

Specifications.

BMW M4 Coupe.

M4 Competition with M xDrive.



BMW M4 Competition Coupe with M xDrive		
Body		
No. of doors/seats		2 / 4
Length/width/height (unladen)	mm	4794 / 1887 / 1394
Wheelbase	mm	2857
Track, front/rear	mm	1617 / 1605
Ground clearance	mm	121
Turning circle	m	12.6
Fuel tank capacity	approx. ltr	59
Engine oil ¹⁾	ltr	7.0
Weight, unladen, to DIN/EU	kg	1775 / 1850
Max. load to DIN	kg	430
Max. permissible weight	kg	2205
Max. axle load, front/rear	kg	1120 / 1150
Max. trailer load, braked (12%/unbraked)	kg	- / -
Max. roof load/towbar download	kg	75 / -
Luggage comp. capacity	ltr	440
Air resistance	C _d x A	0.34 x 2.29
Engine		
Config./No. of cyls./valves		in-line / 6 / 4
Engine technology		M TwinPower Turbo technology with two mono-scroll turbochargers, indirect charge air cooling, High Precision Injection (maximum injection pressure: 350 bar), VALVETRONIC fully variable valve timing, Double-VANOS variable camshaft timing
Effective capacity	cm ³	2993
Stroke/bore	mm	90.0 / 84.0
Compression ratio	:1	9.3
Fuel		RON 98 (min RON 91)
Max. output	kW/hp	375 / 510
at	rpm	6250
Max. torque	Nm	650
at	rpm	2750 – 5500
Electrical System		
Battery/installation	Ah/-	70 / luggage compartment
Driving Dynamics and Safety		
Suspension, front		Adaptive M suspension with double-joint spring strut axle in lightweight aluminium construction, M specific kinematics and elastokinematics
Suspension, rear		Adaptive M suspension with five-link axle in lightweight aluminium/steel construction, rear-axle subframe with rigid bolted connection to the body, M specific kinematics and elastokinematics
Brakes, front		M Compound brakes, vented, with six-piston fixed callipers
Brakes, rear		M Compound brakes, vented, with single-piston floating callipers
Driving stability systems		Standard: DSC incl. ABS, ASC and M Dynamic Mode (MDM), can be switched off, integrated wheel slip limitation, CBC (Cornering Brake Control), DBC (Dynamic Brake Control), Dry Braking function, Start-Off Assistant, DSC linked with M xDrive allwheel drive, Active M Differential
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 tensioner and belt force limiter at the front, crash sensors, tyre pressure indicator
Steering		Electromechanical rack-and-pinion power steering (EPS) with M specific Servotronic function and variable sport ratios
Steering ratio, overall	:1	14.6
Tyres, front/rear		275/35 ZR19 100Y XL 285/30 ZR20 99Y XL
Rims, front/rear		9.5J x 19 light-alloy 10.5J x 20 light-alloy

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Transmission

Type of gearbox	Eight-speed M Steptronic transmission with Drivelogic		
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	4.7
Output per litre	kW/l	125.3
Acceleration 0–100 km/h	s	3.5
Acceleration 80–120 km/h in 4 th /5 th gear	s	2.6 / 3.4
Top speed	km/h	250 / 290 ²⁾

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, map-controlled oil pump, efficiency-optimised all-wheel drive, rear differential with optimised efficiency, optimized aerodynamic attributes
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Fuel consumption EU cycle

with standard tyres		
Urban (NEDC)	ltr/100 km	14.1
Extra-urban (NEDC)	ltr/100 km	7.9
Combined (NEDC)	ltr/100 km	10.2
Combined (WLTP)	ltr/100 km	10.1 – 10.0
CO ₂ (NEDC)	g/km	232
CO ₂ (WLTP)	g/km	230 – 227
Emission rating		Euro 6d

Specifications apply to ACEA markets/data relevant to homologation applies in part only to Germany (weight)

¹⁾ Oil change volume

²⁾ Limited / with optional M Driver's Package

Fuel consumption, CO₂ emission figures, power consumption and range were measured using the methods required according to Regulation VO (EC) 2007/715 as amended. They refer to vehicles on the automotive market in Germany. With regard to ranges, the NEDC figures take into account differences in the selected wheel and tyre size, while the WLTP figures take into account the effects of any optional equipment.

All figures are already calculated on the basis of the new WLTP test cycle. NEDC values listed have been calculated back to the NEDC measurement procedure where applicable. WLTP values are used as a basis for the assessment of taxes and other vehicle-related levies that are (also) based on CO₂ emissions and, where applicable, for the purposes of vehicle-specific subsidies. Further information on the WLTP and NEDC measurement procedures is also available at www.bmw.com/wltp.