

The new BMW M4 Competition Convertible with M xDrive. Contents.



Model variant:

BMW M4 Competition Convertible with M xDrive: Six-cylinder in-line engine with M TwinPower Turbo technology, eight-speed M Steptronic transmission, M xDrive, 375 kW/510 hp, acceleration 0 – 100 km/h (62 mph): 3.7 seconds, fuel consumption combined: 10.2 l/100 km (27.7 mpg imp) in the WLTP cycle, CO₂ emissions combined: 233 – 231 g/km in WLTP.

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All figures relating to performance, fuel consumption and CO₂ emissions are provisional.

The fuel consumption, CO₂ emissions, electric power consumption and range figures are determined according to the European Regulation (EC) 715/2007 in the version applicable. They refer to vehicles in the German market. Where a range is shown, WLTP figures take into account the impact of any optional extras.

All values were calculated based on the new WLTP test cycle. WLTP values are taken as the basis for determining vehicle-related taxes or other duties based (at least inter alia) on CO₂ emissions as well as eligibility for any applicable vehicle-specific subsidies. Further information on the WLTP and NEDC measurement procedures can also be found at www.bmw.com/wltp.

Further information on official fuel consumption figures and specific CO₂ emission values of new passenger cars is included in the following guideline: 'Leitfaden über den Kraftstoffverbrauch, die CO₂-Emissionen und den Stromverbrauch neuer Personenkraftwagen' (Guide to the fuel economy, CO₂ emissions and electric power consumption of new passenger cars), which can be obtained free of charge from all dealerships, from Deutsche Automobil Treuhand GmbH (DAT), Hellmuth-Hirth-Str. 1, 73760 Ostfildern-Scharnhausen and at <https://www.dat.de/co2/>.



Design.

Dynamic lines, distinctive presence, innovative panel bow softtop.

With the introduction of a third body variant, BMW M GmbH is adding a highly exclusive model to its line-up of high-performance sports cars in the premium midsize segment. The new BMW M4 Competition Convertible with M xDrive brings together next-level performance and singular individuality. The ability to open the cabin to the elements adds an extra thrill to the standout dynamic potency of its powertrain and the signature M precision of its driving properties.

The new BMW M4 Competition Convertible with M xDrive channels the 373 kW/510 hp developed by its six-cylinder in-line engine with M TwinPower Turbo technology to the road via an eight-speed M Steptronic transmission with Drivelogic and the M xDrive all-wheel-drive system. The open-top four-seater represents a compelling proposition with its distinctive allure, inherent luxury and the everyday usability for which M models are renowned, just as much as in its ability on the race track.

Production of the new BMW M4 Competition Convertible with M xDrive will begin in July 2021 at BMW Plant Dingolfing, where models including all the variants of the new BMW M4 Coupé, BMW M5, BMW M8 and new BMW 4 Series Convertible also roll off the assembly line. The worldwide market launch of the new BMW M4 Competition Convertible with M xDrive will get underway immediately after the start of production.

Dynamic lines, powerfully contoured surfaces and M-specific design features – designed to optimise the supply of cooling air and sharpen aerodynamics – paint a clear picture of the sporting potential under the skin of the new BMW M4 Competition Convertible with M xDrive. In terms of exterior design, the differentiation between the new M contender and the new BMW 4 Series Convertible on which it is based is more striking than in any generation that has gone before. Aside from the doors, softtop, boot lid, window surfaces, headlights and rear lights, every part of the exterior is bespoke to the M model, an exercise in meeting the exacting demands to which a high-performance sports car must rise. "The design is strictly function-led, puristic and uncompromising in its reduction to the essential aspects," explains Adrian van Hooydonk, Senior Vice President BMW Group Design. "But at the same time, it provides an emotionally powerful expression of the car's character."

The new BMW M4 Competition Convertible with M xDrive reveals its adherence to exclusive driving pleasure and racing-inspired characteristics without the need for a second glance. Its new panel bow softtop roof teams up with the crisp forms of its body to generate an aesthetic laced with purity and emotional power. M light-alloy wheels of notable size (front axle: 19-inch, rear axle: 20-inch) are part of standard specification, while an M Carbon exterior package is available as an option. Once inside, the ambience of modern luxury and a cockpit devoted entirely to the cause of driving engagement deliver an unbridled M feeling that only grows more intense when the softtop roof is open. Unobstructed access to the sun and onrushing wind, coupled with direct immersion in the engine's soundtrack, creates a performance experience of intoxicating drama for the driver and passengers. "The new BMW M4 Convertible allows me to experience the huge power of a BMW M automobile in unfiltered form under the open sky," reflects Marcus Syring, Head of BMW M Design.

The hallmark driving attributes of a BMW M model stem from the sublimely balanced overall concept of the new BMW M4 Competition Convertible with M xDrive, which is summed up by its exterior dimensions and proportions. The new model has grown by 122 millimetres in exterior length over the model it replaces, and now stretches to 4,794 millimetres. Its wheelbase has grown by 45 mm to 2,857 mm and its width of 1,887 mm adds 17 mm to that of its predecessor and 40 mm to the new BMW 4 Series Convertible. The new BMW M4 Competition Convertible with M xDrive measures 1,395 millimetres in height with the softtop closed.

M-specific design promises mighty performance.

With its body stretched low along the road and its clear, reduced surfacing, the exterior of the new BMW M4 Competition Convertible with M xDrive sends out an unmistakable statement of majestic performance at work. The car's neatly judged balance between dynamic punch and aesthetic allure is particularly noticeable when the softtop is folded away. Setting the seal on its powerful visual emotionality are M-specific design features born out of the exacting functional demands placed on a high-performance sports car.

At the centre of the front end is the large, vertical BMW kidney grille, which plunges down towards the road and advertises the engine's need for cooling air to impressive effect. The grille is frameless and finished all in black. Its horizontal double bars in the familiar M arrangement house model lettering in High-gloss Black. A honeycomb mesh covers the

likewise large and two-section apertures on either side of the BMW kidney grille. These supply cooling air to the brakes and remote coolant radiators.

Like the lines of the front apron and bonnet, the contours of the slim headlights converge on the BMW kidney grille. Full-LED headlights with U-shaped daytime driving light elements are fitted as standard on the new BMW M4 Competition Convertible with M xDrive. Adaptive LED Headlights with BMW Laserlight including BMW Selective Beam anti-dazzle high beam can be ordered as an option.

The elegantly stretched silhouette also contains M-specific design cues which underscore the performance-oriented character of the new BMW M4 Competition Convertible with M xDrive. The front side panels and rear wheel arches are both extremely broad, creating sufficient space for the wide tracks and wheels (front: 19-inch, rear: 20-inch). The characteristic M Side Gills are integrated neatly into the front side panels. And prominently extended side sills combine with the attachment parts for the front and rear aprons to form a black band around the whole of the car. This racing-car-inspired body element, which was also adopted on the first-generation BMW M3 Convertible, increases downforce in the underbody area. The M-specific exterior mirrors in High-gloss Black also help to optimise aerodynamic balance.

A spoiler lip integrated harmoniously into the boot lid and a black diffuser enhance aerodynamic efficiency around the rear of the car. The diffuser frames the exhaust system's two pairs of tailpipes – a familiar M touch – which come in Black Chrome and are each 100 millimetres in diameter. Slim LED rear lights reaching far into the car's flanks accentuate its width, as do the vertically arranged reflectors at the outer edges of the rear apron.

The panel bow softtop: the best of both worlds.

One of the special features which shape both the exterior design of the new BMW M4 Competition Convertible with M xDrive and its driving experience is the new panel bow softtop concept. It combines the practical benefits of a retractable hardtop with the puristic aesthetic of a fabric hood – in other words, the best of both worlds. The panel bow softtop also stands out in weight terms, being some 40 per cent lighter than the predecessor car's retractable hardtop. At the same time, its smooth surface and effective insulation provide it with levels

of acoustic and thermal comfort far superior to those of a conventional softtop.

This progress is underpinned by a design which combines large panel bow elements of paper-honeycomb construction with a flush-fitting glass rear window, several layers of insulation and a fabric cover available in Black or Anthracite Silver effect. When closed, the innovative new roof creates a coupé-like roofline with the classical elegance of a softtop. The high-grade fabric material lies flat on the joint-free arrangement of adjacent panel bow elements, meaning that neither their contours nor the softtop frame shows through the surface. In addition, the softtop pulls taut over the passenger cell when closed, which reduces wind noise in the cabin while also optimising the aerodynamic properties of the new BMW M4 Competition Convertible with M xDrive.

When the roof is opened, the panel bow elements stack one above the other in a single flowing movement before being stowed away beneath the softtop lid, which opens up at the same time. The three fixed segments of the fabric cover fold together in a compact Z before disappearing into the softtop compartment. The softtop takes up far less space in the rear of the new BMW M4 Competition Convertible with M xDrive than the retractable hardtop of the predecessor model. When driving with the top down, the boot can therefore hold 300 litres of luggage, an increase of 80 litres. And when the roof is closed, the variable softtop compartment increases boot capacity to 385 litres.

The softtop opens and closes very quietly thanks to its electric drive mechanism. The process can be initiated while travelling at up to 50 km/h (31 mph) by pressing a button on the centre console and it takes around 18 seconds. If the Comfort Access option is fitted, the roof can also be operated by remote control.

Large selection of exterior colours, M Carbon exterior package and BMW M Performance Parts for dynamism just the way you like it.

Eight colour shades are available for the exterior paintwork of the new BMW M4 Competition Convertible with M xDrive, including the exclusive Sao Paulo Yellow non-metallic, Toronto Red metallic and Isle of Man Green metallic variants. Customers can also order extremely sophisticated BMW Individual paint finishes, including several Frozen variants with a shimmering matt finish. The softtop colour choices Black and Anthracite Silver effect add extra flourishes coordinated with the body paint finish. And exterior mirror caps in body colour, plus a chrome finish for the 100-millimetre tailpipes, can be specified as an option.

The optional M Carbon exterior package comprises inlays for the front air intakes, exterior mirror caps and a rear diffuser made from super-lightweight carbon-fibre-reinforced plastic (CFRP). Added to which, an array of retrofit options from the BMW M Performance Parts range are available for the new BMW M4 Competition Convertible with M xDrive, helping owners to customise the dynamic character of their car exactly to their tastes.

Interior: four seats immersed in a racing-car ambience.

The smartly styled shoulder panelling framed by unbroken trim edging in High-gloss Black, subtly styled domes on the softtop cover and the individual seat character of the two rear seats define the convertible-specific ambience. Together with the driver-focused cockpit design and M-specific controls, they bring a highly exclusive racing flair to the interior. The M-specific leather steering wheel with gearshift paddles, M-specific gearshift lever and red colour accents on the steering wheel's M buttons and the Start/Stop button on the centre console keep the driver concentrating squarely on the intense driving experience at hand.

Added to which, the new BMW M 4 Competition Convertible with M xDrive comes as standard with heated M Sport seats with boldly contoured side bolsters, height-adjustable integral head restraints, an illuminated "M4" logo and Extended Merino leather trim available – like the optional Merino full leather trim – in four colour variants.

The options list also contains four BMW Individual Extended Merino leather trim variants and four BMW Individual Merino full leather trim options. The standard-fitted M Sport seats can be specified as an option with neck warmers and seat ventilation. Meanwhile, the optional heated M Carbon bucket seats, likewise with full electric adjustment, provide an optimised connection between driver and car reminiscent of that in a racing car.



Powertrain.

Six-cylinder in-line engine, eight-speed M Steptronic transmission and M xDrive all-wheel-drive system maximise poise and assurance.

Premium midsize BMW M models are now able to capitalise on the benefits of intelligent all-wheel drive for the first time. The new BMW M4 Competition Convertible with M xDrive comes as standard with the configurable M xDrive system, which splits power between the front and rear wheels as required and in M-specific style at all times. This enables the drive generated by the 375 kW/510 hp six-cylinder in-line engine to be channelled to the road via the eight-speed M Steptronic transmission with maximum traction, directional stability and dynamism. The result is a high-intensity performance experience – especially when driving with the roof down – that combines M's fabled agility and precision with supreme poise. The M-specific all-wheel-drive system also enhances the everyday usability and all-weather capabilities of the BMW M4 Competition Convertible with M xDrive, while sharpening its track credentials.

The engine: six cylinders, M TwinPower Turbo technology, high-revving character.

The 3.0-litre straight-six unit under the bonnet of the new BMW M4 Competition Convertible with M xDrive combines the hallmark high-revving character of BMW M GmbH engines with the latest version of M TwinPower Turbo technology. The engine stands out with its sustained linear power delivery into the upper echelons of the engine speed range, a characteristic that has defined the performance experience in BMW M models since their arrival on the scene. The power unit in the new BMW M4 Competition Convertible with M xDrive raises the maximum output of its counterpart in the predecessor model by 44 kW/60 hp and betters its peak torque by 100 Nm (74 lb-ft). 650 Nm (479 lb-ft) is on tap between 2,750 and 5,500 rpm, while maximum output is reached at 5,510 rpm and then maintained up to the 7,200 rpm red line.

This performance skillset, combined with the enhanced traction offered by M xDrive, translates into stunning acceleration times. The new BMW M4 Competition Convertible with M xDrive takes just 3.7 seconds to power from 0 to 100 km/h (62 mph) and 13.1 seconds to reach 200 km/h (124 mph) from rest. The midrange surge from 80 to 120 km/h (50 – 75 mph) is over in 2.8 seconds (in 4th gear) or 3.7 seconds

(in 5th gear). Opting for the M Driver's Package increases the electronically limited top speed from 250 km/h (155 mph) to 280 km/h (174 mph).

The engine owes its power output, efficacy and track ability to numerous components developed on the back of BMW M GmbH's many years of racing experience. These include an extremely rigid crankcase, a forged lightweight crankshaft and a cylinder head whose core was manufactured using 3D printing. Two turbochargers with electronically controlled wastegates supply compressed air to the combustion chambers. The direct petrol injection technology operates at pressures of up to 350 bar with exceptional precision and efficiency. Like the cooling system, the system of oil supply has been designed to handle extremely dynamic driving situations during track use. The M-specific exhaust system with electrically controlled flaps delivers an emotionally rich soundtrack that adds a key element to the overall performance experience, particularly when the top is down.

The eight-speed M Steptronic transmission with Drivelogic: extremely sporty gear shifts, individually adjustable characteristics.

The eight-speed M Steptronic transmission with Drivelogic fitted as standard is perfectly attuned to the engine's performance characteristics. It is operated using either the selector lever on the centre console with its special M design or the gearshift paddles on the steering wheel. A direct connection to the engine and remarkably quick gear shifts lend themselves to a performance-focused driving style, as do engine speed adjustment on downshifts in automatic mode and the ability to change straight to the lowest possible gear in manual mode.

The driver can use the Drivelogic button integrated into the selector lever to alter the transmission's shift characteristics, with the choice of comfort-oriented, sporty and track-optimised settings.

The engine sound is reproduced in the cabin via the car's audio system, ensuring the occupants enjoy an authentic acoustic experience even when the roof is closed. The latest version of Active Sound Design generates an exceptionally sporty note that injects real aural drama, particularly into gear changes and the accompanying adjustments in rev speed. From July 2021, this optimised sound experience will also be extended to existing BMW M3 Sedan and BMW M4 Coupé models by means of Remote Software Upgrade.

The all-wheel-drive system: M xDrive optimises traction and performance.

The M xDrive all-wheel-drive system in the new BMW M4 Competition Convertible with M xDrive uses an electronically controlled multi-plate clutch in the transfer case to ensure fully variable and super-smooth distribution of the engine's power between the front and rear wheels. Its rear-wheel bias adds to the signature M feeling while judiciously enhancing both traction and agility. The system features integrated wheel slip control for making exceptionally quick and precise adjustments to power transmission. This further intensifies the sense of unruffled poise for which M models are renowned in highly dynamic driving situations, such as when powering through corners in a controlled drift. The multi-plate clutch's oil supply has been optimised to keep the variable power splitting mechanism performing effectively even in hard, sporty driving.

Teaming up with the all-wheel drive is the Active M Differential that also ensures fully variable distribution of the drive torque between the rear wheels as the situation demands. This helps to plant drive firmly onto the road without any loss of power, especially when the car is being pushed hard or has less grip on one side. The M xDrive system and Active M Differential, complete with its built-in M-specific traction control, link up with the Dynamic Stability Control (DSC) system to ensure precisely orchestrated interaction for the driving situation at hand.

M xDrive allows the driver to tailor the form of power transmission to suit their requirements – via the Setup menu. The default 4WD setting ensures maximum traction and handling poise while maintaining a distinctly rear-biased power split. Activating 4WD Sport mode directs an even greater proportion of the engine's torque to the rear wheels, including in extremely dynamic driving situations. The linear build-up of lateral forces characteristic of M models now makes it possible to execute controlled drifts, too. Drivers can also switch off the DSC system altogether and engage 2WD mode. In this setting, drive power is relayed solely to the rear wheels, whose traction can be finely adjusted through ten stages with the help of M Traction Control. This form of power transmission – without any intervention from the chassis control systems to stabilise the vehicle – allows the skilled driver to enjoy an actively engaged and richly involving driving experience.

Chassis.

Model-specific setup, hallmark M precision.



With its long wheelbase, wide tracks and precisely balanced weight distribution, the vehicle concept underpinning the new BMW M4 Competition Convertible with M xDrive boasts the perfect ingredients for delivering superlative performance. Precisely interlinked bracing elements focused on enhancing driving dynamics increase the longitudinal and torsional stiffness of the body structure. Specially engineered for all the high-performance models in the M4 range, this bracing package's features include bespoke links connecting the individual spring strut towers both with one another and with the nose of the car and bulkhead. The aluminium front axle subframe is given extra rigidity by a single-piece aluminium shear panel in the integrated sill brace and it is connected with the stiffening elements of the engine compartment by vertical braces. The centre and rear sections of the vehicle incorporate model-specific underfloor bracing elements complete with cross-bar and a special rear axle subframe with a rigid connection to the body. The new BMW M4 Competition Convertible with M xDrive is additionally equipped with a custom-designed package of torsion struts at the rear of the body.

A bespoke version of the double-joint spring strut front axle also factors in the specific demands connected with all-wheel drive, featuring specially adapted axle geometry and an individually tuned steering ratio. The axle kinematics, the camber, castor and kingpin angles and the lowered roll centre are all designed to maximise lateral dynamic ability while still ensuring well-resolved ride comfort in everyday driving. Aluminium wishbones with ball joints, a likewise aluminium torque arm with newly developed mounting, a forged swivel bearing with bespoke spring strut clamp and wheel bearings with very high camber stability create an ideal blend of rigidity and lightweight design at the front axle. The five-link rear axle on the new BMW M4 Competition Convertible with M xDrive boasts newly developed wheel carriers and wishbones plus meticulously refined kinematics and elastokinematics. Also on the standard equipment roster are forged M light-alloy wheels measuring 19 inches in diameter at the front axle and 20 inches at the rear.

M Servotronic steering, adaptive suspension.

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

The adaptive M suspension with its electronically controlled dampers delivers optimum road contact at all times, maximum traction and high comfort levels over long distances. The system's control unit uses sensors to keep a constant eye on body movements, the condition of the road and steering adjustments. Electromagnetically controlled valves act in just a few milliseconds to generate the required damping force – infinitely variably and for each individual wheel.

Two brake pedal feel settings, ten traction control stages.

The integrated braking system fitted in the new BMW M4 Competition Convertible with M xDrive ensures superb pedal feel when slowing the car down. It initiates the required brake pressure exceptionally quickly and precisely using an electric actuator. Both the standard M Compound brakes and the optional M Carbon ceramic brakes are allied to the integrated braking system.

The M-specific version of the integrated braking system also presents the driver with two pedal feel settings, allowing them to choose between more comfort-oriented or very direct response to brake pedal inputs in the Setup menu.

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

Equipment. Exclusive racing car feel.



The M-specific control/operation system, top-class equipment features, a fully digital display grouping, plus a host of innovations in the areas of driver assistance and connectivity all help to ensure the beguiling character of the new BMW M4 Competition Convertible with M xDrive can be enjoyed in its many different facets. The new model displays consistently superb driving qualities in everyday use, even in adverse weather conditions, while also proving itself to be a precisely controllable sporting machine when pushed on the track. The open-top four-seater's modern, luxurious ambience is no less impressive, majoring in racing car flair that brings an exclusive sense of driving pleasure to everyday journeys and longer trips alike.

Lightweight design, luxury, long-distance comfort: M Carbon bucket seats.

The fully electric and heated M Carbon bucket seats for the driver and front passenger, available on the options list, combine racing functionality with lightweight design, sumptuous workmanship and excellent comfort over long distances. They also have integral head restraints and an illuminated model badge. The use of CFRP in the structural elements of the seat cushion and backrest, and cut-outs in the side bolsters and below the head restraints, saves 9.6 kilograms over the standard M sport seats.

Powertrain and chassis can be individually configured using Setup button.

The latest generation of the M-specific control/operation system provides new ways of precisely tailoring the setup of the BMW M4 Competition Convertible with M xDrive to the driver's personal preferences and the situation at hand. The new Setup button on the centre console provides direct access to the settings options for the engine, chassis, steering, braking system and M xDrive.

Two individually configured setup variants can be stored permanently, together with the preferred settings for the engine note, the driving stability control system, the Auto Start Stop function and the shift characteristics of the eight-speed M Steptronic transmission.

The overall vehicle configuration can then be called up at any time by pressing one of the two M buttons on the steering wheel.

M Drive Professional for an intense driving experience.

For dynamic driving with an added edge there is also the option of M Drive Professional, whose innovative functions promise a performance experience of high intensity. The M Drift Analyser helps the driver to sharpen their high-speed cornering skills using deliberate oversteer and precise counter-steering, making a note of the duration, distance and angle of the driver's latest drift.

The M Traction Control function is also included with M Drive Professional as is the M Laptimer, which records lap times and numerous other details during stints on the track. And the M Laptimer app lets drivers analyse a wide variety of data and share selected information with the online community.

Unadulterated driving pleasure at the push of a button: the M Mode button.

The control panel on the centre console also houses the M Mode button as standard. This can be used to adjust the responses and characteristics of the driver assistance systems, and the displays in the instrument cluster and Head-Up Display, to deliver a driving experience suited to the situation at hand and in keeping with car's M identity. The driver can choose from ROAD and SPORT settings, with TRACK mode added to the armoury when M Drive Professional is specified.

Interventions from the driver assistance systems are suspended in SPORT mode, with the exception of inputs from the Collision Warning with braking function and the Evasion Assistant. The TRACK mode designed purely for driving on race circuits fully deactivates the assistance systems. In these two modes, the instrument cluster also switches to the special M view, which only presents information relevant to sporty driving.

M Race Track Package: reduced weight, increased performance.

The optionally available M Race Track Package brings about a targeted reduction in vehicle weight. This package includes M Carbon ceramic brakes, weight-minimised M light-alloy wheels (available as an option with semi-slick tyres), M Carbon bucket seats for the driver and front passenger, and interior trim strips in Carbon Fibre High-gloss.

Another element of this ultra-performance-oriented option is the M Driver's Package, which raises the top speed of the new BMW M4 Competition Convertible with M xDrive to 280 km/h (174 mph). All the functions of M Drive Professional and the BMW Head-Up Display are also on hand. All in all, the M Race Track Package reduces weight by around 25 kilograms compared with cars in standard specification.

Exclusive and individual: high-quality optional extras.

The BMW Live Cockpit Professional featuring a 12.3-inch instrument cluster and a 10.25-inch Control Display, the cloud-based navigation system BMW Maps and the BMW Intelligent Personal Assistant all come as standard in the new BMW M4 Competition Convertible with M xDrive. Optimised smartphone integration also features as standard. Alongside Apple CarPlay, Android Auto can now also be used via the car's operating system. Meanwhile, the Remote Software Upgrade function enables improved vehicle functions and additional digital services to be imported into the car over the air.

Extensive additions to the range of cutting-edge driver assistance systems available for the predecessor model allow comfort over long journeys to be enhanced effectively and safety to be optimised in unclear driving situations. Standout new features include the Steering and Lane Control Assistant complete with Active Navigation function and Emergency Lane Assistant – which are part of the optional Driving Assistant Professional – and the Reversing Assistant (one of the optional Parking Assistant's functions). Also on the options list is the BMW Head-Up Display incorporating M-specific readouts such as the multi-colour rev band indicator, the Shift Lights and M View.

Seat heating for the driver and front passenger is a standard feature on the new BMW M4 Competition Convertible with M xDrive, while the standard M sport seats also come with seat ventilation and neck warmers. Also available are M seat belts with a woven stripe pattern in BMW M GmbH colours. Three-zone automatic climate control, LED interior lighting including ambient lighting and a hi-fi speaker system are fitted as standard too. Sound quality from the audio system can be further improved with the optional Harman Kardon Surround Sound system, which comprises 16 speakers and a digital seven-channel amplifier delivering 464 watts of audio power.

Besides this, a heated steering wheel, Comfort Access and the BMW Drive Recorder for shooting videos of the vehicle's surroundings all feature on the list of optional extras. Another option is the

BMW Display Key, on which customers can view the car's fuel level and service-related information, and which can also be used to access Remote Services.