



Media Information

October 20, 2015

The new 2016 BMW M4 GTS - an exclusive high-performance special edition M4 to be available for the first time in Canada.

- **First production road car with a Water Injection System**
- **World-exclusive OLED light technology**
- **Specially designed full three-way adjustable M coilover suspension**
- **Intelligent lightweight body design**
- **Most agile, radical and powerful M4 ever**

Richmond Hill, ON. BMW Canada is pleased to announce that the special edition BMW M4 GTS will be available in Canada, in limited numbers, in spring of 2016. Pricing and additional technical specifications will be revealed closer to the market launch.

The introduction of the new 2016 BMW M4 GTS gives BMW M GmbH a new and exclusive technological masterpiece which elevates the potential of the BMW M4 Coupe to an impressive new level. With its powerful, motorsport-inspired looks and high-performance technology, the BMW M4 GTS has its sights set squarely on the race track. Thanks to an innovative water injection system helping boost power to 493 horsepower and track ready chassis, this Special Edition M vehicle recorded a lap time of 7 minutes 28 seconds around the legendary Nürburgring-Nordschleife, the world's most challenging race circuit, making a clear statement about this model's exceptional dynamic abilities.

At the same time, the sharpest BMW M4 of all can also hold its own on public roads. BMW M GmbH is launching the BMW M4 GTS in a special edition limited to 700 units worldwide, with 50 units of this high-performance Special Edition M4 available for the first time in the Canadian market. In so doing, it is highlighting the innovative tenacity of the BMW M engineers in developing trailblazing M technologies on the powertrain, chassis and lightweight construction fronts.

“Special Edition models sharpen the character of the BMW M brand and embody an emotionally rich and exclusive driving experience. We’ve taken a radical route with the set-up of the BMW M4 GTS to create a sports machine for the race track that delivers top-end dynamics and inspirational performance. It allows us to demonstrate what is possible today with a road-legal car. Owners can drive their BMW M4 GTS to circuits such as Spa-Francorchamps, the Nürburgring or Laguna Seca –

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for clubsport events, for example – and then set lap times there that raise the bar to extremely high levels for road-legal cars.” says Frank van Meel, CEO of BMW M GmbH.

Performance boost courtesy of innovative water injection.

At the heart of each and every BMW M model is its engine. The BMW M4 GTS uses the multi-award-winning M TwinPower Turbo 6-cylinder in-line engine from the BMW M4, capable of 7,600 rpm but adds innovative water injection technology to give the 3.0-liter unit a substantial power boost. Unusually high-revving for a turbocharged engine, it offers linear power delivery over a wide engine speed range. An innovative water injection system, used for the first time in a road car, takes this 6-cylinder in-line turbocharged unit to new performance heights by relaxing the thermal constraints on power and torque. The system has already proved itself on race tracks around the world on board the BMW M4 MotoGP Safety Car, this year’s lead safety car in the world’s top motorcycle racing series.

The engine develops its maximum power of 493 horsepower – an increase of 16 percent over the BMW M4 – at 6,250 rpm. Peak torque has been increased by 10 percent to 442 lb-ft, and is maintained over a very wide rev band (4,000 rpm to 5,500 rpm). It accelerates from a standstill to 100 km/h in a mere 3.7 seconds, on the way to a governed top speed of 189.5 mph. Despite the significant extra power, the engine also excels on fuel efficiency, providing similar levels to those found in the BMW M4 Coupe.

Innovative water injection system.

The BMW M4 GTS is the first production road car to be fitted with a trailblazing water injection system. With this arrangement, the BMW M engineers have utilized the principle that water absorbs heat from the surrounding air when it changes phases. Water is injected as a fine spray into the intake manifold plenum chamber where it evaporates (phase change), significantly lowering the temperature of the intake air. This action reduces the final compression temperature in the combustion chamber, minimizes the risk of knock and allows the turbocharged engine to operate with higher boost pressure and advanced spark timing. The result is increased power and torque, and a substantial improvement in efficiency. Despite the extra power output, thermal stress on all performance-related components is reduced. All of these features ultimately help to diminish wear and prolong engine life.

**Increased power, reduced full-throttle fuel consumption.**

The benefits of water injection can be utilized in various ways, depending on engine and vehicle type. In particular the engineers have considerable latitude when deciding how to balance their priorities between increased power and fuel efficiency. If water injection is taken into account in the design of a high-performance engine right from the start, it is possible to use turbochargers with a higher boost ratio and compression ratio. At the same time, power losses due to an increase in ambient temperature ($> 20^{\circ}\text{C}$) can be compensated by increasing the amount of water injected.

The engineering behind intake temperature.

The output of an internal combustion engine is physically limited by the operating temperature in the combustion chamber. If a given operating temperature is exceeded, this will result in uncontrolled combustion (knock), leading to power losses and, in the worst case, to severe engine damage. This is particularly relevant in the case of turbocharged engines, where the intake air is heated in the turbocharger compressor to as much as 160°C . Although intercooling can be used to cool the pressurized air, the capacity of intercooling systems is physically limited. Depending on the design and size of the system, and the aerodynamics of the vehicle, it is only possible to use an intercooler to reduce the intake air temperature by as much as 70°C before it enters the plenum chamber. This means that simply rising engine power by increasing boost pressure is not an option as it would mean exceeding the knock threshold.

This is where the BMW M division's solution comes in: if water is injected in a fine spray mist into the intake plenum chamber, it is possible to reduce the temperature of the intake air by an additional 27°C . This further cooling of the pressurized air makes it possible to advance the spark timing closer to the optimal value. This results in a more efficient combustion process, while at the same time reducing the final combustion temperature. An additional advantage is the fact that cool air is more dense which increases the amount of oxygen in the combustion mixture and results in a higher mean combustion pressure, leading to optimized power and torque development. This efficient in-cylinder cooling system also reduces the thermal stress on a broad range of components including not only the pistons, exhaust valves and catalytic converter but also, due to the lower exhaust gas temperatures, the turbocharger.

**Water injection raises the knock threshold.**

Using water injection to raise the knock threshold also goes a long way towards resolving a fundamental conflict in the design of high-performance engines, caused by the fact that power output and fuel consumption are closely dependent on compression ratio. This is particularly true in the case of highly turbocharged engines like the M TwinPowerTurbo 6-cylinder in-line engine. Here, a high compression ratio provides high efficiency and low fuel consumption at low and medium throttle. In the full-throttle range, however, the compression ratio is limited by the knock threshold. Water injection provides a particularly effective way of raising the knock threshold, allowing for a higher compression ratio. The end result is optimized power output over a wide operating range.

Clever practical implementation of the water injection system.

The BMW M division's engineers opted for an arrangement of three water injectors in the intake plenum chamber where each supply water to two of the straight-6 engine's cylinders. This solution makes for uniform water distribution and a compact system design.

An underfloor compartment in the trunk houses a 5-litre water tank, the water pump, sensors and valves. The pump and all the sensors and actuators are controlled by an expanded engine management system. The pump supplies water to the injectors at a pressure of approximately 145 psi. The injection quantity can be varied depending on load, engine speed and temperature, which helps to keep water consumption to a minimum. Under hard driving on the track, the water tank might have to be topped up every time the vehicle is refueled. However under normal everyday operating conditions, the intervals are much longer. Even in highway driving, the water tank only needs topping up at every fifth refueling interval. Otherwise the system is maintenance-free, for maximum everyday practicality.

The BMW M water injection system is equipped with a sophisticated self-diagnosis system. If the water tank runs dry, or in the event of a system malfunction, appropriate measures are taken to protect the engine. Boost pressure and spark timing are adjusted, allowing the engine to continue to operate safely. Even when things are working normally, a variety of precautions are taken to keep the system fully functional. Every time the engine is switched off, all the water in the hose system is drained into the tank to prevent system components from icing up in sub-zero temperatures. The water tank is frost-proof.

**Additional engine highlights.**

The BMW M4 GTS turbocharged engine features a very rigid closed-deck crankcase design that makes it possible to develop higher pressure in the cylinder for improved power output. Instead of liners, the cylinder bores feature a twin-wire arc-sprayed coating, which results in a significant reduction in engine weight.

A further technical highlight is the forged and highly torsionally rigid crankshaft which, as well as providing increased torque-carrying capacity, is also lighter. The substantial reduction in rotating masses results in improved throttle response and acceleration.

On the track, the high performance capability of the BMW M4 GTS places extra demands on the engine oil supply system. In designing this system, the BMW M division has once again taken full advantage of its extensive motorsport experience. The aluminum oil sump is designed to limit the movement of the oil under the influence of strong lateral forces, while an oil suction pump and a sophisticated oil return system to the turbocharger help to maintain stable oil circulation under extreme acceleration and deceleration. Oil is supplied continuously to all engine components in all driving situations, whether in everyday driving or during a hard weekend drive at the track.

The typical BMW M exhaust system design features four tailpipes, in this case each with an 80-millimeter diameter and laser-engraved M emblem. The expected performance car engine exhaust note is provided by a carefully designed lightweight titanium rear silencer. This set-up provides a striking, emotionally charged and unmistakable BMW M sound over the entire engine speed range, minimizing exhaust back-pressure while giving precise feedback on engine load. Additionally the driver can adjust the exhaust note profile depending on which of the various preconfigured drive modes is selected.

M TwinPower Turbo technology.

The BMW M4 GTS engine's M TwinPower Turbo package comprises two fast-responding monoscroll turbochargers, High Precision Injection, VALVETRONIC variable valve lift control and Double-VANOS continuously variable camshaft timing. The result is smooth and efficient power delivery with extremely sharp response.

**7-speed M double-clutch transmission with Drivelogic.**

The BMW M Division's 7-speed M double-clutch transmission with Drivelogic (M DCT) sets standards in terms of smooth power delivery, lightning quick up-shift gear changes, perfect rev-matching downshifts and track-ready design. In addition to automatic shifting, this highly advanced transmission also enables shifting without torque interruption, using the steering wheel shift paddles or center console mounted gear lever. Manual mode also offers a specially configured Launch Control system that provides ultra-fast acceleration off the line, with optimal gear changes for the subsequent upshifts.

Drivelogic offers a choice of three shift programs.

The Drivelogic program for the 7-speed M double-clutch transmission offers three selectable shift programs, which can be engaged using the Drivelogic button on the center console. These programs differ in terms of engagement speed and the rpm points at which the gearshifts take place. The spectrum ranges from extremely sporty to a more relaxed, yet dynamic shifting. A further M function, Stability Clutch Control, provides assistance in sporty driving situations. It automatically disengages the clutch when necessary to prevent oversteer.

Aluminum and Carbon-Fiber construction support the "Ultimate Driving Machine".

First and foremost, an ultra-dynamic driving experience depends on a suspension system that combines low weight with high stiffness. Just like the BMW M4, the BMW M4 GTS is equipped with lightweight aluminum control arms, wheel carriers and axle subframes. On the double-joint spring-strut front axle alone, this cuts weight by more than 4.5 kg compared with conventional steel components. Play-free ball joints and specially developed elastomeric bearings provide optimal, direct transmission of longitudinal and transverse forces. The aluminum stiffening plate, CFRP front strut tower brace and additional bolted connections between the axle subframe and body structure all make for a stiffer front end.

At the rear, all control arms and wheel carriers on the five-link axle are of forged aluminum, which reduces the unsprung masses by more than 2.7 kg compared with a conventional design. The racing-derived rigid connection between the rear axle subframe and the body, dispensing with rubber bushings, improves wheel location and tracking stability.

**Specially designed full three-way M coilover suspension**

The BMW M4 GTS features a three-way adjustable coilover suspension with mechanically adjustable compression and rebound settings, with precise independent adjustment of low-speed and high-speed compression. This allows the suspension to be customized to the characteristics of different tracks. Moreover, the anti-roll bars and support mounts are closely matched to the significantly increased engine power and are specifically designed for the “Ultimate Driving Machine”.

Precise engineering also extend to the steering system.

The steering system has also been adapted to the BMW M4 GTS's track capabilities. The steering torque curve, always critical for a smooth steering feel, has been further optimized by modifications to the front suspension kinematics and the incorporation of features such as asymmetric steering support mounts and a motorsport-derived, custom-designed, milled swivel bearing. This design allows optimized axle geometry for lateral dynamics and steering torque, which again translates to enhanced driving dynamics.

The swivel bearing also allows the use of 9.5 inch wide front wheels. The higher damper clamp in conjunction with the ball joint in the front axle support mount results in substantially increased camber stiffness. It also provides faster response to lateral forces, which is already enhanced by the wider wheels. For further improved lateral grip, the BMW M engineers have retained the 19-inch front tires, while the rear axle makes use of 10.5 inch wide wheels running on 20 inch diameter tires. The front camber setting has been adapted to a minus two degree setting for increased cornering lateral forces.

Further enhanced rear-wheel drive with Active M Differential.

Other features helping to add an extra edge to the driving dynamics include the rear differential's hollow lightweight output shafts and the Active M Differential. To optimize traction and stability, the latter uses an electronically controlled multi-plate limited-slip differential, which is adapted to the significantly enhanced performance capability of the BMW M4 GTS. The multi-plate limited-slip differential is proactively controlled with extremely high precision and speed. Its control unit is linked to the Dynamic Stability Control (DSC) system and takes into account accelerator pedal position, wheel speeds and vehicle yaw. All driving situations can therefore be precisely analyzed and an imminent loss of traction at one side of the vehicle is identified at a very early stage. When necessary, the system reacts with split-second speed to vary the locking action, which can be



anywhere between zero and 100 percent. This prevents wheel spin on low-traction surfaces, on split-traction surfaces with a big difference in friction coefficient between the left and right rear wheels, on tight hairpin bends or during fast steering maneuvers. The optimized traction also provides superb stability in challenging conditions and allows the optimal transfer of power to the ground while accelerating out of corners.

Electronic assistance systems adjustable to personal driving style.

M Dynamic Mode (MDM), a special DSC mode, can be activated whenever drivers want an extra-sporty driving experience. Whereas DSC focuses on correcting understeer or oversteer, M Dynamic Mode allows more wheel slip for controlled drifting. This mode caters to sporty-minded drivers, although – unlike DSC OFF mode – the system still intervenes if the vehicle reaches a critical stability threshold. The DSC system and the Anti-lock Braking System (ABS) have been configured to take into account the BMW M4 GTS's increased performance and its newly developed three-way coilover suspension.

Tire development was integrated into the suspension set-up right from the start. For high-performance sports cars like the BMW M4 GTS, steering feel and precision are a particularly important priority when developing the front tires, alongside lateral stability and the transmission of braking forces, while for the rear tires the focus is on traction, lateral stability and directional stability. To meet the very highest dynamic standards, the BMW M4 GTS is equipped with low-weight, high-stiffness forged wheels running on mixed-size Michelin Pilot Sport Cup 2 tires (front: 265/35 R19; rear: 285/30 R20). The 19-inch front wheels (9.5 J x 19) improve steering precision, while the 20-inch (10.5 J x 20) rear wheels provide outstanding traction and an optimal transfer of drive power to the road. The Cup tires complement the fine-tuned suspension set-up by ensuring optimal traction and precise feedback for exceptionally agile handling.

The electromechanical steering system was also developed in-house by the BMW M division. Strong points of this specially configured steering system, which forms the key control interface between driver and vehicle, include its direct steering feel and precise feedback. To further improve driver feedback, BMW M engineers opted for no elastic section in the BMW M4 GTS steering column. The integrated Servotronic function electronically adjusts the level of power assist according to road speed, providing optimal steering characteristics at all speeds. The Servotronic button on the center console offers three different settings, each with its own specific profile: COMFORT, SPORT and SPORT+. These settings can be programmed into the M1 and M2



buttons in the M Drive menu. They can then be activated while driving by pressing the appropriate steering wheel button. In each case the level of steering assistance is adapted to the current requirements and the driver's personal preferences.

Choice of drive settings – from moderately sporty to extremely sporty.

The characteristics of the electronic accelerator pedal can be customized using the M Driving Dynamic Control system. On the road, the settings can be configured for a more temperate sporty performance. For track use, on the other hand, priority can be given to instantaneous and explosive power delivery. It is also possible, using the M Drive menu or the DSC OFF button, to choose one of three different settings for the Dynamic Stability Control (DSC) system (DSC, MDM or DSC OFF), while different shift characteristics for the seven-speed M double-clutch transmission can be selected using the Drivelogic button on the center console. In this way, drivers can choose their own personal combination of drive settings, putting the accent either on the extreme sporty performance of which the BMW M4 GTS is capable or on somewhat more tempered dynamism. Via the M Drive menu, two sets of preferred personal configurations can be programmed into the M1 or M2 steering wheel buttons for instant access. The personalized settings for all the relevant systems can then be activated while driving at a single touch of the appropriate button.

Nürburgring Tested - Ultra-high performance M Carbon Ceramic Brakes.

In keeping with its outstanding performance potential, the BMW M4 GTS is equipped with lightweight, optimized, ultra-high-performance M carbon ceramic brakes, which are designed for a further enhanced track capability and longer life. The brakes are made of carbon-fiber-reinforced silicon carbide (C/SiC).

The brake discs are made up of two elements: the support body with the cooling ducts is made out of a high carbon fiber content, while the inner and outer friction layers have a high ceramic content. The brake disc hub is of compound design and made of aluminum. It is connected to the brake disc ring by radial friction bearings. This design, with the special friction layer, gives the carbon ceramic brake discs an operating life of several times that of conventional brake discs. The modified rear brake system of the BMW M4 GTS features modified specifications for an improved friction coefficient. At the same time, the front brake guards have been adapted to improve ventilation.

Visually, the M carbon ceramic brakes can be distinguished by their gold-painted 6-piston (front) or four-piston (rear) brake calipers with colored M logo. Particularly during high-performance driving on



the track, they boast excellent modulation, outstanding deceleration capabilities and stable, fade-resistant performance. Being much lighter than a conventional brake system, they also contribute to the all-round reduction in unsprung masses and therefore also enhance driving dynamics.

Intelligent lightweight design

Intelligent lightweight engineering, already a vital consideration for the BMW M4, has been taken to new and even more uncompromising levels on the BMW M4 GTS. The goal was to minimize curb weight in order to give the new model outstanding driving dynamics, top-class agility and highest efficiency. Rigorous weight reduction measures include even the smallest details of the BMW M4 GTS, delivering a DIN curb weight of 1,510 kg (ECE curb weight: 1,585 kg). Its outstanding weight to power ratio of roughly 2.9 kg/hp provides the perfect platform for a highly dynamic driving experience.

The low weight of the BMW M4 GTS improves not only performance but also dynamics and handling. Drivers perceive the benefits in the form of even more responsive steering, more precise cornering, shorter stopping distances and new levels of control when pushing the vehicle to its limits.

High-tech carbon construction reduces weight.

Like the BMW M4 Coupe, the BMW M4 GTS has a carbon-fiber-reinforced plastic (CFRP) roof that is more than 5.9 kg lighter than a corresponding metal roof. Lightweight, robust CFRP is also used for the hood, which is approximately 25 percent lighter than its aluminum counterpart on the BMW M4. Both of these lightweight components play an important role in lowering the center of gravity (CG) and improving axle load distribution. In the BMW M4 GTS, BMW reaps the benefits of its many years' experience in high-tech carbon construction. The use of CFRP continues under the skin as well, for example in components such as the instrument panel support.

The contoured roof line with the typical center channel carries over into the trunk lid, emphasizing the very sporty personality of the BMW M4 GTS. The geometry of the trunk lid, which is made of CFRP and plastic, is precisely designed to optimize the rear aerodynamics and to help direct air to the lightweight CFRP rear spoiler. The spoiler is attached to the trunk lid by two CNC-milled aluminum supports, each consisting of an intricate strut arrangement that optimally combines high stiffness with very low weight.



Lightweight exposed carbon fiber is also on display in the adjustable splitter underneath the BMW M4 GTS's front apron and in the rear apron diffuser. Exterior lightweight design measures continue with the exclusive forged, machine-polished, low-weight BMW M star-spoke wheels in Acid Orange and the M carbon ceramic brakes, both of which not only cut down on overall weight but also significantly reduce unsprung masses. The M engineers have also extended their uncompromising focus on lightweight engineering to the sports exhaust system, which features a titanium rear silencer. The BMW M4 GTS's sports exhaust system produces an authentic racing engine note while providing a 20 percent weight reduction when compared to a stainless steel component.

Extensive weight reduction continues under the skin.

Needless to say, lightweight engineering is not just confined to the visible areas of the body. For example, the BMW M4 GTS's single-piece driveshaft is made of carbon-fiber-reinforced plastic (CFRP), which is even lighter than the corresponding component in the BMW M4. The low mass and high stiffness of the CFRP means that the driveshaft can be produced as a single-piece component, without a center bearing. This achieves weight savings of 40 percent over a conventional component, with a simultaneous reduction in rotating masses. This in turn results in improved powertrain dynamics and better response.

All weight-saving measures are designed with an eye to improved driving dynamics. A good example is the CFRP strut brace in the engine compartment. Weighing a little over 3 pounds, it offers superior stiffness to a comparable aluminum component. At the same time it plays a key part in ensuring eager turn-in and excellent steering precision.

Authentic racing feel in the interior.

The many lightweight features in the interior of the BMW M4 GTS don't just save weight, they also exude an authentic racing feel. This Special Edition vehicle is fitted with different bucket-style M sports seats in Alcantara (including lightweight backrests with cut-outs). In between the seats, the BMW M4 GTS boasts a new, asymmetrically styled lightweight center console that shaves around 30 percent off the weight of the corresponding component in the BMW M4 Coupe.

A further weight-saving measure is the deletion of the rear seats. This area is now trimmed in glass-fiber-reinforced plastic (GFRP), with a carbon sandwich bulkhead to the rear. Both of these elements are designed for reduced weight, a lower center of gravity and maximum stiffness. The across-the-board lightweight engineering approach also extends to the door panel trim and rear side panel trim



with modified design geometry and special lightweight construction based on renewable natural materials. Conventional door handles are replaced by door release pull loops, while Alcantara trim makes an appearance only on the armrests. The weight of the door panel trim has been reduced in half compared with standard components.

Three-dimensional front-end design.

Viewed from the front, the visual features that stand out the most are its muscular contours and the prominent three-dimensionality of its lines, which lend it a particularly expressive face. Characteristic design elements, such as a cutting-edge design take on the familiar twin circular headlamps with LED technology, the eye-catching front grille with M double bars in black and the powerfully sculpted front apron with its trio of large air intakes, dedicated to cooling the high-performance engine and brakes, immediately set it apart as the work of BMW M and spotlight its even more sportier pretensions. Needless to say, the BMW M4 GTS also features the striking M exterior mirrors in twin-stalk style and hallmark powerdome on the hood. The carbon-fiber-reinforced plastic (CFRP) hood is painted in body color and features a large air outlet. Thanks to the use of CFRP, the hood weighs 25 percent less than an aluminum equivalent, which helps both to lower the car's center of gravity and further improve the balance of weight between the front and rear axle. The air outlet on the hood optimizes the airflow and reduces lift at the front axle. The front end's weight-minimized splitter is made from lightweight exposed carbon fiber, has a contrasting stripe in bright Acid Orange running along its leading edge and can be set in two positions for road or track. The splitter divides the surging air, channeling part of it deliberately under the car to optimize aerodynamics. Here, the airflow is accelerated on its way to the carbon-fiber diffuser at the rear.

Low-slung silhouette, dynamic lines.

The flanks of the BMW M4 GTS pick up the dynamic verve of its front end and extend it rearwards. Hallmark BMW proportions – long hood, long wheelbase, set-back greenhouse, short overhangs – are emphasized by M design elements. Muscular wheel arches and dramatic surfacing translate the dynamic potential of the BMW M4 GTS into tangible form. This potential is accentuated by the M gills – in high-gloss black like the kidney grille surround – which fulfill both a stylistic and functional role. The gills house Air Breathers, which team up with Air Curtains in the front apron to optimize airflow through the wheel arches and enhance aerodynamics in the process.

The combination of a dark-colored, clear-coated CFRP roof and contoured roofline gives the BMW M4 GTS a hunkered-down look, with the cant rails painted in body color perceived as the car's



highest point. The flowing roofline lends an extra touch of elegance to the ultra-sporty appearance of the BMW M4 GTS. The large, forged M light-alloy wheels, featuring distinctive star-spoke design in Acid Orange and polished surfacing, appear to fill the wheel arches even more completely and give the BMW M4 GTS a compact, powerful appearance. The car's lines pick up speed again as they stream rearwards, accentuate the body's aerodynamic flow and, at the same time, add muscle to the rear end.

Rear wing and diffuser made from lightweight CFRP.

The back end of the BMW M4 GTS can be distinguished clearly from that of the BMW M4 Coupe. On the trunk lid, for example, an adjustable carbon-fiber rear wing resting on intricate, CNC-machined aluminum struts provides a head-turning design feature. The rear wing can be adjusted through three positions – one for road driving and two others that can be selected according to individual preference on the track. Identifying features of the BMW M4 include the flared rear wheel arches which, together with the car's wide track, underline its confident appearance. The double-chamber exhaust system, with its two pairs of tailpipes, is another signature BMW M feature. Here, the titanium tailpipes – with their 80-millimeter diameter and laser-engraved M logo – are another reference to the standalone character of the BMW M4 GTS. They are framed by a clearly structured rear apron and flank the exposed carbon-fiber diffuser. The diffuser forms a single aerodynamic unit with the rear wing and front splitter, which is likewise made from carbon fiber. They work together to optimize airflow and, in so doing, improve downforce and roadholding.

The trunk lid of the BMW M4 GTS also performs an integral aerodynamic role. Its specifically contoured lines channel the air at the rear of the car and improve airflow to the rear wing. In this way, the pair of lines spawned by the powerdome on the hood and extending over the CFRP roof in clearly defined contours reach their journey's end at the trunk lid.

World premiere for OLED rear lights.

The rear lights of the BMW M4 GTS are the first of any series-produced vehicle to feature BMW Organic Light with OLED technology. OLEDs (organic light-emitting diodes) generate their light using wafer-thin layers of semi-conducting organic materials. Unlike LEDs, which emit their light in the form of points, OLEDs light up over their full surface with a homogeneous effect. Their flat design (they measure just 1.4 millimeters in height) and the ability to trigger individual light modules separately open up fresh possibilities for a characteristic and distinctive BMW lighting design – both at night and daylight.

**Pure-bred, exclusive interior offers flawless ergonomics.**

The M sports steering wheel, likewise covered in exclusive, anthracite-colored Alcantara, represents a clear nod to motor racing and is exceptionally grippy. A perforated stripe in contrasting Acid Orange at the “12 o’clock” position on the wheel marks the steering’s central position, which comes in handy when the driver is pushing hard on the track. The Alcantara-covered interior trim strip has a perforated GTS badge with Acid Orange highlighting. The new center console of the BMW M4 GTS is asymmetric in design and lightweight in construction. Like the handbrake lever gaiter, it is covered in anthracite-colored Alcantara with edging adorned with dark grey contrast stitching.

The interior door panels and rear side panels also include lightweight design elements produced specially for the BMW M4 GTS. These display a new, purist geometry and are made from renewable raw materials. For example, the handles normally found on the inside of the doors are replaced here by pull loops which, like the seat belts, also come in black and feature longitudinal stripes in the signature M colors. Together with the Alcantara covering used for the armrests only, the door trim deepens the stripped-back and purpose-driven character of the interior. The omission of a rear seat bench takes this approach to another new level. The rear seat surfaces are replaced by an innovative glass-fiber-reinforced plastic (GFRP) shelf, combined with a rear panel made in a carbon-fiber sandwich construction. Lowering the car’s weight and center of gravity, while also ensuring unbeatable rigidity, once again took priority here.

A central feature of the interior is the roll bar, which is made from high-strength steels and mounted behind the front seats. Its Acid Orange paint finish provides another color accent, and its influence is not confined to the interior; visible from the outside, it also helps shape the overall perception of the BMW M4 GTS and signals the car’s sense of purpose and racing intent.

A fire extinguisher containing two kilograms of extinguishing agent is another safety feature of the interior. It is fitted centrally behind the front seats within easy reach of both driver and passenger.

Wide range of carefully selected standard equipment.

The BMW M4 GTS underlines its impressive dynamic caliber with a range of specifically selected and exclusive equipment fitted at the factory. As well as the high-quality Alcantara/Merino leather interior trim, this includes the BMW Navigation system, air conditioning, Adaptive LED Headlights, Park Distance Control (PDC) front and rear, automatically dimming rear-view and exterior mirrors and



BMW Individual high-gloss Shadow Line trim. A selection of signature BMW M equipment features such as M door sill finishers, an M footrest, an M gearshift lever, M-specific circular instruments with white graphics, an M sports steering wheel with Alcantara covering and a central position marker in Acid Orange, plus electroplated-look gearshift paddles, round off the overall package. Four color shades are available for the exterior paintwork. Customers can also choose from Sapphire Black metallic, Mineral Grey metallic, Alpine White and Frozen Dark Grey Metallic paint finish.

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BMW Group in Canada

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