



Bold and beautiful: The new BMW M6 Coupe and Convertible.

The latest high-performance twins from the BMW M division, the BMW M6 Coupe and M6 Convertible, have reached Australian shores and taken their place at the top of the BMW M car line-up.

BMW Group Australia Managing Director, Phil Horton said the M6 stable mates open a new chapter in the history of BMW M, which this year celebrates 40 years of operation.

“The ballistic acceleration and enthralling dynamics of the M6 are straight out of the M textbook yet the technology at work in these cars is truly ground-breaking,” said Mr Horton.

The precise interplay of the high-revving V8 engine with M TwinPower Turbo technology, a seven-speed M Double Clutch Transmission with Drivelogic, Active M Differential, model-specific M tuned chassis technology, an ideal weight balance and optimised aerodynamic properties all combine to serve up the characteristically unique M driving experience in the M6 variants.

The BMW M6 Coupe sprints from 0 to 100 km/h in 4.2 seconds, the BMW M6 Convertible in 4.3 seconds. However, the dynamic character of both models is also defined by their breadth of agility, performance and versatile dynamics in any situation.

The new BMW M6 Coupe records average fuel consumption of 9.9 litres per 100 kilometres and CO₂ emissions of 232 grams per kilometre in the EU test cycle. The equivalent values for the new BMW M6 Convertible are 10.3 l/100 km and 239 g/km. Despite a 10 per cent increase in engine output and a 30 per cent jump in peak torque – to 680 Newton metres – fuel consumption and CO₂ emissions have been reduced by over 30 per cent in both cases compared with their respective predecessors.

Australian MRLP*

M6 Coupe	\$292,500*
M6 Convertible	\$308,500*

*Manufacturer's Recommended List Price is shown and includes GST and Luxury Car Tax (LCT) but excludes dealer charges, stamp duty, statutory charges and on-road charges which are additional and vary between dealers and States/Territories. Customers are advised to contact their nearest BMW dealer for all pricing inquiries

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Drivetrain: Power and Character

The engine: high-revving V8 with M TwinPower Turbo technology.

The new BMW M6 Coupe and Convertible employ a high-revving V8 engine with M TwinPower Turbo technology, channelling its considerable power to the rear wheels via a seven-speed M Double Clutch Transmission with Drivelogic and an Active M Differential.

This powertrain combines construction features taken directly from motor sport with innovations developed under the banner of Efficient Dynamics. Its unique configuration comprises two turbochargers working according to the twin-scroll principle (including a cross-bank exhaust manifold), High Precision Direct Petrol Injection, VALVETRONIC variable valve timing and Double-Vanos continuously variable camshaft control. The engine is also served by an extremely powerful cooling system and a wet sump oil supply optimised to work under high lateral forces.

The characteristics of the 4.4-litre powerplant are defined by its lightning-quick responses and forceful, linear power delivery maintained into the higher reaches of the rev range. Indeed, peak torque of 680 Newton metres is on tap between 1,500 and 5,750 rpm. The V8 achieves its maximum output of 412 kW between 6,000 and 7,000 rpm and can spin on to 7,200 rpm. All of which means the rev band available in the new models to generate maximum performance is almost three times wider than that of the engine powering their predecessors.

The seven-speed M Double Clutch Transmission with Drivelogic.

Tuned seamlessly to the performance characteristics of the V8 engine, the M Double Clutch Transmission with Drivelogic converts the powerplant's impressive thrust into rapid acceleration. This capability is underpinned by the DCT design principle, which effectively combines two gearboxes in one housing – yet with virtually no size or weight penalty over a conventional manual transmission.

M DCT Drivelogic offers the driver three different shift programs, both in automated mode (D) and in manual mode (S). These programs alter the transmission's shift characteristics in terms of efficiency, shift comfort and sportiness and can be activated at the touch of a button. In addition, the electronics also provide a Launch Control function ensuring unbeatable acceleration from a standing start, Low Speed Assistance for easier low-speed operation, and the Auto Start-Stop function for increased efficiency. The new BMW M6 Coupe and the new BMW M6 Convertible are equipped as standard with a newly designed M leather steering wheel, complete with multifunction buttons and fixed gearshift paddles.

Active M Differential delivers outstanding traction in dynamic driving situations.

The new BMW M6 Coupe and new BMW M6 Convertible offer optimum traction in tricky road and weather conditions, and under dynamic acceleration out of corners, by employing an innovative variable locking rear differential.

The Active M Differential allows the engine's power to be split precisely and quickly between the left and right rear wheel according to the requirements of the driving situation at any particular moment. An electronically controlled multi-plate limited-slip differential helps to reduce the rotational speed differences between the rear wheels, which is needed to optimise traction. The Active M Differential control unit is linked up to the DSC stability control system, allowing every driving situation to be precisely analysed and a loss of traction at one wheel to be detected at an early stage. The locking effect generated in response can be varied between 0 and 100 per cent.

M Servotronic, DSC with M Dynamic Mode.

The chassis of the new BMW M6 Coupe and new BMW M6 Convertible has been developed to M specification and therefore combines outstanding performance attributes with the comfort-enhancing features drivers appreciate on an everyday basis. Like the integral rear axle, whose subframes are bolted rigidly to the body, the double-wishbone front axle boasts specific kinematics and newly developed components made from forged aluminium. Chassis mountings using large panels at the front and rear axle ensure dynamic forces are passed evenly through to the body. Through enthusiastically driven corners, this helps to noticeably reduce the roll movements triggered by bumps in the road surface. Both the construction of the chassis and its bespoke tuning for each model are defined by in-depth expertise from the race track and have been optimised during extensive testing on the Nürburgring's Nordschleife circuit.

The standard equipment of both models also includes electronically controlled dampers. The M-specific Dynamic Damper Control system adjusts damping force electro-hydraulically to provide the required responses for the driving situation at hand and fulfil the wishes of the driver. A choice of three settings allows drivers to adjust the damper characteristics to their needs and preferences.

The hydraulic rack-and-pinion steering ensures precision and feel worthy of a high-performance car. This system has a variable ratio, which enhances straight-line stability and reduces the number of steering wheel turns required when parking and turning off a road. The likewise standard Servotronic speed-sensitive power assistance is specially tuned to M specification and enables drivers to choose a personal configuration with the help of three set-up options.

In addition to applying brake impulses and reducing engine output to stabilise the car, the DSC stability control system of the two high-performance sports cars also employs the services of the Anti-lock Braking System (ABS), Cornering Brake Control (CBC), Dynamic Brake Control (DBC), Brake Assistant, the Brake Drying function and Start-Off Assistant. M Dynamic Mode (MDM) can be activated to override the basic setting by pressing the DSC button. By raising the intervention thresholds of DSC, this mode makes it easier to move off low friction surfaces with slightly spinning driven wheels. MDM mode also paves the way for the familiar M self-steering response. "DSC Off" mode can likewise be activated at the touch of a button.

The latest version of the compound high-performance braking system helps give the new BMW M6 Coupe and new BMW M6 Convertible outstanding stopping power. Its stand-out features include even lower weight, excellent feel and fade-free performance even under heavy loads. The diameter of the inner-vented and perforated brake discs is 400 millimetres at the front and 396 millimetres at the rear. The six-piston fixed-calliper brakes at the front axle – painted dark blue metallic and complete with the M logo – are radially bolted to the pivot bearing.



Body: Robust, Lightweight and Expressive.

An intelligent blend of materials gives the body structure an impressive balance of handling agility and strength for maximum occupant safety. As with the use of CFRP for the roof of the new BMW M6 Coupe, the choice of materials for all other body components slots into the all-round lightweight design strategy. The doors and bonnet of the two high-performance sports cars are made from aluminium, the front side panels from thermoplastic. In addition, their boot lids and – in the case of the BMW M6 Convertible – also the roof cover, are made from the glass-fibre composite material SMC (Sheet Moulding Compound).

A weight -to- power ratio of 4.5 kg/kW for the new BMW M6 Coupe and 4.8 kg/kW for the new BMW M6 Convertible points to the significant advances that have also been made in this area over the predecessor models. Robust load-path structures, large and precisely defined deformation zones and highly efficient restraint systems provide the basis for a high level of passive safety in both models. The safety equipment fitted as standard includes front and side airbags, side curtain head airbags for both rows of seats in the new BMW M6 Coupe, and front airbags and head-thorax side airbags integrated into the seat frames of the new BMW M6 Convertible. The soft-top model also benefits from roll-over bars made from high-strength aluminium. Positioned behind the rear head restraints, these protective bars extend automatically in fractions of a second should there be a danger of the car rolling over. Both models come with three-point inertia-reel seat belts on all seats, belt force limiters and belt tensioners for the front seats and ISOFIX child seat attachments in the rear.

Both the new BMW M6 Coupe and new BMW M6 Convertible are designed as four-seaters, and space in the rear compartment has increased substantially compared with the predecessor models. The load capacity of the new BMW M6 Coupe stands at 460 litres. The new BMW M6 Convertible, meanwhile, can carry 300 litres of luggage in the boot with the soft-top down and 350 litres with it closed.

The exclusive looks of the new BMW 6 Series Convertible is underlined by the “fin” architecture of the high-quality soft-top roof. Projecting into the rear section, the fins accentuate the car’s dynamically sweeping silhouette. The heated, vertical glass rear window, which is situated just behind the rear seats, retracts independently of the soft-top itself. The automatic opening and closing process for the roof can be activated both at a standstill and while on the move at speeds of up to 40 km/h using a button on the centre console. The standard Comfort Access system allows the roof to be opened or closed remotely by pressing the button on the car key. It takes the roof 19 seconds to open and 24 seconds to close again.



Interior and Operating Concept.

Pure M feeling, sheer luxury.

The luxurious interior ambience of the new BMW M6 Coupe and the new BMW M6 Convertible is characterised by high quality materials and dynamically moulded surfaces.

The instrument cluster with black-panel technology features classical circular instruments in traditional BMW M style, with red needles and white illumination, as well as model-specific displays and the M logo in the rev counter. Additional character defining attributes include an M driver's footrest, exclusive carbon-fibre interior trim strips and door sill strips with "M6" lettering.

The iDrive control system includes a Controller on the centre console, direct menu control buttons and functional bookmarks, including the Navigation system Professional which brings with it a 10.2-inch version of the Control Display bordered by a high-quality, galvanised chrome frame.

The model-specific M leather steering wheel of the new BMW M6 Coupe and new BMW M6 Convertible are distinguished by their smaller rim diameter and a new design which takes its cue from the double-spoke construction of the M light-alloy wheels. The likewise newly developed M multifunction seats offer the driver and front passenger optimum lateral support through quickly-taken corners, but also a high level of comfort over long distances. The lightweight seats with integrated belt system have an M-specific design headlined by extremely prominent cushion and backrest bolsters, head restraints integrated into the backrests, eye-catching stitching emphasising the segments of the seats, and an M logo embossed into the shoulder area.

The M multifunction seats have electric height, fore/aft and backrest angle adjustment, and also come with pneumatically adjustable lumbar support plus memory function. The upper backrest segment, backrest width and thigh rest as well as the height of the comfort head rests are also electrically adjustable. The M multifunction seats are fitted with active head restraints to reduce the risk of injury in a rear-end impact.

Ideal vehicle set-up at your fingertips: M Drive buttons.

Arranged around the gearshift lever on the model-specific centre console are the buttons allowing drivers to select their preferred settings for all the adjustable powertrain and chassis functions. The DSC mode, performance characteristics of the engine, Dynamic Damper Control mapping, M Servotronic responses and M DCT Drivelogic shift program can all be adjusted independently at the touch of a button. This allows drivers to put together a detailed set-up configuration for their car and store it by holding down one of the two M Drive buttons on the multifunction steering wheel.

The two standard-fitted M Drive buttons allow the driver of the new BMW M6 models to store a dynamic-led configuration under the “M1” button, for example, and a comfort-biased set-up under “M2” – and to call up either in an instant and at any time. The settings stored on the M Drive buttons can also be configured using the iDrive menu.

Equipment and BMW ConnectedDrive.

The exclusive character of the two high-performance sports cars is underlined by the high-quality and extensive array of standard equipment they have on board – not to mention an unrivalled selection of high-tech options lending further depth to the driving experience. Standard comfort equipment for both models includes 2-zone automatic climate control, Climate comfort windscreen as well as Sun protection glazing. Additionally, the heated and ventilated seats for the driver and front passenger, fine-grain full ‘Merino’ leather trim including an instrument panel finished in ‘Walknappa’, Comfort Access System and Soft Close door function, ambient light in the interior add to the exclusive and luxurious experience for the occupants.

The standard Professional Navigation System which includes TV function, internet functionality and a 12GB hard drive for storage of music files partners with the BMW HiFi System Professional. This system can develop up to 600W of audio via a multi channel DIRAC surround sound amplifier through 16 speakers (12 speakers and 500W for the Convertible) to create the perfectly matched environment to that compliments any driving style.

Adding to the ambience, additional standard equipment such as automatically dimming rear-view interior and exterior mirrors (the exterior mirrors also have a folding function), Adaptive LED Headlights and High Beam Assist increase the level of safety and awareness for the driver.

A range of further driver assistance features from BMW ConnectedDrive adds unique touches to the two new models. The M-specific version of the Head-Up Display – which, alongside a digital speed readout shows the gear currently engaged and a multicolour rev counter symbol, complete with Shift Lights – is joined in the line-up by features including Park Distance Control, Cruise Control with braking function, a rear-view camera, High Beam Assistant, Lane Change Warning and Lane Departure Warning, Surround View featuring both Top View as well as Side View and the optional BMW Night Vision with pedestrian recognition.

Specifications.

BMW M6 Coupe.



BMW M6 Coupe

Body		
No. of doors/seats		2 / 4
Length/width/height (unladen)	mm	4898 / 1899 / 1374
Wheelbase	mm	2851
Track, front/rear	mm	1631 / 1612
Ground clearance	mm	106
Turning circle	m	12.1
Tank capacity	approx. l	80
Cooling system incl heating	l	18.5
Engine oil ¹⁾	l	8.4
Weight, unladen, to DIN/EU	kg	1850 / 1925
Max load to DIN	kg	500
Max permissible weight	kg	2350
Max axle load, front/rear	kg	1180 / 1220
Max trailer load, braked (12%/unbraked)	kg	- / -
Max roof load/towbar download	kg	- / -
Luggage comp capacity	l	460
Air drag	cd x A	0.32 x 2.29
Engine		
Configuration/No of cyls/valves per cyl		V90 / 8 / 4
Engine technology		M TwinPower Turbo technology with cross-bank exhaust manifold, Twin Scroll Twin Turbo technology, High Precision Direct Petrol Injection, VALVETRONIC and Double-Vanos
Effective capacity	cm ³	4395
Bore/stroke	mm	89.0 / 88.3
Compression ratio	:1	10.0
Fuel grade		RON 98 (min 95)
Output	kW/hp	412 / 560
at	min ⁻¹	6000 – 7000
Torque	Nm	680
at	min ⁻¹	1500 – 5750
Electrical system		
Battery/Installation	Ah/-	105 / luggage comp
Alternator	A/W	209 / 2926
Driving dynamics and safety		
Suspension, front		Double track control arm with M-specific elastokinematics, small, negative steering roll radius, anti-dive
Suspension, rear		Integral-V multi-arm axle with M-specific elastokinematics, spatial suspension with anti-squat and anti-dive
Brakes, front		Six-piston fixed-calliper compound disc brakes
Diameter	mm	400 x 36 / vented
Brakes, rear		Single-piston floating-calliper compound disc brakes
Diameter	mm	396 x 24 / vented
Driving stability systems		Standard: DSC incl. ABS, ASC and MDM (M Dynamic Mode), CBC (Cornering Brake Control), DBC (Dynamic Brake Control), Dry Braking function, Start-Off Assistant, M Dynamic Damper Control, Active M Differential, linked to ICM (Integrated Chassis Management)
Safety equipment		Standard: airbags for driver and front passenger, side airbags for driver and front passenger, head airbags for front and rear seats, three-point inertia-reel seatbelts on all seats with belt latch tensioner and belt force limiter at the front, crash-activated head restraints at the front, crash sensors, Tyre Defect Indicator
Steering		Hydraulic rack-and-pinion steering with M-specific Servotronic function
Steering ratio, overall	:1	13.1
Tyres, front/rear		265/35 R20 295/30 R20
Rims, front/rear		9.5J x 20 light-alloy 10.5J x 20 light-alloy

Specifications.

BMW M6 Coupe.



BMW M6 Coupe

Transmission			
Type of gearbox	Seven-speed M Double Clutch Transmission with Drivelogic		
Gear ratios	I		4.806
	II	:1	2.593
	III	:1	1.701
	IV	:1	1.277
	V	:1	1.000
	VI	:1	0.844
	VII	:1	0.671
	R	:1	4.172
Final drive		:1	3.154
Performance			
Power-to-weight ratio	kg/kW		4.5
Output per litre	kW/l		93.7
Acceleration	0–100 km/h	s	4.2
	0–1000 m	s	21.7
in 4 th /5 th gear	80–120 km/h	s	3.6 / 4.5
Top speed	km/h		250
BMW EfficientDynamics			
BMW EfficientDynamics standard features	Brake Energy Regeneration with recuperation display, Auto Start-Stop function, intelligent lightweight construction, on-demand operation of ancillary units, flow rate-controlled power steering pump,		
Fuel consumption EU			
Urban	l/100km		14.0
Extra-urban	l/100km		7.6
Combined	l/100km		9.9
CO2	g/km		232
Emission rating			EU5

Specifications apply to ACEA markets; data relevant to homologation applicable in part only to Germany (weight)

1) Oil change quantity

Specifications.

BMW M6 Convertible.



BMW M6 Convertible

Body		
No. of doors/seats		2 / 4
Length/width/height (unladen)	mm	4898 / 1899 / 1368
Wheelbase	mm	2851
Track, front/rear	mm	1631/ 1612
Ground clearance	mm	107
Turning circle	m	12.1
Tank capacity	approx. l	80
Cooling system incl heating	l	18.5
Engine oil 1)	l	8.4
Weight, unladen, to DIN/EU	kg	1980 / 2055
Max load to DIN	kg	430
Max permissible weight	kg	2410
Max axle load, front/rear	kg	1200 / 1260
Max trailer load, braked (12%/unbraked)	kg	- / -
Max roof load/towbar download	kg	- / -
Luggage comp capacity	l	300 – 350
Air drag	cd x A	0.33 x 2.29
Engine		
Configuration/No of cyls/valves per cyl.		V90 / 8 / 4
Engine technology		M TwinPower Turbo technology with cross-bank exhaust manifold, Twin Scroll Twin Turbo technology, High Precision Direct Petrol Injection, VALVETRONIC and Double-Vanos
Effective capacity	cm ³	4395
Bore/stroke	mm	89.0 / 88.3
Compression ratio	:1	10.0
Fuel grade		RON 98 (min 95)
Output	kW/hp	412 / 560
at	rpm	6000 – 7000
Torque	Nm	680
at	rpm	1500 – 5750
Electrical system		
Battery/Installation	Ah/–	105 / luggage comp
Alternator	AW	209 / 2926
Driving dynamics and safety		
Suspension, front		Double-track control arm with M-specific elastokinematics, small, negative steering roll radius, anti-dive
Suspension, rear		Integral-V multi-arm axle with M-specific elastokinematics, spatial suspension with anti-squat and anti-dive
Brakes, front		Six-piston fixed-calliper compound disc brakes
Diameter	mm	400 x 36 / vented
Brakes, rear		Single-piston floating-calliper compound disc brakes
Diameter	mm	396 x 24 / vented
Driving stability systems		Standard: DSC incl. ABS, ASC and MDM (M Dynamic Mode), CBC (Cornering Brake Control), DBC (Dynamic Brake Control), Brake Drying function, Start-Off Assistant, M Dynamic Damper Control (EDC), Active M Differential, linked to ICM (Integrated Chassis Management)
Safety equipment		Standard: airbags for driver and front passenger, side airbags for driver and front passenger combined with head airbags, three-point inertia-reel seat belts on all seats with belt latch tensioner and belt force limiter at the front, crash-activated head restraints at the front, roll-over protection system, crash sensors, Tyre Defect Indicator
Steering		Hydraulic rack-and-pinion steering with M-specific Servotronic function
Steering ratio, overall	:1	13.1
Tyres, front/rear		265/35 R20 295/30 R20
Rims, front/rear		9.5J x 20 light-alloy 10.5J x 20 light-alloy

Specifications.

BMW M6 Convertible.



BMW M6 Convertible

Transmission			
Type of gearbox			Seven-speed M Double Clutch Transmission with Drivelogic
Gear ratios	I		4.806
	II		2.593
	III		1.701
	IV		1.277
	V		1.000
	VI		0.844
	VII		0.671
	R		4.172
Final drive			3.154
Performance			
Power-to-weight ratio	kg/kW		4.8
Output per litre	kW/l		93.7
Acceleration	0–100 km/h	s	4.3
	0–1000 m	s	22.1
in 4 th /5 th gear	80–120 km/h	s	3.8 / 4.8
Top speed	km/h		250
BMW EfficientDynamics			
BMW EfficientDynamics standard features	Brake Energy Regeneration with recuperation display, Auto Start-Stop function, intelligent lightweight construction, on-demand operation of ancillary units, flow rate-controlled power steering pump		
Fuel consumption EU			
Urban	l/100km		14.4
Extra-urban	l/100km		7.9
Combined	l/100km		10.3
CO ₂	g/km		239
Emission rating			EU5

Specifications apply to ACEA markets; data relevant to homologation applicable in part only to Germany (weight)

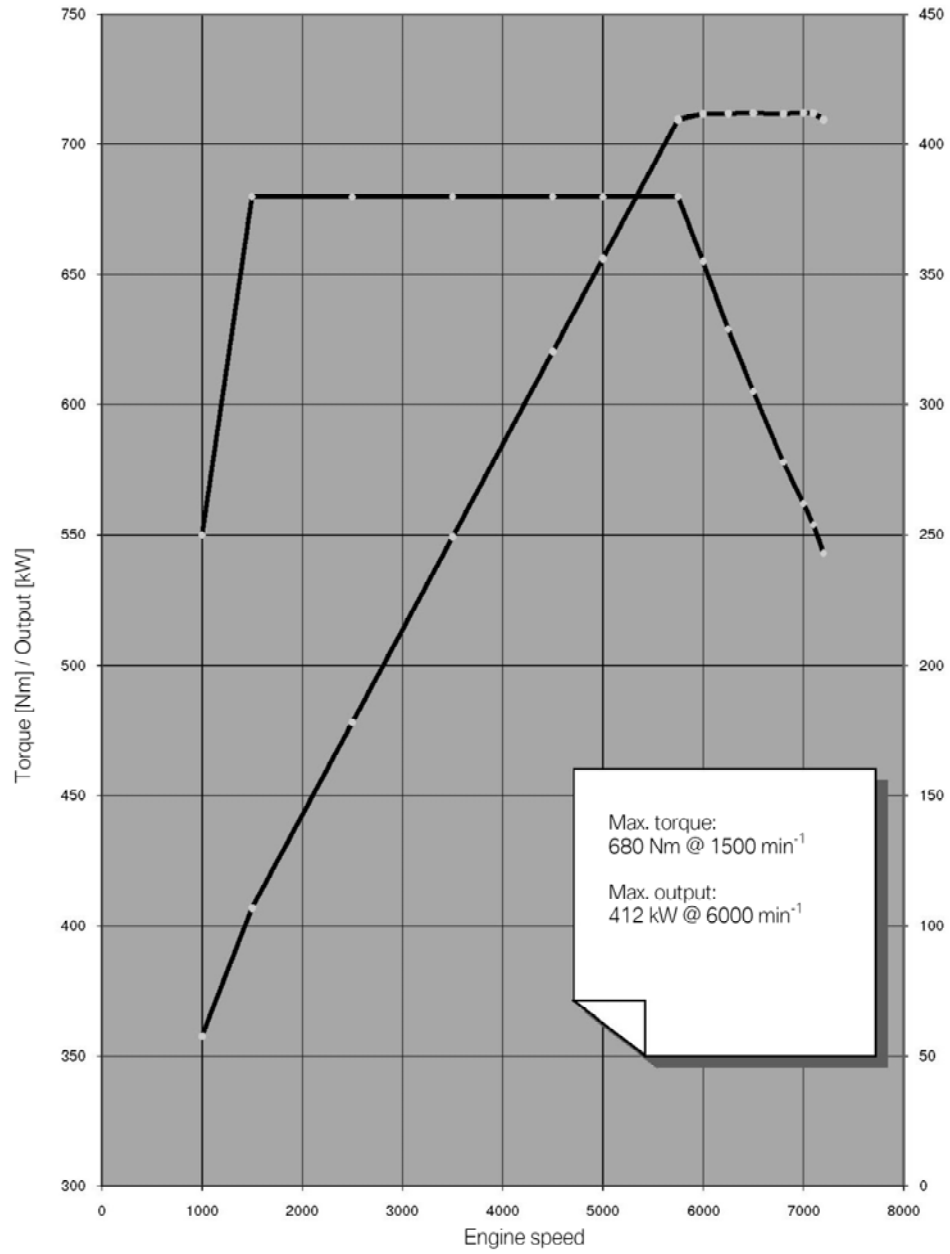
1) Oil change quantity

Specifications.

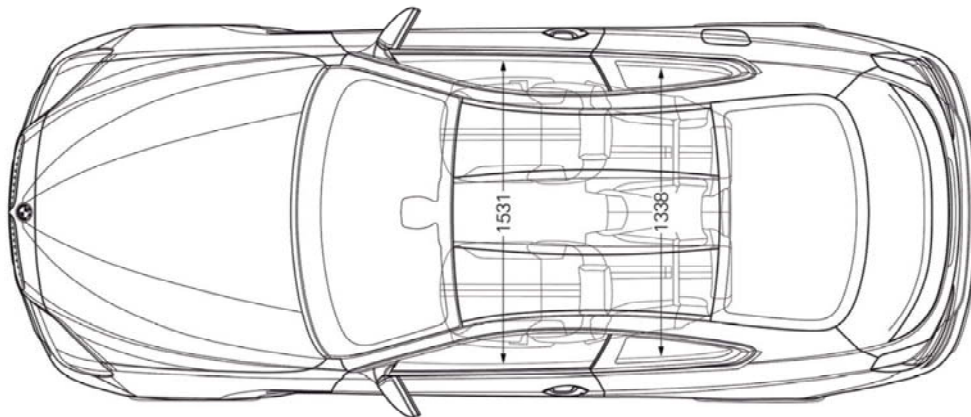
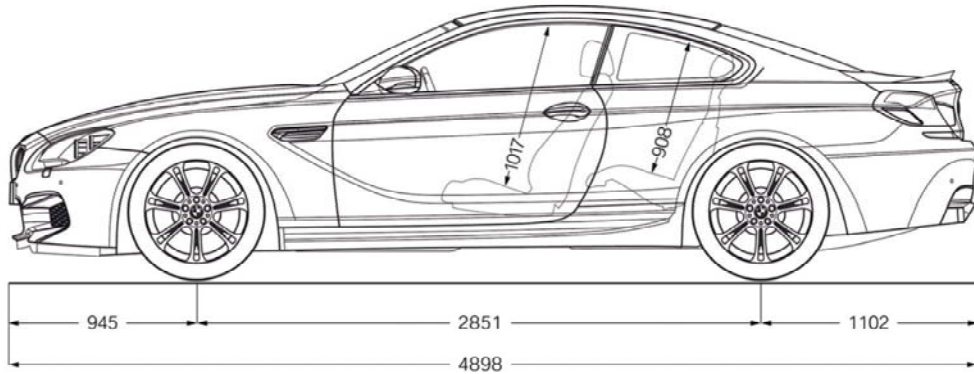
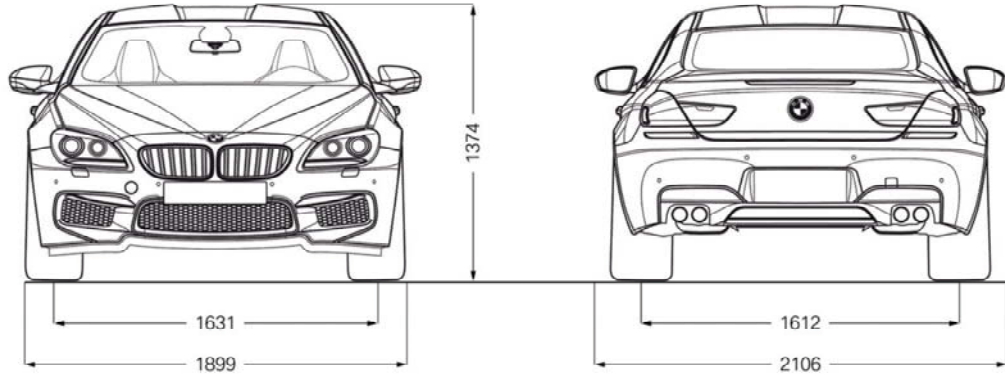
Output and torque diagram.



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Exterior and interior dimensions. BMW M6 Coupe.



Exterior and Interior Dimensions. BMW M6 Convertible.

