

# The new BMW 3 Series Coupé. Contents.



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# 1. Sporting Elegance at its Best: The new BMW 3 Series Coupé.



- **Coupé unique in its design and interior.**
- **Debut of straight-six turbocharged power unit developing 225 kW.**
- **Light-weight steel body making it stronger and lighter.**
- **Bi-xenon headlights standard.**
- **Automatic belt feed.**

Individual style now comes in a new expression: the BMW 3 Series Coupé. Offering a brand-new look of all-round elegance, BMW's two-door Coupé sets a new benchmark in terms of sporting elegant looks.

And at the same time it significantly raises the standard of driving dynamics, with the new BMW 3 Series Coupé introducing a truly exceptional power unit now making its debut in the world market: the first straight-six complete with a twin turbocharger, high-precision fuel injection and an all-aluminium crankcase.

Through its supreme potential alone, this 225 kW power unit in the BMW 335i Coupé ensures a significant increase in torque and acceleration, combined with impressive fuel economy.

Additional factors guaranteeing a truly exceptional driving experience include rear-wheel drive, optimised weight, harmonious axle load distribution and the most sophisticated suspension in the segment.

Joining the 335i powerplant are two additional petrol engines which will also be available in Coupé guise. The 160 kW 325i Coupé with a 2.5-litre straight-six engine joins the Twin Turbo at launch in October followed by the 140 kW 323i Coupé at the end of the year. The 323i Coupé will be fitted with the same free-revving magnesium aluminium 2.5-litre engine as fitted to the 323i Sedan and Touring models launched earlier this year.

As an alternative to its six-speed manual gearbox, the BMW 3 Series Coupé will also be available with BMW's new six-speed automatic transmission. Keeping gearshift times extremely short, the new automatic transmission ensures an even more spontaneous response, enhancing not only driving comfort, but also driving dynamics.

The unique position and character of BMW's new two-door model is clearly recognisable from the start and is confirmed by each and every feature.

Over and above the basic shape of the car and its individual lines, the design of the headlights, the structure and design of the rear lights, the interior and even the exterior mirrors were all specially created for the new Coupé.

### **Powerful design full of character to the last detail.**

The long wheelbase, the passenger cell moved far to the rear, as well as the low and sleek roof line merging gently into the rear all characterise the sleek and dynamic look of the entire vehicle, while the muscular wheel arches project power and solidity.

Apart from the car's proportions, the shoulder, character and sill lines highlight the optical effect of the car's side view. Both the shoulder and character lines sit flush with the door handles and stretch all the way back to the rear end of the Coupé, no line being shortened or interrupted.

The sill line on the lower edge of the door also flows into the front and rear air dams, helping to give the new Coupé a particularly sleek and sporting look.

The combination of lines flowing into one another ensures a particularly dynamic impression. While the shoulder line moves from front to rear, conveying a touch of elegance together with the flat roof line, the character line follows a long and stretched arch all the way from the front wing to the rear lights. With the sill line, by contrast, moving up slightly to the rear in a slow and gentle curve, the distance between the character and sill lines becomes smaller around the rear wheel arches. Here, the powerful design of the wing wrapped around the wheel also serves to give the character line extra tension in both an upward and outward direction. This interplay of lines and surfaces ensures a truly striking, three-dimensional effect.

The front view again shows a significant distinction from the 3 Series Sedan and Touring, with the contours of the bonnet, together with the design of the front air dam and headlights, giving the new BMW 3 Series Coupé a particularly low and sporting look. The power dome bulging above the drive unit is particularly dynamic in its contours, its lines following a powerful silhouette extending all the way from the A-pillars to the outside edges of the BMW kidney grille.

The kidney grille itself, the typical feature of every BMW, stands steeper than the surfaces surrounding it, interaction with the three-dimensional kidney frame creating a look of power and unique style.

The new BMW 3 Series Coupé comes as standard with new design Bi-Xenon headlights, with a further feature of the round headlight units being corona rings for daytime use.

Integrated into the rear of the car, the tail lights of the new 3 Series Coupé are split into two sections and extend into the rear lid, with the character lines at the side continuing all the way to the rear to join the light clusters.

Horizontal light rods with bright LED illumination continue the car's unmistakable look at night. The entire rear view is characterised by horizontally flowing lines accentuating the wide track of the car and its flat, sporting look.

The designers' objective was to give the new 3 Series Coupé a balanced and harmonious look. This is why the legendary "Hofmeister kick" at the bottom of the C-pillar now extends to an even more distinctive angle into the shoulder line. The exterior mirrors have also been specially designed to blend harmoniously with the car's overall design.

The individual style of the new 3 Series Coupé is also demonstrated by the choice of colours for the car's body, with no less than six new paintworks available.

This emphasis on individual style, dynamic performance and exclusive class is continued inside the car. Horizontal lines dominate the surfaces on and around the instrument panel, as well as flowing surfaces along the centre console and side panels. The instrument panel is angled towards the driver, and the controls for air conditioning, audio and navigation systems are within easy reach from the front passenger's seat. The surfaces on the side panels are characterised by a smooth swinging flow extending from the dashboard to the backrests on the two rear seats. The form and function of the centre console, in turn, are reflected by the storage compartment between the rear seats.

To further customise the interior, the driver has the choice of exclusive colour schemes for the upholstery, roof liner and interior panels.

### **Straight-six power units entering new dimensions of performance.**

The first impression the new BMW 3 Series Coupé gives is one of stylish elegance and powerful dynamics. And this impression is borne out by the car's drivetrain with the straight-six power units fitted lengthwise at the front as per BMW tradition.

The new 3 Series Coupé is powered by the world's first straight-six with Twin Turbo technology, incorporating high precision fuel injection, and an all-aluminium crankcase. BMW's most powerful 3.0 litre straight-six develops maximum output of 225 kW and generates peak torque of 400 Nm for powerful acceleration at all times.

The combination of turbocharging and direct petrol fuel injection offers a dynamic driving experience. Featuring high-precision fuel injection, the engine for the first time, boasts a highly sophisticated and advanced direct fuel injection concept ensuring a significant reduction of fuel consumption, meeting the strict demands and standards applied by BMW.

A further advantage of turbocharging is that this is the most economical option to boost engine power and performance to a supreme standard. The turbocharged straight-six power unit weighs approximately 70 kilos less than an equally powerful 4.0 litre eight-cylinder engine. And lower weight means a significant advantage not only in fuel economy, but also in spreading the axle load on BMW's straight-six models.

This new high-performance power unit gives the light, aerodynamically optimised Coupé outstanding acceleration and flexibility on the road, offering the driver an equally thrilling driving experience. The twin turbo power unit in the BMW 335i Coupé develops its superior power and performance much more spontaneously than a turbocharged engine of conventional design.

Thanks to their lower inertia, the two small turbochargers build up pressure much faster than a single, large turbocharger, thus eliminating even the slightest turbo lag while allowing the engine to rev to 7,100 rpm.

At the same time the new engine offers all the smoothness and refinement which has made BMW's straight-six power units famous the world over. The impressive increase in power on the twin turbo engine versus the conventional naturally aspirated six-cylinders comes without any significant increase in fuel consumption.

Featuring two turbochargers each supplying compressed air to three cylinders, the new turbocharged power unit delivers peak torque of 400 Nm which comes smoothly and without delay, extending over a wide speed range from 1,300–5,000 rpm.

On the road, the turbocharged engine provides outstanding performance and a superior drive. The BMW 335i Coupé accelerates from 0–100 km/h in just 5.5 seconds, with acceleration from 80–120 km/h in fifth gear taking an equally impressive 6.2 seconds. This superior power and performance continues to a top speed of 250 km/h, where the car's dynamism is limited by electronic speed management. Average fuel consumption under the EU standard is just 9.5 litres premium/100 kilometres, certainly a very moderate figure for an engine of this calibre.

This extremely efficient increase in power and performance is attributable in particular to direct petrol injection, the high-precision fuel injection concept developed by BMW which ensures a measurable advantage in fuel economy in theory and in practice, without limiting the dynamic qualities of the engine in any way.

The main reason for this outstanding progress is the central position of the piezo fuel injector between the valves, the innovative injector opening up to the outside being able from this central position to spray fuel conically and consistently into the combustion chamber in the interest of smooth, overall coverage.

This not allows only more precise dosage of the fuel/air mixture, but also provides a superior cooling effect for higher compression optimising the entire combustion process in its efficiency.

To enhance this efficiency to an even higher level, the turbochargers are made of a particularly heat-resistant material making them immune to high exhaust gas temperatures in the interest of a fuel-efficient combustion process particularly under full load. As a result, twin turbo technology in the BMW 335i Coupé offers significant progress in terms of both performance and fuel economy, advantages over a conventional turbocharged engine not only clearly measurable, but also easy to feel on the road.

The BMW 325i Coupé is fitted with the internationally acclaimed magnesium aluminium straight six engine. This features infinitely variable VALVETRONIC valve management, an electrically controlled coolant pump, and a fully controlled oil pump. In BMW tradition, the combination of all these innovations serves to optimise the car's performance and all-round efficiency, with the power unit in the new BMW 325i Coupé developing maximum output of 160 kW and peak torque of 250 Nm.

Top speed for the BMW 325i Coupé is 247 km/h, with acceleration to 100 km/h in just 6.9 seconds. Offering an average fuel consumption of just 8.4 litres/100 kilometres, this new power unit also sets the benchmark in its class in terms of all-round fuel economy.

The new BMW 3 Series Coupé come as standard with a six-speed manual gearbox. On the road, this guarantees spontaneous and lasting, powerful acceleration as well as fuel consumption optimised also at high speeds.

As an option, the new BMW 3 Series Coupé is available with an upgraded six-speed automatic transmission. The response time of the newly developed automatic transmission has been improved by a staggering 40 per cent ensuring particularly fast and dynamic acceleration at virtually all speeds. In comparison to conventional automatic transmissions, the actual gear shift time has been almost halved to only 100 milliseconds regardless of whether the transmission has to shift down one or several gears in the process.

A further point is that the almost fully enclosed converter lock-up clutch, being directly connected to the engine, enhances the impression of particularly dynamic performance to an even higher standard. Should the driver wish to give the transmission an even more sporting and dynamic character, in turn, the driver is able to select the appropriate gear by means of paddles on the steering wheel. This ensures a spontaneous and fast gearshift, since the driver is able to activate the paddles directly whenever the gear selector lever is in position D.

### **Chassis and suspension: where power becomes performance.**

The supremacy of the new BMW 3 Series Coupé is based on the car's ability to combine truly outstanding engine and performance data with an equally exclusive and elegant look. And the objective set by BMW's engineers in choosing the right chassis configuration again reflects this demanding standard, the agility offered by the new BMW 3 Series Coupé being quite unique even in this high-class segment.

This agility is enhanced to an even higher standard in the new 3 Series Coupé through the combination of the car's significantly enhanced dynamic potential with the most sophisticated chassis control and assistance systems, efficiently rectifying any adverse situation in which the car might reach the limits of driving physics. In other words, the driver and passengers in a BMW 3 Series Coupé enjoy superior safety at all times.

Rear-wheel drive and a 50:50 front-to-rear weight distribution give the new BMW 3 Series Coupé ideal qualities for optimum driving dynamics. This is also a result of the high-tech suspension perfectly converting the power and performance of the engine into sheer driving pleasure on the road. Indeed, boasting a double-joint tiebar front axle with spring struts made almost entirely of aluminium in combination with a five-arm axle at the rear, the new BMW 3 Series Coupé currently has the most advanced and sophisticated wheel suspension system in its class.

Reinforcement and support elements on the underfloor of the car serve to optimise the all-round stiffness of the body, interacting with the low centre of gravity and the specific set-up of the dampers to enhance the active driving character of the new Coupé.

Extra-precise rack-and-pinion steering absolutely free of any drive forces thanks to the transmission of power to the rear wheels ensures a high standard of directional stability and exact feedback on road conditions. This standard is enhanced to an even higher level by BMW's innovative Active Steering specially tailored to the new 3 Series Coupé and available as an optional extra. Adjusting the steering transmission ratio, steering angle and power assistance to the speed of the car, Active Steering enables the driver to manoeuvre their BMW 3 Series Coupé with minimum effort when parking and keep the car precisely on track at high and very high speeds.

The high-performance brake system requiring 17-inch wheels to match the larger diameter of the brake discs ensures outstanding stopping power and deceleration with virtually no fading. Brake performance is further enhanced by the innovative functions of BMW's Dynamic Stability Control DSC of the latest generation serving on the new 3 Series Coupé not only to mastermind ABS brake functions and ensure superior stability on surfaces with inadequate wheel grip by applying the brakes individually on the respective wheels, but also to perform new, additional functions.

As an example, DSC now sets off even the slightest brake fading effect even at extremely high brake temperatures by increasing brake pressure according to current requirements. This ensures maximum brake power even under the toughest conditions, without requiring the driver to exert any higher pressure on the brake pedal or press down the pedal any further.

Pre-loading of the brake pads enhances brake standby in situations potentially requiring spontaneous, all-out deceleration. Regular Dry Braking, in turn, optimises brake performance in the wet, while Dynamic Brake Control DBC automatically maximises brake pressure whenever required.

The Soft Stop function brings the car smoothly to a halt when slowing down without the usual, final "jolt" when coming to a standstill, and the Start-Off Assistant prevents the car from rolling backwards when setting off on an uphill gradient.

Yet another highlight of DSC is BMW's Cornering Brake Control CBC preventing the car from oversteering when applying the brakes in a bend.

Interacting with Active Steering, DSC keeps the car stable and well under control also when applying the brakes on surfaces varying in their frictional coefficient. So wherever the driver was formerly required to intervene manually, DSC now corrects the steering quickly and precisely for optimum control. BMW is the world's first car maker to equip its cars with a continuous, ongoing brake pad wear indicator informing the driver of the current condition of the brake pads at all times.

Fully integrated Automatic Stability Control ASC optimises the car's traction by controlling dry slip on rough, loose surfaces through application of the brakes on the drive wheels whenever necessary. Activation of Dynamic Traction Control DTC, in turn, raises the thresholds for intervention by the brakes, enabling the driver of a BMW 3 Series Coupé to set off smoothly on, say, loose snow with the drive wheels intentionally slightly spinning. A further benefit of DTC is that it promotes a sporting and active style of motoring by allowing slight, easily controllable slip on the drive wheels also on a dry surface, once activated. This enables the sporting and ambitious driver to enjoy all the benefits of a controlled drift in fast and sporting bends.

The driver also has the option to completely deactivate DSC in the new BMW 3 Series Coupé.

## **Ultra-modern body structure: lower weight, greater safety.**

The new BMW 3 Series Coupé is light, strong and stable, combining supreme agility with equally outstanding rigidity.

Like low weight, a high standard of torsional body stiffness is also crucial to the car's agility. In the event of a collision, the use of high-strength steel on the extra-large carrier structures, together with the pre-defined deformation zones, ensures effective absorption and transfer of forces acting on the body of the car.

Reinforced B-pillars are a particular example of the high standard of development and excellence in design the new BMW 3 Series Coupé has to offer, with a tubular structure throughout the B-pillars featured for the first time to provide extra strength. This tubular reinforcement is made of ultra-strong steel in a warm-moulding process and is heat-treated while still in the mould. A further feature is that the reinforcement tube is variably contoured in its cross-section, exactly matching the space available. Together with the crash box precisely tailored to the loads actually acting on the body, this ensures maximum safety at all times.

The choice of materials and the arrangement of components at other points on the body also serve to optimise crash safety to an unprecedented standard, naturally taking the various properties of different types of steel and other materials into account. The space available for deformation on the new BMW 3 Series Coupé is therefore used in perfection in order to avoid even the slightest impairment of the passenger cell. In a head-on collision, for example, dynamic deformation areas at the front keep impact energy away from the bulkhead and, accordingly, from the car's footwells. In the event of a side-on collision, in turn, the specially designed floor assembly ensures controlled transfer of forces acting on the car to the opposite side of the body.

The bulkhead support is made of innovative multi-phase steel offering truly outstanding strength and stability even on thin-gauge panels. Efficient interaction of the doors, the reinforced B-pillars, the seat structure and the instrument panel between the A-pillars serves likewise to maximise the stability of the side structure. The consequences of a collision from the rear, in turn, are minimised by longitudinal carrier bars, a wide range of reinforcement elements, as well as the extra-strong luggage compartment floor panel, rear panel and side walls. Stable pillars and crossbars protect the passenger area even in a rollover.

Efficient interaction of all deformation areas and carrier structures was carefully analysed from the start in developing the new BMW 3 Series Coupé both in virtual simulations and in real-life crash tests. And an additional point considered in this context was the minimisation of repairs after a slight collision.

Naturally, BMW's safety engineers also sought from the start to fully maintain the passenger cell as a survival area even in the most severe crash impact. This is precisely why interacting, centrally masterminded restraint and support systems within the passenger compartment ensure individual occupant safety tailored to current requirements.

The frontal, hip, thorax and curtain head airbags, belt latch tensioners and belt force limiters are activated by sensor-controlled electronic safety systems as a function of the type and severity of a collision. So that with its robust body enhanced by a wide range of active and passive safety elements, the new BMW 3 Series Coupé meets all requirements for optimum results in all crash tests relevant the world over.

Optimum visibility at night in the new BMW 3 Series Coupé is provided with the fitment of Bi-Xenon headlights as standard. As an option, these highly effective headlights may be further enhanced with Adaptive Headlight control for bends and winding roads (standard on the 335i), which incorporate 'Turning Lights' that move in the direction of the steering wheel or as soon as the driver operates the direction indicators at speeds below 65 km/h. In addition, light rods in the rear light clusters stand out distinctly for a significant improvement of safety in the dark.

Whether in the dark or during the day, two-stage brake lights make an important contribution in enabling motorists following from behind to recognise a dangerous situation well in advance. Whenever the driver applies the brakes particularly hard, and when the ABS function is activated, light intensity in the two-stage headlights is increased accordingly, prompting drivers following from behind to brake harder, too.

### **Individual and exclusive equipment.**

Buckling up in the new BMW 3 Series Coupé, both the driver and front passenger benefit from the newly developed belt feeder arm. The seat belt integrated in the B-pillar moved far to the rear in typical Coupé arrangement is automatically "delivered" to the driver and front passenger once they close the door and the transmitter key has been inserted in the shaft next to the steering wheel. As the belt delivery function is directly connected to the seat occupancy detector, the near-side belt delivery unit is only activated when the front passenger has actually taken their seat. And with the belt delivery unit being housed conveniently within the side panels, this new feed system does not impair the look of the interior.

Access to the two seats at the rear is facilitated by the front seat comfort entry function. The lever for releasing the seat position is fitted in perfect ergonomic arrangement at the top on the outside of the backrest.

Offering ample capacity of 440 litres (430 litres on the BMW 335i Coupé), the luggage compartment sets a new standard in the Coupé segment. Large capacity is also offered by the folding storage boxes in the inner door linings, a further advantage of this feature to be seen for the first time in the new BMW 3 Series Coupé being absolute privacy, with all items carried inside the car remaining out of sight from outside the car.

## 2. Concept: Aesthetic Looks, Driving Pleasure, Individual Style.



- **Unique body design with a sporting and elegant touch.**
- **Dynamic performance and new technology:  
The new Twin Turbo six-cylinder.**
- **Four seats, exclusive features, driver-oriented cockpit.**

The new BMW 3 Series Coupé sets the standard for the mid-range sports Coupé segment. The drivetrain combines supreme performance with astoundingly good efficiency, the chassis and suspension converts superior engine power safely and flexibly into dynamic performance on the road. Hence, the new BMW 3 Series offers, in every respect, sheer driving pleasure of the highest standard.

The unique class, style and position of BMW's new two-door model is clearly distinguishable at first sight and is confirmed by each and every detail. Apart from the fundamental design of the car and its flowing lines from front to rear, the structure and design of the rear lights, and the unique ambience of the interior, even the side mirrors have been specially developed for this distinctive Coupé. Hence, these optical highlights are just as unique as the very character of this elegant four-seater.

The new BMW 3 Series Coupé combines exceptional driving pleasure with equally sporty and unmistakable design.

### **Dynamic performance breeds fascinating thrill.**

The range-topping engine in the new BMW 3 Series Coupé offers a truly unique and exhilarating experience on the road. The BMW 335i Coupé proudly features BMW's first turbocharged petrol engine. This is the world's first straight-six with Twin Turbo technology, High-Precision Injection, and an all-aluminium crankcase – a truly exceptional engine for an equally exceptional car.

Developing maximum output of 225 kW, this unique power unit offers a number of benefits in a combination never before seen. In its running smoothness and fast-revving response, it is typical of a BMW straight-six.

But at the same time it is lighter than other engines in its performance class. Power is developed far more spontaneously than in a conventional turbocharged engine, with the new power unit revving dynamically all the way to 7,100 rpm.

At the same time High-Precision Injection makes the new top-of-the-range power unit within BMW's straight-six series particularly fuel-efficient. Indeed, this second generation of direct petrol injection ensures a uniquely precise dosage of fuel and gives the BMW 335i Coupé a level of efficiency quite outstanding in its class.

The new BMW 3 Series Coupé possesses everything it takes to bring out all the qualities of this new drive unit. Like the engine itself, the new car as a whole arouses new passion in dynamic motoring and offers substantial product features at the same time. The result is a perfect blend of outstanding performance, combined with supreme efficiency and motoring refinement.

### **Tailored for the individual.**

The Coupé has a long tradition with BMW. As early as the 1930s, the Company created the BMW 327, a two-door model whose legend continues to this day. As a particularly sporting grand tourer boasting two doors and a fixed roof, the coupé has always been highly appreciated. And this appreciation of such outstanding features persists to this day, the lines of every BMW Coupé being characterised by a long front end and the roof sloping down gently to the rear.

Contrary to a thoroughbred sports car, the typical Coupé offers ample space for more than two occupants and provides a separate luggage compartment. While in its original meaning the term "coupé" simply means a body cut off at the rear, the real meaning of the word goes a lot further. The ideal Coupé is a car literally tailored to the mobile individualist – and this certainly applies to the new BMW 3 Series Coupé. Given the wide range of paintwork colours, interior features and upholstery options alone, no less than 1,167 different combinations of features and colours are available for the truly discerning individualist.

### **The Coupé paving the way for enhanced dynamics.**

Conceived and built as a comfortable 2 + 2-seater, the new BMW 3 Series Coupé continues BMW's line of sporting grand tourers. Enjoying individual seats separated by a centre console, the passengers at the rear are also pampered by all the amenities of a generously appointed, high-quality interior.

The most attractive seat, however, is without doubt the driver's seat tailored to the driver even more so than in the Sedan or Touring models. From the exacting arrangement of the controls to the position of the instruments, the entire dashboard serves to give the driver and his passengers Sheer Driving Pleasure of the highest standard.

The introduction of the new straight-six power unit with Twin Turbo and High-Precision Injection in the new BMW 3 Series Coupé also follows a proven tradition, since BMW has always seen the development of a Coupé as a major move in opening up new dimensions in driving dynamics.

Particularly powerful engines and new suspension systems therefore regularly make their debut in a BMW coupé – and the new BMW 3 Series Coupé continues this strategy with its innovative Twin Turbo power unit.

### **Choosing a coupé – a choice full of conviction.**

The new BMW 3 Series Coupé is targeted specifically for the driver who enjoys a sporting and active style of motoring, but who at the same time appreciates stylish looks, supreme quality and a refined appearance in everyday traffic. These are the precise features offered by BMW's two-door 3 Series, ensuring a standard of exclusivity neither a Sedan or Touring, a Convertible or a Sports Activity Vehicle is able to provide. Market analyses clearly show that the coupé driver has a very clear understanding of the features their car should offer. These drivers consciously opt for a coupé since this is the only kind of car able to give them their preferred combination of dynamic performance, superior function, attractive elegance, and individual style.

As a modern interpretation of a traditional car concept, the new BMW 3 Series Coupé is one thing in particular: a very special and truly unique car. More than its predecessors, this new generation of Coupé stands out even more through its distinctive design from its Sedan counterpart, and more impressively than ever it allows the driver to enter new dimensions of driving dynamics. In the process, the new BMW 3 Series Coupé combines its active and optical qualities in a particularly refined manner, thus ranking alone as a unique performer in its segment.

### 3. Design: More Expressive, More Dynamic.



- **Classic Coupé lines with innovative design features.**
- **Clear BMW identity, unmistakable look.**
- **Characteristic design features to the last detail.**

Despite its close technical resemblance to the Sedan and Touring, the new BMW 3 Series Coupé is more unique and more distinctive in its design than ever before. From every angle, and all perspectives, the new two-door model stands out as a genuine BMW but also as a true individualist. The overall appearance of the car is smooth and harmonious, with perfect proportions captured to the last detail. In summary, the new BMW 3 Series Coupé offers powerful elegance in its most modern form.

With its elongated bonnet, long and dynamic wheelbase, the passenger cell moved far to the rear and the short body overhang at the front, the BMW 3 Series Coupé clearly demonstrates its dynamic orientation. Through the perfect balance of proportions, the character sporting yet elegant. The transition from the engine compartment to the low-slung A-pillars as well as the smooth and low roofline merging elegantly into the rear end of the car are all determined by this harmonious flow of lines and contours.

#### **Superior aerodynamics.**

Considering the aerodynamic qualities of the new BMW 3 Series Coupé, the close connection of the car's optical appearance and its dynamic driving potential is clearly defined. From the start of the initial design phase, the aerodynamic specialists were able to exert a strong and important influence on the design of the front air dam, the side-sills and rear section. Then, with the design process in motion, they specifically and carefully optimised the car's aerodynamic edges and contour lips. Completing the brief, the smooth underfloor of the new Coupé makes an important contribution to the favourable flow of air and pressure conditions.

Special aerodynamic improvements optimised to the highest level have been developed for virtually every engine variant. Depending on the model, the drag coefficient of the new BMW 3 Series Coupé varies from  $C_d = 0.28$  to  $C_d = 0.30$ .

Apart from the car's low level of air drag, the aerodynamic improvements also ensure an accurately directed flow of air for minimum lift both front and rear, ensuring good streamlining and lift forces are reduced to a minimum and benefiting the straight-ahead and lateral dynamics of the new BMW 3 Series Coupé. The special design and contours of the underfloor also allow direct, appropriately controlled flow of air to components such as the brakes and exhaust system which can be subjected to particularly high temperatures.

### **Sleek dynamics characterising the side-view of the new Coupé.**

The visual impression of a coupé is characterised in particular by its side profile. Therefore it is only natural that on the new BMW 3 Series Coupé the flowing silhouette of the car clearly identifies its fervour of dynamic motoring. The long wheelbase together with the low roofline gently tapering into the rear of the car characterise the sleek and stretched design of the 3 Series Coupé, while the large and voluminous wheel arches exude a touch of power and solidity. Finally, the entire body of the car shows a slight wedge look extending from the front end of the engine compartment lid all the way to the low rear end.

Apart from the car's proportions, particularly the shoulder, character and side-sill lines determine the strong impression of the new Coupé's optical effect. The shoulder and character lines flowing from the door handles extend all the way to the low-slung rear of the car. With these lines being neither shortened nor interrupted, the lines can be followed quickly and without any distraction from front to rear. The side-sill line at the bottom edge of the door likewise is continued in both the front and rear air dams, again helping to give the Coupé a sporting and sleek look.

### **Powerful lines for a strong road presence.**

Smooth, consistent interaction of the various lines again provides a dynamic impression of power and performance. While the shoulder line rises slightly but consistently towards the rear, offering an impression of superior elegance together with the flat roof line, the character line follows a long and stretched arch from the front wheel all the way to the rear tail lights. By contrast, the side-sill line rises smoothly and gently to the rear, with the gap between the character and side-sill line becoming smaller towards the rear wheel arches. It's at this point that the powerful look of the wheel arches give the character line a distinctive presence both to the top and to the outside.

This interplay of lines and surfaces provides a striking three-dimensional effect guiding not only light, but also the visual impact of the area around the rear wheels.

### **Low-slung front end with clearly focusing headlights.**

The front view of the car stands out clearly from the Sedan and Touring, both the contours of the engine compartment and the design of the front air dam and headlights giving the new BMW 3 Series Coupé a low and sporting appearance.

The powerdome arching above the drive unit is particularly muscular and impressive in its look. The creases in the bonnet run from the A-pillars to the corners of the traditional BMW kidney grille. This makes the front of the new 3 Series Coupé appear longer and increases the sense of tension and power. In the Coupé, the grille is actually set lower than in the Sedan. This too contributes to the appearance of a longer bonnet and lowers the visual centre of gravity of the car's front.

The headlight units on the new BMW 3 Series Coupé also show its clear, individual contours. Positioned lower on the Coupé than on the Sedan, the headlights wrap further into the wings towards the wheel arches, making the front appear broader.

### **Characteristic: corona rings for daytime illumination.**

The new BMW 3 Series Coupé comes as standard with Bi-Xenon headlights. And, due to the legal requirement in many countries to switch headlights on during the day, new daytime running lights are also standard on the new Coupé. Using the corona rings of the headlight units, the daytime running lights are brighter than parking lights. This feature makes its world debut on the new BMW 3 Series Coupé.

The design of the rear tail lights also ensures clear perception and individual looks. Integrated flush into the rear and side of the car, the rear light clusters are split into two sections and extend all the way to the luggage compartment lid. The character lines as seen from the side, in turn, continue into the outer surfaces of the rear lights.

LED-fed, horizontal light rods give the night design of the new BMW 3 Series Coupé a truly unmistakable look, similar to the corona rings in the headlights. As a result, the entire rear view is characterised by horizontal lines accentuating the wide track of the car as well as a low and sporting impression.

### **Door seams with dynamic contours.**

Like its predecessor, the new BMW 3 Series Coupé also comes with frameless door windows forming one optical unit with the rear side windows fitted in position.

The BMW 3 Series Coupé incorporates large, distinctive door seams that strongly accentuate the dynamic character and style of the car. These door seams extend from the lower edge of the window towards the rear wheel, interacting with the character line and then changing in direction by swinging to the front. At the bottom the door seams flow gently into the side-sill seams extending the visible impression of door length and thus accentuating the sporting look of the car also from the rear.

**“Hofmeister kick” in a particularly attractive style.**

Creating the new BMW 3 Series Coupé, BMW’s designers sought to give the car a truly unique and harmonious look all the way to the smallest detail. This is why the legendary “Hofmeister kick” swinging to the front at the bottom of the C-pillar is now rendered in a new, even more distinctive style, extending to the front into the shoulder line of the car at an even clearer and more distinctive angle.

To provide this flow of lines emphasising the dynamic look of the Coupé, the chrome trim in the side window surround is now made in one single piece. Similarly, the side mirrors have also been created especially for the BMW 3 Series Coupé, their contours taking up the side lines of the car, with the mirrors harmonising with the vehicle’s overall design.

The individual style of the new 3 Series Coupé is also borne out by the wide range of colours available, with at least six new paintwork colours marking the debut of the BMW 3 Series Coupé and its entry into the market.

**Flowing lines also within the interior.**

The emphasis on individual style, dynamic performance, and exclusive character continues throughout the interior of the car. Horizontal lines dominate the area around the instrument panel and the flowing surfaces extending from the centre console and side panels give the interior a light and, at the same time, dynamic touch. While the upper section of the instrument panel is angled towards the driver, the controls and instruments for air conditioning, audio and navigation purposes are also within easy reach and direct vision of the front passenger.

The side panels flow smoothly and consistently from front to rear, creating an overall contour extending from the dashboard all the way to the backrests on the rear seats. The form and function of the centre console, in turn, is re-interpreted by the storage compartment between the rear seats, with light effects, carefully harmonised colours complimented by the choice of materials in the new BMW 3 Series Coupé creating a luxurious ambience.

The light bar running along the inner door and side panels, known as Soft-Light function is fitted as standard and adds a touch of style and elegance.

Sealed at the top, this row of lights runs above the armrests from the door hinges all the way to the rear, providing a pleasant and indirect illumination of the interior of the vehicle. Controls such as the door openers and gearshift lever are finished in Aluminium to provide an exclusive look and feel.

**Exclusive upholstery and colour variants.**

Given its low-slung roof and high-rising shoulder line, the BMW 3 Series Coupé comes with smaller window areas than its Sedan counterpart, reducing direct sun glare but creating new challenges for the design of the interior. Hence, the choice of colours for the interior and upholstery in the new BMW 3 Series Coupé not only has a significant influence on the ambience within the car, but also offers a wide range of options to customise the various features and highlights. This is why the upholstery, roof liner and other interior features are available in new colour schemes reserved exclusively for the BMW 3 Series Coupé range. In particular, light colours within the interior accentuate the elegant style and character of this two-door performer, while a darker ambience allows the driver to highlight the sporting and dynamic character of their Coupé.

## 4. Power Unit: Dynamism and Motoring Refinement in Perfection.



- **Debut: 225 kW straight-six with Twin Turbo.**
- **Magnesium/aluminium power units in two power stages.**

The new BMW 3 Series Coupé launches in Australia with the choice of two straight-six power units, with the top-of-the-range BMW 335i Coupé making its debut with the world's first straight-six power unit with Twin Turbo, High-Precision Injection and an all-aluminium crankcase. As a result, the most powerful version within BMW's wide range of straight-six engines develops no less than 225 kW from 3.0 litres capacity.

Had a naturally-aspirated engine concept been retained, such a significant increase in power and performance would only have been possible by choosing a much larger engine, with a corresponding increase in weight and significant effect on the car's balance. By contrast, the use of turbocharger technology in conjunction with High-Precision Injection is a particularly efficient method for achieving even higher power output and engine torque.

By comparison, the new straight-six Twin Turbo is approximately 70 kilos lighter than an equally powerful naturally-aspirated eight-cylinder with 4.0 litres engine capacity. At the same time the new power unit with High-Precision Injection offers approximately 10 per cent greater fuel economy than an equally powerful turbocharged, naturally-aspirated engine.

### **A fascinating example of efficient dynamics.**

The new power unit is based on BMW's famous straight-six 3.0 litre engine. It delivers fast-revving performance and instant response due to its Twin Turbo technology ensuring optimum power and performance. The Twin Turbo increases the power output of the six-cylinder in-line unit by 15 per cent, while maximum torque is actually increased by around 30 per cent. In addition, the High-Precision Injection ensures the new engine produces an exceptional example of efficient all-round dynamics, the second-generation of direct gasoline injection enabling the Twin Turbo power unit to offer all its extra output and performance without a significant increase in fuel consumption.

The use of two turbochargers, with each supplying compressed air to three cylinders, ensures a standard of spontaneity unprecedented in a turbocharged engine. The main advantage of the smaller turbocharger is its low level of inertia, even the slightest command by the driver pressing on the accelerator serves to build boost pressure immediately.

This puts an end once and for all to the turbo lag typical of turbocharged engines to date. This so-called turbo “lag” refers to the time taken for a turbocharger to start building up extra power. On the road, the power and performance characteristics of BMW’s new turbocharged power unit are reminiscent of the power output provided by a much larger naturally-aspirated engine.

### **Power and dynamics.**

The engine reaches its peak torque of 400 Nm without any noticeable delay, maintaining this high level of torque consistently from 1,300–5,000 rpm. The new engine also revs smoothly to the 7,000-rpm range. The new BMW 335i Coupé accelerates from 0–100 km/h in just 5.5 seconds, with acceleration from 80–120 km/h in fifth gear taking an equally impressive 6.2 seconds.

This ongoing power continues to 250 km/h where the speed of the car is electronically limited. Average fuel consumption under the EU standard is just 9.5 litres of premium fuel/100 kilometres which is a very moderate consumption level for a car of this class and with this level of performance.

### **Unique engine concept.**

To combine a sheer driving experience with appropriate fuel economy is essential in this day and age. To that effect, BMW is the world’s first car maker to develop a straight-six power unit with Twin Turbo technology, second-generation direct petrol injection and an all-aluminium crankcase. Based on this concept alone, the turbocharger technology chosen for this engine helps to reduce fuel consumption. With the turbines being made of special steel resistant to high temperatures and therefore able to cope with temperatures of up to 1,050 °C, there is no need for an increase in fuel supply to provide a special cooling effect. This means significant benefits in fuel economy, particularly at full load.

### **Substantial improvement of fuel economy also in everyday traffic.**

The key to reducing fuel consumption to an absolute minimum lies in BMW’s High-Precision Injection philosophy. This is because second-generation direct petrol injection in practice also offers the greater expectations made on this technology in terms of fuel economy, without requiring any concessions to the engine’s dynamic qualities.

High-Precision Injection allows more precise dosage of the fuel/air mixture as well as a higher compression ratio – ideal prerequisites for enhancing the engine’s efficiency and significantly reducing fuel consumption. This is made possible by the piezo-injector placed in the middle between the valves, where it can open and distribute fuel consistently and smoothly in a conical jet throughout the combustion chamber.

### **Key Points of the Power Unit in the BMW 335i Coupé.**

- Immediate pressure build-up – the immediate response from the new power unit makes turbo lag a thing of the past. Two small, parallel turbochargers quickly build up pressure, ensuring that power is available right from the start. The result: instant engine response and even power across the entire rpm range.
- Long life – the new turbocharger made of special high-temperature steel is the answer to high wear. Thanks to this new material, borrowed from the aerospace industry, wear is significantly reduced. The new material is heat-resistant up to 1,050 °C.
- No fuel consumption penalty – instead of increasing capacity to produce more power, BMW engineers have combined the turbocharger with an innovative type of direct fuel injection. By optimising injector design, compression and fuel metering, performance is enhanced without increasing fuel consumption. Unlike previous turbo engines, fuel enrichment under full load is avoided, in order to assist with cooling the engine and turbocharger.

### **Optimised power and performance also from 2.5 litres.**

The 2.5-litre power unit in the BMW 325i Coupé also represents another engineering milestone. It boasts a magnesium/aluminium composite crankcase, infinitely variable VALVETRONIC valve management, and an electrically controlled coolant pump. Once again, the combination of all these innovations serves to optimise the engine's performance and efficiency. The power unit in the new BMW 325i Coupé develops maximum output of 160 kW and peak torque of 250 Nm. This gives the car a top speed of 247 km/h, with acceleration from standstill to 100 km/h in 6.9 seconds. Averaging fuel consumption of 8.4 litres/100 kilometres, the new BMW 325i Coupé also sets the standard in its class in terms of fuel economy.

A further version of the 2.5-litre straight-six is available exclusively to Australian buyers. Developing maximum output of 140 kW, the drive unit in the BMW 323i Coupé also leaves a convincing impression of the qualities this engine principle has to offer. The 323i Coupé arrives in Australia from December 2006.

### **A petrol turbo that's all good news.**

For the new BMW 335i Coupé, BMW engineers have created a six-cylinder in-line engine with High Precision Injection and Twin Turbo technology which removes all the traditional drawbacks of turbocharged engines. This isn't BMW's first milestone achievement in turbo engineering. In the late 1960s, BMW was the first manufacturer to use turbo technology in Touring Car Racing.

The first volume model featuring this kind of charger was the legendary BMW 2002 turbo in 1973. In 1983, Nelson Piquet became the first turbo-powered World Champion in Formula 1 history, driving his equally legendary Brabham BMW, which produced more than 1,000 hp. However, in everyday use, petrol turbos were not without their detractors. They consumed too much fuel. Turbo lag meant that power was not available when you wanted it. And high wear was another disadvantage that prevented the spread of petrol turbos. With the BMW 335i Coupé, all of this has now become a thing of the past.

## 5. Automatic Transmission: Fast, Responsive and Precise for Dynamic Driving Pleasure.



- **Reaction and shift times up to 50 per cent faster.**
- **Six gears, direct selection of gears, maximum efficiency.**
- **Innovative converter technology, high-performance software.**

All versions of the new BMW 3 Series Coupé come as standard with a six-speed manual gearbox. Despite the wide range of gear ratios between the lowest and highest gear, close increments between each gear enable the driver to shift smoothly and efficiently from one gear to another, maintaining engine speed at an optimum level. This guarantees both spontaneous and powerful acceleration as well as fuel economy optimised at high speeds. The smooth and precise gearshift serves to facilitate a rapid change of gears in the interest of particularly dynamic acceleration.

### **Conveying engine power dynamically to the road.**

An all-new six-speed automatic transmission has been developed for the BMW 3 Series Coupé and is available as an option on all models. More than ever, this new transmission offers the high level of comfort expected of such a transmission and ensures dynamic conversion of engine power into driving performance and motoring pleasure. An upgraded hydraulic system, an innovative torque converter, and significantly improved management software with a much higher level of performance not only ensure a more spontaneous response to every movement of the accelerator pedal, but also provide an extremely quick selection of gears.

As a result, the response time of the newly developed automatic transmission has been improved by 40 per cent ensuring particularly fast and dynamic acceleration at virtually all speeds. The actual gear shift time has been almost halved in comparison with conventional automatics regardless of whether the transmission has to shift down one or several gears in the process. In addition, the converter lock-up clutch remains closed at most times, this ensures a dynamic development of power due to its direct connection to the engine.

The new version of BMW's six-speed automatic transmission promotes a sporting and active style of motoring in a truly unique manner. This begins with the sophisticated electronic management system permanently monitoring the position of the accelerator pedal and registering how hard the driver is pressing on the pedal, determining in this way whether the driver wishes to accelerate and if so, how fast.

The control unit also monitors the car's current driving conditions by checking road speed, engine speed and steering angle data. In addition, the system also considers whether the car is currently driving up or downhill.

Applying this wide range of criteria, the electronic control unit uses high-performance software to determine which gear is most appropriate in order to fulfil the driver's requirements.

The driver conveys this information solely and exclusively through application of pressure on the accelerator pedal. When cruising, with pressure on the accelerator pedal remaining consistent, the system always chooses the highest possible gear, ensuring that the BMW 3 Series Coupé maintains the highest level of fuel economy at all times. At the same time the automatic transmission is always ready for any change in driving conditions, responding quickly and precisely to new demands and requirements, regardless of whether the driver is accelerating gently or with full force for fast and dynamic acceleration.

### **Finding the right gear immediately.**

Applying data on load and driving conditions and comparing these parameters with the forces acting on the accelerator pedal, the electronic control unit determines whether and to what extent the transmission should shift down to a lower gear. So depending on overall driving and engine load conditions, the transmission is able to shift back just as quickly either by one or several gears. The only criterion is how quickly the driver wishes to accelerate. The harder the driver presses down on the accelerator pedal, the more dynamically the transmission will accelerate the car, immediately choosing the right gear for optimum acceleration.

This direct gear choice, as it is called, gives the automatic transmission its unique precision, without the need to look for the right gear in a time-consuming process. In fact, the transmission already determines the optimum gear while the accelerator pedal is still fully pressed.

### **Reaction time shortened to 100 milliseconds.**

The new six-speed automatic transmission in the BMW 3 Series Coupé sets new standards for fast reaction. The dynamic gearshift is realised by the extreme requirement specified by BMW's development engineers, applying a kick down signal at a road speed of 70 km/h in sixth gear. Even under these circumstances, BMW expects the car to offer maximum acceleration – and this is ensured immediately by the new automatic transmission reacting to the driver's commands in just 100 milliseconds. At the same time the transmission sends a signal to the engine immediately revving from approximately 1,400 rpm to more than 5,000 rpm while the transmission shifts down just as quickly from sixth to second gear.

Shift times have also been halved compared with all conventional transmissions. In all, the car switches from a comfortable cruising mode to powerful acceleration within less than a second, offering supreme downshift performance impossible with conventional automatic transmissions available in the past.

### **Directly connected to the engine.**

The new six-speed automatic transmission in the BMW 3 Series Coupé offers an unusually dynamic driving experience – not just through its spontaneity and precision, but also through its direct connection to the engine providing an even greater feeling of the engine's power and performance.

To ensure this effect, the engine and automatic transmission communicate with one another more intensely than ever before. This direct contact is provided not only by electronic management and control, but also by the mechanical link joining the two units. The superior feeling of agility, in turn, results from new torque converter technology, the new torque converter avoiding unnecessary slip leading to a loss of power in practically all driving situations.

The new torque converter is locked immediately after the car has set off, with the six-speed automatic transmission therefore providing a direct connection to the engine and giving the driver the same impression as with a manual gearbox ensuring a direct flow of power. Transmission of torsional vibration is prevented by two different technologies in order to set off any such transmission within the engine. The petrol engine versions of the BMW 3 Series Coupé feature a turbine torsion damper providing a harmonious connection between the engine and the drivetrain.

### **New software for an even faster gearshift.**

One of the specific qualities of the new six-speed automatic transmission is its ability to shift down up to four gears without the slightest loss of time. To achieve this rapid and spontaneous performance, the hydraulic system had to be upgraded to an even higher standard, the clutch required in each case being directly activated in the new automatic transmission of the BMW 3 Series Coupé. As a result, no additional time is required to “skip” a gear in the process of shifting up or down.

New, and particularly sophisticated, functional software has been developed in order to provide the computer capacity required for choosing the optimum gear in each case.

Apart from improving the car's driving dynamics, all the innovations now introduced also enhance the efficiency of the drive system as a whole. A fast gearshift when shifting up, direct selection of the appropriate gear and the almost complete absence of slip in the converter lock-up clutch provide advantages in fuel economy clearly noticeable also in everyday traffic. And through its compact and light construction together with lower weight, the six-speed automatic transmission fulfils yet another criterion for efficient dynamics.

**Ready-to-go at all times: gearshift paddles on the steering wheel.**

Should the driver wish to control the sporting character of the power transmission themselves, this can be done by choosing gears via steering-wheel mounted paddles. These paddles allow the driver to shift gears by hand and in a sequential process. The driver is therefore able to move from one gear to another by directly activating the paddles whenever they wish, once the selector lever is in position D. The gear shift paddles are available on the new BMW 335i Coupé as a \$200 option.

## 6. Chassis and Suspension: Where Power becomes Performance.



- **Most advanced suspension in its class.**
- **Dynamic Stability Control DSC with enhanced functions.**
- **High-performance brake system with permanent wear indicator.**

The new BMW 3 Series Coupé secures its class-leading status with its combination of outstanding engine power and performance coupled with a sporting and stylish look. The same high standard is applied to the development and set-up of the car's suspension, giving the new BMW 3 Series Coupé a level of agility unique in its class.

The driver and passengers all enjoy a unique taste of this superior agility since the new BMW 3 Series Coupé not only offers a significantly higher standard of driving dynamics, but also features the most sophisticated suspension control and assistance system for ultimate agility and safety in every situation, even when driving to the absolute limit. In all, the driver and passengers enjoy superior safety at all speeds and at all times.

The new BMW 3 Series Coupé boasts the most sophisticated and demanding suspension in its class, very effective high-performance brakes, and the latest generation of BMW's Dynamic Stability Control DSC, which features numerous innovative functions to enhance both driving dynamics and safety in all situations.

### **The most advanced suspension in its class.**

Featuring rear-wheel drive and 50:50 weight distribution front-to-rear, the new BMW 3 Series Coupé offers ideal qualities for optimum driving dynamics. The high-tech suspension, in turn, serves to perfectly convert the car's power and performance into supreme driving pleasure. Featuring a double-joint tiebar spring-strut axle at the front made largely of aluminium and a five-arm axle at the rear, the new BMW 3 Series Coupé features the most advanced and sophisticated suspension of all cars in its class. Specific reinforcements on the underfloor of the car help to provide optimum stiffness. Together with the low centre of gravity of the body and the specific set-up of the dampers, they all contribute to the dynamic driving qualities of BMW's new Coupé. Rack-and-pinion steering ultra-precise at all times and free of any drive forces thanks to the transmission of power to the rear wheels ensures a high standard of directional accuracy and precise feedback on road conditions.

### **Active Steering for extra precision and comfort.**

The new BMW 3 Series Coupé comes as an option with BMW's innovative Active Steering. In a special version tailored specifically for this model, Active Steering varies the steering transmission ratio, steering angle and steering assistance as a function of driving conditions and road speed. The wheel position required in each case is controlled by a planetary gearbox integrated in the steering column and a variable electric motor.

At high speeds, for example on a motorway, Active Steering reduces the steering angle of the front wheels and makes it much easier for the driver to remain precisely on track, with particularly safe and precise steering commands.

At medium and low speeds, on the other hand, Active Steering not only increases steering assistance, but also adjusts the steering transmission ratio to current requirements, enabling the driver to maintain supreme steering precision in his car even on winding and demanding country roads. Whenever the wheels are turned to a greater angle, for example when parking or manoeuvring in confined spaces, Active Steering offers the driver effortless comfort and smooth superiority, enabling them to manoeuvre into and out of confined parking spaces, for example, with minimal effort.

A further important feature is that Active Steering on the new BMW 3 Series Coupé is directly networked to DSC, thus helping to correct the steering angle of the front wheels whenever required to stabilise the car. The information required for this purpose is provided by the DSC sensors.

This function serves to counteract understeer in dynamic bends even before DSC stability control is required to intervene in the brakes or engine management.

### **The brakes – powerful and free of fading.**

The high-performance brakes running on the standard 17-inch alloy wheels (18-inch on the 335i Coupé) required to accommodate larger brake discs ensure excellent stopping power and acceleration with minimum fading. In addition, the brakes are further enhanced in their efficiency by various innovative functions now integrated into the DSC system. The latest generation of DSC on the BMW 3 Series Coupé not only masterminds the ABS anti-lock function, but also ensures enhanced stability on slippery surfaces by intervening in the appropriate wheel brakes.

A further point is that DSC sets off any drop in stopping power under extremely high brake temperatures by an appropriate increase in brake pressure. This maintains the full effect of the brakes even under the highest loads, without requiring the driver to exert higher pressure on the brake pedal or press down the pedal any further.

## **DSC with innovative additional functions.**

Pre-loading the brake pads enhances brake readiness in situations expected to require immediate deceleration. Regular Dry Braking optimises brake power under wet conditions, while Dynamic Brake Control DBC automatically maximises brake pressure whenever the driver needs particularly powerful deceleration. The Soft-Stop function, in turn, prevents the car from coming to a standstill with a sudden jolt when braking, and Set-Off Assistance prevents the car from rolling back on an uphill gradient.

Yet a further highlight of DSC is BMW's Cornering Brake Control CBC preventing the car from swerving when the driver applies the brakes slightly in a bend.

In combination with Active Steering, DSC ensures additional stability not only in bends, but also when applying the brakes on surfaces with varying frictional coefficients. Where otherwise the driver is required to intervene manually in the steering, this is now done quickly and precisely by the Active Steering itself.

## **Continuous brake pad wear display.**

Yet another innovative feature offered by BMW is the continuous brake wear display which provides information at all times on the current condition of the brake pads. BMW is the first car manufacturer in the world to offer this feature which involves sensors permanently monitoring the condition of the brake pads. The data obtained allows the control unit to calculate the mileage still remaining until the brake pads have to be replaced, with relevant information being presented to the driver via the cockpit display. This ensures preventive action for optimum brake power at all times and avoids the need for unnecessary service and maintenance.

Integrated Automatic Stability Control ASC serves to optimise traction by applying the brakes on the drive wheels when spinning and thus controlling wheel spin on loose ground. Activation of the Dynamic Traction Control DTC mode raises the response thresholds for intervention of the brakes, enabling the driver of a BMW 3 Series Coupé to set off smoothly on, for example, loose snow with the drive wheels spinning slightly.

DTC also supports a particularly sporting and active style of motoring. Once activated, DTC allows slight, easily controllable slip on the drive wheels also on a dry surface, enabling the ambitious driver to enjoy all the advantages of a controlled power slide in sporting bends in the new BMW 3 Series Coupé.

A final point is that DSC may be fully deactivated by the driver in the new BMW 3 Series Coupé whenever they wish.

Both the new BMW 323i and 325i Coupé come as standard on light-alloy wheels running on 225/45 R 17 tyres. These tyres have runflat qualities, allowing the driver to continue for up to 250 kilometres even on a completely empty tyre. Yet a further feature is the tyre defect indicator permanently monitoring air pressure within the tyres and giving the driver a clear warning as soon as pressure drops more than 30 per cent below the ideal level. Tyres with runflat qualities are also fitted as standard to the new BMW 335i Coupé running on 225/40 R 18 at the front and 255/35 R18 at the rear.

### **Cruise control with brake function and ACC.**

Cruise control with brake function is fitted as standard to all models in the new BMW 3 Series Coupé range. This expanded form of cruise control is able to consistently maintain the speed set by the driver even when travelling downhill. In addition, should the driver choose a speed on the control lever lower than the current speed of the car, the system will apply the brakes to reduce road speed to the new level. On cars with a manual gearbox the driver is even able to shift gears without deactivating the function – and by moving the control lever the driver can change their desired speed without even being required to press down on the accelerator or brake pedal. All the driver has to do in this case is push the control lever to the front and hold a little longer in order to accelerate in specific, predetermined steps, while pulling the level back the driver will reduce their road speed step-by-step.

Active Cruise Control ACC gives the driver an even greater level of support and comfort. The additional feature in this case is automatic distance control allowing the driver to cruise on the motorway or on country roads, without having to intervene. In this process the driver is able to choose among four distance levels, ACC automatically but carefully then adjusts the speed of the Coupé to match traffic conditions whenever the car drops below the distance to the vehicle ahead set by the driver in advance. As soon as the lane ahead is free again, ACC raises the speed level to the velocity originally entered. Even with ACC fully active, the driver is able to control the speed of their car at any time simply by pressing down the accelerator or applying the brakes. ACC is available as an option across the 3 Series Coupé range.

## 7. Bodyshell and Safety: Stable yet Lightweight.



- **Superior balance of axle loads.**
- **Optimised weight through an intelligent mix of materials.**
- **All-round occupant safety with electronic management.**

Both the dynamic performance and the driving safety of a new car depend to a great extent on the design and construction of its body. In developing the BMW 3 Series Coupé, BMW's body specialists have succeeded in optimising both performance and safety through their work. The result is a virtually perfect combination of supreme agility and maximum solidity, innovative materials and the most advanced production technology serving to optimise the stability of the body without adding any extra weight.

Safety and restraint systems that are activated electronically according to the specific requirements at the time ensure complete occupant protection all round. A further significant point is that the new BMW 3 Series Coupé offers even more generous space inside the passenger compartment. And the luggage compartment capacity of 440 litres (430 litres in the 335i Coupé) once again makes BMW's new two-door model the leader in its class in terms of grand touring qualities.

Sleek and dynamic is the look the new BMW 3 Series Coupé conveys, and the dimensions of the car confirm this impression. The new 3 Series Coupé measures 4580mm in length, 1782mm in width and 1395mm in height (1375mm in height for the 335i), making it, in particular, longer and lower than the BMW 3 Series Sedan.

A further significant improvement is the reduction in overall weight by 10 kilos due in part to the front side panels being made of an innovative thermoplastic material 50 per cent lighter than side panels made of steel.

This reduction in weight at the front has a particularly positive effect on the car's driving qualities. The axle load distribution of the new Coupé, in turn, is virtually ideal at almost 50:50, again offering all the qualities required for maximum agility.

### **Plastic side panels: light and robust.**

The new thermoplastic material also offers enhanced options and flexibility in terms of design. The material is easier to mould and finish in new forms than steel – an advantage offering the designer more freedom in creating the looks of a car or a component. An additional benefit is the development of reversible bumpers, whereby the plastic side panels are largely resistant to minor bumps, with the component involved returning to its original shape in the event of minor deformation. In addition, collisions at low speeds, for example when manoeuvring in or out of a car park, remain almost totally harmless, leaving behind virtually no lasting traces.

In production the changeover from steel to a high-tech synthetic material has no effects, since the plastic side panels can now be integrated online directly in the painting process, without having to go through a special assembly phase. Given the significant resistance to thermal deformation the plastic side panels have, as well as its optimised elongation and moisture uptake, when painted, the plastic side panels look exactly the same as conventional steel components.

### **Innovative reinforcement of the B-pillar.**

Like the low weight of the car, the high torsional stiffness of the bodyshell is an essential prerequisite guaranteeing the dynamic agility of the new BMW 3 Series Coupé. In the event of a collision, the use of high-strength steel on the large carriers and support bars, together with an exact pre-defined arrangement of crumple zones, ensures the appropriate transmission and, respectively, highly efficient uptake of impact forces.

For the first time, the new BMW 3 Series Coupé features one complete tubular structure in the reinforcement of the B-pillar. This reinforcement tube is manufactured out of ultra-high-strength steel in the thermal formation process, and is heat-treated before leaving the mould. Reflecting specific loads and forces at various points, the reinforcement tube is furthermore varied in design and thickness, guaranteeing maximum safety in conjunction with the crashbox tailored to impact loads.

### **Precise uptake of impact energy in the event of a collision.**

The choice of materials and the arrangement of components also serve to ensure maximum crash safety on other parts of the body. This takes into account the different characteristics of various types of steel and other materials, with the new BMW 3 Series Coupé naturally making optimum use of space available for deformation in order to avoid even the slightest impairment of the passenger cell.

In a head-on collision dynamic deformation zones in front of the body keep impact energy away from the bulkhead area and, accordingly, from the footwells. In turn, In the event of a collision from the side, the specially designed floor assembly transfers forces to the opposite side of the car in a carefully balanced, controlled process. Additionally, the support beam for the bulkhead, is made of innovative multi-phase steel offering extremely high strength and stability even with thin walls.

The overall combination of the car's doors, reinforced B-pillars, seat structure and instrument panel beneath the A-pillars gives the entire side structure of the car maximum stability. The consequences of a collision from behind are minimised by longitudinal carrier bars, a wide range of reinforcement members, as well as the strong and highly resistant structure of the luggage compartment floor, rear panels, and side walls.

Stable pillars and crossbars protect the passenger compartment also in a rollover, the interaction of all deformation zones and carriers having been carefully analysed in the early stage of development of the new BMW 3 Series Coupé both in virtual simulations and in actual crash tests. One point obviously considered with particular care in this context is the need to minimise repairs after a minor collision.

### **Precise management of safety elements.**

The objective of BMW's safety engineers was to maintain the passenger cell as a safe survival area even in a severe collision. Accordingly, various interacting, centrally controlled restraint and safety systems ensure individual occupant safety in the passenger cell. The frontal, hip, thorax, and curtain head airbags, belt latch tensioners and belt force limiters are all being activated by sensor-controlled safety electronics as a function of the type and severity of a collision.

Sensors in the middle of the car, in the B-pillars and in the doors ensure safe detection of accident conditions at an early point in time. Using data then provided by such sensors, the car's safety electronics check which components will offer the occupants optimum safety and protection, thus activating only those restraint and safety systems actually required.

The driver and front passenger are protected both by frontal airbags and by hip/thorax airbags housed in the seat backrests and activated in two stages, depending on requirements. The curtain head airbag is activated when required and is deployed from the side, out of the roof lining along the window areas between the A- and C-pillars. Providing ample coverage, it protects the both the car's occupants in the front and rear. And to reduce the risk of leg injury in a head-on collision, the footrest on the driver's side deforms in a controlled, pre-defined process.

### **Maximum safety on all seats.**

The belt systems in the new BMW 3 Series Coupé combine superior comfort with ideal geometry. Perfect ergonomics, in turn, is guaranteed by the belt pivot point optimised for all seating positions and occupant sizes, avoiding the risk of false belt height adjustment.

The belt fastening point on the frame of the seat also helps to maximise belt restraint, with the belt resting perfectly around the occupant's hips also when adjusting the seat for height. The belt latch tensioner makes sure that the belt rests firmly on the occupant's body when an impact actually occurs, while the belt force limiter avoids the occurrence of peak loads and forces. Naturally, both of these safety features are standard in the new BMW 3 Series Coupé on both front and rear seats.

### **Safety electronics for efficient rescue activities after a collision.**

The car's safety electronics perform an important function also after a collision, not least by facilitating the immediate start of rescue activities. As soon as the airbags are deployed, BMW TeleAssist automatically establishes a telephone connection to the BMW Emergency Call Centre. BMW TeleAssist is a standard feature on the 335i Coupé.

In addition, the safety electronics control unit automatically switches on the hazard warning flashers and interior illumination, opens the central locking and switches off the alternator. To avoid a short circuit, the electronic control even separates the safety battery terminal, in which case the hazard warning flashers and interior lights are supplied with power by a separate on-board power connection. A further important step is to deactivate the fuel pump preventing fuel from escaping from the tank.

A wide range of tests has been carried out to verify both the behaviour of the car's body in a collision and the function of all safety elements. From computer simulations to various kinds of crash tests, BMW's engineers have used all options to determine the optimum configuration and range of safety features. Ultimately, therefore, through its robust bodyshell and wide range of active and passive safety elements, the new BMW 3 Series Coupé has everything required for achieving best marks in all crash tests relevant the world over.

## 8. The Lights Concept: Superior Innovations for better Visibility.



- **Bi-Xenon headlights featured as standard.**
- **Corona rings serving as daytime driving lights.**
- **Exclusive lights package within the interior.**

Optimum visibility at night is important, and for this reason the new BMW 3 Series Coupé comes as standard with Bi-Xenon headlights. In addition, daytime running lights also feature for the first time ever on a BMW and are provided by corona rings mounted in the headlight units.

Adaptive Headlights are standard on the new BMW 335i Coupé and available as an option on the 323i and 325i Coupé. The Adaptive Headlight function now comes with the added benefit of 'Turning Lights', which are activated at low speeds and provide improved visibility when turning to the left or right.

LED light units in the rear of the car ensure an optimised signalling effect with the horizontal light conducting rods extending across the entire width of the tail lights.

Bi-Xenon headlights with ellipsoid technology ensure particularly intense, carefully directed and therefore dazzle-free illumination of the road ahead. Through its compact structure and design, the Bi-Xenon bulbs featured as standard on all variants of the new BMW 3 Series Coupé make the headlight units particularly low and striking in their design.

Xenon bulbs are used for both the low and high beam, with the new BMW 3 Series Coupé naturally featuring the latest generation of xenon technology with an ellipsoid reflector and a 70-millimetre lens. The high beam is activated by folding down a shutter within the ellipsoid module, allowing the entire light beam to leave the headlight unit. Accordingly, there is no longer any need for an additional halogen bulb providing the high-beam function as in the past.

### **Striking and safe: daytime driving light with corona rings.**

Using the headlights during the day also serves to give the car an even greater level of distinctiveness and at the same time reduce the risk of accidents in everyday traffic conditions. This is confirmed by scientific studies conducted in several European countries, where the authorities have now moved to make the use of headlights on all kinds of vehicles a legal requirement during the day.

In Australia, the new BMW 3 Series Coupé range comes standard with headlights incorporating light rings to provide an appropriate daytime light function in addition to automatic headlight control. Daytime lights with corona rings are an exclusive feature to BMW cars.

Activating the daytime lights, the driver switches on light rings in both the right- and left-hand headlights, with the inner ring providing a transient light, and the outer ring serving as a guiding light.

Both the daytime light and the parking lights use one and the same H8 bulb, with the light generated being dimmed to a lesser extent in the daytime illumination mode.

### **Adaptive headlights and turning lights.**

Like the other models within the BMW range, Adaptive Headlights are available as an option on the BMW 3 Series Coupé (standard on the 335i Coupé), ensuring exceptional illumination of the road ahead on winding roads. Applying this concept, the headlights follow the position of the steering wheel, the yaw rate and the road speed of the car.

An additional feature offered in combination with Adaptive Headlights in the new BMW 3 Series Coupé is the 'Turning Light' function activated at speeds of less than 65 km/h as soon as the driver operates the direction indicators or turns the steering wheel to a particularly steep angle. The advantage in this case is optimum illumination of the road ahead when turning corners.

BMW was the first manufacturer in Australia to offer an Adaptive Headlights function when it was first introduced in 2003 on the BMW E60 5 Series.

### **Striking night design also at the rear.**

The BMW 3 Series Coupé also sets new standards through the design of its rear tail lights. Integrated flush in the rear and side panels, the rear light clusters are split up into two sections and extend into the lid of the luggage compartment. The character lines of the car as seen from the side are continued in the outer sections of the rear lights, while LED-fed, horizontal light rods give the car a truly unique and unmistakable look at night, similar to the effect provided by the corona rings on the headlights.

The entire rear view of the car is characterised by horizontal lines accentuating the wide track of BMW's new Coupé.

### **Interior lights ensuring an exclusive ambience.**

Light also plays an important role in the interior of the new BMW 3 Series Coupé. In all trim levels, indirect illumination provides a particularly stylish, exclusive atmosphere – and the soft-light function fitted as standard enhances this impression.

The central feature of the soft-light function is the decoration line extending along the door lining and side panels at the rear in a smooth and gentle curve throughout the entire length of the car's interior. Spotlights are integrated in the lower section of this trim bar, with gentle beams facing downwards to provide stylish and discreet illumination.

## 9. Features and Equipment: Exclusivity Tailored to the Driver.



- **High-quality finish.**
- **Attractive range of standard features.**
- **Innovation for extra comfort: automatic belt feed.**
- **Wide range of customisation options.**

The character of the new BMW 3 Series Coupé is defined not only by its supreme driving dynamics but also by a combination of quality, exclusivity and individual style. Through its unique body design, BMW's new two-door performer creates a stylish road presence, while its interior design clearly sets it apart from the BMW 3 Series Sedan and Touring.

This unique flair and style is also ensured by a wide range of features and equipment geared specifically to the new Coupé. Indeed, the number of standard features alone underlines the exclusivity of the 3 Series Coupé, while at the same time presents customers with numerous options with which to personalise their car to suit individual preferences and style.

In terms of materials and quality of finish, the BMW 3 Series Coupé clearly sets new standards in its class. Sophisticated, high-quality grained surfaces, painted trim strips in wood or brushed aluminium, as well as softly padded armrests in the door linings and on the centre console highlight the exclusive character of the car in both looks and surface feel.

The instrument panel is finished in high-quality structural leather, offering customers the choice of Black and Grey as well as Savannah Beige, exclusive to the Coupé colour palette. Air vents and cupholders are integrated near the trim strips, while the door openers, grab bars, gearshift lever bracket and air vent adjuster as well as the trim brackets in the leather sports steering wheel all come with a Pearl Grey chrome surface - developed exclusively for the new BMW 3 Series Coupé. This also applies to the trim surround on the start-stop button exclusive to the new model.

### **Driver-oriented cockpit.**

All Coupé models feature the start / stop engine button first introduced to the 3 Series range in the BMW 3 Series Sedan. To start the engine, the driver simply pushes the button located to the left of the steering wheel while their foot is on the brake (or clutch in vehicles with manual transmission). And in keeping with BMW tradition, the entire design of the cockpit emphasises the sporting and driver-oriented character of the new Coupé.

For instance when the driver takes their seat, they immediately focus on the speedometer and rev counter. On the most powerful model in the line-up, the BMW 335i Coupé, the speedometer and rev counter readings show a maximum speed of 280 km/h and maximum engine speed of 8,000 rpm (260 km/h and 7,500 rpm respectively on the other models).

The newly designed instruments also include an oil temperature gauge placed beneath the rev counter.

No matter what height, both the driver and front passenger will find their ideal seating position without any effort due to the newly designed seats in the BMW 3 Series Coupé which offer a wide range of individual adjustment, superior long-distance motoring comfort and excellent side support.

Seat heating is available as an option across the 3 Series Coupé range. This guarantees more pleasant driving conditions in winter as the seat surfaces are heated throughout from top to bottom. Individual temperature control is included and is an innovation in this class. The individual control means that both the seat bottom and backrest, as well as the side supports, are fully heated to meet the occupant's preferences.

### **Discreet and helpful: automatic belt feed.**

A newly developed belt feed makes the process of buckling up in the new BMW 3 Series Coupé easy for both the driver and front passenger. In typical Coupé-style, the seat belt is mounted far behind on the B-pillar and is "fed" to both the driver and front passenger once they have closed the doors. To activate the system all the driver has to do is insert the wireless ignition key into the opening to the left of the steering wheel.

This belt feed function interacts with the seat occupancy detector, meaning that the two belt feeds are only activated when a passenger is actually sitting on the front seat. When not in use, the belt feed remains housed conveniently in the side panels.

Naturally, the new BMW 3 Series Coupé also offers an outstanding driving experience for four occupants, with access to the two rear seats being facilitated by the comfort entry function on the front seats. In an ergonomically perfect arrangement, the seat release lever is positioned at the top on the outside of the seat backrest. After a passenger has entered or left the car, the seat returns to its original position, requiring only slight pressure on the seat backrest. On seats with electrical adjustment, this seat return function is activated by a button on the backrest.

### **First-class seats also at the rear.**

The new BMW 3 Series Coupé reflects BMW's heritage of producing sporting 2 + 2-seaters. Hence, the passengers at the rear of the new 3 Series Coupé will enjoy the ride in extra-comfortable individual seats separated from one another by a centre console.

With the rear seats being far lower than those in the 3 Series Sedan, occupants enjoy optimum headroom despite the low-slung roofline of the Coupé.

This feeling of first-class pleasure is further enhanced by the rear centre console which offers covered storage boxes, an ashtray, additional air vents and footwell lights. The rear folding centre armrest also features two integrated cupholders.

### **Generous and variable storage options.**

Offering capacity of 440 litres (430 litres on the BMW 335i Coupé), the luggage compartment helps make the new BMW 3 Series Coupé an excellent grand tourer. To ease the transportation of bulky objects, the rear-seat backrests fold down conveniently to provide extra space. In addition, the standard storage package for the luggage compartment comprises features such as a bag holder, a luggage net on both the right-hand-side wheel arch and cargo floor, with a retention strap on the left-hand side. A 12-V power socket provides electric power to a cooling box or other electrically operated equipment. A ski-bag module is also available as an option, with an opening to the luggage compartment required for this purpose being integrated in the centre armrest at the rear.

A special feature of this innovative ski-bag module is that it can be removed easily and conveniently from its frame in one quick operation allowing the driver to clean or dry the ski-bag outside of the car. And whenever the ski-bag is not required, the frame in the opening is able to take up additional cupholders, a further storage box, or a cooling box.

### **New: folding storage boxes in the inner door panels.**

Folding storage boxes in the inner door linings also provide more capacity. This feature is now available for the first time in the new BMW 3 Series Coupé and enables the driver and passengers to store their belongings away from prying eyes. The storage boxes are split into three smaller compartments, and additional boxes are available in the door lining for smaller items.

Nets are provided on the rear of the front seat backrests with a multi-functional storage compartment beneath the front seat centre armrest providing additional space for beverage cans, a mobile telephone and various other objects. There is also a coin box and a 12-V power socket, as well as an AV connector for linking up external entertainment media, such as iPods, with the audio system.

### **Feeling well and comfortable: air conditioning and sunblind.**

The ventilation, heating and air conditioning system in the new BMW 3 Series Coupé makes a significant contribution to ensuring motoring comfort. Both direct and indirect air vents are spaced throughout the interior of the car, ensuring highly effective, quick-acting but also draught-free circulation of fresh air and temperature control. The air conditioning in the new BMW 3 Series Coupé features a combination of efficient and all-round comfort unique in this market class, with an anti-misting function as well as a solar sensor optimising specific and precise use of the system. Due to its capacity, the air conditioning system in the new BMW 3 Series Coupé is able to exchange the air volume of the interior at least three times every minute. Temperature control, in turn, is separate on both the driver and front passenger sides.

A switch in the centre console can activate an optional sunblind which, operated electrically and guided by two arms, moves out of the parcel shelf whenever required, effectively reducing any sun glare through the rear window of the car.

### **Audio, navigation, telematics: high-tech from the luxury performance range.**

The wide range of interior colours, upholstery and trim options enables customers to express their individual style in the new BMW 3 Series Coupé. In addition, BMW offers numerous high-tech options for audio, navigation and telematics equipment, which were originally developed for luxury performance cars and are now also available for this class segment. This once again underlines the exclusive character of the new Coupé.

The Comfort Access option enables the driver to start the engine of their 3 Series Coupé without taking the key out of their pocket. Instead, the ID sensor integrated in the wireless key is recognised by the car as soon as the driver comes close to the vehicle. This serves to unlock the doors and prepare the car to be started. All the driver then has to do to fire up the engine is press the start/stop button.

The new 3 Series Coupé continues BMW's systematic philosophy for controlling all functions relevant to the driver and comfort requirements. The controls and instruments of direct significance to the driver are placed in an appropriate ergonomic position either on or directly around the steering wheel. The main air conditioning and entertainment functions, in turn, are controlled by buttons on the centre console.

All other functions and services are masterminded by the optional iDrive control system, which comes as a standard feature on the 335i Coupé. It is located within easy and convenient reach of both the driver and front passenger. Placed on the centre console, the Controller allows the user to select and activate all functions relevant for communication, navigation, entertainment and air conditioning. The status of the function chosen is then presented on the Control Display housed in the dashboard.

The Control Display also serves to present maps in the navigation system as well as information provided by the BMW TeleAssist function. Offering an emergency call function, BMW Roadside Assistance, BMW information system and the mobility-based BMW enquiry service, BMW TeleAssist provides a unique range of service amenities for every purpose. A particularly helpful function when travelling is information that can be provided on hotels, restaurants or films showing in cinemas at the driver's destination.

The emergency call function is one of the automated telematics services, with a call automatically being sent out to the service provider as soon as an airbag is activated. The current location of the car is transmitted by a short message service via the GPS navigation system, ensuring quick and efficient rescue. A further option is to activate the emergency call function manually by way of a button in the roof lining of the BMW 3 Series Coupé.

## 10. Production: Quality, Flexibility and Environmentally Aware.



- **Modern on-line production at BMW's Regensburg Plant.**
- **Clear powder painting: even more brilliant, even less chemicals.**

The BMW Group invests consistently not only in the development of new cars, but also in the modernisation of its production facilities and the know-how of the employees working there. This is indeed the only way to build attractive cars with a high standard of efficiency, maximum flexibility, and supreme quality.

Production of the new BMW 3 Series Coupé at BMW's Regensburg Plant once again proves the exceptionally high standard of these production processes. Although the BMW 3 Series Coupé is quite different and, indeed, unique in its body design, with each and every car being built to the customer's specific, individual order, the production of each model is fully integrated into the overall course of production at the BMW Plant in Regensburg.

BMW has been building cars at the Regensburg Plant for 20 years. Originally the Plant started out with just an assembly hall, today the production facility is one of the most modern and, in particular, flexible car production plants in the world. More than 10,000 associates, among them some 300 apprentices, work in the Press Shop, Bodyshop, Paintshop, Assembly and Logistics.

The BMW Regensburg Plant builds both Sedans, Coupés and Convertibles in the BMW 3 Series, the BMW M3 and the BMW 1 Series. It also builds and provides the special equipment for police, fire brigade and emergency rescue cars, with total production output in 2005 of approximately 300,000 units.

### **Single-line production with unique flexibility.**

It is particularly the diversity of models coming off the production line in Regensburg which makes the Plant a very special car production facility, with all cars being built in the so-called one-line system. This means that the associates assemble a new BMW 3 Series Coupé, for example, on the same line as, say, a Sedan or a BMW M3.

Flexibility of this kind is quite unique in worldwide car production. It requires not only careful and intelligent production planning, but also standardisation of production processes and a high level of employee qualification. All steps in production are closely coordinated with one another and are fully integrated into the BMW Group's worldwide production network. Body panels and other components made in the Regensburg Press Shop, for example, go to numerous other plants within the BMW Group's production network the world over. In return, numerous other components ranging from the plastic side panels for the new BMW 3 Series Coupé all the way through to the completely pre-assembled interior components go from other BMW production facilities or from suppliers to the Regensburg Plant for further construction and assembly.

### **Robots putting together the body.**

All new BMW 3 Series Coupés are assembled in the Bodyshop of the BMW Regensburg Plant, with up to 700 panels and metal components first being put together in individual modules and joined, depending on the model, by approximately 5,500 welding spots. The next step is to put together the floorpan, side frame and roof, as well as the doors, engine compartment lid, side panels and rear lid to complete the entire body. Ninety-five per cent of this work is done by robots, giving body production the highest degree of automation within all BMW production processes.

The Paintshop at BMW's Regensburg Plant is among the most advanced and innovative facilities of its kind the world over, car bodies going through a multi-stage process in the fully automatic paint line. Operations start with a cleaning process and the cathodic dip bath applying the first layer of paint on the electrostatically charged body of the car. With the body being turned and tilted individually according to the requirements of each model, the cathodic dip bath ensures a consistent and complete paint coating.

After the body has been sealed and the filler applied, the next step is to apply the topcoat in a third layer, giving the body the colour ordered by the customer, before clear powder paint adds the final touch in providing a lasting, brilliant surface gloss. This fourth layer serves to protect the surface of the car and gives the paint colour not only brilliance, but also the right feeling of depth. Introducing powder paint, BMW has ensured the breakthrough of a particularly environmentally-friendly technology neither requiring solvents nor producing effluents.

### **Plastic side panels also painted online.**

For reasons of weight reduction, the front side panels of the BMW 3 Series Coupé are made of an innovative thermoplastic material. Contrary to conventional plastic components, they no longer have to be painted separately and then fitted on to the car at a later point in time. Instead, they can be painted online, going through the normal paint application process together with the entire body-in-white.

### **Assembly: perfect logistics, optimised ergonomics.**

Assembly is the last process in building a new BMW 3 Series Coupé, with approximately 100 operations being conducted in this phase of production. Depending on the car, up to 20,000 individual components are assembled at this point, the process of bringing together the body and the drivetrain referred to as the “wedding” being fully automated.

Most of the other operations, in turn, call for highly qualified, individualised manual skills and craftsmanship. To offer associates optimum working conditions in this process, the assembly lines at BMW’s Regensburg Plant have been designed and laid out consistently for the highest standard of ergonomics. And to ensure that each associate receives the components required at the right time, all components and sub-assemblies are delivered to the assembly line just-in-sequence.

# 11. History: Always Something Special – the BMW Coupé.



- **The BMW 327 – Europe’s first production coupé.**
- **Engines ranging from two to twelve-cylinders.**
- **Setting new standards in design and performance time and again.**

The task of developing a coupé has always been a particularly demanding, but also an attractive challenge for the engineers of a car production company. After all, the customer choosing a coupé is always looking for driving pleasure of the highest standard. And BMW has succeeded time and time again over the years in fulfilling the great expectations made of a car of this calibre, consistently raising the bar for competitors. So it is no coincidence that coupés proudly bearing the white-and-blue BMW logo have set numerous milestones in the history of automotive technology and production.

The first chapter in this long history began eight years after the start of car production by BMW AG. The BMW 3/15 launched in July 1929 and also referred to as the “Dixi” is already a great success when BMW’s first Sports Coupé makes its debut in 1937: the BMW 327 Coupé. It is precisely at this time that German car designers give up the old principle of cubism and adopt the airflow line coming from the USA, with flowing lines and contours, sleek, curved wheel arches and almost voluptuous body curves.

Applied to sports or city coupés, this particular style has already created a special kind of car in the United States: cars with two doors and a fixed roof, with a powerful engine and, in particular, highly sophisticated features and equipment. Taking up this philosophy, BMW presents the 327 Sports Coupé, a modern grand touring car built for covering long distances at high speeds on the Autobahn, naturally with that character so typical of BMW.

## **1937: the BMW 327 becomes the first production coupé built in Europe.**

Measuring 4.50 metres or 177.2 inches in length, the BMW 327 Coupé sets the trend in many of its styling features. The wheel arches and engine compartment form one complete unit with individual sections flowing into one another and featuring integrated instead of free-standing headlights.

The engine compartment lid is no longer split down the middle and fitted on hinges, but rather folds open to the rear in one single piece. The spare wheel fitted outside on the bootlid is fully covered, and even the number plate illuminated from inside is integrated in the body of the car. Another feature typical of this era is the partial covers on the rear wheels with their classic airflow cutouts.

Featuring fabric upholstery matching the colour of the car and specially designed instruments, the interior exudes supreme elegance and style in every respect. The two individual seats at the front are fully adjustable, with their backrests folding down all the way to the seat bottom on the rear seat bench.

In addition to the standard engine, a two-litre straight-six developing 55 hp, the BMW 327 Coupé is also available just one year after its market launch with the 80-hp power unit carried over from the legendary BMW 328 Sports Car. This powerful six-cylinder gives the Coupé a top speed of 145 km/h and soon becomes the very epitome of the sports engine.

Even back then, BMW's philosophy in car production is obvious, as is clearly expressed by a statement published in 1937: "The two-door, four-window BMW Sports Coupé is certainly the ideal grand tourer for the demanding motorist wishing to enjoy the thrill of speed and sports motoring."

### **1954: BMW 502 – Germany's first post-war V8.**

As in the case of the BMW 327 Coupé, the potential clientele for this very special car was again a small, hand-picked group of connoisseurs after the end of World War II, since at the time there was still a substantial difference in price between exclusive cars and mass-production vehicles. This is precisely why BMW's first post-war coupés were not built in large numbers. Baur, a specialist German coachbuilder in Stuttgart, added a two-door model based on the BMW 501 to the model range in 1952, with the BMW 502 Coupé offering V8 power replacing the six-cylinder model in 1954. With production of these exclusive cars amounting to just 30 units, the BMW 502 Coupé is obviously a coveted collector's item today.

In terms of design, the rather "baroque" Baur Coupé with its unusual step-like transition from the rear end of the roof to the luggage compartment, was an interim step to a feature now characteristic of the coupé: the two-door model was built on a sedan platform with the emphasis on the front seats, while both the roof and rear window were flattened to the rear. Today, this specific shape and angle of the C-pillar is regarded as a typical sign of distinction, characteristic of coupé design.

In 1955 the BMW 503 Coupé, together with the BMW 507 Sports Car, becomes one of the great stars of the Frankfurt Motor Show. Like the Baur Coupé, the BMW 503 Coupé is not marred by a B-pillar disturbing the lines of the car and the four side windows move down completely into the body. Particularly with the windows open, the narrow C-pillar ensures a strong impression of supreme elegance in design.

### **1959: BMW 700 – the Company’s first compact coupé.**

Moving on to 1959, BMW presents a new Coupé destined to become the forefather of all of its compact Sports Coupés: the BMW 700 Coupé. Measuring just 3.50 metres in length and designed by Michelotti, the BMW 700 Coupé is the first BMW ever to feature a monocoque body. The BMW 700 Coupé tipped the scales at just 640 kilos, outperforming its competitors in its class of motorsport from the moment it was launched. With its 30 hp two-cylinder, the BMW 700 Coupé, featuring the same interior space but even better road handling, offered the same acceleration and top speed as the legendary BMW 327 Coupé.

This applies even more so to the BMW 700 Sport pushing the boundaries once again from 1960 with its 40 hp engine. The BMW 700 Coupé with its superior technology at an affordable price reached a sales volume of almost 30,000 units by 1964 – a winning formula that is still employed by BMW today.

### **1962: the BMW 3200 CS establishes a new era in automotive design.**

Creating the design of the BMW 3200 CS launched in 1962, Nuccio Bertone achieved a true masterpiece in styling and design excellence. The upright kidney grille at the front with two horizontal grilles at the side, as well as the C-pillar with its distinctive “kick” pointing to the front, remain characteristic elements of the BMW range.

Bearing the letter “C” for the first time, this 4.83-metre Coupé is powered by a V8 engine displacing 3.2 litres and developing maximum output of 160 hp.

### **1965: the BMW 2000 C with automatic transmission for the first time.**

The next step en route to the 3 Series Coupé came just three years later. Following the BMW 700 with its sporting qualities and the BMW 3200 CS positioned far higher up in the market, BMW launched the 2000 C/CS in 1965 as a truly comfortable, sophisticated and elegant car.

Powered by a 100-hp engine and featuring an automatic transmission as standard, the BMW 2000 C was a new achievement by BMW. Boasting a supreme standard of quality within the interior and in its exterior design, the body of the 2000 C/CS once again provided a glimpse of the future. The roof structure with narrow A- and C-pillars is delicate, while the body of the car is elongated. Further features are the striking headlights with its separate high and low beams and the complete front end interrupted only by the kidney-shaped radiator grille.

### **1968: the BMW 2800 CS with its trendsetting six-cylinder.**

By the late '60s BMW's success curve was on the up – sales figures were increasing, the Company's image had improved and customers were demanding more power and comfort. The result of all this is the BMW 2800 CS launched in 1968.

A further development of the BMW 2000 C/CS in terms of design, were the new dual headlights in its arrow-shaped front end, while the kidney grille was surrounded by horizontal intakes on each side and the standard light-alloy wheels.

Power coming from the engine bay was now 10 centimetres longer than before and benefited from a six-cylinder destined to set the standard in modern engine construction and provide the foundation for countless victories in motorsport for decades to come. The 2.8-litre power unit featured a crankshaft running in 7 bearings and with 12 counterweights for unparalleled smoothness free of vibration, pistons with triple-hemispherical combustion chambers for an optimum combustion process, an overhead camshaft and engine output of 170 hp.

**1976: the BMW 630 CS with enhanced comfort all round.**

The BMW 2800 CS ultimately sold in various engine capacity and performance versions with the six-cylinder ranging from 2.5 to 3.2 litres was replaced in 1976 by the BMW 6 Series Coupé. The BMW 630 CS and BMW 633 CSi offered even more generous space inside, with two bucket seats at the rear. However, that these models had now moved out of the compact sports coupé segment.

**1990: the BMW 850i with Germany's first post-war V12.**

With just a decade to go until the end of the millennium, the BMW 850i featuring Germany's first 12-cylinder engine since World War II became the flagship of BMW's Coupé family. Brand-new in its design and with a front section and pop-up headlights reminiscent of the BMW M1, this highly innovative Coupé was a Gran Turismo of the highest standard. With its 300-hp 12-cylinder, the BMW 850i not only offered generous engine power, but also set the standard for more than a decade in terms of top-end suspension technology and all the comfort of a high-class luxury performer.

**1992: the BMW 3 Series Coupé featuring variable camshaft management for the first time.**

The next compact BMW Sports Coupé did not make an appearance until 1992. Measuring 4.43 metres in length, the new two-door model was 3 centimetres lower than its successful Sedan counterpart.

Together with the front section stretched out by 8 centimetres, the low-slung engine compartment lid with air intakes, the roof almost 3 centimetres shorter, the wide doors with frameless windows and B-pillars under a glass cover, as well as the shorter and lower luggage compartment lid, gave the car a truly classic and elegant side-line. And despite the car's sporting and elegant look, space available and headroom on the rear seats were truly generous.

One of the most important innovations in technology is BMW's variable VANOS valve management pointing in a new direction by using its great potential not only for more power and performance, but also in the interest of enhanced economy and environmental compatibility. And it almost goes without saying that the car's equipment and features reflect its sporting and luxurious style.

Sales figures of the BMW 3 Series Coupé in the market clearly proved its convincing superiority, with more than 470,000 units delivered to customers in just 7 years – a share of almost 18 per cent in the entire model series.

### **1999: second generation of the BMW 3 Series Coupé.**

The second generation of the BMW 3 Series Coupé made its debut just one year before the end of the millennium. Larger and more spacious than its predecessor, the new Coupé offered largely the same technical substance as the new BMW 3 Series Sedan. And while, in its design, the car clearly displayed its close connection to the Sedan, just three panels on the Coupé's exterior body were the same as those on the four-door model. BMW emphasised the unique character of the Coupé and presented the car bearing the letter "C" at the rear as a separate model line of its own.

Four variants of the BMW 3 Series Coupé were offered to the customer right from the start – one four-cylinder and three six-cylinders - with output ranging from 118–193 hp. The six-cylinders even come with dual-VANOS offering an optimum gas charge cycle and a combustion process geared perfectly to engine speed and load.

### **2003: BMW 6 Series Coupé for the most demanding individualist.**

Passionate, elegant, and powerful – these are the features of the BMW 645Ci launched in 2003 and at the same time marking the top end in the large coupé segment. Through its sophisticated and sleek proportions, together with dynamic looks, the BMW 645Ci is a genuine exception on the road. Developing maximum output of 333 hp, the eight-cylinder interacting with the supreme chassis and suspension, innovative Active Steering and the most advanced and sophisticated driver assistance systems such as Dynamic Drive roll stability and Dynamic Stability Control DSC ensured a truly impressive, muscular but refined driving experience.

Despite all its sporting performance, this large Coupé excels through outstanding driving comfort: Conceived and built as a fully-fledged 2 + 2-Coupé, the BMW 645Ci offers all four passengers optimum seating comfort, luxurious equipment, an elegant ambience and, thanks to the large panorama lifting glass roof, light impressions and visibility of a very special kind.

Two years later the BMW 645Ci was replaced by the new BMW 650i, a new 4.8-litre 367-hp eight-cylinder with maximum torque of 490 Nm giving BMW's large Coupé even greater performance and supremacy.

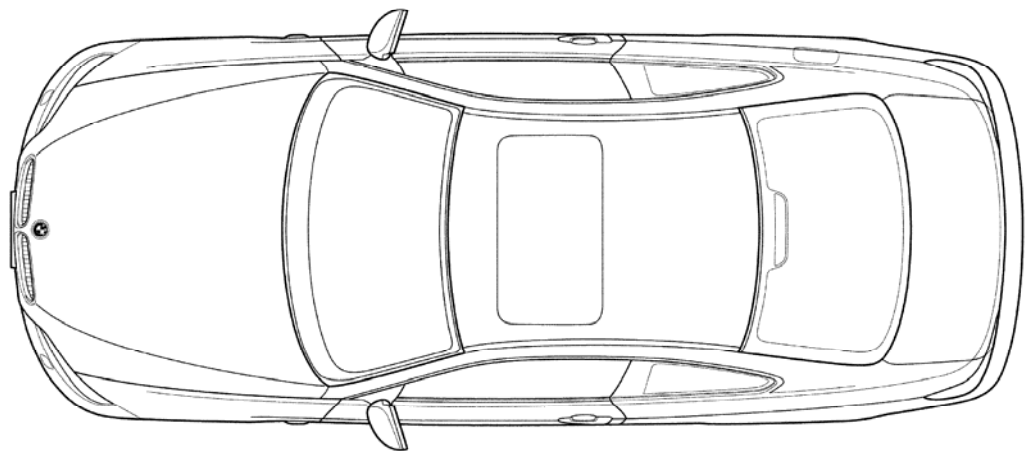
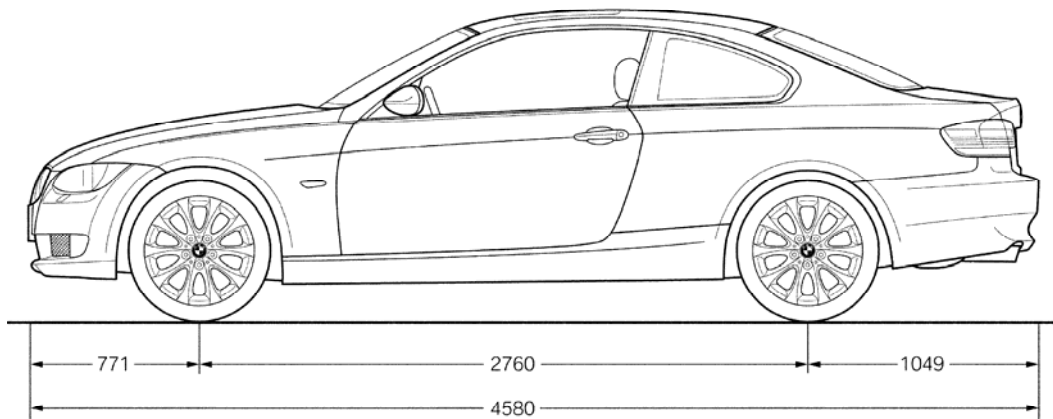
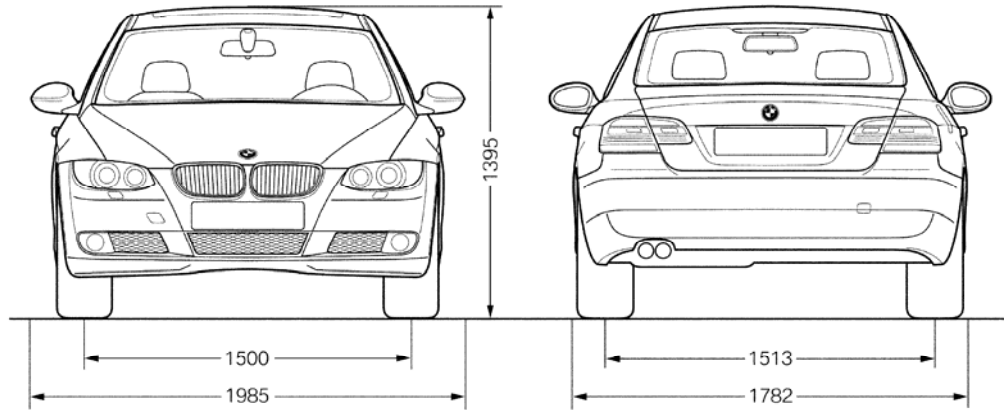
**2006: the BMW Z4 Coupé for sports motoring in purist style.**

The BMW Z4 Coupé exuding an impressive feeling of agility and dynamism through its looks alone made its world debut in April 2006. The classic coupé silhouette, the "Hofmeister kick" on the rear side windows so characteristic of the brand, and the flowing roofline present three attributes in particular: this car is low, powerful and fast. Clearly, the engine and suspension translate this distinctive impression into superior performance on the road.

The BMW Z4 Coupé 3.0si is powered by a 3.0-litre straight-six which has already won the Engine of the Year Award several times. Maximum output is 265 hp, with torque peaking at 315 Nm. The chassis and suspension are set up for supreme dynamism, offering everything required for Sheer Driving Pleasure.

With virtually perfect axle balance, the low centre of gravity and rear-wheel drive ensure harmonious driving behaviour, optimum traction and performance, as well as the potential for extremely high speeds in bends. The interior, in turn, with its clear and straightforward design, is both sporting and purist in nature, but nevertheless comes with a wide range of features and equipment, high-class materials and an appropriate colour scheme reflecting the character of the car.

## 12. Exterior and Interior Dimensions.



# 13. Technical Specifications, Options and Pricing.



## Technical Specifications BMW 3 Series Coupé. 323i; 325i; 335i.

| Body                               |             | 323i  | 325i                                 | 335i   |
|------------------------------------|-------------|---|--------------------------------------|--|
| No. of doors/seats                 |             | 2 / 4   | 2 / 4                                | 2 / 4  |
| Length/width/height (unloaded)     | mm          | 4580 / 1782 / 1395  | 4580 / 1782 / 1395                   | 4580 / 1782 / 1375   |
| Wheelbase                          | mm          | 2760  | 2760                                 | 2760   |
| Turning circle                     | m           | 11.0  | 11.0                                 | 11.0   |
| Track, front/rear                  | mm          | 1500 / 1513   | 1500 / 1513                          | 1500 / 1507  |
| Luggage comp. capacity             | ltr         | 440   | 440                                  | 430  |
| Fuel tank capacity                 | approx. ltr | 63  | 63                                   | 63   |
| Radiator incl. heating             | ltr         | 8.2 (8.5)   | 8.2 (8.5)                            | 8.2 (8.5)  |
| Engine oil exchange                | ltr         | 6.5   | 6.5                                  | 6.5  |
| Transmission fluid – exchange      | ltr         | Lifetime  | Lifetime                             | Lifetime   |
| Kerb weight (DIN) <sup>1</sup>     | kg          | 1405 (1430)   | 1420 (1450)                          | 1525 (1540)  |
| Axle load ratio – unloaded         | %           | 48.5 (48.0)   | 49.1 (48.4)                          | 48.3 (47.9)  |
| Gross vehicle weight               | kg          | 1855 (1880)   | 1900 (1930)                          | 2005 (2020)  |
| Payload                            | kg          | 450 (450)   | 480 (480)                            | 480 (480)  |
| Axle load limit front / rear       | kg          | 900 / 1015  | 905 / 1045                           | 960 / 1080   |
| Trailer load braked (12%)          | kg          | 1600  | 1600                                 | 1700   |
| Trailer load unbraked              | kg          | 720   | 745                                  | 750  |
| Roof load                          | kg          | 75  | 75                                   | 75   |
| Drag coefficient                   | Cd          | 0.29  | 0.28                                 | 0.30   |
| <b>Engine</b>                      |             |   |                                      |  |
| Layout/No. of cylinders/Valves     |             | In-line / 6 / 4   | In-line / 6 / 4                      | In-line / 6 / 4  |
| Engine management system           |             | MSV80 with knock control (2 sensors)  | MSV80 with knock control (2 sensors) | MSD80 with knock control (2 sensors), direct fuel injection  |
| Engine platform                    |             | N52   | N52                                  | N54  |
| Valvetronic System                 |             | Standard  | Standard                             | -  |
| Double-VANOS variable valve timing |             | Standard  | Standard                             | Standard   |
| Displacement                       | cc          | 2497  | 2497                                 | 2979   |
| Stroke / Bore                      | mm          | 78.8 / 82   | 78.8 / 82                            | 89.6 / 84.0  |
| Max. output                        | kW          | 140   | 160                                  | 225  |
| At engine speed                    | rpm         | 5900  | 6500                                 | 5800   |
| Max. Torque                        | Nm          | 230   | 250                                  | 400  |
| At engine speed                    | rpm         | 3500 – 5000   | 2750 – 4000                          | 1300 – 5000  |
| Compression ratio                  | :1          | 11.0  | 11.0                                 | 10.2   |
| Fuel grade <sup>2</sup>            | RON         | 91 – 98   | 91 – 98                              | 95 – 98  |
| <b>Electrics</b>                   |             |   |                                      |  |
| Battery capacity / Location        | Ah/–        | 70 / luggage comp.  | 70 / luggage comp.                   | 70 / luggage comp.   |
| Alternator output rating           | A / W       | 155 (180)/2170 (2520)   | 155 (180)/2170 (2520)                | 180 / 2520   |
| <b>Chassis</b>                     |             |   |                                      |  |
| Front suspension                   |             | Double-joint tiebar spring-strut axle, coil springs, twin-tube gas pressure shock absorbers, tubular anti-roll bar            |                                      | Double-joint tiebar spring-strut axle, aluminium lower arms, steering knuckle & subframe, sport suspension calibration   |
| Rear suspension                    |             | Five-arm axle, coil springs, twin-tube gas pressure shock absorbers, tubular anti-roll bar                                    |                                      | Five-arm axle, coil springs, twin-tube gas pressure shock absorbers, tubular anti-roll bar, sport suspension calibration |
| Brake, front                       |             | Disc ventilated   | Disc ventilated                      | Disc ventilated  |
| Diameter                           | mm          | 330 x 24  | 330 x 24                             | 348 x 30   |
| Brake, rear                        |             | Disc ventilated   | Disc ventilated                      | Disc ventilated  |
| Diameter                           | mm          | 300 x 20  | 300 x 20                             | 336 x 22   |
| Driving Stability Systems – STD    |             | Dynamic Traction Control, Dynamic Stability Control (with enhanced functions), Cornering Brake Control, Dynamic Brake Control |                                      |  |
| Steering type                      |             | Rack & Pinion   | Rack & Pinion                        | Rack & Pinion  |
| Steering ratio, overall            |             | 16.0  | 16.0                                 | 16.0   |
| Turns lock-to-lock                 |             | 3.0   | 3.0                                  | 3.0  |
| Transmission type                  |             | 6-speed manual (6-speed auto)   | 6-speed manual (6-speed auto)        | 6-speed manual (6-speed auto)  |

|                                      |  |    |               |               |               |
|--------------------------------------|--|----|---------------|---------------|---------------|
| Transmission ratio                   | I  | :1 | 4.323 (4.065) | 4.323 (4.171) | 4.055 (4.171) |
|                                      | II   | :1 | 2.456 (2.371) | 2.456 (2.340) | 2.396 (2.340) |
|                                      | III  | :1 | 1.659 (1.551) | 1.659 (1.521) | 1.582 (1.521) |
|                                      | IV   | :1 | 1.230 (1.257) | 1.230 (1.143) | 1.192 (1.143) |
|                                      | V  | :1 | 1.000 (0.853) | 1.000 (0.867) | 1.000 (0.867) |
|                                      | VI   | :1 | 0.848 (0.674) | 0.848 (0.691) | 0.872 (0.691) |
|                                      | R  | :1 | 3.938 (3.200) | 3.938 (3.403) | 3.677 (3.403) |
| Final drive ratio                    |  | :1 | 3.23 (3.73)   | 3.23 (3.73)   | 3.08 (3.46)   |
| Tyre type - front                    | 225/45 R17 91V RSC 225/45 R17 91W RSC 225/40 R18 88W RSC |    |               |               |               |
| Tyre type - rear                     | 225/45 R17 91V RSC 225/45 R17 91W RSC 255/35 R18 90W RSC |    |               |               |               |
| Wheels - front rim                   |  |    | 8J x 17 LM    | 8J x 17 LM    | 8J x 18 LM    |
| Wheels - rear rim                    |  |    | 8J x 17 LM    | 8J x 17 LM    | 8.5J x 18 LM  |
| <b>Performance</b>                   |  |    |               |               |               |
| Power to weight ratio (DIN)          | kg/kW  |    | 10.0 (10.2)   | 8.9 (9.1)     | 6.8 (6.8)     |
| Output per litre                     | kW/ltr   |    | 56.1          | 64.1          | 75.5          |
| Acceleration 0-100 km/h              | sec  |    | 7.7 (8.6)     | 6.9 (7.6)     | 5.5 (5.7)     |
| Acceleration 0-1000m                 | sec  |    | 28.5 (29.2)   | 27.3 (28.0)   | 24.5 (24.6)   |
| Acc. 80-120km/h 4 <sup>th</sup> gear | sec  |    | 8.3           | 7.4           | 5.2           |
| Acc. 80-120km/h 5 <sup>th</sup> gear | sec  |    | 10.8          | 9.4           | 6.2           |
| Top speed <sup>3</sup>               | km/h   |    | 235 (233)     | 247 (245)     | 250 (250)     |
| <b>Fuel consumption (EU cycle)</b>   |  |    |               |               |               |
| City (Urban)                         | ltr/100 km   |    | 12.1 (12.9)   | 12.1 (12.9)   | 14.3 (13.8)   |
| Highway (Extra Urban)                | ltr/100 km   |    | 6.2 (6.7)     | 6.2 (6.7)     | 6.7 (7.0)     |
| Overall (Combined)                   | ltr/100 km   |    | 8.4 (9.0)     | 8.4 (9.0)     | 9.5 (9.5)     |
| Range                                | km   |    | 750 (700)     | 750 (700)     | 665 (665)     |
| CO <sub>2</sub> Emission             | g/km   |    | 203 (218)     | 203 (218)     | 228 (228)     |
| <b>Miscellaneous</b>                 |  |    |               |               |               |
| Emission classification              |  |    | EU 4          | EU 4          | EU 4          |

The values given in parenthesis apply to the 6-speed automatic transmission.

<sup>1</sup>Weight of the car in road trim (DIN) plus 75 kg for driver and luggage.

<sup>2</sup>Information about performance and fuel consumption relate to RON 98.

<sup>3</sup>Electronically limited



## Standard Specifications BMW 3 Series Coupé. 323i; 325i; 335i.

| Technology   | 323i | 325i | 335i |
|--|------|------|------|
| Double Exhaust tailpipe – left   | S    | S    |      |
| Twin Exhaust tailpipe – left and right, matt chrome                              |      |      | S    |
| Turbocharger, map controlled boost pressure                                      |      |      | S    |
| Camshaft adjustment, continuously (VANOS), for inlet and exhaust                 | S    | S    | S    |
| VALVETRONIC variable valve gear  | S    | S    |      |
| <b>Transmission</b>  |      |      |      |
| 6-Speed manual transmission  | S    | S    | S    |
| Self-adjusting clutch  | S    | S    | S    |
| Dual-mass flywheel   | S    | S    | S    |
| <b>Running gear</b>  |      |      |      |
| Double joint trailing-arm axle, front subframe and axle control arms aluminium   | S    | S    | S    |
| Sport suspension settings  |      |      | S    |
| Handbrake lever on tunnel console  | S    | S    | S    |
| Power steering   | S    | S    | S    |
| Brake pad wear indicator, 2-stage wear monitoring, warning light in cluster      | S    | S    | S    |
| Anti-roll bar, front and rear  | S    | S    | S    |
| <b>Active Safety</b>   |      |      |      |
| Dynamic Traction Control (DTC)   | S    | S    | S    |
| Dynamic Stability Control (DSC) with extended functions                          | S    | S    | S    |
| Headlight beam-throw control   | S    | S    | S    |
| Follow-me-home function  | S    | S    | S    |
| Cornering Brake Control (CBC)  | S    | S    | S    |
| Dynamic Brake Control (DBC)  | S    | S    | S    |
| Rain sensor and automatic headlight control                                      | S    | S    | S    |
| Cruise Control with brake function   | S    | S    | S    |
| Front fog lights, rear fog light   | S    | S    | S    |
| Brake Force Display  | S    | S    | S    |
| Bi-Xenon headlights  | S    | S    | S    |
| Headlight washer system  | S    | S    | S    |
| High Beam Assist   |      |      | S    |
| Adaptive Headlights, with turning light function                                 |      |      | S    |
| Rear-window heating, with automatic deactivation                                 | S    | S    | S    |
| <b>Passive Safety</b>  |      |      |      |
| Airbags for driver, front passenger with seat occupant detector                  | S    | S    | S    |
| Side airbags for driver and front passenger, integrated in the seat              | S    | S    | S    |
| Head airbag front and rear   | S    | S    | S    |
| Safety battery terminal clamp  | S    | S    | S    |
| Belt system, front seats, buckle tensioner and belt force limiter                | S    | S    | S    |
| Belt system, rear seats, two 3-point inertia reel belts, buckle tensioners       | S    | S    | S    |
| Warning triangle, first aid kit, tool kit  | S    | S    | S    |
| <b>Vehicle protection</b>  |      |      |      |
| DataDot technology   | S    | S    | S    |
| Electronic vehicle immobiliser   | S    | S    | S    |
| Central locking with radio remote control, including fuel filler cap             | S    | S    | S    |
| <b>Upholstery</b>  |      |      |      |
| Leather, 'Dakota'  | S    | S    | S    |
| <b>Wheels</b>  |      |      |      |
| Wheels with runflat tyres including runflat indicator                            | S    | S    | S    |
| Alloy wheels star spoke 157, 8Jx17, 225/45 R17 including anti theft system       | S    |      |      |
| Alloy wheels star spoke 185, 8Jx17, 225/45 R17 including anti-theft system       |      | S    |      |
| Alloy wheels star spoke 189, F: 8Jx18, 225/40 R18, including anti-theft system   |      |      | S    |
| Alloy wheels star spoke 189, R: 8.5Jx18, 255/35 R18, including anti-theft system |      |      | S    |
| <b>Exterior Equipment</b>  |      |      |      |
| Exterior parts in body colour  | S    | S    | S    |
| Exterior mirrors in body colour (electrically adjustable, heated, blue tint)     | S    | S    | S    |
| Green band windscreen  | S    | S    | S    |
| 2 washer jets heated on engine compartment lid                                   | S    | S    | S    |
| 3-stage brake for doors  | S    | S    | S    |
| Park Distance Control rear   | S    | S    | S    |
| Park Distance Control front and rear   |      |      | S    |
| <b>Interior Design</b>   |      |      |      |
| Interior trim finishers in High Gloss Black                                      | S    | S    | S    |
| Fine-wood interior trim finishers  | NCO  | NCO  | NCO  |
| Brushed aluminium trim finishers   | NCO  | NCO  | NCO  |
| <b>Seats</b>   |      |      |      |
| Sport seats for driver and front passenger                                       |      | S    | S    |

|   |   |   |   |
|---|---|---|---|
| Electric seat adjustment with 2 stage memory for driver's seat                | S | S |   |
| <b>Climate</b>  |   |   |   |
| Automatic climate control   | S | S | S |
| Heat insulated green glass, all-round   | S | S | S |
| <b>Interior Equipment</b>   |   |   |   |
| Interior mirror with automatic anti-dazzle function                           | S | S | S |
| Soft-light function front and rear, indirect illumination of the vehicle      | S | S | S |
| Torch socket integrated in glove box  | S | S | S |
| BMW Radio Professional including aux-in jack                                  | S | S | S |
| BMW Navigation System Business (inc. 6.5" monitor)                            |   | S |   |
| BMW Navigation System Professional (inc. 8.8" monitor, TV, Voice Recognition) |   |   | S |
| CD changer for 6 CDs  |   | S | S |
| Hi-Fi loudspeaker system  |   |   | S |
| Multi function leather sport steering wheel                                   | S | S | S |
| <b>Communication</b>  |   |   |   |
| Bluetooth mobile phone preparation  | S | S | S |
| Bluetooth mobile phone preparation, Business                                  |   |   | S |
| On-board computer   | S | S | S |



## Option Programme BMW 3 Series Coupé. 323i; 325i; 335i.

|  | 323i    | 325i    | 335i    |
|--|---------|---------|---------|
| Automatic transmission (6-speed with Steptronic)           | \$2,600 | \$2,600 | \$2,600 |
| Active Steering  | \$2,700 | \$2,700 | \$2,700 |
| Sports Suspension (15mm lowering)                          | \$600   | \$600   | S       |
| 19" star spoke 230 alloy wheels with mixed tyres           | \$3,800 | \$3,500 | \$1,400 |
| Gear shift paddles for automatic transmission              | -       | -       | \$200   |
| Universal remote control (compatible with homelink garage) | \$500   | \$500   | \$500   |
| Comfort access system                                      | \$1,250 | \$1,250 | \$1,250 |
| Climate comfort windscreen                                 | \$350   | \$350   | \$350   |
| Electric glass sunroof, sliding and tilt function          | \$2,750 | \$2,750 | \$2,750 |
| Electric Sunblinds for rear window                         | \$550   | \$550   | \$550   |
| Seat heating for driver and front passenger                | \$800   | \$800   | \$800   |
| Lumbar support for driver and front passenger              | \$600   | \$600   | S       |
| Sport seats for driver and front passenger                 | \$1,250 | S       | S       |
| Electric seat adjustment with driver's seat memory         | \$1,500 | S       | S       |
| Interior and exterior mirrors with anti-dazzle function    | \$650   | \$650   | \$650   |
| Park Distance Control (PDC) – front & rear                 | \$530   | \$530   | S       |
| Adaptive Headlights  | \$860   | \$860   | S       |
| Active Cruise Control                                      | \$2,900 | \$2,900 | \$2,900 |
| High Beam Assist   | \$300   | \$300   | S       |
| Hi-Fi loudspeaker system                                   | \$1,150 | \$1,150 | S       |
| Hi-Fi system Professional Logic7                           | \$2,400 | \$2,400 | \$1,250 |
| Navigation system Business                                 | \$3,600 | S       | S       |
| Navigation system Professional with TV, voice control      | \$6,900 | \$3,300 | S       |
| Bluetooth mobile phone preparation                         | \$500   | \$500   | S       |
| Alarm system   | \$900   | \$900   | \$900   |
| Ski-bag  | \$350   | \$350   | \$350   |
| Interior mirror with digital compass                       | \$170   | \$170   | -       |
| Metallic paintwork   | \$1,600 | \$1,600 | \$1,600 |

## Pricing BMW 3 Series Coupé. 323i; 325i; 335i.

| Body – 323i Coupé        | M         | A         |
|--------------------------|-----------|-----------|
| Six-speed manual         | \$69,900  | -         |
| Six-speed Steptronic     | -         | \$72,500  |
| <b>Body – 325i Coupé</b> | -         | -         |
| Six-speed manual         | \$81,500  | -         |
| Six-speed Steptronic     | -         | \$84,100  |
| <b>Body – 335i Coupé</b> | -         | -         |
| Six-speed manual         | \$108,500 | -         |
| Six-speed Steptronic     | -         | \$111,100 |