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**BMW Four-Cylinder Engines Return to US in 2011**

**New 2.0-liter turbocharged four-cylinder offers performance of a six**

**Woodcliff Lake, NJ – January 28, 2011…** BMW announced the return of a four-cylinder engine to the US BMW line-up for the first time in since 1999. Like the company’s latest 3.0-liter turbo inline six, the new 2.0-liter engine will combine twin-scroll turbocharging with high-pressure direct-injection and BMW’s VALVETRONIC intake control. With 240 horsepower and 260 lb-ft of torque, it offers more power and torque than BMW’s normally aspirated 3.0-liter inline six. It will arrive later in 2011.

Maximum output of 240 horsepower is achieved at 5,000 rpm, 1,500 rpm lower than in the normally-aspirated 3.0-liter inline six. The peak torque of 260 lb-ft, comes on stream at just 1,250 rpm. Not only is that 30% more torque than the aforementioned inline six, it also peaks 1,500 rpm earlier. The vigorous power comes on early and climbs steadily all the way to redline.

The four-cylinder engine with its all-aluminum crankcase is lighter and more compact than a six-cylinder engine of equivalent power. The turbocharger is a twin-scroll system. The exhaust streams leaving the two pairs of cylinders are kept completely separate as they flow through the exhaust manifold and the turbocharger, taking a spiral path to the turbine wheel. This configuration results in very low exhaust back pressure at low engine rpm, and allows the energy of the exhaust gas pulses to be optimally managed and translated into powerful rotation of the turbine blades, without a delay in throttle response.

The patented BMW VALVETRONIC system with seamlessly variable intake valve lift control dispenses with the throttle valve system typical of conventional engines. Instead, combustion air mass is controlled inside the engine, resulting in much faster response. Pumping losses are kept to a minimum, making the engine more efficient.

The High Precision Injection direct-injection system also helps to improve efficiency. Centrally positioned between the valves, solenoid injectors with a maximum injection pressure of 200 bar (2,900 psi) precisely control the supply of fuel. The fuel is injected very close to the spark plug, resulting in clean and homogeneous combustion.

The cooling effect of the injected fuel also allows for a higher compression ratio than might otherwise be possible. This results in further efficiency improvements.

US-specific model and timing information will follow at a later date, but this new chapter in the story of BMW EfficientDynamics will arrive later this year.

## BMW Group In America

BMW of North America, LLC has been present in the United States since 1975. Rolls-Royce Motor Cars NA, LLC began distributing vehicles in 2003. The BMW Group in the United States has grown to include marketing, sales, and financial service organizations for the BMW brand of motor vehicles, including motorcycles, the MINI brand, and the Rolls-Royce brand of Motor Cars; DesignworksUSA, a strategic design consultancy in California; a technology office in Silicon Valley and various other operations throughout the country. BMW Manufacturing Co., LLC in South Carolina is part of BMW Group’s global manufacturing network and is the exclusive manufacturing plant for all X5 and X3 Sports Activity Vehicles and X6 Sports Activity Coupes. The BMW Group sales organization is represented in the U.S. through networks of 338 BMW passenger car and BMW Sports Activity Vehicle centers, 138 BMW motorcycle retailers, 103 MINI passenger car dealers, and 30 Rolls-Royce Motor Car dealers. BMW (US) Holding Corp., the BMW Group’s sales headquarters for North America, is located in Woodcliff Lake, New Jersey.

Information about BMW Group products is available to consumers via the Internet at:

[www.bmwgroupna.com](http://www.bmwgroupna.com).

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**Journalist note:** Information, images and video related to BMW and its products in the USA is available to journalists on-line at [www.bmwusanews.com](http://www.bmwusanews.com).

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