

The new BMW 3 Series Touring. Contents.



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1. The new BMW 3 Series Touring: Dynamic flair and practicality wrapped in a sporty and elegant design (Short version).

- Cutting-edge Touring concept combines dynamic performance, elegance and versatility in a perfectly proportioned overall package.
- More space for passengers and luggage: 495 litres of stowage room sets the benchmark in this segment.
- 40:20:40 folding rear seat bench (standard), rear window opens separately from the electrically operated tailgate (standard), separate partition net and luggage compartment cover. The latter can also be stored in the underfloor compartment.
- Modern Line, Luxury Line, Sport Line and M Sport package plus an extensive selection of assistance systems, including full-colour Head-Up Display.
- All engines operate efficiently and powerfully with BMW TwinPower Turbo technology, Auto Start-Stop function and ECO PRO mode. Eight-speed automatic gearbox available for all models.
- Sporty suspension with enhanced ride comfort, Electric Power Steering, M Sport options with new aerodynamic package.

The new edition of the BMW 3 Series Touring makes its mark in the premium sports estate segment with its hallmark BMW dynamic prowess, enhanced practicality and versatility, and a range of standard equipment features assembled to meet the challenges of everyday life. Its larger interior is extremely versatile and designed to adapt to everything its customers' modern, active lifestyles can throw at it. In this role, the new BMW 3 Series Touring convinces equally as both a sporty, elegant and dynamic way to eat up the miles and a comfortable and spacious vehicle for sports and leisure pursuits.

Its harmonious proportions ensure the new BMW 3 Series Touring appears from every angle as if cut from a single mould and proves that impressive

practicality and dynamic design need not be mutually exclusive. The sweeping silhouette with smoothly sloping roofline, side windows extending well back to the rear and a powerful rear end all combine to create a distinctive Touring character and highlight the huge potential of the new BMW 3 Series variant at first glance.

Alongside its extra practicality and versatility, the new BMW 3 Series Touring also benefits from enhanced ride comfort, the availability of the new Sport Line, Luxury Line and Modern Line equipment packages, and the materials and colour concept familiar from the recently introduced Sedan. The M Sport package will also be available from launch.

Leading the way: more space for luggage and clever details.

With 97 millimetres added to the car's overall length and 50 millimetres to its wheelbase, the new BMW 3 Series Touring offers extra room for passengers and luggage alike. Plus, this additional space can be adapted for a variety of uses, allowing the new car to turn its hand to a range of activities. A 35-litre increase in capacity (to 495 litres) means the load compartment can offer more space than any of the Touring's rivals (1,500 litres with the rear seat backrests folded down). Standard equipment designed to meet the challenges of everyday life, such as the 40:20:40 split/folding rear seat bench, the electrically operated tailgate with separate rear window opening, the stainless steel protective strip on the comfortably low loading sill (62 centimetres from the ground), the separate partition net and a luggage compartment cover that stows away neatly into an underfloor compartment highlight the ability of the new BMW 3 Series Touring to adapt as required to the situation at hand.

Made-to-measure options like the adaptive attachment system with variable plug-in elements for the load compartment floor, the hands-free tailgate opening function as part of the Comfort Access option, and the electrically pivoting trailer coupling make it even easier to transport a variety of gear.

The range kicks off with the BMW 328i, 330d and 320d Touring.

Agility and dynamic performance are among the other qualities which set the new BMW 3 Series Touring apart. Customers can choose from three refined, economical and punchy engines at launch, all of which boast BMW TwinPower Turbo technology. Alongside the new four-cylinder petrol unit

developing 180 kW/245 hp and the 2-litre diesel with 135 kW/184 hp, the line-up also includes an optimised six-cylinder diesel producing 190 kW/ 258 hp that combines sporty dynamics with significantly reduced fuel consumption and emissions. All engines fulfil the stipulations of the EU5 exhaust standard, while the 320d diesel unit can meet EU6 specification, if desired. The Driving Experience Control switch with ECO PRO mode, meanwhile, opens up extra fuel-saving potential for all engine variants.

A sporty six-speed manual gearbox sends power to the rear wheels in the four-cylinder models. And BMW also offers an innovative eight-speed automatic transmission – fitted as standard in the six-cylinder diesel model – as an option. A further option is the eight-speed automatic transmission with paddle shifts on the steering wheel. Both transmission variants link up with the fuel consumption-reducing Auto Start-Stop function.

Advanced suspension technology, featuring a large number of light-alloy components and new tuning, the torque steer-free Electric Power Steering, an up to 40-kilogram lighter overall weight and finely-balanced axle load distribution set the seal on the car's dynamic concept. State-of-the-art electronic control systems enhance the dynamic potential of the new BMW 3 Series Touring and help to ensure it displays the perfect combination of sporting prowess and ride comfort. The new Touring can be optionally ordered with M Sport suspension, lowered by ten millimetres, or the electronically controlled Adaptive M Sport suspension.

BMW EfficientDynamics.

In addition to its enviable practicality and sporting dynamics, the outstanding fuel economy of the new BMW 3 Series Touring helps maximise driving pleasure. The key here is the BMW EfficientDynamics development strategy, whose influence can be seen in virtually every area of the new model. In addition to the ultra-frugal petrol and diesel engines, the intelligent lightweight construction concept, optimised aerodynamics and other measures including the Auto Start-Stop function, Brake Energy Regeneration, Optimum Shift Indicator and on-demand operation of ancillary components, ensure that the powerful BMW 3 Series Touring also boasts impressively low fuel consumption and emissions. The Driving Experience Control switch with ECO PRO mode offers further potential for cutting down

on fuel. It encourages an efficient driving style and enables savings of up to 20 per cent.

BMW ConnectedDrive.

An extensive selection of driver assistance systems and mobility solutions, offered as standard or as options under the BMW ConnectedDrive programme, allows the new BMW 3 Series Touring to set the benchmark in its segment in terms of safety, convenience and infotainment. One highlight of the range is the latest-generation full-colour Head-Up Display, which projects key information onto the windscreen in sharp resolution. Included alongside an array of other comfort and safety-enhancing assistance systems is extremely effective interface technology that allows extensive use of external mobile phones and numerous Bluetooth office functions for internet-based services. The Apps option and the free BMW Connected app provide a gateway to services such as social networks, web radio and the iPhone calendar function. Finally, information and office services along with travel and leisure planners further enhance the individual convenience and comfort of travelling in the new BMW 3 Series Touring.



2. Design: Athletic elegance, dynamic proportions and flexible space for passengers and luggage.

The BMW 3 Series range has always been a beacon of sports performance, elegance and dynamic flair. The new BMW 3 Series Touring adds extra practicality and versatility to these qualities. Its larger interior can be adapted for a wide range of uses and ticks all the boxes for a modern and active clientele. The sweeping silhouette with smoothly sloping roofline, side windows extending well back to the rear and a powerful rear end combine to create a distinctive Touring character and highlight the huge potential of the new BMW 3 Series variant at first glance. Its harmonious proportions ensure the new BMW 3 Series Touring appears from every angle as if cut from a single mould and proves that impressive practicality and dynamic design need not be mutually exclusive.

With 97 millimetres added to the car's overall length and 50 millimetres to its wheelbase, the new BMW 3 Series Touring offers extra room for passengers and luggage alike. Moreover, this space can be adapted for a variety of uses, allowing the new car to turn its hand to a range of activities. A 35-litre increase in capacity (to 495 litres) means the load compartment can offer more space than any of the Touring's rivals. Standard equipment designed to meet the challenges of everyday life, such as the three-way split/folding rear seat bench, the automatic tailgate and the neatly stowable luggage compartment cover underline the versatility of the new BMW 3 Series variant. As well as its extra practicality and versatility, the new estate car also offers customers the enhanced ride comfort, new equipment lines and materials and colour concept of the recently launched BMW 3 Series Sedan.

The design of the new BMW 3 Series Touring is identical to that of its new Sedan sibling as far back as the B-pillar. That means the Touring also has an expressive front end headlined by precise lines and multifaceted surfaces. The 37-millimetre wider track accentuates the car's sporting appearance. Striking twin headlights with LED accent lights form a visual unit with the slightly forward-slanting BMW kidney grille and reinforce the car's sense of width and athletic presence. Two large outer air intakes below the headlights lend further stylistic substance to the new Touring's sporting character.

The most prominent design feature remains the BMW kidney grille. Here, the defined contour lines of the bonnet converge and give the front end an even lower and more dynamic appearance.

The new BMW 3 Series Touring cuts a sporty and elegant figure from the side as well. Its flowing silhouette lends the car a feeling of inherent dynamism before it so much as turns a wheel, while the long, slightly curving roofline and large windows shine the spotlight on the Touring's extra space and enviable practicality. The car's athletic overall impression is further emphasised by the steeply raked D-pillars, the angle of the rear window and the subtly wedge-shaped geometry of the window surfaces. The roofline – which slopes downwards slightly to the rear and is extended visually by a spoiler – and the “Hofmeister kink” counter-swing at the foot of the D-pillar also generate a sense of dynamic tension. The finely judged balance between the greenhouse and the body lends the new BMW 3 Series Touring a sporty, elegant and nimble look, while the rear lights extend well into the sides of the body and combine with its flowing lines to create a harmonious transition between the flanks and rear section.

The rear of the new BMW 3 Series Touring also boasts a convincing blend of sporting elegance and modern practicality. The horizontal lines and L-shaped lights set far to the outer edges accentuate the broad face of the wheels and the 48-millimetre wider track. Two integrated bars of LEDs allow a slim light design and ensure they maintain a recognisably BMW appearance both day and night. The large tailgate cut-out and the rear window, which can be opened separately, allow optimum access to the load compartment. And the wide aperture and low boot sill make loading and unloading bulky items that much easier.

The 97-millimetre increase in the new BMW 3 Series Touring's length and its 50-millimetre longer wheelbase add 17 millimetres to the knee room enjoyed by the rear passengers and nine millimetres to the headroom on offer. And the extra space makes it even easier to get in and out of the car. In the front door pockets, meanwhile, large stowage compartments can accommodate one-litre drinks bottles. Added to which, two large cup holders are now integrated into the centre console. If desired, the cup holders can be swapped for an

oddments tray, which is stored in a designated area of the glove compartment when not in use.

Driver and passengers can perfectly adapt the new BMW 3 Series Touring to their requirements. A wide range of options when it comes to increasing load space, intelligent details to optimise practicality, and user-friendly operation are the ideal prerequisites for this. A 35-litre increase in its load capacity – to 495 litres – gives the new BMW 3 Series Touring class-leading figures in this area as well. Seven standard crates of bottled drinks or three golf bags, for example, can be loaded in over the boot sill (just 62 centimetres off the ground), which is protected by a stainless steel strip.

Handy qualities: practicality and versatility from the top drawer.

Standard-fitted securing lugs, a pair of coat hooks, a luggage net and a strap hold cargo safely in place, while a storage tray under the load compartment floor and a deep stowage compartment on the left-hand side of the boot accommodate all kinds of small items. The luggage compartment cover can also be stowed away under the load compartment floor, allowing it to be kept in the car even when not in use. Also part of standard specification is a separate partition net, which can be employed in a variety of ways even when the rear seat backrests are folded down (40:20:40). The large through-loading facility in the centre of the rear seat bench allows the car to carry four adults and several pairs of skis or snowboards, for example, at the same time.

In addition to the increase in load-carrying capacity – indeed, the usable space between the wheel arches has also grown in size – the Touring variant also makes a persuasive case for itself with its high degree of versatility. The folding rear seat bench can be split 40:20:40 as standard, allowing load capacity to expand up to a maximum of 1,500 litres. Folding down all the backrests creates an almost level load compartment floor with a smooth transition to the sides of the interior. The generously sized tailgate aperture, measuring from 960 to 1,030 millimetres wide and 662 millimetres high, makes it easier to load in bulky items.

The new BMW 3 Series Touring comes as standard with electric tailgate operation. A touch of the button on either the remote control key, the A-pillar in the footwell or the tailgate itself opens up full access to the load compartment,

while pressing the button on the lower edge of the tailgate closes it again. The boot can also be opened remotely using the optional Smart Opener as part of the Comfort Access feature. Here, a short movement of the foot under the rear bumper is all it takes to raise the tailgate. The new BMW 3 Series Touring comes as standard with a rear window that opens separately from the tailgate. The window is unlocked electrically via a button on the rear window wiper arm and opened by hand. This practical function makes it easier to load and unload smaller items of luggage – especially when space is tight, as the rear window does not open out to the rear. These details all bear witness to the remarkable versatility and practicality of the new BMW 3 Series Touring. In this capacity the new estate makes a compelling case for itself both as a sporty and elegant way to eat up the miles and a comfortable and spacious load-carrier for sports and leisure pursuits.

Another boost to long-distance comfort and ease of transportation is provided by the optional storage package, which comprises a host of features for the passenger compartment and a variety of neat and practical additions for the load compartment as well. These include a large storage net on the left-hand side of the boot, a reversible floor section with a dirt channel and protective coating on the underside, and an adaptive attachment system. The latter consists of an aluminium telescopic rod which allows the load compartment floor to be divided up according to need – and in so doing offer a far greater number of variation options than systems with fixed attachment rails. When it is not in use, the attachment system can be stowed in the storage tray under the loading floor. Also available as an option on the new BMW 3 Series Touring are aluminium roof rails and a trailer coupling, which pivots out and back in again electrically, as required. This neat and practical solution not only gives the BMW 3 Series Touring an extra string to its bow as a tow vehicle, but also allows modern bicycle racks to be fitted easily to the rear of the car.

Elegant practicality throughout the interior.

The interior of the new BMW 3 Series Touring is comparable to that of the recently launched BMW 3 Series Sedan. The cockpit's clear driver focus ensures that all the key functions are as easy as possible to lay a hand or finger on. Extremely clear circular instruments with a Black Panel display and the freestanding iDrive monitor in cutting-edge flatscreen design enhance the air of functional elegance. The iDrive Controller, within easy reach on the centre

console, and the armrest – with optional fore/aft adjustment and folding function – between the front seats round off on an exceptionally high level of user-friendliness and luxury. High-quality material combinations and unbeatable build quality shape the premium ambience inside the new BMW 3 Series Touring. A large number of colour and upholstery variants offer scope for a broad spectrum of combinations, and all the trim surfaces can be combined in their basic configuration with a choice of one fabric and two leather shades. As well as the basic trim level, customers also have a choice of three other equipment lines and an M Sport package with which to tailor the appearance of the car to their own tastes. The Sport Line, Luxury Line and Modern Line embody different takes on the car's character. The carefully coordinated features brought together for each Line extend beyond purely exterior design elements to include material and colour options. As far as premium perception, design harmony and expressiveness are concerned, the scope of the new BMW Lines extends well beyond equivalent packages in the class.

Sport Line: The Sport Line adds extra depth to the dynamic repertoire of the BMW 3 Series Touring with a selection of eye-catching exterior features in high-gloss black. Eight black kidney grille slats in a chrome-coloured surround lend the front end a particularly sporty and alert look. The black inserts in the front apron draw extra attention to the air intakes, while 17 or 18-inch light-alloy wheels in double-spoke design (18-inch items are bi-colour) provide an additional dose of sportiness in the wheel arches. A choice of high-gloss black exterior mirrors and matching paintwork for the B-pillars add further design flourishes. The exhaust tailpipe embellisher, also in black, adds the finishing touch to the sporty exterior design. Once inside, contrasting black and red accents lend a sporty and exclusive flavour to proceedings. Red trim rings, red scales in the circular dials, red stitching on the sports steering wheel and a base trim strip in high-gloss black with coral red accent strips all underline the sporting ambience of the cockpit. The standard sports seats can be specified in a choice of three upholstery variants and four colours. The ignition key for Sport Line versions of the new BMW 3 Series Touring is identified by its black finish and red detailing.

Luxury Line: Discreet high-gloss chrome touches lend the exterior of the BMW 3 Series Touring a particularly elegant and exclusive appeal. The front end stands out with its chrome BMW kidney grille, with two slightly offset chrome trim strips in the front apron air intakes and a high-gloss chrome trim

strip running horizontally above the air scoop adding further attractive touches. In contrast to the Sport Line, the window frames and weather strip are trimmed in chrome. Special 17 or 18-inch light-alloy wheels in multi-spoke design accentuate the stylishness of the Luxury Line. From the rear, this BMW 3 Series Touring can be identified by an exquisite, high-gloss chrome trim strip above the rear apron and a chrome tailpipe embellisher. Chrome elements – such as the surround for the radio and air conditioning units – also catch the eye inside the Luxury Line Touring. High-gloss wood strips, seats with distinctive stitching and a choice of two quality grades of upholstery materials in four classically elegant colours highlight the exclusiveness of this variant. The ignition key for Luxury Line versions of the new BMW 3 Series Touring has chrome detailing.

Modern Line: Exterior trim elements in satin-finish aluminium underline the aesthetic of the Modern Line, while the BMW kidney grille with 11 slats and the double trim strips in satin-finish aluminium for the air intakes continue the theme. Elsewhere, 17 or 18-inch turbine-style light-alloy wheels lend a fresh angle to the exterior design of the BMW 3 Series Touring. The light-coloured dashboard and a steering wheel in dark oyster create a modern ambience. Leather upholstery or cloth-leather combinations in oyster or black and a choice of four trim strips in pearl-effect chrome ensure an appealing interplay between materials. The optional wood surface in three-dimensional structure, meanwhile, lays on a whole new feast for the fingertips. The oyster-coloured Modern Line ignition key comes with a chrome-coloured clip.

M Sport package: The optional M Sport package gives the new BMW 3 Series Touring an extra dose of sportiness that spreads beyond its exterior and interior design. As well as the aerodynamic package and the BMW Individual High-gloss Shadowline trim, the exclusive optional exterior paint shade Estoril Blue metallic ensures an unmistakably sporty appearance, underpinned by 18 or 19-inch light-alloy wheels in hallmark M design and, inside the car, by features such as M door sill finishers, the new-design M leather steering wheel, an M driver's footrest and an M Shortshifter (in models with a manual gearbox). The driver and front passenger can settle into Hexagon Anthracite cloth/Alcantara sports seats with royal blue contrast stitching offered exclusively as part of the M Sport package. Trim elements in Aluminium Hexagon with accent strips in either Estoril Blue matt or high-gloss Black round off the interior.

Technical features of the M Sport package include M Sport suspension, lowered by ten millimetres, and the optional M Sport brakes with four-piston aluminium fixed callipers at the front and two-piston versions at the rear in contrasting blue paint finish.



3. The pinnacle of driving pleasure and dynamic performance: Sporty power delivery, outstanding efficiency and enhanced long-distance comfort.

Three punchy, refined and economical engines will be available for the new BMW 3 Series Touring from launch, all of which use the latest BMW TwinPower Turbo technology. Alongside the four-cylinder petrol unit powering the BMW 328i Touring and the 2-litre diesel under the bonnet of the BMW 320d Touring, a six-cylinder diesel unit imbues the BMW 330d Touring with sporty dynamics yet significantly lower fuel consumption and emissions. All engines comply with the EU5 exhaust standard, while the 320d diesel unit can meet EU6 specification, if desired.

A sporty six-speed manual gearbox sends power to the rear wheels in the four-cylinder models. BMW also offers an innovative eight-speed automatic – fitted as standard in the six-cylinder diesel model – as an option. Both transmission variants link up with the fuel consumption-reducing Auto Start-Stop function.

Advanced suspension technology, featuring a large number of light-alloy components and new tuning, the torque steer-free Electric Power Steering, a low vehicle weight and finely-balanced axle load distribution set the seal on the car's dynamic overall concept. All of which means the new BMW 3 Series Touring combines enhanced comfort with the sporty handling characteristics owners have come to expect.

BMW 328i Touring: four-cylinder petrol engine with BMW TwinPower Turbo technology sets the benchmark for driving dynamics and efficiency.

In keeping with the dynamic overall theme of the new BMW 3 Series, this innovative turbocharged engine offers plenty of power and performance, responsive acceleration, powerful torque, a high rpm ceiling and low weight. The cutting-edge four-cylinder unit lays on unbeatable driving pleasure and also comes with lower fuel consumption and emissions than its predecessor. The upgrade in power and efficiency is chiefly down to the use of BMW TwinPower Turbo technology, which works using innovative solutions such as High Precision Direct Petrol Injection, twin-scroll turbocharging, Double-Vanos

variable camshaft timing and Valvetronic variable valve timing. Added to which, this engine has a particularly light and compact construction, thanks in part to its all-aluminium crankcase. This has obvious benefits for driving dynamics: the reduced load on the front axle gives the sporty BMW estate even greater agility and further improved steering and cornering characteristics.

The 1,997 cc BMW TwinPower Turbo four-cylinder engine generates maximum output of 180 kW/245 hp at 5,000 rpm. This petrol-powered unit uses Twin Scroll Turbo technology to maintain peak torque of 350 Nm (258 lb-ft) from 1,250 rpm to 4,800 rpm. These statistics translate into unbridled dynamic performance; the new BMW 328i Touring sprints from 0 to 100 km/h (62 mph) in just 6.0 seconds on the way to an electronically governed top speed of 250 km/h (155 mph). The engine responds instantly to every request from the driver for quicker progress and produces vigorous and almost linear power delivery from just above idle all the way into the higher reaches of the rev range.

In the EU test cycle, the new BMW 328i Touring records average fuel consumption of only 6.8 litres per 100 kilometres (41.5 mpg), allowing it to better the economy of the outgoing 160 kW/218 hp BMW 325i Touring by a full 10 per cent. The same applies to its CO₂ emissions, which come in at a commensurately lower 159 grams per kilometre. Technical progress is equally in evidence with the new eight-speed automatic transmission, which can claim an improvement of up to 11 per cent in fuel economy over its predecessor (6.5 litres / 43.4 mpg imp and 152 grams of CO₂).

Optimised straight-six diesel engine makes the BMW 330d Touring an even sportier and more efficient performer.

The rigorous further development of BMW TwinPower Turbo technology has also yielded additional benefits in terms of dynamics and efficiency for this familiar six-cylinder in-line diesel engine. The latest variant of the hugely brawny yet smooth-running unit allows the new BMW 330d Touring to build further on its reputation as an exceptionally sporty diesel estate. The engine's responses and maximum output have both been improved, while fuel consumption and CO₂ emissions have dropped significantly.

The revised 3-litre six-cylinder diesel engine has lower internal friction levels than its predecessor, weighs less and works in tandem with an optimised injection system. As a result, maximum output rises 10 kilowatts to 190 kW/258 hp, while peak torque now stands at 560 Newton metres / 413 lb-ft (+ 20 Nm / 15 lb-ft) – and is on tap from as low down as 1,500 up to 3,000 rpm. The optimised common-rail injection system, whose solenoid injectors work with maximum pressure of 1,800 bar, makes its own contribution to the increase in output and torque. Modifications to its pre-injection stage give the diesel unit even more efficient combustion, particularly responsive power delivery and further improved acoustic properties. A lighter turbine wheel sharpens the turbocharger's responses and provides instantaneous power delivery at low revs.

As a result, the engine – with its all-aluminium crankcase – achieves an outstanding blend of fuel economy and performance. Joining forces with the standard-fitted eight-speed automatic transmission, the new BMW 330d Touring powers from 0 to 100 km/h (62 mph) in a mere 5.6 seconds and reaches an electronically limited top speed of 250 km/h (155 mph). With average fuel consumption of 5.1 litres per 100 kilometres (55.4 mpg) in the EU test cycle and CO₂ emissions of 135 grams per kilometre, the powerful new sports estate outperforms its six-speed automatic predecessor by a full 15 per cent. The engine comfortably meets the EU5 exhaust norm as standard.

BMW 320d Touring: impressive torque, exceptional smoothness and further improved economy.

The new BMW 320d Touring is powered by the BMW TwinPower Turbo four-cylinder diesel engine from the equivalent outgoing model. The powerplant develops the same high output as before, but boasts improved economy and lower emissions. Also fitted with an aluminium crankcase, the powerplant sets standards in various areas, and its common-rail direct injection and turbocharger with variable turbine geometry allow it to combine impressive punch with a further reduction in fuel consumption and emissions.

Out on the road, the thermodynamically optimised turbocharging provides impressive power delivery throughout the rev range. An electric actuator adjusts the turbine blades at split-second speed in response to changes in

engine loads, enabling the unit to respond with the same lightning speed at low rpm as it does under full loads. Solenoid injectors supply the fuel to the cylinders at up to 2,000 bar, while high-precision fuel metering and high atomisation quality result in clean and homogeneous combustion.

Unchanged maximum output of 135 kW/184 hp at 4,000 rpm and an imposing 380 Nm (280 lb-ft) of torque available between 1,750 and 2,750 rpm create an extremely dynamic recipe in the new BMW 320d Touring. Performance is suitably brisk: the sprint from 0 to 100 km/h (62 mph) is dispatched in only 7.7 seconds, and this agile diesel variant can continue accelerating up to 230 km/h (143 mph).

The new BMW 320d Touring's average fuel consumption of 4.7 litres per 100 kilometres (60.1 mpg) in the EU test cycle and CO₂ emissions of 124 grams per kilometre better the figures of its equally powerful predecessor by 2 per cent. And its advantage grows further still when the new eight-speed automatic transmission is specified: fuel economy of 4.6 l/100 km (61.4 mpg) and CO₂ emissions of 122 g/km represent an improvement of 10 per cent, allowing the new BMW 320d Touring to defend its position as a powerful and efficient performer fitted with one of the cleanest and most economical diesel engines available. Indeed, fitted with the optional BluePerformance technology including a NO_x storage catalytic converter, the diesel unit already meets EU6 specifications.

Further engine variants to follow later this year:

BMW 320i Touring, BMW 318d Touring and BMW 316d Touring.

Towards the end of 2012, BMW will add another three engine variants already available for the 3 Series Sedan to the line-up for the new Touring. All the engines are even cleaner and more economical than their respective predecessors. For example, the 2.0-litre four-cylinder petrol engine with TwinPower Turbo technology in the BMW 320i develops 135 kW/184 hp at 5,000 rpm and peak torque of 270 Nm (199 lb-ft) from 1,250 rpm. High output and imposing torque are also signature features of the two turbodiesels, which are derived from the basic engine of the BMW 320d Touring. The powerplant produces 105 kW/143 hp at 4,000 rpm under the bonnet of the BMW 318d Touring, while maximum torque of 320 Nm (236 lb-ft) is available between 1,750 and 2,500 rpm. The ultra-frugal BMW 316d Touring,

meanwhile, generates its peak output of 85 kW/116 hp at 4,000 rpm and also allows the driver to enjoy the engine's maximum 260 Nm (192 lb-ft) of torque between 1,750 and 2,500 rpm.

Six-speed manual gearbox for the BMW 328i Touring and 320d Touring.

The sporty six-speed manual gearboxes for the new BMW 3 Series range offer easy, precise shifting action and optimal ratio spacing. The transmission in the BMW 320d Touring comes with dry sump lubrication for significantly enhanced efficiency along with improved shifting quality thanks to reduced drag losses, while the application of innovative carbon friction linings in the synchromesh units also makes for more comfortable shifting. The transmission gearing in the new BMW 328i Touring is optimally adjusted to the performance characteristics of the turbo engine, and the ratio spacing allows for powerful sprinting performance and fast mid-range acceleration while also reducing fuel consumption.

Innovative eight-speed automatic transmission: standard on the BMW 330d Touring, optionally available for the other models.

Thanks to its additional ratios, the high-performance eight-speed automatic transmission combines shifting comfort, sporty performance and efficiency to an unprecedented level in an option as yet unavailable from any competitor in the premium estate segment.

A wide array of technical innovations and the exceptionally high internal efficiency of the eight-speed transmission mean that potent acceleration, fast mid-range sprints and further reduced fuel consumption are also achieved. Indeed, performance-minded drivers are catered for as well, having the option of playing a far more active role by changing gear manually. The potential of the new BMW 3 Series Touring can thus be exploited in more relaxed or more hands-on mode. On the road, balanced ratios mean the BMW 3 Series Touring boasts refined and powerful acceleration as well as smooth, fuel-efficient operation in the low rpm range. The bottom line is that the BMW 328i Touring and BMW 320d Touring with eight-speed automatic transmission achieve marginally improved fuel consumption and emissions figures compared to those of the six-speed manual models.

A sports automatic variant of the new eight-speed transmission is available as a further option for the new BMW 3 Series Touring. This unit offers even more dynamic shift characteristics as well as manual gear shifting via paddle shifts on the steering wheel. Alternatively, the petrol models also allow gear shifts using the electronic Quickshift selector lever on the centre console.

Precision chassis engineering sets new standards: sporty handling, high agility and enhanced comfort.

In the latest model generation, too, driving dynamics rank among the stand-out attributes of the BMW 3 Series Touring. Playing a key role here is the carefully-honed chassis technology that perfectly complements the winning formula of a longitudinally mounted engine, rear-wheel drive, a balanced axle load ratio and a torsionally stiff body. Here the engineers have managed to further improve the already outstanding handling characteristics, exceptional agility and steering precision of the predecessor model while noticeably boosting comfort at the same time. With a wheelbase of 2,810 millimetres (+50 mm) and a track of 1,543 millimetres at the front (+37 mm) and 1,583 millimetres at the rear (+48 mm), the new BMW 3 Series Touring hugs the road even more closely than its forerunner. Together with the weight-optimised powertrain and lightweight body design, this results in a perfectly balanced axle load ratio for maximum driving dynamics and stability.

Double-joint tie bar front axle with spring struts and anti-roll bar.

The front axle of the new BMW 3 Series Touring is based on the front axle design of the new BMW 3 Series Sedan, which allows the optimal coupling of driving dynamics and ride comfort. The wheel suspension combines maximum stiffness with minimum weight, while aluminium torque struts, wishbones and swivel bearings make for a significant reduction in unsprung masses. In addition, the absence of torque steer meant that the kinematics of the double-joint axle could be optimally geared to the agility and driving dynamics of the new BMW 3 Series. Also benefiting from this is the electromechanical steering system of the new BMW 3 Series, which is low in weight and helps reduce fuel consumption.

Five-link rear axle guarantees driving dynamics and comfort.

Boasting significant improvements and refinements, the rear axle of the new BMW 3 Series makes an important contribution to the new model's improved

driving dynamics and comfort. Its space-saving design is based on the proven five-link configuration used on the predecessor model, with elastokinematics – specially tailored to the new 3 Series range – featuring long spring travel and precise wheel location in all situations. Moreover, the new rear axle ensures excellent noise and vibration damping. The upshot is that the new BMW 3 Series Touring impresses with extremely sporty handling combined with the highest standards of stability and comfort. Carefully targeted underside aerodynamics modifications at the rear axle, finally, contribute to enhanced driving dynamics and efficiency.

Dynamic options: M Sport suspension and Adaptive M Sport suspension.

The M Sport suspension from the M Sport package, featuring a 10-millimetre drop in ride height, is also available separately. It works with firmer suspension and damping as well as harder anti-roll bars. Also available as an option is the Adaptive M Sport suspension with electronically controlled damping, which adjusts the damper mapping to the road surface and driving situation. The driver can also use the Driving Experience Control switch to vary the basic suspension tuning between more comfortable or sportier settings according to individual preference.

Driving Experience Control switch with ECO PRO mode: extra-sporty, more relaxed or more frugal driving modes – at the press of a button.

Drivers are able to vary the overall character of the vehicle depending on the driving situation or to suit their personal preferences. As well as sportier or more comfortable drive settings, they can also opt for extra fuel efficiency. The different modes are selected using the new Driving Experience Control function including ECO PRO mode, which is standard specification on all models.

Using the simple-to-operate rocker switch on the centre console, drivers can choose between ECO PRO, COMFORT, SPORT and SPORT+ modes. Each of these predefined set-ups activates different settings for the relevant powertrain and suspension components. A further button allows the driver to change the DSC settings or switch them off altogether.

The new ECO PRO mode helps the BMW 3 Series Touring driver to achieve an extra-efficient and economy-conscious driving style. In this mode, in addition

to the adjustment of the accelerator mapping, the Optimum Shift Indicator on manual models and the transmission control program for automatics are modified to bring forward upshifts and delay downshifts. Intelligent energy and climate management, meanwhile, reduces mechanical power consumption along with the consumption of electrical systems. Depending on the driving situation, the electronic system also provides tips and incentives on how to develop a more economical driving style. In ECO PRO mode, average fuel consumption can be reduced by up to 20 per cent with a corresponding increase in driving range.

Electric Power Steering enhances agility and comfort.

The new BMW 3 Series Touring is fitted with the electromechanical power steering system EPS (Electric Power Steering). EPS only operates when steering assistance is actually required. Highlights of this system include not only high efficiency but also low weight and high steering precision with good feedback. The BMW 330d Touring and BMW 328i Touring come as standard with the Servotronic function for speed-sensitive steering assistance.

Variable Sports Steering is optionally available, providing different steering gear ratios depending on the angle of the steering wheel. It means that the new BMW 3 Series Touring responds more or less directly to the driver's steering input. This reduces the number of steering wheel rotations required for bigger turns by up to 25 per cent, making for easier and more convenient parking and turning manoeuvres. Handling is also sharpened, for example when instantaneous evasive action is required.

Wheels and tyres.

From the base version up, the new BMW 3 Series Touring is factory-fitted with attractively styled, high-quality alloy wheels. The BMW 330d Touring and BMW 328i Touring run on 17-inch Star-spoke wheels carrying 225/50 R17 tyres, while the BMW 320d Touring features 16-inch V-spoke alloys and 205/60 R16 tyres. The BMW 328i and BMW 330d model variants with 17-inch – or larger – wheels are supplied as standard with run-flat safety tyres with failsafe running characteristics and the Tyre Puncture Warning System (TPWS). This provides not only added convenience and safety benefits: dispensing with a spare tyre and jack saves weight and creates more storage space in the boot.

High-performance lightweight brake system.

The new BMW 3 Series Touring relies for its stopping power on lightweight floating-calliper brakes with large inner-vented discs. The aluminium front callipers bring a further reduction in unsprung masses, while this extremely high-performance system also features outstanding heat tolerance, excellent wet braking performance, easy operation and precise control. A brake pad wear indicator and brake drying function are standard on all models. The driver is backed up by various state-of-the-art electronic safety systems which are integrated into the Dynamic Stability Control (DSC) system. The DSC system incorporates the following functions: Anti-lock Braking System (ABS), Automatic Stability Control (ASC), Dynamic Traction Control (DTC), Dynamic Brake Control (DBC) and Cornering Brake Control (CBC), along with Start-Off Assistant, brake drying and an electronic limited slip function for the rear differential, which can be activated using the "DSC Off" button.

For performance-minded customers, BMW offers the M Sport brake from the M Sport package: aluminium four-piston fixed callipers at the front and two-piston fixed callipers at the rear, along with generously sized brake discs, combine extremely low weight with very short stopping distances.

High-strength body structure and intelligent lightweight concept.

The new BMW 3 Series Touring offers its occupants outstanding active and passive safety. Thanks to a judicious selection of materials, a high-strength structure and an intelligent lightweight design concept, the body meets the most exacting safety standards and, in conjunction with highly efficient restraint systems, guarantees maximum occupant protection. Compared to its predecessor, body stiffness has again been increased – by more than 10 per cent – with benefits for both vibration shielding and steering precision. Having shed up to 40 kilograms, the lightweight construction also significantly boosts the efficiency and agility of the new Touring, while a comprehensive package of active safety components helps avoid accidents or mitigate their consequences as far as possible. All told, it is the perfectly balanced overall concept of the new BMW 3 Series Touring that makes it such a compelling proposition not least in terms of safety.

Individual protection in every seat.

The exemplary crash responses of the body provide the best possible basis for the optimum configuration and set-up of the restraint systems in the passenger cell. The BMW 3 Series Touring comes as standard with front and side airbags for the driver and front passenger, as well as head airbags for both rows of seats. In European models, the front airbags feature two-stage deployment. All seats are fitted with three-point inertia-reel seat belts, while the driver and front passenger also have belt latch tensioners and belt force limiters. Also part of the standard specification are ISOFIX child seat attachment points on the rear seats.

4. **BMW EfficientDynamics: More power, less fuel consumption.**



Alongside its high functionality and sporty dynamics, outstanding fuel economy is another contributing factor in the driving pleasure afforded by the new BMW 3 Series Touring. This is down to the BMW EfficientDynamics development strategy, the results of which are incorporated in virtually every area of the new model. In addition to petrol and diesel engines with optimised fuel economy, its highly efficient transmissions, intelligent lightweight design, optimised aerodynamics and further efficiency-promoting measures ensure the new BMW 3 Series Touring is a winner in terms of its impressive fuel consumption and emissions figures as well.

State-of-the-art petrol and diesel engines in the new BMW 3 Series Touring forge a perfect alliance of dynamics and efficiency.

The new four-cylinder in the BMW 328i Touring, available from launch, boasts a raft of innovative technical solutions. They include BMW TwinPower Turbo technology with charging based on the twin-scroll principle, High Precision Direct Injection, Double-Vanos variable camshaft control and Valvetronic fully variable valve control.

The BMW TwinPower Turbo diesel units with common-rail direct injection, turbocharging and all-aluminium design likewise distinguish themselves by their high torque, smooth running and unsurpassed efficiency. A centrifugal pendulum in the dual-mass flywheel reduces irregular running for greater comfort at low engine speeds. BMW's advanced BluePerformance technology is also available, combining a diesel particulate filter and oxidation catalyst with a NO_x adsorber catalyst. This means the 320d diesel engine already meets the EU6 emissions standard today.

Optimised transmissions for added fuel savings: six-speed manual and eight-speed automatic.

Whether the choice is for a state-of-the-art six-speed manual gearbox or an innovative eight-speed automatic, both transmissions boast optimised efficiency, compact design and reduced weight. Manual models also come

equipped with an Optimum Shift Indicator which, in conjunction with the new ECO PRO mode, recommends gear shifts that maximise fuel efficiency.

The eight-speed automatic transmission boasts a minimised torque converter slip, high internal efficiency, low friction losses and an intelligent transmission control to ensure substantial potential for fuel savings. Compared to the six-speed automatic it replaces, fuel consumption in the new BMW 3 Series Touring has been improved by between 10 and 15 per cent, depending on the engine. The BMW 320d Touring posts equally favourable fuel and emissions figures with the automatic transmission as with the manual unit.

Auto Start-Stop, Brake Energy Regeneration, ECO PRO mode.

The new BMW 3 Series Touring comes as standard with the Auto Start-Stop function, which switches the engine off during stops at traffic lights or in stationary traffic to avoid wasting fuel. Another standard feature is Brake Energy Regeneration, which ensures that, as far as possible, power for the vehicle's electrical system is generated during braking and overrun. Finally, the new Driving Experience Control switch allows the activation of ECO PRO mode, which encourages an economical driving style and enables savings of up to 20 per cent. Intelligent energy management is further enhanced by the ancillary units, such as the on-demand coolant pump, the electronically controlled oil pump and the Electric Power Steering system (EPS), which only consumes power when steering assistance is actually required.

Intelligent lightweight design for further cuts in fuel consumption and CO₂ emissions.

Use of lightweight materials has played a significant role in reducing vehicle weight and in delivering high passenger cell safety standards, combined with a significant increase in strength. At the same time, these measures help to ensure superior driving dynamics. Intelligent lightweight design is integrated into all areas of BMW vehicle development work and into all components. In addition to the use of plastics and state-of-the-art composites, the increased use of aluminium components in the engine and suspension systems has also further whittled down the weight of the relevant assemblies.

Aerodynamic optimisation of the underside panelling.

The honed aerodynamics of the new BMW 3 Series Touring not only contribute to lowering fuel consumption, but also bring benefits for noise reduction and roadholding. The design of the underside is a major factor in minimising lift forces. Here, the new BMW 3 Series Touring has an aerodynamically optimised underside with extended streamlined panels at the sides, under the engine compartment shield and at the front part of the exhaust tunnel. Additional aerodynamic covers at the rear axle further reduce drag and lift forces. Meanwhile, “air curtains” at the front apron reduce turbulence and therefore drag around the front wheels. Aerodynamically designed wheel arches and air deflectors positioned in front of them also contribute to fuel savings.



5. BMW ConnectedDrive: Maximum safety, exemplary convenience and up-to-the-minute infotainment thanks to intelligent connectivity.

With its broad range of driver assistance systems and mobility services, offered as standard or optionally as part of BMW ConnectedDrive, the new BMW 3 Series Touring sets benchmarks when it comes to safety, convenience and infotainment. To ensure that the available functions fulfil their tasks to optimum effect, the exchange of information between the passengers, the vehicle and the outside world is coordinated by BMW ConnectedDrive in a particularly intelligent and selective way.

Full-colour high-resolution: BMW Head-Up Display.

A highlight of the BMW 3 Series Touring is the latest-generation multicolour Head-Up Display that projects all key information in sharp resolution onto the windscreen in the driver's direct field of vision. Depending on the vehicle specification, speed limits and overtaking restrictions are flagged up in addition to the car's speed. The driver can also see navigation instructions and various alerts in the Head-Up Display. Due to the wide variety of driver assistance systems available in the new BMW 3 Series range, the amount of information that can be shown in the Head-Up Display has now reached an unprecedented level.

Camera plus sensor: Lane Change and Lane Departure Warning.

Among the assistance systems that enhance convenience and safety are the Lane Change and Lane Departure Warning systems including Collision Warning. Working with radar sensors and camera monitoring, these systems warn the driver of a potential collision during a lane change manoeuvre or if the car strays unintentionally out of its lane, as well as alerting him if the car gets too close to the vehicle in front.

Preventive occupant safety: Active Protection.

The Active Protection safety package with extended protective measures and the Automatic Emergency Call function help passengers to limit the potential consequences of an accident. Active Protection is activated shortly after the car sets off, ready to tighten the front seat belts and close the side windows and

sunroof if a pre-crash scenario arises. If the system detects a collision threat and deduces that a crash is unavoidable, it automatically brakes the car.

**Intelligent management of state-of-the-art light technology:
anti-dazzle High-Beam Assistant and Adaptive Headlights.**

Providing an extra boost to safety after dark is the optional High-Beam Assistant, which automatically switches high beam on or off depending on the driving situation. In conjunction with the optional bi-xenon headlights, the new BMW 3 Series Touring can be equipped with the latest-generation Adaptive Headlights with cornering lights, variable headlight distribution and adaptive headlight range control for city and motorway driving. This equipment package includes an anti-dazzle High-Beam Assistant that allows high beam to remain switched on even when there is oncoming traffic. Any dazzle is prevented by a cover applied across the headlights as required.

The perfect overview not just when parking: Surround View, Side View and BMW Parking Assistant.

In addition to the rear-view camera and Park Distance Control, there is the option of Surround View with Side View, which show the BMW 3 Series Touring and its surroundings from a bird's eye perspective. This view enables particularly accurate manoeuvring in confined spaces. If the vehicle is driving at less than 20 km/h (12 mph), the driver can additionally activate the Side View function to monitor traffic crossing in front of the car – making it easier to pull out of narrow or concealed exits, for example. Another convenience-enhancing assistance system is the BMW Parking Assistant, which takes charge of manoeuvring into parking spaces that are parallel to the direction of travel. All the driver has to do during the parking manoeuvre is operate the accelerator and brake pedals, leaving the BMW Park Assistant to deal with the steering.

Multitalented: Active Cruise Control with Stop & Go function.

The ACC with Stop&Go cruise control function complements the range of convenience options. ACC Stop&Go not only allows drivers to cruise comfortably along the motorway and country roads while maintaining the desired distance from the vehicle in front, in heavy traffic it also slows the speed all the way to a standstill if necessary. The car automatically moves off again if

the stopping time does not exceed four seconds. All this takes the strain off the driver in slow-moving and stop-go traffic.

Smartly bypassing congestion: Real-Time Traffic Information (RTTI).

The optionally available RTTI (Real-Time Traffic Information) system draws on rapid and comprehensive data transfer through mobile phones by means of a SIM card built into the car. This real-time information, which assists route planning and calculating potential diversions, is supremely reliable and precise. In addition to motorways and main roads, RTTI also covers country roads and thoroughfares and side streets in urban areas. Coloured road markings on the map display indicate the flow of traffic at any given time.

Sheer infotainment: further services from BMW ConnectedDrive.

High-performance interface technology makes for high-level infotainment capability that enables extensive use of external mobile phones and music players. Here the user can draw on selected offerings from BMW Live and BMW Online. Thanks to new Bluetooth office functions, internet-based services along with calendar entries and text messages can be viewed in the Control Display of the iDrive operating system and read out via the Text to Speech function. In addition, passengers can access their personal music library on their smartphone or music player. The BMW Connected app allows the use of web radio and social networks like Facebook and Twitter in the car. Using the My BMW Remote app, meanwhile, lets you remotely unlock and lock the car as well as control the auxiliary heating. Finally, information and office services along with travel and leisure planners using the Google Maps and Panoramio services further enhance the individual convenience and comfort of travelling in the new BMW 3 Series Touring.

6. Specifications.

BMW 3 Series Touring.

320d, 330d.



		BMW 320d Touring	BMW 330d Touring
Body			
No of doors / seats		5 / 5	5 / 5
Length/width/height (unladen)	mm	4624 / 1811 / 1429	4624 / 1811 / 1429
Wheelbase	mm	2810	2810
Track, front/rear	mm	1543 / 1583	1531 / 1572
Ground clearance		140	140
Turning circle	m	11,3	11,3
Tank capacity		57	57
Cooling system incl heater	ltr	7,0	7,2
Engine oil ¹⁾	ltr	5,2	7,2
Weight, unladen, to DIN/EU	kg	1490 / 1565 (1500/1575)	1605 / 1680
Max load to DIN	kg	550	550
Max permissible	kg	2040 (2050)	2155
Max axle load, front / rear	kg	910 / 1195	985 / 1220
Max trailer load (12%), braked / unbraked	kg	1600 / 745	1800 / 750
Max roofload / max download	kg	75 / 75	75 / 75
Luggage comp	ltr	495 / 1500	495 / 1500
Air drag	cd x A	0,31 x 2,20	0,31 x 2,20
Power Unit			
Configuration/No of cyls/valves		In line / 4 / 4	In line / 6 / 4
Engine technology		Common-rail direct fuel injection, turbocharger with variable intake geometry	Common-rail direct fuel injection, turbocharger with variable intake
Capacity, effective	cc	1995	2993
Stroke / bore	mm	90,0 / 84,0	90,0 / 84,0
Compression ratio	:1	16,5	16,5
Fuel		Diesel	Diesel
Max output	kW/hp	135 / 184	190 / 258
at	rpm	4000	4000
Max torque	Nm/lb-ft	380	560
at	rpm	1750-2750	1500-3000
Electrical System			
Battery / installation	Ah/-	90 / Luggage Compartment	
Alternator	AW	180 / 2520	220 / 3080
Driving Dynamics and Safety			
Suspension, front		Double-joint spring strut axle in aluminium with displaced castor, small positive steering roll radius, compensation of lateral forces, anti-dive	
Suspension, rear		Five-arm axle in lightweight steel	
Brakes, front		Single-piston swing-calliper disc brakes/ vented	
Brakes, rear		Single-piston swing-calliper disc brakes/ vented	
Driving stability systems		Standard: DSC incl ABS and DTC Dynamic Traction Control, CBC Cornering Brake Control, DBC Brake Assistant, Dry Braking, Fading Compensation, Start-Off Assistant	
Safety		Standard: airbags for driver and front passenger, side airbags for driver and front passenger, head airbags front and rear, three-point inertia-reel belts on all seats, with belt retainer, belt latch tensioner and belt force limiter at the front, crash-activated headrests at the front, crash sensors, Tyre Defect Indicator	
Steering		Electric Power Steering	
Steering ratio, overall	:1	15,1	15,1
Tyres, front/rear		205/60 R16 92W	255/50 R17 92W
Wheels, front/rear		7,0J x 16 Light Alloy	7,5J x 17 Light Alloy

BMW 320d Touring			BMW 330d Touring	
BMW ConnectedDrive				
Comfort		Optional: BMW Assist including information service, remote functions, Real-Time Traffic Information, BMW TeleServices, mobile device integration		
Infotainment		Optional: access to the internet, BMW Online incl Parkinfo, National Info, Google directory search, news, realtime weather, BMW Routes, office functions, Bluetooth audio streaming and music title update online, apps		
Safety		Optional: Adaptive Headlights with turning lights, variable light distribution and adaptive headlight range adjustment, high beam assistance, park distance control, rear view camera, Surround View incl. Side View and Top View, BMW Head-Up Display, cruise control with brake function, Parking Assistant, Lane Chance Warning, Lane Departure Warning with Collision Warning, speed limit and no passing information, Active Protection, extended emergency call		
Transmission				
Type of transmission		Six-speed manual (optional: eight-speed automatic) / eight-speed-automatic		
Gear ratios	I	:1	4,110 (4,174)	4,174
	II	:1	2,248 (3,143)	3,143
	III	:1	1,403 (2,106)	2,106
	IV	:1	1,000 (1,667)	1,667
	V	:1	0,802 (1,285)	1,285
	VI	:1	0,659 (1,000)	1,000
	VII	:1	----- (0,839)	0,839
	VIII	:1	----- (0,667)	0,667
	R	:1	3,727 (3,295)	3,317
Final Drive		:1	3,231 (2,813)	2,563
Performance				
Power-to-weight ratio	kg/kW		11,0 (11,1)	8,4
Output per litre	kW/hp		67,7	63,5
Acceleration 0–100 km/h	sec		7,7 (7,6)	5,6
standing-start	sec		28,1 (28,1)	25,3
In 4th/5th gear 80–120 km/h	sec		6,2/ 7,9 (-)	-
Top speed	km/h		230 (226)	250
BMW EfficientDynamics				
BMW EfficientDynamics, standard features		Brake Energy Regeneration, electromechanical power steering, Automatic Start/Stop function, gear shift indicator (manual), ECO PRO mode, intelligent lightweight construction, on-demand operation of ancillary units, map-regulated oil pump, air flap control, Electric Power Steering (EPS), detachable a/c compressor, differential with optimized-warm-up behaviour, tyres with reduced rolling resistance		
Fuel Consump in EU Cycle				
Urban	ltr/100k		5,9 (5,9)	6,3
Extra-urban	ltr/100k		4,0 (3,9)	4,5
Combined	ltr/100k		4,7 (4,6)	5,1
CO ₂	g/km		124 (122)	135
Emission rating			EU5	EU5

Specifications apply to ACEA markets/data relevant to homologation apply in part only to Germany (weight)
Figures in brackets apply to models with automatic transmission

¹⁾ Oil change

BMW 3 Series Touring.

328i.

BMW 328i Touring		
Body		
No of doors / seats		5 / 5
Length/width/height (unladen)	mm	4624 / 1811 / 1429
Wheelbase	mm	2810
Track, front/rear	mm	1531 / 1572
Ground clearance		140
Turning circle	m	11,3
Tank capacity		60
Cooling system incl heater	ltr	6,9 (7,6)
Engine oil ¹⁾	ltr	5,75
Weight, unladen, to DIN/EU	kg	1500 / 1585 (1520/1595)
Max load to DIN	kg	550
Max permissible	kg	2050 (2070)
Max axle load, front / rear	kg	915 / 1210
Max trailer load (12%), braked / unbraked	kg	1600 / 745
Max roofload / max download	kg	75 / 75
Luggage comp	ltr	495 / 1500
Air drag	cd x A	0,32 x 2,20
Power Unit		
Configuration/No of cyls/valves		In line / -4 / 4
Engine technology		BMW TwinPower Turbo, second-generation direct fuel injection (High Precision Injection), fully variable valve management (VALVETRONIC)
Capacity, effective	cc	1997
Stroke / bore	mm	90,1 / 84,0
Compression ratio	:1	10,0
Fuel		min RON 91
Max output	kW/hp	180 / 245
at	rpm	5000-6000
Max torque	Nm/lb-ft	350
at	rpm	1250-4800
Electrical System		
Battery / installation	Ah/-	90 / Luggage Compartment
Alternator	AW	210 / 2940
Driving Dynamics and Safety		
Suspension, front	Double-joint spring strut axle in aluminium with displaced castor, small positive steering roll radius, compensation of lateral forces, anti-dive	
Suspension, rear	Five-arm axle in lightweight steel	
Brakes, front	Single-piston swing-calliper disc brakes/ vented	
Brakes, rear	Single-piston swing-calliper disc brakes/ vented	
Driving stability systems	Standard: DSC incl ABS and DTC Dynamic Traction Control, CBC Cornering Brake Control, DBC Brake Assistant, Dry Braking, Fading Compensation, Start-Off Assistant	
Safety	Standard: airbags for driver and front passenger, side airbags for driver and front passenger, head airbags front and rear, three-point inertia-reel belts on all seats, with belt retainer, belt latch tensioner and belt force limiter at the front, crash-activated headrests at the front, crash sensors, Tyre Defect Indicator	
Steering	Electric Power Steering	
Steering ratio, overall	:1	15,1
Tyres, front/rear		225/50 R17 94W
Wheels, front/rear		7,5J x 17 Light Alloy

BMW 328i Touring

BMW ConnectedDrive

Comfort	Optional: BMW Assist including information service, remote functions, Real-Time Traffic Information, BMW TeleServices, mobile device integration
Infotainment	Optional: access to the internet, BMW Online incl Parkinfo, National Info, Google directory search, news, realtime weather, BMW Routes, office functions, Bluetooth audio streaming and music title update online, apps
Safety	Optional: Adaptive Headlights with turning lights, variable light distribution and adaptive headlight range adjustment, high beam assistance, park distance control, rear view camera, Surround View incl. Side View and Top View, BMW Head-Up Display, cruise control with brake function, Parking Assistant, Lane Change Warning, Lane Departure Warning with Collision Warning, speed limit and no passing information, Active Protection, extended emergency call

Transmission

Type of transmission	Six-speed manual (optional: eight-speed automatic)		
Gear ratios	I	:1	3,683 (4,174)
	II	:1	2,062 (3,143)
	III	:1	1,313 (2,106)
	IV	:1	1,000 (1,667)
	V	:1	0,809 (1,285)
	VI	:1	0,677 (1,000)
	VII	:1	----- (0,839)
	VIII	:1	----- (0,667)
	R	:1	3,348 (3,295)
Final Drive		:1	3,909 (3,154)

Performance

Power-to-weight ratio	kg/kW	8,3 (8,4)
Output per litre	kW/hp	90,1
Acceleration 0–100 km/h	sec	6,0 (6,0)
standing-start	sec	26,0 (25,9)
In 4th/5th gear 80–120 km/h	sec	5,8 / 7,2 (-)
Top speed	km/h	250 (250)

BMW EfficientDynamics

BMW EfficientDynamics, standard features	Brake Energy Regeneration, electromechanical power steering, Automatic Start/Stop function, gear shift indicator (manual), ECO PRO mode, intelligent lightweight construction, on-demand operation of ancillary units, map-regulated oil pump, air flap control, Electric Power Steering (EPS), detachable a/c compressor, differential with optimized-warm-up behaviour, tyres with reduced rolling resistance
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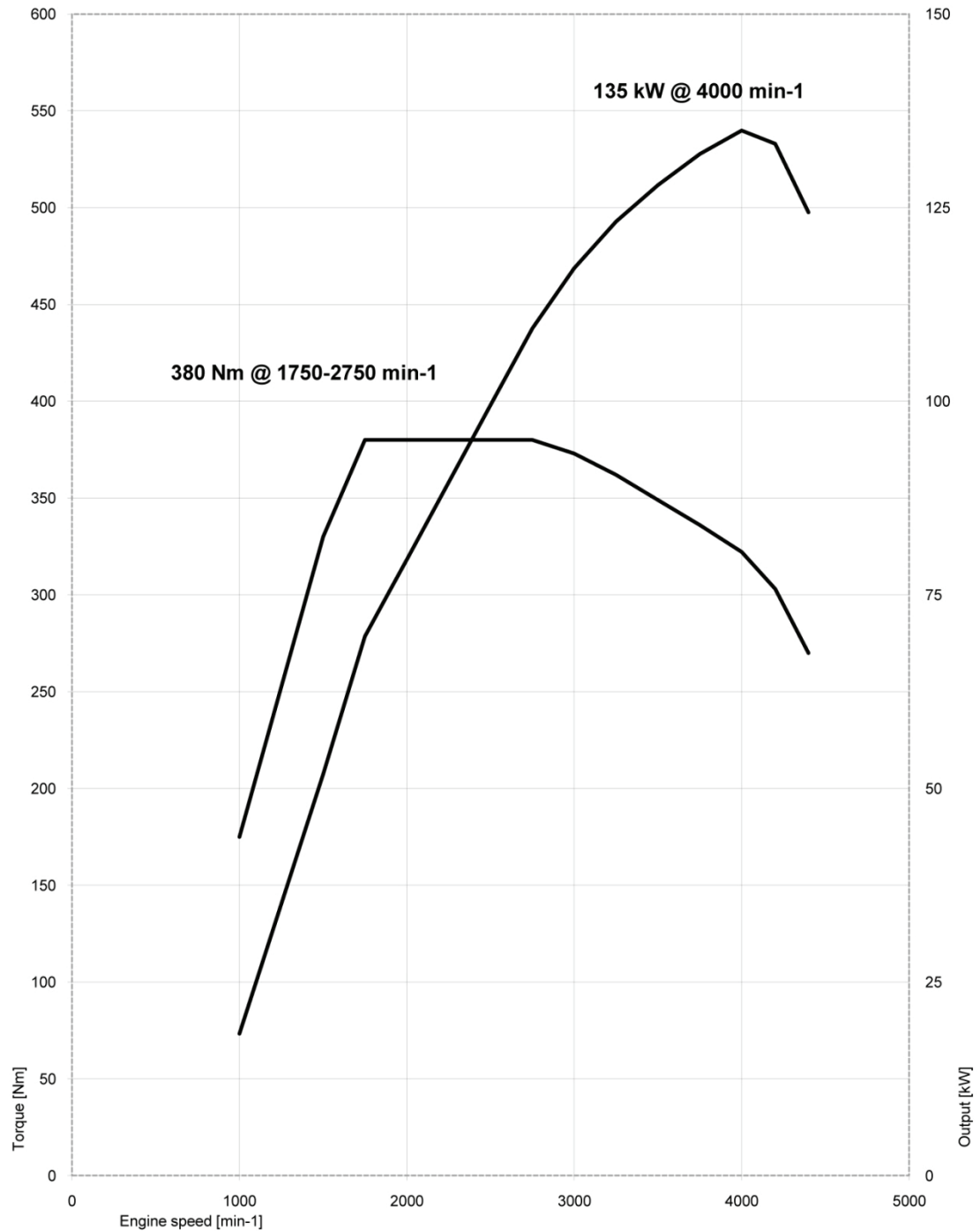
Fuel Consump in EU Cycle

Urban	litr/100k	9,2 (8,4)
Extra-urban	litr/100k	5,5 (5,4)
Combined	litr/100k	6,8 (6,5)
CO ₂	g/km	159 (152)
Emission rating		EU5

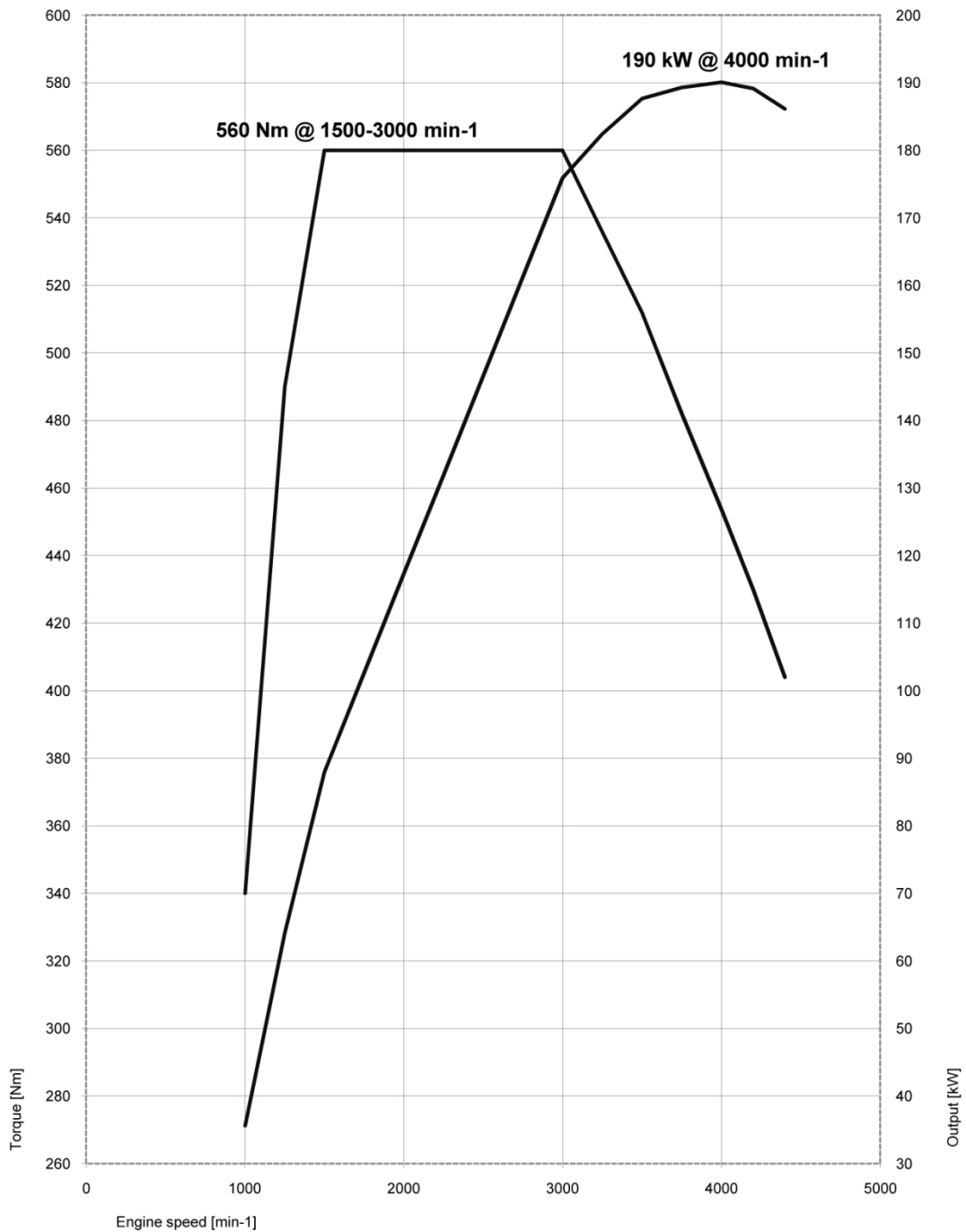
Specifications apply to ACEA markets/data relevant to homologation apply in part only to Germany (weight)
Figures in brackets apply to models with automatic transmission

¹⁾ Oil change

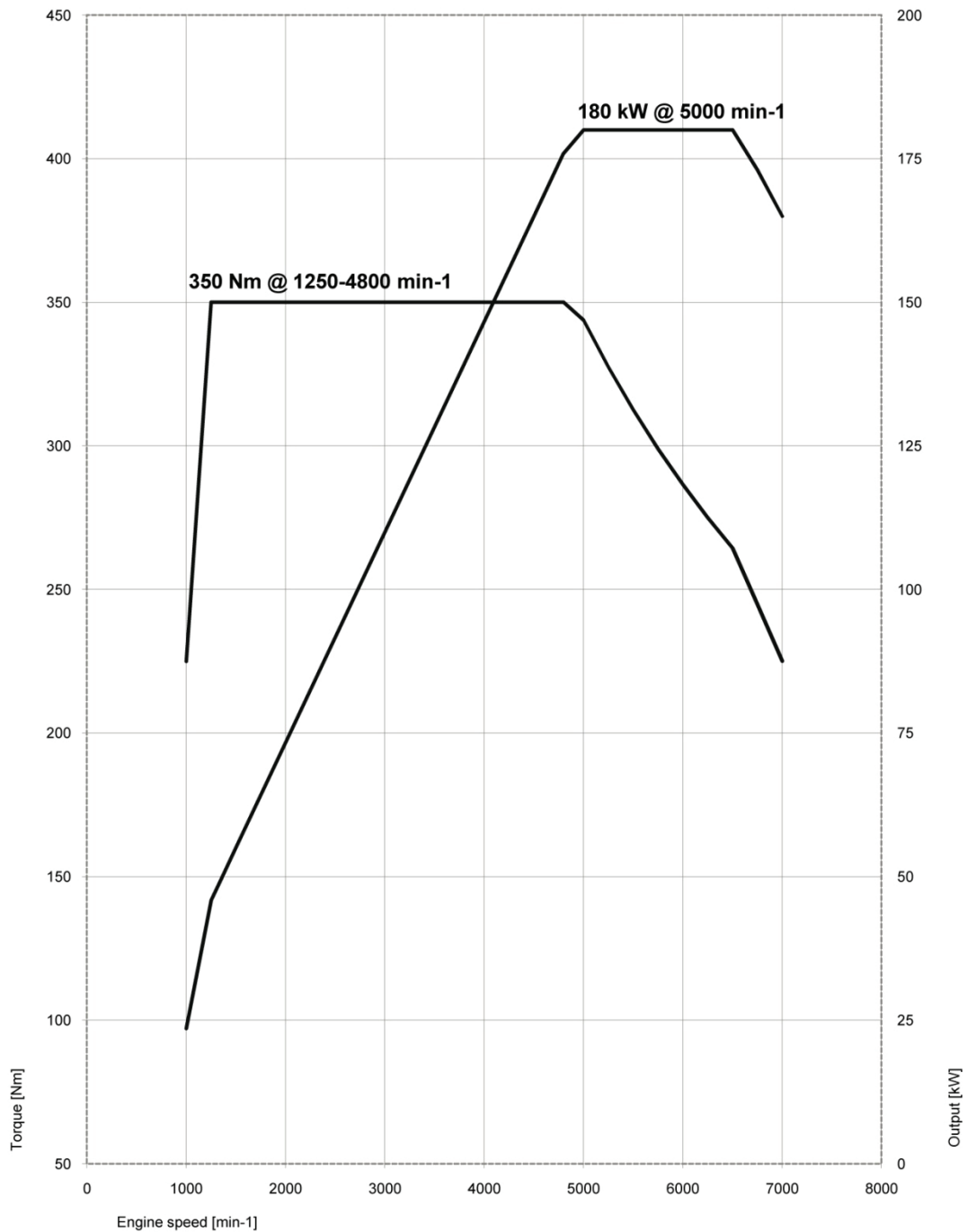
7. Output and torque diagrams. The new BMW 3 Series Touring. 320d.



The new BMW 3 Series Touring. 330d.



The new BMW 3 Series Touring. 328i.





8. Exterior and interior dimensions.

