Rounding the final corner to series production: The new BMW M8.
Short version.

From the race track to the road: the new BMW M8 Coupe (fuel consumption combined: 10.8 – 10.7 l/100 km [26.2 – 26.4 mpg imp]; CO_2 emissions combined: 246 – 243 g/km*) is rounding the final corner en route to series production. BMW M GmbH is putting an early prototype of its upcoming flagship through its paces at the Estoril grand-prix racing circuit in Portugal.

“The new BMW M8 will elevate dynamic élan, agility and precision to a whole new level for its segment,” commented Markus Flasch, Chairman of the Board of Management at BMW M GmbH. This is down in no small part to the extensive motor sport expertise of BMW M GmbH that was harnessed for production development of the BMW M8.

The basic blueprint provided by the BMW 8 Series Coupe formed the ideal basis on which to build the new BMW M8. The BMW 8 Series Coupe has all the right ingredients – in terms of weight minimisation, centre of gravity, weight distribution, wheelbase length, track width, plus high body and chassis rigidity – to deliver handling characteristics focused on superb lateral and longitudinal dynamics.

M-specific chassis tuning maximises dynamic prowess.
The engineers at BMW M GmbH then pushed the boat out to endow the new BMW M8 with the hallmark performance traits of a BMW M model. This is neatly illustrated by the design of the chassis, which underwent a fundamental rework to give the car outstanding agility and precision. All the components involved in delivering M-specific kinematics and elastokinematics have been revised.

The electromechanical M Servotronic steering also plays a role in giving the new BMW M8 extremely precise handling properties, even when it is pushed to the limit on the track. It delivers superbly accurate turn-in, provides the driver with optimum feedback at all times and delivers exactly the right amount of steering torque for every situation.

As well as their minimised weight, the M compound brakes fitted as standard on the new BMW M8 are also extremely comfortable to use, boast incredible feel and offer excellent braking stability under high loads. The optional M

All figures relating to performance, fuel/electric power consumption and emissions are provisional.
* The fuel consumption, CO_2 emissions, electric power consumption and operating range figures were determined based on the new WLTP test cycle and have been translated back into NEDC-equivalent values in order to ensure comparability between the vehicles. They may vary depending on the tyre format specified. With respect to these vehicles, for vehicle-related taxes or other data based (at least inter alia) on CO_2 emissions, the CO_2 values may differ from the values stated here (depending on national legislation).

carbon-ceramic brakes stand out with their even greater stopping power, superior resistance to fade, unbeatable thermal stability and an extraordinary ability to fend off the onset of wear.

Both the standard 19-inch M light-alloy wheels for the new BMW M8 and their optional 20-inch counterparts are fitted with mixed-size ultra-high-performance tyres. All of which means extremely high cornering forces can be converted into superbly dynamic progress through the twists and turns.

V8 engine has M TwinPower Turbo technology and over 600 hp.
The latest incarnation of the V8 engine developed by BMW M GmbH certainly rises to the occasion when it comes to power. The high-revving unit uses M TwinPower Turbo technology to develop maximum output north of 440 kW/600 hp. A flap-controlled exhaust system lends extra voice to the V8's highly distinctive sound output. Needless to say, the exhaust system comes with a gasoline particulate filter in the relevant markets.

M xDrive all-wheel-drive system generates unerring traction.
The V8 engine responds in an instant to its master's voice and unfurls its power along a linear curve into the upper reaches of the rev range via an eight-speed M Steptronic transmission. The engine's power is fed to the road via the M xDrive system first presented in the BMW M5, complete with agility-focused, rear-wheel-biased set-up. Drive power is only sent to the front axle if the rear wheels have reached the limits of their ability to handle the task alone.

Engaging M Dynamic mode, meanwhile, opens the door to controlled drifts. And drivers can also switch off the DSC stability system and activate 2WD mode, turning the M8 into an outright rear-wheel-drive machine, liberated from the shackles of control systems and free to lay on a driving experience of absolute purity.

The Active M Differential at the rear axle, which also works fully variably and has a locking effect between 0 and 100 per cent, likewise plays its part in maximising agility and traction in all road and weather conditions.

BMW M8 displays familiar M design cues; three body variants planned.
Like its powertrain and chassis technology, the exterior styling of the new BMW M8 is also in the final phase of development for series production. With large, functional air intakes in the front end, M-specific features honed to optimise aerodynamics and four integral exhaust tailpipes in the rear apron, the camouflaged prototypes already bear the classical visual hallmarks of a BMW M model.

The new BMW M8 Coupe leads the way for a wider family of high-performance sports cars, with two further model variants also currently under development in the shape of the BMW M8 Convertible and BMW M8 Gran Coupe.

The fuel consumption, CO_2 emissions and electric power consumption figures were determined according to the European Regulation (EC) 715/2007 in the version applicable. The figures refer to a vehicle with basic configuration in Germany. The range shown considers the different sizes of the selected wheels/tyres and the selected items of optional equipment, and may vary during configuration.

The values are already based on the new WLTP test cycle and are translated back into NEDC-equivalent values in order to ensure comparability between the vehicles. With respect to these vehicles, for vehicle-related taxes or other duties based (at least inter alia) on CO_2 emissions, the CO_2 values may differ from the values stated here (depending on national legislation).

Further information on official fuel consumption figures and specific CO_2 emission values of new passenger cars is included in the following guideline: 'Leitfaden über den Kraftstoffverbrauch, die CO_2-Emissionen und den Stromverbrauch neuer Personenkraftwagen' (Guide to the fuel economy, CO_2 emissions and electric power consumption of new passenger cars), which can be obtained free of charge from all dealerships, from Deutsche Automobil Treuhand GmbH (DAT), Hellmuth-Hirth-Str. 1, 73760 Ostfildern-Scharnhausen and at https://www.dat.de/co2/.