

The first-ever BMW M3 Touring. Contents.



Model variant:

BMW M3 Competition Touring with M xDrive: Six-cylinder in-line engine with M TwinPower Turbo technology, eight-speed M Steptronic transmission, M xDrive, 375 kW/510 hp, 650 Nm (479 lb-ft), acceleration [0 – 100 km/h / 62 mph]: 3.6 seconds, fuel consumption combined in the WLTP cycle: 10.4 – 10.1 l/100 km (27.2 – 28.0 mpg imp); CO₂ emissions combined in the WLTP cycle: 235 – 229 g/km; NEDC figures: – .

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

All of the stated model variants, equipment features, technical data and fuel/electric power 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.

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 the selected wheels/tyres and the selected items of optional equipment.

All values were calculated based on the new 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 and NEDC 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 all dealerships, from Deutsche Automobil Treuhand GmbH (DAT), Hellmuth-Hirth-Str. 1, 73760 Ostfildern-Scharnhausen and at <https://www.dat.de/co2>.

Vehicle concept and design.

More space for signature M performance.



The BMW M3 and BMW M4 model family is welcoming a Touring addition to the ranks for the first time. The BMW M3 Competition Touring with M xDrive combines unadulterated race-car feeling with an extremely distinctive character and increased practicality. This is the first time that BMW M GmbH has brought a five-door variant of its high-performance models in the premium midsize class – which have enjoyed success across six model generations – onto the market. It will be offered exclusively in Competition guise and with the M xDrive all-wheel-drive system. This means the 375 kW/510 hp generated by the 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.

With this drive technology and model-specific chassis tuning at its heart, the BMW M3 Touring displays majestic performance characteristics at all times both on the road and when pushing the dynamic limits on the track. Dynamic flair, agility and precision in the familiar BMW M brand tradition combine with unrestricted everyday practicality – further enhanced by even greater load-carrying capacity – to give the BMW M3 Touring a highly distinctive identity that is vividly showcased by its extravagant exterior design. The M3 Touring also makes a convincing proposition with its innovative control/operation and connectivity technology. This will be the first high-performance car from BMW M GmbH to be launched with the new BMW iDrive vehicle experience including BMW Curved Display based on BMW Operating System 8.

Concept innovation for the 50th anniversary of BMW M GmbH.

The BMW M3 Touring is the fourth model type in the high-performance M3/M4 range, following in the tyre tracks of the Sedan, Coupé and Convertible. It will be produced alongside the BMW M3 Sedan variants at BMW Group Plant Munich. The new car provides renewed evidence that BMW M GmbH's expertise in the development of emotionally compelling vehicle concepts is alive and well in its 50th anniversary year. The BMW M3 Touring is geared to the needs and desires of a target audience looking for more in many different areas: more power, more performance, more emotionality, but also more practicality. The

BMW M3 Touring allows these enthusiasts to clearly express their passion for motor sport not just on selected occasions, but in almost any situation presented by everyday motoring.

The first BMW M3 Touring celebrates its world premiere in June 2022 at the Goodwood Festival of Speed in England. Alongside its home market Germany, the UK is the most important sales region for the BMW M3 Touring. Beyond those two countries, sales of the new model will be concentrated primarily in Switzerland, Belgium, Australia, New Zealand, South Korea and Japan. The market launch of the new BMW M3 Touring will begin from the start of production in November 2022, with customers able to place orders from September 2022.

M-typical design with distinctive accents.

The exterior design of the BMW M3 Touring reflects the motor sport-inspired character of the M3/M4 line-up in its own individual style. Like the Sedan, the Touring variant can be clearly differentiated from the BMW 3 Series variant that provides the basis for the M car. Cleanly designed surfaces and powerfully sculpted forms signal the standout performance potential of the BMW M3 Touring, as do the M-specific design features firmly invested in the functional requirements of cooling air routing and aerodynamic balance. Out of this emerges an extravagant and emotionally stirring aesthetic that marks the BMW M3 Touring out clearly from its segment rivals.

The BMW M3 Touring brings model-specific tweaks to the design of the base car's roof and rear end – both defining areas of the new variant. This gives the M3 Touring a standalone visual identity within the model range and beyond.

Like its surface treatment, the proportions of the BMW M3 Touring underscore the car's striking dynamic aura. It is 85 millimetres longer externally than the BMW 3 Series Touring, at 4,794 millimetres, 76 millimetres wider (1,903 millimetres) and four millimetres lower (1,436 millimetres). It also has particularly large light-alloy wheels – 19-inch at the front axle, 20-inch at the rear. The M-specific forged wheels in double-spoke design come as standard in Jet Black or optionally in bi-colour Jet Black with diamond polished spoke and rim flange faces. Added to which, M forged wheels in the same sizes and with a distinctive double-spoke design can also be specified as an option – in either bi-colour Jet Black or Orbit Grey matt.

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

Its M-specific front end ensures that the Touring is immediately recognisable as a member of the M3 model family. At its centre is the vertical BMW kidney grille dropping down deep towards the road, which is frameless and finished all in black. Its horizontally arranged M-typical double bars carry a "M3 Competition" badge. In addition, the large side intakes positioned in the lower section of the front apron optimise the supply of cooling air to the drive components and braking system. The apertures are each split into two sections and have honeycomb mesh covers. Inlets for the air curtains – positioned at the outer extremes of the front end – with integrated "flics" enhance aerodynamics and accentuate the width of the car.

Full-LED headlights with U-shaped fibre-optic light guides for the daytime driving lights are part of standard specification for the BMW M3 Touring. The optional BMW Laserlight 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 60 km/h (37 mph), BMW Laserlight increases high-beam range to a maximum 550 metres and follows the course of the road dynamically. BMW Individual lights Shadow Line, with darkened inlays adorning their upper edges, are also on the options list.

When viewed from the side, the distinctive, dynamically stretched proportions of the Touring blend with its prominently flared wheel arches, characteristic M gills and extended side skirts. Together with the attachment parts for the front and rear aprons, which also jut out significantly, the sills form a Black high-gloss band around the whole of the car. This racing car-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 painted finish also play their part in optimising airflow.

Roof and rear: shining their own individual spotlight on hallmark M dynamics.

Two solid paint shades and six metallic options are available for the BMW M3 Touring. Customers can also choose from three BMW Individual finishes and five shimmering matt Frozen variants from the

range of BMW Individual special paint finishes, while a wide array of additional BMW Individual colours can be ordered on special request.

Whatever exterior colour is specified for the BMW M3 Touring, its roof will be finished as standard in Black high-gloss. The standard roof rails and the model-specific Gurney air-directing flap on the roof spoiler are painted in the same shade.

The diffuser integrated into the rear apron also comes in Black high-gloss, while the two pairs of exhaust tailpipes – each 100 millimetres in diameter – framed by the diffuser 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. These established M design cues fit into a distinctive rear view in which horizontal lines and the prominently flared rear wheel arches emphasise the car's width and muscular stature. These visuals are reinforced by the slim, stylishly darkened rear light clusters, which contain L-shaped taillights and extend well into the flanks. All of the light functions use LEDs as standard.

M Carbon exterior package accentuates the car's motor sport character.

The roof and exterior mirror caps of the BMW M3 Touring can optionally be painted in body colour, and the exhaust tailpipes are available in chrome, likewise as an option.

The optional M Carbon exterior package is also available for the Touring model to shine a particularly bright spotlight on its race-inspired character. 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).

Interior with an exclusive flavour: new cockpit design, rear compartment offers exceptional variability.

The spatial concept of the BMW M3 Touring and the design of its interior emphasise the car's distinct character in various respects. It features the latest-generation BMW iDrive multi-sensory vehicle experience based on BMW Operating System 8, which enables intuitive control/operation. And this is accompanied by an extremely progressive cockpit design including BMW Curved Display.

The BMW Curved Display highlights the way ahead for modernity and digitalisation. It is made up of a 12.3-inch information display behind the steering wheel and a control display with a screen diagonal of 14.9 inches, which merge into a single fully digital and high-resolution screen unit behind a frameless glass surface that is angled towards the driver. The BMW Curved Display enables the number of buttons and controls to be significantly reduced. The Curved Display and the BMW Intelligent Personal Assistant embody the focus of BMW Operating System 8 on intuitive control/operation using voice control and the touchscreen functionality of the control display.

Among the elements that set the BMW M3 Touring apart most strikingly are its versatility and the space it offers to accommodate gear for everyday adventuring and fast-paced trips away. The rear compartment includes three full-size seats. The rear seat backrest can be split 40:20:40, allowing its sections to be folded down either individually or as a whole, depending on how many passengers and how much cargo needs to be carried. In this way, the load capacity in the rear of the BMW M3 Touring can be expanded from 500 litres to a maximum 1,510 litres. Another signature functionality-enhancing detail is the rear window that can be opened separately from the tailgate as a whole.

Pure-bred racing ambience provides an intense M feeling.

The progressive style of 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.

The car's sports car authenticity is further enhanced by an anthracite-coloured BMW M headliner and interior trim strips in Black high-gloss as standard. Elements in Aluminium Rhombicle Anthracite and Carbon Fibre high-gloss, plus BMW Individual interior trim in Piano Black or Aluminium weave, are offered as options.

Merino leather trim is part of standard specification for the BMW M3 Touring. Like the optional Merino full-leather trim, it is available in four colour variants. BMW Individual Merino leather trim with extended features and BMW Individual Merino full-leather trim are also available in their own range of colours. All trim variants can be combined with either the standard M Sport seats or the optional M Carbon bucket

seats. The full-leather trim variants also include black knee pads for the centre console.

Powertrain.

M TwinPower Turbo six-cylinder in-line engine, eight-speed M Steptronic transmission and M xDrive all-wheel-drive system deliver smile-inducing dynamics.

The powertrain technology in the BMW M3 Competition Touring with M xDrive has been engineered for the sole purpose of delivering supremely assured performance. Its extremely powerful engine places it among the model range's Competition variants. No compromises are made either when it comes to channelling that power to the road in a way that maximises traction, directional stability and dynamic prowess. The 375 kW/510 hp six-cylinder in-line engine and eight-speed M Steptronic transmission with Drivelogic team up with the M xDrive all-wheel-drive system for the job at hand.

This configuration underpins a high-intensity, compelling performance experience on both the road and the track, combined with outstanding everyday usability and all-weather capabilities. The engine under the bonnet of the BMW M3 Competition Touring with M xDrive brings together the latest M TwinPower Turbo technology with a traditional high-revving approach to its work, resulting in the performance characteristics for which M models are famed. The eight-speed M Steptronic transmission's Drivelogic function allows the driver to alter the gearshift characteristics, while the M-specific version of the intelligent all-wheel-drive system also offers a choice between various forms of power transmission, including pure rear-wheel drive.

Six-cylinder in-line engine with instantaneous power delivery and free-revving spirit.

The 3.0-litre six-cylinder in-line unit stands out with its urgent power delivery and a healthy appetite for revs that continues unabated into the highest reaches of the engine speed range. These qualities give the engine the unmistakable skillset that defines the performance experience in BMW M models – with linear power delivery its standout characteristic. The engine puts maximum torque of 650 Nm (479 lb-ft) on tap between 2,750 and 5,500 rpm and produces peak output of 375 kW/510 hp when the revs hit 6,250 rpm. Its red line is 7,200 rpm.

The straight-six engine powering the BMW M3 Touring also forms the basis for the drive 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 many

years of racing experience. These include an extremely rigid crankcase with a sleeve-free, closed-deck construction, a forged lightweight crankshaft and a cylinder head whose core was 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 unit. 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.

Like the cooling, the oil supply system has been designed to handle extremely dynamic driving situations 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 M-specific exhaust system with electrically controlled flaps generates an emotionally rich soundtrack, providing an acoustic showcase for the engine's free-revving performance and linear build-up of power. It terminates in a large silencer, from which the exhaust gases escape via a quartet of tailpipes in customary BMW M fashion.

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 100 km/h (62 mph) and 12.9 seconds to reach 200 km/h (124 mph) from rest. The midrange sprint from 80 to 120 km/h (50 – 75 mph) 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 250 km/h (155 mph) to 280 km/h (174 mph).

Eight-speed M Steptronic transmission with Drivelogic: extremely fast gear shifts, individually selectable characteristics.

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

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 for a sudden burst of acceleration from a steady speed. This is done by simply pulling on the left shift paddle while summoning maximum power by 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 a choice of three clearly distinguishable settings in both automated and manual mode. As well as a more 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 fully variable distribution of power to all four wheels enables the BMW M3 Touring to deliver hallmark M performance in particularly exhilarating style. The M xDrive all-wheel-drive system uses 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. Its rear-wheel bias adds to the unmistakable M feeling while judiciously enhancing both traction and agility. The system features integrated wheel slip control for making exceptionally quick and precise adjustments to power transmission. This further intensifies the sense of unruffled poise for which M models are renowned in highly dynamic driving situations, such as when powering through corners in a controlled drift.

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 as the situation demands. This helps to plant drive power firmly on the road without any losses, especially when the car is being pushed hard or has less grip on one side. The M xDrive system and Active M Differential, complete with its built-in M-specific traction control, link up with the Dynamic Stability Control (DSC) system to ensure precisely orchestrated interaction for the driving situation at hand.

M xDrive also allows the driver to tailor its characteristics and performance to the driving situation and their individual preferences. In the default 4WD setting, the all-wheel-drive system offers maximum

traction and precisely controllable handling while maintaining a distinctly rear-biased power split at all times. Activating 4WD Sport mode directs an even greater proportion of the engine's torque to the rear wheels – including in extremely dynamic driving situations – and in so doing enhances the car's agility. The linear build-up of lateral acceleration forces characteristic of M models now makes it possible to execute controlled drifts. And 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, whose traction can be finely adjusted through ten stages with the help of the standard M Traction Control feature. This form of power transmission – without any intervention from the chassis control systems to stabilise the vehicle – allows the skilled driver to enjoy a driving experience of remarkable purity.

Chassis.

Exceptional precision for model-specific poise and assurance.



Combining the performance of a high-powered sports car with the vehicle concept of a Touring model demands a level of development expertise above and beyond the usual realms. BMW M GmbH has used its now 50 years of experience in motor sport to compose a perfectly balanced overall package for the fourth body variant in its premium midsize high-performance line-up. As well as the beguiling performance characteristics of its engine and the elevated dynamic potential of the other powertrain components, this includes a body with optimised rigidity and aerodynamics, and chassis technology configured and tuned specially for the BMW M3 Touring.

With its long wheelbase and wide tracks, low centre of gravity and virtually 50:50 axle-load distribution, the vehicle concept behind the BMW M3 Touring provides the perfect ingredients with which to develop a very special breed of high-performance sports car. Precisely interlinked bracing elements focused on enhancing driving dynamics increase the longitudinal and torsional stiffness of the body structure and chassis mountings. M-specific suspension with kinematics and elastokinematics tuned precisely to the weight balance of the Touring model is designed to provide the blend of dynamism, agility and handling crispness for which BMW M models are renowned.

The inimitable combination of supreme performance and unruffled long-distance comfort which sets the BMW M3 Touring apart was honed as part of an intensive fine-tuning process in a wide variety of conditions and load scenarios. The development programme included tuning work at the BMW Group's Miramas testing facility in the south of France, the winter testing centre in Arjeplog, Sweden, the Nürburgring's Nordschleife circuit and other race tracks, plus thousands of miles of testing on the Alpine roads south of Munich, on motorways and in everyday urban traffic.

M-specific bracing elements and chassis components.

The torsional rigidity of the car's front-end structure is enhanced by specific strengthening links connecting the individual spring strut towers both with one another and with the nose of the car and bulkhead. Vertical bracings 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 – in M-specific aluminium specification – 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 in everyday driving. 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 and lightweight design at the front axle. The five-link rear axle has M-specific wheel carriers and wishbones. Also on the standard equipment roster are forged M light-alloy wheels measuring 19 inches in diameter at the front axle and 20 inches at the rear.

M Servotronic steering with variable ratio: maximum precision in dynamically taken corners, optimised ease of manoeuvring.

The model-specific kinematics of the front axle ensure that the drive forces acting on the steering of the BMW M3 Touring are significantly reduced, even under hard driving. At the same time, the high torsional stiffness of the front structure enables an extraordinarily quick and precise response to steering commands. This means the standard M Servotronic steering can showcase its qualities to the best possible effect. This system combines the benefits of speed-sensitive power assistance and a variable steering ratio. This allows the M-specific version of Electric Power Steering to deliver exactly the right amount of steering torque in every situation.

The M Servotronic steering delivers accurate turn-in and finely judged communication of steering commands through dynamically taken corners. The driver can therefore reap the rich rewards both of steering that remains neutral even at the limit and of the linear build-up of lateral forces throughout the full range of lateral acceleration. They can also dip into the M Setup menu to call up either of the two steering settings. Comfort mode brings an easy steering feel with precise feedback to the

fore, while in Sport mode the messages communicated through the wheel rim and the amount of steering force required are dialled up noticeably, maximising precision in dynamic driving situations.

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 already 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 and manoeuvring 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 also a standard feature of the BMW M3 Touring. Its electronically controlled shock absorbers optimise road contact and therefore – together with the M xDrive all-wheel-drive system – help to give the high-performance sports car its superlative traction. Added to which, the reduced wheel vibrations have a positive effect on comfort levels over long journeys. The shock absorber control unit uses sensors to keep a constant watch on body movements, the condition of the road and steering adjustments. And electromagnetically controlled valves act in just a few milliseconds to generate the required damping force – infinitely variably and for each individual 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. And Sport Plus mode initiates an additional damper setting that unlocks maximum performance on smooth race circuits.

M-specific version of the integrated braking system.

With its outstanding retardation capabilities and precise feel, the M Compound braking system fitted as standard on the BMW M3 Touring also contributes to the car's sublime performance attributes. It 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 still greater ability to withstand fade, further enhanced thermal stability and extremely 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 brake pressure required is initiated with great speed and precision using an electric actuator. The integrated braking system allows vehicle deceleration to be geared precisely to the driver's requirements in any situation and delivers authoritative pedal feel. The M-specific version of the integrated braking system also presents the driver with two pedal feel settings, allowing them to choose between more comfort-oriented or very direct response to brake pedal inputs via the Setup menu.

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

The integrated braking system works extremely dynamically, which enables significantly quicker and more precise inputs from the DSC system. Its range of functions also includes M Dynamic Mode, which allows extra wheel slip at the push of a button to induce an exceptionally sporty driving experience.

The BMW M3 Touring also offers the M Traction Control function as standard. This allows the driver to set their desired intervention thresholds for wheel slip limitation when the M xDrive all-wheel-drive system is in 2WD mode. The relevant menu, accessed via the iDrive control/operation system, displays ten stages of precisely defined slip permitted at the driven rear wheels. This allows the driver to deliberately approach the physical limits on the track and, by reducing the extent of control system inputs (in stages), create the perfect setup for controlled drifts through dynamically taken corners.

M forged wheels – 19-inch at the front, 20-inch at the rear – fitted as standard, performance tyres optional.

Standard specification for the BMW M3 Touring includes forged M light-alloy wheels – in 19-inch format at the front axle and 20-inch at the rear. The front wheels have 275/35 ZR19 tyres, and the rear wheels come with 285/30 ZR20 items.

The use of particularly large wheels and tyres at the rear axle provides even greater scope for exploring the considerable dynamic potential of the high-performance sports car by transferring cornering forces to the road even more effectively. The standard-fitted M light-alloy wheels in double-spoke design can also be fitted as an option with special track tyres developed specifically for use on race circuits.

Equipment.

Unique blend of performance and everyday practicality.



The BMW M3 Touring is a compelling proposition, both out on the open road and on the race track. Indeed, it serves up a particularly well-rounded and authentic distillation of the high performance/unrestricted everyday usability blend that characterises BMW M models. Its standard and optional equipment features also help to ensure that the functional qualities of the vehicle concept can be appreciated as much as the overall package of powertrain, chassis technology and aerodynamic balance created with BMW M GmbH's racing expertise.

Inside the BMW M3 Touring, an M-specific control/operation concept for customising the performance experience is brought together with a new take on driver-centric cockpit design. When it is launched, it will be the first high-performance sports car from BMW M GmbH to boast the new BMW iDrive multi-sensory vehicle experience complete with BMW Curved Display.

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

The M Sport seats fitted as standard in the front of the BMW M3 Touring include multi-way electric adjustment with a memory function for storing the ideal seat position, and are also heated. M seat belts with a woven stripe pattern in BMW M GmbH colours and seat ventilation for the driver and front passenger are both available as options.

The optional M Carbon bucket seats for the driver and front passenger fuse racing flair, lightweight design, sumptuous workmanship 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 9.6 kilograms over the standard M Sport seats.

High-quality comfort features and modern functionality.

The BMW M3 Touring offers a host of top-class equipment features designed to enhance comfort during everyday driving and on longer trips. 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, ambient lighting that can be customised in a variety of ways, electroplated applications for the controls in the door trim, and the hi-fi speaker system. A heated steering wheel, Comfort Access, the Harman Kardon surround sound system, sun protection glass and sun blinds for the rear side windows are just some of the items available as optional extras.

It's also very easy to make use of the BMW M3 Touring's versatile load-carrying potential thanks to its modern functionality. Standard specification includes automatic tailgate operation as well as the familiar rear window that opens separately found on BMW Touring models. There is also the option of a load compartment package comprising features such as a control panel on the right of the boot for folding down the individual elements of the rear backrest remotely. The luggage compartment cover and boot partition net can be transported in storage compartments underneath the boot floor. Rubberised anti-slip rails that rise up from the boot floor after the tailgate has been closed – preventing items of luggage from sliding around when accelerating sharply or taking corners at speed – can be ordered as an option.

Driver assistance systems: customised comfort and safety.

A wide selection of cutting-edge driver assistance systems allows comfort over long journeys to be enhanced effectively and safety to be optimised in unclear situations on the road. 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 Display with no-overtaking indicator and Manual Speed Limit Assist.

The optional Driving Assistant adds the lane change warning, rear crossing traffic warning and Rear Collision Prevention functions. Also to be found on the options list is the Driving Assistant Professional, featuring Active Cruise Control with Stop&Go function, Automatic Speed Limit Assist, traffic light detection, the Evasion Assistant, the Steering and Lane Control Assistant, Active Navigation and the Emergency Lane Assistant. The Parking Assistant, also available as an option, includes the Reversing Assistant.

M Mode button: unadulterated performance at the push of a button.

Driver assistance system activity and the amount of content shown on the BMW Curved Display can both be adjusted to suit the situation at hand with a single push of the M Mode button on the centre console, thereby allowing drivers to dial up the purity of the performance experience in the BMW M3 Touring as and when desired. When they switch 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 with brake function 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 to the information relevant to sporty driving. 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.

Also to be found on the centre console is the Setup button, which forms part of the M-specific control/operation system and provides direct access to the settings options for the engine, chassis, steering, braking system and M xDrive. This enables the driver to tailor every detail of the overall vehicle setup to the prevailing driving situation and their individual preferences.

Two individually configured setup variants can be stored permanently, 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 overall vehicle configuration can then be activated at any time by pressing one of the two M buttons on the steering wheel.

Also included as standard: M Drive Professional with M Drift Analyser and M Laptimer.

The BMW M3 Touring has a character spanning a wide repertoire – from a sensationally dynamic car for everyday driving and longer trips to a demanding sports machine for use on the track. It is fitted as standard with M Drive Professional for maximising performance on closed circuits. In addition to the ten-stage traction control and TRACK mode, this also includes the M Drift Analyser and M Laptimer.

The M Drift Analyser helps the driver to sharpen their high-speed 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 lap times when driving on a track, while a readout in the control display keeps the driver permanently informed of the time margin compared to their fastest ever lap around the current race circuit.

Options for intensifying the performance experience: M Driver's Package, M Race Track Package.

Two optional extras are also available that have been specially created for track driving. The M Driver's Package raises the electronically limited top speed of the BMW M3 Touring from 250 km/h (155 mph) to 280 km/h (174 mph).

The optional M Race Track Package, meanwhile, comprises M Carbon ceramic brakes and M Carbon bucket seats, bringing about a substantial reduction in vehicle weight. It also adds the M Driver's Package, track tyres and M interior trim strips in Carbon Fibre, taking the performance experience to even greater heights.

Display and control/operation system, connectivity.

The new BMW iDrive with BMW Operating System 8.



The BMW M3 Touring also treats its occupants to the latest-generation BMW iDrive multi-sensory vehicle experience in the form of the standard-fit BMW Live Cockpit Plus. Based on BMW Operating System 8 and boasting new-generation software along with exceptionally powerful connectivity and data processing, it takes the interaction between driver and vehicle into the digital future.

The new BMW iDrive system offers many more ways for drivers to enjoy easy, intuitive, multimodal control of vehicle, navigation, infotainment and communication functions and also to use digital services. The BMW Curved Display and the continually expanding capabilities of the BMW Intelligent Personal Assistant mean the system has been deliberately geared towards interaction using natural language and touch control. M-specific display content gives added impact to the design of the BMW M3 Touring cockpit with its strong emphasis on performance and focused driving pleasure.

BMW Curved Display with classical M content.

The standard BMW Curved Display in the M3 Touring cockpit is angled clearly towards the driver to good ergonomic effect, making the intuitive touch control even more straightforward. It is formed by a 12.3-inch information display and a control display with a screen diagonal of 14.9 inches. The state-of-the-art graphics make a stunning impression with their striking forms, dynamic light effects and expressive colour worlds.

The information display's newly designed graphical layout and the M-typical content shown there lend themselves to a focused, performance-led driving experience. To this end, the vehicle speed is shown on the left of the display both as a figure and as a digital scale, along with further information such as the fuel gauge and the status of the driver assistance systems. The right-hand section indicates engine speed, current gear, the transmission's Drivelogic setting, oil temperature and the setup selected with the M button on the steering wheel. The familiar M Shift Lights appear at the top of the information display, while an indicator bar along the lower edge notifies the driver of

the status of the driving stability systems, M xDrive and traction control, among other things.

The fully digital screen grouping provides a clear overview of the various menu options in the form of widgets on the control display's home screen, which can be arranged to suit personal preferences. 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.

BMW Maps navigation system included as standard, M-specific Head-Up Display available as an option.

The cloud-based BMW Maps navigation system forms part of the standard BMW Live Cockpit Plus. The latest generation of this navigation system enables extremely fast route calculation, carried out dynamically and based on precise real-time traffic data transmitted at short intervals. The optional BMW Live Cockpit Professional adds the BMW Head-Up Display with M-specific readouts.

Apple CarPlay® and Android Auto™ smartphone integration comes as standard and gives customers access to digital services such as the voice-controlled assistant Siri or Google Assistant, various map apps, music streaming services, and the messaging service WhatsApp via the car's own control/operation system. Telephony with wireless charging – another standard feature – enables compatible smartphones to be charged without a cable. The BMW ConnectedDrive Upgrades functionality allows new and improved vehicle functions to be imported into the BMW M3 Touring over the air.

BMW Intelligent Personal Assistant with new skills.

The control/operation system in the BMW M3 Touring also includes the BMW Intelligent Personal Assistant. BMW Operating System 8 unlocks additional skills for this digital companion. Naturally formulated spoken instructions can now be used to adjust the air conditioning, for instance, or open and close the windows. Driver assistance system functions can likewise be voice controlled in the M3 Touring.

When the BMW Intelligent Personal Assistant is in use, graphics appear in the display to emphasise the system's interactive character. The graphic appears in the right position for whoever is speaking to the assistant, thereby visualising how the system is listening attentively to what is being said.

Personalisation using the BMW ID and My BMW App.

The user experience for BMW M3 Touring customers is increasingly personalised thanks to their BMW ID. This can now be used for securely storing even more personalised settings and transferring them between vehicles. A PIN code can be created or the BMW ID linked to a particular key to prevent other vehicle users from accessing personal data.

The My BMW App acts as a universal digital interface, providing information on the vehicle's status at any time. And it enables remote operation of functions such as vehicle locating, locking and unlocking the doors or monitoring the car's immediate vicinity (Remote 3D View). Features also include the ability to send destination addresses from a suitably equipped smartphone to the vehicle's navigation system.

Optimum connectivity with 5G and Personal eSIM.

If the customer selects the optional Personal eSIM, both it and the Vehicle SIM can be active simultaneously thanks to DSDA (Dual SIM Dual Active) capability. The Personal eSIM allows the customer to use the communications and connectivity functions covered by their mobile contract from their car with ease. The BMW M3 Touring is essentially turned into another digital and connected device in the customer's ecosystem. Mobile reception for both data and phone calls is significantly improved by the vehicle's own 5G antenna system. Up to ten devices can access the internet at any one time via the mobile hotspot.

The Personal eSIM is linked to the customer's BMW ID rather than their car – meaning it can be transferred to other BMW vehicles with Personal eSIM functionality. If the customer signs in to another BMW with their BMW ID, the Personal eSIM will be configured automatically and will then be available immediately.