

The new BMW 2 Series Active Tourer. Contents.



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1. The new BMW 2 Series Active Tourer. Summary.



The arrival of the BMW 2 Series Active Tourer (fuel consumption combined: 6.0–4.1 litres per 100 km [47–68.9 mpg imp]; CO₂ emissions: 139–109 g/km)* sees BMW expand its portfolio into another new model segment. The newcomer in the premium compact class skilfully blends comfort and functionality of space with the trademark BMW strengths of dynamism, style and elegance. Following on from the Coupe as the second member of the new BMW 2 Series range, the harmoniously proportioned Active Tourer oozes sportiness from every angle. Measuring just 4,342 millimetres long, 1,800 millimetres wide and 1,555 millimetres in height, it combines compact dimensions on the outside with a strikingly spacious feel on the inside, making it perfectly suited to cope with the growing challenges of urban mobility.

New turbocharged engines with three and four cylinders, a comprehensive package of BMW EfficientDynamics measures and the extensive connectivity provided by BMW ConnectedDrive are all formative elements in a driving experience that centres on sporty performance and exemplary efficiency.

* Figures are provisional and have not yet been officially confirmed. The estimated fuel consumption figures have been calculated as per the ECE test cycle.

Dynamism und functionality of space brought together in classic BMW fashion.

In order to achieve a particularly high level of versatility and functionality in the premium compact class, special design concepts are needed. BMW has therefore opted for a sophisticated front-wheel-drive system for the 2 Series Active Tourer that is able to deliver the degree of driver engagement expected of the brand's models. Together with the long wheelbase of 2,670 millimetres and raised roofline, this configuration enables the room inside to be maximised, resulting in an unprecedented feeling of spaciousness. Driver and front passenger enjoy a far higher seating position than in a sedan, which affords a commanding all-round view at the same time as making it easier to get in and out. The wealth of storage facilities and the option of a fold-flat passenger seat backrest are just two examples of the interior's impressive flexibility and cleverly devised layout. The cabin has a light and spacious feel to it, with all surfaces horizontally structured in a layered look. There is also the option of a large panoramic roof that lets light flood into the interior. The brand identity with its overriding sense of dynamism is clearly present in the BMW 2 Series Active Tourer too. It shines through in trademark features such as the slightly forward-slanting BMW kidney grille at the front

end flanked by the distinctive twin circular headlights. The short front overhang in particular is highly unusual for a front-wheel-drive car, and is just as much a classic BMW styling cue as the short overhang at the rear, the long wheelbase, the Hofmeister kink in the rear side windows and the L-shaped rear lights. Crisp contours and an eye-catching swage line at the sides give added impact to the wheel arches and inject the BMW 2 Series Active Tourer with forward thrust even when stationary. Moving inside, the controls for the radio, air conditioning and air vents are angled towards the driver in another unmistakable BMW design trait.

Maximum versatility and functionality.

The versatile luggage compartment, whose capacity can be enlarged from 468 to 1,510 litres, and the 40:20:40 split-folding rear backrest fitted as standard exemplify this model's excellent everyday practicality. Flexibility is further enhanced by a sliding rear seat, allowing either kneeroom or luggage space to be increased as required. One particularly smart touch is the foldable boot floor that conceals a storage compartment with a handy multifunction tray. The rear backrest can be adjusted to offer either added comfort for the three rear seats or extra luggage space. Access to the luggage compartment couldn't be easier thanks to the large, broad, wide-opening tailgate, which can furthermore be optionally specified with pushbutton automatic opening and closing or the Smart Opener function for supreme ease of operation with a quick flick of the foot.

Latest-generation engines running on three or four cylinders.

The new BMW 2 Series Active Tourer is being launched with a choice of three powerful, light and fuel-efficient three and four-cylinder drive units that form part of a new generation of engines. They are installed transversely and boast a compact design along with BMW TwinPower Turbo technology, at the same time as complying with the EU6 emissions standard.

The new three-cylinder petrol unit stands out for its exceptional efficiency and great performance abilities. This cutting-edge powerplant is receiving its premiere in a model from the BMW core brand in the guise of the BMW 216i Active Tourer (fuel consumption urban/extra-urban/combined: 6.1/4.2/4.9 l/100 km [46.3/67.2/57.6 mpg imp]; CO₂ emissions combined: 115 g/km)* with a six-speed manual gearbox. The engine has a displacement of 1.5 litres, generates 100 kW/136 hp and excels with its spontaneous throttle response, hearty appetite for revs and high pulling power. The design of three-cylinder engines means they are not subject to first and second-order inertia forces, while the balancer shaft included on the BMW unit ensures that it operates even more smoothly over the entire rev range.

* Figures are provisional and have not yet been officially confirmed. The estimated fuel consumption figures have been calculated as per the ECE test cycle.

Topping the bill at market launch is the BMW 225i Active Tourer (fuel consumption urban/extra-urban/combined: 7.6/5.0/6.0 l/100 km [37.1/56.5/47 mpg imp]; CO₂ emissions combined: 139 g/km)*. With an output of 170 kW/231 hp, a time of 6.8 seconds* for the 0 to 100 km/h (62 mph) dash and a top speed of 235 km/h* (146 mph), the model's four-cylinder engine raises the bar for dynamic performance in its class.

Hard at work under the bonnet of the BMW 218d Active Tourer (fuel consumption urban/extra-urban/combined: 5.0/3.6/4.1 l/100 km [56.5/78.4/68.9 mpg imp]; CO₂ emissions combined: 109 g/km)* is a four-cylinder diesel engine. A member of the same new engine family as its two petrol counterparts, it delivers 110 kW/150 hp while mustering up a peak torque of 330 Nm (243 lb-ft). This powerpack serves to reaffirm the exceptionally dynamic performance qualities of diesel engines from BMW, propelling the BMW 218d Active Tourer from standstill to 100 km/h (62 mph) in 8.9 seconds* and on to a top speed of 205 km/h (127 mph)*.

* Figures are provisional and have not yet been officially confirmed. The estimated fuel consumption figures have been calculated as per the ECE test cycle.

The BMW among front-wheel-drive cars.

Like all BMW models, the new BMW 2 Series Active Tourer makes its mark with great driving dynamics and the sort of driving experience the brand is renowned for. The newly developed chassis, comprising a single-joint spring strut axle at the front and a multi-link rear axle, combines agility and directional precision with excellent handling stability and suspension comfort. The front drive axle in the new BMW 2 Series Active Tourer has undergone extensive fine-tuning, ensuring that it endows the car with optimum driving dynamics and wonderfully precise steering feedback. The electromechanical steering and the system's functional arrangement combine to produce a driving sensation that is devoid of interfering torque steer.

The intelligent use of high-tensile and ultra-high-tensile multi-phase steels makes a decisive contribution to safety standards in the BMW 2 Series Active Tourer, while also helping to keep the vehicle's weight down. Apart from being a crucial factor in the model's exceptional driving dynamics, this lightweight engineering is just one among many BMW EfficientDynamics technology elements. These also include the Auto Start Stop function, Brake Energy Regeneration, Optimum Gearshift Indicator, on-demand operation of ancillary units and the integral Air Curtain, which uses two vertical air inlets in the front bumper to direct the airstream along the front wheels.

M Sport package for maximum presence.

Besides the standard trim, two further equipment lines both allow owners to put an individual slant on the interior and exterior. The Sport Line places the emphasis on the dynamic side, while the Luxury Line is all about elegance and exclusiveness. The M Sport package that will be available from November opens up even greater scope for customisation. An M Aerodynamics package, M Sport suspension and 17 or 18-inch M light-alloy wheels on the outside are complemented by an M leather steering wheel and specially upholstered sports seats in the interior to maximise the on-road presence of the BMW 2 Series Active Tourer. The range will be extended from late autumn to include variants equipped with the xDrive intelligent all-wheel-drive system.

High degree of connectivity for enhanced safety and comfort.

Standards of safety and comfort aboard the BMW 2 Series Active Tourer are boosted by the assistance systems and various infotainment features that are collectively known as BMW ConnectedDrive. Take, for instance, the Traffic Jam Assistant or the camera-based cruise control system with Stop & Go function, which both work using a mono camera. They assist with accelerating and braking (longitudinal guidance) as well as steering (lateral guidance with the Traffic Jam Assistant), at the same time as relieving the driver of monotonous tasks, such as when driving in a queue of traffic on the motorway or in heavy city-centre traffic.

BMW ConnectedDrive Services & Apps bring smartphone applications into the vehicle and allow innovative features like the Concierge Service or Real Time Traffic Information to be added. These can also be booked at a later date and, in many cases, for flexible periods of time. In this way, the functionality of the BMW 2 Series Active Tourer can be vastly enhanced and updated by the owner at any time.

The BMW 2 Series Active Tourer is the first model in the premium compact class to be made available with a Head-Up Display, which projects all relevant driving information into the driver's field of vision in full colour. Instead of being displayed on the windscreen itself, the information is shown on a screen that extends out between the steering wheel and windscreen. This enables drivers to view all key information without having to divert their attention from the road.

Further information on official fuel consumption figures, specific CO₂ emission values and the electric power consumption of new passenger cars is included in the following guideline: "Leitfaden über Kraftstoffverbrauch, die CO₂-Emissionen und den Stromverbrauch neuer Personenkraftwagen" (Guideline for fuel consumption, CO₂ emissions and electric power consumption of new passenger cars), which can be obtained from all dealerships, from the Deutsche Automobil Treuhand GmbH (DAT), Hellmuth-Hirth-Str. 1, 73760 Ostfildern-Schramhausen and at <http://www.dat.de/en/offers/publications/guideline-for-fuel-consumption.html>. LeitfadenCO₂ (GuidelineCO₂) (PDF – 2.7 MB)

2. Concept: A compact answer to urban mobility issues.



The new BMW 2 Series Active Tourer combines generous interior space, comfort, first-class practicality and typical BMW driving dynamics all in one premium compact-segment model. Despite the exterior length of just 4,342 millimetres, these models offer typical luxury-class legroom, particularly in the rear. The Sports Active Tourer defines a new genre in the compact segment, with a unique package based on practicality, quality and driving dynamics.

These features make the BMW 2 Series Active Tourer the ideal vehicle for people with an active lifestyle who want lots of interior space, flexibility and ample carrying capacity – amongst other things for high-end sports equipment – yet at the same time prefer to drive a compact vehicle. The new BMW 2 Series Active Tourer will also appeal to young families for whom lifestyle appeal, sporty performance, practicality and adaptability are important factors when buying a car.

Front-wheel-drive set-up offers maximum interior configuration possibilities.

This state-of-the-art platform will give the new BMW 2 Series Active Tourer a head start in the market for adaptable vehicles that are compact on the outside and spacious on the inside. This platform, together with a higher roofline, long wheelbase and transverse engines, maximises interior spaciousness and flexibility. At the same time, the elevated “semi-command” seating position provides a better overview in complex driving situations. It also makes for easier entry and exit, and does not reduce headroom.

Smart details such as a wide range of storage features front and rear and an automatically opening and closing tailgate – controlled by pushbutton or gesture, as desired – are typical of the high level of convenience and practicality offered by this new model. In the rear compartment, for example, a sturdy folding cargo floor provides added flexibility. It can be opened up to give access to an extra storage compartment underneath, with a practical multifunction tray. At the same time, the 40:20:40 split-folding rear seat can be folded down to create a virtually flat extension of the cargo space. If the folding front passenger backrest is lowered as well, it is possible to transport long objects of up to 2.40 metres in length, including sports equipment.

Lashing points and multifunction bag hooks, one on either side of the rear compartment, are further features which add to the practicality of this vehicle.

3. Design: Unmistakable brand identity.



The new BMW 2 Series Active Tourer combines its extremely compact dimensions with adaptability, practicality and highly dynamic design, and cuts a sporty and elegant figure from every angle. Deftly balanced proportions based on a long wheelbase and short overhangs front and rear create a distinctive BMW silhouette. The bold definition of the bonnet, which slopes down to a slightly forward-slanted kidney grille, gives the vehicle the appearance of surging forward even when at rest. A sharply raked D-pillar adds to this effect.

The front view is dominated by the low-rise double kidney grille, which is positioned lower than the headlights – a feature normally confined to the BMW Coupes and which points immediately to the dynamic personality of this vehicle. The steeply raked windscreen and clearly defined and sculpted bonnet give the BMW 2 Series Active Tourer a low-slung, sporty appearance and emphasise its sense of width.

Twin round headlights with the option of efficient bi-LED technology.

The LED daytime driving lights cut across the top of the twin round headlights, giving them a very road-focused look. As an option, efficient bi-LED lights are available for the dipped and main beam functions. These lights are as bright as comparable xenon systems with LED daytime running light rings, but only consume half as much energy. LED technology is also used in the cornering lights, which provide excellent sideways illumination both when making a turn and also when cornering at speeds between 40 and 70 km/h (approx. 25 and 44 mph), where they provide additional, non-swivelling illumination. In their modern styling interpretation, the twin round headlights in combination with the large air intakes add the finishing touches to a very assertive front profile.

In side view, the elongated silhouette with its discreet wedge shape gives the BMW 2 Series Active Tourer a distinctive, dynamic appearance. Two eye-catching feature lines along the side of the vehicle maintain a balance between the gently rising wedge shape and the dynamic counterpoint formed by the rear edge of the side window as it slopes down to the hallmark Hofmeister kink. The higher roofline, large doors and long wheelbase all point to the generous spaciousness that awaits inside the vehicle.

The rear profile gives a strong sense of width, and ensures that the BMW 2 Series Active Tourer's sporty and dynamic appearance continues right round the vehicle. The typical L-shaped BMW rear light units, optionally including wide LED tail lights, extend a long way into the side walls, creating a fluent transition between the sides and rear of the vehicle and drawing attention to the wheel arches and the vehicle's road-hugging stance. The tailgate, with its low sill and wide aperture, gives easy access to the load compartment. Vertical air-deflecting aeroblades on either side of the rear window along with a rear spoiler add the finishing touches to the attractively modern rear-end lines. And most of the time the effect is unmarred even by a windscreen wiper – when at rest, the wiper remains hidden inside the rear spoiler.

The interior: light, bright, sporty and practical.

The interior is light and surprisingly spacious. Despite very compact exterior dimensions, with a length of 4,342 millimetres, a width of 1,800 millimetres and a height of 1,555 millimetres, the roomy interior provides comfortable seating for five people, and thanks to the large glass area is also light and airy throughout. This effect is further enhanced by the optional panoramic roof and by the A-pillar triangle window, both of which also improve all-round visibility. The horizontally structured, layered styling of the instrument panel and door panels gives the interior an elegant, light-touch feel and emphasises the sense of spaciousness. At the same time the typical BMW driver-centric design of the cockpit underlines the sporty character of the new BMW 2 Series Active Tourer.

The high-end interior ambience can be further accentuated by specifying the optional freestanding, high-tech-look central information display, which is positioned optimally within the driver's field of vision. The instrument panel's large trim surfaces with accent strips and electroplated highlights emphasise the premium character of the vehicle, and the same design theme is carried over to the centre console and doors as well.

The sharp visual demarcation between the centre console and the instrument panel gives the latter an appearance of floating in mid-air. For the first time the HVAC controls and the eye-catching, electroplated-look Driving Experience Control switch are located on the centre console.

In the BMW 2 Series Active Tourer attractive and elegant design, and compact dimensions, are mated with practicality in the form of abundant storage features that provide useful additional space. A closed storage compartment in front of the centre console, bottle holders (up to 1.5-litre bottles) in the doors, offset cupholders in the centre console and storage

compartments both in and underneath the centre armrest are further examples of intelligent, space-efficient design.

For an individual feel: two equipment lines and the M Sport package.

The premium ambience of the new BMW 2 Series Active Tourer is underlined by highest build quality and high-end materials. With a wide choice of upholstery, equipment levels and colour schemes, customers have ample scope to configure the interior design to suit their own personal tastes. In addition to the basic version, a Sport Line and a Luxury Line are also offered. And from November the M Sport package will provide a further way to lend an extremely individual feel to both the exterior and interior of the BMW 2 Series Active Tourer.

The Sport Line for a dynamic look.

This package includes striking body styling features in high-gloss black which add to the dynamic appearance of the BMW 2 Series Active Tourer. The high-gloss kidney grille at the front, the special air intake styling, the accent strip on the rear apron and the optional "Sport" badging on the side of the vehicle, complemented by an electroplated black chrome-trimmed tailpipe, create a commanding presence. Exclusive 16 or 17-inch alloy wheels lend a further sporty note. The interior, too, features eye-catching high-gloss black trim strips on the instrument panel and doors. The sports seats are trimmed with exclusive fabric upholstery with striking contrast stitching or can be specified in special Sport Line leather. A chrome-trimmed glove compartment, contrasting red stitching on the instrument panel and leather steering wheel and red detailing for the car key are further highlights.

Luxury Line emphasises the elegance of the BMW 2 Series Active Tourer.

Luxurious chrome exterior trim typifies the elegant character of the Luxury Line. The kidney grille, the special front air intakes, the tailpipe and the rear apron are all embellished with high-gloss chrome. The special-design 16 or 17-inch alloy wheels and the optional "Luxury" badging on the side of the vehicle are further keynotes of the Luxury Line. Inside the vehicle, the elegant theme continues with subtle touches such as chrome accents, contrasting highlights in the instrument panel, the black sports leather steering wheel and special Luxury Line seat upholstery.

M Sport package takes road presence to the highest level.

Available from November, the M Sport package stands out from the crowd and takes road presence to new levels. It includes the M aerodynamics package (with special front, rear and side body parts), a distinctive high-gloss black double kidney grille at the front of the vehicle and M Sport suspension

with a 10-millimetre reduction in ride height for further improved driving dynamics. Special 17 or 18-inch wheels, and the BMW Individual high-gloss Shadow Line window trim, round off this exclusive package. Customers can also specify Estoril Blue paintwork, which is exclusive to the M Sport package. M badging at the side, specially styled brakes and the chrome-trimmed tailpipes are further distinctive highlights of this package. Interior features like the M door sill finishers, the M multifunction leather steering wheel, M footrest, M shift lever, the BMW Individual anthracite roof liner and the blue contrast stitching in the instrument panel all contribute to a sporty ambience. The sports seats are specially upholstered in a combination of “Micro Hexagon” fabric and Alcantara, or alternatively in black leather with blue stitching and M piping. The three-colour BMW M vehicle key adds the perfect finishing touch to an exceptional package.

4. Powertrain: New engine family takes efficiency and driving pleasure to new levels.



The new BMW 2 Series Active Tourer offers excellent driving dynamics and a typical BMW driving experience that combines sporty performance with equally outstanding efficiency. Much of this is down to the all-new powertrain, used in model-specific versions that are perfectly matched to the space-efficient overall concept of BMW 2 Series Active Tourer. With this concept in mind, BMW has for the first time opted to use a state-of-the-art front-wheel-drive set-up that fully meets the requirement for agile performance in this new model. The new BMW 218i Active Tourer is the first vehicle from the BMW core brand to be powered by the all-new three-cylinder engine. This engine, like the new four-cylinder units, is part of a newly developed modular engine family comprising lightweight, high-performance, fuel-efficient engines, all of which are equipped with BMW TwinPower Turbo technology.

The new engine family: lightweight, compact, fuel-efficient.

From the launch date, the BMW 2 Series Active Tourer model range will include the top-of-the-line unit in this modular engine family – a four-cylinder petrol engine which will power the BMW 225i Active Tourer. And the first three-cylinder engine, which made its world debut in the BMW i8, will now for the first time do duty in a model of the BMW core brand: the BMW 218i Active Tourer. Completing the engine line-up at the launch date is a four-cylinder diesel engine which will power the BMW 218d Active Tourer. All engines are EU6-compliant.

The standard transmission is a newly developed six-speed manual unit. Optionally, in conjunction with the three-cylinder engine, a 6-speed Steptronic transmission can be specified. For the four-cylinder models a new 8-speed Steptronic transmission has been developed, which is specially adapted to take account of the front-wheel-drive configuration and the transverse engine. All transmissions feature Auto Start Stop, while the Steptronic versions further improve vehicle efficiency with a coasting function.

Common to all the new engines used in the BMW 2 Series Active Tourer is their in-line configuration and a displacement per cylinder of 500 cc. The ultra-low-friction, all-aluminium core engine features optimised thermodynamic efficiency, very low weight and refined running. The closed-deck crankcase is very rigid, while thermally joined cylinder liners with twin-wire, arc-sprayed coating save weight and reduce friction. A balancer shaft (in

the three-cylinder engine) or two counter-rotating balancer shafts (in the four-cylinder engines) ensure refined running throughout the engine speed range. Further features common to the engines include standardised interfaces such as the identical engine mounts or the connections for the cooling system, intake and exhaust systems and heating and air-conditioning system.

All the petrol engines feature an exhaust-manifold-integrated turbocharger, with liquid cooling not only for the manifold but also for the aluminium turbine housing. The exhaust gases have only a short distance to travel to the turbocharger system, ensuring agile response, while the very short warm-up time reduces internal friction in the system and therefore also fuel consumption. Finally, the close-coupled location of the catalytic converter and the electrically operated boost pressure control valve (wastegate) help to reduce the emissions of these engines.

BMW TwinPower Turbo technology as standard.

All petrol and diesel engines in the new engine family are equipped with the latest version of BMW TwinPower Turbo technology. The petrol engines feature turbocharging, direct petrol injection, double-Vanos variable camshaft timing and, for the four-cylinder units, Valvetronic fully variable valve timing. On the thermodynamically optimised diesel engines, VNT turbocharging and common rail direct injection with a maximum pressure of 2,000 bar form part of the package. These world-leading features allow BMW to combine optimised performance with optimised efficiency. The engines in this new family therefore once again set standards in both these disciplines.

BMW 225i Active Tourer: high-performance four-cylinder petrol engine offers sporty performance and maximised driving enjoyment.

With its high peak output, brawny torque and lively revving characteristics, the brand-new four-cylinder petrol engine provides extremely sporty and dynamic performance in the BMW 225i Active Tourer (fuel consumption urban/extra-urban/combined: 7.6/5.0/6.0 l/100 km [37.1/56.5/47 mpg imp]; combined CO₂ emissions: 139 g/km)*. High standards of refinement and outstanding efficiency are further features of the driving experience in this new BMW. The 2.0-litre in-line engine develops maximum power of 170 kW/231 hp at between 4,750 and 6,000 rpm, and peak torque of 350 Nm (258 lb-ft) between 1,250 rpm and 4,640 rpm. These statistics allow the BMW 225i Active Tourer to develop effortless power whether in fast motorway driving, on single-carriageway roads or on a mountain pass, even with a full payload. When required, 0-100 km/h (62 mph) is accomplished in 6.8 seconds, with a top speed of 235 km/h (146 mph).

* Figures are provisional and have not yet been officially confirmed. The estimated fuel consumption figures have been calculated as per the ECE test cycle.

Despite its performance, this top-powered model, which gets the 8-speed Steptronic transmission as standard, is extremely fuel-efficient and low on emissions. Average fuel consumption in the ECE test cycle is 6.0 l/100 km (56.5 mpg imp)*, with CO₂ emissions of 139 g/km*. Both of these are best-in-segment figures in this power class.

BMW 218i Active Tourer: the first three-cylinder petrol model.

After its world debut in the BMW i8, the BMW Group's first three-cylinder petrol engine has now been installed in a vehicle of the BMW core brand as well: the BMW 218i Active Tourer (fuel consumption urban/extra-urban/combined: 6.1/4.2/4.9 l/100 km [46.3/67.2/57.6 mpg imp]; combined CO₂ emissions: 115 g/km)*. The new in-line engine is extremely compact in size and very light in weight, providing an ideal fit with the new vehicle concept. At the same time, its BMW TwinPower Turbo technology combines high performance potential with exemplary efficiency. The low internal friction is just one feature that helps to reduce fuel consumption. On top of this, the new engine also boasts typical three-cylinder qualities such as lively revving, instant response and a dynamic and sporty engine sound.

* Figures are provisional and have not yet been officially confirmed. The estimated fuel consumption figures have been calculated as per the ECE test cycle.

Smooth running throughout the engine speed range.

Further advantages of this lightweight, compact three-cylinder engine are its vibration characteristics. As in a six-in-line engine, there are no first and second-order inertia forces. In a further contribution to smoothness, the small amounts of engine roll torque are completely eliminated by a balancer shaft for maximum refinement throughout the engine speed range. Finally, the combination of a dual-mass flywheel and a centrifugal pendulum absorber, which is unusual in this power class, eliminates irregular running, ensuring refinement even at the low end of the engine speed range.

Further advantages of the three-cylinder engine include longer firing intervals, making it possible to precisely match the engine cycle to varying power requirements. As a result, the response to throttle commands is very sharp, and the engine develops large amounts of torque from only slightly above idling.

The turbocharged three-cylinder petrol engine's displacement of 1.5 litres delivers maximum power of 100 kW/136 hp between 4,500 and 6,000 rpm. Peak torque of 220 Nm (162 lb-ft) is available from 1,250 rpm. For short periods this can be increased to 230 Nm (169 lb-ft) using the overboost function. The extra torque is particularly useful for overtaking or on uphill gradients and can be utilised at engine speeds up to 4,150 rpm.

With six-speed manual transmission, the agile three-cylinder engine accelerates the BMW 218i Active Tourer from 0 to 100 km/h (62 mph) in 9.3 seconds* on the way to a top speed of 200 km/h* (124 mph). Average fuel consumption in the ECE test cycle is 4.9 l/100 km (57.6 mpg imp), with correspondingly low CO₂ emissions of 115 g/km*.

BMW 218d Active Tourer: powerful and fuel-efficient.

The 2.0-litre four-cylinder engine in the BMW 218d Active Tourer (fuel consumption urban/extra-urban/combined: 5.0/3.6/4.1 l/100 km [56.5/78.4/68.9 mpg imp]; combined CO₂ emissions: 109 g/km)* is the first diesel unit in the new engine family. Thanks to a friction-reduced core engine, improved thermodynamics and injection pressures of up to 2,000 bar, it offers refinement and high power output combined with increased efficiency. This makes the engine a natural choice for all drivers who want to combine dynamic power with superior fuel efficiency. This model, too, offers the refinement benefits of a dual-mass flywheel with centrifugal pendulum absorber.

The new BMW 218d Active Tourer develops maximum power of 110 kW/150 hp at 4,000 rpm and peak torque of 330 Nm (243 lb-ft) at between 1,750 and 2,250 rpm, giving this Active Tourer model a 0-100 km/h (62 mph) time of just 8.9 seconds* and a top speed of 205 km/h (127 mph)*. With average fuel consumption in the ECE test cycle of 4.1 l/100 km (78.4 mpg imp)* and correspondingly low CO₂ emissions of 109 g/km*, the BMW 218d Active Tourer is one of the most fuel-efficient and environmentally friendly vehicles in its class.

* Figures are provisional and have not yet been officially confirmed. The estimated fuel consumption figures have been calculated as per the ECE test cycle.

Further model versions from autumn: BMW 220i, 220d and 216d Active Tourer, plus BMW xDrive for selected petrol and diesel models.

In the course of this year, a further three engine versions will join the BMW 2 Series Active Tourer range, along with intelligent BMW xDrive all-wheel-drive versions of one petrol and one diesel model. By the end of the year the range will have been extended to include the BMW 220i, BMW 220d and BMW 216d, along with xDrive versions of the BMW 220d and 225i Active Tourer.

6-speed manual transmission as standard.

The newly developed manual transmission makes an important contribution to fuel efficiency. Based on the existing transmission, it has been adapted to take account of the front-wheel-drive layout and transverse engines. Its efficiency has been optimised and it also sets standards in its class in weight.

Both these aspects result in a significant reduction in fuel consumption. High-performance carbon multi-cone synchromesh is used for fast and easy shifting – a definite plus point for sporty-minded drivers. Further assistance is provided by rev-matching in Sport mode with the aid of a new gear sensor, allowing sporty shifting at the ideal engagement speed.

From the point of view of comfort, too, the new manual transmission displays typical BMW hallmarks. The external shift mechanism is a flexible cable-operated system, preventing undesirable vibration of the engine/transmission system and minimising torque steer. This solution makes for quiet operation and also contributes to the high standard of ride comfort in the new BMW 2 Series Active Tourer.

6 and 8-speed Steptronic transmissions optionally available.

The likewise newly developed automatic transmissions are perfectly matched to the different engine characteristics. The 6-speed Steptronic transmission is available for the three-cylinder engines, while the 8-speed Steptronic transmission (standard on the BMW 225i Active Tourer) can be supplied for the four-cylinder units. In both cases optimised hydraulic control and the precision-controllable torque converter clutch ensure fast, sporty shifting, smooth operation and high efficiency. As well as short reaction and shift times and direct downshift capability, the software also offers a choice of shift strategies geared either to sporty, comfort-oriented or to economy-oriented driving styles. These strategies can be selected by the driver using the Driving Experience Control switch. The new Steptronic transmissions also feature Auto Start Stop and a coasting function, while the 8-speed Steptronic comes with Launch Control (see also Chassis chapter).

5. Chassis: Comfort and dynamic performance get equal billing.



Like every BMW, the new BMW 2 Series Active Tourer offers high levels of dynamism and a driving experience typical of the brand. For the first time BMW has adopted a state-of-the-art front-wheel-drive set-up that fully meets the requirement for a balance between comfort and sporty performance. As a result, the new BMW 2 Series Active Tourer is not only the most dynamic front-wheel-drive model in its segment, but also offers high standards of driving comfort.

The key to the new BMW 2 Series Active Tourer's excellent driving dynamics is its well-rounded overall concept. The chassis has been newly developed from the ground up, with a wide track, reduced-friction steering system, a torsionally very stiff, lightweight body with short overhangs, a low vehicle centre of gravity and extensive aerodynamic measures, all of which help to give the new BMW handling qualities which are unique in this class. If the optional electronically controlled dampers are specified, the chassis characteristics can be adjusted to different driving situations with a choice of two different settings, making for improved ride comfort and driving dynamics. An ideal complement is provided by the options Servotronic, Variable Sports Steering and M Sport package (from November).

Front-wheel-drive chassis newly developed from the ground up.

The new BMW 2 Series Active Tourer has a wheelbase of 2,670 millimetres and a front and rear track width of 1,561 and 1,562 millimetres respectively (BMW 225i Active Tourer: 1,557/1,558 millimetres). The base version of this chassis already combines typical BMW agility and directional control with high levels of stability and comfort. A key aim was to achieve best possible driving dynamics and steering feedback for the driven front axle, while a further focus was to minimise unwanted steering effects.

Single-joint front spring-strut axle.

The single-joint spring-strut axle of the BMW 2 Series Active Tourer has been newly developed from the ground up. Lightweight, very stiff components and perfect calibration of the suspension kinematics and elastokinematics make for agile cornering performance, excellent directional control and largely torque-steer-free steering. Aluminium swivel bearings, use of high-strength steel in the axle subframe and wishbones and the hollow, variable-gauge anti-roll bar reduce unsprung masses and contribute to agility and ride comfort.

Overall, the suspension kinematics and spring/damper tuning ensure maximum lateral acceleration and directional stability. Meanwhile, optimised mountings and bearings and precisely calculated elastokinematics also maintain high standards of ride comfort. For example, the dampers both front and rear are decoupled from the body using a class-leading solution based on sophisticated three-way support mounts.

Multi-link rear axle.

The multi-link rear axle, too, has been newly developed and makes an important contribution to the excellent driving dynamics of the BMW 2 Series Active Tourer. With its high-strength steel construction, very stiff control arms and hollow anti-roll bar, it is the perfect complement to the sporty front-wheel-drive set-up, while the separate springs and dampers have benefits for the space-efficient overall layout. The axle subframe provides an optimal connection between the multi-link axle and the body. Carefully calibrated components such as the wheel bearings or the ball-and-socket joints and rubber mounts on the wheel carriers optimise camber stiffness for improved stability.

Electromechanical “single-pinion” steering.

The new BMW 2 Series Active Tourer’s electromechanical power steering system gives equal priority to both agility and comfort while also being largely free of torque steer. In order to preserve typical BMW steering characteristics in this front-wheel-drive model, the hardware and software have been perfectly matched to the new drive configuration. The servo unit and steering gear are combined in a single component, so that the steering assistance acts directly on the single pinion, resulting in very low friction.

The front axle has been designed to provide very direct steering response and to give precise feedback on load conditions and road surface. Torque steer has been reduced to a minimum by precisely calculated elastokinematics and precise software calibration, and engine forces are counteracted by optimally designed engine and transmission mounts and the engine pendulum mount. Finally, a very stiff vehicle front end makes a further contribution to steering precision.

As a result, the steering is impressively agile and sporty, offering a typical BMW steering feel with clearly defined feedback. Steering precision, directional control and response are among the qualities which put the new BMW 2 Series Active Tourer right at the front of its class.

Combining comfort with agility: Servotronic and Variable Sports Steering.

Additional comfort can be provided if the optional Servotronic speed-sensitive power assist is specified, while the optional Variable Sports Steering goes a step further still in terms of agility and precision. By varying the steering ratio depending on the steering angle, Variable Sports Steering reduces the steering effort required during parking and turning manoeuvres, while at higher speeds providing high standards of straightline stability and track-holding, with very precise directional control.

Brake system: stopping power, fade resistance and safety.

The new BMW 2 Series Active Tourer uses high-performance swing-calliper brakes with vented discs at the front, or front and rear, depending on the engine version. This lightweight brake system is in each case matched to the engine of the model in which it is fitted. It boasts stable, fade-resistant performance, easy operation and precise controllability. On some engine versions, the outstanding heat tolerance is further improved by a brake cooling air duct. The electric parking brake is easy to operate and frees up more space on the centre console.

Chassis control systems for optimised driving dynamics.

Drivers of the BMW 2 Series Active Tourer are assisted by a range of electronic chassis control systems geared to improving both active safety and driving dynamics. The DSC (Dynamic Stability Control) system comprises ABS, DTC (Dynamic Traction Control), EDLC (Electronic Differential Lock Control) and Performance Control, along with a number of front-wheel-drive-adapted subfunctions, including a torque interface, that optimise the synergy between engine and chassis.

The chassis control systems enhance the driving dynamics of the new BMW 2 Series Active Tourer, with differences between the different stability control modes (DSC, DTC and DSC Off) which are clearly noticeable to the driver. In DTC mode, the stability control is less quick to intervene, allowing the right amount of wheel spin for maximum acceleration. In DSC Off mode, application of precisely controlled braking pressure at the front wheels simulates the effect of a mechanical differential lock (EDLC function), resulting in significantly improved traction when accelerating out of bends. Agility is also improved by the Performance Control system on the four-cylinder models. The system suppresses the typical front-wheel-drive understeer characteristics without waiting for stability to reach a critical point. In addition to the above-mentioned DSC features, the standard specification of the BMW 2 Series Active Tourer also includes the Start-Off Assistant, Brake Drying function, Brake Standby and Fading Compensation.

Vehicles with 8-speed Steptronic transmission are also fitted as standard with Launch Control, which the driver can activate for extra-sporty acceleration from rest. This function revs the engine to the ideal launch rpm and also controls the engagement rpm for subsequent upshift points. Launch Control optimises traction and performance when the BMW 2 Series Active Tourer is accelerating off the line.

Dynamic options: sports chassis, adaptive dampers.

M Sport suspension with 10 millimetres lower ride height – part of the M Sport package – is also available as a separate option from market launch. The tauter spring/damper calibration and stiffer anti-roll bars increase the vehicle's dynamic performance potential. BMW 2 Series Active Tourer models with the M Sport package also ride on 17 or 18-inch M alloy wheels. Alternatively, sportier drivers can also opt for a chassis with Dynamic Damper Control. In this case the Driving Experience Control switch allows the driver to choose between two different damping settings depending on the driving situation for improved ride comfort and driving dynamics.

Driving Experience Control switch with ECO PRO mode: sportier, more fuel-efficient or more comfortable settings selectable at the press of a button.

The Driving Experience Control switch at the front of the centre console allows drivers to choose between sporty, comfortable or extra-fuel-efficient vehicle settings for their BMW 2 Series Active Tourer, depending on the driving situation and their personal preferences. These modes – ECO PRO, SPORT and COMFORT – are selectable at the press of a button. Each mode activates a predefined set-up for the relevant powertrain and chassis components.

6. **BMW EfficientDynamics: More power with reduced emissions and fuel consumption.**



The new BMW 2 Series Active Tourer incorporates a range of innovations based on the BMW EfficientDynamics strategy. For example, the new petrol and diesel engines incorporate TwinPower Turbo technology for simultaneous improvements in performance, fuel consumption and driving pleasure. And the new transmissions, which have been optimised for use in a front-wheel-drive vehicle, offer improved efficiency with low friction losses. 6-speed and 8-speed Steptronic transmissions operate with minimal torque converter slip and with an intelligent control strategy that offers further potential for fuel savings. The Auto Start Stop function and the coasting function – for vehicles with automatic transmission only – are also standard specification, along with braking energy regeneration, friction-reduced wheel bearings and low-rolling-resistance tyres.

Intelligent energy management in the new BMW 2 Series Active Tourer also extends to the auxiliary units and electrical consumers. The on-demand coolant pump, an electronically controlled oil pump and electromechanical power steering, which only consumes energy when the steering wheel is turned, all help to save fuel. At the same time, using the Driver Experience Control switch, drivers can select ECO PRO mode to alter the drive settings - and if desired also the heating and climate control functions – so that the vehicle operates with maximum efficiency, but without neglecting comfort. ECO PRO mode can reduce fuel consumption by up to 20 per cent. Additionally, the coasting function (only with Steptronic transmissions) and ECO PRO Route (for vehicles with navigation system) provide further fuel savings.

Intelligent lightweight design for improved dynamics and reduced fuel consumption.

The driving dynamics of the new BMW 2 Series Active Tourer are also influenced by the weight of the vehicle and the stiffness of the body. High-tensile and ultra-high-tensile multi-phase steels and use of tailored blanks help to create a body which combines enormous strength with low weight. The bonnet, meanwhile, is made of lightweight aluminium and weighs just eight kilograms, 50 per cent less than a conventionally produced component. The bumper supports, steering shaft, brake guards and wheel swivel bearings likewise help to reduce weight, thereby contributing to typical BMW driving dynamics and excellent fuel economy.

Aerodynamics: finely honed for low fuel consumption.

With a drag coefficient of $c_d = 0.26$, the new BMW 218i Active Tourer also demonstrates excellent aerodynamic qualities. The overall proportions, the vehicle front and rear end and the largely smooth-surfaced underbody panelling have all been aerodynamically optimised. At the same time, BMW Air Curtain technology at the front apron produces a curtain of air in front of the wheel arches to reduce turbulence at the front wheels. The roof spoiler is integrated with the D-pillar trailing edges (aeroblades) to form a single component which optimises rear-end airflow. The trailing edges of the rear lights are a further drag-reducing feature. Finally, active control of the air flaps behind the BMW kidney grille and in the lower cooling air intake makes a further contribution to the outstanding c_d value and low fuel consumption of the BMW 2 Series Active Tourer.

7. **BMW ConnectedDrive:** **For safety and full connectivity.**



BMW was quick to see the benefits and potential of connectivity between vehicle, driver and environment, and began integrating the digital world into its vehicles with BMW ConnectedDrive many years ago. BMW ConnectedDrive comprises a unique combination of driver assistance systems and mobility services, which are offered as both standard and optional equipment. With its intelligent connectivity, the BMW 2 Series Active Tourer has now brought the best in convenience and infotainment technology to the premium compact class as well, while a new generation of image-based assistance systems brings significant safety improvements.

With the BMW 2 Series Active Tourer, the BMW Head-Up Display is now making its debut in this class, showing a complete range of important information directly in the driver's field of vision. Information generated by the assistance systems as well as navigation information or speed information is projected in full colour onto a retractable panel situated between the instrument panel and the windscreen.

Driver assistance systems for increased safety and comfort.

Advances in camera technology have paved the way for a new generation of assistance systems relying exclusively on vision-based sensing, using information acquired by a mono camera mounted in the base of the rear-view mirror. Camera-based applications offer similar functionality to radar-based technology but are better at detecting stationary obstacles. Although they have certain requirements in terms of light conditions, such systems have a wide vision angle which makes it possible to detect vehicles that are pulling out or cutting in in front of the driver's vehicle even if they are right at the edges of the driver's field of vision. The Traffic Jam Assistant, camera-based Cruise Control with Stop & Go function, Collision Warning with City Braking function, Pedestrian Warning with City Braking function, Lane Departure Warning and Speed Limit Info all use camera-based data and are all included in the Driving Assistant Plus package. These systems reduce driver stress when performing monotonous tasks, thereby improving safety and comfort in the BMW 2 Series Active Tourer.

The Parking Assistant, meanwhile, is controlled by ultrasound sensors. The system provides longitudinal vehicle control when performing parallel parking manoeuvres, allowing the driver to take his hands off the steering wheel and

focus solely on braking, accelerating and switching between forward and reverse gear.

Collision Warning and Pedestrian Warning with City Braking function.

The new BMW assistance system Pedestrian Warning with City Braking function significantly improves pedestrian safety in urban environments. The movement patterns of pedestrians in urban traffic environments tend to be very variable, with frequent sudden stops or changes in direction. Monitoring pedestrians' movements therefore poses a considerably greater challenge for assistance systems than, say, monitoring preceding vehicles.

Collision Warning and Pedestrian Warning with City Braking function operate in the typical city speed range between 10 and 60 km/h (6 and 37 mph). If the system detects a pedestrian or a stationary vehicle, it emits an audible and visible signal to warn the driver, and primes the brakes. If the driver fails to react by stepping on the brake or by steering away from the hazard, the system acts autonomously to reduce vehicle speed. This will ideally prevent, or at least mitigate, the severity of a collision with a pedestrian or vehicle.

Camera-based Cruise Control with Stop & Go function.

The camera-based Cruise Control with Stop & Go function saves drivers having to constantly make minor corrections to their following distance and speed when driving in heavy traffic on motorways, on dual carriageways and, especially, in towns. With its ability to detect vehicles up to a distance of 120 metres ahead, the Cruise Control system is able to operate proactively. At speeds between 0 and 140 km/h (87 mph), it maintains a preselected speed and a preselected following distance from traffic in front. These functions are performed via the electronic engine and braking control systems up until a brief stop takes place. The system can also reliably detect whether another vehicle has come to a sudden stop.

In free-flowing traffic, automatic deceleration by the camera-based Cruise Control with Stop & Go function is confined to gentle braking. If the situation demands more vigorous braking, the system issues visual and audible warnings to prompt the driver himself to intervene.

In heavy, stop-go traffic, on the other hand, the automatic deceleration also includes more vigorous braking, for maximum driver comfort. This ensures that system functionality is matched to the special demands of such situations, with their constant fluctuations in speed.

The system settings chosen by the driver are displayed in the instrument cluster or the BMW Head-Up Display and can be quickly scanned at a glance. Drivers can intervene in the operation of the camera-based Cruise Control with Stop & Go function at any time, and remain responsible for the safe control of the vehicle at all times.

Traffic Jam Assistant: accelerates, brakes and keeps you in lane.

The Traffic Jam Assistant, only available in Europe, operates at speeds from 0 to 40 km/h (25 mph) and offers optimal support in dense motorway traffic. This system – which does not deactivate after a brief stop – maintains a given following distance and relative speed to traffic in front. It also detects lane markings, using this information to provide lateral control via the electronic steering system. In this way it keeps the vehicle precisely in its lane and provides an exceptional level of driver comfort.

The Traffic Jam Assistant only functions in conjunction with the camera-based Cruise Control with Stop & Go function, which operates over a speed range from 0 to 140 km/h (87 mph). The two systems, which are finely dovetailed, support the driver all the way from standstill up to speeds of 140 km/h (87 mph).

Although drivers must still keep at least one hand on the steering wheel even when the Traffic Jam Assistant is in operation, they are nevertheless free, in these relatively non-challenging situations, to devote their full attention to monitoring the traffic around them. The Traffic Jam Assistant is designed to improve driver comfort and convenience on motorways and motorway-type roads. It can only be specified in conjunction with the Navigation or Navigation Plus systems, which are required in order to identify this category of road.

Speed Limit Info Memory identifies fixed and variable speed limits.

This driver assistance system accurately identifies speed and passing restrictions on the car's current route. It compares images from the mono camera with data from the navigation system and displays the relevant traffic sign symbols in the instrument cluster or the BMW Head-Up Display. The camera identifies both roadside traffic signs and variable overhead signs on motorways. The system also takes into account the time of day and can therefore accurately identify variable speed limits which apply only during certain hours. Via the windscreen wiper, it also takes into account weather conditions, allowing it to comply with speed limits which only apply in the wet.

Lane Departure Warning: always focused on the road.

Like the Traffic Jam Assistant, this system uses the camera in the base of the rear view mirror to accurately identify lane markings. If

Lane Departure Warning has been activated, the system immediately detects if the vehicle is unintentionally straying from the centre of its lane and alerts the driver by a vibration of the steering wheel.

High-Beam Assist: improved vision in the dark.

High-Beam Assist improves safety and comfort during night-time driving, using the mono camera mounted on the front windscreen to assess external light conditions, monitor oncoming and preceding traffic and switch between dipped and main beams as required. The High-Beam Assistant performs this headlight control function upwards of a speed of 50 km/h (31 mph) If the vehicle is equipped with a navigation system, map data is also incorporated to further improve the quality of information.

The camera identifies oncoming vehicles up to a distance of 1,000 metres and the tail lights of preceding vehicles at a distance of up to 500 metres. Based on this information, the system switches from dipped to full beam whenever there is no risk of dazzling other road users. With the High-Beam Assistant, drivers can spend significantly more time driving on full beam, making it much easier to identify hazards and obstacles in the dark. And the fact that the camera can also identify well-lit sections of road prevents it switching to main beam in built-up areas.

Parking Assistant with longitudinal control: accurate manoeuvring into parking spaces.

The new Parking Assistant from BMW improves parking comfort and safety. At speeds below 35 km/h (approx. 22 mph), the Parking Assistant helps the driver look for appropriate parallel parking spaces using ultrasound sensors on the left and right-hand sides of the vehicle. The system identifies parking spaces which are around one metre longer than the BMW 2 Series Active Tourer itself. Whenever Parking Assistant is activated, such parking spaces are shown in the centrally located Control Display. When the driver presses the button to start the manoeuvre, the ideal parking line is accurately computed and parking begins. Via the electromechanical steering system, the Parking Assistant takes charge of steering, leaving the driver to focus on accelerating, braking and switching between forward and reverse gears – and on monitoring the surroundings until the parking manoeuvre is completed. All the relevant information is displayed in the centrally located Control Display, where the driver can scan it at a glance at any time.

BMW ConnectedDrive Services & Apps: gateway to the digital world.

A breathtaking increase in smartphone and mobile internet use has seen the digital world become an integral part of daily modern life. The BMW ConnectedDrive Services & Apps option extends the connectivity which people have become accustomed to in everyday life to include their vehicle as well, allowing in-car-optimised infotainment services or special smartphone apps to be conveniently integrated into the BMW. With BMW ConnectedDrive, these world-leading innovative in-car mobility services can be specified either at the time of purchase or afterwards, and drivers can also choose how long they wish to be able to use a particular service.

Intelligent Emergency Call – pioneering safety system.

By 2015 it will be mandatory for all new vehicles in the EU to be equipped with an automated emergency call system. With Intelligent Emergency Call, BMW ConnectedDrive already offers a system with automatic vehicle location and accident severity detection, features which go well beyond the statutory requirements for 2015. If the sensors detect that an accident involving airbag deployment has taken place, the Intelligent Emergency Call system identifies the type of accident, assesses the potential injury risk, checks seat occupancy and relays this data, together with the vehicle model and metre-accurate vehicle location information, to the BMW Call Centre via the vehicle's built-in SIM card. The Call Centre agent makes telephone contact with the occupants of the accident vehicle and uses all the available information to ensure that the emergency response is as fast and efficient as possible. Intelligent Emergency Call can also be activated manually, for example in order to help other road users.

Concierge Service – available round the clock.

At the press of a button, this personal service connects the vehicle to the BMW Call Centre agent. Drivers can ask the agent to check the whereabouts of the nearest cash machine or out-of-hours pharmacy, to make a restaurant booking and much else besides. It is also possible to forward address data directly to the navigation system.

Real Time Traffic Information.

This service monitors the current traffic situation not only on motorways but also on dual carriageways, single-carriageway roads and in urban areas. The system provides close-to-real-time information on traffic hold-ups and is therefore able to make timely recommendations regarding alternative routes.

8. Specifications.

The new BMW 2 Series Active Tourer. 218i, 225i, 218d.



		BMW 218i Active Tourer	BMW 225i Active Tourer	BMW 218d Active Tourer
Body				
No. of doors/seats		4/5	4/5	4/5
Length/width/height (unladen)	mm	4342/1800/1555	4342/1800/1555	4342/1800/1555
Wheelbase	mm	2670	2670	2670
Track, front/rear	mm	1561/1562	1557/1558	1561/1562
Ground clearance	mm	156	156	156
Turning circle	m	11.3	11.3	11.3
Fuel tank capacity	approx. ltr	51	51	51
Cooling system incl. heater ³⁾	ltr	8.23	⁴⁾	⁴⁾
Engine oil ^{1) 3)}	ltr	4.25	⁴⁾	⁴⁾
Weight, unladen, to DIN/EU ³⁾	kg	1320/1395 (⁴⁾)	1430/1505	1375/1450
Max. load to DIN	kg	500	500	500
Max. permissible weight ³⁾	kg	1870 (⁴⁾)	1970	1920 (⁴⁾)
Max. axle load, front/rear	kg	970/930	1060/930	1005/930
Max. trailer load, braked (12%)/unbraked	kg	1300/695	1500/750	1300/725
Max. roof load/max towbar download	kg	75/75	75/75	75/75
Luggage comp. capacity	ltr	468–1510	468–1510	468–1510
Air resistance	C _d x A	0.26 x 2.40	0.29 x 2.40	0.28 x 2.40
Power Unit				
Config./No. of cyls./valves		in-line/3/4	in-line/4/4	in-line/4/4
Engine technology		BMW TwinPower Turbo technology with twin-scroll turbocharging, High Precision Direct Petrol Injection		BMW TwinPower Turbo technology with variable geometry turbocharger, common rail direct injection
Effective capacity	cc	1499	1998	1995
Stroke/bore	mm	94.6/82.0	94.6/82.0	90.0/84.0
Compression ratio	:1	11.0	10.2	16.5
Fuel		min RON 91	min RON 91	Diesel
Max. output ³⁾	kW/hp	100/136	170/231	110/150
at	rpm	4500–6000	4750–6000	4000
Max torque	Nm	220	350	330
at	rpm	1250	1250	1750–2250
Electrical System³⁾				
Battery/installation	Ah/–	70/engine compartment	80/engine compartment	80/engine compartment
Alternator	A/W	150/2100	150/2100	150/2100
Driving Dynamics and Safety³⁾				
Suspension, front		Single-joint spring strut axle in lightweight aluminium-steel construction		
Suspension, rear		Multi-arm axle in lightweight steel construction		
Brakes, front		Single-piston floating-calliper disc brakes, vented		
Brakes, rear		Single-piston floating- calliper disc brakes	Single-piston floating- calliper disc brakes, vented	Single-piston floating- calliper disc brakes
Driving stability systems		Standard: DSC incl. ABS and DTC (Dynamic Traction Control), CBC (Cornering Brake Control), DBC (Dynamic Brake Control), Dry Braking function, Fading Compensation, Start-Off Assistant, Performance Control (218d, 225i)		
Safety equipment		Standard: airbags for driver and front passenger, side airbags for driver and front passenger, head airbags for front and rear seats, three-point inertia-reel seatbelts on all seats with belt latch tensioner and belt force limiter at the front		
Steering		Electric Power Steering (EPS); optional: Servotronic		
Steering ratio, overall	:1	15.7	15.7	15.7
Tyres, front/rear		205/60 R16 92V	205/55 R17 91W	205/60 R16 92V
Rims, front/rear		7.0J x 16	7.5J x 17 light-alloy	7.0J x 16 light-alloy

			BMW 218i Active Tourer	BMW 225i Active Tourer	BMW 218d Active Tourer
Transmission					
Type of transmission			6-speed manual (optional: 6-speed automatic)	8-speed-automatic	6-speed manual (optional: 8-speed automatic)
Gear ratios		I :1	3.615 (4.459)	5.250	3.923 (5.250)
		II :1	1.952 (2.508)	3.029	2.136 (3.029)
		III :1	1.241 (1.556)	1.950	1.276 (1.950)
		IV :1	0.969 (1.142)	1.457	0.921 (1.457)
		V :1	0.806 (0.851)	1.221	0.756 (1.221)
		VI :1	0.683 (0.672)	1.000	0.628 (1.000)
		VII :1	---- (----)	0.809	---- (0.809)
		VII :1	---- (----)	0.673	---- (0.673)
		R :1	3.538 (3.185)	4.015	3.538 (4.015)
Final drive		:1	3.882 (3.944)	3.075	3.389 (2.839)
Performance ³⁾					
Power-to-weight ratio		kg/kW	13.2 ⁴⁾	8.4	12.5 ⁴⁾
Output per litre		kW/ltr	66.7	85.1	55.1
Acceleration	0–100 km/h	sec	9.3 (9.6)	6.8	8.9 (8.9)
	0–1000 m	sec	⁴⁾	⁴⁾	⁴⁾
In 4th/5th gear	80–120 km/h	sec	⁴⁾ (–)	(–)	⁴⁾ (–)
Top speed		km/h	200 (200)	235	205 (205)
BMW EfficientDynamics					
BMW EfficientDynamics standard features			Brake Energy Regeneration, electromechanical power steering, Automatic Start/Stop function, Optimum Shift Indicator (manual gearbox), ECO PRO mode, intelligent lightweight construction, on-demand operation of ancillary units, map-controlled oil pump, detachable a/c compressor, tyres with reduced rolling resistance		
Fuel Consumption ECE ^{2) 3)}					
With standard tyres					
Urban		ltr/100 km	6.1 (6.2)	7.6	5.0 (4.7)
Extra-urban		ltr/100 km	4.2 (4.5)	5.0	3.6 (3.8)
Combined		ltr/100 km	4.9 (5.1)	6.0	4.1 (4.1)
CO ₂		g/km	115 (119)	139	109 (109)
Emission rating			EU6	EU6	EU6

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

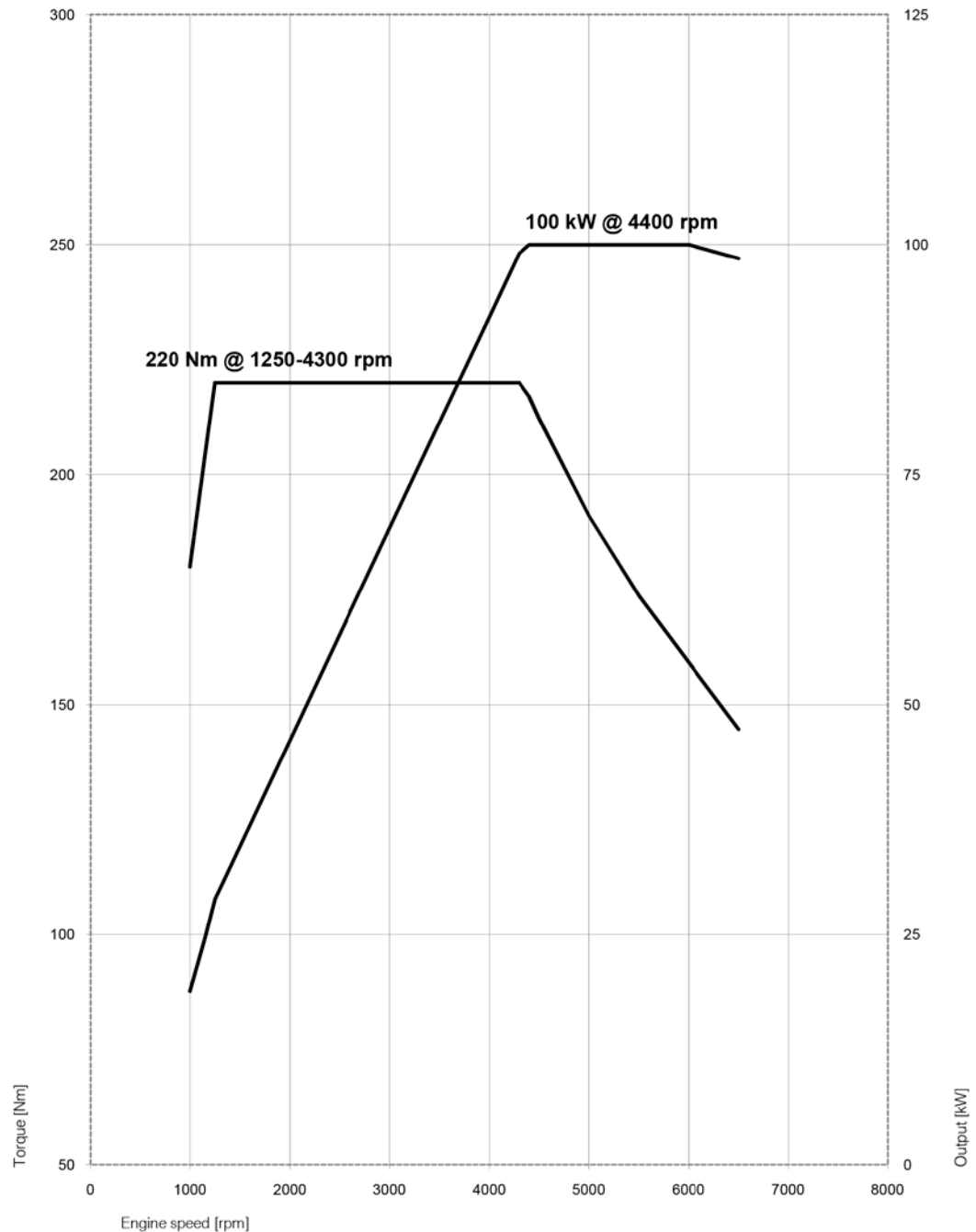
¹⁾ Oil change

²⁾ Fuel consumption and CO₂ emissions depend on the selected tyre format

³⁾ Specifications are provisional, officially unconfirmed data. Provisional fuel consumption values have been calculated based on the ECE test cycle.

⁴⁾ Data not yet available

9. Output and torque diagram. The new BMW 2 Series Active Tourer. 218i.



Further output and torque diagrams to follow.

10. Exterior and interior dimensions.

