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07 May, 2024

The all-new BMW M4 CS.

- Increased engine output of 405 kW / 550hp, with model-specific chassis tuning
- Two new BMW individual paint finishes: Riviera Blue and Frozen Isle of Man Green
- Latest in-car technology with BMW Operative System 8.5
- Production starts in July 2024 with first customer deliveries in Autumn
- BMW M4 CS priced from €213,870 RRP

Filling the space between the racetrack experience and soul-stirring road performance, the new BMW M4 CS celebrates racing passion with lightweight design elements for every day driving comfort.

With an increased engine output of 405 kW/550 hp, model-specific chassis tuning and minimised weight – helped by numerous components made from carbon fibre-reinforced plastic (CFRP) – the BMW M4 CS (fuel consumption, combined 8.49 l/100km; CO2 emissions combined: 232 g/km in the WLTP cycle, CO2 class: G) bring an extra edge to the BMW M4 Coupé vehicle concept of four seats, everyday practicality, advanced equipment and exclusive design features.

Production of the new BMW M4 CS will start in July 2024 at BMW Group Plant Dingolfing, with order books opening in late May. The BMW M4 CS is priced from €213,870 RRP with first deliveries in Ireland from Autumn 2024.

Model	Max Power* (hp)	Peak Torque* (Nm)	Acceleration* (0-100 km/h) (secs)*	CO ₂ Emissions* (WLTP) (g/km)	Fuel Consumption Combined* (WLTP) (l/100km)	Retail Price*** from
M4 CS	550	650	3.4	232	8.49	€213,870

*All figures relating to performance, consumption, electric range and emissions are provisional. All the stated technical data including fuel consumption, electric range and emissions figures relate to the offering in the German market. Dimensions and measurements refer to vehicles with basic configuration in Germany. These may vary depending on the wheel/tyre size and items of optional equipment selected. **Electronically limited. ***Price stated is the Recommended Retail Price which does not include On The Road costs and taxes.

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The new BMW M4 CS invites owners to experience the iconic M feeling in all its depth and breadth. Its distinctive character profile places it exactly midway between the new BMW M4 Competition Coupé with M xDrive (fuel consumption, combined 8.4 – 8.31 l/100km; CO2 emissions, combined: 229 – 226 g/km in the WLTP cycle, CO2 class: G) – complete with its recently introduced performance, design and equipment upgrades – and the 1,000-unit limited-run BMW M4 CSL special edition (fuel consumption, combined 8.4 – 8.25 l/100km; CO2 emissions, combined: 227 – 224 g/km in the WLTP cycle, CO2 class: G). The performance of the new BMW M4 CS is the product of M-typical racing genes, which offer constant reminders of their presence in everyday driving on the road and enjoy full expression out on the track.

The model-specific performance characteristics of the six-cylinder in-line engine in the BMW M4 CS, an eight-speed M Steptronic transmission and M xDrive intelligent all-wheel drive infuse the new model with dynamic poise and assurance. Instantaneous power delivery and optimised traction enable acceleration of 0 to 100 km/h in just 3.4 seconds. In testing at the Nürburgring's Nordschleife circuit – the ultimate barometer for all BMW M cars – the new BMW M4 CS recorded an official time of 7 min. 21.989 sec. for the full 20.832-kilometre lap.

Six-cylinder in-line engine developed for motor sport.

The race-focused character of the new BMW M4 CS is immediately recognisable. Powered by a high-revving six-cylinder in-line engine with M TwinPower Turbo technology, the 3.0-litre has track performance from day one of its development. With a rigid crankcase featuring sleeve-free, closed-deck construction and a forged lightweight crankshaft which displays exceptional torsional resistance, both giving the engine its rapid power delivery. The wire-arc sprayed iron coating of the likewise weight-saving cylinder bores reduces frictional losses and the cylinder head has a 3D-printed core. This additive manufacturing process allows the coolant ducts to be routed in an optimum arrangement for temperature management that would be impossible to achieve using conventional metal casting methods. And the system of oil supply – like the cooling system – is designed to handle the specific challenges of track use, including consistently high revs and extreme lateral acceleration.

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Bespoke performance characteristics, distinctive sound.

Racing technology provides the foundations for the extraordinary potential of the six-cylinder in-line engine, which produces maximum output of 405 kW/550 hp from under the bonnet of the new BMW M4 CS.

Representing a 15 kW/20 hp increase from the BMW M4 Competition Coupé with M xDrive, the power boost was achieved through targeted revisions to the engine's M TwinPower Turbo technology and required no concessions in stability or durability. The adjustments focused on raising the maximum charge pressure of the two mono-scroll turbochargers to 2.1 bar and making model-specific tweaks to the engine management.

The upgrades also produce a specific take on familiar M performance characteristics, with instantaneous power delivery that continues unabated through to the upper echelons of the rev range a particularly dominant theme. The engine in the new BMW M4 CS puts its peak torque of 650 Nm (479 lb-ft) on tap from just 2,750 rpm up to 5,950 rpm and develops maximum output at 6,250 rpm and has a 7,200 rpm red line. Contributing to the excellent engine response is a model-specific engine mounting with increased spring rates; the rigid connection between the power unit and the vehicle's structure enables direct transmission of its power to the drivetrain every time the driver presses the accelerator.

The instantly available power and high-revving character of the engine pave the way for imposing acceleration figures. The new BMW M4 CS dashes from 0 to 62 mph in just 3.4 seconds, while 0 to 124 mph takes 11.1 seconds. The mid-range sprint from 50 – 75 mph is dealt with in 2.6 seconds in 4th gear and 3.3 seconds in 5th gear. The top speed of the special edition is electronically limited to 302 km/h (188 mph).

The engine's power delivery is accompanied by an emotionally stirring soundtrack generated by the dual-branch exhaust system, which features electrically controlled flaps, a titanium rear silencer with weight-minimising design and – in customary M fashion – two pairs of tailpipes painted in matt Black.

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The engine's acoustic presence adjusts to the powertrain setting selected via the M Setup menu. In SPORT and SPORT+ modes, the engine note gains unmissable racing car undertones, injecting aural drama during gear changes and the accompanying adjustments in rev speed.

Eight-speed M Steptronic transmission, M xDrive and active M differential convert outstanding power into imposing performance.

The engine's drive torque is relayed to all four wheels of the new BMW M4 CS via an eight-speed M Steptronic transmission with Drivelogic, operated using either the M-specific gear selector lever on the centre console or the carbon-fibre shift paddles on the steering wheel. The Drivelogic button integrated into the selector lever allows the driver to alter the transmission's shift characteristics as desired, with a choice of settings available: one comfort-oriented, one for sports performance and one optimised specifically for track use.

The engine's power is channelled onto the road by the M xDrive system. This intelligent all-wheel-drive technology uses an electronically controlled multi-plate clutch in the transfer case to distribute the engine's power smoothly between the front and rear wheels – and to maximise traction, agility, and directional stability in any situation. The multi-plate clutch's oil supply has been optimised to ensure the all-wheel-drive system continues to perform effectively even during ultra-intense track sessions.

The M xDrive system's rear-wheel bias and the way it teams up with the Active M Differential at the rear axle – whose operation is also fully variable – add to the signature M feeling when accelerating or powering through corners. Furthermore, the M Setup menu allows 4WD Sport mode to be selected, which directs an even greater proportion of the engine's torque to the rear wheels. Drivers can switch off the DSC (Dynamic Stability Control) system altogether and engage pure rear-wheel drive via 2WD mode.

Model-specific tuning for the chassis technology and control systems.

The chassis technology for the new BMW M4 CS has been tuned precisely to the performance characteristics of the engine, the overall vehicle concept, and its weight distribution.

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The individually tuned axle kinematics and bespoke wheel camber settings, dampers, auxiliary springs and anti-roll bars serve to optimise steering precision, transmission of lateral control forces when cornering, spring and damping response and wheel location.

The electronically controlled dampers of the adaptive M suspension on the new BMW M4 CS likewise come in a model-specific setup, as do its electromechanical M Servotronic steering with variable ratio and its integrated braking system. The settings for the DSC system and M Dynamic Mode have also been purposefully geared to the demands of dynamic circuit driving. M Dynamic Mode gives drivers extra leeway to explore the car's dynamic limits by pushing back the intervention points for the DSC system's various stabilising measures. When the driver adopts a sporty driving style, the resultant wheel slip ensures even better power transmission and helps to propel the car down the road with extra assurance.

Exclusive forged light-alloy wheels and track tyres fitted as standard.

The special-edition model is equipped as standard with M Compound brakes with callipers painted in a choice of Red or Black while the callipers for the optional M Carbon ceramic brakes can be specified in a Red or matt Gold painted finish. The new BMW M4 CS comes as standard with forged M light-alloy wheels in an exclusive V-spoke design – available in either in matt Gold Bronze or matt Black.

The lightweight wheels (19-inch at the front axle and 20-inch at the rear) are fitted as standard with Michelin Pilot Sport Cup 2 tyres or optionally with Michelin Pilot Sport Cup 2 R, to maximise the performance experience on track. Offering outstanding lateral control and directional stability, precise steering feel and optimum traction, these track tyres – in the dimensions 275/35 ZR19 (front) and 285/30 ZR20 (rear) – represent a compelling proposition – while customers intending to use their BMW M4 CS for day-to-day driving can select high-performance tyres in the same size as a no-cost option.

Intensive application of lightweight design with generous use of CFRP.

Extensive lightweight design measures play a major part in moulding the performance qualities and exclusive character of the new BMW M4 CS. The use of components made from carbon fibre-reinforced plastic (CFRP) is of key importance here – the carbon-fibre

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roofs low weight brings the car's centre of gravity closer to the road and therefore enhancing agility and cornering dynamics. The bonnet, front splitter, front air intakes, exterior mirror caps, rear diffuser and Gurney-style rear spoiler are also made from this lightweight, high-tech material.

Intelligent lightweight design is also evident in the interior, with the centre console, shift paddles on the steering wheel and other interior trim elements made from CFRP. The special-edition model comes as standard with M Carbon bucket seats, whose weight-minimising construction is highlighted by the use of CFRP in the structural elements of the seat cushion and backrest, as well as in the eye-catching cut-outs in the side bolsters and below the head restraints. Added to which, the exhaust system on the new BMW M4 CS is more than four kilograms lighter, thanks to the use of a titanium rear silencer. These lightweight design measures bring the car's weight down by 20 kilograms compared to the BMW M4 Competition Coupé with M xDrive.

Optional M front end strut brace maximises torsional rigidity.

An optional M front end strut brace – also engineered for lightness – can be specified to increase torsional rigidity and improve handling through dynamically taken corners. The cast aluminium elements connecting the spring strut towers to the front end feature a weight-optimised geometry that has been precisely matched – with the help of numerical models – to the forces applied in various driving situations.

Exclusive design features promise thrilling performance.

The new BMW M4 CS is offered in two new BMW Individual paint finishes; Riviera Blue solid and Frozen Isle of Man Green metallic, while exposed carbon fibre for the roof, bonnet indents, front splitter, front air intakes, M exterior mirror caps, rear spoiler and rear apron highlight the models distinctive character. Together with the Black side skirts and M gills, the CFRP elements provide a stunning contrast against the bold new paint finishes. The new BMW M4 CS can also be specified in M Brooklyn Grey metallic and Sapphire Black metallic.

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The vehicle's front-end sports a weight-saving, frameless BMW kidney grille that was designed especially for this mode, including red contour lines and the "M4 CS" badging on the upper of the two horizontal grille bars. Both model badge at the front and its counterpart on the boot lid have black surfaces with a red border.

Eye-catching headlights add another flourish to the front end of the new BMW M4 CS. Their sculptural light icons illuminate yellow instead of white – both during the Welcome Light Animation and while low beam or high beam is switched on – while the rear lights of the BMW M4 CS make a visual statement with their striking appearance during the hours of darkness. As well as generating a powerful radiance, their Laserlight technology is marked out by intricate fibre optic bundles inside the light units, which have a "free-floating" appearance and are illuminated by a laser diode. The result is a prominent 3D effect which was first seen in the BMW M4 CSL high-performance special edition and now brings an exclusive aesthetic to the BMW M4 CS.

Racing flair in the cockpit: M Carbon bucket seats with exclusive design cues.

The cockpit of the BMW M4 CS focuses solely on delivering an exhilarating driving experience, by blending its distinct racing aura with comfort features for everyday driving. The standard M Alcantara steering wheel in three-spoke design with a flat-bottomed rim offers a perfect combination of secure grip for dynamic driving manoeuvres and impressive comfort on longer journeys. Its red centre marker and CFRP shift paddles add an authentic racing flavour to the cockpit. The standard M Carbon bucket seats in a model-specific design also fuse racing-car feel and long-distance comfort to exceptional effect. Fully electric and heated, they feature integral head restraints and an illuminated model badge.

The M Carbon bucket seats in the BMW M4 CS are upholstered in Merino leather and come in an exclusive design with a Black/Red colour scheme and distinctive contrast stitching. This bi-colour finish is carried over into the rear compartment of the high-performance sports car and both the door panels in the front and the rear side panelling are trimmed entirely in Black leather. Red "CS" lettering on the centre console, M seat belts with contrast stitching in the BMW M GmbH colours, an Anthracite-coloured

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headliner, interior trim strips in Carbon Fibre finish and door sill plates with the inscription "M4 CS" all add to the exclusive ambience inside the car.

BMW Curved Display with M-specific readouts, new BMW iDrive.

The latest version of the BMW iDrive display and control/operation system based on BMW Operating System 8.5 provides intuitive control of numerous vehicle functions and digital services. The BMW Curved Display features M-specific readouts and is angled towards the driver, helping them to focus on the road ahead. The fully digital screen grouping is formed by a 12.3-inch information display behind the steering wheel and a control display with a screen diagonal of 14.9 inches. The familiar M Shift Lights appear at the top of the information display, while the driving stability system, M xDrive and traction control modes are all indicated in the lower area. Special widgets containing information on the current vehicle setup, as well as tyre pressures and temperature can be added to the control display's home screen.

The upgraded BMW iDrive also comprises the BMW Intelligent Personal Assistant and has been designed with particular emphasis on touch and voice control. Besides the M-specific graphics, the system also now features a new way of operating the automatic climate control: the temperature and ventilation settings as well as the seat heating can be controlled either by touch using a special menu option in the lower area of the control display or by voice command.

Setup button for customising vehicle configuration, M Drive Professional with M Drift Analyser and M Laptimer as standard.

The M-specific Setup button on the centre console enables direct access to the settings options for the engine, chassis, steering, braking system and M xDrive. Two individually configurable setup variants can be stored permanently, together with the preferred settings for the engine note, the DSC system, the Automatic Start/Stop function and the shift characteristics of the eight-speed M Steptronic transmission, and then retrieved using one of the two M buttons on the steering wheel.

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Also fitted as standard in the new BMW M4 CS is the M Drive Professional system. This includes track-optimised functions such as the M Drift Analyser, which evaluates and records purposefully executed cornering slides, and the M Laptimer, which provides detailed data on laps of the track and allows sporty-minded drivers to share their exploits with the community. It additionally comes with M Traction Control, whose ten stages also play their part in helping drivers enjoy the pleasure of driving the car enthusiastically on the track.

The M Mode button on the centre console is another tool in the M Drive Professional package and can be used to adjust both driver assistance system responses and the content shown in the information display and Head-Up Display. As well as the ROAD and SPORT settings, the BMW M4 CS also offers a TRACK mode designed exclusively for use on race circuits.

Top-class options for added pleasure and comfort in everyday driving.

The specification of the standard BMW Live Cockpit Professional includes the BMW Head-Up Display with M-specific graphics, the cloud-based BMW Maps navigation system, smartphone integration, telephony with wireless charging and a WiFi interface. The BMW Drive Recorder is available optionally.

The new BMW M4 CS additionally offers customers a select choice of comfort features and driver assistance systems. Comfort Access, an alarm system, two-zone automatic climate control, the Harman Kardon Surround Sound System, Park Distance Control, the Parking Assistant, Front Collision Warning, Lane Departure Warning and the Speed Limit Info system are all included as standard, while automatic boot lid operation and the Driving Assistant system can be added as options.

Production of the new BMW M4 CS will start in July 2024 at BMW Group Plant Dingolfing, with order books opening in late May. The BMW M4 CS is priced from £117,100 RRP with first deliveries in the UK arriving in Autumn 2024.

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*Fuel consumption, CO2 emission figures and power consumption were measured using the methods required according to Regulation VO (EC) 2007/715 as amended. The figures are calculated using a vehicle fitted with basic equipment in Germany, the ranges stated take into account differences in selected wheel and tyre sizes as well as the optional equipment. They may change during configuration.

The details marked * have already been calculated based on the new WLTP test cycle and adapted to NEDC for comparison purposes. In these vehicles, different figures than those published here may apply for the assessment of taxes and other vehicle-related duties which are (also) based on CO2 emissions.

For further details of the official fuel consumption figures and official specific CO2 emissions of new cars, please refer to the "Manual on fuel consumption, CO2 emissions and power consumption of new cars", available at sales outlets, from Deutsche Automobil Treuhand GmbH (DAT), Hellmuth-Hirth-Str. 1, 73760 Ostfildern-Scharnhausen and at <https://www.dat.de/co2/>.

The BMW Group

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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.

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