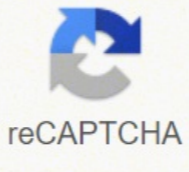




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Bmw 330i 2020 manual model number lookup list

What's New for 2023?BMW's quintessential sports sedan gets a tech-heavy makeover for 2023 that sees updated exterior styling and a dramatic new all-digital dashboard. We'd also add the Premium package for its blind-spot monitoring, hands-free passive entry, head-up display, heated steering wheel, larger touchscreen, and more. In its most basic form, the chassis of the 3-series returns good body control and a tolerable ride.Tested: 2017 BMW 330i AutomaticFuel EconomyEPA fuel-economy testing and reporting procedures have changed over time. A plug-in hybrid model-called 330e--will join the lineup for the 2021 model year.View PhotosMichael Simari|Fuel Economy and Real-World MPGDespite the impressive power of its engines, the 2020 BMW 3-series also delivers some of the highest fuel-economy numbers in its class. Instead, we'd choose the 330i for its surprisingly sufficient power and truly athletic behavior. The overall quality of the interior's design and assembly are also among the industry's best. Engine, Transmission, and PerformanceThe 3-series offers two smooth and potent gas-powered engines. But for the really good stuff, you'll need to spring for the similarly named Live Cockpit Pro package, which increases the size of the touchscreen to 10.25 inches and gives you the latest and most capable iteration of BMW's iDrive system. Despite a plethora of interior color schemes and upholstery options, the 3's underlying design is generic. The 3-series has a big trunk with an available power-operated lid. Sadly, the space-saver spare tyre and tools take up most of that. We'd also spring for the Dynamic Handling package that optimizes the sedan's driving dynamics via adaptive dampers and upgraded brakes-- and makes it feel closer to the memorable 3-series sedans of the past. Under the heading "Find & Compare Cars" click on the Compare Side-by-Side tool to find the EPA ratings for the make, model, and year you're interested in. The diesel four-cylinder is unremarkable, as are its highway fuel economy, so fuel misers might be better served by the smooth and powerful 330e plug-in hybrid's turbocharged four-cylinder and electric-motor combination. The lineup has an ace in the hole for cargo space, it's the commodious station-wagon variant. The 2020 3-series has not been tested by the National Highway Traffic Safety Administration (NHTSA). These changes are all fine by us, but we're more excited about the forthcoming 2019 3-series, which will be all new and, we hope, much improved.PricingOriginal MSRP: 320i: \$35,895 330i: \$41,245328i: \$42,745 330e: \$46,595 340i: \$49,945 We're partnering with Carvana because we want to make it easy for you to find the exact vehicle you're looking for.Finding InventoryEngine, Transmission, and PerformanceAll 3-series models--even the diesel and plug-in hybrid versions--drive with enthusiasm and are capable of impressive performance. LED headlights are also newly standard, and LED fog lights make their first appearance on the entry-level 320i's standard equipment list. Its joints are also beginning to creak, in the form of squeaks that escape from the more plastic sections of its rather plain yet well-laid-out cabin. Key safety features include: Standard forward-collision warning and daytime pedestrian detection with city braking Available active cruise control Available active blind-spot detectionWarranty and Maintenance CoverageBMW's warranty is average for the segment; however, every BMW comes with complimentary scheduled maintenance for three years or 36,000 miles and four years of roadside assistance. At least the control layout is straightforward and easy to use, with the iDrive infotainment display mounted high on the dashboard, nearly in the driver's line of sight. Those who want all-wheel drive can add it for \$2000. The diesel four-cylinder in the 328i is unchanged, as is the base gas turbo four-cylinder in the 320i and the plug-in hybrid powertrain in the 330e. The central cluster is usual BMW fare with the iDrive selector and shortcut keys to various functions on the infotainment screen. Bespoke to the M Sport variant is the meaty steering wheel and the Sport seats. Both 3-series models are turbocharged, but the 2020 BMW M340i is powered by a six-cylinder engine, while the 330i is still powered by a four-cylinder. But get yourself comfortable in the plush leather-upholstered seats and you'd be looking at a cabin that's now in line with the 3 and 7 Series. With rear-wheel drive, the M340i rockets from zero to 60 mph in 3.8 seconds, which is considerably quicker than the all-wheel-drive 353-hp Audi S4. With snappy shifts and smooth operation, it's one of the best automatics we've ever experienced. A subscription-based Wi-Fi hotspot is optional, but the sedan does come with two USB ports. A wireless smartphone charging pad is available, as is a Harman/Kardon stereo system.Safety and Driver-Assistance FeaturesBMW is skippy when it comes to standard driver-assistance technology, providing only forward-collision warning and automated emergency braking. Nothing feels cheap inside the 3-series and its controls are well placed. Infotainment and ConnectivityThe latest-generation version of BMW's iDrive infotainment system is among the biggest upgrades to the 3-series in the past two years. Playing accomplice is a slick 12.3-inch TFT display instead of analogue dials in the instrument cluster. An eight-speed automatic transmission is standard on every 3-series. The Track Handling package optimizes the sedan's driving dynamics via adaptive dampers and upgraded brakes. What's New for 2017? Rivals such as the Genesis G70 offer better value, and the Alfa Romeo Giulia is a sexier alternative, but no other sports sedan possesses the bandwidth of the Bimmer. Our first impression of the 330e revealed a harmonious relationship between the gas and electric elements, and we like the plug-in's new Xtraboost function that provides a burst of power that feels like a shot of nitrous. Limited warranty covers four years or 50,000 miles Powertrain warranty covers four years or 50,000 miles Complimentary maintenance is covered for three years or 36,000 miles Specifications 2019 BMW 330i xDrive VEHICLE TYPE front-engine, all-wheel-drive, 5-passenger, 4-door sedan PRICE AS TESTED \$58,770 (base price: \$43,245) ENGINE TYPE turbocharged and intercooled DOHC 16-valve inline-4, aluminum block and head Displacement 122 cu in, 1998 cc Power 255 hp @ 6500 rpm Torque 295 lb-ft @ 1550 rpm TRANSMISSION 8-speed automatic with manual shifting mode CHASSIS Suspension (FR): struts/multilink Brakes (FR): 13.0-in-vented disc/13.0-in-vented disc Tires: Bridgestone Turanza T005 RFT, F: 225/40R-19 93Y R: 255/35R-19 96Y DIMENSIONS Wheelbase: 112.2 in Length: 185.7 in Width: 71.9 in Height: 57.0 in Passenger volume: 95 cu ft Trunk volume: 17 cu ft Curb weight: 3709 lb C/DTEST RESULTS Zero to 60 mph: 5.2 sec Zero to 100 mph: 13.9 sec Zero to 130 mph: 28.5 sec Rolling start: 5-60 mph: 6.4 sec Top gear: 30-50 mph: 3.2 sec Top gear: 50-70 mph: 3.9 sec Standing 1/4-mile: 13.9 sec @ 100 mph Top speed (governor limited): 156 mph Braking, 70-0 mph: 165 ft Roadholding, 300-ft-dia skidpad: 0.89 g C/D FUEL ECONOMY Observed: 23 mpg EPA FUEL ECONOMY Combined/city/highway: 28/25/34 mpg DOWNLOAD TEST SHEETMore Features and Specs Page 4All new for 2019, the iconic and perennially popular BMW 3-series remains one of the more dynamic luxury sedans available. The 330e has less trunk space (13 cubes) because of its battery pack, and we haven't tested its carry-on capacity.View PhotosBMWInfotainment and ConnectivityCombined in a single panel, the 12.3-inch gauge display and 14.9-inch infotainment display float gently atop the 3-series's dashboard. For more information about the 3-series's crash-test results, visit the National Highway Traffic Safety Administration (NHTSA) and Insurance Institute for Highway Safety (IIHS) websites.View PhotosBMWFuel Economy and Real-World MPGThe EPA estimates the four-cylinder 330i will earn up to 26 mpg in the city and 36 mpg on the highway. Our long-term M340i further proves the nameplate's return to form, with its superb six-cylinder and remarkable body control.View PhotosBMW2020 BMW 3-series vs. The 3-series has a big trunk with an available power-operated deck lid. And only one USB port seems stingy in this day and age. The 330e has less trunk space (13 cubes) because of its battery pack, and we haven't tested its carry-on capacity.View PhotosBMWInfotainment and ConnectivityThe standard infotainment system runs through an 8.8-inch touchscreen, but the interface can also be controlled with a large knob and buttons on the console or with voice commands. Updates include a \$500 price increase, and the standard Live Cockpit Plus system now includes navigation. It's more novel than helpful, but it'll wow your friends.Safety and Driver-Assistance FeaturesBMW is skippy when it comes to standard driver-assistance features. For the latest and most accurate fuel economy numbers on current and older vehicles, we use the U.S. Department of Energy's fueleconomy.gov website. It's still very good, with a full lineup of rewarding powertrains, an eminently useful cargo hold, and, as always, that iconic blue-and-white roundel on the hood. It's remarkably smooth, fitted with a single turbocharger, and it makes 255 horsepower. Available adaptive cruise control with a lane-centering featureWarranty and Maintenance CoverageBMW's limited and powertrain warranties align with those of rivals such as Audi and Mercedes-AMG. Having been on the market for six years now, the current 3-series is starting to go gray around its temples. However, should you want to haul your mum's pots and pans in a hurry, you could always choose to fold down the rear seat that features a 40:20:40 split as standard. Few cars are capable of serving the gods of both comfort and sportiness as well as the 2023 BMW 3-series sedan. BMW's new iDrive 6.0 infotainment system is standard in the 2018 3-series, bringing touchscreen capability to a system that was previously controlled exclusively by a console-mounted rotary knob. With all-wheel drive, those numbers dip to 24 mpg city and 34 mpg highway. While we're sad that BMW eliminated the 3's manual transmission, the perceptively eight-speed automatic is a worthy substitute. The 3-series is available with the latest amenities, including a larger 8.8-inch screen, a premium Harman Kardon audio system, onboard Wi-Fi, and Apple CarPlay—but no Android Auto. The M340i also adds a 48-volt hybrid system.Pricing and Which One to BuyWe prefer the gas-powered versions to the plug-in hybrid. The four-cylinder Bimmer proved its worth by winning a comparison test against other sports sedans. This perennial favorite can be outfitted as a corner-carving sports sedan or a well-appointed entry-luxury car—or a combination of both. The car's newfound steering feel provides more road-surface information and variable effort than its predecessor did, but it's still lacking compared with that of the 3's iconic early generations. There's a central armrest too, that'll happily swallow your wallet and keys. Hop into the rear seat and you'd pick on two immediate differences compared to the outgoing model. The entry-level 330i and plug-in hybrid 330e offer impressive performance with above-average fuel economy, while the turbocharged inline-six will be the top-dog M340i packs 382 of the biggest, strongest horses this side of the Bavarian Alps. This conspires with the hi-hum plastics spring throughout to keep the BMW's interior from feeling luxurious. Other features are available, though. Engines, Ride, and HandlingThe 3-series continues to offer two smooth and potent gas-powered engines. Limited warranty covers 4 years or 50,000 miles Powertrain warranty covers 4 years or 50,000 miles Complimentary scheduled maintenance for 3 years or 36,000 milesPage 5 The iconic 3-series has long been a benchmark for sports-sedan greatness. Fuel EconomyEPA fuel economy testing and reporting procedures have changed over time. The 3-series is available with the latest gadgetry, from Apple CarPlay to onboard Wi-Fi. Both are optional, but Android Auto is nowhere to be found. View PhotosMichael Simari|Infotainment and ConnectivityEvo 2020 BMW 330i comes with an 8.8-inch touchscreen, but its infotainment system can also be controlled with a large knob and buttons on its console or with voice commands. The M340i comes with a turbocharged 3.0-liter inline-six and a 48-volt hybrid system; total output is 382 ponies and 369 pound-feet. View PhotosBMW2023 BMW 3-Series Facelift Gains Crisper StylingFuel Economy and Real-World MPGThe EPA estimates the four-cylinder 330i will earn up to 26 mpg in the city and 36 mpg on the highway. More important, BMW now offers the more powerful M340i model, which has been tuned by BMW's legendary high-performance M Division to deliver additional power and sharper handling. The popular \$2350 Premium package option has been tweaked. Thankfully, the sedan's excellence doesn't begin and end with driving excitement. Every 3-series, even the diesel and plug-in hybrid, drives with enthusiasm and is capable of impressive performance. A power trunklid is available. Interior, Comfort, and Cargolnside, the 3 has a modernized design complete with excellent materials and impressive build quality. The 330i features a turbocharged 2.0-liter four-cylinder that makes 255 horsepower and 295 pound-feet of torque, and acts like it has even more power than that. Key safety features include: Available blind-spot monitoring and rear-cross-traffic alert Available lane-departure warning and lane-keeping assist Available adaptive cruise control with a lane-centering featureWarranty and Maintenance CoverageBMW's limited and powertrain warranties align with those from rivals such as Audi and Mercedes-AMG. The Connected Package Plus is now standard, too, adding to real-time traffic. BMW Remote Services including stolen-vehicle recovery, remote door unlock, and BMW Connected App and Concierge Services. The 3-series that offers the best combination of luxury, performance, and value is the all-wheel-drive 330i xDrive. The more powerful six-cylinder M340i has ratings that top out at 23 mpg city and 32 highway. With it we'd choose the Premium package that includes hands-free passive entry, a head-up display, a heated steering wheel, and more. Over longer journeys, this will make a difference. Page 7If the dictionary were to define the term "sports sedan," we are confident that the BMW 3-series would be the first entry, primarily because of the reputation it built on the backs of 3-series gone by. View PhotosBMWInfotainment and ConnectivityThe standard infotainment system runs through an 8.8-inch touchscreen, but the interface can also be controlled with a large knob and buttons on the console or with voice commands. With 17 cubic feet of space, the 3-series also has one of the largest trunks in its class, and a split 40/20/40 folding rear seat is standard. Both figures drop by 3 for the all-wheel-drive PHEV. Each engine pairs with an eight-speed automatic transmission and standard rear- or optional all-wheel drive. Compared with the last-gen PHEV, the latest version boasts several improvements, such as a higher top speed in electric mode (87 mph versus 75), a larger battery (12.0 kilowatt-hours versus 7.6), and a longer EPA-rated all-electric range (up to 22 miles versus 14). Live Cockpit Professional remains a single option, but the price has been reduced to \$1100. Key safety features include: Available blind-spot monitoring and rear cross-traffic alert Available lane-departure warning and lane-keeping assist Available adaptive cruise controlWarranty and Maintenance CoverageBMW's limited and powertrain warranties align with those from rivals such as Audi and Mercedes-AMG. For the really good stuff, you'll need to spring for the similarly named Live Cockpit Pro package, which increases the size of the touchscreen to 10.3 inches and gives you the latest and most capable iteration of BMW's iDrive system. 2020 Genesis G70Luxury Sports Sedans Face OffFuel Economy and Real-World MPGThe EPA estimates the four-cylinder 330i will earn up to 26 mpg in the city and 36 mpg on the highway. Plus, its interior is rich and roomy and it has a sizable trunk. But it is no longer a paragon of torque. Safety Features and Crash Test RatingsFor more information about the 3-series' crash-test results, visit the National Highway Traffic Safety Administration (NHTSA) and Insurance Institute for Highway Safety (IIHS) websites.WarrantySome older vehicles are still eligible for coverage under a manufacturer's Certified Pre-Owned (CPO) program. Do note that a memory function is available only for the driver's seat. A simplified menu makes the knob-controlled system even more intuitive, and the updated on-screen graphics inject a whiff of freshness. The 2021 3-series fulfills its mission as an entry-level premium sedan with ample cabin and trunk space as well as copious amounts of luxury and technology.What's New for 2021? For 2021, the 3-series lineup sees the return of the 330e plug-in hybrid model. For more information about the 3-series's fuel economy, visit the EPA's website.Interior, Comfort, and Cargolnside, the 3 has a modern design complete with excellent materials and impressive build quality. It's fun to drive, packing enough power and handling to thrill, but it also offers a smoother ride than the M340i and costs significantly less. Along with a sublime eight-speed automatic and rear- or all-wheel drive, the 3-series is available with a terrific turbocharged four-cylinder (330e), a plug-in-hybrid setup (330e) with up to 23 miles of all-electric range, or a ferocious 382-hp turbo straight-six (M340i) that's as eager and effortless as engines come. Its ratings are 22 mpg city and 30 mpg highway with either rear- or all-wheel drive. Likewise, we conducted the same test with an all-wheel-drive M340i, which earned 33 mpg. Then there's a new Shadow Sport package with blacked-out trim on the wheels, head- and taillights, grille, and lower front spoiler. The 2020 BMW 3-series is the largest 3-series to date, and while some purists will complain it's not the pure sports sedan that it once was, it's still a thrill to drive with sharp handling, powerful and refined turbocharged engines, and a responsive automatic transmission. The all-wheel-drive 330i xDrive accelerates to 60 mph in 5.2 seconds, which is seriously quick, and matches the performance of its main rival, the Audi A4. Even with the generation change, the 3 Series continues to be a low-slung sedan. A hybrid model (called the 330e) also will join the lineup at some point. The wall of screens runs BMW's iDrive 9 interface and includes standard navigation, a voice assistant, and a 5G Wi-Fi hotspot.Pricing and Which One to Buy We'd choose the turbocharged four-cylinder 330i for its surprising power and inherently nimble behavior. For comparison, the Mercedes-Benz C300 sedan held one fewer suitcase in both tests and the Alfa Romeo Giulia could fit five and 15, respectively. It provides longer complimentary maintenance than those two alternatives, but Genesis beats BMW with longer warranty terms.Limited warranty covers four years or 50,000 miles Powertrain warranty covers four years or 50,000 miles Complimentary maintenance is covered for three years or 36,000 milesSpecifications 2019 BMW 330i xDrive VEHICLE TYPE front-engine, all-wheel-drive, 5-passenger, 4-door sedan PRICE AS TESTED \$58,770 (base price: \$43,245) ENGINE TYPE turbocharged and intercooled DOHC 16-valve inline-4, aluminum block and head Displacement 122 cu in, 1998 cc Power 255 hp @ 6500 rpm Torque 295 lb-ft @ 1550 rpm TRANSMISSION 8-speed automatic with manual shifting mode CHASSIS Suspension (FR): struts/multilink Brakes (FR): 13.0-in-vented disc/13.0-in-vented disc Tires: Bridgestone Turanza T005 RFT, F: 225/40R-19 93Y R: 255/35R-19 96Y DIMENSIONS Wheelbase: 112.2 in Length: 185.7 in Width: 71.9 in Height: 57.0 in Passenger volume: 95 cu ft Trunk volume: 17 cu ft Curb weight: 3709 lb C/DTEST RESULTS Zero to 60 mph: 5.2 sec Zero to 100 mph: 13.9 sec Zero to 130 mph: 28.5 sec Rolling start: 5-60 mph: 6.4 sec Top gear: 30-50 mph: 3.2 sec Top gear: 50-70 mph: 3.9 sec Standing 1/4-mile: 13.9 sec @ 100 mph Top speed (governor limited): 156 mph Braking, 70-0 mph: 165 ft Roadholding, 300-ft-dia skidpad: 0.89 g C/D FUEL ECONOMY Observed: 23 mpg EPA FUEL ECONOMY Combined/city/highway: 28/25/34 mpg DOWNLOAD TEST SHEETMore Features and Specs Page 2No matter which one of its silky powertrains is on duty, the 2022 BMW 3-series is supremely satisfying to drive. Our long-term M340i further proves the nameplate's return to form, with its ripping six-cylinder and remarkable body control. With rear-wheel drive, the 330i is rated by the EPA to deliver an estimated 26 mpg city and 36 mpg on the highway. To keep you comfy at the rear, there's a dedicated zone of climate control as well. BMW has made several minor changes to the 3-series lineup for 2018. You can power all four wheels for a price but no amount of money will get you a manual gearbox. What's more, the 3's fantastic chassis can seamlessly shift from calm to frisky at a moment's notice. BMW also improved outward visibility, and the standard sport seats are well-bolstered and supportive, and they offer extensive adjustment so it's easy to get comfortable. But, bear in mind that it only lets you set temperature, not fan speed. Bootspace is rated at 480 liters. Each powertrain pairs with a telepathic and exceptionally smooth eight-speed automatic transmission and standard rear-wheel drive. We'd also spring for the Dynamic Handling package that optimizes the sedan's driving dynamics via adaptive dampers and upgraded brakes.Engine, Transmission, and PerformanceThe 3-series offers two smooth and potent gas-powered engines. With sedan, Sports Wagon, and Gran Turismo hatchback models, plus a powertrain lineup encompassing two gasoline inline-fours, a diesel, an inline-six, and a plug-in hybrid, the 3-series family is bigger than BMW's entire lineup was when the 3-series was born in the 1970s. There's no question that the M340i packs the most performance, but its asking price is too high for us. You also have to pay extra for SiriusXM satellite radio. Compared with the inline-six's unparalleled smoothness, the four-cylinders in the 320i and 330i suffer from some coarseness at higher revs, although, compared with turbo four-cylinders from other automakers, the BMW engines are smooth runners. The infotainment system has intuitive controls with an optional 12.3-inch touchscreen. Second, that the seat squab now supports the underthigh better. Where the Audi A4 offers buyers a minimalist, modern interior aesthetic and the Mercedes-Benz C-class aspires to a more flamboyant brand of luxury, the cabin of the 3-series epitomizes classic German restraint. BMW has been stingy in a few places though. Other extra-cost content includes a detailed head-up display, fully digital gauge cluster, customizable ambient interior lighting, and advanced driver-assistance technologies. But compared with the inline-six's unparalleled smoothness, the four-cylinders suffer from some coarseness at higher revs, although compared with turbo-fours from other automakers, the BMW engines are smooth runners. With 17 cubic feet of cargo space, the gas-powered sedan can fit six carry-on suitcases back there and 17 total with the rear row folded. Our long-term M340i further proves the nameplate's return to form, with its superb six-cylinder and remarkable body control. We tested a rear-drive 330i on our 75-mph highway fuel-economy route, which is part of our extensive testing regimen, and saw an impressive 42 mpg. Sadly, they do so without the peerless balance of communicative steering, brilliant handling, and supple ride quality that defined their much-loved predecessors. That's because the 2022 3-series is sporty any time but luxurious and practical all the time, a reason we put it on our Editors' Choice list.What's New for 2022?The 2022 BMW 3-series lineup doesn't see any major changes. Both gearboxes are excellent, with the automatic adapting smartly to driver habits--be it a red-mist, I'm-late-for-work rip or a calm highway cruise--and the manual offering good clutch feel and a shifter that notches satisfyingly into gear. Our first drive revealed the sedan's rehabilitated driving engagement. Should you choose to enjoy the 3 Series as a four-seater, the armrest (with cupholders) will come in handy. BMW claims the sedan has improved outward visibility and the interior is even quieter than its predecessor. One, that the kneeroom is now (marginally) better than before. Newer competitors such as the Audi A4 and the Mercedes-Benz C-class do a better job of accommodating human cargo, however. Instead, every 2020 BMW 3-series gets an eight-speed automatic transmission with Sport mode as well as Manual mode. Both Apple CarPlay and Android Auto are standard. In a comparison test with the 2020 Genesis G70, we chose the M340i as the better sports sedan. We're partnering with Carvana because we want to make it easy for you to find the exact vehicle you're looking for.Finding InventoryEngine, Transmission, and PerformanceEach 3-series gas engine, from the 180-hp turbocharged 2.0-liter inline-four in the 320i to the 320-hp turbocharged inline-six in the 340i, feels as if it's making more power than advertised. Paddle shifters mounted to the steering wheel are standard. For the latest numbers on current and older vehicles, visit the EPA's website and select Find & Compare Cars.Interior, Comfort, and CargoThe cabin of the 3-series epitomizes classic German restraint. Interior, Comfort, and CargoWith its increased size, the 2020 BMW 3-series now offers one of the most spacious interiors in its class, with more headroom than before and a sizable increase in rear legroom. PricingOriginal MSRP:Base: \$34,445Plug-in hybrid: \$45,095Sports Wagon: \$45,445Gran Turismo: \$45,695 We're partnering with Carvana because we want to make it easy for you to find the exact vehicle you're looking for.Finding InventoryEngine, Transmission, and PerformanceEach 3-series gas engine, from the 180-hp turbocharged 2.0-liter inline-four in the 320i to the 320-hp turbocharged inline-six in the 340i, feels as if it's making more power than advertised. Safety Features and Crash Test RatingsFor more information about the BMW 3-series's crash-test results, visit the National Highway Traffic Safety Administration (NHTSA) and Insurance Institute for Highway Safety (IIHS) websites.WarrantySome older vehicles are still eligible for coverage under a manufacturer's Certified Pre-Owned (CPO) program. For more information about the 3-series's fuel economy, visit the EPA's website.Interior, Comfort, and Cargolnside, the 3 has a modernized design complete with excellent materials and impressive build quality.

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