



# The new BMW M8 Coupe and BMW M8 Competition Coupe. The new BMW M8 Convertible and BMW M8 Competition Convertible. Contents.

## Model variants at launch:

**BMW M8 Coupe:** 441 kW/600 hp; acceleration [0 – 100 km/h (62 mph)]: 3.3 seconds; fuel consumption combined: 10.6 – 10.5 l/100 km (26.6 – 26.9 mpg imp); CO<sub>2</sub> emissions combined: 242 – 238 g/km\*.

**BMW M8 Competition Coupe:** 460 kW/625 hp; acceleration [0 – 100 km/h (62 mph)]: 3.2 seconds; fuel consumption combined: 10.6 – 10.5 l/100 km (26.6 – 26.9 mpg imp); CO<sub>2</sub> emissions combined: 242 – 238 g/km\*.

**BMW M8 Convertible:** 441 kW/600 hp; acceleration [0 – 100 km/h (62 mph)]: 3.4 seconds; fuel consumption combined: 10.8 – 10.6 l/100 km (26.2 – 26.6 mpg imp); CO<sub>2</sub> emissions combined: 246 – 241 g/km\*.

**BMW M8 Competition Convertible:** 460 kW/625 hp; acceleration [0 – 100 km/h (62 mph)]: 3.3 seconds; fuel consumption combined: 10.8 – 10.6 l/100 km (26.2 – 26.6 mpg imp); CO<sub>2</sub> emissions combined: 246 – 241 g/km\*.

## Powertrain.

V8 engine with M TwinPower Turbo technology, eight-speed M Steptronic transmission and M xDrive all-wheel drive. .... 2

## Chassis.

Poise and performance of the highest order. .... 7

## Design.

The perfect fusion of dynamic prowess and luxury. .... 12

## Equipment

New control concept, bespoke comfort, intelligent connectivity. .... 15

All figures relating to performance, fuel/electric power consumption and CO<sub>2</sub> emissions are provisional.

The fuel consumption and CO<sub>2</sub> emission 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. The range shown considers the different sizes of the selected wheels/tyres and the selected items of optional equipment, and may vary during configuration.

The values are based on the new WLTP test cycle and are translated back into NEDC-equivalent values in order to ensure comparability between the vehicles. With respect to these vehicles, for vehicle-related taxes or other duties based (at least inter alia) on CO<sub>2</sub> emissions, the CO<sub>2</sub> values may differ from the values stated here (depending on national legislation).

Correct as at: 01.06.2019

Further information on official fuel consumption figures and specific CO<sub>2</sub> emission values of new passenger cars is included in the following guideline: 'Leitfaden über den Kraftstoffverbrauch, die CO<sub>2</sub>-Emissionen und den Stromverbrauch neuer Personenkraftwagen' (Guide to the fuel economy, CO<sub>2</sub> 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/>.



# Powertrain.

## V8 engine with M TwinPower Turbo technology, eight-speed M Steptronic transmission and M xDrive all-wheel drive.

The BMW M GmbH is embarking on its first foray into the world of luxury motoring with a new quartet of range-topping high-performance sports cars. A standalone vehicle concept combines with innovations in the powertrain and chassis departments to ensure driving dynamics out of the top drawer. The new models draw the energy for their exceptional performance exploits from the most powerful engine ever developed for a BMW M GmbH car. The high-revving V8 unit with M TwinPower Turbo technology develops 441 kW/600 hp in the new BMW M8 Coupe and new BMW M8 Convertible, and 460 kW/625 hp in the new BMW M8 Competition Coupe and new BMW M8 Competition Convertible. Two turbochargers, cross-bank exhaust manifolds, direct injection with increased pressure, plus cooling and oil supply systems designed for driving at the limit on the track are the key examples of technological wizardry employed in both variants of the engine.

The high-performance power unit teams up with an eight-speed M Steptronic transmission with Drivelogic, which has all the tools required to harness the engine's power to maximum effect before it is channelled to the road via the M xDrive all-wheel-drive system. The rear-wheel bias of M xDrive in this application delivers smile-inducing, assured handling with optimised traction when the driver enters the dynamic red zone. The performance-focused character of the engine and transmission allows the new BMW M8 Coupe and new BMW M8 Convertible to power from 0 to 100 km/h (62 mph) in 3.3 / 3.4 seconds. 200 km/h (124 mph) is clocked up in 10.8 seconds (BMW M8 Convertible: 11.3 seconds).

The new BMW M8 Competition Coupe sprints from 0 to 100 km/h (62 mph) in 3.2 seconds and from 0 to 200 km/h (124 mph) in 10.6 seconds.

The figures for the new BMW M8 Competition Convertible are 3.3 and 11.1 seconds respectively. All models have an electronically limited top speed of 250 km/h (155 mph), rising to 305 km/h (189 mph) if the optional M Driver's Package is specified.

### **Fast responses, a thirst for revs, and sustained power delivery: V8 engine with signature M performance traits.**

The high-revving V8 engine in the new BMW M8 Coupe, new BMW M8 Convertible and two Competition models is more powerful than ever, fuelled by state-of-the-art technology and the performance platform on which M models have built their reputation. The 4.4-litre unit with the latest

M TwinPower Turbo technology presents a compelling blend of razor-sharp responses to every movement of the accelerator, a feverish appetite for revs and sustained power delivery across an extraordinarily wide rev band. A pair of turbochargers – positioned in the “V” between the cylinder banks and boasting optimised efficiency – and indirect charge air cooling help the engine to deliver outstanding performance. The latest update of High Precision Injection direct injection technology works with maximum pressure of 350 bar, ensuring ultra-fine fuel atomisation, to enhance both the engine’s power delivery and its efficiency.

Another technological highlight is the cross-bank exhaust manifolds. These smooth the transmission of the energy from the exhaust gas flows to the turbine wheels of the two turbochargers, ensuring instantaneous response and the best possible gas-exchange cycle. The engine serves up peak torque of 750 Nm (553 lb-ft) between 1,800 and 5,600 rpm in the new BMW M8 Coupe and new BMW M8 Convertible – and goes on to deliver maximum output of 441 kW/600 hp at 6,000 rpm, en route to the 7,200 rpm cut-off.

The specially tuned responses of the engine powering the BMW M8 Competition Coupe and BMW M8 Competition Convertible hands customers an even more intense performance-car experience. The power unit sustains peak torque up to 5,800 rpm and develops maximum output of 460 kW/625 hp at 6,000 rpm, its race-derived, high-revving instincts taking an even more prominent lead. The V8 developed for the Competition models teams up with a special engine mounting for a more rigid connection with the vehicle structure. This results in even more direct engine response and immediate transmission of power to the drivetrain. The stiffer engine mounting also has a positive effect on the immediacy of turn-in and the transmission of engine noise into the cabin.

### **Cooling concept and oil supply designed for extreme performance and dynamics.**

The sophisticated cooling system deployed in the new BMW M8 Coupe, new BMW M8 Convertible and Competition models has been adapted precisely to the engine’s elevated performance, construction and technological details. The central cooling module, for example, is flanked by two high-temperature water circuits. Indirect intercoolers are integrated into the low-temperature cooling circuit, while the high-temperature cooling circuit supplies the engine blocks and two turbochargers with coolant. An additional electric water pump ensures the cooling of the turbos is extended for a time after the engine has been switched off. And the system also features an additional engine oil cooler and separate transmission oil cooler. It all goes towards ensuring

optimum operating temperatures at all times for all powertrain components, both in everyday use over short journeys and urban routes and when the cars are stretching their legs on the track.

The challenges of track driving have laid down the gauntlet for the design of the oil supply system. The oil sump has a smaller front chamber, which steps in when extra capacity is needed. An additional suction stage allows the map-controlled oil pump to draw lubricant from the smaller chamber. This design ensures a reliable supply of oil at all times, even under extreme lateral and longitudinal acceleration.

### **Model-specific exhaust systems with emotionally rich soundtracks, electrically controlled flaps and gasoline particulate filters.**

The engine's immense thrust is accompanied by a stirring soundtrack courtesy of the model-specific exhaust system. The twin-pronged pipework leads into large silencers and dispenses its gaseous cargo, in customary M fashion, through twin tailpipes with a diameter of 100 millimetres apiece. The two exhaust pipes mainly run in a straight line and have a large cross section. They each have a gasoline particulate filter to reduce particulate emissions.

The exhaust system works using electrically controlled flaps. Fine-tuning of the engine sound suppresses intrusive frequency ranges and gives greater voice to the power unit's linear power delivery and high-revving tendencies. Its acoustic character also changes according to the profile selected. Whichever mode is engaged, the driver can dial down the engine's aural impact using the M Sound Control button on the centre console.

The M Sport exhaust system available as an option for the new BMW M8 Coupe and new BMW M8 Convertible (standard in the Competition models) generates a more expressive sound with a broader vocal range. It offers precise acoustic feedback on the engine's power delivery, especially when the driver presses hard on the accelerator or pushes into the upper reaches of the rev band. Added to which, selecting SPORT PLUS mode takes the engine's response and sound even closer to the world of motor racing.

### **Eight-speed M Steptronic transmission with Drivelogic and three shift modes.**

The task of harnessing the imposing power at work in customary M style falls to the eight-speed M Steptronic transmission with Drivelogic. The latest update of this transmission has been tuned perfectly to the performance characteristics of the V8 unit and incorporates an extremely robust torque converter. The transmission also stands out with its optimum gear spacing,

highly efficient transmission management, extremely short shift times and direct connection to the engine. The torque converter lock-up clutch is fully engaged the moment the car has pulled away.

The eight-speed M Steptronic transmission is operated using the newly designed selector lever on the centre console or the M gearshift paddles on the steering wheel. A nudge of one of the paddles allows the driver to switch in an instant from automated mode to manual shift. The Drivelogic button integrated into the selector lever allows the transmission's shift characteristics to be varied through three clearly differentiated stages. In both automated and manual mode, drivers can choose between a comfort-oriented, sports-focused or track-optimised gearshift setup.

**M xDrive all-wheel-drive system: captivating performance courtesy of rear-wheel bias and optimised traction.**

The dream team of new M xDrive all-wheel drive, high-revving engine and eight-speed M Steptronic transmission gives the new BMW M8 models all the tools to deliver extraordinary performance. Unveiled for the first time in the new BMW M5, the new M xDrive blends the traction benefits of power sent through all four wheels with the proven dynamic qualities of classical rear-wheel drive.

The centrally controlled interaction between M xDrive and the Active M Differential also plays a role in channelling the engine's remarkable output through the car's wheels to sublime effect. The engine's torque is distributed between the front and rear wheels with creamy smoothness and fully variably by means of the transfer case's electronically controlled multi-plate clutch, before the Active M Differential splits it again between the two rear wheels, as appropriate. This ensures notably enhanced traction, agility and directional stability when the car is being driven in a very sporty manner or on roads with differing levels of grip – i.e. exactly when it is needed. A high level of precision in the distribution of power make the car's intoxicating performance an even more intense experience. The car responds deftly and directly to every movement of the accelerator and can even be guided with great accuracy at the dynamic limit. The DSC (Dynamic Stability Control) only needs to get involved in extreme situations, meaning the engine's power can be translated into forward propulsion with hardly any losses.

The rear-wheel-biased version of the M xDrive system plays a key role in creating that unmistakable M feeling. It only brings the front wheels into play when the rear wheels reach their power-transferring limits and additional traction is required. The driver can also configure the distribution of power between the front and rear wheels, as required, via the Setup menu. The

default 4WD setting focuses on fulfilling the car's dynamic potential at the same time as providing maximum traction and controllable handling. 4WD Sport mode turns the intensity of the driving experience up another notch with a noticeable sharpening of the car's agility. Here, the system diverts a larger slice of engine power to the rear wheels, opening the door to the type of effortlessly controlled drifts that feed on the linear build-up of lateral force for which M models are renowned. Deactivating DSC brings 2WD mode into the equation. The transfer of power exclusively to the rear wheels and absence of stabilising inputs from the control systems add up to a driving experience of singular purity for the experienced wheelman.

# Chassis.

## Poise and performance of the highest order.



A vehicle concept designed from the outset to deliver supreme performance and the renowned race-track expertise of BMW M GmbH formed the platform for the unmistakable blend of dynamism, agility and precision at the core of the driving experience in the new BMW M8 models. Minimised weight, a low centre of gravity, an ideally sized wheelbase and exceptionally wide tracks ensure everything is in place for a driving experience of sporting brilliance. These characteristics team up with bespoke enhancements – fitting the M blueprint – for each model that optimise the stiffness of the body structure and suspension mountings, as well as the body's aerodynamic balance.

The model-specific chassis technology has been designed and tuned with the specific demands of track use in mind. At the same time, the chassis also lives up to the expectations of luxury car customers when it comes to everyday and long-distance comfort. One of the model-specific features of the chassis that stands out in particular is a newly developed integrated braking system, an M-specific version of which presents the driver with two pedal feel settings. The precise interaction between powertrain, chassis technology and aerodynamics has been carefully honed over the course of intensive testing at the BMW Group's test track in Miramas in southern France, the winter testing centre in Arjeplog, Sweden and the Nürburgring's Nordschleife circuit, along with other race circuits. Experience collected from the development of the BMW M8 GTE racing car also played a role in the configuration process.

### **M-specific chassis with extremely rigid mounting.**

The new BMW M8 models provide a fresh take on the characteristic M feeling that translates into unbeatable directional stability even in extremely dynamic situations, a linear build-up of transverse loads however strong the lateral acceleration, and neutral steering behaviour even at the limit.

Both the double-wishbone front axle and five-link rear axle feature bespoke kinematic and elastokinematic properties that assist precise wheel location and directional stability. The front axle employs specially designed swivel bearings, torque arms and control arms, which together ensure remarkably accurate wheel location while also reducing torque steer. In addition, the lowering of the roll centre on these models combines with wide tracks to exert a favourable effect on lateral control and directional stability. Newly developed

elastomer bearings are used to channel the chassis forces acting via the control arms and wishbones into the axle subframe and the body structure. The result is enhanced agility and precision in dynamic handling situations without compromising ride comfort in everyday driving. Handling properties are given a further boost by the front end's high torsional strength, which has been achieved with a tower-to-bulkhead strut and a newly developed, exceptionally rigid shear panel with integrated side sill connection.

The rear axle also incorporates purpose-designed components to meet the exceptional handling dynamics required of high-performance sports cars. The M-specific forged links are one of the factors in the fleet-footed agility of the M8, while the precise responses of the suspension and damping elements are partly down to the anti-roll bars' improved rigidity. A steel X-brace and an aluminium transverse strut are fitted for an even more stable connection between the rear axle and the body.

### **M Servotronic steering with variable ratio.**

Another factor in delivering the driving experience for which M models have become renowned is M Servotronic steering. The electromechanical system in the new BMW M8 Coupe, new BMW M8 Convertible and Competition models combines speed-sensitive power assistance and a variable steering ratio, enabling exactly the right amount of steering torque for every situation. The result is wonderfully accurate turn-in and sensitive communication of the steering wheel's movements when powering through bends and effortless manoeuvring and parking at low speeds.

The variable ratio adjusts to changes in steering angle and helps to give the car superb straight-line poise, sharp turn-in response and excellent directional accuracy through corners. When the wheels are already sharply turned, the steering rack teeth are positioned more closely together, so smaller steering inputs are required. As a result, the car feels particularly nimble on winding roads and can also be manoeuvred into and out of parking spaces with far less steering effort.

Steering response can also be varied by pushing a button to select one of two settings. COMFORT mode combines excellent cornering accuracy with well-resolved steering feel, while also providing the driver with plenty of feedback. In SPORT mode the steering is even more communicative and noticeably greater force is required to turn the wheel as the system maximises precision in dynamic handling situations.



### **Adaptive suspension with electronically controlled dampers.**

The new BMW M8 models are also equipped as standard with M-specific Adaptive suspension including electronically controlled dampers.

The damping forces for each individual wheel are adjusted smoothly as a function of the changing driving situation using electromagnetic valves. To do this, the damping control takes into account the data on body movement, road surface conditions and steering movements relayed by sensors to generate the ideal damping forces for the situation in just a few milliseconds. This makes it possible to enjoy both excellent everyday comfort and extremely direct contact with the road, with low wheel and body movements.

The basic damper setup can be varied at the touch of a button, with a choice of three modes, each with their own settings. COMFORT mode smooths out imperfections in the road surface at the same time as providing high levels of handling stability. Switching to SPORT mode activates significantly firmer damper settings, fine-tuned during exhaustive testing on the Nürburgring's Nordschleife circuit. Activating the SPORT PLUS mode honed on various grand-prix circuits produces an even tauter setup that lends itself to maximising longitudinal and lateral acceleration on smooth stretches of asphalt, such as at race tracks.

### **Competition models with specific chassis tuning.**

The standalone configuration and tuning of selected chassis components helps the new BMW M8 Competition Coupe and new BMW M8 Competition Convertible to unleash their dynamic talents with even greater intensity. The vehicle setup has been carefully adjusted to the engine's higher output, generating an exclusive racing-car feel and producing a driving experience that richly indulges the emotions.

The Competition models' bespoke modifications translate first and foremost into superior steering precision, transitional responses and cornering dynamics. It starts with the extra-stiff engine mounting – resulting from an increase in the mounts' spring rate from 580 to 900 N/mm – that benefits the Competition models' precision on turn-in. Increased camber at the front axle, meanwhile, enhances their ability to absorb lateral forces through high-speed corners. And fitting the toe links with ball joints instead of rubber mounts has led to even more precise wheel guidance at the rear axle.

### **Premiere for integrated braking system with M-specific configurability.**

The M compound brakes specified as standard for the new BMW M8 Coupe, new BMW M8 Convertible and Competition models deliver top-notch stopping power. As well as their minimised weight and substantially lower unsprung mass compared with conventional braking systems, they are also extremely comfortable to use, offer excellent feel and ensure braking stability even under high loads. The drilled, inner-vented discs on the front wheels are 395 millimetres in diameter and feature six-piston fixed callipers. The rear wheels work with single-piston floating callipers and 380-millimetre discs. The optional M carbon-ceramic brakes – with 400-millimetre discs at the front axle and 380-millimetre discs at the rear – make their case with even greater stopping power, resistance to fade and thermal stability, not to mention an extraordinary ability to fend off wear.

Both brake variants are fitted in conjunction with an M-specific version of an integrated braking system on the new BMW M8 Coupe, BMW M8 Convertible and Competition models. Thanks to this cutting-edge technology, the brake activation, brake booster and braking control functions are brought together within a compact module. The integrated system reduces weight by around two kilograms and employs a vacuum-free brake booster to enhance the car's overall efficiency. The brake pressure required is triggered by an electric actuator, which means it can be generated more dynamically and also ensures significantly faster and more precise interventions from the stability control system.

The integrated braking system also does an excellent job of allowing vehicle deceleration to be geared precisely to the driver's requirements, as well as generating supreme pedal feel in any situation. Feedback from the brake pedal is unimpaired by wet road surfaces, significant lateral acceleration or high brake temperatures, enabling precise metering of braking power at all times. The version of the new braking system developed for BMW M models also presents the driver with two pedal feel settings. COMFORT and SPORT modes alter the amount of pressure on the brake pedal required to slow the car. The driver can therefore choose between more comfort-oriented and particularly direct, instantaneous response when braking.

### **M Dynamic mode for an exceptionally sporty drive.**

The DSC (Dynamic Stability Control) system is interlinked with both M xDrive all-wheel drive and the Active M Differential, so the occasions when it needs to intervene with braking and engine inputs to stabilise the car are restricted to extreme situations. Its range of functions includes the Anti-lock Braking System (ABS), Cornering Brake Control (CBC), Dynamic Brake Control (DBC),

Automatic Differential Brake (ADB-X), Brake Assist, Dry Braking function and Start-Off Assistant. The driver has the option of activating M Dynamic mode as an alternative to the default setting by pressing a button on the centre console. This mode allows a greater degree of wheel slip and combines with the M xDrive system's rear-biased setup to deliver an exceptionally sporty drive complete with controlled drifts through corners. DSC Off mode can also be selected at the push of a button.

**M light-alloy wheels and high-performance tyres.**

The new BMW M8 Coupe and new BMW M8 Convertible are fitted as standard with 20-inch M light-alloy wheels in twin-spoke design and mixed-size tyres measuring 275/35 R 20 at the front and 285/35 R 20 at the rear. A selection of other 20-inch cast and forged M light-alloy wheels in a variety of designs and colours are available as options. The Competition models ride on 20-inch forged M light-alloy wheels in star-spoke design as standard, again fitted with 275/35 R 20 tyres at the front and 285/35 R 20 tyres at the rear. The M-specific high-performance tyres on all models transfer cornering forces to the road with extra intensity.

# Design.

## The perfect fusion of dynamic prowess and luxury.



The design of the new BMW M8 Coupe, new BMW M8 Convertible and Competition models is a place where powerful forms, an elegant surface design and aerodynamically optimised lines converge. A small number of precisely drawn lines and sweeping surfaces create an aura of clarity and modernity. M-specific design features focusing squarely on the functional *raison d'être* of elite sports cars add an extra layer to the already pervasive sense of dynamic endeavour in the new models. And exterior and interior design elements of rare class shine a vivid spotlight on the exclusive status and assured presence of the new luxury high-performance models.

In the interior, too, the new flagship models from BMW M GmbH strike a finely resolved balance between the sporting flair of a high-performance machine and an ambience of progressive luxury. The ergonomically optimised cockpit design is geared purely towards concentrated driving and reflects the exceptional dynamic potential of the new BMW M8 models. High-quality materials, stylish details and meticulous workmanship point immediately to the unparalleled driving experience that awaits the driver.

Measuring 4,867 millimetres in length, 1,907 millimetres wide and 1,362 millimetres tall, and with a 2,827-millimetre wheelbase, the new BMW M8 Coupe, new BMW M8 Convertible and Competition models display the hallmark proportions of a luxury-class sports car. Their dynamic appearance is shaped by a low-slung body, stretched outline, slim window graphic and roofline flowing elegantly into the powerful rear end. The 1,627-millimetre front track and 1,632-millimetre rear track also play their part in imbuing the new high-performance sports cars with their inherent athleticism.

Character-defining features of the new BMW M8 Coupe include the double-bubble contour of its carbon fibre-reinforced plastic (CFRP) roof, reminiscent of classic racing cars. Passengers in the new BMW M8 Convertible are protected from the elements by a high-quality fabric roof pulled taut over the cabin. The multi-layer soft-top opens and closes in 15 seconds at the touch of a button. The electric mechanism can be activated while driving at up to 50 km/h (31 mph). The folding roof construction gives the four-seater convertible a clearly stepped, coupe-like silhouette when closed. Once opened, the soft-top stows away flat under a high-quality cover whose surface

structure matches that of the instrument panel, door and side-panel trim. This emphasises both the dynamically stretched lines of the flanks and the stylistic harmony between the exterior and interior.

### **Signature M design features point to top-level performance.**

A model-specific take on time-honoured BMW M design features hints at the elevated engine power and standout performance capability at work. These elements meet their technical brief in fulfilling cooling requirements and ensuring aerodynamic balance, and are therefore fundamental to the dynamics-maximising ensemble of powertrain, chassis and exterior design. Teaming up with the BMW kidney grille, the three extra-large elements of the front apron's intake satisfy the engine, transmission and braking system's need for cooling air. The grille features the black double bars familiar from other M models and displays the "M8" logo in High-gloss Chrome. A grille surround and model lettering in High-gloss Black mark out the BMW M8 Competition Coupe and BMW M8 Competition Convertible.

With their sophisticated light sources, the slim twin headlights on either side of the BMW kidney grille encapsulate the focused look reminiscent of BMW stablemates past and present. All new BMW M8 models are fitted as standard with Adaptive LED headlights, which generate daytime driving light, low beam and high beam from both light tubes. The optional BMW Laserlight with Selective Beam offers a high-beam range of about 600 metres and can be identified by blue accents inside the twin headlights.

The front side panels on these models are particularly broad, creating an additional light surface above the muscular wheel arches. They also make space for the wide track and large wheels, which contribute to the cars' exhilarating cornering dynamics. Another exclusive feature of the high-performance sports cars are the suitably prominent Air Breathers with integrated M gills in the front side panels. These act as the starting point for the dynamic surfacing of the flanks. 20-inch M light-alloy wheels in twin-spoke design are standard for the new BMW M8 Coupe and new BMW M8 Convertible. The Competition models are delivered with 20-inch forged M light-alloy wheels, their gloss-milled 3D structure and bicolour design generating effective light reflections which sum up the cars' exclusivity and agility in equal measure.

M-specific design features include the exterior mirrors, which help to optimise the cars' aerodynamics and are painted in High-gloss Black on the Competition models. The athletically sculpted rear wheel arches and flared shoulders flow into a powerful rear end, whose width is emphasised by vertically stacked reflectors. The M-specific rear apron incorporates

a diffuser inlay in contrasting colour, with the hallmark M pairs of twin exhaust tailpipes – painted in High-gloss Chrome as standard – integrated into its outer edges. The M Sport exhaust system (available as an option for the BMW M8 Coupe and BMW M8 Convertible, standard on the Competition models) has tailpipes in Black Chrome.

The new high-performance models are fitted with a spoiler on the boot lid to further improve aerodynamic balance. On the BMW M8 Coupe and BMW M8 Convertible it is painted in body colour, on the Competition models in Black. The optional M Carbon exterior package includes inlays for the front air intakes, exterior mirror caps, M gills in the side panels, plus a rear diffuser and rear spoiler made from CFRP. A notch in the centre of the spoiler mirrors the double-bubble contour of the roof.

**Interior: pure M feeling bathed in an exclusive ambience.**

The interior design of the new BMW M8 models creates an extraordinarily harmonious blend of racing flair and luxury ambience. In hallmark M style, there are red accents on the M leather steering wheel's M buttons and the start/stop button on the centre console. The newly designed transmission selector lever with Drivelogic switch is leather surfaced with an embedded M logo and stitching in M GmbH colours. It also features an eye-catching cut-out with integrated "waterfall" lighting for additional emphasis. The standard interior trim strips in Carbon Fibre also accentuate the high-performance models' sports-car feel.

The likewise newly developed sports seats stand out with perforated 3D quilting, pronounced side bolsters, clearly defined shoulder areas and integral head restraints with illuminated model badges. The standard Merino leather upholstery can be ordered in two colours. The Competition models come as standard with full-leather trim, while the options list includes five full-leather upholstery choices and two BMW Individual full-leather variants. The Competition models are also available exclusively with bicolour leather/Alcantara trim. Seats with a central section in contrasting colour, door cards and stitching also in contrasting colour, Alcantara surfacing for the seat side bolsters, the centre console, the lower section of the instrument panel and – in the BMW M8 Competition Coupe – also the BMW Individual headliner mark out this ultra-sporty and exclusive model variant.

# Equipment.

## New control concept, bespoke comfort, intelligent connectivity.



Standard specification for the new BMW M8 models and the list of optional extras available mirror the unique blend of track-focused performance and luxury that also shines through in their design. The M Sport seats, M leather steering wheel, M-specific displays in the instrument cluster and ergonomically optimised arrangement of all controls give the driver everything they need to enjoy an exhilarating driving experience and precisely controllable handling into the upper reaches of the dynamic spectrum. A new control system makes it possible to tailor the high-performance sports cars' setup even more closely to personal preferences and the situation at hand. The inimitable M feeling is combined with other exclusive equipment features to increase the comfort of the new flagship models from BMW M GmbH in everyday use and on long journeys, while highlighting their elite status as luxury cars.

Model-specific leather upholstery variants, Comfort Access, telephony with wireless charging, the BMW Display Key, Adaptive LED headlights and ambient lighting are all included as standard. There is also the option of BMW Laserlight with BMW Selective Beam (standard in Germany), which generates a high-beam range of up to 600 metres. As well as boasting a BMW Head-Up Display with M-specific readouts, the new BMW M8 Coupe, new BMW M8 Convertible and two Competition models also come with the Driving Assistant and Parking Assistant as standard, while an array of further driver assistance systems are available as options. The BMW Live Cockpit Professional – including navigation system and the BMW Intelligent Personal Assistant – can also be found on the standard equipment list and provides full access to the latest digital services from BMW Connected and BMW ConnectedDrive.

### **New: Setup button for direct access to the configuration of all powertrain and chassis systems.**

BMW M models are traditionally equipped with controls that enable the driver to program an individual configuration for the powertrain and chassis systems and therefore tailor the car's setup to the situation and personal preferences. Various settings for the engine, suspension and steering can be activated independently of one another. In models specified with the M xDrive all-wheel-drive system, the driver is also able to adjust how power is distributed between the front and rear wheels. And now the new BMW M8 Coupe,

new BMW M8 Convertible and their Competition siblings offer the ability to configure the braking system as required, too.

The Setup button on the centre console enables direct access to all available setup options for these five vehicle parameters. Pressing the button brings up a Setup menu in the Control Display, which offers an overview of the vehicle settings currently engaged. The driver can then activate their desired mode for the engine, suspension, steering, brakes and M xDrive – in a single step in each case – via the touchscreen using the iDrive Controller.

The engine characteristics can be adjusted by means of the EFFICIENT, SPORT and SPORT PLUS settings, while the COMFORT, SPORT and SPORT PLUS chassis options give access to the three profiles for the electronically controlled dampers. The driver can also choose between COMFORT and SPORT for both the M-specific electromechanical steering and the new braking system. When DSC (Dynamic Stability Control) is deactivated, the 4WD, 4WD SPORT and 2WD (pure rear-wheel drive) settings for the M xDrive all-wheel-drive system also come into play.

Two individually composed variants of this M setup can be stored permanently with the driver's preferred settings for the engine sound, gearshift characteristics of the eight-speed M Steptronic transmission, driving stability control and Auto Start Stop function. The overall vehicle configuration can then be called up at any time by pressing one of the two M buttons on the steering wheel.

**BMW Live Cockpit Professional: fully digital screen grouping with M-specific content and graphics.**

The BMW Live Cockpit Professional also brings the benefits of the new BMW Operating System 7.0 to the world of high-performance sports cars from BMW M GmbH. Its fully digital screen grouping comprises a high-resolution instrument cluster behind the steering wheel with a screen diagonal of 12.3 inches and a 10.25-inch Control Display. These provide the driver with just the right information, exactly when it is needed – in customisable form and with M-specific content and graphics. The driver has a choice of the Control Display's touchscreen, the familiar iDrive Touch Controller, the controls on the steering wheel and voice control, allowing them to enjoy intuitive, multimodal interaction with their vehicle. Plus, in the new BMW M8 Coupe and new BMW M8 Competition Coupe, they also have the option of BMW gesture control.



The BMW Intelligent Personal Assistant is another element of the operating system. The digital companion can be activated with the spoken prompt “Hey BMW” and helps the driver to use vehicle functions. What’s more, he constantly acquires new skills thanks to the updates transmitted seamlessly by Remote Software Upgrade. Functions and information can be accessed extremely easily using naturally formulated spoken instructions.

The standard Head-Up Display projects driving-related information onto the windscreen and directly into the driver’s field of view. It employs full-colour graphics and allows the driver to assimilate a wealth of information without having to divert their eyes from the road. As well as the selected gear, a digital speed readout, messages from the road sign detection system and navigation instructions, the M-specific display content configurable in the iDrive menu includes a multi-coloured rpm dial complete with shift lights.

### **Pure driving pleasure through innovation: the M Mode button.**

The M Mode button on the centre console making its debut in the new BMW M8 can be used to alter both the responses of the driver assistance systems and the information shown in the instrument cluster and Head-Up Display. M Mode allows the driver to activate ROAD and SPORT settings, while the new BMW M8 Competition Coupe and BMW M8 Competition Convertible also come with a TRACK setting. These modes enhance the hallmark M driving experience according to the situation at hand. Changing the mode alters the information presented to the driver on the screens, while the safety-enhancing interventions by the driver assistance systems – such as active braking or steering inputs – are reduced to a bare minimum or deactivated altogether.

In the default ROAD setting, all the standard and optional driver assistance systems are fully activated. A simple press of the M Mode button engages the SPORT setting, in which the active driver assistance systems (in the configuration set by the driver) now only transmit alerts on speed limits and overtaking restrictions, for example. This mode allows all interventions in the braking and steering systems to be disabled, aside from those made by the Collision Warning with braking function and the Evasion Assistant.

In SPORT mode, the driver benefits from M View in both the instrument cluster and the Head-Up Display. Here, only relevant information for sporty driving – i.e. an M-specific engine speed dial, the shift lights, a digital speed display and the gear currently engaged – is displayed in the cockpit. Information on coolant temperature, charge pressure, tyre condition, and longitudinal and lateral acceleration can be viewed in the right- and left-hand areas of the instrument cluster. The Head-Up Display readout is concentrated

around the engine revs and shift lights, navigation instructions and distance warnings, the gear selected and the vehicle speed, plus the speed limits and overtaking restrictions detected by the Speed Limit Info system. Pressing the M Mode button again returns the driver to the default ROAD mode.

An extended press of the M Mode button engages TRACK mode, which is available in the Competition models and designed exclusively for use on race circuits. The decision to activate this mode must be confirmed using the iDrive Controller. In this setting, all the comfort and safety functions of the driver assistance systems are deactivated. In addition, the audio system and Control Display are both switched off in order to focus the driver's attention even more intently on the road ahead. TRACK mode allows drivers of the new BMW M8 Competition Coupe and new BMW M8 Competition Convertible to experience an ultra-pure, racing-car-inspired distillation of M feeling. Added to which, the instrument cluster and Head-Up Display also include M View; here, TRACK mode blanks out the road sign detection and distance information. Pressing the M Mode button again takes the car out of the TRACK setting and back into ROAD mode.

### **State-of-the-art driver assistance systems offer customised comfort and safety.**

The standard Driving Assistant for the new BMW M8 Coupe, new BMW M8 Convertible and Competition models can be supplemented with a wide choice of other driver assistance systems designed to ease the driver's workload in monotonous driving situations and so enhance both comfort and safety. Active Cruise Control with Stop & Go function and the Night Vision system are both available as optional extras. Customers can also opt for the Driving Assistant Professional package that adds a number of features, such as the steering and lane control assistant, the lane keeping assistant with active side collision protection, the Evasion Assistant, and the junction warning, wrong-way driving warning and front crossing traffic warning systems.

The standard Parking Assistant also includes a rear view camera, while upgrading to the optional Parking Assistant Plus enables the Top View, Panorama View and 3D Top View functions as well.

### **Lavish standard specification and exclusive options for a luxurious driving experience.**

The standard M Sport seats offer multi-way electric adjustment with memory function and allow the fore/aft position, backrest angle, backrest width and thigh support to be varied as required. They also include a semi-electric folding function for the backrests that makes getting in and out easier for

passengers in the rear, as well as electric adjustment of the head restraints, which automatically drop down to their lowest position once the engine has been switched off. The rear backrest has a 50:50 split as standard, allowing one or both sections to be folded down and increase luggage capacity. When the rear backrest is upright, the new BMW M8 Coupe offers 420 litres of boot space and the new BMW M8 Convertible 350 litres. Automatic boot lid operation is yet another standard feature, as is hands-free opening and closing of the boot lid.

One of the features specific to the new BMW M8 Convertible and new BMW M8 Competition Convertible is their rollover protection system. This consists of two protective bars – made from high-strength aluminium – behind the rear head restraints that automatically extend when the data analysed by the central safety electronics unit indicates the car is at risk of turning over. Standard equipment also includes a wind deflector, which can be set up in the rear-seat area to prevent unwanted air turbulence when driving with the roof down. The M Sport seats in the open-top variants of the high-performance sports car additionally come equipped with neck warmers, whose air outlets integrated into the head restraints can provide a pleasant warming effect in cooler weather.

A number of exclusive optional extras for the new BMW M8 Coupe, new BMW M8 Convertible and Competition models have been designed to combine that intense M feeling with a luxurious driving experience. Climate seats, sun protection glass and a Heat Comfort package (featuring heated armrests in the doors and on the centre console for the driver and front passenger, plus a heated steering wheel) are among the features promising the ultimate in motoring wellbeing. Finally, customers can enjoy supreme listening pleasure by opting for the Bowers & Wilkins Diamond surround sound system with fully active 16-channel amplifier and up to 16 speakers, some of which are illuminated.