

BMW

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Media Information

21 June, 2022

The new BMW M3 Competition Touring with M xDrive – the first-ever BMW M3 Touring.

- First-ever BMW M3 Touring blends blistering performance with everyday practicality
- Powered by a 510hp 3.0-litre straight-six engine with M TwinPower Turbo technology
- Exclusively available in Competition guise with M xDrive all-wheel-drive
- World premiere at the Goodwood Festival of Speed in June 2022
- Available to order now, priced from £80,550 RRP

The BMW M3 model family is welcoming a Touring addition to the ranks for the first time, offering an intoxicating blend of exhilarating performance and practicality.

Offered exclusively in Competition guise with the M xDrive all-wheel-drive system, the BMW M3 Touring combines that race-car feeling with a distinctive character and immense versatility.

Power generated by the 510hp six-cylinder in-line engine with M TwinPower Turbo technology is channelled via the eight-speed M Steptronic transmission with Drivelogic and split between the four wheels as required. As a result, the BMW M3 Touring delivers blistering performance at all times both on the road and on the track. Agility and precision in the familiar BMW M tradition combine with unrestricted everyday practicality to give the BMW M3 Touring a distinctive identity showcased by its exterior design.

The BMW M3 Touring is priced from £80,550 RRP with orders open at BMW retailers now. The highly anticipated M model will celebrate its global premiere at the Goodwood Festival of Speed on Thursday 23 June.

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M-specific BMW kidney grille, large air intakes, flared wheel arches and side skirts

Its M-specific front end ensures the Touring is immediately recognisable as a member of the M3 family. At its centre is the vertical black frameless BMW kidney grille dropping down towards the road, its horizontally arranged M-typical double bars carrying a "M3 Competition" badge. The large intakes positioned in the lower

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section of the front apron optimise the supply of air to the drive components and braking system. The apertures are each split into two sections and have honeycomb mesh covers.

When viewed from the side, the distinctive proportions of the Touring blend with its flared wheel arches, characteristic M gills and extended side skirts. Together with the attachment parts for the front and rear aprons, the sills form a Black high-gloss band around the car. This racing-inspired body element teams up with the front spoiler lip, aero flics for the air curtains and brace covers in the underbody area to enhance the car's aerodynamic balance. The exterior mirrors in M-specific design with a Black high-gloss finish also optimise airflow.

Full-LED headlights with U-shaped fibre-optic light guides for the daytime driving lights are standard for the BMW M3 Touring, as are BMW Individual lights Shadow Line with darkened inlays adorning their upper edges. The optional BMW Laserlight available as part of the Visibility package can be identified by the blue inlays inside the headlight units. It includes the cornering light and adaptive cornering functions with variable road illumination optimised for urban and motorway driving, plus the BMW Selective Beam non-dazzling High-beam Assistant. At speeds above 37mph, BMW Laserlight increases high-beam range to a maximum 550 metres and follows the course of the road dynamically.

Black high-gloss roof and M roof rails in high-gloss Shadowline

Two solid paint shades and six metallic options are available for the BMW M3 Touring. Customers can also choose from four shimmering matt Frozen variants from the range of BMW Individual special paint finishes, while an array of BMW Individual colours can be ordered on special request, such as Frozen Black introduced for the first time.

As standard, the roof of the BMW M3 Touring will be finished in Black high-gloss along with the model-specific Gurney air-directing flap on the roof spoiler. A body-colour roof option is also available at no extra cost. The M roof rails are finished in high-gloss Shadowline as standard.

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The diffuser integrated into the rear apron also comes in Black high-gloss, while the two pairs of 100mm diameter exhaust tailpipes are in Black Chrome. The contouring of the vertically arranged reflectors at the outer edges of the rear apron reprises the appearance of the air curtains at the front end. The slim, darkened rear light clusters contain L-shaped taillights and extend well into the flanks. All of the light functions use LEDs as standard.

Distinctive M design applied to Touring body style

The BMW M3 Touring is 85mm longer externally than the BMW 3 Series Touring at 4,794mm, 76mm wider (1,903mm) and 4mm lower (1,436mm). It also has particularly large light-alloy wheels – 19-inch at the front, 20-inch at the rear – in double-spoke design as standard in Jet Black or optionally in bi-colour diamond polished finish. M forged wheels with a double-spoke design can also be specified as an option in either bi-colour Jet Black or Orbit Grey matt. Special track tyres are also available as an option.

M Carbon exterior package accentuates motorsport character

The optional M Carbon exterior package enhances the race-inspired nature of the BMW M3 Touring. The selection of high-quality, weight-minimised components comprises inlays for the front air intakes and a rear diffuser with their own individual geometry, plus exterior mirror caps in carbon-fibre-reinforced plastic (CFRP).

A rear compartment with exceptional practicality

Among the elements that set the BMW M3 Touring apart are its versatility and space. It has three full-size rear seats with the backrest able to be split 40:20:40, depending on how many passengers and how much cargo needs to be carried. In this way, the load capacity of the BMW M3 Touring can grow from 500 litres to 1,510 litres.

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Standard specification also includes automatic tailgate operation as well as a rear window that opens separately as on BMW Touring models. Options include rubberised anti-slip rails that rise up from the boot floor after the tailgate has been closed, preventing items of luggage sliding around when cornering and buttons to automatically fold the rear seats from the boot. Both features are also available as part of the optional Comfort pack.

M-specific interior features

The cockpit design combines with M-specific design features including red colour accents for the M buttons on the M leather steering wheel and the Start/Stop button on the centre console. The gear selector lever with Drivelogic switch has a leather surface with embedded M logo and stitching in BMW M GmbH colours. It also features an eye-catching cut-out with integrated cascade lighting. An anthracite-coloured BMW M headliner and interior trim strips in Carbon Fibre high-gloss are standard.

The Merino leather-trimmed M Sport seats fitted as standard in the front of the BMW M3 Touring include multi-way electric adjustment with a memory function, and are also heated. M seat belts with a woven stripe pattern in BMW M GmbH colours are also included.

Racing flair meets long-distance comfort: M Carbon bucket seats

The optional M Carbon bucket seats fuse racing flair, lightweight design, and long-distance comfort to unique effect. Also fully electric and heated, they feature integral head restraints and an illuminated model badge. The use of carbon fibre-reinforced plastic (CFRP) in the structural elements of the seat cushion and backrest together with the cut-outs in the side bolsters and below the head restraints saves 9.6kg over the standard M Sport seats.

New cockpit design with BMW Curved Display

The BMW Curved Display is made up of a 12.3-inch information display behind the steering wheel and a control display of 14.9 inches, which merge into a single fully digital and high-resolution unit behind a frameless glass surface angled

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towards the driver. A number of special widgets are also available in the BMW M3 Touring containing information on the current vehicle setup, as well as tyre pressure and temperature. The BMW Curved Display enables the number of buttons and controls to be significantly reduced, with the BMW Intelligent Personal Assistant and BMW Operating System 8 permitting intuitive operation using voice control and the touchscreen.

The cloud-based BMW Maps navigation system forms part of the standard BMW Live Cockpit Professional, which also adds the BMW Head-Up Display with M specific readouts. Apple CarPlay® and Android Auto™ come as standard as does wireless charging. The BMW ConnectedDrive Upgrades functionality allows new and improved vehicle functions to be imported into the BMW M3 Touring over the air.

High-quality comfort features and modern functionality

Acoustic glazing for the windscreen, three-zone automatic climate control, an automatically dimming rear-view mirror and automatically dimming exterior mirrors that also fold in electrically all come as standard, as do a rain sensor with automatic headlight activation, customisable ambient lighting, electroplated controls in the door trim, and the Harman Kardon surround sound system. A heated steering wheel and Comfort Access, are some of the optional extras.

Six-cylinder in-line engine with instantaneous power delivery

The 3.0-litre six-cylinder in-line unit stands out with its urgent power delivery and a healthy appetite for revs. The engine puts maximum torque of 650Nm between 2,750 and 5,500rpm and produces peak output of 510hp when the revs hit 6,250rpm. Its red line is 7,200 rpm.

Model	Power (hp)	Torque (Nm)	0-62 mph (s)	Top speed (mph)	Fuel economy (mpg)	CO ₂ emissions (g/km)	Starting Price OTR
BMW M3 Touring	510	650	3.6	155*/174	27.2 – 28.0	235 – 229	£80,550

All figures relating to performance, fuel consumption and emissions are provisional. All the stated technical data, fuel consumption and emissions figures relate to

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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.
*Electronically limited.

The straight-six engine powering the BMW M3 Touring also forms the basis for the unit in the new BMW M4 GT3 endurance racing car. Its power output, efficiency and track ability are therefore partly down to numerous components developed on the back of BMW M GmbH's years of racing experience. These include a rigid crankcase with a sleeve-free, closed-deck construction, a forged lightweight crankshaft and a cylinder head with a core manufactured using 3D printing.

Two mono-scroll turbochargers with electronically controlled wastegates supply compressed air to the combustion chambers. An indirect intercooler supplied by a low-temperature circuit increases the effectiveness of the turbocharger. And the direct petrol injection technology operates at pressures of up to 350 bar with exceptional precision and efficiency. VALVETRONIC variable valve timing and Double-VANOS fully variable camshaft timing likewise form part of the M TwinPower Turbo technology. Meanwhile, the M-specific exhaust system with electrically controlled flaps generates a rich soundtrack.

The oil supply system has been designed to handle dynamic driving during track use. An additional suction stage allows the map-controlled oil pump to draw lubricant from the smaller chamber, which steps in when extra capacity is needed.

The engine's signature M performance profile, combined with the enhanced traction offered by M xDrive, translates into stunning acceleration times. The BMW M3 Touring takes just 3.6 seconds to power from 0 to 62mph and 12.9 seconds to reach 124mph from rest. The sprint from 50 – 75mph is over in 2.7 seconds (in 4th gear) or 3.5 seconds (in 5th gear). Opting for the M Driver's Package increases the electronically limited top speed from 155 to 174mph.

Eight-speed M Steptronic transmission with Drivelogic

The eight-speed M Steptronic transmission with Drivelogic fitted as standard is perfectly attuned to the engine's performance characteristics. A direct connection

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to the engine and remarkably quick gear shifts lend themselves to a performance-focused driving style, as do engine speed adjustment on downshifts in automatic mode and the ability to change straight to the lowest possible gear in manual mode.

The M Steptronic transmission allows both fully automated gear changes and manual shifts using the M-specific selector lever or the standard shift paddles on the steering wheel. Nudging either paddle allows the driver to temporarily switch from automated to manual mode in an instant. It is also possible to execute multiple downshifts to the lowest available gear in manual mode by pulling on the left shift paddle while pressing the accelerator to the floor. M Steptronic does not force upshifts under acceleration in manual mode – even when the engine's revs hit the limiter.

The driver can use the Drivelogic button integrated into the selector lever to alter the transmission's shift characteristics, with three clearly distinguishable settings in both automated and manual mode. As well as a comfort-oriented setup and a setting for sporty driving, drivers can activate a track-optimised configuration for the shift characteristics.

M xDrive all-wheel-drive system optimises traction and performance

The M xDrive all-wheel-drive system uses an electronically controlled multi-plate clutch in the transfer case to ensure fully variable distribution of the engine's power between the front and rear wheels. Its rear-wheel bias adds to the M feeling while enhancing both traction and agility. The system features integrated wheel slip control for quick adjustments to power transmission. This intensifies the sense of unruffled poise for which M models are renowned.

Teaming up with the all-wheel drive is the Active M Differential that ensures fully variable distribution of the drive torque between the rear wheels. This helps to plant power firmly on the road without losses, especially when the car is being pushed hard or has less grip on one side. The M xDrive system and Active M

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Differential, with its built-in M-specific traction control, link up with the Dynamic Stability Control (DSC) system to ensure precise interaction.

M xDrive also allows the driver to tailor its characteristics to their individual preferences. In the default 4WD setting, the all-wheel-drive system offers maximum traction while maintaining a distinctly rear-biased power split. Activating 4WD Sport mode directs a greater proportion of torque to the rear wheels, enhancing agility. The linear build-up of lateral acceleration forces characteristic of M models now makes it possible to execute controlled drifts. Drivers can also switch off the DSC system altogether and engage 2WD mode. In this setting, drive power is relayed solely to the rear wheels, with traction finely adjusted through ten stages with the standard M Traction Control feature.

M-specific bracing elements and chassis components

Torsional rigidity is enhanced by specific strengthening links connecting the strut towers with one another and the nose of the car and bulkhead. Vertical braces bond the stiffening elements of the engine compartment to the front axle subframe, whose supporting base is elevated by a specific connection point in the lower section of the A-pillar. In addition, the front axle subframe is given extra rigidity by a single-piece aluminium shear panel with integrated sill braces. The centre and rear sections of the body incorporate model-specific underfloor bracing elements including a cross-bar, load compartment stiffening measures and a bespoke rear axle subframe with a rigid connection to the body.

The M-specific double-joint spring strut front axle takes into account the requirements of the all-wheel-drive system. It features specially adapted axle geometry and an individually tuned steering ratio. The axle kinematics, the camber, castor and kingpin angles, and the lowered roll centre are all designed to maximise lateral dynamic ability while still ensuring well-resolved ride comfort. Aluminium wishbones with ball joints, an aluminium torque arm with newly developed mounting, a forged swivel bearing with bespoke spring strut clamp, and wheel bearings with very high camber stability create an ideal blend of rigidity

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and lightweight design at the front axle. The five-link rear axle has M-specific wheel carriers and wishbones.

M Servotronic steering with variable ratio

The M Servotronic steering delivers accurate turn-in and finely judged communication of steering commands. The driver can also dip into the M Setup menu to call up either of the two steering settings. Comfort mode offers an easy steering feel with precise feedback, while in Sport mode the feel through the wheel rim and the steering force required are dialled up noticeably.

The variable ratio that adjusts to changes in steering angle also helps to give the car excellent directional accuracy through corners and superb straight-line poise. When the wheels are sharply turned, the steering rack teeth are positioned more closely together, so smaller steering inputs are required. As a result, the BMW M3 Touring feels particularly nimble when negotiating tight corners. The steering effort required when parking is also reduced by the closer positioning of the rack teeth with large steering angles. And ease of use is further enhanced at low speeds by the increased power assistance provided by Servotronic.

Adaptive M suspension optimises traction and ride comfort

Adaptive M suspension is a standard feature of the BMW M3 Touring. Its electronically controlled shock absorbers optimise road contact and maintain traction. The shock absorber control unit uses sensors to keep a constant watch on body movements, the condition of the road and steering adjustments. Electromagnetically controlled valves act in milliseconds to generate the required damping force – infinitely variably and for each wheel.

The basic shock absorber characteristics can be adjusted via the M Setup menu. Comfort mode optimises everyday journeys and long trips by smoothing out road imperfections. Switching to Sport brings appreciably stiffer damper responses. Sport Plus mode initiates an additional damper setting that unlocks maximum performance on smooth race circuits.

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M specific version of the integrated braking system

The powerful M Compound braking system fitted as standard on the BMW M3 Touring combines six-piston fixed-calliper brakes for the front wheels with single-piston floating-calliper brakes at the rear. The M Carbon ceramic brakes available as an option offer even stronger braking power, a greater ability to withstand fade, enhanced thermal stability and high resistance to wear.

A shared feature of both brake variants is the integrated braking system. This system brings together the brake activation, brake booster and braking control functions within a compact module. The system allows vehicle deceleration to be geared precisely to the driver's requirements while the M-specific version of the system presents the driver with two pedal feel settings via the Setup menu.

M Traction Control allows drivers to select the degree of wheel slip

The BMW M3 Touring offers the M Traction Control function as standard. This allows the driver to set their desired intervention thresholds for wheel slip when the M xDrive all-wheel-drive system is in 2WD mode. Accessed via the iDrive control/operation system, ten stages of slip are permitted at the rear wheels.

M Mode button: pure performance at the push of a button

On switching from the default ROAD setting to SPORT mode, interventions from the driver assistance systems are suspended, with the exception of inputs from the Collision Warning and the Evasion Assistant. The TRACK mode designed purely for driving on race circuits fully deactivates the assistance systems. SPORT and TRACK modes both reduce the content shown in the information display, while various readouts can also be called up on the left of the information display, including charge pressure and coolant temperature, tyre pressure and tyre temperature or longitudinal and lateral acceleration.

Individual configuration using the Setup button

The Setup button, part of the M-specific control/operation system, provides direct access to the settings options for the engine, chassis, steering, braking system and M xDrive, enabling the driver to tailor the overall vehicle setup to their

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individual preferences. Two setup variants can be stored, together with the preferred settings for the engine note, driving stability control, Automatic Start/Stop function and shift characteristics of the eight-speed M Steptronic transmission. The desired configuration can then be activated at any time by pressing one of the two M buttons on the steering wheel.

M Drive Professional with M Drift Analyser and M Laptimer

Part of M Drive Professional, the M Drift Analyser helps the driver to sharpen their cornering skills using deliberate oversteer and precise counter-steering, making a note of the duration, distance and angle of the driver's latest drift. The analysis shown on the control display also includes a score on a scale from one to five stars and a comparison with the driver's best drift to date. The M Laptimer records track lap times, while a readout in the control display keeps the driver informed of the time margin compared to their fastest recorded lap.

Intensifying the experience: M Driver's Pack, M Pro Pack

The M Driver's Pack raises the electronically limited top speed of the BMW M3 Touring from 155mph to 174mph. The optional M Pro Pack comprises M Carbon ceramic brakes and the M Driver's Pack, taking the performance experience to new heights.

Driver assistance systems: comfort and safety

The BMW M3 Touring is equipped as standard with Park Distance Control with sensors at the front and rear, Cruise Control with brake function, Front Collision Warning with brake intervention, Lane Departure Warning including lane return with steering assistance, the Attentiveness Assistant, and the Speed Limit Info system.

Also standard is Driving Assistant which adds lane change warning, rear crossing traffic warning and Rear Collision Prevention functions. Driving Assistant Professional, meanwhile, features Active Cruise Control with Stop&Go function, Automatic Speed Limit Assist, , Steering and Lane Control Assistant,

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Ends

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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 wheels/tyres and the range of optional equipment.

All values were calculated based on the 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 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 Deutsche Automobil Treuhand GmbH (DAT), Hellmuth-Hirth-St., 1, 73760 Ostfildern-Schornhausen and at <https://www.dat.de/co2>.

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 31 production and assembly facilities in 15 countries; 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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