

**Media Information**

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The new 2022 BMW M4 Competition Cabriolet with xDrive

- **The first M4 Cabriolet with M xDrive all-wheel drive.**
- **503 hp and 479 lb.-ft of torque. 0 to 100 kph in 3.6 seconds.**
- **Starting MSRP of \$99,900 CAD.**
- **Production to begin in July 2021.**

Richmond Hill, ON. BMW is proud to announce the third model in the M3 / M4 family – and the first all-wheel drive M4 Cabriolet to come from M GmbH. Open top motoring, thanks to the new soft-top, adds a new dimension of enjoyment to the already exhilarating performance of the new M4.

The new M4 Competition Cabriolet with xDrive channels the 503 hp and 479lb.-ft of torque developed by its S58 inline six-cylinder M TwinPower Turbo engine via an eight-speed M Steptronic transmission with Drivelogic and the M xDrive all-wheel drive system. The open-top, four-seater M4 promises and delivers an alluring design, luxurious appointments and everyday usability combined with track prowess.

Production begins in July 2021 with the first cars arriving on Canadian shores in August.

Panel bow soft-top roof

One of the special features which shape both the exterior design of the new BMW M4 Competition Cabriolet with xDrive and its driving experience is the new panel bow soft-top. This design combines the practical benefits of a retractable hardtop with the puristic aesthetic of a fabric roof – the best of both worlds. The panel bow soft-top is some 40 per cent lighter than the predecessor car's retractable hardtop, effectively lowering the centre of gravity of the new M4



Cabriolet, thus improving its agility. Its smooth surface and insulation provide the new roof with levels of acoustic and thermal comfort far superior to those of a conventional soft-top.

The design of the new soft-top combines large panel bow elements with a flush-fitting glass rear window, several layers of insulation and a fabric cover available in black or in Moonlight black, which gives the fabric a classy metallic shimmer, especially in direct sunlight. When closed, the innovative new roof creates a coupe-like roofline with the classical elegance of a soft-top. The fabric material lies flat on the joint-free arrangement of panel bow elements, meaning that neither their contours nor the soft-top frame is visible when viewing the roof from the outside. The soft-top pulls taut over the passenger cell when closed, which reduces wind noise in the cabin while optimizing the aerodynamic properties of the new BMW M4 Competition Cabriolet with xDrive.

Opening and closing the roof takes 18 seconds and can be performed at up to 49 km/h. The three bow panels fold neatly into a compact Z configuration which can also be performed via the remote key thanks to the standard Comfort Access.

The compact dimensions of the folded soft-top increase cargo area to 9.0 cubic feet, an increase of 1.2 cubic feet over the previous M4 Cabriolet. The top features a safety mechanism which prevents it from being lowered if the trunk area is filled. A pass-through door in the rear seat allows for longer items to be carried inside the car.

Exterior Design

The new M4 Competition Cabriolet with xDrive is 4.6 inches longer than the model it replaces. The wheelbase has grown by 1.8 inches and its width by 0.7 inches. The new M4 Competition Cabriolet with xDrive is also 1.4 inches wider than the new 4 Series Cabriolet.

Powerfully contoured surfaces and M-specific design features – crafted to optimize the supply of cooling air and sharpen aerodynamics – are a hallmark of M car design and the new BMW M4 Competition Cabriolet with xDrive is no exception. The differentiation between the new M model and the new BMW 4 Series Cabriolet on which it is based is more striking than in any prior generation. Aside from the doors, soft-top, trunk lid, window surfaces, headlights and rear



lights, every part of the exterior is unique to the M model, an exercise in meeting the exacting demands to which a high-performance sports car must rise. “The design is strictly function-led, puristic and uncompromising in its reduction to the essential aspects,” explains Adrian van Hooydonk, Senior Vice President BMW Group Design. “But at the same time, it provides an emotionally powerful expression of the car’s character.”

At the centre of the front-end design is the large, black, vertical frameless BMW kidney grille with the traditional M horizontal slats. A honeycomb mesh covers the large, two-section apertures on either side of the BMW kidney grille. These supply cooling air to the brakes and remote coolant radiators.

The lines of the front bumper and hood converge on the BMW kidney grille, as do the contours of the slim full-LED headlights with U-shaped fiber-optic light guides for the daytime driving lights. BMW Individual Shadowline lights, with darkened inlays adorning their upper edges, are also available as an option.

The most striking design feature alongside the prominently flared fenders of the new M4 Competition Cabriolet with xDrive are the extended side sills. Together with the aerodynamic components of the front and rear bumpers, which also jut out significantly, they form a high-gloss black band around the whole of the car. This functional, racing car-inspired design element, helps to further optimize the aerodynamic balance.

The M gills familiar from past and present cars are integrated neatly into the distinctive surfacing of the front side fenders. The M-specific exterior mirrors have been aerodynamically optimized and are painted in high-gloss black. The diffuser frames the exhaust system’s two pairs of 100 mm tailpipes.

Powertrain

Through constant development work, BMW M GmbH has boosted power in the new M4 Competition Cabriolet with xDrive by 59 hp and 73 lb-ft of torque over previous Competition package-equipped cars.



The Competition model's S58 engine produces 503 hp at 6,250 rpm and 479 lb-ft of torque between 2,750 and 5,500 rpm and delivers 0 to 100 km/h acceleration time of 3.6 seconds and reach a top speed of 249 km/h, or 280 km/h, with the optional M Driver's Package. The engine can rev to a redline of 7,200 rpm.

The rigid closed-deck engine block features wire-arc sprayed cylinder liners to reduce both friction and weight. A forged, lightweight crankshaft reduces rotating mass to improve high rpm characteristics. The cylinder head features a 3D-printed core which allows for optimized coolant passage routing and weight reduction.

Forced induction is provided by two, mono-scroll turbochargers with electronically controlled wastegates and efficient air-to-water intercooling. The quick response of the wastegates allows for quicker turbocharger response and for more efficient function of the catalytic converters which are positioned close to the engine.

The High-Precision Injection system operates at over 5,000 psi, ensuring precise and very fine fuel atomization for not only more efficient power production but also improved emissions. BMW VALVETRONIC variable-valve timing and Double-VANOS variable camshaft timing do their part in the high-revving engines' smooth and efficient power delivery.

M eight-speed Steptronic transmission and M xDrive

The greatly increased torque of the M4 Competition Cabriolet with xDrive means that it is equipped with a standard M Steptronic automatic transmission with Drivelogic. Both automatic and manual modes are offered and can be controlled by the Drivelogic switch on the gear shift lever. Three automatic and three manual modes are available – comfort oriented, sporty and track focused. Each mode features quicker and more intense shifting to match the focus of the driver. Downshifts in automatic mode also feature engine rev-matching. A helpful feature for maximum acceleration in manual mode is the ability to downshift to the lowest gear possible by pulling the left steering wheel mounted-shift lever while simultaneously pressing down on the throttle.



The M xDrive all-wheel-drive system in the new BMW M4 Competition Cabriolet with xDrive uses an electronically controlled multi-plate clutch in the transfer case to ensure fully variable and super-smooth distribution of the engine torque between the front and rear wheels. The rear-biased system distributes torque between the front and rear axles via an electronically controlled multi-plate clutch. An Active M differential takes care of torque distribution at the rear axle. Torque is directed to the rear wheels during normal driving, providing the classic rear-wheel drive experience. Only when additional traction is required is torque sent to the front axle.

Both the M xDrive and Active M differential are connected directly to the Dynamic Stability Control System ensuring quicker responses in improving agility and controlling both understeer and oversteer.

The M xDrive system offers the driver a choice of three modes: 4WD – the default setting with rear-wheel biased torque distribution focused on traction and precisely controlled handling. 4WD Sport – directs greater percentage of torque to the rear during dynamic driving and is designed to work particularly well on track environments. 2WD – requires DCS to be turned off and affords experienced drivers a pure rear-wheel drive experience without any system intervention.

Chassis

With its long wheelbase, wide front and rear tracks and balanced weight distribution, the BMW M4 Competition Cabriolet with xDrive boasts the perfect mix of ingredients for performance and comfort. Interlinked bracing increases the body's longitudinal and torsional stiffness. Installed on all M4 models, this bracing package includes bespoke links connecting the individual spring strut towers with one another and with the front of the car and bulkhead. The aluminum front axle subframe is given extra rigidity by a single piece aluminum shear panel in the integrated sill brace and is connected to the reinforcing elements of the engine compartment by vertical braces. The centre and rear sections of the vehicle incorporate model-specific underfloor bracing complete with a crossbar and a special rear axle subframe rigidly connected to the body. The new BMW M4 Competition Cabriolet with xDrive is additionally equipped with a custom-designed package of torsion struts at the rear of the body.



The M xDrive-specific double-joint spring strut front axle also factors in the specific demands of all-wheel drive and feature specially adapted axle geometry and an individually tuned steering ratio. The axle kinematics, the camber, castor and kingpin angles and the lowered roll centre are all designed to maximize lateral dynamic ability while still ensuring ride comfort in everyday driving. Aluminum wishbones with ball joints, an aluminum torque arm with a newly developed mount, a forged swivel bearing with bespoke spring strut clamp and wheel bearings with higher camber stability create an ideal blend of rigidity and lightweight design at the front axle. The five-link rear axle boasts newly developed hubs and wishbones plus retuned bushings.

M Servotronic steering and Adaptive M suspension.

The handling qualities of the BMW M4 Competition Cabriolet with M xDrive are headlined by precise steering behaviour that remains neutral even at the limit and a linear build-up of lateral forces throughout the full range of lateral acceleration. The modified front-axle kinematics bring about a significant reduction in torque steer. The M Servotronic steering facilitates accurate turn-in when powering through bends on the one hand and effortless parking and maneuvering on the other. It does so by combining the benefits of speed-sensitive power assistance and a variable steering ratio.

The standard Adaptive M suspension with its electronically controlled dampers always deliver optimum road contact for the wheels and tires, with maximum traction while delivering high comfort levels over long distances. The system's control unit sensors keep a constant eye on body movements, the condition of the road and steering adjustments. Electromagnetically controlled valves respond within milliseconds to generate the required damping force – infinitely variably and for each individual wheel.

Adjustable integrated braking system and ten stages of traction control.

Thanks to the cutting-edge integrated brake system, the brake actuation, braking force assistance and braking control functions are brought together within a compact module. The brake pressure required is produced by an electric actuator. As a result, brake pressure is generated more



dynamically and ensures significantly quicker and more precise inputs from the driving stability control system. The integrated braking system allows vehicle deceleration to be adjusted more precisely to the driver's requirements. And feedback from the brake pedal is unimpaired by wet road surfaces, significant lateral acceleration or high brake temperatures, giving the driver superb brake feel in all situations.

The M-specific version of the integrated braking system presents the driver with two pedal feel settings, COMFORT and SPORT. Both modes alter the amount of pressure on the brake pedal required to slow the car. The driver can therefore choose between more comfort-oriented and particularly direct, instantaneous response when braking. Their preferred mode is selected via the M Setup menu.

The integrated braking system enables the DSC system to act with greater speed and precision. Its range of functions includes M Dynamic Mode, which allows extra wheel slip at the push of a button to induce an exceptionally sporty driving experience. If the optional M Drive Professional is added, drivers also benefit from the new M Traction Control function. This innovative form of traction control allows the driver to set individual intervention thresholds for wheel slip limitation; they can choose from ten stages of precisely defined slip permitted at the driven wheels.

M forged wheels, performance tires and brakes

The new M4 Competition Cabriolet with xDrive is equipped forged M light-alloy 19-inch front and 20-inch rear wheels 275/35ZR19 and 285/30ZR20 non-runflat performance tires.

The standard M Compound brakes feature front six-piston fixed-caliper brakes with 380 mm discs and rear single-piston floating-calipers with 370 mm disks. The calipers are painted in blue metallic but may be ordered in black or red; all with the M logo.

The optional M Carbon ceramic brakes deliver even stronger braking power with greater fade resistance, enhanced thermal stability and extremely high resistance to wear. Their gold painted



calipers are complemented by front 400 mm discs and rear 380 mm disks.

Setup button

The Setup button on the centre console provides direct access to the settings options for the seven powertrain and chassis settings. Pressing the button calls up the Setup menu in the Control Display, which lists the currently selected vehicle settings. The driver can now use touch control or the iDrive Controller to activate the desired mode for the engine response, damper settings, steering characteristics and brakes.

EFFICIENT, SPORT and SPORT PLUS settings can be engaged to modify the engine's characteristics, while selecting the COMFORT, SPORT or SPORT PLUS chassis mode provides access to the three settings for the electronically controlled dampers. The driver can choose between COMFORT and SPORT modes for the M-specific Electric Power Steering and the new braking system. The Gear Shift Assistant can be deactivated via the Setup menu and M Traction Control, part of the optional M Drive Professional, offers ten-stage adjustment of wheel slip control. In the all-wheel-drive Competition models, the driver can also choose from the 4WD, 4WD SPORT and 2WD settings for the M xDrive system, the latter delivering pure rear-wheel drive.

M Mode Button

The M mode button, found on the centre console, can be used to adjust the responses and characteristics of the driver assistance systems and the displays in the instrument cluster and optional Head-Up Display to deliver a driving experience suited to the situation at hand. The driver can choose from ROAD and SPORT settings, with TRACK mode additionally available when M Drive Professional is specified.

In the ROAD setting, all the standard and optional driver assistance systems are fully activated. Pressing the M Mode button engages the SPORT setting, in which the driver assistance systems activated through the driver's chosen configuration limit themselves to warnings of speed limits



and overtaking restrictions, for example. All interventions in the braking and steering systems are suspended in this mode, except for inputs from the Frontal Collision Warning with braking function and the Evasion Assistant.

In SPORT mode the instrument cluster and optional Head-Up Display switch to M View, which only presents information relevant to sporty driving. The information shown includes an M-specific tachometer and Shift Lights, plus a digital speed read-out and gear indicator. A range of data including coolant temperature, charge pressure, tire temperature and pressure and lateral and longitudinal acceleration can be displayed in the right- and left-hand areas of the instrument cluster.

In cars with M Drive Professional, drivers can select TRACK mode. Developed exclusively for race circuits, this mode is activated with an extended press of the M Mode button. The driver must then confirm their choice using the iDrive Controller. This setting fully deactivates all the comfort and safety functions of the driver assistance systems. The Control Display is switched off to focus the driver's attention completely on the track. The instrument cluster and optional Head-Up Display switch to M View mode, with road sign detection and distance information also remaining hidden in the TRACK setting.

M Drive Professional

The optional M Drive Professional, which has been developed specifically for track driving, helps the driver to make consistent progress in pursuit of the ideal line and the perfect lap. Features include the M Drift Analyzer which records the duration, distance covered, line and angle of a drift with a rating shown on the Control Display.

Other functions include the M Laptimer, which provides a comprehensive amount of performance information, shown on both the optional Head-Up display and in the instrument cluster, beyond just recording lap times. As well as checking their current lap time, the driver can also keep a constant eye on how much quicker or slower they are than their fastest lap of the current session.



The Control Display shows the number of laps completed so far, the distance covered and the duration of the driver's current stint. The driver can also analyze the data recorded during their track outing in detail using the BMW M Laptimer app on their Apple iPhone – and share selected information with the online community. Among the resources available are a bird's-eye map view of the track, a lap time comparison, data from the car's sensors such as speed, engine revs and accelerator position, and graphics showing the lateral and longitudinal acceleration values attained.

Interior design

Signature M details in the M4 Competition Cabriolet with xDrive include red accents for the M buttons on the M leather steering wheel and the start/stop button on the centre console. The gear selector lever with Drivelogic switch is leather covered with an embedded M logo and stitching in M GmbH colours. It also features an eye-catching cut-out, which is accentuated by integrated “waterfall” lighting.

Cars with the optional Carbon Fiber interior trim also feature carbon trim for the inlays in the M leather steering wheels and for the shift paddles, which feature a unique design.

Newly developed heated M sport seats and fine-grain Merino leather trim with extended features can be found inside. The M sport seats have pronounced side bolsters, integrated head restraints and an illuminated model badge. M-specific perforation, which enhances the effect of the optional seat ventilation is available for the first time on the M4 Cabriolet.

A new optional interior highlight are the electric front M Carbon bucket seats. Combining racing functionality with lightweight design and comfort over long distances, the newly developed seats have integrated head restraints and an illuminated model badge. The use of CFRP in the structural of the seat surface and backrest, and cut-outs in the side bolsters and below the head restraints save 21 pounds over the standard M sport seats.

Displays and connectivity



The new M4 Competition Cabriolet with xDrive features standard BMW Live Cockpit Professional with a fully digital 12.3-inch instrument display and a 10.25-inch digital, high-resolution touch screen centre display. The latest iDrive 7.0 operating system includes Navigation with new cloud-based BMW Maps, wireless connectivity for your mobile devices including Apple CarPlay, Android Auto compatibility and BMW Intelligent Personal Assistant and M-specific displays for the instrument cluster and optional Head-Up display.

iDrive 7 allows the driver and passengers to interact with their BMW through voice control, touch screen or via the touch iDrive controller. Control buttons for M Mode, Setup and M Sound are placed within easy reach to the left of the rotary controller.

With the cloud-based navigation system, BMW Maps calculates routes and arrival times with greater speed and accuracy, updates real-time traffic data at short intervals and lets drivers enter any word when searching for a destination

Driver Assistance systems

The new M4 Competition Cabriolet with xDrive is equipped with extensive and cutting-edge standard driver assistance systems designed to enhance comfort and safety in both day to day driving and during long journeys. Park Distance Control and Automatic High beam assistant are standard as is Active Protection and the Active Driving Assistant.

The optional Driving Assistance Professional Package includes Active Cruise Control with Stop & Go, Extended Traffic Jam Assistant for limited access highways, Active Lane Keeping Assistant, Active Blind Spot Detection, Evasion Aid and Emergency Stop Assistant.

The latest generation of the optional BMW Head-Up Display system offers a 70 percent larger projection surface on which M-specific displays such as the multi-colour tachometer, the Shift Lights and M View are shown.

The optional Parking Assistance package can identify parking spots to the left or right and steer



the car into the parking spot. The Surround View with 3D view gives a top down view of the car and its surroundings which can also be accessed remotely by the BMW ConnectedDrive app. The included BMW Drive Recorder uses the front and rear cameras to record video sequences up to 40 seconds in length with a tap of the iDrive controller or automatically in an event of a crash. The video clips can be exported to a storage device using the USB port.

Exterior colours

The 2022 M4 Competition Cabriolet with xDrive features two non-metallic colours, seven metallic colours and five frozen matt colours to choose from.

- Alpine White
- Sao Paolo Yellow (new)

- Black Sapphire Metallic
- Brooklyn Grey Metallic (new)
- Isle of Man Green Metallic (new)
- Portimao Blue Metallic
- Toronto Red Metallic
- Tanzanite Blue II Metallic
- Individual Dravit Grey Metallic
- Individual Frozen Brilliant White Metallic (new)
- Individual Frozen Portimao Blue Metallic (new)

Interior upholstery and trim

A choice of four standard Merino Leather and four optional Full Merino Leather interiors is available.

- Yas Marina Blue / Black Merino Leather
- Silverstone / Black Merino Leather



- Kyalami Orange / Black Merino Leather
- Black Merino Leather

- Yas Marina Blue / Black Full Merino Leather
- Silverstone / Black Full Merino Leather
- Kyalami Orange / Black Full Merino Leather
- Black Full Merino Leather

High-Gloss Black interior trim is standard.

Carbon Fibre trim, Aluminum Tetragon trim, Individual Aluminum Fabric trim, Individual Open-Pored Black Wood trim with Silver Effect, and Individual Piano Black Finish trim are optional.

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BMW Group in Canada

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