

The first-ever BMW M3 CS Touring. Racing DNA meets maximised everyday usability.



With the first-ever BMW M3 CS Touring (fuel consumption combined: 10.5 l/100 km [26.9 mpg imp]; CO₂ emissions combined: 238 g/km in the WLTP cycle, CO₂ class: G), BMW M GmbH is adding another special-edition model to its line-up in the high-performance sports car segment. The latest new addition to the manufacturer's most popular range builds on the success of the BMW M3 Competition Touring with M xDrive (fuel consumption combined: 10.4 l/100 km [27.2 mpg imp]; CO₂ emissions combined: 235 g/km in the WLTP cycle, CO₂ class: G) and blends that car's very distinctive character profile with even greater potential for emotionally exhilarating performance. A 405 kW/550 hp six-cylinder in-line engine, bespoke chassis tuning, exclusive design features and weight savings resulting from the use of numerous carbon fibre-reinforced plastic (CFRP) components provide the ingredients for an unadulterated racing-car feeling. The on-board space of the first-ever BMW M3 CS Touring can be used in a wide variety of ways, which ensures that its ultra-dynamic driving characteristics can be experienced both on the race track and in myriad everyday situations, during leisure activities and on trips away.

The model-specific performance characteristics of the engine and power transfer via the eight-speed M Steptronic transmission and M xDrive all-wheel-drive system serve up dynamic thrills and supreme traction. The BMW M3 CS Touring races from 0 to 100 km/h (62 mph) in 3.5 seconds.

The world premiere of the first-ever BMW M3 CS Touring will be hosted by the Mount Panorama Circuit in Bathurst, in the Australian state of New South Wales. The BMW M3 CS Touring will be revealed to the public for the first time on 30 January 2025 as part of the Bathurst 12 Hour race programme. Deliveries of the limited-run model to customers in Europe, Australia, Japan and South Korea, among others, will begin in March 2025. The car's home market of Germany is by a distance its most important sales region. The special edition will be produced alongside all other variants of the BMW M3 Sedan and BMW M3 Touring at BMW Group Plant Munich.

Six-cylinder in-line engine adapts racing-car technology.

The 3.0-litre six-cylinder in-line engine in the BMW M3 CS Touring was designed from the outset to deliver high performance on the race track – and it features a multitude of technological details from racing-car design. These include an extremely rigid crankcase with a sleeve-free, closed-deck construction, a forged lightweight crankshaft and a cylinder head with a 3D-printed core. The likewise weight-saving cylinder bores have a wire-arc sprayed iron coating to reduce frictional losses. The cooling system and oil supply are also designed to handle the sustained heavy loads generated during hard driving on a track.

The drive unit combines the high-revving characteristics for which M is renowned and linear power delivery into the upper reaches of the engine's range with upgraded M TwinTurbo technology. Raising the maximum charge pressure of the two mono-scroll turbochargers to 2.1 bar and making model-specific tweaks to the engine management enable the maximum output of the BMW M3 Competition Touring with M xDrive to be increased by another 15 kW/20 hp to 405 kW/550 hp. The engine develops its peak torque of 650 Nm (479 lb-ft) between just 2,750 and 5,950 rpm, produces its maximum output at 6,250 rpm and tops out at 7,200 rpm.

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. This leads to even sharper engine response and extremely direct transmission of its power to the drivetrain. Its instantaneous power delivery means the BMW M3 CS Touring can power from rest to 100 km/h (62 mph) in 3.5 seconds, and 0 to 200 km/h (124 mph) is over in 11.7 seconds. The figures recorded using the "one-foot rollout" method* are 0 to 100 km/h (62 mph) in 3.2 seconds and 0 to 200 km/h (124 mph) in 11.4 seconds. The mid-range sprint from 80 to 120 km/h (50 – 75 mph) takes 2.7 seconds in 4th gear and 3.5 seconds in 5th gear. The top speed of the special-edition model – which comes as standard with the M Driver's Package – is electronically limited to 300 km/h (186 mph).

The car's emotionally stirring engine note is the work of the M-specific 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. The engine's acoustic presence varies according to the engine profile the driver selects from

* Value with "rollout" subtracted. With this alternative measuring method, time measurement only begins after leaving a light barrier. The distance not taken into account in the measurement (the "rollout") is 1 foot = 30.48 cm.

the M Setup menu. SPORT or SPORT+ mode produces a drive sound that injects real aural drama into proceedings, particularly through gear changes and the accompanying adjustments in rev speed.

Eight-speed M Steptronic transmission, M xDrive and Active M Differential enable irresistibly dynamic power transfer.

The engine under the bonnet of the BMW M3 CS Touring teams up with an eight-speed M Steptronic transmission including Drivelogic. The Drivelogic button integrated into the gear selector lever makes it possible to alter the transmission's shift characteristics, with a choice of three clearly distinguishable settings available. As well as comfort-focused and sporty options, drivers can also engage a setting optimised specially for track driving. Both the selector lever and the carbon-fibre shift paddles on the steering wheel enable sequential interventions in the gear selection process.

The BMW M3 CS Touring channels its power to the road through the M xDrive all-wheel-drive system. This employs 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, and serves up tireless all-wheel-drive performance, even during hard track sessions. In tandem with the Active M Differential at the rear axle – whose operation is also fully variable – the intelligent all-wheel-drive system's rear-wheel bias enhances the M-typical handling dynamics. Added to which, 4WD Sport mode can be selected via the M Setup menu. This sends an even greater proportion of the engine's power to the rear wheels. 2WD mode, meanwhile, delivers a driving experience for the ultimate purist, laying on classical rear-wheel drive with the DSC (Dynamic Stability Control) system deactivated.

Model-specific tuning for the chassis technology and performance-focused stopping power.

The chassis technology in the BMW M3 CS Touring has been tuned precisely to the engine's performance characteristics, the overall vehicle concept and the specific weight distribution of this latest special-edition model. The settings for the DSC system and M Dynamic Mode have also been purposefully optimised for the specific demands of dynamically committed circuit driving. The electronically controlled dampers of the adaptive M suspension on the BMW M3 CS Touring likewise come in a model-specific setup, as do its M Servotronic steering and integrated braking system.

Providing outstanding stopping power are M Compound brakes with 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 Red or matt Gold. Also on the standard equipment list are forged M light-alloy wheels in an exclusive double-spoke design with a matt Gold Bronze or 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 (275/35 ZR19 at the front, 285/30 ZR20 at the rear). As an alternative to these tyres, customers also have the no-cost option of sport tyres with the same dimensions. And ultra-track tyres are also included on the options list.

Exclusive carbon-fibre components and optimised body rigidity help to produce outstanding performance attributes.

Together with the extremely powerful engine and model-specific chassis technology, intelligent lightweight design measures also play a major part in moulding the exclusive performance attributes of the BMW M3 CS Touring. Extensive use of carbon fibre-reinforced plastic (CFRP) is particularly important when it comes to weight minimisation. The car's bonnet, front splitter, front air intakes, exterior mirror caps and rear diffuser are all made from CFRP.

Inside the cabin, the M Carbon bucket seats and likewise CFRP steering wheel shift paddles, interior trim strips and centre console also do their bit to keep weight down. The various lightweight design measures bring about a total weight saving of some 15 kilograms over the BMW M3 Competition Touring with M xDrive. Body rigidity is further increased by specifying the optional M front end strut brace for the engine compartment that has also been engineered for lightness.

Exquisite balance of performance and everyday usability; exclusive design features.

Hallmark M performance and the versatility-focused body concept of a Touring model certainly make an unusual combination, and the latest special edition adds a special allure to the mix. In the BMW M3 CS Touring, a concentrated dose of M feeling meets a variable-usage interior whose storage capacity below the high-opening tailgate can be expanded from 500 litres to a maximum 1,510 litres. In addition, the dynamically stretched lines of the Touring model and the M-specific exterior details – crafted precisely to meet the technical demands of cooling air supply and aerodynamic balance – are complemented by exclusive design features whose striking appearance reflects the track-leaning instincts of the BMW M3 CS Touring.

For example, the standard-specification exposed carbon fibre of the special-edition's bonnet, front splitter, front air intakes and M exterior mirror caps creates an eye-catching contrast against the visually striking exterior colours available for the rest of the car. The BMW M3 CS Touring can be ordered with a paint finish in British Racing Green, Laguna Seca Blue, Frozen Solid White or Sapphire Black metallic. The roof and model-specific roof spoiler are in Black high-gloss and bring an impression of elegance to the bold exterior. Another exclusive design feature of the special-edition model is the red surround for the roof spoiler.

The front end of the car is defined by the weight-minimised, ultra-stripped-back and frameless BMW M kidney grille. The black model lettering on the upper of the two horizontal grille slats is bordered by a red contour line, likewise the model badging at the front and rear. In a clear reference to motor sport, the LED headlights of the BMW M3 CS Touring glow with the same distinctive yellow light as GT racing cars.

Driver-focused cockpit with exclusive racing-car aura.

The interior of the BMW M3 CS Touring blends a sports-car cockpit designed to exude maximum performance with digital technology and exclusive design features. Electrically adjustable and heated M Carbon bucket seats are fitted as standard for the driver and front passenger. They have integral head restraints, an illuminated "CS" model badge and surfaces in Merino leather. Their exclusive Black/Red design is also adopted by the rear seats, while all the door panel trim is covered with black leather.

The standard M Alcantara steering wheel in three-spoke design – with its flat-bottomed rim and red centre marker in the 12-o'clock position – brings authentic racing car flair into the cockpit,. Further M-specific details are the red "CS" badge on the centre console, M seat belts and door sill plates with model lettering.

The M-specific Setup button on the centre console enables direct access to the settings for the engine, chassis, steering, brakes and M xDrive. Two individually configurable setup variants can be stored together with personal settings for the engine sound, DSC, Automatic Start/Stop function and the shift characteristics of the eight-speed M Steptronic transmission – and these setups are then selected using the M buttons on the steering wheel. The BMW M3 CS Touring also comes as standard with the M Drive Professional system with track-optimised functions such as the M Drift Analyser and M Laptimer. Added to which, the 10-

stage M Traction Control delivers personalised driving fun on the track. Another feature of M Drive Professional is the M Mode button on the centre console, which can be used to configure the driver assistance systems and the content shown on the information display and Head-Up Display. Drivers can choose between ROAD, SPORT and TRACK settings here.

In the new BMW M3 CS Touring, the latest version of the display and control/operation system BMW iDrive based on BMW Operating System 8.5 provides intuitive control of numerous vehicle functions and digital services. With the BMW Intelligent Personal Assistant and BMW Curved Display both on board, the car is based squarely on operation using touch control and natural language. The M-specific view on the 12.3-inch information display shows the familiar M Shift Lights at its upper edge, while the status of the driving stability systems, M xDrive and traction control can be found at the lower edge of the screen. The home screen of the 14.9-inch control display includes widgets for the vehicle setup, tire pressure and temperature.

Sophisticated options for enhancing driving pleasure and comfort in everyday use.

Standard specification for the BMW M3 CS Touring also includes BMW Live Cockpit Professional which, alongside the BMW Head-Up Display with M-specific content, brings the cloud-based navigation system BMW Maps, smartphone integration, telephony with wireless charging and a WiFi interface. The BMW Drive Recorder can be added as an option.

The BMW M3 CS Touring additionally offers customers a selection of comfort-enhancing features and driver assistance systems composed with the focus firmly on the enjoyment of unadulterated driving pleasure. Comfort Access, the alarm system, two-zone automatic climate control and the Harman Kardon Surround Sound System are all fitted as standard. Park Distance Control and the Parking Assistant, Front Collision Warning, Lane Departure Warning and the Speed Limit Info system are likewise standard, while the Driving Assistant system can be specified as an option.

All figures relating to performance, fuel consumption, emissions and range 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.