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The new BMW 4 Series Coupé. Model variants at launch.



BMW 420i Coupé:

Four-cylinder in-line petrol engine, eight-speed Steptronic transmission.
Capacity: 1,998 cc, output: 135 kW/184 hp at 5,000 – 6,500 rpm,
max. torque: 300 Nm (221 lb-ft) at 1,350 – 4,000 rpm.
Acceleration [0 – 100 km/h (62 mph)]: 7.5 seconds,
top speed: 240 km/h (149 mph).
Fuel consumption, combined: 5.8 – 5.3 l/100 km (48.7 – 53.3 mpg imp),
CO₂ emissions, combined: 132 – 122 g/km, exhaust standard: Euro 6d.

BMW 430i Coupé:

Four-cylinder in-line petrol engine, eight-speed Steptronic transmission.
Capacity: 1,998 cc, output: 190 kW/258 hp at 5,000 – 6,500 rpm,
max. torque: 400 Nm (295 lb-ft) at 1,550 – 4,400 rpm.
Acceleration [0 – 100 km/h (62 mph)]: 5.8 seconds,
top speed: 250 km/h (155 mph).
Fuel consumption, combined: 6.1 – 5.7 l/100 km (46.3 – 49.6 mpg imp),
CO₂ emissions, combined: 141 – 131 g/km, exhaust standard: Euro 6d.

BMW M440i xDrive Coupé:

Six-cylinder in-line petrol engine, 48V mild hybrid technology (8 kW/11 hp),
eight-speed Steptronic transmission, BMW xDrive.
Capacity: 2,998 cc, output: 275 kW/374 hp at 5,500 – 6,500 rpm,
max. torque: 500 Nm (369 lb-ft) at 1,900 – 5,000 rpm.
Acceleration [0 – 100 km/h (62 mph)]: 4.5 seconds,
top speed: 250 km/h (155 mph).
Fuel consumption, combined: 7.1 – 6.8 l/100 km (39.8 – 41.5 mpg imp),
CO₂ emissions, combined: 163 – 155 g/km, exhaust standard: Euro 6d.

BMW 420d Coupé:

Four-cylinder in-line diesel engine, 48V mild hybrid technology (8 kW/11 hp),
eight-speed Steptronic transmission.
Capacity: 1,995 cc, output: 140 kW/190 hp at 4,000 rpm,
max. torque: 400 Nm (295 lb-ft) at 1,750 – 2,500 rpm.
Acceleration [0 – 100 km/h (62 mph)]: 7.1 seconds,
top speed: 240 km/h (149 mph).
Fuel consumption, combined: 4.2 – 3.9 l/100 km (67.3 – 72.4 mpg imp),
CO₂ emissions, combined: 112 – 103 g/km, exhaust standard: Euro 6d.

BMW 420d xDrive Coupé:

Four-cylinder in-line diesel engine, 48V mild hybrid technology (8 kW/11 hp), eight-speed Steptronic transmission, BMW xDrive.

Capacity: 1,995 cc, output: 140 kW/190 hp at 4,000 rpm,

max. torque: 400 Nm (295 lb-ft) at 1,750 – 2,500 rpm.

Acceleration [0 – 100 km/h (62 mph)]: 7.4 seconds,

top speed: 238 km/h (148 mph).

Fuel consumption, combined: 4.6 – 4.3 l/100 km (61.4 – 65.7 mpg imp),

CO₂ emissions, combined: 121 – 112 g/km, exhaust standard: Euro 6d.

BMW 430d xDrive Coupé (est. available from March 2021):

Six-cylinder in-line diesel engine, 48V mild hybrid technology (8 kW/11 hp), eight-speed Steptronic transmission, BMW xDrive.

Capacity: 2,993 cc, output: 210 kW/286 hp at 4,000 rpm,

max. torque: 650 Nm (479 lb-ft) at 1,500 – 2,500 rpm.

Acceleration [0 – 100 km/h (62 mph)]: 5.2 seconds,

top speed: 250 km/h (155 mph).

Fuel consumption, combined: 6.2 l/100 km (45.6 mpg imp),

CO₂ emissions, combined: 146 g/km

(model with market launch in 2021: fuel consumption and CO₂ emissions shown as WLTP values),

exhaust standard: Euro 6d.

BMW M440d xDrive Coupé (est. available from March 2021):

Six-cylinder in-line diesel engine, 48V mild hybrid technology (8 kW/11 hp), eight-speed Steptronic transmission, BMW xDrive.

Capacity: 2,993 cc, output: 250 kW/340 hp at 4,400 rpm,

max. torque: 700 Nm (516 lb-ft) at 1,750 – 2,250 rpm.

Acceleration [0 – 100 km/h (62 mph)]: 4.7 seconds,

top speed: 250 km/h (155 mph).

Fuel consumption, combined: 6.7 l/100 km (42.2 mpg imp),

CO₂ emissions, combined: 158 g/km

(model with market launch in 2021: fuel consumption and CO₂ emissions shown as WLTP values),

exhaust standard: Euro 6d.

All figures relating to performance, fuel/electric power consumption and emissions are provisional.

All of the stated model variants, equipment features, technical data, 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 operating 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. 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 CO₂ emissions, the CO₂ values may differ from the values stated here (depending on national legislation).

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/>.



History.

A symbol of driving pleasure – with a long tradition.

The decision to buy a coupé reflects the desire for a powerfully engaging driving experience. And this keenly sports-focused breed of car has a long tradition at BMW. Cue the arrival of the latest in the line: the new BMW 4 Series Coupé is poised to bring a whole new level of dynamic potency and stylistic individuality to the premium midsize segment. The elegantly sporty two-door fuses dynamically flowing lines, a body honed to deliver agile handling, and bespoke chassis tuning. The new 4 Series Coupé connects standout looks and exceptional performance with undeniable authenticity.

Coupés from BMW: traditional standard-bearers of sports performance and exclusivity.

Gracefully sporting coupés have played a defining role in the model history of BMW, championing the cause of driving pleasure and aesthetic appeal across the vehicle spectrum from day one. This heritage extends back to the company's formative years as a carmaker. Almost 90 years ago, a distinctive design profile and sharper driving qualities injected the coupé variant of the brand's first car with a character of its own. As a two-seater model with a shortened, enclosed body, the BMW 3/15 PS DA 4 occupied a sparsely populated niche, and only 210 examples were made in Eisenach over the course of 1931.

The appeal of a sports-focused vehicle concept with an enclosed body, two doors and an elegantly flowing roofline went into overdrive with the BMW 327 Coupé unveiled in 1938. Around the world, the coupé had developed into a vehicle genre for a particularly discerning clientele. So the fixed-roof version of the BMW 327 Convertible presented a suitably contemporary offering for those shopping at the pricier end of the car market.

A BMW coupé races to victory in the Mille Miglia.

The BMW 327 Coupé impressed with its modern and aerodynamically optimised design. Among its most prominent signature features were the voluptuous front wings with integrated headlights, semi-covered rear wheels and vertically split radiator grille framed by arching contours. This air aperture – later to become known as the BMW kidney grille – had been a signature feature of the brand's new six-cylinder models since the arrival of the BMW 303 in 1933.

Offered alongside a 55 hp base version was the BMW 327/28 Coupé. The “Sportcoupé” had the 80 hp engine from the BMW 328 Roadster and could hit 150 km/h (93 mph). The significant aerodynamic benefits of a hardtop body in race competition were showcased in 1940, when Fritz Huschke von Hanstein and Walter Bäumer drove a coupé version of the BMW 328 clad by coachbuilders Touring to victory in the Mille Miglia endurance race around northern Italy.

Designer creations with something special.

BMW was quick to revive its successful tradition of tin-top two-door models across several segments after the Second World War. In 1955, the BMW 502 Coupé based on the company’s new luxury-class sedans made its debut. Sold by coachbuilder Baur, it was powered by a brand new alloy V8. Alongside a powerful engine, handsome looks were known to be one of the main success factors for a coupé. So the powers that be at BMW commissioned a number of renowned designers to come up with ideas for future models in the years that followed. Their creations were to shape the face of super-sporty BMWs into the 1970s.

New York-based designer Albrecht Graf Goertz is best known as the stylistic inspiration behind the legendary BMW 507 Roadster. But at the same time, he was also working on the body of the BMW 503, which was unveiled at the IAA Motor Show in Frankfurt in four-seater coupé and convertible forms. Elsewhere, his Italian contemporary Nuccio Bertone came up with the BMW 3200 CS Coupé, a modern and spacious two-door model, which celebrated its premiere at the 1961 edition of the IAA. The elegant luxury coupé, powered – like its predecessor, the BMW 503 – by an eight-cylinder engine, captured the imagination with the simple elegance of its smooth-surfaced body and an intricate roofline with slender pillars. The reversed kink at the base of the C-pillar on the 3200 CS Coupé remains a signature BMW styling element to this day. And the upright kidney grille was also retained as a brand hallmark for the BMW 502 Coupé, BMW 503 and BMW 3200 CS Coupé, with each model lending its own distinctive interpretation.

The Italian school of design had already made an impression in smaller BMW models by that time. In 1955 BMW presented a “micro car” based on a development by Turin-based firm Iso. And the BMW Isetta subsequently secured its place in the brand’s coupé history – thanks in no small part to the company’s advertising department. It was there that an idea was hatched to market the unusual two-seater vehicle concept under the designation “Motocoupé”. A few years later, the time was right for a fully-fledged small car to take to the roads. Turin designer Giovanni Michelotti played a central

role in creating the form of the BMW 700, which was initially presented as a coupé in June 1959. The sedan model followed three months later. The BMW 700 stayed in production until 1965, becoming the brand's highest-selling model up to that point and playing a major role in easing the company through its economic difficulties at the time. The BMW 700 Coupé also embarked on a notable career in international motor sport.

An individualist with “Neue Klasse” genes.

The rapid upturn experienced by the company in the 1960s could be credited primarily to the popularity of the Neue Klasse cars and the subsequent success of the BMW 02. Both the four- and two-door midsize models treated delighted customers to modern construction techniques and unusually sporty driving characteristics. But there was still room in the model portfolio for a coupé.

Unlike other manufacturers, who turned sedans into coupés with relatively minor changes to the body, BMW took the far more complex approach of a clean-sheet design. The BMW 2000 C and BMW 2000 CS models presented in June 1965 were developed on the technical basis of the Neue Klasse. However, the genes of this successful model sat alongside a body which did not share a single element with the outer skin of a sedan. The four-cylinder midsize coupés cut a light and delicate figure with their low roofline, thin pillars and generous expanses of glass, and their design also borrowed from the eight-cylinder BMW 3200 CS Coupé. The Plexiglas-covered headlights either side of the vertical kidney grille were a totally new design feature.

Legendary combination: Coupé, Sport, Leichtbau.

The next stage in the evolution of the BMW coupé followed the introduction of the new luxury-class sedans with six-cylinder in-line engine in 1968. The coupé generation developed alongside the four-door models had an extended wheelbase, significantly longer bonnet, eye-catching air intakes in the front side panels and a totally redesigned front end with an upright, forward-surging kidney grille and freestanding twin headlights. With a 170 hp straight-six engine providing the power, the new BMW 2800 CS made majestic progress.

Topping the range was the BMW 3.0 CSL, whose letters stood for “Coupé, Sport, Leichtbau”. The “Leichtbau” (lightweight) part of the equation referred to a targeted process of weight minimisation that allowed the two-door legend to thrill and delight as a supreme performer not only on the road but soon also on the track. The 3.0 CSL's international racing career continued four years beyond the end of production, and it won the last of its six European Touring Car Championship titles in 1979.

New model structure, unbroken allure.

The 1970s brought a restructuring of the BMW model line-up.

The introduction of the BMW 5 Series and BMW 3 Series was followed in 1976 by the arrival of the BMW 6 Series as a successor to the large coupés that went before. The new two-door was a modern car with an appetite for long distances and a specification sheet dipped in luxury. But the 6 Series also piqued the interest of BMW Motorsport GmbH, who in 1983 revealed the BMW M635CSi – powered by the 3.5-litre six-cylinder in-line engine previously found midships in the BMW M1. The 6 Series also provided the platform for a racing car, which wasted no time in winning the European Touring Car Championship.

This tradition of dynamic yet luxurious coupés continued with the BMW 850i unveiled in 1989. The wedge-shaped high-tech machine was powered by a 300 hp 12-cylinder engine and proved an enthralling proposition with its unmistakable combination of performance and long-distance comfort. Also available with an eight-cylinder engine from 1993, the 8 Series Coupé stayed in production for ten years. Only when this era came to an end did the BMW 6 Series of earlier years gain a successor. The second generation, which went on sale in 2003 with straight-six and V8 engine options, led with an array of innovations, such as active steering, the iDrive control/operation system and the Head-Up Display.

In 2011, BMW presented the third generation of its luxury-class coupés, elevating sports performance and modern luxury into even higher echelons. Added to which, the coupé concept was reinterpreted with the addition of a new body variant: the BMW 6 Series Gran Coupé heralded a new breed of elegantly sporty four-door cars with a penchant for long-distance motoring.

The comeback of the midsize coupé.

The early 1990s saw BMW return to the ranks of the midsize coupés. Recalling the influence of the Neue Klasse back in the day, the BMW 3 Series provided the technological underpinnings for the job at hand, and again a whole new body was developed. Long doors with frameless windows, a roofline flowing smoothly into the tail and model-specific rear seats gave the first BMW 3 Series Coupé a style all of its own.

The standalone character of the BMW 3 Series Coupé was retained over the next two model generations – and even strengthened in a variety of details. The second BMW 3 Series Coupé presented in 1998 and 2006's successor broke new ground in powertrain technology. The BMW 330Cd launched in 2003 introduced a diesel engine into a BMW coupé for the first time. And the

2006 BMW 335i Coupé premiered the first six-cylinder in-line engine with twin turbos, direct petrol injection and fully variable valve control.

More distinctive than ever: the BMW 4 Series Coupé.

The fourth-generation coupé's growing independence was finally reflected in a separate model designation. The midsize coupé would henceforth be classed as a model series in its own right. The BMW 4 Series Coupé followed tradition in displaying its family ties with the BMW 3 Series, but now it established clear ground between itself and its Sedan sibling not only with its distinctive proportions and lines, but also through model-specific design features such as Air Breathers.

Fast forward to the present day, and all BMW's coupés have their own distinct identities in the model line-up, accentuating their individual characters with even greater clarity. That applies equally to the compact BMW 2 Series Coupé – the only model in its segment with classical rear-wheel drive – and the new BMW 8 Series Coupé, a luxury sports car for the modern age developed alongside the BMW M8 GTE endurance racing machine.

The new BMW 4 Series Coupé builds on this strategy, embodying the exclusive character of a two-door car – focused squarely on sporty driving pleasure – with an unmistakably unique design and specially conceived vehicle concept. With its distinctive aesthetic and carefully directed optimisation of the body structure, powertrain and chassis technology, the new BMW 4 Series Coupé sets the benchmark for driving pleasure in the premium midsize segment more definitively than ever before.

Vehicle concept.

A distinctive character with a sharper profile.



The new BMW 4 Series Coupé was developed with the aim of redefining the essence of driving pleasure in the premium midsize segment. The two-door model is based on the technical underpinnings of the latest BMW 3 Series Sedan. But the design and blueprint for this latest generation adds another layer to the autonomous identity encapsulated in its standalone model name. A rigorous commitment to optimising the car's proportions, aerodynamics, body stiffness and chassis mounting has resulted in extraordinarily sporty handling.

Model-specific chassis technology plays a particularly important role in putting clear water between the new BMW 4 Series Coupé and the latest BMW 3 Series Sedan, and in giving it a significantly sharper character than its predecessor. In this way, the latest model generation latches onto the advances made with the dynamic skillset of the latest 3 Series and extends that fresh potency even further into an intoxicating experience of performance at work.

The new BMW 4 Series Coupé will be built at BMW Plant Dingolfing. The BMW Group's largest German production facility is also the birthplace for the BMW 8 Series Coupé and siblings. Other models rolling off the production line at Dingolfing include the BMW 5 Series, BMW 6 Series Gran Turismo and BMW 7 Series luxury sedan. The worldwide launch of the new BMW 4 Series Coupé will get underway in October 2020.

Model-specific design, low centre of gravity, optimised aerodynamics.

The standalone design of the new BMW 4 Series Coupé is clearly visible from every angle. The distinctive proportions and model-specific front-end design create an authentic showcase for the two-door car's sporty character profile.

The 4 Series Coupé's wheelbase is particularly long when measured against its competitors and its rear track is 23 millimetres wider than the 3 Series Sedan's. That is the perfect recipe for balancing supreme ride comfort with excellent cornering dynamics. Added to which, enhanced aerodynamics, a 57-millimetre reduction in vehicle height compared with the 3 Series Sedan and a resultant 21-millimetre lower centre of gravity all benefit sports performance. A specially tailored package of bracing elements to add

further rigidity of the body structure also provides the building blocks for smile-inducing agility and precision handling.

Intelligent lightweight design minimises weight and maximises rigidity and passive safety.

The weight-minimising design of the BMW 4 Series Coupé's body and chassis components has a beneficial effect on both agility and efficiency. An intelligent mix of materials helps to minimise vehicle weight and combines with optimised load paths to enhance the body's rigidity and crash safety. The hot-stamped steels and aluminium alloys used for the safety passenger cell are supplemented by multi-phase steels for extra reinforcement.

The front end of the car uses an engine side member (made from extruded aluminium profiles) and die-cast aluminium spring struts. Other advances over the outgoing model have been achieved through the aluminium construction of the bonnet, front side panels and doors of the new BMW 4 Series Coupé. A material made out of natural fibres is used for the boot lid lining, which helps reduce weight and preserve resources.

A comprehensive passive safety concept maximises occupant protection in an extremely wide range of collisions and factors in the requirements of crash testing procedures in car markets around the world. Alongside the super-stiff passenger cell and highly resilient supporting structures, it also includes integrated safety electronics which deploy the restraint systems in the right sequence, at the optimum moment and with the required effect for the type and severity of the collision at hand. The new BMW 4 Series Coupé is also equipped as standard with an active bonnet system to optimise pedestrian protection. Pyrotechnic actuators raise the bonnet if the vehicle collides with a pedestrian, creating more deformation space between the bonnet and the hard underlying structures.



Design.

An exclusive combination of elegance and dynamism.

Over the course of what is now five model generations, BMW Design has developed an inimitable style for the brand's midsize coupés. The styling of the new BMW 4 Series Coupé provides an expressive showcase for the individual character of the sporty two-door car. Out of BMW's new styling language has come a body design – based around a small number of precise lines and large, clear surfaces – which radiates pure driving pleasure from every angle.

The vehicle concept behind the new BMW 4 Series Coupé focuses more resolutely than ever on delivering a driving experience of compelling dynamism. This mission statement is faithfully reflected in the car's design. The new 4 Series Coupé exudes an unwavering sense of sportiness beyond that of earlier model generations. At the same time, its styling distinguishes it clearly from the latest 3 Series Sedan. The proportions and lines of the two-door model are replete with the sporting elegance characteristic of BMW coupés. This distinctive appearance instils the new 4 Series Coupé with a degree of exclusivity and prestige beyond anything else in its class.

The dynamically stretched proportions of the new BMW 4 Series Coupé are the result of its larger exterior dimensions. At 4,768 millimetres, the new car is 128 millimetres longer than its predecessor and 27 mm wider (now 1,852 mm), and its wheelbase has grown by 41 mm to 2,851 mm. Just 6 mm has been added to the vehicle height, which is now 1,383 mm. Increased track widths (+ 28 mm at the front and + 18 mm at the rear) are a major factor in the muscular stature of the new 4 Series Coupé. Short overhangs, slender pillars, long doors with frameless windows and a flowing roofline accentuate its elegant appearance from the side.

An expressive and distinctive front end with a nose for tradition.

The unusually striking front end of the new BMW 4 Series Coupé shines the spotlight on its standalone character. The large, vertically emphasised BMW kidney grille reflects the significant cooling air requirement of the powerful engine behind the scenes. The grille angles forward and extends down almost to the lower edge of the front apron, and its standard air intakes have a mesh structure. As a defining element of the front end, the kidney grille stands confidently at its centre. With its upright elements connected in the

centre, it reprises a design feature from the company's past – one shared with legendary brand classics, such as the BMW 328 Coupé and BMW 3.0 CSi – and adds its own modern twist.

The kidney grille is framed by surfaces with a three-dimensional structure. Like the contours of the headlights, the bonnet's arrow-shaped lines zero in on the kidney grille. At the outer edges of the front apron, the likewise vertically designed intakes for the Air Curtains accentuate the width of the car.

LED headlights as standard, BMW Laserlight optional.

The headlights of the new BMW 4 Series Coupé also reach well into the powerfully flared front wheel arches. Their slim contours, tapering towards the kidney grille, and the four-eyed front end formed by the side-by-side arrangement of the light sources create the focused expression which has become a BMW brand signature. Full-LED headlights are fitted as standard, and the advanced technology at work here is visible in detail. Two U-shaped fibre-optic light guides in the lower section of the headlights serve as the daytime driving lights. And the turn indicators come in the form of three high-quality glass blades at the outer reaches of the headlight units.

Among the items on the options list for the new BMW 4 Series Coupé are Adaptive LED Headlights with BMW Laserlight including BMW Selective Beam non-dazzling high beam assistant. Here, low and high beam are generated from both the headlights' outer and inner light sources. This equipment item also comes with the cornering light and adaptive cornering functions with variable road illumination optimised for urban and motorway driving. At speeds above 60 km/h (37 mph), BMW Laserlight increases high-beam range to a maximum 550 metres and follows the course of the road dynamically. Hexagonal fibre-optic light guides supply the daytime driving lights. Each of the outer daytime driving light elements is now also employed as a turn indicator.

BMW Laserlight can be easily identified by the blue inlays at the upper edge of the headlight units. Both LED light variants are available in BMW Individual lights Shadowline form, with darkened inlays adorning their upper edges. Slim LED fog lights embedded horizontally into the front apron can also be specified as an option.

Elegant and dynamic side view, powerful rear.

The flanks of the new BMW 4 Series Coupé are shaped by precise and tautly carved surfaces, a slim window graphic with surrounds in matt black as standard and a stretched roofline flowing smoothly into the tail. Their contours, crisply defined by a small number of lines, collectively

form an athletic overall sculpture. Reduced surfacing above the front wheel arches provides a visual signifier of the car's agility, while the glasshouse – heavily tapered in its rear section – and the muscular shoulders above the rear wheels accentuate its wide track and powerful stature. The dynamic impression created by the vehicle body combines with an elegantly extended side window graphic, which culminates in a particularly tight interpretation of the Hofmeister kink counter-swing at its trailing edge.

At the rear, too, large and distinct surfaces are the dominant influences, underscoring the new BMW 4 Series Coupé's muscular shoulders, width and low centre of gravity. It is an effect reinforced by slim and stylishly darkened full-LED rear lights which extend well into the flanks. Consistently illuminating rear light bars reproduce the L shape familiar from other BMW models. Vertically arranged apertures at the outer edges of the rear apron mimic the appearance of the Air Curtains at the front. The dual-branch tailpipes – circular or trapezoidal, depending on the model variant – frame the lower section of the rear apron.

M Sport model with characteristic design; model-specific accents for the flagship variants of the new BMW 4 Series Coupé.

The new BMW 4 Series Coupé can be ordered in M Sport model form as an alternative to standard specification. Extremely large outer air intakes in the front apron and a strikingly sculpted rear apron with an inlay in Dark Shadow and a diffuser element in High-gloss Black showcase the two-door model's dynamic character even more expressively. Other design features added by the M Sport model are air intake trim elements, side window surrounds and exterior mirror bases in High-gloss Black. In cars featuring optional BMW Individual High-gloss Shadowline trim with extended features, the kidney grille surround and exhaust tailpipe finishers also sport a classy dark colour scheme.

As well as the body features in the M Sport model designed to optimise the supply of cooling air and aerodynamics, the BMW M440i xDrive Coupé and BMW M440d xDrive Coupé also come with a kidney grille surround, air intake trim, exterior mirror caps and trapezoidal exhaust tailpipe finishers in Cerium Grey metallic. A rear apron inlay in High-gloss Black provides an additional flourish. Added to which, BMW M cars can be specified with an M Carbon exterior package, which comprises front-wing air intake finishers, exterior mirror caps, a diffuser element in the rear apron and a specially moulded rear spoiler made from this ultra-lightweight high-tech material.

New exterior colours and BMW Individual paint finishes.

The two non-metallic paint shades Black and Alpine White, plus the Sapphire Black metallic, Mineral White metallic, Bluestone metallic, Sunset Orange metallic, Portimao Blue metallic and new Arctic Race Blue metallic options are available from launch for the new BMW 4 Series Coupé. Customers can also choose from the BMW Individual paint finishes Dravite Grey metallic and Tanzanite Blue metallic.

Four-seat interior with driver-focused cockpit design and modern premium ambience.

Cleanly designed surfaces, high-quality materials and the driver-focused layout of the cockpit define the premium ambience and singularly performance-centric interior design of the new BMW 4 Series Coupé. Standard equipment includes sports seats for the driver and front passenger, for example. The structure of the elegantly designed instrument panel is based around horizontal lines. Its width is further emphasised by the contours and high-quality electroplated strips extending into the door areas. Together with the coordinated design of the instrument panel and door panel trim, the high-set centre console generates an enveloping environment for the front seat occupants. In the BMW M440i xDrive Coupé, BMW M440d xDrive Coupé and M Sport model option, the outer edges of the centre console have knee pads to cater for a sporty driving style.

The instrument cluster and Control Display in the new BMW 4 Series Coupé form a large-surface display grouping, while the controls not included in these units are clustered into clearly structured function panels. The displays and buttons for the air conditioning and the central air vents are arranged in a sharply designed unit in the centre of the instrument panel. The light functions are operated from a panel of buttons next to the steering wheel.

The start/stop button for the engine is now positioned in a classy control panel in the centre console, where the newly designed selector lever is joined by the iDrive Controller and the buttons for the Driving Experience Control switch and electromechanical parking brake.

The model-specific rear seats designed for two passengers have a clear individual-seat character. Integral head restraints and domes on the parcel shelf, in which speakers can also be integrated as an option alongside the child seat attachment points, underline the sporting feel in the rear section of the cabin.

High-quality interior trim strips, M Sport model and BMW M models with an aura of exclusivity.

High-quality interior trim strips also play a role in the modern premium ambience on board the new BMW 4 Series Coupé. Standard specification includes interior trim strips in High-gloss Black with accent strips in Pearl-effect Chrome, while five alternatives – among them open-pore fine wood and Aluminium Mesh Effect – can be selected from the options list. Three BMW Individual interior trim strip variants are also available.

Customers can specify the M Sport model to give their car a particularly exclusive aura. Sports seats with M-specific upholstery, an M leather steering wheel, door sill plates bearing the M logo, an Anthracite-coloured BMW Individual headliner and interior trim strips in Aluminium Tetragon with accent strips in Pearl-effect Chrome lend visual power to the dynamic driving experience. Model lettering in the digital instrument cluster display also points to the special status of the BMW M440i xDrive Coupé and BMW M440d xDrive Coupé.



Drive systems, transmissions and BMW xDrive.

Instantaneous power delivery, sublime performance.

The powertrain technology developed for the new BMW 4 Series Coupé is another area where significant advances have been made over the outgoing model generation, translating into a keener temperament and optimised efficiency. All the petrol and diesel engines are members of the current Efficient Dynamics family and feature the latest BMW TwinPower Turbo technology. The introduction of mild hybrid technology with a 48V starter-generator ensures even sharper power delivery combined with reduced fuel consumption and emissions. The exhaust gas aftertreatment technology has also been improved, as a result of which all model variants comply with the Euro 6d emissions standard.

For the first time, the range will be spearheaded by a BMW M440i xDrive Coupé model, which boasts outstanding performance credentials thanks to its extremely powerful six-cylinder in-line petrol engine. The new BMW 4 Series Coupé will also be available with a choice of two four-cylinder petrol units and a four-cylinder diesel from launch. The line-up is set to expand further with the arrival of two straight-six diesel engines scheduled for March 2021.

All the engines link up as standard with an eight-speed Steptronic transmission offering not just optimised efficiency and sharper shift dynamics, but also the optional Sprint function. Available for the first time, this offers an all-new way to enjoy an even sportier driving experience. BMW xDrive is available as an alternative to classical rear-wheel drive on the four-cylinder diesel model, while the intelligent all-wheel-drive system features as standard on all six-cylinder variants of the new BMW 4 Series Coupé.

Immediate response off the line and superior efficiency thanks to mild hybrid technology.

Mild hybrid technology has been included with all diesel engines and with the straight-six petrol unit under the bonnet of the flagship BMW M440i xDrive Coupé to sharpen power delivery and optimise efficiency. Fitting a 48V starter-generator and second battery greatly increases the scope for utilising Brake Energy Regeneration and the electrical power it produces. The additional deceleration generated over and above the engine braking effect is also carefully harnessed when the brakes are applied.

The recuperated energy collected by the 48V battery can be supplied to the 12V electrical system or used for generating additional drive power when fed back to the 48V starter-generator. The starter-generator then acts like an electric drive unit that assists the engine, allowing it to operate within an efficiency-optimised load range as frequently as possible. When the car is accelerating, the generator is also able to offer the driver an electric boost effect that can instantly put an extra 8 kW/11 hp on tap for more dynamic power delivery. The result is even sharper response off the line and even quicker bursts of speed when already on the move.

Thanks to the 48V battery's extra storage capacity and the more intense harvesting of braking energy, the generator is seldom required to generate electricity during the engine's high-load phases. This lightens the combustion engine's workload considerably and increases its efficiency. The system is nevertheless able to charge the 48V battery from the generator, even while driving at a constant speed. However, this method of generating electricity by raising the engine's load point is only employed when the battery charge is low and preferably during phases when it does not have a detrimental effect on engine efficiency.

The powerful starter-generator has the additional benefit of allowing the engine to be switched off and restarted very swiftly with remarkably little vibration when the coasting and Auto Start Stop functions are in use. When the driver brakes as they approach a junction or the end of a queue of traffic, for example, the engine can be switched off as soon as the car's speed drops below 15 km/h (9 mph). And if the coasting function is activated, the engine is also completely shut off rather than just being decoupled from the drivetrain. This function is now operational at speeds between 25 and 160 km/h (16 – 99 mph) and, on the new BMW 4 Series Coupé, it is available not just in ECO Pro mode but also COMFORT mode. When the Steptronic transmission is in eighth gear, the driver is also able to engage coasting mode by operating the upshift paddle on the right of the steering wheel.

Sublime performance: new six-cylinder in-line petrol engine in the BMW M440i xDrive Coupé.

The trio of petrol engines available for the new BMW 4 Series Coupé feature latest-generation BMW TwinPower Turbo technology, comprising a twin-scroll turbocharger, a High Precision Injection system whose maximum pressure has been upped from 200 to 350 bar, VALVETRONIC fully variable valve timing and Double-VANOS variable camshaft timing, along with cooling and oil supply systems that are now more efficient. Petrol particulate filters have been added to improve their system of emission control.

With its instantaneous power delivery, deep appetite for revs, refinement and stirring engine note, the straight-six unit powering the BMW M440i xDrive Coupé ticks all the right boxes for sporty driving pleasure. Credit for the flagship model's superb performance credentials also goes to the package of agility-, precision- and dynamism-enhancing measures crafted with the racing expertise of BMW M GmbH. It means the engine, eight-speed Steptronic Sport transmission, intelligent all-wheel drive and bespoke chassis technology (including M Sport differential) dovetail perfectly with one another.

The new six-cylinder in-line unit comes with weight-optimised pistons and con rods, a twin-scroll turbocharger with indirect charge air cooling, and an exhaust manifold integrated into the cylinder head with a water-cooled design that serves to aid thermal management. It generates maximum output of 275 kW/374 hp from its 3.0-litre displacement, an increase of 35 kW/48 hp over the most powerful model variant in the preceding generation of the BMW 4 Series Coupé. Maximum torque stands at 500 Nm (369 lb-ft) and can be summoned between 1,900 and 5,000 rpm.

The resulting flow of muscle power enables the car to race from 0 to 100 km/h (62 mph) in 4.5 seconds. These bursts of speed are accompanied by the distinctive soundtrack produced by the standard M Sport exhaust system. With the Driving Experience Control switch set to SPORT or SPORT+ mode, in particular, it adjusts the exhaust flaps to give the straight-six engine's power delivery a suitably authentic backing track. The new BMW M440i xDrive Coupé posts average fuel consumption of 7.1 – 6.8 litres per 100 kilometres (39.8 – 41.5 mpg imp), equating to CO₂ figures of 163 – 155 grams per kilometre.

Powerful yet efficient petrol engines in the BMW 430i Coupé and BMW 420i Coupé.

The BMW 430i Coupé and BMW 420i Coupé also boast remarkably sporty performance characteristics and superior efficiency following an extensive upgrade of their respective four-cylinder petrol engines. The more powerful of the 2.0-litre pair generates maximum output of 190 kW/258 hp – an increase of 5 kW/6 hp on the engine it replaces – and delivers peak torque of 400 Nm (295 lb-ft) between 1,550 and 4,400 rpm. This enables the new BMW 430i Coupé to accelerate to 100 km/h (62 mph) from rest in 5.8 seconds. The engine's optimised efficiency levels result in combined fuel consumption and emissions figures of 6.1 – 5.7 litres per 100 kilometres (46.3 – 49.6 mpg imp) and 141 – 131 grams per kilometre.

The four-cylinder engine in the new BMW 420i Coupé is another shining example of efficiency and the free-revving performance associated with BMW power units. Its maximum output of 135 kW/184 hp and peak torque of 300 Nm (221 lb-ft) between 1,350 and 4,000 rpm translate into a 0 to 100 km/h (62 mph) time of 7.5 seconds. The new BMW 420i Coupé returns average fuel consumption figures of 5.8 – 5.3 litres per 100 kilometres (48.7 – 53.3 mpg imp) with CO₂ emissions of 132 – 122 grams per kilometre.

New: two-stage turbocharging for all diesel engines.

A two-stage turbocharging system now forms part of the BMW TwinPower Turbo technology integrated into all diesel engines for the new BMW 4 Series Coupé, the quick response of the smaller turbocharger ensuring superbly eager power delivery. The system of emission control for the diesel engines employs BMW BluePerformance technology, including an SCR catalyst with AdBlue injection for reducing nitrogen oxide emissions.

The 2.0-litre four-cylinder diesel unit in the BMW 420d Coupé and BMW 420d xDrive Coupé additionally uses an advanced version of the common-rail direct injection system. Its solenoid injectors now deliver fuel to the combustion chambers at increased maximum pressure of 2,500 bar, resulting in fine atomisation and a clean combustion process. The engine generates maximum output of 140 kW/190 hp and its peak torque of 400 Nm (295 lb-ft) is on tap from 1,750 to 2,500 rpm. The instant conveyance of power results in 0 to 100 km/h (62 mph) sprint times of 7.1 seconds (BMW 420d Coupé) and 7.4 seconds (BMW 420d xDrive Coupé). Efficiency has likewise improved, as illustrated by the combined fuel consumption and CO₂ figures of 4.2 – 3.9 litres per 100 kilometres (67.3 – 72.4 mpg imp) and 112 – 103 grams per kilometre for the new BMW 420d Coupé, and 4.6 – 4.3 litres per 100 kilometres (61.4 – 65.7 mpg imp) and 121 – 112 grams per kilometre for the new BMW 420d xDrive Coupé.

Multi-stage turbocharging technology is also on hand to deliver instantaneous response in the 3.0-litre six-cylinder in-line unit powering the new BMW 430d xDrive Coupé (due to become available from March 2021). It combines with a common-rail direct injection system whose piezo injectors produce maximum pressure of 2,700 bar. Thanks to the variable turbine geometry used in the turbocharging system's low-pressure stage, power comes online in an instant and continues to build unabated. There is now 650 Nm (479 lb-ft) of peak torque on tap between 1,500 and 2,500 rpm, an increase of 90 Nm (66 lb-ft) over the previous model. The maximum output of the new diesel unit stands at 210 kW/286 hp, 20 kW/28 hp more than before. This allows the BMW 430d xDrive Coupé to accelerate from 0 – 100 km/h (62 mph) in 5.2 seconds. Its fuel consumption and

emissions figures come in at 6.2 litres per 100 kilometres (45.6 mpg imp) and 146 grams per kilometre respectively (model with market launch in 2021: fuel consumption and CO₂ emissions shown as WLTP values).

The debut of the new BMW M440d xDrive Coupé (due in March 2021) will likewise herald a significant gain in power. Its straight-six diesel engine also has 3.0-litre displacement, from which it conjures maximum output of 250 kW/340 hp – 20 kW/27 hp more than the most powerful diesel representative of the outgoing model generation. Peak torque, meanwhile, has risen by 70 Nm (52 lb-ft) to 700 Nm (516 lb-ft). To ensure exceptionally sharp turbocharger response and uninterrupted power development, the new power unit's high-pressure and low-pressure stages both feature variable turbine geometry. The new BMW M440d xDrive Coupé requires just 4.7 seconds to reach 100 km/h (62 mph) from rest. Despite its sporting instincts, the engine burns an average of only 6.7 litres of fuel per 100 kilometres (42.2 mpg imp), with CO₂ emissions of 158 grams per kilometre (model with market launch in 2021: fuel consumption and CO₂ emissions shown as WLTP values).

Standard on all models: eight-speed Steptronic transmission with optimised shift dynamics and increased efficiency.

This is the first time that all model variants in the BMW 4 Series Coupé range have been fitted with an eight-speed Steptronic transmission as standard. The latest version of the automatic transmission goes about its task of relaying the drive torque from the engine with even sharper shift characteristics and still greater efficiency. The degree of slip at the torque converter lock-up clutch has been further reduced, the more advanced hydraulic control produces faster gear changes and new torsion dampers optimise both driving comfort and shift smoothness. The gear ratio spread has been widened, too, making it possible to achieve significant efficiency gains with reduced engine speeds, particularly when driving in higher gears.

In order to optimise the shift strategy for sporty performance and efficiency, the transmission's control unit is able to take into account data on route topography and traffic situation supplied by the navigation system and driver assistance systems. This makes it possible, for example, to shift down early when approaching a junction or a vehicle ahead.

The eight-speed Steptronic Sport transmission fitted as standard in the BMW M models and offered as an option for all other variants of the new BMW 4 Series Coupé offers even sportier shift characteristics and faster gear changes. Shift paddles on the steering wheel allow remarkably rapid manual interventions in the gear selection process. Besides the Launch

Control function for traction-optimised acceleration off the line, the eight-speed Steptronic Sport transmission in the new BMW 4 Series Coupé is also the first to feature the brand-new Sprint function, designed to maximise dynamic performance when putting in a sudden burst of speed or overtaking. Pulling on the left shift paddle for at least a second engages the Driving Experience Control switch's SPORT mode settings for the accelerator response, engine note and gearshift characteristics. At the same time, the transmission will drop straight into the lowest possible gear for maximum acceleration. The SPORT mode displays appear in the instrument cluster and the word SPRINT flashes up. The Sprint function features as standard in the BMW M440i xDrive Coupé and BMW M440d xDrive Coupé and is available for all other model variants in conjunction with the M Sport package Pro.

BMW xDrive: precise transfer of power for extra agility.

The BMW xDrive intelligent all-wheel-drive system likewise helps to sharpen the car's dynamic driving properties. Power is relayed to the wheels as required courtesy of an electronically controlled multi-plate clutch in the transfer case interlinked with the powertrain and chassis systems. The latest version of the system goes about the task of ensuring rapid, precise and fully variable distribution of drive torque between the front and rear wheels in an exceptionally efficient manner. In driving situations where all-wheel drive is not needed, all the power is directed to the rear wheels. The system's rear-biased set-up is also notable when the car's dynamic performance abilities are being put to the test, guaranteeing the type of driving experience for which BMW is renowned. When taking corners at speed, for example, just the right amount of extra drive force is transferred to the rear wheels to help the car turn into the bend with supreme accuracy.

Chassis technology. Scalpel-sharp responses release captivating performance.



The new BMW 4 Series Coupé specialises in delivering driving pleasure of the sporty variety. The vehicle's overall concept has been crafted with the express purpose of delivering intoxicating performance. It combines a standalone body design with chassis and powertrain technology from the new BMW 3 Series Sedan – a car which has further cemented its status as the default-choice sports sedan in the premium midsize segment. The advances made in driving dynamics have an even greater impact in the new BMW 4 Series Coupé. Thanks to its model-specific proportions, optimised aerodynamic properties, increased body rigidity, an extremely low centre of gravity, and careful tweaks to the chassis geometry, mounting and set-up, the new BMW 4 Series Coupé has a sporting character profile which puts far more clear water between it and the 3 Series Sedan than in previous model generations.

The building blocks for the significantly sharper character of the new BMW 4 Series Coupé – compared with both the model it replaces and the 3 Series Sedan – stem from the two-door car's basic concept. An almost completely sealed underbody, improved air flap control and numerous other measures have led to a reduction in drag, reflected in a C_d as low as 0.25 (BMW 420d Coupé). And the latest BMW 3 Series Sedan's already impressively low rear-axle lift is undercut by 0.015. The extra 23 millimetres of track width at the rear axle compared with the new BMW 3 Series Sedan and the increased negative camber at the front wheels enhance the car's ability to transmit lateral control forces when powering through corners. Agility in the new BMW 4 Series Coupé is further enhanced by perfect 50:50 weight distribution and a centre of gravity 21 millimetres lower than the Sedan's.

Lift-related dampers with specially tuned characteristics are included in the standard chassis technology for the new BMW 4 Series Coupé. Customers seeking to mould the car's character can choose from various options to give either an even more dynamic edge or a finer balance between sportiness and comfort, including M Sport suspension, Adaptive M suspension with variable sport steering, M Sport brakes and the M Sport differential.

Bespoke package of bracing elements optimises the stiffness of the body structure and suspension mountings.

Targeted measures for increasing the stiffness of the body structure and suspension mountings reinforce the distinct driving qualities of the new BMW 4 Series Coupé – most notably excellent agility and extremely precise steering. Model-special features include a shear panel for connecting the front spring strut towers to the bulkhead and integral tower-to-front end struts. Bracing elements have also been added to increase stiffness in the rear axle area, resulting in improved straight-line stability and greater poise under high lateral acceleration.

Weight-minimised axle design, lift-related dampers with specially tuned characteristics.

The design principle of a double-joint spring strut front axle and five-link rear axle offers an outstanding basis for combining precisely controllable handling up to the limits of performance with impressive long-distance comfort. A construction engineered for optimum weight and stiffness combines with the refined elastokinematics in the new coupé to ensure precise wheel guidance and ride comfort, as well as acoustics superior to those of the outgoing model.

The standard lift-related dampers likewise have a beneficial effect on both the sporting abilities and driving comfort of the new BMW 4 Series Coupé. They reduce body movement perceptibly when evening out vibrations caused by bumpy road surfaces and dynamic cornering. The system is continuously variable and generates progressive damper force according to the changing spring travel. This prevents excessive body dive and rebound when driving over large bumps and so avoids uncomfortable, nervous damping response. The positive effect of progressive suspension characteristics on the car's well-resolved ride is even noticeable in less demanding circumstances, such as small bumps triggering a low degree of damper lift.

This system adds extra hydraulic damping at the front axle and a compression limiting system at the rear. At the front, the first line of defence against body vibrations is an additional element that drops down into the inner sleeve of the damper. Only when greater loads are encountered does the entire damper become active. The rear dampers also adapt continuously to the driving situation. Even when the vehicle is carrying heavier loads, they provide the ideal degree of hydraulic damping for the situation at hand. The varying wall thicknesses of the front dampers, the tubular anti-roll bars and the lightweight pendulum supports serve to reduce unsprung masses, thereby improving the system's responses.

Lift-related damping is an active element of the suspension set-up and can be tuned specifically to optimise the balance between sportiness and comfort. Increased damping forces, firmer springs and anti-roll bars have been employed to give the new BMW 4 Series Coupé its distinctive handling characteristics. Even with the standard suspension fitted, the bespoke spring and damper configuration lowers ride height by ten millimetres (eight millimetres on BMW xDrive models) compared with the new BMW 3 Series Sedan. The optional M Sport suspension (standard on the new BMW M440i xDrive Coupé and BMW M440d xDrive Coupé) includes even stiffer settings for the lift-related damping along with a kinematic and elastokinematic set-up focused particularly clearly on dynamic handling. That means additional body struts, more rigid mounts, firmer anti-roll bars and a higher degree of negative wheel camber.

Adaptive M suspension spans an extremely wide spectrum between sportiness and comfort.

The Adaptive M suspension available as an option offers the widest possible range of driving experiences, from sporty through to comfortable. It combines all the qualities of M Sport suspension with electronically controlled dampers that serve to optimise agility and body stability at the same time as enhancing the car's long-distance capabilities. Continuously adjustable valves allow the damping force to be metered at each wheel individually and as a function of vehicle load. Switching between the various Driving Experience Control switch modes produces a clearly perceptible variation in the damping characteristics – from the well-balanced long-distance comfort of COMFORT mode through to the highly dynamic set-up activated in SPORT.

An extra mode can also be selected using the Driving Experience Control switch on models with Adaptive M suspension. In the ADAPTIVE setting, the steering, damping and accelerator responses along with the Steptronic transmission's shift characteristics are automatically adjusted to suit the driving style. The control system responds to accelerator and steering inputs and the position of the selector lever to switch the powertrain and suspension to a sportier or more comfortable response. Map data supplied by the optional navigation system can also be used to prepare the car in advance for an upcoming junction or bend.

Variable sport steering offering greater precision.

The model-specific adaptation of the steering systems for the new BMW 4 Series Coupé makes them exceptionally precise. Electric Power Steering including Servotronic speed-sensitive power assistance is fitted as standard. Variable sport steering is part of the M Sport suspension and Adaptive M suspension set-ups. With its variable ratio, which adjusts to

changes in the steering angle, it is equally adept at keeping the car effortlessly in a straight line, maximising cornering agility and turning/manoeuvring in comfort. The steering's direct, precise responses enhance turn-in performance, while the wheel angles required for parking manoeuvres are achieved with only a few twists of the steering wheel.

The new BMW 4 Series Coupé rides as standard on 17-inch light-alloy wheels. The BMW M440i xDrive Coupé and BMW M440d xDrive Coupé come with 18-inch M light-alloy wheels, as does M Sport model specification, while the M Sport package Pro includes M light-alloy wheels in 19-inch format. Further 18- and 19-inch light-alloy wheel variants can be found on the options list. A number of the wheel rims are shod with mixed-size tyres, and there is also the option of high-performance tyres. Plus, 20-inch light-alloy wheels for the new BMW 4 Series Coupé are available from the Original BMW Accessories range.

M Sport brakes with customised set-up and a choice of blue or red brake callipers.

Powerful lightweight braking systems with a bespoke configuration also play a part in the precisely controllable performance of the new BMW 4 Series Coupé. The brake discs consist of a grey cast iron friction ring with an aluminium brake disc chamber, and offer excellent stopping power combined with reduced weight.

The optional M Sport brakes (standard on the new BMW M440i xDrive Coupé and BMW M440d xDrive Coupé) provide excellent braking performance and intuitive feel, whether negotiating city streets or pushing hard around a circuit on a track day. They combine an extremely sporty set-up – headlined by short pedal travel and a distinct pressure point – with outstanding thermal resistance. Key features include a more direct ratio as well as a different hydraulic configuration including four-piston fixed callipers at the front and single-piston floating callipers at the rear. The callipers bear the M logo and are painted in a choice of blue or red.

The functions provided by the Dynamic Stability Control (DSC) system include not only anti-lock braking (ABS) and Dynamic Traction Control (DTC), but also a variety of stabilising functions and the Start-Off Assistant. The Performance Control function also included as standard gives the new BMW 4 Series Coupé even more agile handling by varying the distribution of drive torque to the rear wheels according to the situation at hand. In order to optimise directional stability during heavy braking on surfaces offering differing levels of grip for the right-hand and left-hand wheels, a steering impulse is applied to help the driver correct the car's line. The functioning

of the electromechanical parking brake is also integrated into the rear brake callipers by means of the DSC system.

M Sport differential optimises directional stability and cornering dynamics.

Traction and directional stability are further improved with the M Sport differential, as are agility and cornering dynamics. The electronically controlled, fully variable locking function in the rear differential forms part of the standard specification for the BMW M440i xDrive Coupé and BMW M440d xDrive Coupé. It is available as an option for the new BMW 430i Coupé and BMW 430d xDrive Coupé if M Sport suspension or Adaptive M suspension is specified.

The DSC system is used to precisely limit rotational speed equalisation between the inside and outside rear wheel through corners, optimising the transfer of power to the road. During rapid cornering, for example, any tendency to understeer can therefore be countered effectively. Engine power which cannot be transferred to the road by the unloaded wheel on the inside of the bend – as it is liable to slip – is deliberately shifted to the wheel on the outside of the bend, rather than applying the brakes to neutralise its effect. This draws the car into the bend with striking dynamic purpose and all of the engine's power is channelled into providing a sporty driving experience. The increase in power finding its way onto the road also allows the new BMW 4 Series Coupé to accelerate out of corners with conspicuous dynamism. The carefully calculated distribution of drive power also endows the car with greater poise when negotiating a quick succession of bends and optimises directional stability when changing lanes at the same time as braking. Another advantage of the M Sport differential is improved traction when pulling away on surfaces where the right-hand and left-hand driven wheels have different amounts of grip.



Interior and equipment.

A sporty driving experience in a modern, premium setting.

The definitive focus on an intense driving experience underpinning the overall concept of the new BMW 4 Series Coupé also shines through clearly in the interior's styling and equipment. The cockpit's driver-centric design and the clear arrangement of all controls help the driver to concentrate on what is happening on the road ahead. The Control Display's positioning as an integral element of the new screen grouping, the rear-view mirror's ultra-slim frame and the flush-fitting overhead control unit all help to improve the view to the front, thereby increasing the feeling of spaciousness.

The structuring of the various equipment lines available also reflects the new model's sharper profile, which places the emphasis clearly on its dynamic potency. Standard specification already has its sights set unequivocally on the enjoyment of sporty driving pleasure, while there is also the alternative of the M Sport model or – for the first time in a BMW – the M Sport package Pro. The specially chosen retrofit options in the M Performance Parts range – which will be available from the launch of the new 4 Series Coupé – offer another batch of highly enticing ways to distil the car's dynamic aura or embellish it with individual flourishes.

The sense of sporting flair blends with a refined premium ambience. Top-class materials, precise build quality and a host of meticulously crafted details bring the two-seater's exclusive character to the fore, as do the sophisticated equipment options designed to take the new model's long-distance comfort in particular up yet another level.

Newly designed steering wheels; instrument panel in Sensatec or a BMW Individual leather finish available as an option.

The clear design language of the new screen grouping and smartly designed control panel on the centre console directs attention to the elements of the cockpit most relevant for the business of driving. One of the items on the standard equipment roster for the new BMW 4 Series Coupé is a restyled leather sports steering wheel with thumb rests and electroplated applications. There is also the option of an M leather steering wheel and a BMW Individual leather item. The newly arranged multifunction buttons and their extremely classy design grace all steering wheel variants and make it more practical to operate the standard and optional driver assistance systems, in particular.

The optional heated steering wheel can also be switched on at the touch of a button.

Distinctive decorative stitching runs horizontally along the instrument panel with optional Sensatec trim. A leather-covered BMW Individual instrument panel is also on the options list, alongside other highly exclusive items including three different BMW Individual interior trim strip designs and BMW Individual door sill plates.

Newly developed sports seats as standard.

The new BMW 4 Series Coupé comes with newly developed sports seats and automatically extending and retracting belt feeders for the front seats as standard. The sports seats' boldly contoured side bolsters give the driver and front passenger optimum lateral support when taking corners at speed. Electrically adjustable sports seats including memory function (standard in the BMW M440i xDrive Coupé and BMW M440d xDrive Coupé) and seat heating can be specified as options, as can the climate seats making their BMW 4 Series debut here.

A black cloth/Sensatec upholstery combination is available as an alternative to the standard cloth seat covers. Optional Vernasca leather trim comes in a choice of five colours and includes special decorative quilting and seam patterns, which vary according to the equipment line. Extended BMW Individual Merino leather trim and BMW Individual full leather trim are also available for the new BMW 4 Series Coupé.

An Easy Entry function facilitates entry into and exit from the rear compartment. The specially designed rear bench incorporates two individual-style seats, and this combines with the additional three millimetres of kneeroom over the predecessor model to allow rear passengers to travel in even greater comfort. The ISOFIX bars are now positioned further to either side, making the task of securing child seats far easier.

Optimised functionality for both everyday life and travelling.

The rear backrest has a 40:20:40 split as standard, allowing one or more sections to be folded down to accommodate large items of luggage that do not fit in the boot. The backrest's sections can be released and folded flat by pressing a button in the boot. When the rear backrest is upright, the new BMW 4 Series Coupé offers 440 litres of boot space, the primary capacity in the directly viewable and usable area of the boot having grown by around 30 litres.

The standard Storage package adds features such as extra storage compartments, partition nets on both sides of the boot lining, securing lugs and bag hooks in the boot. Automatic boot lid operation is optionally available and can be combined with the Comfort Access option for hands-free opening and closing. Customers can also specify the BMW 4 Series Coupé with a trailer coupling that extends and retracts again electrically.

The stowage trays and storage compartments around the front seats and in the rear now also accommodate significantly more than in the outgoing model. As well as the traditional glove compartment and the storage space under the centre armrest, there is also a stowage tray in front of the gearshift / selector lever, roomy door pockets and an additional storage compartment underneath the control panel for the lighting functions on the driver's side. The cover at the front of the centre console opens with a fingertip push to reveal two cupholders, a 12V socket and a USB port. A second USB port can be found in the illuminated storage compartment under the centre armrest, and standard specification also includes a Bluetooth interface. The telephony with wireless charging option enables inductive charging of compatible smartphones.

Enhanced acoustic and thermal comfort.

Innovative wiper arms with integral spray nozzles are used to clean the windscreen of the new BMW 4 Series Coupé. Also on the standard specification list are a rain sensor with automatic headlight activation, a hands-free phone system and three-zone automatic climate control with independent control of the temperature and ventilation settings for the driver's side, the front passenger side and the rear passenger compartment. The acoustic properties of the air conditioning system have been improved by reducing airflow noise.

Measures to divert wind noise effectively around the body further improve acoustic comfort. Acoustic glass for the windscreen is part of standard specification for the new BMW 4 Series Coupé. Bolted acoustic caps and an upgraded sealing concept reduce the amount of noise passing through the doors. An auxiliary heating system can also be ordered ex-factory to make the interior even more welcoming in the depths of winter. This system can be activated through the iDrive operating system, using the optional BMW Display Key or by smartphone via BMW Connected.

Optional glass roof with larger transparent surface.

The exterior mirrors of the 4 Series Coupé are electrically adjustable and heated as standard, while an electric folding mechanism can be added as an option. An automatically dimming rear-view mirror also comes as standard. The optional tilting/sliding glass roof allows the amount of sunlight and fresh air entering the cabin to be varied as required. In its latest version, the length of the glass surface has been extended by 24 millimetres to almost half a metre (495 millimetres). The electric drive mechanism allows the moving glass section to either tilt up or slide open. There is also a wind deflector and an electrically powered interior blind, giving the occupants complete control over both airflow and light levels.

Premiere for M Sport package Pro, wide choice of model-specific M Performance Parts.

The model-specific design and equipment features of the optional M Sport model ensures the dynamic nature of the new BMW 4 Series Coupé is revealed even more vividly both inside and out. The two-door model is also the first BMW to be made available with the new M Sport package Pro. This option includes all the elements of the M Sport model and adds the eight-speed Steptronic Sport transmission, the Sprint function for dynamically impressive bursts of speed and a sporty engine soundtrack in the cabin when SPORT mode is activated. This provides authentic reproduction of the engine note. In addition, the M Sport brakes for the BMW 420i Coupé, BMW 420d Coupé and BMW 420d xDrive Coupé, 19-inch M light-alloy wheels, a rear spoiler in High-gloss Black, BMW Individual High-gloss Shadowline trim with extended features and BMW Individual lights Shadowline inject the exterior of the car with a particularly striking sense of presence. M seat belts and the Harman Kardon surround sound system are also included in the M Sport package Pro, adding further visual and aural appeal to the cabin.

The components and products in the M Performance Parts portfolio offer more ways to bring the sporty essence of the new BMW 4 Series Coupé to the fore. The retrofit items available as part of the Original BMW Accessories range include 20-inch M Performance forged light-alloy wheels in Y-spoke design with a Jet Black matt finish, a carbon-fibre front grille, front splitter and side skirt attachments, as well as aero flicks for the front apron in High-gloss Black. And for precise customisation with an overtly sporty touch, customers can select from options such as an M Performance steering wheel, and tailpipes, door sill plates and interior trim panels in a carbon-fibre design.

Lighting mood and sound experience with an exclusive air.

The standard lighting for the cabin of the new BMW 4 Series Coupé is composed entirely of LEDs. This includes the reading and interior lights in the front and rear, as well as the lighting for the glove compartment, the storage compartment under the centre armrest, the footwells, the mirrors in the sun visors and the boot, plus the courtesy lights in the doors.

The optional ambient lighting provides atmospherically rich illumination of the cabin and can be adjusted as desired. The additional indirect lighting of the contour lines running along the instrument panel and the door panelling uses precisely positioned LED fibre-optic light guides to create a dynamic, exclusive mood. The lighting's distribution, brightness and colour scheme can be configured in the iDrive menu. This option also includes the Welcome Light Carpet for the approach to the doors and the Dynamic interior light function, whose pulsating light signals appear on the inner panelling of an open door when the engine is running and on the instrument panel in response to an incoming phone call.

The BMW Live Cockpit Plus fitted as standard in the new BMW 4 Series Coupé includes an audio system with six speakers and output of 100 watts. Standard equipment also includes a DAB+-enabled tuner for receiving digital radio stations. Opting for the hi-fi speaker system increases the number of sound sources to ten and the amplifier's output to 205 watts. And for those looking for the ultimate feast for the ears, there is the Harman Kardon surround sound system included as part of the optional Entertainment package, complete with 16 speakers and a digital seven-channel amplifier delivering 464 watts of audio power.

Driver assistance systems. **Intelligent technology serves up** **comfort and safety à la carte.**



The new BMW 4 Series Coupé shows off its abilities to more impressive effect than ever in situations where drivers can enjoy an engaging driving experience and a high level of interaction with the powertrain and chassis systems. But as such occasions aren't always apparent in everyday driving, various advanced driver assistance systems are on hand to boost driving pleasure. This technology assists the driver and eases their workload in monotonous driving situations or when they don't have a clear view, for example, both in town and on the open road.

The standard and optional driver assistance systems have undergone a major upgrade over the outgoing model, both in their variety and the functions available. They process camera images and the data gathered by ultrasonic and radar sensors to monitor the vehicle's surroundings, to warn of potential hazards and to minimise the risk of an accident with corrective braking or steering inputs. Intelligent system control enables them to enhance both comfort and safety, paving the way for automated driving in the new BMW 4 Series Coupé as well.

Front collision warning, Speed Limit Info and Lane Departure Warning now standard.

The new driver assistance features are accompanied by a revised arrangement of controls on the multifunction steering wheel and improved readouts in the instrument cluster. Front collision warning is one of the additions to standard specification for the new BMW 4 Series Coupé. It comprises collision and person warning with city braking function, which can detect vehicles, pedestrians and cyclists. Depending on the situation, front collision warning can bring the vehicle to a halt to either avoid a collision or minimise its consequences. Speed Limit Info including no-overtaking indicator can also now be found on the standard equipment list, as can the Lane Departure Warning system, which is operational from 70 to 210 km/h (44 – 130 mph) and also features lane return by means of steering assistance in its latest version.

Carefully judged assistance on long journeys: Driving Assistant and Active Cruise Control.

The components of the optional Driving Assistant significantly enhance comfort and safety when travelling long distances. The camera- and radar-based system includes Lane Change Warning, which alerts the driver to the presence of a vehicle approaching from behind between 20 km/h (12 mph) and the car's top speed, and helps them guide the new BMW 4 Series Coupé back into the original lane with a steering input. The Driving Assistant package also features rear collision warning and rear crossing traffic warning.

Cruise control with braking function comes as standard in the new BMW 4 Series Coupé, allowing it to stick to a speed selected by the driver. The optional Active Cruise Control with Stop&Go function goes further still to assist over longer journeys. At speeds between 30 and 160 km/h (19 – 99 mph) this system not only maintains the chosen cruising speed, but also automatically keeps a safe distance from vehicles travelling ahead – with a choice of four proximity settings – and brakes the new 4 Series Coupé to a halt if necessary. The latest version of the system adjusts the distance between the selected points adaptively to the situation and environmental conditions at hand. To further increase comfort, the car will set off again automatically after brief pauses of up to three seconds, such as typically occur in congested traffic.

The driver can import the set cruising speed directly from the Speed Limit Info system's display, with a margin of up to 15 km/h (9 mph). In addition, road sign detection provides advance warning of upcoming speed limits or overtaking restrictions for the route ahead when working in tandem with Active Cruise Control and a navigation system.

Optimised and comprehensive comfort and safety package: the Driving Assistant Professional.

The Driving Assistant Professional is a complete package of measures designed to enhance comfort and safety in all traffic situations. As such, it embodies the latest progress towards automated driving. The system takes all the elements of the Driving Assistant and combines them with Active Cruise Control – operational up to an even higher speed of 210 km/h (130 mph) in this particular configuration – and a multitude of further functions.

The standout feature is the Steering and Lane Control Assistant, which can be used at speeds up to 210 km/h (130 mph). This system takes its bearings from road markings and vehicles driving ahead courtesy of the data from a trifocal camera and a front range radar, enabling it to work with the driver

to help centre the vehicle in the detected lane with corrective steering inputs. This also proves to be an effective aid in situations where the lane narrows, as is the case when driving through motorway roadworks. The Lane Keeping Assistant with active side collision protection (by means of corrective steering) likewise forms part of the Driving Assistant Professional's repertoire.

Further innovations: Active Navigation and automatic formation of emergency lane.

Active Navigation, one of the latest new features, helps the driver to keep to the route calculated by the navigation system on multi-lane roads. When approaching a motorway intersection or exit, a display in the instrument cluster indicates the need to change lane. In preparation, the system adjusts the car's speed to make it easier to steer into a suitable gap in the adjacent lane.

The "automatic formation of emergency lane" function is another exclusive innovation. In tailbacks on the motorway, this system automatically recognises the need to form a lane for emergency services approaching from the rear and guides the car to the most appropriate side of its lane. The Driving Assistant Professional package also includes the Emergency Stop Assistant, the Evasion Assistant, Automatic Speed Limit Assist, wrong-way driving warning, junction warning with city braking function and front crossing traffic warning.

Superb overview: new BMW Head-Up Display and 3D visualisation of the surrounding area in the cockpit.

The optional BMW Head-Up Display helps the car to provide focused and extremely safe driving pleasure. It projects driving-related information onto the windscreen, where the colour graphics appear directly in the driver's field of vision. The latest generation of the system fitted in the new BMW 4 Series Coupé features a 70 per cent larger projection area, optimised graphics and additional content.

The 3D visualisation of the surrounding area in the instrument cluster provides the driver with an overview of the activated assistance systems and the functions they can offer. For this purpose, a three-dimensional image of the vehicle and its surroundings is shown in the centre of the cockpit display. This is where the driver can see an image of the cars, trucks and motorcycles detected by the cameras and sensors in the driver's current lane, along with those in any adjacent lanes. Vehicles within a critical distance are highlighted. Icons indicate situation-specific manoeuvres that can be carried out with the help of assistance systems.

Parking Assistant now includes the reversing assistant.

Drivers of the new BMW 4 Series Coupé are also able to rely on extensive assistance when parking and manoeuvring. The standard Park Distance Control system uses sensors at the front and rear. Also standard is the Parking Assistant, which simplifies the task of selecting and making use of spaces either parallel or perpendicular to the road. The system takes care of steering the car, accelerating and braking, and makes any necessary gear changes. It can also be used for automatically manoeuvring out of spaces parallel to the road.

The Parking Assistant's range of functions includes the reversing assistant, which assumes the task of steering while backing up by retracing the vehicle's last forward movements in reverse. All the driver has to do is operate the accelerator and brake pedals and monitor the vehicle's surroundings. A distance of up to 50 metres can be covered in this way at speeds of up to 9 km/h (5.5 mph).

Parking Assistant Plus offers even greater comfort and precision when manoeuvring. As well as offering all the functions of the Parking Assistant, it also provides drivers with a clearer overview of their environment.

The Park View, Panorama View and 3D Top View features are used to create a 360° image of the vehicle and its surroundings from different perspectives in the Control Display. Meanwhile, the Remote 3D View function gives drivers the ability to call up a three-dimensional live image of their vehicle and its immediate vicinity on their smartphone.

The BMW Drive Recorder – which can likewise be specified as an option – uses the cameras of the various driver assistance systems to record video footage from different points around the vehicle, before storing the recordings so they can be either watched later on the Control Display when the car is stationary or exported via the USB port. For example, impressive manoeuvres on the race track can be captured and shared in this way. When activated, the Drive Recorder shoots and stores 40 seconds of video. In the event of a collision, a period of up to 20 seconds either side of the moment of impact is automatically recorded and saved.

Display and operating system, BMW Connected and ConnectedDrive. Digital services strengthen the connection between driver and car.



Both driver and passengers will benefit from the enhanced options for intuitive operation and the innovative digital services brought by the standard inclusion of BMW Operating System 7 in the new BMW 4 Series Coupé. Individually configurable display content and intelligent connectivity underpin remarkably seamless interaction between driver and vehicle. In the main menu on the Control Display, the driver is able to configure up to ten pages, each showing two to four pads (tiles) with live content. Both the content and the graphics are personalised to an even greater degree, as illustrated by the vehicle mock-up that matches the actual model colour and equipment line.

The intuitive multimodal interaction between driver and vehicle is now even better and allows the driver to take their pick of control interface for the situation at hand: Control Display touchscreen, proven iDrive Controller, multifunction buttons on the steering wheel, voice control or optional BMW gesture control.

The standard-fitted BMW Live Cockpit Plus comprises the iDrive operating system with 8.8-inch Control Display and a Touch Controller, a black panel instrument cluster centred around a 5.1-inch colour display, plus a multimedia and navigation system, two USB ports for data transfer and a WiFi interface. A built-in SIM card with 4G LTE connectivity and the likewise standard Connected Package Professional make it possible to use digital services such as BMW TeleServices and Intelligent Emergency Call, Real Time Traffic Information with hazard warning, and the optional Remote Services and Concierge Services.

The optional BMW Live Cockpit Professional, meanwhile, offers a fully digital screen grouping comprising a high-resolution instrument cluster behind the steering wheel with a screen diagonal of 12.3 inches and a 10.25-inch Control Display. The cockpit's fully digital instrument display provides enough room to accommodate an excerpt from the navigation map, status indicators for the driver assistance systems or 3D visualisation of the surrounding area. To further enhance the sporty driving experience, information such as lateral acceleration during high-speed cornering can be displayed here too.

BMW Live Cockpit Plus and BMW Live Cockpit Professional provide access to numerous other digital services, including the BMW Intelligent Personal Assistant, Connected Music and Remote Software Upgrade.

Fast, accurate, informative: BMW Maps – the new-generation navigation system.

When it comes to digital services, one of the standout new features for the new BMW 4 Series Coupé is BMW Maps. This cloud-based system boasts significantly enhanced performance and excellent accuracy along with a simplified method of destination entry. The new-generation navigation system offers extremely fast route calculation carried out dynamically and based on precise real-time traffic data transmitted at short intervals. The arrival time is calculated using an anticipatory method which factors in the usual traffic levels along the entire route. Full traffic data is now available for more minor roads, too.

Drivers can now enter any word when searching for their chosen destination. The search results are sorted by relevance with a high level of precision. Alternatively, the destination can be entered simply by saying it. Points of interest (POIs) along the route are described in greater detail, with reviews, opening times and photos all included.

BMW Maps also provides even more effective assistance by using Connected Parking to search for a parking space close to the destination. When the driver selects their destination in the navigation system, they receive an indication of the parking situation at the destination for their estimated time of arrival. Shortly before arriving, the driver is given information on the nearest multi-storey car park as well as proposed routes offering a particularly good chance of finding a parking spot close to the destination. The familiar On-Street Parking Information and ParkNow services have been intelligently incorporated into the functionality of BMW Maps.

Smartphone integration with Apple CarPlay.

BMW Live Cockpit Plus and BMW Live Cockpit Professional also come with an optimised Smartphone integration feature.

The wireless WiFi connection between the smartphone and vehicle enables the operating system in question to be integrated directly into the car's display and operating system. All the key information from the apps made available there can be viewed both in the Control Display and – in a cleverly presented way – in the instrument cluster or optional Head-Up Display.

BMW Intelligent Personal Assistant: more natural voice commands and additional functions.

The latest version of the BMW Intelligent Personal Assistant takes the connection between driver and car to a new level in the new BMW 4 Series Coupé. Activated by a spoken prompt (for example "Hey BMW") or at the touch of a button, this digital companion acquires new capabilities all the time. Naturally formulated spoken instructions can now also be used to adjust the air conditioning. In addition, the BMW Intelligent Personal Assistant is also capable of learning routines that increase both convenience and driving pleasure in specific situations. For instance, the driver's window can be opened automatically when the vehicle reaches a chosen location entered using GPS coordinates, such as the entrance to a garage or multi-storey car park.

When the BMW Intelligent Personal Assistant is in use, new graphics appear in the Control Display to emphasise the system's interactive character. The graphic now "turns" towards the speaker, thereby visualising how the system is listening attentively to what is being said. The system recognises whether the driver or front passenger is speaking to it and reacts accordingly by, for example, altering the climate control settings on one side of the interior.

Always up to the minute: new Remote Software Upgrade function for over-the-air updates.

The switch to BMW Operating System 7 also brings the Remote Software Upgrade function to the new BMW 4 Series Coupé, keeping the vehicle up to date with the latest software. The content of the upgrades ranges from new services to improved vehicle functions. All updates can be imported over the air, either on a smartphone via BMW Connected or directly into the car using its built-in SIM card.

The intelligent connectivity technology also makes it possible to incorporate additional vehicle functions at a later date. The optional features that owners can retrofit via this digital channel include the High Beam Assistant, the Drive Recorder and Active Sound Design.