The new BMW M3 Sedan.
Contents.

NOTE: This press kit includes information specific to the European market.
Canadian specifications will be announced closer to market launch.

The new BMW M3 Sedan.
Description in Brief. 2

Top Athlete with Individual Character:
The new BMW M3 Sedan. 4

Specifications. 21

Exterior and Interior Dimensions. 22

Output and Torque Diagram. 24

The new BMW M3 Sedan.
Description in Brief.

- Second body version of the new BMW M3. High-performance Sedan from BMW M GmbH with unique design and technology, based on the BMW 3 Series Sedan.

- The unique character of the BMW M3 featuring supreme driving dynamics, outstanding aesthetic appeal, and a high standard of everyday driving qualities is now receiving an additional highlight in the guise of the four-door Sedan: Supreme, individual style ensured by a consistent high-performance concept in conjunction with additional functionality, five seats, comfortable access to the rear.

- The BMW M3 Sedan is powered by BMW's all-new 4.0-litre V8 developing maximum output of 309 kW/420 hp and maximum torque of 400 Nm/295 lb-ft at 3,900 rpm. Maximum engine speed is 8,400 rpm, ensuring optimum power and performance throughout the entire speed range.

- Individual throttle butterflies, variable double-VANOS camshaft management, Brake Energy Regeneration, engine weight 15 kg (33 lb) lighter than the six-cylinder engine on the former model.

- Acceleration to 100 km/h in 4.9 seconds, top speed 250 km/h (155 mph) (limited electronically), average fuel consumption in the EU test cycle 12.4 litres/100 kilometres, equal to 22.8 mpg imp.

- Manual six-speed gearbox with integrated, temperature-controlled oil cooling, two-disc clutch optimised for mass inertia.

- MDrive serving to set and retrieve the driver's specific configuration of the engine control map, the suspension and DSC set-up, as well as the Servotronic control map as an additional option.

- All-new chassis and suspension with specific, weight-optimised components as well as BMW M axle kinematics for a highly dynamic driving experience, use of forged aluminium track control arms, compound high-performance brake system, optional EDC Electronic Damper Control with three selectable control maps.

- Authentic BMW M design accentuating the car's athletic stance, aluminium engine compartment lid with striking powerdome as a clear sign of superior muscle, characteristic front end with large air intakes, widely flared wheel arches.

- "Gills" in the front side panels, M-specific side-sills even more widely flared towards the rear of the car highlighting the philosophy of rear-wheel drive, discreet spoiler lip reducing lift forces on the rear axle, dual tailpipes characteristic of BMW M.

- BMW M3 Sedan with front-end design matching the Coupé as an expression of the specific look and high-performance character of the BMW M3; side-sills, "gills" and rear air dam in unique design oriented to the clear elegance so typical of a BMW Sedan.

- Body structure with extremely high torsional strength and resistance; all-round occupant protection reflecting the very demanding safety standards of the BMW Group; six airbags, three-point inertia-reel seat belts on all seats, belt latch tensioners, belt force limiters and central safety electronics for appropriate control and management of the car's restraint systems all featured as standard; bi-xenon dual headlights featured as standard, optional Adaptive Headlights.

- Interior in high quality and superior design with a wide range of customisation options; innovative colour and materials concept; five seats; BMW Individual High End Audio System with 9-channel amplifier and 16 high-performance loudspeakers as an option; model-specific paintwork and equipment variants underlining the exclusive character of the new BMW M3 Sedan.

Top Athlete with Individual Character: The new BMW M3 Sedan.

The new BMW M3 Coupé offers unique power and performance combined with equally outstanding driving dynamics, almost unlimited muscle from the newly developed V8 power unit, and striking looks based on the athletic body of the BMW 3 Series Coupé already the winner of many prizes and awards.

Clearly, therefore, the supremacy offered by BMW M's new high-performance sports car both on the track and in everyday traffic leaves nothing to be desired. But one space still remains in the first row for another top athlete: the BMW M3 Sedan.

So complementing the sporting and elegant Coupé, BMW M GmbH is now introducing the four-door version of the BMW M3 boasting the same drive technology and also developed as a new car from the ground up – another outstanding model featuring all the highlights typical of a BMW M Car but nevertheless conceived as a unique product personality.

The BMW M3 Sedan is a high-performance car which, in its design and functions, sets new standards while remaining first and foremost a BMW M3 in its character – a car developed and built with the mission to convey the most demanding motorsport technology to everyday traffic, offering unique Sheer Driving Pleasure in the process.

Thirteen years after the introduction of the first BMW M3 Sedan, the Coupé is now once again being joined by a four-door "brother" – a version particularly appealing to those fans of high-performance sports cars who attach great significance to everyday driving qualities and practical value.

Indeed, all models from BMW M GmbH are characterised by the close connection between vast experience in motorsport and unique driving pleasure on the road. Their superior driving dynamics is based on drivetrain and suspension technology developed with all the know-how of motorsport, offering qualities the driver and his passengers will enjoy on every trip.
The fascination created in this way is provided throughout a wide range of vehicle segments and body versions, as is clearly proven, for example, by the success of the BMW M5 Sedan.

Now the BMW M3 Sedan likewise offers grand touring comfort for up to five occupants, with the rear doors facilitating access to the rear seats. So starting today the driver particularly committed to the well-being of his passengers likewise has every reason to choose the outstanding sportiness of a BMW M3.

The BMW M3 Sedan owes its supreme driving dynamics to the new eight-cylinder power unit which, through its high engine speed concept alone, offers all the DNA of the current BMW Sauber F1 power unit.

Applying this principle characteristic of BMW M engines, the V8, with its capacity of 3,999 cubic centimetres, develops maximum output of 309 kW/420 hp.

Maximum torque of 400 Newton-metres/295 lb-ft is equally impressive, as is the maximum engine speed of 8,400 rpm.

Perhaps the most outstanding and, indeed, unique forte of the new model is the tremendous thrust and power going to the rear wheels of the BMW M3 Sedan via the Variable M Differential Lock: The new BMW M3 Sedan offers not only breathtaking acceleration, but also huge, ongoing muscle in the process of developing truly outstanding performance. Acceleration to 100 km/h comes in just 4.9 seconds and continues with the same dynamism all the way to 250 km/h or 155 mph, where electronic engine control sets an artificial limit to the speed the car is able to achieve.

Also on the four-door model: know-how from motorsport forms the foundation, uniqueness is the principle.

Within the model range of BMW M GmbH, the BMW M3 has always been the model most directly related to motorsport through its DNA alone. This, indeed, applied right from the start to the first edition of the BMW M3 launched in 1986, then continuing through the two subsequent model generations and now being expressed just as clearly in the 2007 version of the BMW M3.

So in any direct comparison of thoroughbred sports cars of the most classic style, the BMW M3 is always one of the top contenders for pole position.

While the latest generation of the four-door BMW M3 was based in its process of development on the BMW 3 Series Sedan, this new model differs fundamentally from the “regular” Sedan in terms of both looks and technical features. Apart from unique design and drivetrain/chassis technology configured for precise performance of the highest calibre, lightweight engineering came right at the top for the engineers at BMW M in creating their new car. Indeed, implementing the development concept of intelligent

lightweight technology consistently right from the start, the specialists at BMW M have reduced the car's power-to-weight ratio to just 3.8 kilos/horsepower.

Apart from the load-bearing structure of the car, only the doors, the roof, the luggage compartment lid, the windows and the rear lights come from the body of the "regular" BMW 3 Series Sedan. In other words, the number of body parts developed brand-new from the ground up is virtually as large as on the BMW M3 Coupé, which incidentally shares the striking and highly distinctive front section with the Sedan in its unique look.

The Sedan is also recognisable as a BMW M3 at very first sight, characterised not only by the engine compartment lid with its striking powerdome and the two openings to the side, but also by the newly designed, function-oriented look of the front and rear air dams, the so-called "gills" in the front side panels also tailored to the Sedan, the side-sills, the rear-view mirrors, and the light-alloy rims in typical BMW M design.

The exterior is both athletic and aesthetic in its appearance, again highlighting the sporting qualities of the car. And last but not least, the wide range of body colours gives each and every customer unique freedom of choice, with the new M3 Sedan available not only in four paintwork options exclusive to BMW M, but also many others colours and different shades.

The interior: maximum driving pleasure for five.

The interior also serves to offer the occupants maximum driving pleasure in a beautiful ambience tailored to their specific taste and preferences. This applies above all to the driver, benefiting from all the instruments and controls laid out directly for an active style of motoring and enjoying the supreme performance of the new BMW M3 Sedan.

The cockpit of the new M3 Sedan is characterised by the double dial instruments typical of BMW M with their white illumination and red indicator needles, the M leather steering wheel and the newly designed centre console. The door cutout trim strips proudly bearing the BMW M3 logo both front and rear, the support for the driver's left foot, the special colour scheme inside the doors, as well as trim bars exclusive to BMW M made of high-quality materials such as leather in carbon structure or aluminium, all underline the unique character of the new BMW M3 Sedan.

Like in the Coupé, the driver and front passenger enjoy all the amenities of sports seats adjustable to a wide range of different settings and offering superior side support. The rear seat bench, in turn, able to accommodate up to three passengers, comes in the same surface contours as the rear seats in the BMW 3 Series Sedan, but with the seam pattern and special leather characteristic of BMW M Cars.

The BMW M3 featuring an eight-cylinder power unit for the first time.
After 15 years the straight-six power unit in the two preceding model generations of the BMW M3 lauded several times as the Engine of the Year, has now given way to an even more superior successor, the two model variants of the new BMW M3 featuring an eight-cylinder for the first time.

Through its specifications alone, this brand-new high-performance power unit offers clear proof of the outstanding skills of the engine specialists at BMW M GmbH gained also in motorsport. Displacing 3,999 cc, the new V8 develops maximum output of 309 kW/420 hp and peak torque of 400 Newton-metres/295 lb-ft at an engine speed of 3,900 rpm. Perhaps an even more impressive point is that some 85 per cent of this maximum torque is available consistently all the way throughout the huge speed range of 6,500 rpm.

The most striking highlight of the eight-cylinder is certainly the high-speed engine concept again so typical of BMW M: With the engine revving up all the way to 8,400 rpm, it obviously offers immense power and torque at all speeds. This power is fed to the rear wheels by a six-speed manual gearbox as well as brand-new final drive, a combination offering a standard of acceleration quite comparable in its spontaneity and endurance to the dynamic potential of a fully-fledged racing car.

Apart from specific output of 105 hp per litre, average fuel consumption determined in the EU test cycle of just 12.4 litres/100 km, equal to 22.8 mpg imp, clearly expresses the supreme engineering skills of the engine development specialists at BMW M GmbH. Indeed, this kind of economy confirms the remarkable efficiency of the new BMW M3 Sedan in the world of high-performance sports cars, particularly when also considering the space available in the car.

The V8 power unit featured in the new BMW M3 is a genuine lightweight weighing only 202 kg or 445 lb. In fact, it is even some 15 kg or 33 lb lighter than the six-cylinder in the former model.

Production of components with know-how from Formula 1.
The engine block of the new eight-cylinder comes from BMW's light-alloy foundry in Landshut, which also makes the engine block for the BMW Sauber F1 racing cars. The crankcase is made of a special aluminium-silicon alloy, eliminating the need for conventional cylinder liners. Instead, the appropriate cylinder surface is provided by releasing and exposing the hard silicon

crystals, the iron-coated pistons running directly in the honed cylinder bores without any additional surface coating.

High engine speeds and high combustion pressure obviously cause extreme loads acting on the crankcase, which is therefore particularly compact and torsionally rigid in its bedplate design, ensuring very precise and smooth balance of the crankshaft. A further point is that the forged crankshaft is very stiff and highly resistant to both flexural and torsional forces, but nevertheless weighs only about 20 kg or 44 lb.

Valve management by double-VANOS operating at low oil pressure.
The V8 power unit within the engine compartment of the new BMW M3 Sedan boasts BMW's variable double-VANOS camshaft management. Offering extremely fast and responsive valve timing, this technology reduces charge cycle losses and improves the output, torque and response of the engine in the process, with a positive influence also on fuel economy and emission management. Focusing especially on the new eight-cylinder, the engineers at BMW M GmbH have indeed developed a low-pressure version of double-VANOS ensuring extremely quick valve timing even under normal engine oil pressure.

A separate throttle butterfly for each cylinder is a feature quite unique not only with racing engines when it comes to achieving highly spontaneous and direct performance with immediate reaction to the gas pedal at all times.

The new power unit features eight individual throttle butterflies, one on each cylinder. In each case two step motors operate the four throttle butterflies on each row of cylinders, giving the engine a particularly sensitive response at low speeds together with an immediate reaction whenever the driver presses down the accelerator for extra power and performance.

A volume flow-controlled pendulum slide cell pump supplies the eight cylinders with lubricating oil, delivering exactly the quantity required by the engine. Wet sump oil lubrication optimised for dynamic performance, in turn, ensures a consistent lubricating process also in extreme braking manoeuvres, the system as such featuring two oil sumps: a small oil sump in front of the front axle subframe and a large oil sump further back. A separate duocentric reflow pump, finally, extracts oil from the front oil sump and pumps it to the oil sump further back.

New engine management and Brake Energy Regeneration.
The electronic management of the V8 power unit coordinating all engine functions with optimum efficiency is likewise a new, even more sophisticated development. This electronic "brain" also supports the M-specific functions of the clutch, the gearbox, the steering and brakes, and last but not least the

engine control unit performs a wide range of on-board diagnosis functions and masterminds the ancillary engine units.

A particular highlight in engine management is the use of ion current technology serving to determine engine knocking as well as misfiring and miscombustion in the cylinders. Contrary to conventional methods, this monitoring and control function is performed precisely where the phenomena involved may occur, that is within the combustion chambers. To do this the spark plug in each cylinder senses and controls the risk of knocking, at the same time monitoring the correct ignition and recognising any misfiring. In other words, the spark plug acts as an actuator for the ignition and as a sensor monitoring the combustion process, and is therefore able to distinguish between misfiring and miscombustion.

This dual function of the spark plugs obviously facilitates the diagnostic procedures required in service and maintenance.

Intelligent energy management with Brake Energy Regeneration enhances the efficiency of the V8 power unit in the new M3 Sedan to an even higher level, concentrating the generation of electric power for the on-board network on periods of overrun and application of the brakes. This serves to charge the car's battery without directly using the energy contained in the fuel.

As long as the engine is pulling the car, on the other hand, the generator is usually disengaged. Which means that apart from the particularly efficient generation of electric power, the driver also benefits from even more engine power when accelerating.

Aluminium chassis for supreme driving pleasure.
Separating steering and drive forces on the front and rear axle, a BMW offers ideal qualities from the start for particularly dynamic driving behaviour.

The chassis and suspension of the BMW M3 are brand-new developments from the ground up once again modified in a number of details versus the configuration chosen on the Coupé in order to make allowance for the particular weight balance of the four-door model.

The general objective in developing the chassis and suspension of the Sedan was not just to adjust all features to the extremely high power of the engine and the drive forces encountered on the road, but also to save weight all round – which is why nearly all components on the newly developed front axle are made of aluminium: Among others, the even stiffer spring struts, the swivel bearings, the central carrier element and an additional thrust panel increasing the lateral stiffness of the entire front section are all made of this lightweight material.

Even the high-performance brake system with its compound discs allows a further reduction of weight versus the brakes on the former model, made possible by the engineers at BMW M GmbH.

From the rear axle subframe through the transverse arms and track arms made of aluminium, on to the wheel mounts re-configured in their kinematics and stiffness, the mounting points for the longitudinal arms now even lower down, all the way to the aluminium dampers and the hollow anti-roll bar resting on new mounts, virtually every detail on the five-arm rear axle made in lightweight technology is a new development.

The result, in terms of both stability and weight, offers all the qualities and features requirements which follow from the concept of the BMW M3 Sedan, production of all aluminium track arms as forgings interacting with the aluminium dampers serving to reduce the weight of these components versus the "regular" BMW 3 Series Sedan by 2.5 kg.

Both the front and rear axle feature hollow anti-roll bars optimised for their function and weight, the change in geometry – incorporating, inter alia, two additional longitudinal reinforcement bars – providing axle kinematics perfectly tailored to the overall character of the car, together with the superior power of the engine and the particularly sporting character of the BMW M3 right from the start.

Variable M Differential Lock for perfect traction on the rear wheels.

The new final drive comes with a Variable M Differential Lock also on the BMW M3 Sedan generating up to 100 per cent locking action with fully variable action whenever required and thus ensuring optimum traction on all road surfaces.

The Variable M Differential Lock responds to differences in speed between the right and left rear wheel, a solution ideally supplementing the positive qualities of rear-wheel drive.

The new BMW M3 comes as standard on light-alloy wheels in special M design, with 8.5 x 18-inch rims running on 245/40 low-profile tyres at the front and 9.5 x 18-inch rims teaming up with 265/40 tyres at the rear.

The result of this comprehensive chassis and suspension development also comes out clearly on the stop-watch, with the new BMW M3 Sedan achieving almost the same lap times on the Nordschleife – the Northern Circuit – of Nürburgring, the benchmark for all cars from BMW M GmbH, as the Coupé,

significantly outperforming the speed and lap times of former BMW M3 model generations.

Servotronic with two manually adjustable control maps.
Rear wheel drive keeps the rack-and-pinion steering of the BMW M3 Sedan free of drive forces. A further enhancement is hydraulic Servotronic power assistance controlling steering forces as a function of road speed – and with BMW iDrive enabling the driver to choose and vary the degree of power assistance himself. There is also a choice of two different control maps activated through the Normal and, respectively, the Sports mode.

In the Sports mode the BMW M3 maintains its very direct feeling and feedback on road conditions, enabling the driver to steer the car with utmost precision on winding country roads and at high speeds. In the Normal mode, on the other hand, steering power assistance is more comfort-oriented, enabling the driver to park the car, for example, smoothly and with far less effort.

Latest-generation of Dynamic Stability Control.
Electronic driving dynamics programs support the driver of the new BMW M3 Sedan in all kinds of situations extending all the way to the absolute limit in driving physics. DSC Dynamic Stability Control, as one example, permanently monitors the driving condition of the car, intervening in the individual brakes whenever required and reducing drive power in order to stabilise the BMW M3 Sedan, thus serving, inter alia, to counteract any over- or understeer in bends in good time.

Further systems integrated in Dynamic Stability Control are the ABS anti-lock brakes, ASC Automatic Stability Control preventing the wheels from spinning on surfaces with reduced traction, a Start-Off Assistant preventing the car from rolling back when setting off on an uphill gradient, as well as CBC Cornering Brake Control preventing the car from spinning or swerving out of control when applying the brakes in a bend.

Now enhanced to an even higher standard, DSC Dynamic Stability Control comprises additional functions for even greater driving safety: Whenever the driver is likely to apply the brakes in full within the next few seconds, the system builds up pressure in the hydraulic brake circuit in good time and pre-loads the brake pads to ensure an immediate response and significantly shorten the stopping distance required. Regular Dry Braking in wet conditions, finally, serves to ensure immediate application of the brakes without restriction by removing a possible film of water from the brake discs.

Electronic Damper Control recognising the driver's style of motoring.
As an option the dampers on the new BMW M3 may be fitted with EDC Electronic Damper Control with electrohydraulic adjustment of damper forces not only optimising vertical vibration behaviour when driving fast and dynamically, but also significantly reducing any squat and dive motion when accelerating and applying the brakes.

The response of all dynamic driving systems is carefully tailored to the supreme power and performance of the new BMW M3, with electronic intervention of the various systems naturally taking the outstanding dynamism of the car into account. Indeed, the driver even has the option to individually configure specific parameters, thus adjusting the response of the car to his personal preferences.

One example is that the driver can completely deactivate Dynamic Stability Control simply by pressing a button in the centre console. Clearly, this allows the particularly ambitious driver to push the new BMW M3 with its incredible dynamic potential all the way to the extreme limit, giving the experienced driver the opportunity on the race track to enjoy dynamic bends, the very best in driving dynamics, and unique performance all the way.

Yet a further option is to adjust the operation of Electronic Damper Control to the driver's individual preferences, giving him the three driving modes Normal, Comfort and Sports chosen just as conveniently simply by pressing a button on the centre console.

In its general setting EDC on the new BMW M3 is of course sporting and dynamic from the start, befitting a car of this calibre – meaning that this setting is maintained also in the Sports mode. But should the driver not wish to enjoy a particularly dynamic damper setting in specific situations, he is able to switch over to either the Normal or the Comfort mode.

In these two modes the dampers act and respond in an adaptive process adjusting quickly and sensitively to any change in the driver's style of motoring. As soon as higher steering angle speeds indicate, for example, that the driver is switching over to a more dynamic style on winding roads, damper force is increased automatically, EDC adopting a damper control map like the Sports mode, regardless of the setting currently chosen.

Given these qualities, EDC perfectly supports a spontaneous changeover from more comfortable cruising to a sporting and more active style of motoring, the intelligent management of the car's damper systems reflecting the all-round

character of the BMW M3 Sedan prepared at all times for sporting performance of the highest standard.

MDrive button for the ambitious, sports-minded driver.
On the new BMW M3 Sedan the iDrive control system can be enhanced to an even higher level by adding the very special MDrive function. This gives the driver the option to choose his personalised setting for all dynamic driving systems open to individual configuration, thus benefiting from perfect set-up of the car tailored to his preferences.

This customised configuration of the new BMW M3 Sedan is automatically saved within the system and can be called up immediately at any time simply by pressing the MDrive button on the multifunction steering wheel – regardless of the system settings previously chosen. This allows the driver to enjoy the versatile character of his car with all its features and facets, changing to his own, very personal set-up of the BMW M3 Sedan simply at the touch of a button. And as an exclusive feature available only through MDrive, the driver can choose the Sports Plus engine map, the M Dynamic DSC mode, as well as the Sports Servotronic control map.

No less than three control maps are available via the M Drive system for controlling the engine with maximum efficiency. These control maps act not only on the position of the throttle butterflies in the intake manifold, but also on other parameters noticeably changing engine response and behaviour.

Torsion-proof bodyshell as the basis for superior occupant safety.
The torsion-proof body structure as well restraint and safety systems activated electronically according to individual requirements ensure a high standard of passive safety and complete, all-round occupant protection in the new BMW M3 Sedan.

Together with exactly defined deformation zones, the use of high-strength steel for the extra-large bearer arms guarantees smooth and direct transmission of forces in a collision and, respectively, optimum absorption of loads acting on the car. The space available for deformation is also used in full to avoid any damage to the passenger cell and keep damage to the body itself to a minimum even in a severe collision.

The electronic restraint systems in the new BMW M3 Sedan are perfectly tailored to the ultra-strong structure of the body. No less than six airbags as well as the belt latch tensioners and belt force limiters are activated by the car's central safety electronics as a function of the type and severity of a collision. Sensors in the centre of the car, in the B-pillars and in the doors "tell" the safety electronics which component will offer the occupants optimum

protection, with only the restraint systems really required being activated in the event of a collision.

The driver and front passenger are protected by frontal airbags and hip thorax airbags housed in the seat backrests. These four airbags are activated in two stages, depending on the severity of the impact.

Through its size alone, the curtain head airbag protects the car's occupants on both the front and the outer rear seats. And the risk of leg injury in a head-on collision, finally, is reduced on the driver's side by defined deformation of the footrest.

Athletic body design as a clear expression of superior power.
The exterior of the new BMW M3 Sedan was designed and developed from the start to give the car a unique and truly sporting look.

In designing the body of the new BMW M3 Sedan, the designers at BMW M GmbH have applied the principle of "form follows function", translating appropriate technical solutions into an authentic, sporting look.

The front end of the new BMW M3 Sedan presents that special "face" so typical of BMW M3. The engine compartment lid, made of aluminium, for example, boasts a large powerdome in the middle, clearly bearing testimony, together with the openings at the side, to the huge potential of the eight-cylinder housed within.

The contours of both the powerdome and the air intakes follow the forward-pushing arrow shape of the engine compartment lid, blending harmoniously with the entire front end of the car longer than on the "regular" BMW 3 Series Sedan.

Front end feeding the high-performance engine with adequate air.
The front end of the car incorporates three large air intakes beneath the radiator grille feeding the power unit with intake and cooling air. The air scoops border at the side on large, vertical bars further enhancing the design language so characteristic of the new BMW M3 Sedan. Together with the double kidney grille so typical of BMW and the flat headlight units with their bi-xenon headlights featured as standard, these highlights in design give the new BMW M3 a truly dynamic look full of power and performance.

The structure and configuration of the front end is determined primarily by the supply of air required by such a high-performance engine, nearly the entire front end opening up to feed air to the naturally aspirated power unit. Precisely this is why the BMW M3 Sedan, like BMW M Cars in general, intentionally does without the foglamps featured on the BMW 3 Series in general.

In their function and size, all air intakes are precisely defined according to technical requirements. They are arranged and dimensioned to precisely meet all of the cooling and intake air requirements of the engine and its ancillaries.

Side-line: typical M features combined with the design language of a BMW Sedan.

The powerfully chiselled front wheel arches on the BMW M3 Sedan clearly symbolise supreme agility and driving stability at all times. Together with the weight-optimised 18-inch light-alloy wheels in double-spoke design, they underline the very wide and muscular track of the car.

Forged light-alloy wheels measuring 19 inches are available as an option, allowing the beholder to look through the spokes at the compound high-performance brakes developed exclusively for BMW M cars.

The two front side panels boast a special sign of distinction characteristic of a BMW M Car and referred to by the designers as “gills”: The elaborately chiselled contours of these air intakes help to add a further dynamic touch to the body-line at the side, the chrome bracket split up into individual sections enhancing the three-dimensional structure of this element.

Deviating from their design on BMW M3 Coupé, the gills on the side panel of the Sedan are more horizontal in shape, the bracket accommodating both the stretched form of the direction indicator and the BMW M3 logo.

Rear-view mirrors developed exclusively for the new BMW M3 fulfil an important aerodynamic function also on the Sedan. A characteristic feature in this case is the black-coloured double bar reminiscent in its shape to the wings of a plane.

Through their horizontal light contour line and their shape tapering to the outside, the rear-view mirrors not only accentuate the sporting look of the car, but also help to reduce air resistance thanks to this special design optimised in the wind tunnel.

Further down the side-line, the new BMW M3 Sedan again boasts the signs of an athletic performer so typical of a BMW M Car, in this case integrated harmoniously into the design language of a BMW Sedan. The pronounced side-sills, for example, give the BMW M3 a light and sporting look.
And contrary to the design of the Coupé, the light contour line flowing back in an absolutely straight design runs parallel to the body-line, this parallel arrangement again highlighting the harmonious and well-balanced character of the Sedan.

The play of light and shade created in this way gives the entire car a particularly dynamic flair from the side again bearing unique testimony to the four-door model in its particular design and character.

Discreet spoiler lip and rear diffuser for optimum aerodynamics.
The new BMW M3 Sedan looks just as superior and muscular from behind, its design taking up the particular look of the car's front end.

Compared with the Coupé, the surfaces at the rear end of the Sedan show an even clearer horizontal structure corresponding to the smooth balance also presented from the size and emphasizing the sheer width of the rear end.

A discreet gurney flap on the luggage compartment lid optimises the car's streamlining and reduces lift on the rear axle to an even lower level.

In its contours, the split diffuser beneath the bumper takes up the shape of the air intakes at the front of the car, the air guide duct and the dual tailpipes moved far towards the centreline of the car visually contracting the rear end at the lower centrepoint, building up exciting optical tension guiding the eyes of the beholder to the horizontal lines of the bumper.

A further feature is the circular shape of the four tailpipes cut off straight at the back in typical BMW M style, the entire rear end bearing a clear focus to the wheels of the car and emanating a powerful stance.

Special BMW M body colours highlighting the car's exclusivity.
The new BMW M3 Sedan is available in four special metallic paintwork colours reserved for BMW M Cars and highlighting the body, contours and proportions of the car with particular intensity. Through its light shimmer, Melbourne Red combines supreme brilliance with unique depth of colour. Jerez Black, on the other hand, incorporating blue pearl pigments, also offers an interesting nuance, while powerful Interlagos Blue, mixed with red colour pigments, offers a highly attractive, interchanging violet effect.

Silverstone, a bright silver with a slight touch of blue, is already well-known from the BMW M5 and the BMW M6.

Over and above these special colours, the new BMW M3 Sedan is also available in Alpine White and Black as well as Space Grey metallic, the various body colours highlighting either the technical and sporting character or the superior and elegant appearance of the car.

Interior design: oriented in full to an active driving experience.
With the exterior impressively symbolising the performance and sporting qualities of the new BMW M3 Sedan, the interior enhances this appearance with the objective to offer the driver a truly outstanding experience at the wheel and give all the passengers a wonderful ambience tailored to their personal wishes.

The five seats are surrounded by powerful contours and flowing lines highlighting in particular the concave and convex surfaces. The horizontal lines dominating the area around the dashboard as well as the harmonious surfaces of the side linings, on the other hand, give the interior a particularly dynamic note.

The cockpit control area tapers out between the front seats into a newly designed centre console which, in its entire geometry, discreetly “swings” towards the driver. Finished in black leather, the console harmoniously continues the instrument surrounds and the control area in terms of both colour and shape, comprising three function switches (Power, DSC, and optional EDC) for activating and deactivating the electronic driving programs on the side facing the driver.

Apart from the clear design and optimum ergonomic arrangement of all controls and instruments, the choice of colours inside the new BMW M3 Sedan helps the driver concentrate on driving conditions and the current driving experience: Regardless of the upholstery and trim colour chosen, the footwells and parcel shelf as well as the upper part of the instrument panel are finished in Anthracite. At the same time the dark roof lining and the trim on the A-pillars in the same colour accentuate the clear orientation to the driver so typical of BMW M. Indeed, precisely this uniform, dark colour scheme around the windscreen helps the driver in focusing his full concentration on the road. And the colour scheme also gives the front passenger and rear-seat passengers the experience of sitting in a genuine sports car.

BMW M all the way: rev counter with a variable warning zone.
Right from the start when getting into the car, the door cutout strips proudly bearing the M logo highlight the unique character of the BMW M3 Sedan. The dual circular instruments typical of BMW – the speedometer and fuel gauge as well as the rev counter and oil temperature display – also come in specific M style, clearly visualising the power and performance potential of the eight-cylinder power unit. The figures presented stand out clearly in

white from the black background, the indicator needles in the traditional red of BMW M GmbH are particularly clear and easy to follow.

A feature typical of BMW M Cars is the variable warning zone in the rev counter informing the driver while the engine is warming up of the recommended engine speed range depending on the current engine oil temperature: The borderline between the yellow pre-warning zone and the red warning zone moves up in the new BMW M3 Sedan as a function of increasing oil temperature all the way to the maximum limit of 8,400 rpm.

The digital displays presenting the time, the outside temperature and mileage counter, as well as the various telltale lights, are positioned between the two circular instruments.

The M leather steering wheel is the perfect interface between the driver and his car. The steering wheel rim with its thumb contours resting firmly in the driver's hands provides an optimum grip for precise movement of the steering wheel. The spokes within the steering wheel, in turn, incorporate the remote control buttons for the audio system and mobile telephone and, as an option, the MDrive button activating the car set-up saved in advance. Yet a further button may be freely programmed through BMW iDrive.

As an option both the driver's and front passenger's seats are available with backrest width adjustment, while the rear seats may be equipped as an option with through-loading. This gives the 450-litre (15.8 cu ft) luggage compartment even grater capacity, facilitating the accommodation of particularly bulky luggage such as extra-large sports equipment.

Wide range of customisation options for the interior.
The new BMW M3 Sedan is available in three exclusive upholstery and trim variants differing significantly in their material, colour and finish from the "regular" upholstery and trim in the BMW 3 Series: The sporting "foundation" is the Speed combination of cloth and leather. Then, as an option, the BMW M3 is available with newly developed, fully tanned Novillo leather offering a particularly smooth and velvety surface with a high standard of elegance and sportiness.

Apart from classic Black, Novillo leather comes in Palladium Silver, Bamboo Beige and Fox Red.

As an enhanced option, the range of Novillo leather upholstery and trim may also be extended to the lower section of the instrument panel, the cover on the glove compartment, and the side panels on the centre console.

A choice of four exclusive trim strips extending across the entire width of the dashboard beneath the Control Display and instrument cluster offers further options in customising the new BMW M3 Sedan. In standard trim, the car comes with interior trim bars in Titanium Shadow. The three versions available as an option are Aluminium Shadow and leather tanned in Carbon Grain as well as a high-class wood option in finely grained plane-tree wood finished in Anthracite.

All of these trim options give the interior of the new BMW M3 Salon its own very special touch ranging from cool and technical all the way to elegant and sporting.

BMW Individual High End Audio System for a perfect experience in acoustics.

The new BMW M3 Sedan comes as standard with a high-class audio system and with various navigation systems available as an option.

Various navigation systems, the BMW Online mobile internet portal, the BMW Assist telematics service and BMW TeleServices for wireless transmission of service-relevant data to the customer's BMW Service Partner are all available as additional options.

As yet a further option the new BMW M3 Sedan may also be fitted with the BMW Individual High End Audio System developed by BMW M GmbH and tailored exclusively to this very special car. In this case no less than 16 high-performance loudspeakers with neodym magnetic drive and extremely stiff hexacone membranes, a digital nine-channel amplifier with maximum output of 825 W and extra-precise frequency switches guarantee incomparable quality of sound.

A feature absolutely unique in the world of motoring is Dirac Live technology serving to process the sound signals. This special technology corrects the loudspeaker pulse response, ensuring linear and exactly timed reproduction of sound within the interior. Indeed, the quality of sound and the precise pulse control in the playback process guaranteed in this way will thrill not only the driver, but all occupants in the new BMW M3 Sedan, offering an extremely entertaining and dynamic experience of sound.

Over and above this top-end technology, an optimum listening experience is ensured in all situations by speed-related volume control and speed-related equalising.

The BMW Individual High End Audio System is masterminded by the iDrive Controller, with its basic functions being controlled, as with all entertainment systems, by the audio control buttons on the centre console.

A BMW M3 at first sight, a four-door-Sedan the second time around.
Only rarely does a wider choice of models make the final decision easier – but precisely this is the case with the new BMW M3: Extending the M3 model family to two body versions, BMW M GmbH is now able to focus once again on an even larger target group for the Company's high-performance sports cars.

Following the tradition of all BMW M Models, the M3 Coupé from the start offers everything required to enjoy unique driving dynamics on the road.

And although the BMW M3, in its dynamic power and performance, can only be used in full on the race track, this outstanding new car clearly stands for particularly fascinating driving pleasure also in city traffic and on country roads through its impressive supremacy alone. Especially since the motorist who so far did not opt for a BMW M3 due to the restriction to two doors and four seats can now enjoy a genuine alternative: the BMW M3 Sedan.

With their unique style and character in each case, both variants of the BMW M3 achieve the same objective: to offer superior performance and, as a result, a truly unique driving experience based on high-technology derived from motorsport.

Through their unique and very different character, both versions of BMW M3 achieve the same goal, using supreme technology derived from motorsport for outstanding performance and a unique driving experience on the road. Indeed, in its ability to arouse utmost enthusiasm, the BMW M3 Sedan has just as much to offer as the Coupé, ensuring a fascinating driving experience at all times through its objectively measurable performance as well as the driver's subjective feeling.

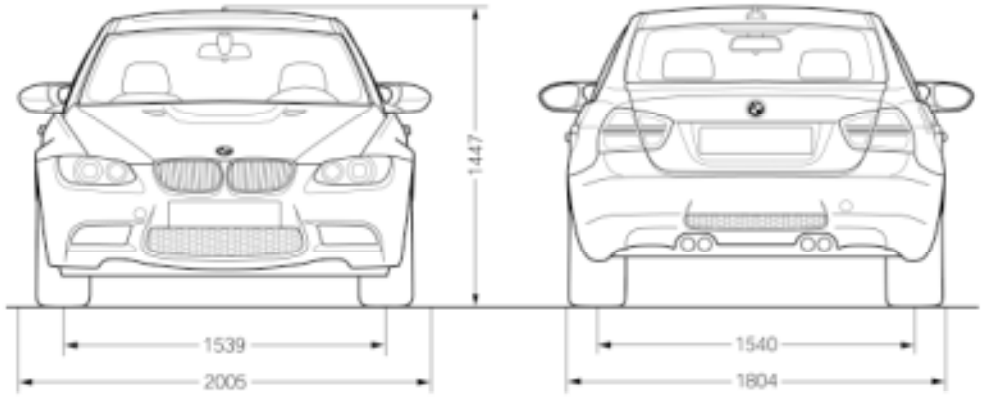
While the BMW M3 Sedan is of course first and foremost a BMW M Car, it also comes with additional functional qualities making the car a unique personality. So particularly the sporting and ambitious driver seeking the very best in terms of performance, reliability, design and quality will enjoy the right choice when opting for the BMW M3. And precisely which of the two variants he – or she – ultimately chooses, is of course always a question of personal style.

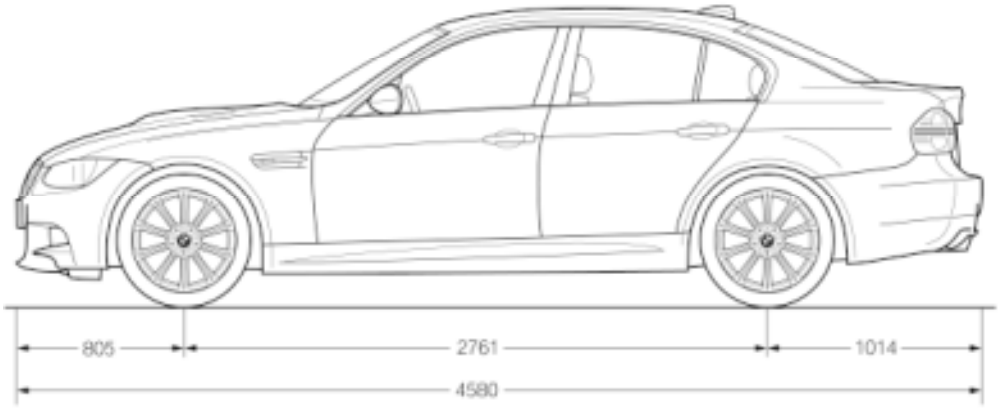
Specifications.
BMW M3 Sedan.

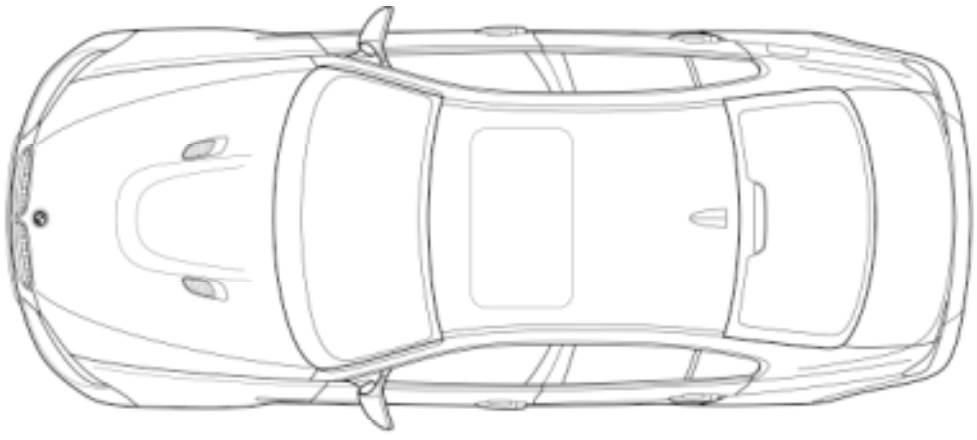
Bodyshell		**M3 Sedan**
No of doors/seats		4/5
Length/width/height (EU,unladen)	mm	4,580/1,817/1,447
Wheelbase	mm	2,761
Track, front/rear	mm	1,540/1,539
Turning circle	m	11.7
Tank capacity	approx ltr	63
Cooling system incl heater	ltr	11.4
Engine oil	ltr	8.8
Transmission fluid	ltr	2.1
Final drive fluid	ltr	1.2
Weight, unladen, to DIN[1]	kg	1,605
Weight, unladen, to EU[2]	kg	1,680
Max load to DIN	kg	545
Max permissible weight to DIN	kg	2,150
Max axle load, front/rear	kg	1,020/1,190
Max trailer load[3]		–
braked (12%)/unbraked	kg	–
Max roof load/max towbar downl.	kg	75/–
Luggage comp to DIN	ltr	450
Air drag	cd x A	0.673
Power Unit		
Config/No of cyls/valves		V/8/4
Engine management		MS S60
Capacity	cc	3,999
Bore/stroke	mm	92.0/75.2
Compression ratio	: 1	12.0 : 1
Fuel grade	ROM	98 (95)
Max output	kW/hp	309/420
at	rpm	8,300
Max torque	Nm/lb-ft	400/295
at	rpm	3,900
Electrical System		
Battery/installation	Ah/–	70/luggage compartment
Alternator	A/W	180/2,520
Chassis and Suspension		
Suspension, front		Aluminium two-joint spring strut axle with tiebar; small positive steering roll radius; compensation of transverse forces; anti-dive
Suspension, rear		Five-arm axle with anti-squat and anti-dive
Brakes, front		Single-piston swing-calliper compound disc brakes
Diameter	mm	360 x 30, vented and cross-drilled
Brakes, rear		Single-piston swing-calliper compound disc brakes
Diameter	mm	350 x 24, vented and cross-drilled
Driving stability systems		ABS, ASC, CBC, DSC; Variable M Differential Lock
Steering		Rack-and-pinion with hydraulic assistance and Servotronic
Steering transmission, overall	: 1	12.5
Gearbox, type		SG 6
Gear ratios I	: 1	4.055
II	: 1	2.396
III	: 1	1.582
IV	: 1	1.192
V	: 1	1.000
VI	: 1	0.872
VII	: 1	–
R	: 1	3.678
Final drive	: 1	3.846
Tyres, front/rear		245/40 ZR18/265/40 ZR18
Rims, front/rear		8.5 J x 18 EH2 + IS 29 cast aluminium/9.5 J x 18 EH2 + IS 23 cast aluminium
Performance		
Power-to-weight ratio, DIN	kg/kW	5.2
Power-to-weight ratio, DIN	kg/hp	3.8
Output per litre	kW/ltr	77.3
Output per litre	hp/ltr	105.0
Acceleration 0–100 km/h	sec	4.9
Top speed	km/h	250[4]
Fuel Consumption in EU Cycle		
Urban	ltr/100 km	17.9
Extra-urban	ltr/100 km	9.2
Composite	ltr/100 km	12.4
CO_2	g/km	295
Miscellaneous		
Emission standard		EU4

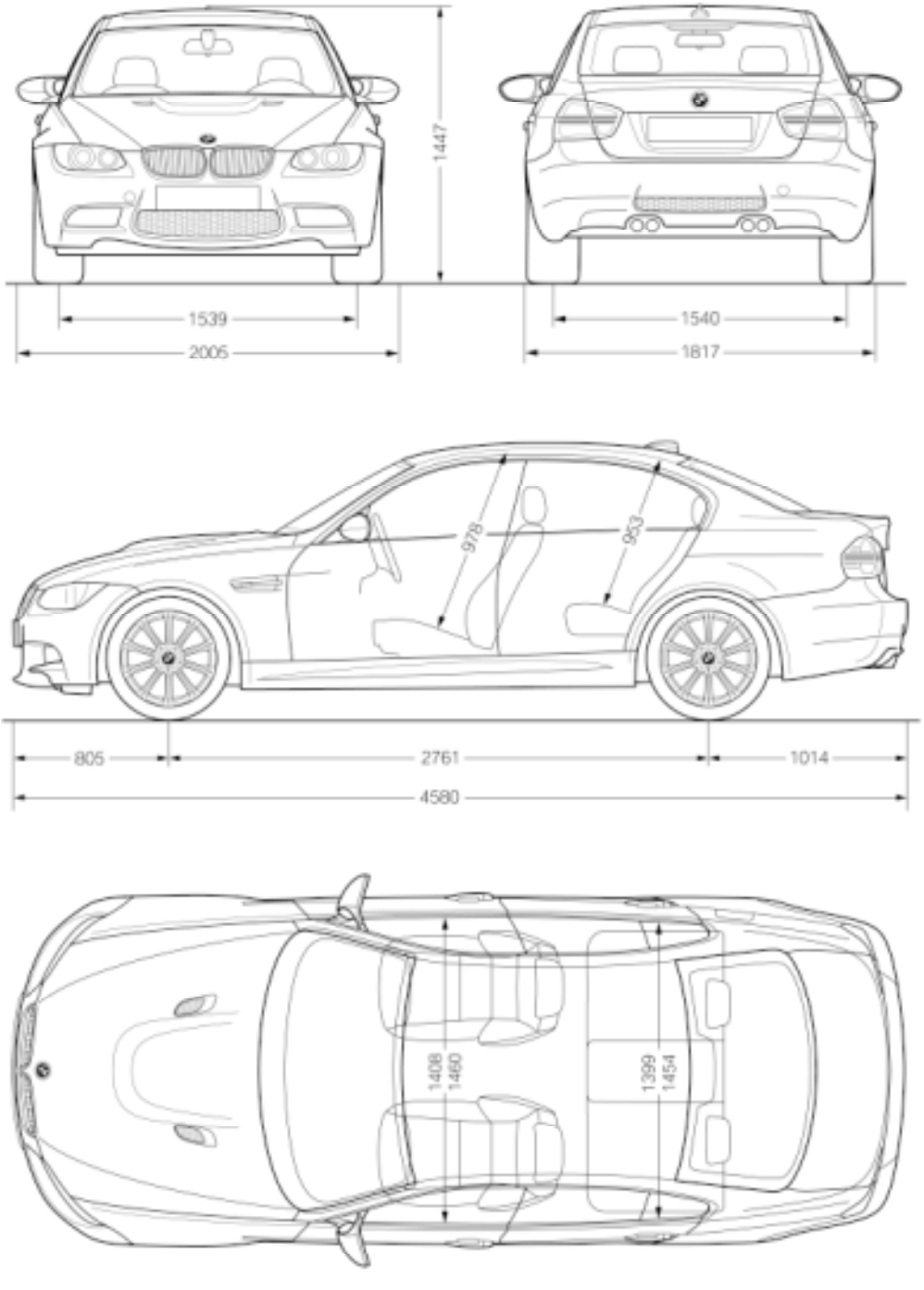
[1] Weight of vehicle in road trim (DIN).
[2] Weight of vehicle in road trim (DIN) plus 75 kg for driver and luggage.
[3] May be increased under certain conditions.
[4] Electronically limited.

Exterior and Interior Dimensions.








1447
1539
2006
1540
1817
978
953
805
2761
1014
4580
1408
1460
1399
1454

Output and Torque Diagram.

