

The new BMW M2 CS

- The new BMW M2 CS further raises the bar for sheer driving pleasure at the premium end of the compact high-performance sports car segment.
- Outstanding agility, a significant increase in power output, supreme dynamics and particularly sporty design characteristics make driving the latest exclusive special-edition model from BMW M GmbH an enthralling experience.

The new BMW M2 CS is the next chapter in an emphatic success story, which began with the iconic BMW 2002 turbo and continued with the BMW 1 Series M Coupé and the first BMW M2 – including the first CS variant, which was unveiled in 2019. BMW M GmbH offered a first glimpse of the exterior design of the BMW M2 CS on 23 May, as part of the unique Concorso d'Eleganza Villa d'Este event on the shores of Lake Como.

The new version of this special edition offers the ultimate in driving pleasure – both as a track tool and in day-to-day use. Like the BMW M2 Racing, which is based on the chassis from the latest-generation M2, the BMW M2 CS will be manufactured at BMW Group Plant San Luis Potosí in Mexico. As has become familiar with other special-edition models from BMW M GmbH, the BMW M2 CS will be produced in limited numbers. The key sales markets are the USA, Germany and China. The market launch will begin in late summer 2025.

The new BMW M2 CS is based on the second generation of the BMW M2 and significantly improves what is already an extraordinary level of performance. For example, the high-revving six-cylinder in-line engine with M TwinPower Turbo technology develops an impressive 390 kW/530 hp in the BMW M2 CS. That is 37 kW/50 hp more than in the current BMW M2. As such, the BMW M2 CS matches the performance of the BMW M3 Competition Sedan with M xDrive. The BMW M2 CS sends its power to the rear wheels via the eight-speed M Steptronic transmission with Drivelogic, which comes as standard.

Noticeable weight reduction thanks to intelligent lightweight design

BMW M GmbH has reduced the weight of the special edition by roughly 30 kilograms compared to the standard M2. This has been achieved through modifications including judicious use of lightweight design techniques. For example, the BMW M2 CS features a multitude of exterior and interior components made from carbon-fibre-reinforced plastic (CFRP). And it will be fitted as standard with forged M light-alloy wheels. As a result, the CS will be the lightest BMW M2 so far in the current generation.

Upgraded six-cylinder in-line engine with significant increase in power output and torque
For the BMW M2 CS, BMW M GmbH has opted for an upgraded version of the 3.0-litre, six-cylinder in-line engine found in the standard M2. This intensifies the performance experience in the special edition, particularly in highly dynamic driving situations. It further sharpens the **engine's unmistakable power characteristics and perfectly accentuates the linear power delivery** – sustained into the higher reaches of the rev range – familiar from M models. Compared to the

BMW M2 with standard eight-speed M Steptronic transmission with Drivelogic, maximum torque has been raised by 50 Nm (37 lb-ft) to 650 Nm (479 lb-ft) and is available across a broad rev range – between 2,650 and 5,730 rpm. The engine produces its maximum power output of 390 kW/530 hp at 6,250 rpm, with the engine speed topping out at 7,200 rpm. In **order to allow extremely rapid reactions to the driver's requests for acceleration and to make the** improved performance characteristics of the engine a particularly intense experience, the accelerator mapping and response have been optimised in all the drive modes, which are selectable via the M Setup menu.

Racing expertise delivers inspiring performance

With its improved peak performance, the new BMW M2 CS is consolidating its claim to top spot in the compact high-performance segment. This performance specification is achieved by modifying the engine management and provides further proof of the outstanding potential of the six-cylinder in-line engine developed by BMW M GmbH, which also serves as the basis for the power unit used in the BMW M4 **GT3 EVO racing car. The engine's M TwinPower Turbo** technology comprises a pair of mono-scroll turbochargers, which each supply three cylinders with compressed air, an indirect intercooler supplied by a low-temperature circuit, and an electronically controlled wastegate. The technology package also includes High Precision Injection, which operates with maximum pressure of 350 bar, VALVETRONIC variable valve timing and Double-VANOS fully variable camshaft timing. The engine also has an array of details borrowed directly from racing car design, including its lightning-fast response, appetite for revs and high-performance capability in track use. These details include an extremely rigid crankcase with a sleeve-free, closed-deck construction, a forged crankshaft with lightweight design, cylinder bores with a wire-arc sprayed iron coating and a 3D-printed core for the cylinder head.

The M-specific cooling system ensures the powertrain components maintain an optimal operating temperature even under heavy loads and the oil circuit is designed to handle extreme dynamic driving situations. A map-controlled oil pump ensures reliable oil supply even under extreme acceleration.

The engine sends its drive power through an eight-speed M Steptronic transmission with Drivelogic as standard. The Drivelogic button integrated into the selector lever makes it possible **to alter the transmission's shift characteristics, with a choice of three** clearly distinguishable settings. Both the selector lever in the latest M design and the gearshift paddles on the steering wheel enable sequential interventions in the gear selection process at any time.

BMW M2 CS breaks the four-second barrier

A model-specific engine mounting with a higher spring rate makes for a particularly rigid connection of the drive unit to the structure of the BMW M2 CS. The extremely direct

transmission of power to the drivetrain optimises response. Thanks to the lightning-fast power **delivery, in combination with the increased engine power and the car's lighter weight, the BMW M2 CS** is able to break the four-second barrier for the sprint from **0 to 100 km/h (62 mph)**. It's time of 3.8 seconds is 0.2 seconds faster than for the standard M2. The figure calculated using **the "1-foot rollout" method** is 3.5 seconds. The increase in power also enhances acceleration** from rest to 200 km/h (124 mph). The time required here is reduced by 1.2 seconds to 11.7 seconds – or **11.4 seconds according to the "1-foot rollout" method****. The mid-range sprint from 80 to 120 km/h (50 – 75 mph) takes 3.4 seconds. The top speed of the special-edition model, which comes with the M **Driver's** Package as standard, is electronically limited to 302 km/h (188 mph). The dynamic power delivery is backed by an emotionally rich engine note conjured by the M-specific exhaust system with electrically controlled flaps and the four exhaust pipes typical of M, which come in matt black on the BMW M2 CS. For those wishing to retrofit their car, the M Performance silencer system with carbon and titanium tailpipe trims developed specifically for CS models is available for the first time in the range of M Performance Parts for the BMW M2 CS. The lightweight valve exhaust system with titanium mufflers generates a racing-car sound guaranteed to stir the emotions. The Active Sound Design helps to convey the **engine's soundtrack authentically inside** the cabin, with the intensity raised another notch when SPORT or SPORT PLUS mode is selected using the Driving Experience Control switch.

Chassis and brakes optimised for increased performance

The chassis technology and braking system in the BMW M2 CS are precisely tailored to the improved performance characteristics of the engine and the specific weight balance of the special edition. The chassis has been lowered by eight millimetres and adapted specially for the car with bespoke tuning for its springs, dampers and chassis control systems. These modifications improve driving dynamics significantly in all scenarios – including under extremely hard driving. Indeed, the settings for the Dynamic Stability Control (DSC) and M Dynamic Mode have been optimised precisely to meet the demands of driving on the race track. The standard adaptive M chassis has been given a carefully adapted model-specific setup, as have the M Servotronic steering, M Sport differential and the integrated braking system. An M Compound braking system with red brake callipers, which comes as standard, provides powerful retardation. An M Carbon ceramic brake system with red brake callipers is available as an option. Standard equipment also includes CS-exclusive forged M light-alloy wheels with a double-spoke design and matt Gold Bronze finish. They measure 19 inches at the front and 20 inches at the rear axle and are fitted as standard with track tyres, the dimensions of which are 275/35 ZR19 at the front and 285/30 ZR20 at the rear. An ultra-track tyre and a standard sport tyre (a no-cost option) in the same dimensions are available on request.

Exterior features many carbon components and exclusive details

The punchy exterior of the BMW M2 CS is shaped by many components made of carbon-fibre-reinforced plastic (CFRP) and other exclusive details. As well as the M exterior mirror caps

familiar from the BMW M2, the M Carbon roof – which comes as standard on the special-edition model – and CS-specific rear diffuser are also made from eye-catching exposed carbon fibre. A front splitter in matt black and an exclusive black BMW M kidney grille with optimised air inlets complete the sporty and dynamic look. The lightweight CFRP boot lid with integrated ducktail is a real head-turner. **The “M2 CS” logo on the rear has a red outline. Four colours are available for** the exterior finish of the new BMW M2 CS: Sapphire Black metallic, BMW Individual Velvet Blue metallic, M Brooklyn Grey metallic and M Portimao Blue metallic. Adaptive LED Headlights with BMW Selective Beam non-dazzling High Beam Assistant and M lights Shadowline with dark inlays are also standard.

Carbon and racing flair continue inside

The interior of the new BMW M2 CS combines an exclusive look with the sporty feel of exquisite Alcantara and innovative lightweight design. For example, the centre console is made of carbon-fibre-reinforced plastic (CFRP). The driver and passenger take their places in weight-optimised, heated M Carbon bucket seats with a wide range of electrically controlled settings and an **illuminated “CS” logo. The integrated head restraints are removable and, thanks to the option of** integrating multi-point harnesses, **improve the car’s track readiness. The surfaces of the seats** are finished in Merino leather.

With a flat-bottomed rim, gearshift paddles, a red centre marker at 12 o’clock and two M buttons for selecting individually configured vehicle setups, the standard M Alcantara steering wheel – which is available in a heated version as an option and features a three-spoke design – brings authentic racing flair to the cockpit. The trim elements in the instrument panel and centre console come in M Carbon Fibre. **Additional specific details include the red “CS” logo on the** centre console, the M seatbelts and the **entry door sill plates, which are black with an “M2 CS” logo and red outline for the first time. Now illuminated with the “CS” logo, the door trim panels** certainly grab the attention. The colour used here can be set individually, likewise the standard ambient lighting. When switched off, a carbon structure is visible. Rounding off the sporty interior is the M Anthracite headlining.

BMW Operating System 8.5, digital control for the climate functions

Standard equipment in the new BMW M2 CS also includes two-zone automatic climate control, comfort access, the Harman Kardon Surround Sound System and BMW Live Cockpit Professional, including the BMW Maps navigation system. As well as the BMW Head-Up Display, it also includes Augmented View on the control display. The standard smartphone integration allows the use of Apple CarPlay® and Android Auto™. The M-specific displays on the BMW Curved Display and BMW Head-Up Display add to the progressive sports car flair in the cockpit. The fully-digital display grouping consists of a 12.3-inch information display and a 14.9-inch control display. These serve as a platform for the BMW iDrive control and operation system, based on BMW Operating System 8.5, which can also be used to digitally operate the

climate control functions. In the BMW M2 CS, temperature and ventilation settings, heated seats and the heated steering wheel (if specified) can be controlled either by touch using a special menu option in the lower area of the control display or by voice command with the help of the BMW Intelligent Personal Assistant.

M-specific operating concept enables direct access for an extensive range of functions

The special-edition model carries over the cutting-edge operating concept for setup customisation from the BMW M2. At the heart is the Setup button on the centre console. This provides direct access to the settings options for the engine, standard adaptive M suspension, M Servotronic steering, integrated braking system working in conjunction with the M Compound brakes, and the M Traction Control function, which allows drivers to set individual intervention thresholds for wheel slip limitation. M Drive Professional makes an ideal companion for journeys fuelled by extra adrenaline. The M mode TRACK and the ten-stage M Traction Control allow customised handling characteristics. The M Drift Analyser shows the angle and duration of drifts executed by the driver, while the M Laptimer is ideal for those striving for the perfect lap.

Semi-automated driving and parking systems fitted as standard include front collision warning, Cruise Control with brake function, Speed Limit Info function with no-overtaking indicator, Lane Departure Warning, and the Parking Assistant with Reversing Assistant. Active Cruise Control with Stop&Go function and the Driving Assistant can be added as optional equipment.

Acerca de BMW Group

Con sus cuatro marcas BMW, MINI, Rolls-Royce y BMW Motorrad, BMW Group es el fabricante Premium líder mundial de automóviles y motocicletas, ofreciendo también servicios financieros y de movilidad Premium. La red de producción de BMW Group comprende más de 30 sitios de producción en todo el mundo; la empresa tiene una red de ventas global en más de 140 países.

En 2024, BMW Group vendió más de 2.45 millones de vehículos de pasajeros y más de 210,000 motocicletas en todo el mundo. La ganancia antes de impuestos en el ejercicio 2024 fue de 11 mil millones de euros sobre unos ingresos de 142.4 mil millones de euros. Al 31 de diciembre de 2024, BMW Group tenía una plantilla de 159,9104 empleados.

El éxito de BMW Group siempre se ha basado en un pensamiento a largo plazo y la acción responsable. La sostenibilidad es un elemento clave de la estrategia corporativa de BMW Group y abarca todos los productos, desde la cadena de suministro y la producción, hasta el final de su vida útil.

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Acerca de BMW Group Latinoamérica

BMW Group es líder en productos y servicios de tecnologías de movilidad individual Premium en Latinoamérica, donde comercializa sus tres marcas BMW, MINI y BMW Motorrad. BMW es la marca automotriz Premium favorita en Latinoamérica, con más de uno de cada tres vehículos vendidos en la región. En 2024, la marca ha comercializado 42,886 unidades. MINI ha vendido 6,383 unidades en el mismo periodo. BMW Motorrad ha comercializado 27,742 motocicletas en la región estableciendo un récord de ventas. BMW es la marca Premium más vendida en Brasil, México y Mercados Importadores. BMW Motorrad ha tenido récord de ventas y hoy cuenta con 3 de sus 15 principales mercados globales en Latinoamérica: Brasil, México y Mercados Importadores. El enfoque de Apertura de Tecnologías de BMW Group es ideal para una transición gradual a la electromovilidad, ofreciendo a los clientes entre trenes de fuerza eléctricos a batería, híbridos conectables o de combustión. Más del 20% de las ventas de BMW Group en Latinoamérica son de vehículos eléctricos o híbridos conectables. BMW Group ha entregado alrededor de 80 mil equipos de carga personales o corporativos en la región.

El Grupo cuenta con 5,000 colaboradores en la región de Latinoamérica. Sus oficinas de ventas se localizan en Argentina, Brasil y México (donde se ubica la oficina regional). Las plantas de producción de BMW Group en la región se encuentran ubicadas en Brasil y México. Brasil cuenta con dos plantas: una ubicada en Araquari -Santa Catarina, con enfoque en la producción de automóviles, donde comenzó la producción del BMW X5 PHEV en 2024. La otra planta en Manaus - Amazonas, es la 1ª instalación que fabrica motocicletas fuera de Alemania. En México se anunció la inversión de mil millones de dólares para la construcción y operación de una planta de BMW Group en San Luis Potosí en julio de 2014. Este sitio de producción inició operaciones en 2019 con la producción del BMW Serie 3; en 2021 se comunicó la ampliación de su operación para incluir la manufactura del BMW Serie 2 Coupé y en 2022 del BMW M2, ambos exportados a todo el mundo. A partir de 2027, la Planta de San Luis Potosí incorporará la producción de vehículos eléctricos y baterías con una inversión de 800 millones de dólares.

Como información adicional, Brasil cuenta con un equipo de Ingeniería para apoyar desarrollos globales, además de los retos en la región y organización de soporte al cliente, que ofrece atención a consumidores.

Para mayor información favor de contactar a:

Comunicación Corporativa - BMW Group Latinoamérica

Joao Veloso

Juan Bernardo Vázquez Mellado

Julián Argüelles

Erika Ferrer

joao.veloso@bmw.com.mx

bernardo.vazquezmelladobmw.com.mx

julian.arguelles@bmw.com.mx

erika.ferrer@bmw.com.mx

Comunicación Corporativa - BMW Group Planta San Luis Potosí (México)

Elizabeth Arreguin

Miroslava Rivas

elizabeth.arreguin@bmw.com.mx

miroslava.rivas@bmw.com.mx

Comunicación Corporativa - BMW Group Argentina

Gonzalo Di Gregorio

gonzalo.di-gregorio@partner.bmw.com.ar

Comunicación Corporativa - BMW Group Brasil

Fabiano Severo

fabiano.severo@bmw.com.br

Paula Cichini

paula.cichini@bmw.com.br

Agencia de relaciones públicas regional – INK PR

Equipo INK PR - BMW Group Latinoamérica

BMWGroupLatAm@inkpr.com.mx

BMW Group Planta San Luis Potosí (México) – Agencia de relaciones públicas INK PR

Equipo INK PR - BMW Group Planta SLP

plantabmwslp@inkpr.com.mx

BMW Group Brasil – Agencia de relaciones públicas JeffreyGroup

Equipo JeffreyGroup - BMW Group Brasil

grupobmw@jeffreygroup.com

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