

# The new BMW Z4.

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# 1. Description in Brief.



- Re-launch of BMW's successful Roadster in modern and authentic style. The new BMW Z4 offers a unique driving experience combining outstanding pleasure with supreme sportiness.
- First BMW Roadster with a retractable hardtop. The new model is the successor to both the BMW Z4 Roadster and the BMW Z4 Coupé.
- New BMW Z4 with an extra-long front lid, large wheel arches, long wheelbase and small overhangs. Unmistakable look with a low-slung front end, a striking shoulder line and the rear end accentuating the sheer width of the car. The engine compartment lid extending beyond the wheel arches, the large BMW kidney grille, intake gills at the side, black A-pillars, the contoured roof and rear lights in innovative light technology set characteristic highlights.
- Two-piece electrohydraulically retractable hardtop in lightweight aluminium shell construction. The hardtop opens and closes fully automatically in each case within 20 seconds, the roof elements coming to rest in the roof compartment to give the car a low-slung rear-end design reflecting the traditional proportions of a roadster as well as a large luggage compartment ranging in capacity from 180–310 litres (6.3–10.9 cu ft). The high-quality interior lining finished in an extra-light colour as well as large windows including the heated glass window at the rear ensure an exclusive ambience and optimised all-round visibility.
- Driving comfort and the feeling of space in the new BMW Z4 achieve a standard quite unique in this segment. Head and elbow room as well as the degree of comfort in entering the car have been significantly enhanced over the former model. The low seating position near the rear axle guarantees the driving experience typical of a BMW Roadster. High-quality materials, first-class quality of finish and driver-oriented design of both the instrument panel and the centre console guarantee an emotional driving experience in a particularly refined ambience.
- Wide range of storage options within the passenger compartment including a spacious crosswise storage compartment behind the seats. The optional storage package and through-loading including a transport bag for bulky items of luggage such as skis or a golf bag ensure even greater variability.

- First use of the BMW iDrive control system in the BMW Roadster. In conjunction with the optional Professional navigation system the new generation of BMW iDrive comprises an ergonomically optimised Controller for the selection and control of functions by turning, pressing and tipping the Controller, function buttons on the Controller for direct menu entry, freely programmable favourite buttons for even easier operation, as well as a folding 8.8-inch display with high-resolution graphic presentation and an optimised menu structure. Enhanced navigation system with an even wider range of functions in entering destinations, planning trips and presenting maps. Optional audio system with hard disc memory. Unrestricted use of the internet in the car as an option in conjunction with the Professional navigation system.
- Introduction of the new BMW Z4 with a choice of three straight-six power units ranging in output from 150 kW/204 hp to 225 kW/306 hp. All versions offering an optimum combination of acceleration and fuel economy in their respective class. BMW EfficientDynamics featured as standard with specific highlights tailored to each model: variable VALVETRONIC valve management or, respectively, High Precision Injection direct petrol injection technology, Brake Energy Regeneration, on-demand management of ancillary units, map-controlled oil pump, gearshift point indicator, all-aluminium or, respectively, composite magnesium/aluminium crankcase, optimised aerodynamics, intelligent lightweight technology, tyres with reduced roll resistance. All engine variants fulfil the future EU 5 emission standard.
- Seven-speed sports automatic with double clutch as an option on the BMW Z4 sDrive35i. Shifting gears without the slightest interruption of traction, the transmission provides a unique combination of the extra comfort of a BMW automatic transmission with maximum dynamism and performance. Acceleration and fuel economy improved once again over the manual gearbox models. Six-speed sports automatic with optimised gearshift dynamics, direct connection to the engine and minimised converter slip available as an option on the BMW Z4 sDrive30i and BMW Z4 sDrive23i. All sports automatic transmissions with gearshift paddles on the steering wheel.
- Outstanding driving dynamics thanks to harmonious axle load distribution, rear-wheel drive and lightweight aluminium suspension with a double-joint tiebar front axle and centrally guided rear axle. Electromechanical power steering, high-performance brakes, latest generation of DSC Dynamic Stability Control. Dynamic Drive Control featured as standard allows the driver to set up the car in three stages at the touch of a button. Dynamic Driving Control acts on the gas pedal control map, engine management, DSC response,

the power steering control map, the dynamic gearshift on the optional sports automatic transmission and, on cars fitted with the optional, Adaptive M Suspension, the control map for electronic damper adjustment.

- Comprehensive safety concept with extremely stiff body structures, defined load paths, specific use of high-strength steel and special deformation elements, head/thorax airbags integrated at the front and at the side in the seat backrests, three-point inertia-reel seat belts with new belt tightening technology, massively reinforced A-pillars and roll bars behind the headrests, runflat tyres and a Tyre Defect Indicator fitted as standard, dual headlights with bi-xenon light technology likewise featured as standard equipment.
- Engines:  
BMW Z4 sDrive35i:  
straight-six petrol engine with Twin Turbo and direct fuel injection (High Precision Injection)  
Capacity: 2,979 cc, max output: 225 kW/306 hp at 5,800 rpm,  
max torque: 400 Nm/295 lb-ft from 1,300–5,000 rpm  
Acceleration [0–100 km/h]: 5.2 sec  
(seven-speed sports automatic with double clutch: 5.1 sec)  
Top speed: 250 km/h (155 mph)  
Average fuel consumption to EU standard: 9.4 ltr (9.0 ltr)/100 km  
(30.0/31.4 mpg imp)  
CO<sub>2</sub> emissions to EU standard: 219 g (210 g)/km.
- BMW Z4 sDrive30i:  
straight-six petrol engine with magnesium/aluminium composite crankcase, VALVETRONIC and double-VANOS  
Capacity: 2,996 cc, max output: 190 kW/258 hp at 6,600 rpm,  
max torque: 310 Nm/228 lb-ft at 2,750 rpm  
Acceleration [0–100 km/h]: 5.8 sec (sports automatic: 6.1 sec)  
Top speed: 250 km/h (155 mph)  
Average fuel consumption to EU standard: 8.5 ltr (8.3 ltr)/100 km  
(33.2/34.0 mpg imp)  
CO<sub>2</sub> emissions to EU standard: 199 g (195 g)/km.

- BMW Z4 sDrive23i:  
straight-six petrol engine with magnesium/aluminium composite crankcase,  
VALVETRONIC and double-VANOS  
Capacity: 2,497 cc, max output: 150 kW/204 hp at 6,200 rpm,  
max torque: 250 Nm/184 lb-ft at 2,950 rpm  
Acceleration [0–100 km/h]: 6.6 sec (sports automatic: 7.3 sec)  
Top speed: 242 km/h (239 km/h) (150/148 mph)  
Average fuel consumption to EU standard: 8.5 ltr (8.2 ltr)/100 km  
(33.2/34.4 mpg imp)  
CO<sub>2</sub> emissions to EU standard: 199 g (192 g)/km.

## **2. Re-Birth of the Roadster: The new BMW Z4. (Short Version)**



The classic roadster is back – more powerful and more stylish than ever before as modern interpretation of this very special kind of car. Its name is the BMW Z4, the only car in its segment combining classic roadster proportions with a seating position moved close to the rear axle, rear-wheel drive and an automatically retractable hardtop.

The new BMW Z4 offers all the driving pleasure of a BMW Roadster with particularly refined and stylish flair. Driving with the roof down, this supreme two-seater offers a refreshingly intense experience of the sunshine and the wind rushing by – and driving with the hardtop closed it provides all the comfort of a sporting coupé in the premium segment. So through this diversity and wide range of qualities, the new BMW Z4 is the re-birth of the roadster.

Apart from the authentic proportions and the flowing design language of the car, the design of the new BMW Z4 comes out in particular through classic details interpreted in new, up-to-date style typical of the new BMW Z4. This outstanding two-seater thus offers a unique combination of exciting elegance, superior agility and supreme motoring comfort. The aluminium shells of the two-piece lightweight hardtop come to rest in the roof compartment, saving maximum space in the process. And even with the roof closed, the new BMW Z4 retains all the proportions so typical of a genuine roadster. So it is with these qualities that it rightly succeeds both the BMW Z4 Roadster and the BMW Z4 Coupé.

To ensure passionate driving pleasure at all times, the new BMW Z4 comes with a range of no less than three straight-six power units displacing either 3.0 or 2.5 litres: 225 kW/306 hp in the BMW Z4 sDrive35i, 190 kW/258 hp in the BMW Z4 sDrive30i, and 150 kW/204 hp in the BMW Z4 sDrive23i ensure truly outstanding performance and dynamic acceleration at all times.

Comprehensive use of BMW EfficientDynamics technologies serves furthermore to provide an unparalleled balance of driving pleasure and fuel economy. And last but certainly not least, the top model is available not just with its “regular” manual six-speed gearbox, but also with sports automatic featuring seven gears and double-clutch transmission.

Boasting Dynamic Drive Control as standard, the BMW Z4 enables the driver to vary the set-up of the drivetrain and suspension at the touch of a button in three modes. BMW iDrive, in turn, is now available for the first time as an option on the BMW Roadster, the new generation of iDrive coming together with the optional Professional navigation system.

**Design: the modern look of a classic roadster.**

The new BMW Z4 takes up the classic look of the roadster in modern, flowing lines. The car's proportions are borne out in particular by the long and low-slung engine compartment lid, short overhangs, the long wheelbase and large wheels as well as the low seating position near the rear axle.

On the low-slung front section with its large, upright BMW kidney grille, the wide air intake and the dual round headlights so typical of the BMW brand with bi-xenon headlights featured as standard, all surfaces and lines strive towards a joint imaginary target point on the road ahead of the car, as if the new BMW Z4 were pushing ahead all-out with all its power.

The side view is dominated by the dynamic flow of the car's shoulder line connecting the front and rear wheel arches and accentuating the stretched, athletic look of the Roadster. The horizontal orientation of the car's lines and surfaces at the rear, in turn, emphasises the sheer width of the new BMW Z4. Further characteristic design features are the extra-large engine compartment lid extending far over the wheel arches, the black A-pillars, the gill intakes at the side with their integrated LED direction indicators, as well as the slender rear lights with their three-dimensional LED-fed rows of light units.

**Stylish, sophisticated and typical of a genuine roadster: the interior.**

To create the particularly significant unison of the exterior and interior so important in an open-air car, the shoulder line is reflected by the door panels with their unique configuration and flow from front to rear. The stylish ambience within the interior so typical of a roadster also comprises the driver-oriented design of the dashboard and the centre console.

The U-shaped, contoured decorative surface on the driver's side comprises the controls for the lights and air conditioning to the left and right of the steering wheel. These elements are available in Satin Silver matt, Fine Aluminium long-grain and Brown Ash grain, the respective colour and trim variant also being used on the centre console and door opener.

The decorative trim on the front passenger's side stretching out in a narrow band beneath the light and climate control units also on the driver's side is finished either in Satin Silver matt or dark leatherette. The combinations of these two trim finishes available in the car's range of trim options naturally allow highly attractive contrasts and unique highlights.

The seats with their integrated headrests so typical of a roadster come as standard on the BMW Z4 sDrive35i and BMW Z4 sDrive30i in high-quality leather, with a choice of three different colours. The colour chosen is then also used on the lower section of the instrument panel and on the armrest of the door lining as well as the armrest on the centre console.

The optional Extended Leather Package also offers leather on the upper section of the instrument panel, the doorills, the sun visors in Black leather as well as the leather-finish door closing handles in upholstery colour on the passenger's side.

A special Design Package offering particularly elegant and sophisticated highlights is also available from the start upon the launch of the new BMW Z4. The exclusive Pure White design comprises the sports seats with their nappa leather/alcantara trim in Ivory White, nappa leather decorative trim in the same colour on the passenger's side, door panels in alcantara and decorative trim on the driver's side as well as Finition anthracite wood trim on the centre console and the doors.

The Extended Leather Package is also part of the car's Pure White design scheme.

In combination with Pure White design the customer also has the choice of the paintwork in Havanna Brown. The further range of paintwork colours available on the new BMW Z4 is made up of no less than eight colour tones including Orion Silver metallic exclusive to the new Roadster.

**Changing completely in 20 seconds:  
the fully automatic, retractable hardtop.**

The new BMW Z4 is the first roadster in the history of the German premium manufacturer protecting the occupants from wind and weather by a fully retractable hardtop. This two-piece roof structure in lightweight aluminium shell technology opens and closes electrohydraulically at the touch of a button within just 20 seconds, the two roof elements coming to rest in snug and compact arrangement in the roof compartment. This retains the



characteristic, slender rear-end design of the Roadster, while when closed the hardtop again emphasises and, indeed, further accentuates the elegant look of the new BMW Z4.

Offering truly outstanding acoustic and aerodynamic qualities, this innovative roof system sets new standards in the market segment of the new BMW Z4. Large windows and the light, high-quality roof lining give the hardtop a light and even filigree look. Both the driver and passenger enjoy a bright and exclusive ambience, generous space and optimum visibility.

Compared with the former model, the side windows are 40, the see-through area in the rear window 52, and all-round visibility 14 per cent larger than before.

Made of glass, the rear window in the hardtop comes with electrical heating and the four side windows of the new BMW Z4 may be lowered individually.

A further important point is that the flow of fresh air may be dosed by a wind deflector fastened between the roll bars behind the headrests. The higher roofline and the larger door openings increased in size by 26 millimetres or 1.02", finally, allow even easier and more convenient access with the roof closed.

The retractable roof opens and closes most conveniently by means of a switch in the centre console or by remote control on the central locking. Enhanced remote control with Comfort Access is available as an option, allowing the user to close the roof also from a distance.

Comfort Access also allows convenient loading and unloading of the luggage compartment with the roof open. To provide access to the luggage compartment in this case, the open hardtop is moved to an interim position facilitating the removal of large objects.

**Unique variability ensured by flexible storage with optional through-loading and a wide range of storage features.**

The roof compartment and the luggage compartment are separated from one another by a variable cover in between folding down as required with the roof closed. This increases luggage space from 180 litres or 6.3 cubic feet with the roof open all the way to 310 litres (10.9 cubic feet) with the roof closed. The maximum load has been increased by 30 kg or 66 lb over the former model to 330 kg or 728 lb.

The flexible luggage concept of the new BMW Z4 sets the standard in the premium manufacturer segment, offering enough space in the luggage compartment even with the hardtop open for a medium-sized hard-shell suitcase.

Using the optional through-loading to the passenger compartment, the driver and passenger are also able to accommodate a 46-inch full-size golf bag. And when the roof is closed the luggage compartment easily accommodates up to four crates of large bottles or – when using the through-loading – two 46-inch golf bags without the slightest problem.

Apart from the special roof with its outstanding features, the superior functionality of the new BMW Z4 is ensured above all by the wide range of storage and luggage options: In addition to the glove compartment with a capacity of no less than ten litres as well as the folding compartments in the door linings, BMW's new Roadster offers a storage tray in the centre console as well as additional storage space behind the gearshift or selector lever, a 1.6-litre compartment beneath the armrest and yet another storage box in the instrument panel.

Yet a further feature is the crosswise storage compartment extending across the full interior width of the new BMW Z4 behind the rear seats as a feature absolutely unique in this segment offering all kinds of storage options.

The optional Storage Package provides an even wider range of storage and loading functions, with fastening nets on the rear panels of the seats and in the passenger's footwell, lashing belts in the luggage compartment, two cupholders beneath the armrest on the centre console, an additional storage compartment in the dashboard on the driver's side, as well as a storage box in the bulkhead leading to the luggage compartment.

Optional through-loading together with a transport bag ensures even greater variability, allowing the user to load slender items such as golf bags or two pairs of skis measuring up to 170 centimetres or 66.9" in length.

**A success concept with a great tradition:  
straight-six power units in the BMW Roadster.**

Elegantly flowing roadster lines, the BMW kidney grille as the air intake at the front, and a straight-six power unit within the engine compartment – again truly outstanding features on the new BMW Z4.

As early as in 1934 this combination made the BMW 315/1 an unprecedented success both on the road and in motorsport – and has been retained to this very day.

The new BMW Z4 is therefore being launched exclusively with straight-six power units, a choice of three different engines covering a wide range of power and performance. These unique engines develop their refinement and fast-revving response typical of a BMW six-cylinder in truly unique style, offering an unparalleled balance of performance and fuel economy in the premium roadster segment thanks to the BMW EfficientDynamics development strategy.

In an appropriate combination on each model, the individual versions of the new BMW Z4 come inter alia with Brake Energy Regeneration, a gearshift point indicator, on-demand management and control of the car's ancillary units, a map-controlled oil pump, intelligent lightweight technology, optimised aerodynamics and tyres with reduced roll resistance.

**BMW Z4 sDrive35i: maximum performance with maximum efficiency thanks to Twin Turbo and High Precision Injection.**

The most sporting and dynamic version of the new BMW Z4 comes with the world's first straight-six power unit to feature Twin Turbo technology, High Precision Injection with direct injection of fuel, and an all-aluminium crankcase.

The use of two turbochargers each supplying three cylinders with compressed air ensures a standard of spontaneity never seen before on a turbocharged engine. The power unit builds up peak torque of 400 Newton-metres or 295 lb-ft without the slightest delay, then maintaining this high level of torque throughout a broad speed range from 1,300–5,000 rpm.

Maximum output of 225 kW/306 hp comes at 5,800 rpm, and the BMW Z4 sDrive35i accelerates to 100 km/h within just 5.2 seconds (seven-speed sports automatic with double clutch in 5.1 seconds).

This supreme performance then continues all the way to 250 km/h or 155 mph, where the speed of the car is limited by electronic control.

High Precision Injection is a key function in the philosophy to save fuel to the greatest possible extent. Injecting fuel directly into the combustion chamber, High Precision Injection offers a cooling effect allowing a higher compression ratio and optimising the efficiency of the combustion process.

The second generation of direct gasoline injection developed by BMW ensures significant benefits in fuel efficiency without in any way restricting the dynamic qualities of the power unit. Hence, the BMW Z4 sDrive35i achieves average fuel consumption in the EU test cycle of 9.4 litres/100 kilometres (equal to 30.0 mpg imp), enhanced to an even better 9.0 litres (31.4 mpg imp) with the car's seven-speed double-clutch sport automatic transmission.

**Six-cylinder normal aspiration power units:  
powerful and light thanks to magnesium.**

Offering spontaneous power and performance, excellent motoring refinement and outstanding efficiency, the two six-cylinder naturally-aspirated power units in the BMW Z4 sDrive30i and the BMW Z4 sDrive23i again offer the very best in their segments. Weighing just 161 kg/355 lb and, respectively, 158.5 kg/349.5 lb, both power units, thanks to their composite magnesium/aluminium crankcase, cylinder head covers made of a special synthetic material and lightweight camshafts with aluminium VANOS control units, are exceptionally light.

While BMW VALVETRONIC engine management controls valve stroke on the intake valves, double-VANOS varies the angle of the intake and outlet valves in an infinite process. This reduces cycle change phases to a minimum and allows particularly efficient use of fuel, providing a “beefy” torque curve and giving the engine optimum response.

The power unit in the BMW Z4 sDrive30i develops maximum output of 190 kW/258 hp from 3.0 litres capacity at an engine speed of 6,600 rpm. Maximum torque of 310 Newton-metres or 228 lb-ft, in turn, comes at just 2,750 rpm.

With this kind of power, the BMW Z4 sDrive30i accelerates from a standstill to 100 km/h in 5.8 seconds (with sports automatic in 6.1 seconds). Top speed, in turn, is limited electronically to 250 km/h or 155 mph.

Offering average fuel consumption of 8.5 litres (equal to 33.2 mpg imp) in the EU test cycle (8.3 litres/34.0 mpg imp with sports automatic) and a CO<sub>2</sub> rating of 199 g/km (with sports automatic: 195 g/km), the new BMW Z4 sDrive30i provides an impressively good balance of acceleration and fuel economy.

Displacing 2.5 litres with the same technology as on the 3.0-litre power unit, the engine featured in the BMW Z4 sDrive23i again stands out through unique qualities. Particularly this model offers an unusually good balance of

sportiness and efficiency, the six-cylinder developing its maximum output of 150 kW/204 hp at 6,200 rpm and peak torque of 250 Newton-metres/184 lb-ft at a low 2,950 rpm.

Accelerating from a standstill to 100 km/h in 6.6 seconds (with sports automatic in 7.3 seconds), the BMW Z4 sDrive23i sets a new record in its performance class. Top speed of 242 km/h (150 mph) (with sports automatic: 239 km/h or 148 mph), average fuel consumption of 8.5 litres (33.2 mpg imp) (with sports automatic: 8.2 litres/34.4 mpg imp) per 100 kilometres in the EU test cycle, and a CO<sub>2</sub> emission rating of 199 g/km (with sports automatic: 192 g/km) makes the new BMW Z4 sDrive23i a highly efficient entry-level model leading into the unique world of the BMW Roadster.

**Six-speed transmission with extremely short gearshift travel featured as standard.**

All variants of the new BMW Z4 come as standard with a six-speed manual gearbox. Developed specifically for BMW's new Roadster, the various transmission options are particularly sporting in their character. Indeed, this is borne out in particular by extremely short gearshift travel much shorter than on all other current BMW models with a manual gearshift.

**Optional: seven-speed sports automatic with double clutch and six-speed sports automatic with Steptronic.**

As an option the top version of the new Roadster, the BMW Z4 sDrive35i, is available with BMW's newly developed sports automatic complete with a double-clutch gearbox. This ensures even faster acceleration, combining this extra performance and dynamism even in comparison with the regular six-speed manual gearbox with all the comfort features of BMW automatic transmission.

Seven-speed sports automatic with its double-clutch gearbox shifts gears without the slightest interruption of traction, the fast and smooth gear change allowing unusually harmonious acceleration and helping to reduce both fuel consumption and emissions.

The BMW Z4 sDrive35i with its seven-speed sports automatic accelerates to 100 km/h in just 5.1 seconds, fuel consumption in the EU test cycle of 9.0 litres/100 kilometres (equal to 31.4 mpg imp) outperforming the fuel economy on the same model with its manual gearbox by a significant 0.5 litres.

Sports automatic gives the driver the choice of either an automatic gearshift or manual selection of gears. A newly designed electronic gearshift lever on the centre console serves to control the sports automatic whenever required. As an alternative the driver is able to shift gears manually by means of paddles on the steering wheel.

In Program D the driver is therefore able, by pressing one of the paddles, to directly change over to the manual gearshift mode. Featured as standard, Dynamic Drive Control, in turn, acts on various other parameters and influences the overall set-up of the car as well as the gearshift characteristics in sports automatic.

In the SPORT and SPORT+ modes, this ensures significantly more powerful acceleration with an even faster gearshift, gears being shifted by closing the clutch even faster than before, with sporting feedback going straight to the driver.

The six-speed sports automatic transmission available as an option also on the BMW Z4 sDrive30i and the BMW Z4 sDrive23i promotes not only driving comfort, but also the sporting performance of BMW's Roadster. Indeed, the sporting characteristics of the car are attributable above all to the direct connection linking the transmission to the engine, based on modern torque converter technology with an integrated torsion damper avoiding unnecessary slip and therefore helping to eliminate any unwanted loss of power and performance. Even the slightest movement of the gas pedal, therefore, is converted spontaneously into a quick response with gearshift times reduced to a minimum.

The Steptronic function on the automatic transmission offers the driver the opportunity to shift gears manually as desired. Apart from shifting gears through the selector lever on the centre console, the driver also has the option with the six-speed sports automatic to use the gearshift paddles on the steering wheel.

Moving the selector lever into the appropriate shift position, the driver is able to shift gears manually or, in driving program D, to shift gears as desired by means of the paddles.

Dynamic Drive Control also influences the gearshift characteristics of the six-speed sports automatic, with an even more spontaneous gearshift and clear feedback in the SPORT and SPORT+ modes.

### **Sophisticated suspension technology, high-performance lightweight brakes.**

Rear-wheel drive typical of BMW, virtually perfect distribution of axle load, the long wheelbase and the low centre of gravity on the roadster create ideal conditions for supreme agility at all times.

Featuring a double-joint tiebar front axle made largely of aluminium and further enhanced by spring struts and a centrally guided rear axle, the new BMW Z4 comes with proven axle concepts in a configuration perfectly tailored to the specific characteristics of BMW's unique Roadster.

A particularly outstanding feature is consistent lightweight technology in the area of the front axle, the double-joint construction offering ideal conditions for supreme dynamics thanks to kinematic arrangement of the various components.

The rear axle of the BMW Z4 Roadster, in turn, stands out through its compact configuration and precise wheel guidance, clear distribution of functions between the longitudinal arms connected to the body and the track control arms pivoting on the rear axle subframe facilitating the set-up of the suspension. As a result, directional stability, steering behaviour and lane change stability may all be optimised independently of one another.

EPS Electric Power Steering plays a leading role also in the BMW Z4 segment, enhancing the precision and comfort of steering manoeuvres and at the same time reducing fuel consumption, since the electric motor for steering power assistance is activated only when required or desired by the driver.

The new BMW Z4 comes with new high-performance brakes standing out through their powerful deceleration, fading-free characteristics, low weight, and low brake pad wear. At the same time the BMW Z4 is the first car in its segment to feature an electrical parking brake activated and released by a button on the centre console.

All versions of the new BMW Z4 come as standard on 17-inch light-alloy rims and with runflat tyres as well as a Tyre Defect Indicator.

The latest generation of DSC Dynamic Stability Control serves not only to activate the ABS brakes and ensure stability on slippery surfaces by activating the brakes or reducing engine power, but also comprises other functions such as Dry Braking and Brake Standby as well as a Start-Off Assistant on the new BMW Z4.

Acting in a similar way to a differential lock, DSC furthermore serves to prevent slip on the inner wheel in a bend running under minor load or no load whatsoever under dynamic, one-sided driving conditions.

Activating the traction mode again at the touch of a button, the driver is able to raise the response thresholds for intervention by the brakes, thus enjoying the option, for example, to set off on loose snow with the drive wheels slightly spinning. And whenever desired, the driver is also able to deactivate the DSC control system altogether.

### **Adaptive M Suspension with electronically adjustable dampers.**

As an option the agility of the BMW Roadster may be further enhanced by the Adaptive M Suspension featuring electronically controlled dampers. A further important point is that the Adaptive M Suspension lowers the entire car by 10 millimetres or almost 0.4", ensuring an even more precise response to steering manoeuvres.

A central control unit varies the inbound and rebound stages on the four twin-sleeve gas pressure dampers to provide optimum response at all times. Indeed, this response time is so short that a signal coming from a front wheel crossing a hole in the road reaches and re-adjusts the rear dampers even before the rear wheels reach the same uneven road surface.

### **Comfort and sportiness in one: Dynamic Drive Control.**

Benefiting from Dynamic Drive Control, the driver of the new BMW Z4 is able to vary the control map serving, in turn, to vary damper forces on the Adaptive M Sports Suspension. Dynamic Drive Control also influences the progressive effect of the gas pedal, the response of the engine, the power steering control map and the response thresholds of DSC Dynamic Stability Control. And if the car is fitted with automatic transmission, the dynamic gearshift process is controlled also in this mode.

The driver operates Dynamic Drive Control by means of a button on the centre console directly next to the gearshift or automatic selector lever. By pressing a toggle button, he is furthermore able to choose among the NORMAL, SPORT and SPORT+ modes, thus activating a pre-configured, perfectly balanced set-up.

The differences between these individual modes are clearly distinguishable on the road, the SPORT mode, for example, offering far more direct steering behaviour and a more direct response to the gas pedal. The SPORT+ mode,



in turn, serves additionally to activate the DTC Dynamic Traction Control function on the DSC control pattern, intentionally allowing slight slip on the drive wheels and thus enabling the driver to take a bend in a controlled drift.

**Body: extra space, greater safety.**

The new BMW Z4 is slightly larger outside than its predecessor, at the same time offering significantly more comfort in terms of space and a lot more loading space: BMW's new Roadster is 4,239 millimetres (166.9") long, 1,790 millimetres (70.5") wide, and 1,291 millimetres (50.8") high. Wheelbase measures 2,496 millimetres or 98.3".

Apart from all-round visibility, the interior offers greater headroom (+ 5 millimetres/0.20"), extra shoulder room (+ 20 millimetres/0.79") and more elbow freedom (+ 43 millimetres/1.69"). Yet a further point is that the door opening increased in size by 26 millimetres or 1.02" allows even more convenient access with the roof closed.

The extremely stiff bodyshell, lightweight construction and harmonious axle load distribution enhance both the safety and agility of the new BMW Z4. High load-resistant carrier structures, optimum use of deformation travel, the extremely stiff passenger cell and highly efficient restraint systems ensure absolutely outstanding accident safety. Frontal and head/thorax airbags, belt latch tensioners and belt force limiters are activated by the sensor-controlled electronic safety system as a function of the type and severity of a collision. The head/thorax airbags are integrated on the outside of the seat backrests and inflate over a large surface in the event of a collision from the side.

**Making its premiere in the BMW Roadster:  
the latest generation of BMW iDrive.**

The new Z4 is the first BMW Roadster to feature the trendsetting iDrive control system as part of the optional navigation system Professional.

In the new BMW Z4 the iDrive control system enhanced to an even higher level of technology serves to activate and mastermind all entertainment, information, navigation and telecommunication functions.

The system itself is made up of a Controller on the centre console and a folding, high-resolution Control Display on the instrument panel, allowing the driver to intuitively and safely mastermind all available functions through standardised movements of the Controller either tipping it in one direction, turning or pressing the Controller as required.

Pressing the direct selection buttons on the newly configured Controller, the user is able to spontaneously change to the CD, radio, telephone and navigation functions. The range of direct selection buttons has now been rounded off by the three MENU, BACK and OPTION command buttons, and eight favourite buttons in the instrument panel allow the user to save and directly select not only radio stations, telephone numbers and navigation destinations, but also other menu items available directly through iDrive.

Measuring 8.8 inches in size, the high-resolution Control Display with its resolution of 1,280 x 480 pixels offers excellent clarity in presenting graphics or pages from the internet. A picture of the Controller shown in the Control Display gives the driver greater and clearer orientation in choosing the next step in the operating process.

Using the navigation system is now even easier thanks to the optimised technologies of BMW iDrive. Full-screen map presentation, for example, offers an incomparably detailed overview of the region in which the driver is currently travelling. As an alternative the Control Display also offers an assistance window presenting further highlights and maps independent of the main map.

With navigation data saved on an 80 GB hard disc installed in the car, access times are even shorter and faster than before. And at the same time the hard disc may also be used as a 15 GB music archive.

### **Roadster-specific climate comfort and leather in Sun Reflective Technology.**

The new BMW Z4 comes as standard with air conditioning and no less than seven blower stages. Optional automatic air conditioning, in turn, allows separate temperature selection on the driver's and passenger's side, individual, automatic temperature control in five stages of intensity, and manual adjustment of air stratification. With the roof opened, finally, automatic air conditioning also offers an appropriately adapted convertible mode.

Like BMW's Convertibles, the new Roadster is available with a special, highly innovative type of leather on the seats, the interior panels and the steering wheel significantly reducing the heat effect of bright sunshine: Treatment of the leather in Sun Reflective Technology serves to integrate special colour pigments into the material reflecting infra-red irradiation in the sunlight.

### **Top-end audio and communication systems.**

The audio systems available in the new BMW Z4 set standards in the segment in every respect.

The CD player fitted as regular series equipment also serves to play music files in the MP3 format. The optionally available audio systems then come with up to 14 loudspeakers and two additional central base speakers for an intense and very precise experience in sound, with amplifier output of up to 650 Watt.

A USB interface is available as an option supplementing the standard AUX-In port and allowing the integration of various external MP3 players or other data media such as a conventional USB stick in the car's audio system. A CD/DVD changer in the glove compartment is also available, finally, as yet another option.

The mobile phone preparation kit with its Bluetooth interface available in conjunction with the Professional radio and the Professional navigation system offers even greater safety and convenience when making telephone calls while driving. To fully integrate the latest Smartphone communication units in the car, the new BMW Z4 is also available with a new snap-in adapter.

### **New production plant: BMW Roadster coming from Regensburg.**

The new BMW Z4 is built at BMW Plant Regensburg alongside the BMW 3 Series and the BMW 1 Series. This is because BMW Plant Spartanburg, where the former model was built, is concentrating from now on entirely on the production of BMW's X models.

The first BMW Roadster with a hardtop marks the end – for the time being – of a long and unusually fascinating series of outstanding open-air models. Indeed, the history of BMW Roadsters goes all the way back to the '30s, the first model in this segment being the BMW 3/15 PS DA 3 Type Wartburg built in 1930 and 1931. In 1934 BMW for the first time combined the classic proportions of a roadster with a powerful straight-six engine in the BMW 315/1.

The ongoing history of the BMW Roadster was characterised time and again by legendary two-seaters reigning supreme in both motorsport and on the road. These include the BMW 328 – the winner of the 1940 Mille Miglia – as well as the BMW 507 in the 1950s, the futuristic BMW Z1 in 1988, and the BMW Z3 and Z8 arousing new passion for roadster motoring in the 1990s.

Today the new BMW Z4 benefits from all the qualities of modern engineering, interpreting the traditional values of the BMW Roadster in fascinating, new style.

### 3. Design: Modern, Emotional, Authentic.



- **Authentic proportions, flowing design language.**
- **Classic details in modern style.**
- **Unmistakable roadster character both open and closed.**

In its design, the new BMW Z4 Roadster excels through the harmonious interplay of classic roadster proportions and modern, flowing design language giving the car exciting elegance from every angle. Interaction of the extremely long engine compartment lid and the long wheelbase with the extra-large wheels, short overhangs and the low position of the driver near the rear axle visualises dynamic performance even at a standstill.

A particularly important point is that the new retractable hardtop is fully integrated in the shape of the car. The two-piece roof system merges into the authentic rendition of the car's particular style and character both when open and closed.

#### **Striking front end symbolising the superior surge of power.**

Taking up the tradition of the BMW Roadster, the new BMW Z4 comes with an upright kidney grille inclined slightly in the direction of travel. In conjunction with the gently declining engine compartment lid and the flat headlights slanted to the rear, this creates an extremely dynamic, forward-pushing look of power and performance. All surfaces and lines around the engine compartment lid and bumpers taper out towards an imaginary target point located somewhere outside of the car in the middle of the road ahead. This creates a V-shaped spotlight on the front end further enhanced by the flowing lines around the bumper – an effect which visually moves the entire front area further down, creating one complete unit in the process.

The wide kidney grille and the large three-piece air scoop offer clear testimony to the need for an adequate supply of cooling air in the powerful engines. The two outer elements of the air scoop are subdivided by horizontal bars jointly emphasising the sheer width of the car together with the contour line in the front air dam extending across the BMW Z4 on the same level.

A further highlight is the extremely wide engine compartment lid stretching out far above the wheel arches and extending all the way into the sides of the car. The entire engine compartment lid thus designed almost like an opening

shell is indeed a feature typical of the classic sports car fully acknowledged and treasured to this very day. With the engine compartment open, therefore, the wheels run almost freely, without being covered or hidden in any way.

The three-dimensional surface of the engine compartment is highlighted by a total of six character lines running towards each other in the direction of the kidney grille. The two outer lines extend to the rear from the headlight area and continue along the side in the striking shoulder lines. In parallel there is a further discreet line on either side of the engine compartment lid coming out of the A-pillars, while the two centre lines comprise the BMW logo at the front.

### **Typical BMW features in that special roadster look.**

The sporting DNA of the new BMW Z4 is reflected in virtually every detail including the characteristic dual headlights accentuating the striking look of the car and, in combination with the double kidney grille, creating that typical BMW "face". The low-slung headlights tilting to the side extend far into the front wheel arches, giving the contours of the car an even wider look.

The semi-transparent row of lights integrated in the upper edge of the headlight covers cuts across the round light sources. The new BMW Z4 comes as standard with bi-xenon headlights featuring corona rings conceived as daytime driving lights and ensuring a dual effect: The BMW Roadster is clearly recognisable at very first sight and may be identified from the start as a genuine BMW.

### **Black A-pillars enhancing that classic roadster look.**

Following the philosophy of the classic roadster with its small windscreen hardly visible from a distance, the A-pillars of the new BMW Z4 are finished in discreet black. Through this significant effect, the windscreen itself becomes a secondary factor in visual terms, giving greater emphasis to the actual body of the car.

The gill elements with their integrated BMW logo on the front side panels are an impressive reminiscence to earlier BMW Roadsters. Through their horizontally oriented contours, the gills emphasise the relatively long distance between the door seam and the front wheel.

### **Side view with a particularly athletic look.**

The modern interpretation of the traditional, sweeping roadster line is a significant sign of distinction on the BMW Z4. Like its predecessor, the new BMW Z4 boasts two striking lines running along the side together with a highly attractive interplay of light and shade on the convex and concave

surfaces. The strongly emphasised door-sill line rising upwards along the side forms an optical counterpoint to the shoulder line connecting the front and rear wheel arches.

#### **Low-slung rear end accentuating the wheels and the width of the car.**

The horizontal design of the rear end and the sophisticated look of the rear lights give the new BMW Z4 sporting elegance in every respect. Precise lines and the harmonious transition from one body element to the other create a compact, self-containing look at the rear. With the lines at the front pointing towards the road, they come together at a central point at the rear end of the car giving the wheel arches even greater presence and style. At the same time the roof columns, through their particular shape, emphasise the sporting orientation of the rear wheels. And in the middle, finally, all of the lines emphasise the sheer width of the car's rear end.

The rear light clusters come in new, sophisticated lights technology, two three-dimensional, homogeneous rows of lights creating a clear and impressive look. The direction indicators, in turn, are made up of slender rows of chrome reflector chambers housing appropriately concealed LED light units.

#### **First BMW Roadster with a retractable hardtop.**

The new BMW Z4 is the first BMW Roadster to feature a fully retractable hardtop. When open, the two-piece roof system merges discreetly into the low rear end of the car, when closed it further accentuates the elegant look of the new BMW Z4 through its soft and smooth roofline.

The surface of the roof takes up the contour lines of the engine compartment, continuing these contours into the rear lid. The high quality of the hardtop, in turn, is reflected in the interior by the bright roof lining with its top-quality finish.

Benefiting from large windows, the hardtop is light and almost delicate in its appearance, offering the occupants a feeling of open space and good all-round visibility. And for the first time a BMW Roadster proudly boasts the typical forward-flowing line at the bottom of the slender C-pillars well-known to the enthusiast as the Hofmeister "kick".

#### **Roadster ambience and sophisticated, aesthetic look also in the interior.**

From both outside and inside, the new BMW Z4 stands out as a genuine roadster with truly demanding looks. In this combination the joint design of the body and interior plays an important role, bringing both elements together in

perfect unison. As an example, the door-sill line directly follows the shoulder line, with the interior of the BMW Z4 being characterised by its stylish roadster ambience.

Driver-oriented design of the dashboard and centre console accentuates the feeling of active driving pleasure, while generous trim surfaces, new materials and galvanised control elements in pearl gloss chrome accentuate the exceptional exclusivity of the car.

All control elements relevant to the immediate driving experience are finished in special roadster design. In particular, this applies to the exclusive design of the steering wheel as well as the unique look of the circular instruments arranged in a very low position for protection from sunshine.

The air conditioning controls have been designed exclusively for BMW's new Roadster, the four round control and button units standing out through their clear-cut design and three-dimensional look as particularly striking details. In conjunction with the optional Professional navigation system, the new BMW Z4 furthermore comes with a folding Control Display for the iDrive control system integrated harmoniously into the instrument panel.

The upper section of the instrument panel finished in black literally cocoons the driver and passenger as a protective strip continuing in its colour, material and flair into the doorsills. This particular arrangement not only creates a feeling of roominess, but also reinforces the low seating position.

A further highlight is the separation of the trim surfaces on the instrument panel into two halves on the driver's and passenger's side. This distinctive division, together with the central area of the dashboard inclined slightly towards the driver, emphasises the great significance given to the driver's cockpit in designing the interior.

The round control units for the lights and air conditioning as well as the start/stop button arranged horizontally on either side of the steering wheel are integrated into the trim surface on the driver's side which, with its U-shaped contour, surrounds the instrument cluster and the adjacent ventilation grilles. The trim surfaces come as standard in matt Satin Silver and are available as an option in Fine Aluminium longitudinal grain (which is standard in the BMW Z4 sDrive35i) or Brown Ash grain.



This innovative subdivision of the two trim surfaces within the interior of the new BMW Z4 offers a wide range of attractive combinations, the choice of different materials and colours giving even greater emphasis to the car's driver orientation.

**New equipment concept with an exclusive design line.**

The new BMW Z4 sDrive23i comes as standard with seat upholstery in Anthracite. The BMW Z4 sDrive30i and the BMW Z4 sDrive35i, in turn, feature leather seats available in three different colour variants as standard. The colour chosen for the seats is then continued along the lower section of the dashboard, the door panels, the armrests on the doors, and the armrest in the centre console.

An extended range of leather is available as an option comprising also the upper section of the dashboard, the doorsills and the sun visors all finished in Black leather. Indeed, in this case even the door closing handle on the passenger's side is finished in the same colour of leather as the car's upholstery.

Over and above the significant signs of distinction, the new BMW Z4 comes with a brand-new range of roadster-specific equipment. For the first time, for example, an exclusive design line is available in particularly elegant and sophisticated style: Pure White design comprises the sports seats with their seat upholstery made of a particularly sophisticated combination of nappa leather and alcantara in Ivory White, nappa leather trim on the passenger's side in the same colour, door panels in alcantara, interior lining in exclusive Ivory White, and trim surfaces on the driver's side in fineline Anthracite wood.

The extended range of leather is also included in the Pure White design package, which again offers the exclusive choice of combining Pure White design with exterior paintwork in Havanna Brown.

No less than eight other paintwork colours are available as standard on the new BMW Z4, with Orion Silver metallic exclusive to BMW's new Roadster.

## 4. The Retractable Hardtop: High-Tech, Convenient, Innovative.



- **Two-piece roof in lightweight aluminium shell construction opening and closing fully automatically in 20 seconds.**
- **Ideal combination of classic and modern roadster values.**
- **Optimised feeling of space, perfect all-round visibility, maximum comfort.**

The new BMW Z4 conveys the roadster myth to a modern and up-to-date vehicle concept most appropriate for today's world. BMW's new two-seater stands for passion, dynamism, and pure driving pleasure. And it combines its sporting potential with supreme driving comfort and uncompromising premium quality.

The new, fully retractable hardtop on the BMW Roadster enhances all these features in a truly ideal manner, blending harmoniously and authentically into the proportions so typical of a roadster.

When open, the lightweight roof made up of aluminium shells folds smoothly, discreetly and in compact dimensions into the low-slung rear end, maintaining the classic line and characteristic silhouette of a roadster. When closed, in turn, the hardtop forms a flowing roofline accentuating the elegant look of the new BMW Z4.

A particularly outstanding feature is the sound absorption offered by the extra-strong construction absolutely convincing through its acoustic and aerodynamic qualities. Precisely this is why the new BMW Z4 Roadster, in terms of driving comfort, comes right at the top in the segment of outstanding roadsters built by the world's premium manufacturers.

Within a matter of seconds, the car transforms smoothly from a coupé into a convertible and vice versa, the two-piece hardtop folding into the luggage compartment fully automatically and under electrohydraulic power within a mere 20 seconds, closing again just as quickly and smoothly.

### **Bright roof lining, optimised all-round visibility.**

The high quality of the hardtop is reflected within the interior by the bright and perfectly finished roof lining. Large windows give the hardtop a light and almost filigree look, offering the occupants not only a bright and exclusive ambience, but also an open feeling of space and optimum all-round visibility.

Compared with the former model, the side windows are 40, the open visibility through the rear window 52 per cent larger, with all-round visibility up 14 per cent. A further advantage is that the four side windows of the new BMW Roadster may be lowered individually as required.

### **Maximum convenience in opening and closing the hardtop.**

The process of opening and closing the new hardtop offers unparalleled comfort and uncompromising function. The two elements of the roof system are lifted fully automatically in one flowing process, swivelled to the rear and stowed in compact arrangement above one another in the roof compartment.

To take up the roof elements, the rear lid of the roadster serving as the roof compartment cover lifts up smoothly and quietly to the rear. Once the roof has been completely opened – or closed – and the hardtop fastened in place, the luggage compartment lid may be opened again the usual way.

The roof elements are moved to and fro by an electrohydraulic system with the central hydraulic unit integrated in a multifunction sump in the floor of the luggage compartment.

The retractable roof is controlled by a switch in the centre console and may also be opened conveniently by remote control. In this case the driver is required to press down the opening switch or, respectively, the remote control button permanently during the entire opening process. To interrupt the opening process, in turn, all he has to do is let go of the button at any time, then pressing the button on the remote control or in the centre console to continue the entire process as required.

Enhanced remote control with Comfort Access is available as an option, enabling the user to control the closing process also from a distance. To avoid inadvertent operation of the closing process, however, the signal for closing the roof is not transmitted beyond a distance of four metres from the car.

Comfort Access serves additionally to conveniently load and unload the luggage compartment with the roof open. In order to enhance access to the boot in this case, the open hardtop is moved to an interim position by Comfort Access, facilitating the removal of large objects such as golf bags.

### **Storage concept setting a new standard in the premium class.**

The BMW Z4 Roadster offers an excellent driving experience also on long distances, with the roof and luggage compartment separated from one another by a variable cover. The flexible luggage compartment concept even enables the driver and front passenger to use the roof compartment whenever

necessary in order to stow their luggage: With the roof closed, the variable cover between the two compartments simply lifts up and swivels away for easy access, increasing luggage space in the new BMW Z4 from 180 litres or 6.3 cubic feet with the roof open to a maximum of 310 litres or 10.9 cubic feet with the roof closed. Compared with the former model, this increases the capacity of the luggage compartment by 50 litres or 1.75 cu ft, with the load increasing by 30 kg or 66 lb to a maximum of 330 kg (728 lb).

Once the lid has been further lowered, the new BMW Z4 may really convert into an open-air roadster. The luggage compartment lid comes with a soft close function closing the lid smoothly, automatically and completely after loading and unloading. As an option there is also a Storage Package as well as a large through-loading to the passenger compartment even including a transport bag.

The superior functional qualities of the luggage compartment are however not so much a result of sheer volume, but rather of the possibility to conveniently stow all kinds of standard items of luggage. Indeed, the storage concept of the new BMW Z4 sets the standard even among premium manufacturers also in this discipline.

Even with the hardtop open, there is enough space in the luggage compartment for a medium-sized hard-shell suitcase. And with the help of the optional through-loading to the passenger compartment, the driver and passenger are even able to stow a 46-inch full-size golf bag.

With the roof closed, in turn, the compartment accommodates up to four crates of beverages or – again using the through-loading option – two 46-inch golf bags without the slightest problem.

This high standard of practical value as well as everyday motoring benefits and variability are also borne out by a wide range of useful and practical details such as the wide crosswise storage space within the interior behind the seats. Items stored there may furthermore be secured in position by means of a partition net.

### **Superior driving comfort in all kinds of weather.**

Given the high-quality sound absorption on the hardtop, the new BMW Z4 is fully suitable for year-round use. So as soon as summer temperatures and winter sunshine are no longer sufficient for driving in the open air, BMW's new two-seater once again offers all its qualities as a genuine coupe, particularly as the glass rear window in the hardtop may be heated electrically.

Even changing weather need not spoil driving pleasure in the BMW Z4, with the roof closing fully automatically within just 20 seconds – and then opening again just as quickly after a shower.

In developing the roof's kinematics, BMW's engineers also considered the ideal way to drain rainwater from the roof, with water management fully integrated into the roof structure by a special drainage system taking up residual drops of water while the roof is moving and allowing any remaining drops to evaporate above the rear-end air vents.

This efficiently prevents any formation of moisture in the interior or luggage compartment, once again allowing the driver of a BMW Z4 to respond immediately as soon as even brief spells of sunshine allow a short spree of driving in the open air.

## 5. Drivetrain: Straight-Six in the Roadster – the Perfect Team.



- **Choice of three straight-six power units.**
- **225 kW/306 hp top-of-the-range engine with Twin Turbo and High Precision Injection.**
- **Sports automatic with double clutch and gearshift paddles on the steering wheel as an option on the top-end BMW Z4 sDrive35i.**

The new BMW Z4 offers ideal opportunities to enjoy the sporting side of life – opportunities also borne out by the drive units available for BMW's new Roadster.

Offering outstanding refinement and superior power combined with supreme elasticity and free-revving driving characteristics, the engines available for the new BMW Z4 come with all the qualities so typical of a BMW straight-six. Indeed, the new BMW Z4 is available with no less than three six-cylinders right from the start, ranging in output from 150 kW/204 hp in the BMW Z4 sDrive23i through 190 kW/258 hp in the BMW Z4 sDrive30i all the way to 225 kW/306 hp in the BMW Z4 sDrive35i. In comparison with other models in the same performance range, both the BMW Z4 sDrive35i and the BMW Z4 sDrive30i offer the fastest and most dynamic acceleration in their class.

Yet a further significant point is that all engines in the range guarantee absolutely outstanding efficiency, BMW Efficient Dynamics ensuring a particularly good balance of driving dynamics, on the one hand, and low fuel consumption and emissions, on the other, in the new BMW Z4.

These special technologies include Brake Energy Regeneration, electro-mechanical power steering, tyres with reduced roll resistance, a gearshift point indicator on cars with a manual gearbox, consistent lightweight engineering, on-demand control of the engine's ancillaries, a map-controlled oil pump, and optimised aerodynamics. So it virtually goes without saying that all engines available for the new BMW Z4 fulfil the EU 5 emission standard.

### **Twin Turbo and High Precision Injection for maximum performance with supreme efficiency.**

The top-of-the-range BMW Z4 sDrive35i features BMW's straight-six with Twin Turbo technology, High Precision Injection and an all-aluminium crankcase already lauded twice as the Engine of the Year. Displacing 3.0 litres,

this truly supreme engine offers maximum output of 225 kW/306 hp at an engine speed of 5,800 rpm. In particular, it provides the same torque and power otherwise only offered by a much larger eight-cylinder, but in this case on far lower weight and with far lower fuel consumption and emissions.

Peak torque of 400 Newton-metres/295 lb-ft is ensured by two relatively small turbochargers building up such unique muscle without any noticeable delay and maintaining this high torque level throughout a broad speed range from 1,300–5,000 rpm. As a result, the BMW Z4 sDrive35i accelerates to 100 km/h in just 5.2 seconds (and in only 5.1 seconds with the car's seven-speed sports automatic with its double-clutch gearbox). This supreme performance then continues all the way to 250 km/h or 155 mph, where electronic control limits the top speed of the car.

High Precision Injection plays a key role in saving fuel to the greatest possible extent. Injecting fuel directly into the combustion chamber, High Precision Injection creates a cooling effect which allows a higher compression ratio and optimises the efficiency of the combustion process.

This second generation of direct gasoline injection developed by BMW ensures a significant improvement of fuel economy without having to make any concessions in the dynamic qualities of the engine. A further point is that the turbochargers, through their concept alone, also help to reduce fuel consumption: With the turbines made of special steel highly resistant to high temperatures and thus able to withstand temperatures of up to 1,050 °C or 1,922 °F, there is no need to increase the supply of fuel in order to obtain an additional cooling effect.

This ensures significant advantages in fuel economy particularly under full load, the BMW Z4 sDrive35i making do with average fuel consumption of 9.4 litres/100 kilometres (equal to 29.7 mpg imp) in the EU test cycle.

**Six-cylinder normal-aspiration engines:  
powerful and light thanks to the use of magnesium.**

The two six-cylinder normal-aspiration power units also available in the new BMW Z4 offer spontaneous development of power and performance, excellent refinement and maximum efficiency in their performance class. Displacement is 3.0 litres on the BMW Z4 sDrive30i and, respectively, 2.5 litres on the BMW Z4 sDrive23i. Weighing just 161 kg (355 lb) and, respectively, 158.5 kg (349.5 lb), both drive units, benefiting from their composite magnesium/aluminium crankcase, cylinder head covers made of a special synthetic material and lightweight camshafts with VANOS units made of aluminium, are exceptionally light.

Fully variable VALVETRONIC valve management including double-VANOS on the two six-cylinder normal-aspiration engines is another technology developed by BMW, applied successfully worldwide and consistently enhanced to increase the efficiency of the engine. VALVETRONIC controls valve stroke on the intake valves and double-VANOS masterminds the intake and exhaust valve angles infinitely in the interest of maximum flexibility. As a result, there is no need for a conventional throttle butterfly still to be found on former engines.

VALVETRONIC reduces the charge cycle phases to a minimum, allowing particularly efficient use of fuel, building up a powerful torque curve, and giving the engine optimum response.

### **Setting the standard in acceleration and all-round efficiency.**

Interacting with the reduction of weight and friction, both VALVETRONIC and double-VANOS give the six-cylinder normal-aspiration power units an unusual standard of sporting performance borne out by greater agility and a direct response to the gas pedal. The driver's commands on the accelerator are therefore converted precisely and directly into engine power and dynamic acceleration whenever required.

Displacing 3.0 litres, the BMW Z4 sDrive30i develops maximum output of 190 kW/258 hp at an engine speed of 6,600 rpm, the engine continuing to rev up to 7,000 rpm. Peak torque of 310 Newton-metres/228 lb-ft, in turn, comes at an early 2,750 rpm, enabling the BMW Z4 sDrive30i to accelerate to 100 km/h in just 5.8 seconds (with sports automatic: 6.1 seconds) and continue smoothly up to its electronically limited top speed of 250 km/h or 155 mph.

Offering average fuel consumption of 8.5 litres (with sports automatic: 8.3 litres)/100 km in the EU test cycle (equal to 33.2 and, respectively, 34.0 mpg imp) and a CO<sub>2</sub> rating of 199 g/km (with sports automatic: 195 g/km), the new BMW Z4 sDrive30i achieves an impressive balance of performance, on the one hand, and fuel economy/emission control, on the other.

Displacing 2.5 litres and otherwise boasting the same technology as the 3.0-litre, the power unit featured in the BMW Z4 sDrive23i opens up the door to BMW Roadster motoring on a high level. Again, this engine offers an unusually positive balance of sporting performance and superior efficiency, achieving its maximum output of 150 kW/204 hp at 6,200 rpm and peak



torque of 250 Newton-metres/184 lb-ft at a low 2,950 rpm. And like the 30i, the engine's speed range goes up all the way to 7,000 rpm for maximum flexibility.

The new BMW Z4 sDrive23i also sets the standard in its class in terms of acceleration, reaching 100 km/h in just 6.6 seconds (with sports automatic: 7.3 seconds). Top speed, in turn, is 242 (with sports automatic: 239) km/h, equal to 150 and, respectively, 148 mph.

Offering average fuel consumption of 8.5 (with sports automatic: 8.2) litres/100 kilometres in the EU test cycle (equal to 33.2 and, respectively, 34.4 mpg imp) and a CO<sub>2</sub> rating of 199 g/km (with sports automatic: 192 g/km), the new BMW Z4 sDrive23i provides a both dynamic and very efficient entry into the world of BMW Roadster.

### **Six-speed gearbox with particularly short gearshift travel.**

All versions of the new BMW Z4 come as standard with a six-speed manual gearbox bearing out its sporting character in particular through extremely short and crisp gearshift travel even shorter than on all other current BMW models with a manual gearshift. A further important point is that precise guidance of the gear selector lever with consistent shift forces makes every gearshift a further highlight in the driving experience.

Gearshift quality is further enhanced by optimised synchronisation featuring carbon friction linings. And on all versions of the new BMW Z4 the entire drivetrain and all gear increments are precisely tailored to the performance characteristics of the respective engine.

Compared with the former generation, the newly developed six-speed gearbox featured for the first time in the BMW Z4 is 8 kilos or almost 18 lb lighter than before. Running smoothness and gearshift comfort, in turn, are absolutely supreme. And the reduction of engine speed in sixth gear ensured by the gear increments enhances the car's running smoothness and refinement at high speeds and at the same time promotes its all-round efficiency.

### **Sports automatic with double-clutch technology: even greater dynamics and efficiency in the BMW Z4 sDrive35i.**

As an option the top model in the new range, the BMW Z4 sDrive35i, is available with newly developed sports automatic featuring double-clutch technology. The result is even faster performance as well as a unique combination of supreme dynamics – even in comparison with the six-speed manual gearbox – and all the comfort features of a BMW automatic transmission.

The seven-speed sports automatic with its double clutch shifts gears without the slightest interruption of drive power and traction, offering the driver the choice of both an automatic and a manual gearshift. The fast and smooth gearchange allows unusually harmonious acceleration and at the same time serves to reduce the car's fuel consumption and emissions.

A newly designed gearshift lever on the centre console serves to control the sports automatic with maximum comfort, following the same control concept as BMW's current automatic transmissions: The driver's commands in choosing the gearshift program or in shifting gears are conveyed with electronic precision, the transmission moving back to its starting point after each movement of the lever.

As an alternative the driver is also able to shift gears manually via pedals on the steering wheel. And moving to program D, the driver can shift directly to the manual gearshift mode easily and conveniently at any time simply by pushing one of the paddles.

Again featured as standard, Dynamic Drive Control masterminds several parameters in the car's overall set-up as well as the gearshift characteristics of BMW's sports automatic. As a result, the gearshift is even more sporting and dynamic in the SPORT and SPORT+ modes, the manual sports automatic gearshift program thus offering noticeably more dynamic acceleration with an even faster gearshift.

Gears are shifted by closing the clutch even more quickly and giving the driver appropriate sporting feedback. This immediate response is confirmed by the spontaneous movement of the speed indicator in the rev counter again proving the car's particularly dynamic power and performance.

Sports automatic with its double clutch combines two transmission units in one, offering a total of seven gears. These gears are operated by a multiple-disc clutch, the next gear always being pre-selected in the currently inactive transmission unit to ensure spontaneous acceleration without the slightest interruption of traction and power. Close gear increments and the small gear spread of just 4.8 offers the optimum transmission ratio in every situation and under all conditions. To further enhance the degree of efficiency, oil is supplied by a combination of dry sump and injection lubrication.

These features alone ensure an ongoing, consistent surge of power with outstanding acceleration, supreme gearshift comfort and enhanced efficiency.

The BMW Z4 sDrive35i with sports automatic accelerates to 100 km/h in just 5.1 seconds, 0.1 seconds faster than its counterpart with manual gearbox. Average fuel consumption, in turn, is 9.0 litres/100 km or 31.4 mpg imp, down by 0.4 litres/100 km or approximately 5 per cent versus the corresponding model with its six-speed manual gearbox featured as standard.

**Further refined: six-speed sports automatic in the BMW Z4 sDrive30i and the BMW Z4 sDrive23i.**

Both the BMW Z4 sDrive30i and the BMW Z4 sDrive23i are available as an option with BMW's six-speed sports automatic enhancing not only the standard of motoring comfort, but also the sporting performance of the BMW Roadster. Indeed, the sporting characteristics of the car are attributable in particular to the direct connection to the engine, closing the transmission immediately after setting off. This, in turn, is made possible by highly advanced torque converter technology with an integrated torsion damper avoiding unnecessary slip and any loss of power.

The result is a driving experience quite comparable in character to the flow of power with a manual gearbox, each movement of the gas pedal being converted spontaneously into powerful action, with response and gearshift times reduced to a minimum.

Shifting back more than one gear is also very fast, not requiring any additional time thanks to the direct changeover to the appropriate gear lane. So through its precise control and minimum converter slip, the six-speed sports automatic also enhances the all-round economy of the BMW Z4 Roadster.

The Steptronic function on the sports automatic transmission gives the driver the option to shift gears manually. Apart from the gearshift lever on the centre console, paddles on the steering wheel are also available for this purpose on the six-speed sports automatic model.

To activate the manual gearshift mode, the driver either moves the selector lever in the appropriate gearshift lane or, from driving program D, simply presses one of the paddles for an immediate gearshift.

The gearshift characteristics of BMW's six-speed sports automatic are also influenced by Dynamic Drive Control, offering an even more spontaneous gearshift in the SPORT and SPORT+ modes.

## 6. Chassis and Suspension: More Comfort, Greater Dynamism, More Freedom of Choice thanks to Dynamic Drive Control.



- **Double progress: maximum driving comfort in the BMW Roadster and even more dynamic performance.**
- **Featured as standard: Dynamic Drive Control with three set-up modes.**
- **Option: Adaptive M Sports Suspension with electronically controlled dampers.**

Compared with its predecessor, the new BMW Z4 offers even more motoring comfort and even greater driving dynamics all in one. At the same time it gives the driver the freedom to vary the set-up of the car to his personal preferences, since the BMW Z4 comes as standard with BMW Dynamic Drive Control: Pressing a button on the centre console, the driver is able to choose among three pre-configured set-ups, thus opting for extra comfort or an even more dynamic driving experience individually and according to his personal wishes.

Rear-wheel drive typical of BMW, virtually perfect axle load distribution, the long wheelbase and the Roadster's low centre of gravity offer ideal conditions for supreme agility.

Clearly, the BMW Z4 makes full use of this potential through its demanding drivetrain and suspension technology. Whether accelerating, applying the brakes or enjoying superior lateral acceleration in bends, BMW's new Roadster sets the standard in its segment.

A further equally significant point is that the BMW Z4 Roadster is quite unique beyond all measurable facts and figures, the seating position moved far back close to the rear axle ensuring an unparalleled driving experience borne out particularly in dynamic bends and on winding roads.

The BMW Z4 therefore intentionally transfers the feeling of lateral acceleration to its occupants even more directly and in a more undiluted form than in any other car. Apart from sheer driving pleasure, this also enhances driving safety, enabling the driver, thanks to this direct feedback, to dose his steering and gas pedal manoeuvres with unique precision even in the most dynamic situations.

**Precise wheel guidance and low weight for maximum agility.**

With its double-joint tiebar spring strut front axle made largely of aluminium and its centrally guided rear axle, the new BMW Z4 offers proven axle concepts geared consistently to the particular characteristics of a roadster. A most unique feature is the car's consistent lightweight technology around the front axle, the integration of track arms and pivot bearings made of aluminium reducing unsprung masses at the front to a minimum.

Likewise made of aluminium, the front axle subframe additionally promotes the harmonious distribution of weight, and the use of hydraulic engine mounts helps to ensure optimum vibration and acoustic comfort.

The rear axle of the BMW Z4 Roadster combines compact dimensions with precise wheel guidance, the clear distribution of functions between the longitudinal arms connected to the body of the car and track control arms linked to the rear axle subframe facilitating the overall set-up. This allows independent optimisation of directional stability, steering behaviour and lane change stability according to current requirements and the particular character of the car.

**Electromechanical power steering: even more precise, even more efficient.**

EPS Electric Power Steering also plays a leading role in the segment of the BMW Z4. This innovative system enhances both steering precision and steering comfort and reduces fuel consumption at the same time.

Contrary to a conventional mechanical/hydraulic system, power assistance is provided in this case by an electric motor activated only when power assistance is really required or is desired by the driver.

As an option EPS Electric Power Steering on the new BMW Z4 may be supplemented by a Servotronic function providing power assistance geared to the actual road speed of the car.

**Further standard features: high-performance brakes, electrical parking brake, Tyre Defect Indicator.**

The new BMW Z4 boasts new high-performance brakes made specifically for this outstanding car and geared to each model in terms of function and lightweight construction. Substantial stopping power, fading-free resistance, low weight and low brake pad wear are the most significant fortes of the brake system.

Depending on the model variant, the front axle comes with swing-calliper or, respectively, frame-calliper brakes made of aluminium. On the BMW Z4 sDrive35i brake disc diameter is 348 millimetres/13.70" at the front and 324 millimetres/12.76" at the rear. On the BMW Z4 sDrive30i, in turn, the corresponding dimensions are 330 millimetres/12.99" and, respectively, 300 millimetres/11.81" front to rear. The brake discs on the BMW Z4 sDrive23i, finally, all measure 300 millimetres/11.81" both front and rear.

The rear axle brake callipers comprise the electrically operated parking brake, making the BMW Z4 the first car in its segment with an electrical parking brake activated and released via a button on the centre console.

All versions of the new BMW Z4 come as standard with 17-inch light-alloy rims. The wheels on the BMW Z4 sDrive30i and the BMW Z4 sDrive23i run on 225/45 R17 tyres, while the BMW Z4 sDrive35i comes on 225/45 R17 tyres at the front and 255/40 R17 tyres at the rear.

Further light-alloy rims measuring both 18 and 19 inches are also available as an option.

All of the standard tyres featured on the BMW Z4 are runflat tyres enabling the driver to cover another 100–250 km (60–160 miles), depending on the load the car is carrying, even after a complete loss of pressure. And last but certainly not least the Tyre Defect Indicator permanently monitors air pressure in the tyres and warns the driver as soon as pressure drops more than 30 per cent below the ideal level.

### **DSC with enhanced functions for extra safety and dynamic performance.**

The efficiency of the brake system is further enhanced by DSC Dynamic Stability Control with its wide range of innovative functions: The latest generation of DSC is responsible not only for ABS brake control and stability on slippery surfaces with poor traction by intervening in the brakes and reducing brake power where appropriate, but also serves as a differential lock by preventing the inner wheel in a bend from slipping under dynamic driving conditions on winding roads, provides optimum deceleration by regular Dry Braking in wet weather, and ensures immediate brake response by pre-loading the brakes whenever appropriate.

A Start-Off Assistant helps the driver leave his parking position smoothly and easily on a gradient, and whenever there is a particularly great need for stopping power in a possible emergency DBC Dynamic Brake Control will

maximise brake power accordingly. CBC Cornering Brake Control, in turn, serves to prevent the car from turning into a bend when applying the brakes slightly on a winding road.

The TRACTION mode activated at the touch of a button comprises the DTC Dynamic Traction Control function raising the thresholds for intervention in the brakes by DSC to a higher level. This is particularly helpful when, for example, setting off on loose snow with the drive wheels spinning slightly. And if necessary, DSC may be completely deactivated.

### **Optional:**

#### **Adaptive M Suspension with electronically controlled dampers.**

In their set-up, the suspension and damper systems are tailored to the active driving character of the new BMW Z4.

As an option the agility of BMW's Roadster may be further enhanced by the Adaptive M Sports Suspension with its electronically controlled dampers, without any loss of comfort in the process.

Lowering the entire car by 10 millimetres or almost 0.4", the Adaptive M Suspension in particular promotes the car's rapid response to sudden steering manoeuvres and its precision when entering a bend. With damper forces controlled individually according to current requirements, the Adaptive M Suspension offers enhanced driving comfort in its basic set-up.

Damper forces appropriate at all times are ensured by four infinitely adjustable twin-sleeve gas-pressure dampers with combined inbound and rebound stroke adjustment. The central control unit receiving data from three accelerometers and controlling the four dampers independently of one another ensures an unparalleled, extra-fast response to changing driving situations and road conditions. Damper hardness is adjusted via valves at the outside controlling the flow of oil.

Depending on driving conditions, the dampers therefore have either a harder or softer set-up, with the entire system responding extremely quickly. So whenever the front wheel, for example, crosses a bump or hole in the road, the rear damper is appropriately adjusted before even reaching the critical point.

### **Comfort and sporting performance according to the driver's choice: Dynamic Drive Control.**

Using Dynamic Drive Control the driver of the new BMW Z4 is able to choose the specific control map through which the Adaptive M Sports Suspension varies damper forces. This system also influences the progression of the

gas pedal, engine response, the steering power control map, and the DSC response thresholds. And if the car is fitted with sports automatic transmission, gearshift dynamics are also controlled by this dynamic management function.

The driver operates Dynamic Drive Control by means of a button on the centre console directly next to the gearshift or, respectively, selector lever. Using the toggle function, the driver is able to choose among the NORMAL, SPORT and SPORT+ modes, thus activating a pre-configured and carefully harmonised overall set-up comprising the appropriate settings on the drivetrain and chassis components.

The driving experience shows a clear difference between the individual modes, the SPORT mode, for example, offering far more direct steering behaviour and more spontaneous response to the gas pedal. The SPORT+ mode additionally activates the DTC function of the DSC Dynamic Stability Control, intentionally allowing minor slip on the drive wheels and therefore enabling the driver to take bends in a controlled drift or powerslide.

### **Cruise control complete with brake function.**

Cruise control complete with a brake function offers additional comfort for motoring in style in the new BMW Z4. In its functions, this advanced cruise control goes far beyond the features and qualities of a conventional unit, for example by maintaining the speed set also when driving downhill. To prevent any loss of comfort in bends, on the other hand, the system permanently monitors the car's lateral acceleration and serves whenever necessary to reduce the speed of the car by intervening in both engine management and the brake system.

On cars featuring automatic transmission cruise control is able furthermore to influence the gear selected in order to maintain or reach the pre-set speed in a smooth and controlled process. On models with a manual gearbox, in turn, the driver is able to shift gears manually without deactivating cruise control with its built-in brake function.

Using the control stalk on the steering wheel, the driver is furthermore able to change his desired speed without having to press down the gas or brake pedal. All he has to do, therefore, is press the lever forward in order to accelerate within a pre-set stage. To reduce the speed of the car step-by-step, on the other hand, the driver is simply required to pull the lever towards him.



The speed set is briefly presented as feedback data in the display of the instrument cluster and by a green mark on the scale ring of the cruise control. And in the stand-by mode, finally, the speed set last is highlighted by an orange mark.

## 7. Body and Safety: Maximum Stability for Unrestricted Driving Pleasure.



- **Optimised space comfort and greater variability.**
- **Extremely stiff passenger cell and high load-resistant body structure.**
- **Highly efficient restraint systems for maximum occupant safety.**

The new BMW Z4 Roadster combines thrilling design with comfortable and sporting driving characteristics. At the same time this outstanding two-seater excels through the significant increase in space it offers both the driver and passenger as well as a supreme standard of occupant safety. Indeed, the extra-strong body of the new Roadster contributes to both driving safety and dynamic performance on the road, the intelligent combination of innovative and proven materials plus the most advanced production technologies giving the new BMW Z4 excellent stability. Highly effective, centrally controlled restraint systems, finally, guarantee first-class protection in all kinds of collisions.

The new BMW Z4 is larger than its predecessor: The new Roadster is 4,239 millimetres or 166.9" long, 1,790 millimetres/70.5" wide, and 1,291 millimetres/50.8" high. Wheelbase, in turn, is 2,496 millimetres or 98.3". These larger dimensions mean both extra spaciousness and larger storage capacities all in one.

### **Optimised visibility, more space.**

With its retractable hardtop, the new BMW Z4 comes with extra-large windows for optimum visibility. Compared with its predecessor, all-round visibility is up by approximately 14 per cent and the side windows are no less than 40 per cent larger. Visibility through the rear window, finally, is even up by 52 per cent.

Access to the passenger compartment is likewise more convenient than before, door openings 26 millimetres or 1.02" larger than on the former model facilitating access to the driver's and front passenger's seats also with the roof closed.

Headroom is up by 5 millimetres or almost 0.2" over the former model and extra width inside the passenger compartment again provides a better feeling of space: With the overall width of the car up by 9 millimetres or 0.35", shoulder room is 20 millimetres/0.79" and elbow room 43 millimetres/1.69" greater than before.

### **Generous seating and variable storage of luggage.**

The versatile luggage storage concept plays a significant role in making the new BMW Z4 particularly suitable for both everyday use and long distances.

The configuration of the luggage compartment alone offers a wide range of individual use and function, with luggage capacity in the Roadster ranging from 180 litres/6.3 cubic feet with the roof down all the way to 310 litres/10.9 cubic feet with the roof closed, giving the new BMW Z4 greater luggage capacity than any other model in its segment.

A further important point is that maximum load is up by 30 kg or 66 lb over the former model to 330 kg or 728 lb.

The practical value of the car is further enhanced by a wide range of standard and optional features including items such as the variable luggage compartment cover, a side storage box again with a cover on top, and optional through-loading including a transport bag able to accommodate up to two pairs of skis measuring up to 170 centimetres/66.9" in length. And once the loading process has been completed, the hardtop opens without the slightest problem even when carrying such bulky luggage.

### **Aerodynamic qualities for enhanced dynamics and driving comfort.**

Dynamic performance and superior efficiency, as well as the driving comfort of the car, all benefit from the excellent aerodynamic qualities of the new BMW Z4.

The optimised design of the front air dam, the side-sills and the rear end serves to significantly reduce air resistance, just as air draught within the interior has been optimised by specific improvements such as the side windows extending far to the rear in order to reduce air swirl.

The wind deflector designed specifically for the new BMW Z4 develops its superior effect for the car's occupants also at high speeds, ensuring supreme motoring comfort even at speeds above 200 km/h or 125 mph.

### **Comprehensive safety concept tailored to the BMW Roadster.**

The unique standard of the new BMW Z4 is borne out also by an exemplary range of safety features based on the high safety standard already applied to BMW saloons and meeting the most demanding requirements in today's world.

Among other features, high load-resistant carriers, the optimum use of deformation zones, the extremely stiff passenger cell and highly efficient restraint systems ensure exemplary safety in an accident. Accordingly, the new BMW Z4 boasts all the features to achieve optimum results in all relevant safety and occupant protection tests.

### **Maximum safety on minimum weight.**

The development engineers at BMW have achieved particularly impressive results in designing the structure of the body which, despite the absence of a hard roof normally taking up significant loads, offers excellent stiffness and body strength. Impact forces acting on the new BMW Z4 Roadster, for example, are absorbed dynamically by additional deformation zones giving in at exactly defined points and converting impact energy into a controlled deformation process.

Precisely to ensure this high standard, BMW's development engineers have given the car a perfectly balanced network of support elements on the floor pan, in the side frame, on the bulkhead, in the roof and on the luggage compartment partition to absorb impact forces entering from outside. The new BMW Z4 thus features high-strength panels in large bearer structures with appropriate reinforcements strengthening the body to the greatest possible extent. Impact forces are diverted in an optimised process through the appropriate distribution of forces on several body components, the distribution of loads serving in severe collisions – above all with loads acting on one side of the car – to guide the incoming energy to the opposite side and protect the bulkhead area in the footwells by means of appropriate dynamic deformation zones.

The specially designed floor structure, incorporating the engine mounts, drive shaft reinforcements and the single-cell doorsill concept reinforced by additional plates, likewise ensures optimum transmission of impact forces.

Around the doors, side impact supports, reinforced doorsills, the seats themselves and the instrument panel support between the A-pillars ensure more than adequate stability on the side structure.

The rear deformation zone is made up of two longitudinal load-bearing bars, the floor of the luggage compartment, the rear panel and various other reinforcements. In a rollover the passenger cell with its extremely strong A-pillars and rollbars behind the headrests maintains the occupants' survival area.

**Frontal airbags and head/thorax airbags integrated in the seats.**

Within the interior, carefully balanced and centrally masterminded restraint systems ensure appropriate occupant safety: The frontal and head/thorax airbags, belt latch tensioners and belt force limiters are activated by sensor-controlled safety electronics as a function of the type and severity of a collision. The head/thorax airbags are integrated in the outside of the backrests and inflate in the event of a side-on collision over an extra-large area extending from the lower edge of the backrest all the way to the upper edge of the headrest, thus offering the driver and passenger optimum safety at upper body and head level, regardless of their personal seating position and regardless of whether the roof is open or closed.

A further point is that optimised connection of the seat belts ensured by the belt latch tensioners featured as standard and thus avoiding any slackness of the belts on hip and chest level guarantees even better restraint reducing the risk of injury to a minimum.

**Bi-xenon headlights featured as standard, adaptive headlights as an option.**

BMW's excellent lights technology is a further outstanding feature in the safety concept of the new BMW Z4. The lights system comes as standard with bi-xenon headlights and as an option with adaptive curve lights automatically moving in the direction of the steering wheel.

Daytime driving lights already required by law in some countries are featured in the corona rings integrated in the headlight housing. A deceleration-related brake light system, in turn, enhances active safety to an even higher standard, the lights technology combining proven lighting systems with the latest and most innovative features. This comes out most clearly on the striking rear lights integrating several light functions such as the brake lights, foglamps and reversing lights as well as the direction indicators.

## 8. Equipment: Driving Pleasure All the Way.



- **New generation of BMW iDrive.**
- **Comprehensive range of storage boxes and compartments.**
- **Top-end audio and navigation systems.**

Remaining true to tradition and at the same time offering the latest status of automotive technology – the new BMW Z4 offers precisely this unique combination not only through its body concept and design, its drivetrain and suspension technology, but also within the interior.

The driver and front passenger enjoy the classic seating position of a BMW Roadster near the rear axle and at the same time benefit from a generous feeling of space. The large windows and the light roof lining on the hardtop, on the other hand, provide an exclusive ambience and optimum all-round visibility also with the roof closed.

In their design and configuration, the dashboard, door panels and centre console take up the classic features of a roadster interpreted in the most modern style – combined with quality of finish characterised by utmost craftsmanship and the most sophisticated materials.

All surfaces inside the car as well as the control elements are likewise characterised by supreme design and the most advanced methods of production.

The wide range of storage boxes and compartments integrated discreetly into the interior of the new BMW Z4 ensures up-to-date functions and benefits in every respect. The air conditioning controls arranged in classic configuration typical of a roadster allow efficient and convenient operation of the high-performance temperature control crucial to the car's driving comfort.

The optionally available BMW iDrive control system also fits smoothly and unpretentiously into the interior, the Control Display not folding down until the system is actually used and otherwise remaining concealed within the instrument panel. Once activated, however, BMW iDrive with its Control Display offers the currently most advanced control technology of its kind also in the Z4 Roadster, with an unparalleled range of innovative navigation, information, communication and entertainment functions.

### **Sophisticated surfaces, wide range of storage options.**

The interior of the new BMW Z4 stands out through sophisticated, high-quality materials, stylish design and excellent quality of finish meeting all the demands made of a premium car. Surfaces in attractive grain finish made of the very best synthetic materials, generous trim finish using authentic materials in perfect craftsmanship, the quality of the seats and their upholstery, galvanised controls in pearl gloss chrome and padded armrests in the door linings and on the centre console all bear out the superior exclusivity of the Z4 Roadster not only in the looks of the car. For the BMW Z4 also offers all the driving pleasure of a roadster in a particularly refined ambience.

The optional Interior Lights Package offers an attractive opportunity to accentuate the exclusive character of the new Roadster to an even higher degree. Indirect illumination with orange-coloured light sources around the interior mirror, the door openers, the door storage boxes, the storage compartment in the instrument panel and on the crosswise storage compartment behind the seats ensures a unique atmosphere full of mood and emotion. The Lights Package is rounded off by white function lights on the outer door handle, beneath the doors and on the crosswise storage compartment activated when opening the car.

Over and above the special roof structure, particularly the wide range of storage options enhances the functional value of the new BMW Z4 in everyday traffic. In addition to the voluminous glove compartment displacing no less than 10 litres in the new BMW Z4 and the folding compartments in the door linings, the new Roadster offers a tray in front of and a storage compartment behind the gearshift or selector lever on the centre console, as well as a 1.6-litre storage box beneath the armrest.

A large storage compartment is furthermore integrated harmoniously as standard in the instrument panel.

Particularly the new, absolutely unique crosswise storage compartment behind the seats of the BMW Z4 offers a wide range of flexible use. The crosswise storage compartment extending across the entire width of the car's interior takes up items such as a briefcase and other bags, while smaller objects may easily be held in position by a net. Even the wind deflector may be integrated in the crosswise compartment.

Available as an option, the Storage Package offers further opportunities to keep all kinds of odds and ends in an appropriate place. This package comprises fastening nets on the seat backrests and in the passenger's footwell, lashing belts in the luggage compartment, two cupholders beneath

the armrest on the centre console, an additional storage box in the instrument panel on the passenger's side, as well as a compartment in the bulkhead leading to the luggage compartment. Further accessories include yet another cupholder to be fastened on the centre console near the passenger's footwell.

In the interest of even greater variability, the car may be equipped with through-loading between the luggage and passenger compartments, including a special transport bag. This option allows the user to conveniently load long and slender items such as golf bags as well as skiing equipment.

### **Making its premiere in the BMW Roadster: latest generation of iDrive control.**

The new BMW Z4 is the first BMW Roadster to feature BMW's trendsetting iDrive control as part of the optional Professional navigation system.

In the new BMW Z4, BMW iDrive now enhanced to an even higher standard serves to activate and mastermind all entertainment, information, navigation and telecommunication functions. The system is made up of the Controller on the centre console and a high-resolution Control Display folding out of the dashboard, allowing intuitive and safe operation of all the functions available, with the driver hardly taking his eyes off the road.

In its ergonomically optimised position, the newly developed iDrive Controller allows convenient and intuitive selection and activation of functions through standardised tipping, turning and push movements. A picture of the Controller presented in the Control Display enhances the user's orientation in choosing the next step in the operation process, just as he benefits from the clear graphic arrangement of menus arranged on layers above one another. And with all menus being based on one common scheme, the user will become acquainted with the system very quickly without the slightest trouble.

Pressing the direct selection buttons on the Controller, the user is able to change spontaneously and very quickly to the CD, radio, telephone and navigation functions, the direct selection buttons being supplemented for even greater convenience by the three MENU, BACK and OPTION command buttons.

Pressing the eight favourite buttons integrated in the instrument panel, the user is also able not only to select and operate radio stations, telephone numbers and navigation destinations, but also to save and directly retrieve further menu items via iDrive.



Measuring 8.8 inches, the high-resolution Control Display in the new BMW Z4 with its 1,280 x 480 pixels provides significantly improved options in presenting true-to-detail graphics or even complete sites from the internet. Visual control aids add further clarity.

A circular Speller allows the user to spell out the names of places or streets and to enter telephone numbers. As an alternative or as a supplementary function over and above manual data entry, the user also has the option to make entries by voice control.

Thanks to the new BMW iDrive carried over from the BMW 7 Series, using the navigation system is even easier and more straightforward than before: Full-screen presentation of maps allows an incomparably detailed overview of the region the driver is currently travelling through. And as an alternative to full-screen presentation, the user is able to open an assistance window in the Control Display offering further presentations independent of the main map. These assistance windows and their contents may be determined in advance by the customer according to his specific requirements, for example by selecting an on-board computer display or presenting details of the entertainment programme.

### **Internet in the car and further innovative services from BMW ConnectedDrive.**

The iDrive control system also allows the driver and passenger to use BMW ConnectedDrive with its wide range of innovative services. Intelligently networking information, communication and assistance systems inside and outside the car, BMW ConnectedDrive combines functions such as traffic information, enquiry and office services, the internet, the extended emergency call function, remote functions as well as travel and leisure time planning also in the new BMW Z4. So through ConnectedDrive technology, BMW is the first car maker in the world to allow unrestricted use of the internet in the car as an option.

The Travel Planner with its Guided Tours function serves as an additional highlight to provide optimum touring comfort. Using the Planner, the driver and passenger are able to combine various destinations to establish their own individual travel route, proceeding from one stopover to the next with automatic guidance.

Supported by this virtual travel guide, the system as an option selects the most attractive routes or whatever else the driver and passenger would like to enjoy. And should the driver wish to choose his own very personal route, he is able to integrate stopovers of his choice in the route guidance.

BMW ConnectedDrive also allows the customer to retrieve particularly attractive routes directly in the car either by pressing a button or via BMW online. Then the navigation system will guide the driver along the route chosen to his destination, providing additional information on sights and particular highlights along the way.

The storage of navigation data in an 80 GB hard disc installed in the car allows even faster access time. And as a further feature this 80 GB memory may also be used as a music archive with a capacity of almost 15 GB, allowing the user to transmit music files from a CD, an external MP3 player or a USB stick to the hard disc. The music files are then permanently available without the need to take along the respective CD or other external media in the car.

### **Climate comfort functions specifically tailored to the Roadster.**

The new BMW Z4 comes as standard with air conditioning varying the intensity of ventilation at the touch of a button in no less than seven stages. The air conditioning masterminded by control units on the instrument panel specifically designed for BMW's new Roadster comes with an air recirculation function, a dust and pollen filter for cleaning fresh air and the air recirculated, as well as additional air vents guiding air set to the appropriate temperature around their driver's and passenger's upper legs.

Available as an option on the new BMW Z4, automatic air conditioning offers an even higher standard of comfort and convenience, with separate temperature control on the driver's and passenger's side, individual, automatic control in five levels of intensity, and manual air stratification. Further features are automatic air recirculation and efficient use of residual heat.

With the roof open, the automatic air conditioning activates a convertible mode taking the particular conditions when driving the roof down into account. As a result, temperature control, blower intensity and air distribution are geared both to the outside temperature and to the degree of sunshine. In addition, the air flow volume is regulated as a function of road speed.

Apart from the solar sensor, automatic air conditioning also comes with an anti-misting sensor recognising moisture on the windscreen and side windows and controlling the ventilation accordingly.

### **Seat leather with Sun Reflective Technology.**

Like the BMW Convertibles, the new BMW Roadster also comes with a special type of innovative leather significantly reducing sunshine-induced temperatures on the seats, the armrests and the steering wheel: Applying

Sun Reflective Technology in treating the leather, special colour pigments are embedded in the material reflecting the infra-red radiation contained in sunlight.

The positive effect of Sun Reflective Technology is clearly noticeable both with dark and light interior colours. In comparison with conventional leather surfaces, Sun Reflective Technology with its special pigments is able to reduce the usual increase in temperatures by up to 20 °C. BMW is the first car maker in the world to use this technology on a broad scale.

### **Top-end audio systems.**

The audio systems available in the new BMW Z4 set new standards in the car's segment. Indeed, they have been carefully matched in their dynamic qualities to the roadster-specific acoustics of a car of this kind.

The CD player featured as standard also serves to play music files in MP3 format. The audio systems available as an option, in turn, come with up to 14 loudspeakers and two additional central bass speakers providing intense and true-to-detail surround sound with amplifier output of up to 650 Watt.

A USB port is available as an option supplementing the AUX-in port featured as standard, enabling the user to connect various external MP3 players or other data media such as a conventional USB stick, thus integrating all these features into the car's audio system.

The entertainment programme enhanced in this way is masterminded via the control units on the audio system or, for even greater comfort, by iDrive control.

As yet a further option, the BMW Z4 Roadster is also available with a CD and DVD changer housed conveniently and within easy access also for the driver in the glove compartment.

### **Mobile phone interface and full integration of Smartphones.**

The mobile phone preparation kit with its Bluetooth interface available in conjunction with the Professional radio and the Professional navigation system ensures superior safety and comfort when making telephone calls while driving. The interface allows the driver to make parallel calls with all knocking, pre-dialing and conference call functions. The only requirement is a mobile phone which supports these functions in practice.

To fully integrate the latest Smartphones into the car, the new BMW Z4 is available with a new snap-in adapter as one of its accessories as well as an appropriate telephone baseplate complete with a USB port as an optional extra. Using the Extended Connection Music Player option in the mobile phone, the driver benefits from both the communication and entertainment functions of his phone, which he is able to control and mastermind by means of BMW iDrive.

Telephone numbers and music titles saved in the Smartphone are shown in the car's Control Display. The driver is therefore able to access both the telephone and the MP3 player function of such an external device at any time. A further advantage is that the system permanently supplies the Smartphone with power and ensures permanent reception through the car's aerial.

The new interface currently serves to integrate the Apple iPhone, Sony Ericsson K850i and Nokia 6500c Smartphones.

## 9. Production: Flexible Production at BMW Plant Regensburg.



- **Quality-conscious and environmentally-friendly production and painting processes.**
- **Customer-Oriented Sales and Production Process.**
- **Innovative processes for integrating the roof system.**

The new BMW Z4 is built at BMW Plant Regensburg, one of the most modern car production facilities in the world. The car is built together with the BMW 3 Series and the BMW 1 Series in a single-line system, coming off the production line in any random order.

The logistics required for this purpose are masterminded by the most advanced information technology, components and modules being delivered directly to the assembly line just in time and even just in sequence, that is exactly when required and in exactly the right order. Clearly, this makes the entire production process particularly flexible, with full orientation to the customer and his or her personal requirements.

BMW's Customer-Oriented Sales and Production Process (COSP) is indeed quite unique in the world of car production and has been used by the BMW Group for more than five years, allowing the customer to modify the configuration of his car up to six days prior to the start of assembly, without delaying the date of delivery.

The decision to build the new BMW Z4 at Plant Regensburg and no longer at BMW's US Plant in Spartanburg, where the former model was produced, allows the BMW Group to pool its competences at the two locations: In future production capacities in Spartanburg will be concentrated fully on production of the BMW X models. This also provides logistic and production-based synergy effects at Plant Regensburg, where, apart from the BMW 3 Series Convertible, another model with a retractable hardtop is now being built – the BMW Z4 Roadster.

To ensure an optimum standard of rustproofing, the bodyshell of the new BMW Z4 is made partly of hot-galvanised steel plate also combining particular strength and stiffness with exemplary crash safety. The front side panels are made of aluminium, thus helping to ensure optimum axle load distribution. More than 95 per cent of all job processes in body assembly, finally, are fully automated.

### **Tailor-made roof system.**

The shells for the roof system are put together individually for each customer in a separate assembly hall after being painted in body colour. The next step is to check the complex lightweight roof system made of aluminium shells in the same hall in a very demanding and precise quality test ensuring absolute precision in every respect.

Following production, every BMW Z4 goes through an elaborate inspection process where – as is appropriate for a roadster – the main objective is to check the two-piece hardtop for any possible leaks. This inspection includes a ten-minute shower test and a water surge test with water flowing up to the car from the sides.

The hardtop is assembled in shared processes carried out on the flexible production line at BMW Plant Regensburg. Newly developed, manually guided robots precisely positioning the roof system on the body of the car are applied for this purpose for the first time.

### **Environmentally-friendly painting process.**

The Paintshop at BMW Plant Regensburg is one of the most modern facilities of its kind worldwide. On the fully automatic paint line, the bodies of the car go through a multi-stage process, a layer of zinc phosphate ensuring a lasting anti-corrosion effect.

This is also where the car goes into a cathodic dip bath, the first, ultra-thin layer of paint being applied on the car by means of electrostatic charging. The filler then provides the primary layer for the first coat of colour paint, the topcoat applied by means of high-speed rotation bells revolving up to 40,000 times a minute.

Efficient and environmentally-friendly use of material is ensured by electrostatic charging, the electrostatically charged paint particles being drawn towards the grounded body of the car in exactly the right quantity.

The final step in the painting process is the application of the powder clear paint. This fourth layer serves to protect the surface of the car and gives the colour greater depth and brilliance.

Using powder clear paint, BMW has given a particularly environmentally-friendly technology the breakthrough in car production, not using any solvent nor producing any effluent. Any excess powder not required is recycled into the production process, increasing the actual use of powder to 97 per cent.

### **Facts and figures on BMW Plant Regensburg.**

BMW Plant Regensburg has been building cars for more than 20 years. The Plant employs more than 10,000 BMW associates, among them some 300 apprentices, in the Press Shop, Bodyshop, Paintshop, Assembly and Logistics.

Apart from the new BMW Z4, BMW Plant Regensburg also builds the BMW 3 Series Saloon, Coupé and Convertible, the BMW M3, as well as the BMW 1 Series.

The Plant also builds special versions of these models for the police, the fire brigade and ambulance services, together with the appropriate equipment. Yet a further function of Plant Regensburg is to supply the Plants in Munich and Leipzig with doors and lids for the BMW 3 Series.

In 2007 alone, some 300,000 cars came off the production line in Regensburg, where the plant premises cover an area of 1.4 million square metres or 3,458 acres.

The production machines at BMW Plant Regensburg are used between 70 and 140 hours a week, with machine operating times and individual working hours separated from one another and with the Plant applying variable working time concepts. This allows employees to flexibly determine their personal weekly working hours according to their individual requirements.

To offer the employees optimum working conditions, the assembly lines ensure a high standard of ergonomics using the most advanced technical features: Conveyor lines moving along in the assembly process and adjustable for both height and angle enable workers to conduct nearly all processes in a pleasant upright position. The wide range of job processes in the increasingly complex world of automobile production furthermore offers attractive challenges for the Plant's IT Division and for efficient management of the supply chain.

# 10. Specifications.

## BMW Z4 sDrive23i, BMW Z4 sDrive30i, BMW Z4 sDrive35i.



		Z4 sDrive23i	Z4 sDrive30i	Z4 sDrive35i
<b>Body</b>				
No of doors/seats		2/2	2/2	2/2
Length/width/height (unladen)	mm	4,239/1,790/1,291	4,239/1,790/1,291	4,239/1,790/1,291
Wheelbase	mm	2,496	2,496	2,496
Turning circle	m	10.7	10.7	10.7
Tank capacity	approx ltr	55	55	55
Cooling system incl heater	ltr	8.2 (8.5)	8.2 (8.5)	8.2 (8.5)
Engine oil	ltr	6.5	6.5	6.5
Transmission fluid incl final drive	ltr	Lifetime	Lifetime	Lifetime
Weight, unladen, to EU	kg	1,480 (1,505)	1,490 (1,505)	1,580 (1,600)
Max load to DIN	kg	330	330	330
Max permissible weight	kg	1,735 (1,760)	1,745 (1,760)	1,835 (1,855)
Max axle load, front/rear	kg	800/970	800/970	870/1,000
Luggage capacity	ltr	180–310	180–310	180–310
Air resistance	cd x A	0.34 x 1.96	0.34 x 1.96	0.35 x 1.96
<b>Power Unit</b>				
Configuration/No of cyls/valves		Straight/6/4	Straight/6/4	Straight/6/4
Engine management		MSV80	MSV80	MSD81
Engine capacity	cc	2,497	2,996	2,979
Stroke/bore	mm	78.8/82	88.0/85.0	89.6/84.0
Compression ratio	:1	11.0	10.7	10.2
Fuel grade <sup>1</sup>	RON	min RON 91–98	min RON 91–98	min RON 95–98
Max output	kW/hp	150/204	190/258	225/306
at	rpm	6,400	6,600	5,800
Max torque	Nm/lb-ft	250/184	310/228	400/295
at	rpm	2,750	2,600	1,300–5,000
<b>Electrical System</b>				
Battery/installation	Ah/–	70/luggage compartment	70/luggage compartment	70/luggage compartment
Alternator	A/W	170/2,380	170/2,380	170/2,380
<b>Chassis and Suspension</b>				
Suspension, front		Two-joint spring strut axle with displaced caster; small positive steering roll radius; compensation of lateral forces; anti-dive		
Suspension, rear		Independent; centrally guided axle; separate springs and dampers; anti-squat and anti-dive		
Brakes, front		Disc brakes		
Diameter	mm	300 x 24, vented	330 x 24 vented	348 x 30, vented
Brakes, rear		Disc brakes		
Diameter	mm	300 x 20, vented	300 x 20, vented	324 x 20, vented
Driving stability systems		ABS, DSC, DTC, ADB		
Steering		EPS Electric Power Steering		
Steering ratio, overall	:1	14.36	14.36	14.36
Type of transmission		Six-speed manual gearbox (six-speed sports automatic with Steptronic or seven-speed sports automatic with double clutch as an option on the Z4 sDrive35i)		



			<b>Z4 sDrive23i</b>	<b>Z4 sDrive30i</b>	<b>Z4 sDrive35i</b>
Gear ratios	I	:1	4.323 (4.171)	3.498 (4.171)	4.055 (4.780)
	II	:1	2.456 (2.340)	2.005 (2.340)	2.396 (3.056)
	III	:1	1.659 (1.521)	1.313 (1.521)	1.582 (2.153)
	IV	:1	1.230 (1.143)	1.000 (1.143)	1.192 (1.678)
	V	:1	1.000 (0.867)	0.809 (0.867)	1.000 (1.390)
	VI	:1	0.848 (0.691)	0.701 (0.691)	0.872 (1.203)
	VII	:1			–/(1.000)
	R	:1	3.938 (3.403)	3.187 (3.403)	3.677 (4.454)
Final drive		:1	3.636 (3.727)	4.273 (3.636)	3.077 (2.563)
Tyres	(front)		225/45 R17	225/45 R17	225/45 R17
			91W RSC	91W RSC	91W RSC
	(rear)		225/45 R17	225/45 R17	255/40 R17
			91W RSC	91W RSC	94W RSC
Rims	(front)		8J x 17 light-alloy	8J x 17 light-alloy	8J x 17 light-alloy
	(rear)		8J x 17 light-alloy	8J x 17 light-alloy	8,5 J x 17 light-alloy

#### Performance

Power-to-weight ratio to DIN	kg/kW	9.4 (9.5)	7.4 (7.5)	6.7 (6.8)
Output per litre	kW/hp	60.1/81.7	63.4/86.2	75.5/102.7
Acceleration	0–100 km/h	sec	6.6 (7.3)	5.8 (6.1)
	Standing-start km	sec	26.9 (27.7)	25.2 (25.6)
in 4th/5th gear	80–120 km/h	sec	6.4/7.8	5.3/6.8
	Top speed	km/h	242 (239)	250

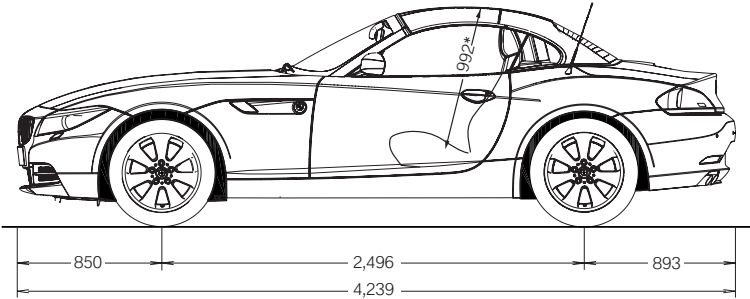
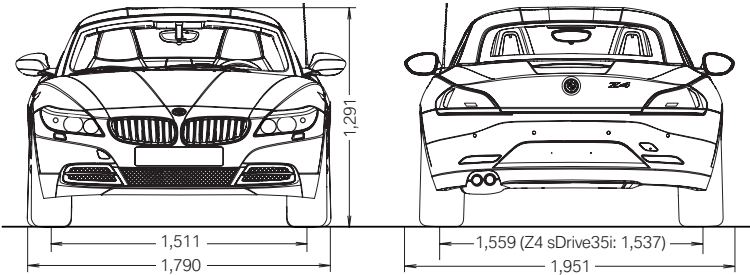
#### Fuel Consumption (EU Cycle)

Urban	ltr/100 km	12.4 (11.8)	12.4 (11.9)	13.5 (12.6)
Extra-urban	ltr/100 km	6.2 (6.1)	6.2 (6.2)	7.0 (6.9)
Combined	ltr/100 km	8.5 (8.2)	8.5 (8.3)	9.4 (9.0)
CO <sub>2</sub>	g/km	199 (192)	199 (195)	219 (210)

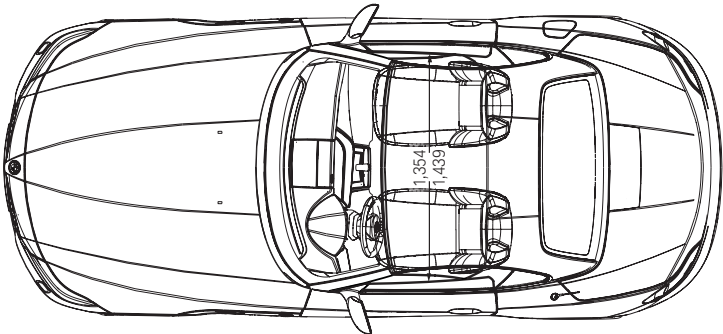
#### Miscellaneous

Emission rating	EU 5	EU 5	EU 5
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11. Exterior and Interior Dimensions.



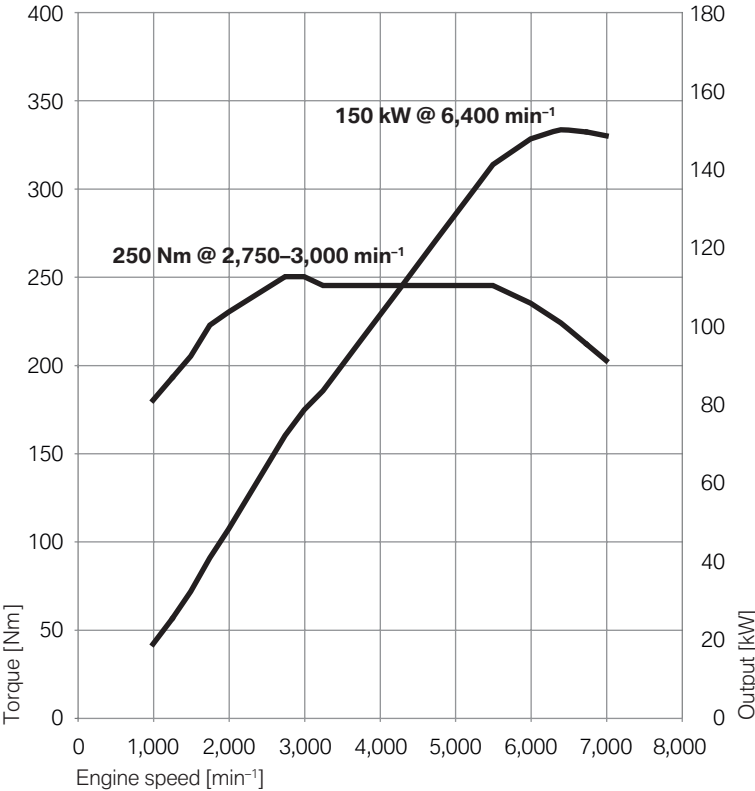
\*max. head space



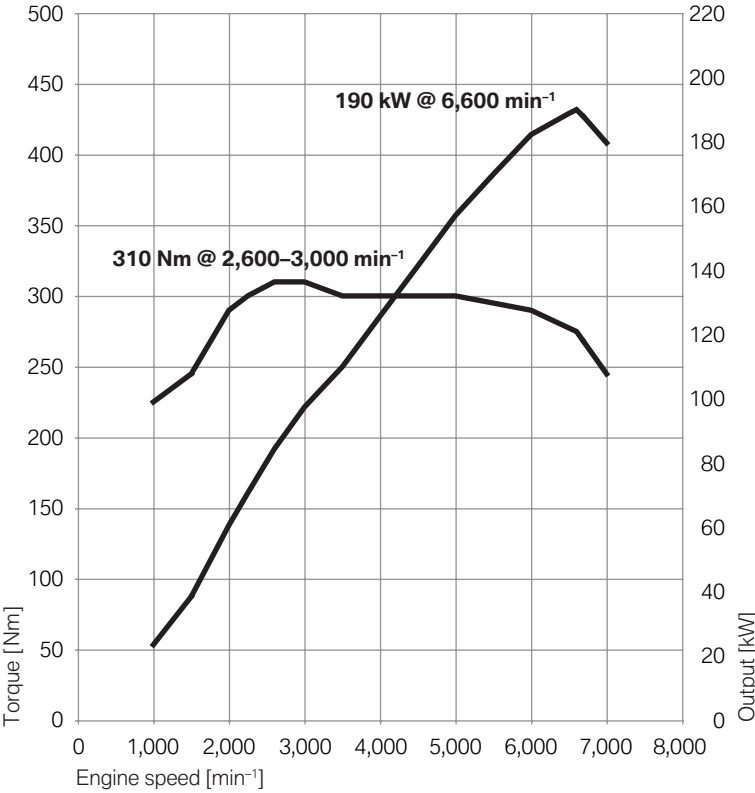
## 12. Power and Torque Diagrams.



**BMW Z4 sDrive23i.**



BMW Z4 sDrive30i.



**BMW Z4 sDrive35i.**

