

Media Information  
BMW M GmbH  
6th September 2024

## **Hybrid Power from BMW M: The New BMW M5 MotoGP™ Safety Car.**

- Unveiling of the latest MotoGP™ Safety Car in a festive ceremony at the House of BMW in Milan.
- The new BMW M5 (energy consumption, weighted, combined: 1,7 – 1,6 l/100 km [166.2 – 176.6 mpg imp] and 25,5 – 25,0 kWh/100 km according to WLTP; CO2 emissions, weighted, combined: 39 – 37 g/km according to WLTP; fuel consumption with discharged battery: 10,3 – 10,2 l/100 km [27.4 – 27.7 mpg imp] according to WLTP; CO2 classes: weighted, combined B, with discharged battery G)\* serves as a powerful and innovative base for use on the racetrack.
- Born on the race track, made for the street. An exceptional livery, inspired by BMW M Hybrid V8 racing cars, represents the transfer of racetrack technology to the BMW M5.

Milan. Since 1999, BMW M has provided the fleet of high-performance safety cars for motorcycle racing's premier class as the "Official Car of MotoGP™." The latest highlight in this fleet, the BMW M5 MotoGP™ Safety Car, will debut this weekend. It was unveiled on Thursday evening during a special customer event for the introduction of the new BMW M5 model range at the House of BMW in Milan, Italy, by Sylvia Neubauer, Vice President of Customer, Brand, and Sales at BMW M GmbH together with Massimiliano Di Silvestre, CEO of BMW Italia, that hosted the event. With this innovative lead car, BMW M GmbH continues to rely on cutting-edge hybrid technology, as it did with the BMW XM Label Red Safety Car. The BMW M5 Safety Car will make its racetrack debut on Saturday at the Grand Prix in Misano.

"We are in the midst of our 26th season of BMW M as the 'Official Car of MotoGP.' We are proud of our long-standing partnership with MotoGP rights holder Dorna Sports, and we have always aimed to ensure safety with the most innovative high-performance automobiles when the world's best motorcycle racers take to the track. We are continuing

\* Fuel consumption, CO2 emission figures and power consumption and range were measured using the methods required according to Regulation VO (EC) 2007/715 as amended.



this tradition with the BMW M5 MotoGP Safety Car," said Sylvia Neubauer at the unveiling.

The new safety car is based on the BMW M5 (energy consumption, weighted, combined: 1,7 – 1,6 l/100 km [166.2 – 176.6 mpg imp] and 25,5 – 25,0 kWh/100 km according to WLTP; CO2 emissions, weighted, combined: 39 – 37 g/km according to WLTP; fuel consumption with discharged battery: 10,3 – 10,2 l/100 km [27.4 – 27.7 mpg imp] according to WLTP; CO2 classes: weighted, combined B, with discharged battery G), which had its world premiere in July at the Goodwood Festival of Speed and will be launched globally in November. This top-class model with electrified drive is perfectly suited for use as a safety car. Under the bonnet, a model-specific version of the M HYBRID system combines a high-revving V8 engine with M TwinPower Turbo technology and an electric motor to deliver a maximum output of 535 kW/727 hp. This M Power is transmitted to the road via an 8-speed M Steptronic transmission and M xDrive all-wheel drive. Numerous other M technologies ensure perfect driving dynamics in all situations.

The production model already impresses with its exterior. The M-typical design for high-performance automobiles has been reinterpreted, with wide wheel arches and side skirts, a sculpted front apron, and model-specific surface design in the C-pillar area giving the BMW M5 an athletic appearance. The BMW M5 Safety Car for MotoGP™ also features a special graffiti-design livery.

"This special livery is derived from the design of our BMW M Hybrid V8 race cars, which BMW M Motorsport competes with in the FIA World Endurance Championship with races like the 24 Hours of Le Mans and in the IMSA series in North America," explained Sylvia Neubauer at the presentation. "This perfectly embodies our commitment to hybrid technology. This connection between the BMW M Hybrid V8 and the BMW M5 is a perfect example of our BMW M philosophy: born on the race track, made for the street."

As with all safety cars, BMW M GmbH has made specific modifications for racetrack use. Numerous BMW M Performance Parts have been installed, including carbon front attachments, an aramid rear diffuser, carbon side skirts, carbon-titanium tailpipe trims, and a carbon fuel filler cap.

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Special features include the safety car roof bar, a front splitter, Recaro seats, 6-point racing harnesses, a fire extinguisher, and a fuel suction pump for overseas transport. On Saturday (7th September), the new BMW M5 MotoGP™ Safety Car will hit the track for the first time at the Gran Premio Red Bull di San Marino e della Riviera di Rimini at Misano.

Among the numerous guests at the presentation in Milan was Valentino Rossi. As a nine-time motorcycle world champion, he is well acquainted with BMW M's involvement in MotoGP™, and after switching to four wheels, he has been celebrating successes as a BMW M works driver in the BMW M4 GT3 since the 2023 season.

For more information about BMW M GmbH, the involvement as the 'Official Car of MotoGP™' since 1999, and the new BMW M5, see: [www.bmw-m.com](http://www.bmw-m.com)

#### BMW M GmbH.

BMW M GmbH is a 100 per cent subsidiary of BMW AG. With its products and services in the business areas of BMW M Automobiles, BMW Individual, M Sports Options and Packages, BMW Driving Experience as well as Rescue and Operational Vehicles, it is geared towards customers with particularly high aspirations in terms of the performance, exclusivity and individual style of their vehicle. Based in Munich, the company was founded in 1972 as BMW Motorsport GmbH. Since then, the letter M has become synonymous all over the world for racing success and for the fascination of high-performance sports cars with a unique exclusive character for road use.

\* Fuel consumption, CO<sub>2</sub> emission figures and power consumption and range were measured using the methods required according to Regulation VO (EC) 2007/715 as amended. They refer to vehicles on the German automotive market. For ranges, the NEDC figures take into account differences in the selected wheel and tyre size, while the WLTP figures take into account the effects of any optional equipment.

All figures have already been calculated based on the new WLTP test cycle. NEDC figures listed have been adjusted to the NEDC measurement method where applicable. WLTP values are used as a basis for the assessment of taxes and other vehicle-related duties which are (also) based on CO<sub>2</sub> emissions and, where applicable, for the purposes of vehicle-specific subsidies. Further information are available at [www.bmw.de/wltp](http://www.bmw.de/wltp) and at [www.dat.de/co2/](http://www.dat.de/co2/).

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