



### Media Information

September 22, 2020

#### The New 2021 BMW M3 Sedan and M4 Coupe

- New generation of M3 and M4.
- 473 hp core models and 503 hp Competition models.
- MSRP starting at \$84,300 for the M3 and \$85,100 for the M4.
- M xDrive to be available on Competition models starting summer 2021.
- Market launch set for March 2021.

**Richmond Hill, ON.** Today, BMW is proud to unveil the brand new M3 Sedan and M4 Coupe. Thirty-five years after the launch of the very first M – the legendary E30 M3 – and 33 years after its arrival on North American shores, the sixth generation of M3 and second generation M4 deliver uncompromised street and track capabilities for which the model line has become well-known.

Powered by the latest version of the 3.0-litre, inline six-cylinder, BMW TwinPower Turbo S58 motors producing up to 503 hp, the new M3 Sedan and M4 Coupe also offer the choice of a traditional six-speed manual transmission, something that is rare in the cars' segment.

MSRP pricing is \$84,300 for the M3 Sedan, \$88,300 for the M3 Competition Sedan, \$85,100 for the M4 Coupe and \$89,100 for the M4 Competition Coupe.

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Four models will be offered at the global market launch next March: the rear-wheel drive, manual-transmission M3 Sedan and M4 Coupe, and the rear-wheel drive, automatic transmission M3 Competition Sedan and M4 Competition Coupe. Summer 2021 will see the addition of M xDrive for the Competition models, further enhancing their traction capabilities.

#### The BMW M S58 inline 6-cylinder engines

Through constant development work, BMW M GmbH has boosted power in the new M3 and M4 by 48 hp over the previous models and by 59 hp and 73 lb-ft of torque in the new Competition models over previous Competition package-equipped cars.



The new S58 powerplant delivers 473 hp at 6,250 rpm and 406 lb-ft of torque between 2,650 and 6,130 rpm. This allows the M3 Sedan and M4 Coupe to accelerate from 0 to 100 km/h in 4.2 seconds on the way to a top speed of 250 km/h or 290 km/h when the M Driver's Package is selected. The Competition models' S58 engine is further tuned to produce 503 hp at 6,250 rpm and 479 lb-ft of torque between 2,750 and 5,500 rpm; to reduce 0 to 100 km/h acceleration time to 3.9 seconds; and to see similar top speeds of 250 km/h or 290 km/h. Both core and Competition models rev to a redline of 7,200 rpm.

The rigid closed-deck engine block features wire-arc sprayed cylinder liners to reduce both friction and weight. A forged, lightweight crankshaft reduces rotating mass to improve high rpm characteristics. The cylinder head features a 3D-printed core which allows for optimized coolant passage routing and weight reduction.

Forced induction is provided by two, mono-scroll turbochargers with electronically controlled wastegates and efficient air-to-water intercooling. The quick response of the wastegates allows for quicker turbocharger response and for more efficient function of the catalytic converters which are positioned close to the engine.

The High-Precision Injection system operates at over 5,000 psi, ensuring precise and very fine fuel atomization for not only more efficient power production, but also improved emissions. BMW VALVETRONIC variable-valve timing and Double-VANOS variable camshaft timing do their part in the high-revving engine's smooth and efficient power delivery.

### **Cooling system designed for track use**

The new 2021 BMW M3 and M4 include water and oil cooling systems designed to stand up to the high temperatures of track use. Large front intakes ensure that there is a sufficient flow of air to the low-temperature and high-temperature radiators in the upper part of the grille opening. The lower area air flow is used to support the engine oil cooler, and in Competition models, a separate transmission oil cooler.



The low temperature cooling circuit features an electric cooling pump which supplies flow for the intercooler. The high temperature circuit supplies coolant to the engine and turbochargers through a mechanical coolant pump, main radiator and two supporting radiators in the front wheel wells. An additional electric cooling pump allows for turbocharging cooling to continue even after the engine has been switched off.

Decades of BMW M GmbH's racing experience shows in the oil system where the oil sump features two chambers and a map-controlled oil pump. When extra, controlled lubrication is needed, such as during high longitudinal or lateral loads, oil is pulled from the smaller sump chamber to ensure proper supply.

### **Model-specific electrically controlled exhaust**

The dual-branch exhaust system on the new M3 and M4 has been tuned for performance and sound. Drivers will immediately recognize the pair of black chrome twin exhaust tips on both the core and Competition models.

Electrically controlled flaps provide comfortable sound levels by reducing intrusive sound frequencies. Selecting SPORT or SPORT+ modes turns up the intensity of the exhaust sound to match the increased dynamic feeling of the vehicle. An M Sound button allows the driver to reduce engine note when desired and works in any drive mode.

### **6-Speed Manual and 8-Speed M Steptronic transmissions**

In a segment increasingly devoid of delivering on the classic driving experience, the new BMW M3 and M4 core models are delivered with rear-wheel drive and a 6-speed manual transmission. The short and precise gear shifts do their part to increase the connection between driver and car. A Gear Shift Assistant improves directional stability during dynamic driving by matching engine revs during downshifts. This system can be turned off via the iDrive menu by more experienced drivers. A bonus of the manual transmission is the 50 pound weight reduction over the 8-speed M Steptronic automatic transmission and improved front-to-rear weight distribution.



The greatly increased torque of the M3 and M4 Competition models mean that these models are equipped with a standard M Steptronic automatic transmission with Drivelogic. Both automatic and manual modes are offered and can be controlled by the Drivelogic switch on the gear shift lever. Three automatic and three manual modes are available – comfort oriented, sporty and track focused. Each mode features quicker and more intense shifting to match the focus of the driver. Downshifts in automatic mode also feature engine rev-matching. A helpful feature for maximum acceleration in manual mode is the ability to downshift to the lowest gear possible by pulling the left steering wheel mounted-shift lever while simultaneously pressing down on the throttle.

### **M xDrive intelligent all-wheel drive for Competition models**

Summer of 2021 will see the arrival of optional M xDrive for Competition models, a first for the M3 and M4. The additional traction will enable the 479 lb.-ft. of torque to be used to a greater extent during acceleration and dynamic driving.

The rear-biased system will distribute torque between the front and rear axles via an electronically controlled multi-plate clutch. An Active M differential takes care of torque distribution at the rear axle. Torque will be directed to the rear wheels during normal driving, providing the classic rear-wheel drive experience. Only when additional traction is required will torque be sent to the front axle.

Both the M xDrive and Active M differential are connected directly to the Dynamic Stability Control System ensuring quicker responses in improving agility and controlling both understeer and oversteer without having to involve the vehicle's central control computer.

The M xDrive system will offer the driver a choice of three modes: 4WD – the default setting with rear-wheel biased torque distribution focused on traction and precisely controlled handling. 4WD Sport – directs greater percentage of torque to the rear during dynamic driving and is designed to work particularly well on track environments and with the optional track-focused tires. 2WD – requires DCS to be turned off and affords experienced drivers a pure rear-wheel drive experience without any system intervention.



## **Chassis and suspension**

The longer wheelbase and wider track of previous M3 and M4 vehicles has been further improved upon. Both models benefit from body and chassis enhancements over their non-M relatives and from countless hours of intensive testing at BMW Group's Miramas testing facility in the South of France, at the winter testing centre in Arjeplog, Sweden, and from Nurburgring's Nordschleife.

The standard Adaptive M suspension with electronically controlled shock absorbers offers precise control with comfort and agility. The M integrated braking system offers two driver-selected settings for brake pedal feel. The M Traction Control system, part of the optional M Drive Professional, introduces a new integrated wheel slip limitation function of the Dynamic Stability Control system which can be adjusted through 10 stages based on the driver's preferences and needs.

An extensive package of bracing enhances vehicle rigidity and agility. At the front of the new M3 and M4, bracing connects the two shock towers together, the shock towers with the firewall and with the front end of the vehicle. Vertical bracing connects the engine compartment to the front M aluminum subframe which is also tied to the sills via integrated bracing. The centre and rear chassis areas also see added stiffening using crossbar bracing and bracing connecting the rear subframe with the trunk area.

The M-specific double-joint spring strut front suspension includes newly-developed aluminum wishbones with ball joints, an aluminum torque arm with newly developed mounts, a forged swivel bearing with a unique spring strut clamp and lightweight wheel bearings with very a high camber range. Large castor and kingpin angles as well as a lowered roll centre enable the combination of agility and comfort for everyday driving and long journeys. The five-link rear suspension features hubs and wishbone control arms which have been newly developed to ensure precise handling for the most demanding driver.

The front track has been increased by 1.5-inches over the previous models which helps to improve traction and directional stability of the new M3 and M4.



### **M Servotronic steering**

The standard M Servotronic steering combines speed-sensitive assistance with a variable steering ratio allowing this M-tuned system to deliver precise handling and easier maneuvering at low speeds. The variable ratio adjusts to changes in steering angle and helps deliver superb straight-line composure and sharp turn-in response with excellent directional accuracy. When the wheels are already sharply turned, the steering rack teeth are positioned more closely together, so smaller steering wheel inputs are required. As a result, the car feels nimble on winding roads and can be maneuvered into and out of parking spaces with far less steering effort. The M Setup menu gives access to two steering settings – COMFORT for an easy steering feel with precise feedback and SPORT which increases both the feedback felt through the steering wheel and the amount of steering effort required.

### **Adaptive M suspension with electronically controlled dampers**

The electronically controlled shock absorbers of the standard Adaptive M suspension utilize electromagnetically controlled valves which react in milliseconds to generate an infinitely variable damping force for each individual wheel.

The damper characteristics can be adjusted via the M Setup menu. The driver can select from three modes - COMFORT which focuses on everyday driving journeys and long trips by smoothing out road imperfections. SPORT which has been tuned for fast road conditions such as the Nürburgring Nordschleife. And SPORT PLUS which optimizes damper control for maximum dampening on closed tracks.

### **M Integrated brakes**

The standard M Compound brakes have been newly developed for the 2021 BMW M3 and M4 and feature front six-piston fixed-caliper brakes with 380 mm discs and rear single-piston floating-calipers with 370 mm disks. The calipers are painted in blue metallic but may be ordered in black or red; all with the M logo.



The optional M Carbon ceramic brakes deliver even stronger braking power with greater fade resistance, enhanced thermal stability and extremely high resistance to wear. Their gold painted calipers are complemented by front 400 mm discs and rear 380 mm disks.

A shared feature of both brake variants is the integrated braking system. Thanks to this cutting-edge technology, the brake actuation, braking force assistance and braking control functions are brought together within a compact module. The brake pressure required is produced by an electric actuator. As a result, brake pressure is generated more dynamically and ensures significantly quicker and more precise inputs from the driving stability control system. The integrated braking system allows vehicle deceleration to be adjusted more precisely to the driver's requirements. And feedback from the brake pedal is unimpaired by wet road surfaces, significant lateral acceleration or high brake temperatures, giving the driver superb brake feel in all situations.

The M-specific version of the integrated braking system presents the driver with two pedal feel settings, COMFORT and SPORT. Both modes alter the amount of pressure on the brake pedal required to slow the car. The driver can therefore choose between more comfort-oriented and particularly direct, instantaneous response when braking. Their preferred mode is selected via the M Setup menu.

### **M light alloy wheels and performance tires**

The new BMW M3 and M4 are equipped with newly designed forged M light-alloy wheels, 19-inches in front and 20-inches in rear. Non-runflat performance tires sized 275/35ZR19 front and 285/30ZR20 rear complete the standard package. Polished rim edges accentuate the size of the light-alloy wheels. Competition models feature a different standard wheel design, however these wheels can also be equipped on core models. A total of two wheel designs and four finishes can be optioned on both core and Competition models.

Available as an option on both models are 19-inch front and 20-inch rear light-alloy wheels with Michelin Cup 2 tires designed specifically for track use.



**DSC with M Dynamic Mode and ten-stage traction control.**

The DSC functions in the new BMW M3 and M4 work in tandem with the integrated braking system. Along with the Anti-lock Braking System (ABS) and Cornering Brake Control (CBC), whose M-specific set-up helps to maximize precision, the integrated braking system also assists the stability control function in reducing oversteer or understeer. A full suite of supporting systems including Automatic Differential Brake (ADB-X), Brake Assist, Dry Braking and Start-Off Assistant functions bring additional benefits to both performance and more casual driving situations.

The newly-designed control systems allow for more precise stabilizing adjustments to the engine's output. The integrated wheel slip limitation function brings about noticeably more sensitive acceleration control on wet, snow-covered or icy surfaces or on roads with varied levels of traction. The slip control function has been relocated from the DSC control unit to the engine management system. It therefore acts on the engine's output up to 10 times quicker than before. This proactively avoids power-limiting inputs in response to excessively high revs. The car can therefore accelerate with more torque control on rough surfaces, for example.

The driver can also activate M Dynamic Mode in the new BMW M3 and M4 by using a button on the centre console. This mode allows a greater degree of wheel slip, enabling a very dynamic driving while still preserving the functions of DCS if needed.

Selecting the optional M Drive Professional brings the new M Traction Control function. Making its debut in the new BMW M3 and M4, this new traction control allows the driver to set the intervention thresholds for wheel slip. The iDrive menu for this system displays ten stages of defined permitted wheel slip. The new traction control option gives the driver the ability to select the ideal balance of racing-car performance and directional stability for the situation, the road conditions and their personal preferences. This allows them to approach the limits on the track by reducing the extent of control system inputs in stages.





## **Exterior Design**

The new 2021 BMW M3 and M4 are the most aggressive and focused M3 and M4 models to date. The M-specific design features differentiate the two new cars from their non-M versions more than ever. “The design is resoundingly function-driven, pure and reduced without compromise,” says Adrian van Hooydonk, Senior Vice President BMW Group Design. “At the same time, it provides an emotionally engaging window into the vehicle character.”

Exclusive exterior paint colours, forged M light-alloy wheels, a carbon fibre roof and the optional M Carbon exterior package emphasise both form and function of the new BMW M3 and M4.

Dimensionally, the new M3 Sedan is 117 mm (4.6-inches) longer, 10 mm (0.4-inches) wider, 9 mm (0.4-inches) higher and with a 45 mm (1.8-inch) longer wheelbase than the previous generation car. The new M4 Coupe is 117 mm (4.6-inches) longer, 17 mm (0.7-inches) wider, 10 mm (0.4-inches) higher and with a 45 mm (1.8-inch) longer wheelbase than the M4 that it replaces.

The front end of the new M3 displays the most aggressive differentiation from its non-M sibling. Like the new M4, the front end is highlighted by the large and deep frameless BMW kidney grille designed to feed the massive amounts of air needed for fulfilling the cooling requirements under the most rigorous conditions. Cooling for the engine and brakes is provided by large additional intakes on either side of the kidney grille. These two-section apertures feature brake air ducts on the inside and air supply for the remote coolant radiators to the outside. At the outer edges of the front bumper, the vertical intakes for the Air Curtains with integrated, aerodynamically effective “flics” accentuate the width of the car.

The lines of the front bumper and hood converge on the BMW kidney grille, as do the contours of the slim headlights. Standard on the new BMW M3 and M4 are full-LED headlights with U-shaped fibre-optic light guides for the daytime driving lights. Adaptive LED Headlights with BMW Laserlight are available as an option. These can be identified by the blue inlays at the upper edge of the headlight units and come with the cornering light and adaptive cornering functions. Individual Shadowline Headlights, with darkened inlays adorning their upper edges, are also available as an option.



The most striking design feature alongside the prominently flared fenders of the new M3 and M4 are the extended side sills. Together with the aerodynamic components of the front and rear bumpers, which also jut out significantly, they form a High-gloss Black band around the whole of the car. This racing car-inspired design element, also adopted on the first-generation BMW M3, increases downforce in the underbody area and helps to optimize aerodynamic balance of the new cars.

The front fenders and rear wheel arches of both models have a flared M-specific design which creates room for the wider tracks and wheels that help to give the cars their cornering ability. The M gills familiar from past and present cars are integrated neatly into the distinctive surfacing of the front side fenders. The M-specific exterior mirrors have been aerodynamically optimized and are painted in High-gloss Black.

The roof of both the new BMW M3 and M4 is made from carbon-fibre-reinforced plastic (CFRP). This extremely lightweight material lowers the cars' centre of gravity, enhancing their agility. Two fins running longitudinally over the CFRP roof optimize airflow, as does the rear spoiler, which is painted in High-gloss Black. The rear diffuser is finished in black and frames the familiar exhaust system's twin pairs of 100 mm exhaust tips. The slim, darkened rear light clusters with L-shaped LED taillights extend into the fenders, further accentuating the width of the two new models.

### **M Carbon exterior package**

An optional M Carbon exterior package is available for the new M3 and M4. The weight-minimized components included in the package provide a striking visual appearance for the racing-car character of the two models. The M Carbon exterior package is composed of inlays for the front air intakes, a rear diffuser, exterior mirror caps and a rear spoiler made from CFRP.

### **Interior Design**

The latest interior design of the new BMW 3 Series and 4 Series is the foundation of the new M cars' interiors. Added signature M details include red accents for the M buttons on the M leather



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steering wheel and the start/stop button on the centre console. The gear selector lever with Drivelogic switch in the Competition models is leather covered with an embedded M logo and stitching in M GmbH colours. It also features an eye-catching cut-out, which is accentuated by integrated “waterfall” lighting.

The standard anthracite-coloured headliner and interior High-gloss black trim enhance the sports-car aura. Cars with the optional Carbon Fibre interior trim also feature carbon inlays in the M leather steering wheel, and for the Competition models, carbon shift paddles with a unique design.

The new BMW M3 and M4 feature newly developed heated M sport seats and fine-grain Merino leather trim with extended features. The M sport seats have pronounced side bolsters, integrated head restraints and an illuminated model badge. M-specific perforation, which enhances the effect of the optional seat ventilation (available for the first time on the M3 and M4), and a contrasting colour for the centre section (depending on the variant chosen) raise the sense of sporting exclusivity another notch or two.

A new optional interior highlight are the electric front M Carbon bucket seats. Making their debut on the M3 and M4, they combine racing functionality with lightweight design and comfort over long distances. The newly-developed seats have integral head restraints and an illuminated model badge. The use of CFRP in the structure of the seat surface and backrest, and cut-outs in the side bolsters and below the head restraints save 21 pounds over the standard M sport seats.

In track outings, when the driver and front passenger (if applicable) are wearing a helmet, the head restraints of the M Carbon bucket seats can be dismantled. Their racing-car-inspired structure also enables the use of optional multi-point seat belts. The high Alcantara side bolsters help keep the occupants firmly in place during high G-forces. The seat position can be set even lower than the standard M sport seats.

### **Controls and Displays**

The new 2021 BMW M3 and M4 feature standard BMW Live Cockpit Professional with a fully digital 12.3-inch instrument display and a 12.25-inch digital, high-resolution touch screen centre display.



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The latest iDrive 7 operating system includes Navigation with new cloud-based BMW Maps, wireless connectivity for your mobile devices including Apple CarPlay, Android Auto compatibility and BMW Intelligent Personal Assistant and M-specific displays for the instrument cluster and optional Head-Up display.

iDrive 7 allows the driver and passengers to interact with their new M3 or M4 through voice control, touch screen or via the touch iDrive controller. Control buttons for M Mode, Setup and M Sound are placed within easy reach to the left of the rotary controller.

The cloud-based navigation system BMW Maps calculates routes and arrival times with greater speed and accuracy, updates real-time traffic data at short intervals and lets drivers enter any word when searching for a destination.

M-specific controls used to configure the powertrain and chassis to personal tastes and requirements have played an important part in enhancing the close relationship between a driver and their BMW M car. The new M3 and M4 offer even more ways to adjust the cars' setup precisely to the situation at hand and the driver's personal preferences.

### **Setup Button**

The new Setup button on the centre console provides direct access to the options for the seven powertrain and chassis settings. Pressing the button calls up the Setup menu in the Control Display, which lists the currently selected vehicle settings. The driver can now use touch control or the iDrive Controller to activate the desired mode for the engine response, damper settings, steering characteristics and brakes.

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. The driver can choose between COMFORT and SPORT modes for the M-specific Electric Power Steering and the new braking system. The Gear Shift Assistant can be deactivated via the Setup menu and M Traction Control, a feature of the optional M Drive Professional, offers ten-stage adjustment of wheel slip



control. In the all-wheel-drive Competition models, the driver can also choose from the 4WD, 4WD SPORT and 2WD settings for the M xDrive system, the latter delivering pure rear-wheel drive.

### **The M mode button**

The M mode button, found on the centre console of the new M3 and M4, can be used to adjust the responses and characteristics of the driver assistance systems and the displays in the instrument cluster and optional Head-Up Display to deliver a driving experience suited to the situation at hand. The driver can choose from ROAD and SPORT settings, with TRACK mode additionally available when M Drive Professional is specified.

In the ROAD setting, all the standard and optional driver assistance systems are fully activated. Pressing the M Mode button engages the SPORT setting, in which the driver assistance systems activated through the driver's chosen configuration limit themselves to warnings of speed limits and overtaking restrictions, for example. All interventions in the braking and steering systems are suspended in this mode, except for inputs from the Frontal Collision Warning with braking function and the Evasion Assistant.

In SPORT mode the instrument cluster and optional Head-Up Display switch to M View, which only presents information relevant to sporty driving. The information shown includes an M-specific tachometer and Shift Lights, plus a digital speed read-out and gear indicator. A range of data including coolant temperature, charge pressure, tire temperature and pressure and lateral and longitudinal acceleration can be displayed in the right- and left-hand areas of the instrument cluster.

In cars with M Drive Professional, drivers can select TRACK mode. Developed exclusively for race circuits, this mode is activated with an extended press of the M Mode button. The driver must then confirm their choice using the iDrive Controller. This setting fully deactivates all the comfort and safety functions of the driver assistance systems. The Control Display is switched off to focus the driver's attention completely on the track. The instrument cluster and optional Head-Up Display switch to M View mode, with road sign detection and distance information also remaining hidden in the TRACK setting.



### **New M Drive Professional**

Making its debut is new optional M Drive Professional, which has been developed specifically for track driving. This new option helps the driver to make consistent progress in pursuit of the ideal line and the perfect lap. Features include the M Drift Analyzer which records the duration, distance covered, line and angle of a drift with a rating shown on the Control Display.

Other functions include the M Laptimer, which provides a comprehensive amount of performance information, shown on both the optional Head-Up display and in the instrument cluster, beyond just recording lap times. As well as checking their current lap time, the driver can also keep a constant eye on how much quicker or slower they are than their fastest lap of the current session. The Control Display shows the number of laps completed so far, the distance covered and the duration of the driver's current stint. The driver can also analyze the data recorded during their track outing in detail using the BMW M Laptimer app on their Apple iPhone – and share selected information with the online community. Among the resources available are a bird's-eye map view of the track, a lap time comparison, data from the car's sensors such as speed, engine revs and accelerator position, and graphics showing the lateral and longitudinal acceleration values attained.

### **Advanced Driving Assistant package**

The new M3 and M4 are equipped with extensive and cutting-edge standard driver assistance systems designed to enhance comfort and safety in both day to day driving and during long journeys. Park Distance Control and Automatic High beams are standard as is Active Protection and Driving Assistant.

The optional Advanced Driver Assistance Package for the Competition models includes Active Cruise Control with Stop & Go, Extended Traffic Jam Assistant for limited access highways, Steering and Lane Control, Lane Change Assistant, Active Lane Keeping Assistant, Front Cross Traffic Warning, Crossroads Warning, Evasion Aid and Emergency Stop Assistant.



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The latest generation of the optional BMW Head-Up Display system offers a 70 percent larger projection surface on which M-specific displays such as the multi-colour tachometer, Shift Lights and M View are shown.

The optional Parking Assistant Plus can identify parking spots to the left or right and steer the car into the parking spot. The Surround View with 3D view gives a top down view of the car and its surroundings which can also be accessed remotely by the BMW ConnectedDrive app. The included BMW Drive Recorder, which uses the driver assistance systems' cameras to record video sequences from outside the car of up to 40 seconds in length and can be exported to outside devices.

## Exterior colours

The 2021 M3 Sedan and M4 Coupe each feature two non-metallic colours, eight metallic colours (seven for M4) and five frozen matte colours to choose from.

- Alpine White
- Sao Paolo Yellow (new)
  
- Black Sapphire Metallic
- Brooklyn Grey Metallic (new)
- Isle of Man Green Metallic (new)
- Oxide Grey Metallic (BMW Individual; M3 only)
- Portimao Blue Metallic
- Toronto Red Metallic
- Tanzanite Blue Metallic (BMW Individual)
- Dravit Grey Metallic (BMW Individual)
  
- Frozen Brilliant White (new; BMW Individual)
- Frozen Portimao Blue (new; BMW Individual)
- Frozen Orange (New // BMW Individual // Special Order)
- Frozen Dark Grey (New // BMW Individual // Special Order // M3 only)
- Frozen Deep Grey (New // BMW Individual // Special Order // M4 only)
- Frozen Black (New // BMW Individual // Special Order)



### Interior Upholstery and Trim

The 2021 M3 Sedan and M4 Coupe offer a choice of four standard Extended Merino Leather and four optional Full Merino Leather interiors.

- Yas Marina Blue / Black Extended Merino Leather
- Silverstone / Black Extended Merino Leather
- Kyalami Orange / Black Extended Merino Leather
- Black Extended Merino Leather
  
- Yas Marina Blue / Black Full Merino Leather
- Silverstone / Black Full Merino Leather
- Kyalami Orange / Black Full Merino Leather
- Black Full merino Leather

High-Gloss Black interior trim is standard. Aluminum Tetragon Trim, Carbon Fibre Trim, BMW Individual Piano Black Trim, BMW Individual Aluminum Fabric Trim and BMW Individual Finline Black Wood Trim with Silver Effect, Open-Pored are optional.

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### BMW Group in Canada

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