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The First Ever BMW M4 CS: Sporting Appeal, High Performance for the Road and Track-Proven Dynamics.

- Special-edition BMW M4 CS arriving at U.S. dealerships in 2018.
- High-performance TwinPower Turbo 3.0 liter engine yields 454 hp, 442 lb-ft, 0-60 mph of 3.8 seconds (preliminary) and a top-speed of 174 mph.
- BMW M specially tuned DSC, ABS, Adaptive M Suspension, Active M Differential, 7-speed M DCT and M Servotronic steering for increased dynamics.
- Nürburgring Nordschleife lap time of 7 minutes 38 seconds, super-sports car territory.

Woodcliff Lake, NJ April 19, 2017 ... BMW announced today at the 2017 Auto Shanghai the first ever BMW M4 CS, an exclusive special-edition model produced by BMW M GmbH. The BMW M4 CS lines-up between the BMW M4 Coupe with Competition Package and the uncompromisingly track-focused BMW M4 GTS. The 3.0-liter high-performance engine raises the output of the BMW M4 Coupe by 29 horsepower, to 454 hp. The state-of-the-art M TwinPower Turbo technology allows the BMW M4 CS to dip below the four-second mark for the 0 to 60 mph sprint, stopping the clock at 3.8 seconds (preliminary) while the standard M Driver's Package raises the electronically limited top speed to 174 mph. With its two mono-scroll turbochargers, charge air cooler, High Precision Injection, VALVETRONIC variable valve timing and Double-VANOS fully variable camshaft timing, the inline 6-cylinder engine aims at higher echelons of performance and efficiency. More aggressively styled, the first ever BMW M4 CS continues the decades-long tradition of successful M special editions, which began in 1988 with the E30 BMW M3 Evolution. The first ever BMW M4 CS will be built at the BMW plant in Munich and will be available at U.S. dealerships in 2018 with pricing announced closer to market launch.

M-DCT Transmission and Competition Package suspension standard.

The first ever BMW M4 CS is equipped as standard with the 7-speed M Double Clutch Transmission (M DCT) with Drivelogic. This cutting-edge transmission has a separate oil cooler and allows for gear changes in fractions of a second with no interruption in the flow of power in both automatic and manual mode using the shift paddles on the steering wheel or the center gearshift lever. The long seventh gear helps keep revs low and minimize fuel consumption.

The suspension of the first ever BMW M4 CS largely mirrors that of the M4 with Competition Package. The suspension links and wheel carriers at both the front and rear axles are made from forged aluminum and are therefore extremely light, keeping unsprung masses low, improving driving dynamics. The BMW M4 CS is fitted as standard with Adaptive M suspension whose geometry has been tuned to deliver optimized performance on both the road and track. The first ever BMW M4 CS has also been honed on the most demanding test track of them all for high-performance sports cars: the legendary Nürburgring Nordschleife. Its 'Ring lap time of 7 min. 38 sec. puts the CS in the super-sports car territory.

Ensuring the best possible grip in all driving conditions are the DSC (Dynamic Stability Control) system – which includes M Dynamic Mode (MDM) – and the Active M Differential. The control systems for the Adaptive M suspension, DSC and Active M Differential have been tuned to suit the dynamic requirements of the BMW M4 CS, as has the set-up of the electromechanical steering. The driver has the option of adjusting the steering and suspension settings to their personal preferences by selecting one of three driving modes (Comfort, Sport and Sport+) at the touch of a button. While Comfort mode is particularly well suited to normal road conditions, city driving and short journeys, Sport will be the mode of choice for drivers looking to push on twisty country roads. For drivers heading out to the track, Sport+ mode will pave the way for the fastest lap times, adjusting all the relevant systems to deliver the best possible dynamics. Should the driver get a little too excited, DSC will intervene in an instant. More experienced drivers will find that M Dynamic Mode (MDM) provides a perfect balance of electronic assistance, allowing controlled drifts while still retaining DSC active, ready to intervene if necessary.

The light-alloy wheels (front: 9 J x 19, rear: 10 J x 20) designed exclusively for the M4 CS and fitted as standard with Michelin Pilot Super Sport tires (front: 265/35 R 19, rear: 285/30 R 20) are at home at the racetrack.

Exclusive M interior and exterior design.

The driver-oriented interior of the BMW M4 CS places all controls at the perfect location. Lightweight M sports seats trimmed in leather/Alcantara sets the dynamic tonality that extends to the door panel trim made from compacted natural fibers and featuring lightweight door pull loops. The hood – with its characteristic air outlet rearwards of the powerdome – and roof are made from the lightweight, extremely rigid and high-tech carbon fiber-reinforced plastic (CFRP).

Standard features on board include automatic climate control, Navigation and BMW HiFi audio system adapted to the signature acoustic demands of the BMW M4 CS.

The BMW M GmbH designers have given the first ever BMW M4 CS looks that reflect the car's high-performance potential. The signature feature of its prominent front end, complete with cutting-edge twin LED headlights, is the front apron with large, three-section air intakes. These feed an ample supply of cooling air to the high-performance engine, transmission, and the fade-resistant M compound brakes with four-piston fixed calipers at the front and two-piston fixed calipers at the rear. The new model-specific front splitter is made from carbon fiber exclusively for the M4 CS special edition. In the interest of aerodynamic efficiency, it teams up with the rear diffuser carried over from the BMW M4 GTS and the newly designed, exposed carbon-fiber Gurney spoiler lip on the trunk lid to minimize lift. Innovative rear lights with OLED (Organic Light Emitting Diode) technology introduced by BMW M GmbH exclusively for the M4 CS and M4 GTS provide a distinctive look. The front splitter, Gurney and rear diffuser, together with the long CFRP hood, M exterior mirrors and muscular wheel arches, allow the first ever BMW M4 CS to cut an extremely dynamic figure, even when it's standing still.

The first ever BMW M4 CS

Technical Specifications

Body

No of doors/seats		2/4
Length/width/height (unladen)	mm	4672/1870/1392
Wheelbase	mm	2812
Track, front/rear	mm	1579/1604
Ground clearance	mm	121
Turning circle	m	12.2
Fuel tank capacity	approx. l	60
Engine oil	l	6.5
Weight, unladen, to EU (excl. driver/incl. driver)	kg	1580/1655
Luggage comp capacity	l	445
Air resistance	cd x A	0.36 x 2.25

Engine

Config/No of cyls/valves		Inline/6/4
Engine technology		M TwinPower Turbo technology: two mono-scroll turbochargers, High Precision Injection, VALVETRONIC fully variable valve timing, Double-VANOS variable camshaft timing
Displacement	cc	2979
Stroke/bore	mm	89.6/84.0
Compression ratio	:1	10.2
Fuel		RON95 – RON98 (rec.)
Max output	hp@rpm	454@6250
Max torque	lb-ft@rpm	442@4000–5380

Electrical System

Battery/installation	Ah/–	69/Luggage compartment
Alternator	AW	209/2926

Driving Dynamics and Safety

Suspension, front		Adaptive M suspension with aluminum double-joint spring-strut axle and M-specific elastokinematics
Suspension, rear		Adaptive M suspension with five-link axle in lightweight aluminum construction
Brakes, front		M compound brakes, vented, with four-piston fixed calipers
Brakes, rear		M compound brakes, vented, with two-piston fixed calipers
Driving stability systems		Standard: DSC incl. ABS and M Dynamic Mode, CBC (Cornering Brake Control), DBC (Dynamic Brake Control), Dry Braking function, Start-Off Assistant, Active M Differential linked to Integrated Chassis Management (ICM)
Safety equipment		Standard: airbags for driver and front passenger, side airbags for driver and front passenger, head airbags for front seats, three-point inertia-reel seatbelts on all seats with belt stopper, belt latch tensioner and belt force limiter
Steering		Electric Power Steering (EPS) with M-specific Servotronic function
Steering ratio, overall	:1	15.0
Tires, front/rear		265/35 ZR 19 98Y 285/30 ZR 20 99Y
Rims, front/rear		9 J x 19 Light Alloy 10 J x 20 Light Alloy

Transmission

Type of transmission		7-speed M Double Clutch Transmission (M DCT) with Drivelogic
Gear ratios I	:1	4.806
II	:1	2.593
III	:1	1.701
IV	:1	1.277
V	:1	1.000
VI	:1	0.844
VII	:1	0.671
VIII	:1	----
R	:1	4.172
Final drive	:1	3.462

Performance

Acceleration 0–60 mph	s	3.8 ¹⁾
In 4th/5th gear 50–75 mph	s	3.4/4.3 ¹⁾
Top speed	mph	174 ²⁾

BMW EfficientDynamics

BMW EfficientDynamics standard features Brake Energy Regeneration, Electric Power Steering, Auto Start Stop function, Optimum Shift Indicator in manual shift mode, intelligent lightweight design, on-demand operation of ancillary units, li-ion battery; map-regulated oil pump, differential with optimized warm-up behavior, aerodynamics (underside paneling, front spoiler, trunk lid with Gurney)

¹⁾ Preliminary

²⁾ Electronically limited, with standard M Driver's Package

BMW Group In America

BMW of North America, LLC has been present in the United States since 1975. Rolls-Royce Motor Cars NA, LLC began distributing vehicles in 2003. The BMW Group in the United States has grown to include marketing, sales, and financial service organizations for the BMW brand of motor vehicles, including motorcycles, the MINI brand, and the Rolls-Royce brand of Motor Cars; Designworks, a strategic design consultancy based in California; a technology office in Silicon Valley and various other operations throughout the country. BMW Manufacturing Co., LLC in South Carolina is part of BMW Group's global manufacturing network and is the exclusive manufacturing plant for all X5 and X3 Sports Activity Vehicles and X6 and X4 Sports Activity Coupes. The BMW Group sales organization is represented in the U.S. through networks of 341 BMW passenger car and BMW Sports Activity Vehicle centers, 152 BMW motorcycle retailers, 127 MINI passenger car dealers, and 36 Rolls-Royce Motor Car dealers. BMW (US) Holding Corp., the BMW Group's sales headquarters for North America, is located in Woodcliff Lake, New Jersey.

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