

The new BMW X3 M Competition and the new BMW X4 M Competition. Table of contents.



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Drive.

Increased pulling power for the high-revving in-line 6-cylinder engine.

Two years after the launch of the first BMW M GmbH High Performance models for the BMW X3 Sports Activity Vehicle and the BMW X4 Sports Activity Coupé, the BMW M variants of the SAV and SAC for the mid-size segment are now undergoing a comprehensive refresh. In addition to new design features drawn from the BMW X3 and BMW X4 (see here for details), which have likewise been revised, along with M specific changes and a new operating concept, the new BMW X3 M Competition (combined fuel consumption: 11.0 – 10.8 l/100 km according to WLTP; combined CO₂ -emissions: 251 – 241 g/km according to WLTP) and the new BMW X4 M Competition (combined fuel consumption: 10.8 – 10.7 l/100 km according to WLTP; combined CO₂ -emissions: 247 – 243 g/km according to WLTP) also offer increased pulling power. The maximum torque of the 375 kW/510 hp in-line 6-cylinder engine, which has been increased by 50 Nm to 650 Nm, enables a 0.3-second improvement in the standard sprint from 0 to 100 km/h for example, which the BMW X3 M Competition and the BMW X4 M Competition now complete in 3.8 seconds. The market launch of the new models is due to start in August 2021.

Increased torque for the high-performance engine.

BMW M GmbH previously developed the in-line 6-cylinder engine of the BMW X3 M Competition and the BMW X4 M Competition from scratch for the SAV and the SAC in 2019. The most powerful in-line 6-cylinder petrol engine built by BMW with an output of 375 kW/510 hp – now also used in other BMW M models – currently delivers a maximum torque level of 650 Nm in the very latest, further optimised version for the BMW X3 M Competition and BMW X4 M Competition, an increase from the previous 600 Nm, and this torque is available between 2,750 and 5,500 rpm. Peak output is reached at 6,250 rpm and is maintained up to the maximum engine speed of 7,200 rpm. The power unit features not only the high-revving characteristics typical of M and M TwinPower Turbo technology but also racetrack-proven cooling and oil supply concepts. The 3.0-litre engine offers unmistakable performance characteristics with typical M linear power delivery and a high level of revving power that runs right through to maximum engine speed. This power goes hand in hand with a striking sound. Sophisticated M TwinPower Turbo technology and the use of two petrol engine

particulate filters and four catalytic converters help the high-performance engines achieve outstanding efficiency and an exemplary emissions response.

Even sportier driving performance.

Further fine-tuning of the in-line 6-cylinder engine enables the BMW X3 M Competition and BMW X4 M Competition to deliver even sportier performance figures. From standstill, the two models now reach the 100 km/h mark in just 3.8 seconds: this undercuts the level of the predecessor models by 0.3 seconds, putting them on a par with high-performance sports cars. The maximum speed for all three models is electronically cut off at 250 km/h. This limit is raised to 285 km/h in conjunction with the optional M Driver's Package.

High-revving, powerful and efficient.

The in-line 6-cylinder engine in the BMW X3 M Competition and BMW X4 M Competition now features the forged lightweight crankshaft of the BMW M3 and M4 models. Its extremely torsion-resistant design enables transmission of the particularly high torque, while its low weight and reduced rotating masses also benefit the engine's revving power. The crankcase is extremely rigid due to a so-called closed-deck design, enabling high combustion pressure and optimised power output. The iron coating of the cylinder barrels applied by means of wire arc spraying reduces weight and friction loss, while the cylinder head also has a core that is manufactured by means of 3D-printing-. This additive manufacturing process allows geometric shapes to be created that cannot be realised using conventional metal casting methods. As a result of 3D printing technology, the cylinder head core has a reduced weight and a coolant duct layout which is optimised in terms of temperature management. M TwinPower Turbo Technology comprises two mono-scroll turbochargers that supply compressed air to cylinders one to three and four to six respectively. Here, the power output is further improved by means of compressors and indirect charge air cooling supplied by a low-temperature circuit. Flow-optimised intake air routing ensures low pressure loss, while an electrically controlled and therefore quickly closable wastegate enhances responsiveness. The wide-opening wastegate also supports the effect of the catalytic converters positioned close to the engine. With a maximum injection pressure of 350 bar, the High Precision Injection system for petrol direct injection enables particularly efficient fuel mixture preparation. Fine atomisation of the fuel in the combustion chambers ensures an optimised emission response, especially under full load when accelerating and at high speeds. The technology package is rounded

off with the variable valve control system VALVETRONIC and the continuously variable camshaft adjustment system double VANOS.

Cooling concept and oil supply based on racing expertise.

The in-line 6-cylinder engine's racetrack-proven cooling system is designed to enable an exceptionally high level of output and includes two laterally positioned radiators in addition to the central one. There is also an additional engine oil cooler and a separate transmission oil cooler. This elaborate system ensures that optimum operating temperatures are maintained for all drive components at all times – whether on short day-to-day trips and in city traffic or when used on the racetrack. BMW M GmbH motor racing expertise is also evident in the design of the oil supply system, which is geared towards dynamic racetrack operation. The engine's weight-optimised oil pan has two separate chambers and an integrated suction channel. An additional suction stage enables the map-controlled oil pump to deliver lubricant from the smaller oil sump, which serves as a volume buffer. In this way, a reliable oil supply is guaranteed at all times, even during extreme longitudinal and lateral acceleration.

M sports exhaust system with continuously variable exhaust flaps.

The standard M sports exhaust system in the BMW X3 M Competition and BMW X4 M Competition enriches the engine sound characteristic of BMW M automobiles with the addition of a distinctly sonorous quality, especially when under intense load and at high engine speeds, thereby giving the sound even more of a motor racing touch for a particularly emotional driving experience – while fully retaining day-to-day practicality. The infinitely variable flaps of the M sports exhaust system allow for a highly varied sound production. The specific sound type is linked to the engine characteristics: here it is possible to select the SPORT and SPORT+ modes in addition to the standard setting. The M Sound Control button on the centre console can also be used to activate an emphatically discreet engine sound.

8-speed M Steptronic transmission with Drivelogic and three shift modes.

Power is transmitted to the rear wheels via an 8-speed M Steptronic transmission with Drivelogic. In addition to fully automatic gear changes, it also enables manual shifting with sequential selection of the drive position. In addition to the new M gear selector in the centre console, shift paddles on the steering wheel are also available for this purpose. In manual mode, multiple downshifts can be made to the lowest possible gear so as to be able to harness the engine drag torque for braking

purposes. When accelerating, no forced upshift is triggered even when the engine is revved up. The M Steptronic transmission is designed for spontaneous response and exceptionally fast gear changes. The torque converter lock-up clutch is already 100 per cent closed immediately after start-up. Using the Drivelogic rocker switch integrated in the gear selector, the driver can influence the transmission's gearshift characteristics in both automatic and manual mode. Efficient driving with comfortable gearshifts is promoted in Drivelogic Mode 1, while switching to Mode 2 boosts sportiness by means of shortened shift times. In the Mode 3 the shift dynamic is further increased. In addition, the shift programme keeps the engine in the upper rev range so as to support extremely dynamic driving with maximum drive power on the race track.

M xDrive all-wheel drive system with rear-wheel orientation.

The M xDrive all-wheel drive system also contributes to the high agility of the BMW X3 M Competition and BMW X4 M Competition, combining the traction benefits of power transmission to all four wheels with the proven dynamic qualities of classic rear-wheel drive. The electronically controlled M xDrive – which is networked with the DSC (Dynamic Stability Control) system – only directs part of the drive torque to the front axle when the rear wheels reach the limits of their power transmission capabilities. At the touch of a button, the driver can influence not only how the driving stability control works but also the distribution of drive torque between the front and rear wheels. M Dynamic mode can be activated as an alternative to the basic DSC setting, enabling the M xDrive setting 4WD Sport. This results in a power distribution that is even more rear-wheel-oriented, enabling controlled drifts and lively handling. Optimised for particularly dynamic driving situations, this mode with deactivated DSC system can be combined with the 4WD standard all-wheel drive setting or 4WD Sport mode. This selection is made in the iDrive menu. The centrally controlled interaction of the M xDrive all-wheel drive system with the Active M Differential ensures loss-free transmission of engine power. Drive torque is distributed continuously and fully variably between the front and rear wheels by the electronically controlled multi-plate clutch of the transfer box, and by the Active M Differential between the two rear wheels as required. This ensures extra traction, agility and driving stability, especially in sporty use or on roads where there is varying grip. Stabilising interventions of the driving stability control DSC are only necessary in extreme situations.

Suspension.

Superior driving dynamics in hallmark M style.



The BMW X3 M Competition and the BMW X4 M Competition provide a level of driving dynamics potential that is exceptional in their vehicle segment. Outstanding values in the areas of longitudinal and lateral acceleration, handling and deceleration go hand in hand with a high level of driving stability, neutral self-steering response and comfort characteristics that enhance suitability for day-to-day use and lengthy trips. The basis for this combination of agility, dynamics and precision that is so typical of BMW M automobiles is suspension technology that perfectly matches the high engine output and the M xDrive all-wheel drive system. Optimisation involved extensive test drives, including at the BMW Group's test site in Miramas in southern France as well as on the Nordschleife at Nürburgring.

Adaptive suspension with M specific set-up.

The SAV BMW X3 M Competition and the SAC BMW X4 M Competition feature the adaptive M suspension in a specific set-up as standard. Its electronically controlled dampers ensure both a high level of day-to-day comfort and extremely direct road contact, with limited wheel and body movement. The damping forces are ideally suited to cope with every situation on the road and set individually for each wheel at continuously varying levels by means of interior electromagnetically controlled valves. The basic characteristic of the dampers can be influenced at the touch of a button. There are three modes to choose from, each with its own map. COMFORT mode harmoniously compensates for road irregularities while ensuring a high level of driving stability. SPORT mode activates a noticeably firmer damper set-up, and SPORT+ mode further strengthens the connection to achieve maximum levels of longitudinal and lateral acceleration in highly dynamic driving situations on even road surfaces such as race tracks.

Distinctly stiffened body and hallmark M driving characteristics.

Driving precision and response are based on extensive measures to reinforce the body and suspension attachment. The BMW X3 M Competition and BMW X4 M Competition feature an M specific strut package for the front end with a precision strut in the engine compartment as the central element. This connects the suspension strut domes to each other and is also optionally available

as a particularly light and even stronger M Carbon precision strut. In the area of the end wall, an A-strut is integrated in the front end of the vehicle, while two further struts increase stiffness between the suspension strut domes and the front end of the vehicle. In addition, a generously dimensioned rear strut and rear axle shear struts ensure the high torsional rigidity of the body. Numerous M specific details and the precise set-up of the suspension design help enhance the performance-oriented character of the SAV and SAC. The two-link spring strut front axle, like the five-link rear axle, has independent kinematic and elastokinematic characteristics that are beneficial to precise wheel control and track stability. Typical M driving characteristics including precisely controllable handling during dynamic cornering over the entire lateral acceleration range is ensured by the broad spread between dynamics and ride comfort along with a linear build-up of lateral forces. In order to implement M specific kinematics, the front axle is fitted with independent pivot bearings, tension struts and wishbones. Specific elastomeric mounts transfer the forces acting via the control arms into the axle support and the body. Driving stability and directional control on bends is optimised by means of increased camber levels for the front wheels. Specific components and independent elastokinematics are also used on the rear axle. A particularly stiff camber link, in conjunction with M specific rubber bearings in all links as well as in the rear axle support, increases precision and agility, while specific stabilisers respond more directly due to their higher stiffness, significantly reducing body roll and increasing driving precision.

M Servotronic steering with variable ratio.

The electromechanical M Servotronic steering with its specific drive arranged parallel to the axles also contributes to the typical M driving experience offered by the BMW X3 M Competition and the BMW X4 M Competition. It combines speed-dependent steering power assistance with a variable steering ratio. In every driving situation, M Servotronic provides the appropriate steering torque and enables both precise steering and sensitive transmission of steering wheel movements– whether for dynamic cornering, comfortable manoeuvring or parking at low speeds. The variable gear ratio is dependent on steering angle and supports supreme straight-line stability as well as spontaneous turn-in and high accuracy on bends. This makes the vehicle particularly easy to handle on winding roads. In addition, the driver has three steering curves at their disposal. COMFORT mode supports smooth direction changes. At the same time, the driver receives clear feedback. The latter is noticeably increased in SPORT mode, as are the steering forces. SPORT+ mode is designed

for a particularly sporty steering feel, requiring even higher steering force and offering the highest possible level of road feedback.

DSC driving stability control with M Dynamic Mode.

The driving stability control system DSC (Dynamic Stability Control) responds within a fraction of a second to changing conditions and road surfaces. In addition to making wheel-specific braking interventions and influencing the drive torque to stabilise the vehicle, it includes the anti-lock braking system (ABS), Cornering Brake Control (CBC) and Dynamic Brake Control (DBC) as well as the brake assistant, dry brake function and start-up assistant. In M Dynamic Mode, the system allows additional wheel slip to generate the self-steering response that is typical of M, enabling controlled drift manoeuvres when used on the race track, for example. In addition, it is possible to activate DSC Off mode: here the M xDrive all-wheel drive system remains active for optimum distribution of drive torque between the front and rear axles.

M compound brake system and 21-inch wheels as standard.

The performance characteristics of the BMW X3 M Competition and the BMW X4 M Competition are complemented by the high efficiency of the standard M compound brake system. With four-piston fixed caliper brakes at the front and single-piston floating caliper brakes at the rear, it guarantees excellent deceleration. The brake calipers bear the M logo and are finished in blue as standard or in high-gloss black or red on request. The perforated and internally vented discs have a diameter of 395 millimetres on the front wheels and 370 millimetres on the rear wheels. In the compound design adapted from motor racing, the grey cast iron brake discs are connected to aluminium covers. This design helps the brake system achieve precise dosing, low weight and increased thermal stability. The perfectly coordinated overall package for maximum performance also includes the 21-inch M light alloy wheels with mixed tyres in the sizes 255/40 ZR21 at the front and 265/40 ZR21 at the rear: in conjunction with the rear-wheel-oriented set-up of the M xDrive, this enables particularly intense transmission of lateral guidance forces during dynamic cornering. The new M forged wheel 892M Star Spoke in Jet Black burnished saves 2 kilograms of weight per wheel. As an alternative, the well-known M light alloy wheel 765M V-Spoke is likewise available in Jet Black burnished.



Design.

Larger BMW kidney grille and a more striking front section.

The new BMW X3 M Competition and the new BMW X4 M Competition enter the second phase of their model cycle with an even more powerful look. Borrowing from the likewise updated BMW X3 and BMW X4, the two high-performance models now have an enlarged BMW kidney grille with what is now a single-piece frame as well as flatter front headlights. To this end, BMW M GmbH has given the M specific front apron of the two M models an even more expressive and striking design. The rear sections of the BMW X3 M Competition and the BMW X4 M Competition have also been redesigned. Along with a distinctive look, numerous model-specific design features geared to the functional requirements of a high-performance automobile underscore the performance-oriented character of the SAV and the SAC. Large openings in the front section ensure optimum feed of cooling air to the engine, transmission and brake system, while characteristic M design elements at the front, side and rear ensure optimised aerodynamics. In the particularly sporty yet luxurious interior with hallmark M design elements, one eye-catching feature is the new centre console.

New BMW kidney grille and flatter headlights.

A striking eye-catcher at the front is the redesigned BMW kidney grille and also the headlights, which are around ten millimetres flatter. The BMW kidney grille is larger than before and now comprises a single-piece frame. A black bar bearing the iCam provides visual separation of the grille. The frame is finished in high-gloss black, as are the typical M double kidney bars. The radiator grille also features a vehicle-specific logo: X3 M or X4 M. The flatter front headlamps are adaptive LED headlamps with matrix function as standard, comprising newly designed, half-opened luminous tubes that echo the classic four-eye face as LED daytime running lights. In addition to the BMW Individual Shadow Line headlights with darkened inlays on the upper edges, the BMW Laser Light is now also available as an optional extra. Its dynamic laser light module amplifies the anti-dazzle high beam at speeds of over 60 km/h and follows the course of the road. The range of the high beam is increased to up to 650 metres. The light intensity of the very bright and powerful BMW laser light is also particularly high. As part of the dynamic light distribution and anti-dazzle BMW Selective

Beam high beam, it also supports the low beam when driving on country roads and motorways.

Newly designed front apron with striking air intakes.

The new, enlarged BMW M kidney grille now also extends downwards into the redesigned front apron. The central air intake below is flatter and wider. One particularly striking feature is the new, vertically arranged and elongated side air intakes: these are angled down towards the spoiler lip in a bend towards the centre of the vehicle, where they follow the hexagonal shape of the central air intake. They are framed by trim elements in high-gloss black.

M specific details for improved aerodynamics.

The air breathers on the front side panels and the aerodynamically optimised M exterior mirrors benefit the reduction of air resistance. The exterior mirror caps and the characteristic M gills integrated in the air breathers are finished in high-gloss black. The BMW X3 M Competition features an M specific roof spoiler in body finish whose shape extends the lines of the side view into the powerful rear. A rear spoiler in high-gloss black positioned on the luggage compartment lid rounds off the sporty look of the BMW X4 M Competition. In addition, the High-Performance-models are distinguished from the standard versions of the BMW X3 and BMW X4 by the colour scheme of their bodywork. Instead of black body tail-ends, the front and rear aprons, wheel arch surrounds and side sill edges are finished entirely in body colour. Additional individual accentuations can be added with the optional M Carbon exterior mirrors and, on the BMW X4 M Competition, a rear spoiler made of carbon fibre-reinforced plastic (CFRP).

Distinctive rear aprons in a new design.

The new BMW X3 M Competition features the redesigned full-LED-tail lights of the refreshed BMW X3. A black border gives the rear lights a more precise appearance, while the narrower light graphic now includes a three-dimensionally modelled pincer contour and horizontal turn signals integrated in filigree style. The emphasis on horizontal lines – for example in the concave area at the lower end of the tailgate – contributes to the tidy impression of the rear end, and the reflectors now sit vertically in the bumper. The lower section of the rear apron is M specific and finished in high-gloss black. The large diffuser is flanked on the right and left by the tailpipe pairs of the M sports exhaust system, which are finished in black chrome. The flat full LED rear lights on the BMW X4 M Competition emphasise the vehicle's width, protruding strikingly from the vehicle body in their three-dimensional design.

The new rear apron of the BMW X4 M Competition features a wide, offset insert in the shape of an anvil. Like the lateral air-curtain-panels, which also accommodate the now vertical reflectors, this is finished in high-gloss black, ensuring a particularly powerful overall impression. The two pairs of tailpipes in black chrome also frame the diffuser on the BMW X4 M Competition.

Five new paint finishes available.

A total of eight paint finishes are available for the new BMW X3 M Competition and the new BMW X4 M Competition as standard. In addition to M Carbon Black metallic and M Brooklyn Grey metallic, the two new paint finishes reserved exclusively for the M Competition models of the X3 and X4 series in Germany are M Marina Bay Blue metallic and M Sao Paulo Yellow. In addition, a wide range of BMW Individual paint finishes are available for the first time such as the matt finish Frozen Marina Bay Blue.

M typical interior with new accents.

The BMW X3 M Competition and the BMW X4 M Competition feature M sports seats with electrically adjustable headrests and illuminated M logo as standard. The enhanced Merino leather upholstery is available in black as well as in the Bicolor variants Sakhir Orange/Black, Adelaide Grey/Sakhir Orange and Midrand Beige/Black; the latter also features applications in Alcantara that cover the knee pads on the flanks of the centre console. The BMW Individual Merino leather upholstery in Tartufo is also available as an option for the M sports seats. The seat belts are visually enhanced with the BMW M stripes. The air vents have new galvanised trim, while the interior trim finishers now appear in Aluminium Rhombic dark as standard. In addition to the M interior trim finishers in Carbon Fibre and the BMW Individual interior trim finishers in high-gloss Piano Black, trims in the new open-pore Ash variant are now also available as an option. The M leather steering wheel with multifunction features contrast stitching in the BMW M colours and an open 6 o'clock spoke. The backrest of the rear seat has a 40:20:40 split as standard and as an optional extra allows individual, multi-stage adjustment in its inclination via the cargo function. The standard load volume of 550 litres can be increased to up to 1,600 litres in the BMW X3 M Competition and from 525 litres to a maximum of 1,430 litres in the BMW X4 M Competition.



Equipment and BMW Connected. Intuitive operation, digital networking, comprehensive range of assistance systems.

The new BMW X3 M Competition and the new BMW X4 M Competition perfectly combine sporting performance with luxurious comfort. The two high-performance models offer comprehensive connectivity and digital networking, intuitive operation and new accentuations derived from the BMW M8 models as well as extensive assistance systems and a wide range of comfort options.

BMW Live Cockpit Professional with intelligent networking.

The new BMW X3 M Competition and the new BMW X4 M Competition come equipped with BMW Live Cockpit Professional including Connected Drive as standard. Intelligent networking including innovative digital services based on BMW Operating System 7 enable particularly intense interaction between driver and vehicle. The driver can configure up to ten pages of live content on the Control Display in the main menu, each with two to four pads (tiles); what is more, greater personalisation of content and displays is now possible, too. Intuitive multi-modal operation has been further optimised: depending on the situation, the driver has a choice between touch operation on the Control Display, the tried-and-tested BMW Controller, the multifunction buttons on the steering wheel and voice control. A Harman Kardon surround sound system now comes as standard for a superb audio experience. Digital services include the BMW Intelligent Personal Assistant, Connected Music and Remote Software Upgrade.

Two 12.3-inch displays and the BMW Head-Up Display as an option.

BMW Live Cockpit Professional offers a fully digital display network: the high-resolution instrument cluster behind the steering wheel and the Control Display each have a screen diagonal of 12.3 inches. In the fully digital instrument display it is possible to show a navigation map section, status displays for the driver assistance systems or the 3D environment visualisation as required, plus the M View is also available with specific display options, adopted from the BMW M8 models. M specific display content is also available with the optional BMW Head-Up Display. This projects driving-related information onto the windscreen – in other words directly into the driver's field of vision. Without having to take their eyes off the road, the driver can see information provided by digital speed indicator and the gear indicator, messages from the traffic sign

recognition system, navigation instructions and a multi-coloured speed band including shift lights.

New generation of navigation with BMW Maps.

BMW Live Cockpit Professional also includes a multimedia and a navigation system, two USB ports for data transfer and a wireless LAN interface, as well as a permanently installed SIM card that offers 4G LTE connectivity. It enables the use of numerous other digital services, too, including BMW TeleServices and Intelligent Emergency Call, Real Time Traffic Information including hazard warning, Remote Services and Concierge Services. Telephony with wireless charging for inductive charging of suitable smartphones is also on board as standard. The cloud-based navigation system BMW Maps offers particularly fast and precise calculation of routes and arrival times, real-time traffic data updates at short intervals and free text input for selecting navigation destinations. In addition, BMW Maps with Connected Parking provides drivers with even more detailed support in the search for a vacant parking space near their destination. On-Street Parking Information and ParkNow services are intelligently integrated in the range of BMW Maps functions.

Smartphone integration and BMW Intelligent Personal Assistant.

Another standard feature is optimised smartphone integration. Android Auto can now also be used with the vehicle's operating system in addition to Apple CarPlay. Here, the driver can view all the important information from the apps on the Control Display and also – in intelligently processed form – in the instrument cluster and the optional Head-Up Display. The capabilities of the BMW Intelligent Personal Assistant are being expanded on an ongoing basis. With the digital companion activated by voice control or at the touch of a button, naturally spoken instructions can now be used to regulate the air conditioning, open and close the windows or change the driving experience switch modes, for instance. The BMW Intelligent Personal Assistant can also be used access the new News app – which enables passengers to have the latest news read out loud to them – and it can also learn routines that enhance both comfort and driving pleasure in certain situations. For example, the side window on the driver's can be automatically opened on arrival at a selected location defined via GPS-coordinates – such as a garage or car park entrance. The system also recognises whether it is being addressed by the driver or the front passenger and reacts accordingly – for example by adjusting the air conditioning on one side only.

Remote Software Upgrade and BMW Drive Recorder.

BMW Operating System 7 now also includes Remote Software Upgrade. This means that the BMW X3 M Competition and the BMW X4 M Competition always remain up to date with the latest software. The upgrades can include content ranging from new services to improved vehicle functions and can be downloaded "over-the-air", either via the My BMW app on a smartphone or directly into the vehicle via the SIM card installed in it. It is also possible to integrate additional vehicle functions in the vehicle at a later date, such as the BMW Drive Recorder. The latter uses the cameras of the driver assistance systems to record video images around the vehicle; it can then be used to store these images so they can be played back on the Control Display while the vehicle is stationary or exported via the USB interface. On activation of the BMW Drive Recorder, videos lasting 40 seconds are recorded and saved. In the event of a collision, up to 20 seconds of footage from before and after the impact is automatically saved.

New control island from the current BMW M3 and M4 models.

In addition to the control unit for the standard 3-zone automatic air conditioning, the control island on the centre console has also been redesigned. Originating from the current BMW M3 and M4 models, this includes two new buttons in addition to the specific M gear selector with Drivelogic rocker switch, the BMW Controller and the red engine start button, which is now positioned here. The set-up button provides direct access to all settings options for the engine and suspension: it is used to access a menu in the Control Display that lists the current vehicle settings. Two individually configured variants of the M set-up can be permanently stored and retrieved at any time using the two M buttons on the steering wheel. The M Mode button can be used to influence the activities of the driver assistance systems as well as the displays in the instrument cluster and in the Head-Up Display at the touch of a button, thereby enabling a driving experience to be created that is appropriate to the situation and typical of M in each case. The driver simply switches through the settings ROAD with fully activated driver assistance systems, SPORT, where the active driver assistance systems only transmit warnings about speed limits and no-passing zones, for example, and all interventions in the deceleration and steering systems are disabled with the exception of the collision warning with braking function and the avoidance manoeuvre assistant, and TRACK. This mode is designed exclusively for use on race tracks and deactivates all the comfort and safety functions of the driver assistance systems.

Driving Assistant Professional available for the first time.

The new BMW X3 M Competition and the new BMW X4 M Competition come with all the modern driver assistance systems of the BMW X3 and BMW X4. In addition to Driving Assistant, which includes the lane change and lane departure warning function, rear cross-traffic alert and the traffic sign recognition function Speed Limit Info including No Passing Indicator, Driving Assistant Professional is available as an option for the first time. This includes Active Cruise Control with Stop & Go-function usable up to 210 km/h with improved functionality in city traffic, right-of-way warning, intersection warning with additional city brake function and the avoidance manoeuvre assistant, which now also reacts to pedestrians and cyclists. Other features include the emergency stop assistant, emergency lane assistant, steering/lane guidance assistant with extended functions, lane change assistant, lane keeping assistant with active side collision protection, automatic Speed Limit Assist, front cross-traffic alert and wrong way alert. The 3D environment visualisation in the instrument cluster provides an overview of which Driving Assistant Professional assistance systems are activated and what functions they offer. The optional Parking Assistant now includes the reverse assistant, which takes over steering when manoeuvring backwards along a 50-metre line that was last travelled forwards. Parking Assistant Plus uses Park View, Panorama View and 3D Top View to create a 360-degree-image of the vehicle and its surroundings. In addition, the driver can have a three-dimensional live image of their vehicle and its surroundings transmitted to their smartphone by means of Remote 3D View.

Numerous comfort options available.

The new BMW X3 M Competition and the new BMW X4 M Competition offer numerous comfort options as standard or as optional extras. The M sports seats with their pronounced bucket seat character are heatable, electrically adjustable in many cases and can be fitted with active seat ventilation. A heated steering wheel and heated rear seats are available to go with the standard 3-zone automatic air conditioning. The range of ambient lighting functions has been expanded, while the Ambient Air package scents the interior and cleans the air by means of simultaneous ionisation. The tailgate can be opened and closed without touching using the comfort access function, and the BMW Display Key uses its 2.2-inch touch display to provide information on fuel level, range and service and maintenance due, as well as indicating whether windows and the optional sunroof are closed.

Official figures for fuel consumption, CO₂ emissions and power consumption were measured using the stipulated method and comply with Regulation VO (EC) 715/2007 as amended. With regard to ranges, the NEDC figures take into account differences in the selected wheel and tyre size, while the WLTP figures allow for the effects of all optional extras. WLTP figures are used to assess taxes and other vehicle-related duties which are (also) based on CO₂ emissions and, where applicable, for the purpose of vehicle-specific subsidies. The NEDC figures shown here were calculated using the new WLTP measurement method and adapted to the NEDC method for comparison purposes. For vehicles which have been newly type-approved since 01.01.2021, official figures are only available according to WLTP. For further details of the NEDC and WLTP measurement methods, see www.bmw.de/wltp.

For further details of the official fuel consumption figures and official specific CO₂ emissions of new cars, please refer to the "Manual on fuel consumption, CO₂ emissions and power consumption of new cars", available at sales outlets, from Deutsche Automobil Treuhand GmbH (DAT), Hellmuth-Hirth-Str. 1, 73760 Ostfildern-Scharnhausen and at <https://www.dat.de/co2/http://www.dat.de/angebote/verlagsprodukte/leitfaden-kraftstoffverbrauch.html>.