

The new BMW M5 CS. Short version.



BMW M GmbH is expanding its ranks of ultra-sporty CS models with the introduction of the BMW M5 CS (fuel consumption, combined: 11.3 – 11.1 l/100 km [25.0 – 25.5 mpg imp] correspond to NEDC; 11,3 - 10,9 l/100 km correspond to WLTP, CO₂ emissions, combined: 258 – 253 g/km correspond to NEDC, 257 – 248 g/km correspond to WLTP). This will be the first time that a limited-run, exclusive special-edition version of the legendary BMW M5 (fuel consumption, combined: 11.3 – 11.1 l/100 km [26.7 – 26.9 mpg imp] correspond to NEDC; 11,3 - 10,9 l/100 km correspond to WLTP; CO₂ emissions, combined: 259 – 254 g/km correspond to NEDC; 259 – 249 g/km correspond to WLTP) has treated four people to an extraordinary driving experience. The new high-performance flagship from BMW M sets new standards with its standout driving attributes combined with an exclusive and luxurious appearance. The market launch of the new BMW M5 CS will get underway in spring 2021; it will be priced at 180,400 euros in Germany.

Most powerful engine in the BMW M line-up and rigorous commitment to lightweight design.

The 4.4-litre V8 engine with 467 kW/635 hp – an increase of 7 kW/10 hp over the output of the BMW M5 Competition (fuel consumption, combined: 11.3 – 11.1 l/100 km [26.7 – 26.9 mpg imp] correspond to NEDC; 11,3 - 10,9 l/100 km correspond to WLTP; CO₂ emissions, combined: 259 – 254 g/km correspond to NEDC; 259 – 249 g/km correspond to WLTP) – makes the BMW M5 CS the most powerful car in the history of BMW M. The M5 CS pulls off the impressive balancing act of full everyday usability on the one hand, and driving pleasure and exceptional track performance on the other. Credit here goes to a rigorous commitment to lightweight design (yielding a weight reduction of around 70 kilograms over the BMW M5 Competition), bespoke chassis tuning and the M xDrive system, with its centralised intelligent control approach for the Active M Differential.

Four individual seats and exclusive interpretations of BMW icons.

Four people can enjoy the superlative driving experience served up by the BMW M5 CS – two in the multi-adjustable, weight-saving M Carbon seats in the front and two in the individual rear seats. The fine-grain Merino leather covers for the front seats and their Merino leather counterparts on the exclusive individual seats in the rear come in black with eye-catching

* 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).

contrasting panels and decorative stitching in Mugello Red. The outline of the legendary Nürburgring circuit is displayed on the head restraints. On the front seats, these also have illuminated M5 logos. The BMW M5 CS cuts an unmistakable figure with exclusive interpretations of BMW icons. These include the BMW kidney grille surround in Goldbronze and the L-shaped light tubes of the BMW Laser headlights – which illuminate yellow instead of white when low beam, high beam or the Welcome Light is switched on, bringing successful GT racing cars to mind.

Accents in Goldbronze and exclusive add-on parts in carbon fibre.

The special-edition BMW M5 CS stands apart from the BMW M5 Competition with exclusive accents in Goldbronze, plus body elements in carbon fibre-reinforced plastic (CFRP) and some in exposed carbon fibre. The BMW kidney grille surround on the BMW M5 CS is finished in Goldbronze, and this bold colour shade also adorns the 20-inch M forged wheels in Y-spoke design, as well as the “M5 CS” badges on the grille, the M gills on the front wings and the boot lid. The door sill finishers come with illuminated “M5 CS” badges. The bonnet of the BMW M5 CS is made entirely from CFRP and features air vents with applications in exposed carbon fibre. The splitter on the front apron, the exterior mirror caps, the additional rear spoiler on the boot lid and the rear diffuser are also made from CFRP. In addition to their aerodynamic function, these parts – like the M Power engine compartment cover with full-colour M logo and the intake silencer in exposed carbon fibre – also help to achieve the approx. 70-kilogram weight reduction over the BMW M5 Competition. The M5 CS sports exhaust system’s quartet of stainless-steel tailpipes have an even more focused appearance than those of the BMW M5 Competition.

Yellow highlights and exclusive paint finishes.

The L-shaped light tubes of the standard BMW Laserlight – searing in narrow streaks towards the kidney grille – explore variations of illumination: as daytime driving lights and side lights against the dark background of BMW Individual Shadowline trim, they shine in the familiar white. But when low or high beam is activated, they switch to a distinctive yellow tone – which BMW M5 CS drivers can also sample from the outside when they unlock the car remotely and trigger the Welcome Light. In addition to Brands Hatch Grey metallic, the special-edition model can also be ordered with the exclusive BMW Individual matt paint finishes Frozen Brands Hatch Grey metallic and Frozen Deep Green metallic.

Sporting details for the interior.

Further details add to the sense of sporting intent and exclusivity pervading the BMW M5 CS cabin. The rim of the M Alcantara steering wheel is wrapped

in the race-derived material from which it takes its name, while its centre marker perforation with red background represents another classical racing car touch. The gearshift paddles are made from carbon fibre and the steering wheel spokes have Black Chrome trim. Elsewhere, Alcantara is also used for the headliner. A fixed lightweight cover sits atop the centre console, where an armrest with opening lid can usually be found. Its black Merino leather is complemented by red double stitching. This cover, together with the absence of an oddments tray, brings about a significant weight reduction. The colour red is used again for the “CS” badging on the instrument panel and between the bucket-style seats in the rear. The M seat belts feature red and blue contrast stitching in another nod to the BMW M colours, which also appear in an “M5” badge on the velour M floor mats with bespoke piping and in the illuminated “M5 CS” badge on the door sill finishers.

Agility of the highest order.

Further refinement of the chassis engineering, a substantial reduction in weight and special track tyres help the BMW M5 CS to deliver supreme levels of agility and an incomparable driving experience. The M xDrive system, meanwhile, allows the car’s handling characteristics to be modified in stages from variable all-wheel-drive mode (4WD) with its rear-biased baseline setup through to a pure rear-wheel-drive setting (2WD) without intervention from the DSC (Dynamic Stability Control). The special-edition model can therefore treat accomplished drivers to unbeatable handling dynamics and unadulterated driving pleasure without compromising the high-performance sedan’s everyday usability in any way. The BMW M5 CS builds on the chassis of the BMW M5 Competition – already a stiffer version of the standard BMW M5’s following judicious modifications to the springs, suspension and anti-roll bars – and features a seven-millimetre drop in ride height plus shock absorbers developed for the BMW M8 Gran Coupé. As well as bringing added comfort to the driving experience, particularly on high-speed motorway journeys, these dampers reduce fluctuation in wheel loads, greatly improving on-the-limit handling. The result is even more precise responses under hard driving on the track, while the car’s intuitive driveability in everyday use is preserved. The BMW M specialists have retuned the bearing springs at the front and rear axle of the BMW M5 CS and also refined damper control. These measures take account of the lower vehicle weight and the tyres’ increased performance potential and are designed to optimise the car’s dynamics. The BMW M5 CS rides as standard on ultra-sporty mixed-size Pirelli P Zero Corsa track tyres measuring 275/35 R 20 at the front and 285/35 R 20 at the rear, which are fitted to 20-inch M forged wheels in Y-spoke design (front: 9.5 J x 20, rear: 10.5 J x 20) with a Goldbronze finish.

M Carbon ceramic brakes as standard.

The M Carbon ceramic brakes for the BMW M5 CS deliver superb stopping power. The six-piston fixed calliper units at the front and single-piston floating callipers at the rear sport the M logo and are painted in Red as standard, with a Gold finish available as an option. The M Carbon ceramic brakes are 23 kilograms lighter than the M Compound brakes on the BMW M5 Competition and are distinguished by a further reduction in unsprung and rotating masses, the benefits of which include enhanced driving dynamics and suspension comfort. These brakes offer even better performance, further improved fade resistance and still higher thermal stability. And they withstand wear exceptionally well.

Standout performance.

The eight-cylinder unit has a high-revving profile derived from motor sport and serves up imposing muscularity, supreme power delivery and outstanding performance figures. Equipped with the eight-speed M Steptronic transmission with Drivelogic, the BMW M5 CS surges from 0 to 100 km/h (62 mph) in 3.0 seconds, making it 0.3 seconds faster than the BMW M5 Competition to the same speed and placing it firmly in super-sports-car territory. The special-edition model needs just 10.4 seconds to reach 200 km/h (124 mph) from rest – 0.4 seconds less than the BMW M5 Competition. Top speed is an electronically governed 305 km/h (189 mph).

Emotionally rich soundtrack with the M5 CS sports exhaust system.

The sports exhaust system of the M5 CS delivers an emotionally stirring M-specific soundtrack, which accentuates the engine's linear power development and appetite for revs. The dual-branch, flap-controlled system has been designed to amplify the engine note and offer sportier and clearer feedback, while ensuring it remains suitable for everyday conditions.

The BMW M5 CS produces a much stronger exterior sound that covers a broader range and has a more stirring character. It changes depending on which of the various modes affecting engine characteristics is selected, taking on a particularly powerful tone in SPORT+. The M Sound Control button can be used by the driver at any time to soften the car's acoustic presence and summon a much more understated engine note – to make more inconspicuous progress through a residential area, for example.

The fuel consumption, CO2 emissions, electric power consumption and electric range figures are determined according to the European Regulation (EC) 715/2007 in the version applicable. They refer to vehicles in the German market. Where a range is shown, NEDC figures consider the different sizes of the selected wheels/tyres, while WLTP figures take into account the impact of any optional extras.

All values were calculated based on the new WLTP test cycle. Any NEDC values that are shown have been translated into equivalent NEDC measurements where appropriate. WLTP values are taken as the basis for determining vehicle-related taxes or other duties based (at least in part) on CO2 emissions as well as eligibility for any applicable vehicle-specific subsidies. Further information on the WLTP and NEDC measurement procedures can also be found at www.bmw.de/wltp.

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-Schramhausen and at <https://www.dat.de/co2/>.