

# The BMW 6 Series Coupe with xDrive and six-cylinder in-line diesel engine.



**Munich.** BMW is set to add another variant of the Coupe and Convertible to the BMW 6 Series line-up with the arrival of the BMW 640d xDrive Coupe and Convertible in spring 2012. Intelligent all-wheel drive – making its debut in the BMW 6 Series – teams up with a six-cylinder in-line diesel engine featuring BMW TwinPower Turbo technology to take driving pleasure to another new level. The combination of a diesel engine and BMW xDrive all-wheel drive, which will also be found in the BMW 640d xDrive Convertible, gives the BMW 6 Series a spread of abilities none of its rivals can match.

The new BMW 640d xDrive Coupe accelerates from 0 to 100 km/h (62 mph) in just 5.2 seconds. The 230 kW/313 hp diesel powerplant uses BMW TwinPower Turbo technology to ensure outstanding efficiency, and joins forces with the standard-fitted eight-speed Sports automatic gearbox to deliver exceptionally low fuel consumption and emissions. The xDrive system distributes the power generated by the engine precisely between the front and rear wheels as the situation demands. Pulling the strings behind the scenes is an electronic control unit which links xDrive up with the DSC (Dynamic Stability Control) system to ensure unbeatable traction, maximum safety, top-class handling and optimum power development in all weather and road conditions. The average fuel consumption of the BMW 640d xDrive Coupe stands at 5.7 – 5.8 litres per 100 kilometres / 48.7 – 49.6 mpg imp (in the EU test cycle, depending on the tyre format), while CO<sub>2</sub> emissions are 149 – 153 grams per kilometre.

## **Six-cylinder in-line diesel engine with BMW TwinPower Turbo technology in the BMW 6 Series.**

The instantaneous responses and pulling power of the diesel unit fitted in the BMW 6 Series enable it to do everything required of an engine fitted in a car with a sharp sporting focus. The output characteristics, acoustic profile, low vibrations and efficiency of the six-cylinder unit offer clear evidence of BMW's expertise in the development of diesel engines.

Rewinding a generation, the introduction – for the first time – of a diesel variant into the previous BMW 6 Series likewise lent an extra dimension to the

range. The new BMW 6 Series adds further lustre to the alluring profile of the exclusive and sporty, yet also economical, premium-class Coupe by taking performance and efficiency to new heights and, for the first time, offering the additional benefits of xDrive.

The latest generation of the most powerful diesel engine boasts displacement of 3.0 litres, a low-weight all-aluminium crankcase and the latest development of BMW TwinPower Turbo technology. This package of technology comprises multi-stage turbocharging and common-rail direct injection whose piezo injectors work with maximum pressure of 2,000 bar. The car's two-stage turbocharging generates instantaneous and forceful power delivery, while the injection system sprays the fuel into the cylinders in precisely measured quantities to ensure clean and efficient combustion.

### **Two-stage turbocharging with optimised efficiency.**

The latest multi-stage turbocharging technology responds more precisely than ever to the demands of different driving situations. At low revs a smaller turbocharger is activated, its low moment of inertia allowing it to go to work extremely rapidly. The compressed air from this small charger is sent directly to the combustion chambers via a bypass line. As the air no longer flows through the large charger, loss-free development of charge pressure is assured. Only when the driver asks for more power do the electronics prompt the bypass unit to bring the larger turbo into play. Added to which, variable turbine geometry for the smaller of the two turbos optimises the effectiveness of the turbocharging system in responding to the power requirement at any one time.

The result is an ultra-fast response to every movement of the accelerator. The engine delivers its peak torque of 630 Newton metres (465 lb-ft) as low down as 1,500 – 2,500 rpm, with maximum output generated at 4,400 rpm. Powerful acceleration from a standstill and dynamic mid-range sprints are therefore dispatched with equal ease. The eight-speed Sports automatic gearbox is tuned precisely to the performance characteristics of the engine, and so allows the driver to exploit its impressive torque – maintained across a high rev band – to the full, for a sporty yet smooth driving experience. By contrast, in ECO PRO mode (likewise standard) the power reserves of the sporty diesel

engine play a prominent role in ensuring a relaxed and extremely efficient driving style at low engine speeds.

**BMW EfficientDynamics package of technology and Driving Experience Control come as standard.**

ECO PRO mode, which is activated via the standard-fitted Driving Experience Control switch, carries out adjustments to the engine management, accelerator mapping and the shift characteristics of the automatic transmission. In addition, the output of electrically operated functions such as the climate control system, as well as the seat and exterior mirror heating are carefully regulated to ensure extremely efficient energy management. Special displays inform the driver of the extra range, in kilometres, achieved as a result. The BMW EfficientDynamics technologies fitted as standard on board the BMW 640d xDrive Coupe also include Brake Energy Regeneration, the Auto Start-Stop function, need-based operation of ancillary units and active air flap control.

The Driving Experience Control switch can also be used to call up SPORT, SPORT+ and COMFORT modes, and – if the optional Dynamic Damper Control or Adaptive Drive are selected – COMFORT+. As well as the accelerator progression, engine responses, power steering characteristics, intervention thresholds of the DSC stability control system and shift dynamics of the automatic transmission, this also allows the driver to adjust the damper settings and anti-roll control. Whichever mode he chooses, the driver is activating a pre-configured and coherent overall set-up which includes reproduction of the engine sound. Here, a sound module is used to enhance the engine's natural acoustic components to suit the driving situation and the Driving Experience Control mode selected, and this soundtrack is then transferred into the interior. The system's digital signal processing technology exchanges data directly with the engine management and adjusts its output to the engine's revs, the amount of torque being produced and the car's speed over the road. This gives the driver an impressively accurate impression of how hard the engine is currently working and of the power being unleashed, and provides an even clearer window into the car's responses on the road.

### **Intelligent all-wheel drive raises driving pleasure another notch.**

The introduction of the BMW xDrive all-wheel-drive system into the BMW 6 Series range adds another alluring dimension to the driving experience on board a top-class premium coupe.

The BMW 640d xDrive Coupe showcases the latest incarnation of the intelligent all-wheel-drive system. In addition to the variable transfer of power to the front and rear wheels, this technology also includes Performance Control, which divides drive between the right and left-hand rear wheels to suit the situation at hand.

In contrast to conventional all-wheel-drive systems, the electronically controlled BMW xDrive is set up not only to optimise traction on low-grip surfaces, but also to enhance dynamic performance through corners.

The link-up of the all-wheel-drive system with the DSC (Dynamic Stability Control) function within the ICM (Integrated Chassis Management) system enables all situations on the road to be identified and evaluated to allow the necessary control interventions to be made at an early stage. These can be carried out by xDrive either on its own or in combination with Dynamic Stability Control or Performance Control. The power is distributed quickly and with great precision to where it is needed, ensuring that the driver enjoys the handling characteristics expected of a BMW – even under extremely dynamic cornering.

The xDrive system has been specially tuned for service in the BMW 6 Series, taking into account the car's specific properties and characteristics. This bespoke set-up is underpinned by the principle of blending the traditional rear-wheel-drive qualities of BMW cars harmoniously with the benefits of distributing power between all four wheels. As with every all-wheel-drive BMW, 60 per cent of the engine's power is sent to the rear axle in normal conditions and 40 per cent to the front wheels. This torque split can be adjusted in an instant to suit changing conditions.

### **Linking up to allow proactive analysis and precise interventions.**

Identifying the risk of traction loss at a very early stage allows wheel spin to be prevented at one or more wheels by varying power distribution. xDrive can therefore be described as an "intelligent" all-wheel-drive system.

This proactive analysis of the driving situation takes into account the data from the engine management system and information on accelerator position, steering angle, wheel speeds and lateral acceleration stored in the ICM system. Based on this extensive information, xDrive is able to finely control the distribution of power between the front and rear wheels to ensure that engine output is fully utilised at all times. This allows xDrive to nip oversteer or understeer in the bud – unlike conventional all-wheel-drive systems, which only react when at least one wheel is already spinning. If the car is threatening to understeer, a greater proportion of drive power is immediately sent to the rear wheels. This makes for sharper turn-in on the entry to a corner; in other words, xDrive improves stability before the driver is even aware of the need. Similarly, the system's proactive capabilities allow it to correct oversteer tendencies at the earliest possible stage by directing surplus power to the front wheels. That means the benefits of all-wheel drive can be enlisted even before traction loss actually occurs.

Intelligently varied power distribution also has benefits for ride comfort; due to the stabilising effect of xDrive, DSC now only needs to intervene in extreme situations. Only when optimal drive power distribution alone is insufficient to keep the vehicle on track does DSC intervene by reducing engine power and selectively braking individual wheels.

### **Electronic control enables extremely rapid reactions.**

The xDrive system's electronic control system allows the power split between the front and rear wheels to be altered almost instantly to suit changing driving conditions. It does this by adjusting the multi-plate clutch in the central transfer case, using a stepper motor. The higher the pressure on the clutch plates, the more power is transferred to the front wheels via a gear system. Conversely, when the clutch is completely open, all power goes to the rear wheels. The electronic control system is capable of varying the torque distribution in record-quick time: it takes just 100 milliseconds to fully open or fully close the clutch.

Performance Control improves these driving dynamics even further. Working with the xDrive control function, this electronic system uses precisely controlled braking and variable torque distribution to counteract the onset of understeer on low-traction surfaces and under particularly dynamic cornering,

thereby improving agility. As soon as understeer is detected, the integrated electronic control functions of xDrive and DSC selectively brake the rear wheel on the inside of the corner. The resultant loss of propulsion is compensated for by an increase in drive power.

### **BMW xDrive now also destined for success in the BMW 6 Series.**

BMW has offered its customers all-wheel-drive vehicles for more than 25 years. From the outset, BMW used the transfer of power to both axles not only to optimise traction on loose surfaces and in adverse weather conditions, but also to enhance dynamic performance through corners. Over the years, all-wheel drive has developed from an option initially limited to selected models to a growth driver for the ongoing expansion of the model range.

The worldwide success of xDrive has also been aided by the introduction of the BMW X models. With the BMW X5, BMW X6, BMW X3 and BMW X1, the range now includes four models which set the benchmark in their segments in terms of agility and driving pleasure. In these models, as elsewhere in the BMW range, the all-wheel-drive system not only gives drivers a traction and stability advantage, but also plays a key role in delivering stand-out dynamic performance. Alongside the triumphant progress of the BMW X models, the number of all-wheel-drive variants in other model series has also grown consistently. Today, xDrive models can be found in the BMW 3 Series, BMW 5 Series, BMW 7 Series and now, for the first time, the BMW 6 Series range.

The new BMW 640d xDrive Coupe injects an extra dose of variety into the BMW 6 Series, and the intelligent all-wheel-drive system is also fitted in the BMW 650i xDrive Coupe. In this model, xDrive divides the power generated by a V8 engine with BMW TwinPower Turbo technology between the front and rear wheels. The power unit underneath the bonnet of the BMW 650i xDrive Coupe develops maximum output of 300 kW/407 hp and peak torque of 600 Newton metres (443 lb-ft), and again links up with the eight-speed Sports automatic gearbox. With the added benefits of xDrive on board, the car can sprint from 0 to 100 km/h (62 mph) in 4.8 seconds.

### **BMW 6 Series Coupe offers greater variety.**

With three engine variants (bearing the BMW 640i, BMW 650i and BMW 640d badges), a choice between BMW's traditional rear-wheel drive

and intelligent all-wheel-drive technology, state-of-the-art chassis technology and an array of innovative and – in some cases – unique equipment features, BMW brings an exclusive product package to the premium luxury-class coupe table.

The new BMW 6 Series Coupe can also be equipped with a specially developed M Sport package. The aerodynamic, exterior and interior components designed in familiar M style clearly showcase the sports car character of the 6 Series Coupe. Equipment includes an M aerodynamics package with bespoke body components for the front end, side sills and rear apron, exhaust tailpipe embellishers in Chrome Dark, LED front fog lamps and 19-inch light-alloy wheels in M double-spoke design. 20-inch light-alloy wheels in M double-spoke design can also be ordered as an option. Inside, features such as M-specific Alcantara/leather sports seats in Anthracite with Blue contrast stitching, an M leather steering wheel with multifunction buttons and gearshift paddles, and Aluminium Hexagon interior trim strips all play their part in creating a full-blooded driving experience. The M Sport package also includes door sills bearing the M logo, as well as an M driver's footrest.

The BMW 6 Series Coupe offers seating for four immersed in a luxurious ambience, while its 460-litre boot can accommodate three 46-inch golfbags or two medium-sized hard-shell suitcases plus a flight case.

The comfort-enhancing equipment fitted as standard in the new BMW 6 Series Coupe includes 2-zone automatic climate control, a multifunction steering wheel, electric steering column adjustment, electrically adjustable and heated exterior mirrors, Cruise Control with braking function, a rain sensor with automatic headlight range control, a HiFi audio system and the control system iDrive with a freestanding Control Display in flatscreen design. Among the highlights on the options list are Adaptive LED Headlights and the Bang & Olufsen High End Surround Sound System.

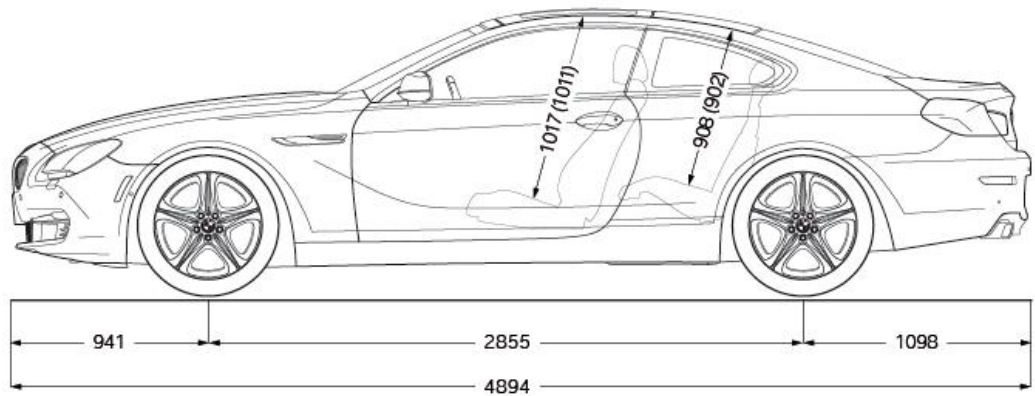
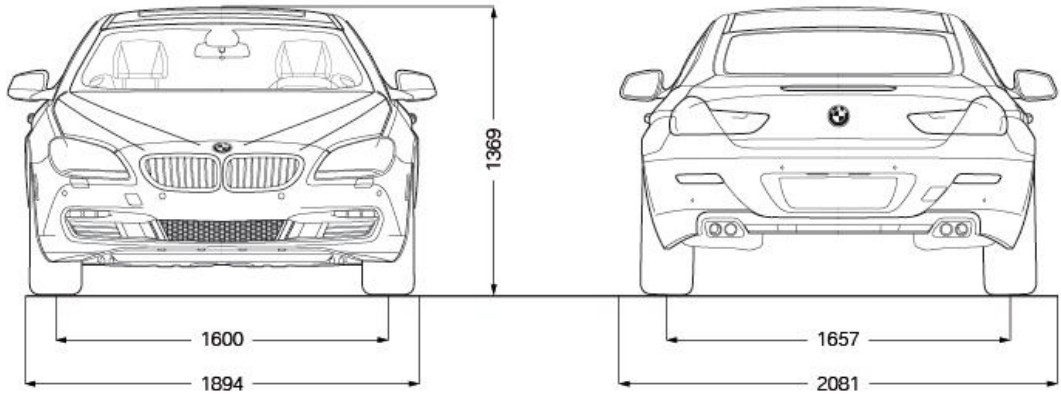
A rich variety of driver assistance systems and mobility services from BMW ConnectedDrive also help to give the new BMW 6 Series Coupe its innovative character. Enhancing convenience during a journey, for example, are services such as a personal assistant who is at your service around the clock and searches for addresses, inputting them as destinations directly into the navigation system. The Real-Time Traffic Information function, meanwhile, transfers extraordinarily precise data and diversion

recommendations to the navigation system.

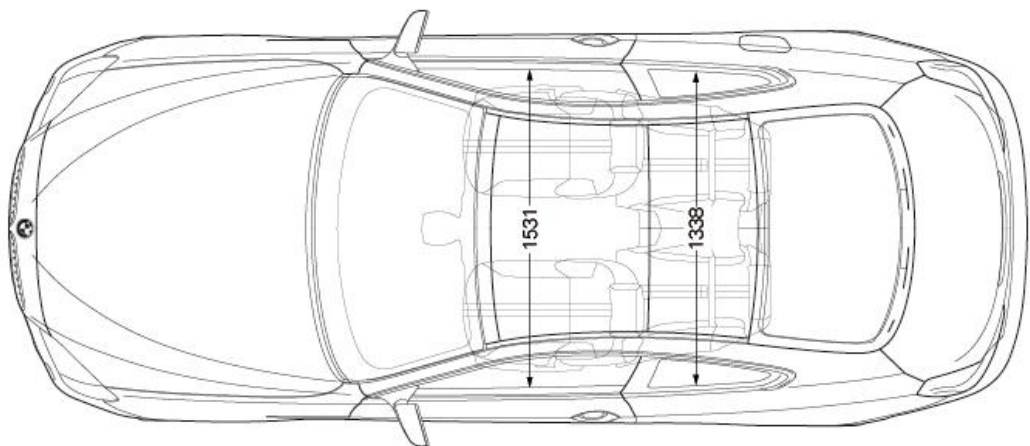
Other supportive functions include Active Cruise Control with Stop & Go function, Speed Limit Info, a rear-view camera, Surround View and BMW Parking Assistant. The scope of in-car infotainment, meanwhile, enters a new dimension: the Apps option and BMW Connected application allows Apple iPhone owners to use Facebook, Twitter and the web radio function inside their BMW 6 Series Coupe. And the office functions enable calendar entries, for example, or e-mails on a smartphone to be shown in the vehicle display and read out to the driver. ConnectedDrive features also help to improve safety. The new-generation BMW Head-Up Display offers optimised display quality, with a full spectrum of colours now available for the graphics, allowing extremely realistic-looking symbols to be projected onto the windscreen. Other functions include Advanced Emergency Call with automatic position finding and accident severity detection, BMW Night Vision with pedestrian recognition, the Lane Change Warning System and the Lane Departure Warning System.



# Exterior and interior Dimensions. The new BMW 6 Series Coupe.



Figures in ( ) apply to the glass vent roof.



# Specifications.

## The new BMW 6 Series Coupe.

### 640d xDrive.



#### BMW 640d xDrive Coupe

#### Body

Number of doors/seats		2 / 4
Length/width/height (unladen)	mm	4894 / 1894 / 1369
Wheelbase	mm	2855
Track front/rear	mm	1600 / 1665
Ground clearance	mm	124
Turning circle	m	11.7
Tank capacity	approx. l	70
Cooling system incl. heating	l	8.0
Engine oil <sup>1)</sup>	l	7.2
Weight, unladen, to DINEU	kg	1795 / 1870
Max. load to DIN	kg	450
Max. perm. weight, overall	kg	2310
Max. perm. axle load front/rear	kg	1150 / 1220
Max. perm. trailer load braked (12%)/unbraked	kg	- / -
Max. roof load/towbar download	kg	75 / -
Luggage comp. capacity	l	460
Air drag	c <sub>d</sub> x A	0.30 x 2.23

#### Engine

Configuration/no. of cyls./valves		R / 6 / 4
Engine technology		BMW TwinPower Turbo with two turbochargers (Variable Twin Turbo) and common-rail direct injection with solenoid valve injectors (max. injection pressure: 1800 bar)
Capacity	cc	2993
Stroke/bore	mm	90.0 / 84.0
Compression ratio	:1	16.5
Fuel grade		diesel
Max output	kW/hp	230 / 313
at	min <sup>-1</sup>	4400
Torque	Nm	630
at	min <sup>-1</sup>	1500 – 2500

#### Electrical system

Battery/installation	Ah/-	90 / luggage comp.
Alternator	A/W	220 / 3080

#### Driving dynamics and safety

Suspension, front	Double track control arm with separate lower track arm level, aluminium, small steering roll radius, anti-dive	
Suspension, rear	Integral-V multi-arm axle, aluminium, anti-squat and anti-dive, double acoustic separation	
Brakes, front	Single-piston aluminium floating-calliper disc brakes in frame structure	
Diameter	mm	348 x 36 / vented
Brakes, rear	Single-piston aluminium floating-calliper disc brakes	
Diameter	mm	345 x 24 / vented
Driving stability systems	Standard: DSC incl. ABS, ASC and DTC (Dynamic Traction Control), CBC (Cornering Brake Control), DBC (Dynamic Brake Control), Dry Braking function, Fading Compensation, Start-Off Assistant; integration with xDrive all-wheel drive within the ICM (Integrated Chassis Management), optional: Dynamic Damper Control, Adaptive Drive	
Safety features	Standard: airbags for driver and front passenger, side airbags for driver and front passenger, head airbags for front and rear seats, three-point inertia-reel seatbelts on all seats with belt latch tensioner and belt force limiter integrated in the front seats, crash-activated head restraints at the front, crash sensors, runflat tyres, Tyre Defect Indicator	
Steering	Hydraulic rack-and-pinion steering with Servotronic	
Overall steering ratio	:1	18.0
Tyres front/rear	225/55 R17 97Y RSC	
Wheels front/rear	8J x 17 light-alloy	

# The new BMW 6 Series Coupe. 640d xDrive.

## BMW 640d xDrive Coupe

### BMW ConnectedDrive

Convenience	Extras: BMW Assist incl. Enquiry Service, remote-control functions, Real-Time Traffic Information, BMW TeleServices, integration of mobile devices
Infotainment	Extras: internet access, BMW Online incl. Park Info, National Info, Google Local Search, News, Realtime Weather, BMW Routes, Office functions, Bluetooth Audio Streaming, Online Update Music Tracks, Apps
Safety	Extras: Adaptive Headlights with cornering lights, variable light distribution and adaptive headlight range control, High Beam Assistant, Park Distance Control, rear-view camera, Surround View incl. Top View and Side View, BMW Night Vision with pedestrian recognition, Head-Up Display, Active Cruise Control including rear-end collision warning with braking function, Lane Change Warning, Lane Departure Warning, Speed Limit Info, Automatic/Advanced Emergency Call

### Transmission

Type	Eight-speed automatic with Steptronic		
Gear ratios	I	:1	4.714
	II	:1	3.143
	III	:1	2.106
	IV	:1	1.667
	V	:1	1.285
	VI	:1	1.000
	VII	:1	0.839
	VIII	:1	0.667
	R	:1	3.317
Final drive		:1	2.813

### Performance

Power-to-weight ratio	kg/kW	7.8	
Output per litre	kW/l	76.8	
Acceleration	0–100 km/h	s	5.2
	0–1000 m	s	24.5
In 4th gear	80–120 km/h	s	–
Top speed	km/h	250	

### BMW EfficientDynamics

BMW EfficientDynamics measures as standard	Brake Energy Regeneration with recuperation display, Auto Start-Stop function, ECO PRO mode, intelligent lightweight construction, on-demand operation of ancillary units, detachable a/c compressor
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### Fuel consumption EU<sup>2)</sup>

With standard wheels and tyres 8J x 17 wheels, 225/55 R17 tyres (SA 2K1)		
Urban	l/100km	6.9
Extra-urban	l/100km	5.0
Composite	l/100km	5.7
CO <sub>2</sub>	g/km	149
With 8J x 18 wheels and 245/45 R18 tyres and with winter tyres (SA 2SR, 9WR, 931)		
Urban	l/100km	7.0
Extra-urban	l/100km	5.1
Composite	l/100km	5.8
CO <sub>2</sub>	g/km	152
With 8J x 18 wheels at the front, 9J x 18 at the rear and 245/45 R18 tyres at the front, 275/45 R18 at the rear (SA 2DN)		
With 8.5J x 19 wheels at the front, 9J x 19 at the rear and 245/40 R19 tyres at the front, 275/35 R19 at the rear (SA 2FB, 2DP)		
With 8.5J x 20 wheels at the front, 9J x 20 at the rear and 245/35 R20 tyres at the front, 275/30 R20 at the rear (SA 2H9)		
Urban	l/100km	7.1
Extra-urban	l/100km	5.1
Composite	l/100km	5.8
CO <sub>2</sub>	g/km	153
Emission rating		EU5

### Insurance group

3P / FCC / FC	21 / 28 / 28
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Specifications apply to ACEA markets; data relevant to homologation applicable in part only to Germany (weight)

<sup>1)</sup> Oil change quantity

<sup>2)</sup> Fuel consumption and CO<sub>2</sub> emissions depend on the selected tyre format

# The new BMW 6 Series Convertible. 640d xDrive.

<b>BMW 640d xDrive Convertible</b>		
<b>Body</b>		
Number of doors/seats		2 / 4
Length/width/height (unladen)	mm	4894 / 1894 / 1365
Wheelbase	mm	2855
Track front/rear	mm	1600 / 1665
Ground clearance	mm	123
Turning circle	m	11.7
Tank capacity	approx l	70
Cooling system incl. heating	l	8.0
Engine oil <sup>1)</sup>	l	7.2
Weight, unladen, to DINEU	kg	1930 / 2005
Max. load to DIN	kg	450
Max. perm. weight, overall	kg	2440
Max. perm. axle load front/rear	kg	1180 / 1320
Max. perm. trailer load braked (12%/unbraked)	kg	- / -
Max. roof load/towbar download	kg	- / -
Luggage capacity	l	300-350
Air drag	c <sub>d</sub> x A	0.31 x 2.23
<b>Engine</b>		
Configuration/no. of cyls./valves		R / 6 / 4
Engine technology		BMW TwinPower Turbo with two turbochargers (Variable Twin Turbo) and common-rail direct injection with solenoid valve injectors (max. injection pressure: 1800 bar)
Capacity	cc	2993
Stroke/bore	mm	90.0 / 84.0
Compression ratio	:1	16.5
Fuel grade		diesel
Max. output	kW/hp	230 / 313
At	min <sup>-1</sup>	4400
Max. torque	Nm	630
at	min <sup>-1</sup>	1500 - 2500
<b>Electrical system</b>		
Battery/installation	Ah/-	90 / luggage comp.
Alternator	AW	220 / 3080
<b>Driving dynamics and safety</b>		
Suspension, front		Double track control arm with separate lower track arm level, aluminium, small steering roll radius, anti-dive
Suspension, rear		Integral-V multi-arm axle, aluminium, anti-squat and anti-dive, double acoustic separation
Brakes, front		Single-piston aluminium floating-calliper disc brakes in frame structure
Diameter	mm	348 x 36 / vented
Brakes, rear		Single-piston aluminium floating-calliper disc brakes
Diameter	mm	345 x 24 / vented
Driving stability systems		Standard: DSC incl. ABS, ASC and DTC (Dynamic Traction Control), CBC (Cornering Brake Control), DBC (Dynamic Brake Control), Dry Braking function, Fading Compensation, Start-Off Assistant; integration with all-wheel drive within the ICM (Integrated Chassis Management), optional: Dynamic Damper Control, Adaptive Drive
Safety features		Standard: airbags for driver and front passenger, side airbags with combined head airbags for driver and front passenger, three-point inertia-reel seatbelts on all seats with belt latch tensioner and belt force limiter integrated in the front seats, crash-activated head restraints at the front, roll-over protection system, crash sensors, Tyre Defect Indicator
Steering		Hydraulic rack-and-pinion steering with Servotronic
Overall steering ratio	:1	18.0
Tyres front/rear		225/55 R17 97Y RSC
Wheels front/rear		8J x 17 light-alloy

# The new BMW 6 Series Convertible. 640d xDrive.

## BMW 640d xDrive Convertible

### BMW ConnectedDrive

Convenience	Extras: BMW Assist incl. Enquiry Service, remote-control functions, Real-Time Traffic Information, BMW TeleServices, integration of mobile devices
Infotainment	Extras: internet access, BMW Online incl. Park Info, National Info, Google Local Search, News, Realtime Weather, BMW Routes, Office functions, Bluetooth Audio Streaming, Online Update Music Tracks, Apps
Safety	Extras: Adaptive Headlights with cornering lights, variable light distribution and adaptive headlight range control, High Beam Assistant, Park Distance Control, rear-view camera, Surround View incl. Top View and Side View, BMW Night Vision with pedestrian recognition, Head-Up Display, Active Cruise Control including rear-end collision warning with braking function, Lane Change Warning, Lane Departure Warning, Speed Limit Info, Automatic/Advanced Emergency Call

### Transmission

Type	Eight-speed automatic with Steptronic		
Gear ratios	I	:1	4.714
	II	:1	3.143
	III	:1	2.106
	IV	:1	1.667
	V	:1	1.285
	VI	:1	1.000
	VII	:1	0.839
	VIII	:1	0.667
	R	:1	3.317
Final drive		:1	2.813

### Performance

Power-to-weight ratio	kg/kW	8.4	
Output per litre	kW/l	76.8	
Acceleration	0–100 km/h	s	5.4
	0–1000 m	s	25.0
In 4th gear	80–120 km/h	s	–
Top speed	km/h	250	

### BMW EfficientDynamics

BMW EfficientDynamics measures as standard	Brake Energy Regeneration with recuperation display, Auto Start-Stop function, ECO PRO mode, intelligent lightweight construction, on-demand operation of ancillary units, detachable a/c compressor
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### Fuel consumption EU<sup>2)</sup>

With standard wheels and tyres 8J x 17 wheels, 225/55 R17 tyres (SA 2K1)		
Urban	l/100km	7.1
Extra-urban	l/100km	5.1
Composite	l/100km	5.9
CO <sub>2</sub>	g/km	154
With 8J x 18 wheels and 245/45 R18 tyres and with winter tyres (SA 2SR, 9WR, 931)		
Urban	l/100km	7.2
Extra-urban	l/100km	5.2
Composite	l/100km	6.0
CO <sub>2</sub>	g/km	157
With 8J x 18 wheels at the front, 9J x 18 at the rear and 245/45 R18 tyres at the front, 275/45 R18 at the rear (SA 2DN)		
With 8.5J x 19 wheels at the front, 9J x 19 at the rear and 245/40 R19 tyres at the front, 275/35 R19 at the rear (SA 2FB, 2DP)		
With 8.5J x 20 wheels at the front, 9J x 20 at the rear and 245/35 R20 tyres at the front, 275/30 R20 at the rear (SA 2H9)		
Urban	l/100km	7.3
Extra-urban	l/100km	5.2
Composite	l/100km	6.0
CO <sub>2</sub>	g/km	158
Emission rating		EU5

### Insurance group

3P / FCC / FC	21 / 28 / 28
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Specifications apply to ACEA markets; data relevant to homologation applicable in part only to Germany (weight)

<sup>1)</sup> Oil change quantity

<sup>2)</sup> Fuel consumption and CO<sub>2</sub> emissions depend on the selected tyre format



# Output and torque diagram. BMW 6 Series Coupe. BMW 6 Series Convertible. 640d xDrive.

