

Late 2008 BMW E91 320d Touring REVIEW

Introduction

The 320d Touring is a rear wheel drive estate/station wagon passenger car with a front positioned engine, sold by BMW.

The BMW 320d Touring is one of the E91 model family from BMW.

The BMW 320d Touring's engine is a turbocharged diesel, 2 litre, double overhead camshaft 4 cylinder with 4 valves per cylinder. In this application it develops 175 bhp (177 PS/130 kW) of power at 4000 rpm, and maximum torque of 350 N·m (258 lb·ft/35.7 kgm) at 1750-3000 rpm.

The engine drives the wheels via a 6 speed automatic set of gears.

Stated kerb weight is 1580 kg.

Maximum speed stated is 228 km/h or 142 mph, manufacturer claimed fuel consumption figures are 6.1/4.2/4.9 l/100km urban/extra-urban/combined, and carbon dioxide emissions are 131.0 g/km.

The Car !

If you are hooked on the promise of the BMW 3 Series' fine handling and sporty road manners, but need a practical luggage area, this is the car for you. The 3 Series Touring has the same 460-litre capacity as the saloon with the rear seats in place, yet the large tailgate makes access easier, and the rear seats fold to provide 1,385 litres of space. A huge range of engines is available, but any of the diesels will cope well with a car full of people and their belongings, while still returning good fuel economy. BMW's range of diesel engines combines strong performance with the ability to go a long way on a tank of fuel. While petrol versions have tempting low prices, they don't hold their value as well and trail on economy. Even the most powerful 3.0-litre twin-turbo 335d diesel, a true high-performance estate, can do 42mpg. The 335i model petrol manages 10mpg less.

An estate with driving thrills on offer..... The 3 Series Touring is the driver's choice. Our pick is the 320d diesel, which combines strong performance and brilliant 59mpg economy. Its low-speed pulling power makes it great to drive. Even with a full load of luggage and occupants, it never feels strained.

It's designed to be sporty.... BMW makes its cars involving and fun to drive – and the 3 Series Touring is no different. It's still designed as a sporty car, which means it's not as comfortable as some rivals because it has quite a firm ride. Leg space in the rear is a little tight for taller adults, too, although there's plenty of headroom wherever you're sitting. The driver will have no issues getting comfortable, because there's lots of seat movement and the steering wheel adjusts for height and reach.

Rear seats fold easily..... The Touring is the most practical version of the 3 Series, neat practical touches include simple fold-flat rear seats and extra storage spaces under the boot floor. A retractable box can also be assembled to keep wet or dirty items away from other things in the boot.

For those who think the current 3-Series is as good as it gets, hold steady: here's one with more space, more practicality yet, it seems, no less of the magic that makes the four-door such a stunner. It also answers a rare gripe that some have about the saloon – that its rear end looks too similar to before. Not so with the Touring, whose revised tail dials back some of the old one's rakishness for a more upmarket and upstanding profile. It's now every inch the junior 5-Series.

The cabin is identical to the saloon: the story, you guessed it, is the rear. The boot has grown for starters, by a full 35 litres to an impressive 495 litres with the seats up (a vital five litres more than an A4 Avant, a crucial 10 litres more than a Mercedes C-Class...). 1,500 litres are revealed when the 40-20-40 split seats are folded.

Later models would get an electric bootlid, the tailgate glass can be lifted independently of the boot itself and the conundrum of where to dump the parcel shelf with the seats down is solved by a stowage slot beneath the boot floor. Options include a 'kick-open' boot release for when your hands are full, and a reversible boot floor for when your shoes are muddy. As with the 3-Series saloon, there's more space for heads and knees in the rear too, while up front, the four-door's model-of-clarity dashboard is carried over.

Our heart is with the 55.4mpg, 258bhp 330d but our head says go for the four-cylinder models: both 316d and 318d average over 60mpg. The best all-rounder is the 58.9mpg, 184bhp 320d. As for prices, they're around £1,400 more than the saloon. Not bad for a car that has the makings of a corker. The 5-Series' title of Best in Class may be under threat... Released in November 2008, the E91 Mk.II (E91.II) 3-Series Touring range had improved equipment levels, a revised range and styling. As part of the update, the 320i Executive became the entry-level model, with the 'standard' 320i discontinued. In November 2009, the range was expanded with the introduction of the 320d (solely available as an 'Executive' edition). Visually, the E91.II 3-Series Touring could be identified by its revised head- and tail-lights, larger grille and new bonnet, bumpers and side skirts. Where fitted, the bi-xenon headlights also incorporated LED indicators and the iDrive system had programmable 'favourite' buttons. Compared to its E91.I predecessor, standard safety equipment for the E91.II 3-Series Touring was improved with the introduction of active front seat head restraints. Furthermore, standard features now included a USB stereo input, on-board computer with 80GB hard drive, interior lights (footwells and door handles) and exterior courtesy lights. Furthermore, the 320d was fitted with BMW's 'Professional' navigation system which had an 8.8-inch colour monitor 3D relief maps, a DVD drive, an integrated 80GB hard drive and a new iDrive controller.

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BMW E91.II 3-Series Touring specifications

	Engine	Trans.	Years	Peak power	Peak torque
320d	2.0-litre turbo-diesel I4 (N47D20)	6sp auto	2009-10	130kW at 4000rpm	350Nm at 1750-3000rpm

The BMW 3 Series estate takes the saloon's winning formula of performance, handling and economy and adds a large dose of practicality. It's not until you own a BMW 3 Series that you realise you rarely need anything more in a car. This is especially true in Touring form, because the estate adds superb practicality to efficiency, excellent build quality and a driving experience that would put many hot hatches to shame. As with the 3 Series saloon, the Touring is the sharpest handling compact executive estate you can buy, but it doesn't sacrifice economy in the process. Most versions are rear wheel drive, which is the enthusiast's choice for best handling.

"AutoEXPRESS" Choice:

BMW 320d SE Touring - The Touring version of the iconic BMW 3 Series looks the same as the saloon at the front, but features an extended roof line at the rear that's very similar in appearance to the larger 5 Series Touring. The result is a handsome estate car with the best boot space by volume in the compact executive class, with up to 1,500 litres available when the rear seats are folded. This is a marked improvement on previous generation Tourings, which were often criticised for not being practical enough. There are a number of large family cars from less premium brands that can beat the Touring's boot space, of course, but none share its rear-drive chassis or the BMW's upmarket aspirations. The latest Touring models formed part of BMW's sixth generation of the 3 Series, and while the saloon version went on sale in 2012 BMW delayed a year for the estate version to arrive. It duly arrived with a choice of powerful as well as efficient four- and six-cylinder petrol and diesel engines. Petrols range from the entry-level 318i to the 330i M Sport, while the diesel line-up kicks off with the 316d and runs through to the 335d unit in the xDrive M Sport Touring. Most cars are rear-wheel drive, but the BMW xDrive system adds a 4x4 option for drivers who need more all-weather traction. The plug-in hybrid 3 Series 330e PHEV, meanwhile, is only available as a saloon. The Touring is available in SE, Sport, M Sport, and Luxury trims, and there are also a couple of ED (Efficient Dynamics) models designed to maximise fuel efficiency and reduce emissions. SE trim is justifiably popular, as the car comes equipped with 17-inch alloy wheels, cruise control, air-con, electric windows, Bluetooth phone connectivity and a 6.5-inch colour infotainment screen with DAB radio and Sat-Nav.

BMW 320D TOURING, 2009E91 DATA

- **BMW 320d Touring, manufactured or sold in Late 2008/2009, version for Europe**
- 5-door wagon body type
- RWD (rear-wheel drive), manual 6-speed gearbox
- Diesel fuel engine with displacement: 1995 cm³ / 121.8 cui, advertised power: 130 kW / 174 hp / 177 PS (ECE), Torque net: 350 Nm / 258 lb-ft
- Characteristic dimensions: outside length: 4527 mm / 178.2 in, wheelbase: 2760 mm / 108.7 in
- Reference weights: base curb weight: 1505 kg / 3318 lbs, gross weight GVWR: 2045 kg / 4508 lbs
- **How fast is this car ?** top speed: 228 km/h (142 mph) (declared by factory);
- Accelerations: 0- 60 mph 7.7 s, 0- 100 km/h 8.1 s (declared by factory), 1/4 mile drag time (402 m) 15.8 s (simulation ©automobile-catalog.com)
- Fuel consumption and mileage: 4.9 l/100km / 57.7 mpg (imp.) / 48 mpg (U.S.) / 20.4 km/l average estimated by a-c: 7.4 l/100km / 37.9 mpg (imp.) / 31.6 mpg (U.S.) / 13.4 km/l

TECHNICAL SPECIFICATIONS**bodywork**

Body type	4/5 seater estate / station wagon
Number of doors	5
Designer	BMW

dimensions & weights

	mm	inches	
Wheelbase	2760	108.7	
Track/tread (front)	1500	59.1	
Track/tread (rear)	1513	59.6	
Length	4520	178	
Width	1817	71.5	
Height	1418	55.8	
Ground clearance			
length:wheelbase ratio	1.64		
Kerb weight	1580 kg	3483 lb	
Weight distribution			
fuel tank capacity	61 litres	13.4 UK Gal	16.1 US Gal

aerodynamics

Drag coefficient	0.28
Frontal area	2.11 m ²
CdA	0.59

engine

engine type	turbocharged diesel
Engine manufacturer	BMW
Engine code	N47D2000
Cylinders	Straight 4
Capacity	2 litre 1995 cc (121.742 cu in) 84 × 90 mm
Bore × Stroke	3.31 × 3.54 in
Bore/stroke ratio	0.93
	double overhead camshaft (DOHC) 4 valves per cylinder 16 valves in total
maximum power output	177 PS (175 bhp) (130 kW) at 4000 rpm 87.7 bhp/litre
Specific output	1.44 bhp/cu in
maximum torque	350 Nm (258 ft·lb) (35.7 kgm) at 1750–3000 rpm 175.44 Nm/litre
Specific torque	2.12 ft·lb/cu ³
Engine construction	

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sump	wet sumped
compression ratio	16:1
Fuel system	common rail direct diesel injection
b MEP (brake mean effective pressure)	2204.6 kPa (319.8 psi)
Maximum RPM	
crankshaft bearings	
Engine coolant	Water
Unitary capacity	498.75 cc
Aspiration	Turbo D.
Compressor	
Intercooler	
Catalytic converter	γ

performance

Acceleration 0-80km/h (50mph)	
Acceleration 0-60mph	
Acceleration 0-100km/h	8.1 s
Acceleration 0-160km/h (100mph)	
Standing quarter-mile	
Standing kilometre	
Maximum speed	228 km/h (142 mph)
	112.3 PS/g
	82.59 kW/g
	110.76 bhp/ton
Power-to-weight ratio	0.05 bhp/lb
	12.11 kg/kW
Weight-to-power ratio	20.22 lb/bhp

fuel consumption

Fuel consumption	6.1/4.2/4.9 l/100km urban/extra-urban/combined
universal consumption (calculated from the above)	
litres per 100km	6.1/4.2/4.9 l/100km urban/extra-urban/combined
km per litre	16.4/23.8/20.4 km/l urban/extra-urban/combined
UK MPG	46.3/67.3/57.6 UK MPG urban/extra-urban/combined
US MPG	38.6/56.0/48.0 US MPG urban/extra-urban/combined
Carbon dioxide emissions	131.0 g/km
Carfolio Calculated CO ₂ ?	129.85 g/km
VED band (UK)	E
CO ₂ Effizienz (DE)	

chassis

Engine position	front
Engine layout	longitudinal
Drive wheels	rear wheel drive
Torque split	N/A
Steering	rack & pinion PAS

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turns lock-to-lock	3.000
Turning circle	
Front suspension	I.DW.
Rear suspension	I.5Li.
Wheel size front	7J x 16
Wheel size rear	7J x 16
Tyres front	205/55 R 16 91V
Tyres rear	205/55 R 16 91V
Brakes F/R	VeDi/VeDi-S-ABS
Front brake diameter	312 mm
Rear brake diameter	300 mm
Gearbox	6 speed automatic
Top gear ratio	0.83
Final drive ratio	2.56

general

Carfolio.com ID	162261
Production total	
Model code	
Model family	E91
RAC rating	17.5
Insurance classification	No information available
Tax band	No information available

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2008[58] BMW [3-Series E91] 320d 2.0 SE Turbo Diesel 5 Door Touring, 6 Speed Auto. 2.0 Litre, In-Line_4 Cylinder, 175BHP / 350Nm Turbo DIESEL. There is nothing out there that comes close to similar in magnitude of spec or stature to this feisty E91 turbo. The car just had a Full BMW service with warranted 42000 miles from new. There is no other 5 door touring that can impress more in combining sporty exhilaration than this 2.0 Litre Turbo-Diesel 320d SE Touring. A decidedly sporting E91.II with proportions that telegraph its capabilities admirably and instantly tells you: "I'm a BMW". With her squashed kidney grills stretched horizontally, plus its Carbon Fibre effect finishings, the intent is quite clear. This is of course the true BMW – the Driver's Car – the Ultimate Driving Machine. She has been crafted with so many tasteful design enhancement features that it would easily fill a sizeable novel especially for a car of her size. Finished in stunning Titanium Silver Metallic [354M] and Light Grey Dakota Leather [LCAD] interior with lashings of stunning carbon fibre effect finishings to the exterior. The BMW 3 Series estate takes the saloon's winning formula of performance, handling and economy and adds a large dose of practicality. It's not until you own a BMW 3 Series that you realize you rarely need anything more in a car. This is especially true in 'Touring' form, because the estate adds superb practicality to efficiency, excellent build quality and a driving experience that would put many hot hatches to shame. As with the 3 Series saloon, the Touring is the sharpest handling compact executive estate you can buy, but it doesn't sacrifice economy in the process. Most versions are rear wheel drive, which is the enthusiast's choice for best handling. The Touring version of the iconic BMW 3 Series looks the same as the saloon at the front, but features an extended roof line at the rear that's very similar in appearance to the larger 5 Series Touring. The result is a handsome estate car with the best boot space by volume in the compact executive

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class, with up to 1,500 litres available when the rear seats are folded. This is a marked improvement on previous generation Tourings, which were often criticized for not being practical enough. The 2.0-litre diesel engine feels strong and flexible in all traffic conditions, while the smooth auto gearbox perfectly compliments it. You can knock the box into a sport mode that makes it kick down earlier, but the engine produces so much torque (332lb ft) that there are few occasions where you would want or need to use this option. Unlike most of its rivals, the 3 Series is rear-wheel drive, and this helps give it excellent balance. It darts into bends and then grips hard, while the steering is well weighted. With a muscular 350Nm of maximum torque from just 1,750 to 3000 rpm, 320d always has razor-sharp response and lots of deep-chested urge, which makes it more responsive than its petrol counterparts. Its firmed up suspension certainly helps put a smile on your face on a twisty road. Thanks to BMW's Drive Performance Control systems, the ride is not uncomfortable. The dash layout is pretty faultless; the instruments are clear and the centre console is easy to navigate. Most of the materials used in the car look smart too. The installed trim comes with all the gear you are likely to want, including sports seats, a DAB radio and BMW's slick iDrive system. It also brings a smattering of M Sport badges both in and out the car, plus a chunky leather sport steering wheel. The options list on this particular car is incredibly extensive and includes Reversing Parking Aid Colour Camera with bending guide lines/ Front Colour camera with auto switch/ Satellite Navigation Professional/ Twin aspect Panoramic tilt and slide Glass roof/ Lashings of carbon fibre effect finishings to the exterior/ Bluetooth Smartphone Connectivity/ LED Day Running Lights/ Multi-Media Interface with content from CDs, DVDs, etc and with iPhone, iPad connections/ Full Remote Control for Digital TV/ Digital TV Tuner for Digi-TV Freeview Broadcasts/ Front and Rear end protection Parking Sensors with Audible Alarms/ Digital Radio Standard DAB Digi Audio Broadcasts/ 17" V-spoke style 285 8Jx17 Diamond Cut alloy wheels staggered with mixed Run-Flat Tyres/ Full light grey Dakota Leather Seats with Lumbar support to driver and front passengers/ Auto Drive Away Locking/ Multi-Function Sport Steering Wheel/ Rain Sensors with Auto Light Activation System/ Automatic Air conditioning/ Extended Interior Light Package/ Xenon Head Lights/ , the list just goes on and on. This popular BMW received a top five-star thumbs up rating from all review motor magazines and systems that are used on larger BMWs are included in the 3-Series. These include ABS brakes, Dynamic Stability Control, Dynamic Traction Control, Dynamic Brake Control and Cornering Brake Control. All cars get six airbags and run flat tyres, so there is no need to stop to change the wheel if you get a puncture. When you then are comfortably settled behind her Sport steering wheel with her plethora of buttons plus a myriad of manufactured extras all skillfully placed around the dashboard and centre console all desirably generating confidence instead of rivalry, sensation instead of sensationalizing. An incredible estate with an unbeatable value. Yours to be had. Enjoy ! Please please click on link **View Options & Features** below. Extras list on this car goes on & on. Please click on links below for detailed information on the car including Specification sheet, **V5C** and a narrative on this stunner in order to appreciate its incredible value. By clicking **HPI**, you will see full details of an HPI check we had carried out on the car showing the car to be completely free of finance, accidental damage or any other untoward record attached to it. Same file will also give you full details of the "Environmental Sheet on the car" giving details of fuel consumption and Road Funds Licence annual costs. > To view over 90 HIGH DEFINITION images please click on the Link >

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SPECIFICATION

MAKE:	BMW
MODEL:	[E91,II] 320d 2.0 SE Turbo Diesel TOURING 5Dr ESTATE 6 Speed Auto.
Registration NUMBER:	HV58 ROU
Date of First Registration:	26 th September 2008
COLOUR [Body / Interior]:	Titanium Silver Metallic[354M] / Grey Dakota Leather [LCAD]
Number of Cylinders & TYPE:	4_In Line 16 Valve, DOHC Turbo Diesel / 177PS (175BHP-130kW) @ 4000rpm
Cylinder CAPACITY:	2993 cc
Horse POWER / Torque:	WBAUX32070A384040
Engine NUMBER:	94646952
Fuel TYPE:	DIESEL Fuel OIL [SHELL v-Power Diesel ONLY]
Oil TYPE:	CASTROL Edge TurboDiesel [SAE 0W-30; MB229.31/ MB229.51]

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