

The new BMW M2. Contents.



Model variant:

BMW M2: Six-cylinder in-line engine with M TwinPower Turbo technology, eight-speed M Steptronic transmission (optional: six-speed manual gearbox), 338 kW/460 hp, 550 Nm (405 lb-ft), acceleration [0 – 100 km/h (62 mph)]: 4.1 seconds (4.3 seconds), fuel consumption combined in the WLTP cycle: 9.8 – 9.6 l/100 km [28.8 – 29.4 mpg imp]; (10.2 – 10.0 l/100 km [27.7 – 28.2 mpg imp]); CO₂ emissions combined in the WLTP cycle: 222 – 218 g/km (230 – 226 g/km); figures for the NEDC cycle: – .

Vehicle concept and design.

The ideal formula for pure-bred driving pleasure. 2

Powertrain.

M TwinPower Turbo six-cylinder in-line engine, manual gearbox and rear-wheel drive deliver top-class performance in classical style..... 6

Chassis.

A new dimension in agility. 10

Equipment.

Attractive standard specification and a focused selection of options. ... 14

Display and control/operation system, connectivity.

The new BMW iDrive with BMW Operating System 8. 18

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.

The ideal formula for pure-bred driving pleasure.



The second generation of the BMW M2 excites and delights with the skillset of a classical high-performance sports car – reproduced in highly concentrated form, with fresh intensity and cutting-edge technology. The new M2 encapsulates the pure joy of driving; its compact dimensions, a six-cylinder in-line engine, a manual gearbox, rear-wheel drive and an advanced control/operating concept – allowing the driver to adjust the vehicle setup as desired – are all central to its appeal. At the heart of the vehicle concept are fleet-footed agility on demand and handling that remains easily controllable even as the driver explores the coupé's limits. The distinct character profile of the new BMW M2 is reflected in a visually powerful design that makes no secret of the car's comfortably segment-leading power, even before it turns a wheel.

The new BMW M2 represents another highlight event in the model offensive celebrating the 50-year anniversary of BMW M GmbH. The new edition of the coupé makes the first step into the world of high-performance sports cars at BMW M GmbH even more beguiling. The two-door machine embodies an unadulterated racing passion that owners can enjoy day in, day out. Its powertrain technology and chassis configuration, and the aerodynamic balance of its body, have been crafted into a precisely interwoven whole during in-depth testing on the Nürburgring's Nordschleife circuit and other race tracks.

The new BMW M2 builds on the brand's tradition of ultra-sporty models with compact dimensions. Back in 1973 there was the boldly unique BMW 2002 turbo. And in 2011, BMW M GmbH took the concept to the next level with the development of its first high-performance model for the premium compact segment. The BMW 1 Series M Coupé met with an overwhelming response and posted sales figures that comfortably outstripped original expectations. However, even this level of success was easily overshadowed by the first-generation BMW M2 unveiled in 2015. As well as amassing a fine collection of awards, the original M2 did not take long after launch to become the largest-selling model in the BMW M line-up. Almost 60,000 examples in total were delivered to fans around the world.

The worldwide launch of the new BMW M2 will get underway in April 2023. The most important sales markets will be Germany and the USA, followed by Great Britain, China and Japan. The new BMW M2 will be built for customers in every world market alongside the new BMW 2 Series Coupé at the BMW Group's San Luis Potosí plant in Mexico.

Compact dimensions, extremely powerful proportions.

The expressive looks of the new BMW M2 act as a clear signpost to sporty driving pleasure and stem primarily from its extremely powerful proportions. These are showcased particularly well by the two-door car's compact dimensions. Measuring 4,580 millimetres from nose to tail, 1,887 millimetres wide and 1,403 millimetres in height, it boasts dynamic coupé proportions. The new M2 is therefore 119 millimetres longer than its predecessor, 16 millimetres wider and 11 millimetres lower. It is 214 millimetres shorter than the BMW M4 Coupé models.

The 2,747-millimetre wheelbase of the new BMW M2 makes a particularly prominent contribution to its fingertip agility. It is 110 millimetres shorter than that of the BMW M4 Coupé but 54 millimetres longer than the predecessor model's, benefitting legroom in both rows of seats. Its track widths have increased by 38 millimetres (to 1,617 millimetres) at the front and 4 millimetres (to 1,605 millimetres) at the rear. This means they precisely match the figures for the BMW M4 Coupé, which further highlights the difference in dimensions compared with the BMW 2 Series Coupé: the high-performance model is 49 millimetres wider, with a 44-millimetre wider track at the front and 18-millimetre wider track at the rear.

M-specific design features accentuate the performance-led character.

The extremely athletic proportions of the new BMW M2 combine with clearly designed surfaces and powerfully sculpted forms. This produces an emotionally engaging aesthetic, which accentuates the wide stance of the new BMW M2 in particular. The car's standalone appearance with clear differentiation from the BMW 2 Series Coupé is also emphasised by the M-specific design features firmly invested in the functional requirements of cooling air routing and aerodynamic balance.

The front end of the new BMW M2 is headlined by its large, horizontal and frameless BMW kidney grille. The elements of the M-typical three-section lower air intake have almost rectangular contours and optimise cooling of the powertrain components and brakes. The boldly contoured headlight units are positioned to the outer edges of the front end. Inspired by the legendary BMW 02 models, they each have a single

circular headlight using full-LED technology for both low beam and high beam. The dark background of the lights clearly showcases the advanced technology at work. The daytime driving lights take the form of U-shaped light guides at the lower edge of the headlights, in which the turn indicators are also integrated. Available as options are Adaptive LED Headlights with BMW Selective Beam non-dazzling High-beam Assistant and M lights Shadow Line with dark inlays.

Muscular wheel arches, optional carbon-fibre roof.

Prominently flared side skirts team up with broad, muscular wheel arches to create an appearance that is characteristic of BMW M and inspired by racing cars. The car's silhouette is shaped by its long bonnet, short overhangs and set-back passenger compartment. The roofline swooping down dynamically from the B-pillar, and the short boot lid culminating in a pronounced spoiler lip, complete the image of a compact BMW coupé with its sporting appeal dialled up a few extra notches.

Customers can specify their new BMW M2 with an M Carbon roof as an option. The use of this extremely lightweight high-tech material for the roof reduces the vehicle weight by around six kilograms. The car's centre of gravity is also lower as a result, which further enhances its handling agility. With its dark colouring, the exposed structure of its carbon-fibre-reinforced plastic (CFRP), and a central cut-out, the M Carbon roof makes a striking visual impression too.

Rear diffuser with pure-bred racing authenticity.

Horizontally pronounced surfaces give the rear end of the new BMW M2 its structure. These surfaces get their M-specific looks from the vertically arranged reflectors set deep into the outer edges of the rear apron, and a rear spoiler lip designed to generate additional downforce at the rear axle. The most eye-catching element of the rear end is the pronounced diffuser insert, which reaches down a long way towards the road. This air-directing element adopts a pared-back racing look and incorporates another signature M feature: the two pairs of exhaust tailpipes. By comparison with other BMW M models, these are positioned a significant distance from the edges of the rear end and – together with the head-turning diffuser – compose a powerfully compact rear view.

Exterior paint finishes and light-alloy wheels provide distinctive touches.

Customers purchasing the new BMW M2 can choose from two solid and three metallic exterior paint shades. The selection comprises Alpine White solid, Sapphire Black metallic and Brooklyn Grey metallic, plus the

Toronto Red metallic and Zandvoort Blue solid shades available exclusively for the compact high-performance sports car.

Standard specification for the new BMW M2 includes exclusively designed double-spoke M light-alloy wheels with a bi-colour finish. Measuring 19 inches at the front axle and 20 inches at the rear, they further enhance the car's agile performance attributes. A selection of other M light-alloy wheels can be specified as options in the same format. In addition, the range of BMW M Performance Parts features M Performance light-alloy wheels in 20/21-inch format.

Powertrain.

M TwinPower Turbo six-cylinder in-line engine, manual gearbox and rear-wheel drive deliver top-class performance in classical style.

The powertrain technology in the new BMW M2 brings elite performance to the premium compact segment and serves up an intoxicating driving experience in the style of a classical high-performance sports car. The M2 is the only model in its segment to be offered with a six-cylinder in-line engine, which impresses not only with its inimitable performance characteristics but also its clearly superior power. The engine joins forces with either a dynamic eight-speed M Steptronic transmission with Drivelogic or a six-speed manual gearbox specialising in driving pleasure for a higher grade of purist. In both cases, the engine's power is fed through to the road in traditional fashion via the rear wheels.

Developing a maximum 338 kW/460 hp from its six-cylinder in-line engine, the new BMW M2 stands at the pinnacle of the compact high-performance segment. Added to which, its engine outguns the base unit used by its predecessor by 66 kW/90 hp. The 3.0-litre unit differs only in a small number of details from the engine employed in the BMW M3/BMW M4 models.

M-typical qualities: instantaneous power delivery, high-revving character.

The straight-six engine once again captures the imagination with its hallmark M attributes in the version developed for the BMW M2. It combines the latest M TwinPower Turbo technology with the high-revving character drivers have come to expect of an M car. Peak torque of 550 Nm (405 lb-ft) is produced between 2,650 and 5,870 rpm and maximum output arrives at 6,250 rpm. Urgent response, a healthy appetite for revs and linear power delivery into the highest reaches of the engine speed range together form an unmistakable skillset that defines the performance experience in the new BMW M2. The engine revs to a maximum 7,200 rpm.

The design principle behind the six-cylinder in-line engine and its technical details reflect the decades of experience amassed by BMW M GmbH in motor sport. An extremely rigid crankcase, friction-optimised cylinder bores, a crankshaft drive with high torsional rigidity and a forged crankshaft with lightweight design enhance the efficiency, power development and high-revving nature of the six-cylinder in-line engine.

The core of the cylinder head is 3D printed, enabling a weight reduction and optimised coolant duct routing.

Two mono-scroll turbochargers supply compressed air to the combustion chambers. The turbocharging system also features an indirect intercooler and an electronically controlled wastegate. Other elements of M TwinPower Turbo technology are High Precision Injection, which works with maximum pressure of 350 bar, VALVETRONIC variable valve timing and Double-VANOS fully variable camshaft timing.

Track-spec cooling and oil supply systems, M-specific exhaust system.

The M-specific cooling system is supplied with fresh air channelled through large apertures in the front apron and it ensures the powertrain components maintain an optimal operating temperature at all times – both in everyday use over short distances or in urban areas, and during high-speed outings on the track. The oil supply system is also designed to handle extremely dynamic driving situations. An oil sump with two separate chambers and an additional suction stage allow the map-controlled oil pump to keep lubricant flowing reliably even under extreme lateral and longitudinal acceleration.

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.

A choice of power delivery: an eight-speed M Steptronic transmission with Drivelogic or a six-speed manual gearbox.

The new BMW M2 comes as standard with an eight-speed M Steptronic transmission with Drivelogic. However, as an option its six-cylinder in-line engine can also link up with a six-speed manual gearbox, creating a performance experience in the classical mould, rooted in the intense interaction between the driver and car. The gear ratios and gear spread are perfectly matched to the performance characteristics of the engine. A precisely defined shift action enables rapid, easily executed gear changes. Plus, the Gear Shift Assistant uses engagement speed control to ensure slip-free operation when downshifting under braking into corners. It can be deactivated in the M Setup menu.

The standard eight-speed M Steptronic transmission is also distinguished by ratio spacing perfectly attuned to the engine's

characteristics and also offers extremely sporty gear shifts. The broadly spread gears assist efficiency at low engine speeds while enabling an intense build-up of power from low road speeds. The automatic transmission's further developed converter technology reduces rotational irregularities and enables a particularly direct connection to the engine.

As well as the new-look selector lever, there are also shift paddles on the steering wheel for performing manual shifts with sequential gear selection. 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 transmission's shift characteristics can be varied using the Drivelogic button integrated into the selector lever, with a choice of three clearly distinguishable settings available in both automated and manual mode. Besides a more comfort-oriented setup and a setting for sporty driving, drivers are also able to activate a track-optimised configuration for the shift characteristics.

The decision between shifting gears in traditional style and using the M-specific automatic transmission for the job is a question of personal preference, but it will only have a minor effect on the performance attributes of the new BMW M2. Examples fitted with the optional six-speed manual gearbox accelerate from 0 to 100 km/h (62 mph) in 4.3 seconds, while cars with the eight-speed M Steptronic transmission complete the same sprint in 4.1 seconds. The new BMW M2 powers from 0 to 200 km/h (124 mph) in 14.3 seconds (automatic: 13.5 seconds). Top speed is electronically limited to 250 km/h (155 mph), although this can be raised to 285 km/h (177 mph) if the optional M Driver's Package is specified.

Supreme dynamics, optimal traction: rear-wheel drive and the Active M Differential.

By sending its power to the rear wheels, the new BMW M2 is embracing the traditional recipe for converting engine output into dynamic performance. When pushing hard on the track, the driver can use the linear build-up of lateral acceleration forces characteristic of M models to guide the car through corners with controlled drifts.

Another contributor to the sublime dynamics of the BMW M2 is the Active M Differential at the rear axle, which is part of standard specification. It can halt rotational speed compensation between the rear wheels whenever required and generate a locking effect of up to 100 per cent seamlessly and variably. This optimises traction on road surfaces offering different levels of adhesion for the left- and right-hand rear wheel. The differential lock ensures drive torque is not lost through slip at one or other rear wheel, but can instead be utilised to pull away more quickly. The Active M Differential is networked with the DSC (Dynamic Stability Control) system and adapts its locking effect precisely to the driving situation at hand, as detected by an array of sensors. Among the factors taken into account here are drive torque, wheel speed, driving speed and lateral acceleration, as well as the car's steering angle and yaw rate. This allows the degree of lock to be adjusted extremely precisely and predictably for the driver. For example, when accelerating hard out of corners, they are given tangible feedback on the grip available at the rear wheels and can therefore apply just the right amount of throttle required.

Chassis.

A new dimension in agility.



Dynamic élan, agility and precision are defining traits of every high-performance sports car from BMW M GmbH. With its exceptionally sharp responses to every movement of the accelerator and steering wheel, the new BMW M2 shines the spotlight clearly on handling agility.

Sophisticated chassis technology originally developed for the BMW M3/BMW M4 endows the M2 with all the tools required to convert the power of its straight-six engine into sublime straight-line and lateral performance, both in everyday driving and out on the track. At the same time, the compact dimensions, short wheelbase, excellent longitudinal and torsional stiffness of the body and chassis mountings, and the almost perfectly balanced 50:50 weight distribution, combine to deliver precisely controllable, fingertip handling. Add classical rear-wheel drive to the mix and the result is driving pleasure of incomparable purity.

During an exhaustive development process that harnessed the racing expertise of BMW M GmbH, the chassis technology was precisely tuned to the engine's specific performance characteristics as well as the compact two-door car's overall concept and its aerodynamic balance. This involved the BMW M2 completing thousands of miles of testing while still at the prototype stage at the BMW Group's test centre in Miramas in southern France, the winter test centre in Arjeplog, Sweden and the Nürburgring's Nordschleife circuit, along with other race circuits. This programme of testing was complemented by fine-tuning on motorways and country roads as well as in everyday urban traffic to ensure that drivers of the new BMW M2 experience a new expression of agility clearly distinct from that offered by either its predecessor or its present-day rivals.

M-specific bracing and chassis components.

The torsional stiffness of the front end is further increased by bespoke links connecting the individual spring strut towers both with one another and with the nose of the car and bulkhead. Vertical braces connect the stiffening elements of the engine compartment to the front axle subframe, whose supporting base has been enlarged by the addition of a bespoke attachment point at the base of the A-pillars. The M-specific aluminium front axle subframe is given extra rigidity by a single-piece aluminium shear panel with integral sill braces. The centre and rear

sections of the body incorporate model-specific C-pillar reinforcements and luggage compartment stiffening elements, together with a three-piece rear axle shear panel and a rear axle subframe with a rigid connection to the body.

The wheel suspension on the new BMW M2 has M-specific kinematic and elastokinematic properties, which combine with the exceptionally large castor and kingpin angles and the lowered roll centre to produce the trademark M blend of extremely dynamic handling and finely judged comfort-focused characteristics. The M-specific version of the double-joint spring strut front axle comprises aluminium wishbones with ball joints, a likewise aluminium torque arm with newly developed mounting, a forged swivel bearing with bespoke spring strut clamp and lightweight wheel bearings with very high camber stability. The five-link rear axle with M-specific upgrades provides the ideal basis for direct, high-precision response in highly dynamic driving situations with its wide track and rigid mounting.

M Servotronic steering and adaptive M suspension as standard.

The M Servotronic steering facilitates accurate turn-in when powering through bends on the one hand and effortless parking and manoeuvring on the other. It does so by combining the benefits of speed-sensitive power assistance and a variable steering ratio. There is a choice of two settings for steering response in the M Setup menu. Comfort mode combines a light steering feel with precise feedback. And in the Sport setting the steering becomes much more communicative while also requiring notably more force to turn the wheel – for maximum precision when exploring the outer reaches of the car's dynamic repertoire.

The adaptive M suspension that also comes as standard features electronically controlled dampers designed to maximise road contact and traction in all driving situations. The dampers are controlled with the help of sensors that keep a constant eye on body movements, the condition of the road and steering adjustments. Electromagnetically controlled valves generate fully variable damping forces for each individual wheel, as required and with split-second speed. The basic damper characteristics can be varied as desired by selecting one of the three settings in the M Setup menu.

Integrated braking system with two settings for pedal feel; M light-alloy wheels measuring 19 inches at the front and 20 inches at the rear.

The M Compound brakes on the new BMW M2 – comprising six-piston, fixed-calliper brakes with 380-millimetre discs at the front wheels and their single-piston, floating-calliper counterparts with integrated parking brake and 370-millimetre discs at the rear – deliver outstanding stopping power. The callipers are painted in Blue metallic as standard, with a Red finish available as an option.

The integrated braking system slows the car down with great precision. This system brings together the brake activation, brake booster and braking control functions within a compact module. The required brake pressure is triggered exceptionally quickly and precisely using an electric actuator. Here, the integrated braking system is fitted in an M-specific version that presents the driver with two pedal feel settings, allowing them to choose between more comfort-oriented or very direct execution of brake pedal inputs in the M Setup menu.

Also on the standard equipment roster for the new BMW M2 are M light-alloy wheels, which have a larger diameter at the rear axle. This results in extremely effective transmission of lateral control forces at the driven wheels, making it possible to extract even more from the compact high-performance sports car's dynamic handling potential. The new BMW M2 comes with 19-inch light-alloy wheels at the front and 20-inch items at the rear, each representing an increase of one inch on the diameter of the wheels fitted as standard on the BMW M3 and BMW M4 models.

They are shod with tyres measuring 275/35 ZR19 and 285/30 ZR20 at the front and rear respectively. There is also the option of combining the M light-alloy wheels with track tyres that have been specially designed for use on race circuits.

M Drive Professional with M Traction Control also fitted as standard.

The inclusion of the integrated braking system enables the DSC (Dynamic Stability Control) system to act with even greater dynamism and precision. Its range of functions includes M Dynamic Mode, which allows extra wheel slip at the push of a button to induce an exceptionally sporty driving experience. The wheel slip limitation function has been integrated into the engine management on the new BMW M2. This eliminates the long signal paths to the DSC control unit, meaning that the corrective inputs are applied up to ten times faster than in conventional systems and with exceptional precision. Any loss of traction, either when

accelerating on road surfaces offering varying or limited amounts of grip or while cornering, is therefore nipped in the bud, meaning that the DSC system has to intervene far less frequently with selective applications of the brakes at individual wheels.

The M Traction Control function included as part of the standard-specification M Drive Professional allows drivers of the new BMW M2 to set individual intervention thresholds for wheel slip limitation; they can choose from ten stages of precisely defined slip permitted at the driven wheels. During outings on the track, drivers can therefore carefully reduce the extent of control system inputs in order to configure a setup for controlled drifts that is precisely tailored to both track surface conditions and their personal preferences.

Equipment.

Attractive standard specification and a focused selection of options.



When it comes to functionality, control/operation and comfort, the standard equipment features in the new BMW M2 follow the lead of its powertrain and chassis technology by placing the emphasis squarely on focused driving pleasure. The compact high-performance sports car's cockpit with its driver-centric design features M-specific readouts, controls and setup options, as well as the advanced BMW Curved Display. The inclusion of M Drive Professional as standard allows drivers to hone their skills at the wheel of the new BMW M2 with functions such as the M Drift Analyser and M Laptimer while revelling in authentic racing flair.

As a result, the advances over the outgoing model are evident not just from the car's sharper performance but also its far more extensive standard specification. A focused selection of options is available for enhancing driving comfort or adding visual flourishes to both the exterior and interior, allowing owners to customise their new BMW M2 in just the ways they want. One standout optional extra is the bespoke M Race Track Package that is designed to maximise the performance experience.

Racing flair on demand: redesigned M Sport seats and M Carbon bucket seats.

The standard sport seats in the new BMW M2 provide both excellent long-distance comfort and notable lateral support when powering through corners. Their design includes model-specific touches in the form of the Sensatec/Alcantara upholstery for the seat surfaces and the embossed "M2" badge at the top of the backrest. They can be optionally specified with seat heating as well as electric adjustment for the seats' fore/aft position, tilt and height. The driver's seat also gets electric backrest width and angle adjustment, complete with a memory function.

There is also the option of newly designed and exclusive M Sport seats with even more pronounced side bolsters and contour lines around the backrest and head restraint in BMW M GmbH colours. They are upholstered in Vernasca leather/Sensatec with perforated surfaces and can be ordered in either Black or Cognac. Their integral head restraints feature an illuminated M logo. The M Sport seats likewise come with

electrical adjustment, including for the height of the head restraints. Also available are M seat belts with a woven stripe pattern in BMW M GmbH colours.

The M Carbon bucket seats – also found on the options list for the new BMW M2 – radiate pure racing flair as soon as the doors are opened. Also fully electric and heated, they feature integral head restraints and an illuminated model badge. The Merino leather covering the seat surfaces increases comfort, while removable head restraints and a facility for adding a multi-point harness underline the racing credentials of the M Carbon bucket seats. 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 10.8 kilograms over the M Sport seats.

The Easy-Entry function slides the front seats forward in a controlled movement when the backrests are folded, making it easier for passengers to access the rear compartment. The contours and integral head restraints of the two rear seats give them an individual-seat character, allowing passengers in the rear to enjoy a sense of sporty driving pleasure as well. The rear backrest has a 40:20:40 split, allowing one or more sections to be folded down as necessary in order to accommodate very long items of luggage. When the backrest is upright, the new BMW M2 offers 390 litres of boot space.

Customers wishing to inject the cabin of the new BMW M2 with even greater sporting panache can opt for M interior trim strips in Aluminium Rhombic anthracite as an alternative to the standard trim strips in Black high-gloss. If the M interior trim strips in Carbon Fibre that are also optionally available are specified, the shift paddles and trim on the M leather steering wheel will have a CFRP finish too.

Three-zone automatic climate control and ambient lighting as standard, glass slide/tilt sunroof and M Carbon roof as options.

Three-zone automatic climate control, acoustic glazing for the windscreen and a rain sensor with automatic headlight activation can all be found on the standard equipment list for the new BMW M2, along with ambient lighting, electrically adjustable and heated exterior mirrors, the Hi-Fi speaker system, a Bluetooth interface and two USB ports. The optional telephony with wireless charging enables inductive charging of compatible smartphones. A Harman Kardon Surround Sound System is also available for an enhanced acoustic experience.

There are two optional roof variants for the new BMW M2: an electrically operated glass slide/tilt sunroof offering a transparent surface (this has increased in size by nearly 20 per cent compared with the outgoing model) and the weight-reducing M Carbon roof sporting a distinctive surface structure.

Driver assistance systems for optimised 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 new BMW M2 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, 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. The Active Cruise Control system with Stop & Go function that can also be found on the options list maintains the chosen cruising speed while also automatically keeping a safe distance from vehicles travelling ahead, with a choice of four proximity settings. Further options include the Reversing Assist Camera and the Parking Assistant with Reversing Assistant.

Setup button for individual configuration of powertrain and chassis.

A key feature of the M-specific control/operation concept is the Setup button in the centre console's control panel, which provides direct access to the settings options for the engine, chassis, steering, braking system and ten-stage traction control. On models fitted with the manual transmission, the Gear Shift Assistant can also be activated and deactivated from the M Setup menu.

Two individually configured setup variants can be stored permanently, together with the preferred settings for the engine note, the DSC system, the Automatic Start/Stop function and the shift characteristics of the eight-speed M Steptronic transmission, if specified. The overall vehicle configuration can then be called up at any time by pressing one of the two M buttons on the steering wheel.

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

Also located in the centre console's control panel is the M Mode button, which opens the door to a performance experience fit for the keenest

purist. SPORT mode, which can be activated as an alternative to the default ROAD setting, scales back the range of driver assistance system functions to a minimum. As the new BMW M2 is fitted with M Drive Professional as standard, drivers are also able to select the TRACK mode designed purely for driving on race circuits, which fully deactivates the assistance systems.

SPORT and TRACK modes both reduce the content shown in the information display and Head-Up Display to the information relevant to sporty driving. Various readouts can be called up too on the left of the information display, including charge pressure and coolant temperature, tyre pressure and tyre temperature, or longitudinal and lateral acceleration.

Added fun out on the track: M Laptimer, M Drift Analyser.

As well as M Traction Control and TRACK mode, M Drive Professional also includes the M Laptimer and M Drift Analyser functions, which likewise serve to maximise driving pleasure during outings on the track. The M Laptimer records both the current lap time and the time difference compared with the fastest lap around the circuit during the current session.

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.

M Race Track Package: reduced weight, increased dynamism.

The optionally available M Race Track Package brings a carefully targeted reduction in vehicle weight. This package includes the M Carbon roof as well as M Carbon bucket seats for the driver and front passenger, with interior trim strips in Carbon Fibre finish adding an exclusive touch to the new BMW M2 cockpit.

The performance experience is also raised another notch by the inclusion of the M Driver's Package, which increases the car's electronically limited top speed from 250 km/h (155 mph) to 285 km/h (177 mph). In keeping with the performance upgrade, track tyres are also available as an option.

Display and control/operation system, connectivity.

The new BMW iDrive with BMW Operating System 8.



The new BMW M2 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 the 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 new BMW M2 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 new M2 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 information display's newly designed graphical layout and the M-style 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 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 new BMW M2 containing information on the current vehicle setup, as well as tyre pressure and temperature.

BMW Maps navigation system as standard, M-specific Head-Up Display 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.

Standard smartphone integration for Apple CarPlay® and Android Auto™ lets customers access digital services from the car's own control/operation system, such as the voice-controlled assistant Siri or Google Assistant, various map apps, music streaming services, and the messaging service WhatsApp. Telephony with wireless charging – another standard feature – enables compatible smartphones to be charged without the need for a cable. The BMW ConnectedDrive Upgrades functionality allows new and improved vehicle functions to be imported into the new BMW M2 over the air.

BMW Intelligent Personal Assistant with new skills.

The control/operation system in the new BMW M2 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 new BMW M2.

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 M2 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 associated with 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 the 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 new BMW M2 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.