

# BMW

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### The New 2021 BMW M3 Sedan and M4 Coupe

- New generation of M3 and M4.
- 473 hp core models and 503 hp Competition models.
- MSRP starting at \$69,900 for the M3 and \$71,800 for the M4 plus \$995 Destination.
- M xDrive to be available on Competition models starting summer 2021.
- Market launch set for March 2021.

**Woodcliff Lake, NJ – Sept. 22, 2020...** Today, BMW is proud to unveil the brand new M3 Sedan and M4 Coupe. Thirty-five years after the launch of the very first M -- the legendary E30 M3 -- and 33 years after its arrival on U.S. shores, the 6<sup>th</sup> generation of M3 and 2<sup>nd</sup> generation M4 deliver uncompromised street and track capabilities for which the model line has become well-known.

Powered by the latest version of the 3.0-liter, inline-cylinder, BMW TwinPower Turbo S58 motors producing up to 503 hp, the new M3 Sedan and M4 Coupe also offer the choice of traditional 6-speed manual transmission, something that is rare in the cars' segment.

MSRP pricing is \$69,900 for the M3 Sedan, \$72,800 for the M3 Competition Sedan, \$71,800 for the M4 Coupe and \$74,700 for the M4 Competition Coupe. \$995 Destination is in addition to all MSRP pricing.

Four models will be offered at the global market launch next March: the RWD, manual-

transmission M3 Sedan and M4 Coupe and the RWD, automatic transmission M3 Competition Sedan and M4 Competition Coupe. Summer 2021 will see the addition of M xDrive for the Competition models, further enhancing their traction capabilities.

### **The BMW M S58 inline 6-cylinder engines**

Through constant development work, BMW M GmbH has boosted power in the new M3 and M4 by 48 hp over the previous models and by 59 hp and 73 lb-ft of torque in the new Competition models over previous Competition package-equipped cars.

The new S58 powerplant delivers 473 hp at 6,250 rpm and 406 lb-ft of torque between 2,650 and 6,130 rpm. This allows the M3 Sedan and M4 Coupe to accelerate from 0 to 60 mph in 4.1 seconds on the way to a top speed of 155 mph or 180 mph when the M Driver's Package is selected. The Competition models' S58 engine is further tuned to produce 503 hp at 6,250 rpm and 479 lb-ft of torque between 2,750 and 5,500 rpm and reduce 0 to 60 mph acceleration time to 3.8 seconds and see similar top speeds of 155 mph or 180 mph. Both core and Competition models rev to a redline of 7,200 rpm.

The rigid closed-deck engine block features wire-arc sprayed cylinder liners to reduce both friction and weight. A forged, lightweight crankshaft reduces rotating mass to improve high rpm characteristics. The cylinder head features a 3D-printed core which allows for optimized coolant passage routing and weight reduction.

Forced induction is provided by two, mono-scroll turbochargers with electronically controlled wastegates and efficient air-to-water intercooling. The quick response of the wastegates allows for quicker turbocharger response and for more efficient function of the catalytic converters which are positioned close to the engine.

The High-Precision Injection system operates at over 5,000 psi, ensuring precise and very fine fuel atomization for not only more efficient power production but also improved emissions. BMW VALVETRONIC variable-valve timing and Double-VANOS variable camshaft timing do their part in the high-revving engines' smooth and efficient power delivery.

### **Cooling system designed for track use**

The new 2021 BMW M3 and M4 include water and oil cooling systems designed to stand up

to the high temperatures of track use. Large front intakes ensure that there is a sufficient flow of air to the low-temperature and high-temperature radiators in the upper part of the grille opening. The lower area air flow is used to support the engine oil cooler, and in Competition models, a separate transmission oil cooler.

The low temperature cooling circuit features an electric cooling pump which supplies flow for the intercooler. The high temperature circuit supplies coolant to the engine and turbochargers through a mechanical coolant pump, main radiator and two supporting radiators in the front wheel wells. An additional electric cooling pump allows for turbocharging cooling to continue even after the engine has been switched off.

Decades of BMW M GmbH's racing experience shows in the oil system where the oil sump features two chambers and a map-controlled oil pump. When extra, controlled lubrication is needed, such as during high longitudinal or lateral loads, oil is pulled from the smaller sump chamber to ensure proper supply.

### **Model-specific electrically controlled exhaust**

The dual-branch exhaust system on the new M3 and M4 has been tuned for performance and sound. Drivers will recognize the pair of chrome twin exhaust tips, which are black chrome on Competition models.

Electrically controlled flaps provide comfortable sound levels by reducing intrusive sound frequencies. Selecting SPORT or SPORT+ modes turns up the intensity of the exhaust sound to match the increased dynamic feeling of the vehicle. An M Sound button allows the driver to reduce engine note when desired and works in any drive mode.

### **6-Speed Manual and 8-Speed M Steptronic transmissions**

In a segment increasingly devoid of delivering on the classic driving experience, the new BMW M3 and M4 core models are delivered with rear-wheel drive and a 6-speed manual transmission. The short and precise gear shifts do their part to increase the connection between driver and car. A Gear Shift Assistant improves directional stability during dynamic driving by matching engine revs during downshifts. This system can be turned off via the iDrive menu by more experienced drivers. A bonus of the manual transmission is the 50 lb. weight reduction over 8-speed M Steptronic automatic transmission and improved front-to rear weight

distribution.

The greatly increased torque of the M3 and M4 Competition models mean that these models are equipped with a standard M Steptronic automatic transmission with Drivelogic. Both automatic and manual modes are offered and can be controlled by the Drivelogic switch on the gear shift lever. Three automatic and three manual modes are available – comfort oriented, sporty and track focused. Each mode features quicker and more intense shifting to match the focus of the driver. Downshifts in automatic mode also feature engine rev-matching. A helpful feature for maximum acceleration in manual mode is the ability to downshift to the lowest gear possible by pulling the left steering wheel mounted-shift lever while simultaneously pressing down on the throttle.

### **M xDrive intelligent all-wheel drive for Competition models**

Summer of 2021 will see the arrival of optional M xDrive for Competition models, a first for the M3 and M4. The additional traction will enable the 479 lb.-ft. of torque to be used to a greater extent during acceleration and dynamic driving.

The rear-biased system will distribute torque between the front and rear axles via an electronically controlled multi-plate clutch. An Active M differential takes care of torque distribution at the rear axle. Torque will be directed to the rear wheels during normal driving, providing the classic rear-wheel drive experience. Only when additional traction is required will torque be sent to the front axle.

Both the M xDrive and Active M differential are connected directly to the Dynamic Stability Control System ensuring quicker responses in improving agility and controlling both understeer and oversteer.

The M xDrive system will offer the drive a choice of three modes: 4WD – the default setting with rear-wheel biased torque distribution focused on traction and precisely controlled handling. 4WD Sport – directs greater percentage of torque to the rear during dynamic driving and is designed to work particularly well on track environments. 2WD – requires DCS to be turned off and affords experienced drivers a pure rear-wheel drive experience without any system intervention.

## **Chassis and suspension**

Both new M3 and M4 models benefit from body and chassis enhancements over their non-M relatives and from countless hours of intensive testing at BMW Group's Miramas testing facility in the South of France, at the winter testing center in Arjeplog, Sweden, and from Nurburgring's Nordschleife.

The standard Adaptive M suspension with electronically controlled shock absorbers offers precise control with comfort and agility. The M integrated braking system offers two driver-selected settings for brake pedal feel. The M Traction Control system, part of the optional M Drive Professional, introduces a new integrated wheel slip limitation function of the Dynamic Stability Control system which can be adjusted through 10 stages based on the driver's preferences and needs.

An extensive package of bracing enhances vehicle rigidity and agility. At the front of the new M3 and M4, bracing connects the two shock towers together, the shock towers with the bulkhead and with the front end of the vehicle. Vertical bracing connects the engine compartment to the front M aluminum subframe which is also tied to the sills via integrated bracing. The center and rear chassis areas also see added stiffening using crossbar bracing and bracing connecting the rear subframe with the rear cargo area.

The M-specific double-joint spring strut front suspension includes newly developed aluminum wishbones with ball joints, an aluminium torque arm with new mounts, a forged swivel bearing with a unique spring strut clamp and lightweight wheel bearings with very a high camber range. Large castor and kingpin angles as well as a lowered roll center enable the combination of agility and comfort for everyday driving and long journeys. The five-link rear suspension features hubs and wishbone control arms which have been newly developed to ensure precise handling for the most demanding driver.

The front track has been increased by 1.5-inches over the previous models which helps to improve traction and directional stability of the new M3 and M4.

## **M Servotronic steering**

The standard M Servotronic steering combines speed-sensitive assistance with a variable steering ratio allowing this M-tuned system to deliver precise handling and easier maneuvering

at low speeds. The variable ratio adjusts to changes in steering angle and helps deliver superb straight-line composure and sharp turn-in response with excellent directional accuracy. When the wheels are already sharply turned, the steering rack teeth are positioned more closely together, so smaller steering wheel inputs are required. As a result, the car feels nimble on winding roads and can be maneuvered into and out of parking spaces with far less steering effort. The M Setup menu gives access to two steering settings – COMFORT for an easy steering feel with precise feedback and SPORT which increases both the feedback and the amount of steering effort required.

### **Adaptive M suspension with electronically controlled dampers**

The electronically controlled shock absorbers of the standard Adaptive M suspension utilize electromagnetically controlled valves which react in milliseconds to generate an infinitely variable damping force for each individual wheel.

The damper characteristics can be adjusted via the M Setup menu. The driver can select from three modes - COMFORT which focuses on everyday driving journeys and long trips by smoothing out road imperfections. SPORT which has been tuned for fast road conditions such as the Nürburgring Nordschleife. And SPORT PLUS which optimizes damper control for maximum dampening on closed tracks.

### **M Integrated brakes**

The standard M Compound brakes have been newly developed for the 2021 BMW M3 and M4 and feature front six-piston fixed-caliper brakes with 380 mm discs and rear single-piston floating-calipers with 370 mm disks. The calipers are painted in blue metallic but may be ordered in black or red; all with the M logo.

The optional M Carbon ceramic brakes deliver even stronger braking power with greater fade resistance, enhanced thermal stability and extremely high resistance to wear. Their gold painted calipers are complemented by front 400 mm discs and rear 380 mm disks.

A shared feature of both brake variants is the integrated braking system. Thanks to this cutting-edge technology, the brake actuation, braking force assistance and braking control functions are brought together within a compact module. The brake pressure required is produced by an electric actuator. As a result, brake pressure is generated more dynamically and ensures

significantly quicker and more precise inputs from the driving stability control system. The integrated braking system allows vehicle deceleration to be adjusted more precisely to the driver's requirements. And feedback from the brake pedal is unimpaired by wet road surfaces, significant lateral acceleration or high brake temperatures, giving the driver superb brake feel in all situations.

The M-specific version of the integrated braking system presents the driver with two pedal feel settings, COMFORT and SPORT. Both modes alter the amount of pressure on the brake pedal required to slow the car. The driver can therefore choose between more comfort-oriented and particularly direct, instantaneous response when braking. Their preferred mode is selected via the M Setup menu.

### **M light alloy wheels and performance tires**

The new BMW M3 and M4 are equipped with newly designed forged M light-alloy wheels, 18-inches in front and 19-inches in rear. Non-runflat performance tires sized 275/40ZR18 front and 285/35ZR19 rear complete the standard package. The Competition models feature forged M light-alloy 19-inch front and 20-inch rear wheels 275/35ZR19 and 285/30ZR20 non-runflat performance tires. Polished rim edges accentuate the size of the light-alloy wheels.

### **DSC with M Dynamic Mode and ten-stage traction control.**

The DSC functions in the new BMW M3 and M4 work in tandem with the integrated braking system. Along with the Anti-lock Braking System (ABS) and Cornering Brake Control (CBC), whose M-specific set-up helps to maximize precision, the integrated braking system also assists the stability control function in reducing oversteer or understeer, A full suite of supporting system including Automatic Differential Brake (ADB-X), Brake Assist, Dry Braking and Start-Off Assistant functions bring additional benefits to both performance and more casual driving situations.

The newly designed control systems allow for more precise stabilizing adjustments to the engine's output. The integrated wheel slip limitation function brings about noticeably more sensitive acceleration control on wet, snow-covered or icy surfaces or on roads with varied levels of traction. The slip control function has been relocated from the DSC control unit to the engine management system. It therefore acts on the engine's output up to 10 times quicker than before. This proactively avoids power-limiting inputs in response to excessively high revs.

The car can therefore accelerate with more torque control on rough surfaces, for example.

The driver can also activate M Dynamic Mode in the new BMW M3 and M4 by using a button on the center console. This mode allows a greater degree of wheel slip, enabling a very dynamic driving while still preserving the functions of DCS if needed.

Selecting the optional M Drive Professional brings the new M Traction Control function. Making its debut in the new BMW M3 and M4, this new traction control allows the driver to set the intervention thresholds for wheel slip. The iDrive menu for this system displays ten stages of defined permitted wheel slip. The new traction control option gives the driver the ability to select the ideal balance of racing-car performance and directional stability for the situation, the road conditions and their personal preferences. This allows them to approach the limits on the track by reducing the extent of control system inputs in stages.

## **Exterior Design**

The new 2021 BMW M3 and M4 are the most aggressive and focused M3 and M4 models to date. The M-specific design features differentiate the two new cars from their non-M versions more than ever. “The design is resoundingly function-driven, pure and reduced without compromise,” says Adrian van Hooydonk, Senior Vice President BMW Group Design. “At the same time, it provides an emotionally engaging window into the vehicle character.”

Exclusive exterior paint colors, forged M light-alloy wheels, a carbon fiber roof and the optional M Carbon exterior package emphasise both form and function of the new BMW M3 and M4.

Dimensionally, the new M3 Sedan is 4.6-inches longer, 0.4-inches wider, 0.1-inch higher and with a 1.8-inch longer wheelbase than the previous generation car. The new M4 Coupe is 4.6-inches longer, 0.7-inches wider, 0.4-inches higher and with a 1.8-inch longer wheelbase than the M4 that it replaces.

The front end of the new M3 displays the most aggressive differentiation from its non-M sibling. Like the new M4, the front end is highlighted by the large and deep frameless BMW kidney grille designed to feed the massive amounts of air needed for fulfilling the cooling requirements under the most rigorous conditions. Cooling for the engine and brakes is provided by large additional intakes on either side of the kidney grille. These two-section apertures feature brake air ducts on the inside and air supply for the remote coolant radiators to



the outside. At the outer edges of the front bumper, the vertical intakes for the Air Curtains accentuate the width of the car.

The lines of the front bumper and hood converge on the BMW kidney grille, as do the contours of the slim headlights. Standard on the new BMW M3 and M4 are full-LED headlights with U-shaped fiber-optic light guides for the daytime driving lights. Adaptive LED Headlights with BMW Laserlight are available as an option. These can be identified by the blue inlays at the upper edge of the headlight units and come with the cornering light and adaptive cornering functions. BMW Individual Shadowline lights, with darkened inlays adorning their upper edges, are also available as an option.

The most striking design feature alongside the prominently flared fenders of the new M3 and M4 are the extended side sills. Together with the aerodynamic components of the front and rear bumpers, which also jut out significantly, they form a High-gloss Black band around the whole of the car. This racing car-inspired design element, also adopted on the first-generation BMW M3, increases downforce in the underbody area and helps to optimize aerodynamic balance of the new cars.

The front fenders and rear wheel arches of both models have a flared M-specific which creates room for the wider tracks and wheels that help to give the cars their cornering ability. The M gills familiar from past and present cars are integrated neatly into the distinctive surfacing of the front side fenders. The M-specific exterior mirrors have been aerodynamically optimized and are painted in body color or High-gloss Black on the Competition models.

The roof of both the new BMW M3 and M4 is made from carbon-fiber-reinforced plastic (CFRP). This extremely lightweight material lowers the cars' center of gravity, enhancing their agility. Two fins running longitudinally over the CFRP roof optimize airflow, as does the rear spoiler, which is painted in body color – or High-gloss Black on the Competition models. The rear diffuser comes in black on all models and frames the familiar exhaust system's twin pairs of 100 mm exhaust tips. The slim, darkened rear light clusters with L-shaped LED taillights extend into the fenders, further accentuating the width of the two new models.

### **M Carbon exterior package and Shadowline trim**

An optional M Carbon exterior package is available for the new M3 and M4. The weight-minimized components included in the package provide a striking visual appearance for the

racing-car character of the two models. The M Carbon exterior package is composed of inlays for the front air intakes, a rear diffuser, exterior mirror caps and a rear spoiler made from CFRP.

The optional Extended Shadowline trim on the core models (standard on Competition models) adds a classy dark finish for the exterior mirrors, rear spoiler and tailpipes. The Competition models can also be optionally specified with exterior mirrors and a rear spoiler in body color plus chrome tailpipes matching the appearance of the core M3 and M4 models.

## **Interior Design**

The latest interior design of the new BMW 3 Series and 4 Series is the foundation of the new M cars' interiors. Added signature M details include red accents for the M buttons on the M leather steering wheel and the start/stop button on the center console. The gear selector lever with Drivelogic switch in the Competition models is leather covered with an embedded M logo and stitching in M GmbH colors. It also features an eye-catching cut-out, which is accentuated by integrated "waterfall" lighting.

The standard anthracite-colored headliner and interior Aluminum Tetragon trim enhance the sports-car aura. Cars with the optional Carbon Fiber interior trim also feature carbon trim for the inlays in the M leather steering wheels and the shift paddles for the Competition models. The carbon paddles also have a unique design.

The new BMW M3 and M4 feature newly developed heated M sport seats and fine-grain Merino leather trim with extended features. The M sport seats have pronounced side bolsters, integrated head restraints and an illuminated model badge. M-specific perforation, which enhances the effect of the optional seat ventilation (available for the first time on the M3 and M4), and a contrasting color for the center section (depending on the variant chosen) raise the sense of sporting exclusivity another notch or two.

A new optional interior highlight are the electric front M Carbon bucket seats. Making their debut on the M3 and M4, they combine racing functionality with lightweight design and comfort over long distances. The newly developed seats have integrated head restraints and an illuminated model badge. The use of CFRP in the structural of the seat surface and backrest, and cut-outs in the side bolsters and below the head restraints save 21 pounds over the standard M sport seats.

Their racing-car-inspired structure also enables the use of multi-point seat belts. The high Alcantara side bolsters help keep the occupants firmly in place during high G-forces. The seat position can be set even lower than the standard M sport seats.

## **Controls and Displays**

The new 2021 BMW M3 and M4 feature standard BMW Live Cockpit Professional with a fully digital 12.3-inch instrument display and a 10.25-inch digital, high-resolution touch screen center display. The latest iDrive 7.0 operating system includes Navigation with new cloud-based BMW Maps, wireless connectivity for your mobile devices including Apple CarPlay, Android Auto compatibility and BMW Intelligent Personal Assistant and M-specific displays for the instrument cluster and optional Head-Up display.

iDrive 7 allows the driver and passengers to interact with their new M3 or M4 through voice control, touch screen or via the touch iDrive controller. Control buttons for M Mode, Setup and M Sound are placed within easy reach to the left of the rotary controller.

With the cloud-based navigation system, BMW Maps calculates routes and arrival times with greater speed and accuracy, updates real-time traffic data at short intervals and lets drivers enter any word when searching for a destination.

M-specific controls used to configure the powertrain and chassis to personal tastes and requirements have played an important part in enhancing the close relationship between a driver and their BMW M car. The new M3 and M4 offer even more ways to adjust the cars' setup precisely to the situation at hand and the driver's personal preferences.

## **Setup Button**

The new Setup button on the center console provides direct access to the settings options for the seven powertrain and chassis settings. Pressing the button calls up the Setup menu in the Control Display, which lists the currently selected vehicle settings. The driver can now use touch control or the iDrive Controller to activate the desired mode for the engine response, damper settings, steering characteristics and brakes.

EFFICIENT, SPORT and SPORT PLUS settings can be engaged to modify the engine's characteristics, while selecting the COMFORT, SPORT or SPORT PLUS chassis mode

provides access to the three settings for the electronically controlled dampers. The driver can choose between COMFORT and SPORT modes for the M-specific Electric Power Steering and the new braking system. The Gear Shift Assistant can be deactivated via the Setup menu and M Traction Control, part of the optional M Drive Professional, offers ten-stage adjustment of wheel slip control. In the all-wheel-drive Competition models, the driver can also choose from the 4WD, 4WD SPORT and 2WD settings for the M xDrive system, the latter delivering pure rear-wheel drive.

### **The M mode button**

The M mode button, found on the center console of the new M3 and M4, can be used to adjust the responses and characteristics of the driver assistance systems and the displays in the instrument cluster and optional Head-Up Display to deliver a driving experience suited to the situation at hand. The driver can choose from ROAD and SPORT settings, with TRACK mode additionally available when M Drive Professional is specified.

In the ROAD setting, all the standard and optional driver assistance systems are fully activated. Pressing the M Mode button engages the SPORT setting, in which the driver assistance systems activated through the driver's chosen configuration limit themselves to warnings of speed limits and overtaking restrictions, for example. All interventions in the braking and steering systems are suspended in this mode, except for inputs from the Frontal Collision Warning with braking function and the Evasion Assistant.

In SPORT mode the instrument cluster and optional Head-Up Display switch to M View, which only presents information relevant to sporty driving. The information shown includes an M-specific tachometer and Shift Lights, plus a digital speed read-out and gear indicator. A range of data including coolant temperature, charge pressure, tire temperature and pressure and lateral and longitudinal acceleration can be displayed in the right- and left-hand areas of the instrument cluster.

In cars with M Drive Professional, drivers can select TRACK mode. Developed exclusively for race circuits, this mode is activated with an extended press of the M Mode button. The driver must then confirm their choice using the iDrive Controller. This setting fully deactivates all the comfort and safety functions of the driver assistance systems. The Control Display is switched off to focus the driver's attention completely on the track. The instrument cluster and optional Head-Up Display switch to M View mode, with road sign detection and distance information

also remaining hidden in the TRACK setting.

### **New M Drive Professional**

Making its debut is new optional M Drive Professional, which has been developed specifically for track driving. This new option helps the driver to make consistent progress in pursuit of the ideal line and the perfect lap. Features include the M Drift Analyzer which records the duration, distance covered, line and angle of a drift with a rating shown on the Control Display.

Other functions include the M Laptimer, which provides a comprehensive amount of performance information, shown on both the optional Head-Up display and in the instrument cluster, beyond just recording lap times. As well as checking their current lap time, the driver can also keep a constant eye on how much quicker or slower they are than their fastest lap of the current session. The Control Display shows the number of laps completed so far, the distance covered and the duration of the driver's current stint. The driver can also analyze the data recorded during their track outing in detail using the BMW M Laptimer app on their Apple iPhone – and share selected information with the online community. Among the resources available are a bird's-eye map view of the track, a lap time comparison, data from the car's sensors such as speed, engine revs and accelerator position, and graphics showing the lateral and longitudinal acceleration values attained.

### **Driver Assistance systems**

The new M3 and M4 are equipped with extensive and cutting-edge standard driver assistance systems designed to enhance comfort and safety in both day to day driving and during long journeys. Park Distance Control and Automatic High beam assistant are standard as is Active Protection and the Active Driving Assistant.

The optional Driving Assistance Professional Package for the Competition models includes Active Cruise Control with Stop & Go, Extended Traffic Jam Assistant for limited access highways, Active Lane Keeping Assistant, Active Blind Spot Detection, Evasion Aid and Emergency Stop Assistant.

The latest generation of the optional BMW Head-Up Display system offers a 70 percent larger projection surface on which M-specific displays such as the multi-color tachometer, the Shift Lights and M View are shown.

The optional Parking Assistance package can identify parking spots to the left or right and steer the car into the parking spot. The Surround View with 3D view gives a top down view of the car and its surroundings which can also be accessed remotely by the BMW ConnectedDrive app. The included BMW Drive Recorder uses the front and rear cameras to record video sequences up to 40 seconds in length with a tap of the iDrive controller or automatically in an event of a crash. The video clips can be exported to a storage device using the USB port.

### **Exterior colors**

The 2021 M3 Sedan and M4 Coupe feature two non-metallic colors, eight metallic colors (seven for M4) and two frozen matt colors to choose from.

- Alpine White
- Sao Paolo Yellow (new)
  
- Black Sapphire Metallic
- Brooklyn Grey Metallic (new)
- Isle of Man Green Metallic (new)
- Oxide Grey Metallic (new, for M3 core model only)
- Portimao Blue Metallic
- Toronto Red Metallic
- Tanzanite Blue II Metallic
- Individual Dravit Grey Metallic
- Individual Frozen Brilliant White Metallic (new)
- Individual Frozen Portimao Blue Metallic (new)

### **Interior Upholstery and Trim**

The 2021 M3 Sedan offers a choice of four standard Extended Merino Leather and four optional Full Merino Leather interiors.

- Yas Marina Blue / Black Extended Merino Leather
- Silverstone / Black Extended Merino Leather
- Kyalami Orange / Black Extended Merino Leather
- Black Extended Merino Leather

- Yas Marina Blue / Black Full Merino Leather
- Silverstone / Black Full Merino Leather
- Kyalami Orange / Black Full Merino Leather
- Black Full merino Leather

Aluminum Tetragon interior trim is standard. Carbon Fiber trim or Individual Piano Black Finish trim are optional.

### **Standard Equipment**

The M3 and M4 feature the following equipment as standard:

- 473 hp / 406 lb-ft of torque engine tuning
- 18-inch / 19-inch Orbit Grey alloy wheels with non-run-flat performance tires
- 6-Speed manual transmission
- M Sport rear differential
- Adaptive M Suspension
- M Drive modes
- Power, heated front M Sport seats with lumbar support
- Rear view camera
- Ambient interior lighting
- Anthracite headliner
- Aluminum Tetragon interior trim
- Park distance control
- Automatic high beams
- Automatic climate control
- Dynamic cruise control
- Shadowline exterior trim
- Tire pressure monitor
- Mobility tire inflator kit
- Alarm system
- Comfort access keyless entry
- Auto dimming exterior and interior mirrors
- Live Cockpit Professional with iDrive 7
- Harman-Kardon surround sound audio
- Apple CarPlay and Android Auto compatibility
- SiriusXM with 360L and 1-year all-access subscription

- Connected Package Pro
- ConnectedDrive Services
- Active Protection
  - Automatic front seat belt tensioning
  - Automatic closing of windows and moonroof
  - Fatigue and Focus Alert
  - Post-crash braking
- Active Driving Assistant
  - Lane Departure Warning
  - Speed limit Information
  - Active Blind Spot Detection
  - Rear Cross-Traffic Alert
  - Rear Collision Preparation

The M3 Competition and M4 Competition add the following standard equipment:

- 503 hp / 479 lb-ft of torque engine tuning
- 19-inch / 20-inch Bi-color Jet Black alloy wheels
- 8-speed M Steptronic automatic transmission
- M Seat belts
- Extended Shadowline exterior trim

### **Packages and Optional Equipment**

M3 / M3 Competition and M4 / M4 Competition Packages Include:

- Parking Assistance Package
  - Parking Assistance Package Plus
  - Drive Recorder
  
- Executive Package
  - Heated Steering Wheel
  - Power trunk lid
  - Icon Adaptive LED headlights with Laserlight
  - Head-Up Display
  - Wireless Charging for compatible mobile devices
  - Gesture Control
  - WiFi Hotspot with 3 GB or 3-month trial



- Driving Assistance Professional Package (Competition models only)
  - Active Cruise Control with Stop & Go
  - Extended Traffic Jam Assistant for limited access highways
  - Active Lane Keeping Assistant
  - Active Blind Spot Protection
  - Evasion Aid
  - Front and rear cross-traffic alert

M3 / M3 Competition and M4 / M4 Competition stand-alone options include:

- M Drive Professional
- 19-inch / 20-inch Bi-color Jet Black alloy wheels
  - or 19-inch / 20-inch Matt Orbit Grey alloy wheels
  - or 19-inch / 20-inch Bi-color Jet Black alloy wheels (std on Competition)
  - or 19-inch / 20-inch Jet Black alloy wheels
- M Carbon Ceramic brakes
- M Compound brakes with red calipers
- M Compound brakes with black calipers
- BMW Performance Design elements deletion
- Individual Shadowline lights
- Moonroof (no-cost, replaces CFRP roof with steel roof)
- Front ventilated seats
- M Carbon bucket seats
- Carbon Fiber trim
- Individual Piano Black Finish trim
- M Carbon Exterior Package
- Extended Shadowline exterior trim (standard on Competition models, NC on M3 / M4)
- M Driver's Package – Voucher for BMW driver training and increased top speed limiter of 180 mph.

## Specifications

		M3 Sedan	M3 Competition	M4 Coupe	M4 Competition
Seats	--	5	5	4	4
Number of Doors	--	4	4	2	2
Drive type	--	RWD	RWD	RWD	RWD
Length	inches	189.1	189.1	189.1	189.1
Width	inches	74.3	74.3	74.3	74.3
Width including mirrors	inches	81.4	81.4	81.9	81.9
Height	inches	56.4	56.4	54.8	54.8
Wheelbase	inches	112.5	112.5	112.5	112.5
Ground clearance	inches	4.7	4.7	4.7	4.7
Turning radius	feet	20.0	20.0	20.0	20.0
Shoulder width front	inches	56.0	56.0	55.1	55.1
Shoulder room 2 <sup>nd</sup> row	inches	54.6	54.6	51.0	51.0
Legroom front	inches	41.6	41.6	41.7	41.7
Legroom 2 <sup>nd</sup> row	inches	35.6	35.6	34.7	34.7
Headroom front	inches	40.6	40.6	40.3	40.3
Headroom 2 <sup>nd</sup> row	inches	37.8	37.8	35.8	35.8
Trunk volume	ft <sup>3</sup>	13.0	13.0	12.0	12.0
Fuel Tank capacity	gallons	15.6	15.6	15.6	15.6
Curb weight	lbs.	3,840	3,890	3,830	3,880
Gross vehicle weight	lbs.	4,870	4,870	4,750	4,750
Payload	lbs.	860	860	770	770
Weight distribution front / rear	percent	52.9 / 47.1	53.1 / 46.9	52.7 / 47.3	53.1 / 46.9
Engine type	--	S58B3000	S58B30T0	S58B3000	S58B30T0
Induction		Turbocharged	Turbocharged	Turbocharged	Turbocharged
Cylinders	--	6	6	6	6
Valves per cylinder	--	4	4	4	4
Bore x Stroke	mm	84.0 x 90.0	84.0 x 90.0	84.0 x 90.0	84.0 x 90.0
Displacement	cm <sup>3</sup>	2,993	2,993	2,993	2,993
Compression rate	:1	9.3	9.3	9.3	9.3

Engine power	hp	473 @ 6,250	503 @ 6,250	473 @ 6,250	503 @ 6,250
Engine torque	ft.-lbs.	406 @ 2,650 – 6,130	479 @ 2,750 – 5,500	406 @ 2,650 – 6,130	479 @ 2,750 – 5,500
Fuel type	--	Gasoline	Gasoline	Gasoline	Gasoline
Recommended Fuel	--	Premium	Premium	Premium	Premium
Engine oil capacity	quarts	7.4	7.4	7.4	7.4
Output per liter	hp/liter	158.0	168.0	158.0	168.0
Transmission type	--	LS58 6-speed manual	M8HP76 8-speed auto	LS58 6-speed manual	M8HP76 8-speed auto
Gear ratios 1st gear	--	4.11	5.00	4.11	5.00
2nd	--	2.32	3.20	2.32	3.20
3rd	--	1.54	2.14	1.54	2.14
4th	--	1.18	1.72	1.18	1.72
5th	--	1.00	1.31	1.00	1.31
6th	--	0.85	1.00	0.85	1.00
7th	--	--	0.82	--	0.82
8th	--	--	0.64	--	0.64
Reverse gear	--	3.73	3.48	3.73	3.48
Final drive ratio	--	3.46	3.15	3.46	3.15
Power-steering type	--	EPS	EPS	EPS	EPS
Steering ratio	:1	15.0	15.0	15.0	15.0
Tires, standard front		275/40ZR18	275/40ZR18	275/40ZR18	275/40ZR18
Tires, standard rear		285/35ZR19	285/35ZR19	285/35ZR19	285/35ZR19
Wheels, standard front	inches	9.5 x 18	9.5 x 18	9.5 x 18	9.5 x 18
Wheels, standard rear	inches	10.5 x 19	10.5 x 19	10.5 x 19	10.5 x 19
Tires, optional front		275/35ZR19	275/35ZR19	275/35ZR19	275/35ZR19
Tires, optional rear		285/30ZR20	285/30ZR20	285/30ZR20	285/30ZR20
Wheels, optional front	inches	9.5 x 19	9.5 x 19	9.5 x 19	9.5 x 19
Wheels, optional rear	Inches	10.5 x 20	10.5 x 20	10.5 x 20	10.5 x 20
Track, front	inches	63.7	63.7	63.7	63.7
Rear, track	inches	63.2	63.2	63.2	63.2

Cx	--	0.33	0.33	0.34	0.34
0-60 mph	seconds	4.1	3.8	4.1	3.8
Top speed (w/M Perf. Package)	mph	155 (180)	155 (180)	155 (180)	155 (180)
EPA Fuel Economy, city / hwy	mpg	tbd	tbd	tbd	tbd

## **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 Rolls-Royce Motor Cars; Designworks, a strategic design consultancy based in California; technology offices in Silicon Valley and Chicago, and various other operations throughout the country. BMW Manufacturing Co., LLC in South Carolina is the BMW Group global center of competence for BMW X models and manufactures the X3, X4, X5, X6 and X7 Sports Activity Vehicles. The BMW Group sales organization is represented in the U.S. through networks of 349 BMW passenger car and BMW Sports Activity Vehicle centers, 144 BMW motorcycle retailers, 117 MINI passenger car dealers, and 38 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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