

The new BMW 3 Series Touring. Contents.



Model variants at launch.	2
Vehicle concept and design. More room for sporting pleasure.	5
Interior and equipment. Innovative functionality with a modern, premium feel.	10
Drive systems, transmissions and BMW xDrive. Efficient driving pleasure in a variety of enticing forms.	15
Chassis technology and driving experience. An unrivalled blend of dynamism and comfort.	22
Driver assistance systems. Leading the way towards automated driving.	28
Display and operating system, BMW Connected and ConnectedDrive. BMW Operating System 7.0 and BMW Intelligent Personal Assistant.	32

The new BMW 3 Series Touring. Model variants at launch.



BMW 320i Touring (est. available from 11/2019):

Four-cylinder in-line petrol engine, eight-speed Steptronic transmission.
Capacity: 1,998 cc, output: 135 kW/184 hp at 5,000 – 6,500 rpm,
max. torque: 300 Nm (221 lb-ft) at 1,350 – 4,000 rpm.
Acceleration [0 – 100 km/h (62 mph)]: 7.6 seconds,
top speed: 230 km/h (143 mph).
Fuel consumption combined: 6.3 – 5.8 l/100 km (44.8 – 48.7 mpg imp),
CO₂ emissions combined: 144 – 133 g/km, exhaust standard: EU6d-TEMP.

BMW 330i Touring:

Four-cylinder in-line petrol engine, eight-speed Steptronic transmission.
Capacity: 1,998 cc, output: 190 kW/258 hp at 5,000 – 6,500 rpm,
max. torque: 400 Nm (295 lb-ft) at 1,550 – 4,400 rpm.
Acceleration [0 – 100 km/h (62 mph)]: 5.9 seconds,
top speed: 250 km/h (155 mph).
Fuel consumption combined: 6.4 – 6.0 l/100 km (44.1 – 47.1 mpg imp),
CO₂ emissions combined: 146 – 136 g/km, exhaust standard: EU6d-TEMP.

BMW 330i xDrive Touring:

Four-cylinder in-line petrol engine, eight-speed Steptronic transmission,
BMW xDrive.
Capacity: 1,998 cc, output: 190 kW/258 hp at 5,000 – 6,500 rpm,
max. torque: 400 Nm (295 lb-ft) at 1,550 – 4,400 rpm.
Acceleration [0 – 100 km/h (62 mph)]: 5.8 seconds,
top speed: 250 km/h (155 mph).
Fuel consumption combined: 6.6 – 6.3 l/100 km (42.8 – 44.8 mpg imp),
CO₂ emissions combined: 151 – 143 g/km, exhaust standard: EU6d-TEMP.

BMW M340i xDrive Touring (est. available from 11/2019):

Six-cylinder in-line petrol engine, eight-speed Steptronic transmission,
BMW xDrive.
Capacity: 2,998 cc, output: 275 kW/374 hp at 5,500 – 6,500 rpm,
max. torque: 500 Nm (369 lb-ft) at 1,800 – 5,000 rpm.
Acceleration [0 – 100 km/h (62 mph)]: 4.5 seconds,
top speed: 250 km/h (155 mph).
Fuel consumption combined: 7.5 – 7.1 l/100 km (37.7 – 39.8 mpg imp),
CO₂ emissions combined: 170 – 162 g/km, exhaust standard: EU6d-TEMP.

BMW 318d Touring (est. available from 11/2019):

Four-cylinder in-line diesel engine, six-speed manual gearbox (optional: eight-speed Steptronic transmission).

Capacity: 1,995 cc, output: 110 kW/150 hp at 4,000 rpm, max. torque: 320 Nm (236 lb-ft) at 1,500 – 3,000 rpm.

Acceleration [0 – 100 km/h (62 mph)]: 8.9 seconds (8.8 seconds), top speed: 216 km/h (214 km/h) [134 mph (133 mph)].

Fuel consumption combined: 4.9 – 4.5 l/100 km (4.7 – 4.3 l/100 km) [57.6 – 62.8 mpg imp (60.1 – 65.7 mpg imp)],

CO₂ emissions combined: 129 – 118 g/km (125 – 114 g/km), exhaust standard: EU6d-TEMP.

BMW 320d Touring:

Four-cylinder in-line diesel engine, six-speed manual gearbox (optional: eight-speed Steptronic transmission).

Capacity: 1,995 cc, output: 140 kW/190 hp at 4,000 rpm, max. torque: 400 Nm (295 lb-ft) at 1,750 – 2,500 rpm.

Acceleration [0 – 100 km/h (62 mph)]: 7.5 seconds (7.1 seconds), top speed: 229 km/h (230 km/h) [142 mph (143 mph)].

Fuel consumption combined: 4.8 – 4.6 l/100 km (4.8 – 4.4 l/100 km) [58.9 – 61.4 mpg imp (58.9 – 64.2 mpg imp)],

CO₂ emissions combined: 125 – 119 g/km (125 – 115 g/km), exhaust standard: EU6d-TEMP.

BMW 320d xDrive Touring:

Four-cylinder in-line diesel engine, eight-speed Steptronic transmission, BMW xDrive.

Capacity: 1,995 cc, output: 140 kW/190 hp at 4,000 rpm, max. torque: 400 Nm (295 lb-ft) at 1,750 – 2,500 rpm.

Acceleration [0 – 100 km/h (62 mph)]: 7.4 seconds, top speed: 225 km/h (140 mph).

Fuel consumption combined: 4.9 – 4.6 l/100 km (57.6 – 61.4 mpg imp),

CO₂ emissions combined: 129 – 121 g/km, exhaust standard: EU6d-TEMP.

BMW 330d Touring (est. available from 11/2019):

Six-cylinder in-line diesel engine, eight-speed Steptronic transmission.

Capacity: 2,993 cc, output: 195 kW/265 hp at 4,000 rpm, max. torque: 580 Nm (428 lb-ft) at 1,600 – 3,000 rpm.

Acceleration [0 – 100 km/h (62 mph)]: 5.6 seconds, top speed: 250 km/h (155 mph).

Fuel consumption combined: 5.5 – 5.2 l/100 km (51.4 – 54.3 mpg imp),

CO₂ emissions combined: 144 – 135 g/km, exhaust standard: EU6d-TEMP.

BMW 330d xDrive Touring:

Six-cylinder in-line diesel engine, eight-speed Steptronic transmission, BMW xDrive.

Capacity: 2,993 cc, output: 195 kW/265 hp at 4,000 rpm,
max. torque: 580 Nm (428 lb-ft) at 1,600 – 3,000 rpm.

Acceleration [0 – 100 km/h (62 mph)]: 5.4 seconds,
top speed: 250 km/h (155 mph).

Fuel consumption combined: 5.6 – 5.4 l/100 km (50.4 – 52.3 mpg imp),
CO₂ emissions combined: 146 – 140 g/km, exhaust standard: EU6d-TEMP.

All figures relating to performance, fuel/electric power consumption and emissions are provisional.

The fuel consumption, CO₂ emissions and electric power consumption figures were determined according to the European Regulation (EC) 715/2007 in the version applicable. The figures refer to a vehicle with basic configuration in Germany. The range shown considers the different sizes of the selected wheels/tyres and the selected items of optional equipment, and may vary during configuration.

The values are based on the new WLTP test cycle and are translated back into NEDC-equivalent values in order to ensure comparability between the vehicles. With respect to these vehicles, for vehicle-related taxes or other duties based (at least inter alia) on CO₂ emissions, the CO₂ values may differ from the values stated here (depending on national legislation).

Further information on official fuel consumption figures and specific CO₂ emission values of new passenger cars is included in the following guideline: 'Leitfaden über den Kraftstoffverbrauch, die CO₂-Emissionen und den Stromverbrauch neuer Personenkraftwagen' (Guide to the fuel economy, CO₂ emissions and electric power consumption of new passenger cars), which can be obtained free of charge from all dealerships, from Deutsche Automobil Treuhand GmbH (DAT), Hellmuth-Hirth-Str. 1, 73760 Ostfildern-Scharnhausen and at <https://www.dat.de/co2/>.

Vehicle concept and design.

More room for sporting pleasure.



32 years on from the debut of the first ever BMW 3 Series Touring, the latest generation of the sporty estate is poised on the start line. This new edition of the five-door 3 Series – beloved of customers in Europe in particular – brings a compelling and seamless blend of driving pleasure and functional appeal to the premium midsize class. Latest-generation engines and new chassis technology provide a noticeable increase in sporting prowess, while intelligent equipment features optimise versatility both in everyday use and on trips away. The advances made in these core disciplines join with the BMW 3 Series Touring's dynamic take on the new BMW design language, the extensively refined premium ambience of its interior and the latest innovations in control/operation and connectivity to define the character of the new car.

The progressive nature of the latest BMW 3 Series Touring builds on historical precedent. Indeed, the concept behind the new car has its roots in the company's erstwhile quest to bring the pleasure of sporty driving espoused by the BMW 3 Series to new customers – by means of an additional body variant. The original BMW 3 Series Touring presented in 1987 fulfilled this brief in spectacular style, its extended roofline, large tailgate and resultant increase in interior space adding significantly greater functionality to the agile handling familiar from its sedan sibling. BMW now had a new breed of car on its hands, the BMW 3 Series Touring blazing a trail for versatile yet handsome five-door models in the premium midsize class and continuing to set the benchmark for sporty driving characteristics (in what soon became a hotly contested market segment) to the present day. More than 1.7 million examples of the 3 Series Touring have since hit the roads, with the new car's immediate predecessor alone accounting for over 500,000 of these.

The sixth generation of the BMW 3 Series Touring will be unveiled to the public for the first time on 25 – 27 June 2019 via the new BMW Group #NEXTGen presentation platform at BMW Welt in Munich. Hosting the show premiere of the new BMW 3 Series Touring, meanwhile (just as it did the first generation of the five-door car), will be the IAA event in Frankfurt am Main in September 2019. The worldwide launch will get underway on 28 September 2019. Like all of its predecessors, the new BMW 3 Series Touring will be built at the BMW's home plant in Munich – alongside the new BMW 3 Series

Sedan. The new BMW 3 Series Touring will go on sale in Europe, Japan, South Korea, Taiwan, Hong Kong, Australia and New Zealand.

Exterior design: dynamic Touring proportions.

The exterior proportions of the new model generation inject more dynamism than ever into the traditional BMW 3 Series Touring blueprint. The new BMW design language uses crisp lines and strikingly contoured surfaces to provide a clear and authentic showcase for the car's sporting character. Larger exterior dimensions than its predecessor give the new BMW 3 Series Touring – which has grown by 76 millimetres to 4,709 millimetres in length, by 16 mm to 1,827 mm in width and by 8 mm to 1,470 mm in height (incl. roof fin) – a dynamically stretched silhouette, a powerful stance and increased presence. A wheelbase extended by 41 mm to 2,851 mm, plus large tracks (front: 1,573 mm, rear: 1,569 mm), contribute directly to the car's poised and agile handling.

The design of the front end likewise fuels the sporting aura of the new BMW 3 Series Touring. It matches the nose of the new BMW 3 Series Sedan, and is headlined by a large BMW kidney grille, slim twin headlights and an elaborately jutting front apron, which team up to accentuate the width of the car. The two elements of the BMW kidney grille are framed by a single surround and split up by wide bars. The headlight units extend all the way up to the grille and use their four light sources to generate the signature BMW road-focussed stare. This familiar look is further emphasised by an eye-catching notch in the front apron that rises up into the headlight unit contour. Full-LED headlights come as standard for the new BMW 3 Series Touring, while LED headlights with extended features and U-shaped daytime driving lights are available as options. Likewise optional, the Adaptive LED headlights with BMW Laserlight stand apart with their hexagonal daytime driving light outlines and blue, L-shaped elements in the inner and outer light sources.

The bonnet of the new BMW 3 Series Touring is shaped by four contour lines searing towards the kidney grille. At its leading edge, it sits flush with the upper line of the headlights and kidney grille. The car's muscular stature is emphasised by the generously-proportioned, modern surfacing of the front apron. Both the optional LED foglamps and the Air Curtains are integrated into the outer air intakes, which are inserted into the front apron in a horizontal T shape on cars with standard specification and on Sport Line / Luxury Line models. This design was originally developed by the National Advisory Committee for Aeronautics (NACA) for the intake air in jet engines and later became a feature of classical racing cars.

A strikingly dynamic interpretation of the classical Touring lines marks out the redesigned flanks of the new car. Central to the fresh look alongside the long bonnet, short overhangs and long wheelbase is the extended roofline. It is an impression reinforced by the interplay of roofline and side window graphic. The prominent rise in the lower window surround above the rear wheel creates space for a powerfully formed and clearly defined shoulder area, which gives the rear section of the flanks a distinctive appearance. Added to which, a character line climbing from the front side panel, along the doors and into the rear teams up with the rearwards-descending roofline to create a dynamic wedge shape that embodies the car's forward-surging intent.

The converging lines also dictate the contour of the Hofmeister kink (the familiar counter-swing at the trailing edge of the side window graphic), imbuing it with an even sharper dynamic edge. Both the B-pillars and C-pillars feature aluminium trim. Plus, all the sealing around the side windows is capped with aluminium elements, further heightening the feeling of class encapsulated by the side view as a whole. Roof rails are also part of standard specification for the new BMW 3 Series Touring. As an alternative to the standard Black, these can be ordered in Aluminium satinated as an option. BMW Individual roof rails in high-gloss Shadow Line are also available.

Another feature of the new BMW design language is the flowing transition from the flanks of the car into the rear end. An additional model-specific character line running from the rear door handles into the rear lights and extending along the tailgate's handle strip, together with the pronounced tapering of the passenger cell above the rear wheel arches, underlines the modern effect of these sculptured surfaces. The rear of the BMW 3 Series Touring emulates its Sedan sibling with an eye-catching spoiler lip which, like the slender rear lights, extends well into the flanks of the car. The rear window is around 20 millimetres wider than on the outgoing model and now extends beyond the water run-off strips on either side of the boot opening. The prominent roof spoiler, further horizontal lines and the L-shaped taillights of the stylishly darkened light units give the rear of the car a wide and dynamic stance. All of the light functions use LEDs as standard. On standard-specification cars, plus Sport Line and Luxury Line models, the T-shaped apertures in the rear apron – which frame the reflectors – mimic elements of the front-end design. Elsewhere, the tailpipes from the exhaust system (a dual-pipe affair on all model variants) have a diameter of 80 or 90 millimetres, depending on the engine fitted, and enrich the car's undeniably sporty appearance. The new BMW 3 Series Touring also comes as standard with a load sill cover in stainless steel.

From launch, customers can choose from two non-metallic colours and nine metallic shades for the exterior of their new BMW 3 Series Touring. A new addition to the spectrum of body colours for the BMW 3 Series range is Blue Ridge Mountain, and the BMW Individual finishes Dravite Grey metallic, Tanzanite Blue metallic, Citrine Black metallic, Oxide Grey metallic, Brilliant White metallic and Frozen Dark Grey metallic are also available. Meanwhile, BMW Individual high-gloss Shadow Line trim and BMW Individual Exterior Line Aluminium satinated for the side window surrounds stylishly accentuate the car's sportiness and elegance respectively.

Interior: premium ambience exudes sporting aura and feeling of space.

The BMW brand's new design language also permeates the interior of the new BMW 3 Series Touring. The clear and precise use of forms emphasises the spaciousness of the interior and its sporting aura in equal measure. Top-class materials, precise build quality and stylishly crafted details set the tone for the premium ambience enjoyed by passengers in every seat. The instrument panel has a modern, light look, and its horizontal lines, discreet electroplated trim strips and contours extending into the doors lend it a feeling of width and elegance. The coordinated design of the door trim panels and instrument panel create the cocooning feel typical of sporting cars, while the centre console provides a clear partitioning of the driver's cockpit from the front passenger area. The front and rear door trim panels both feature dynamic lines, neat clasp-style door openers and stylishly integrated speaker covers.

The modern flavour of the driver-focused cockpit design, with controls arranged to optimal ergonomic effect, helps the person behind the wheel to concentrate on the road ahead. The newly designed instrument cluster and Control Display form a large-surfaced, driver-focussed screen grouping, while the controls not included in these units are clustered into clearly structured function panels. In the centre of the instrument panel, the displays and buttons for the air conditioning integrated around the central air vents form a sharply designed unit, while the light functions are operated from a panel of buttons next to the steering wheel. The start/stop button for the engine is now positioned in a classy control panel in the centre console, where the gearshift lever or newly designed selector lever is joined by the iDrive Controller and the buttons for the Driving Experience Control switch unit and electromechanical parking brake.

The range of standard and optional interior trim elements available for the instrument panel and centre console has been replaced almost in full. As well

as elegant open-pore fine wood options, customers can choose from finishes including Aluminium Mesh Effect.

Distinctive style from the factory: Advantage, Sport Line, Luxury Line and M Sport models.

The equipment lines offered as an alternative to standard specification for the new BMW 3 Series Touring enable precise individualisation of the car's appearance. The Advantage model includes a storage package, an automatically dimming rear-view mirror, three-zone automatic climate control and Park Distance Control with front and rear sensors. Carefully coordinated design and equipment features for the exterior and interior allow the Sport Line, Luxury Line and M Sport models to shine an even more vivid spotlight on either the dynamic driving experience or luxuriant elegance of the five-door car. As well as a line-specific front and rear bumper design, they also come with exclusive light-alloy wheels in 17-inch or 18-inch formats, aluminium door sill strips and LED front foglamps.

The Sport Line model underscores the agile character of the new BMW 3 Series Touring with features including BMW Individual high-gloss Shadow Line trim, plus kidney grille bars and trim elements for the air intakes and rear apron in High-gloss Black. The Sport Line's interior, including trim strips in High-gloss Black and sports seats, gives particularly strong billing to driving pleasure. And the Luxury Line uses chrome applications for the BMW kidney grille, front air intakes and rear apron to bring out the car's elegant side even more prominently. Vernasca leather trim, Sensatec instrument panel, and fine wood interior trim strips in high-gloss Ash grey brown enhance the interior's premium ambience.

The M Sport model is all about the dynamism of the car's handling and appearance. Particularly large air intakes in the front end combine with an equally distinctive design for the side skirts and rear apron. These elements are joined by BMW Individual high-gloss Shadow Line trim, kidney grille bars in High-gloss Black, air intake trim in High-gloss Black and a rear diffuser in Dark Shadow. The design of the interior is also focussed one-hundred per cent on the car's sporty driving experience, thanks – among other things – to sports seats with M-specific upholstery, an M leather steering wheel, an anthracite-coloured BMW Individual headliner and interior trim strips in Aluminium Tetragon.

Interior and equipment. **Innovative functionality with a modern, premium feel.**



The new BMW 3 Series Touring is sure to be a big hit with drivers in the premium midsize segment who appreciate a highly versatile interior but are also seeking the thrills of BMW's hallmark sporting prowess. The five-door model's cabin provides the ideal setting for enjoying that extra dose of driving pleasure on everyday journeys. The new BMW 3 Series Touring also excels on longer drives and trips away, thanks to its combination of sporting flair and improved spaciousness for the driver, front passenger and those in the three rear seats, plus impressive flexibility when it comes to carrying luggage. Top-class materials, precise build quality and a host of meticulously crafted details set the tone for the refined premium character of the new BMW 3 Series Touring. The advances made over the outgoing model are also reflected by improved acoustic comfort, superior standard specification and the array of innovative options on offer.

The newly designed screen grouping of Control Display and instrument cluster combines with the sleekly styled control panel on the centre console to put a very modern slant on the customary BMW driver focus and lend the interior a progressive air. The clear design language directs the driver's attention to those areas of the cockpit that help to heighten the sense of driving pleasure. One of the items to be found on the standard equipment list for the new BMW 3 Series Touring is a restyled sports leather steering wheel with multifunction buttons, thumb rests and electroplated applications. There is also the option of an M leather steering wheel and a heated steering wheel.

Newly designed seats, more space in the front and rear.

The greater long-distance comfort offered by the new BMW 3 Series Touring is partly down to the newly designed seats for the driver and front passenger, while the optional sports seats provide particularly good lateral support and have an even greater range of adjustment. As well as the optional seat heating, both the standard and the sports seats can also be specified with electric adjustment including memory function. The Vernasca leather upholstery available as an option has an exceptionally high quality of finish. It comes in a choice of five colours and includes special decorative quilting and seam patterns, which vary according to the equipment line.

Other items on the list of optional extras include an instrument panel with Sensatec trim and a leather-covered BMW Individual instrument panel.

The range of highly exclusive optional appointments also comprises an anthracite BMW Individual headliner, BMW Individual sun protection glass and BMW Individual door sill plates.

Shoulder room in the front of the cabin has increased by a particularly significant degree, passengers in the rear benefit from more legroom, and all occupants now enjoy extra headroom over the outgoing car. Seating comfort in the rear has also improved substantially, and long journeys are now a more comfortable experience for the passenger in the middle of the three rear seats. The distance between the front and rear seats has been extended by 11 millimetres, meaning more room in which to move your feet. There is enough room in the rear seat unit for a row of three child seats, two of which can be locked into place using ISOFIX anchor points. Doing so is now easier, as the ISOFIX bars are positioned at the outer edges of the seats.

Flat boot floor with optional anti-slip rails.

Automatic tailgate operation is once again included as standard on the new BMW 3 Series Touring. How far up the tailgate opens can be adjusted via the iDrive menu. The Comfort Access option allows hands-free opening and closing, too. The rear window opens separately, as will be familiar to BMW customers, allowing smaller objects to be placed in the boot even if there isn't enough room to open the tailgate. This handy opening mechanism for the rear window – unique in this segment – can also be operated using the radio remote control. The boot is up to 112 millimetres wider than on the predecessor model, and its loading aperture is 30 mm higher and up to 125 mm wider in its upper section, while the loading sill is slightly lower (at 616 mm) and the step between it and the boot floor has been reduced in height from 35 mm to 8 mm – all of which makes it much easier to load large, heavy items of luggage. The optional anti-slip rails integrated into the boot floor are a new feature not found on any of the new BMW 3 Series Touring's competitors. The rails automatically extend when the tailgate is closed and prevent cargo from sliding around during the journey. The rubberised rails return to their original position once the engine has been switched off.

The flexible luggage compartment cover and the boot partition net can be detached separately from one another, together with the cases they pack away into, and securely transported in specially designed compartments underneath the boot floor. Load capacity can be increased as required by flipping down the sections of the 40:20:40 split-folding rear backrest, either individually or as one. The backrest elements can also be released from the boot at the push of a button as an option. The corresponding array of buttons can be found in a newly designed control panel on the right side of the boot that also incorporates a 12V socket and a bag hook. The electrically activated

folding function is part of the load compartment package, which also includes the anti-slip rails.

The new BMW 3 Series Touring's boot can hold 500 litres of gear – five litres more than its predecessor – when all the seats are occupied, and directly usable primary load capacity is up by 32 litres. Boot capacity expands to offer a maximum capacity of 1,510 litres. There is the additional option of a trailer coupling that extends and retracts again electrically, likewise using a button on the new-look control panel in the boot. The maximum trailer load is 1,600 kilograms for the new BMW 320i Touring, new BMW 330i Touring, new BMW 318d Touring and new BMW 320d Touring with manual gearbox, and 1,800 kilograms for all other model variants.

Panoramic glass roof and ambient lighting increase light and atmosphere.

The new BMW 3 Series Touring also comes with stowage trays and storage compartments in the front and rear that are able to hold more than before. Besides the traditional glove compartment and the storage space under the centre armrest, there is also a stowage tray in front of the gearshift / selector lever, roomy door pockets, plus the option of an additional storage compartment underneath the control panel for the lighting functions on the driver's side. The fingertip-control cover at the front of the centre console opens to reveal two cupholders, a 12V socket and a USB port. Selecting the telephony with wireless charging option adds a tray here for charging compatible smartphones. There is a second USB port in the illuminated storage compartment under the centre armrest, while standard specification also includes a Bluetooth interface.

Slender A-pillar trim, the new location of the Control Display and the rear-view mirror's ultra-slim frame all serve to optimise the view through the windscreen, at the same time as adding to the interior's spacious feel. The optional panoramic glass roof is ideal for bringing extra sunlight and just the right amount of fresh air into the cabin. The two-part glass structure – the front section of which opens electrically – creates a transparent surface of around 0.8 square metres, and an electrically operated interior blind improves headroom in the rear.

The standard lighting for the cabin of the new BMW 3 Series Touring is composed entirely of LEDs. The indirect lighting of the contour lines running along the instrument panel and the door panelling uses precisely positioned LED fibre-optic light guides to create a mood as dynamic as it is exclusive. The optional ambient lighting provides atmospherically rich illumination of the cabin and can be adjusted as desired. A total of six light colours and eleven

combinations of brightness, light distribution and colour scheme can be selected for all light sources in the interior from the iDrive menu. On top of this, there is the Dynamic interior light function activated in specific situations. Pulsating light signals appear as an extra safety feature on the inner panelling of any doors that are open when the engine is running, while pulses of light are triggered in the instrument panel by incoming phone calls. Another of the optional ambient lighting's functions is the Welcome Light Carpet, which illuminates the approach to the doors when they are unlocked using the central locking or a when door is opened.

Adaptive LED headlights with BMW Laserlight deliver a commanding view ahead.

In standard-specification cars, the task of illuminating the road ahead falls to full-LED headlights. These use LED units not just for low beam and high beam, but also for the daytime driving lights and direction indicators. The optional LED headlights with extended features include a dynamic cornering light function, and feature U-shaped LED units in the inner and outer headlights as daytime driving lights. The High Beam Assistant is available as an option in conjunction with both headlight variants. The LED foglamps (also optionally available) are horizontal in form and integrated harmoniously into the outer air intakes.

For even better visibility when driving at night, customers can opt for the Adaptive LED headlights with BMW Laserlight, which offer variable illumination of the road ahead and a non-dazzling high beam. With this system, the high beam function is enhanced using a BMW Laserlight spotlight with Selective Beam. As a result, the high-beam range is extended to around 530 metres, almost double that of the full-LED headlights. The High Beam Assistant (also part of the package) helps to prevent dazzling of oncoming traffic or road users travelling ahead.

Climate control, A-pillars, windscreen, doors and tailgate optimise acoustic properties.

The new BMW 3 Series Touring comes as standard with a rain sensor, automatic headlight activation, a hands-free phone system and automatic climate control. There is also the option of three-zone automatic climate control with independent control of the temperature and ventilation settings both for the driver and front passenger side and the rear passenger compartment. The acoustic properties of both systems have also been improved. The air ducts and outlets have been redesigned and pressure losses reduced, leading to a clearly perceptible decrease in flow noise when the ventilation, heating or air conditioning are operating.

Modifications to the car's body to divert wind noise to good effect give a further boost to acoustic comfort, while the structural foam used to fill the A-pillars lessens the amount of airborne sound that reaches the interior. Acoustic glass for the windscreen is also part of standard specification for the new BMW 3 Series Touring. This type of glass is likewise available as an option for the front side windows. Wind noise is further reduced by the application of a joint seal at the roof spoiler's base. In addition, any noise emissions in the boot's ventilation channels are carefully redirected, resulting in an exceptionally high level of acoustic comfort for a BMW Touring model which is unrivalled in this segment.

Bespoke entertainment and sound.

The BMW Live Cockpit with Professional radio fitted as standard in the new BMW 3 Series Touring features six speakers with an output of 100 watts. Opting for the hi-fi speaker system increases the number of sound sources to ten and the amplifier's output to 205 watts. And for those looking for the ultimate feast for the ears, there is the Harman Kardon surround sound system, complete with 16 speakers and a digital seven-channel amplifier delivering 464 watts of audio power.

An auxiliary heating system can also be ordered ex-factory to make the interior even more welcoming in the depths of winter. The system can be activated using the iDrive operating system or the BMW Display Key, or on a smartphone via BMW Connected.

Drive systems, transmissions and BMW xDrive.



Efficient driving pleasure in a variety of enticing forms.

The portfolio of engines available for the new BMW 3 Series Touring from launch allow customers to find their perfect combination of driving pleasure and efficiency. Six petrol and diesel engines with either four or six cylinders give the range plenty of variety. The BMW M340i xDrive Touring with new six-cylinder in-line petrol engine sets out its stall in particularly emphatic fashion thanks to its class-beating driving dynamics. Extensively upgraded four-cylinder petrol engines underpin the sporty driving experience offered by the BMW 330i Touring and BMW 320i Touring. The straight-six diesel engine in the BMW 330d xDrive Touring and the pair of four-cylinder diesel units in the BMW 320d Touring and BMW 318d Touring are also members of the BMW Group's latest-generation Efficient Dynamics family. A brand new model is set to join the range in 2020 in the form of the BMW 330e Touring, complete with exceptionally efficient plug-in hybrid drive system.

The advanced BMW TwinPower Turbo technology employed in the petrol engines features a twin-scroll turbocharger, High Precision Injection direct petrol injection with an increase in maximum pressure to 350 bar, VALVETRONIC fully variable valve timing and Double-VANOS variable camshaft timing, along with cooling and oil supply systems that are now more efficient. On the diesel side, the raft of technological measures includes turbocharging systems with variable turbine geometry and the latest generation of the common-rail direct injection system. All model variants comply with the requirements of the Euro 6d-TEMP emissions standard. Their emission control systems have been optimised with gasoline particulate filters for the petrol engines and BMW BluePerformance technology – including an SCR catalyst with AdBlue injection for reducing nitrogen oxide emissions – on the diesel units.

In the BMW 320d Touring and BMW 318d Touring models, the engine's power is channelled via a latest-generation six-speed manual gearbox as standard, with the most recent version of the eight-speed Steptronic transmission (standard on the other model variants) available as an option. The intelligent all-wheel-drive system included as standard on the range-topping BMW M340i xDrive Touring can also be found on the options list for the BMW 330i Touring, BMW 330d Touring and BMW 320d Touring as an alternative to classical rear-wheel drive.

The BMW M340i xDrive Touring: new six-cylinder in-line petrol engine delivers stunning performance.

Nowhere can the sporting potential of the new BMW 3 Series Touring be accessed to more impressive effect than in the latest model generation's flagship variant. The new BMW M340i xDrive Touring serves up a thrilling experience with its outstanding performance qualities. Here, the expertise of BMW M GmbH in racing car construction was harnessed to finely orchestrate the interplay between the new six-cylinder in-line petrol engine, eight-speed Steptronic Sport transmission, intelligent all-wheel drive and bespoke chassis technology, complete with M Sport differential.

The most powerful engine ever to grace a BMW 3 Series Touring raises the bar with its instantaneous response, insatiable appetite for revs, refinement and efficiency. The new straight-six unit delivers peak torque of 500 Nm (369 lb-ft) between 1,800 and 5,000 rpm and generates maximum output of 275 kW/374 hp from 5,500 – 6,500 rpm. The sustained build-up of power from low revs propels the new BMW M340i xDrive Touring from 0 to 100 km/h (62 mph) in 4.5 seconds. The standard-fit sports exhaust system with flap control provides an authentic showcase for the distinctive soundtrack produced by the six-cylinder in-line engine with every burst of speed. The exhaust note becomes even more characterful with the Driving Experience Control switch set to SPORT or SPORT+ mode. But sensational performance does not come at the expense of efficiency, with the BMW M340i xDrive Touring returning combined fuel consumption of 7.5 – 7.1 litres per 100 kilometres (37.7 – 39.8 mpg imp)* and CO₂ emissions of 170 – 162 grams per kilometre*.

The BMW 330i Touring: output up, emissions down.

The latest version of the 2.0-litre four-cylinder petrol unit fitted under the bonnet of the new BMW 330i Touring and new BMW 330i xDrive Touring boasts higher power output combined with reduced fuel consumption and emissions. Benefiting from numerous detail upgrades, the engine delivers maximum output of 190 kW/258 hp between 5,000 and 6,500 rpm, an increase of 5 kW/6 hp on the engine it replaces. Peak torque, meanwhile, has been boosted by 50 Nm (37 lb-ft) to 400 Nm (295 lb-ft) and is on tap from 1,550 to 4,400 rpm.

The extra power produces a time of 5.9 seconds (BMW 330i xDrive Touring: 5.8 seconds) for the sprint from 0 to 100 km/h (62 mph). Efficiency has likewise been improved, as illustrated by the combined fuel consumption

All figures relating to performance, fuel/electric power consumption, emissions and operating range are provisional.

* The fuel consumption, CO₂ emissions, electric power consumption and operating range figures were determined based on the new WLTP test cycle and have been translated back into NEDC-equivalent values in order to ensure comparability between the vehicles. They may vary depending on the tyre format specified. With respect to these vehicles, for vehicle-related taxes or other data based (at least inter alia) on CO₂ emissions, the CO₂ values may differ from the values stated here (depending on national legislation).

and CO₂ figures of 6.4 – 6.0 litres per 100 kilometres (44.1 – 47.1 mpg imp)* and 146 – 136 grams per kilometre* for the BMW 330i Touring and 6.6 – 6.3 litres per 100 kilometres (42.8 – 44.8 mpg imp)* and 151 – 143 grams per kilometre* for the BMW 330i xDrive Touring.

The BMW 320i Touring: free-revving ability and efficiency.

The four-cylinder engine in the new BMW 320i Touring also revs more eagerly and operates more efficiently courtesy of a series of detail refinements to the basic unit, injection system and engine management. This engine, another two-litre variant, develops 135 kW/184 hp at 5,000 – 6,500 rpm and generates maximum torque of 300 Nm (221 lb-ft) between 1,350 and 4,000 rpm.

The new BMW 320i Touring accelerates from 0 to 100 km/h (62 mph) in 7.6 seconds. Its average fuel consumption is 6.3 – 5.8 litres per 100 kilometres (44.8 – 48.7 mpg imp)*, with corresponding CO₂ figures of 144 – 133 grams per kilometre*.

The BMW 330d Touring: supreme pulling power from six cylinders.

The engine in the new BMW 330d Touring and new BMW 330d xDrive Touring makes its mark with superb power delivery from its six cylinders, exceptional smoothness for a diesel unit and exemplary efficiency given the high performance on offer. This latest-generation straight-six diesel extracts maximum output of 195 kW/265 hp from its 3.0-litre capacity at 4,000 rpm and serves up peak torque of 580 Nm (428 lb-ft) between 1,600 and 3,000 rpm. The common-rail direct injection system's piezo injectors operate at a maximum pressure of 2,500 bar, resulting in extremely precise fuel metering.

The new BMW 330d Touring takes 5.6 seconds to hit 100 km/h (62 mph) from rest (BMW 330d xDrive Touring: 5.4 seconds), while achieving combined fuel consumption and emissions figures of 5.5 – 5.2 litres per 100 kilometres [51.4 – 54.3 mpg imp]* and 144 – 135 grams of CO₂ per kilometre* in the BMW 330d Touring, and 5.6 – 5.4 l/100 km [50.4 – 52.3 mpg imp]* and 146 – 140 grams of CO₂ per kilometre* in the BMW 330d xDrive Touring, thanks to the engine's high internal efficiency.

All figures relating to performance, fuel/electric power consumption, emissions and operating range are provisional.

* The fuel consumption, CO₂ emissions, electric power consumption and operating range figures were determined based on the new WLTP test cycle and have been translated back into NEDC-equivalent values in order to ensure comparability between the vehicles. They may vary depending on the tyre format specified. With respect to these vehicles, for vehicle-related taxes or other data based (at least inter alia) on CO₂ emissions, the CO₂ values may differ from the values stated here (depending on national legislation).

The BMW 320d Touring and BMW 318d Touring: two-stage turbocharging, higher injection pressure.

Systematic upgrades have also been made to the BMW TwinPower Turbo technology for the two-litre, four-cylinder diesel engines in the BMW 320d Touring, BMW 320d xDrive Touring and BMW 318d Touring models. It now includes multi-stage turbocharging, which brings increased efficiency across all engine speeds. The small high-pressure turbocharger and the variable turbine geometry of the large low-pressure turbo give the system swift responses, enabling higher torque when driving flat out. Under partial loads, the multi-stage turbocharging enables significantly lower fuel consumption. And the solenoid-valve injectors of the common-rail direct injection system now deliver the fuel to the combustion chambers at pressures of up to 2,200 bar (BMW 318d) and 2,500 bar (BMW 320d) respectively.

With maximum output of 140 kW/190 hp at 4,000 rpm and peak torque of 400 Nm (295 lb-ft) between 1,750 and 2,500 rpm, the new diesel unit accelerates the BMW 320d Touring from 0 to 100 km/h (62 mph) in 7.5 seconds (automatic: 7.1 seconds), while the BMW 320d xDrive Touring – which comes with an eight-speed Steptronic transmission as standard – takes 7.4 seconds for the same sprint. Despite its sporting temperament, the engine goes about its business with remarkable efficiency. Fuel consumption in the new BMW 320d Touring averages 4.8 – 4.6 litres per 100 kilometres / 58.9 – 61.4 mpg imp (automatic: 4.8 – 4.4 l/100 km / 58.9 – 64.2 mpg imp)* with CO₂ emissions of 125 – 119 grams per kilometre (automatic: 125 – 115 g/km)*. The new BMW 320d xDrive Touring, meanwhile, returns figures of 4.9 – 4.6 litres per 100 kilometres (57.6 – 61.4 mpg imp)* and 129 – 121 grams per kilometre*.

The engine in the new BMW 318d Touring develops its maximum output of 110 kW/150 hp at 4,000 rpm and delivers peak torque of 320 Nm (236 lb-ft) between 1,500 and 3,000 rpm. These figures translate into a 0 to 100 km/h (62 mph) time of 8.9 seconds (automatic: 8.8 seconds). The new BMW 318d Touring posts average fuel consumption of 4.9 – 4.5 litres per 100 kilometres / 57.6 – 62.8 mpg imp (automatic: 4.7 – 4.3 l/100 km / 60.1 – 65.7 mpg imp)*, equating to CO₂ emissions of 129 – 118 grams per kilometre (automatic: 125 – 114 g/km)*.

The BMW 330e Touring: plug-in hybrid drive technology makes

All figures relating to performance, fuel/electric power consumption, emissions and operating range are provisional.

* The fuel consumption, CO₂ emissions, electric power consumption and operating range figures were determined based on the new WLTP test cycle and have been translated back into NEDC-equivalent values in order to ensure comparability between the vehicles. They may vary depending on the tyre format specified. With respect to these vehicles, for vehicle-related taxes or other data based (at least inter alia) on CO₂ emissions, the CO₂ values may differ from the values stated here (depending on national legislation).

its debut in the versatile five-door 3 Series.

The BMW 330e Touring due to join the model line-up in summer 2020 is underpinned by trailblazing powertrain technology that adds a special dimension to the driving enjoyment for which BMW is renowned. This will be the first time that the brand has offered a plug-in hybrid drive system for one of its Touring models. The BMW eDrive technology in the BMW 330e Touring blends thrilling driving dynamics with outstanding efficiency and the ability to drive purely on electric power with zero local emissions. This new model represents the latest instalment in BMW's ongoing electrification offensive.

The hybrid system comprises a four-cylinder petrol engine and an electric motor integrated into the eight-speed Steptronic transmission. These join forces to generate system output of up to 215 kW/292 hp when the newly developed XtraBoost mode is engaged. The new BMW 330e Touring's intelligent hybrid control combines the drive torque from the 135 kW/184 hp combustion engine with the power from the electric motor with peak output of 83 kW/113 PS. XtraBoost mode allows the two power sources' combined output of 185 kW/252 hp to be increased for up to 10 seconds by an additional 30 kW/40 hp under particularly hard acceleration. This enables the BMW 330e Touring to reach 100 km/h (62 mph) from rest in 6.1 seconds (provisional figure). The intelligently managed interaction between the drive duo has brought combined fuel consumption down to 2.3 – 1.8 litres per 100 kilometres (122.8 – 156.9 mpg imp) and cut CO₂ emissions to 52 – 42 grams per kilometre* (provisional figures). Electric power consumption averages between 16.3 and 15.7 kWh per 100 kilometres (62 miles)*, and the 330e Touring can drive for up to 66 kilometres (41 miles)* on electric power alone (provisional figures). With its low CO₂ emissions and long electric range, the new BMW 330e Touring fulfils all the requirements for reduced company car tax in Germany, where only half the gross list price is taken as a basis in determining the benefit of kind for private use.

The drive system's soundtrack is unique to this model variant and highlights either the characteristic sportiness of the new BMW 3 Series Touring or the almost silent gliding typical of all-electric driving to reflect the plug-in hybrid mode engaged at the time. The positioning of the high-voltage lithium-ion battery under the rear seats and the fuel tank above the rear axle means the introduction of BMW eDrive technology results in only a slight reduction in boot space. Added to which, almost the entire range of optional extras is available to customers wishing to make their car more individual. Standard

All figures relating to performance, fuel/electric power consumption, emissions and operating range are provisional.

* The fuel consumption, CO₂ emissions, electric power consumption and operating range figures were determined based on the new WLTP test cycle and have been translated back into NEDC-equivalent values in order to ensure comparability between the vehicles. They may vary depending on the tyre format specified. With respect to these vehicles, for vehicle-related taxes or other data based (at least inter alia) on CO₂ emissions, the CO₂ values may differ from the values stated here (depending on national legislation).

specification for the BMW 330e Touring includes pre-conditioning of the heating and climate control system, which can be activated via the BMW Connected app.

Six-speed manual gearbox and eight-speed Steptronic transmission have both been refined.

The six-speed manual gearbox fitted as standard in the BMW 320d Touring and BMW 318d Touring enhances both ease of use and driving comfort thanks to its new acoustic insulation and the shift linkage's improved mounting. The latest eight-speed Steptronic transmission – either included as standard or available as an option, depending on the model variant – has undergone an extensive upgrade as well. A wider gear ratio spread, superior internal efficiency, improved vibration suppression, a new control unit and even better gearshift dynamics have a beneficial effect on both the transmission's efficiency and its sporting characteristics. The sprinting ability of the new BMW 3 Series Touring is further boosted by an optimised hydraulic control system and shorter ratios in the lower gears.

The optional eight-speed Steptronic Sport transmission (standard on the new BMW M340i xDrive Touring) delivers even shorter shift times and includes a Launch Control function for ultra-dynamic, traction-optimised acceleration off the line. Shift paddles on the steering wheel allow manual intervention in the gear selection process.

Intelligent connectivity increases dynamism and efficiency.

Intelligent connectivity enables both versions of the automatic transmission to adapt their shift strategy according to the route and driving situation. If the requisite systems are specified, the eight-speed Steptronic transmission factors in data from the navigation system and the Active Cruise Control system's radar sensor. This makes it possible to avoid unnecessary gear changes when negotiating a series of fast corners and – when approaching a vehicle ahead, for example – to shift down early in order to use the engine braking to scrub off speed.

The Auto Start Stop function and the coasting function available in conjunction with the eight-speed Steptronic transmission also use data supplied by the navigation system, sensors and the front camera to increase efficiency. In this way, inefficient engine shutdown – for example when stopping briefly at junctions or roundabouts – can be prevented. Added to which, movement of vehicles ahead is registered in order to determine the ideal moment for the Auto Start Stop function to stop and start the engine. The coasting function is now also available with the Driving Experience Control switch set to COMFORT mode. Decoupling

of the powertrain only takes place in driving situations where performance and comfort are not compromised.

BMW xDrive: fully variable, efficient with a sporty streak.

The BMW xDrive system fitted in the new BMW 3 Series Touring splits drive torque between the front and rear wheels extremely efficiently to suit the needs of any situation. The fully variable power transfer ensures maximum traction and directional stability in all road and weather conditions. It also promotes sporty handling through dynamically taken corners. This functionality comes courtesy of the electronically controlled multi-plate clutch in the transfer case which links up with the Dynamic Stability Control (DSC) system and constantly adjusts power transmission – precisely and in a fraction of a second – in response to the driving situation. In this way, any tendency of the vehicle to oversteer or understeer is nipped in the bud.

The system's rear-biased set-up helps to produce the sporty driving experience drivers expect from a BMW, and is even more pronounced with the Driving Experience Control switch set to SPORT or SPORT+ mode. Sending even more drive power to the rear wheels as required increases agility when turning into corners. In situations which do not require all-wheel drive, the BMW xDrive increases its efficiency by directing all the engine's torque to the rear wheels. The weight of the system has also been reduced, while optimised oil supply increases internal efficiency.

Chassis technology and driving experience.

An unrivalled blend of dynamism and comfort.



Superb roadholding, precise handling, excellent agility, all combined with impressive levels of ride comfort for both everyday driving and trips away: the new BMW 3 Series Touring reconciles dynamism and comfort more harmoniously than any rival. The change of model generation has heralded advances across the board, achieved in the single-minded pursuit of pre-set development objectives for the body structure and chassis technology. Weight minimisation, a low centre of gravity and ideal 50 : 50 weight distribution provided the necessary tools for the job at hand, together with a long wheelbase, wider tracks and increased camber values for the front wheels. The outstanding sports performance of the new BMW 3 Series Touring is also down in no small part to a substantial increase in the stiffness of the body structure and suspension mountings. Overall body rigidity is up by some 25 per cent, rising to as much as 50 per cent in certain areas. The increased rigidity of the mountings enables the M Sport suspension and Adaptive M suspension to go about their work with even greater natural flair, assisted by an increase in suspension spring rate of some 20 per cent over the predecessor model.

The design of the new BMW 3 Series Touring's chassis incorporates another key innovation in the form of innovative shock absorber technology. The lift-related dampers that made their debut in the new BMW 3 Series Sedan and are now fitted on its five-door stablemate form part of both the car's standard suspension and optional M Sport suspension, and play an instrumental role in delivering the unmistakable blend of sporty handling and ride comfort. The car's performance dynamics can be fine-tuned with a number of carefully harmonised optional chassis systems. The suspension, steering, tyres, brake system and differential lock combine more effectively than ever to form a functionally coordinated overall package that turns sporty driving into an effortlessly enjoyable experience.

Reduced weight, enhanced aerodynamic properties.

The weight-minimising design of the new BMW 3 Series Touring's body has a beneficial effect on both agility and efficiency. The progress achieved through BMW EfficientLightweight measures is rooted in an intelligent material mix. This includes increased use of high-strength steels and aluminium. The hot-stamped steels and aluminium alloys used for the safety passenger cell are supplemented by multi-phase steels for extra

reinforcement. For the first time, the front spring struts and engine subframe are also made of aluminium and this alone shaves some 7.5 kilograms off the weight of the body structure over the outgoing model. And the judicious use of materials, combined with optimised load paths, has brought about a considerable increase in rigidity and crash safety. The bonnet and the front side panels are also made of aluminium now, resulting in a further weight saving of 15 kilograms. The new BMW 3 Series Touring weighs up to 10 kilograms less than the outgoing car, model for model, despite its larger exterior dimensions, extensive additions to standard equipment, increased body rigidity and optimised acoustic properties.

Careful honing of the car's aerodynamic characteristics has benefited both its efficiency and performance. The almost completely sealed underbody and aerodynamically optimised wheels combine with the use of Air Curtains at the front of the car and the latest generation of active air flap control, which extends across the BMW kidney grille and lower air intake, to produce significant improvements. The drag coefficient (Cd) of the BMW 320d Touring, for instance, has been lowered from 0.29 to 0.27.

Chassis with a lightweight design and increased rigidity.

At the same time as refining the chassis design for the new BMW 3 Series Touring, the development team also sought to enhance its agility. Many details of the double-joint spring strut front axle and five-link rear axle have been upgraded. The increased rigidity and reduced weight of numerous chassis components have a positive effect not just on ride comfort and acoustics, but also the car's sporty handling capabilities.

Aluminium swivel bearings and control arms for the front axle, aluminium wheel mounts and a new generation of wheel bearings for the rear axle significantly reduce unsprung mass. The front axle – with its high level of component rigidity, the shear panels used to connect it to the body and its specially tuned kinematics – enhances steering precision and cornering dynamics. Among the contributors to the high level of comfort provided by the new 3 Series Touring is a hydraulically damped torque strut bearing, which eliminates vibration and oscillation. At the rear axle, too, extremely rigid control arms and axle subframes and the use of thrust arms for the body mounting ensure particularly exact wheel location. And its design principle uses precisely tuned elastokinematics to optimise driving dynamics.

Lift-related dampers for perfectly balanced driving qualities.

A newly developed spring and damping system imbues the new BMW 3 Series Touring with excellent handling balance. The introduction of lift-related damper control reduces body movement perceptibly when

ironing out vibrations caused by bumpy road surfaces and dynamic cornering. And that paves the way for sporty, assured handling. The system brings extra hydraulic damping at the front axle and a compression limiting system to the rear. It is continuously variable and adjusts the damper firmness progressively according to the changing spring travel. This prevents excessive body dive over large bumps and so avoids uncomfortable, fidgety damping response.

At the front axle, the first line of defence against body vibrations is an additional element within the inner sleeve of the damper. Only when greater loads are encountered does the entire damper become active. The rear dampers also adapt continuously to the driving situation. Even when the vehicle is carrying heavier loads, they provide the ideal degree of hydraulic damping for the situation at hand. Lift-related damping is an active element of the suspension set-up and is designed specifically to optimise the balance between sportiness and comfort. The positive effect of progressive suspension adjustment in smoothing the car's ride is even noticeable under less demanding circumstances, such as small bumps triggering a low amount of damper lift.

The new BMW 3 Series Touring benefits from lift-related damping both with the standard suspension and the optional M Sport suspension. With kinematics and elastokinematics clearly tuned for dynamic driving, the M Sport suspension features additional body struts, firmer springs and anti-roll bars, and an even higher degree of wheel camber. During fast compression and rebound, the damping forces are some 20 per cent greater than the values with the standard suspension. This means that the difference between the two suspension options is about twice as big as on the predecessor model. Another element of the M Sport suspension – which now also applies to the all-wheel-drive variants of the new BMW 3 Series Touring – is a 10-millimetre lowering of the car's ride height.

Adaptive M suspension with electronically controlled dampers.

Customers can also specify Adaptive M suspension as an alternative to the suspension variants with standard damper technology. This combines the characteristics of M Sport suspension with electronically controlled dampers. It is able to deliver damping force to each wheel separately via continuously adjustable valves, and so offers supremely sporty handling combined with a more comfortable ride than the M Sport suspension for the new BMW 3 Series Touring.

The latest version of this damping system operates with new valves and an optimised control algorithm, which now also enables load-dependent control of the damping forces. In addition, switching between the different modes

using the Driving Experience Control switch now results in a much more perceptible variation in the damping characteristics – from the well-balanced long-distance comfort in COMFORT mode through to the highly dynamic set-up of SPORT mode.

When the new ADAPTIVE mode is selected with the Driving Experience Control switch, the steering, damping and accelerator responses, and the Steptronic transmission's shift characteristics are all automatically adjusted to suit the driving style and, depending on the car's specification, the route ahead. The control system responds to accelerator and steering inputs and the position of the selector lever to switch the powertrain and suspension to a sportier or more comfortable set-up. The map data supplied by the optional navigation system is also used to prepare the car for an upcoming junction or corner.

Direct, precise, agile: variable sport steering.

Variable sport steering is part of M Sport suspension and Adaptive M Sport suspension. With its variable ratio, which adjusts to changes in the steering angle, it is adept at keeping the new BMW 3 Series Touring effortlessly in a straight line, maximising cornering agility and enabling the driver to turn and manoeuvre in comfort. In its latest form, the variable sport steering is particularly direct in its responses, even with small steering angles. Cornering is precise and responsive, while the wheel angles required for parking manoeuvres are achieved with only a few turns of the wheel.

All new BMW 3 Series Touring model variants come with 17-inch light-alloy wheels as standard – with the exception of the BMW M340i xDrive Touring, which rides on 18-inch M light-alloy wheels and mixed-size tyres. 18-inch and 19-inch light-alloy wheels are optionally available, complete with mixed-size tyres.

M Sport brakes are specially designed to sharpen performance and feature blue-painted callipers.

High-performance lightweight brakes also play their part in the sporty handling characteristics of the new BMW 3 Series Touring. The model-specific brake discs consist of a grey cast iron friction ring with an aluminium brake disc chamber, and offer high performance combined with reduced weight.

The M Sport brakes provide excellent braking performance and intuitive feel, whether negotiating city streets or lapping a circuit at pace on a track day. Combining an extremely sporty set-up – headlined by short pedal travel and a distinct pressure point – with outstanding thermal resistance, they provide lasting and effective stopping power. The M Sport brakes achieve this with

a more direct ratio as well as a modified hydraulic configuration, including four-piston fixed callipers at the front and single-piston floating callipers at the rear. All the brake callipers are painted blue and display the M logo.

The functions wrapped up in the Dynamic Stability Control (DSC) system include not only anti-lock braking (ABS) and Dynamic Traction Control (DTC), but also a variety of stabilising functions and the Start-Off Assistant.

Performance Control is also fitted as standard and heightens the agility of the new BMW 3 Series Touring by distributing power to the rear wheels as the situation demands. In order to optimise directional stability under heavy braking on surfaces offering differing levels of grip for the right-hand and left-hand wheels, a steering impulse is applied to help the driver correct the car's line. The functioning of the electromechanical parking brake is integrated into the rear brake callipers via the DSC system.

M Sport differential optimises traction, agility, stability and cornering dynamics.

Standard specification for the new BMW M340i xDrive Touring includes the M Sport differential for the rear axle, which is also available as an option for examples of the BMW 330i Touring, BMW 330i xDrive Touring, BMW 330d Touring and BMW 330d xDrive Touring fitted with M Sport suspension or Adaptive M suspension. The electronically controlled, fully variable locking function in the rear differential helps to significantly enhance traction and cornering prowess. And the active differential lock also has a positive effect on directional stability and agility.

Using the DSC system to precisely limit rotational speed equalisation between the inside and outside rear wheel when cornering optimises the transfer of power to the road in all driving situations. The locking effect produced by an electric motor allows as much as 1,500 Nm (1,106 lb-ft) of torque to be redirected from the faster-turning wheel to the slower-turning one. This means that during rapid cornering, for example, any tendency to understeer can be countered effectively. Here, the wheel on the inside of the bend may be unloaded and therefore likely to spin, which means it cannot transfer power to the road. Instead of applying the brakes to neutralise the engine's power, the M Sport differential shifts drive to the wheel on the outside of the bend. This draws the car into the bend with a perceptible dynamism – and all of the engine's power can go towards delivering a sporty drive. The increase in power getting through to the road allows the new BMW 3 Series Touring to accelerate out of corners with satisfying élan.

The effect of the M Sport differential is equally clear when negotiating a quick succession of bends. The distribution of power between the individual wheels also prevents the tendency to oversteer in situations involving multiple changes of direction and load. Here, the strategic transfer of more power to the wheel on the inside of the bend enables the driver to stick to their chosen course securely and with confidence. Similarly, when the driver changes lane and brakes at the same time, directional stability is optimised through the judicious transfer of power between the right and left-hand rear wheels. Another advantage of the active differential lock is improved traction when pulling away on surfaces where the right-hand and left-hand driven wheels offer different levels of grip.

Driver assistance systems. Leading the way towards automated driving.



The new BMW 3 Series Touring is truly in its element when delivering sporty driving pleasure out on the open road. Yet it also comes with a wealth of innovative technologies for easing the driver's workload in monotonous driving conditions – such as congested and heavy traffic – and lending a helping hand in awkward manoeuvring situations. The new model generation offers a far wider range of standard and optional comfort- and safety-enhancing driver assistance systems. This array of advanced systems takes the new BMW 3 Series Touring further along the road to automated driving than any of its rivals.

Camera images and the data gathered by radar and ultrasonic sensors are used to monitor the vehicle's surrounding area and either alert the driver to hazards or minimise the risk of an accident by means of corrective braking and steering. Front collision warning with brake intervention – which comes as standard on the new BMW 3 Series Touring and detects cyclists and pedestrians – can bring the vehicle to a halt to either avoid a collision or minimise its consequences, depending on the situation. Other standard features include the Speed Limit Info system with No Passing Info display and the Lane Departure Warning system with steering assist, which is operational from 70 to 210 km/h (44 – 130 mph).

The optional Driving Assistant additionally comprises the Lane Change Warning system, which helps the driver to guide the car back onto the correct line from 20 km/h (12 mph) to its top speed, likewise by means of steering inputs. The Driving Assistant's other functions include rear collision warning and crossing traffic warning, which employs the side-mounted radar sensors to reduce the risk of a collision when reversing into roads obstructed from the driver's view. The optional rear view camera is used to display the crossing traffic warning alerts to the driver.

The standard Cruise Control with braking function helps to make life easier on long-distance journeys by automatically accelerating or slowing the car to maintain the desired speed set by the driver. The optional Active Cruise Control system with Stop & Go function goes even further with its driver assistance by not only maintaining the chosen cruising speed but also automatically keeping a safe distance from vehicles travelling ahead – with a choice of four proximity settings. The set cruising speed can be imported

directly from the traffic sign recognition system's display, with a margin of up to 15 km/h (9 mph). The system is operational at speeds of up to 160 km/h (99 mph) and can brake the vehicle to a standstill, if necessary. The maximum length of time that can pass before the car starts off again automatically has been extended to 30 seconds.

Driving Assistant Professional including Emergency Stop Assistant: the ultimate in comfort and safety.

The optional Driving Assistant Professional offers the full complement of assistance systems for supremely comfortable and safe motoring. Underpinning it all is a trifocal camera co-developed with Mobileye, working in conjunction with a front range radar. This complete package makes its systems available across an exceptionally wide range of situations. In addition to all the components of the Driving Assistant and the Active Cruise Control with Stop & Go function (which can be used at speeds of up to 210 km/h [130 mph]), it also includes the steering and lane control assistant, which takes its cues from road markings and vehicles driving ahead and works together with the driver to help keep the vehicle in the detected lane. It is therefore able to assist the driver effectively with guiding the car through narrow channels, such as in areas with roadworks. The system's hands-on-wheel detection is very sensitive and recognises contact even when only a few fingers briefly touch the wheel. A dedicated button on the steering wheel's left-hand spoke ensures the systems are easy to operate. Pushing it once activates both the Active Cruise Control and the steering and lane control assistant. Speed Limit Assist additionally offers the option of automatically using the speed restrictions detected by the system to regulate the car's speed.

Another element of Driving Assistant Professional is the Emergency Stop Assistant. Intended to be used in situations where the driver is suddenly incapacitated because of a medical emergency, it is activated by pulling the electric parking brake switch. Depending on the driving situation and the vehicle's surroundings, the Emergency Stop Assistant will bring the vehicle to a standstill in the current lane. At the same time, the hazard warning lights are activated and the Intelligent Emergency Call function automatically notifies a call centre so the emergency services can be alerted.

The Driving Assistant Professional also features the lane keeping assistant with active side collision protection. As well as emitting visual warning signals and causing the steering wheel to vibrate, active side collision protection uses steering inputs to help avoid collisions. Rounding off the Driving Assistant Professional's wealth of functions are the Evasion Assistant, which now also reacts to pedestrians, the road priority warning and wrong-way driving

warning systems, and the crossing traffic warning, which helps to monitor the traffic situation on concealed roads when manoeuvring forwards as well.

Larger projection area and optimised graphics: the latest generation of the BMW Head-Up Display.

The optional BMW Head-Up Display helps the driver to enjoy focused and extremely safe driving pleasure in the new BMW 3 Series Touring. It projects driving-related information (in the form of graphics) directly into the driver's field of vision on the windscreen, where it can be assimilated without the need to divert their eyes from the road. The latest generation of the system boasts a projection area 70 per cent larger than in the outgoing BMW 3 Series Touring, plus enhanced graphics and additional display readings. The information projected by the BMW Head-Up Display includes the car's speed, speed limits and overtaking restrictions, Check Control messages, status indicators and warnings from the assistance systems, detailed route guidance and turn-off instructions, and telephone and entertainment lists.

If the Active Cruise Control system is specified, the BMW Head-Up Display also features distance warning, which flashes up a graphic icon to alert the driver when they get closer to the vehicle in front than the pre-set minimum distance.

For parking and manoeuvring with supreme ease: Parking Assistant Plus including reversing assistant.

Drivers of the new BMW 3 Series Touring are also able to rely on the comprehensive support of various innovative assistance systems when parking and manoeuvring. Park Distance Control (PDC) with sensors at both the front and rear provides visual and acoustic signals to prevent collisions with obstacles located to the side or rear of the vehicle. This system is included as standard on the BMW M340i xDrive Touring, BMW 330i Touring, BMW 330i xDrive Touring, BMW 330d Touring and BMW 330d xDrive Touring models and also forms part of the Advantage equipment line. The optional Parking Assistant goes further still by automatically selecting spaces either parallel or perpendicular to the road, and manoeuvring into them. On models fitted with the eight-speed Steptronic transmission, the latest version of the system takes care of gear selections, as well as steering the car, accelerating and braking. The Parking Assistant can also be used for automatically manoeuvring out of parallel parking spaces. Here, the driver selects the relevant button on the touchscreen display and the system then manoeuvres the vehicle – using reversing and steering inputs – into a position from which the driver can leave the parking space with the steering turned to the same angle.

Another of the Parking Assistant's features is the innovative reversing assistant, which helps the driver to exit parking spots or manoeuvre when space is limited. This system is the only one of its kind in the new BMW 3 Series Touring's segment and represents another step towards automated driving. The reversing assistant offers the extremely convenient option of automated reversing in confined spaces or situations where the driver does not have a clear view, such as multi-storey car parks or entrances to courtyards. To do this, it stores the steering movements for any section the car has just driven forward along at no more than 36 km/h (22 mph). The system is then able to reverse the vehicle for distances of up to 50 metres by steering it along the same line it took when moving forward, while all the driver has to do is operate the accelerator and brake pedals and monitor the area around the car. The reversing assistant can back the car up at a maximum of 9 km/h (5.5 mph).

The rear view camera (part of the Parking Assistant) and the functions included with the Parking Assistant Plus (also optional) provide drivers with an excellent overview of the situation when manoeuvring, parking or exiting parking spaces. The Park View, Panorama View and 3D Top View features are used to create a 360° image of the vehicle and its surroundings – from different perspectives – in the Control Display. Meanwhile, the Remote 3D View function gives drivers the ability to call up a three-dimensional live image of their vehicle and its immediate vicinity on their smartphone.

Drive Recorder makes video recordings for watching and sharing.

Another new optional feature, the Drive Recorder, can be used in conjunction with Parking Assistant Plus. This function uses the cameras of the various driver assistance systems to record video footage from different points around the vehicle, before storing the recordings so they can be either watched later on the Control Display when the car is stationary or exported via the USB port. Drivers can therefore shoot videos while driving through spectacular scenery, for example, or performing impressive manoeuvres on the race track, and then send them to their mobile device and share them. Recordings can be up to 40 seconds in length, which can comprise the 20 seconds of video saved immediately prior to the Drive Recorder being activated and the next 20 seconds. The Drive Recorder can be started at any time from the iDrive menu. In the event of a collision, a maximum of 20 seconds up to and after the moment of impact are automatically recorded and saved.

Display and operating system, BMW Connected and ConnectedDrive. BMW Operating System 7.0 and BMW Intelligent Personal Assistant.



The new BMW 3 Series Touring is offered with the option of the BMW Intelligent Personal Assistant, an intelligent, digital character that responds to the prompt “Hey BMW”. The BMW Group is set to revolutionise driving pleasure with the BMW Intelligent Personal Assistant and, in so doing, enter a new era in which drivers will increasingly be able to operate their car and access its functions and information simply by speaking. The range of functions and skills available will be constantly expanded as part of regular updates, which can be carried out seamlessly on a smartphone and in-car by Remote Software Upgrade.

BMW's acquire a digital personality.

The BMW Intelligent Personal Assistant learns routines and habits, and is subsequently able to apply them in the appropriate context. He helps the driver, learns their preferences and is familiar with their favoured settings – e.g. for the seat heating or the places they drive to frequently using the navigation system (“Take me home”). One unique feature over other digital assistants is that drivers can give him a name (for example, “Hey Charlie”) to lend even greater individuality and personality. The Intelligent Personal Assistant awaits the driver's every command, is always there to assist them and even provides casual conversation. He is familiar with the vehicle's functions and is able to operate them as required. Saying “Hey BMW, I'm cold” will prompt the BMW Intelligent Personal Assistant to adjust the temperature inside the car accordingly. The assistant will benefit from constant technical upgrades and be able to learn more and more preferences and favoured settings. The assistant takes further strides forward with every command given, every question asked and every setting selected.

A constant on-board companion: the digital BMW expert.

The arrival of the BMW Intelligent Personal Assistant ensures there is always a genuine BMW professional on board. He is able to explain all sorts of different functions (“How does the High Beam Assistant work?”), provide current status information (“Is the oil level okay?”) and help answer questions (“What warning messages do I have?”). He knows the driver's favourite settings, and can even activate a combination of them to enhance well-being. For instance, “Hey BMW, I feel tired” triggers a vitality programme that adjusts the lighting mood, music and temperature, among other things, in order to make the driver feel more awake.

The perfect co-driver.

He is, in short, the ideal co-driver and comes in particularly useful during everyday driving (“Hey BMW, how far can I drive before I need to refuel?”). He makes light work of navigation, finds parking spaces at the destination, provides information on traffic jams along the route and searches for cafés in the area. He also learns destinations the customer drives to frequently. The assistant’s integration with Microsoft Office 365 and Skype for Business transforms the BMW into a mobile office, and allows him to join teleconferences at the driver’s request. But BMW’s Intelligent Personal Assistant is an entertainment expert, too. For example, he can seek out suitable radio stations for the desired music genre (“Play classical music please”).

Turning passengers into co-drivers.

The new BMW 3 Series Touring also lets passengers in the front and rear mould the driving experience in ways they have never done before. With the driver’s consent, they are able to connect their smartphone to the car using the Connected Command function and then use it to control selected functions. This converts the passengers into co-drivers able to ease the driver’s workload by using BMW Connected to call up the route currently being followed, for example, or adjust the on-board entertainment programme and climate control settings.

The BMW Intelligent Personal Assistant is available in the new BMW 3 Series Touring as part of the new BMW Operating System 7.0 and in conjunction with the Live Cockpit Professional – and provides its services for a period of three years. The Connected Package Professional adds a spread of additional functions.

BMW Digital Key: turning the smartphone into a car key.

The BMW Digital Key is available as part of the Comfort Access option and employs Near Field Communication (NFC) technology to allow the new BMW 3 Series Touring to be locked and unlocked from a smartphone, removing the need for a conventional car key. Holding the smartphone up to the door handle opens the car. Once inside, the engine can be started as soon as the phone has been placed in the wireless charging or smartphone tray. Accessible via BMW Connected, the Digital Key offers unrivalled flexibility, as the driver can share it with up to five other people. The BMW Digital Key is available for NFC-capable Samsung Galaxy smartphones running Android 8.0 and above. Alternatively, customers can use the BMW Key Card. This sophisticated option also features NFC technology and so offers the same functionality as a suitably equipped smartphone.

Connected Navigation with new digital services.

“Connected Navigation” encompasses a number of digital services that are designed to turn seamless and contextual route planning both inside and outside the BMW into an even more sophisticated experience. Drivers of the new BMW 3 Series Touring will be able to send destinations from various apps straight to their car’s navigation system. The most important destinations will be stored in BMW Connected and synchronised with the car, so that the key addresses can be accessed from any device at any time. One particularly helpful new feature is the Parking Space Assistant, which proposes various parking options to the driver in good time before the destination is reached. This service includes providing information on the nearest multi-storey car park as well as proposing routes offering a particularly good chance of finding a parking spot close to the destination. The existing On-Street Parking Information and ParkNow services have been intelligently incorporated into the new Parking Space Assistant’s range of functions.

Exactly the right information at just the right time: the BMW Operating System 7.0 display and control concept.

The newly designed instrument cluster/Control Display screen grouping and extended functionality take intuitive operation to the next level in the new BMW 3 Series Touring, while helping drivers to concentrate even more effectively on the road ahead. The BMW Live Cockpit fitted as standard is composed of the iDrive operating system, whose 8.8-inch Control Display has a touchscreen design, and a black panel instrument cluster with a 5.7-inch colour display. The optional BMW Live Cockpit Plus adds features such as a Touch Controller, a navigation system, two USB ports for data transfer, Apple CarPlay preparation and a WiFi interface.

The optional BMW Live Cockpit Professional brings together a fully digital display and operating system with maximum connectivity in a single package. It includes a high-resolution instrument cluster behind the steering wheel with a screen diagonal of 12.3 inches and a 10.25-inch Control Display. This equipment package also features an adaptive navigation system and a hard-drive-based multimedia system with 32 GB of memory.

Specifying the BMW Live Cockpit Professional also brings the benefits of the BMW Operating System 7.0 to the new BMW 3 Series Touring. The latest-generation BMW operating system boasts fully digital displays and is geared even more closely to the driver’s personal needs – with the aim of maximising their attention levels. The clear presentation and structuring are designed to always provide drivers with the appropriate information at the right time, further helped by the customisable and personalised displays. The redesigned information display in the middle of the instrument cluster now leaves enough

room for an excerpt from the navigation map, for instance. In the main menu on the Control Display, the driver is able to configure up to ten pages, each showing two to four pads (tiles) with live content. Both the content and the graphics are personalised to an even greater degree, as illustrated by the vehicle mock-up that matches the actual model colour and equipment line. The intuitive multimodal interaction between driver and vehicle has undergone further improvement. The Control Display graphics adapt depending on the operating method, the optional voice control system (based on natural language understanding) is better than ever before and the optional gesture control now works with two extra gestures, bringing the total to seven. Depending on the situation, the driver can now operate the various functions using the familiar iDrive Controller, the steering wheel controls, touch control, voice control or gesture control.

The BMW Operating System 7.0 allows digital services to be added with total flexibility. Three different Live Cockpit levels based on the new display and control concept can be specified when the customer purchases their car, each containing a useful basic package of services that suits the customer's individual needs. New or existing services can subsequently be added at any time, depending on the particular Live Cockpit level. BMW customers will be able to book additional digital services at a later date in the ConnectedDrive Store. The three Live Cockpit packages allow services to be booked for periods of three months, one year or three years.

Always up to date: Remote Software Upgrade.

The Remote Software Upgrade feature keeps the new BMW 3 Series Touring right up to date with the latest software. All updates can be imported over the air, either on a smartphone via BMW Connected or directly into the car using its built-in SIM card. Installation is every bit as simple as a smartphone update. The contents of the upgrades can vary, from security and quality enhancements and new software services to improved vehicle functions.