

The New BMW 6 Series Convertible

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1.1 World Debut of the New BMW 6 Series Convertible.



Fascinating design, thrilling technical features, athletic top-of-the-range performance – precisely these are the ingredients offering four passengers unlimited driving pleasure with only the sky above: Introducing the new 6 Series Convertible, BMW has created a dream car in both its looks and technical highlights.

Thanks to its new side fin roof, the 6 Series Convertible, like the 6 Series Coupé, stands out through its sheer presence and elegant lines – the fins offer the same visual effect as wide C-pillars, with a coupé-like, exclusive look. And with the roof down, the Convertible clearly reveals its unique character, skillfully combining the athletic attributes of the sporting Coupé with styling elements of a luxurious 2+2-seater Convertible. At very first sight, therefore, the new Convertible offers a glimpse of the exceptional driving agility so typical of the BMW 6 Series.

A car for the demanding customer.

Driving with the roof down, the purchaser of a convertible wishes to express his – or her – personal lifestyle. Precisely for this reason, BMW has created this unique, authentic variant of the 6 Series for the true aficionado of open-air motoring. So that each and every customer is able to choose his own exclusive car rendering his personal dreams in motoring.

In both cases the supreme innovative power and exemplary quality standard offered by BMW guarantee that the Convertible and the Coupé come with optimum driving pleasure, supreme motoring comfort, outstanding safety and everyday driving qualities all in one.

V8 power unit for dynamic open-air driving pleasure at all times.

The Convertible is entering the market in the guise of the top-of-the-range 4.4-litre 8-cylinder BMW 645Ci. Maximum output is 245 kW/333 bhp, maximum torque 450 Newton-metres/332 lb-ft. Infinite adjustment of virtually all relevant parameters such as valve timing (bi-VANOS), valve lift (VALVETRONIC) and the length of the intake manifolds enables the engine to adjust perfectly to all demands and requirements.

The big advantages for the customer are supreme power and performance, fuel consumption of only 12.8 litres premium plus/100 kilometres or 18.2 mpg US on the manual gearbox model and only 11.5 litres (20.3 mpg US) on the automatic transmission version certainly economical for an 8-cylinder engine of this calibre, as well as superior environmental compatibility (EU4/LEV). So

this is definitely an outstanding engine in an outstanding car, with qualities confirmed not least by the International Engine of the Year 2002 Award.

Ideally combined with one of three six-speed transmissions available on the new model – among them BMW's well-known SMG Sequential Manual Gearbox carried over from Formula 1 and controlled by buttons on the steering wheel – the 645Ci Convertible offers a standard of driving performance only very few sports cars are able to match: Acceleration from 0-100 km/h comes in 6.1 seconds (manual gearbox version; automatic transmission model in 6.2 seconds) and top speed is limited electronically to 250 km/h or 155 mph.

Lightweight construction and drive assistance systems for dynamic performance of the highest standard.

Driving the 6 Series Convertible is a genuine pleasure in every respect – particularly thanks to the extra-stiff body which, benefitting from the special carrier structure, reduces vibrations to a level otherwise only matched by an excellent two-seater roadster and quite unique in the 2+2 convertible segment.

At the same time consistent lightweight engineering limits the weight of the 645Ci Convertible to just 1815 kilos or 4002 lbs (manual gearbox model; automatic transmission version 1820 kg or 4013 lb), allowing axle load distribution of almost 50:50 again so typical of BMW.

Together with rear-wheel drive ideal on a car with this kind of weight distribution and keeping the steering free of any adverse influence from the drivetrain, the all-aluminium chassis and suspension has everything required for driving characteristics far above the usual standard even in this class, serving in particular to ensure extremely precise response and behaviour.

Among the wide range of BMW chassis and suspension control systems improving the very good regular suspension of the 6 Series Convertible to an even higher standard, particular emphasis should be given to DSC Dynamic Stability Control with its wide range of features and "intelligent" Dynamic Drive available as an option. Dynamic drive compensates body sway in bends almost completely and, by carefully distributing sway motion front to rear, reduces the steering angles required on the road. This, in turn, keeps the Convertible very stable and calm under all driving conditions, allowing the driver to choose a particularly agile, direct and sporting style of motoring.

Active Steering for even better handling.

BMW's innovative Active Steering serves to additionally boost your safe and comfortable driving pleasure already "standard" on the 6 Series thanks to BMW Servotronic. Now, benefitting from Active Steering available as an option, the driver is able to control his 6 Series Convertible even more directly at low speeds and, as a result, with a far higher standard of agility and

precision, while the steering becomes less direct at higher speeds for even better and smoother directional stability.

Active Steering also features yaw rate control and is networked directly with the DSC system. It is thus able to intervene at an early point in time via the steering angle on the front wheels, stabilising the car and allowing small corrections, which in turn reduces intervention of DSC Dynamic Stability Control in the lower response range. In a nutshell, therefore, Active Steering and DSC form an ideal team.

Adaptive Headlights for even greater safety on the road.

Optional Adaptive Headlights are another breakthrough innovation from BMW. These headlights significantly improve the very good illumination already provided by the bi-xenon lights on the new 6 Series Convertible, the swivelling headlight units illuminating the road ahead and the surroundings up to 90 per cent better than before.

To provide this superior function, the control unit for the high and low beams receives the latest information from the car's on-board network on the steering angle, yaw rate, and road speed, swivelling the bi-xenon headlight modules in both directions as required while on the road by means of an electric motor. The result is a significant improvement of safety when driving on winding roads at night.

Roof with perfect noise and heat insulation.

The newly developed roof clearly underlines the practical qualities of BMW's new Convertible: The noise- and heat-insulating layer made of PUR plastic between the rubberised outer layer and the inner lining dampens exterior noise just as effectively as it braves the wind and weather. The result is a very low noise level within the 6 Series Convertible, allowing relaxed conversation within the car even at high speeds.

The vertical rear window between the fins on the roof is made of glass and is electrically heated. As a further feature, the rear window can be retracted completely into the luggage compartment bulkhead by means of an electric motor with the roof both open and closed. This creates a draught-free ventilation effect similar to that offered by a sliding roof in a saloon.

It almost goes without saying that all side windows can also be retracted fully into the body of the car.

Opening with full power operation, the softtop disappears completely within a matter of seconds beneath the firm cover on the roof compartment. And once the roof has been closed, the variable roof compartment folds up conveniently with just one turn of your hand, providing even more space within the luggage compartment.

The all-electric process in opening the roof starts with automatic release of the front roof bracket on the upper windscreen frame, comfort opening enabling the driver to open or close the roof completely from his cockpit simply by pressing a button or turning the key on the door. Indeed, this you can even do when setting off or in stop-and-go traffic up to a speed of 30 km/h or 20 mph, all windows closing in the process and the softtop locking and unlocking.

The wind deflector, finally, turns the Convertible into a two-seater almost free of draughts. And whenever you need all four seats, the deflector folds up conveniently into the luggage compartment.

Driving comfort for up to four adults.

As a fully-fledged 2+2 convertible, the 645Ci Convertible offers all passengers supreme seating comfort, luxurious features, and an ambience full of style and elegance. Electrical adjustment of the driver's and front passenger's seats featured as standard, with a triple memory function on the driver's seat, adds the final touch of convenience to the seats finished in sophisticated Dakota leather and with an ergonomic body contour.

Sports seats available as an option and also adjustable electrically come with even firmer upholstery and offer even better body support particularly under dynamic driving conditions. A further feature in this case is the adjustable thigh supports.

Judging by the usual benchmark in a convertible, the rear-seat passengers also enjoy the very best in style and luxury: Although the roof is low and aerodynamic like on the Coupé, even adults will enjoy ample headroom at the rear. The two extra-deep, separate leather seats and the contoured backrests offer passengers good side support.

Both rear seats are convenient to reach thanks to Easy Access on the driver's and front passenger's seat. A big advantage in this context is that the seat belts are integrated in the front seats themselves, meaning that the passengers need not fear tripping up when getting on to the rear seats or when getting out again.

Last but certainly not least, luggage compartment capacity of 300 litres with the roof open and 350 litres with the roof closed enhances the practical benefits of the new Convertible. This is sufficient space for one large and one small hard-shell suitcase or, respectively, two 46-inch golf bags plus a medium-sized hard-shell suitcase. And thanks to optional through-loading as well as the ski-bag, the driver and passengers are able to take along two pairs of skis or a snowboard without limiting space available inside the passenger compartment.

Dynamic harmony within the interior.

Inside, the Convertible bears a clear resemblance with the 6 Series Coupé, again following the philosophy of "dynamic harmony". The term "dynamic" relates in this case to the tension and motion of surfaces and lines, "harmony" standing for the way in which these surfaces and lines interact and relate to one another. As a result, the interior corresponds perfectly with the attractive exterior design of the 6 Series Convertible.

Perfectly finished materials such as high-quality leather, wood or metal, as well as careful choice of matched and contrasting colours in discreet style, create a luxurious ambience without neglecting the need for superior function.

Accordingly, all functions significant to the driver are located ergonomically on or around the steering wheel. And nearly all functions relevant to both the driver and front passenger alike are to be found in the area of the centre console.

The central control element in this area is the Controller allowing the driver (and front passenger) to mastermind nearly all comfort functions in the 6 Series Convertible via the Control Display.

Head-Up Display presenting the most important features to the driver.

BMW's highly innovative Head-Up Display available as an option projects important information while driving directly into the driver's line of vision. This includes the current road speed, navigation instructions, speed limits and feedback from the Check/Control. The virtual image provided by the Head-Up Display is presented in front of the driver seemingly on the road ahead, allowing even more relaxed and thus safer motoring, since the driver is no longer required to take his eyes off the road.

Innovative voice entry system.

Like the Head-Up Display, the innovative voice entry system enhances BMW's iDrive control philosophy in the interest of even greater motoring comfort and safety. This system is available in conjunction with the Professional navigation system and the Car Communication Computer (CCC).

The key feature of voice entry is the option to select all essential iDrive comfort functions by voice entry while driving, without taking one's eyes off the road even for a split-second. This allows the driver to activate nearly all display functions through his voice alone.

Since the system operates independently of the individual speaker or voice, there is no need to train your voice in a time-consuming process of trial and error.

An intelligent text-to-speech function serves in addition to read out e-mails, SMS messages, the names of radio stations, as well as lists of other selected items.

Entering defined short commands, the driver is also able to activate an extended range of iDrive functions, and last but not least the Control Center enables the user to access BMW Online services providing selected internet-based options.

Audio system in HiFi quality.

A HiFi system with 8 loudspeakers fitted as standard offers optimum audio quality for the driver and passengers enjoying the new BMW Convertible. And the optional TOP HiFi system with a total of 11 loudspeakers, finally, turns the new BMW Convertible into a genuine open-air concert arena. In this case the central loudspeaker integrated in the instrument panel, subwoofers in the rear side panels, as well as the five-channel LOGIC7 equaliser concept ensure a particularly authentic all-round sound effect in studio quality, regardless of the audio format the driver may prefer.

Supreme passive safety also when driving with the roof down.

It goes without saying that the BMW 6 Series Convertible meets the toughest safety standards, one important feature being the automatic rollbars fitted as standard and activated whenever required, regardless of whether the roof is open or closed. The new Convertible also comes with the most advanced restraint systems such as inertia-reel belts with belt latch tensioners integrated in the seat backrests, intelligently controlled head and side airbags, as well as knee airbags for the driver and front passengers (USA).

Interacting with the ultra-stiff body and, in particular, the specially reinforced A-pillars, these safety features in the 6 Series Convertible offer excellent crash safety of the same supreme standard as in the 6 Series Coupé.

1.2 The Fin-Structure Roof: Fascinating Looks and Outstanding Benefits.

Introducing the new 6 Series Softtop Convertible, BMW is offering the aficionado of open-air motoring the classic type of roof many customers regard as natural and, indeed, absolutely essential on a convertible, just like circular dial instruments in a sports car. BMW thus offers all the benefits of a soft roof versus a collapsible metal roof in terms of design, package dimensions, and weight. At the same time innovative ideas serve to minimise the inherent disadvantages of a softtop, particularly in terms of soundproofing and thermal insulation.

Design: fin look with the roof open and closed.

Featuring fin softtop technology for the first time in automobile production, the new Convertible comes with the same dynamic contours as the 6 Series Coupé. And to provide the same characteristic, smooth line from the roof to the rear end of the car, the C-pillars are appropriately wide, creating this special concept of "fins". A further, by all means desirable side-effect of this design concept is that this is the first convertible in the world with that typical "Hofmeister kick", the design element in the rear side window so characteristic of BMW.

Further attention to detail is borne out in this context by the shaft strip on the rear side window split into two pieces to precisely continue the colour of the roof at the end of the "Hofmeister kick" into part of the shaft trim.

Repeating the design and look of the fins in the form of plastic trim on the roof compartment, the new 6 Series Convertible retains its characteristic look even with the roof open. To match the colour of the interior, this cover comes in either Basalt grey or Black. Through its colour and shape as well as its flair full of quality and sophisticated style, it perfectly rounds off the flowing lines of the interior with its harmonious and dynamic design.

Roof dimensions: folding into a compact package for an extra-large luggage compartment.

The roof structure made of steel bars proves the superior strength and solidity of the 6 Series Convertible. The most significant advantage of this steel structure, however, is its compact dimensions: Although the roof has to cover a relatively long passenger compartment from the windscreen to the rear window, it folds up into a very compact package providing extra space for a luggage compartment very large for a convertible. A collapsible metal roof, by contrast, takes up much more space when folded.

This benefit is also attributable to the plastic trim on the roof cover serving not only to ensure good looks, but also superior functions: Surrounded by PUR foam plastic, the LFI (long -fibre injection) moulded element is hollow inside and therefore forms the upper edge on the roof compartment.

Vertical rear window between the fins.

A conventional window at the rear would have taken up a great deal of space and capacity, since such a glass window integrated in the softtop would have been very large due to the shallow rake of the roof, with a corresponding reduction of luggage compartment capacity when driving with the roof down. And at the same time visibility to the rear would have been significantly impaired, since the tightening bracket on a conventional roof extending from one side to the other would have seriously obstructed the open line of vision available.

Now the fin structure makes such a tightening bracket superfluous. And instead of a huge flat window at the rear, the 6 Series Convertible comes with a vertical window hardly taking up any space in the luggage compartment while at the same time, despite its far more compact dimensions, offering the driver much better visibility to the rear. Yet a further advantage is that this vertical rear window is fully independent of the roof structure and bars, and may be moved up and down by itself, regardless of whether the roof is open or closed.

Unique air extraction ensuring a perfect climate inside the car.

With the softtop closed the glass window between the roof fins allows a very special comfort function unique the world over: The rear window moves up and down electrically between the luggage compartment and the rear bulkhead, retracting fully into the body for effective, draughtfree ventilation of the interior. The effect is at least as good as with a sliding roof on a fixed head coupé, and when it comes to driving noise this structure is even quieter and more efficient.

Contrary to common opinion, driving with the roof down on a very hot day is not necessarily advisable, since sunglare is simply excessive and the car's occupants may easily suffer sunburn or even a heat stroke. Lowering the side and rear windows, however, the driver and occupants enjoying the new 6 Series Convertible can still take in all the fresh air they want – almost like driving with the roof down, but at the same time well protected from the sun.

When driving with the roof down and with passengers at the rear, a further option is to leave the rear window standing upright to protect at least somewhat shorter rear-seat passengers from draughts and air swirls. And another advantage of this very special rear window is that in winter the heated window de-ices much more quickly, since ice or snow are hardly able to rest and cling tight to the window due to its vertical position.

Low weight of the softtop benefits the car's driving dynamics.

Last but certainly not least, another advantage of the softtop roof is its lower weight compared with a collapsible roof structure— especially on a car as dynamic as the BMW 6 Series. An important point to be considered in this context is that extra weight not only impairs road performance in general, but also has a very negative effect in this case, with the roof, when opened, being stowed directly above the rear axle. With a soft roof, however, this extra load is so small that the 6 Series Convertible retains its ideal 50:50 load distribution typical of a BMW almost in full. The bottom line, of course, is that the 6 Series Convertible is an extremely dynamic car regardless of whether the roof is open or closed.

Ultra -modern technology for superior comfort.

To give the softtop the same high standard as a collapsible roof cabrio as well as a fixed-head coupé also in terms of acoustics and thermal insulation, the rubberised upper roof layer absolutely wind- and water-tight is backed up by PUR foam inside. This innovative polyurethane foam insulation is much more effective than a conventional layer of fleece, reducing wind noise by up to 3 dB (A).

The fully automatic power roof opens both by remote control and by means of a button in the instrument console, a total of six hydraulic cylinders performing the actual opening and closing movement on both the roof and the roof compartment lid. With the roof open, the roof compartment lid made of special SMC plastic protects the softtop within the compartment with maximum efficiency, keeping out water and dirt.

The complete process of opening or closing the roof takes less than 25 seconds. Within this short period the rear window and all side windows are also retracted or moved up as required, and the softtop is fastened electrically on to the windscreen frame and, respectively, the roof lid.

Opening and closing the roof even while driving.

Many a customer often wishes to use a short stop at the traffic lights to open or close the roof. And should the short time available in such a case ever be insufficient, the driver of the 6 Series Convertible need not worry, since he is able to start off all the same, continuing the process of opening or closing the roof up to a road speed of 30 km/h or 20 mph. Then, should the driver exceed this speed limit, he will be informed by a warning signal that the process of opening or closing the roof has not yet been concluded.

The 6 Series Convertible comes with a specially developed wind deflector as special equipment when driving with up to two occupants with the roof down. Designed and optimised in the wind tunnel, this special equipment offers the driver and front passenger utmost comfort in terms of draught-free motoring and open-air driving pleasure. Fitted above the rear seats, the wind deflector is obviously conceived for use by the driver alone or with only one passenger at

the front. Then, collapsing at two points, the deflector goes into a special bag taking up only very little space inside the luggage compartment.

The wind deflector itself is made of a fine-mesh net within a powder-coated aluminium profile frame fastened on to the body of the car by means of glass-fibre-reinforced plastic cornerpieces and hinges.

When driving with the roof down and with four passengers in the car, the vertical rear window offers the passengers at the rear a certain degree of protection from wind and draughts, although admittedly this cannot be compared with the superior protection provided by a full-size wind deflector.

1.3 Design: Dream Looks of a Dream Car.

Many enthusiasts will agree that a dream car simply cannot have a – fixed – roof. Instead, a real "dream-mobile" comes with nothing but the sky above, naturally enhanced by athletic power from the engine and supremacy on the road in every situation.

More than any other type of body design, therefore, the convertible offers all the ideals of freedom, joy of life, and thrilling technical features. This applies particularly to the new BMW 6 Series Convertible blending all the virtues and the heritage of other open-air two- and four-seater BMWs with the attributes of BMW's highly advanced luxury performance models in the market today: dynamic performance, superior comfort, aesthetic design, and sheer exclusivity.

An individual car for the individual customer.

Like driving in the open air, driving a coupé is the expression of an individual – but very different – lifestyle. And precisely with this in mind, BMW has created a very different and convincing version of the new 6 Series full of character for the aficionado of both coupé and convertible motoring. Indeed, any other alternative would have been a – poor – compromise: a convertible with a collapsing roof, a coupé for driving in the open air.

A closer look at such a compromise clearly reveals its drawbacks: A collapsing hard roof takes up a lot of space in the luggage compartment and adds extra weight detracting from the car's dynamic driving pleasure.

Precisely this is why BMW has opted in favour of a more sophisticated solution for the 6 Series Convertible, even though the concept chosen was more expensive in development and is more demanding in production. The result, however, is that every customer receives "his" exclusive car reflecting all his automotive dreams. At the same time the high standard of BMW innovation and exemplary quality so typical of the brand ensure that both the Coupé and the Convertible give the customer unrestricted driving pleasure, supreme comfort, beautiful design, maximum safety, and all-round everyday driving qualities.

Exterior design: emotional from every angle.

It's a simple fact of life that you choose a convertible with your heart – and often your first impression remains forever. The 6 Series Convertible, reflecting this philosophy, is full of presence, striking appeal and interesting highlights

from every angle. The curved surfaces are a clear symbol of power and arouse emotions. The strong character lines flow softly along the car, without a strict beginning and a fixed end. Harmoniously, they join the front, side and rear to form an entity reminiscent of a living sculpture.

Like only a few other convertibles, the 6 Series Convertible is a perfect blend of all shapes and dimensions. The car's design language is consistent, taking up and reflecting the principles of sculptural design re-interpreted in a very special, unique manner. With the roof open or closed, the design of the 6 Series Convertible reflects the look of a timeless, three-dimensional sculpture which, regardless of light, location and line of vision, powerfully attracts the attention and emotion of the beholder.

From the front: sharp eagle eyes with a truly fascinating look.

The dual headlights with strongly curved contours at the bottom give the very low and wide Convertible (width 1855 millimetres/73.0", height 1373 millimetres/54.1") a very powerful look full of presence from the front. Indeed, this look may certainly be compared with the eyes of an eagle in a double sense of the word, the Convertible's bi-xenon headlights featured as standard truly being very "sharp" thanks to Adaptive Headlight technology available as an option.

Parking light rings on the high and low beams present the clear message that this car is a luxury performance BMW, the headlights themselves almost being reminiscent of pupils. The direction indicators extending across the headlights like a narrow horizontal strip merge down almost like an "eyeliner" to the muscular, curved wheel arches, enhancing the impression of a powerful automotive "face".

Two flowing lines serve to stretch out the look of the body, extending to the rear from the extra-wide double kidney grille and, respectively, from the headlights themselves. The upper line swings back along a dynamic curve as a wide "V" from the double kidney down the long engine compartment lid and into the almost delicate A-pillars. Moving down almost dramatically at the sides, this line clearly contours the powerdome on the engine compartment lid to create a particularly muscular impression. The lower line, in turn, starts from the inner "eye corners" of the headlights and first runs parallel to the upper line along the engine compartment lid, then continuing along the sides as the shoulder line.

Reaching the rear of the car, this distinctive line once again takes on its V-shape, ending in a gentle slope around the diffuser lip. The visual impression is a beautiful blend of the front lid and side panels, giving the Convertible a very powerful and determined look from the front.

The athletic qualities of the 645Ci Convertible are symbolised by the front spoiler with its wide air intake between the foglamps at the left and right. And

the sporting qualities of the car are borne out last but not least by a drag coefficient of 0.31 – a truly unique figure in the 2+2-seater convertible market.

From the side: unique and beautiful all in one.

Closely related with the 6 Series Coupé, the new Convertible is a truly unique car to behold at very first sight. Measuring 4820 millimetres or 189.8" in length, the silhouette flows from front to rear in beautiful organic lines initially rising up steeply at the front and then extending smoothly and gently along the engine compartment lid in a slightly upward curve followed by the dynamically designed A-pillar moved slightly back to the rear.

Benefitting from the wide "C-pillar" formed by the fin roof, the Convertible is both sporting and elegant to behold with the softtop closed. Extending as a transparent opening from front to rear, the fully retractable side windows without any frame sections or visible edges create a feeling of lightness almost hovering in the air. And at the same time this design feature gives the 6 Series Convertible a unique touch beyond comparison.

The side-line flows gently from the roof to the rear section, ending in a short and "sluggish" spoiler integrated in the rear lid. This design feature accentuates the sculptural form of the rear end and enhances the special look of the tail lights extending far round into the side of the car and merging at the top into the V-shaped shoulder line extending down in a gentle curve.

The convex character line stretches out beneath the door handle from the muscular curvature of the front all the way to the rear wheel arch, harmoniously defining the side view of the car as two horizontal surfaces creating the impression of a very low side panel and giving the Convertible an even "lighter" and more dynamic appearance. Light falling on to the body above and below this line creates that perfect interaction of light and shade so characteristic of BMW's new design philosophy. And marking the beginning of this line, the side trim complete with its integrated direction indicator in the side intakes reminds the aficionado of classic BMW sports cars such as the BMW 3.0 CSi Coupé or the legendary BMW 507 Roadster.

Symbols of power: 18-inch wheels and 245 tyres featured as standard.

The character line and the striking, curved side-sills beneath the door and in the short overhangs "stretch" the Convertible in its looks and attract the eyes of the beholder to the 18-inch cast aluminium rims in radial-spoke design running on 245/45 R 18 runflat tyres. Both 18- and 19-inch wheels with different-sized tyres (245 at the front, 275 at the rear) are available as an option, including particularly extravagant 19-inch forged aluminium wheels.

From behind: unmistakable with a unique vertical rear window.

With the softtop closed, the rear window fitted in vertical arrangement between the roof fins gives the entire rear end of the new BMW Convertible a

truly unique, unmistakable look. Retracting electrically between the luggage compartment and the rear bulkhead, the rear window ensures perfect air extraction from the interior without the slightest draught – a feature otherwise only matched by a sliding roof. When driving in the open air with four passengers in the car, in turn, you can leave the rear window in its upright position, protecting the rear passengers – provided they are not too tall – from draughts and air swirl. And with the roof and rear window fully retracted, the rear view of the car proudly highlights the headrests at the rear as well as the generous and luxurious ambience of the interior.

Fin look also on the roof compartment lid.

The sculptured, beautifully contoured rear end of the new 6 Series highlights an aerodynamic "lip" integrated in the rear lid, reducing both rear lift and air resistance and thus serving to enhance driving stability and at the same time reduce fuel consumption.

Beneath the rear lid, the driver and his passengers will enjoy a luggage compartment unusually large for a convertible, offering capacity of 300 litres with the roof open and even 350 litres with the roof closed. This extra space is made possible by special plastic trim in fin look on the roof compartment and the variable configuration of the compartment itself housing the softtop when lowered. Then, once you close the roof, the roof compartment folds up within a matter of seconds to provide extra space for luggage and other items.

The two-piece rear lights are an outstanding example of attractive design and functional technology. Rising up above the bumper, the upper section of the rear lights is integrated in the side panels, ensuring good visibility of the car also from the side in the dark. And with the front direction indicators extending into the side panels as a kind of "eyeliner" above the headlights, the rear direction indicators form a clear border beneath the rear lights. Like at the front, finally, the direction indicators when active emit a yellow light, but otherwise come in a white look when switched off.

The rear lights are formed by six LED-fed light conductor rods, integrating the particular design and style of the parking light rings now so characteristic of BMW in the headlights at the front. The lower section of the tail lights forms a delicate light window in the bumper comprising the rear fog warning light, reversing lights, and the reflecting beams.

Together with the upper light element and the high-rise brake light integrated in the airflow lip, this light window ensures very sophisticated and striking light geometry giving the 6 Series Convertible a very high recall factor. Another special feature also helps to make the 6 Series Convertible absolutely unmistakable whenever the driver applies the brakes, LEDs in the high-rise brake light forming a banner of individual light dots and thus taking up the optical impression of the LEDs in the brake lights themselves.

Form and function to the last detail: lights with dynamic airflow contours.

Aerodynamic airflow contours integrated in the rear lights again serve to improve the car's aerodynamic coefficient, minimising both lift forces at the rear as well as yaw momentum in the interest of even better fuel economy and driving stability. In particular, however, the lights ensure an even higher standard of safety by helping to avoid accidents from behind: The extra-bright, fast-response, maintenance - and wear-free LEDs in the brake lights exceed the usual standard by far. At the same time these brake lights feature the Brake Force Display, an adaptive brake light system for even greater safety on the road: Whenever the driver applies the brakes hard or even all-out, the BFD enlarges the brake light area, clearly showing motorists following from behind that the driver of the 6 Series Convertible is braking hard. And this, obviously, minimises the risk of bumper-to-bumper accidents from behind.

Last but certainly not least, a particularly striking touch is added by the flat, oval tailpipes at the end of the twin-chamber exhaust system made of stainless high-standard steel and positioned dominantly to the left and right of the diffuser lip.

Uncovered at the top, covered at the bottom: floor cover for optimum aerodynamics.

The extra-large and smooth underfloor of the 645Ci Convertible makes a significant contribution to the car's drag coefficient of just 0.31 quite exceptional for an open-air model. And the innovative "superlite" material used on the floor cover reduces weight by approximately 35 per cent versus the conventional materials otherwise used for this purpose.

The underfloor cover as such and its specific design and contours ensure a smooth flow of air beneath the car in the interest of minimum drag and lift. The airflow "lips" upstream of the front and rear wheels, in turn, as well as the front spoiler lip, improve the direct flow of air to the wheels, the customer benefitting from this sophisticated aerodynamic design through an even better drag coefficient in the interest of enhanced fuel economy, an even lower noise level, and the effect of dirt and contamination reduced to a minimum.

The interior: dynamic harmony.

The exterior and interior of the BMW 6 Series Convertible blend perfectly to form one complete whole offering a unique feeling of unlimited freedom with the wind rushing by. Here the actual experience is the process of getting to your destination, not necessarily your destination as such.

The innovative design of the interior creates a unique touch of "Dynamic Harmony". "Dynamic", in this case, relates to the interaction, tension and flow of surfaces and lines. "Harmony" stands for the way in which these surfaces and lines support and accentuate each other, the interior and exterior of the 6 Series Coupé thus interacting with unique perfection.

Precisely this is why the design of the interior intelligently takes up specific design features of the exterior, contributing significantly to that unique feeling of Sheer Driving Pleasure so typical of BMW. The cowl trim starting beneath the windscreen extends into the doors on both sides in a dynamic curve, from there merging into and around the armrests. Sitting right in the middle of this flowing ambience, the driver and front passenger immediately enjoy a feeling of strength, comfort and sophistication.

An equally tense and exciting line in the centre console generates a dynamic feeling of forward motion. Starting in the instrument panel, this line extends back diagonally along the centre console, around the armrest and into the rear seats. And finally the organic impression of the interior is rounded off by the fin trim on the roof compartment harmoniously taking up and reflecting the design and colours of the interior.

Top-quality materials and harmonious colours.

Creating the interior of a convertible is a genuine challenge for the designer in two respects. First, the driver and his passengers wish to feel pampered, comfortable and genuinely cocooned both with the roof closed and open. The challenge, therefore, is to achieve perfect harmony of aesthetic looks and functional excellence. Dark colours in the interior should not look drab or dreary with the roof closed, while in bright sunshine a light interior might appear cold and rejecting. And it goes without saying that the choice of materials must always live up to the very different light conditions in a convertible, on the one hand offering the desired contours, on the other hand avoiding any undue or excessive reflection.

BMW's interior "architects" responsible for the 6 Series Convertible have met this challenge through the creation of a genuine masterpiece: Perfectly finished materials of the highest quality, for example the very best leather and wood, harmonise ideally with a sensitive combination of discreet, matching colours, creating a truly sporting and elegant ambience in the process.

Apart from the seats, the armrests, door closing handles, door inserts and side panels as well as the covers and lids on the centre console are all finished in leather. Elaborate interior trim coming as standard in Pearl Gloss Ruthenium galvanic finish and as an option in Light or Dark Birch give the Convertible outstanding style and class in every respect. At the same time the wide range of features and colours gives the customer highly individual choice in creating an interior ranging from discreet understatement all the way to extravagant luxury.

Leather seats featured as standard in the 6 Series Convertible.

From the ground up, the standard seats come in top-quality Dakota leather easily braving even the worst wind and weather and at the same time offering the highest standard of luxury. These leather seats are available in Black,

Cream Beige, and Chateau, in each case with precisely sewn seams adding the final touch of refinement.

Optional, exclusive High Performance leather upholstery features Pearl leather together with interesting trim highlights, in this case with the centre console, sun visors and front seat backrests at the rear also finished in leather to give the interior an even higher standard of formal harmony. The colours available in this case are Black, Cream Beige, and Reed.

Interior in typical BMW design with a double binnacle.

Again reflecting BMW's interior design philosophy, the Convertible features a double binnacle instrumentation system within the cockpit. The first bin nacle accommodates the instrument cluster made up of the speedometer and rev counter in classic two-eye design. Presented in fine-scale chronometer look, both of these instruments come in matte -chrome ornamental surrounds. The fuel tank, oil temperature and other displays are also housed here. The second binnacle right in the middle above the centre console accommodates the Control Display presenting information with the same clarity to both the driver and front passenger.

Driver-oriented cockpit.

All functions crucial specifically to the driver are positioned ergonomically on or around the steering wheel. Nearly all functions relevant to both the driver and front passenger, in turn, are grouped together consistently on and around the centre console. Clearly, this keeps the interior very tidy and uncluttered, with only a few visible switches and controls.

This superior layout and configuration is ensured above all by the Controller serving as the central control unit operated via the Control Display to activate and mastermind nearly all comfort functions in the BMW 6 Series. And with the Controller being fitted in the extension of the armrest height-adjustable to two levels, the user's arm always rests conveniently on top in the interest of extra comfort and control ease.

1.4 The Drivetrain: Supreme Power and Perfect Refinement.

Supreme performance, well-balanced economy, and exemplary environmental compatibility – these are the fortes of the new 6 Series Convertible. And boasting BMW's 4.4 -litre 8-cylinder within the engine bay of the top-of-the-range 645Ci Convertible, the new model has all the power and refinement of a truly outstanding driving machine. Indeed, this milestone in engine technology only recently received the International Engine of the Year 2002 Award, the "Oscar" in engine technology, as it is often called – a prize, quite simply, that lauds BMW for developing and building the best 8-cylinder in its class.

The top performance of a thoroughbred sports car.

This praise by experts is confirmed by convincing facts and figures: Maximum output of 245 kW/333 bhp at 6100 rpm, maximum torque of 450 Nm/332 lb -ft at a moderate 3700 rpm.

Clearly, this kind of power means dynamic performance on the road, the 645Ci Convertible accelerating dynamically to a top speed limited electronically to 250 km/h or 155 mph. Acceleration from 0-100 km/h takes just 6.1 seconds in the manual gearbox model (versus 6.2 seconds with automatic transmission), and in fourth gear the manual gearbox version covers the sprint from 80 –120 km/h (50 – 75 mph) in 5.5 seconds – clear proof of the engine's irresistible muscle and clear confirmation of that extra power and safety so important when overtaking another vehicle. Perhaps the most important point, however, is that the V8 offers an almost sensual driving experience, making it an outstanding pleasure to savour the pure agility and dynamism developed so spontaneously even when pressing down the gas pedal ever so gently.

Leadership in engine technology for efficient dynamics.

This supreme performance and the equally outstanding refinement of the engine are attributable first and foremost to infinite control and adjustment of virtually all engine parameters such as valve timing (bi-VANOS), valve lift (VALVETRONIC), and the length of the intake manifold.

A further feature is the currently most advanced and sophisticated engine management masterminding not only the engine functions as such, but also the Dynamic Drive Control (DDC) for even more sporting and dynamic drive characteristics at the touch of a button. Monitoring the car's on-board power management, DDC switches off power-consuming items currently not

required in order to provide sufficient energy to other units and power consumers taking priority at any given point in time.

Finally, DDC also controls the innovative air flow and supply system behind the BMW kidney grille ensuring exactly the right flow of air for cooling the engine and ancillary systems by opening the air vents as required.

Otherwise, when not needed, the air vents remain closed in the interest of superior aerodynamics and to warm up the engine more quickly to its normal operating temperature.

The V8 power unit is a genuine trendsetter also in terms of emission control: Complying with the currently strictest EU4 emission standard in Europe, the BMW 645Ci Convertible already fulfills the requirements today not coming into force within the European Union until 2005 – which in Germany and Sweden qualifies the lucky owner of this car for a reduced rate of road tax. In the USA, in turn, the 645Ci Convertible is rated as an LEV (Low Emission Vehicle), again with all the usual advantages.

This superiority is ensured by the two-chamber exhaust system featuring catalytic converters close to the engine itself, completely welded and made of stainless steel in the interest of a long service life. Exemplary fuel economy and environmental compatibility thus prove that the BMW V8 is exactly the right engine for the driver's emotions and common sense all in one.

A deep, throaty rumble as a clear sign of 8-cylinder supremacy.

The exhaust system with its two striking, flat-oval tailpipes appeals to the passion and common sense of the enthusiast also in its second function by giving the new 6 Series that unique sound of a sophisticated V8: Hardly audible when idling, the engine quickly builds up that "beefy" rumble of an 8-cylinder so typical of a large-capacity sports car power unit when revving up, without appearing pretentious or obtrusive at any time. On the contrary – both the occupants and passers-by will perceive the engine as a deep and throaty chortle – as a perfect reflection of superior power and an appropriate acoustic message highlighting the sporting and dynamic ambitions of the new BMW Convertible.

Six gears for the right ratio at all times.

The 645Ci Convertible comes as standard with a six-speed manual gearbox. And despite its low weight of just 53 kg or 117 lb, the gearbox is designed for maximum torque of 600 Nm or 442 lb-ft and a speed limit of 6500 rpm, making it one of the most high-powered manual gearboxes for a passenger car.

Top speed comes in both fifth and sixth gear, in the latter case with an even lower interior noise level thanks to the reduction in engine speed. Gearbox

noise, finally, is additionally reduced by the high-rise gear flanks running with a large side angle and with optimum overlap.

With sixth gear serving primarily to ensure smooth and fuel-efficient motoring at high speeds, the gear increments in the lower gears give the 645Ci extremely powerful acceleration at all times and at all speeds, enabling the driver to capitalise on engine power much more efficiently than with a five-speed gearbox.

Offering a crisp, smooth and light gearshift again typical of BMW, the manual gearbox is even more comfortable and precise than before. This is furthermore the first gearbox connecting the gearshift via the central shaft with a gearshift gate within the gearbox housing itself, gear travel transmission featuring swinging arms in order to reduce gearshift forces on the central gearshift shaft.

SMG technology: shifting gears like in Formula 1.

Available as an option, the six-speed Sequential Manual Gearbox offers the sporting and ambitious driver a remarkable choice: He can shift gears either like in Formula 1 by means of paddles on the steering wheel or by briefly "flicking" the centre gearshift lever in the desired direction.

In each case the gearbox control unit is informed by an electric cable (shift by wire) of the gear selected, the control unit reducing engine power and torque for split-seconds during gear transition, disengaging the clutch, shifting the gear as such, engaging the clutch again, and finally building up engine power. The clutch pedal, therefore, becomes a thing of the past and the driver is not even required to take his foot off the accelerator when changing gears.

As the name indicates, the Sequential Manual Gearbox shifts gears in sequence, avoiding any risk of shifting to the wrong gear in the process. Briefly pushing the shift lever or the paddles several times in a row, the driver is nevertheless able to "skip" a gear whenever he wishes.

A further important advantage of SMG is that the driver is able to leave his hands on the steering wheel when shifting gears, since he only needs his fingers to operate the paddles – and this, clearly, means extra safety, for example on a winding mountain road. The main point, of course, is that the a sequential gearshift is faster than any other manual shift process, SMG shifting gears in just 150 milliseconds and significantly enhancing the dynamic performance and sporting character of the 6 Series in the process.

Whenever the driver does not feel like shifting gears manually, he can leave things to the Gearbox Control System in the Drive Mode: Once pre-selected from the central shift lever, this system shifts gears automatically on the 6 Series as a function of map control and the respective driving situation, the gear currently in mesh being clearly presented to the driver on the instrument panel.

Six-speed automatic transmission combining dynamic performance and motoring comfort.

Available as an option, the six-speed automatic transmission also improves the car's acceleration and start-off performance with its first gear designed for supreme power and traction. At high speeds, in turn, sixth gear reduces engine speed, helping to minimise driving noise and fuel consumption in the process. And featuring BMW's electronically masterminded Adaptive Transmission Management (ATM), the automatic transmission adjusts to the specific kind of driver and driving conditions, serving, for example, to avoid unnecessary gearshifts in bends or stop-and-go traffic.

Also integrated in the automatic transmission, Steptronic even allows the driver to shift gears manually: All you do is move the gearshift lever from automatic position "D" to the left into shift lane M/S in order to activate the Sports gearshift programs. Then, by flicking the selector lever forwards or backwards, the driver can change gears within the Steptronic mode any way he wishes.

Making the 6 Series even more dynamic at the touch of a button.

Pressing the DDC Dynamic Drive Control button standard on all transmissions, the driver is able to change the characteristics and features of the drivetrain and steering for even more sporting and dynamic performance in the interest of enhanced driving pleasure.

1.5 Chassis and Suspension: Active Steering for Even Greater Agility.

Dynamic performance, agile handling, active safety, and superior driving comfort – by tradition, BMW has always offered its customers the highest standard of suspension and chassis technology in every respect.

Within its segment the new 6 Series certainly holds pole position, no other 2+2-seater convertible offering the same level of agility and dynamic performance, plus the excellent comfort features boasted by the 645i Convertible.

This superiority rests on a sound foundation: BMW's all-aluminium chassis and suspension with its well-known benefits such as front-to-rear axle load distribution of almost 50:50, rear-wheel drive and, as a result, smooth and responsive steering not affected in any way by drive forces. Other equally essential factors are the wide track, wheelbase measuring 2780 millimetres or 109.5", and – in conjunction with a low centre of gravity – relatively low overall weight of 1815 kg or 4002 lb (manual gearbox model). It is fair to say, therefore, that the 6 Series Convertible comes with unlimited driving pleasure quite literally "from the ground up".

Precise steering with Servotronic featured as standard.

Driving pleasure, motoring comfort and driving safety depend to a large extent on the accuracy of the steering system and the feedback it gives the driver. In the new 6 Series, steering assistance is masterminded via a control map operating independently of road speed, based on the hydraulic rack-and-pinion steering principle further enhanced by Servotronic. This makes manoeuvring smooth, comfortable and convenient, and reduces the risk of "tearing round" the steering too hard at high speeds.

Active Steering enhancing both driving pleasure and handling.

BMW's innovative Active Steering available as an option ensures even greater driving pleasure and handling on the road. Benefitting from a more direct transmission ratio, the Convertible shows a far more agile and precise response when driven in sporting, dynamic style up to medium-range speeds of approximately 120 km/h or 75 mph – for example on fast and winding country roads, where the driver is hardly ever required to cross over his hands on the steering wheel. Then, with road speed increasing, Active Steering successively cuts back the steering angle and power assistance in the interest

of even smoother directional and driving stability – which, for the driver, means a significantly higher standard of comfort on the road.

In town Active Steering facilitates above all the process of parking, less than two revolutions of the steering wheel serving to turn the front wheels completely from left to right lock. By comparison, the rack-and-pinion steering featured as standard and already optimised on this point requires almost three turns of the steering wheel from lock to lock. Active Steering therefore reduces the driver's steering effort most significantly.

Superimposed steering angle.

Active Steering is based on the principle of a superimposed steering angle, a step motor on the steering box increasing or cutting back the steering lock predetermined by the driver according to specific requirements and driving conditions. In practice this means that the step motor moves in the same direction as the steering position predetermined by the driver up to medium road speeds, thus turning the front wheels somewhat further and reducing the steering forces required.

At high speeds the step motor acts against the predetermined steering position, reducing steering lock on the wheels. This makes the steering transmission ratio more indirect, while at the same time Servotronic increases the level of steering forces required.

BMW Active Steering combines steer-by-wire steering with mechanical transmission of power and an authentic feedback, thus setting the standard in agility, comfort, and safety. And with the steering wheel and steering box still being connected to one another mechanically, the steering still maintains its full response and control functions should the electronic assistance system ever fail to operate properly.

A further important feature is that Active Steering communicates consistently with the DSC control unit, intervening via the steering angle on the front wheels to provide extra stability and modify the yaw angle wherever required. Indeed, this intervention in the steering is faster and is less noticeable to the driver in the lower DSC response range than when the DSC control system itself applies the brakes on the wheels.

Outstanding chassis plus DSC: the perfect team.

The wide range of control systems fitted as standard and interacting with one another under the overall heading of DSC Dynamic Stability Control enhances the already outstanding "basic" chassis and suspension to an even higher level of dynamic performance and active safety in order to cope with the most demanding situations on the road. Permanently monitoring driving conditions, DSC and its sub-functions reduces, say, drive forces or activates the brakes as soon as it detects the risk of the car swerving, thus stabilising the BMW 6 Series Convertible within fractions of a second.

The main components making up the DSC control system are ABS anti-lock brakes incorporating CBC Cornering Brake Control applying the brakes slightly on the inner rear wheel in a bend at medium to high speeds in order to enhance driving stability, as well as ASC Automatic Stability Control intervening in the brakes and electronically controlling engine torque, which enables the vehicle to set off smoothly on slippery gradients without the drive wheels spinning. In practice, therefore, ASC acts in basically the same way as a limited-slip differential.

A further feature is DTC Dynamic Traction Control which the driver is able to activate manually in order to increase traction on the drive wheels especially when driving in winter. DTC slightly raises the response threshold of the stabilising DSC brake intervention effect in the interest of enhanced traction and drive forces, promoting a more sporting and dynamic style of motoring in the process. But it does not in any way detract from the fundamental safety functions maintained by DSC in all cases.

Last but not least, Dynamic Brake Control helps to build up optimum stopping power in a potentially dangerous situation even if the driver fails to press down the brake pedal all-out.

Dynamic Drive to prevent body sway.

As an option the BMW 6 Series Convertible comes with the Dynamic Drive chassis and suspension control system combining sporting driving dynamics with supreme motoring comfort: With the driver and passengers remaining largely unaffected by bumps and unsmoothness on straight stretches of the road, Dynamic Drive suppresses body sway in bends and thus ensures superior agility and stability under all driving conditions. The significant improvement in driving safety, nimble behaviour and steering precision ensured in this way sets standards in suspension technology.

In city traffic, for example, Dynamic Drive eliminates body sway and roll, and even reduces the roll effect to a significant extent on winding country roads at high speeds. In such dynamic driving situations including lane change or evasion manoeuvres, Dynamic Drive exerts precisely the influence and forces required on the car's steering characteristics, in the process improving both steering precision and load change response which, in practice, is tantamount to an even higher standard of active safety on the road.

Dynamic Drive largely eliminates the conflict of interest between handling and vibration comfort, since it allows the springs and dampers to be set primarily to a high standard of comfort in providing exactly the right vibration behaviour. The key elements of Dynamic Drive are two active anti-roll bars integrated in the front and rear axles in lieu of conventional mechanical anti-roll bars.

These active anti-roll bars are made up of a hydraulically operated swivel motor with the swivel motor shaft and swivel motor housing each linked to one

half of the anti-roll bar assembly. Their job is to convert hydraulic pressure into a torsional and, via their connection to the body, a stabilisation force.

When driving in a straight line, the two halves of the anti-roll bars are released in order to avoid unpleasant sway movements on asymmetric road bumps.

Aluminium – the foundation for incomparable driving dynamics.

With the exception of a few components typically subject to high loads such as the tiebars, wheel bearings or bearing pivots, the spring strut thrust rod front axle of the new BMW 6 Series Convertible is made completely of aluminium. The front axle subframe accommodates the steering box, anti-roll bar, wishbones and thrust rods. Shaped like the letter U, the front axle subframe is reinforced by a thrust plate ensuring a higher standard of lateral stability and, as a result, more precise response to loads and forces.

The integral IV rear axle is the ideal configuration for primary chassis and suspension functions such as maintaining wheel camber and ensuring superior comfort. The four control arms holding the wheels on the integral rear axle are not fastened directly to the body, but rather rest elastically in an axle subframe also supporting the final drive mounted on rubber bearings.

The subframe, in turn, is connected elastically to the body of the car via four extra-large rubber elements. Fine bumps and vibrations transmitted from the road on to the tyres therefore first have to pass through these elastic bearing points before being able to reach the passenger compartment of the new Convertible in the first place.

Another reason for the excellent roll comfort of the 6 Series Convertible is the front swinging arm bearing on the rear axle subframe providing an important longitudinal suspension effect in guiding the wheels. The bearings on the rear axle subframe allow additional longitudinal suspension on the entire rear subframe, making a significant contribution to the car's roll and noise control.

Lightweight brakes with aluminium swing callipers at the front.

Extra-large swing-calliper brakes with inner-vented brake discs ensure superior deceleration and resistance to fading on all four wheels of the BMW 645Ci Convertible. The configuration of the discs with a friction ring made of highly carbonised grey-cast iron and the disc support as well as the swing callipers made of aluminium, reduces unsprung masses and cuts back the float effect occurring also when applying the brakes hard by approximately 20 per cent in the interest of long service life. The result is an even higher standard of agility, driving comfort and safety on the road provided by the brake system, the innovative lightweight brake design principle being covered a worldwide BMW patent.

Runflat tyres for puncture-free motoring.

The new 6 Series Convertible comes on runflat tyres, without even requiring a spare or emergency wheel. Reinforced outer walls on the tyres with additional inserts and a particularly temperature-resistant rubber compound enable these tyres to cover a distance of at least 150 kilometres or 90 miles under full load at a maximum speed of 80 km/h or 50 mph, even with the tyres completely empty and without pressure. Carrying a lighter load or with some air left in the tyres, the remaining mileage increases significantly. ABS, ASC and DSC remain fully functional in all cases, and thanks to special double-rim design (Extended Hump 2/EH2), the runflat tyres cannot jump off the rims even under a sudden loss of air. The result, obviously, is an even higher standard of safety particularly at high speeds and on winding roads. And if necessary, conventional tyres may easily be fitted on these rims.

Tyre defect indicator providing a puncture warning.

Fitted as standard, the TDI Tyre Defect Indicator consistently monitors air pressure in the tyres by comparing wheel rotation speed on the basis of the ABS sensor signals. The system immediately recognises any significant loss of pressure due to the change in tyre circumference and the resulting deviation in the speed of rotation, giving the driver an optical warning signal and sounding a warning buzzer. This warning is generated automatically as of a road speed of 15 km/h and with a pressure loss of more than 30 per cent.

1.6 Body Configuration and Passive Safety: Innovative Ideas for Maximum Dynamics and Optimum Protection.

Low weight means greater dynamism, a higher standard of safety, enhanced environmental friendliness, and superior motoring comfort. But reducing weight on a convertible is more difficult than on a closed car where the roof structure makes a significant contribution to torsional stiffness.

To overcome this dilemma, the new 6 Series Convertible opens up a new chapter in lightweight engineering under the heading of "Intelligent Lightweight Technology". And indeed, "intelligent" is the right word, since this design and structural principle provides several positive effects all in one: First, the philosophy to save material reduces weight wherever feasible. Second, components and modules are reinforced by modifications in their design to ensure at least the same high standard of functionality despite the use of less material. Third, conventional materials are replaced by lighter materials to the greatest possible extent, BMW being the first manufacturer, for example, to opt for a "hybrid" body structure in large-volume production. And the new 6 Series is the first model to benefit from this know-how.

Innovative front end ensuring ideal axle load distribution.

A very good example of this intelligent technology is the Weight-Reduced Aluminium Front End (WRAFE), since the 6 Series Convertible is an absolutely unique and different car in its body structure versus the Convertible.

WRAFE is much lighter than a conventional steel-built front section and thus makes a decisive contribution to the ideal axle load distribution of almost 50:50 and, accordingly, to the excellent driving dynamics of the new Convertible.

The spring supports bearing the front axle springs and dampers are made of a pressure-cast aluminium alloy. The doors, the rollover safety system, and the front lid are also made of aluminium, and the inner and outer panels on the lid are bonded together by two-component glue reducing the thickness of the inner panel and minimising the overall weight of the front lid accordingly. But at the same time this component is extremely stiff and stable all round in the interest of minimum wind noise.

Modern plastics – light and easier to mould.

The front side panels are made of thermoplastic, the rear and roof compartment lids come in SMC sheet moulding compound, a special duroplastic

material. This not only helps to save weight, but also contributes to the Convertible's outstanding driving dynamics.

A further advantage of this special material is the greater flexibility and freedom it gives the designer, the rear lid outer skin, for example, being made of one single piece comprising the airflow contour lip.

SMC also allows "invisible" integration of the aerals for the audio, communication and navigation system into the rear lid, a feature which would be impossible for technical reasons on a conventional rear lid made of steel. And last but certainly not least, plastic materials are not harmed by minor bumps and cannot corrode.

Tailored rolled blanks – dynamic all the way to the sheet metal.

Weight is also reduced to a minimum on the car's rolled parts and panels. The components used for this purpose are tailored rolled blanks, with body panels specially rolled at highly exposed points to provide exactly the right thickness only when necessary on account of specific loads and forces. In the 6 Series these are the transverse and longitudinal supports on the seats as well as the so-called heel supports. The result is an additional weightsaving and enhanced crash safety, particularly on the heel support elements.

Intelligent blend of materials saving weight and maximising safety in a collision.

Built and constructed in hybrid design, the bodyshell of the new BMW 6 Series Convertible is the main factor ensuring the relatively low weight of the car. At the same time the body structure is stiffer and stronger than on comparable convertibles. This is made possible by special load-bearing structures such as the tiebars and thrust rods as well as the double-walled sills.

As a result, vibration control is not only best in class, but also ranks equal to that of an extremely stiff two-seater roadster. On the road this means precise dynamic reactions and behaviour, the highest standard of vibration comfort in this class, and an equally supreme standard of crash safety.

Premium class also in passivesafety.

The BMW 6 Series Convertible comes in the top premium class also in terms of passive safety. To offer uncompromising qualities in this area, too, the car features high-load-resistant bearing structures and deformation travel both front and rear is put to optimum use. The front end structure is compatible to that of other vehicles, offering optimum protection at both ends in a collision with another car. The materials providing this kind of safety and compatibility are high- and ultra-high-strength steel, aluminium, duroplastics, and SMC used exactly as and where required. Two extrusion-pressed V-shaped aluminium bars in the doors, for example, significantly reduce intrusion in a collision from the side.

The stiff passenger cell maintains the survival area so essential for passenger safety even in a severe accident. Some of the features ensuring this stiffness and safety on the new BMW Convertible are IHU profiles in the windscreen frame and high-strength steel used additionally in the A-pillars. Indeed, together with the rollbars behind the rear seat headrests, the A-pillars interacting with the windscreen frame form the "passenger cell" featured by this Convertible. Tailor-rolled blanks are used on the rear heel supports, the seat supports and the SGS longitudinal supports, increasing panel thickness wherever high loads and forces are fed into the body. High-strength steel, in turn, reinforces the side frames inside the car, in the middle, and in the front side-sill extensions.

One of the objectives in developing the new 6 Series Convertible was to raise the high standard of rollover safety already featured in the 3 Series Convertible to an even higher level. Precisely this is why the rollover safety system made of an ultra-strong aluminium alloy extends throughout almost the entire width of the car, comprising a massive transverse reinforcement bar, taking up the rollbars, and, interacting with the bulkhead on the body-in-white, in the process increasing vehicle stiffness throughout the entire body. At the same time the system forms the partition to the luggage compartment, reducing the usual double bulkhead to just one single bulkhead layer.

Interacting with the restraint systems, the A-pillars and the wind cowl, the reversible rollover safety system secures the passengers' survival area should the car ever roll over: In such a case the rollbars move up from the module behind the rear headrests within fractions of a second, resting firmly in positive engagement points.

The rollbars themselves are triggered by a separate function in the ASE Advanced Safety Electronics control system transmitting a signal activating the rollbars and the belt latch tensioners as a function of the car's position on the road and any significant change in its dynamic behaviour. And should in such a case the car not roll over, the rollbars move back to their starting point and the belts are slackened once again.

Efficient belt systems to keep the occupants in their seats.

The highly efficient restraint system in the 6 Series Convertible gives all occupants maximum safety in the event of an accident. All seat belts are equipped with belt force limiters, the front seats featuring integrated belts also have belt latch tensioners. The front seat backrests are specially reinforced to transmit all forces acting on the seats to the floor assembly. And since the upper belt pivot points are connected to the headrests for more precise adjustment to the passenger's body size, optimum belt geometry and an ideal belt position are ensured at all times.

Both the driver and front passenger have the benefit of a two-stage frontal airbag inflating as a function of accident severity in order to minimise the

possible risk of injury. The front passenger airbag is housed behind a rupture line in the dashboard invisible to the car's occupants and therefore not in any way impairing or spoiling the interior design.

The driver and front passenger also have the benefit of side airbags reducing the risk of injury at chest and hip level in the event of a side-on collision. US models are fitted additionally with knee airbags holding back the occupant ideally and at an early point at hip level in the event of a collision and thus reducing the risk of injury particularly for passengers who have failed to buckle up.

The ASE control system ensures optimum safety at the right time: This innovative system of Advanced Safety Electronics (ASE) supports the individual safety components by networked airbag control incorporating lightwave conductors and decentralised satellites pinpointing the exact location of a crash and thus activating the restraint systems extremely quickly and at exactly the right point.

1.7 Equipment: Assistance Systems for Superior Dynamics, Comfort and Safety.

Clearly, only the very best equipment is good enough for a truly exceptional convertible. And this applies both to features hidden within the body and to visible and invisible assistants within the passenger compartment.

Good light is essential for feeling at home and enjoying the thrill of superior safety. Featuring bi-xenon headlights fitted as standard as well as two halogen 7 high-beam headlights, therefore, the 6 Series Convertible ensures optimum illumination of the road ahead. And BMW also offers two exclusive innovations in light technology, Adaptive Headlights and the two-stage Brake Force Display.

Adaptive Headlights revolutionising headlight technology.

Developed by BMW, Adaptive Headlights are a true revolution in light technology: As if guided by magic, the light beams literally "show" the 6 Series Convertible its way around bends and along winding roads. Swivelling around their vertical axis, the bi-xenon reflectors, interacting with the halogen high-beam reflectors fixed in their position, improve illumination of the road ahead by up to 90 per cent. The result, clearly, is an even higher standard of safety on the road. The reflectors themselves swivel around their axis as a function of the car's steering angle, its yaw rate and road speed. A headlight cleaning system as well as dynamic headlight range control are of course standard features from the beginning.

Brake Force Display – the perfect warning system.

- Tail and brake lights in LED technology help to minimise the risk of accidents from behind. Light-emitting diodes (LEDs) are brighter than conventional bulbs, respond more quickly, totally eliminate the need for any maintenance, and have a much longer service life.
- Yet a further highlight of the 6 Series Convertible is the Brake Force Display, the brake lights coming on in two stages as a function of brake intensity. This clearly shows motorists following from behind whether the driver of the BMW in front is applying the brakes "normally" or whether he is braking in an emergency. And this clearly enables other motorists to apply the brakes on their own car accordingly.

Interior illumination – important also in a convertible.

With a convertible intentionally developed for all seasons, the interior illumination obviously plays an important role. Introducing an unprecedented illumination concept for the interior, the 6 Series Convertible thus sets new standards also in this respect, no other convertible offering the occupants the same kind of pleasant and harmonious illumination all round. And apart from being pleasant, this illumination system also guarantees significantly greater safety and a far more pleasant feeling of space when driving at night.

This superior effect is provided by free-space reflectors creating a homogeneous, dazzle-free surround light effect of the highest standard throughout the interior. All light elements come with ergonomic control, standard features including reading lights with two LEDs above the centre console as well as two lights in the footwells and doors.

Offering an even higher standard, the lights package available as special equipment also comprises LEDs in the door grab handles and the door storage compartments. Interacting with the interior reading lights and the footwell illumination, these additional light units enhance the feeling of space and, accordingly, the driver's and passenger's comfort to an even higher, virtually unprecedented level.

Illuminated door cutout trim included in the lights package presents the exclusive calibre of the new 6 Series Convertible quite literally in a perfect light.

A further feature included in the optional lights package is the outside area illumination with light-emitting diodes at the bottom of the exterior mirrors. As soon as the driver unlocks the doors by remote control, these LEDs illuminate the entry area outside the doors for approximately 20 seconds. And the outside lights provide the same useful effect when exiting the car.

iDrive: perfect control without distraction.

Introducing iDrive, BMW has created a new control philosophy as a quantum leap in automotive ergonomics allowing the driver to intuitively control numerous secondary functions while hardly taking his eyes off the traffic around him.

Most of the primary functions crucial for driving remain on and around the steering wheel, while nearly all basic comfort functions are housed in the centre console. All other settings and services are provided on the Controller and Control Display for intuitive operation by the driver and front passenger without even turning their eyes. And the Control Centre as a whole thus integrates a wide range of functions avoiding any confusion otherwise caused by a vast number of switches and control elements.

Control Display with transflective technology providing a brilliant picture.

The 6.5-inch colour display with 8-bit colour resolution (480 x 240 pixels) offers the latest generation of transflective display technology. Daylight coming on to the screen is reflected at the back of the display to give the image extra brilliance and brightness. Under difficult light conditions or in the dark, transmissive background illumination controls display brightness as a function of sensor input geared at all times to driving conditions in the interest of supreme clarity. A further point is that the driver and front passenger are able to adjust display brightness individually as they require. And last but not least, the Display is even heated to reach its optimum operating temperature as quickly as possible even under extreme temperature conditions.

The Controller: one hand, many functions.

The main menu on the Display leads straight into the four main function areas Communication, Navigation/On-Board Information, Entertainment, and Climate. Sound, display and vehicle settings, as well as maintenance and service information, are all accommodated in the main menu.

Within the function areas themselves, the individual functions are operated at various levels by means of the Controller. Positioned in the extension of the armrest, the Controller allows the user to place his arm conveniently at rest while operating the multifunction button with his fingers. Pushing the Controller in the four directions of the compass, you switch from one function area to another or change the focus within a menu. Turning the Controller, in turn, you navigate within the menu chosen. And finally pressing the Controller, you confirm the menu point currently indicated by the cursor.

Pushing the separate "Menu" button behind the Controller, you are able to access the main menu directly for even greater convenience.

The 6 Series Convertible comes as an option with a special High Controller featuring a variable touch effect for even more refined control and moving in 8 different directions, the diagonals allowing the user to scroll down lists and navigate in the navigation system Professional map. This High Controller comes in conjunction with an 8.8-inch display featuring 16-bit colour resolution and 640 x 240 pixels. The two-piece button behind the Controller, finally, serves to activate the voice entry model.

Voice entry perfecting the control concept.

Available as an option, voice entry features a speaker-oriented user interface, offers a significantly improved language dialogue, and now comes with a much wider range of functions. Operating independently of the speaker, the system does not require the user to train his or her voice in a long and tedious process.

The new text-to-speech engine reads out texts such as e-mails, SMS messages, or the names of radio stations. Another new feature is graphic presentation of the function chosen by voice entry in the Display – and vice versa everything presented in the Display can be activated by voice entry: The big advantage of this "You-can-say-what-you-see" function is that the user is able, by means of additional short-cut terms, to go even "deeper" into the menu.

Operation of the telephone has also been simplified: Now all you have to do is mention the name of the person you wish to call and the system will dial the right number by itself. Other functions controlled and masterminded by iDrive are BMW Assist and BMW Online, the address database, the note book, all radio, CD, DVD and MP3 functions, navigation, as well as climate control.

Head-Up Display presenting important information right in the driver's line of vision.

The innovative Head-Up Display, another important enhancement of the iDrive concept, also makes a significant contribution to active safety and comfort on the road by presenting important information directly in the driver's line of vision. The driver is therefore able to process this information most conveniently without even taking his eyes off the road.

The driver can choose information to be presented by HUD through the Control Display via the Controller from a list of individual items, the data required then being shown specifically according to the driver's personal requirements. Personal settings such as display brightness are set and retained in advance by means of Key Memory. The information and data which may be displayed in this way includes navigation instructions and feedback from Automatic Cruise Control, warnings provided by Check/Control, and your current speed on the road.

Important information whenever it is needed.

The virtual HUD image is generated by a projection unit in the instrument panel projecting data on to a special windscreen. The driver perceives this virtual image roughly at the "end" of the engine compartment lid, that is at exactly the right point allowing him to concentrate on road traffic without the slightest interference. And to maintain a clear and easily readable image under all kinds of changing light conditions and with reflections from the wet road, a rain/light sensor masterminds the brightness of the display.

Leather sports steering wheel with multifunction buttons.

The leather sports steering wheel is the perfect match for the new Convertible's sporting orientation offering the driver not only good handling at all times, but also, through its integrated function buttons, safety of the highest standard, since the driver is able to mastermind a whole range of functions without having to take his hands off the wheel.

Examples include the radio or CD player, the option to take telephone calls or control the voice entry of iDrive functions straight from the steering wheel. And there are two "open" buttons for any personal, specific functions the driver would like to enter.

ACC Active Cruise Control.

Available as an option, ACC Active Cruise Control maintains a specific speed pre-entered by the driver and adjusts the distance to the car ahead to the current situation on the road. Should the vehicle ahead be moving at a lower speed, for example, ACC, regardless of weather conditions, detects the vehicle ahead at a distance of 120 metres and applies the brakes gently in the interest of superior smoothness and driving comfort. In this way it consistently maintains a distance adjustable to four different levels, allowing the driver to intervene at any time by giving gas or applying the brakes. And whenever the driver has to apply the brakes harder, ACC will warn him immediately.

Operating in a range between 30 and 180 km/h (20 and 112 mph), ACC adjusts conveniently in individual 10 km/h increments, the speed required by the driver being presented by a mark in the speedometer and maintained consistently as long as a vehicle ahead does not require a reduction of speed. The obvious advantage is that this relieves the driver of the monotonous process of adjusting his distance and road speed all the time – a practical benefit above all in dense traffic on the motorway and express routes with constant changes in the speed of traffic. Now ACC allows the driver to cruise along smoothly with the flow of traffic, relaxing at the wheel and without the usual hassle.

Parking with ultrasound.

Optional PDC Park Distance Control greatly facilitates the process of parking by means of ultrasound distance measurement. PDC warns the driver – first by a graphic display, then by an additional warning beep – of objects he is approaching, starting at a distance of 1.5 metres up front and 2.0 metres at the rear.

Automatic air conditioning setting new standards.

Weather conditions are not always ideal for driving with the roof down. But on days like this, the automatic air conditioning specially developed for the 6 Series Convertible and naturally featured as standard proves its new benchmark in terms of performance and individual control. Compared with conventional systems, this automatic air conditioning warms up and cools the passenger compartment even more quickly, featuring individual air distribution adjustment as well as adaptive evaporation temperature control.

A climate control program developed specifically for the 6 Series Convertible switches on automatically once you open the roof, controlling the flow of warm or cold air as a function of road speed. The result, clearly, is consistent

maintenance of pleasant driving conditions for all passengers when driving with the roof down.

The basic settings of the automatic air conditioning are controlled straight from the instrument panel, fine adjustments are made on the Control Display. Operating separately for the left and right-hand side of the car, automatic air conditioning controls the temperature, air volume and distribution according to current requirements. Temperature stratification, a feature very important for individual adjustment of the occupants' upper body temperature, as well as the temperature and volume of air coming out of the central vent, can be adjusted with infinite precision.

A bi-directional solar sensor measures solar radiation and controls the flow of cooling air accordingly. An anti-mist sensor, in turn, monitors the temperature of the windows and air – so whenever there is any risk of the windows misting over, the anti-mist sensor operates in various stages without in any way impairing the interior climate.

Evaporator temperature control is particularly pleasant and convenient: Conventional systems cool the air to a temperature of approximately 1 – 3°C, in the process extracting a lot of humidity. Only then, after this has happened, is the extremely dry air warmed up again to the temperature required.

By contrast, the BMW Convertible features an air temperature sensor and cools incoming air only to the degree really necessary. This extension of the cooling range to 1 – 10°C maintains a higher level of air humidity and prevents the passengers' mucous membranes from becoming unpleasantly dry.

Once the driver has parked the car and switched off the engine, the residual heat function pumps coolant through the heat exchanger to warm up the interior. Auxiliary ventilation, in turn, supplies ambient air to the Convertible via the automatic air conditioning, incoming air naturally being cleaned by an activated carbon filter retaining nearly all the dust and harmful substances in the air. And should the gas sensors register an excessive concentration of pollutants in the outside air, Automatic Air Recirculation (AAR) switches on automatically.

Climate comfort glass "cooling" the interior without consuming any energy.

Available as an option, climate comfort glass keeps the air within the car when parked about 5°C, the interior surfaces even about 10°C cooler than in a car with "normal" windows. The radiation heat you feel on your skin is also lower.

This enables automatic air conditioning to operate at a lower level right from the beginning when setting out, with the blower running at a lower speed for less air flow, lower noise, and a reduction in fuel consumption.

Front seats with memory function featured as standard.

The driver's seat comes complete with a memory function for three different occupants, and both the driver's and front passenger's seat can be adjusted for length, height, seat squab and backrest angle. Adjustment of the headrests for height and angle is also electrical.

The standard seats come in high-quality Dakota leather which, through its natural grain, provides a perfect match for the sophisticated and stylish 6 Series. The colours available are Black, Cream Beige, and Chateau.

The sports seats available as an option and also featuring electrical adjustment come with sporting and firm upholstery offering even better body support under dynamic driving conditions. The electrically operated lumbar support available as an option on the standard seats is a regular feature on the sports seats, the infinitely adjustable air chamber system allowing the occupant to choose exactly the right orthopaedic posture supporting his back muscles and taking the burden off his spine. The thigh support, finally, is manually adjustable on the sports seats.

Three-stage seat heating is standard on both types of seat, warming up the entire body contact surface very quickly all the way along the seat and backrest and including the side supports.

A fully-fledged 2+2-seater Convertible.

Speaking in "convertible" language, the passengers at the rear enjoy all the comfort of seats in the first row: Even with the roof closed, adults sitting on the rear seats have the advantage of adequate space and room to move. The two deeply contoured leather seats separated from one another by a seat cushion ensure good side support at all times. Access to both rear seats, in turn, is particularly easy and convenient thanks to comfortable Easy Access on the driver's and front passenger's seats. And since the front seat belts are integrated directly in the seat backrests, there are no dangerous straps which might trip up passengers getting into the rear. In this process the seats move forwards electrically and a warning signal in the cockpit informs the driver in good time before setting out if one of the backrests has not been properly arrested again in its correct position.

As much luggage space as in a compact family saloon.

A further very practical feature of the 645Ci Convertible is the impressive luggage compartment capacity of 300 litres with the roof open and 350 litres with the roof closed. This easily accommodates a complete set of cases consisting of one large and one small hard-shell suitcase or a medium-sized hard-shell case plus two 46-inch golf bags. Storage trays and recesses on the left conveniently take up small odds and ends. And with the roof closed the variable roof compartment folds in within a matter of seconds for optimum use of the space available.

Ideal for sports activities and long tours.

Clearly, not only the capacity of the luggage compartment is essential to its practical value, but also the shape and design of the compartment as well as other practical features. Here again, the new 6 Series Convertible has everything it takes, allowing the customer to enjoy open-air motoring on the way, say, to the golf course: Even with the roof down, the luggage compartment offers ample space for two golf bags (as well as a small case). And the driver wishing to transport bulky sports equipment will certainly appreciate the four lashing points on the floor of the luggage compartment holding even heavy objects safely in position. In winter sports, in turn, the optional ski-bag in the centre of the rear-seat backrest conveniently accommodates two pairs of skis up to 2.05 metres or 6'9" in length, or a snowboard. And last but not least, the wind deflector folding conveniently at two points fits perfectly into the luggage compartment without taking up any excessive space.

Access to the luggage compartment is either by remote control or via the BMW logo integrated in the rear lid and serving as a handle and opener in one, making a visible lock in the rear lid a relict of the past: All you do is press your finger on the upper half of the logo to swing the BMW "propeller" up and unlock the lid. This also provides direct access to the lock cylinder for locking or unlocking the rear lid should the remote control ever fail to do the job.

A convertible not for everybody – but for every kind of weather.

The space and storage compartments available within the interior are also very generous especially for a convertible, confirming BMW's commitment with this new model to create a car for everyday use – but not necessarily a car for everybody. Offering capacity of 4.8 litres, the glove compartment alone provides more space than is generally the case – even though the CD changer as well as the car's fuses are housed right behind the glove compartment.

The centre armrest adjustable for angle offers direct access when open to two storage compartments, the larger of which locked and unlocked by the central locking also serving to accommodate the telephone most conveniently and safely in exactly the right place. The second compartment, in turn, houses the "hotel locking function": Using the (first) key, the driver locks the large storage compartment and the luggage compartment. Since these compartments cannot be opened by the second or "hotel" key, you can safely hand over this key to hotel or airport service staff as well as the workshop, without the risk of anything being removed from the car.

The cupholder – full of attention to detail.

The cupholder housed in the small storage compartment is within easy reach from the rear and front passenger's seats. The cupholder itself may be removed from the compartment whenever required and inserted in the centre

console at the front, the remaining holder in the compartment then accommodating a second can or cup.

Storage compartments in the doors, nets on the seats, a net in the front passenger's footwell, as well as additional storage options and trays round off the wide range of practical storage features. So the bottom line is that the 6 Series Convertible offers ample space for an entire family, as well as luggage and storage space for several occupants travelling in style.

Car & Key Memory providing your personal settings.

Car and Key Memory (CKM) featured as standard proves how "small" details make life very practical and enjoyable with the 6 Series Convertible: Car Memory comprises the basic settings relating to the car as such, Key Memory offers the individual settings for each driver. This means that with Car Memory it is irrelevant who will be driving the car, since the settings chosen are the same for all users.

By contrast, Key Memory allows up to four different users to individually configure specific functions for their own personal requirements – for example the seats and mirrors, the alarm system and central locking, voice entry and vehicle illumination. As soon as the system "recognises" a specific user through the car key with remote transmission, it automatically sets the various features to the user's personal requirements. This, in practice, enables the 6 Series Convertible to literally "recognise" the driver and "remember" his or her personal preferences.

HIFI and TOP HIFI for an open-air concert on wheels.

Acoustically, the BMW 645Ci Convertible pampers its passengers with a top-quality 2 x 40 W and 4 x 25 W HiFi system. And with the front seats in the Convertible being fitted very low down, the two central bass loudspeakers are housed in the inner panel lining parallel to the rear seats. To provide very good bass reproduction throughout the entire car, the loudspeakers are also connected to the side-sills providing the volume required for a genuine high-power sound effect. Six subwoofers and tweeters round off this outstanding system.

The supreme TOP HIFI systems turns the 6 Series Convertible into a genuine arena for open-air concerts. Optimised to the highest standard in acoustic quality, the 7 x 40 W and 2 x 70 W amplifiers interacting with a total of 11 loudspeakers, some of which even feature aluminium membranes for the very best in all-round sound quality, guarantee harmonious surround sound throughout the entire car. The LOGIC7 equalising concept interacting with the TOP HIFI system generates a sound field virtually identical with the original, a matrix circuit splitting up each signal in an analogue or digital stereo recording into 7 individual signals then processed one-by-one according to specific requirements.

To generate a true-to-original ambient sound effect, LOGIC7 uses the spatial information in each stereo signal broken down into the two crucial sound dimensions: the location where the sound was originally generated and the acoustic environment where it is able to disseminate. The effect perceived by the listener is a genuine space sound phenomenon combined with precise sound resolution even compensating for any road and driving noise.

Featuring the latest technologies for information and entertainment.

The BMW 6 Series Convertible comes as standard with the BMW Business radio complete with a CD player. The optional Professional radio features an additional CD-ROM function and is able to play datafiles.

The Professional radio is standard on cars fitted with the optional navigation system, and the audio systems can be supplemented by an extra-quiet six CD changer fitted behind the glove compartment in easy reach for the driver and front passenger and masterminded via the Controller and Control Display.

Navigation system with DVD.

A DVD-based navigation system featuring voice and arrow destination guidance comes as an optional extra interacting, where fitted, with the Head-Up Display. In planning the driver's ideal route, the navigation system considers the latest traffic information received on the radio via digital dataflow (RDS-TMC), reports relating to the planned route and traffic conditions being monitored and, at the driver's request, taken into account in the routing procedure.

The driver also has the option to choose dynamic route planning with the system automatically calculating the best route. Yet a further option is to plan one's route with the navigation DVD and memorise the data as a local memory function. Then the driver can remove the DVD whenever he wishes and insert an audio CD instead.

TOP navigation with destination entry by voice and map.

Also available as an option, the TOP navigation system additionally features voice or map entry of the driver's destination, taking further criteria for planning the route into account and linking points of interest with a telephone direct dialling function as well as further information. Even traffic information is shown additionally on the map, and the driver is able to retrieve his exact position at any point in time.

Integrating the telephone by means of Bluetooth technology.

In addition to the telephone preparation kit including an aerial and hands-free operation as "basic" equipment, BMW offers a most advanced, future-proof solution for integrating your mobile phone into the car as an alternative to the dual-band telephone firmly fitted in the 6 Series Convertible. With this universal mobile phone preparation kit featuring a Bluetooth interface, virtually every Bluetooth-compatible mobile phone can be linked to the car by a wireless connection, the driver's mobile phone then automatically connecting

to the system within a reception range of about 10 metres or 33 feet. From there, the driver can use his mobile phone reliably and conveniently via the multifunction steering wheel or the Controller and Control Display, important information such as the telephone directory, the Top 8 list and the numbers dialled last being synchronised with the on-board system. This configuration allows direct connection and operation of up to four telephones, even with the battery being charged at the same time.

The third alternative, a dual-band telephone fitted firmly within the car, comes with a cordless handset also communicating via Bluetooth technology with the base station. The operating range is up to 10 metres around the car also in this case, and the comfort features are the same as with the Bluetooth mobile phone.

BMW Assist delivers a wide range of services right into your car.

Available as an option, BMW Assist offers a wide range of telematics functions giving the driver of the 6 Series Convertible very helpful services in the interest of enhanced comfort and passenger safety. Since the software used for this purpose is integrated into the telephone, the prerequisites for BMW Assist are a telephone fitted in the car and the Professional navigation system. All BMW Assist control functions are masterminded via the Controller and the Control Display.

Emergency call – to many, the most important feature.

The most significant service offered by BMW Assist in the eyes of many customers is the emergency call function activated either manually by the emergency call button connecting the caller to the Service Headquarters or automatically by an airbag sensor, in which case the Service Headquarters immediately call the rescue squad. Where necessary, the car's data and its current location are transmitted to the responsible rescue service precisely pinpointing where the car is and taking action without any loss of time.

BMW Breakdown Service– providing competent assistance quickly and efficiently.

BMW Breakdown Service also transmits the car's data and its current position directly to the Service Headquarters, where a BMW Service Mobile is alerted immediately. Via a direct voice connection, the Service also discusses all relevant details where necessary with the breakdown staff.

V-Info plus –the best way to beat traffic jams.

Yet another function of BMW Assist is V-Info plus traffic information. Activating the Controller and Control Display, the driver is able, using V-Info plus, to retrieve information on traffic jams: the length of a traffic jam, the reason for congestion, and the last exit before the tail end of the traffic jam.

To provide this information, V-Info plus uses official reports updated every 10 minutes. The driver receives appropriate messages as a text, as a graphic

display in map format, or as voice information. And should the driver change his route, the navigation system calculates a new route to the driver's destination and presents this information on the Display.

Inquiry plus – because personal advice is always the best answer.

Clicking on to the Inquiry plus menu item in the Control Display, the driver establishes a voice link straight to the Service Headquarters. Operating from this central point, this inquiry service dedicated to superior mobility on the road is able to process more than 35 million entries of all kinds, from lists of hotels, restaurants or filling stations all the way to the current cinema or theatre programme in a certain town or region. And as an option the destination coordinates are transmitted by SMS directly into the car's navigation system.

BMW Info – and SMS gives you the telephone number you require.

The BMW Info internet application is also based on SMS technology, for the first time transmitting navigation destinations and telephone numbers directly from the BMW Assist internet page to the car with a complete geo-code.

BMW Online for internet services tailored to the driver's requirements.

Using BMW Online, the customer has direct access to internet-based services and is able to use other infotainment functions at the same time, provided his car is fitted with a navigation system and a telephone.

BMW Online offers mobility services such as Parkinfo informing the driver of the current capacity of some 2,500 car parks in 84 German cities and at 20 airports, presents a complete view of BMW's dealer network, covers telephone directories and yellow pages, shows the driver pharmacies with an emergency service, checks out hotels, restaurants, and lots more.

1.8 The Great Heritage of BMW Convertibles: The New 6 Series Convertible and its Legendary Ancestors.

Many regard it as the most thrilling way to travel: driving in a convertible with the roof down. And whether they are right or not, driving in the open air is certainly the most original style of motoring – all of the first cars ever built were open models without a roof. And later, once the art of building cars had left behind its teething trouble, drivers vanishing beneath a hard roof and mass production depriving the automobile of its exclusivity, the true aficionado brought them back to life: convertibles became the passion of a demanding minority able to afford not only the "practical" automobile for transporting people and products from A to B, but also the "roofless" variant for sheer driving pleasure of the highest standard. Cars beautiful to behold, full of power, and a pleasure to drive.

The convertible combines the natural feeling offered by a roadster with the amenities and comfort of a saloon or coupé. Unlike the roadster, the convertible offers more than two seats and comes with a sophisticated, padded soft roof on a stable structure offering almost the same protection when closed as a hard, fixed roof. And the convertible has always been more exclusive than the saloon and coupé, emanating that unique flair of luxury and enjoyment – this is the kind of car for enjoying the southern climate, for cruising on the big boulevards.

BMW Convertibles date back all the way to the '30s.

BMW offered customers the choice of a convertible right from the start: Beginning with the 3/15 in 1931 and extending all the way to World War II, open-air models supplemented the saloons and coupés bearing the white - and-blue logo throughout years and decades. And one of these beautiful cars was a very exclusive pre-war BMW, the 327 Convertible dating back to 1938. Powered by a 55 bhp two-litre engine by all means dynamic at the time, this open-air sports model was able to reach a top speed on the Autobahn of almost 140 km/h or 87 mph. As an option the 327 Convertible was even available with the 80 bhp sports engine carried over from the legendary 328 Roadster in which Ernst Henne brought home the title in the two-litre class in the 1936 Eifel Race in Germany.

Together with the 335 Convertible, the largest and most powerful pre-war BMW ever built, these models, it is fair to say, were the original ancestors of the new 6 Series Convertible.

Moving on to the '50s, the BMW 501, 502, and 503 saloons with their 8-cylinder power units represented the German economic miracle. And again, really well-heeled customers ordered these V8 models in the guise of two- and four-seater Convertibles.

It is however true that BMW did not build these open-air models itself, but rather outsourced the job to Baur in Stuttgart. With engine output of 140 bhp, top speed of 190 km/h or 120 mph, leather upholstery and twin-tone paintwork, these were the most exclusive and sporting models back in the '50s.

Throughout the four decades in between, BMW has consistently pampered the aficionado of open-air motoring, even though, compared with the current 6 Series Convertible in the luxury performance range, things then started at the bottom end of the market: Typical examples of these "small" open-air BMWs are the BMW 700 Convertible and the BMW 1600 Convertible in the legendary 02 Series. And then, of course, there was the 3 Series becoming the epitome of the sophisticated four-seater convertible as of 1977 in the guise of the Hardtop Cabriolet and, starting in 1985, as a "real" Convertible with its roof disappearing completely within the body.

Here is a list of the most exceptional BMW Convertibles:

BMW 3/15 PS Convertible: The first BMW Convertible entered the market shortly after BMW had taken up car production in 1929. The customer had the choice of either a two-, three- or four-seater version of this 15 bhp model, fixed window frames and side doors providing appropriate protection with the roof open. More than 2,000 units of the BMW 3/15 PS Convertible were built at the BMW Eisenach Plant until 1932.

BMW 309 Convertible: After BMW had presented a new generation of six-cylinder models in 1933, the Company enhanced the range a year later with the BMW 309 featuring the same modern body, but powered by a more inexpensive four-cylinder. Only 284 of these "Four-Window Convertibles" were built during the model's two-year lifecycle.

BMW 327 Convertible: Production of one of the most exclusive pre-war BMWs, the BMW 327 Convertible, began in winter 1937. Selling at a price of 7,500.- reichsmarks, the 327 Convertible came with two "real" seats and two emergency seats, reaching a top speed on the new Autobahnen with its two-litre 55-bhp power unit of almost 130 km/h or approximately 80 mph. As an option, the BMW 327 was also available with the 80 bhp sports engine of the legendary BMW 328 roadster.

BMW 335 Convertible: Back then and today, the two- and four-door Convertible versions of this largest and most powerful pre-war BMW were and are acknowledged as some of the most impressive cars ever built in Eisenach.

The 3.5-litre straight-six power unit developed maximum output of 90 bhp, giving this highly comfortable and prestigious model a top speed of more than 140 km/h or 87 mph.

BMW 502 Convertible: Affluent customers in the age of the German economic miracle were able as a special option to buy the BMW 502 with its V8 power unit as a two- or four-seater Convertible. The open body of this exquisite car was built by Baur in Stuttgart acting up until the '90s as BMW's coachbuilder for special assignments of this kind. Production was only 50 units retailing at a price of approximately DM 20,000.-.

BMW 503 Convertible: The BMW 503 Convertible featuring a 140 bhp V8 light-alloy power unit was one of the most exclusive sports convertibles in the world between 1955 and 1959. A top speed of 190 km/h or 118 mph, genuine leather upholstery, and exciting twin-tone paintwork available as an option made this outstanding automobile the star of every show. Only 139 customers were able, ultimately, to afford one of these dream mobiles retailing at a price of more than DM 30,000.-.

BMW 700 Convertible: Going back some 40 years, BMW was proud to offer Convertibles not only for the well-to-do customer: The BMW 700 Convertible in genuine Italian design with a 2+2-seater open body developed by Baur in Stuttgart combined joy of life and the thrill of travelling in style even back then, the 40 bhp 700 cc flat-twin power unit fitted at the rear giving the car an "admirable" top speed of 130 km/h or 81 mph.

BMW 1600 Convertible: Without doubt, one of the most coveted versions of the 02 Series is the 1600 Convertible. Again, the open body for this special model built exactly 1,682 times between 1967 and 1971 and powered by a 85 bhp four-cylinder was developed by Baur in Stuttgart.

BMW 320 Baur Topcabriolet: When everybody was lamenting the demise of the convertible due to stricter safety regulations particularly in the USA, the Baur Coachbuilding Company in Stuttgart developed a convertible with a fixed rollbar based on the first BMW 3 Series, originally calling this special model the "Hardtop Cabriolet" and, a bit later, the "Topcabriolet". Customers were able to order this special car directly from their BMW dealer with a wide choice of all 3 Series production engines.

BMW M3 Convertible: Built only 786 times between 1988 and 1991, the first-generation M3 Convertible developed by BMW Motorsport GmbH already qualifies today as one of the rarities in the history of BMW. However, it is not only the very small production "volume", but also and above all the 215 bhp high-performance four-cylinder that makes this special version of the M3 an absolute dream for the genuine enthusiast.