

# The BMW 3 Series Gran Turismo. Contents.



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# 1. The BMW 3 Series Gran Turismo. (Highlights)

The BMW 3 Series Gran Turismo adds an innovative new concept to the successful BMW 3 Series line-up. The third body variant in the current model family combines the Sedan's dynamic, sporting genes with the practicality and versatility of the Touring, qualities which are backed up by a palpable increase in space and driving comfort. The Gran Turismo exudes aesthetic and emotional appeal, boasts a distinctive presence on the road and offers similarly pronounced driving pleasure. All of which allows the Gran Turismo to make a compelling case for itself as both an elegant business carriage and a dynamic, comfortable tourer.

Typical BMW proportions, four doors with frameless windows, a coupe-style, gently downward-sloping roofline and a large, automatically opening and closing tailgate define the distinctive exterior character of the BMW 3 Series Gran Turismo. An active rear spoiler – the first of its type on a BMW – provides visual lightness and reduces lift at touring speeds. The BMW 3 Series Gran Turismo is 200 millimetres longer in total than the BMW 3 Series Touring, comes with a 110-millimetre longer wheelbase and stands 81 millimetres taller. However, the clever use of proportions, surfaces and lines ensures that the BMW 3 Series Gran Turismo is immediately recognisable as a member of the new BMW 3 Series range.

## **Impressive long-distance comfort in a unique ambience.**

Generous interior dimensions allow the passengers in every seat of the BMW 3 Series Gran Turismo to sit back and enjoy an impressive feeling of space and unbeatable freedom of movement. The front and rear passengers all benefit from a seating position raised by 59 millimetres, which provides an outstanding view out and makes entry and exit significantly more comfortable. Plus, the BMW 3 Series Gran Turismo also offers extra headroom. The increase in space will be particularly noticeable in the rear compartment, where a full 70 millimetres of additional legroom over the Sedan and Touring – giving luxury-car levels of spaciousness – is there to be enjoyed. The cocooning nature of the interior, complemented by its design forms, colour scheme and materials, creates a lounge-style ambience which allows passengers to enjoy short trips and long journeys alike in relaxed comfort.

### **Intelligent load area management.**

The load area also reflects the car's increased dimensions, its 520 litres of boot capacity even outstripping that of the BMW 3 Series Touring by 25 litres. The large load aperture and high-opening tailgate make access easier. Practical standard features – such as the 40:20:40 split/folding rear seat bench with folding head restraints and tilt-adjustable backrests (cargo function), and the two-piece parcel shelf – underscore the impressive functionality of the BMW 3 Series Gran Turismo. The large load area can be utilised in many different ways, allowing intelligent space management. Practical features such as lashing points, multifunction hooks and an underfloor storage compartment make it even more convenient to use, while the LED strips that illuminate the cargo area emphasise the premium quality of the 3 Series Gran Turismo.

### **Quintessential BMW 3 Series: functional elegance, three equipment lines.**

High-end material combinations and fit and finish of the highest quality underline the premium ambience on board the BMW 3 Series Gran Turismo. The latest addition to the 3 Series family can be ordered with the Sport Line or Luxury Line.

### **Diesel engine powers the GT off the start line.**

A powerful, refined and economical 2.0 L diesel engine using BMW TwinPower Turbo technology.

Power is sent to the rear wheels via an eight-speed automatic linked up with the fuel-saving Auto Start-Stop function.

Advanced suspension technology, featuring a large number of light-alloy components, the torque steer-free Electric Power Steering, finely-balanced axle load distribution (50:50) and a torsionally stiff lightweight body ensure outstanding handling attributes and a high degree of agility and precision. The longer wheelbase (+ 110 mm), greater wheel diameter and baseline specification of the BMW 3 Series Gran Turismo– which includes 18-inch wheels – result in a car offering excellent directional stability and long-distance comfort.

### **BMW EfficientDynamics.**

In addition to its enviable practicality and sporting dynamics, the outstanding fuel economy of the BMW 3 Series Gran Turismo also serves the cause of driving pleasure. The key here is the BMW EfficientDynamics development strategy, whose influence can be seen in virtually every area of the new model. Building on the good work of the ultra-frugal diesel engine, the intelligent lightweight construction concept of the BMW 3 Series Gran Turismo and its optimised aerodynamics (including Air Curtains, Air Breathers and the active rear spoiler) do their bit to maximise efficiency and dynamics. And other measures, such as the Auto Start-Stop function, Brake Energy Regeneration and on-demand operation of ancillary components join the campaign to ensure the powerful BMW 3 Series Gran Turismo boasts impressively low fuel consumption and emissions. The economy drive doesn't stop there, either; the car still has the potential to cut fuel use by as much as another 20 per cent using ECO PRO mode.

### **BMW ConnectedDrive.**

An extensive selection of driver assistance systems and mobility solutions, offered under the BMW ConnectedDrive programme, allows the BMW 3 Series Gran Turismo to set the benchmark in its segment in terms of safety, convenience and infotainment. One highlight of the range is highly effective interface technology that allows extensive use of external mobile phones and numerous Bluetooth functions. The Apps option and free BMW Connected application provide access to services such as social networks and web radio.



## 2. Concept: Aesthetic appeal, space and functionality.

The BMW 3 Series Gran Turismo represents a high-calibre addition to the premium reaches of the mid-size segment. This new concept performs a genuinely unique role within the successful BMW 3 Series range and provides a fresh and distinctive take on aesthetic appeal, space and functionality. The BMW 3 Series Gran Turismo fuses the dynamic sporting attributes of the 3 Series Sedan with the practicality and versatility of the 3 Series Touring, and backs these qualities up with a palpable increase in space and long-distance comfort. The new addition to the range exudes aesthetic and emotional appeal, boasts a distinctive presence on the road and offers similarly pronounced driving pleasure.

Among the eye-catching features of the new BMW 3 Series Gran Turismo are a powerfully formed front end, an elegantly stretched silhouette with coupe-style roofline, frameless side windows and a flowing rear end with large load aperture. Here, an extended rear spoiler – the first of its type on a BMW – provides visual lightness as well as reducing lift at touring speeds. The clear increase in length over the Sedan and Touring benefits not only the car's elegant silhouette, but also the amount of space available on board.

Ease of access, a raised seating position offering an outstanding view out to all sides and luxurious expanses of space around every passenger provide an instant feel-good factor. The Gran Turismo offers more room in the rear compartment in particular. Indeed, passengers in the three full-size rear seats will encounter legroom normally only found in luxury-class cars.

This broad range of qualities – both functional and aesthetic – allows the BMW 3 Series Gran Turismo to tick all the right boxes for active and demanding drivers who use their car in a variety of ways but would also value the aesthetic appeal of a coupe. All of which allows the new Gran Turismo to make a compelling case for itself as both an elegant business carriage and a dynamic, comfortable tourer for family trips away and leisure activities.

### 3. Design: Innovative, emotional and practical.



“The BMW 3 Series Gran Turismo is a car that exudes the elegance of a coupe, but at the same time offers immense practicality and extra space that can be used in a variety of ways.”

Page Beermann, exterior designer for the new BMW 3 Series Gran Turismo.

The first impression delivered by the BMW 3 Series Gran Turismo invariably centres on the striking combination of dynamic and aesthetic appeal. Attractive proportions, four doors with frameless windows, the coupe-style, gently falling roofline and large tailgate define the distinctive character it has chiselled for itself within the BMW 3 Series ranks. Powerful lines and taut surfaces sketch out an athletic body which lends the car an actively forward-surg-ing purpose, as well as suggesting a high degree of functionality. Indeed, the BMW 3 Series Gran Turismo sets new standards inside as well as out. A convincing sense of roominess, a high seating position, generous levels of space and intelligent load area management seal its status as a one-off in the premium mid-size segment.

At 4,824 millimetres long, 1,489 millimetres tall, 1,828 millimetres wide and with a 2,920-millimetre wheelbase, the BMW 3 Series Gran Turismo is notably larger all round than the Sedan and Touring variants of the 3 Series range. However, the designers' clever use of proportions, surfaces and lines ensures that the Gran Turismo appears to cut a similarly low-slung and dynamic figure as its siblings. Its dimensions allow it to lay on impressive levels of space for passengers and their luggage, as a result of which it passes the “long-distance comfort” test with flying colours. At 520 litres, its boot capacity is up 25 litres on the BMW 3 Series Touring's, while an extra 70 millimetres of rear legroom place it between the BMW 5 Series and BMW 7 Series, i.e. firmly in luxury class territory.

#### **Front view: powerful dynamics.**

The eye-catching front end of the BMW 3 Series Gran Turismo makes no secret of its BMW 3 Series family ties, but also brings its own individual flavour into the mix. The broad, powerful BMW kidney grille and modified front apron underline the car's sporting character, while striking twin headlights with

corona rings and LED accent lights form a visual unit with the slightly forward-slanting kidneys and reinforce the sense of both width and presence. The silhouette of the headlights is larger than on the Sedan. Large air intakes below the headlights emphasise the sporting character of the car, as do the aerodynamically motivated apertures for the Air Curtains. The bonnet, meanwhile, has smoother contours than the Sedan and Touring. The most prominent design cue remains the kidney grille, which draws the visual focus of the front end further towards the road and gives the car a lower-slung and sportier feel. Another identifying feature of the BMW 3 Series Gran Turismo are the “blades” set into the outer air intakes of the front apron.

**Side view: elegance with a coupe-style roofline.**

The link between the front and rear of the BMW 3 Series Gran Turismo is particularly seamless. Hallmark BMW proportions and a coupe-style roofline sloping down towards the rear stretch the car’s silhouette, while powerfully taut surfaces and rising lines lend the flanks their inherent dynamic verve. The smooth transition of the roofline into the rear creates extra interior space while showcasing the car’s enviable functionality. The BMW 3 Series Gran Turismo is the brand’s first-ever model to sport an active rear spoiler. At lower speeds it retracts virtually out of sight, leaving barely a ripple in the coupe-style roofline. One feature that is most definitely visible from the side are the forward-surging kidney slats, which dart up into the bonnet, underlining the agile character of the Gran Turismo.

The dominant theme of the car’s flanks is the double swage line, made up of two character lines running alongside each other, which is central to the appearance of the latest BMW 3 Series. Viewed in tandem with the pronounced door sill line it strengthens the body’s dynamic wedge shape. The high-set side window graphic, which rises slightly at the Hofmeister kink, lends pleasingly aesthetic emphasis to the clear forward orientation of the exterior design. A new element of the BMW 3 Series Gran Turismo comes in the form of the Air Breathers. Located just rearwards of the front wheels, they are designed to reduce drag around the wheel arches. The Air Breathers team up with the Air Curtains to underline the sporting character of the car’s design and provide tangible evidence of the innovative aerodynamic solutions devised by BMW as part of its BMW EfficientDynamics development strategy.

### **Rear view: a powerful tail end with compelling functionality.**

The rear of the BMW 3 Series Gran Turismo is highlighted by horizontal surfaces and lines emphasising muscular width and unshakable road-holding. The wraparound section below the spoiler has an extremely flat appearance and visually lowers the stance of the rear. The interplay between light and shadowed surfaces generates a dynamism even when the car is stationary.

The extended rear lights, in customary BMW L-shaped design, stretch far into the sides of the car, add further presence to the BMW 3 Series Gran Turismo's powerful breadth and make the car appear lower to the road. Two integrated bars of LEDs allow a slim light design and ensure the BMW 3 Series Gran Turismo's distinctive appearance is maintained both day and night. The large tailgate, meanwhile, showcases the versatility and functionality of the BMW 3 Series Gran Turismo. It allows optimum access to the load area and, thanks to its wide, generously sized aperture, makes it easier to load and unload even bulky items.

### **Interior: surprising spaciousness, generous freedom of movement.**

"The focus of the BMW 3 Series Gran Turismo's interior is clearly on the rear compartment – here we wanted to create a totally new, spacious yet also cocooning ambience."

Georg Allmendinger, interior designer for the BMW 3 Series Gran Turismo.

The BMW 3 Series Gran Turismo adds 200 millimetres to the length of the BMW 3 Series Touring and has a 110-millimetre longer wheelbase. The new model variant also stands 81 millimetres taller. These generous dimensions create a luxurious feeling of space for the passengers and ensure unbeatable freedom of movement in every seat. The front and rear passengers all benefit from a seating position raised by 59 millimetres, which allows an outstanding view out and makes entry and exit significantly easier. The Gran Turismo also raises headroom another notch.

### **Space-loving elegance with lounge-style character.**

Rear passengers enjoy a particularly impressive increase in space. Indeed, the Gran Turismo offers a full 70 millimetres of extra legroom in the rear, providing a freedom of movement normally only found in luxury-class cars. Thanks to the car's longer wheelbase – and a reduced overlap with the rear wheel arches as a result – the full breadth of the rear seat bench can be used



without restriction and three adults can be seated in comfort. This supreme feeling of space is complemented by the design forms, colour scheme and materials employed in the interior. The flowing lines of the door panels link the front and rear compartments into a single stylistic unit, while the interplay of the flat roofline and frameless windows with the cocooning character of the interior creates a spacious lounge-style ambience in the rear compartment, and thus the ideal environment for relaxed touring.

### **Maximum long-distance comfort.**

An array of storage compartments and other practical details helps lay on a suitably sumptuous level of long-distance comfort. A pair of cupholders are integrated into the centre console, but can be swapped for an oddments tray if desired. And large door pockets front and rear can accommodate up to one-litre drinks bottles (0.75 l in the rear). The BMW 3 Series Gran Turismo can be adapted precisely to meet changing requirements. To this end, the rear seat backrests are fitted with folding head restraints and can be split 40:20:40 as standard, allowing the load area to be increased in stages from 520 up to 1,600 litres. Folding down only the central segment creates a large through-loading aperture that enables four people to bring several pairs of skis or snowboards on board with them. Folding down all the backrests, meanwhile, creates a slightly rising, almost level and flush-fitting load compartment floor.

### **Load area: large, practical and versatile.**

The perceived value and functionality of the generously sized load area in the BMW 3 Series Gran Turismo impress in equal measure. The gaping 1,120 x 618-millimetre (width x height) load aperture and high-opening electric tailgate make it easier to load up bulky items. Another extremely practical feature is the cargo function for the rear seat backrests. The tilt angle of the backrests can be adjusted through 15 stages and 19 degrees and even brought into a vertical position if required. This allows the space available in the load compartment to be adapted to changing requirements, a process aided by the smooth panel surfaces of the load area's side walls. Another example of the BMW 3 Series Gran Turismo's practical qualities is the two-piece parcel shelf. The larger segment opens with the tailgate, facilitating access to the load area. The second segment remains on its railing, allowing smaller items to be left in place even when the tailgate is opened. When not in use the sections can be easily removed and stored away neatly under the load compartment

floor. The BMW 3 Series Gran Turismo is fitted as standard with button-controlled electric tailgate activation.

Four lashing points in the load compartment floor and a multifunction hook in the left-hand side panel are on hand for securing loads, while a multifunction storage tray under the load compartment floor and a deep compartment in the left-hand side panel swallow up all kinds of small items. Also located here is a 12-volt power socket to plug in a cool box or charge electrically-powered devices.

**Typical BMW 3 Series: functional elegance in the cockpit as well.**

The cockpit of the BMW 3 Series Gran Turismo fits the same template as the BMW 3 Series Sedan. In customary fashion, the driver-focused layout ensures optimum access to all driving functions. Crystal clear circular instruments with a black-panel display and a freestanding iDrive monitor in contemporary flat-screen design underline the sense of functional elegance. The iDrive Controller – within easy reach on the centre console – and the optionally fore-and-aft sliding/folding armrest between the front seats underscore the cabin's exceptional usability and comfort.

**Two equipment lines, each with their own individual character.**

High-quality material combinations coupled with supreme levels of workmanship reinforce the premium ambience on board the BMW 3 Series Gran Turismo. A large number of colour and upholstery variants offer scope for a multitude of combinations.

**Sport Line:** The Sport Line adds extra depth to the dynamic repertoire of the BMW 3 Series Gran Turismo with a selection of eye-catching exterior features in high-gloss black. Nine moulded black kidney grille slats in a chrome-coloured surround lend the front end a particularly sporty and alert look, and the forward-slanting angle of the BMW kidneys gains further visual impact. The black air intakes and likewise gleaming black Air Breathers, meanwhile, draw the eye to the car's aerodynamics features. 18-inch light-alloy wheels – in double-spoke design provide an additional dose of sportiness, while exterior mirrors and a “wraparound” window strip (also available in high-gloss black as an option), B-pillars in matching paint finish and a trim strip at rear apron height add further flourishes. Inside the car, the contrast between black and red accents adds a sporty and exclusive allure that is heightened by the accent strips in the doors. The standard-fitted sports seats can be specified with a choice of different colours.

**Luxury Line:** Discreet high-gloss chrome touches lend the exterior of the BMW 3 Series Gran Turismo a particularly elegant and exclusive appeal. 11 intricate kidney grille slats with chrome-coloured fronts and matt black sides, two chrome blades in the front apron air intakes and chrome Air Breathers all furnish classy touches. Within the gleaming chrome window surround the black B-pillar provides a particular highlight, and special 18 light-alloy wheels in a multi-spoke design accentuate the extravagance of the Luxury Line. The Gran Turismo Luxury Line can be identified from the rear by a stylish, high-gloss chrome strip above the rear apron and a chrome exhaust tailpipe embellisher. The interior also stands out with various chrome elements, such as the surround for the audio and air conditioning system. High-gloss wood strips, seats with distinctive stitching and a choice of classically elegant colours highlight the exclusivity of the Luxury Line.

**Exterior colours and wheels:** The spectrum of colours available for the BMW 3 Series Gran Turismo takes its cues from the BMW 3 Series Sedan and ranges from elegant and classic to modern and expressive.



## 4. Powertrain and chassis: Driving pleasure, dynamic excellence and comfort over long and short distances.

### **BMW 320d Gran Turismo: strong-pulling diesel is also big on refinement and economy.**

The BMW 320d Gran Turismo is powered by a four-cylinder diesel engine whose enviable power output belies an extremely frugal and low-polluting nature. Maximum output of 140 kW/190 hp at 4,000 rpm and torque of 400 Nm (280 lb-ft) – available between 1,750 and 2,500 rpm – ensure the BMW 320d Gran Turismo is a stand-out dynamic performer and fits the profile of a sporty GT even on diesel power. Its performance figures bear this out.

### **Eight-speed automatic gearbox as standard.**

With its additional ratios, the slick eight-speed automatic gearbox is able to provide shift comfort, sports performance and efficiency of the highest order – and offer customers in the compact premium segment an option never previously available to them. The automatic fits like a glove into the dynamic overall concept of the BMW 3 Series Gran Turismo. A raft of technical innovations and the unusually high internal efficiency of the eight-speed automatic ensure that powerful acceleration and sharp mid-range sprints can be enjoyed without any notable increase in fuel consumption. Performance-minded drivers will therefore be in for a treat, especially since they can also choose to change gear manually and so take on a significantly more active role in the driving experience. All in all, then, the potential of the BMW 3 Series Gran Turismo can be explored in relaxed or seriously focused fashion. With its harmonious gear ratio spacing, the BMW 3 Series Gran Turismo offers refined and powerful acceleration, but can also be driven at a laid-back cruise and with an eye on fuel economy at low engine speeds.

### **Sophisticated suspension technology: hallmark BMW 3 Series handling, impressive directional stability and increased long-distance comfort.**

Driving dynamics have always been one of the stand-out qualities of the BMW 3 Series range. Playing a key role here is carefully honed suspension technology that features a large number of light-alloy components and perfectly complements the winning formula of a longitudinally mounted

engine, rear-wheel drive, torque steer-free Electric Power Steering, finely-balanced axle load distribution (50:50) and a torsionally stiff lightweight body.

With the BMW 3 Series Gran Turismo the engineers have succeeded in achieving both outstanding handling properties and a high degree of agility and precision. The overall character of the suspension has been shifted slightly towards directional stability and long-distance comfort. The key factors here are its longer 2,920-millimetre wheelbase (+ 110 mm over the 3 Series Touring) and standard specification, 18-inch wheels. All of which points to the BMW 3 Series Gran Turismo's focus on enhanced long-distance comfort combined with distinctly sporting dynamics.

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

The front axle of the BMW 3 Series Gran Turismo is familiar from the 3 Series Sedan and 3 Series Touring. 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 double-joint axle has been set up to optimum effect, thanks to the absence of torque steer. Another beneficiary of this is the BMW 3 Series Gran Turismo's electromechanical steering system, which is low in weight and helps reduce fuel consumption.

#### **Five-link rear axle majors on driving dynamics and comfort.**

The rear axle of the BMW 3 Series Gran Turismo makes an important contribution to the new model's driving dynamics and ride comfort. Its space-saving five-link design features precisely calculated elastokinematics, which makes for long spring travel as well as precise wheel location in all situations. Moreover, the rear axle ensures excellent noise and vibration damping. The upshot is that the new Gran Turismo impresses with time-honoured BMW 3 Series driving and handling characteristics and goes a noticeable extra yard in terms of directional stability and long-distance touring comfort.

#### **Electromechanical steering enhances agility and comfort.**

The BMW 3 Series Gran Turismo is fitted with the electromechanical power steering system EPS, which only operates when steering assistance is actually required. The system's attributes include not only high efficiency but also low weight, high steering precision with good feedback, and precise responses. The signature BMW rear-wheel-drive layout guards against torque steer.

### **High-performance lightweight braking system.**

The BMW 3 Series Gran Turismo relies for its stopping power on lightweight floating-calliper brakes with large inner-vented discs, and the front brake callipers are made from aluminium. As well as the low unsprung masses, this high-performance system also makes its mark with outstanding heat tolerance, superior wet braking performance, easy operation and excellent feel. A brake pad wear indicator and a brake drying function are standard on all models. The driver enjoys the safety net of various state-of-the-art electronic aids integrated into the Dynamic Stability Control (DSC) system. This incorporates the following functions: the Anti-lock Braking System (ABS), Automatic Stability Control (ASC), Dynamic Traction Control (DTC), Dynamic Brake Control (DBC) and Cornering Brake Control (CBC), along with the Start-Off Assistant and an electronic limited slip function for the rear differential, which can be activated using the “DSC Off” button.

### **Wheels and tyres.**

Even the entry-level version of the BMW 3 Series Gran Turismo is fitted R18 tyres. Run-flat safety tyres– which, depending on driving style and load, allow the car to be driven a further 80 kilometres (50 miles) or more, even with a complete loss of tyre pressure – come as standard..

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

The BMW 3 Series Gran Turismo also offers drivers the ability to vary the overall character of the vehicle to suit the driving situation or 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 via the Driving Experience Control switch with ECO PRO mode, which is standard on all models. Using a button on the centre console, the driver 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. More information on ECO PRO mode can be found in the “BMW EfficientDynamics” chapter.

## 5. **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 offered by the BMW 3 Series Gran Turismo. 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 the diesel engine with optimised fuel economy, its highly efficient transmissions, intelligent lightweight design, optimised aerodynamics and further efficiency-promoting measures ensure the BMW 3 Series Gran Turismo is a winner not only in terms of its impressive performance, but also its enviable fuel consumption and emissions figures.

### **State-of-the-art diesel engine in the BMW 3 Series Gran Turismo forges a perfect alliance of dynamics and efficiency.**

The BMW TwinPower Turbo diesel units also represent the very latest in BMW engine technology. The current line-up of diesels features latest-generation common-rail direct injection, turbocharging and an all-aluminium construction to deliver 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.

### **Optimised power transfer for added fuel savings: eight-speed automatic.**

The eight-speed automatic with innovative gearing design offers a large overall ratio spread. Plus, the minimised torque converter slip, high internal efficiency, low friction losses and intelligent transmission management ensure substantial potential for fuel savings. ECO PRO mode programs the automatic transmission to bring forward upshifts and delay downshifts.

### **Auto Start-Stop function, Brake Energy Regeneration.**

The BMW 3 Series Gran Turismo comes as standard with the Auto Start-Stop function, which can also team up with the new eight-speed automatic gearbox. 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. ECO PRO mode plays a particularly effective role in



helping the BMW 3 Series Gran Turismo driver to maintain an efficient and economical driving style. As well as tweaking the accelerator's responses and engine management system, ECO PRO mode also reaps the rewards of intelligent energy and climate management. The system gives the driver tips and ideas – tailored to the driving situation at hand – on how to reduce fuel consumption even further through adjustments to his or her responses at the wheel. Average fuel consumption can be cut by up to 20 per cent in ECO PRO mode, with a corresponding boost to the car's range on a tank of fuel.

#### **On-demand operation of ancillary components saves energy.**

The BMW 3 Series Gran Turismo's ancillary components also play a role in the car's intelligent energy management. Examples include the on-demand coolant pump, the map-controlled oil pump and the electromechanical steering system, which only consumes electric power when steering assistance is actually required. The special air conditioning compressor works on the same principle. As soon as the driver switches the air conditioning off, the belt drive to the compressor is disconnected to minimise power drain.

#### **Intelligent lightweight design further reduces fuel consumption and CO<sub>2</sub> emissions.**

The use of lightweight materials makes a significant contribution to efficiency and agility, and helps to give BMW cars their impressive dynamic capability. Indeed, intelligent lightweight design can be found in every area of the development process and its reach extends to every component. As well as the use of plastics and cutting-edge composite materials, the increased deployment of aluminium components in the engine and chassis construction has also reduced the weight of the relevant assemblies. The results are impressive. Although the new BMW 3 Series Gran Turismo has grown in terms of dimensions and space, it is barely any heavier than the 3 Series Sedan and Touring.

#### **Aerodynamic fine-tuning in the wind tunnel.**

Evidence of the BMW 3 Series Gran Turismo's aerodynamic fine-tuning in a state-of-the-art wind tunnel comes courtesy of a drag coefficient (Cd) of up to 0.28. The lower air resistance not only contributes to a drop in fuel consumption, it also has benefits in terms of noise reduction. The design of the car's underside is a major factor in minimising lift forces. The BMW 3

Series Gran Turismo has an aerodynamically optimised underbody with extended smooth-surfaced panels at the sides, under the engine compartment shield and at the front part of the exhaust tunnel, resulting in unprecedented standards of sealing.

### **Air Curtains and Air Breathers.**

The now familiar Air Curtains in the front apron of many BMW cars are designed to reduce turbulence – and therefore drag – around the front wheels. The aerodynamically designed wheel arches, and the air deflectors in front of them, likewise help to whittle down fuel consumption. A totally new feature on the BMW 3 Series Gran Turismo, however, are the Air Breathers – air ducts rearwards of the front wheel arches, which reach back as far as the outlet apertures in the side of the body and double up as a new visible design element. The Air Breathers divert part of the airflow into the wheel arches, thereby reducing air resistance. They work particularly effectively in combination with the Air Curtains.

### **BMW premiere: active rear spoiler reduces lift.**

The BMW 3 Series Gran Turismo is the brand's first car to be fitted with an active rear spoiler, which extends automatically once the car reaches 110 km/h (68 mph) to ensure it retains the traditional BMW dynamic capability at higher speeds. Once extended, the spoiler reduces lift on the rear axle by more than 60 per cent, allowing the Gran Turismo to replicate the aerodynamic qualities of the BMW 3 Series Sedan. If the car's speed slows below 70 km/h (43 mph), the spoiler automatically retracts, melting back into the car's trailing edge almost invisibly. If required, the rear spoiler can be extended and retracted manually using a button in the driver's door control panel.



## 6. **BMW ConnectedDrive: Setting the pace for safety, convenience and infotainment.**

For many years now, BMW ConnectedDrive has been synonymous with innovation and forward-looking concepts in the field of automotive connectivity. To make sure that the various functions available perform their task to optimum effect, BMW ConnectedDrive manages the information exchange between passengers, vehicle and the outside world in a particularly intelligent and targeted way.

### **Pure infotainment: further services from BMW ConnectedDrive.**

High-performance interface technology provides top-of-the-range infotainment capability that enables the driver and passengers to make extensive use of external mobile phones and music players. In addition, passengers can access their personal music library on their smartphone or music player. The BMW Connected app allows in-car use of web radio and social networks.

# 7. Technical specifications. The BMW 3 Series Gran Turismo. 320d.

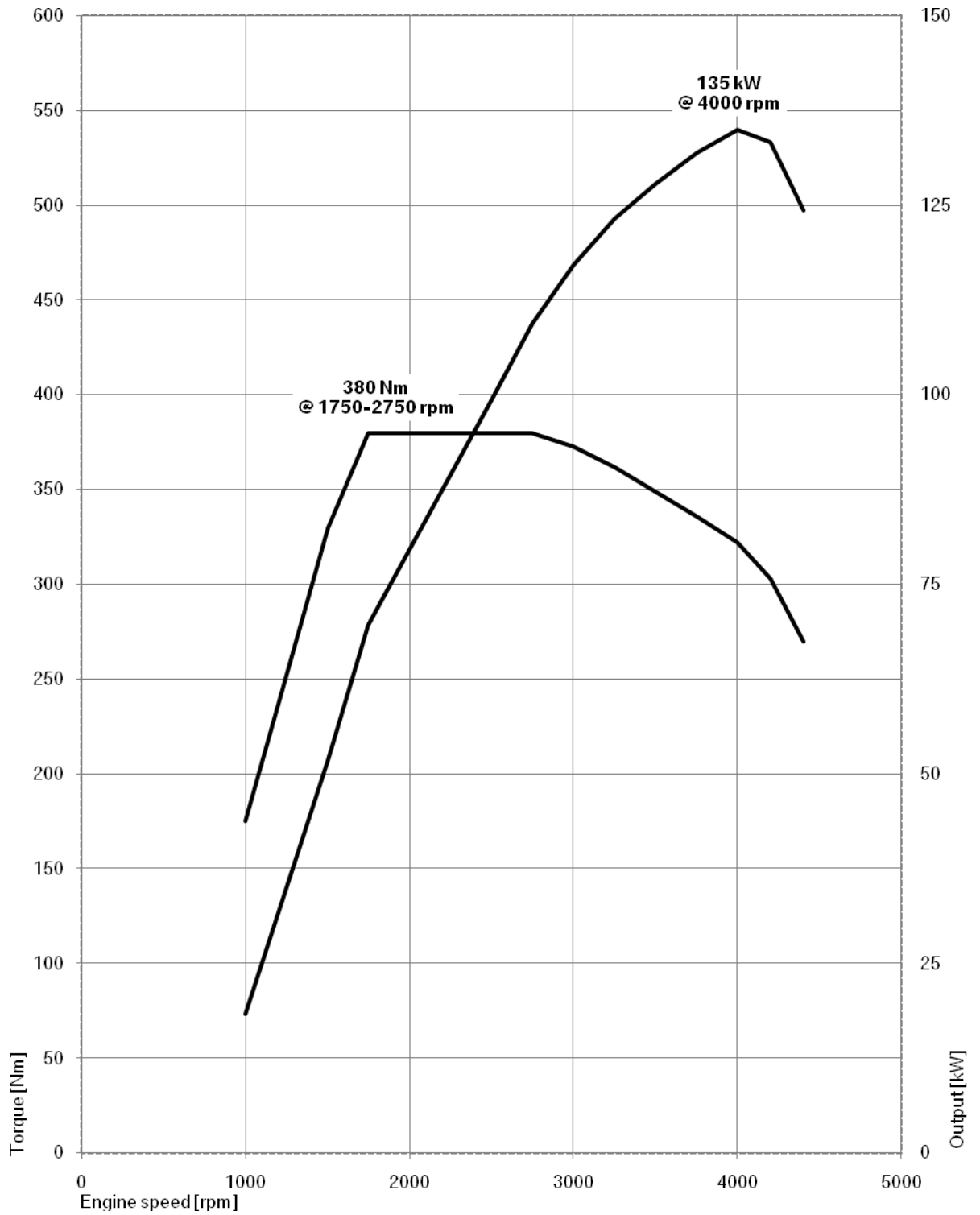


<b>BMW 320d Gran Turismo</b>		
<b>Body</b>		
Noofdoors/seats		4 / 5
Length/width/height (unladen)	mm	4824 / 1828 / 1508
Wheelbase	mm	2920
Track, front/rear	mm	1541 / 1586
Groundclearance	mm	165
Turningcircle	m	11,8
Fuel Tank capacity	apltr	57
Coolingsysteminclheater	ltr	7,0
Engine oil <sup>1)</sup>	ltr	5,2
Weight, unladen, to DIN/EU	kg	1565 / 1640 (1575/1650)
Max loadto DIN	kg	570
Max permissible	kg	2135 (2145)
Max axle load, front/rear	kg	950 / 1245
Max trailer load (12%), braked/unbraked	kg	1600 / 745
Max roofload/max towbardownl	kg	75 / 75
Luggage comp capacity	ltr	520 / 1600
Air drag	Cd x A	0,28 x 2,31
<b>Power Unit</b>		
Config/No of cyls/valves		In-line / 4 / 4
Engine technology		BMW TwinPower Turbo technology with variable- geometry turbocharger, Common Rail direct injection with piezo injectors (max. injection pressure: 1800 bar)
Capacity, effective	cc	1995
Stroke / bore	mm	90,0 / 84,0
Compression ratio	:1	16,5
Fuel		Diesel
Max output	kW/hp	135 / 184
at	rpm	4000
Max torque	Nm/lb-ft	380
at	rpm	1750 – 2750
<b>Electrical System</b>		
Battery / installation	Ah/-	90 / Luggagecompartment
Alternator	AW	175 / 2450
Suspension, front		
Suspension, rear		
Brakes, front		
Brakes, rear		
Driving stability systems		
Safetyequipment		
Steering		
Steering transmission, overall	:1	15,3

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

<sup>1)</sup>Oil Change

## 8. Output and torque diagrams. The BMW 3 Series Gran Turismo. 320d.



## 9. Exterior and interior dimensions.

