The BMW M6 Gran Coupe.
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1. A supreme combination of high performance and luxury:
The BMW M6 Gran Coupe.

A third body variant of the BMW M6 high-performance sports car is set to
be presented for the first time as the BMW M6 Gran Coupe joins the existing Coupe and Convertible models in the line-up. The new member of the
M6 family brings together customary M performance characteristics with extra helpings of luxury and aesthetic appeal. The high-revving V8 engine
with M TwinPower Turbo technology and 412 kW propels the
BMW M6 Gran Coupe from 0 – 100 km/h in 4.2 seconds. And the elegantly sporty lines of the four-door Coupe are complemented by bespoke features, such as the carbon fibre-reinforced plastic (CFRP) roof. The greater interior space of the BMW M6 Gran Coupe allows two rear passengers to enjoy generous levels of on-board comfort, and there is also a third rear seat for use on shorter journeys.

Design: the beauty of majestic power delivery.

Hallmark M design features influenced directly by technical considerations – such as cooling air requirements, chassis geometry, weight balance and aerodynamics – open a clear window into the performance capability of the BMW M6 Gran Coupe. The front of the car is dominated by its large air intakes, standard Adaptive LED Headlights and an M kidney grille designed especially for this model. From the side, the first four-door Coupe in the BMW M GmbH ranks is clearly distinguishable from the BMW M6 Coupe thanks to its rear doors and 113-millimetre longer wheelbase. The low roofline flowing smoothly into the rear, the swage line – which takes in the door openers – and side windows extending well into the C-pillars accentuate the dynamically stretched silhouette.

Prominently flared wheel arches draw the eye to a track width specific to the BMW M6 Gran Coupe. The characteristic M gills, aerodynamically optimised exterior mirrors, standard BMW Individual High-gloss Shadow Line package and exclusive 20-inch M light-alloy wheels in double-spoke design underline the car’s distinctive appearance, as does another M signature – twin exhaust tailpipes positioned on the outer edges of the rear apron. Also integrated into the rear apron, and charged with the task of optimising airflow along the car’s underbody, is a diffuser made from CFRP.

This extremely lightweight, impressively strong high-tech material is used in the construction of the roof as well. Here, the visible carbon structure provides an eye-catching feature, as does a dynamic recess in the centre of the roof. This recess is referenced stylistically inside the car, the anthracite-coloured Alcantara roof liner gaining a central section in leather.

Emulating the harmonious blend of athletic prowess and elegance embodied by the exterior design, the distinctively M cockpit fuses sports car style with generous levels of space and a luxurious ambience. The driver and front passenger can look forward to M sports seats with integral belt guides. And the BMW M6 Gran Coupe’s standard specification also includes Merino leather upholstery with extended features. The rear compartment offers two or three seats, the backrests of which can split and fold down in a ratio of 40 : 60 to increase boot capacity from 460 to as much as 1,265 litres.

V8 engine with M TwinPower Turbo technology, seven-speed
M Double Clutch Transmission with Drivelogic, Active M Differential.

The powertrain technology under the skin of the BMW M6 Gran Coupe guarantees the performance characteristics for which M Automobiles are renowned. The V8 engine with M TwinPower Turbo technology produces 412 kW/560 hp. Its technical wizardry includes a pair of twin-scroll turbochargers, a cross-bank exhaust manifold, High Precision Direct Petrol Injection, VALVETRONIC variable valve timing and Double-Vanos continuously variable camshaft control. The 4,395 cc unit keeps peak torque of 680 Newton metres on tap between 1,500 and 5,750 rpm, while maximum output is developed between 6,000 and 7,000 rpm. The engine revs to a maximum of 7,200 rpm. The BMW M6 Gran Coupe sprints from
0 to 100 km/h in 4.2 seconds on the way to an electronically governed top speed of 250 km/h (305 km/h if the optional M Driver’s Package is specified). Average fuel consumption in the EU test cycle stands at 9.9 litres per 100 kilometres and CO2 emissions are 232 grams per kilometre.

Taking care of power transfer is a seven-speed M Double Clutch Transmission with Drivelogic. The transmission’s electronic management system ensures the right gear is selected for optimum traction. It also offers the driver a Launch Control function for maximum acceleration, Low Speed Assistance for extra comfort and the Auto Start-Stop function to enhance efficiency.

Under particularly dynamic acceleration out of corners, as well as in tricky road and weather conditions, the Active M Differential at the rear axle distributes the engine’s power between the individual wheels to maximum traction-enhancing effect. Its electronically controlled multi-disc limited-slip differential works hand-in-hand with the DSC (Dynamic Stability Control) system and splits drive between the right and left rear wheels quickly and precisely according to the situation at hand.

Chassis technology developed to M specification.

The chassis technology of the BMW M6 Gran Coupe is also geared to harnessing the car’s sporting potential in the cause of supreme performance. Like the integral rear axle, the double-wishbone front axle has specific kinematics and components made from forged aluminium. Chassis mountings using large panels ensure dynamic forces are passed evenly through to the body. The BMW M6 Gran Coupe comes as standard with an M-specific version of the Dynamic Damper Control system and hydraulic variable-ratio rack-and-pinion steering with the M Servotronic function.

As an alternative to the standard high-performance compound braking system, the BMW M6 Gran Coupe can also be ordered with M carbon-ceramic brakes. Made from a new type of carbon-fibre compound ceramic, the discs boast even greater resistance to heat, lower weight and exceptional resistance to wear.

Arranged around the gearshift lever on the centre console of the
BMW M6 Gran Coupe are the buttons used to configure all the adjustable powertrain and chassis functions to personal tastes. The DSC mode,
engine performance characteristics, Dynamic Damper Control mapping,
M Servotronic responses and M DCT Drivelogic shift program can be selected independently of each other. All of which means the driver can put together a detailed set-up and store those settings on one of the two M Drive buttons on the multifunction steering wheel.

Exclusive and individual: high-quality range of equipment.

The standard equipment fitted on the BMW M6 Gran Coupe includes
20-inch M light-alloy wheels, leather trim, heated driver and front passenger seats, automatically dimming rear-view and exterior mirrors, an alarm system and the BMW Professional radio with hi-fi loudspeakers. Available as an alternative to the standard 2-zone automatic climate control is a 4-zone system with a control panel in the rear compartment. Among the other highlights of the options list are M multifunction seats, heated rear seats, Comfort Access, a heated steering wheel, the Soft Close Automatic function for the doors, electrically operated sun blinds, the new generation of the Professional navigation system and a Bang & Olufsen High End Surround Sound System.

The BMW M6 Gran Coupe also comes with a variety of BMW ConnectedDrive features, such as an M-specific BMW Head-Up Display, Park Distance Control, a rear-view camera, High Beam Assistant, Speed Limit Info, Lane Change Warning, Lane Departure Warning, Surround View and BMW Night Vision with pedestrian recognition. Customers can also integrate their Apple iPhone or other smartphones into the car and make use of internet-based services while on board.

The BMW M6 Gran Coupe will go on sale in South Africa in the second quarter of 2013.

2. Technical specifications.



|  |  |  |  |  |
| --- | --- | --- | --- | --- |
|  |  |  |  | BMW M6 Gran Coupe |
|  |  |  |  |  |
| Body |  |  |  |  |
| Number of doors/seats |  |  |  | 4/5 |
| Length/Width/Height (unladen) | mm |  |  | 4898/1919/1374 |
| Wheelbase | mm |  |  | 2851 |
| Track front/rear | mm |  |  | 1631/1612 |
| Ground clearance | mm |  |  | 106 |
| Turning circle | m |  |  | 12.1 |
| Tank capacity | appr. l |  |  | 80 |
| Cooling system incl. heating | l |  |  | 18.5 |
| Engine oil1) | l |  |  | 8.4 |
| Weight, unladen, to DIN/EU | kg |  |  | 1875/1950 |
| Max. load to DIN | kg |  |  | 500 |
| Max. perm. weight, overall | kg |  |  | 2375 |
| Max. perm. axle load front/rear | kg |  |  | 1180/1220 |
| Max. perm. trailer load (12%) braked/unbraked | kg |  |  | –/– |
| Perm. roof load/trail download  | kg |  |  | –/– |
| Luggage capacity | l |  |  | 460 |
| Air resistance | cd x A |  |  | 0.32 x 2.29 |
|  |  |  |  |  |
| Engine |  |  |  |  |
| Configuration/No. of cyls./valves |  |  |  | V90/8/4 |
| Engine technology |   |  |  | M TwinPower Turbo technology with cross-bank exhaust manifold, Twin Scroll Twin Turbo technology, High Precision Direct Petrol Injection, VALVETRONIC and Double-Vanos |
| Capacity | cc |  |  | 4395 |
| Stroke/bore | mm |  |  | 88.3/89.0 |
| Compression ratio | :1 |  |  | 10.0 |
| Fuel grade |  |  |  | RON 98 (min. 95) |
| Max output | kW/hp |  |  | 412/560 |
| at | rpm |  |  | 6000 x 7000 |
| Torque | Nm |  |  | 680 |
| at | rpm |  |  | 1500 – 5750 |
|  |  |  |  |  |
| **Electrical system** |  |  |  |  |
| Battery/installation | Ah/– |  |  | 105/luggage comp |
| Alternator | A/W |  |  | 210/2926 |
|  |  |  |  |  |
| **Driving dynamics and safety** |  |
| Suspension, front |  | Double track control arm with M-specific elastokinematics, small, negative steering roll radius, anti-dive |
| Suspension, rear |  | Integral-V multi-arm axle with M-specific elastokinematics, spatial suspension with anti-squat and anti-dive |
| Brakes, front |  | Six-piston fixed-calliper compound disc brakes |
| Diameter | mm |  |  | 400 x 36/vented |
| Brakes, rear |  | Single-piston floating-calliper compound disc brakes |
| Diameter | mm |  |  | 396 x 24/vented |
| Driving stability systems |    | Standard: DSC incl. ABS, ASC and MDM (M Dynamic Mode), CBC (Cornering Brake Control), DBC (Dynamic Brake Control), Dry Braking function,Start-Off Assistant, M Dynamic Damper Control, Active M Differential, linked to ICM (Integrated Chassis Management) |
| Safety features |    | 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 integrated belt latch tensioner and belt force limiter at the front, crash-activated head restraints at the front, crash sensors, Tyre Defect Indicator |
| Steering |  | Hydraulic rack-and-pinion steering with M-specific Servotronic function |
| Overall steering transmission | :1 |  |  | 13.05 |
| Tyres front/rear |  |  |  | 265/35 R20 102Y295/30 R20 104Y  |
| Wheels front/rear |  |  |  | 9.5J x 20 light-alloy10.5J x 20 light-alloy |
|  |  |  |  | BMW M6 Gran Coupe |
|  |  |  |  |  |
| BMW ConnectedDrive |  |  |  |  |
| Comfort |  | Optional: BMW Assist incl. Enquiry Service, remote-control functions,Real Time Traffic Information, BMW TeleServices,integration of mobile devices |
| Infotainment |  | Optional: internet access, BMW Online incl. Park Info, National Info, Google Local Search, News, Realtime Weather, BMW Routes, Office functions, Bluetooth Audio Streaming, Online Update Music Tracks, Apps |
| Safety |  | Optional: High Beam Assistant, Park Distance Control,rear-view camera, Surround View incl. Top View and Side View,BMW Night Vision with pedestrian recognition, Head-Up Display,Lane Change Warning, Lane Departure Warning incl Collision Warning, Speed Limit Info with No Passing Info, Advanced eCall |
|  |  |  |  |  |
| **Transmission** |  |  |  |  |
| Type |  | Seven-speed M Double Clutch Transmission with Drivelogic |
| Gear ratios I | :1 |  |  | 4.806 |
|  II | :1 |  |  | 2.593 |
|  III | :1 |  |  | 1.701 |
|  IV | :1 |  |  | 1.277 |
|  V | :1 |  |  | 1.000 |
|  VI | :1 |  |  | 0.844  |
|  VII | :1 |  |  | 0.671 |
|  R | :1 |  |  | 4.172 |
| Final drive | :1 |  |  | 3.154 |
|  |  |  |  |  |
| **Performance** |  |  |  |  |
| Power-to-weight ratio | kg/kW |  |  | 4.6 |
| Output per litre | kW/l |  |  | 93.7 |
| Acceleration 0–100 km/h | s |  |  | 4.2 |
|  0–1000 m | s |  |  | 21.7 |
| In 4th/5th gear 80–120 km/h | s |  |  | 3.6/4.5 |
| Top speed | km/h |  |  | 250/305 2) |
|  |  |  |  |  |
| **BMW EfficientDynamics** |  |  |  |  |
| BMW EfficientDynamics measures as standard |  | Brake Energy Regeneration with recuperation display, Auto Start-Stop function, intelligent lightweight construction, on-demand operation of ancillary units, flow rate-controlled power steering pump, tyres with reduced rolling resistance |
|  |  |  |  |  |
| **Fuel consumption EU** |  |  |  |  |
| Urban | l/100km |  |  | 14.0 |
| Extra-urban | l/100km |  |  | 7.6 |
| Composite | l/100km |  |  | 9.9 |
| CO2 | g/km |  |  | 232 |
| Emission classification |  |  |  | EU5  |
|  |  |  |  |  |
| **Insurance category (German)** |  |  |  |  |
| KH/VK/TK |  |  |  | 3) |

Technical specifications valid for ACEA markets; data relevant to homologation only apply to Germany (weights)

1) Oil change quantity

2) In conjunction with optional M Driver’s Package

3) Information not yet available

3. Exterior and interior dimensions.

