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The new BMW 2 Series Active Tourer. The new BMW 2 Series Gran Tourer. Spatial functionality and comfort allied to dynamic prowess.



In 2014 BMW embarked on a new approach to spatial functionality with the launch of the BMW 2 Series Active Tourer. It offered generous amounts of space within a compact exterior, together with excellent versatility and high levels of driver engagement. The first ever Sports Activity Tourer (SAT) from BMW quickly gained in popularity and turned into one of the brand's highest sellers. It was followed a year later by a second model version in the form of the BMW 2 Series Gran Tourer, complete with a longer body, extended wheelbase and up to seven seats. By the end of 2017, these two models based on BMW's compact front-wheel-drive architecture had amassed in excess of 380,000 buyers, with almost 70 per cent opting for the Active Tourer. With conquest rates as high as 80 per cent, the majority of customers are new to the brand. The most important market is Germany, which absorbs about 25 per cent of total production. China is next up, followed by the UK. This success story is set to continue with the arrival of the updated models in March 2018. The new arrivals promise to be shining examples of the classic BMW core values of sportiness and expressive design.

Compact on the outside, spacious on the inside.

Despite its compact exterior dimensions (length: 4,354 mm, width: 1,800 mm, height: 1,555 mm), the new BMW 2 Series Active Tourer still offers plenty of room for five passengers, an elevated seating position and a good all-round view, while its wheelbase of 2,670 millimetres ensures ample legroom and easy entry and egress. The boot capacity of 468 litres can be expanded to a maximum of 1,510 litres (BMW 225xe: 1,350 litres) by sliding the rear seat unit forward and folding down the backrests with their standard 40:20:40 split.

The Gran Tourer is identical in width but measures 4,568 millimetres in length and 1,608 millimetres in height, with a wheelbase of 2,780 millimetres. Up to three child seats can be fitted side by side on the rear seat, while the BMW 2 Series Gran Tourer is the first model in the premium segment to offer the option of a third seat row, allowing it to carry seven passengers in total. The rearmost seats can also be lowered into the floor section and out of sight. The 560 litres of luggage space can be increased to as much as 1,820 litres by folding down the rear seats.

The BMW 2 Series Active Tourer is built at BMW Plant Leipzig and the BMW 2 Series Gran Tourer in Regensburg.

Exterior design.

New-look front end gives added emphasis to sporty appearance.



The defining qualities of the BMW 2 Series Active Tourer and BMW 2 Series Gran Tourer – clearly sculpted surfaces, elegant yet sporty lines and a long wheelbase with BMW's signature short overhangs – are now given greater impact thanks to the new model generation's more striking restyled front end and modified rear.

Sporty and self-assured aura: the new exterior.

The most obvious identifying feature of the new BMW 2 Series Active Tourer and BMW 2 Series Gran Tourer at first glance is their significantly larger kidney grille, which is both taller and wider, and now stretches almost all the way to the headlight units. As a result, it exudes notably more presence and expressiveness. The front apron is dominated by the large air intake, which is split into three sections and bordered by large, C-shaped surrounds in a high-gloss black finish. The outer air intakes, meanwhile, house the new optional LED foglamps, further accentuating the cutting-edge, sporty feel.

The BMW 2 Series Active Tourer and BMW 2 Series Gran Tourer are equipped with halogen headlights in the typically BMW twin circular arrangement. There is also the option of headlights with LED or Adaptive LED lighting technology, which offer an extended range of functions, such as anti-dazzle high beam. The familiar form of the twin circular headlights is given a hexagonal twist, resulting in an even more sophisticated and eye-catching appearance.

The rear end of the BMW 2 Series Active Tourer and BMW 2 Series Gran Tourer likewise has a very assertive feel to it and includes a number of targeted modifications that reinforce this impression. The trim finisher on the rear apron (only on the optional model variants) accentuates the sense of width, while the exhaust tailpipes now have a larger, 90-millimetre cross-section and are more clearly visible thanks to their thicker walls. The model update gives all four-cylinder models twin tailpipes.

M Sport package: for an even sharper sporting look.

The dynamic character of the BMW 2 Series Active Tourer and BMW 2 Series Gran Tourer with M Sport package is brought to the fore by the distinct styling of the front and rear ends. The dynamically contoured front apron is made up of three sections, with high-gloss black inserts framing the outer air intakes. The rear apron also sports a distinctive design, with an insert in Dark Shadow that accentuates the car's width.

New paint finishes, new light-alloy wheels.

A selection of 13 exterior paint colours are available for the BMW 2 Series Active Tourer and BMW 2 Series Gran Tourer, including two non-metallic (Alpine White and Black) and eleven metallic variants. The Sunset Orange and Jucaro Beige shades are both new, while the Estoril Blue finish is reserved for models fitted with the M Sport package.

There is now a wider selection of light-alloy wheels, thanks to the addition of six new designs, in sizes ranging from 16 to 19 inches. The optionally available styles 546 (17-inch) and 512 (18-inch) are both brand new to the range, as are the 19-inch style 766M wheels that can be ordered as Original BMW Accessories from 7/2018. The standard 17-inch light-alloy wheels for the Luxury Line (style 547) and Sport Line (style 549) model variants are also new.

The BMW 2 Series Active Tourer rides as standard on wheels measuring 16 inches in size, with the exception of the 225i xDrive and 225xe iPerformance models that both come with 17-inch wheels. The Luxury Line and Sport Line model variants are also fitted with 17-inch rims, and the M Sport package likewise includes 18-inch wheels as standard.

The 216i, 218i and 216d versions of the BMW 2 Series Gran Tourer come with 16-inch wheels as standard. The 220i, 218d and 220d (the latter two are also available in xDrive versions) are factory fitted with 17-inch wheels, while in its Luxury Line, Sport Line and M Sport package variants, the BMW 2 Series Gran Tourer features wheels with the same dimensions as the Active Tourer.

Interior and equipment. **Wider choice of equipment, plus new materials and colours, enhance individuality.**



Horizontal surface structuring combines with the airy design and layout of the BMW 2 Series Active Tourer and BMW 2 Series Gran Tourer cabin to create a light and roomy feel, further highlighting the models' functional qualities. Meanwhile, new upholstery materials and colours offer greater scope for individualisation and serve to underline the interior's premium character.

Spacious interior, elevated seating position, good all-round view.

In classical BMW style, the geometry of the centre console gravitates clearly towards the driver. The model update treats cars fitted with the seven-speed dual-clutch Steptronic transmission or eight-speed Steptronic to the new electronic selector lever. And the clear visual separation between the instrument panel and centre console makes the instrument panel look as if it is hovering in mid-air, adding further to the sense of spaciousness.

The slightly angled surfaces emphasise the elevated seating position, which is a key purchasing criterion for many customers – along with a good all-round view and a clear overview of the car. Large trim finishers with accent strips reaffirm the premium credentials of the BMW 2 Series Active Tourer and BMW 2 Series Gran Tourer.

The cars' seats now feel even more comfortable, courtesy of longer seat cushions for the standard seat and new upholstery materials for the front seats. A total of 24 different combinations are available for the seat covers, including variants in cloth, cloth/Sensatec, Alcantara and Dakota leather. New to the selection are the cloth/Sensatec upholstery combinations with grey or orange accents (Sport Line), and the Dakota leather seats in Mocha. Interior trim strips in Aluminium, Fineline and trim finishers in High-gloss Black with accent strips in Chrome offer a variety of other individualisation options. As well as basic specification, customers can also choose from Luxury Line, Sport Line and M Sport package variants.



Powertrain options.

New generation of engines combine a high level of efficiency with dynamic excellence.

A broad selection of three- and four-cylinder engines is available to customers, plus the option of a plug-in hybrid drive system for the BMW 2 Series Active Tourer (fuel consumption combined: 6.4–2.3 l/100 km [44.1–122.8 mpg imp], CO₂ emissions: 147–52 g/km)*. The engines all belong to the second-generation BMW EfficientDynamics family, which will be rolled out gradually across the BMW Group portfolio from model year 2018. They will team up with three transmission types, including the new seven-speed dual-clutch Steptronic unit. BMW xDrive intelligent all-wheel drive is also available. From 3/2018 all the diesel engines will be fitted with a diesel particulate filter, NO_x adsorber catalyst and SCR (Selective Catalytic Reduction) system.

The new engine generation.

A raft of individual measures have been implemented to make the petrol and diesel engines even more efficient. The focus here is on reducing fuel consumption in real-world driving and cutting exhaust emissions, as well as further improving performance characteristics. A process known as “form honing” – used to machine the coated cylinder bores in the aluminium crankcase – will be employed for the first time in the manufacture of series-produced engines. This allows the pistons’ friction losses to be reduced. The switchable oil circuit (and therefore on-demand piston cooling) and single-piece chain for valve train control enable further optimisations. The new belt drive for the alternator, water pump, torsional vibration damper and air conditioning compressor is L-shaped.

Optimised heat management with split cooling.

The new petrol engines reduce fuel consumption and emissions by as much as five per cent. At the same time, power output has been increased by up to 5 kW/7 hp and peak torque by up to 10 Newton metres (7 lb-ft). The exhaust manifold and integrated turbocharger are now arranged together in the cylinder head. This enables the flow dynamics of the recirculated exhaust gases to be utilised to particularly positive effect. The turbocharger housing for the three-cylinder engines is made from either aluminium or steel, depending on the output variant; in the four-cylinder units only steel casings are used. The petrol pump and lines have been optimised, with the result that fuel can now be injected at higher pressure. Heat management has been improved thanks to a new coolant pump with separate outlets for the flow of coolant to

*The fuel consumption, CO₂ emissions and operating range figures were determined according to the European Regulation (EC) 715/2007 in the version applicable at the time of type approval.

the cylinder head and engine block. Known as “split cooling”, this uses a switchable valve to ensure only the cylinder head is supplied with coolant in the cold running phase or under partial loads. This allows the operating temperature to be reached more quickly and enables better fuel consumption and emissions values under partial loads. The three-cylinder engines have gained a new balancer shaft including modified drive mechanism, while the crankshafts for the petrol and diesel units have been updated and now weigh 1.1 kilograms less.

Diesel engines feature SCR exhaust gas treatment.

Turbochargers and common-rail direct injection are central components of the diesel engines and have also been significantly updated. This has led to a reduction of around five per cent not only in fuel consumption and therefore CO₂ emissions, but also other pollutant emissions.

Turbocharging for all four-cylinder units is now a two-stage affair involving two turbos. This enables even quicker engine response, while increasing efficiency. The turbocharger system consists of a low-pressure stage with variable inlet geometry and a high-pressure stage, which is fully integrated into the exhaust manifold. To further enhance responsiveness, both turbochargers are equipped with the latest slide bearing technology. The system is controlled by means of the low-pressure stage's electrically adjustable charger vanes as well as the wastegate valve for the high-pressure stage and a compressor bypass, both of which are actuated pneumatically. This allows the supply of compacted air to the combustion chambers to be precisely adjusted to suit the load requirements and driving situation. The most powerful diesel unit features switchable cooling for the housing in the low-pressure stage. The crankshafts for the three- and four-cylinder engines have been revised and now weigh 1.1 kilograms less.

A redesigned system of exhaust gas recirculation (single-stage for the four-cylinder engines, two-stage for the three-cylinder units) ensures particularly effective reduction of nitrogen oxide emissions (NO_x). The fuel injectors feature an upgraded system of sensors that enables even more exact metering of the injected fuel. In addition, injection pressure has been raised to 2,200 bar for the three-cylinder engines, 2,500 bar for the four-cylinder units – and 2,700 bar for the most powerful variant. All of the diesels are fitted with a diesel particulate filter, NO_x adsorber catalyst and SCR (Selective Catalytic Reduction) system, which effectively lowers nitrogen oxide levels in the exhaust gases by injecting a urea solution (AdBlue). The AdBlue tank can be topped up at filling stations using the relevant pump.

Three transmission technologies available.

The seven-speed dual-clutch Steptronic transmission is making its debut here. This cutting-edge transmission effectively combines two gearboxes – each with its own clutch, one of which is always closed and the other always open – to transfer power to the road. This allows gear changes to be executed in fractions of a second with no interruption in the flow of power, either automatically or using shift paddles on the steering wheel. The long seventh gear keeps revs low and therefore ensures lower fuel consumption on cross-country and motorway routes.

The eight-speed Steptronic transmission teaming up with the high-torque engines is likewise exceptionally efficient. Fast automatic gear changes ensure the highest possible ratio is always engaged, even at low speeds. For those preferring a particularly dynamic driving style, the eight-speed Steptronic Sport transmission ticks all the right boxes. Manual shift paddles on the steering wheel give the driver the option of intervening directly in the gear-change process.

The six-speed manual gearbox is available for the smaller-engined model variants and allows the driver to shift up through the gears at low revs without compromising on comfort.

The drive system variants for the BMW 2 Series Active Tourer/Gran Tourer.

The BMW 2 Series Active Tourer is available with a selection of four petrol engines, one plug-in hybrid drive system and three diesel engines. BMW 2 Series Gran Tourer customers can choose from three petrol engines and three diesels.

The range of petrol engines kicks off with the three-cylinder units in the 216i and 218i. The 216i produces 80 kW/109 hp (fuel consumption combined: 6.1–5.8 l/100 km [46.3–48.7 mpg imp], CO₂ emissions: 139–132 g/km)** and the 218i develops 103 kW/140 hp (fuel consumption combined: 6.1–5.8 l/100 km [46.3–48.7 mpg imp], CO₂ emissions: 137–132 g/km)**. Meanwhile, the four-cylinder unit in the 220i delivers 141 kW/192 hp (fuel consumption combined: 6.3–5.6 l/100 km [44.8–50.4 mpg imp], CO₂ emissions: 143–127 g/km)***.

The line-up of diesel variants comprises the 216d, 218d/218d xDrive and 220d/220d xDrive. The three-cylinder engine in the 216d produces 85 kW/116 hp (fuel consumption combined: 4.5–4.3 l/100 km [62.8–65.7 mpg imp], CO₂ emissions: 117–113 g/km)**, while the four-cylinder unit

develops 110 kW/150 hp in the 218d and 140 kW/190 hp in the 220d (fuel consumption combined: 4.7–4.4 l/100 km [60.1–64.2 mpg imp], CO₂ emissions: 125–117 g/km)**.

The most powerful variant, the 225i xDrive developing 170 kW/231 hp (fuel consumption combined: 6.4–6.1 l/100 km [44.1–46.3 mpg imp], CO₂ emissions: 147–139 g/km)***, is only available for the BMW 2 Series Active Tourer. It comes as standard with BMW xDrive intelligent all-wheel drive and offers AWD-specific virtues such as optimum power transfer under acceleration and through corners, exceptional driving safety and unbeatable traction on snow-covered or wet roads. Added to which, BMW xDrive reduces oversteer and understeer through corners and enhances dynamics. A 0 to 100 km/h (62 mph) time of 6.3 seconds represents this model range at its sportiest.

Likewise available exclusively for the BMW 2 Series Active Tourer is a plug-in hybrid variant with system output of 165 kW/224 hp.

The BMW 225xe iPerformance has an electric range of 45 kilometres / 28 miles (fuel consumption combined: 2.5–2.3 l/100 km [113–122.8 mpg imp], CO₂ emissions: 57–52 g/km)**.

The fuel consumption, CO₂ emissions and operating range figures were determined according to the European Regulation (EC) 715/2007 in the version applicable at the time of type approval. The figures refer to a vehicle with basic configuration in Germany and the range shown considers the different sizes of the selected wheels/tyres. The values for the vehicles marked (**) 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 CO₂ emissions, the CO₂ values may differ from the values stated here. The CO₂ efficiency specifications are determined according to Directive 1999/94/EC and the Pkw-EnVKV, and based (for classification) on the fuel consumption and CO₂ values as per the NEDC cycle.

The fuel consumption, CO₂ emissions and operating range figures were determined according to the European Regulation (EC) 715/2007 in the version applicable at the time of type approval. ** Basis for fuel consumption figures: WLTP *** Basis for fuel consumption figures: NEDC

The BMW 225xe iPerformance.

Plug-in hybrid with an electric range of up to 45 kilometres (28 miles).



For those looking to complete their journeys with both zero local emissions and the driving pleasure typical of BMW, the BMW 225xe iPerformance offers a combination of sportiness, economy and everyday usability unmatched in its segment. The plug-in hybrid's electric drivetrain offers an electric range of 45 kilometres (28 miles) and teams up with the three-cylinder BMW TwinPower Turbo engine to deliver sporting performance characteristics and the long range over extended journeys expected of a combustion engine.

Electrified all-wheel drive ensures outstanding traction.

The powertrain consists of two components. The 100 kW/136 hp three-cylinder engine with BMW TwinPower Turbo technology has 1.5-litre displacement and channels its power to the front wheels through a six-speed Steptronic transmission. The electric side of proceedings is handled by a 65 kW/88 hp electric motor driving the rear wheels. The combined power from the two units delivers system output of 165 kW/224 hp and peak torque of up to 385 Newton metres (284 lb-ft), all of which opens the door to sporty performance. Indeed, the BMW 225xe iPerformance sprints from 0 to 100 km/h (62 mph) in 6.7 seconds, and the electric boost also gives the driver an extra safety buffer when overtaking on country roads, for example. Added to which, the electric power feeding through the rear axle combines with the car's inherent front-wheel drive to create electrified all-wheel drive – and thus provide outstanding traction in adverse weather conditions.

The electric motor is supplied with energy by a lithium-ion battery arranged in a space-saving position under the rear seat bench. The electric drive system itself is accommodated underneath the load compartment floor, ensuring that it has virtually no impact on boot capacity. The battery has a capacity of 7.6 kWh, of which 6.1 kWh is usable. This results in an electric range of up to 45 kilometres (28 miles). However, as well as enabling short distances through town with zero local emissions, the electric drive system also makes it possible to enjoy the virtues of all-electric power on cross-country roads and motorways, thanks to a top speed of 125 km/h (78 mph). Combined fuel consumption is 2.5-2.3 litres per 100 kilometres (113–122.8 mpg imp), which equates to CO₂ emissions of 57-52 grams per kilometre**.

Special Driving Experience Control switch with eDRIVE.

In addition to the SPORT, COMFORT and ECO PRO settings offered by the BMW Driving Experience Control switch, the BMW 225xe iPerformance also has a few other modes up its sleeve; AUTO eDRIVE, MAX eDRIVE and SAVE BATTERY can be selected via the eDrive button in the centre console.

AUTO eDRIVE is the default setting activated each time the car is started up. In this mode, the system ensures the combustion engine and electric motor work together as effectively as possible in all driving situations. The all-electric top speed here is 80 km/h (50 mph). The MAX eDRIVE setting speeds things up a little, allowing the driver to hit 125 km/h (78 mph) on electric power alone. SAVE BATTERY mode, meanwhile, enables the high-voltage battery's charge level to be maintained or even topped up if it has dropped below 50 per cent. This makes particular sense if the driver is looking to save battery capacity to drive through town or back home electrically and therefore quietly and emission-free. Another helping hand when it comes to fuel economy is provided by BMW ConnectedDrive which, in the BMW 2 Series Active Tourer with eDRIVE, joins forces with proactive energy management and also takes into account the driving and route profile to utilise the plug-in hybrid drive system extremely efficiently.

Faster charging with the BMW i Wallbox.

The BMW 225xe iPerformance can recharge its battery to a certain extent via recuperation, i.e. regeneration of braking energy during a journey. Owners will need around two-and-a-half hours to fully recharge the lithium-ion cells from a standard domestic power socket using the standard charging cable. Faster charging is possible from a BMW i Wallbox, which can top up the battery in around one-and-a-half hours. Added to which, the Wallboxes also offer auxiliary functions – such as staggered charging (so that customers can source the power to charge the car in the most economical way), integration into the home's photovoltaic system and control via smartphone.

BMW is the world's first car manufacturer to integrate electric mobility into its customers' digital worlds, courtesy of the BMW Digital Charging Service. This service helps to optimise charging costs through the targeted use of cost-efficient charging times – and also integrates self-generated and therefore cost-free solar power into the charging process. The service's ease of use facilitates fully transparent, sustainable use of renewable energy.

BMW ConnectedDrive and the ChargeNow app make locating and using public charging stations a fast and easy process, while the ChargeNow card allows cash-free payment.

BMW ConnectedDrive. Seamlessly integrated into the user's digital lifestyle.



Integration of the BMW Connected and BMW ConnectedDrive services revolves around the customer's needs. The digital services and comfort functions allow the user's daily routine to be organised as efficiently as possible, both from inside the vehicle and when elsewhere.

Intuitive operation with iDrive, voice control and touchscreen.

The new BMW 2 Series Active Tourer and BMW 2 Series Gran Tourer are fitted with the latest generation of the innovative iDrive operating concept (available since 7/2017). When the optional navigation system is specified, the high-resolution 6.5-inch or 8.8-inch central display comes with touchscreen capability. In addition to the standard latest-generation iDrive system, drivers therefore also have the option of using the Touch Controller (Navigation Plus) or intelligent voice control.

Perfectly connected in every way.

The vehicle's built-in SIM card makes it possible to enjoy optimum connectivity and access to BMW services with BMW ConnectedDrive without having to rely on a paired smartphone. The services available include Real Time Traffic Information (RTTI), Time-to-Leave notifications and Share Destination via app, web or calendar, as well as access to vehicle functions using Remote Services. BMW also offers Microsoft Office 365 users a secure server connection for exchanging and editing emails, calendar entries and contact details thanks to the Microsoft Office 365 function. Among the other highlight features enabling connectivity anytime, anywhere are the optional WiFi hotspot preparation, which equips the vehicle to host a built-in WiFi hotspot with LTE speeds, and the optional telephony with wireless charging for compatible smartphones. The optional Apple CarPlay preparation, meanwhile, enables easy, wireless in-car use of selected iPhone functions.

The BMW 225xe iPerformance is another prime example of optimum connectivity at work, with BMW Connected and the BMW ConnectedDrive portal turning charging into a digital experience (see page 11).

Driver assistance systems provide a helping hand in heavy traffic.

The Active Cruise Control with Stop & Go function – available in the new BMW 2 Series Active Tourer and BMW 2 Series Gran Tourer as part of the Driving Assistant Plus package – eases the driver's workload considerably. This adaptive cruise control system offers added convenience and safety on long journeys, particularly when traffic is heavy and no longer flowing smoothly. The camera-based system allows the car to automatically keep up with the flow of traffic on the motorway at speeds up to 140 km/h (87 mph) by braking or accelerating automatically to adapt to the changing traffic situation. In the process, it maintains the set safety distance from vehicles ahead at all times and can even brake the vehicle to a complete stop if necessary. The system alerts the driver and then applies the brakes if it detects an obstacle and the driver fails to react. And when driving in congested traffic at speeds up to 60 km/h (37 mph), the Traffic Jam Assistant is able to control the car's speed, steer automatically and keep it in its lane.

The Driving Assistant is also available as an option and comprises Lane Departure Warning and the City Braking function, which applies the brakes automatically at speeds up to 60 km/h (37 mph) in response to an imminent collision with a car, motorcycle or pedestrian, for instance. The Parking Assistant takes care of manoeuvring into parking spots that are either parallel or perpendicular to the road, while its ultrasonic sensors also help to search for suitable spaces up to a speed of 35 km/h (22 mph). The Proactive Driving Assistant is available in conjunction with the Navigation system Plus and encourages the driver to lift off the accelerator in good time ahead of corners, junctions, roundabouts and speed restrictions.

The full-colour BMW Head-Up Display that forms part of the Navigation Plus package is also designed for maximum convenience and safety. Important information is projected onto an extending plastic panel so that it appears in the driver's field of view. The readouts include speed, navigation instructions, cruise control, Speed Limit Info, Check Control messages, and radio and telephone functions.