



# **The new BMW M3 Sedan and BMW M3 Competition Sedan. The new BMW M4 Coupé and BMW M4 Competition Coupé. Short version.**

35 years after the first BMW M3 took to the stage, BMW M GmbH is presenting the latest generation of its high-performance sports cars at the premium end of the midsize class. The new BMW M3 Sedan (fuel consumption combined: 10.8 l/100 km (26.2 mpg imp); CO<sub>2</sub> emissions combined: 248 g/km), new BMW M3 Competition Sedan (fuel consumption combined: 10.2 l/100 km (27.7 mpg imp); CO<sub>2</sub> emissions combined: 234 g/km), new BMW M4 Coupé (fuel consumption combined: 10.8 l/100 km (26.2 mpg imp); CO<sub>2</sub> emissions combined: 248 g/km) and new BMW M4 Competition Coupé (fuel consumption combined: 10.2 l/100 km (27.7 mpg imp); CO<sub>2</sub> emissions combined: 234 g/km) elevate their unmistakable combination of track-optimised performance and supreme everyday usability to a whole new level.

The market launch of the new high-performance cars will get underway in March 2021. Like their distinct vehicle concepts – one a sedan with space for up to five occupants, the other a four-seat coupé – the range of available powertrain options also offers customers unusually generous scope for configuring the cars to their personal requirements. The new BMW M3 Sedan and new BMW M4 Coupé are fitted with a six-cylinder in-line engine with M TwinPower Turbo technology, whose 353 kW/480 hp is channelled to the rear wheels via a six-speed manual gearbox unique in its segment. In the new BMW M3 Competition Sedan and new BMW M4 Competition Coupé, the 375 kW/510 hp version of the high-revving unit teams up with an eight-speed M Steptronic transmission with Drivelogic. The two Competition models will also be available (est. from summer 2021) with the M xDrive all-wheel-drive system.

Customers can therefore choose from three different character profiles for their sedan or coupé. The significant dynamic advances made over their predecessors are the product of a typically M development and tuning process conducted in part alongside testing for the new BMW M4 GT3 racing car. Further common ground between the new BMW M cars is the spectrum of emotions sparked by their powertrain and chassis, visually expressive design and new, M-specific control/operation system. These range from the joy of driving a car so capable over long distances yet so dynamically adept in everyday use, to the thrill of a sporting machine let off the leash on closed roads.

### **Six-cylinder in-line engine with instantaneous power delivery and signature M high-revving characteristics.**

The engines powering the new high-performance cars blend the high-revving tendencies for which M models are renowned with the latest version of M TwinPower Turbo technology. The result is a new high point for six-cylinder in-line petrol units from BMW in terms of output and torque. Lightweight design and exceptional rigidity are standout attributes of the performance-maximising components of the base engine. Two turbochargers with indirect charge air cooling, a flow-optimised air intake system and a petrol direct injection system working with maximum pressure of 350 bar help to generate the engine's instantaneous power delivery and appetite for revs, which it sustains without interruption into the higher reaches of the engine speed range.

The engine powering the new BMW M3 Sedan and new BMW M4 Coupé serves up peak torque of 550 Nm (405 lb-ft) all the way from 2,650 to 6,130 rpm. Its maximum output of 353 kW/480 hp is available at 6,250 rpm. The unit fitted in the Competition models likewise maintains peak torque across a wide rev band, with 650 Nm (479 lb-ft) on tap between 2,750 and 5,500 rpm. Maximum output of 375 kW/510 hp is developed at 6,250 rpm, with the engine's red line arriving at 7,200 rpm.

These performance characteristics deliver a deeply impressive driving experience. The new BMW M3 Sedan and new BMW M4 Coupé require just 4.2 seconds to power from 0 to 100 km/h (62 mph). 0 to 200 km/h (124 mph) takes 13.7 seconds. The Competition models each accelerate from 0 to 100 km/h (62 mph) in 3.9 seconds and from 0 to 200 km/h (124 mph) in 12.5 seconds. A model-specific exhaust system with electrically controlled flaps provides an emotionally rich soundtrack.

A bespoke cooling system ensures optimal operating temperatures are maintained at all times for all powertrain components – in everyday driving over short distances and through town, but also when pushing to the limits of performance on the track. A central cooling module is joined by two remote high-temperature radiators in the wheel arches. In the Competition models the system also includes an additional engine oil cooler and separate transmission oil cooler. The accumulated motor-sport expertise of BMW M GmbH has also made its presence felt in the conception of the oil supply system. The engine's oil sump has two separate chambers and an integrated suction channel. An additional suction stage allows the map-controlled oil pump to draw lubricant from the smaller chamber, which steps in when extra capacity is needed. This ensures a reliable supply of oil at all times, even under extreme lateral and longitudinal acceleration.

**Unmatched variety: six-speed manual gearbox, eight-speed M Steptronic transmission with Drivelogic, rear-wheel drive and M xDrive.**

The combination of a six-cylinder in-line engine and six-speed manual gearbox in the new BMW M3 Sedan and new BMW M4 Coupé delivers a classical performance-driving experience. The manual gearbox features the Gear Shift Assistant, which uses engagement speed control to ensure slip-free operation when downshifting under braking into corners.

The eight-speed M Steptronic transmission with Drivelogic in the Competition models is distinguished by ratio spacing perfectly attuned to the engine's characteristics and a broad overall ratio spread. It enables both fully automatic gear changes and manual shifts with the M-specific selector lever or shift paddles on the steering wheel. The transmission's shift characteristics are adjusted using the Drivelogic button integrated into the selector lever. The driver can access three clearly distinct setups in both automatic and manual mode.

For the first time in the history of the BMW M3 and BMW M4, customers will be able to specify an all-wheel-drive system for the high-performance sports cars – est. from summer 2021 – as an alternative to traditional rear-wheel drive. The M xDrive system has a rear-wheel bias and links up with the Active M Differential at the rear axle. The driver can dip into the Setup menu to choose between 4WD and 4WD Sport modes, the latter directing a greater proportion of the engine's torque to the rear wheels. And switching off DSC (Dynamic Stability Control) brings 2WD mode into the equation. Sending power to the rear wheels only and suspending stabilising interventions from the control systems treats experienced drivers to an uncorrupted driving experience.

**M-specific chassis, extremely high torsional rigidity.**

The extremely high torsional rigidity of the body and chassis mounting is a key factor in providing the combination of dynamism, agility and precision for which BMW M models are renowned, plus a linear build-up of lateral forces throughout the full range of lateral acceleration and steering behaviour that remains neutral even at the limit. A model-specific package of bracing elements for the engine compartment, a front axle subframe with aluminium shear panel, underfloor bracing elements and a rear axle subframe with a rigid connection to the body all play a part in the cars' precisely controllable handling in even dynamically intense situations.

Adaptive M suspension with electronically controlled shock absorbers and M-specific kinematics and elastokinematics for the front and rear axles are

standard features of the new BMW M3 Sedan and new BMW M4 Coupé. They also have M Servotronic steering with a variable ratio and an M-specific version of the integrated braking system, which presents the driver with two different brake response and pedal feel settings. The introduction of an integrated wheel slip limitation function allows the DSC system to work with increased precision. Plus, the standard inclusion of M Dynamic Mode opens the door to a particularly sporty driving experience, complete with controlled drifting ability. Standard specification also features forged M light-alloy wheels – in 18-inch format at the front axle and 19-inch at the rear. Tyres are 275/40 ZR18 items at the front and 285/35 ZR19 at the rear.

### **Eye-catching design dials up the emotional appeal.**

The distinctive body design of the new BMW M3 Sedan and new BMW M4 Coupé sends out a bolder statement than ever of the performance supremacy and emotionally engaging driving experience at hand. M-specific design features firmly invested in the functional requirements of high-performance sports cars are integrated harmoniously into the modern design language. Contributors to the visually striking appearance of the two models include the M-specific version of the large, vertical BMW kidney grille with horizontal bars, the powerfully sculpted wheel arches with eye-catching M gills and the prominently extended side sills with attachment parts for the front and rear aprons. The sedan and coupé also have a roof made from carbon-fibre-reinforced plastic (CFRP) with aerodynamically optimised fins, a rear spoiler and the two pairs of exhaust tailpipes that are now a customary feature of M cars.

Full-LED headlights are fitted as standard, while Adaptive LED Headlights with BMW Laserlight can be specified as an option. The selection of exterior paint finishes includes the new and exclusive shades Sao Paulo Yellow non-metallic, Toronto Red metallic and Isle of Man Green metallic. An optional M Carbon exterior package and model-specific BMW M Performance Parts can be ordered from launch.

Inside the new BMW M3 Sedan and new BMW M4 Coupé, clearly structured surfaces and an ergonomically impeccable cockpit design ensure the driver's focus remains one hundred per cent on the intense driving experience. Newly developed, electrically adjustable M sport seats and fine-grain Merino leather trim with extended features come as standard, with seat ventilation also available for the first time. A standout highlight of the options list are the new M Carbon bucket seats with a structure-based design, which combine racing functionality with a lightweight construction, comfort over long distances and sumptuous workmanship. These innovative seats have integral head restraints which can be dismantled for track driving,

an illuminated model badge and electric adjustment. Their racing-car-inspired structure also enables the use of multi-point seat belts.

**M-specific control/operation system for a customisable performance experience.**

The control and display system of the new BMW M3 Sedan and new BMW M4 Coupé comprises an array of new features which play their role in the cars' refreshingly involving driving experience. The optional M Drive Professional, making its debut here, has been conceived specifically for track driving. It includes the innovative new M Traction Control, which allows the new integrated wheel slip limitation function of the DSC system to be adjusted (through ten stages) to the driver's personal preferences and needs. Other elements of M Drive Professional are the M Drift Analyser, which records and rates driving stats posted in dynamic cornering manoeuvres, and the M Laptimer, which supplies lap times and other information generated during track sessions.

The Setup button on the centre console provides direct access to the settings options for the engine, chassis, steering and braking system, plus – depending on the model and specification – the M xDrive system, Gear Shift Assistant and traction control. Two individually composed configurations for the overall vehicle setup can then be stored and called up again instantaneously at any time using the M buttons on the steering wheel.

The control panel on the centre console also houses the M Mode button as standard. This can be used to adjust the responses and characteristics of the driver assistance systems and the displays in the instrument cluster and Head-Up Display to deliver a driving experience suited to the situation at hand and worthy of the M badge. The driver can choose from ROAD and SPORT settings, with the TRACK mode developed for outings on race circuits added to the armoury when M Drive Professional is specified.

**Extensive standard specification, high-quality options delivering the desired levels of comfort, safety and performance.**

An array of new additions to the standard and optional equipment lists ensure the new BMW M3 Sedan and new BMW M4 Coupé raise the bar further still not only in terms of racing flair, but also comfort and functionality. Cutting-edge driver assistance systems ease the driver's workload in monotonous or unclear situations on the road. Both models come as standard with Park Distance Control with sensors at the front and rear, Front Collision Warning and Lane Departure Warning, plus the Speed Limit Info road sign detection system. Options include the Driving Assistant Professional, complete with the Steering and Lane Control Assistant, Active Navigation function,

Emergency Lane Assistant, BMW Drive Recorder and the latest generation of the BMW Head-Up Display with M-specific content. The likewise optional Parking Assistant comprises functions such as the Reversing Assistant.

Standard equipment including three-zone automatic climate control, LED interior lighting including ambient lighting, and a hi-fi speaker system enhances comfort in everyday driving and over longer journeys.

BMW Live Cockpit Professional – with its fully digital display grouping, cloud-based navigation system BMW Maps and the BMW Intelligent Personal Assistant – also comes as standard for the new BMW M3 Sedan and new BMW M4 Coupé. And updated smartphone integration enables the use of both Apple CarPlay and Android Auto via the car's operating system.

A steel roof with integral glass tilt/sliding sunroof is available as a no-cost option for both models as an alternative to the standard carbon-fibre version. The new M Race Track Package, meanwhile, brings about a targeted reduction in vehicle weight. This package includes M Carbon ceramic brakes, weight-minimised M light-alloy wheels (available as an option with semi-slick tyres) and the M Carbon bucket seats.

The fuel consumption and CO<sub>2</sub> emissions figures are determined according to the European Regulation (EC) 715/2007 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 CO<sub>2</sub> emissions, the CO<sub>2</sub> values may differ from the values stated here (depending on national legislation).

Further information on official fuel consumption figures and specific CO<sub>2</sub> emission values of new passenger cars is included in the following guideline: 'Leitfaden über den Kraftstoffverbrauch, die CO<sub>2</sub> Emissionen und den Stromverbrauch neuer Personenkraftwagen' (Guide to the fuel economy, CO<sub>2</sub> 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-Schramhausen and at <https://www.dat.de/co2/>.