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The all-new BMW M3 CS.

BMW M GmbH will maintain its focus on adding highly appealing special-edition models to its product range in 2023. The all-new BMW M3 CS (fuel consumption combined: 10.4 – 10.1 l/100 km [27.2 – 28.0 mpg imp]; CO₂ emissions combined: 234 – 229 g/km in the WLTP cycle; figures for the NEDC cycle: –) brings even greater intensity to the racing allure that marks out **the company's** successful high-performance models for the premium midsize segment. An intelligent lightweight construction featuring a large number of carbon fibre-reinforced plastic (CFRP) components, plus increased engine power, a bespoke chassis setup, exclusive design features and a specification precision-honed to deliver an exhilarating performance experience on the track, combine with the functionality and everyday usability of the BMW M3 Sedan. This gives the BMW M3 CS a character profile all of its own: an ability to serve up undiluted M feeling that excites and enthralls over every mile on the road as well as on the track.

The powertrain concept for the new BMW M3 CS teams a 405 kW/550 hp six-cylinder in-line engine with an eight-speed M Steptronic transmission and the M xDrive intelligent all-wheel-drive system. These combine to produce a 0 to 100 km/h (62 mph) time of 3.4 seconds and supreme driving talents that can be enjoyed from each of its four seats. The new BMW M3 CS will be built in a limited run at BMW Group Plant Munich from March 2023, with its phased launch getting underway the same month. The USA, Germany, the UK and Japan are the most important sales regions for the new special-edition model.

More power, less weight, compelling performance.

A more power/less weight formula instils the new BMW M3 CS with compelling performance qualities and an exclusive aura. It draws its power from a specially upgraded version of the high-revving six-cylinder in-line engine with M TwinPower Turbo technology developed for the BMW M3 and BMW M4 models. This 3.0-litre unit also forms the basis for the engine that powered the BMW M4 GT3 to the DTM touring car title at the first time of asking in 2022.

The engine under the bonnet of the new BMW M3 CS therefore also boasts a wealth of technological details derived directly from the race-car unit. Its



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crankcase has a sleeve-free, closed-deck construction and is extremely rigid, making it suitable for very high combustion pressures. Weight-saving cylinder bores with a wire-arc sprayed iron coating reduce frictional losses. The forged lightweight crankshaft aids power build-up with its exceptionally high torsional **resistance while also feeding the engine's high-revving instincts**. Its cylinder head has a 3D-printed core, allowing the coolant ducts to be routed in an optimum arrangement for temperature management that would be impossible to achieve using conventional metal casting methods. The system of oil supply is designed to handle the specific challenges of track use, as is the cooling system.

Straight-six engine produces 405 kW/550 hp.

These carefully tailored modifications reflect the unwavering focus on achieving high rev speeds and maximum power delivery with the engine in the new BMW M3 CS. **The unit's** considerable upgrade potential paved the way for a 30 kW/40 hp hike in peak output compared with the BMW M3 Competition Sedan with M xDrive (fuel consumption combined: 10.1 – 10.0 l/100 km [28.0 – 28.2 mpg imp]; CO₂ emissions combined: 230 – 228 g/km in the WLTP cycle; figures for the NEDC cycle: –), resulting in 405 kW/550 hp. This increase in power was achieved courtesy of targeted revisions to **the engine's M TwinPower Turbo** technology and required no concessions in terms of stability or durability. The adjustments primarily involved raising the maximum charge pressure of the two mono-scroll turbochargers from 1.7 to 2.1 bar and making some model-specific tweaks to the engine management.

In addition, a specially designed engine mounting with increased spring rates creates an extremely rigid connection between the **power unit and the vehicle's** structure. A press of the accelerator is therefore greeted by even sharper engine response and direct transmission of its power to the drivetrain. The engine in the new BMW M3 CS puts peak torque of 650 Nm (479 lb-ft) on tap from just 2,750 rpm and sustains it all the way to 5,950 rpm. It generates maximum output at 6,250 rpm and tops out at 7,200 rpm.



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The unit's specific performance characteristics are dominated by its unabated power delivery through to the upper echelons of the rev range. This is accompanied by the emotionally stirring soundtrack produced by the dual-branch exhaust system featuring electrically controlled flaps, a titanium rear silencer with weight-minimising design and – in customary M fashion – two pairs of tailpipes painted in matt Black. Selecting the SPORT or SPORT+ modes for the engine setting in the M Setup menu dials up the drive sound to produce a note with unmissable racing car undertones. This injects real aural drama into proceedings, particularly with gear changes and the accompanying adjustments in rev speed.

Feeding standout power onto the road to optimum effect: eight-speed M Steptronic transmission, M xDrive, Active M Differential.

The drive torque unleashed by the engine in the new BMW M3 CS is relayed via an eight-speed M Steptronic transmission with Drivelogic. This is operated using either the M-specific selector lever on the centre console or the carbon-fibre shift paddles on the steering wheel. The driver can use the Drivelogic button integrated into the selector lever to alter **the transmission's shift characteristics**, with the choice of comfort-oriented, sporty and track-optimised settings.

The traction and agility of the new BMW M3 CS are both enhanced by the presence of M xDrive all-wheel drive, which uses an electronically controlled multi-plate clutch in the transfer case to ensure fully variable and super-smooth **distribution of the engine's power between the front and rear wheels. The multi-plate clutch's oil supply has been optimised to keep the all-wheel-drive system performing effectively even under hard driving on the track. The system's rear-wheel bias and the way it teams up with the Active M Differential at the rear axle – whose operation is also fully variable – add to the signature M feeling when accelerating or powering through corners.**

The M Setup menu lets the driver switch from the default 4WD setting to 4WD **Sport mode, which directs an even greater proportion of the engine's torque to the rear wheels.** Drivers can also switch off the DSC (Dynamic Stability Control) system altogether and engage 2WD mode. By sending drive power solely to the



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rear wheels and suppressing any intervention from the control systems to stabilise the vehicle, this setting engages skilled drivers in the driving experience to an even more intense degree.

The engine, transmission and M xDrive join forces to produce stunning acceleration times. The new BMW M3 CS takes just 3.4 seconds to power from 0 to 100 km/h (62 mph) and 11.1 seconds to reach 200 km/h (124 mph) from rest. The midrange surge from 80 to 120 km/h (50 – 75 mph) is over in 2.6 seconds (in 4th gear) or 3.3 seconds (in 5th gear). The BMW M3 CS comes with the M Driver's Package as standard and has an electronically limited top speed of 302 km/h (188 mph).

Bespoke tuning for chassis technology and the DSC system; track tyres as standard.

The chassis technology in the new BMW M3 CS has been tuned precisely to the **engine's performance characteristics, the overall vehicle concept and its weight** distribution. The model-specific settings for the DSC system and M Dynamic Mode have also been purposefully geared to the specific demands of high-speed circuit driving.

The individually tuned axle kinematics and bespoke wheel camber settings, dampers, auxiliary springs and anti-roll bars serve to optimise steering precision, transmission of lateral control forces when cornering, spring and damping response and wheel location. The electronically controlled dampers of the adaptive M suspension on the new BMW M3 CS likewise come in a model-specific setup, as do its electromechanical M Servotronic steering with variable ratio and its integrated braking system.

Standard specification for the special-edition model includes M Compound brakes with brake callipers painted in a choice of Red or Black. There is also the option of M Carbon ceramic brakes whose brake callipers are available in matt Gold or Red. Also on the standard equipment list for the new BMW M3 CS are forged M light-alloy wheels in an exclusive V-spoke design with a Gold Bronze finish. These



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particular M light-alloy wheels can also be ordered in an optional matt Black finish. Measuring 19 inches in diameter at the front axle and 20 inches at the rear, the wheels are fitted as standard with track tyres that have been purpose-developed for the special-edition model and measure 275/35 ZR19 at the front and 285/30 ZR20 at the rear. As an alternative to these tyres, which are specially designed for circuit driving, customers also have the no-cost option of high-performance tyres with the same dimensions.

Lightweight construction with extensive use of carbon fibre; improved body rigidity.

Extensive, model-specific lightweight design measures play a major part in moulding the performance qualities and exclusive character of the new BMW M3 CS. The use of components made from carbon fibre-reinforced plastic (CFRP) both inside and out is of key importance here. Besides its carbon fibre roof, the special-edition model also uses this lightweight, high-tech material for its bonnet, front splitter, front air intakes, exterior mirror caps, rear diffuser and rear spoiler. Its centre console, the shift paddles on the steering wheel and its interior trim strips are likewise all manufactured from CFRP. The standard M Carbon bucket seats also do their bit to keep weight down in the cabin. The titanium rear silencer, meanwhile, shaves more than 4 kilograms off the weight of the exhaust system fitted on the new BMW M3 CS. The various lightweight design measures bring about a total weight saving of some 20 kilograms compared to the BMW M3 Competition Sedan with M xDrive.

Body rigidity can be further increased by specifying a package of high-precision strut braces for the engine compartment that have also been engineered for lightness. The cast aluminium elements connecting the spring strut towers to the front end feature a weight-optimised geometry that has been precisely matched – with the help of numerical models – to the forces applied in various driving situations.



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Exclusive design features promise thrilling performance.

The new BMW M3 CS instantly announces its sharper character with a series of individual design features. The Frozen Solid White paint finish available for the exterior is exclusive to the latest special-edition model from BMW M GmbH. Exposed carbon-fibre surfaces for the roof, the two indents chiselled into the bonnet, the front splitter, front air intakes, M exterior mirror caps, rear spoiler and rear apron combine with the Black side skirts and M gills to provide a stunning contrast to the new paint finish. Signal Green solid, Brooklyn Grey metallic and Sapphire Black metallic are available as alternative exterior colours.

The vehicle's front end sports a weight-saving, frameless BMW kidney grille with a stripped-back air reminiscent of racing machines. Designed especially for this **model, identifying features include red contour lines and the "M3 CS" badging** on the upper of the two horizontal grille bars. Both the model badge at the front and its counterpart on the boot lid have black surfaces with a red border.

The BMW Laserlight headlights included in standard specification add another particularly striking flourish to the front end of the new BMW M3 CS. By illuminating yellow instead of white – both during the Welcome sequence when the vehicle is unlocked and while low beam or high beam is switched on – they reference successful GT racing cars.

M Carbon bucket seats with exclusive surfaces and seam patterns.

Inside the new BMW M3 CS, a sports car cockpit designed with concentrated driving pleasure and maximum performance in mind is brought together with advanced digital technology and exclusive design elements. The driver and front passenger are welcomed as standard by M Carbon bucket seats in a model-specific design. Fully electric and heated, they feature integral head restraints along with an illuminated model badge, resulting in a unique blend of racing flair and long-distance comfort. The use of CFRP in the structural elements of the seat cushion and backrest as well as the eye-catching cut-outs in the side bolsters and below the head restraints are **testimony to the seats' weight-minimising** construction.



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The M Carbon bucket seats in the new BMW M3 CS are upholstered in Merino leather and feature an exclusive design in a Black/Red colour scheme with distinctive contrast stitching. This bi-colour finish is repeated for the two seats in the rear compartment of the sedan. The door panels are trimmed entirely in Black leather in both the front and the rear, while red "CS" lettering adorns the lightweight-design centre console. The standard equipment roster for the new BMW M3 CS also includes M seat belts with a woven stripe pattern in BMW M GmbH colours, door sill plates bearing the inscription "M3 CS", an Anthracite-coloured headliner, interior trim strips in Carbon Fibre finish and an M Alcantara steering wheel with CFRP shift paddles and a red centre marker.

Setup button for customising the car's configuration.

The M-specific control/operation system includes the Setup button on the centre console, which enables direct access to the settings options for the engine, chassis, steering, braking system and M xDrive. Two individually configured setup variants can be stored permanently, together with the preferred settings for the engine note, the DSC system, the Automatic Start/Stop function and the shift characteristics of the eight-speed M Steptronic transmission, and then retrieved using the M buttons on the steering wheel.

Also fitted as standard in the new BMW M3 CS is the M Drive Professional system. Consequently, not only does the special-edition model benefit from the M Drift Analyser and M Laptimer functions for evaluating and recording driving skills and performance at the track, it additionally comes with M Traction Control, whose ten stages provide the ideal tools for pushing the car hard on closed circuits.

The M Mode button on the centre console – also part of the M Drive Professional package – can be used to adjust both the level of driver assistance system activity and the content shown in the information display and optional Head-Up Display, with a choice of ROAD, SPORT and TRACK settings.



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BMW Curved Display with M-specific read-outs.

The new BMW M3 CS boasts the latest-generation BMW iDrive vehicle experience based on BMW Operating System 8, which includes the BMW Curved Display for the cockpit. This is formed by a 12.3-inch information display and a control display with a screen diagonal of 14.9 inches, which are housed together behind a curved glass surface. With its ergonomic driver-centric positioning, the BMW Curved Display makes the already intuitive touch control even more user-friendly.

The information display's graphical layout and the M-style content shown there lend themselves to a focused, performance-led driving experience. All driving-related data as well as vehicle status and settings information are neatly arranged within it. The familiar M Shift Lights appear at the top of the information display, while the driving stability system, M xDrive and traction control modes are all indicated at the lower edge. Special widgets containing information on the current vehicle setup, as well as tyre pressure and temperature can be added to the **control display's home screen.**

Top-class options for added pleasure and comfort during everyday driving. The standard BMW Live Cockpit Professional comes with functions including the BMW Maps navigation system, the BMW Intelligent Personal Assistant, smartphone integration, telephony with wireless charging and a WiFi interface. The BMW Head-Up Display with M-specific readouts and the BMW Drive Recorder are both available as options.

The new BMW M3 CS additionally offers customers a select choice of comfort features and driver assistance systems, with the focus placed firmly on the enjoyment of unadulterated driving pleasure. It is equipped as standard with the latest version of Comfort Access, two-zone automatic climate control, the Harman Kardon Surround Sound System, Park Distance Control, Front Collision Warning, Lane Departure Warning and the Speed Limit Info system. An alarm system, automatic boot lid operation and the Driving Assistant and Parking Assistant systems can be added as options.



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All figures relating to performance, fuel/electric power consumption and emissions are provisional.

All of the stated model variants, equipment features, technical data and fuel consumption and emissions figures relate to the offering in the German market. Dimensions and measurements refer to vehicles with basic configuration in Germany. These may vary depending on the wheel/tyre size and items of optional equipment selected.

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. The figures refer to a vehicle with basic configuration in Germany and the range shown considers the different sizes of the selected wheels/tyres and the selected items of optional equipment.

All values were calculated based on the new WLTP test cycle. WLTP values are taken as the basis for determining vehicle-related taxes or other duties based (at least inter alia) 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-Scharnhausen and at <https://www.dat.de/co2>.

In the event of enquiries please contact:

Corporate Communications

Martin Schleypen, Head of Communications BMW M, BMW M Motorsport

Telephone: +49-89-382-37889

E-mail: Martin.Schleypen@bmwgroup.com

Ingo Wirth, Head of Product Communication BMW

Telephone: +49-89-382-25814

E-mail: Ingo.Wirth@bmwgroup.com

Internet: www.press.bmwgroup.com

E-mail: presse@bmw.de



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The BMW Group

With its four brands BMW, MINI, Rolls-Royce and BMW Motorrad, the **BMW Group is the world's** leading premium manufacturer of automobiles and motorcycles and also provides premium financial and mobility services. The BMW Group production network comprises over 30 production sites worldwide; the company has a global sales network in more than 140 countries.

In 2021, the BMW Group sold over 2.5 million passenger vehicles and more than 194,000 **motorcycles worldwide. The profit before tax in the financial year 2021 was € 16.1 billion on revenues amounting to € 111.2 billion.** As of 31 December 2021, the BMW Group had a workforce of 118,909 employees.

The success of the BMW Group has always been based on long-term thinking and responsible action. The company set the course for the future at an early stage and consistently makes sustainability and efficient resource management central to its strategic direction, from the supply chain through production to the end of the use phase of all products.

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