

The new BMW 3 Series Gran Turismo.

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1. The new BMW 3 Series Gran Turismo.

1.1 Highlights



- The new BMW 3 Series Gran Turismo, which will be available from July 2016, takes the outgoing model's elegance, sportiness and luxury-class spaciousness to another new level.
- The product attributes of the previous model had already earned it an impressive reputation with customers in the world's major car markets; Europe, China and the USA all gave it an equally warm welcome. In the three years since its market launch, and with sales now exceeding 130,000, the BMW 3 Series Gran Turismo has established itself worldwide as an alternative to the sedans, station wagons and coupes in the mid-size class.
- Even more dynamic: The car's design is now even more striking. The new, standard-fitted LED headlights for dipped and high beam and the LED front foglamps lend the BMW 3 Series Gran Turismo a more sporting appearance. And the rear end likewise cuts an even more powerful figure, with LED rear lights inspiring clear lines. They are complemented by a newly designed rear apron and larger-diameter exhaust tailpipes. Models from the 320i and 320d upwards have twin tailpipes.
- Perceived quality reaches new heights: The interior of the new BMW 3 Series Gran Turismo gets even classier with high-gloss black surfaces and electroplated and chrome accents.
- Sport Line, Luxury Line and M Sport models promote individualisation. Two new exterior colours, three new wheel designs and a wider array of upholstery variants and interior trim strips.
- User-friendly: The latest version of the BMW Navigation system Professional is now also available for the BMW 3 Series Gran Turismo. The most important menu items are presented extremely clearly as "tiles", enabling even more intuitive use.
- The BMW 3 Series Gran Turismo can be ordered in a total of 18 engine, transmission and drive configurations.

- New for the BMW 3 Series Gran Turismo: The petrol units from the new engine generation reduce fuel consumption by up to 14 per cent. New to the fray are the four-cylinder engines in the BMW 320i Gran Turismo developing 135 kW/184 hp (fuel consumption combined: 6.4–6.1 l/100 km [44.1–46.3 mpg imp]; CO₂ emissions combined: 146–139 g/km)* and the BMW 330i Gran Turismo with 185 kW/252 hp (fuel consumption combined: 6.2–5.9 l/100 km [45.6–47.9 mpg imp]; CO₂ emissions combined: 141–134 g/km)*. The all-aluminium six-cylinder unit in the BMW 340i Gran Turismo is also new and produces 240 kW/326 hp (fuel consumption combined: 7.3–7.0 l/100 km [38.7–40.4 mpg imp]; CO₂ emissions combined: 166–159 g/km)*.
- New diesel engine in the BMW 325d Gran Turismo: The four-cylinder unit with two-litre displacement and multi-stage turbocharging with two turbochargers develops 165 kW/224 hp and teams up as standard with the Steptronic transmission (fuel consumption combined: 5.0–4.7 l/100 km [56.5–60.1 mpg imp]; CO₂ emissions combined: 131–124 g/km)*. The other new four-cylinder diesel engines have been available for the BMW 3 Series Gran Turismo since the model update for the BMW 3 Series Sedan and Touring in summer 2015. Customers can choose from a total of five diesel units developing 110 kW/150 hp to 230 kW/313 hp (fuel consumption combined: 5.7–4.3 l/100 km [49.6–65.7 mpg imp]; CO₂ emissions combined: 151–112 g/km)*.
- All-wheel drive provides enhanced dynamics and unbeatable traction: All petrol-powered BMW 3 Series Gran Turismo variants and the BMW 320d Gran Turismo and BMW 330d Gran Turismo diesel models can be specified with BMW xDrive as an option. The BMW 335d xDrive Gran Turismo has this technology as standard.
- Connectivity and phone linking: The integration of mobile phones into the car via Bluetooth is a standard feature of the BMW 3 Series Gran Turismo. And an optional inductive tray allows suitably specified smartphones to be charged and hooked up to the external aerial wirelessly. This equipment option also includes a WiFi hotspot and a second USB port in the centre console.

1. The new BMW 3 Series Gran Turismo. 1.2 Short version



BMW is preparing to launch the latest BMW 3 Series Gran Turismo in time for the start of summer. Blending the elegance of a coupe with the spaciousness of a luxury sedan and the boot capacity of a station wagon, the 3 Series Gran Turismo has developed into a firm fixture of the mid-size class over the last three years. Its biggest sales markets are China, Germany and the USA, and the majority of BMW 3 Series Gran Turismo customers are new to the BMW brand. The new version of the Gran Turismo cuts a visibly sportier figure, and the three petrol and five diesel engines in the range offer noticeably higher output. All the engines are turbocharged and burn up to 14 per cent less fuel. The interior, meanwhile, impresses with its high-quality materials, the new user interface for the Navigation system Professional (taken from BMW's luxury-class cars) and even better smartphone connectivity.

More dynamic looks and an even greater feeling of luxury inside.

At 4,824 millimetres in length, the BMW 3 Series Gran Turismo is around 200 millimetres longer than the other members of the BMW 3 Series family. And that takes it close to luxury-class territory. The design of the new BMW 3 Series Gran Turismo, which has been sculpted to visibly greater dynamic effect at both the front and rear, heightens the impression of class. The new, standard-fitted LED headlights for dipped and high beam and the LED front foglamps lend the BMW 3 Series Gran Turismo a more sporting appearance. The car has a visually broader stance on the road. And the combination of updated LED rear lights and more zestful lines brings extra brawn to the rear styling.

The interior of the BMW 3 Series Gran Turismo has an even more sophisticated feel, thanks to upgraded materials and accents. Extra chrome around the interior controls, and new decorative wood elements, colours and leather trim variants take perceived quality to another new level, while the interior's haptic and ergonomic attributes have also been further enhanced. Sportiness coupled with the elegance of a coupe, the comfort and convenience of four doors, a seating position raised by 59 millimetres with excellent all-round visibility, and a generous feeling of space have always been key reasons to purchase a BMW 3 Series Gran Turismo. The space argument is particularly persuasive in the rear compartment, where three full-size seats and legroom more familiar from a luxury sedan – courtesy of a wheelbase lengthened by 110 millimetres (now 2,920 millimetres) – await. The large

tailgate, meanwhile, opens to reveal a boot offering 520 to 1,600 litres of load space and allowing extremely varied use.

The latest version of the BMW Navigation system Professional will now also be offered in the BMW 3 Series Gran Turismo – the first time a mid-size model has been available with the upgraded system. The most important menu items are now displayed in a clear, tile-based style, which makes operating the system even more intuitive. Linking up mobile phones has become more convenient, as smartphones can now also be charged and connected to the car's external aerial wirelessly via an inductive tray.

New engine family: higher outputs, lower fuel consumption.

The new generation of engines available for the BMW 3 Series Gran Turismo offer compelling levels of sports performance, agility and economy. The range consists of three all-new petrol units developing 135 kW/184 hp to 240 kW/326 hp and five diesel variants producing 110 kW/150 hp to 230 kW/313 hp – with classical rear-wheel drive or BMW xDrive all-wheel drive, with manual or Steptronic automatic transmission (fuel consumption combined: 7.7–4.3 l/100 km [36.7–65.7 mpg imp]; CO₂ emissions combined: 175–112 g/km)*. All the four- and six-cylinder petrol engines and four-cylinder diesels are taken from the newly developed, modular BMW EfficientDynamics engine family and enjoy the benefits of cutting-edge BMW TwinPower Turbo technology. The arrival of the updated BMW 3 Series Gran Turismo sees the new petrol engines slotting into this model's line-up as well. An all-new addition to the diesel ranks, meanwhile, is the BMW 325d Gran Turismo. The other four-cylinder diesels have been available to customers since the launch of the new engine generation in summer 2015.

Considerable efficiency gains have been made with the new engines, despite their increased output. The reductions in fuel consumption and CO₂ emissions range from 4.5 per cent in the BMW 318d Gran Turismo to 13.8 per cent for the BMW 320d Gran Turismo. And further improved manual and automatic transmissions, the Auto Start Stop function, Brake Energy Regeneration, on-demand operation of ancillary units and the ECO PRO mode also help the new BMW 3 Series Gran Turismo to set the benchmark for fuel economy and emissions.

The BMW 320i Gran Turismo, 318d Gran Turismo and 320d Gran Turismo come as standard with the six-speed manual gearbox, but can also be ordered with the eight-speed Steptronic automatic transmission as an option. All other engine variants feature the automatic as standard. And that means three more variants of the car (the BMW 330i Gran Turismo, BMW 340i Gran Turismo

* Fuel consumption figures based on the EU test cycle, may vary depending on the tyre format specified.

and BMW 325d Gran Turismo) are offered exclusively with the efficient Steptronic unit than was the case with the outgoing model. Improvements in efficiency, an increase in ratio spread and a reduction in converter slip during the gear-change process bring about a three per cent drop in fuel consumption and CO₂ emissions. At the same time, customers can expect both driving comfort and shift comfort to be heading in the opposite direction.

All petrol-engined BMW 3 Series Gran Turismo variants and the diesel-powered BMW 320d Gran Turismo and BMW 330d Gran Turismo can be specified as an option with BMW xDrive. The BMW 335d xDrive Gran Turismo has this all-wheel-drive technology as standard.

A total of 18 engine, transmission and drive configurations are therefore available for the BMW 3 Series Gran Turismo.

Three equipment lines to choose from.

BMW 3 Series Gran Turismo customers can choose between Sport Line, Luxury Line and M Sport variants. The Estoril Blue colour shade is available exclusively for M Sport models. The BMW 3 Series Gran Turismo is fitted with an extensive selection of equipment items as standard, including automatic climate control, keyless engine ignition, Servotronic, six airbags, LED headlights for dipped and high beam, LED front foglamps, a high-resolution colour screen with iDrive Controller, a hands-free facility for phone calls – including a USB port and Bluetooth audio streaming – and a leather multifunction steering wheel. Greater freedom with interior and exterior equipment combinations opens up a wider range of possibilities to customers. Two new metallic paint finishes are available, as are three new wheel rim designs and additional upholstery variants and interior trim strips.

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 Deutsche Automobil Treuhand GmbH (DAT), Hellmuth-Hirth-Str. 1, 73760 Ostfildern-Scharnhausen and at <http://www.dat.de/en/offers/publications/guideline-for-fuel-consumption.html>. Leitfaden CO₂ (Guideline CO₂) (PDF – 2.9 MB)

2. Sporting Gran Turismo with excellent everyday practicality and long-distance comfort. The model and the market.



In the space of three years, the BMW 3 Series Gran Turismo has established itself successfully around the world in the premium mid-size class. As a standalone character within the BMW 3 Series family, it brings together the sporting attributes of the 3 Series Sedan with the elegant dynamics of a coupe and the functionality and versatility of the 3 Series Touring. It is a recipe that has enabled it to win over new customers for the BMW brand not only in Europe, but also in the important markets of the USA and China. The distinctive character of the BMW 3 Series Gran Turismo gains extra strength with the arrival of the new model, the development engineers having focused their attentions on enhancing its sporting potency and level of quality, in particular. The successful underlying concept, however, has remained untouched.

In demand on every continent.

The BMW 3 Series Gran Turismo appeals squarely to the tastes of customers keen to match a sporty experience with the elegance of a large coupe. This is complemented by the everyday practicality and comfort of a four-door car offering high levels of comfort over long distances and ample space for the necessary luggage. Ease of entry, a slightly raised seating position with outstanding all-round visibility and a generous feeling of space play an equally critical role in the decision to buy as the car's sophisticated appearance. The BMW 3 Series Gran Turismo offers more space in the rear compartment, in particular. Here, customers will be greeted by three full-size seats and – thanks to a longer wheelbase – the legroom of a luxury sedan. And then there is the boot behind the large, electrically-operated tailgate (fitted as standard), whose capacity and variability even outstrip those of the BMW 3 Series Touring.

These features strengthen the already distinctive character of the Gran Turismo within the BMW 3 Series model range. So it is hardly surprising that the BMW 3 Series Gran Turismo appeals to a broad spread of customers worldwide. The major markets for the model are China, Germany and the USA. In Germany almost one in six BMW 3 Series cars sold is a Gran Turismo. And the BMW 3 Series Gran Turismo is recording high new-customer acquisition rates in the process. Almost every other customer in Germany and around two in every three people buying a BMW 3 Series Gran Turismo in the USA are new to the brand. In China that figure is more than 90 per cent. In

purely statistical terms, China is the most important market for the BMW 3 Series Gran Turismo; around one in five of the 130,000 3 Series Gran Turismo cars sold so far have been handed over to customers there.

3. Accentuated visual appeal for the new BMW 3 Series Gran Turismo. Exterior and lighting design.



Four doors with frameless windows, the couple-style, gently sloping roofline and a large tailgate shape this distinctive member of the BMW 3 Series line-up. Updates to the front and rear of the new BMW 3 Series Gran Turismo shine an even brighter spotlight on its character. For example, newly designed headlights and rear lights, plus a new rear apron, all help to sharpen the sporting appearance of the BMW 3 Series Gran Turismo. Modified air intakes on Sport Line and Luxury Line cars add fresh accents.

Effortless sportiness and progressive elegance.

In time-honoured BMW style, totally newly designed twin circular headlights define the focused front end of the BMW 3 Series Gran Turismo. Standard specification for the new model includes LED headlights for dipped and high beam. The dark surround of the headlight tubes, which are levelled off at the bottom and framed by daytime driving light rings, gives the internal workings of the headlights a clear, cool and technically alluring appearance. The front foglamps also come in LED form for the first time in the BMW 3 Series Gran Turismo and are fitted as standard.

Adaptive LED headlights are now available as an option for the BMW 3 Series Gran Turismo. These are levelled off slightly at the top by "eyebrows" formed by the LED turn signal repeaters, bringing extra brio to the car's character. The familiar twin circular light graphics are afforded an even more precise, even more modern interpretation here. The visible LED technology is intricately presented in the headlight tubes. For example, the outer rings are no longer symmetrical, but instead extend in towards the centre of the car. Together with the light graphics, the links from the headlights to the kidney grille give the front end a broader and therefore sportier visual impact. Also part of the full-LED headlights package is the camera-based high-beam assistant BMW Selective Beam.

The outer air intakes of the BMW 3 Series Gran Turismo's sporty, three-section front end have been revised and updated for the new model. In Sport Line and Luxury Line cars, these intakes feature a horizontal bar which generates a straight line across the lower section of the front end. Together with the blades above them, this accentuates the Gran Turismo's wide stance on the road. On Luxury Line cars, both the bar and the blades come in

chrome, while Sport Line models prefer the bar in aluminium and the blades in high-gloss black.

The rear of the BMW 3 Series Gran Turismo makes a compelling proposition with its standalone design. The full-LED rear lights provide a fresh interpretation of the L-shape light graphics characteristic of BMW models. The rear lights are no longer split into individual light strips, but now feature a dynamic sweep towards their outer edge which gives them an even more prominent “cast from a single mould” appearance. All of which adds extra emphasis to the compact impression created by the rear end. The bars of LEDs tapering towards the centre of the rear reference the headlight graphics at the front. Added to which, the reflector elements in the rear apron are now positioned higher up and reinforce the powerful styling of the rear end. A trim strip further down – finished in chrome on Luxury Line models and high-gloss black on Sport Line cars – lowers the visual centre of gravity.

The rear of the new BMW 3 Series Gran Turismo retains its predecessor's active aerodynamic system, including a spoiler which extends automatically at higher speeds to generate the necessary downforce. At lower speeds, the spoiler slides back almost imperceptibly into the car's silhouette.

The range-topping petrol engine powering the BMW 340i Gran Turismo comes with an exhaust system featuring individual tailpipes on the left and right, each measuring 80 millimetres in diameter. All engine variants from the 320i and 320d upwards now have twin tailpipes on the left-hand side of the rear end, each 70 millimetres in diameter. The exhaust tailpipe on the 318d has a diameter of 75 millimetres.

At 4,824 millimetres in length (+ 190 mm), 1,508 millimetres in height (+ 79 mm) and 1,828 millimetres in width (+ 17 mm), the BMW 3 Series Gran Turismo is significantly larger than the BMW 3 Series Sedan and Touring. The same is true of its wheelbase, which measures 2,920 millimetres (+ 110 mm). These dimensions are unchanged on the new model, which means the car's handsome proportions – fusing dynamic and aesthetic appeal to eye-catching effect – also remain intact.

4. More room for individuality. Interior and equipment.



A host of details inside the BMW 3 Series Gran Turismo have enjoyed a visible and noticeable upgrade thanks to the introduction of new materials. Plus, customers also enjoy even greater scope when it comes to configuring their car just as they want it, as a large number of options can now be freely combined.

Chrome applications and high-gloss elements take perceived quality to another new level.

One of the features that has been revised for the new model is the Centre Information Display. A flatter design and narrower frame profile give it a slimmer and, as a result, more elegant, higher-quality look. Also among the many updated interior details is the surround for the air vents, which now takes the form of an electroplated strip. Electroplated elements can likewise be found in the centre console. For example, the cupholder with roller cover (introduced in 2015) has an electroplated border in the new model, making this functional area more striking to the eye. Elsewhere, the centre stack containing the controls for the radio and air conditioning now features high-gloss black trim, imbuing it with extra presence. And the radio and air conditioning controls are framed by chrome applications. These features bring additional exclusivity and perceived quality to the central element between the Centre Information Display and centre tunnel. Added to which, the buttons in the doors for the windows and mirror adjustment also have electroplated edging.

New selection of colours and materials.

The range of colours and materials available for the BMW 3 Series Gran Turismo, not to mention the selection of possible wheel rims, has been expanded and refined. And there are also more options when it comes to the interior. The array of wood trim strips available now also includes Fineline Light and Ash Grain with a metal inlay. New contrast stitching for the Saddle Brown, Veneto Beige and Black variants of the Dakota leather upholstery underlines the character of the BMW 3 Series Gran Turismo in the finest details.

Two new colour shades deepen the car's exterior allure, Arctic Grey and Jatoba metallic bringing the number of paint finishes available for the BMW 3 Series Gran Turismo to 11. As well as one non-metallic and four

metallic tones, cars with the M Sport package can be specified exclusively with the metallic shade Estoril Blue.

The BMW 3 Series Gran Turismo is fitted as standard with 17-inch light-alloy wheels and 225/55 R17 tyres. 18- and 19-inch wheels are also available with different equipment lines or as separate options. The range has grown to include three new rims – the star-spoke 658, double-spoke 673 and multi-spoke 674. Another two rims (the double-spoke 466 and turbine-style 415) previously exclusive to particular lines can now be ordered for every BMW 3 Series Gran Turismo.

Model variants for further individualisation.

The BMW 3 Series Gran Turismo comes with an extensive list of equipment already as standard, including automatic climate control, keyless engine ignition, Servotronic, six airbags, LED headlights for dipped and high beam, LED front foglamps, a high-resolution colour screen with iDrive Controller, a front armrest, a rain sensor, a Bluetooth hands-free facility for phone calls – including a USB port and Bluetooth audio streaming – and a leather multifunction steering wheel. Sport Line and Luxury Line cars add further individual character to the new BMW 3 Series Gran Turismo. And the M Sport model offers additional options designed to increase still more the car's presence on the road and the driving pleasure available at the wheel.

Luxury Line: Cars specified with this equipment line can be identified by their line-specific chrome design elements in the front / rear aprons and air intakes. The window frame and exhaust tailpipe embellishers are also in chrome, while the B-pillar has high-gloss black trim. Inside, the aluminium door sill plates, sports leather steering wheel, exclusive colours for the ambient lighting and chrome edging for the air vents all catch the eye. New contrast stitching is included for the leather upholstery, while Black High Gloss, Fineline Light and Ash Grain with a metal inlay have been added to the selection of interior trim strips. Two-zone automatic climate control comes as standard.

Sport Line model: The front and rear aprons and air intakes feature design elements in high-gloss black, the window border has a matt black finish, and the exterior mirrors can be painted black or in the body colour (as the customer wishes). Exhaust tailpipe embellishers in black chrome underline the sporting ambitions of this model. Stand-out features of the interior include the aluminium door sill plates, the sports leather steering wheel, exclusive colours for the ambient lighting and air vent surrounds in chrome. Light-alloy wheels (18 or 19 inches) in Sport design can also be specified. The leather upholstery has new contrast stitching, while Fineline Light and Ash Grain with a metal

inlay join the selection of interior trim strips. Two-zone automatic climate control is again standard.

M Sport model: The M Sport package brings an extra dose of sportiness to the BMW 3 Series Gran Turismo. In addition to the aerodynamic package (front apron with large air intake, rear bumper with diffusor insert, side skirts) and BMW Individual high-gloss Shadow Line trim, the optional, exclusive exterior paint shade Estoril Blue metallic gives the car an undeniably sporty appearance. The 18- or 19-inch light-alloy wheels in hallmark M design with mixed-size tyres also play their part here. Inside the car, meanwhile, items such as the M door sill finishers, an M leather steering wheel and M footrest define the sporty yet also elegant ambience. And the driver and front passenger settle into sports seats offered exclusively in Hexagon Anthracite cloth/Alcantara with royal blue contrast stitching. Black Dakota leather trim with royal blue contrast stitching is now also available and suits the aura radiated by the M Sport model. M Sport suspension (lowered by 10 millimetres) is among the technical extras customers can order.

Large boot allows variable use.

The generously proportioned boot can hold 520 litres of gear. The large load opening, measuring 1,120 millimetres in width x 618 millimetres in height, and the wide-opening tailgate (electrically operated as standard) make it easier to load up bulky items. A particularly practical feature is the cargo function of the rear seat backrests, whose tilt angle can be adjusted through 15 stages and 19 degrees and which can also be folded down 40:20:40. This expands the load capacity to as much as 1,600 litres.



5. Higher power, lower fuel consumption courtesy of BMW EfficientDynamics. Engine and powertrain.

The new generation of engines featuring in the BMW 3 Series Gran Turismo stand out by virtue of their sporting ability, agility and excellent efficiency. The line-up comprises three brand new petrol units ranging from 135 kW/184 hp up to 240 kW/326 hp and five diesel engines delivering between 110 kW/150 hp and 230 kW/313 hp (fuel consumption combined: 7.7–4.3 l/100 km [36.7–65.7 mpg imp]; CO₂ emissions combined: 175–112 g/km)*. All the petrol models and two of the diesels (the BMW 320d Gran Turismo and BMW 330d Gran Turismo) are available with the option of BMW xDrive, while the BMW 335d Gran Turismo comes with the all-wheel-drive system as standard.

Performance has been upped, yet considerable gains have been made in terms of efficiency, too; the figures range from a 4.5 per cent reduction in fuel consumption and CO₂ emissions for the BMW 318d Gran Turismo to 13.8 per cent for the BMW 320d Gran Turismo. Further improved manual and automatic transmissions, the Auto Start Stop function, Brake Energy Regeneration, on-demand operation of ancillary units and the ECO PRO mode likewise do their bit to ensure the new BMW 3 Series Gran Turismo delivers all the sporting and dynamic qualities for which the brand is renowned, but still manages to return lower fuel consumption and emissions than anything else in its class.

Newly developed engine family.

Both the four and six-cylinder petrol units and the four-cylinder diesels hail from the newly developed modular BMW EfficientDynamics engine family, and feature the very latest BMW TwinPower Turbo technology blending huge power with exceptional efficiency. These new petrol engines will now be available in the new BMW 3 Series Gran Turismo. The diesel unit in the BMW 325d Gran Turismo is also a new addition to the line-up, while the remaining four-cylinder diesels have all been available since the introduction of the new engine generation in summer 2015.

All members of the engine family share a standardised design principle, with a displacement per cylinder of 500 cubic centimetres, an in-line cylinder arrangement and an extremely lightweight, thermodynamically optimised all-aluminium construction. The crankcase is remarkably rigid due to its closed-deck design, which means that the cylinder water jacket is closed at the top.

* Fuel consumption figures based on the EU test cycle, may vary depending on the tyre format specified.

Meanwhile, thermally joined, high-strength cylinder walls with a twin-wire, arc-sprayed coating save weight and reduce internal friction. The very short warm-up phase for all engines furthermore results in a significant fuel saving.

All the four-cylinder power units have balancer shafts for exceedingly refined performance throughout the rev range. The modular nature of this engine family is also reflected in the standardised interfaces for the engine mounts and the connections to the cooling circuit, the intake and exhaust systems, as well as the heating and air conditioning systems.

All the petrol engines employ a turbocharger integrated in the exhaust manifold. This means the exhaust gases only have a very short distance to travel to the turbocharger system, paving the way for extremely fast throttle response. The switch from direct to indirect charge air cooling means even sharper responsiveness, as the compact design with a far smaller volume and reduced pressure loss within the intercooler enable boost pressure to build up faster.

The SYNTAK (Synergy Thermoacoustic Capsule) technology in the four-cylinder petrol engines brings about a further reduction in fuel consumption. This innovative new encapsulation technique allows the engine to cool down more slowly, maintain a much higher temperature for up to 36 hours and endure fewer cold starts as a result. SYNTAK has the additional benefit of enhancing comfort by reducing engine noise and enabling the heating system to reach its target temperature more quickly. The close-coupled catalytic converter and electrically operated boost pressure control valve (the wastegate) serve to lower the petrol engines' emissions still further.

All the members of the new BMW EfficientDynamics engine family are equipped with the latest generation of BMW TwinPower Turbo technology. For the petrol engines, this comprises TwinScroll turbocharging, High Precision Direct Injection and Double-VANOS variable camshaft timing, plus the benefits of Valvetronic fully variable valve timing.

When it comes to the diesels, BMW TwinPower Turbo technology is based around a single turbocharger for the BMW 318d Gran Turismo, 320d Gran Turismo and 330d Gran Turismo, while the BMW 325d Gran Turismo and 335d Gran Turismo have twin-turbo units. All feature variable turbine geometry and latest-generation common-rail direct injection, whose maximum injection pressures of up to 2,000 bar are particularly effective in reducing fuel consumption and emissions.

Six-speed manual and eight-speed Steptronic transmissions.

The BMW 320i Gran Turismo, 318d Gran Turismo and 320d Gran Turismo are equipped with a six-speed manual gearbox as standard – in both classical rear-wheel drive and optional BMW xDrive all-wheel-drive forms. The crisp-shifting transmission comes with a dual-mass flywheel with centrifugal pendulum absorbers. This counteracts uneven running even in high-torque engine variants, enabling the driver to shift up smoothly at low rev speeds (without an unpleasant humming noise) and therefore opening the door to a further reduction in fuel consumption and CO₂ emissions. The six-speed manual transmission also features engagement speed control, meaning that the engine revs are automatically adjusted to the engagement speed for the next gear when changing up or down. The result is added smoothness.

The customer can also specify the abovementioned models with the revised eight-speed Steptronic automatic transmission as an option, while the remaining engine variants in the range are fitted with Steptronic as standard. This means the choice of models equipped as standard with the Steptronic transmission has been expanded to include the BMW 330i Gran Turismo/BMW 330i xDrive Gran Turismo, BMW 340i Gran Turismo/BMW 340i xDrive Gran Turismo and BMW 325d Gran Turismo. The Steptronic transmission's improved efficiency, wider gear ratio spread and reduced torque converter slip during gear shifts cut fuel consumption and CO₂ emissions by three per cent, while more effective compensation of imbalances results in greater ride comfort and smoother shifting, too.

The new eight-speed Steptronic transmission also caters for drivers who enjoy putting their car's dynamic performance abilities to the test. Sport+ mode now allows the driver to push the engine all the way up to the rev limiter and to perform multiple downshifts, for instance from eighth gear straight to fourth. And for those seeking an even greater sense of driving pleasure, the eight-speed Steptronic Sport transmission – featuring steering wheel paddle shifters – can also be specified.

Dynamic BMW xDrive all-wheel drive available as an option for five models.

As an alternative to the classical rear-wheel-drive set-up, the 320i, 330i, 340i, 320d and 330d variants of the BMW 3 Series Gran Turismo can optionally be specified with BMW xDrive intelligent all-wheel drive. The BMW 335d Gran Turismo, meanwhile, is equipped with this technology as standard. BMW xDrive combines the customary advantages of all-wheel drive, such as optimum power transmission to the road, supreme handling safety and maximum traction (in wintry driving conditions, for example) with the agile and precise driving qualities customers expect from BMW cars. BMW xDrive

reduces understeer and oversteer effectively when cornering. And it also enhances handling dynamics when turning into or powering out of corners – even tight hairpins.

The diesel engine variants for the BMW 3 Series Gran Turismo.

The BMW 3 Series Gran Turismo is available with a choice of three four-cylinder and two six-cylinder diesel units. Most of the engines (see below for performance details) have already been offered since summer 2015 – with the exception of the BMW 325d Gran Turismo, which will be introduced with the launch of the new model.

BMW 318d Gran Turismo: The 110 kW/150 hp four-cylinder diesel with manual gearbox has combined fuel consumption of 4.7–4.5 l/100 km [60.1–62.8 mpg imp] (CO₂ emissions combined: 123–117 g/km)*. With the eight-speed Steptronic transmission fitted, the figures are 4.5–4.3 l/100 km [62.8–65.7 mpg imp] and CO₂ emissions of 119–112 g/km.

BMW 320d Gran Turismo/BMW 320d xDrive Gran Turismo: The output of the BMW 320d has been upped to 140 kW/190 hp and it develops peak torque of 400 Nm (295 lb-ft). Fuel consumption is 4.8–4.6 l/100 km [58.9–61.4 mpg imp] (Steptronic: 4.6–4.3 l/100 km [61.4–65.7 mpg imp]), which means CO₂ emissions of 127–120 g/km (Steptronic: 120–113 g/km)*. In models with BMW xDrive, fuel consumption is 5.1–4.8 l/100 km [55.4–58.9 mpg imp] (CO₂: 133–126 g/km); where Steptronic is fitted, the figures are 4.8–4.5 l/100 km [58.9–62.8 mpg imp] (CO₂ 126–119 g /km)*.

BMW 325d Gran Turismo: This new four-cylinder diesel unit with a displacement of two litres and multi-stage turbocharging with two turbochargers develops 165 kW/224 hp, has peak torque of 450 Nm (332 lb-ft) and combines with the Steptronic transmission as standard (fuel consumption combined: 5.0–4.7 l/100 km [56.5–60.1 mpg imp]; CO₂ emissions combined: 131–124 g/km)*

BMW 330d Gran Turismo/BMW 330d xDrive Gran Turismo: These three-litre six-cylinder diesel variants with 190 kW/258 hp are available exclusively with the automatic transmission and have been part of the BMW 3 Series Gran Turismo range since summer 2014. Torque rises to 560 Nm / 413 lb-ft (fuel consumption combined: 5.3–5.1 l/100 km [53.3–55.4 mpg imp], BMW xDrive 5.6–5.4 l/100 km [50.4–52.3 mpg imp]; CO₂ emissions: 139–136 g/km, BMW xDrive 146–142 g/km)*.

BMW 335d xDrive Gran Turismo: The range-topping diesel model is powered by the TwinTurbo six-cylinder in-line engine with three-litre displacement. It produces 230 kW/313 hp and peak torque of 630 Nm (464 lb-ft). BMW xDrive and the eight-speed Steptronic are standard. Combined fuel consumption is 5.7–5.6 l/100 km [49.6–50.4 mpg imp] (CO₂ emissions: 151–148 g/km)*.

The new petrol engines: higher output, lower consumption.

BMW 320i Gran Turismo/BMW 320i xDrive Gran Turismo: The new two-litre four-cylinder in-line engine featured here has an output of 135 kW/184 hp and links up with a six-speed manual gearbox as standard (fuel consumption combined: 6.4–6.1 l/100 km [44.1–46.3 mpg imp], with BMW xDrive 7.1–6.7 l/100 km [39.8–42.2 mpg imp]; CO₂ emissions combined: 146–139 g/km, with BMW xDrive 161–154 g/km)*. The eight-speed Steptronic automatic transmission can be specified as an option (fuel consumption combined: 6.1–5.8 l/100 km [46.3–48.7 mpg imp], with BMW xDrive 6.6–6.3 l/100 km [42.8–44.8 mpg imp]; CO₂ emissions combined: 139–132 g/km, with BMW xDrive 151–144 g/km)*. Maximum output is on tap between 5,000 and 6,500 rpm and peak torque of 290 Nm/214 lb-ft (with Steptronic and in xDrive form: 270 Nm/199 lb-ft) can be summoned from just 1,350 rpm. The BMW 320i Gran Turismo accelerates from 0 to 100 km/h (62 mph) in 8.0–8.4 seconds, depending on the drive configuration. Fuel economy is up by between 8 and 11 per cent.

BMW 330i Gran Turismo/BMW 330i xDrive Gran Turismo: The two-litre four-cylinder in-line unit here develops 185 kW/252 hp between 5,200 and 6,500 rpm and delivers peak torque of 350 Nm (258 lb-ft) from 1,450 rpm. Equipped with the eight-speed Steptronic as standard, the rear-wheel-drive version sprints from 0 to 100 km/h (62 mph) in 6.1 seconds (BMW xDrive: 6.2 seconds), and top speed is 250 km/h/155 mph (fuel consumption combined: 6.2–5.9 l/100 km [45.6–47.9 mpg imp], xDrive 6.7–6.3 l/100 km [42.2–44.8 mpg imp]; CO₂ emissions combined: 141–134 g/km, BMW xDrive 152–145 g/km)*. This represents a drop in CO₂ emissions of up to 10 per cent for the BMW 330i Gran Turismo compared to the outgoing model.

BMW 340i Gran Turismo/BMW 340i xDrive Gran Turismo: The new all-aluminium straight-six engine at work here generates 240 kW/326 hp between 5,500 and 6,500 rpm. It also impresses with 450 Nm (332 lb-ft) of torque that is available from just 1,380 rpm. Fitted with the eight-speed Steptronic as standard, the BMW 340i Gran Turismo races from 0 to 100 km/h (62 mph) in just 5.1 seconds, and in 5.0 seconds with BMW xDrive. Top speed is electronically limited to 250 km/h/155 mph (fuel consumption combined: 7.3–7.0 l/100 km [38.7–40.4 mpg imp], BMW xDrive 7.7–

7.4 l/100 km [36.7–38.2 mpg imp]; CO₂ emissions combined: 166–159 g/km, BMW xDrive 175–168 g/km)*. The BMW 340i Gran Turismo therefore blends maximised power and exemplary efficiency; despite the increase in output, fuel consumption has been lowered by up to 11 per cent.

6. Sports performance in its safest form. Driving dynamics and assistance systems.



The BMW 3 Series has represented the benchmark for driving dynamics in the sporty mid-size segment for many model generations now. The third member of the family, the BMW 3 Series Gran Turismo, is designed in exactly the same mould, so it inherits the core strengths of the model range and combines them with the above-average spaciousness typically found aboard a large sedan designed for long-distance driving.

Sporty suspension offering high levels of comfort.

The suspension on the BMW 3 Series Gran Turismo (double-joint spring strut front axle with anti-roll bar, five-link rear axle) boasts the hallmark driving qualities and handling prowess of the BMW 3 Series, while also enhancing driving stability and long-distance comfort to noticeable effect.

This is true of both the standard suspension and the M Sport suspension or adaptive suspension options. The latter offers electronically controlled dampers and allows individual adjustment of the car's dynamic responses at the touch of a button. The suspension is lowered by ten millimetres on rear-wheel-drive variants. Drivers can use the Driving Experience Control switch to choose between a more comfort-biased setting and a distinctly sportier drive.

Driving assistance systems and high-resolution Head-Up Display.

Assistance systems such as the Parking Assistant, which makes parking parallel and perpendicular to the road easier, Active Cruise Control with Stop&Go function including radar-based Collision Warning and cameras to monitor the area around the car can be selected as options for the BMW 3 Series Gran Turismo.

A full-colour, high-resolution Head-Up Display is still available as an option for the new BMW 3 Series Gran Turismo. All relevant information, such as speed, navigation instructions, speed limits and overtaking restrictions, is projected onto the windscreen so that it appears in an optimum position in the driver's field of view. The safety information from the optional Driving Assistant package (Collision Warning with City Braking function, Pedestrian Warning with City Braking function, Attentiveness Assistant and Lane Departure Warning) and information relating to telephone and media use are also shown in the Head-Up Display.

Active rear spoiler for hallmark BMW driving dynamics.

The BMW 3 Series Gran Turismo was the brand's first model to be fitted with an active rear spoiler, and it retains this feature following the model change. The spoiler automatically extends when the car's speed reaches 110 km/h (approx. 68 mph) to ensure the 3 Series Gran Turismo continues to deliver signature BMW driving dynamics at higher speeds. In its extended state, the spoiler reduces rear axle lift by more than 60 per cent, enabling the Gran Turismo to match the aerodynamic qualities of the BMW 3 Series Sedan. Once the car's speed drops below 70 km/h (approx. 44 mph), the spoiler automatically retracts again and merges into the tail end, almost completely out of sight. If necessary, the rear spoiler can also be extended and retracted manually using a button in the control panel of the driver's door.

7. A user-friendly interface between human and machine. **BMW ConnectedDrive and operating systems.**



Keeping vehicle operation simple is becoming more and more of a challenge. With this in mind, BMW has implemented new solutions in the BMW 3 Series Gran Turismo to assist the driver by making routine tasks easier.

Operation of a great many vehicle functions is more intuitive.

The arrival of the new BMW 3 Series Gran Turismo also marks the debut in the mid-size class of the latest version of the optional Navigation system Professional. This development allows vehicle functions to be operated even more intuitively.

In a clear departure from previous versions, the top menu features a “tile” display of the six main categories. The next operating step within the menu structure has a preview form, creating an attractive and intuitive user experience.

Inductive telephone battery charging and WiFi hotspot.

Bluetooth mobile phone integration is standard on the BMW 3 Series Gran Turismo. There is also the option of an inductive tray for charging suitably specified smartphones wirelessly. To replenish its battery, the phone is placed into the charging tray inside the centre armrest. And when leaving the vehicle, the driver receives a reminder if they have left their phone in the tray. The charging tray also provides a wireless connection to the external aerial, thereby improving mobile reception – especially in areas with a weak signal. This equipment item additionally comprises a WiFi hotspot (to establish a high-speed internet connection for up to eight mobile devices) and a second USB port in the centre console. Both ports have a 2 amp rating, so are also suitable for charging larger devices such as tablets.

Preparation for Apple Car Play is a new option offering optimised integration of an Apple iPhone into the car. It will be introduced during the second half of 2016.

BMW ConnectedDrive Services.

Using the SIM card built into the vehicle, the optional BMW ConnectedDrive Services enable the customer to enjoy optimum connectivity and the benefits of services such as the Concierge Service, Online Entertainment with direct access to millions of music tracks, and RTTI (Real Time Traffic Information).

8. Specifications.

The BMW 3 Series Gran Turismo. 320i, 330i, 340i.



		BMW 320i Gran Turismo	BMW 330i Gran Turismo	BMW 340i Gran Turismo
Body				
No of doors/seats		4/5	4/5	4/5
Length/width/height (unladen)	mm	4824/1828/1508	4824/1828/1508	4824/1828/1508
Wheelbase	mm	2920	2920	2920
Track, front/rear	mm	1541/1586	1541/1586	1541/1586
Ground clearance	mm	165	165	165
Turning circle	m	11.8	11.8	11.8
Fuel tank capacity	app ltr	60	60	60
Engine oil ¹⁾	ltr	5.25	5.25	6.5
Weight, unladen, to DIN/EU	kg	1580/1655 (1600/1675)	1620/1695	1660/1735
Max load to DIN	kg	570	570	570
Max permissible weight	kg	2155 (2170)	2190	2230
Max axle load, front/rear	kg	970/1255	975/1275	1010/1275
Max trailer load,	kg	1400/695	1600/745	1700/750
Braked (12%)/unbraked		(1500/695)		
Max roofload/max towbar download	kg	75/75	75/75	75/75
Luggage comp capacity	ltr	520-1600	520-1600	520-1600
Air resistance	c _d x A	0.29 x 2.31	0.29 x 2.31	0.29 x 2.31
Power Unit				
Config/No of cyls/valves		In-line/4/4	In-line/4/4	In-line/6/4
Engine technology		BMW TwinPower Turbo technology: TwinScroll turbocharger, High Precision Direct Injection, fully variable valve control VALVETRONIC, Double-VANOS variable camshaft timing		
Effective capacity	cc	1998	1998	2998
Stroke/bore	mm	94.6/82.0	94.6/82.0	94.6/82.0
Compression ratio	:1	11.0	10.2	11.0
Fuel		min RON 91	min RON 91	min RON 91
Max output	kW/hp	135/184	185/252	240/326
at	rpm	5000	5200	5500
Max torque	Nm/lb·ft	290/214 (270/199)	350/258	450/332
at	rpm	1350-4250 (1350-4600)	1450-4800	1380-5000
Electrical System				
Battery/installation	Ah/-	90/Luggage compartment		
Alternator	AW	180/2520	180/2520	180/2520
Driving Dynamics and Safety				
Suspension, front		Aluminium double-joint spring strut axle with displaced camber, small positive steering roll radius, traverse force compensation, anti-dive		
Suspension, rear		Five-link axle in lightweight construction		
Brakes, front		Single-piston floating-calliper disc brakes / vented		
Brakes, rear		Single-piston floating-calliper disc brakes / vented		
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		
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 seats, crash sensors, tyre defect indicator		
Steering		Electric Power Steering (EPS) optional: Variable Sport Steering		
Steering ratio, overall	:1	15.0	15.0	15.0
Tyres, front/rear		225/55 R17 97V	225/55 R17 97W	225/55 R17 97W
Rims, front/rear		8.0J x 17 light alloy	8.0J x 17 light alloy	8.0J x 17 light alloy

		BMW 320i Gran Turismo	BMW 330i Gran Turismo	BMW 340i Gran Turismo
Transmission				
Type of transmission		6-speed manual (optional: 8-speed Steptronic)	8-speed Steptronic	8-speed Steptronic
Gear ratios	I	:1 4.002 (5.000)	5.000	5.000
	II	:1 2.130 (3.200)	3.200	3.200
	III	:1 1.396 (2.143)	2.143	2.143
	IV	:1 1.000 (1.720)	1.720	1.720
	V	:1 0.781 (1.314)	1.314	1.314
	VI	:1 0.668 (1.000)	1.000	1.000
	VII	:1 --- (0.822)	0.822	0.822
	VIII	:1 --- (0.640)	0.640	0.640
Final drive	R	:1 3.647 (3.456)	3.456	3.456
		:1 3.462 (2.929)	2.929	3.077
Performance				
Power-to-weight ratio		kg/kW 11.7 (11.9)	8.8	6.9
Output per litre		kW/ltr 67.6	92.6	80.1
0–100 km/h		sec 8.0 (8.1)	6.1	5.1
In 5th gear	80–120 km/h	sec 10.6 (--)	--	--
Top speed		km/h 230 (229)	250	250
BMW EfficientDynamics				
BMW EfficientDynamics standard features		Brake Energy Regeneration, electromechanical power steering, Automatic Start/Stop function, Optimum Shift Indicator (manual gearbox), ECO PRO mode, coasting function (automatic), intelligent lightweight construction, optimised aerodynamic attributes, on-demand operation of ancillary units, map-regulated oil pump, differential with optimised-warm-up behaviour, tyres with reduced rolling resistance		
Fuel Consumption ECE²⁾				
Urban		ltr/100 km 8.1–7.7 (7.3–6.9)	7.7–7.3	9.8–9.5
Extra-urban		ltr/100 km 5.4–5.1 (5.4–5.1)	5.3–5.0	5.8–5.5
Combined		ltr/100 km 6.4–6.1 (6.1–5.8)	6.2–5.9	7.3–7.0
CO ₂		g/km 146–139 (139–132)	141–134	166–159
Emission rating			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

The BMW 3 Series Gran Turismo. 320i xDrive, 330i xDrive, 340i xDrive.

	BMW 320i xDrive Gran Turismo	BMW 330i xDrive Gran Turismo	BMW 340i xDrive Gran Turismo
Body			
No of doors/seats	4/5	4/5	4/5
Length/width/height (unladen)	mm 4824/1828/1508	4824/1828/1508	4824/1828/1508
Wheelbase	mm 2920	2920	2920
Track, front/rear	mm 1541/1586	1541/1586	1541/1586
Ground clearance	mm 165	165	165
Turning circle	m 12.3	12.3	12.3
Fuel tank capacity	app. ltr 60	60	60
Engine oil ¹⁾	ltr 5.25	5.25	6.5
Weight, unladen, to DIN/EU	kg 1660/1735 (1675/1750)	1685/1760	1725/1800
Max load to DIN	kg 570	570	570
Max permissible weight	kg 2230 (2245)	2255	2295
Max axle load, front/rear	kg 1030/1275	1030/1275	1010/1275
Max trailer load,	kg 1700/750	1700/750	1800/750
Braked (12%)/unbraked			
Max roofload/max towbar download	kg 75/75	75/75	75/75
Luggage comp capacity	ltr 520-1600	520-1600	520-1600
Air resistance	c _d x A 0.29 x 2.31	0.29 x 2.31	0.29 x 2.31
Power Unit			
Config/No of cyls/valves	In-line/4/4	In-line/4/4	In-line/6/4
Engine technology	BMW TwinPower Turbo technology: TwinScroll turbocharger, High Precision Direct Injection, fully variable valve control VALVETRONIC, Double-VANOS variable camshaft timing		
Effective capacity	cc 1998	1998	2998
Stroke/bore	mm 94.6/82.0	94.6/82.0	94.6/82.0
Compression ratio	:1 11.0	10.2	11.0
Fuel	min RON 91		
Max output	kW/hp 135/184	185/252	240/326
at	rpm 5000	5200	5500
Max torque	Nm/lb·ft 270/199	350/258	450/332
at	rpm 1350-4600	1450-4800	1380-5000
Electrical System			
Battery/installation	Ah- 90/Luggage compartment		
Alternator	A/W 180/2520	180/2520	180/2520
Driving Dynamics and Safety			
Suspension, front	Aluminium double-joint spring strut axle with displaced camber, small positive steering roll radius, traverse force compensation, anti-dive		
Suspension, rear	Five-link axle in lightweight construction		
Brakes, front	Single-piston floating-calliper disc brakes / vented		
Brakes, rear	Single-piston floating-calliper disc brakes / vented		
Driving stability systems	Standard: DSC incl. ABS and DTC (Dynamic Traction Control), CBC (Cornering Brake Control), Networked with xDrive all-wheel-drive system in Integrated Chassis Management, DBC (Dynamic Brake Control), Dry Braking function, Fading Compensation, Start-Off Assistant		
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 seats, crash sensors, tyre defect indicator		
Steering	Electric Power Steering (EPS) optional: Variable Sport Steering		
Steering ratio, overall	:1 15.1	15.1	15.1
Tyres, front/rear	225/55 R17 97V	225/55 R17 97W	225/55 R17 97W
Rims, front/rear	8.0J x 17 light alloy	8.0J x 17 light alloy	8.0J x 17 light alloy

		BMW 320i xDrive Gran Turismo	BMW 330i xDrive Gran Turismo	BMW 340i xDrive Gran Turismo
Transmission				
Type of transmission		6-speed manual (optional: 8-speed Steptronic)	8-speed Steptronic	8-speed Steptronic
Gear ratios	I	:1 4.110 (5.000)	5.000	5.000
	II	:1 2.315 (3.200)	3.200	3.200
	III	:1 1.542 (2.143)	2.143	2.143
	IV	:1 1.179 (1.720)	1.720	1.720
	V	:1 1.000 (1.314)	1.314	1.314
	VI	:1 0.846 (1.000)	1.000	1.000
	VII	:1 --- (0.822)	0.822	0.822
	VIII	:1 --- (0.640)	0.640	0.640
	R	:1 3.727 (3.456)	3.456	3.456
Final drive		:1 3.385 (2.929)	2.929	2.929
Performance				
Power-to-weight ratio		kg/kW 12.3 (12.4)	9.1	7.2
Output per litre		kW/ltr 67.6	92.6	80.1
0–100 km/h		sec 8.1 (8.4)	6.2	5.0
In 5th gear	80–120 km/h	sec 10.3 (--)	--	--
Top speed		km/h 227 (224)	250	250
BMW EfficientDynamics				
BMW EfficientDynamics standard features		Brake Energy Regeneration, electromechanical power steering, Automatic Start/Stop function, Optimum Shift Indicator (manual gearbox), ECO PRO mode, coasting function (automatic), intelligent lightweight construction, optimised aerodynamic attributes, on-demand operation of ancillary units, map-regulated oil pump, differential with optimised-warm-up behaviour, tyres with reduced rolling resistance		
Fuel Consumption ECE²⁾				
Urban		ltr/100 km 9.0–8.6 (8.1–7.8)	8.3–7.9	10.1–9.6
Extra-urban		ltr/100 km 5.9–5.6 (5.7–5.4)	5.7–5.4	6.3–6.0
Combined		ltr/100 km 7.1–6.7 (6.6–6.3)	6.7–6.3	7.7–7.4
CO ₂		g/km 161–154 (151–144)	152–145	175–168
Emission rating			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

The BMW 3 Series Gran Turismo. 318d, 320d, 320d xDrive.

		BMW 318d Gran Turismo	BMW 320d Gran Turismo	BMW 320d xDrive Gran Turismo
Body				
No of doors/seats		4/5	4/5	4/5
Length/width/height (unladen)	mm	4824/1828/1508	4824/1828/1508	4824/1828/1508
Wheelbase	mm	2920	2920	2920
Track, front/rear	mm	1541/1586	1541/1586	1541/1586
Ground clearance	mm	165	165	165
Turning circle	m	11.8	11.8	12.3
Fuel tank capacity	app. ltr	57	57	57
Engine oil ¹⁾	ltr	5.0	5.0	5.0
Weight, unladen, to DIN/EU	kg	1570/1645 (1595/1670)	1580/1655 (1595/1670)	1645/1720 (1660/1735)
Max load to DIN	kg	570	570	570
Max permissible weight	kg	2140 (2165)	2150 (2165)	2215 (2230)
Max axle load, front/rear	kg	965/1260	965/1260	1020/1280
Max trailer load,	kg	1600/745	1600/745	1600/750
Braked (12%)/unbraked				
Max roofload/max towbar download	kg	75/75	75/75	75/75
Luggage comp capacity	ltr	520-1600	520-1600	520-1600
Air resistance	c _d x A	0.28 x 2.31	0.28 x 2.31	0.28 x 2.31
Power Unit				
Config/No of cyls/valves		In-line/4/4	In-line/4/4	In-line/4/4
Engine technology		BMW TwinPower Turbo technology: variable-geometry turbocharger, Common-Rail Direct Injection		
Effective capacity	cc	1995	1995	1995
Stroke/bore	mm	90.0/84.0	90.0/84.0	90.0/84.0
Compression ratio	:1	16.5	16.5	16.5
Fuel		Diesel	Diesel	Diesel
Max output	kW/hp	110/150	140/190	140/190
at	rpm	4000	4000	4000
Max torque	Nm/lb·ft	320/236	400/295	400/295
at	rpm	1500-3000	1750-2500	1750-2500
Electrical System				
Battery/installation	Ah/-	90/ Luggage compartment		
Alternator	A/W	150/2100	150/2100	150/2100
Driving Dynamics and Safety				
Suspension, front		Aluminium double-joint spring strut axle with displaced camber, small positive steering roll radius, traverse force compensation, anti-dive		
Suspension, rear		Five-link axle in lightweight construction		
Brakes, front		Single-piston floating-calliper disc brakes / vented		
Brakes, rear		Single-piston floating-calliper disc brakes / vented		
Driving stability systems		Standard: DSC incl. ABS and DTC (Dynamic Traction Control), CBC (Cornering Brake Control), Networked with xDrive all-wheel-drive system in Integrated Chassis Management (320d xDrive), DBC (Dynamic Brake Control), Dry Braking function, Fading Compensation, Start-Off Assistant		
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 seats, crash sensors, tyre defect indicator		
Steering		Electric Power Steering (EPS) optional: Variable Sport Steering		
Steering ratio, overall	:1	15.0	15.0	15.1
Tyres, front/rear		225/55 R17 97V	225/55 R17 97V	225/55 R17 97V
Rims, front/rear		8.0J x 17 light alloy	8.0J x 17 light alloy	8.0J x 17 light alloy

		BMW 318d Gran Turismo	BMW 320d Gran Turismo	BMW 320d xDrive Gran Turismo
Transmission				
Type of transmission		6-speed manual (optional: 8-speed Steptronic)		
Gear ratios	I :1	4.002 (5.000)	4.110 (5.000)	4.110 (5.000)
	II :1	2.109 (3.200)	2.248 (3.200)	2.248 (3.200)
	III :1	1.396 (2.143)	1.403 (2.143)	1.403 (2.143)
	IV :1	1.000 (1.720)	1.000 (1.720)	1.000 (1.720)
	V :1	0.781 (1.314)	0.802 (1.314)	0.802 (1.314)
	VI :1	0.668 (1.000)	0.659 (1.000)	0.659 (1.000)
	VII :1	--- (0.822)	--- (0.822)	--- (0.822)
	VIII :1	--- (0.640)	--- (0.640)	--- (0.640)
Final drive	R :1	3.647 (3.456)	3.727 (3.456)	3.727 (3.456)
		3.385 (2.813)	3.385 (2.813)	3.385 (2.813)
Performance				
Power-to-weight ratio	kg/kW	14.3 (14.5)	11.3 (11.4)	11.8 (11.9)
Output per litre	kW/ltr	55.1	70.2	70.2
0–100 km/h	sec	9.3 (9.2)	7.8 (7.7)	7.8 (7.7)
In 5th gear 80–120 km/h	sec	10.8 (–)	8.6 (–)	8.9 (–)
Top speed	km/h	210	230 (226)	230 (225)
BMW EfficientDynamics				
BMW EfficientDynamics standard features		Brake Energy Regeneration, electromechanical power steering, Automatic Start/Stop function, Optimum Shift Indicator (manual gearbox), ECO PRO mode, coasting function (automatic), intelligent lightweight construction, optimised aerodynamic attributes, on-demand operation of ancillary units, map-regulated oil pump, differential with optimised-warm-up behaviour, tyres with reduced rolling resistance		
Fuel Consumption ECE²⁾				
Urban	ltr/100 km	5.6–5.3 (5.2–4.9)	5.7–5.5 (5.4–5.0)	6.0–5.7 (5.6–5.3)
Extra-urban	ltr/100 km	4.1–4.0 (4.1–3.9)	4.3–4.1 (4.1–3.9)	4.5–4.3 (4.3–4.1)
Combined	ltr/100 km	4.7–4.5 (4.5–4.3)	4.8–4.6 (4.6–4.3)	5.1–4.8 (4.8–4.5)
CO ₂	g/km	123–117 (119–112)	127–120 (120–113)	133–126 (126–119)
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

The BMW 3 Series Gran Turismo. 325d.

BMW 325d Gran Turismo		
Body		
No of doors/seats		4/5
Length/width/height (unladen)	mm	4824/1828/1508
Wheelbase	mm	2920
Track, front/rear	mm	1541/1586
Ground clearance	mm	165
Turning circle	m	11.8
Fuel tank capacity	app. ltr	57
Engine oil ¹⁾	ltr	5.0
Weight, unladen, to DIN/EU	kg	1630/1705
Max load to DIN	kg	570
Max permissible weight	kg	2200
Max axle load, front/rear	kg	990/1280
Max trailer load,	kg	1800/750
Braked (12%)/unbraked		
Max roofload/max towbar download	kg	75/75
Luggage comp capacity	ltr	520-1600
Air resistance	c _d x A	0.29 x 2.31
Power Unit		
Config/No of cyls/valves		In-line/4/4
Engine technology	BMW TwinPower Turbo technology: variable-geometry twin-turbocharger, Common-Rail Direct Injection	
Effective capacity	cc	1995
Stroke/bore	mm	90.0/84.0
Compression ratio	:1	16.5
Fuel		Diesel
Max output	kW/hp	165/224
at	rpm	4400
Max torque	Nm/lb·ft	450/332
at	rpm	1500-3000
Electrical System		
Battery/installation	Ah/-	90/ Luggage compartment
Alternator	AW	175/2450
Driving Dynamics and Safety		
Suspension, front	Aluminium double-joint spring strut axle with displaced camber, small positive steering roll radius, traverse force compensation, anti-dive	
Suspension, rear	Five-link axle in lightweight construction	
Brakes, front	Single-piston floating-calliper disc brakes / vented	
Brakes, rear	Single-piston floating-calliper disc brakes / vented	
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	
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 seats, crash sensors, tyre defect indicator	
Steering	Electric Power Steering (EPS) optional: Variable Sport Steering	
Steering ratio, overall	:1	15.0
Tyres, front/rear	225/55 R17 97W	
Rims, front/rear	8.0J x 17 light alloy	

BMW 325d Gran Turismo

Transmission

Type of transmission	8-speed Steptronic	
Gear ratios	I	:1 5.000
	II	:1 3.200
	III	:1 2.143
	IV	:1 1.720
	V	:1 1.314
	VI	:1 1.000
	VII	:1 0.822
	VIII	:1 0.640
	R	:1 3.456
Final drive	:1	2.813

Performance

Performance		
Power-to-weight ratio	kg/kW	9.9
Output per litre	kW/ltr	82.7
0-100 km/h	sec	6.4
In 5th gear 80-120 km/h	sec	–
Top speed	km/h	240

BMW EfficientDynamics

BMW EfficientDynamics standard features	Brake Energy Regeneration, electromechanical power steering, Automatic Start/Stop function, ECO PRO mode with coasting function, intelligent lightweight construction, optimised aerodynamic attributes, on-demand operation of ancillary units, map-regulated oil pump, differential with optimised-warm-up behaviour, tyres with reduced rolling resistance
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Fuel Consumption ECE²⁾

Urban	ltr/100 km	5.5–5.3
Extra-urban	ltr/100 km	4.7–4.4
Combined	ltr/100 km	5.0–4.7
CO ₂	g/km	131–124
Emission rating		EU6

Specifications apply to ACEA markets/data relevant to homologation apply in part only to Germany (weight)

1) Oil change

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

The BMW 3 Series Gran Turismo. 330d, 330d xDrive, 335d xDrive.

		BMW 330d Gran Turismo	BMW 330d xDrive Gran Turismo	BMW 335d xDrive Gran Turismo
Body				
No of doors/seats		4/5	4/5	4/5
Length/width/height (unladen)	mm	4824/1828/1508	4824/1828/1508	4824/1828/1508
Wheelbase	mm	2920	2920	2920
Track, front/rear	mm	1541/1586	1541/1586	1541/1586
Ground clearance	mm	165	165	165
Turning circle	m	11.8	12.3	12.3
Fuel tank capacity	app. ltr	57	57	57
Engine oil ¹⁾	ltr	6.5	6.5	6.5
Weight, unladen, to DIN/EU	kg	1660/1735	1730/1805	1745/1820
Max load to DIN	kg	570	570	570
Max permissible weight	kg	2230	2300	2315
Max axle load, front/rear	kg	1030/1260	1080/1280	1095/1280
Max trailer load,	kg	1800/750	1800/750	1800/750
Braked (12%)/unbraked				
Max roofload/max towbar download	kg	75/75	75/75	75/75
Luggage comp capacity	ltr	520-1600	520-1600	520-1600
Air resistance	c _d x A	0.29 x 2.31	0.29 x 2.31	0.29 x 2.31
Power Unit				
Config/No of cyls/valves		In-line/6/4	In-line/6/4	In-line/6/4
Engine technology		BMW TwinPower Turbo technology: variable-geometry turbocharger, Common-Rail Direct Injection	BMW TwinPower Turbo technology: variable-geometry twin-turbocharger, Common-Rail Direct Injection	BMW TwinPower Turbo technology: variable-geometry twin-turbocharger, Common-Rail Direct Injection
Effective capacity	cc	2993	2993	2993
Stroke/bore	mm	90.0/84.0	90.0/84.0	90.0/84.0
Compression ratio	:1	16.5	16.5	16.5
Fuel		Diesel	Diesel	Diesel
Max output	kW/hp	190/258	190/258	230/313
at	rpm	4000	4000	4400
Max torque	Nm/lb·ft	560/413	560/413	630/465
at	rpm	1500-3000	1500-3000	1500-2500
Electrical System				
Battery/installation	Ah/-	90/Luggage compartment		
Alternator	A/W	180/2520	180/2520	180/2520
Driving Dynamics and Safety				
Suspension, front		Aluminium double-joint spring strut axle with displaced camber, small positive steering roll radius, traverse force compensation, anti-dive		
Suspension, rear		Five-link axle in lightweight construction		
Brakes, front		Single-piston floating-calliper disc brakes / vented		
Brakes, rear		Single-piston floating-calliper disc brakes / vented		
Driving stability systems		Standard: DSC incl. ABS and DTC (Dynamic Traction Control), CBC (Cornering Brake Control), Networked with xDrive all-wheel-drive system in Integrated Chassis Management (330d xDrive, 335d xDrive), DBC (Dynamic Brake Control), Dry Braking function, Fading Compensation, Start-Off Assistant		
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 seats, crash sensors, tyre defect indicator		
Steering		Electric Power Steering (EPS) optional: Variable Sport Steering		
Steering ratio, overall	:1	15.0	15.1	15.1
Tyres, front/rear		225/55 R17 97W	225/55 R17 97W	225/55 R17 97W
Rims, front/rear		8.0J x 17 light alloy	8.0J x 17 light alloy	8.0J x 17 light alloy

	BMW 330d Gran Turismo	BMW 330d xDrive Gran Turismo	BMW 335d xDrive Gran Turismo
Transmission			
Type of transmission	8-speed Steptronic		
Gear ratios	I :1	4.714	
	II :1	3.143	
	III :1	2.106	
	IV :1	1.667	
	V :1	1.285	
	VI :1	1.000	
	VII :1	0.839	
	VIII :1	0.667	
	R :1	3.317	
Final drive	:1	2.563	
Performance			
Power-to-weight ratio	kg/kW	8.7	9.1
Output per litre	kW/ltr	63.5	63.5
0–100 km/h	sec	5.7	5.4
Top speed	km/h	250	250
BMW EfficientDynamics			
BMW EfficientDynamics standard features	Brake Energy Regeneration, electromechanical power steering, Automatic Start/Stop function, ECO PRO mode with coasting function, intelligent lightweight construction, optimised aerodynamic attributes, on-demand operation of ancillary units, map-regulated oil pump, differential with optimised-warm-up behaviour, tyres with reduced rolling resistance		
Fuel Consumption ECE²⁾			
Urban	ltr/100 km	6.3–6.1	6.6–6.4
Extra-urban	ltr/100 km	4.7–4.6	5.0–4.8
Combined	ltr/100 km	5.3–5.1	5.6–5.4
CO ₂	g/km	139–135	146–142
Emission rating		EU6	EU6

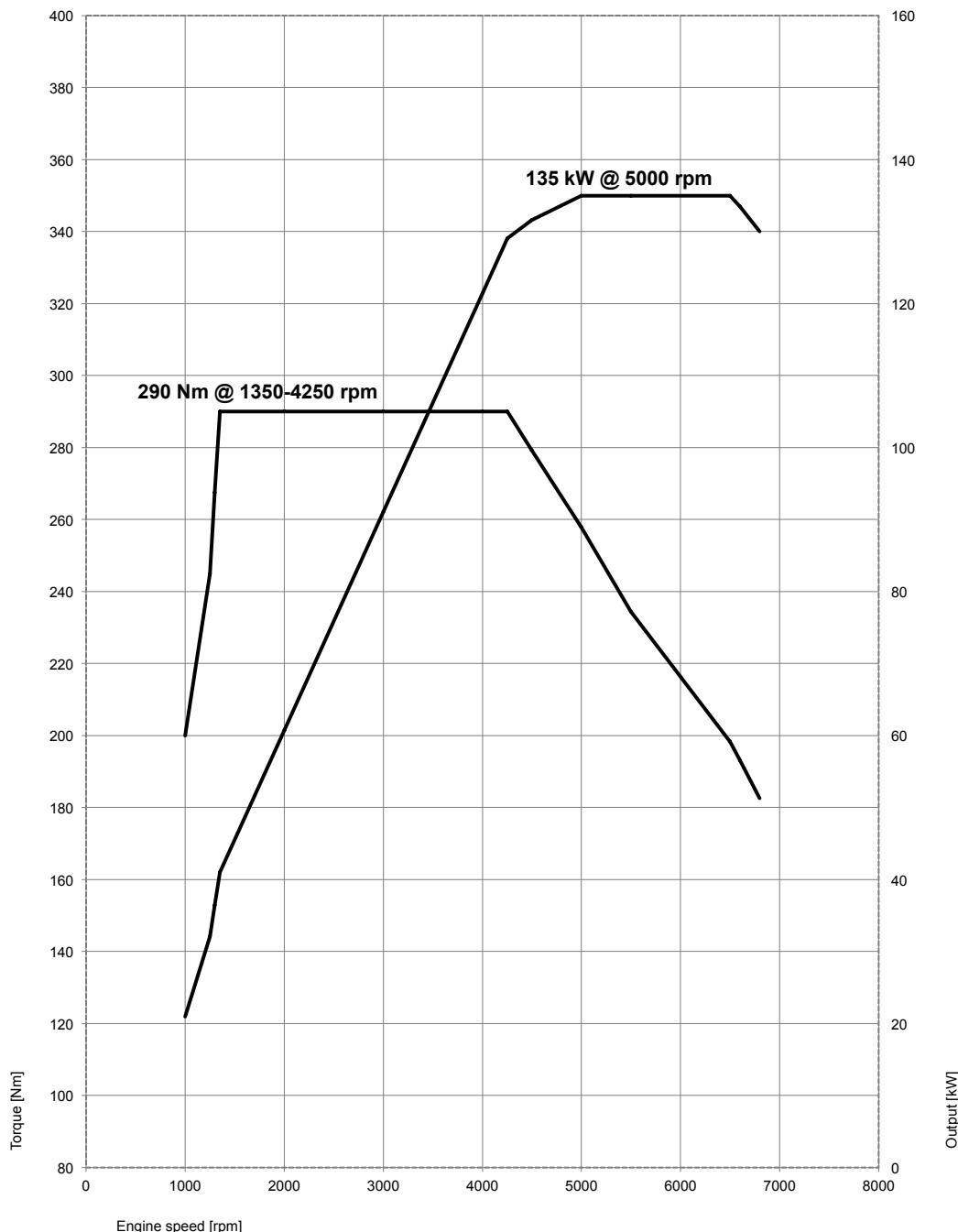
Specifications apply to ACEA markets/data relevant to homologation apply in part only to Germany (weight)

¹⁾ Oil change

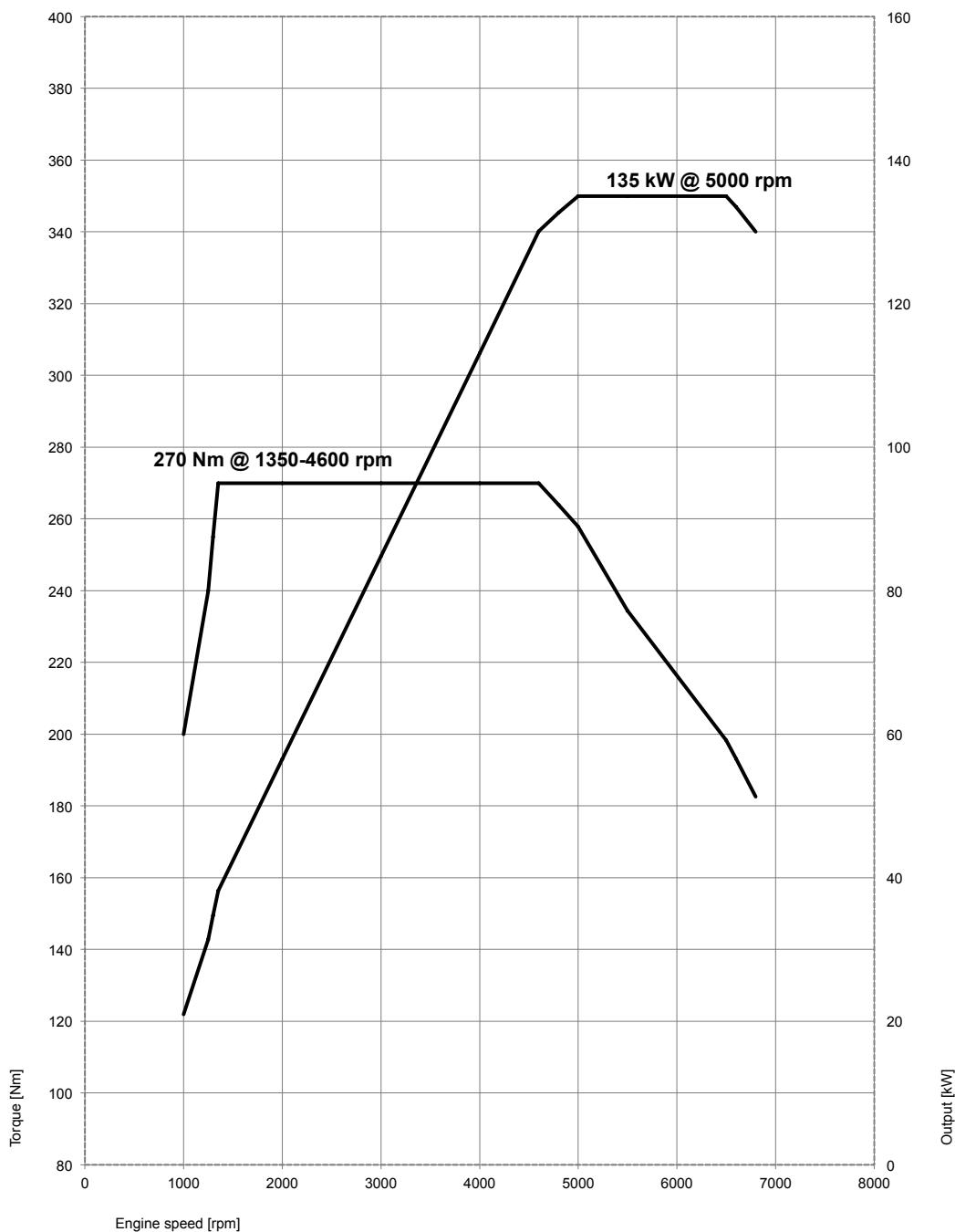
²⁾ Fuel consumption and CO₂ emissions depend on the selected tyre format



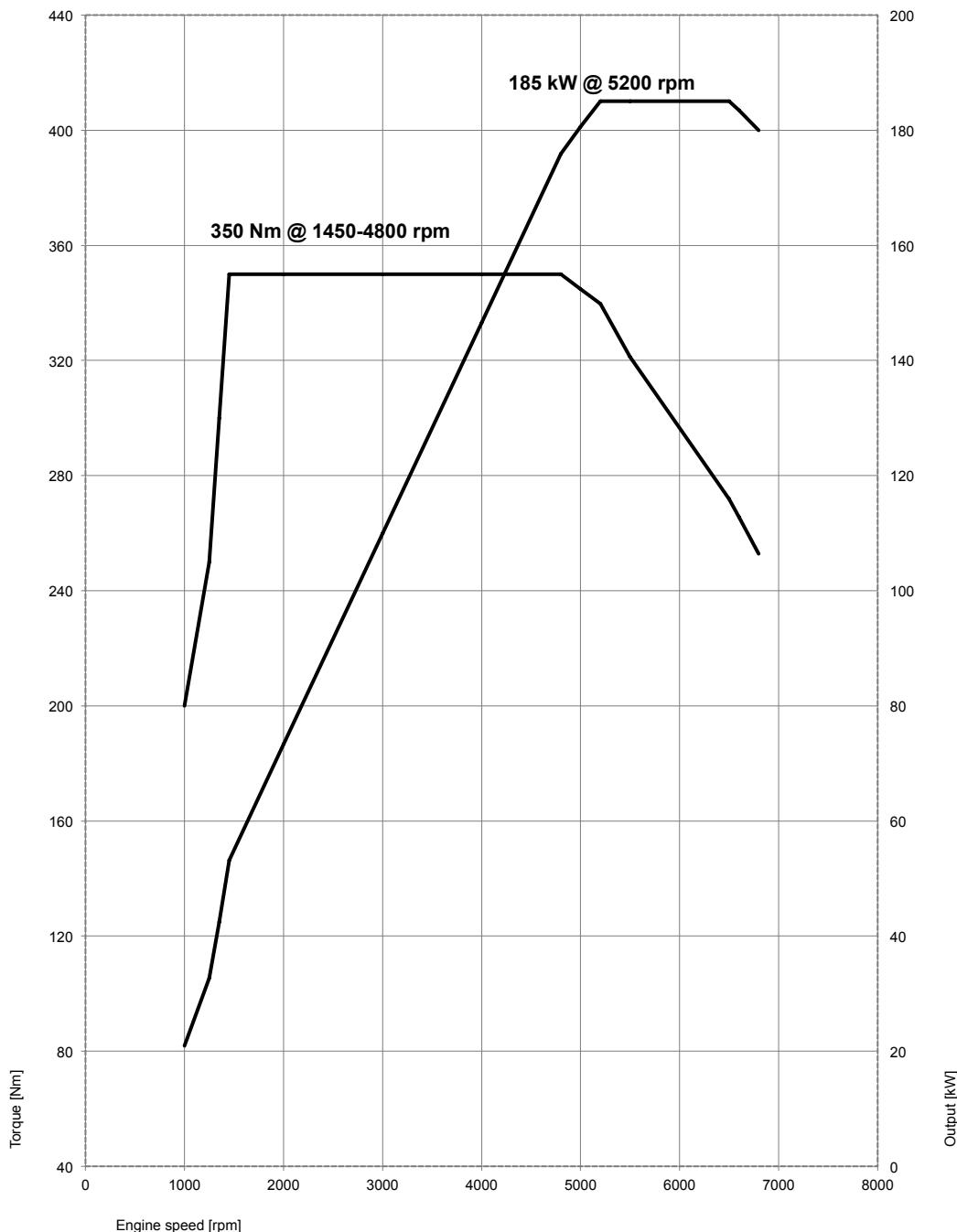
9. Output and torque diagrams. The BMW 3 Series Gran Turismo. 320i with six-speed manual.



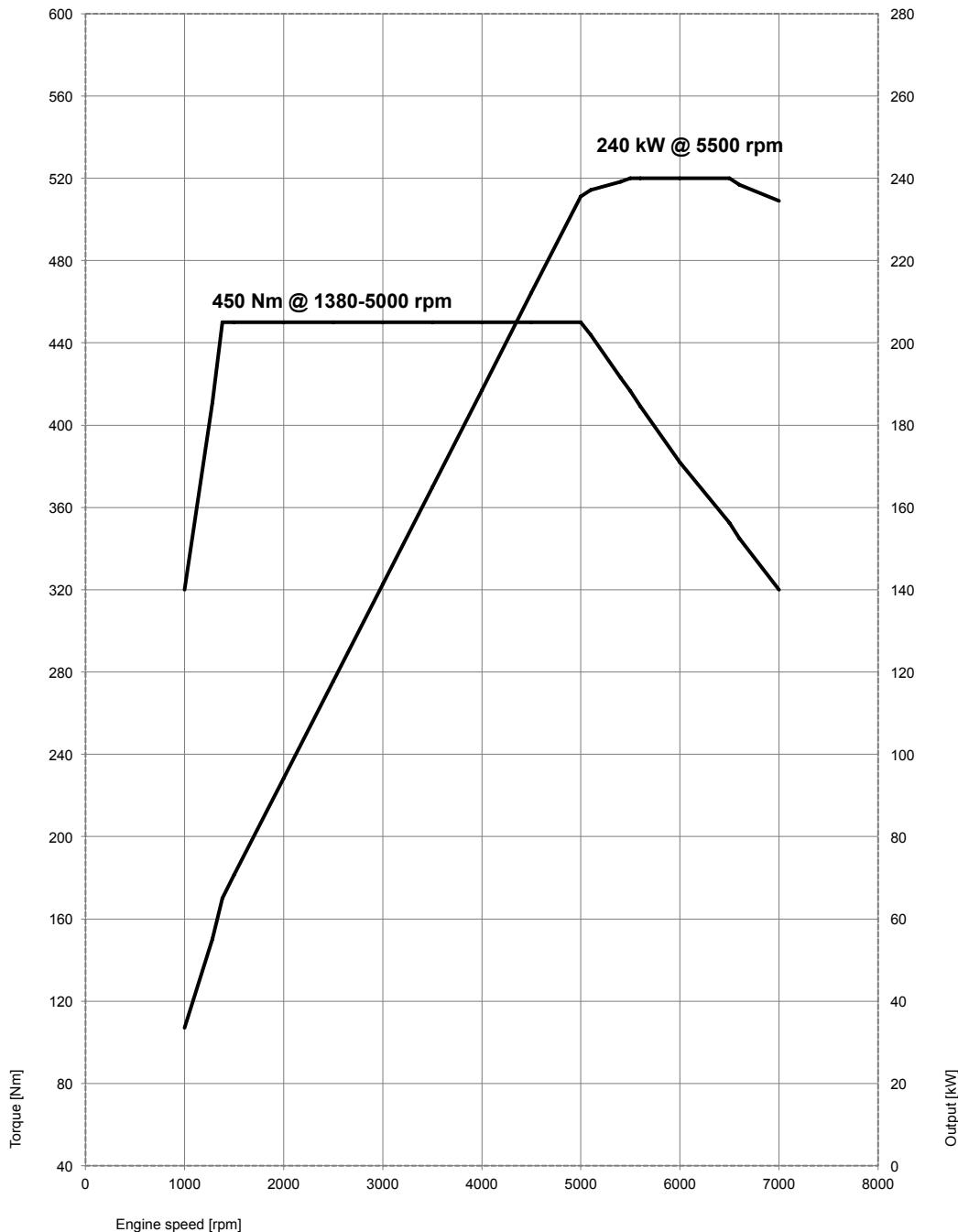
The BMW 3 Series Gran Turismo. 320i with eight-speed Steptronic. 320i xDrive.



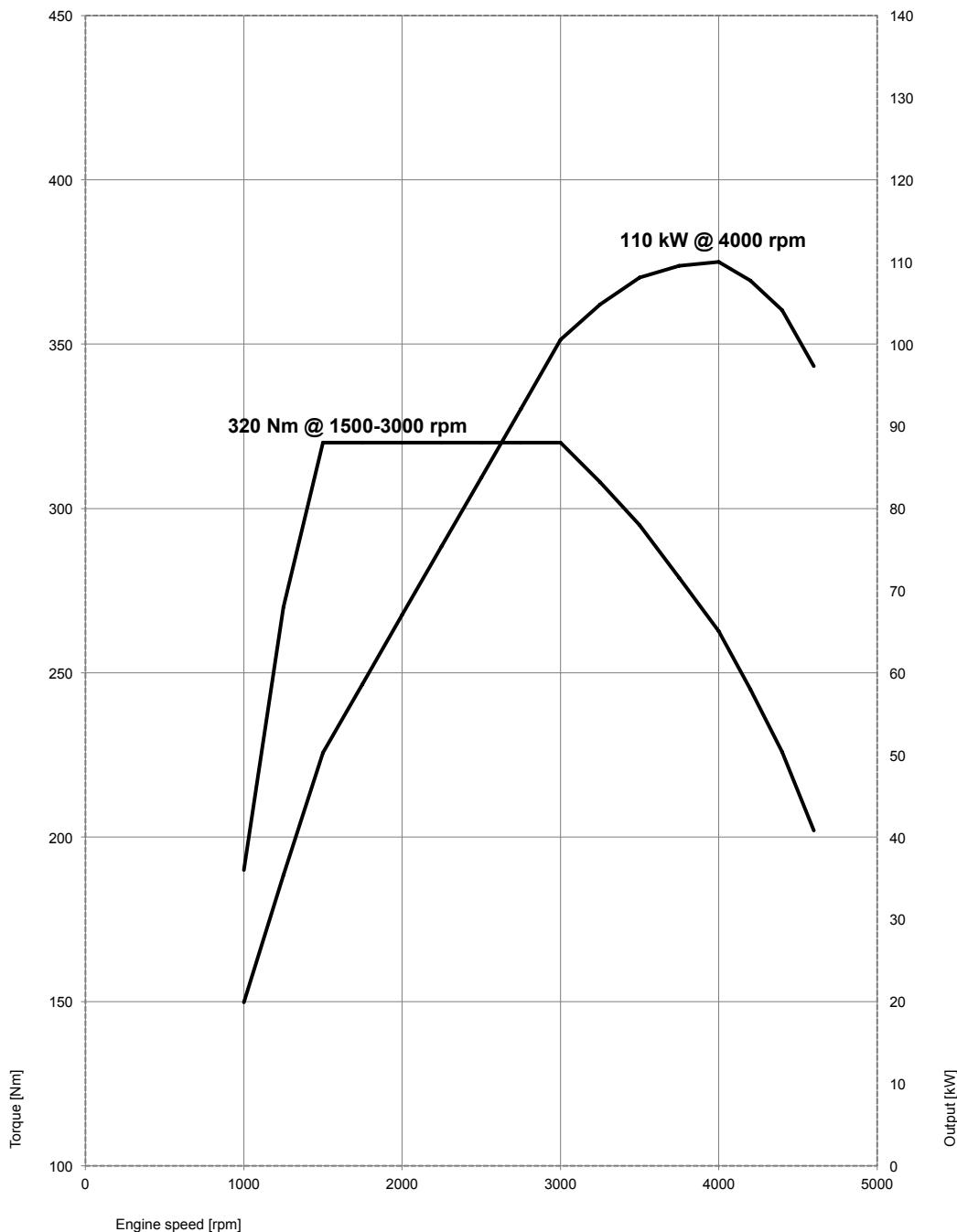
The BMW 3 Series Gran Turismo. 330i, 330i xDrive.



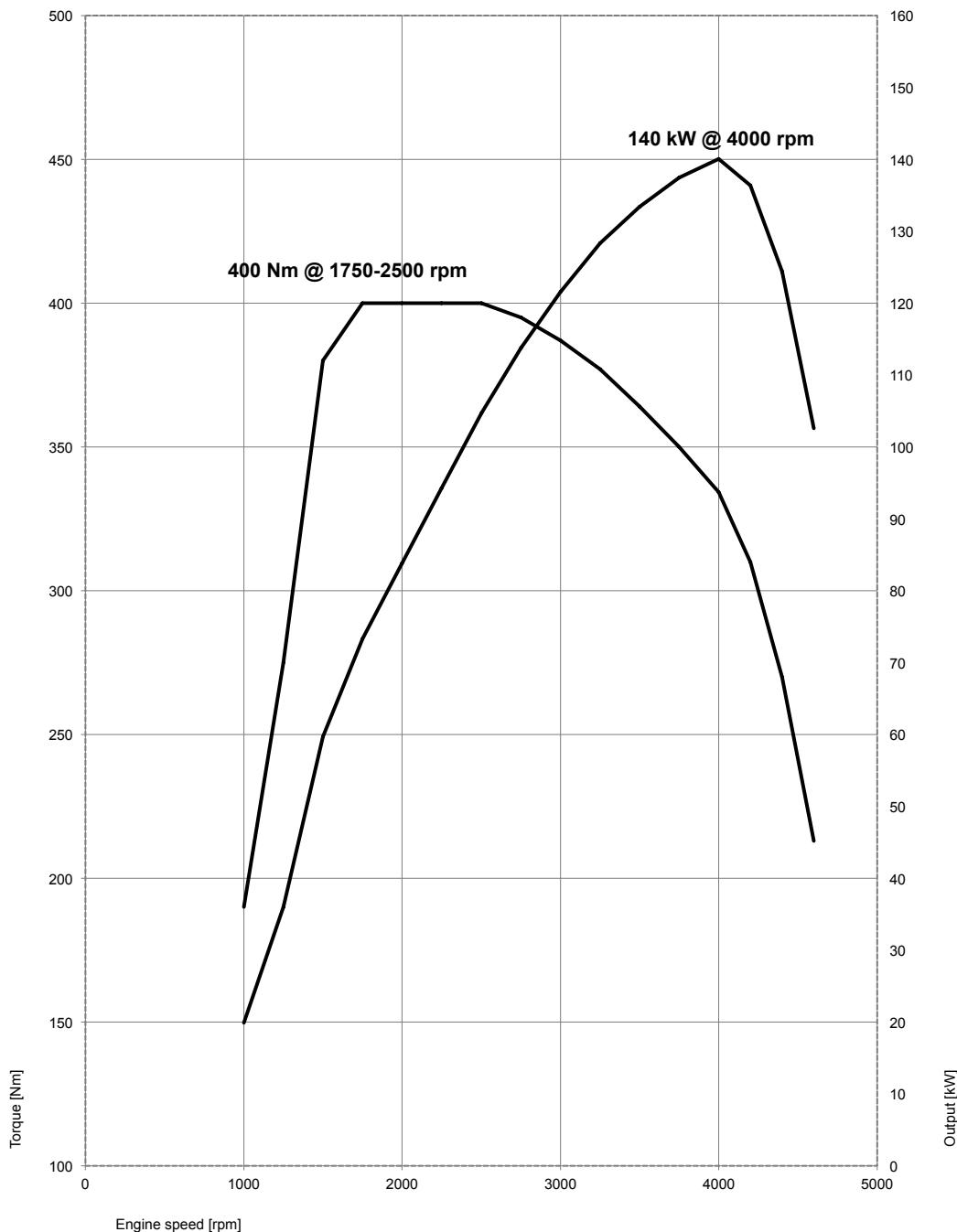
The BMW 3 Series Gran Turismo. 340i, 340i xDrive.



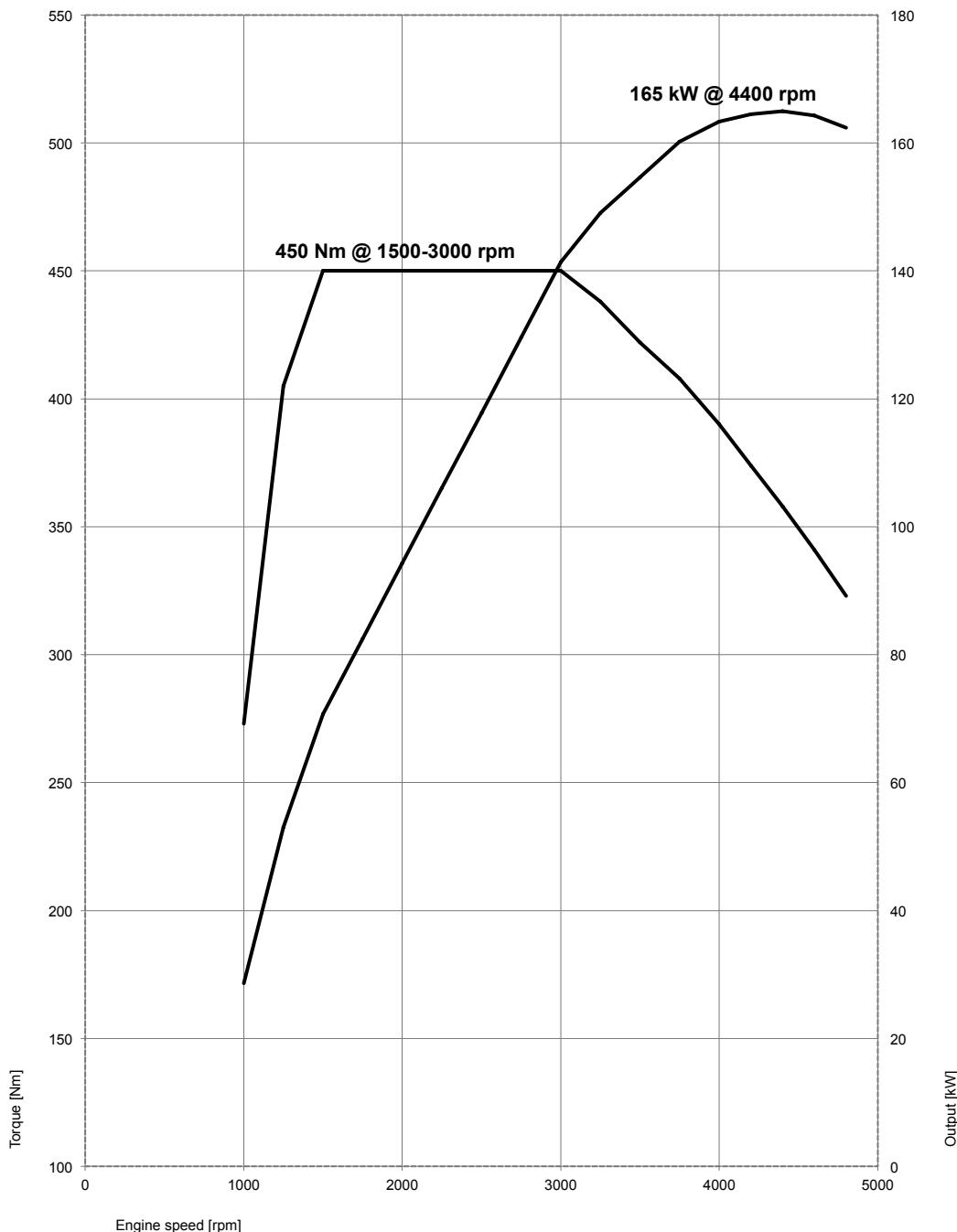
The BMW 3 Series Gran Turismo. 318d.



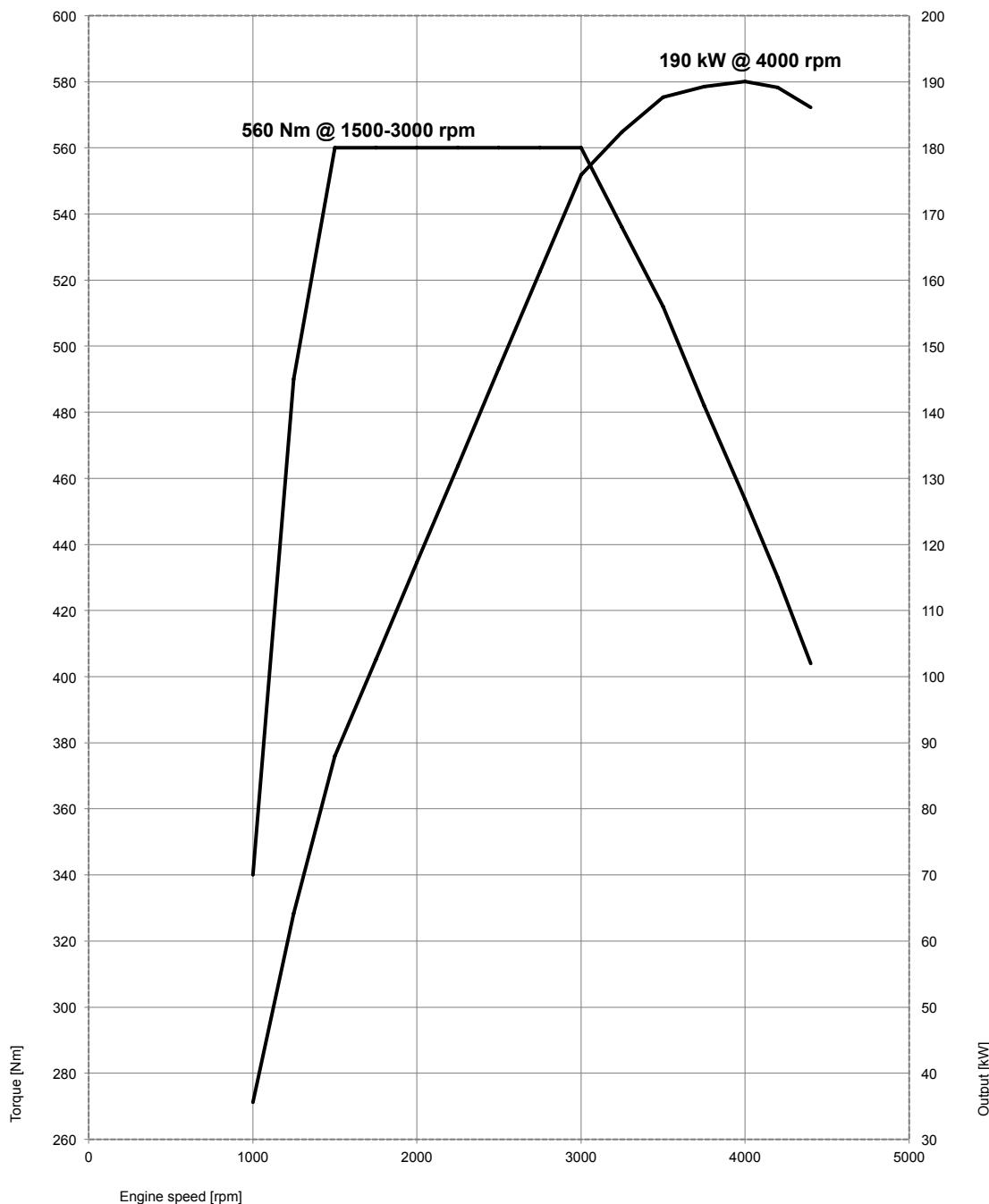
The BMW 3 Series Gran Turismo. 320d, 320d xDrive.



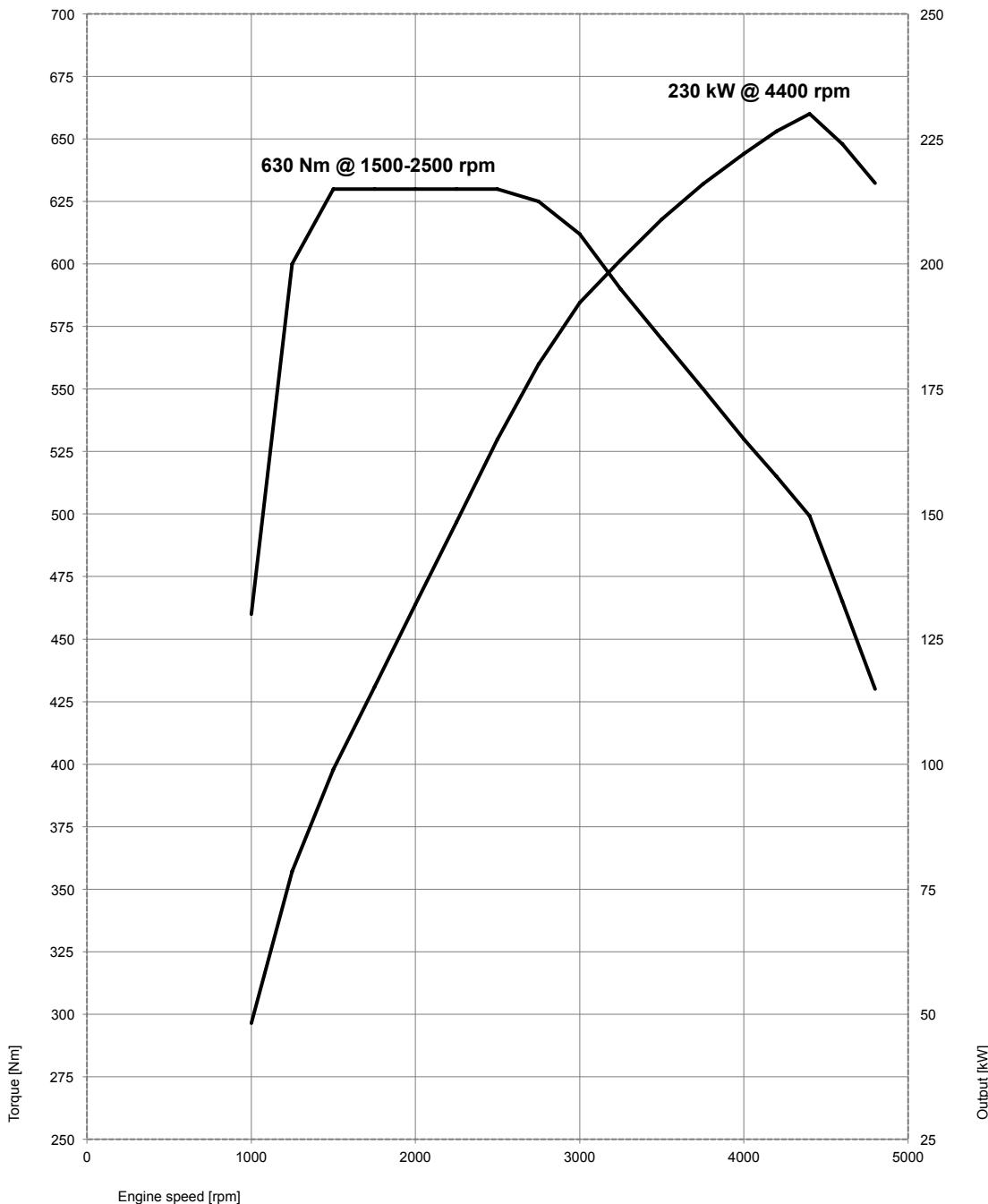
The BMW 3 Series Gran Turismo. 325d.



The BMW 3 Series Gran Turismo. 330d, 330d xDrive.



The BMW 3 Series Gran Turismo. 335d xDrive.



10. Exterior and interior dimensions. The BMW 3 Series Gran Turismo.

