

**BMW**



**India**

## **Press and Corporate Affairs**

**The Icon Of Ecstasy.  
The first-ever BMW M8 Coupe.**

### **Press Information**

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# 1. At a Glance



## **The Icon of Ecstasy: The first-ever BMW M8 Coupe. (At a Glance)**

BMW M GmbH is embarking on a luxury-segment offensive with a new high-performance sports cars - the first-ever BMW M8 Coupe (fuel consumption combined: 6.59 km/l\*; CO2 emissions combined: 360 g/ km).

The first-ever BMW M8 Coupe is available in the country as a completely built-up unit (CBU).

- Powerful sports-oriented performance: 4.4-litre, V8 engine.
- Extremely rigid body structure and chassis mounting.
- Supremely sporty interior, driver-focused cockpit and sports car ambience.
- Characteristic M design.
- Best-in-class handling and comfort with Adaptive Suspension and M Sport Differential

The first-ever model draws the energy for its exceptional performance from the most powerful engine. The high-revving **V8 unit with M TwinPower Turbo technology** develops 441 kW/600 hp in the all-new BMW M8 Coupe. The high-performance power unit teams up with an **eight-speed M Steptronic transmission with Drivelogic**, and the engine's power is channelled to the road via the **M xDrive** all-wheel drive system. The performance-focused character of the engine, transmission and chassis allows the all-new BMW M8 Coupe to power from 0 to 100 km/h 3.3 seconds.

The precise interaction between powertrain, chassis technology and aerodynamics has been carefully honed over the course of intensive testing. The model-specific chassis technology has been designed and tuned with the specific demands of track use in mind. The new chassis technology clubbed with BMW M xDrive offers variable distribution of the drive torque between front and rear wheels. It also helps in optimized traction and driving stability depending on road surfaces. The M xDrive is controlled by a central M-specific vehicle dynamics control system. Different settings available include 4WD, 4 WD Sport (MDM) and 2WD (DSC off). The **M Sport Differential** ensures that even with challenging changes of direction or on various surfaces, the engine power is optimally brought to the road. **Adaptive M Suspension** enables individual response behavior for each wheel at the touch of button.

Few but very precise vehicle lines underline the graphic **design** of the first-ever BMW M8 Coupe. The vehicle body looks more powerful, refined and luscious with the sportiness that is typical to BMW. The exclusive aura of the all-new BMW M8 Coupe is further enhanced by model-specific features geared to the functional requirements of a high-performance sports cars. Large air intakes and the BMW kidney grille with familiar M double bars at the front end, lavishly flared front wheel arches, M gills in the front side panels, aerodynamically optimised exterior mirrors and a rear apron with diffuser elements create a fitting visual showcase for the dynamic potential and exclusive status of the new vehicle. **M Carbon roof**, panoramic sunroof and **M Rear Spoiler** add the right amount of elegance and enhanced distinctiveness. The standard equipment also includes **19-inch M light-alloy wheels**. Even when stationary, the first-ever BMW M8 Coupé always seems ready for a sprint.

The rich aura of the first-ever BMW M8 Coupe is captured perfectly through bespoke interior styling that uses luxurious, high-quality materials throughout the cabin. The very first encounter with the **interior** makes it clear: the best is obviously here – and only the beginning of a series of extraordinary experiences. The interior is seen as a living space, surrounded by the highest possible sensuous quality. In the driver-focused cockpit, sports car atmosphere is abundantly clear. Standard specification for the first-ever BMW M8 Coupe includes Leather Merino upholstery, **the BMW Display Key**, **the BMW Head-Up Display**, **the Parking Assistant Plus** and the **BMW Live Cockpit Professional** (with navigation system and BMW Intelligent Personal

Assistant). **Ambient Lighting** creates the perfect atmosphere for every mood. The **Harman Kardon Surround sound system** turns every emotion of music into an acoustic revelation with its pure, rich and precise sound. The luggage compartment has a capacity of 420 litres.

The first-ever BMW M8 Coupe also comes equipped with a setup button on the centre console that enables direct access to the settings for the engine, dampers, steering, M xDrive and braking system. The setup menu can be accessed by touch or by controller in Comfort and Sport modes.

A host of **BMW ConnectedDrive** technologies continue to break the innovation barrier in automotive industry. Standard features include Telephony with Wireless Charging with extended functionality, Wireless Apple CarPlay®, BMW Display Key, BMW Gesture Control, BMW Head-up Display and Harman Kardon Surround Sound system with 16 speakers. The modern cockpit concept BMW Live Cockpit Professional running on latest BMW Operating System 7.0 includes 3D comprises a high-resolution instrument cluster behind the steering wheel with a screen diagonal of 12.3 inches and a 10.25-inch Control Display. Parking Assistant with Rear View Camera makes parking in tight spots easier by taking over acceleration, braking as well as steering.

**BMW EfficientDynamics** includes features such as Auto Start-Stop, Brake-Energy Regeneration, Electronic Power Steering and many more. BMW **Safety** technologies include six airbags, three-point inertia-reel seatbelts on all seats with belt stopper, Dynamic Stability Control (DSC) including M Dynamic Mode, anti-lock braking system (ABS), Cornering Brake Control, Dynamic Brake Control Active M Differential and DSC linked with M xDrive all-wheel drive.

\*Performance data as measured in the emission test done under controlled conditions of environment, driving cycle, fuel etc. as specified in Rule 115 of Central Motor Vehicle Rules, 1989.

\*\*The first-ever BMW M8 Coupe meets the BS VI equivalent Emission norms as per CMVR 115.

## 2. Powertrain



## **Powertrain: V8 engine with M TwinPower Turbo technology, eight-speed M Steptronic transmission and M xDrive all-wheel drive.**

- BS-VI 4395 cc 8-cylinder V-engine with BMW TwinPower Turbo technology.
- Max output of 441/600 at 6,000 rpm, 750 Nm torque, 0 – 100 kmph in 3.3seconds.
- Eight-speed Steptronic transmission with Drivelogic transmission oil cooling.

The BMW M GmbH is embarking on its first foray into the world of luxury motoring with a new quartet of range-topping high-performance sports car. A standalone vehicle concept combines with innovations in the powertrain and chassis departments to ensure driving dynamics out of the top drawer. The all-new model draws the energy for its exceptional performance exploits from the most powerful engine ever developed for a BMW M GmbH car. The high-revving V8 unit with M TwinPower Turbo technology develops 441 kW/600 hp in the all-new BMW M8 Coupe. Two turbochargers, cross-bank exhaust manifolds, direct injection with increased pressure, plus cooling and oil supply systems designed for driving at the limit on the track are the key examples of technological wizardry employed in the engine.

The high-performance power unit teams up with an eight-speed M Steptronic transmission with Drivelogic, which has all the tools required to harness the engine's power to maximum effect before it is channelled to the road via the M xDrive all-wheel-drive system. The rear-wheel bias of M xDrive in this application delivers smile-inducing, assured handling with optimised traction when the driver enters the dynamic red zone. The performance-focused character of the engine and transmission allows the all-new BMW M8 Coupe to power from 0 to 100 km/h in 3.3 seconds.

## **Fast responses, a thirst for revs, and sustained power delivery: V8 engine with signature M performance traits.**

The high-revving V8 engine in the first-ever BMW M8 Coupe is more powerful than ever, fueled by state-of-the-art technology and the performance platform on which M models have built their reputation. The 4.4-litre unit with the latest M TwinPower Turbo technology presents a compelling blend of razor-sharp responses to every movement of the accelerator, a feverish appetite for revs and sustained power delivery across an extraordinarily wide rev band. A pair of turbochargers – positioned in the “V”



between the cylinder banks and boasting optimised efficiency – and indirect charge air cooling help the engine to deliver outstanding performance. The latest update of High Precision Injection direct injection technology works with maximum pressure of 350 bar, ensuring ultra-fine fuel atomisation, to enhance both the engine's power delivery and its efficiency.

Another technological highlight is the cross-bank exhaust manifolds. These smooth the transmission of the energy from the exhaust gas flows to the turbine wheels of the two turbochargers, ensuring instantaneous response and the best possible gas-exchange cycle. The engine serves up peak torque of 750 Nm between 1,800 and 5,600 rpm in the all-new BMW M8 Coupe.

### **Cooling concept and oil supply designed for extreme performance and dynamics.**

The sophisticated cooling system deployed in the new model has been adapted precisely to the engine's elevated performance, construction and technological details. The central cooling module, for example, is flanked by two high-temperature water circuits. Indirect intercoolers are integrated into the low-temperature cooling circuit, while the high-temperature cooling circuit supplies the engine blocks and two turbochargers with coolant. An additional electric water pump ensures the cooling of the turbos is extended for a time after the engine has been switched off. And the system also features an additional engine oil cooler and separate transmission oil cooler. It all goes towards ensuring optimum operating temperatures at all times for all powertrain components, both in everyday use over short journeys and urban routes and when the cars are stretching their legs on the track.

The challenges of track driving have laid down the gauntlet for the design of the oil supply system. The oil sump has a smaller front chamber, which steps in when extra capacity is needed. An additional suction stage allows the map-controlled oil pump to draw lubricant from the smaller chamber. This design ensures a reliable supply of oil at all times, even under extreme lateral and longitudinal acceleration.

Model-specific exhaust system with emotionally rich soundtracks, electrically controlled flaps and gasoline particulate filters. The engine's immense thrust is accompanied by a stirring soundtrack courtesy of the model-specific exhaust system. The twin-pronged pipework leads into large silencers and dispenses its gaseous cargo, in customary

M fashion, through twin tailpipes with a diameter of 100 millimetres apiece. The two exhaust pipes mainly run in a straight line and have a large cross section. They each have a gasoline particulate filter to reduce particulate emissions.

The exhaust system works using electrically controlled flaps. Fine-tuning of the engine sound suppresses intrusive frequency ranges and gives greater voice to the power unit's linear power delivery and high-revving tendencies. Its acoustic character also changes according to the profile selected. Whichever mode is engaged, the driver can dial down the engine's aural impact using the M Sound Control button on the centre console.

The M Sport exhaust system available as an option generates a more expressive sound with a broader vocal range. It offers precise acoustic feedback on the engine's power delivery, especially when the driver presses hard on the accelerator or pushes into the upper reaches of the rev band.

### **Eight-speed M Steptronic transmission with Drivelogic and three shift modes.**

The task of harnessing the imposing power at work in customary M style falls to the eight-speed M Steptronic transmission with Drivelogic. The latest update of this transmission has been tuned perfectly to the performance characteristics of the V8 unit and incorporates an extremely robust torque converter. The transmission also stands out with its optimum gear spacing, highly efficient transmission management, extremely short shift times and direct connection to the engine. The torque converter lock-up clutch is fully engaged the moment the car has pulled away.

The eight-speed M Steptronic transmission is operated using the newly designed selector lever on the centre console or the M gearshift paddles on the steering wheel. A nudge of one of the paddles allows the driver to switch in an instant from automated mode to manual shift. The Drivelogic button integrated into the selector lever allows the transmission's shift characteristics to be varied through three clearly differentiated stages. In both automated and manual mode, drivers can choose between a comfort-oriented, sportsfocused or track-optimised gearshift setup.

### **M xDrive all-wheel-drive system: captivating performance courtesy of rear-wheel bias and optimised traction.**

The dream team of new M xDrive all-wheel drive, high-revving engine and eight-speed M Steptronic transmission gives the all-new BMW M8 Coupe all the tools to deliver extraordinary performance. Unveiled for the first time in the new BMW M5, the new M

xDrive blends the traction benefits of power sent through all four wheels with the proven dynamic qualities of classical rear-wheel drive.

The centrally controlled interaction between M xDrive and the Active M Differential also plays a role in channelling the engine's remarkable output through the car's wheels to sublime effect. The engine's torque is distributed between the front and rear wheels with creamy smoothness and fully variably by means of the transfer case's electronically controlled multi-plate clutch, before the Active M Differential splits it again between the two rear wheels, as appropriate. This ensures notably enhanced traction, agility and directional stability when the car is being driven in a very sporty manner or on roads with differing levels of grip – i.e. exactly when it is needed. A high level of precision in the distribution of power make the car's intoxicating performance an even more intense experience. The car responds deftly and directly to every movement of the accelerator and can even be guided with great accuracy at the dynamic limit. The DSC (Dynamic Stability Control) only needs to get involved in extreme situations, meaning the engine's power can be translated into forward propulsion with hardly any losses.

The rear-wheel-biased version of the M xDrive system plays a key role in creating that unmistakable M feeling. It only brings the front wheels into play when the rear wheels reach their power-transferring limits and additional traction is required. The driver can also configure the distribution of power between the front and rear wheels, as required, via the Setup menu. The default 4WD setting focuses on fulfilling the car's dynamic potential at the same time as providing maximum traction and controllable handling. 4WD Sport mode turns the intensity of the driving experience up another notch with a noticeable sharpening of the car's agility. Here, the system diverts a larger slice of engine power to the rear wheels, opening the door to the type of effortlessly controlled drifts that feed on the linear build-up of lateral force for which M models are renowned. Deactivating DSC brings 2WD mode into the equation. The transfer of power exclusively to the rear wheels and absence of stabilising inputs from the control systems add up to a driving experience of singular purity for the experienced wheelman.

\*Performance data as measured in the emission test done under controlled conditions of environment, driving cycle, fuel etc. as specified in Rule 115 of Central Motor Vehicle Rules, 1989.

\*\*The first-ever BMW M8 Series Coupe meets the BS VI equivalent Emission norms as per CMVR 115.

### 3. Chassis



## **Chassis: Poise and performance of the highest order.**

A vehicle concept designed from the outset to deliver supreme performance and the renowned race-track expertise of BMW M GmbH formed the platform for the unmistakable blend of dynamism, agility and precision at the core of the driving experience in the first-ever BMW M8 Coupe. Minimised weight, a low centre of gravity, an ideally sized wheelbase and exceptionally wide tracks ensure everything is in place for a driving experience of sporting brilliance. These characteristics team up with bespoke enhancements – fitting the M blueprint – for each model that optimise the stiffness of the body structure and suspension mountings, as well as the body's aerodynamic balance.

The model-specific chassis technology has been designed and tuned with the specific demands of track use in mind. At the same time, the chassis also lives up to the expectations of luxury car customers when it comes to everyday and long-distance comfort. One of the model-specific features of the chassis that stands out in particular is a newly developed integrated braking system, an M-specific version of which presents the driver with two pedal feel settings.

### **M-specific chassis with extremely rigid mounting.**

The all-new model provides a fresh take on the characteristic M feeling that translates into unbeatable directional stability even in extremely dynamic situations, a linear build-up of transverse loads however strong the lateral acceleration, and neutral steering behaviour even at the limit.

Both the double-wishbone front axle and five-link rear axle feature bespoke kinematic and elastokinematic properties that assist precise wheel location and directional stability. The front axle employs specially designed swivel bearings, torque arms and control arms, which together ensure remarkably accurate wheel location while also reducing torque steer. In addition, the lowering of the roll centre on these models combines with wide tracks to exert a favourable effect on lateral control and directional stability. Newly developed elastomer bearings are used to channel the chassis forces acting via the control arms and wishbones into the axle subframe and the body structure. The result is enhanced agility and precision in dynamic handling situations without compromising ride comfort in everyday driving. Handling properties are given a further boost by the front end's high torsional strength, which has been achieved with a tower-to-bulkhead strut and a newly developed, exceptionally rigid shear panel with integrated side sill

connection. The rear axle also incorporates purpose-designed components to meet the exceptional handling dynamics required of high-performance sports cars. The M-specific forged links are one of the factors in the fleet-footed agility of the new vehicle, while the precise responses of the suspension and damping elements are partly down to the anti-roll bars' improved rigidity. A steel X-brace and an aluminium transverse strut are fitted for an even more stable connection between the rear axle and the body.

### **M Servotronic steering with variable ratio.**

Another factor in delivering the driving experience for which M models have become renowned is M Servotronic steering. The electromechanical system in the all-new BMW M8 Coupe combines speed-sensitive power assistance and a variable steering ratio, enabling exactly the right amount of steering torque for every situation. The result is wonderfully accurate turn-in and sensitive communication of the steering wheel's movements when powering through bends and effortless manoeuvring and parking at low speeds.

The variable ratio adjusts to changes in steering angle and helps to give the car superb straight-line poise, sharp turn-in response and excellent directional accuracy through corners. When the wheels are already sharply turned, the steering rack teeth are positioned more closely together, so smaller steering inputs are required. As a result, the car feels particularly nimble on winding roads and can also be manoeuvred into and out of parking spaces with far less steering effort.

Steering response can also be varied by pushing a button to select one of two settings. COMFORT mode combines excellent cornering accuracy with well-resolved steering feel, while also providing the driver with plenty of feedback. In SPORT mode the steering is even more communicative and noticeably greater force is required to turn the wheel as the system maximises precision in dynamic handling situations.

Adaptive suspension with electronically controlled dampers. The all-new model is also equipped as standard with M-specific Adaptive suspension including electronically controlled dampers. The damping forces for each individual wheel are adjusted smoothly as a function of the changing driving situation using electromagnetic valves. To do this, the damping control takes into account the data on body movement, road surface conditions and steering movements relayed by sensors to generate the ideal damping forces for the situation in just a few milliseconds. This makes it possible to enjoy both excellent everyday comfort and extremely direct contact with the road, with low wheel and body movements.

The basic damper setup can be varied at the touch of a button, with a choice of three modes, each with their own settings. COMFORT mode smooths out imperfections in the road surface at the same time as providing high levels of handling stability. Switching to SPORT mode activates significantly firmer damper settings, fine-tuned during exhaustive testing on the Nürburgring's Nordschleife circuit. Activating the SPORT PLUS mode honed on various grand-prix circuits produces an even tauter setup that lends itself to maximising longitudinal and lateral acceleration on smooth stretches of asphalt, such as at race tracks.

**Premiere for integrated braking system with M-specific configurability.**

The M compound brakes specified as standard for the all-new BMW M8 Coupe delivers top-notch stopping power. As well as their minimised weight and substantially lower unsprung mass compared with conventional braking systems, they are also extremely comfortable to use, offer excellent feel and ensure braking stability even under high loads. The drilled, inner-vented discs on the front wheels are 395 millimetres in diameter and feature six-piston fixed callipers. The rear wheels work with single-piston floating callipers and 380-millimetre discs. The optional M carbon-ceramic brakes – with 400-millimetre discs at the front axle and 380-millimetre discs at the rear – make their case with even greater stopping power, resistance to fade and thermal stability, not to mention an extraordinary ability to fend off wear.

Both brake variants are fitted in conjunction with an M-specific version of an integrated braking system on the all-new BMW M8 Coupe. Thanks to this cutting-edge technology, the brake activation, brake booster and braking control functions are brought together within a compact module. The integrated system reduces weight by around two kilograms and employs a vacuum-free brake booster to enhance the car's overall efficiency. The brake pressure required is triggered by an electric actuator, which means it can be generated more dynamically and also ensures significantly faster and more precise interventions from the stability control system.

The integrated braking system also does an excellent job of allowing vehicle deceleration to be geared precisely to the driver's requirements, as well as generating supreme pedal feel in any situation. Feedback from the brake pedal is unimpaired by wet road surfaces, significant lateral acceleration or high brake temperatures, enabling precise metering of braking power at all times. The version of the new braking system developed for the BMW M model also presents the driver with two pedal feel settings. COMFORT and SPORT modes alter the amount of pressure on the brake pedal required to slow the car. The driver can therefore choose between more comfort-

oriented and particularly direct, instantaneous response when braking.

### **M Dynamic mode for an exceptionally sporty drive.**

The DSC (Dynamic Stability Control) system is interlinked with both M xDrive all-wheel drive and the Active M Differential, so the occasions when it needs to intervene with braking and engine inputs to stabilise the car are restricted to extreme situations. Its range of functions includes the Anti-lock Braking System (ABS), Cornering Brake Control (CBC), Dynamic Brake Control (DBC), Automatic Differential Brake (ADB-X), Brake Assist, Dry Braking function and Start-Off Assistant. The driver has the option of activating M Dynamic mode as an alternative to the default setting by pressing a button on the centre console. This mode allows a greater degree of wheel slip and combines with the M xDrive system's rear-biased setup to deliver an exceptionally sporty drive complete with controlled drifts through corners. DSC Off mode can also be selected at the push of a button.

### **M light-alloy wheels and high-performance tyres.**

The first-ever BMW M8 Coupe is fitted as standard with 19-inch M light-alloy wheels in double-spoke design and mixed-size tyres measuring 275/40 R19 at the front and 285/40 R19 at the rear. A selection of 20-inch M light-alloy wheels in double-spoke and star-spoke styles are available as options.



## 4. Design



## **The Design: The perfect fusion of dynamic prowess and luxury.**

- Sporty design: power creates dynamics and aesthetics create joy
- Powerful front, Adaptive LED Headlights / BMW Lazerlight
- Exclusive paint finishes and BMW Individual Compositions

The design of the first-ever BMW M8 Coupe is a place where powerful forms, an elegant surface design and aerodynamically optimised lines converge. A small number of precisely drawn lines and sweeping surfaces create an aura of clarity and modernity. M-specific design features focusing squarely on the functional *raison d'être* of elite sports cars add an extra layer to the already pervasive sense of dynamic endeavour in the all-new model. And exterior and interior design elements of rare class shine a vivid spotlight on the exclusive status and assured presence of the new luxury high-performance model.

In the interior, too, the new flagship model strikes a finely resolved balance between the sporting flair of a high-performance machine and an ambience of progressive luxury. The ergonomically optimised cockpit design is geared purely towards concentrated driving and reflects the exceptional dynamic potential of the new BMW M8 model. High-quality materials, stylish details and meticulous workmanship point immediately to the unparalleled driving experience that awaits the driver.

The first-ever BMW M8 Coupe measures 4,867 millimetres in length, 1,907 millimetres wide and 1,362 millimetres tall, and has a wheelbase of 2,827-millimetre. The 1,627-millimetre front track and 1,632-millimetre rear track also play their part in imbuing the new high-performance sports cars with their inherent athleticism.

### **Signature M design features point to top-level performance.**

A model-specific take on time-honoured BMW M design features hints at the elevated engine power and standout performance capability at work. These elements meet their technical brief in fulfilling cooling requirements and ensuring aerodynamic balance, and

are therefore fundamental to the dynamics-maximising ensemble of powertrain, chassis and exterior design. Teaming up with the BMW kidney grille, the three extra-large elements of the front apron's intake satisfy the engine, transmission and braking system's need for cooling air. The grille features the black double bars familiar from other M models and displays the "M8" logo in High-gloss Chrome.

With their sophisticated light sources, the slim twin headlights on either side of the BMW kidney grille encapsulate the focused look reminiscent of BMW stablemates past and present. The all-new BMW M8 Coupe is fitted as standard with BMW Laserlight.

The front side panels on these models are particularly broad, creating an additional light surface above the muscular wheel arches. They also make space for the wide track and large wheels, which contribute to the cars' exhilarating cornering dynamics. Another exclusive feature of the high-performance sports car is the suitably prominent Air Breathers with integrated M gills in the front side panels. These act as the starting point for the dynamic surfacing of the flanks. 19-inch M light-alloy wheels in twin-spoke design are standard for the all-new BMW M8 Coupe. Optionally available are 20-inch light-alloy wheels in both double-spoke style and star-spoke style.

M-specific design features include the exterior mirrors, which help to optimise the cars' aerodynamics. The athletically sculpted rear wheel arches and flared shoulders flow into a powerful rear end, whose width is emphasized by vertically stacked reflectors. The M-specific rear apron incorporates a diffuser inlay in contrasting colour, with the hallmark M pairs of twin exhaust tailpipes – painted in High-gloss Chrome as standard – integrated into its outer edges. The M Sport exhaust system is additionally available as an option.

### **Interior: pure M feeling bathed in an exclusive ambience.**

The interior design of the all-new BMW M8 Coupe creates an extraordinarily harmonious blend of racing flair and luxury ambience. In hallmark M style, there are red accents on the M leather steering wheel's M buttons and the start/stop button on the centre console. The newly designed transmission selector lever with Drivelogic switch is leather surfaced with an embedded M logo. It also features an eye-catching cutout with integrated "waterfall" lighting for additional emphasis. The standard interior trim strips in Carbon Fibre also accentuate the high-performance models' sports-car feel.

The likewise newly developed sports seats stand out with perforated 3D quilting, pronounced side bolsters, clearly defined shoulder areas and integral head restraints

with illuminated model badges. The standard Merino leather upholstery can be ordered in two colours – Piano finish Black and Ash black silver effect high-gloss. The options list includes dual shades of Silverstone I Black, Sakhir Orange I Black, Black I Black along with the new shades of Midrand Beige I Black and Taruma Brown I Black.

**Exclusive paint finishes and BMW Individual Compositions.**

The first-ever BMW 8 Series Coupe is available in a choice of new metallic paints. The standard paint job includes options of Brands Hatch Grey, Sonic Speed Blue, Marina Bay Blue, Donington Grey, Barcelone Blue and Motegi Red. Optional individual special paintwork offers the choices of Frozen Bluestone metallic, Brilliant White metallic, Frozen Brilliant White metallic, Pure metal Silver, Frozen Cashmere Silver metallic, Frozen Dark Silver, Frozen Dark Brown metallic, Frozen Arctic Grey metallic and Frozen Marina Bay Blue metallic. Almandine Brown metallic, Aventurine Red metallic and Dravit Grey metallic are the available optional individual paintworks.

## 5. Equipment



## **Equipment: New control concept, bespoke comfort, intelligent connectivity.**

Standard specification for the first-ever BMW M8 Coupe and the list of optional extras available mirror the unique blend of track-focused performance and luxury that also shines through in their design. The M Sport seats, M leather steering wheel, M-specific displays in the instrument cluster and ergonomically optimised arrangement of all controls give the driver everything they need to enjoy an exhilarating driving experience and precisely controllable handling into the upper reaches of the dynamic spectrum. A new control system makes it possible to tailor the high-performance sports cars' setup even more closely to personal preferences and the situation at hand. The inimitable M feeling is combined with other exclusive equipment features to increase the comfort of the new flagship model in everyday use and on long journeys, while highlighting their elite status as luxury cars.

Model-specific leather upholstery variants, Comfort Access, telephony with wireless charging, the BMW Display Key, BMW Laserlight and ambient lighting are all included as standard. As well as boasting a BMW Head-Up Display with M-specific readouts, the all-new BMW M8 Coupe, also comes with the Driving Assistant and Parking Assistant as standard, while an array of further driver assistance systems are available as options. The BMW Live Cockpit Professional – including navigation system and the BMW Intelligent Personal Assistant – can also be found on the standard equipment list and provides full access to the latest digital services from BMW Connected and BMW ConnectedDrive.

### **New: Setup button for direct access to the configuration of all powertrain and chassis systems.**

BMW M models are traditionally equipped with controls that enable the driver to program an individual configuration for the powertrain and chassis systems and therefore tailor the car's setup to the situation and personal preferences. Various settings for the engine, suspension and steering can be activated independently of one another. With the M xDrive all-wheel-drive system, the driver is also able to adjust how power is distributed between the front and rear wheels and also offers the ability to configure the braking system as required, too.

The Setup button on the centre console enables direct access to all available setup options for these five vehicle parameters. Pressing the button brings up a Setup menu in the Control Display, which offers an overview of the vehicle settings currently engaged. The driver can then activate their desired mode for the engine, suspension, steering, brakes and M xDrive – in a single step in each case – via the touchscreen using the iDrive Controller.

The engine characteristics can be adjusted by means of the EFFICIENT, SPORT and SPORT PLUS settings, while the COMFORT, SPORT and SPORT PLUS chassis options give access to the three profiles for the electronically controlled dampers. The driver can also choose between COMFORT and SPORT for both the M-specific electromechanical steering and the new braking system. When DSC (Dynamic Stability Control) is deactivated, the 4WD, 4WD SPORT and 2WD (pure rear-wheel drive) settings for the M xDrive all-wheel-drive system also come into play.

Two individually composed variants of this M setup can be stored permanently with the driver's preferred settings for the engine sound, gearshift characteristics of the eight-speed M Steptronic transmission, driving stability control and Auto Start Stop function. The overall vehicle configuration can then be called up at any time by pressing one of the two M buttons on the steering wheel.

### **BMW Live Cockpit Professional: fully digital screen grouping with M-specific content and graphics.**

The BMW Live Cockpit Professional also brings the benefits of the new BMW Operating System 7.0 to the world of high-performance sports cars. Its fully digital screen grouping comprises a high-resolution instrument cluster behind the steering wheel with a screen diagonal of 12.3 inches and a 10.25-inch Control Display. These provide the driver with just the right information, exactly when it is needed – in customisable form and with M-specific content and graphics. The driver has a choice of the Control Display's touchscreen, the familiar iDrive Touch Controller, the controls on the steering wheel and voice control, allowing them to enjoy intuitive, multimodal interaction with their vehicle.

The BMW Virtual Assistant is another element of the operating system. The digital companion can be activated with the spoken prompt "Hey BMW" and helps the driver to use vehicle functions. Functions and information can be accessed extremely easily using naturally formulated spoken instructions.

The standard Head-Up Display projects driving-related information onto the windscreen and directly into the driver's field of view. It employs full-colour graphics and allows the driver to assimilate a wealth of information without having to divert their eyes from the road. As well as the selected gear, a digital speed readout, messages from the road sign detection system and navigation instructions, the M-specific display content configurable in the iDrive menu includes a multi-coloured rpm dial complete with shift lights.

### **Pure driving pleasure through innovation: the M Mode button.**

The M Mode button on the centre console making its debut in the new BMW M8 Coupe can be used to alter both the responses of the driver assistance systems and the information shown in the instrument cluster and Head-Up Display.

A simple press of the M Mode button engages the SPORT setting, in which the active driver assistance systems (in the configuration set by the driver) now only transmit alerts on speed limits and overtaking restrictions, for example. This mode allows all interventions in the braking and steering systems to be disabled, aside from those made by the Collision Warning with braking function and the Evasion Assistant.

In SPORT mode, the driver benefits from M View in both the instrument cluster and the Head-Up Display. Here, only relevant information for sporty driving – i.e. an M-specific engine speed dial, the shift lights, a digital speed display and the gear currently engaged – is displayed in the cockpit. Information on coolant temperature, charge pressure, tyre condition, and longitudinal and lateral acceleration can be viewed in the right- and left- hand areas of the instrument cluster. The Head-Up Display readout is concentrated around the engine revs and shift lights, navigation instructions and distance warnings, the gear selected and the vehicle speed, plus the speed limits and overtaking restrictions detected by the Speed Limit Info system.

### **State-of-the-art driver assistance systems offer customised comfort and safety.**

The standard Driving Assistant for the all-new BMW M8 Coupe can be supplemented with a wide choice of other driver assistance systems designed to ease the driver's workload in monotonous driving situations and so enhance both comfort and safety. Active Cruise Control with Stop & Go function and the Night Vision system are both available as optional extras. Customers can also opt for the Driving Assistant Professional package that adds a number of features, such as the steering and lane control assistant, the lane keeping assistant with active side collision protection, the



Evasion Assistant, and the junction warning, wrong-way driving warning and front crossing traffic warning systems.

The standard Parking Assistant Plus enables the Top View, Panorama View and 3D Top View functions as well.

**Lavish standard specification and exclusive options for a luxurious driving experience.**

The standard M Sport seats offer multi-way electric adjustment with memory function and allow the fore/aft position, backrest angle, backrest width and thigh support to be varied as required. The new BMW M8 Coupe offers 420 litres of boot space and comes along with Automatic tailgate operation of tailgate as standard.

Customers can also enjoy supreme listening pleasure with Harman Kardon Surround sound system which is a standard in the first-ever BMW M8 Coupe. Bowers & Wilkins Diamond surround sound system is optionally available with the flagship model.

## 6. Specifications



## Specifications: The first-ever BMW 8 Series Coupe.

### BMW M8 Coupe

#### Body

No of doors/seats		2 / 4
Length/width/height (unladen)	mm	4867 / 1907 / 1362
Wheelbase	mm	2827
Track, front/rear	mm	1627 / 1632
Turning circle	m	12.2
Fuel tank capacity	approx. l	68
Engine oil	l	10.0
Weight, unladen, to DIN/EU	kg	1955
Max permissible weight	kg	2385
Max axle load, front/rear	kg	1155 / 1230
Luggage comp capacity	l	420

#### Power Unit

Config/No of cyls/valves		V / 8 / 4
Engine technology		M TwinPower Turbo technology with cross-bank exhaust manifold: M TwinScroll twin turbocharger, indirect charge air cooling, High Precision Injection (maximum injection pressure: 350 bar), VALVETRONIC fully variable valve timing
Effective capacity	cc	4395
Stroke/bore	mm	88.3 / 89.0
Compression ratio	:1	10.0
Fuel		RON 98 (min. RON 91)
Max output	kW/hp	441 / 600
At	rpm	6000
Max torque	Nm	750
At	Rpm	1800 – 5600

#### Electrical System

Battery/installation	Ah/–	70 (Li-ion) / luggage compartment
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## **Driving Dynamics and Safety**

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Suspension, front	Adaptive M suspension with double wishbone axle in lightweight aluminium construction, M-specific kinematics and elastokinematics, Variable Damper Control
Suspension, rear	Adaptive M suspension with five-link axle in lightweight aluminium construction, M-specific elastokinematics, Variable Damper Control
Brakes, front	M compound brakes, vented, with six-piston fixed callipers
Brakes, rear	M compound brakes, vented, with six-piston fixed calipers
Driving stability systems	Standard: DSC incl. ABS, ASC and M Dynamic Mode (MDM), can be switched off; CBC (Cornering Brake Control), DBC (Dynamic Brake Control), Dry Braking function, Start-Off Assistant, Active M Differential, DSC linked with M xDrive all-wheel drive
Safety equipment	Standard: airbags for driver and front passenger, side airbags for driver and front passenger, head airbags for front and rear seats, three-point inertia-reel seatbelts on all seats with belt stopper, belt latch tensioner and belt force limiter in the front, crash sensors, tyre pressure indicator
Steering	Electric Power Steering (EPS) with M-specific Servotronic function and variable sport ratio
Steering ratio, overall	:1 14.3
Tyres, front/rear	275/40 R19 105Y XL 285/40 R19 107Y XL
Rims, front/rear	9.5J x 19 light-alloy 10.5J x 19 light-alloy

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## **Power Transfer**

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M xDrive intelligent all-wheel-drive system, central transfer case with fullyvariable multi-plate clutch, fully-variable torque distribution between front and rear axle, rear differential with fully-variable Active M Differential, locking effect 0 – 100 per cent

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## Transmission

Type of transmission	Eight-speed M Steptronic transmission with Drivelogic, transmission oil cooling		
Gear ratios	I	:1	5.000
	II	:1	3.200
	III	:1	2.143
	IV	:1	1.720
	V	:1	1.313
	VI	:1	1.000
	VII	:1	0.823
	VIII	:1	0.640
	R	:1	3.478
Final drive		:1	3.154

## Performance

Power-to-weight ratio (DIN)	kg/kW	4.3
Output per litre	kW/l	100.3
Acceleration	0–100 km/h	s 3.3
Top speed	km/h	250 / 305

## BMW EfficientDynamics

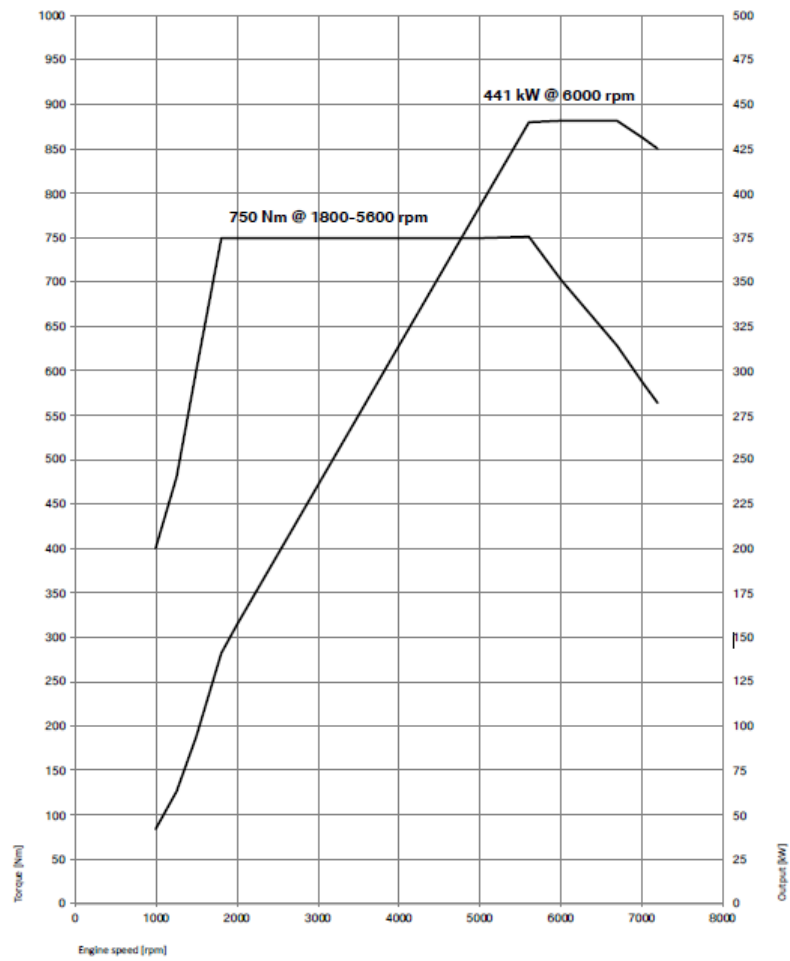
BMW EfficientDynamics standard features	Brake Energy Regeneration, Electric Power Steering, Auto Start Stop function, Optimum Shift Indicator in manual shift mode, BMW EfficientLightweight, on-demand operation of ancillary units, Li-ion battery, map-regulated oil pump, rear differential and transfer case with optimised efficiency, optimised aerodynamics (underside panelling, front spoiler, rear spoiler)
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## Fuel Consumption ECE

With standard		
Combined	Km/l	6.59
CO <sub>2</sub>	g/km	360
Emission rating	BS VI	

Data represented is a combination taken from Indian and European test procedures.

## Output and Torque Diagram.



## 7. Dimensions



**Exterior and Interior Dimensions.**

