

The new BMW M2 CS. Short version.



BMW M GmbH is launching an exclusive and limited-run special-edition model – with an eye-catchingly sporting appearance – in the premium compact class for the first time. The new high-performance BMW M2 CS (fuel consumption combined: 10.4 – 9.4 l/100 km [27.2 – 30.1 mpg imp], CO₂ emissions combined: 238 – 214 g/km*) sits above the BMW M2 Competition in the line-up and builds on the success already achieved by the BMW M3 CS and BMW M4 CS. It also provides an immensely capable basis for the BMW M2 CS Racing model, BMW M Motorsport's new entry point to amateur racing and the new Clubsport segment (available from 2020).

Striking design with extensive use of carbon fibre.

An array of design elements made from carbon fibre-reinforced plastic (CFRP) ensure the BMW M2 CS cuts an even sharper figure than the BMW M2 Competition. They include the newly designed bonnet, a roof made entirely from CFRP (a first for the BMW M2), the new front splitter, the Gurney – a spoiler lip on the boot lid – and a rear diffuser in exposed carbon fibre. The BMW M2 CS sets new standards in its segment for acceleration, dynamic flair, precision and agility, and provides a new, emotion-stirring entry point to the BMW M GmbH product range. Alongside its outstanding track performance, the BMW M2 CS also makes a convincing impression with its unrestricted everyday usability and the Misano Blue metallic paint finish reserved exclusively for this model. Prices for the BMW M2 CS start at €95,000.

Power boost to 450 hp and Adaptive M suspension.

The twin-turbo six-cylinder in-line engine develops output of 331 kW (450 hp), up 29 kW (40 hp) on that of the BMW M2 Competition. The engine's power is transferred to the road or race track by Adaptive M suspension – hitherto the preserve of the M4 models – and Cup tyres. Adaptive M suspension allows the driver to alter the damper settings through Comfort, Sport and Sport+ modes. While Comfort optimises ride comfort in daily use around town, Sport ensures particularly dynamic progress on cross-country roads, for example. Sport+ (the hardest mode) minimises body movements and maximises dynamic sharpness for top performance on the track.

* All figures relating to performance, fuel consumption and CO₂ emissions are provisional.

The fuel consumption, CO₂ emissions, electric power consumption and operating range figures were determined based on the new WLTP test cycle and have been translated back into NEDC-equivalent values in order to ensure comparability between the vehicles. With respect to these vehicles, for vehicle-related taxes or other data based (at least *inter alia*) on CO₂ emissions, the CO₂ values may differ from the values stated here (depending on national legislation).

M Sport brakes draw on motor sport know-how.

The experience of BMW M GmbH in race competition is clearly reflected in the standard-fitted M Sport brakes with red-painted brake callipers. They include larger brake discs than the M compound brakes of the BMW M2 Competition (front axle: 400 mm diameter, rear axle: 380 mm diameter) and larger callipers (front axle: six-piston fixed callipers, rear axle: four-piston fixed callipers). This top-class system delivers exceptional braking performance with excellent stopping power in all conditions, strong fade resistance and considerable thermal stability. Customers can also select the option of BMW M Carbon ceramic brakes with six-piston callipers at the front and four-piston callipers at the rear. These are even lighter, can soak up the harshest punishment (in track use, for example) and also last longer. Credit for the car's sharp and agile handling goes to elements such as the CFRP high-precision strut brace, which increases the rigidity of the front-end structure, and the extremely accurate DSC (Dynamic Stability Control) system. The latter offers generous levels of traction in wet conditions and when wheel slip becomes a factor, and prevents a sudden breakaway of traction mid-drift. Lending a helping hand here is the Active M Differential, an electronically controlled multi-plate locking mechanism which responds with exceptional precision and speed to optimise traction and directional stability – and which even works proactively in certain situations. When ragged-edge track driving is the order of the day, for example, the selectable M Dynamic Mode (MDM) – a sub-function of DSC – allows a greater degree of wheel slip and increases the freedom available to drivers at the dynamic limit. More significant oversteer and understeer are possible, as are moderate, controlled drifts.

19-inch wheels with Cup tyres.

The BMW M2 CS is fitted with 19-inch Y-spoke forged wheels in High-gloss Black or, as an option, a matt gold finish. The 9J x 19-inch wheels at the front weigh just nine kilograms, the 10J x 19-inch rear items tip the scales at 10 kilos. Shod with Michelin Pilot Sport Cup 2 tyres in 245/35 ZR 19 format and honed specially for the M2 CS, the front wheels meet the highest standards when it comes to lateral control, directional stability, steering feel and steering precision, while the 265/35 ZR 19 rear tyres optimise traction, lateral control and directional stability. Owners looking to use their BMW M2 CS predominantly in everyday driving can specify Michelin Pilot Super Sport tyres as a no-cost option. These generate more grip on wet road surfaces than the Cup tyres.

Impressive performance figures.

The BMW M2 CS racks up some impressive performance stats. When fitted with the optional seven-speed M double-clutch transmission (M DCT), it sprints from 0 to 100 km/h (62 mph) in 4.0 seconds. With the six-speed manual gearbox – offered for the first time in a BMW CS model and very much in tune with the desires of M2 target customers – the figure is 4.2 seconds. The top speed of the M Driver's Package-equipped special edition is capped electronically at 280 km/h (174 mph). In cars specified with the six-speed manual gearbox, combined fuel consumption is 10.4 – 10.2 l/100 km [27.2 – 27.7 mpg imp] with combined CO₂ emissions of 238 – 233 g/km*. With the M DCT transmission on board, the combined figures are 9.6 – 9.4 l/100 km [29.4 – 30.1 mpg imp] and 219 – 214 g CO₂/km.* Added to which, in the relevant EU countries the BMW M2 CS comes with a petrol particulate filter, which further reduces particulate emissions. An additional cover for the oil sump, an additional oil scavenge pump and a sophisticated oil return system near the turbocharger maintain stable oil circulation in both everyday use and hard driving on the track. The engine's increased appetite for cooling air is reflected among other things in the design of the bonnet, whose integrated air vent helps to expel hot air more effectively. The exhaust system – which represents an upgrade on the BMW M2 Competition's both visually and aurally – has a dual-branch design and sports the quad tailpipes familiar to BMW M fans. Two electrically controlled flaps ensure that the BMW M2 CS develops an engine note fitting the BMW M profile. And the driver can make further adjustments to the soundtrack through their choice of M Engine Dynamics Control driving mode and using direct selection buttons on the centre console.

Focused and sophisticated interior.

The cabin of the BMW M2 CS combines an exclusive, pure-bred appearance with the sporting feel of classy Alcantara and innovative lightweight design. For example, the centre console is made entirely of lightweight carbon fibre, and CFRP is also used for the door pulls and trim. The ultra-light M Sport seats from the BMW M4 CS add another ergonomic and visual highlight. With their bucket-style construction, these Merino leather and Alcantara-covered seats with red contrast stitching represent a clear nod to the race track and ensure unshakable lateral support even in competitive track driving.

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The fuel consumption and CO₂ emission figures are determined according to the European Regulation (EC) 2007/715 in the version applicable. The figures refer to a vehicle with basic configuration in Germany. The range shown considers the different sizes of the selected wheels/tyres and the selected items of optional equipment, and may vary during configuration.

The values are based on the new WLTP test cycle and are translated back into NEDC-equivalent values in order to ensure comparability between the vehicles. With respect to these vehicles, for vehicle-related taxes or other duties based (at least *inter alia*) on CO₂ emissions, the CO₂ values may differ from the values stated here (depending on national legislation).

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/>.

The optional M Sport steering wheel with exclusive Alcantara covering and a red centre marker likewise feeds into the motor sport theme. And Alcantara is also used for the armrest in the centre console and a trim strip on the instrument panel bearing a large red CS logo.