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### **The new 2025 BMW M3**

- More power for M3 Competition xDrive models.
- BMW Curved Display features iDrive 8.5 with M-specific graphics.
- New interior and exterior details freshen the appearance inside and out.
- Worldwide launch to commence in July 2024.

**Woodcliff Lake, NJ – May 28, 2024...**It stands as the custodian of a legendary badge and a prime example of the exhilarating performance and everyday usability long established as hallmarks of vehicles from BMW M. And for model year 2025, the BMW M3 has sharpened its already impressive skills in a host of areas. A power hike of 20 hp for the all-wheel-drive model, new equipment and design details, and further advances in digitalization serve to keep the M3 at the top of its game. Redesigned headlights and new forged alloy wheels freshen the exterior while new steering wheels, new interior trim elements, and the introduction of BMW Operating System 8.5 enhance the experience inside.

The new BMW M3 Sedan will be built at BMW Group Plant Munich. All variants will be launched worldwide with a production phase-in in July 2024.

### **Base MSRPs (+ \$1,175 destination and handling).**

2025 BMW M3	\$76,000
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2025 BMW M3 Competition	\$80,200
2025 BMW M3 Competition with M xDrive	\$85,300

### **Traditional race-car feeling, distinctive character.**

Now in its sixth generation, the BMW M3 is more powerful, more poised, assured, and advanced than ever. The 2025 BMW M3 continues a high-performance sports car bloodline that stretches back almost 40 years. The first generation of the BMW M3, unveiled in 1986, went on to become the most successful model in touring car racing worldwide. Then, as now, the M3's success in motorsport fueled steadily increasing popularity for the production model and rare levels of excitement for owners on the road.

### **Engine technology borrowed from motorsport.**

Every BMW M3 features a high-revving straight-six engine with M TwinPower Turbo technology. In all its output variants, the 3-liter motor thrills with its appetite for revs and linear power delivery typical of high-performance models from BMW M.

Numerous elements adapted from race-car engine construction allow the powerplant in the M3 to deliver a unique performance experience on both road and track. The crankcase, with its sleeve-free, closed-deck construction, is extremely rigid and works with a lightweight forged crankshaft to unlock extremely high torque potential. The cylinder bores have a wire-arc sprayed iron coating. And the 3D-printed core for the cylinder head – another special M-specific feature – enables optimized routing of the coolant ducts that would be impossible to achieve using conventional metal casting methods. Like the cooling system, the oil circuit is also designed to handle the particular challenges of track driving. A map-controlled oil pump ensures reliable oil supply even under extreme longitudinal and lateral acceleration.

The M TwinPower Turbo technology utilized here comprises two mono-scroll turbochargers, each of which supplies compressed air to three cylinders. An indirect intercooler supplied by a low-temperature circuit plus specially designed compressors further enhance the turbocharger's output. The package of technology also includes High Precision Injection – which works at maximum pressure of 350 bar to ensure fine atomization of fuel and therefore faster engine response – as well as VALVETRONIC variable valve timing and Double-VANOS fully variable camshaft timing.

The S58B30T0 engine now produces three levels of output, depending on drivetrain configuration. The 2025 M3 continues to offer the driver total control of 473 hp through a precise 6-speed manual gearbox, while the M3 Competition sends 503 hp to the rear wheels via an 8-speed M Steptronic transmission with Drivelogic.

For 2025, the engine under the hood of the new BMW M3 Competition Sedan with M xDrive develops an extra 20 hp thanks to optimized configuration of the engine management system. The straight six now generates 523 hp at 6,250 rpm. The upgraded engine, which also serves as the basis for the unit powering the BMW M4 GT3 race car, summons its peak torque of 479 lb-ft between 2,750 and a now higher 5,730 rpm. The result is more ferocious, sustained power delivery that adds another layer of intensity to the performance experience and enables impressive acceleration. The new BMW M3 Competition Sedan with M xDrive accelerates from 0 to 60 mph in just 3.4 seconds.

The most powerful model is equipped with M xDrive to deliver optimal traction in every situation. The rear-biased setup of the intelligent all-wheel-drive system further enhances the agility of the new BMW M3 Competition Sedan with M xDrive. The system works with the fully variable Active M Differential at the rear axle to add to the signature M feeling when powering through corners. In addition to the default 4WD setting, the driver can also select 4WD Sport mode via the M Setup menu. Here, a higher proportion of drive power is sent to the rear wheels for even more vivid handling. Switching off DSC (Dynamic Stability Control) enables the driver to select 2WD mode, sending power exclusively to the rear wheels. This mode offers drivers a more pure driving experience without interventions from the control systems.

All variants of the new BMW M3 have an electronically limited top speed of 155 mph as standard. However, if the optional M Driver's Package is specified, this figure rises to 180 mph.

### **Chassis dynamics calibrated to deliver high performance and everyday comfort.**

The M-specific kinematics and elastokinematics of the double-joint spring strut front axle and five-link rear axle ensure the harmonious blend of extremely dynamic handling and comfort and control in everyday use and over longer journeys. The standard Adaptive M suspension gives drivers the ability to tailor the responses of the electronically controlled dampers as they wish. Via the M Setup menu, drivers can select from three different settings to optimize the M3's ride and handling to suit their needs and preferences.

The chassis technology also includes M Servotronic steering and the integrated braking system, which works in conjunction with both the standard M Compound brakes and the optional M Carbon ceramic brakes. Both variants have six-piston fixed-caliper brakes at the front axle and single-piston floating-caliper brakes at the rear. As well as larger and more heat-resistant brake discs – and their considerable ability to withstand fade and ensure powerful deceleration even under extreme conditions – the M Carbon ceramic brakes are about 30 lbs lighter than the standard M Compound brakes. The reduction in unsprung mass plays a significant role in delivering increased agility, enhanced handling, and quicker transitional response.

The calipers of the M Compound brakes can be specified in blue, red, or black while the callipers of the M Carbon ceramic brakes are finished in gold. All of the variations feature a BMW M logo on the brake calipers at the front.

### **M forged light-alloy wheels with a new design.**

New forged M alloy wheels (Style 825M) in a new bright silver finish have been added to options list. These provide a sporty yet also elegantly sophisticated appearance.

### **Newly designed headlights and subtle details sharpen the M3's visual character.**

Newly designed LED headlights, which consolidate low and high beam in a single module, bring fresh accents to the front of the new BMW M3. Two sculpted, subtly arrow-shaped vertical LED units in each module serve as both daytime driving lights and turn signal indicators.

M Shadowline lights with dark inner accents are also available as an option. The model badge on the trunk lid of the Competition models is now accented by an elegant silver border.

### **New steering wheels and interior trim elements freshen the M cockpit.**

The first thing one is likely to notice upon opening the door of the 2025 BMW M3 is a newly designed three-spoke M leather steering wheel with multifunction buttons and red center marker in the 12 o'clock position. It now has a flat-bottomed rim and revised spokes. An M Alcantara steering wheel in the same design and with the same functionality is also available, either as a standalone option or as part of the optional Carbon Package.

High-quality, carefully crafted materials and M-specific design features in the interior create a modern premium ambience with sporting flair. The interior trim elements in the instrument panel, control panel, and cup holder cover come as standard in Aluminium Rhombicle Anthracite. M Carbon Fiber and new M Fine Brushed Aluminium are optionally available. The optional Sensatec dashboard now has a more refined surface.

### **BMW Curved Display and new BMW Operating System 8.5.**

The new BMW M3 welcomes the latest generation of BMW iDrive based on BMW Operating System 8.5. With the high-resolution BMW Curved Display angled towards the driver and upgraded BMW Personal Assistant, the interaction between driver and vehicle is optimized for touch control and natural language. The fully digital screen made up of a 12.3-inch information display and a 14.9-inch control display contains M-specific content, including additional information on the vehicle's status, presented in a way that keeps the driver's focus on the road ahead. The optional BMW Head-Up Display projects information relevant to driving – including a multi-colored tachometer, shift indicator lights, and M View – onto the windscreen.

BMW Operating System 8.5 presents a simplified way of operating the automatic climate control system. The temperature and ventilation settings as well as the seat heating and – if specified – steering wheel heating can now be controlled either by touch using a dedicated menu option in the lower area of the control display or by voice command. This latest advance in the field of digital operation brings a further reduction in the number of buttons and controls in the cockpit and a new design for the instrument panel. New adjustment controls for the air vent grilles in the center of the instrument panel and on the driver's and front passenger side of the cockpit allow the airflow direction to be adjusted using rotating and tilting movements.

### **Distinctive looks and high-intensity performance with available M Carbon packages.**

The M Carbon Exterior Package brings distinctive precision to the outward appeal. With inlays for the wide front air intakes and a rear diffuser, plus exterior mirror caps and a rear spoiler made from CFRP, the M Carbon Exterior Package enhances the race-car-for-the-street character.

The optional M Carbon Package is comprised of several features engineered to enhance the

driver's experience on the track, including M Carbon ceramic brakes, M Carbon bucket seats for the driver and front passenger, carbon fiber interior trim elements, M Alcantara steering wheel, M Drive Professional, and the M Driver's package.

## Specifications.

	M3	M3 Competition
<b>Body</b>		
No. of doors/seats	4 / 5	4 / 5
Length / Width / Height (in)	189.1 / 74.3 / 56.6	189.1 / 74.3 / 56.6
Wheelbase (in)	112.5	112.5
Track, front / rear (in)	63.7 / 63.2	63.7 / 63.2
Ground clearance (in)	4.7	4.7
Turning circle (ft)	40.0	40.0
Curb weight (lbs)	3,840	3,891
GVWR (lbs)	4,872	4,872
Luggage capacity (cu ft)	16.9	16.9
<b>Engine</b>		
Config. / no. cylinders / valves	Inline / 6 / 24	
Engine technology	M TwinPower Turbo technology with two mono-scroll turbochargers, indirect charge air cooling, high precision injection, VALVETRONIC fully variable valve control and Double-VANOS variable camshaft timing	
Capacity (CC)	2,993	
Stroke / bore (mm)	90.0 / 84.0	
Compression ratio (:1)	9.3	
Max output (hp @ RPM)	473 @ 6,250	503 @ 6,250
Max torque (lb-ft @ RPM)	406 @ 2,650-6,130	479 @ 2,750-5,500
<b>Driving Dynamics and Safety</b>		
Suspension, front	Adaptive M suspension with double-joint spring strut axle in lightweight aluminum construction, M-specific kinematics and elastokinematics	
Suspension, rear	Adaptive M suspension with five-link axle in lightweight aluminum construction, rear-axle subframe with rigid bolted connection to the body, M-	

		specific elastokinematics		
Brakes, front		M Compound brakes, vented, with six-piston calipers		
Brakes, rear		M Compound brakes, vented, with single-piston floating calipers		
Driving stability systems		Standard: DSC incl. ABS, ASC, and M Dynamic Mode (MDM), can be turned off, integrated wheel slip limitation, CBC (Cornering Brake Control), DBC (Dynamic Brake Control), Dry Braking function, Start-Off Assistant, Active M Differential		
Safety equipment		Standard: Airbags for driver and front passenger, side airbags for driver and front passenger, head airbags for front and rear seat, 3-point inertia-reel belt on all seats, with seat belt stopper, belt tensioner and belt force limiter at the front, crash sensors, tire pressure display		
Steering		EPS with M-specific Servotronic, variable sport ratios		
Steering ratio overall (:1)		15.0		
Tires front / rear (std)		275/40 R18 103Y XL / 285/35 R19 103Y XL	275/35 R19 100Y XL / 285/30 R20 99Y XL	
Rims, front / rear (in) (std)		9.5J x 18.0 / 10.5J x 19.0	9.5J x 19.0 / 10.5J x 20.0	
Transmission				
Type		6-sp. manual		8-sp. M Steptronic
Gear ratios	I	:1	4.11	5.00
	II	:1	2.32	3.20
	III	:1	1..54	2.14
	IV	:1	1.18	1.72
	V	:1	1.00	1.31
	VI	:1	0.85	1.00
	VII	:1	-	0.82
	VIII	:1	-	0.64
	R	:1	3.73	3.48
Final drive		:1	3.46	3.15
Performance				
Acceleration 0-60 mph (sec)		4.1		3.8
Top speed (mph) / w/M Driver's Package		155 / 180		155 / 180

	<b>M3 Competition with M xDrive</b>
<b>Body</b>	
No. of doors/seats	4 / 5
Length / Width / Height (in)	189.1 / 74.3 / 56.6
Wheelbase (in)	112.5
Track, front / rear (in)	63.7 / 63.2
Ground clearance (in)	4.8
Turning circle (ft)	41.3
Curb weight (lbs)	3,990
GVWR (lbs)	4,982
Luggage capacity (cu ft)	16.9
<b>Engine</b>	
Config. / no. cylinders / valves	Inline / 6 / 24
Engine technology	M TwinPower Turbo technology with two mono-scroll turbochargers, indirect charge air cooling, high precision injection, VALVETRONIC fully variable valve control and Double-VANOS variable camshaft timing
Capacity (CC)	2,993
Stroke / bore (mm)	90.0 / 84.0
Compression ratio (:1)	9.3
Max output (hp @ RPM)	523 @ 6,250
Max torque (lb-ft @ RPM)	479 @ 2,750-5,730
<b>Driving Dynamics and Safety</b>	
Suspension, front	Adaptive M suspension with double-joint spring strut axle in lightweight aluminum construction, M-specific kinematics and elastokinematics
Suspension, rear	Adaptive M suspension with five-link axle in lightweight aluminum construction, rear-axle subframe with rigid bolted connection to the body, M-specific elastokinematics
Brakes, front	M Compound brakes, vented, with six-piston calipers
Brakes, rear	M Compound brakes, vented, with single-piston floating calipers
Driving stability systems	Standard: DSC incl. ABS, ASC and M Dynamic Mode



	(MDM), can be turned off, integrated wheel slip limitation, CBC (Cornering Brake Control), DBC (Dynamic Brake Control), Dry Braking function, Start-Off Assistant, Active M Differential		
Safety equipment	Standard: Airbags for driver and front passenger, side airbags for driver and front passenger, head airbags for front and rear seat (coupe only), 3-point inertia-reel belt on all seats, with seat belt stopper, belt tensioner and belt force limiter at the front, crash sensors, tire pressure display		
Steering	EPS with M-specific Servotronic, variable sport ratios		
Steering ratio overall (:1)	14.6		
Tires front / rear (std)	275/35 ZR19 99Y XL / 285/30 ZR20 100Y XL		
Rims, front / rear (in) (std)	9.5J x 19.0 / 10.5J x 20.0		
Transmission			
Type		8-speed M Steptronic with Drivelogic	
Gear ratios	I	:1	5.00
	II	:1	3.20
	III	:1	2.14
	IV	:1	1.72
	V	:1	1.31
	VI	:1	1.00
	VII	:1	0.82
	VIII	:1	0.64
	R	:1	3.48
Final drive		:1	3.15
Performance			
Acceleration 0-60 mph (sec)		3.4	
Top speed (mph) / w/M Driver's Package		155 / 180	

## 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; a technology office in Silicon Valley 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 assembles the X3, X4, X5, X6 and X7 Sports Activity Vehicles as well as the BMW XM. The BMW Group sales organization is represented in the U.S. through networks of 349 BMW passenger car and BMW Sports Activity Vehicle centers, 146 BMW motorcycle retailers, 104 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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Journalist note: Information about BMW Group and its products in the USA is available to journalists on-line at [www.bmwusanews.com](http://www.bmwusanews.com), [www.miniusanews.com](http://www.miniusanews.com) and [www.press.bmwna.com](http://www.press.bmwna.com).

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