

The all-new BMW M4 CS.



Into the broad space between race track experience and soul-stirring road performance comes another BMW M GmbH special edition from the BMW M3 and BMW M4 range. The all-new BMW M4 CS (fuel consumption, combined 10.2 l/100 km [27.7 mpg imp]; CO₂ emissions combined: 232 g/km in the WLTP cycle, CO₂ class: G) takes the blend of attributes typically found in high-performance cars in the premium midsize segment and turns the emotional engagement dial up a few notches. Engine output increased to 405 kW/550 hp, model-specific chassis tuning and minimised weight – helped by numerous components made from carbon fibre-reinforced plastic (CFRP) – bring an extra edge to the BMW M4 Coupé vehicle concept of four seats, everyday practicality, advanced equipment and exclusive design features. The new BMW M4 CS will be produced alongside the other BMW M4 variants at BMW Group Plant Dingolfing from July this year. The order books will be open from the end of May.

The new BMW M4 CS invites owners to experience the inimitable M feeling in all its depth and breadth. Its distinctive character profile places it exactly midway between the new BMW M4 Competition Coupé with M xDrive (fuel consumption, combined 10.1 – 10.0 l/100 km [28.0 – 28.3 mpg imp]; CO₂ emissions, combined: 229 – 226 g/km in the WLTP cycle, CO₂ class: G) – complete with its recently introduced performance, design and equipment upgrades – and the 1,000-unit limited-run BMW M4 CSL special edition (fuel consumption, combined 10.1 – 9.9 l/100 km [28.0 – 28.5 mpg imp]; CO₂ emissions, combined: 227 – 224 g/km in the WLTP cycle, CO₂ class: G). The pure-bred performance talents of the new BMW M4 CS are the product of M-typical racing genes, which offer constant reminders of their presence in everyday driving on the road and enjoy full expression out on the track.

The model-specific performance characteristics of the six-cylinder in-line engine in the BMW M4 CS, an eight-speed M Steptronic transmission and M xDrive intelligent all-wheel drive imbue the new special edition with dynamic poise and assurance in any situation. Instantaneous power delivery and optimised traction enable acceleration of 0 to 100 km/h (62 mph) in 3.4 seconds. In testing at the Nürburgring's Nordschleife circuit – the ultimate barometer for all BMW M cars when it comes to the

signature M recipe of dynamic potency, agility and handling precision – the new BMW M4 CS recorded an official and notarised time of 7 min. 21.989 sec. for the full 20.832-kilometre (12.943-mile) lap.

Six-cylinder in-line engine developed for motor sport.

The race-focused character of the new BMW M4 CS is immediately recognisable and a noticeable companion over every journey. The special edition is powered by a particularly muscular version of the high-revving six-cylinder in-line engine with M TwinPower Turbo technology developed for the BMW M3/BMW M4 range. The 3.0-litre unit has had track performance as its raison d'être from day one of its development. Indeed, it also provides the basis for the engine in the BMW M4 GT3, which won the DTM touring car title in 2022 at the first time of asking and followed that up in 2023 with overall victories at the 24-hour races in Spa-Francorchamps and Dubai.

The engine in the new BMW M4 CS therefore also benefits from the development expertise of BMW M GmbH and the many years of racing experience that underpin it. The engine has an extremely rigid crankcase, which features a sleeve-free, closed-deck construction and is designed to handle very high combustion pressure. The forged lightweight crankshaft also displays exceptional torsional resistance, which plays a role in giving the engine its rapid power delivery and appetite for revs. The wire-arc sprayed iron coating of the likewise weight-saving cylinder bores reduces frictional losses. The cylinder head, meanwhile, has a 3D-printed core. This additive manufacturing process allows the coolant ducts to be routed in an optimum arrangement for temperature management that would be impossible to achieve using conventional metal casting methods. And the system of oil supply – like the cooling system – is designed to handle the specific challenges of track use, including consistently high revs and extreme lateral acceleration.

Bespoke performance characteristics, distinctive sound.

Racing technology provides the foundations for the extraordinary potential of the six-cylinder in-line engine, which produces maximum output of 405 kW/550 hp from under the bonnet of the new BMW M4 CS. This represents a 15 kW/20 hp increase over the figures achieved by the engine in the BMW M4 Competition Coupé with M xDrive. The power boost was achieved through 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 to 2.1 bar and making some model-specific tweaks to the engine management.

The upgrades also produce a very specific take on familiar M performance characteristics, with instantaneous power delivery that continues unabated through to the upper echelons of the rev range a particularly dominant theme. The engine in the new BMW M4 CS puts its peak torque of 650 Nm (479 lb-ft) on tap from just 2,750 rpm up to 5,950 rpm. It develops maximum output at 6,250 rpm and has a 7,200 rpm red line. Contributing to the excellent engine response is a model-specific engine mounting with increased spring rates. The rigid connection between the power unit and the vehicle's structure enables particularly direct transmission of its power to the drivetrain every time the driver presses the accelerator.

The instantly available power and high-revving character of the engine pave the way for imposing acceleration figures. The new BMW M4 CS dashes from 0 to 100 km/h (62 mph) in just 3.4 seconds, while 0 to 200 km/h (124 mph) takes 11.1 seconds. The mid-range sprint from 80 to 120 km/h (50 – 75 mph) is dealt with in 2.6 seconds in 4th gear and in 3.3 seconds in 5th gear. The top speed of the special edition – which comes as standard with the M Driver's Package – is electronically limited to 302 km/h (188 mph).

The engine's power delivery is accompanied by the emotionally stirring soundtrack generated by the dual-branch exhaust system, which features electrically controlled flaps, a titanium rear silencer with weight-minimising design and – in customary M fashion – two pairs of tailpipes painted in matt Black. The engine's acoustic presence adjusts to the powertrain setting selected via the M Setup menu. In SPORT and SPORT+ modes, the engine note gains unmissable racing car undertones. This injects genuine aural drama into proceedings, particularly during gear changes and the accompanying adjustments in rev speed.

Eight-speed M Steptronic transmission, M xDrive and active M differential convert outstanding power into imposing performance.

The engine's drive torque is relayed to all four wheels of the new BMW M4 CS via an eight-speed M Steptronic transmission with Drivelogic. This is operated using either the M-specific gear selector lever on the centre console or the carbon-fibre shift paddles on the steering wheel. The Drivelogic button integrated into the selector lever allows the driver to alter the transmission's shift characteristics as desired, with a

choice of settings available: one comfort-oriented, one for sports performance and one optimised specifically for track use.

The engine's power is channelled onto the road by the M xDrive system. This intelligent all-wheel-drive technology uses an electronically controlled multi-plate clutch in the transfer case to distribute the engine's power smoothly between the front and rear wheels – and so maximise traction, agility and directional stability in any situation. The multi-plate clutch's oil supply has been optimised to ensure the all-wheel-drive system continues to perform effectively even during ultra-intense track sessions.

The M xDrive 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. Furthermore, the M Setup menu allows 4WD Sport mode to be selected, 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 pure rear-wheel drive via 2WD mode. This engages skilled drivers in the driving experience to an even more intense degree.

Model-specific tuning for the chassis technology and control systems.

The chassis technology for the new BMW M4 CS has been tuned precisely to the performance characteristics of the engine, the overall vehicle concept and its weight distribution. 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 M4 CS likewise come in a model-specific setup, as do its electromechanical M Servotronic steering with variable ratio and its integrated braking system. The settings for the DSC system and M Dynamic Mode have also been purposefully geared to the specific demands of dynamic circuit driving. M Dynamic Mode gives drivers extra leeway to explore the car's dynamic limits by pushing back the intervention points for the DSC system's various stabilising measures. When the driver adopts an extremely sporty driving style, the resultant wheel slip ensures even better power transmission and helps to propel the car down the road with extra assurance.

Exclusive forged light-alloy wheels and track tyres fitted as standard.

The special-edition model is equipped as standard with M Compound brakes with callipers painted in a choice of Red or Black. The callipers for the optional M Carbon ceramic brakes can be specified in a Red or matt Gold painted finish. The new BMW M4 CS also comes as standard with forged M light-alloy wheels in an exclusive V-spoke design – available in either in matt Gold Bronze or matt Black.

The lightweight wheels (19-inch at the front axle and 20-inch at the rear) are fitted as standard with track tyres (ultra track tyres as option) to maximise the performance experience on the race track. Offering outstanding lateral control and directional stability, precise steering feel and optimum traction, these track tyres – in the dimensions 275/35 ZR19 (front) and 285/30 ZR20 (rear) – represent a compelling proposition, even when the driver is living out their sporting ambitions on a circuit. Customers intending to use their BMW M4 CS mostly for day-to-day driving can select high-performance tyres in the same sizes as a no-cost option.

Intensive application of lightweight design with generous use of CFRP.

Extensive lightweight design measures play a major part in moulding the performance qualities and exclusive character of the new BMW M4 CS. The use of components made from carbon fibre-reinforced plastic (CFRP) is of key importance here. The carbon-fibre roof is a prime example, its low weight bringing the car's centre of gravity closer to the road and therefore enhancing agility and cornering dynamics. The bonnet, front splitter, front air intakes, exterior mirror caps, rear diffuser and Gurney-style rear spoiler are also made from this lightweight, high-tech material.

Adherence to the principle of intelligent lightweight design is also evident in the interior. Indeed, in the interests of reducing weight inside the cockpit, the centre console, shift paddles on the steering wheel and interior trim elements are all made from CFRP. The special-edition model also comes as standard with M Carbon bucket seats, whose weight-minimising construction is highlighted by the use of CFRP in the structural elements of the seat cushion and backrest as well as in the eye-catching cut-outs in the side bolsters and below the head restraints. Added to which, the exhaust system on the new BMW M4 CS is more than four kilograms lighter, thanks to the use of a titanium rear silencer. All in all, lightweight design measures bring the car's weight down by around 20 kilograms compared to the BMW M4 Competition Coupé with M xDrive.

Optional M front end strut brace maximises torsional rigidity.

An M front end strut brace – also engineered for lightness – can be specified as an option for the BMW M4 CS to increase torsional rigidity and improve handling through dynamically taken corners. 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.

Exclusive design features promise thrilling performance.

The new BMW M4 CS instantly announces its sharper character with a series of individual design features. The new BMW Individual special paint finishes Riviera Blue and Frozen Isle of Man Green Metallic are available exclusively for the latest special-edition model from BMW M GmbH. Surfaces in exposed carbon fibre for the roof and the pair of indents chiselled into the bonnet showcase the material's distinctive structure, as do the front splitter, front air intakes, M exterior mirror caps, rear spoiler and rear apron. Together with the Black side skirts and M gills, the CFRP elements provide a stunning contrast against the bold new paint finishes. The new BMW M4 CS can also be specified in the exterior shades M Brooklyn Grey metallic and Sapphire Black metallic.

The vehicle's front end sports a weight-saving, frameless BMW kidney grille with a stripped-back feel reminiscent of racing machines. Designed especially for this model, its identifying features include red contour lines and the "M4 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.

Eye-catching headlights add another flourish to the front end of the new BMW M4 CS. Their sculptural light icons illuminate yellow instead of white – both during the Welcome Light Animation and while low beam or high beam is switched on – and so reference successful GT racing cars. The rear lights of the BMW M4 CS make a visually powerful statement with their striking appearance during the hours of darkness. As well as generating a powerful radiance, their Laserlight technology is also marked out by intricate fibre optic bundles inside the light units, which have a "free-floating" appearance and are illuminated by a laser diode. The result is a prominent 3D effect. This technology was first seen in the BMW M4 CSL high-performance special edition produced in a limited run of 1,000 units, and now also brings an exclusive aesthetic to the BMW M4 CS.

Racing flair in the cockpit: M Carbon bucket seats with exclusive design cues.

Exuding a puristic visual appeal, the cockpit of the BMW M4 CS focuses squarely on delivering an exhilarating driving experience, while also successfully blending its distinct racing aura with comfort features for everyday driving – thanks to high-quality materials and exclusive design elements. The standard M Alcantara steering wheel in three-spoke design with a flat-bottomed rim offers a perfect combination of secure grip for dynamic driving manoeuvres and impressive comfort on longer journeys. Its red centre marker and CFRP shift paddles add an authentic racing flavour to the cockpit. The standard M Carbon bucket seats in a model-specific design also fuse racing-car feel and long-distance comfort to exceptional effect. Fully electric and heated, they feature integral head restraints and an illuminated model badge.

The M Carbon bucket seats in the BMW M4 CS are upholstered in Merino leather and come in an exclusive design with a Black/Red colour scheme and distinctive contrast stitching. This bi-colour finish is carried over into the rear compartment of the high-performance sports car. Both the door panels in the front and the rear side panelling are trimmed entirely in Black leather. Red “CS” lettering on the centre console, M seat belts with contrast stitching in the BMW M GmbH colours, an Anthracite-coloured headliner, interior trim strips in Carbon Fibre finish and door sill plates with the inscription “M4 CS” all add to the exclusive ambience inside the car.

BMW Curved Display with M-specific readouts, new BMW iDrive.

The latest version of the BMW iDrive display and control/operation system based on BMW Operating System 8.5 provides intuitive control of numerous vehicle functions and digital services. The BMW Curved Display features M-specific readouts and is angled towards the driver, helping them to focus on the road ahead. The fully digital screen grouping is formed by a 12.3-inch information display behind the steering wheel and a control display with a screen diagonal of 14.9 inches. 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 in the lower area. Special widgets containing information on the current vehicle setup, as well as tyre pressures and temperature can be added to the control display's home screen.

The upgraded BMW iDrive also comprises the BMW Intelligent Personal Assistant and has been designed with particular emphasis on touch and

voice control. Besides the M-specific graphics, the system also now features a new way of operating the automatic climate control: the temperature and ventilation settings as well as the seat heating can be controlled either by touch using a special menu option in the lower area of the control display or by voice command.

Setup button for customising vehicle configuration, M Drive Professional with M Drift Analyser and M Laptimer as standard.

The M-specific Setup button on the centre console enables direct access to the settings options for the engine, chassis, steering, braking system and M xDrive. Two individually configurable 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 one of the two M buttons on the steering wheel.

Also fitted as standard in the new BMW M4 CS is the M Drive Professional system. This includes track-optimised functions such as the M Drift Analyser, which evaluates and records purposefully executed cornering slides, and the M Laptimer, which provides detailed data on laps of the track and allows sporty-minded drivers to share their exploits with the community. It additionally comes with M Traction Control, whose ten stages also play their part in helping drivers enjoy the pleasure of driving the car enthusiastically on the track.

The M Mode button on the centre console is another tool in the M Drive Professional package and can be used to adjust both driver assistance system responses and the content shown in the information display and Head-Up Display. As well as the ROAD and SPORT settings, the BMW M4 CS also offers a TRACK mode designed exclusively for use on race circuits.

Top-class options for added pleasure and comfort in everyday driving.

The specification of the standard BMW Live Cockpit Professional includes the BMW Head-Up Display with M-specific graphics, the cloud-based BMW Maps navigation system, smartphone integration, telephony with wireless charging and a WiFi interface. The BMW Drive Recorder is available as an option.

The new BMW M4 CS additionally offers customers a select choice of comfort features and driver assistance systems, with the focus firmly on the enjoyment of unadulterated driving pleasure. Comfort Access, an alarm system, two-zone automatic climate control, the Harman Kardon

Surround Sound System, Park Distance Control, the Parking Assistant, Front Collision Warning, Lane Departure Warning and the Speed Limit Info system are all included as standard, while automatic boot lid operation and the Driving Assistant system can be added as options.

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

All of the stated 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.

Official fuel consumption and CO₂ emissions figures were determined based on the prescribed measurement procedure in accordance with European Regulation (EC) 2007/715 in the version applicable. Where a range is shown, the WLTP figures take into account the impact of any optional extras.

Further information on the WLTP and NEDC measurement procedures can also be found at www.bmw.de/wltp.