standard M sport seats offer an array of electrically operated adjustment options to make it easier to find the perfect position behind the steering wheel. A memory function for the driver's seat allows the driver to store their desired adjustment settings. Also shining the spotlight on the cabin's commitment to progressive sporting appeal are the integral head restraints with illuminated model badging. Standard specification likewise includes seat heating for the driver and front passenger, while seat ventilation is available as an option. Available as alternatives to the standard Merino leather trim with extended contents are Merino full-leather trim, BMW Individual Merino leather trim with extended features, and BMW Individual Merino full-leather trim.

The optional, also fully electrically adjustable M Carbon bucket seats provide an optimum, racing-car-like connection between driver and car. They fuse racing functionality with luxurious craftsmanship and excellent comfort over long distances. The use of carbon fibre-reinforced plastic (CFRP) in the seat surface and backrest elements, plus cut-outs in the

side bolsters and below the head restraints enable a weight saving of 9.6 kilograms over the standard M sport seats.

Engine technology borrows from motor racing.

The new BMW M3 Competition Sedan with M xDrive and new BMW M3 Competition Touring with M xDrive feature a high-revving straight-six engine with M TwinPower Turbo technology. The 3.0-litre unit stands out with its healthy appetite for revs into the highest reaches of the engine speed range and so produces the linear power delivery typical of high performance models from BMW M GmbH.

Numerous elements adapted from race-car engine construction allow the power unit in the new BMW M3 to deliver an unmistakable performance experience on both road and track. The crankcase, with its sleeve-free, closed-deck construction, is extremely rigid and teams up with a forged crankshaft with lightweight design to unlock extremely high torque potential. The cylinder bores have a wire-arc sprayed iron coating. And the 3D-printed core for the cylinder head – another special M-specific feature – enables optimised routing of the coolant ducts that would be impossible to achieve using conventional metal casting methods.

Like the cooling system, the oil circuit is also designed to handle the particular challenges of track driving. A map-controlled oil pump ensures reliable oil supply even under extreme longitudinal and lateral acceleration.

The M TwinPower Turbo technology here comprises two mono-scroll turbochargers, each of which supplies compressed air to three cylinders. An indirect intercooler supplied by a low-temperature circuit plus specially designed compressors further enhance the turbocharger's power output. The package of technology also includes High Precision Injection – which works at maximum pressure of 350 bar to ensure fine atomisation of fuel

and therefore faster engine response – as well as VALVETRONIC variable valve timing and Double-VANOS fully variable camshaft timing.

The engine variant in the new BMW M3 Competition Sedan with M xDrive and new BMW M3 Competition Touring with M xDrive develops an extra 15 kW/20 hp thanks to optimised configuration of the digital engine control unit (DME). The six-cylinder in-line engine now generates maximum output of 390 kW/530 hp (up from the previous 375 kW/510 hp) at 6,250 rpm. The upgraded engine, which also serves as the basis for the unit powering the BMW M4 GT3, summons its peak torque of 650 Nm between 2,750 and a now even higher 5,730 rpm. The result is even more ferocious, sustained power delivery that adds another layer of intensity to the performance experience – in particular when the driver is exploring the car's dynamic limits – and enables impressive acceleration figures.

The new BMW M3 Competition Sedan with M xDrive accelerates from 0 to 100 km/h in 3.5 seconds, and the new BMW M3 Competition Touring with M xDrive completes the same sprint in 3.6 seconds – only a touch longer, despite its higher kerb weight.

All variants of the new BMW M3 Sedan and new BMW M3 Touring have an electronically limited top speed of 250 km/h as standard. However, if the optional M Driver's Package is specified, this figure rises to 290 km/h for the sedans and 280 km/h for the Touring model, allowing drivers to utilise the full potential of the powerful engines.

Model-specific composition of engine, transmission and chassis.

The standard eight-speed M Steptronic transmission with Drivelogic of the Competition models, tuned to optimum effect to the performance characteristics of the engine at hand. Drivers favouring a sporty driving style will enjoy the benefits of the standard-fit gearshift paddles on the steering wheel, which allow the driver to make spontaneous interventions in the automatic transmission's gear selection process as and when they decide. The driving

experience can be tailored even more precisely to individual tastes by adapting the shift characteristics of the transmission according to requirements and the situation at hand using the Drivelogic button.

The presence of M xDrive elevates traction to an even higher level. The rear-biased setup of the intelligent all-wheel-drive system further enhances the agility of the new BMW M3 Competition Sedan with M xDrive and new BMW M3 Competition Touring with M xDrive. The system teams up with the Active M Differential at the rear axle – whose operation is also fully variable – to add to the signature M feeling when powering through corners. In addition to the default 4WD setting, the driver can also select 4WD Sport mode via the M Setup menu. Here, a higher proportion of drive power is sent to the rear wheels for even more agile handling. Switching off DSC (Dynamic Stability Control) also brings 2WD mode into play, which means power is sent exclusively to the rear wheels. This mode offers skilled drivers a pure-bred driving experience without interventions from the control systems.

The high torsional stiffness of the body structure and chassis mountings creates the ideal platform for impressive driving dynamics and instantaneous response to steering commands. As well as the bracing elements in the new BMW M3 Competition Sedan with M xDrive, the new BMW M3 Competition Touring with M xDrive has additional torsion struts in the rear. This extra strengthening measure gives the Touring body variant the tools it needs to display the combination of dynamism, agility and handling precision typically found in BMW M models.

The M-specific kinematics and elastokinematics of the double-joint spring strut front axle and five-link rear axle ensure the harmonious blend of extremely dynamic handling and finely judged comfort-focused qualities in everyday use and over longer journeys characteristic of all the models in the M3 range. The standard adaptive M suspension gives drivers the ability to adapt the responses of the electronically controlled dampers as they

wish. Via the M Setup menu, drivers can select from three different settings to optimise the car's handling in line with need and personal preference.

The package of chassis technology also includes M Servotronic steering and the integrated braking system, which works in conjunction with both the standard M Compound brakes and the optional M Carbon ceramic brakes. Both variants have six-piston fixed-calliper brakes at the front axle and single-piston floating-calliper brakes at the rear. As well as larger and more heat-resistant brake discs – which, thanks to their considerable ability to withstand fade, ensure uncompromising deceleration even under extreme conditions.

The brake callipers of the M Compound system can also be specified in red or black. All of the variations feature a striking BMW M logo on the brake callipers at the front axle as an additional identifier of M-typical performance at work.

The DSC system, meanwhile, ensures a form of driving pleasure unmatched by any rival. Indeed, with M Dynamic Mode it offers an ultra sporty configuration that raises the system's intervention thresholds when it comes to controlling braking inputs and delays the point at which it steps in to restrict engine output. This maximises the car's performance dynamics with DSC switched on. The system can also be fully deactivated (DSC off).

The M Traction Control function is a standard feature on all Competition models. This slip control tech can be adjusted through ten stages according to the driver's preferences or the road conditions at hand. It allows the control system inputs to be reduced in stages so that the driver can approach the physical limits in race action on the track, for example. The M Laptimer and M Drift Analyser help experienced drivers improve their lap times and hone their drifting skills. The integrated application of all drivetrain and chassis systems was fine-tuned at locations including the Nürburgring's Nordschleife circuit, but it also ensures highly dynamic and at the same time precisely controllable handling in everyday driving.

Extensive selection of assistance systems; M Mode button to call up personalised selection of functions.

The new BMW M3 Sedan and new BMW M3 Touring set new standards in their segment with their extensive range of standard and optional automated driving and parking systems. In order to provide a dynamic experience that is both appropriate for the situation at hand and fits the high-performance sports car brief, the interventions of the driver assistance systems can be adjusted using the M Mode button on the centre console. For example, in the standard TRACK setting conceived for use on race circuits, all comfort and safety systems are temporarily deactivated.

Standard specification for all model variants includes Cruise Control with brake function, front collision warning system with brake intervention, Lane Departure Warning including lane return with steering assistance, and Speed Limit Info with no-overtaking indicator. Driving Assistant and Parking Assistant Plus including Reversing Assistant is standard.

BMW Curved Display and new BMW Operating System 8.5.

The new editions of the BMW M3 Sedan and BMW M3 Touring also welcome the latest generation of the display and control/operation system BMW iDrive based on BMW Operating System 8.5 into cockpits shaped by progressive sporting appeal. With the high-resolution BMW Curved Display angled towards the driver and upgraded BMW Personal Assistant, the interaction between driver and car is based squarely on operation using touch control and natural language. The fully digital screen grouping made up of a 12.3-inch information display and a 14.9-inch control display shows M-specific content. This includes additional information on the vehicle's status and sharpens the driver's focus on the road ahead. BMW Head-Up Display is standard, which projects information relevant to driving – including a multi-coloured rpm dial, Shift Lights and M View – onto the windscreen, again in an M-specific style.

The M-specific graphics and content on the information display and control display are now joined by a new way of operating the standard fitted automatic climate control system. The temperature and ventilation settings as well as the seat heating and – if specified – steering wheel heating can now be controlled either by touch using a special menu option in the lower area of the control display or by voice command. This latest advance in the field of digital operation brings a further reduction in the number of buttons and controls in the cockpit and a new design for the instrument panel. New adjustment controls for the air vent grilles in the centre of the instrument panel and on the driver's and front passenger side of the cockpit allow the airflow direction to be adjusted using rotating and tilting movements.

In addition to the footwells, the storage compartment in the front section of the centre console and the door openers, the standard ambient lighting now also encompasses contour lighting integrated into the trim around the central seam vents. Nine colours in multiples grades of brightness allow customers to adjust the effect to their personal preferences. The functionality of the interior lighting also includes an atmospheric Welcome and Goodbye Animation and light signals indicating an open door or incoming phone call.

As well as the cloud-based navigation system BMW Maps, the standard fitted BMW Live Cockpit Professional includes two USB ports for data transfer, a Wi-Fi interface and smartphone integration enabling the use of e.g. Apple CarPlay® and Android Auto™. Standard equipment for the new BMW M3 Sedan and new BMW M3 Touring also features a Harman Kardon surround sound system. The standard telephony with wireless charging enables wireless charging of compatible smartphones.

Distinctive looks and higher-intensity performance with M Carbon exterior package, M Race Track package and BMW M Performance Parts.

An M Carbon exterior package – an option in the new BMW M3 Competition Sedan with M xDrive and standard in the new BMW M3 Competition Touring with M xDrive – brings

bespoke precision to their outward appeal. With inlays for the wide front air intakes and a rear diffuser with unique geometry for each model, plus exterior mirror caps and a rear spoiler made from CFRP for the BMW M3 Sedan, the M Carbon exterior package also brings fresh visual sharpness to the race-car character of the two models. The optional M Race Track package, which brings M Carbon ceramic brakes, M Carbon bucket seats for the driver and front passenger and Carbon Fibre interior trim elements, reduces vehicle weight by as much as 25 kilograms.

BMW M Performance Parts offer customers additional scope for tailoring the high-intensity driving experience and dynamic aura of the new high performance sports cars to their personal tastes. The selection of model specific retrofit options ranges from exterior components made from CFRP and M Performance forged wheels with centre lock to M Performance floor mats and M Performance steering wheel trim for customising the interior.

Additional information enclosed:

1. The new BMW M3 Competition Sedan with M xDrive and new BMW M3 Competition Touring with M xDrive prices.
2. The new M3 Competition Sedan with M xDrive and new BMW M3 Competition Touring with M xDrive 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

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 over 30 production sites worldwide; the company has a global sales network in more than 140 countries.

In 2023, the BMW Group sold over 2.55 million passenger vehicles and more than 209,000 motorcycles worldwide. The profit before tax in the financial year 2023 was € 17.1 billion on revenues amounting to € 155.5 billion. As of 31 December 2023, the BMW Group had a workforce of 154,950 employees.

The success of the BMW Group has always been based on long-term thinking and responsible action. The company set the course for the future at an early stage and consistently makes sustainability and efficient resource management central to its strategic direction, from the supply chain through production to the end of the use phase of all products.

www.bmwgroup.com

LinkedIn: <http://www.linkedin.com/company/bmw-group/>

YouTube: <https://www.youtube.com/bmwgroup>

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

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

X: <https://www.x.com/bmwgroup>

1. The new BMW M3 Competition Sedan with M xDrive and new BMW M3 Competition Touring with M xDrive prices.

Model	VES Band	Retail price (at time of press)
BMW M3 Competition Sedan with M xDrive	C2	SGD 599,888
BMW M3 Competition Touring with M xDrive	C2	SGD 623,888

2. The new BMW M3 Competition Sedan with M xDrive and new BMW M3 Competition Touring with M xDrive specifications.

BMW M3 Competition Sedan with M xDrive

In-line six-cylinder petrol engine with 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 and Double-VANOS variable camshaft timing.

Capacity: 2,993 cc.

Output: 530 hp at 6,250 rpm.

Torque: 650 Nm at 2,750 – 5,730 rpm.

Acceleration (0 – 100 km/h): 3.5 seconds.

Top speed: 250 km/h.

Fuel consumption (combined): 10.4 L/100 km.

CO₂ emissions (combined): 235 g/km.

BMW M3 Competition Touring with M xDrive

In-line six-cylinder petrol engine with 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 and Double-VANOS variable camshaft timing.

Capacity: 2,993 cc.

Output: 530 hp at 6,250 rpm.

Torque: 650 Nm at 2,750 – 5,730 rpm.

Acceleration (0 – 100 km/h): 3.6 seconds.

Top speed: 250 km/h.

Fuel consumption (combined): 10.4 L/100 km.

CO₂ emissions (combined): 235 g/km.