

The new BMW M4 Competition Convertible with M xDrive. Short version.



Next-level performance meets singular individuality:

The new BMW M4 Competition Convertible with M xDrive (fuel consumption combined: 10.2 l/100 km [27.7 mpg imp] in the WLTP cycle; CO₂ emissions combined: 233 – 231 g/km in WLTP) is the most exclusive model in the new-generation line-up of BMW M cars for the premium midsize segment. Its 373 kW/510 hp six-cylinder in-line engine and the M xDrive all-wheel-drive system ensure dynamic excellence. Signature M design features and a new panel bow softtop roof create the picture of a high-performance sports car with standout visuals whose distinctive allure is particularly evident when driving with the roof open. Unobstructed access to the sun and onrushing wind, coupled with direct immersion in the engine's soundtrack, allows the BMW M4 Competition Convertible with M xDrive to spread a performance experience of intoxicating drama across each of the four seats.

Production of the new BMW M4 Competition Convertible with M xDrive will begin in July 2021 at BMW Plant Dingolfing, where models including all the variants of the new BMW M4 Coupé, BMW M5, BMW M8 and new BMW 4 Series Convertible also roll off the assembly line.

Exterior design: innovative new panel bow softtop roof, dynamic lines, distinctive aura.

The new BMW M4 Competition Convertible with M xDrive reveals its adherence to exclusive driving pleasure and racing-inspired characteristics without the need for a second glance. Its new panel bow softtop roof teams up with the crisp forms of its body to generate an aesthetic laced with purity and emotional power. The roof combines the practical benefits of a retractable hardtop with the classically elegant aesthetic of a fabric hood – in other words, the best of both worlds. It also stands out in weight terms, being some 40 per cent lighter than the predecessor car's retractable hardtop.

The softtop's electric drive mechanism allows it to be opened or closed while on the move at the touch of a button. The process takes just 18 seconds. When driving with the top down, the boot can hold 300 litres

of luggage, an increase of 80 litres. And when the roof is closed, the variable softtop compartment increases load capacity to 385 litres.

The body's dynamic lines set a distinctive tone of sporting elegance with the roof either open or closed. M-specific design features born out of the exacting functional demands placed on a high-performance sports car paint a clear image of supreme performance at work. All of the lines at the front end of the car converge on the large, vertical BMW kidney grille. Together with the large apertures to either side, the kidney grille ensures sufficient cooling air is channelled through to the powertrain and braking system at all times – even when the driver is challenging the car dynamically. The slim headlights use LED units as standard to generate both low and high beam. Adaptive LED Headlights with BMW Laserlight can be ordered as an option.

Other unmistakable design elements of the new BMW M4 Competition Convertible with M xDrive include powerfully flared wheel arches, M Side Gills integrated neatly into the front side panels and prominently extended side sills which combine with the attachment parts for the front and rear aprons to form a black band around the whole of the car. The likewise black rear diffuser frames the exhaust system's two pairs of tailpipes – a familiar M touch. An M Carbon exterior package is available as an option. And the retrofit options from the BMW M Performance Parts range provide further scope for individualisation.

Six-cylinder in-line engine with a high-revving character.

The 3.0-litre six-cylinder in-line engine in the new BMW M4 Competition Convertible with M xDrive combines the hallmark high-revving character of engines developed by BMW M GmbH with the latest version of M TwinPower Turbo technology. The engine stands out with its sustained linear power delivery into the upper echelons of the engine speed range. It generates peak torque of 650 Nm (479 lb-ft) between 2,750 and 5,500 rpm, while maximum output is reached at 5,510 rpm and then maintained up to the 7,200 rpm red line.

The engine channels its power via an eight-speed M Steptronic transmission with Drivelogic. This performance skillset, combined with the enhanced traction offered by M xDrive, translates into stunning acceleration times. The new BMW M4 Competition Convertible with M xDrive takes just 3.7 seconds to power from 0 to 100 km/h (62 mph) and 13.1 seconds to reach 200 km/h (124 mph) from rest. The midrange surge from 80 to 120 km/h (50 – 75 mph) is over in 2.8 seconds (in 4th gear) or 3.7 seconds (in 5th gear). Specifying the optional M Driver's

Package increases the electronically limited top speed from 250 km/h (155 mph) to 280 km/h (174 mph).

Like the cooling system, the system of oil supply has been designed to handle extremely dynamic driving situations on the track. The M-specific exhaust system with electrically controlled flaps delivers an emotionally rich soundtrack that adds a key element to the overall performance experience, particularly when the car's roof is open.

M xDrive: precise power distribution, supreme performance.

The M xDrive all-wheel-drive system deployed in the new BMW M4 Competition Convertible with M xDrive 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 signature M feeling while judiciously enhancing both traction and agility. The multi-plate clutch's oil supply has been optimised to enable sustained all-wheel-drive performance even in hard track driving. M xDrive teams up with the Active M Differential at the rear axle.

The Setup menu allows the driver to change the default 4WD setting to 4WD Sport mode, which directs a greater proportion of the engine's drive to the rear wheels. 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 and there is no intervention from the chassis control systems to stabilise the vehicle. Skilled drivers can thus enjoy a richly involving driving experience.

Model-specific body stiffening and chassis technology.

The handling qualities of the new BMW M4 Competition Convertible with M xDrive are headlined by supreme steering precision, steering behaviour that remains neutral even at the limit and a linear build-up of lateral forces throughout the full range of lateral acceleration. The high torsional stiffness of the body structure and chassis mountings creates the perfect basis for precisely controllable handling, even in extremely dynamic driving situations. Key features here include bracing elements focused on enhancing driving dynamics and an aluminium shear panel in the front-end structure, underfloor bracing elements and a rear axle subframe with a rigid connection to the body. And a model-specific feature for the convertible has also been included – in the shape of the package of torsion struts at the rear of the body.

A bespoke version of the double-joint spring strut front axle also factors in the specific demands connected with all-wheel drive, featuring specially adapted axle geometry and an individually tuned steering ratio. The five-link rear axle on the new BMW M4 Competition Convertible with M xDrive boasts meticulously refined kinematics and elastokinematics. 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.

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. The new BMW M4 Competition Convertible with M xDrive also comes as standard with adaptive M suspension with electronically controlled dampers.

Two brake pedal feel settings, ten traction control stages.

The integrated braking system fitted in the new BMW M4 Competition Convertible with M xDrive initiates the required brake pressure exceptionally quickly and precisely using an electric actuator. Both the standard M Compound brakes and the optional M Carbon ceramic brakes link up with the system. The M-specific version of this tech also presents the driver with two pedal feel settings.

The range of functions of the DSC stability control system includes M Dynamic Mode, which allows extra wheel slip at the push of a button to induce an exceptionally sporty driving experience. If the optional M Drive Professional is specified, drivers also benefit from the new M Traction Control function. This innovative form of traction control allows the driver to set individual intervention thresholds for wheel slip limitation through ten stages.

M Carbon bucket seats and M-specific control/operation system.

The interior of the new BMW M4 Competition Convertible with M xDrive blends a contemporary premium ambience with the M's customary penchant for racing flair. The M leather steering wheel with gearshift paddles, M-specific gearshift lever and red colour accents keep the driver concentrating squarely on the intense driving experience at hand. Electrically adjustable and heated M Sport seats and Extended Merino leather trim come as standard, while neck warmers and – for the first time – seat ventilation are available as options. A compelling highlight of the options list are the new, heated M Carbon bucket seats.

Their structure-based design fuses racing functionality with a lightweight construction, excellent comfort over long distances and sumptuous workmanship.

The M-specific control/operation system of the BMW M4 Competition Convertible with M xDrive includes the Setup button on the centre console. This provides direct access to the settings options for the engine, chassis, steering, braking system and M xDrive. Two overall vehicle setups can be stored and called up by pressing one of the M buttons on the steering wheel. The M Drive Professional option, meanwhile, has been designed for track use. Alongside M Traction Control, it also comprises the M Drift Analyser and M Laptimer, which records particularly sporty driving manoeuvres. The control panel on the centre console also houses the M Mode button as standard. This can be used to adjust the responses and characteristics of the driver assistance systems and the displays in the instrument cluster and Head-Up Display to deliver a driving experience suited to the situation at hand and in keeping with the car's M identity. The driver can choose from ROAD and SPORT settings, with TRACK mode added to the armoury when M Drive Professional is specified.

Also available as an option is the M Race Track Package, which reduces weight by around 25 kilograms compared with cars in standard specification. This package includes M Carbon ceramic brakes, weight-minimised M light-alloy wheels (available as an option with semi-slick tyres) and the M Carbon bucket seats.

Exclusive and individual: high-quality optional extras.

Standard equipment including three-zone automatic climate control, LED interior lighting with ambient lighting and a hi-fi speaker system enhance comfort in everyday driving and over longer journeys.

The BMW Live Cockpit Professional with a fully digital display grouping, the cloud-based navigation system BMW Maps and the BMW Intelligent Personal Assistant also come as standard in the new BMW M4 Competition Convertible with M xDrive.

The technological progress made since the predecessor model is also reflected in the significantly expanded availability of driving assistance systems. Among the most important new additions are the Steering and Lane Control Assistant complete with Active Navigation function and Emergency Lane Assistant – which are part of the optional Driving Assistant Professional – and the Reversing Assistant (one of the optional Parking Assistant's functions).

All figures relating to performance, fuel consumption and CO₂ emissions are provisional.

The fuel consumption, CO₂ emissions, electric power consumption and range figures are determined according to the European Regulation (EC) 715/2007 in the version applicable. They refer to vehicles in the German market. Where a range is shown, WLTP figures take into account the impact of any optional extras.

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.com/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-Schramhausen and at <https://www.dat.de/co2/>.