



Media Information
10 January , 2018

The new BMW 2 Series Active Tourer and BMW 2 Series Gran Tourer.

- New generation of engines combine high efficiency with driving excellence.
- Spatial functionality with agility: clever packaging and new innovations.
- New-look front end emphasises the sporty appearance.
- More equipment, plus new materials and colours add individuality.
- Plug-in hybrid with an electric range of up to 28 miles.
- Seamlessly integrated into the user's digital lifestyle.
- OTR prices start from £25,840 for the BMW 2 Series Active Tourer and £27,705 for a BMW 2 Series Gran Tourer.
- On sale from late January 2018.

In 2014 BMW embarked on a new approach to space and functionality with the launch of the BMW 2 Series Active Tourer. It offered generous room within a compact exterior, together with excellent versatility and high levels of driver engagement. It was followed six months later by a second model version in the form of the BMW 2 Series Gran Tourer, complete with a longer body, extended wheelbase and seven seats. By the end of 2017, these two models based on BMW's compact front-wheel-drive architecture had amassed in excess of 380,000 buyers worldwide, with almost 70 per cent opting for the Active Tourer. With conquest rates as high as 80 per cent, the majority of customers are new to the brand.

The UK is the third biggest market after China and Germany with sales of almost 20,000 since the launch of the BMW 2 Series Active Tourer and just over 12,000 of the BMW 2 Series Gran Tourer. This success story is set to continue with the arrival of the updated models in March 2018.

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Compact on the outside, spacious on the inside.

Despite its compact exterior dimensions (length: 4,354mm, width: 1,800mm, height: 1,555 mm), the new BMW 2 Series Active Tourer still offers plenty of space for five passengers, an elevated seating position and a good all-round view, while its wheelbase of 2,670mm ensures ample legroom and easy entry and exit. The boot capacity of 468 litres can be expanded to a maximum of 1,510 litres (BMW 225xe: 1,350 litres) by sliding the rear seat unit forward and folding down the backrests with their standard 40:20:40 split.

The Gran Tourer is identical in width but measures 4,568mm in length and 1,608mm in height, with a wheelbase of 2,780mm. Up to three child seats can be fitted side by side on the rear seat, while the BMW 2 Series Gran Tourer is the first model in the premium segment to have a third seat row, allowing it to carry seven passengers in total. The third row of seats can also be lowered into the floor section and out of sight and the 560 litres of luggage space can be increased to as much as 1,820 litres by folding down the rear seats.

The BMW 2 Series Active Tourer is built at BMW Plant Leipzig and the BMW 2 Series Gran Tourer in Regensburg.

Exterior design.

New-look front end gives added emphasis to the sporty appearance. The defining qualities of the BMW 2 Series Active Tourer and BMW 2 Series Gran Tourer – clearly sculpted surfaces, elegant yet sporty lines and a long wheelbase with BMW's signature short overhangs – are now given greater impact thanks to the new model's restyled front end and modified rear.

The most obvious identifying feature of the new BMW 2 Series Active Tourer and BMW 2 Series Gran Tourer at first glance is their significantly larger kidney grille, which is both taller and wider, and now stretches almost all the way to the headlight units. The front apron is dominated by the large air intake, which is split into three sections and bordered by large, C-shaped surrounds in a highgloss black finish. The

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outer air intakes, meanwhile, house the new LED foglamps, further accentuating the cutting-edge, sporty feel.

The BMW 2 Series Active Tourer and BMW 2 Series Gran Tourer are equipped with halogen headlights in the signature BMW twin circular arrangement. There is also the option of headlights with LED or Adaptive LED lighting technology, which offer an extended range of functions, such as anti-dazzle high beam.

The rear end of the BMW 2 Series Active Tourer and BMW 2 Series Gran Tourer likewise has a very assertive appearance. The trim finisher on the rear apron (only on the optional model variants) highlights the width, while the exhaust tailpipes now have a larger, 90-millimetre cross-section and are more clearly visible thanks to their thicker walls. The model update gives all four-cylinder models twin tailpipes.

New paint finishes, new light-alloy wheels.

A selection of 13 exterior paint colours are available for the BMW 2 Series Active Tourer and BMW 2 Series Gran Tourer, including two non-metallic (Alpine White and Black) and eleven metallic variants. The Sunset Orange and Jucaro Beige shades are both new, while the Estoril Blue finish is reserved for M Sport models.

There is now a wider selection of light-alloy wheels, thanks to the addition of six new designs, in sizes ranging from 16 to 19 inches. The optionally available styles 546 (17-inch) and 512 (18-inch) are both brand new to the range, as are the 19-inch style 766M accessory wheels. The standard 17-inch light-alloy wheels featured on the Luxury (style 547) and Sport models (style 549) model variants are also new.

The BMW 2 Series Active Tourer rides as standard on wheels measuring 16 inches in size, with the exception of the 225xe iPerformance model that comes with 17-inch wheels. The Luxury and Sport model variants are also fitted with 17-inch rims, whilst the M Sport variant moves up to an 18-inch wheel as standard.

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The 216i, 218i and 216d versions of the BMW 2 Series Gran Tourer come with 16-inch wheels as standard. The 220i, 218d and 220d (the latter is two are also available in xDrive) are factory fitted with 17-inch wheels, while in its Luxury, Sport and M Sport package variants, the BMW 2 Series Gran Tourer features wheels with the same dimensions as the Active Tourer.

Wider choice of equipment, plus new materials and colours enhancing individuality.

In classical BMW style, the geometry of the centre console gravitates towards the driver. The model update adds the new electronic selector lever to cars fitted with the seven-speed dual-clutch Steptronic transmission or eight-speed Steptronic. And the clear visual separation between the instrument panel and centre console adds to the sense of spaciousness.

The angled surfaces emphasise the elevated seating position, which is a key purchasing criterion for many customers – along with a good all-round view and a clear overview of the car.

The cars' seats are even more comfortable courtesy of longer seat cushions for the standard seat and new upholstery materials for the front seats. Numerous combinations are available for the seat covers, including variants in cloth, cloth/Sensatec, Alcantara and Dakota leather. New to the selection are the cloth/Sensatec upholstery combinations with grey or orange accents (Sport model), and the Dakota leather seats in Mocha. As well as SE specification, customers can also choose from Luxury, Sport and M Sport variants.

New generation of engines combine a high level of efficiency with dynamic excellence.

A broad selection of three- and four-cylinder engines is available to customers, plus the option of a plug-in hybrid drive system for the BMW 2 Series Active Tourer. All engines belong to the second-generation BMW EfficientDynamics family, which will be rolled out gradually across the BMW Group portfolio from model year 2018. They

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will team up with three transmission types, including the new seven-speed dual-clutch Steptronic unit. BMW xDrive intelligent all-wheel drive is also available. From March 2018 all the diesel engines will be fitted with a diesel particulate filter, NOx absorber catalyst and SCR (Selective Catalytic Reduction) system.

The new engine generation.

A raft of individual measures have been implemented to make the petrol and diesel engines even more efficient. The focus has been on reducing fuel consumption and cutting exhaust emissions, as well as further improving performance characteristics. A process known as “form honing” – used to machine the coated cylinder bores in the aluminium crankcase – will be employed for the first time in the manufacture of series-produced engines. This allows the pistons’ friction losses to be reduced. The switchable oil circuit (and therefore on-demand piston cooling) and single-piece chain for valve train control enable further optimisations.

Optimised heat management with split cooling.

The new petrol engines reduce fuel consumption and emissions by as much as five per cent. At the same time, power output has been increased by up to 7hp and peak torque by up to 10Nm. The exhaust manifold and integrated turbocharger are now arranged together in the cylinder head. This enables the flow dynamics of the recirculated exhaust gases to be utilised to particularly positive effect. The turbocharger housing for the three-cylinder engines is made from either aluminium or steel, depending on the output variant; in the four-cylinder units only steel casings are used. The petrol pump and lines have been optimised, with the result that fuel can now be injected at higher pressure.

Heat management has been improved thanks to a new coolant pump with separate outlets for the flow of coolant to the cylinder head and engine block. Known as “split cooling”, this uses a switchable valve to ensure only the cylinder head is supplied with coolant in the cold running phase or under partial loads. This allows the operating temperature to be reached more quickly and enables better fuel consumption and emissions values under partial loads. The three-cylinder engines have gained a new

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balancer shaft including modified drive mechanism, while the crankshafts for the petrol and diesel units have been updated and now weigh 1.1 kg less.

Diesel engines feature SCR exhaust gas treatment.

Turbocharging for all four-cylinder units is now a two-stage arrangement involving twin turbos. This enables even quicker engine response with increased efficiency. The turbocharger system consists of a low-pressure stage with variable inlet geometry and a high-pressure stage, which is fully integrated into the exhaust manifold. To further enhance responsiveness, both turbochargers are equipped with the latest slide bearing technology. The system is controlled by means of the low-pressure stage's electrically adjustable charger vanes as well as the wastegate valve for the high-pressure stage and a compressor bypass, both of which are actuated pneumatically. This allows the supply of compacted air to the combustion chambers to be precisely adjusted to suit the load requirements and driving situation. The most powerful diesel unit features switchable cooling for the housing in the low-pressure stage.

A redesigned system of exhaust gas recirculation (single-stage for the four-cylinder engines, two-stage for the three-cylinder units) ensures particularly effective reduction of nitrogen oxide emissions (NO_x). The fuel injectors feature an upgraded system of sensors that enables even more exact metering of the injected fuel. In addition, injection pressure has been raised to 2,200 bar for the three-cylinder engines, 2,500 bar for the four-cylinder units and 2,700 bar for the most powerful variant. All of the diesels are fitted with a diesel particulate filter, NO_x adsorber catalyst and SCR (Selective Catalytic Reduction) system, which effectively lowers nitrogen oxide levels in the exhaust gases by injecting a urea solution (AdBlue).

Three transmission technologies available.

The seven-speed dual-clutch Steptronic transmission makes its debut in the BMW 2 Series Active Tourer and Gran Tourer. This cutting-edge transmission effectively combines two gearboxes – each with its own clutch, one of which is always closed and the other always open – to transfer power to the road. This allows gear changes to be executed in fractions of a second with no interruption in the flow of power, either

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automatically or using shift paddles on the steering wheel. The long seventh gear keeps revs low and therefore ensures lower fuel consumption on crosscountry and motorway routes.

The eight-speed Steptronic transmission teamed with the high-torque engines is also exceptionally efficient. Fast automatic gear changes ensure the highest possible ratio is always engaged, even at low speeds. For those preferring a particularly dynamic driving style, the eight-speed Steptronic Sport transmission ticks all the right boxes. Manual shift paddles on the steering wheel give the driver the option of intervening directly in the gearchange process. The six-speed manual gearbox is available for the smaller-engined model variants.

The drive system variants for the BMW 2 Series Active Tourer/Gran Tourer.

The BMW 2 Series Active Tourer is available with a selection of two petrol engines, one plug-in hybrid drive system and three diesel engines. BMW 2 Series Gran Tourer customers can choose from two petrol engines and three diesels.

The range of petrol engines kicks off with the three-cylinder units in the 218i. The 218i develops 140hp (fuel consumption combined: 48.7mpg, CO₂ emissions: 132 g/km)**. Meanwhile, the four-cylinder unit in the 220i delivers 192hp (fuel consumption combined: 50.4mpg, CO₂ emissions: 127g/km)**.

The line-up of diesel variants comprises the 216d, 218d and 220d/220d xDrive. The three-cylinder engine in the 216d produces 116hp (fuel consumption combined 65.7mpg, CO₂ emissions: 113g/km)**, while the four-cylinder unit develops 150hp in the 218d and 190hp in the 220d (fuel consumption combined: 64.2mpg, CO₂ emissions: 117g/km)**.

The fuel consumption, CO₂ emissions and operating range figures were determined according to the European Regulation (EC) 715/2007 in the version applicable at the time of type approval. ** Basis for fuel consumption figures: WLTP *** Basis for fuel consumption figures: NEDC

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Available exclusively for the BMW 2 Series Active Tourer is a plug-in hybrid variant with system output of 224hp.

Model	Power (hp)	Torque (Nm)	0 – 62mph (Seconds)	Top Speed (mph)	Combined (mpg)	CO2 Emissions (g/km)	From (OTR)
BMW 2 Series Active Tourer 216d	116	270	11.1	121	65.7	113	£25,840
BMW 2 Series Active Tourer 218d	150	330	9.0	130	62.8	119	£27,015
BMW 2 Series Active Tourer 220d	190	400	7.6	139	64.2	117	£30,205
BMW 2 Series Active Tourer 220d xDrive	190	400	7.5	138	60.1	124	£31,705
BMW 2 Series Active Tourer 218i	140	220	9.3	127	48.7	132	£24,905
BMW 2 Series Active Tourer 220i	192	280	7.4	142	50.4	127	£28,280
BMW 2 Series Active Tourer 225xe	224	385	6.7	126	113	57	£34,485
BMW 2 Series Gran Tourer 216d	116	270	11.8	119	64.2	116	£27,705
BMW 2 Series Gran Tourer 218d	150	350	9.6	127	61.4	121	£29,105
BMW 2 Series Gran Tourer 220d	190	400	8.2	137	61.4	122	£33,320
BMW 2 Series Gran Tourer 220d xDrive	190	400	8.0	135	57.6	129	£34,820
BMW 2 Series Gran Tourer 218i	140	220	9.5	127	47.1	137	£26,770
BMW 2 Series Gran Tourer 220i	192	280	7.8	137	47.9	134	£31,435

The BMW 225xe iPerformance.

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For those looking to complete their journeys with both zero emissions and the driving pleasure typical of BMW, the BMW 225xe iPerformance offers a combination of sportiness, economy and everyday usability unmatched in its segment. The plug-in hybrid's electric drivetrain offers an electric range of 28 miles and teams up with the three-cylinder BMW TwinPower Turbo engine to deliver sporting performance characteristics and the long range over extended journeys expected of a combustion engine.

Electrified all-wheel drive ensures outstanding traction.

The powertrain consists of two components. The 136hp three-cylinder engine with BMW TwinPower Turbo technology has 1.5-litre displacement and channels its power to the front wheels through a six-speed Steptronic transmission. The electric side of proceedings is handled by an 88hp electric motor driving the rear wheels. The combined power from the two units delivers system output of 224hp and peak torque of up to 385Nm, delivering smooth, strong performance. Indeed, the BMW 225xe iPerformance sprints from zero to 62mph in 6.7 seconds, and the electric boost also gives the driver an extra safety buffer when overtaking on country roads, for example. Added to which, the electric power feeding through the rear axle combines with the car's inherent front-wheel drive to create electrified all-wheel drive – and thus provide outstanding traction in adverse weather conditions.

The electric motor is supplied with energy by a lithium-ion battery arranged in a space-saving position under the rear seat bench. The electric drive system itself is accommodated underneath the load compartment floor, ensuring that it has virtually no impact on boot capacity. The battery has a capacity of 7.6kWh giving an electric range of up to 28 miles. However, as well as enabling short distances through town with zero local emissions, the electric drive system also makes it possible to enjoy the virtues of all-electric power on cross-country roads and motorways, thanks to a top speed of 78mph. Combined fuel consumption is 122.8mpg, which equates to CO₂ emissions of 52g/km**.

Special Driving Experience Control switch with eDRIVE.

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In addition to the SPORT, COMFORT and ECO PRO settings offered by the BMW Driving Experience Control switch, the BMW 225xe iPerformance has additional modes to maximise its abilities; AUTO eDRIVE, MAX eDRIVE and SAVE BATTERY can be selected via the eDrive button in the centre console.

AUTO eDRIVE is the default setting activated each time the car is started up. In this mode, the system ensures the combustion engine and electric motor work together as effectively as possible in all driving situations with the all-electric top speed of 50mph). The MAX eDRIVE setting speeds things up a little, allowing the driver to hit 78mph on electric power alone. SAVE BATTERY mode, meanwhile, enables the high-voltage battery's charge level to be maintained or even topped up if it has dropped below 50 per cent. This is ideal when the driver is looking to save battery capacity to drive through town or back home electrically and therefore quietly and emission-free. Another helping hand when it comes to fuel economy is provided by BMW ConnectedDrive which, in the BMW 2 Series Active Tourer with eDRIVE, joins forces with proactive energy management and also takes into account the driving and route profile to utilise the plug-in hybrid drive system extremely efficiently.

Faster charging with the BMW i Wallbox.

The BMW 225xe iPerformance can partially recharge its battery via regeneration of braking energy during a journey. Owners will need around two-and-a-half hours to fully recharge the lithium-ion cells from a standard domestic power socket using the standard charging cable. Faster charging is possible from a BMW i Wallbox, which can top up the battery in around one-and-a-half hours. Added to which, the Wallboxes also offer auxiliary functions – such as staggered charging (so that customers can source the power to charge the car in the most economical way), integration into the home's photovoltaic system and control via smartphone.

BMW is the world's first car manufacturer to integrate electric mobility into its customers' digital worlds, courtesy of the BMW Digital Charging Service. This service helps to optimise charging costs through the targeted use of cost-efficient charging times – and also integrates self-generated and therefore cost-free solar power into the

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charging process. The service's ease of use facilitates fully transparent, sustainable use of renewable energy.

BMW ConnectedDrive and the ChargeNow app make locating and using public charging stations a fast and easy process, while the ChargeNow card allows cash-free payment.

BMW ConnectedDrive: Seamlessly integrated into the user's digital lifestyle.

Integration of the BMW Connected and BMW ConnectedDrive services revolves around the customer's needs. The digital services and comfort functions allow the user's daily routine to be organised as efficiently as possible, both from inside the vehicle and when elsewhere.

The new BMW 2 Series Active Tourer and BMW 2 Series Gran Tourer are fitted with the latest generation of the innovative iDrive operating concept (available since July 2017). With either navigation system, the high-resolution 6.5-inch or 8.8-inch central display comes with touchscreen capability. In addition to the standard latest-generation iDrive system, drivers therefore also have the option of using the Touch Controller (Navigation Plus only) or intelligent voice control.

The vehicle's built-in SIM card makes it possible to enjoy optimum connectivity and access to BMW services with BMW ConnectedDrive without having to rely on a paired smartphone. The services available include Real Time Traffic Information (RTTI), Time-to-Leave notifications and Share Destination via app, web or calendar, as well as access to vehicle functions using Remote Services. BMW also offers Microsoft Office 365 users a secure server connection for exchanging and editing emails, calendar entries and contact details thanks to the Microsoft Office 365 function. Among the other highlight features enabling connectivity anytime, anywhere are the optional WiFi hotspot preparation, which equips the vehicle to host a built-in WiFi hotspot with LTE speeds, and the optional telephony with wireless charging for compatible

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smartphones. The optional Apple CarPlay preparation, meanwhile, enables easy, wireless in-car use of selected iPhone functions.

The BMW 225xe iPerformance is another prime example of optimum connectivity at work, with BMW Connected and the BMW ConnectedDrive portal turning charging into a digital experience.

Driver assistance systems provide a helping hand in heavy traffic.

The Active Cruise Control with Stop & Go function – available in the new BMW 2 Series Active Tourer and BMW 2 Series Gran Tourer as part of the Driving Assistant Plus package – eases the driver's workload considerably. This adaptive cruise control system offers added convenience and safety on long journeys, particularly in heavy traffic. The camera-based system allows the car to automatically keep up with the flow of traffic on the motorway at speeds up to 87mph by braking or accelerating automatically to adapt to the changing traffic situation. In the process, it maintains the set safety distance from vehicles ahead at all times and can even brake the vehicle to a complete stop if necessary. The system alerts the driver and then applies the brakes if it detects an obstacle and the driver fails to react. And when driving in congested traffic at speeds up to 37mph, the Traffic Jam Assistant is able to control the car's speed, steer automatically and keep it in its lane.

The Driving Assistant is also available as an option and comprises Lane Departure Warning and the City Braking function, which applies the brakes automatically at speeds up to 37mph in response to an imminent collision with a car, motorcycle or pedestrian, for instance. The Parking Assistant takes care of manoeuvring into parking spots that are either parallel or perpendicular to the road, while its ultrasonic sensors also help to search for suitable spaces up to a speed of 22mph. The Proactive Driving Assistant is available in conjunction with the Navigation system Plus and encourages the driver to lift off the accelerator in good time ahead of corners, junctions, roundabouts and speed restrictions.

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The full-colour BMW Head-Up Display that forms part of the Navigation Plus package is also designed for maximum convenience and safety. Important information is projected onto an extending plastic panel so that it appears in the driver's field of view. The readouts include speed, navigation instructions, cruise control, Speed Limit Info, Check Control messages, and radio and telephone functions.

Ends

The BMW Group

With its four brands BMW, MINI, Rolls-Royce and BMW Motorrad, the BMW Group is the world's leading premium manufacturer of automobiles and motorcycles and also provides premium financial and mobility services. As a global company, the BMW Group operates 31 production and assembly facilities in 14 countries and has a global sales network in more than 140 countries.

In 2016, the BMW Group sold approximately 2.367 million cars and 145,000 motorcycles worldwide. The profit before tax was approximately € 9.67 billion on revenues amounting to € 94.16 billion. As of 31 December 2016, the BMW Group had a workforce of 124,729 employees.

The success of the BMW Group has always been based on long-term thinking and responsible action. The company has therefore established ecological and social sustainability throughout the value chain, comprehensive product responsibility and a clear commitment to conserving resources as an integral part of its strategy.

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