

Is my wheel nut sheared off?

Question: Below are a few pictures of where the wheel nut should be but all I see is a dead end.

The first picture has the missing nut on the left of the wheel.

I imagine a mechanic can fix this easy enough and without too much expense?

Also, there is discolouration around the hub where there was previously foam which I recently washed off. Does anyone know how I can remove this?

Answers:

- I think BMWs use lug bolts, not lug nuts. And yes, it's sheared off. So once you have the rim off, you'll have to extract what's left of the lug bolt and chase the female threads in the hub before installing a new lug bolt
- And that white stuff doesn't wash off, it is corrosion of the aluminum wheel. It must be sanded off, polished and re-cleared.
- Lug bolts don't normally shear off, so someone had better check the threads of all of the other lug bolts as well. I suspect these were either undertightened or overtightened and there might be other damage. Given the poor condition of the wheels, the bolt holes might be damaged as well.

Lug bolts don't normally shear off, so someone had better check the threads of all of the other lug bolts as well. I suspect these were either undertightened or overtightened. I agree that they don't "normally" shear off. But the end result is the same . . . most likely someone will have to extract what's left of the lug bolt and make sure the female threads in the hub are fine. If anything, the lug bolt was undertightened, imo

- That is a lot of rust on the end of the lug bolt, it has been that way a while... The bearing hub is very rusted also... with all the corrosion on the wheel and rust on the hub, you probably going to have issues with other lug bolts also, you or a shop might have to replace the hubs with new lug bolts, remember they are the only things holding your wheels on...

Rpm's jump up and down in first gear causing me to stall easily (manual car)

Question: Hey guys!

I bought a 2003 BMW 320ci around 2/3 months ago. I absolutely love the car, big fan of the looks and drives great. As you would expect from a 20 year old car it does have little mechanical issues and one of them causes the rpm's to jump up and now when i put my car into 1st gear and take my foot off the clutch pedal. at first i thought it was because I'm a relatively new manual driver so I thought I was just getting used to the car but now I know that its not normal.

The car idles perfect, no rpm change at all and its quiet. It's only when I push it in first gear and start taking my foot off the clutch and when the car is starting to gain motion that the rpm's start to jump up and down. Once I successfully get into first gear and once the car is in motion with my foot off the clutch pedal, the rpm's stop jumping and the car drives great.

The car idles at around 800rpms and the rpms jump to maybe 1100-1200 and drop below like 500 which is where it starts to stall and often stalls. I have learnt to give a little gas when pulling away so that the rpm's don't go too low when it jumps and drops so that it doesn't stall but still this issue is quite annoying and i would love to fix it.

Does anyone have any idea what could be causing this? and how i could fix this?

Apart from this issue, the car drives great, no issues changing gears, it accelerates nicely, and seems to have had good maintenance.

Any help is much appreciated!

Answers:

- There may be a problem with accelerator pedal position sensor. When you accelerate, this sensor sends a signal to the computer, the computer then operates the electronic throttle body.
- maybe? i don't have any check engine lights though. Also the rpm jumping happens without my foot being on the gas pedal, so not sure if there is an issue with it.
- Which sounds exactly what you need to do to drive a manual trans car. If you don't apply a little throttle, the RPM drops and the engine stalls. I think the car itself is trying to maintain idle RPM when you load it down when letting off the clutch. It can't because it was never designed to compensate for the driver staying off the throttle. Bottom line... I think the car is acting normally. You need to always add a little throttle when letting off the clutch.
- This sounds like a case for someone who is an experienced manual transmission driver to drive this and see if there is a vehicle problem.
- If you don't apply a little throttle, the RPM drops and the engine stalls. It's been quite a few years since I drove a manual trans vehicle, but I know that all of mine required the application of a little bit of throttle when engaging the clutch.
- i fully agree, i'd love to have an experienced drivers opinion to see whether its normal or not.
- If you don't apply a little throttle, the RPM drops and the engine stalls. I understand, I'm definitely not the most experience but I learnt to drive in a manual and have driven a few. i never owned one so i never got to master it but i was fairly confident. it just seemed weird the way the rpm's jumped. but as suggested il try get an experienced driver to see whether it is normal and il also try driving my mums car to see if its any different.
- The only cars I've owned with manuals that didn't require a bit of throttle to move away smoothly were cars with big torquey engines. The only cars I've owned with manuals that didn't require a bit of throttle to move away smoothly were cars with big torquey engines. A BMW 320 is a 2 liter 4 cylinder... not exactly a torque monster!
- My '03 320 has an 2.2 inline 6 but still most definitely not a torque monster, lol.
My instructors car was no torque monster either, just a regular city car, but that one could pull away smoothly only using the clutch with no throttle. Also I don't remember my mums peugeot 207 struggling to pull away without much throttle either. which is why i thought my car had an issue because i would very rarely stall when I learned to drive.

E36 Randomly dies on cold start

Question: When I start the car cold in the morning It shuts down in random time periods and it shakes a lot. I have to wait for at least 5 to 10 minute to drive it so that I doesn't shut down while I drive. I wonder if it's a sensor or something more serious.

Answers:

- You need to visit a mechanic. Leave the car overnight so they can plug in a scanner to record what is happening since there are no check engine lights glowing. Given the 416,000 km on the car, it could just be worn out or the throttle body need to be cleaned.
- The first thing to check is the air duct from the air filter to the throttle body. Those get old and crack, and the car has more trouble compensating for the leak when it is cold. Vacuum leaks are another possibility, but those will generally cause a rough idle and a check engine light

when the car is warm. I am unfamiliar with the 2 liter engine, and I don't see mention of model year, but if the car has a VANOS, its miles and age make this e36 a prime candidate for a fresh VANOS O-ring. A leaking VANOS O-ring will cause misfires when cold and poor low RPM power even when warm. Most e36 owners do their own repairs, but you need to rent special tools to replace a VANOS O-ring and this is not a job for a beginner. 6-cyl e-36s are prone to valve cover gasket leaks every few years. Oil that leaks into the spark plug ports tends to short out the plug. For some reason, this effect is worst when the engine is cold and tends to clear as the engine warms. Pull off the coils and look at the rubber boots. If they are coated with oil, replace the valve cover gaskets (easy job) and thoroughly clean (or replace) the rubber spark plug boots.

- Assuming this car is OBD II tech, ask your shop for a fuel trim test. If there are engine air or exhaust leaks, good chance the problem would show up there. I wonder if it's a sensor or something more serious. Suggest to approach this by first determining what's causing it. It could be a lot of things, but replacing stuff on a guess gets expensive very quickly. And can end up with the car in worse shape than when you began, b/c good stuff gets replaced with aftermarket bad stuff.

What happens if u installed a wrong o2 sensors?

Question: Ok I bought some oxygen sensors (o2) on amazon, because mine was going bad, so I installed them everything was normal. Then I realized that car start acting weird. *my gas gage keeps bouncing *i see my transmission light on and then my car went off . My gas starts burning bad. It's like burning waaaaay to fast. I ran the diagnostics and they said yeah it was...If it's not the o2 sensors ... I'm wondering if it's the aftermarket wheel sensors that I bought, causing my car to malfunctioning

- The signs of of bad O2 sensors are a check engine light and ODB2 codes that are set for O2 sensor errors. How did you know they were going bad in the first place?
- Wheel sensors will not cause your car to malfunction. You might see the symbol for low tire pressure. Someone asked a very good question, why did you replace the O2 sensors? I assume your gas mileage has dropped, but without more information that does not lead to a diagnosis of a bad O2 sensor. What was the car doing , what symptoms did you see, was the check engine light on? If it was was were the codes, post them here, they will look like P1234

2007 BMW 320 Wobbles when I step on the gas

Question: Hi, I am having a problem with my BMW 320D. so i dont know if its if i go past a certain rev or just the speed im going so basically everytime i press the gas down my car starts to wobble and the gearstick starts to shake with it, if there is any ideas please let me knwo thankyou.

- Sounds like broken motor mount(s), transmission mount, or all mounts.
- Morgan , you have several threads on this 320D BMW . I suspect that you are not in the US and I don't think your vehicle was ever sold here . You admit you are limited on vehicle repair so why not just find an independent BMW shop and let them sort all these problems out . I assume they will charge a diagnostic fee but then you can decide what to fix now and what later.

2007 BMW 320 won't crank or shift.

Question: Please help. My car would start but wont crank. It won't shift into any other gear, only in Park. What could be the problem ?

Answers:

- Not possible. If the car won't crank with the starter, how are you getting it to start?
- From cars.com:

Vehicles with an automatic transmission might not have a clutch and a stick shift, but they can still have trouble shifting. At times, drivers may have trouble getting the car out of Park and into gear. Problems with shifting your automatic transmission can come from a few different places, starting with the shift interlock feature. This is the part of an automatic transmission which requires you to step on the brake pedal to prevent unintentional shifting out of Park. If you are having trouble shifting the transmission, the interlock could be malfunctioning. Another possible cause is that when a vehicle is parked on even a slight incline, it will put more load on the transmission parking pawl (a bar that engages teeth in a transmission gear to prevent the vehicle from rolling). This is more likely to happen if you didn't engage the parking brake before releasing the brake pedal. The weight of the vehicle rolling onto the parking pawl makes it harder to shift out of Park. To avoid this, engage the parking brake when on an incline *before* shifting into Park or releasing the brake pedal. That way the parking brake, not the transmission pawl, bears the load and will allow you to shift freely. Another possible cause is that when a vehicle is parked on even a slight incline, it will put more load on the transmission parking pawl (a bar that engages teeth in a transmission gear to prevent the vehicle from rolling). This is more likely to happen if you didn't engage the parking brake before releasing the brake pedal. The weight of the vehicle rolling onto the parking pawl makes it harder to shift out of Park. To avoid this, engage the parking brake when on an incline *before* shifting into Park or releasing the brake pedal. That way the parking brake, not the transmission pawl, bears the load and will allow you to shift freely.[quote="Naemi, post:1, topic:133755, full:true"]

Please help. My car would start but wont crank. It won't shift into any other gear, only in Park. What could be the problem ?

2014 BMW 320 heat weak on one side.

Question: Heater problem hardly ant hot air on driver's side-passenger side OK.

Answer: Something is wrong with the controls or the flaps/doors that direct the air flow.

£1,100 paid for Dodgey motor

Questions: So I went to view this car it had a very good right up about it. nyway got there test drove it and all looked good except he was acting as a private seller although he did have a tiny premise with about 8 cars there. This was kinda a red flag for me but he did offer a months warranty on complete engine and gear box failure. Anyway I made the deal but while on the way home the car stalled on 2 occasions and just put it down to me as I was not used to driving a bmw. When I finally got home I smelt a horrible smell of burnt oil in the cabin and I actually found lots of oil in the exhaust tail pipe. I have the car booked into the garage on Tuesday but my hopes are not great. I called the guy up and explained but now he has my money he don't want to know and just fobbed it off saying it has a full mot. What if anything can I do about this? If the answer turns out to be nothing I'm seriously considering blowing the engine so he has to splash out on a replacment. The car was top end of my budget and I don't know anyone who has mechanical knowledge. Why I could not of had any problem when I was test driving it!! I am some one that has a lot of debt and this took all my savings I needed this car to travel to work. I physically feel sick and the wait until Tuesday to have the car checked out seems like forever.

This guy I bought the car off told me he was a private seller yet he has a small premise with several cars for sale is he acting illegally?

Also was angry when I stated I would intentionally blow the engine if I tried to do that while I had a oil leak would probably not end well for me if you catch my drift.

This was kinda a red flag for me but he did offer a months warranty on complete engine and gear box failure.

There was no small print just a hand written months warranty we both signed.

Was in my initial statement and in following posts!

Answers:

- The ad mentioned that you could bring the car for an inspection...why didn't you?
- Don't do that! since you had a month warranty on this car the seller should consider fixing it at his own cost.
- If you discover a dealer selling cars as a private individual, report them. They're obviously fraudulent business owners who are playing the system.
- I have no idea what British laws are concerning private versus dealer sales. But before you do anything READ the fine print in your 30 day warrantee.
Out of curiosity what does MOT mean? Not a common term for North Americans.
- Yes, that is why I requested the translation of MOT, from British (UK) English into American English. I have no idea what MOT means.
- There was no small print just a hand written months warranty we both signed. MOT is just a yearly check of the vehicle to make sure it meets safety requirements
- If the warrantee says 100% coverage for parts and labor, get the estimate from your mechanic and present a copy to the seller.
Intentionally blowing the engine could be seen as fraud on your part. If the seller refuses to honour the warrantee you may need to discuss the matter with your solicitor.
- I suspect the warranty was verbal and that makes it worth exactly zilch... A number of things wrong here. You buy a shaky 17 year old car and do not have it pre-inspected because you "don't know anyone who has mechanical knowledge". That's a cop out excuse for being cheap or lacking funds to have it done. You don't HAVE to know anyone with mechanical knowledge; simply take it to a garage and have it checked for what I assume would be 50 pounds or so.
- M54B22 motor. 2172cc. I could see exh gas mixing with carbon inside tailpipe as oily drippings. But oil, blowing thru cat and dripping out pipe? Well, it is a 16yr old, 100k mile motor. Should not be wasted if it has 10+ service records in 17 yrs?

New purchased car from dealer, now has engine light on

Questions: A week ago i purchased a BMW 320i Coupe from a 2nd hand car garage. When driving it home (150miles) the engine light came on. Rang the dealer which he told me to get the codes investigated. I did and this is the concerns:

- Catalytic Converter failed.
- Both Lambda sensors failed.
- MAF sensor needs replacing.
- Electric water-pump inoperative.

- Nox Sensor (Potentially).

Told the dealer, he no says to bring it back to the garage and they will look at it. In the mean time he will provide me with a courtesy car.

Should i allow him to attempt the repair, as dealers will do it as cheap as possible; the parts alone will be over £1000.

Or should i request my money back as the new consumer laws allow you a full refund within 30 days of purchasing the vehicle?

Used car from 2nd hand garage...probably a fixer upper that they didn't fix correctly I'm guessing. I'd walk away personally if I had that option and had issues within a week of driving out the door, especially from a garage selling it instead of a dealership.

I assume it's high mileage and there's no extended warranty with decent coverage they offered you?

Answers:

- Sounds like they cleared the codes hoping the codes, or you, would not return. If you can get out of this deal, I would. Otherwise keep on the dealer to fix the car. Take it back immediately if the CEL lights again after the "fix"
- Another vote to return vehicle.
- What law allows you to return a used car after 30 days and what state do you live in?
- I'd say he lives in the UK given the parts cost to repair the car is 1000 Pounds.
- The existence of codes does not mean all those parts are failed. In fact, many of them are likely related to the same issue. If it were me, I would at least let them take a look at it. Most courts in the US would expect that the seller be given a fair chance to rectify the situation. How those affairs are handled in the UK, I have no idea.
- If the consumer laws of The UK allow the OP to return the vehicle and get a refund, that is what I would advise. What Mustangman described is almost surely what the dealership did in order to get you to drive this rolling disaster out of their garage. In the old days, unscrupulous car dealers would put sawdust into worn-out differentials and gearboxes in order to sucker-in unsuspecting customers. Nowadays, they clear the stored diagnostic trouble codes in order to conceal serious problems, and then hope that you never return.
- If your state's law allows you to return it for a full refund, that's what I'd do. This crook screwed you. Be sure you keep all paperwork including your copies of any shop orders. Your lawyer will need them. By the way. I'd recommend that the next used car you look at, you get it checked out before you buy it. After is too late.
- He's basing that on the assumption all those things need to be replaced. Wouldn't be the first time someone made the assumption that the existence of a code means that part has failed. And o2 & cat codes often pop up together as just one example...
- agreed, if they were inclined to fix the problem they already would have before they sold the car. I fear that if he takes the car back to them to have it fixed that they will do a temporary fix that will last a bit longer than the 30 day return law so that he wont be able to return it when it breaks again.. I wouldnt trust them.
- So sad for you here my friend. I think you should return this car and get a new one. Or you can return it to the dealer and ask them the details, like the charges, how long it will be repaired and really to check out the details of the damages. Thanks for your info here, at least I have the idea on what to choose in buying my new car.
- Anybody else notice that this thread is almost a year old?
I'm guessing the OP's problem has already been solved.
- Yeah that little line up above says "11 months later". In America anyway, you have to bring it back first to let the dealer try and repair it before you can go any further. Don't know about

Europe though although the consumer laws may be more stringent due to xxxxxxxxxxxx (figure out why yourself then).

1999 BMW 3 series - 1 quart oil consumption in 4500 miles

Question: I had my 1999 BMW 3 series (E46) at the BMW dealer today and they added 1 quart of oil. It had been a little over 4500 miles since the last oil change. The car has 110K on it, and I have always used full synthetic, as did the previous owner. Is this something to be concerned about?

Answers:

- Keep an eye on it, but 1 qt/4,500 miles is well within the normal range. If it rapidly increases there's a problem, of course.
- If you go to a non synthetic oil it should use less.
- A quart is excessive in my book for a 110k miles engine but it's not that bad all things considered. The car has comparatively low miles for a 13 year old vehicle. From the sound of things you may be going too long between oil change intervals and even worse, it sounds like you are relying on the oil level to remain fine between changes without checking it yourself. This is recipe for disaster if that is the case. (Note that extended oil changes on light use driving can cause oil sludging or coking problems with piston rings. This could be the cause of the oil consumption.)
- Actually, when I saw the title of this thread, I thought 1qt/4,500mi sounds pretty darn good for a 12-yo car with six figures on the odometer. Just monitor the oil level, and take action if the oil consumption rate goes up dramatically in a short amount of time.
- I agree with meanjoe75fan. On a fairly new car, it is considered to be "within normal limits" for an engine to consume 1 qt every 1,000 miles. While that rate of consumption may not be desirable, it is also not unusual. After 12 years and 110k miles, I think that the OP should be very happy that his engine only consumes 1 qt in 4.5k miles. However, I do agree with ok4450 that the OP needs to check his oil far more often. It should not be up to the dealership to discover that the engine is low on oil. Checking the engine's dipstick every few weeks is a normal and expected owner car care function.
- A quart every 4500 miles for an engine with 110K on it is excellent. It'd even be very acceptable for a new engine. All engines burn a wee bit of oil. They have to. The oil rings' function is to wipe the cylinders down and leave a slight film of oil in the imperfections in the cylinder walls to lubricate the compression rings as they go by. That film in the wall imperfections then gets burned in the combustion process, which the film is confronted with immediately as the compression rings pass. New cylinders are even "honed" with visible scratches in a controlled pattern to hold that film of oil. Without honing a cylinder will not break in properly. The walls will be scored from dry rings dragging dry cylinder walls. As the piston rings get pounded with millions of hot, hard poundings from the explosions over the miles, the metal in the rings loses some of its springiness in addition to wearing. And the cylinder walls wear. The fact that these things combined still only allow that much oil past the compression rings after 110,000 miles is a testament to good maintenance and a healthy engine. You do not have a problem. Now learn to check your oil periodically. That'll help keep a problem from developing.
- How often do you change the oil? If it's every 5000 miles, then a small increase in oil use could cause this. You might have not needed to put in a quart between changes, but it could have been close to a quart low.
- You should not try and conclude from the Dealer adding 1 qt that it used 1 quart in that time period. Don't you find it rather coincidental that the car just happened to be exactly 1 quart low? Were you standing there when the stick was pulled and they said "look at where the oil level is now, this means your car used a quart in the last 4500 miles" I think not, I bet you just got the car back with a charge for 1 quart of oil on the repair order. When you picked up the

car did they say, "we need to talk about your cars oil consumption"? For all we know they only put a half quart in, charged you for the full quart and kept the other half for themselves.

- Nothing to worry about. One quart in 4500 miles is nothing of any concern in any engine.
- Along the lines of checking the oil on a regular basis I could pose the following question. With the pretty much total dispensing of gasoline by self-serve outlets can anyone actually remember ever seeing anyone in a gas station, quick shop, travel center or what have you with the hood up to do just that? People stand there watching the numbers roll by, texting, or rearranging their hair in the car while waiting for the nozzle to click off but I can't think of seeing anyone actually devoting 60 seconds to checking under the hood.
- Lately I've been standing there moaning as I watch the dollar signs roll past... Your point is a good one, however. That's a good time to check under the hood.
- "If you go to a non synthetic oil it should use less." Not necessarily. Probably the opposite. My car went from using 1-1.5qts of oil between 3,000 mile oil changes with dino oil to using less than a quart in 5,000-6,000 mile oil changes when I switched to Mobil-1 synthetic.
- In addition to the other comments, it is not impossible that the oil level was not exactly on the full mark immediately after the last oil change. The full oil level mark is a somewhat elusive target. I get the best results after parking the car all night after the engine has been run after an oil change, not immediately after an oil change.

Cabin fan on max, even after key has been removed

Question: On my 2001 SLK 320, the cabin blower is running on high, regardless of the settings. It is on even when the ignition is off, even when the key has been removed.

It only stop after I take out the fuse in fear of running out of battery.

It started happening when I was driving on the freeway. It just suddenly started blowing hard.

Answers:

- If you are pulling fuse #36, a 30 amp fuse, that feeds the blower regulation unit that controls the cabin blower motor. That unit gets signal from the environmental control unit. Likely, the power transister in the blower regulation unit has shorted out and is feeding unregulated battery voltage to the motor. It is rare that the internal schematic of a unit is available; replacement parts are usually not available; and the only replacement is the entire unit. You probably could locate the module (unit) by following the blower motor wires back to their source connection. Maybe Bentzman will reply and we will get further education on this matter.
- Two things that bother me, transistors more commonly go "open" when are the source of the trouble and the technique of varying voltage as opposed to varying the ground to control speed is different to me, but I have never cared very much to learn Mercedes, a look at the schematic would show whats up.
- it will be cheaper to put in a toggle sw. on the power line to the blower than to replace the control module, but then you will only be able to have it off, or on high.
- If it uses a fan relay for the high speed, the relay contacts could be fused together or sticking. A relay replacement might do the trick. If it's an electronic control that manages the whole thing and there is no relay, just ignore me.
- To find the module you should be able to just follow the wires back from the blower motor. They should tie to the speed control module and it should be mounted on the ducting. It is fairly common for the in series transistor to fail in the shorted mode. It would be a good idea to check the blower current to make sure it isn't drawing too much current and damaging the speed controller.

2000 ML320 Transmission and side mirrors

Question: My ML320, with 171,000 miles, has had regular maintenance since I bought it new. It started having acceleration problems yesterday, and the shop that has done the maintenance for at least 50,000 miles said the transmission fluid is filthy and there is a noise from a bearing that may be in the transmission. They say that replacing the fluid and filter will be about \$500 which may not work especially if there is bearing problem. My questions: (1) Should I have expected them to check the transmission fluid without my asking them to do it in the last 50 k miles; (2) does anyone have an idea what a good rebuilt transmission and installation should cost; and (3) has anyone else found a solution for the incredibly fragile side mirrors that stick way out and break if they are barely tapped?

Answers:

- Checking the transmission fluid is your responsibility. A rebuilt transmission and installation would cost "heap big dollars". No comment about the mirrors!
- The transmission fluid should have been changed 3 times by this mileage for optimal life. It's very understandable that the fluid is "filthy" (brown) at this mileage, even if it was not defective. I'm at a loss why a reputable regularly shop servicing such an expensive car would not check the transmission fluid unless you told them only to change the oil as "regular maintenance". As mentioned, if the transmission needs an overhaul, budget about \$5000-\$7000, and have it done by a reputable independent transmission shop. The regular checking, about every month or more, is of course your responsibility, as outlined in your OWNER'S manual.
- That's not true Doc. The owners manual will tell them that their transmission is "sealed" and there is no dipstick in place in which to check if they wanted to. The fluid is supposed to be checked every 15,000 miles when the service is performed. The tech has a temporary dipstick that is used, and then the cap is sealed again. The fluid is scheduled to be changed every other "A" service, or 60,000 miles. If the vehicle is serviced at the MB dealer, or an Indy who knows MB's, then this usually isn't a problem. But if it's serviced by someone not familiar with the protocols then the checking and service is ignored. I've seen MB's come in with over 100k miles that still have the original factory seal, meaning no one has ever checked or serviced the fluid. The factory says they seal the transmission to prevent someone from using something other than the factory spec (\$\$\$) fluid. Fluid type IS critical, and they feel they're protecting you from yourself. Someone will always try and add \$2.40 per quart 7-11 fluid. An aftermarket dip stick can be bought so the vehicle owner can check their own fluid levels. The dip stick is check only, and not designed to be left in the tube. The dipstick and a reseal kit run about \$60. Kind of high for the ability to check between 15k mile services. As for the OP, a transmission with ten years and 171,000 miles on it really owes you nothing. The best way to go is a factory re-manufacture from the dealer. It will be delivered on a pallet for around \$2100, with another \$1100 to remove and replace. It also comes with a no questions asked two year factory warranty good at any Mercedes dealer in North America. So, a sealed transmission is sealed for fluid integrity, not sealed for life. It should be checked every 15k miles (anyway!) and fluid changed every 60k miles. Never put anything in except for factory spec fluid or you'll void the warranty and be buying another tranny. As for the mirrors, I've not run across many complaints on ML mirrors. I've seen some with paint scars that weren't knocked off...
- Benzman, I stand corrected! So a good independent shop would have to check the fluid level at those intervals, and report on the level and condition? Some years back I was at an automotive conference and asked the GM transmission engineering chief why they got rid of the dipstick, and his answer was that it was less risky to leave it alone than have an unqualified person check it and put non-compliant fluid in. The unfortunate result was that the fluid checks were normally ignored by owners and Jiffy Lube type shops and many transmissions failed prematurely. I had had 5 GM cars with dipsticks up to that point, and never had problems. I then decided that a GM vehicle without a dipstick would not be in my future.

- Yeah, Dodnick, in 2001 a young man I know bought a Pontiac (equivalent to Chevy Cavalier). We suspected a transmission leak and he couldn't even check it. I decided right then I would not have a car that I could not check the transmission.
- Well, you two would be in a distinct minority. It's been my experience that only 1 to 2 percent of American vehicle owners check their transmission fluid on a monthly basis. Not many more than that check their motor oil level more than that. The average vehicle owner has their vehicle serviced on around a 3000 to 5000 mile schedule. Many extend that mileage out to 7500 to 10,000 miles. Even then, when it is serviced it may well be at Jiffy Lube or Wal-Mart. Other than those sometimes suspect services the hood never gets opened. As we've seen, many people rely on the very inaccurate dash warning lights to warn them of low fluids. Many on this list wince at that kind of maintenance, but believe me, it's much more common than you think. When you buy a Mercedes the maintenance at the dealer can be much more expensive than at an Indy or express lube shop, so many go there instead for everything but warranty work. These non-dealer shops do not have the special tools, training of factory information at their fingertips so they do a plain old oil change. That is how seven year old Mercedes' with 100k miles on them come to us with the original factory seal on the transmission tube. Some people do religious maintenance at the dealer only. Other (rightfully) balk at the prices charged for routine work that can be done elsewhere for 50% of the cost. But the big checkups at 30k, 60k and so on should really be done at the dealer no matter what make you drive. It's the only way to make sure that the vehicle/model specific maintenance is done correctly.
- Take it to an independent transmission shop for service. Don't take it to a large chain shop. There's nothing special about a Mercedes transmission. Any transmission shop can deal with it. As far as checking the fluid, you can actually buy a dip stick for your transmission on ebay. I have found them as little as \$22.00. It's a great investment for any Mercedes owner. Go on ebay and do a search for "Transmission tools", there should be several there.

Heres one: http://cgi.ebay.com/Mercedes-722-6-transmission-dipstick-tool-C230-E430-S55_W0QQitemZ370326907071QQcmdZViewItemQQptZMotors_Automotive_Tools?hash=item56393428bf

Bmw E90 2012 184 Hp 320d Yardim

Question: 3 senedir elimde 320d 184 yeni nesil motorlu e90 kasa 2012 bmw var. memnunum kullanıyorum yağımı filtrelerini kendim değiştiriyorum. sorulara gelecek olursak çok araştırma yaptım ama net cevaplar alamadım.

1. Aracım 200 bin km de, km si yüksek araçlarda kalın yağ kullanın diyenler oluyor özellikle yazın sıcakta yağ dahada incelebiliyormuş. mobil eps formula 5w30 tam sentetik koyuyorum 2 senedir sorun çıkmadı 5w40 a geçmemeli sizce böyle birşey var mı ? özellikle yazın 5w30 sorun olabilirmi yüksek km li araçlarda aşınma fazla olduğu için ?

2. ilk çalışmada zincire benzer ses geliyordu 5 sn sonra geçiyordu. ustaya götürdüm zincir ses yapıyor değiştirmek lazım dedi fakat sadece ilk çalışmada ki sesi gidicek ısnıkken şuan ki ile aynı çalışacak dedi. işkillendim yaptırmadım çünkü sıcakken genleşen zincir daha çok ses yapması gerekmez mi ?

3. birde aracında dpf var mı yokmu bilmiyorum 3 senedir kullanıyorum bir ışık uyarı vermedi buna bakım gereklidir mi ?

teşekkürler cevaplarınızın ihtiyacım var.

Answers:

- Zincir ses yapsa sürekli bir şangırtı sesi olur. İlk başta 5 saniye gelen ses volandan geliyor olabilir ancak 20d 184 bg olanlarda zincir değişimi gerekiyor. Servise kontrol etirmekte fayda var. Slm 5w30 esp den vazgeçme kalın yağ koyarsan dpf yi tıkar. Zincir sesi motor soğukken ilk çalışmadan sonra motor sesinin haricinde ritmik bir şıkırtı olarak belirir zincir yağ basıncı ile dolan bir gergi pistonu ile gerilir zincir uzadıkça o piston gövdeden daha çok dışarı çıkar sabaha kadar stop halinde içindeki yağ boşalar sabah ilk marşta yağ basıncı dolana kadar zincir boş kalır bu süreci ölçmeniz lazım kaç sn ? Bu olay zincir uzadıkça süreç ilerliyec ve artık normal çalışma sıcaklığında da sesi duycaksın bunu video çekerek bana gönderebilirsin ama benim düşüncem 200 k km deki bi motoru daha fazla riske atmadan sökülp bütün zincir palet gergi sisteminin ,kol yatak ve yağ pompasının ,krank balans dişlilerinin yenilenmesi ,bununla birlikte emme manifoldunun temizliği ve kelebeklerinin değişimi yapılması gerekir bi 20k tl harcarsın ama makina cin gibi hararet yapıp silindiri çatlatmadığın müddetçe bişey olmaz o makinaya .ben enjektörleride temizletiyom miss.bunları ehil bir serviste yaptırırsan süper olur. Dpf ye gelince karşı basıncı ölçtürmen lazım bazen sensör bozuluyo eksı değer okuyo motor beynde dpf yi okey saniyo ve rejenerasyona geçmiyo ve birgün küt diye tıkanıyo

Welcoming your 320d reviews!

- I've been deciding on a new car for a while now and have realised that with my new glamorous lifestyle (6 week old daughter) I need something a little cheaper to run for now, however I cannot get over the looks of the e92! My 325i is a little too costly to run right now and so I'm looking at an LCI 320d, which seem to be much less to run on a monthly basis.

I'm after quite a high spec one, but my question for everyone is basically how have they got on with the car if they've owned on? good parts/bad parts? anyone gone from the petrol straight six to the diesel 4 pot? I'm fully prepared for it to be less engaging however was considering a manual to maybe give it a nicer feel a little bit? what are people's thoughts on this? I know it being a diesel auto is best however my current car is auto and I think it makes it feel a little slower than it is, and also more boring!

- What running costs are you trying to reduce? They're the same car except one will be slightly better on fuel than the other and a bit cheaper to tax. Are you really doing that many miles that you need the diesel?

Wouldn't be a change I would go for personally. Not given the timing chain issues with the N47. Write off quite a chunk of fuel saving if you have a £1k + bill for a new engine when the timing chain snaps.

I can't imagine that you'll be able to get a low mileage LCI with high spec for less than your current car as the 325i/330 e92 really are quite good value at the moment.

The only change to a diesel I would consider from my E92 330i is a 325/330d/335d E91.

- Well the running costs would be the usual running costs that people refer to, not hard to think of them - fuel, tax, insurance.

The fuel would be miles better even with conservative figures, I average 25mpg when driving like a granny. Where as many people have cited figures in the 40mpg range when city driving, and even more on a motorway in a 320d. I've already estimated between 100-150 savings a month.

I'm not looking for a particularly low mileage one, I've already seen a few with full BMW history that have been looked after which is my preference. My car is a low spec pre lci SE model, meaning its easy to then find a higher spec LCI model when you downgrade the engine slightly, for the same price.

325/330/335d's are pointless to me right now, they have the same running costs as mine with marginally better mpg and you lose out on all the character of a petrol. At least with the 320d is is cheap to run which is my driving factor.

- Running costs include a range of things - fuel, tax, insurance, brakes, tyres, servicing, consumables. My point is that a lot of those costs will still be the same. Insurance won't be much different, which just leaves tax and fuel. In fact going from a low spec car which probably has smaller wheels to a higher spec LCI one with bigger wheels, means the cost of the tyres will significantly increase for example.

Appreciate there will be a fuel saving but there are also additional risks in buying a higher mileage car, especially an N47 - which can very quickly swallow up some of the perceived monthly savings.

If money is tight maybe get something a bit different that will be substantially cheaper to run. You can always come back to the BMW another time.

I've done that before, went from BMW 130i LE to a 2004 1.2 VW Polo for a year and spent nothing on it other than £50 a week for 380 miles worth of fuel because I'd just bought a house and wanted to free up the cash in case I needed it. Then picked up my E92 with half the miles for half of what I sold the 130 for and even with only 45k on it, the E92 still needs some fettling now and again. Soon adds up.

- That's a fair point and I appreciate the advice. I did not mention my car is quote modded so already has bigger wheels etc. I have considered going for a cheap little car like that - it may be something I have to go for eventually, however I'm managing okay right now I just wanted to save costs some more if possible, and still keep the beautiful E92 shape. Currently sitting at 45k on mine too and it wants for nothing so maybe it's worth thinking about that
- If you're gonna change then I'd definitely go for the E91 as that will be so much easier to live with now you've got a baby and all the crap that goes with them. Nice decent sized boot to lob the pram / buggy in plus rear doors to make things nice and easy when you're getting little one in and out of her car seat.
- Manual e91 330d. End of discussion.
4 pot diesel after a 6 pot petrol will always be disappointing.
We got back from a 650ish mile round trip few days away and averaged 51mpg in my e92 330d. Other running costs of the 3.0d over the 2.0d are negligible which the better sound and performance will more than make up for.
- If your reason for changing car is to save money, then I don't see the point of going from your 325i to a 320d. To change car will cost you money unless you do a straight swap. The running cost reduction I don't see as being significant enough to warrant the change. Any money you spend buying the new car you need to factor in to recoup before you start to actually save on

the running costs. E.G if you spend an extra £1000 buying the new car then if you figure saving £100 a month running the 320d then it will be 10 months before you actually start to save any money.

As mentioned above the only real way to save on running costs is to buy cheaper to run car, something with a small engine that is cheap on parts e.g a ford or something.

I think what you really need to think about is what car is going to be suitable for a family, as mentioned above an E91 is good, I have one and my wife and 7 year old fit in nicely. Much more user friendly than a saloon or coupé.

Also if you live in a city or large town think about future LEZ zones that might crop up, any diesel older than 2015 will end up having to pay the charge. So you may be better off with a petrol car.

I went from a 320d to a 325d, doesn't use any more fuel really but way nicer to drive. Insurance and tax increase was minimal.

Just my tuppence worth.

- Yep definitely will eventually, but don't need one right now as we have a family car. I eventually want to buy a dream spec e91 or f31 or whatever but for now the sale of my car wouldn't give me enough and I'm not putting any more down. I'm purely thinking of saving money in the meantime.
- Don't want an e91 yet and no point switching the diesel 3 litre as same running costs as mine and similar performance mines only marginally slower due to the increased weight of e93

Newb & E92 320d Buying Advice

- Apologies if this has been discussed; I'm looking at returning to BMs and selling my C Class.

Are there any tips and/or best advice I should be following on buying an 2008-2010 E92 320d?

I've heard I need to check if the timing chain has been changed or it can lunch the engine?!

Thank you in advance,

- I have previously had a 320d N47 engine.. I thought I would be okay with the chain issues etc but I guess it's just a matter of time before it does fail. Mine had full history, in my ownership 10k oil changes etc but the chain decided to fail around 110k so I had the chains done and the tensioners and soon after got rid as it was a big enough hit at the time.

When viewing one I'd suggest slowly holding the revs between 1300 - 1800 to see if you can hear any ticking or clicking noises that usually indicates a problem further down the line.

They are great on fuel economy over the mercs for sure & general driving dynamics too.
Goodluck with your search hope you find a good one ☺.

By advice would be....Don't

- Thank you!! That's good tip on holding the revs; I'm torn on getting a diesel or a petrol now. I'm not doing massive motorway drives, so may not get the benefits of the diesel economy. I've driven a few now and definitely prefer how they handle and drive.
- I think you've got the reliability thing back to front. The 6 cylinder engines are pretty well universally regarded as much more reliable. They're also more refined, more powerful and not a whole lot worse on fuel. I always wonder why anybody buys a 320d over a 325,330 or 335d unless they can't insure one.
- If you do go for an N47 engine, aim for about mid 2009 or newer; IIRC the crankshafts that had issues were phased out in January 2009. Engines newer than that still get chain issues, but you're much less likely to need to replace the crankshaft on the later ones.

My partner used to have a 59 reg 118d, which sounded like someone was lightly shaking a maraca at about 1800rpm. Really subtle noise. Took it to a dealer and they said 'keep an eye on it for the next year or so', so plainly weren't too concerned. 6 months later I caved and did the job myself. Not fun, but cost me about £600 including buying an engine crane and using all the latest genuine parts. No more noise after that. The parts I took out were barely visibly worn.

As others have said, go 6cyl for reliability, refinement and more power. That 118d did 60mpg on a run. My e91 330d (M57) does 45-47mpg on a run. I had the option to keep either car when we sold the 118d, and chose to keep my 330. My dad has the 118 now, and it still runs spot on.

- If you're not doing enough long journeys, a diesel will just end up with issues like the dpf, egr etc. and won't see a big enough benefit for the fuel economy.

The diesel torque is nice but I would look at 325 and 330i straight 6 petrols if I were you. Great, reliable engines.

- If you live near or have to commute into a big town/city for work etc I would say don't buy a diesel. ULEZ areas are popping up everywhere now and you will end up paying £12.50 for every day you have to drive there, even if it's just a couple of miles round trip. That makes the lower mpg of a petrol a non issue.
- Whenever you ask the question about the 4 pot petrol or diesel you will always be pushed towards the 6 pot.

I owned a E92 320i N43 petrol for 5 years before it was stolen. I can manage DIY repair to a certain point therefore saved a few £££ during the 5 years. I ended up replacing all 4 injectors and refresh front/rear suspension.

The E90 325i/30i N53 has some weak points like the leaking fuel injectors and HPFP. I have seen in forum owners pickup a bargain and later cry all 6 injectors need replacing which cost £250+ each plus fitting cost. If you are gonna purchase a old petrol version i suggest purchase from seller that can show evidence of recent injector replacing.

If you are tempted to purchase a N54 335i.... i suggest do some homework and put aside few ££k for repairs.

Question: I am new here and interested to gather some advise to assist with purchase decision on a used BMW. I am looking at the engine first, car next and have short listed a few below inclusive of details and problems in brackets, would like to hear your thoughts on this and recommend a better option if available.

BMW N46 - 320i E90 2011 (Oil Leaks)

BMW N43 - 320i E90 2005 (Oil Leaks)

BMW B47 - 320d F30 (Timing Chain Issue)

BMW N47 - 320i F30 (Timing Chain Issue)

A bit further info on my preference:

Only looking at Naturally Aspirated, no Turbo

Planning to use for daily short distances daily (~2km), weekly long distance (~40km), occasionally some long distance trips - roughly about 5K km a year

Low frequency and low cost of maintenance

Possibility of DIY esp with things like air filter, fuses, simple things

Planning to keep the engine/vehicle for 5 years or more

Happy to hear your recommendations and personal experiences.

Thank you

Answer: I think u meant 100k km etc for ur poll rite?

Wld strongly suggest the 320d. The torque is addictive, and perhaps ur full tank can last up to a month! Also, preventive maintenance is a must in order to keep the car running trouble free. If possible, get a unit with full service records, and hv it checked by a trusted specialist.

Good luck!

Question: Anyone letting go of their F30 320d? Ideally 2012-2014 with sports kit. I'm a cash buyer btw!

Answers:

- Saw one unit at TCT Sg Besi last Sunday (18/10/20). M Sport model. Didn't ask the price as I buy the 320i which parks beside her.
- Letting go of my beautiful 320D M sports. 2013/2014. Love this car and it's been my daily pride and joy. NO MODS COMPLETELY STOCK ORIGINAL.

M PERFORMANCE PARTS

GENUINE BIG BRAKE KIT

CARBON SPOILER

TWIN CARBON M PERFORMANCE TAILPIPES

GENUINE (RARE) 19" BEYERN SPARTAN WHEELS

MICHELIN PILOT SPORT 4 S TYRES

BILSTEIN B8 ABSORBERS & H&R SPRINGS

TRANSMISSION & AXEL OIL CHANGED

HARMON KARDON DOOR PILLARS

BANG & OLUFSEN TWEETER & FRONT SPEAKERS

INTERIOR SUPER CLEAN (MINT SHOWROOM CONDITION NO MELTING PARTS)

PREMIUM WASHED WEEKLY & FULL DETAILING EVERY 2 YRS

BOUGHT & SERVICED BY INGRESS ONLY FROM DAY 1

REPLACEMENT PARTS UNDER WARRANTY BY BMW

Question: Hi guys, I'm 25 and looking for a car. Been a car geek since I was a young kid and when the E90's came out my dream was to own one in the future. My budget currently allows to comfortably purchase a E90 320d. Read a lot on forums and reviews that say the 320d is quite reliable and maintenance isn't that bad but most of the posts are few years back. Everyone I ask that doesn't own a BMW says its crazy to buy an old BMW, but most people in this forum says otherwise. So my question is, with the current market price below 50k, is the 320d still a reliable option? Let's say a 2011 model to drive for another maybe 5 years. What would the cost of running it yearly be without anything breaking down? Really want to own a BMW, or should I go up a little and look towards the E90 325i, 323i's? Thanks!

Answers:

- As far as i know, and based on some members here, the e90 320d is one reliable ride. Few had issues with their oilburner! But do bear in mind that normal maintenance due apply, and as its been more than 5 yrs, u'd hv some wear n tear replacements to be made.

And yes, it is a reliable option. Opt for the newer N47 engine that produces 184hp (approx, as some say its 181hp). Normal oil service for an e90, approx. rm400-500 (or lesser), dependent on which oil u use. Set aside 20% of ur purchase price for the wear n tear replacements. Be on the look out for pulleys n mountings. Higher torque mean more vibration.

All the best on ur search bro!

- Been a while dibce I contributed... But the diesel version... Is a gem... All my car's now are diesel!!
- In 2003 I help up my girl friend in her assignment: Industrial Design-Study about BMW 3 series. (E46 3 Series)

When you know more about the BMW then you will love more about this Bayeriche Motoren Worke.

At that time I have a dream: One day I am going to own a 3 series but I also figure out that maybe I need more then 15 years to make myself comfortly own a 3 er.

But some times the will power really can make the miracle.

I work extremely hard to fullfill my dream.

In 2012, I've already own a 3 series, and it is the lovely 320d MSport (E90)

2 months ago I just got my X5 40e,

About the 320d?

Its' nick name is Silver Hawk, that mighty lovely beast is still with me for my Sunday blast.

No regret after nearly 7 years of owning the Silver Hawk, in fact I enjoy every moments of sitting behind it's wheel,

Every time I will widely smile when the Silver Hawk pamper me above 200km/h effortlessly.

About the maintenance?

Just follow the On Board Computer suggestion for the oil change and don't pandai-pandai add in any engine oil before the interval

About the fuel economy?

From Klang Valley go to JB and come back just need 1/2 tank of fuel (Full tank is 60 liters)

For every full tank you can easily get more than 700km of mileage.

For you info, I have extremely high mileage, my Silver Hawk now is about to clock 250,000 km.

So If I can use my real world example to show you how good the 320d E90 have been built,

What do you still need to consider before you decided to own it?

- Wow brilliant. Thanks for your reply! Now I am pretty certain I will find one 320d to purchase already seeing that really most people say it is very reliable. Knowing that you have reached 250,000km without issues is really amazing! Only thing I fear is the cost of repairs, and the limited choices of secondhand models actually. Like Carlist and Mudah has so few options makes me wonder why aren't many people selling it. Maybe it's just so good people not willing to let go for the current market price.
- You are right,

the E90 320d is soo good that no body willing to let go.

I am one among the lover of 320d.

7 years ago when I start hunting for the 320d, My sales adviser from Auto Bavaria (He is now senior management) already told me 320d is a good car that you hardly find it in the 2nd hand car market because very seldom people want to sell it.

From this forum (BMW Club Malaysia) I've read one quote from a 320d owner: I wouldn't sell my 320d, I will continue to drive it until become a scrap metal!

- Hey I created this account so that I can convince you to buy if you manage to find this rare gem, I am a proud owner of a 2010 320D M sport LCI.

doing 142000km now, bought in 2016 for RM80k at mileage of 47000km with full ori factory service record which was a steal. cost of maintenance is not that expensive

every time spend RM400-500 changing 5w30 (yes I am a OCD, following CBS recommendation of every 14000-15000km)

usual wear and tear part changes: both control arm, brake disc rotor, brake pad, left front wheel mounting, some other small part

part changes due to personal preference: absorber - was enjoying the M sport suspension when I started driving it myself,

later family and kids couldn't tolerate the stiff suspension, change to non M-sport OEM shocks and spring (SACH)

unexpected part needed repair:

crank pulley (snapped off, replace with new belt - RM 900+)

ECU repair (probably spoiled after water damage from flood - cost RM 3000)

headlight control switch (recently broken - cost RM800 to replace)

how is it like to drive?

I never know driving a car can be so enjoyable until I drive this diesel beast, the torque that throw you back when u floor the pedal,

easily overtaking any car on the highway (now I know why those Hilux and Triton can overtakes so damn fast)

driving 180km/Hour on highway feel like a breeze (was with my M sport suspension, not dare with the non M sport, it does feel abit more wobbly, but I am still confident to corner at high speed

with non M sport shock, the tyre still feels like it sticks to the ground all the time with almost zero body rolling, I think BMW is so good with suspension U don't actually need the M-sport one.

fuel consumption?

Just unbeatable - managing 14-15km/L on mixed city and highway drive

how solid it is?

it's built like a tank, I had a Toyota camry rear ended me, his whole front spoiler came off, my rear spoiler just had a small dent with scratch paint- I don't even ask for compensation but because his car looks much worst.

I will probably keep the car until the engine expires eventually (in another 10-20 years or never will ?)

my uworkshop mechanic actually offer me RM35k - 40k to buy over, he couldn't resist it after he drove it the first time)

- Yeah but always remember BMW repair definitely cost more than Japanese, need to have that mindset...otherwise you will have made a mistake

the charming things about BMW is once you fall in love driving it, you will spend good bucks to maintain it properly!

As I am moving abroad, I was looking to sell it at third hand market....during CNY my dad pinjam my car to do some errand..

he came back telling me don't sell it to dealer, sell to me instead, he like driving it so much.. probably after I put on a new pair of Michelin Pilot Sport 4. He's planning to sell his Honda Accord and buy over my car. Good luck on your purchase

- Well, what seem like a 25 yr old kid dream has became a reality when I turned 29. Finally got my 2011 E90 320D in March 2022. Got it for a price of RM48K, Milleage 224k km. Quite high mileage but I got this from a car enthusiast that took superb care of the car. Every single repair or maintenance he did he recorded it down and basically everything major has been changed including a RM8K gearbox rebuild. So far I have gone through 2 service with this car, each being RM380, changing it at 7000km intervals. 15k km ran in this beast and I am loving every second of it. Replaced new rotors, new tires and new battery since I got it and everything is working fine since. Car has been mapped by Y3 so it's producing 200/440nm,

acceleration is quite thrilling but comes with a cost of black smoke. Only con is because of the black smoke, my back bumper gets dirty often and need to do weekly washing haha. Overall love this car so much and absolutely no regret whatsoever.

Questions: BMW E90 320d?

Answer:

- With a baby due and a 12 and 14 year old my E82 is going to be too small.
- I've never loved a car as much as the coupe and will be gutted to see her go. I literally love that car!

Anyway, I'm looking at E90's (2011) and wondered if anyone has first hand experience of them? I know they look just like my E82 with an extra door on each side - interior seems basically the same, under the bonnet looks to be the same lump - N47?

With that said in guessing that they share the same common faults and issues?

I'm braced for the don't touch one of those get the *30 with the proper engine etc. I'd love one but think I'm priced out.

Any other options or suggestions? I'd love an X3 but think those are a little pricey for the year and mileage I'd want.

Because I have to get rid of my coupe I want to feel like I'm upgrading, hence looking at >2011 and below 80k (I'm aware the 80k is a stupid arbitrary number!)

Would really like to hear people's thoughts and opinions.

- It was a bloody fab car, I loved it and regret selling it. Be warned though, they're not the most practical things; the boot isn't huge with a smallish opening. Folding seats were an option which very few owners bothered ticking which makes them even less useful.

Fault wise, the fuel tank vent pipe runs through the chassis, rubs and splits. The later part is reinforced to stop this, it's a pig to fit so can be expensive. There was an issue with sticky door handles too but most would have been sorted by now. The 20d engine isn't the most reliable thing, so I would hang in for a 30d. Does it need to be a soot chucker? The 3 litre petrels are bloody good value these days.

- Cheers for responding Sam. Your 330 looks like it was a beauty.

I'm not overly worried about boot space. Just need 3 seats in the back.

I tried our pushchair in the E82 so no concerns that it won't fit.

We have a roof box for longer trips where we have to take bags etc.

I've started looking at the *30's in both Petrol and diesel. For the miles and spec I want it's slim pickings. (Xenon's, leather, Msport, pro radio, folding mirrors, front and rear pdc)

Only reason I look to the soot chuckers is because I do about 20k per year and having owned a M47 and N47 I like the idea of better the devil you know.. I've never had any of the big issues others seem to be faced with, I do oil and filters every 6k just to try and stay in front of the problems.

I think I'm going to find it hard because my coupe is mint. Paintwork is bang on and drives like a dream. I'm worried everything I drive/see will feel like a downgrade!

Sent from my iPhone using Tapatalk

- Thanks. It really was one of the best cars I've owned; only one mechanical issue in three in three years and lost £1800 in that time.

The rear bench is really for two people; whoever sits in the middle gets the short straw good and proper. There are good cars out there but it's finding one. I wanted a touring but they were all absolute dogs at the time. What's your budget?

- It won't be me sat in the middle!

We only use the car maybe twice per year where all 5 of us will be in it. Just need that extra space for those occasions. (Considered keeping the coupe and hiring a car for the odd times)

Budget is about 7k (not sure what I'd get for the E82 but would like to see 5ish)

I looked at a Tiguan for the space but the Mrs doesn't want one.. champagne taste with lemonade budget! She loves the new X5 and asks if that's within budget [emoji849]

Sent from my iPhone using Tapatalk

- You should easily get a good car for that, it's just finding one that's good. No help to you now but a guy in PH had a mint Le Mans blue touring 330 with stuff like xenons he was selling for £5.5k. It had done just over 115k but was a loved example owned by an enthusiast.

I like the E90 design and think it's aged well.

- You could always transplant stuff from your coupe -folding mirrors, radio, cruise and PDC should all swap over with a small amount of effort + coding. Depending on what it would do to the coupe's value it could give you a few more cars to choose from?
- The only thing that I'd really miss is the xenons and folding mirrors. Not sure I'll miss them enough to attempt the transplant but I'm going to read up on the requirements to see if it's something I could manage. [emoji1360]

Ended up buying this yesterday. Ticks some of the boxes. Pro radio with phone, Dakota/Oyster, thru load rear seats, cruise, shadow line and piano trim.

It's a 2011 E90 with just over 70k with a service book fully stamped. It seems really tidy and the fact stop/start works indicates things are somewhat healthy.

Needs the wheels refurbishing and some new rubber at some-point. It has a mix of tyres at the moment. They are 17's.

Although, first impressions is the ride is 10x softer than the low profile non run flats on the 261's where it makes my bones rattle!

I've still got the coupe for the time being and I'm staying on here regardless!

- [mention]samM140 [/mention] what wheels were on your 330? I might just crack on and find a set of those!

Any thoughts on boot lip? Yes or no? [emoji848]

Sent from my iPhone using Tapatalk

- Looks lovely! I think a body colour boot lid spoiler would really suit it. A retrimmed steering wheel from Royal would be a nice little quality of life upgrade too. I'd probably be shopping around for a remap too but that might be missing the point lol.

The wheels on Sam's 330 look like MV3s?

- Will get the lid spoiler on order.

I've looked at those wheels before - is it a diy job to switch them out?
to give an indication of my skill set, i comfortably swapped the full interior of my E82, all seats and door cards.

I can use a socket set but wouldn't class myself as mechanical!

I like those MV3s but also not disgusted by the 17's currently on the car, think i'll give them a few months and then see how i feel.

Finally... What a great time to try and sell m

- Nice looking car you've picked up there.

Yes, the wheels in mine were MV3's, 18 inch staggered set up.

My spoiler was from SSDD Motorsport and was about £175 painted and fixed with 3M tape.

Removing the steering wheel is a piece of cake once the release springs for the airbag are located.

- ran a 2010 60 plate brand new for 4 years - 318D Msport with 18's and red brown leather. did close to 90k miles

honestly one of the best cars I have owned - built like a tank

never missed a beat - no expenses other than general servicing

58 onwards i believe was the facelift

if you are not interested in looks go for the ED model although most will have mega miles as the CO2 was low a company car go to - guy at work used to get high 60's on long drives

positives

still look the part today

nice interior - very solid feel

comfy seats

make sure the car has fold down rear seats these were optional and very limiting if your car does not have them

318d was great on fuel

negatives

felt the engine was very noisy as time went on

run flat really gave a harsh ride

spec wise - wish mine had xenons - went for 18's instead

would have another one in a heart beat

father in law had the 320i which was great but suffer from coil packs immensely

- Probably a bit old for your requirements, but the last of the M47 engined cars seems to have the best reliability.

I had an E91 320d m sport for almost 5 years, and I have to say it was a brilliant family car. Build quality was very good, and the last of the M47 engines were bulletproof enough, being pre DPF too.

Mine had a few repairs, most being pretty common issues.

The rear wiper seized up twice, simple fix though, strip down the pivot/shaft and re-grease.

I had the 'engine stalling while driving' issue, and replaced the blue DDE relay in the fuse box, which unfortunately didn't cure it. Next option was crank position sensor, an absolute pig of a job to do, even with the inlet manifold removed. Cured the fault though.

Other faults were general wear & tear, tie rods, both rear shocks, etc.

It was a heavy old tank, but steered very well, did 50+ mpg on a run, seats were amazing, manual gearbox typically notchy, and was still driving very well on its original clutch at 144,000 miles.

- Looks lovely! My wife refused to have a touring point blank. I personally would have given it a go.

We've always had coupe's and 3dr hatches (apart from one 5 door golf).

We wanted to have something that still looked nice on they eye so went with the E90, I already regret getting white as it needs washing every two days!!

Not had any issues with it so far and seems to run very well. I don't think it had been washed other than by the garage I bought it from for years before hand.

It looks better and better each time I clean it as I must be cleaning away years of crap coating the paintwork.

I still have the coupe which I'm also cleaning every other day out of boredom.

Here they both are. Intention is to sell the coupe but I'm in no rush as I just love it so much!

- The coupe looks lovely !

The saloon is nice too, and I thought white was a colour which hides the dirt more than any other (hence all the white vans around).

Black seems to show the much more than anything.

Always loved touring's though, something about the shape appeals to me hah

- Thought I'd update:

Bootlid spoiler done.

Just picked up a set of straight, uncracked staggered MV3's

- Question: e90 320d thoughts
- Answer:
- Been offered what on the face of it seems a good deal.

2011 E90 320 140K miles its cheaper than most I can find. The car is a little tatty and needs tidying up.

Having owned a few older BMWs with high mileage. It wasn't ever an issue 160k on my last e46.

But how do the new bread of BMs stack up. I hear there are issues with the N47 engine. Regarding the cam chain. But this seems mostly in pre 2007 cars.

If anyone has one or owned one. Knows of anything i should look out for when viewing please let me know.

- We bought my wife a 2007 318i on about 36k a year ago so I did a little reading up on this. Obviously mine is petrol but the issue is the same - the cam chain guides are plastic, and they can break up, and bits of plastic could get into the engine. Which can bork the engine, of course.

As the internet is mostly full of problems rather than posts about having no problems at all, I asked my indy. His view was firstly that if you pay any attention at all to cars when you are driving them you will hear it before it breaks badly enough to do any damage. To be fair I have never heard it but I am guessing rattling chain type sound

His second point was that the petrol and Diesel engines are differently designed. On the petrol the cam chain is at the front of the engine, so changing the guide is a relatively straightforward job. On the diesel it's at the back, which means if it needs changed the engine needs to come out, which is a very pricey job in labour alone. He had one in needing the work done when we were looking and he reckoned it was going to be £2k or so to fix. I'm not sure if that included repairing any damage caused.

Vacuum pump seal can go, which was an issue on ours (indicated by an oil leak underneath) sorted under warranty from the selling dealer, as can the VVT motor... which also happened on ours.

And that's all I know, but hopefully a little help.

- Worth saying, we're very happy with the car. Grossly underpowered, but to be honest it's very comfortable, has quite a good options list, and I kind of like the enforced calm and patience as a contrast to the M
- I had a 57 plate 123d for over 6 years and 80K miles, and it was largely cam-chain worries that made me bail out of it!

Still, every cloud, etc. as that was when I bought my 1st Z4.

The 1 Series didn't get the N47 until the March 07 facelift and when I was trawling reports there were quite a few issues with later ones on other forums, but I don't remember any as late as 2011 - but then I was looking in 2014. I think the problem with early ones was the drive sprocket was an integral part of the crankshaft so if the chain went you needed a new crank too!

If you decide to go for it code the stop/start off, or turn it off every time you use it! I needed a new AGM coded battery after 4 years, and a starter motor after just 6 years.

Early E90s used a revised version of the M47 - but after experiencing N52 loveliness in my Z4, when I was looking for an E91 earlier this year it had to have an N52 in it.

- Thanks guys
I have been offered a 320d it's scruffy few dents. Flimper spec. But I have been offered it for £2k it's fone 140k miles it's a 2011.

The internet is confusing but it should have the better or improved chain tensioner. It's got full BMW history until 2014 then Indy there after. Just not sure what to do!!

- As you've said at 2011 the cam chain should be problem free, but I understand why your steering clear just in case. At that age they have more issues with injectors and flywheels failing that damage the crank sensor making them run like a pig.
E46 330d wise, just make sure its had the swirl flap delete or get it done yourself, you dont want the engine eating those little buggers.
- My dad had a 330D as a kid and man I loved it. With the big iron block its arse was always hanging out, even more fun in the winter and although not an M3 it was the ridiculously economical M3 variant. There was very little wrong with that car at all and always look fondly when I see them on the road.
- I think they have been done but i will be checking it. I will be giving it a good service and going over. I have 3 weeks off over Christmas. I am going to try and get the zed done too.

Its not an M sport but just a auto sport model. Has m sport seats but standard looking bumpers but thats fine with me.

- Similar memories for me. A mates dad had one he had a cheeky remap and it went like stink. Cant wait to own one. I was just going to get a boggo focus. But i am excited about this. And the zed now becomes a true weekend car.
- Genuine replicas?
I'll swap you for a set of genuine replica BBS's I'm going to make out of balsa wood.
- BMW hadn't invented M-Sport back in the days of the E46, Sport was as good as it got - same as E85/86s! But the Sport did get M-Sport suspension, seats, steering wheel and wheels (usually MV2s I think).

The grunty diesels do have a certain charm, especially with a little remap! :laugh:

My 123d was entertaining, but I bailed because of the potential N47 cam-chain woes - so I can quite understand why you gave the 320d a miss.

I hope the 330d works out.

- Well I won't be buying that one! Described as mint in perfect condition! It 100% was not flat tyre rust all 4 wheels damaged! No service for 20k miles. And it stank of weed inside!!

What a waste in time!

- The VNT turbo on the 2011 model is known to failure due to,oil service lack or failed egr.
- BMW hadn't invented M-Sport back in the days of the E46, Sport was as good as it got - same as E85/86s! But the Sport did get M-Sport suspension, seats, steering wheel and wheels (usually MV2s I think).

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- BMW F30 320d Advice
- Hi fellow fanatics - been a while since I last posted on this forum.

I am in the market for another car. I am considering getting a used BMW 320d F30. I would like to know from members on this forum their advice and opinions of this car. I've heard of timing chain issues on the N47 engines - not sure if this extends to the F30's as well. I've also heard of suspension/steering rack issues - at least on earlier F30's. How are the autoboxes? What is this car like to own?

I intend using it as a daily driver. All advice and responses appreciated.

- Hello SunnyJ;
There's a video link on the forum about the F30 320D. I've had mine since September last year and have no complaints so far. Would prefer more power and little more exclusivity. Overall economy is excellent. Did a best of between 3.6l/100km and 4.5l/100km to CT from MP(not driving at 80km/h=:) Average around 4.7l/100km town driving. Had the X1 2.0 D before this and I feel the F30 320D is worlds apart. Good Luck
- Owned one for quite a while. Really not a bad all round car, the engine is solid, I think it's probably one of BMWs most reliable.. Mine was driven hard and the box never had any issues.

My one did however fall off a truck, was a true rosslyn special so to say.. We careful of the early models. Many little gremlins.. :hammerhead:

- They are rock solid cars 

There are a few Rosslyn specials around, that's easy to spot by checking the Motor Plan history 

What's your budget like?

- Still shopping around - I know the LCI models will be launched by Aug-Sep. My initial budget was R250k but for that money most vehicles have high mileage so will be spending more than that. I am quite keen on 320d M Sport
- F30 is by far the best 3er . I still miss my E90 though but indeed a great all rounder
Sadly with a R250k budget you not going to get anything decent
My F30 320i will be for sale soon if you keen on a petrol model
- Thanks but keen on a diesel. I am prepared to spend more provided i get what i want.
- Been having a look at Autotrader & Carfind - have noticed that most the 320D's are poorly specced - no Nav or reverse camera whereas most the 330d' have them. What are opinions of the 330d?
- Barely any E90s or F30s are specced with nav. On the F30 the ConnectedDrive package is a 30k option. 30d is a different beast to a 20d. Both are good, one obviously just has more performance and sounds a bit better.
- Most F30 2.0 and lower models have next to no equipment, they rarely get specced hard, my previous one was.. You get more equipment as standard on the 6cyl F30s IMO. Very few 6cyl F30s around, just check the roads you don't see them..

330d is a torque monster but the money is so close to the 335i so then that argument comes into play unless you are set on a diesel. :coolShake:

- Yes the SA specced F30's do seem a bit poorly specced compared to the European & NA models. If only I could find a 320d M with nav & reverse camera :fencelook:
- I hardly ever see F30 330d's on the road. I suspect it's because the 320d is now "good enough" for a lot more people with a slight bump in power, different gearbox etc. Also as you say you may as well go big and get the 335i, which I see a lot more of. I'm not sure about the 30d but I know my 35i had about 40k+ worth of standard equipment over the 28i, which included the reverse camera, memory seats, sport auto gearbox and a few small items.
- F30 320d great Car. Yes steering rack issues but they have sorted that seems like it. Well Nav get a Garmin its better. all you need is PDC front and rear and xenon and maybe a sound system if you like. 330d is a monster but its pricy and personally ill then rather go for a 530d. It all depends on how much cash you have and wanna spend. Insurance is high on these cars I have noticed and they are ripping me a R1000 a month
- Swirl flaps m47 320d

- Questiina: Howdy Gents,

Considering doing a swirl flap delete but I am getting mixed reviews on line.

I've read countless threads on BIMMERPOST and Fanatics threads that it should be done..., but then I also read it doesn't have to be done.

Does anyone currently have an e90 m47 320d with swirl flaps?

- Answers:
- Hi. I had a E83 x3 M47 with the swirl flaps in place. Never removed them. Had no issues for a good few years.
- Thanks Avir, did you do any preventative maintenance? I saw some people deep clean the EGR valve to reduce carbon build up
- Hi I always checked the EGR valve and was always very clean.
Only preventative maintenance I did was always change the oil and oil filter at around 10k kmz. We changed the front and back diff oil, gear box oil, and brake fluid flush, just once. And new diesel filter. Also flush the radiator once. And we took the intercooler out and cleaned it. The intercooler just had very little trace of oil. All this was around 2018
- Do it as soon as possible. I do it to all my BMW Diesels as I have on one occasion on a m57 diesel with about 160k kms the one swirl flap hanging on a thread, already loose and hanging skew in the inlet tract held on with one screw. Rather be safe than sorry. At the same time disconnect the egr valve, take out the cat (you can get about R2k for the innards of the cat) and take out the small roll type oil filter in the oil Separator that is on top of the engine and replace with the plastic oil separator which BMW sells.
-
- Hi, a little background first:

- 1) I do sales, I usually drive about 250~300km/day on highway (90%) around KL Shah Alam area from Nilai
- 2) Income around 5.5k before commissions
- 3) No other commitments (except PTPTN loan repayment of RM300/month)
- 4) I spend around RM900/month driving my 12 year old Myvi with 12.5km/l fuel consumption. So I am looking for something that doesn't drink so much fuel.
- 5) I don't care about topspeed, I only want best NVH performance and good pickup

Recently got loan approved for a Hyundai Ioniq AVN (RM116k OTR incl. insurance) (Test drove the City Hybrid too, do not like it, especially since it looks 50k cheaper than the Ioniq interior wise and NVH tolerance is nowhere near as good)

Some friends of mine who are Ford/Sime Darby car owners telling me to think properly before proceeding because of:

- 1) Hybrid maintenance (and this being Hyundai's first gen hybrid) especially after warranty period (some ppl are scaring me saying hybrid battery is the cheapest part to replace, things like AC compressor is more expensive than the 10k battery blah3)
- 2) Can only refer back to 4 service centers in KL (for now) and no option to servis luar
- 3) Resale value (if I intend to change car in 5 years, people predicting by then can't even fetch 50% of the purchase price) it is a hybrid, after all.
- 4) Sime Darby not being the best in after sales
- 5) SHITTY China-made Ioniq head unit/player, when I think about it also I geram

Anyway, some folks are suggesting me to go diesel, tried the Mazda 2, too small, horrible legroom and can't fit much of my goods inside.

Also got recommended to take F30 320d since with 60 liter full tank it can go more than 1000km distance on highways.. and the word going around is that the 320d is less problematic than the 320i (which is not really that problematic to begin with).

Surveyed a couple of 320d at used car dealerships, generally costing between RM120k~125k OTR (year made 2014), of course no more warranty, mileage around 75k. I haven't test drive yet as I did not want to waste salesman's time, I probably will after getting your feedbacks...

What I found:

Pros:

- 1) Interior is really nice and classy, better quality than the Ioniq (which itself has quite a good interior quality, except the backseat fake leather)
- 2) BMW iDrive is so much more useful than Ioniq's head unit
- 3) Feels very premium and makes me feel excited
- 4) soundproofing from engine sound is excellent (can't hear the diesel's taktak sound after closing door)
- 5) got service records
- 6) RM240k car with the price of RM120k, first owner already took the hit from depreciation, if I want to sell it in 5 year's time I'm sure it can at least fetch 50k+, better RV prediction than Ioniq or any hybrid for that matter
- 7) Good fc and torque (haven't test, but everyone's saying that so okay I'll listen)
- 8) Malaysia is not going the B10 biodiesel pathway yet, so the Euro 5 available fits well.
- 9) I am expecting it to be a gazillion times more comfortable driving feel than in a Myvi (sometimes I just feel driving my myvi it's gonna turtle or get blown away by the wind while on highway)

What's bothering me:

- 1) Worried about maintenance, if the car is going to cost me more than RM30k to maintain over the next 5 years, I think I should forget it? Is it going to cost me more than 30k? I am aware that this is based more on luck.. but everyone's saying that BMW parts are not much more expensive than Japanese parts, it's around the same level with Korean parts and there are many skilled workshops around that have cheaper labour and parts costs compared to AB, Ingress, etc. Also I've been seeing around lowyat many 320d owners (although not all F30, mostly E90 older gen) saying that they have driven for X years over 200k, hardly any problems.

YES, I KNOW, THESE TWO ARE VERY DIFFERENT CARS.

My main concern is only to have good FC, I can afford the fuel but I just feel so fking annoyed having to visit the petrol station so often and seeing a large part of car expenses going to fuel instead of the car's purchase and maintenance price.

And of course, ada gaya mah, I'm a 25 year old guy who looks up to Beemers, why shouldn't I consider it if the pricing for a used, modern-looking one is within my budget?

- Used 320D is the clear winner here, in terms on price, look, nvh, performance.

But based on your usage 200-300km per day, and yes, probably more than 30k for the next 5

years, assuming your mileage is 60k km a year, that's require 6 rounds of services, each cost 1xxx, a set of new tires a year, that cost 2xxx, exclude all the misc and parts change, battery, major service or etc, each year minimum 10k.

Go for new car with free maintenance for the next 5 years, it could save you a lot.

- the 320d is definitely a winner for long distance/highway driving, you can easily get the 1000km per tank with your long distance driving. I suggest to try to find F30s registered after June 2015. This is when BNM introduced the 5 year warranty & service package. If you manage to get one you have warranty coverage and peace of mind until June 2020
- I personally think that the statement is pure moron.

You wanna make a decision, you have to ensure that it will be an informed decision.

How much the maintenance and other small details still part of the equation.

You coming strong with that condescending statement when TS clearly put an effort into consideration shows more of your character rather than his.

- So asking those questions wrong in the first place?

Some models have specific trouble when it comes to certain age, and some are not. So again, why asking that specific question is wrong?

Instead of contributing to a good, constructive comment to this thread, you choose to make an ass out of yourself.

Anyway it is indeed a used conti car, thanks for stating the obvious as if everybody here unable to read or comprehend as good as you.

- Worried so much then just a Hyundai Tucson or Kia Sportage 2.0 diesel at around RM150k and enjoy the 5 year warranty.....

Hyundai/Kia are making better cars than last decade, I think their 2.2 CRDI fitted on Santa Fe and Sorento is quite robust. So the 2.0 unit should be quite fine too.

- 60k km a year, you gonna need 2 sets of tyres. Price? Say $450 * 4 * 2 = 3600$ just for the tyres. Maintenance * 6 = 6k.
Add insurance.
That's about RM 30k maintenance before anything goes wrong.
Want to add more?
- Thank you for your input, I really appreciate it! Are there any BMW owners here who can verify this estimation? As I am told by my relative that his 320i (yeah petrol) F30 only costs him RM450 at the most during 10k service intervals (outside servicing) and RM1k during major servicing. I really think it's a bit much to be paying RM1k+ for every 10k km driven, right?
- Thanks for the tip! I am aware of the 5 year warranty thingy, but I'm afraid the 2015 variants are hard to find and way above my budget (that I would like to reserve aside for maintenance sake)
- Currently still driving my X1 diesel from 2014. BSRI of 5 years should cover your maintenance till 2019.

Tyre is one of the killers if you decide to stick with run flat tyre as it can easily cost you 800++ per tyre. Can always change to normal tyre but run the risk of being stranded middle of the road with no spare.

The N47 diesel engine is solid and torquey making it a nice drive.

- considering a 320d is good though. owners love it after the e90 version came here in 2010. cant comment on maintenance
- That engine and gearbox is bullet proof. You won't have major issues. Most money would be spent on wear & tear like absorbers and those run flat tires. As you travel a lot, it might make sense for you to buy a spare tire kit yourself, and change to non run flat tires. Or just get one of those foam in a can. As for the parts, join the clubs, ask questions, they will point you where to buy stuff cheaper like brake pads and disc. Way cheaper than authorized. And point you to reliable workshops.

I'd say before buying the car, book an appointment with Auto Bavaria to inspect it and check the service history. If I'm not mistaken they charge around RM2xx.

For the mileage you do, diesel is a no brainer versus hybrids.

You'd probably want one in sport package with the red trim on the dash.

My friend bought a used E90 320d M Sport and he has never regretted his purchase, except cry when he change tires. He too upgraded from a Myvi.

- if BMW is relatively cheap to maintain and somewhat reliable, then its resale value would be much higher than what you are looking at in the market now...

be prepared for higher maintenance bill and parts replacement if you choose to buy used continental car...give and take..

- 5.5k salary for an RM130-150k car...

go on lah TS

just cross fingers your extra comms could cover the extra maintenance expenses that would pop up later on

anyway, a similar priced new 1.5L Civic could also return 18-20km/l on highways as well, just sayin

- if u r really worry about fuel consumption, maintenance & no issue buying used car get a used prius 1.8L

toyota parts are cheap, hybrid fc

if face value really important can compromise with lexus ct200h (same engine lol)

- Alternately, can consider the Ford Focus TDCI. 2013 model at around RM44k. Similar FC with the 320D, at 1/3 of the price.
- can consider new mazda 3 too! new car, 3 yrs free service 5 yrs warranty.. peace of mind! drives quite good too! interior quality is best among it segment, go n test it! but NVH also one of the worst haha
- Was considering Audi TT which might give a lot of problem and now I saw this. I am also thorn between the options but BMW seems more reliable.

Btw, 320D is the diesel and 320i is the petrol version? How's the petrol version? I know diesel cars give more power but I am not really particular on that.

I am a fan of BMW and the previous YOLO thread on Audi TT sparks my interest of switching my existing Myvi.

My current income is about the same as TS. Given a 2014 car cost about 110-140k, I would say it's still okay for the month repayment.

However, same like TS my concern is on the maintenance, repairing and spare part cost. I don't drive as much as TS though. 10k-20k per year at max. In fact my Myvi has less than 10k millage yearly.

If the service cost is like 2-3k yearly I am still okay.

My next question is, should I get a 2015 for about 160k which has car warranty til 2020 or a 2013 car around 110-120k but has no warranty.

What does the warranty covers?

- Maintenance

- 5k after getting the car, restoration.
- tyres if go for cheap china brands also need 500-700/piece
- normal maintenance 500-700 every 10k km.
- Anything major break, easily 2k above
- Wear and tear spare part yearly put aside 1k-2k

If these items doesn't deter you, go ahead. But bear in mind if you haven't bought a house yet, it will delay your plan for it, substantially.

- My colleague who earns about 7k previously got a 5 yrs old 320i at the price of 100k. She changed the run flat Tyre to normal Tyre and bought the spare Tyre kit at 1.8k. Well, since TS salary is about the same as my colleague I think it's definitely doable. For a car about 120k you need to fork out 1.5k roughly for a 7 years of loan.

Do factor in insurance premium as well as it could be quite steep when come to annual renewal. If you are ok with it just go for it. No one know your financial situation better than yourself. Instead of asking is it good to own it, better to follow your heart and pursue your own dreams and goal.

If you are worry about the maintenance cost then do more study on the maintenance. You may be surprised to find out a lot more cheaper workshop out there. If you do take care your car well then i think it will last you for another 5 to 10 years.

Good luck in hunting a good unit.

- The 7k is before deduction. I think after deduction is about 5k+ net.
Since you mentioned you earn almost the same as TS, I think if you settle for 160k car then it will be quite hefty for you.

I don't own a Beemer thus can't elaborate much. I do own a 160k car and that cost me about 2.2k per month + insurance is a big bomb to me. So i think you better hunt for something around 130k and that will be very comfortable for your wallet. Warranty cover mostly on the mechanical and electrical components in your car. You need to check with BMW to get the exact details. For my car, things like transmission and engine are covered within the warranty period provided that I send back to the authorized service center within 5 years. So a good tips for you is to check if the previous owner send their car back to the authorized service center and also not doing any modification that could temper the warranty.

Best advice to you is to visit BMW showroom and have some chat with their SA to know more about the warranty.

By the way, I recall bmw 5 years warranty does cover a lot of wear and tear items. My colleague told me owner need not to folk out anything when they send back for service. You will get peace of mind for 5 years.

- How much was your annual insurance? 3k?

The price for a 2012 BMW 320i which has no warranty will cost around 100-130k and a 2015 BMW 320i will cost more like 160k....I wonder which 1 is more worth 🤔 Pay less 30-50k but no warranty or pay more but with peace of mind for few more years.

On the other hand I could also consider 316i

- My annual insurance for first year is 4k+ without ncb. If you hv 55 percent off then won't feel so pain like me. I think 316i is not value for money. You get a Beemer exterior but the engine really turn you off. Might as well you buy a better JDM with that kind of price. Since maintenance bother you so much do you think you are ready to own such car? I gave up the thought of getting Beemer because I have lots of concern with the maintenance cost. It could be a bomb for me and thus I go for jap car instead.
- Ya, do consider that 1 to 2k maintenance every half year is a lot though. Say you need 2 maintenance annually and there goes about 3 to 4k. Which turn out to be about 400 per month. You need to spare 2.5k monthly for it to be on safe side. It will take about 40 percent of your income. Worth it or not I leave it to you to decide.
- My another choice is to get a new Honda HR-V, which the monthly repayment is more or less the same but much cheaper? on the maintenance side.

Given a new HR-v monthly repayment is almost the same as a 4-5 years old 320i, this is what leads me to getting a beemer in the first place. Also, been hearing that the maintenance cost of a beemer is actually only slightly higher than those Japanese car if you know where to get the parts and where to service the car - not sure if that's true, so that's why I am doing my own research here.

Financial planning wise, I can set down 300-500 monthly for the maintenance - which summed up to 6k per year. Now I am assessing to see if 6k per year is enough.

1. Given normal maintenance - 500-700 every 10k mileage should be no problem
 2. Major break - 2k above which is a bit costly but still within the 6k I prepared
 3. Wear and tear spare part yearly put aside 1k-2k
 4. Prepare an additional 3-4k for tyre once every 3-4 years
 5. 5k after getting the car, restoration. This worries me a little
- I can understand. Maintenance is a hit and miss. My friend's E90 320d have no issues other than brake rotors, pads, tires and the usual engine oil & ATF. Absorbers due soon.

End of the day you have to ask yourself what's important to you. I'd go for the BMW without a doubt, but that means I'm taking up the risk as well.

Edit: TS I would only consider the 320d F30 not the 320i for the amount of mileage you cover.

- the diesel BMW isn't too bad because unlike the petrol variants BMW cant go all crazy by using things like timing chains that are designed to fail and be unserviceable, and other horrible things that are meant to go wrong after a certain amount of time or use. Even the transmission, 20 gears can break for an auto unlike manuals that are much simpler but i dont think BMW offers manuals anymore.

Diesels tend to last longer and have a little lower maintenance because their design is very different from petrol, plus lack of spark plugs too.

- Even though I'm a diesel advocate, i strongly disagree that the 320i is problematic. Most of my friends with F30 320i stock and remapped ones are still running their machine well over 5 years without any issue. it all boils down to how the owner take care of the vehicle and never

skips on maintenance. I still see BMW's forced induction vehicle are much more reliable compared to NA ones.

- Diesels require stronger components, nothing to do with revs or stressed, considering that F1 engines rev to 15k. It's not entirely the revs because the internal parts of the engine move up to a certain speed regardless of the rev. For instance some wankel engines have a 3:1 ratio added like mazda which revs past 10k where every turn of the engine is multiplied by 3. All engines are limited by their internal engine speed which is 30m/s for internal movements. So diesels have a longer power stroke required for their increased torque and pressurised combustion so the engine reaches 30m/s at a much lower rev.

You also can't go crazy like with petrol in the engine design and aside from requiring tougher components, the turbos work differently on diesel too. BMW had V12 in the US and they were pretty unreliable, but they don't go mad with diesel usually sticking to straight 4 or 5.

- Every engine has its flaws. N47 famous for timing chain wiggle after 100k mileage depending on luck also. And gasoline is much cheaper to maintain than diesel. Yes you save fuel with diesel but with diesel egr and all those environmental gadgets in it, better save some money to fix it. The diesel component is durable but not cheap to replace. But lucky Malaysia got cheap diesel compared to other countries but with biodiesel in it, well better make sure you drive in longer distance journeys, else your car will fart like devil's car. I think turbo petrol cars nowadays are pretty fuel efficient also. So your choice and study your nature of driving.
- BMW E91 320d - Any Advice or Tips?
- Question: I've recently become the owner of a very high mileage 2006 320d M Sport Touring. The car has been in my other half's family for the last 6 years and has one of the most comprehensive service histories I've ever seen. It has 190K on the clock but it has been bought solely as a workhorse and daily driver.

There are a couple of things I'll be doing to freshen it up, obviously it'll be getting detailed but I'm keen to understand what else I'll need to do to achieve what I'm after.

Common faults - apart from the things I know about, turbochargers (had 2 in its life), swirl flaps and alignment issues anything else?

Coding - as it's pre LCI I'd like to code a few things in, courtesy lights/lights on when unlocking, mirrors to fold in when I lock/unlock, windows up on lock. Any other things that are convenient that can be coded in and how do I do it?

Head Unit - Again as it's pre LCI no iDrive or Nav so I'm after a decent head unit with Nav, Bluetooth and DAB. Any complications on fitting aftermarket into BMW?

Forums - Any owners recommend a good owners group or forum? I've had a look at a few but all seem to be US based.

A lot of questions I know but this is probably the first of many BMW's, I like to get ahead of the game where I can!

Pics of car for reference -

- Answers:
- That looks like a well looked after car. I can't help with most of your questions but www.bmwlander.co.uk has some very knowledgeable members who will be more than happy to point you in the right direction
- That looks like a fantastic car! A good friend in the trade always uses the line "Age kills cars, not miles" so with a great service history, you'll have many happy miles yet I'd say.

If you have a look at Bimmerpost, select e90 etc, go to Regional Forums, then select UK. There's loads of info on there.

I've a good friend who has owned an e90 for about 6 years now and he does all his own maintenance. I'll have a chat with him and let you know if there's anything you can future proof.

- I'd want to know about the state of the clutch (if one is present) and fly wheel, wheel bearings and all the suspension joints at the very least. A set of poly bushes won't be expensive but it's a ball ache in labour terms to change them all.

Steering rack wear would mean having to dismantle a lot of the car to replace it, the labour on many cars for that job is a killer.

Belt and water pump are probably worth changing together if it has not already been done. Is it chain cam or belt driven?

- That looks really nice - do think the tourer is nicer looking.
- Thermostat is worth a change as they can stick open.

Get the crank case breather filter changed out also. These can block up causing turbo failures. Also as mentioned above if the swirl flaps are still in place get those removed.

If its a manual get the gearbox fluid changed, if its an auto get a zf service kit for the autobox. Just take it to someone who knows what they are doing as these have very specific procedures for refitting and re filling the fluid.

- I previously owned a 318d E91 M-Sport, it was a great car and did everything I asked of it. I had that car for just over two years and had no problems with it at all.
- Question: My daily ride is my 1999 Patrol 4.2D, I travel +/- 2200 km a month needles to say my diesel bill is about R 3 500 a month. I am considering buying a 2003 BMW 320 D with 134 000 km on as my daily ride but have a few questions.
 - What are the maintenance(servicing) cost like.
 - What is the consumption like.
 - What should I be on the lookout for when inspecting it.
 - My need is to have an economical and reliable car to get me to work and back. I would appreciate any comments on this matter.
 - Answers:
 - Stay away from that shape (E46), the 320d had issues with a swirl flap that ate turbos and engines. I had two E90 320Ds, and they are the best platkarre I've owned.
 - Get a TDI VW. They are brilliant and they have resale value. Mine now has 300,000km on the clock.
 - +1. What are you looking at spending?

Or get the B6 1.9tdi. I personally know of one with more than 400,000km on the clock on its original injectors and turbo.

My friend had that 3 series bmw, it also has more than 400,000km on now, but 7 turbos later...

- I had a 2004 BMW 320D and loved it! I can't help you with the maintenance cost as mine was still under the maintenance plan, I will tell you however what has been replaced under the maintenance plan:
 - The turbo... (It wasn't the fault at the time, but they replaced it anyway)
 - The engine... (Butterfly Valve or something broke...)
 - The left rear window and mechanism

- The rear diff (Both of the last 2 items they did without me knowing there was any issue??)
- Consumtion on the long road without a heavy foor was about 20km/l and in the city / highway traffic it proofed real good as well.

Like I said, I really really loved it and would buy one again in a heart beat - if they can go off road.

- I had 5 x different BMW 320d (4 x E46 and 1 E90) and they all gave me injector problems somewhere within a 100k km period.Thank you Motorplan.

Besides injectors, they were very economical and had enough torque. Just a pitty the roads I'm travelling on are so bad or I would still be driving one today.

- 2008 Toyota Hilux D/C 3.0 D-4D (Overlander) SO
- First E90 was bought at 50k km sold at 100k, second bought at around 65k km, sold at 165k km. No issues with anything other than a sump breather filter that cost R1000 to replace between the two of them, and 18" RFT's that cost R6k each on the first one.

As for resale, it is terrible, so pay well below book for a well looked after one. I'd look for an 07-08 and not pay more than R110k.

- Jip.. stay away from the E46 diesels. Nothing that haven't been said yet, but a family member had one from new, with CONSTANT problems... He had gearboxes replaced, diffs, turbo's, etc. More than once in less than 150 000km's.

The next generation diesels were great apparently (although he moved on to Merc and never looked back), but as mentioned already, reeeaaally bad resale... BMW = Slave for life!

- If a TDI is bad look at a 320... We just bought a 2007 330I with 60k km on the clock for 120k, Auto, Sports pack and in silver.
- Had a 2004 320d Auto and sold it on 184000km, serviced at BMW was an average of R1400 per service (7 years ago). Apparently the turbo issue was resolved from late 2003 onwards. Only thing that was replaced on mine was the rear speakers. Nothing else.

Consumption was anything from 6.5l/100km upwards, depending on driving style.

I had one.

Turbo blew bit replaced under warranty.

No problems since.

Averaged 6.4 l/100km over 150 000km.

BUT!

I sold it because the maintenance cost were 'German Motor Manufacturer' ridiculous...
R4 400.00 for an oil service.

Servicing costs exceeded R1.00/km...

Will never own another BMW ever!!!

had a Caddy Maxi, 12-14km/l in town with aircon with 200kgs load...

Well if it has eaten the swirl flaps, this will be easy to detect on account of it not running any more. If it has not yet eaten the swirl flaps (hardly a given like a 2.8 Mitsu eating its cylinder head for example) then you buy 4 blanking plates at 6 pounds each and you are sorted.

Open road consumption is 5 to 5.5l/100km at 120+

Servicing is cheap. Well under R1000 even at the stealers. I think a colleague of mine paid R680 or something last month at SMG...DIY is ridiculous- oil filter is the most accessible I've ever seen, sump plug is equally easy. If you take 15 minutes to do a lube service you're slow.

Turbodiesels eat turbos because they are abused. BMW has suffered this more than a lot of other brands because they sell you a sporty chassis with a powerful engine so the boy racers wonder

why they need to finance the thirst of a petrol one, get a diesel and cane it, and then diss it when they break it.

My 330d ate 4 turbos in 150k km under its previous owner(s)
Surprisingly (not) it seems to have stopped breaking since I got it. And it doesn't get nursed, just shut down properly.

Consider a 330d. Way better car for only slightly more money, and less likely to have been abused due to much higher price when new.

Don't worry about resale value. A 10 year old car is already about finished depreciating. And the BMW is a solid product that is still far from used up at 200k km, unlike the VW econobox.

- I own a E90 330d and LOVE it. Granted I am a bit heavy on the foot, so town driving I get 10.5l/100km with the aircon on permanently and open road I get around 6l/100km. My car is in 145000km and have not had any issues!

Cost of maintenance is reasonable considering you are driving a BMW. I dont take my car to the dealers though as it is out of warranty.

- Depending on where you service, most often the VW is the same price to maintain as the BMW, depending on which one you drive.
- Question: bmw 320d m sport... any potential?? Just wanted some advice. Just picked up a BMW E90 320D m sport and wanted to know if it has any sideways potential. I'm fairly new to this sport and have done a little bit in an MX5.

The Beamer has 177bph and 258 lp/ft torque, RWD with BMW sports suspension. Does it have a chance or am I wasting my time with it.

Also any techniques on drifting this type of car would be appreciated. Its my main car so I dont wanna batter it but it would be nice to drift it every now and then.

Thanks

-
- Answers:
- It is front engine RWD so yes it be used for having fun drifting 😊

however if you are learning cone scars etc are very likely indeed 🚗

may be better to get a budget drifter or check out one of these days –

- Will it allow you to turn off all the electrical gubbins to enable it to slide around as well? My E46 does, but with its open diff, its not exactly fantastic
- I had the Touring version of the same car - it's OK, will happily go sideways round a roundabout in 2nd as long as it's damp. Struggles in the dry. You'd be better off buying a disposable drifter - you'll be shitting yourself about slapping the E90 into something, at least until you've gained some confidence.

TBH though, I don't think the 320d would make a particularly good drifter without spending monies on it and stripping the weight out.

EDIT: If you turn the TC half off, it'll let you step the back out and hold it there for a surprisingly long time (although sometimes it randomly slaps your wrist and straightens the car up) - with it fully off, it can be a bit snappy, although the saloon probably won't be so bad without so much weight over the back.

- I'm taking delivery of the car on friday so have not yet had a good look at the options on it. Do you have the option to turn the TC to half off?? if so it might be worth having a go in the damp in an empty car park to get a feel for it. if so how do you turn the TC half off??
- Press the traction control button once to turn it half off - ie, it'll let you get away with some slip, but still cut in eventually.

Press and hold the traction control button until the dash lights up like a Christmas tree to turn it totally off

- Thats awesome, thanks a lot. So in the damp how would you initiate the drift in this car? is it better using the handbrake or would another method be more suitable.

Sorry for all the questions but im fairly new to this and any help would be really appreciated

- On a roundabout in 2nd, a little clutch kick is all that's needed - I suggest you find somewhere you won't hit anything and give it a go though.
- clutch kick, scandi flick, power over, bmw handbrakes are crap (well they are on older models weather they've improved on newer ones i dont know)
- Its a late 2006 btw but I would rather save the handbrake if I could pull it off with power over or a clutch kick. What kinda speed would you start off at - 35mph somthing like that?? and thanks for all the advice, I guess everyone was a novice at somepoint!
- usual way to start is by doing donuts then adjust the steering and making them bigger and bigger till your going round in a big circle, but with an open diff thats very difficult, i'd say start in the damp/wet at about 15-20mph in second gear turn the wheel clutch kick and try to spin the car 180 degrees (again may be difficult with an open diff), then 90 degrees keep practicing till you can extend the 90 degree turn and keep the car drifting, try to do a full circle like your going round and round a round about, you'll soon get the gist of how fast you need to be traveling etc, its a little different for different cars and cars with open diffs etc so cant tell you exactly how fast, just go have a go and you'll pick it up.

remember though its not about turning a flooring it you need to balance the steering and throttle to keep the car side ways, use small inputs of steering and feather the throttle etc, if you feel the back step out to far then lift of the throttle slightly and steer into the skid a little and if you feel the car wanting to straighten up give it a little more gas and a little flick if you can.

- so do you guys think this car is too unstable to start to get into drifting with. The last thing I want to do is prang my new beamer but I cant afford to pick up a disposable drift car. The BMW is also my family car as I have a kid so getting a disposable one is not a financial option at the minute.

Hopefully one day tho... I would love a 200SX.

bmw 320d opinions

question: we have just bought an 08 plate bmw 320d m-sport(177bhp start/stop,i think) to replace our golf mk5 gt-tdi 140.

we pick it up on saturday.

does anyone on here own or run one?

any opinions or thoughts would be very welcome please?

i;e should i just keep the golf?!

Answers:

- I had a slightly older 320d, an 05 plate, and to compare it to the Golf is chalk and cheese. BM considerably better made and so much nicer to drive.

RWD is much better than FWD in my opinion and the BM handled very impressively. Inside the BM, whilst maybe not the highest specification, is very tactile; the quality will shine through.

The boot wasn't great and I wouldn't fancy being in the back for too long but if you are in the front the BM beats the Golf hands down.

Enjoy

- VAG do better interiors than the BMW these days and the MK5 golf cost more to make than the MK6, which was built to to a price.

The BM has the better engine and driving though and feels a better car in all respects.

I was looking at selling my petrol guzzler and buying a useful frugal 4 door diesel - driven lots but still haven't got round to buying one yet.

- i have a 57 plate 177 320d coupe. have to say i love it.

i do a lot of motorway miles and it's very frugal and super quiet. then on twisties it's a lot of fun. 177 bhp is about enough as it's not a light car but it feels well planted and should have reasonable residuals.

it's the only car i've washed twice a week and it's the first one the wife has come in from and gone "i love that car!".

only downside is the run-flat tyres - they're harsh and you will wince at what might be happening to your shocks and alloys if you hit a pot-hole. build quality is second to none.

when the warranty's up in year i'd have another.

obviously a Triumph Speed Triple is what you really want so i'm having my cake and eating it :lol:

- Really is one of the best cars for most situations, contentious i know, but read any road test and it beats its competitors time and time again.

Bmwland.co.uk forum has a lot of info, a lot of the horror stories about diesels are for the earlier ones not the e9x generation cars.

They are a really good car.

I had the new shape 330d for 4 years and had 2 or 3 320d as courtesy cars and really other than some in gear and top speed performance there is really no difference between these cars.

- Just picked up a 320d convertible to replace the 325d - Amazingly, the new engine has 184hp and feels no weaker than the outgoing 6 cylinder, which is some achievement, but allegedly will do 54mpg...

Can see it out of the window now, think I'll have to go and lick it....

This is my fourth BMW, and I remain impressed with build quality, handling, service and support, although I do agree that VW/Audi interiors are more than a match now.

- I have the Alpina D3 which is based on the 320d, its the best car i've ever had.

Just drove back from london and it returned 45mpg, plenty of adjustment on the seats as well.

The i-pod integration works canny as well

- I won't enthuse anymore about the quality, performance, handling, economy, and general feel good factor of the current shape 3 Series - I imagine the above posts have convinced you of all that by now.

Having sold them new from May 2005 (pretty much their launch date in the UK, when they were in 163bhp guise) to when I left BMW some four years later, and having had pretty much all versions of the 320 & 6 cyl 330/335D, as well as various E60/61 5 Series diesels, all I'll add here is that the 320D is the one I would put my own money into before any of the others... including the 335D Touring (amazing performer as that is).

The 320D is just a great all rounder - it really does everything well and nothing badly (if you exclude rear knee room, which is hardly a fault you'd only notice x number of weeks after having bought one).

Finally, having come from MB, whose reliability record (during the period I sold them, from 2002 to 2005) was absolutely dire (mainly electrics), if you exclude the odd puncture (Run Flats so never left stranded), I never had one mechanical / reliability issue with any of the dozens of 3 Series that I ran over a 4 year / 300,000 odd mile period. That to me speaks volumes about the engineering integrity of the vehicle, and of course, the build quality. Not many others cars I can think of would have enjoyed a similar record.

- I'm on my 19th Beemer and there is simply no contest ! :wink:
Audi making inroads, mainly due to launching cars that match BMW speed-wise, but handling/enjoyment = miles behind !
- I'm reading this thread with interest because I'm considering a 3-series too; my heart says get a 3 litre diesel but my head says the 320d is adequate and a much more sensible buy.

Had a test drive on a 320d coupe (177bhp spec) last year and liked the engine/performance; logically the latest 184bhp spec will be a bit better as it also has more torque. The 177bhp version felt a bit quicker than my Jag X-type 2.2d and certainly seemed smoother when revved.

I'm just not sure I could really love a 3-series. Had a look at them when I bought my Jaguar in 2006 and wasn't massively impressed. After test-driving the latest offering I still wasn't convinced I really liked the car. There's something sterile about the interior that lacks appeal IMO. Overall, I think they lack character.....and the standard-fit stereo's not as good as the one in my Jag.....the salesman didn't like it when I pointed this out :).

For me, the BMW doesn't feel special enough although I may yet end up owning one. The performance and fuel consumption figures are highly impressive, resale values are rock-solid, build-quality is great, plenty of room inside (unlike the Jag), looks nice in the right colours....but feels a tad disappointing.

Had a drive on a Jaguar XF 3.0 diesel (S-spec) last year.....that was nice, but I don't need such a large car so it's hard to justify.....and I don't wish to spend that much money on a car that'll only do 6-7K miles/year.

Am I missing something somewhere with the 3-series Beemer :?please keep the owner's comments flowing :)

- I write for a BMW magazine and have spent the past 7 years driving just about every modern BMW made and a huge back catalogue of classics too as well as owning three very different ones myself. For these reasons I might be biased but personally, I can't see myself driving anything other than a BMW unless my numbers come up and even then there would be one or two in the stable. Yes perhaps they lack a little soul or character but

their breadth of ability outweighs any singular flaw that the heart might pick up on. The 20d engine in both 177hp and 184hp guises is hugely impressive and hugely capable as has already been pointed out and a remap is the way forward, releasing numerous additional ponies whilst managing to improve fuel economy. If you're buying outside of warranty then you will need to have the swirl flaps removed as these have a nasty habit of falling into the engine and while BMW did revise the design out it is still best. In terms of loving a 3 Series, I have always owned quirky, slightly leftfield and often impractical cars. My first BMW was a 4.4-litre 840Ci, my second a 197 E28 518i and I loved them both so when I sold them and bought my current car, an E46 330i Sport Saloon, I feared that I too would struggle to fall in love with it because it is so ordinary compared with the former two. But not only did I instantly fall in love with it when I bought it one year ago, I now believe it might just be the best car I have ever owned. Everything about it feels right and while it may not be as exciting to own and drive in the way the 840 and 518i were, I love it because it does everything so well, and being the consummate all-rounder is what BMWs excel at. Today I was on a shoot with a three-door 120d M Sport that had been fitted with an official BMW Performance power upgrade, giving it some 200hp, and while it may only be a 1 Series and very far down the automotive food chain in terms of desirability, I found myself thinking that I would quite happily live with one and more than that, I think I would even enjoy the ownership experience. The blend of performance, economy and ultimately feel behind the steering wheel is what makes it such a complete package. Can you ever lust after something like this? Perhaps not, but I think that it would definitely get under your skin and you would love it in a different way.

- Bought a 320d M Sport Convertible last week in Bluewater so a weeks experience

why did I buy it given I parted with a GTR :shock:

well like everyone else I am peed off with pouring fuel into cars at nearly £1.40 per litre and rising and having weighed up every option the 320d topped the tick box approach

Economical = YES

Reliable = YES

Residuals good = YES

Build quality = YES

Dull = YES

In reality its ok 42.7 mpg after 8 days mixed driving audio system er acceptable seats supportive handling good, ride run flats enough said smooth road fine UK wrecked tarmac hmmm!

Performance terminally dull but my reference points are not considered normal :D

Overall assessment a very well built well styled car with excellent ownership credentials that just lacks excitement but that goes hand in hand with other abilities 135 CO2 45mpg and £ 110 per year road tax :wink:

- If four doors are acceptable then I'd seriously consider a 320d ED - it's lower, has special aerodynamic alloys, lower final drive, 163hp, over 60mpg, 0-62 in an entirely reasonable 8 seconds, 142mph top end and 109g/km of CO2 so just £35 a year to tax :)
- A bit more feedback on the current 320d; performance vs my previous 6 cylinder 325 feels very close, perhaps slightly lighter on pickup. Economy was showing 58mpg on a long motorway cruise today. Handling is taught - presumably less weight on the front end.

I can't compare to a GTR, much as I'd like to. It is a fine drive, but not an ultimate.

But it does look good, works well, goes well, and I do like it a lot!

- I have an '07 E90 320d M Sport (so pre ED and with the 163 engine).
Commuting in the summer = 41mpg.
Commuting in the winter = 31mpg..... (and yes I've checked my engine temps which are fine).
Longer runs get 46+mpg.
Now, whilst my car has been in the dealer with an issue* for two weeks I had a 60 plate 118d as a courtesy car (still a 2.0d engine remember...)
Commuting in the winter suddenly = 47mpg.
Hmmm, the ED versions are obviously a LOT better for consumption. :) (so well done there!)

Standard stereo is crap. Period.

Ride on 18"s and run flats is errrr 'harsh' (going non RFT when they're due).

But..... It looks smart, handles well, love the seats, has some 'shove' and will be around for a while as long as it now behaves. :) Having owned an E36 (318i), an E46 (323i - superb!), and an E92 (320i, rejected for serial malfunctions :evil:) and now this (plus wifey had a 1er for a while) you can see that I keep being drawn back to BMW.

Good luck in your new car! :mrgreen:

Oh and have a look on BMWland or E90post for some reading. 

*It had to have the engine management computer (DDE) changed as it would just stop randomly when the temperature dropped below freezing.

This can be extremely 'interesting' having just pulled out onto a dual carriageway from a side road. :shock:

- Golf is better imho. Can't get used to bmw. Golf feels like a better built car a 3 year old beamer just doesn't feel as solid as a 3 year old golf.
- thankyou all of you for your input.
it was at my pals garage yesterday having its pdi, and we had a good look round it, and to be fair it looks pretty good.
he thinks is a good un, "if you like that kind of thing" he said with a laugh.(he is obviously not a fan)

i agree with some of the comments about them being a bit sterile and soulless, i can see where you are coming from, but as i spend most of my time driving a peugeot partner van, blurgh, then it will probably seem good.

does anyone know if the swirl flap problems still exist in this model/engine?
am i as well getting them removed, or have bmw sorted the problem out?

thanks again.

- Swirl flaps definitely present on that engine. If it's still under BMW Warranty, original or extended, then let them deal with it otherwise get them out. You'll be wanting a set of blanking plates from these chaps http://www.pmw ltd.co.uk/?page_id=155
- thanks seb,
on the questions on the pmwltd w/site, someone asks about a march 08(same as the one im having) and they reply that the flaps should have been dealt with on a car that age?
ill have to get my mate to have a look at it and try to suss if its been done.
would i be able to find out from bmw? (it has a full sytner/bmw history)
- To the best of my knowledge BMW never removed the flaps - the design was altered to make them less likely to detach but they are still present. The newer design is much better but personally I would still choose to remove them if this is possible. Give PMW a call to check, Peter is a top guy and really knows his stuff.

- The Merc has a reputation for high torque but being rather gravelly. I didn't find the 320d to be petrol-like as some claim, but it's a very good all-rounder given BMW's chassis tuning and superior tech (swirl flaps apart). Difficult car to love, maybe, and they are ubiquitous but then no-one turds on a Fiesta for being ubiquitous do they?

BMW 320d - high miles..worth buying?

Question: Long time since I bought a car! Have my eye on a 2010 320d..it has the latest engine with stop start and alleges up to 70mpg. Has full BMW service history with one company owner but has 130k miles on it. It's a 6 speed manual.

Anyone any thoughts, hints, what should I look for?

Answers:

- High miles with full dealer history shouldn't really be a problem...
- I had a 530D Touring.....Great car but lots of little niggles.....expensive little niggles. Parts are very expensive. It was a year old when I bought it and I kept it 3, so past the warranty.
I had an electronic gizmo go (it had filled with water) and it cost me £250 just for the part. BMW wouldn't listen when I told them it was a design fault (they shouldn't fill with water). And tyres.....if its got run flats get ready for expensive tyres.
- I do less than 4000 miles a year...so shouldn't cost too much for tyresand I can do my own servicing...although I appreciate parts can be expensive! My little 307 has lasted me 13 years and still runs like new....if I get another 13 from the Beemer I'll be almost too old to drive!!
- My old 528i Touring had 240,000 miles on it! Only got rid of it as the LPG conversion was out of date and I really needed a van.
- Newer engines with timing chains at the back seem to suffer. Turbo's as with any car that's done mileage the turbo will be wearing. Dual mass flywheels, glow plugs etc.
- "I do less than 4000 miles a year...so shouldn't cost too much for tyresand I can do my own servicing...although I appreciate parts can be expensive! My little 307 has lasted me 13 years and still runs like new....if I get another 13 from the Beemer I'll be almost too old to drive!!"
You have your answer right there.

Modern diesels aren't suited for lots of short runs which can cause problems with the DPF, turbo and swirl flaps. The engine never reaches optimum operating temperature, so you can forget high mpg figures. Better off by far with petrol for your journey type, unless you only do 6 long runs a year.....

Just my 2p worth, as the ultimate decision rests with you. If you can have cash set aside as a backstop for future repairs/renewals, then fair enough.

If it's *cheap* enough, it might be worth a 'gamble'.....

- exactly my thoughts, Dpf's are a scourge to reliability for short run low milage cars the cars have to be blasted at least once per week so that negates any fuel saving advantage, a lot of companies that are in london now are changing over to petrol.
For instance a guy I know has just bought a Qashqai a few mths ago, for his wife to go to work and also tow his caravan only occasionally, now faces a £1400 bill coz it won't regen.
- Jet wash or furnace, either way it isn't £1400 worth, refit the dpf, tell the ecu its brand new and it will re calculate the ash loading.
- Ok.....I hear you! I've had my 307 Hdi for 13 years from new. It has covered just 80k in all that time. Lots and lots of small journeys plus a couple of trips from Spain to Uk and back. Odd EBAY jaunt of a couple of hundred miles. Never had a problem with the turbo, or the DPF, it hasn't got swirl valves...I average 40 plus mpg around town and it still does between

54 and 56 mpg on a run. It's a 2 litre turbo diesel pushing out 110bhp. What's so different on a BMW 2.0 litre turbo diesel.....surely it must be a better motor at 4 years old than a 13 year old?? I have always run the peugeot on fully synth oil and changed it and the filter every 6 thousand miles...and will do on any car I own as I'm a great believer in regular oil changes.

- That WILL be the way, that amount is just what Nissan have quoted him !!! and what he would probably paid if he didnt know me, to ask.
- 4k a year will kill the DPF.

Get a petrol, it's not worth the bother.

I do 300 miles a week in my Golf 2.0 TDI and still have to purge the DPF occasionally with a high rpm run down the motorway.

- 4k a year will not kill a DPF, it depends on driving type. My car sits outside the house 90% of the year, but virtually everytime I use it, it is to go away, so gets a long run. We need to know what kind of driving Gerrymoore does to say if a modern diesel is suitable.

Edit: just noticed the 'lots and lots of small journeys' avoid dpf where possible.

That said, the early DPF on citroen/peugeot with the fuel bourne catalyst seem very tollerant of small journeys, more so than a non FBC design.

- From what I've gathered the government is going to start canning the diesel car owners now that they have hoodwinked everybody into buying them. They are going to start really tightening the emissions criteria forcing anything but the newest off the road!
- My missus has a car. The last 5 MOTs shes done 900 miles. Its 14 years old Toyota Corolla, weve had it 12 years and its never failed an MOT. Its petrol and automatic. I cant recall the mileage when we bought it but its only done just over 30,000 now

Just widening the conversation

- HI im an apprentice at a bmw dealer, things to look our for are, duel mass flywheel, turbo, timing chains if its an n47 they tend to snap at about 130000-150000, injectors at a grand or so a pop. cant remember any more but remember keep it serviced by a dealer so if you do have any problems you can ask for good will.
hope that helps harvey639
- oh and if short runs they tend to have trouble performing dpf regenerations

2006 BMW 320d (3 series)

Question: I made a thread not to long ago about possibly buying a car, I'm taking my time searching around and lately I've pretty much concluded this car is what I'm after.

Before I get a bit more serious and decide to buy this I would like to get peoples opinions from here.

I believe this will cost around 9-10k (I hope). The intention is to sell it 4/5 years down the line where I hope it does not loose to much value (5-6k would be nice to sell it on). I am planning to move to Canada with my wife so this isn't a car to last for a very long time but something to keep me very happy.

I would be getting the 4-door model.

I think thats about it but ask away and let me know your feedback!

Thanking you all in advance.

Answers:

- They are good cars, and mainly motorway cruisers so you could pick up a higher millage one for much cheaper than your 9-10k, without it being much of a problem child. If you are not in a rush then attend auctions and gauge prices as you should be able to find a very good bargain on this model of car because the 320d was a very popular choice.

- I would be very surprised if 9k is enough for a good E90 320d. If you can get one for this budget it will be very high mileage and thus worth much less than 5k in 5 years time plus in possible need of cash spending on it. This budget is better suited to an older model.
- You would be surprised what you can pick up at an auction, especially with "rep" vehicles, I know I've seen some great bargains on newer BMWs. Although your point about the high mileage reducing the resale cost is a valid one which I should have considered in my reply.
- This..

I'd much rather a mint E46 than a tatty e90

- Good milage being about 50k, what are your thoughts on how much it would cost? I thought 10k was quite reasonable.
- There are 5 x E90 320d on Pistonheads under £10k just now.
- £13k+.

Trade book on a 2006/06 320d SE with 50k miles on it is just over £12k - this is the price a dealer would expect to pay from auction or offer you if you had the car and wanted to part exchange it. Therefore you are expecting a minimum of at least £13k-13.5k once it reaches the forecourt, if not more.

£10k is simply not enough money to buy what you want. The only sub £10k E90's are older ones, ones in poor condition or cars with much higher mileage.

- If you need to ask about car values on overclockers then buying at auction is not the way forward
- Your right, taking a quick look on PistonHeads the only 320d E90s below 10k had miles of around 120k which is not what I'm looking for.

The cheapest one that fits what I am specifically looking for is going for £12,394, this car has 35k miles.

I took the 10k ball park as that was what I read on whatcars free valuation tool, It was just a gander to throw a figure out there. I didn't think they would be that far off mind.

Do you use a free site to get valuations? If so, would you mind pointing me in the right direction?

What are your opinions on this car? The MPG was quite surprising for me, its double what my last car was!

- I have an E90 320D and I love it. I would highly recommend one but I think you need to increase your budget to at least 13k.

Options I can recommend are sport seats they are fantastic! PDC is good to as its a pretty large car and the dipping side mirrors are great for avoiding the curb.

If you want a decent resale then get a decent spec IMO. Any questions feel free to ask!

- I like the 320d as a general day to day car. I had a 2008/08 for a day last year and it offered all the performance most people would ever need and was reasonably economical as well. Still a bit diesely but not excessively so.

I'd rather a 330i but if you do high enough mileage to rule this out the 320d is a capable car and with it being the most popular model in the range there is plenty of choice. They are well built, reasonable reliable and enjoyable to drive.

I'd want an M Sport personally but they hold a significant price premium, you will need £15k+ for a 2006 onwards M Sport 320d with sensible mileage.

Question: I'm looking at buying a used F30 320D M sport automatic. Miles are around 80-100k. Does anyone have any advice and what I should be looking for in the car when buying in terms of service history etc? Any faults in this car that should have been addressed in servicing up until 80-100k mile mark?

Answers:

- Why does it need to be a diesel? Any high-mileage BMW is going to be a gamble, but the diesels are even more liable to expensive failure. Of the petrol models, the six-cylinder ones have a better name for reliability than the fours.
- At that mileage DPF work may be required. Failed sensors and a DPF cost a colleague 4 figures at that mileage. It was actually a cheapish sensor which failed, it didn't flag an error, but lead to consequential issues with other sensors and the DPF and a larger bill.
- 100,000m + 'sport' + BMW = risk of BigMoneyWorries
- I've had few diesels and touch wood no dpf issues, in fact no one I know with a diesel has had dpf trouble. My old V70 is approaching 150k and so far so good. I don't do anything special, only give the old girl a decent motorway trip every week or so. Buying any car is a bit of a gamble, if everything works you stand a chance.
- But the engine in your Volvo is known for its reliability, the 4cyl diesel in the Beemer the OP speaks of isn't. So even taking the potential for DPF issues out of the equation, it still wouldn't be a wise buy.
- Depends on year but from about 2015 onwards there were fitted with the B47 engine which I've not heard bad things about. In fact I think all F30s may have the newer engine. Any higher mileage car can have bills, a lot depends on how many miles more you plan to put on it
- Prob is service intervals which are every 20k.
A car that has done 75-80k miles may only have been serviced 3 times.

BMW 3 Series - 2007 BMW 320d

Question: What do people think of this car? Does it have any of the problems of modern diesels? Will be used 50/50 A roads/urban. 12k miles per year. There is a forum member on here who has one and rates it as a highly competent car but not so in terms of ownership/driveability I think.

I'm also after views on its performance and driveability. Whats it like compared to a 320i?

Asnwers:

- It has a few known faults as with any car, although at just 12k miles a year - i'd stick to petrol to be honest, especially with the expensive problems associated with modern diesels
- I would agree with balleballe. I looked at the 320d, but settled on a 318i. I can't pretend it has the poke of the diesel, but performance is perfectly adequate. I don't need to worry about short runs contaminating things or DMF failures, but have still managed to average a very respectable 41 mpg on a mixture of motorway runs and urban. I only do about 10k per annum, so once you factor in the higher cost of the 320d (versus a 2.0 petrol) combined with petrol being a fair bit cheaper than diesel at the moment, the choice of car (at least in terms of cost) starts to become less than clear cut. I have nothing against diesel, but as many here have said, they are starting to get far too complex for their own good and I can see them becoming something to avoid at any more than 4/5 years old or 70/80k + miles.
- I was wondering specifically about BMW diesels. I've heard of Mazda, audi/vw and other mainstream cars being affected by dpf, dmf etc but not BMWs. Its not me who's actually buying the car. I was wondering specifically about BMW diesels. I've heard of Mazda, audi/vw and other mainstream cars being affected by dpf, dmf etc but not BMWs.

Excellent cars IMO, but they do have a couple of problems that anyone contemplating should be aware of.

Many have had premature termination of the turbo, circa 45k seems to be a common mileage when the turbo fails, and i suspect idiotic oil change intervals and lack of warm up/cool down care is not helping.

The other problem they can have is terminal, the swirl flaps in the inlet manifold can become loose without any signs or warning and the engine can ingest them with catastrophic results, easily enough fixed by removing the flaps and putting purpose made blanking plates in place, i believe HJ mentions this in his reviews above. We've had the swirl flaps removed from two 320d's by a BMW indy at Chelmsford, roughly £200 all in, i wouldn't own one of these without doing this conversion.

Good quality cars that wear well if cared for, a good truthful service history is a must, i wouldn't entertain a neglected example.

- Do the swirl flaps serve any purpose? Apart from swirl flaps and turbo problems do these engines have dpf and dmf issues?

You'll have to check but i don't think a DPF is going to be fitted, DMF never raised it's ugly head in our case and i haven't heard of problems though no doubt given enough abuse...fortunately being RWD a clutch change isn't going to be the monstrous task that it is on Mondeos for instance.

Swirl flap removal caused no difference in running, might have been smoother at low rpm, EGR worth cleaning out or replacing at the same time and crankcase breather check too...(possibly implicated in earlier model turbo failurs i'm told)

Clutches were not a problem either, the beauty of these engines is that they have fantastic low engined speed torque, you don't need to slip the clutch, simply engage the clutch and they will pull away, very difficult to stall.

Unlike some other Diesels i could mention which stall at the drop of a hat and/or won't pull you out of bed till the turbo gets going, users end up abusing the clutch without meaning to, leading to DMF and clutch failure.

Course the best thing to do is get a 320d auto, proper torque converter box and a lovely match for the engine, smooooth as can be...get transmission oil changed by a competent specialist indy every 40 k or so, sorted, economic driving pleasure.

- Have you owned a 320d auto? If so i'm intererested as to the fuel economy, if you would be so kind
- No auto owned but driven dozens and they are nice to drive, family owned 2 x 320d manuals, one compact one coupe, both E46's, both good cars, the extra weight of the coupe could be felt in the superior ride quality but didn't seem to affect the performance, the coupe was heavier on fuel though.

The compact varied between 45 and 52/3 depending on conditions whereas the coupe would drop below 40 in traffic, both cars gave decent performance for the fuel imo.

- I'm pretty sure it has a DPF - could be wrong though

Swirl flaps help lower emissions - very useful if selling to fleets

I haven't heard of many DMF probs with BMW to be honest

- I have this very car, a 320D SE Auto

The Turbo failed at 48K miles and 4 years. BMW could not have been less helpful.

The air-con fan bearings are shot.

Rear electric window recently failed when fully open.

Economy is not great, 36 around town 45-50 on a longer run.

To be frank, I would say buy a Mondeo or Avensis and be happy. If it must be a BMW go petrol.

- Thanks to everyone for their input. The turbo and swirl flap issues were what I'd suspected to be the main concerns based on what I've read on the internet - just wanted to get some further opinions. But I'd thought it only affected the previous E46 3 series. I might consider an e46 330d - are there any differences between the pre and post facelift models apart from a slightly higher bhp output (186 v 200 I think)?
- "The turbo and swirl flap issues were what I'd suspected to be the main concerns based on what I've read on the internet - **But I'd thought it only affected the previous E46 3 series.**" Yes that's what I thought too, but I was wrong. The turbo problems are still very much alive - and BMW seem to think 48K mile failure is not premature.
- BM reliable? Good joke.. Position 26...Worse than Renault...<http://www.reliabilityindex.com/manufacturer>
- Swirl flap issue not a problem with this later engine. If its the 163 hp motor no DPF, later 177hp has a DPF but not problematic. Had both and they were excellent cars, can't think of a better performance/economy balance and, a better drive than anything else in its class. Keep the oil changes regular and these are great cars.

05/06 BMW 320d ISSUES?

Question: Anybody know if the 05/06 model 320d have the same timing chain issues as the later models? Any other issues to be aware of?. Been offered one to get me to work and back. Don'td small niggles that come with an older car but don't want anything with major issues. TIA.

Answers:

- From memory the “problem” N47 engine was fitted in ‘07 and as such you should have the same engine that is fitted to my e46 320d, which is the M47 lump. Admittedly the version found in the e9x is the M47TU2 which has a higher power output (160ish bhp) than the M47TU (148bhp).
- No, ran an 05 320d se for 80k In just under 3 years. Servicing, tyres and no major issues in that time. Great driving cars for what they are.
- yeah I drove an 06 320d se for a few years. Sold at over 130k on it and no major issues. Think the abs module had to be replaced shortly after I sold it but nothing major.
- “Is the 3ltr a better engine?”
The 30d is great, smooth powerful and still easy to run and reliable.

The 20d you have been offered is perfectly fine though for everything daily, the newer 2.0d had chain problems from 07ish to maybe 2011/12?

If they were the same price or similar I would take the 3 litre always, if the 2 litre suits you and the price is right you should have no bother with it, many run them for moon miles

- Had one myself, last of the better engine, it was ok as a daily, did **** the turbo but any diesel can do that
Bit under powered but certainly usable.
- I have an 2005se auto which is essentially a workhorse with 155,000miles. Have had it 5 years, since 90,000miles and it's only ever needed from memory, a driveshaft, struts though that was a pothole and ABS sensors outside the normal servicing. Decent torque and mid range power for daily driving. Returns around 44mpg mixed driving.
- No a 05 06 model has the M47 engine as advised above, not the N47 abortion with the chocolate chains. Take swirl flaps out off manifold, 320d is usually 22mm blanking plate size, available on ebay. Also change the crankcase breather on the rocker cover and it'll not give you much bother if serviced regularly. Could do a lot worse for a daily than a 320d
- I'll join in singing praise of the 320d, especially the earlier cars. 2008 is the changeover year for the engines, from the M47 (163bhp) to the N47 (177bhp). The M47 is rock-solid. They're a perfectly nice place to sit and virtually all of them should be SE or M-Sport spec, meaning rear parking sensors and air conditioning are virtually standard. ES cars lose out on those features but are comparatively rare.

Swirl flaps have already been mentioned as a weak point of the M47. The other thing I'd point out is they run two thermostats, a main one and an EGR thermostat: hardly the end of the world but can explain some reduced MPG. Depending on if you service it yourself or not, they also take a decent bit of oil to fill (5.4L or thereabouts) and the air-box design is fiddly to reassemble when doing the air filter. Otherwise the one servicing point I really notice with mine is that it needs a fuel filter as part of the service or it runs poorly.

Apart from that the only other quirk I can think of with the E90 in general are common faults with the ABS system and reluctor rings. I haven't run into the issue personally but it's common enough that fixes seem cheap too.

- There's a good explanation of what swirl flaps are here. The annoying thing about them is that I'm not sure if symptoms can be diagnosed beyond when they give bother. In saying that, I haven't looked at the swirl flaps on my own car so far. They're a thing that can give bother but they have nowhere near the same reputation as an Achilles' heel as the timing chain on the N47 does.

As for the thermostats they're something to keep an eye on, although people on the owners' group would tell you to buy OEM or Behr or they are something that needs replaced often. There's a 'secret menu' on E9x cars where you can check all this stuff out. From memory, if you're unsure about the thermostats menu 7.00 is the one to look at, KTMP-MOM. There's a whole list of other functions within these menus too.

Oh, and there's a way to check fault codes within the car itself! If you scroll through the options with the switch on the left indicator stalk, there's an option marked 'Check.' BC on the end of the stalk will bring you into that menu where you can scroll through any errors the car reports. Push and hold BC on any of them and it will give you a CC-ID code that you can follow up on. It's not as detailed as a full-fledged OBD-2 reader but it can help identify issues.

Finally, tagging on to what @JH86 said, the E90 has this miraculous ability to collect leaves under the bonnet, just below the windscreens in the left and right corners at the door end of the wing. Apparently people have actually managed to leave this long enough that it can cause a

leak into the cabin, perhaps also the frying the ECU. Clear it out every now and again and you'll be sweet.

And with that, I think I am out of thoughts for this morning. I'll join in encouraging a few photos of your new car, and all the best with it!

- Just noticed the central locking isn't working properly. Press the button and the back doors unlock but the front ones don't. If I use the door key I can unlock the drivers door but the passengers door won't open from the inside or outside. Any ideas?
- Door lock actuators, possibly. They give bother on BMWs just because they can. Driver's door will likely work no matter how dead the actuator is purely because of the physical key slot. They're a door card off job but I wouldn't assume you've bought a donkey because, genuinely, they all do that.

Does the little indicator on the top of the door card slide down when you move off on the affected doors? Is it permanently down?

- Permanently down. The fob will lock the doors but won't open them. Can only get in using the physical key in the drivers door. Passenger door doesn't open at all.
- You open the handle from the inside?
- Just on the drivers door.
- Here's what the actuator looks like on an unlocked door, although by the sound of it that alone might not do much good.

Is there any resistance when you pull the inside handle for the door? No matter how dead the actuator is the handle inside is meant to be able to pop the door open, which nearly sounds like the handle has been disconnected.

- No resistance on the passenger door. Seems strange as everything was working last night. I'm thinking it's more of an electrical issue. Will be finished work shortly so will get a better look then. Wouldn't be anything as simple as a fuse would it?
- All sorted. 15 amp fuse was blown. Replaced with a 20 amp and all working perfect. Thanks for all the help guys!

2012 F30 BMW 3.20D?

Question: Merhabalar,

Astra h var.

Satip f30, 320d bakiyorum.

Baziları sorunlu araba diyor.

Motorları yanıyor vs diyor.

Aranızda f30 320d kullanıp uzun vadede tecrübeleri aktaracak arkadaşlar var mıdır?

Answers:

- Ben sahsen 3 kasa bmw almazdim. Temizini bulma olasılığın, samanlıkta igne bulma olasılığından bile dusuk.
5 kasa bak derim.
- f30 bmw, motor yanması??? sıfırı 1.millyon TL ye satılan bir marka/model? alanlar o zaman saf mı tüm dünyada
- 320d'yi M3 gibi sürüyorlarsa demek.. Yine de zor ama

- Bakımlı ve kurcalanmamış ise sorun olmaz. Biraz biner yazılım yaptırırsınız, o zaman çiçek olur
- Hocam 2012 f30'dan bahsediyorum. Sıfırlara bir şey söylediğim yok Söylenilenleri söylüyorum bende..
- Mazot filtresinden kaynaklı yanık riski diye geri çağrıma yapılmıştı diye hatırlıyorum. Yanlış da olabilir ya da kasa bu muydu emin değilim, bakayım bi. Tabi geri çağrıma bizde değildi.

Şunlardı galiba:

<https://f30.bimmerpost.com/forums/showthread.php?t=1523514>

<https://www.autoexpress.co.uk/bmw/105051/bmw-egr-recall-owners-spend-months-without-cars-while-waiting-for-repairs>

- 2012 de onlar da şimdinin milyonu idi zaten , yani böyle bir marka model durduk yere yanar mı? yani çok şehir efsanesi şeyler bunlar
- Kore'de yanmıştı. Sayı azdı ama yanma büyük bir risk.
- Eski marka kullanıcısı olarak hatta suan astra h kullanan biri olarak almazdım. Motor yanmasını konusu biraz hurafe. Şanzimanda sogutucu yok en büyük sorunlarından biri bu.
- Zf8lerin ayrı sogutucusu var F10da bu sanziman ustunde f30da dedigin gibi abi ancak yetersiz. Benim basıma gelen seyin olma olasılığı çok yüksek. Sanziman aldigimda ve ustamin dediği oydu.
- Aracın zincir bakımı hariç ağır masrafi pek yok 1 sene önce borusan zincir değişim ücreti 8.000 tl idi. Şuanda kaç tl Allah bilir. genelde 150.000 - 200.000 km civarında değişiyor.
- Onun dışında hız sabitleyici çoğu modelde malesef yok .Dolu bir 3.20 d bulmak ve temiz bulmak gerçekten zor.
- Onun dışında her türlü keyifle binilecek araç. Düzgün bakımlı araç bulursanız kaçırmayın.
- Zincir konusu malesefki kronik.
- düzelmeli mi o iş bu modellerde?
- En son kasa degismeden once B serisi motorlarla düzeldi. 2012 320dlerde N47 var 184hplik.
- Ağır bakımları için 10bin TL ayıracığım. Sonrasında ufak tefek sorunlar olsa da üzmez sanırım.
Ağır bakım yapıldığında da 50-100 bin sorunsuz götürür sanırım.
- 184 hp lik motorlarda zincir sorunu bitti gibi ama değişim masrafi çok fazla. Zincir değişiminde motor bloğu komple sökülp dışarı çıkartılıyor.Baya bir işçilik harcanıyor.Zahmetli bir iş.
- Evet, iki defa degistirmistik. N47 motorlarda bitemez malesefki oda şundan motorun tasarım hatasından. Bmw'nin bile kabul ettiği bir hata.
- Tanıdkta 2011 E90 320d var 184 lük. Zincir değişmesi gerekiyor. Alınan teklifler;BO... yetkili servisi : 40.000 TL Farklı bir yetkili servis: 16.000 TL

New X1 (sDrive20D) vs 320D

Question: Dear members! I have decided to buy a Bimmer and I can get 320D or X1 sDrive 20D for my budget. I am not hardcore off-roader though I can live with little more ground clearance due to road conditions in my locality.

I like the looks of 320D better than the controversial look of X1 (still it is a fantastic looking car).

My local agent advises for me to get X1 as 320D would be replaced by F30 next year. As I am going to use this for at least three years he says X1 would hold its value for a trade in later.
What do you prefer if you were in my boat? Can 320D accommodate three persons in the rear seats comfortably than X1? (One limitation of X1 according to reviews)

Answers:

- Hi Kaushama,

As this is a X1 forum, no contest. The X1 wins every time 

To be honest I looked at a 3-series as well but the 4x4 of the XDrive and the raised ground clearance mostly won it for me.

A few other points:

1. As you say the X1 is still fresh and the 3 is about to be replaced.
2. The X1 is actually built on the 3-series platform and is almost identical in size to the 3 estate.
3. It has loads more boot space than a 3 sedan or estate.
4. 3 adults can sit at the back although the transmission tunnel takes up some space. This is true for a 3 series as well. I would say there is more room inside compared to a 3 as the vehicle is taller so you sit more upright.
5. In the UK its about 15% cheaper than the 3, like for like.

Hope this helps. Let us know what you decide.

- Thought it was the other way round though, the 3er estate has slightly more boot space (from memory: 460 vs 420l)

I've seen on the web some comparisons of the two, although it might've been on some German car magazine site. I'll try to find it tonight and post it.

And it seems from what I read, and my own experience, that the 3er is slightly more luxurious inside than the X1.

Have also been thought that choice, and was finally convinced to the X1 by: cooler design, slightly higher driving position ("semi-command", according to bmw, whatever that means, but it certainly means that the 3er is no command at all) and yes, a lower price for a quite similar product!

- I was considering E90 320D sedan! Not the touring!!
- Probably the confusion comes from the reclinable rear backrests of the X1, which gives a range of 360-480l. However with 480l the rear seats are pretty much unuseable, not to mention that everybody can see what's in your boot. The nominal X1 figure with a standard backrest position is given to be 420l.

The brochure on the Dutch bmw site says the 3er touring has 460l boot, and 450l for the 335i, 335d.

- If one considers the price tag both 20D sDrive and 320d sedan costs same here for us! So that is not a factor affecting the decision. It is more of the resale value the dealer was concerned about. For some odd reason people here have not got used to the look of the X1. They still see the pictures I think. It is a much better looking vehicle in person IMHO.

- True, when I saw the pictures I was very disappointed, and then I saw the car in the street... and the next thing I know I was signing at the bmw dealer

In your case I guess it's really a matter of taste, for a similar price you get two very distinct cars, with pretty similar functionalities. I'd go for the X1 though

- I heard that BMW has done better sound proofing with later batches of X1. Is this true?
- And the car we get does not have roof rails! Can we install it easily? And X-line as well later?
- Again, not as far as I know although anything is possible if you are prepared to pay for it. Strange though that they do not offer the rails etc as an option where you live? Do you have any options you can choose?
- Jeez, did you order your car exactly as you did not want it ?

There's already a thread on X-Line package retrofit in page 10. Look it up there might be answers to your questions

- BUT if you like the F30 and can wait a year.... although I don't think it will be around the same price-range (by looking this pic). But will probably have a more economic and powerful engine... (guess)
- Yes this is given for a duty free permit for state officials in my place and we have to choose stuff under 25000US\$ limit. Hence no rails and X-Line.
I will surely install these later if it is possible. We have to pay 270% as taxes if we bring this down normal way!!!!!! Within next week I will decide. The local people still see X1 a touring hatchback and have not absorbed SAV niche.
So many people still go for 320D. But I am inclined towards X1.
- I have decided on X1. Have only seen space Grey in person yet. Seen various pics of other colors. But as X1 looks a different car altogether in person than pictures, I don't know which is the best color out of space Grey, Black Sapphire and Bronze. My preference is black with beige interior. Any thoughts? Thanks
- Pretty difficult to maintain at my topical environment. I thought X1 looks better with dark colours. Any way it a matter of personal taste I agree.
- I have read somewhere that angel eyes are not provided with normal halogen lights! Is this true?

I have found this

http://www.magdatom-car.eu/index.php...ct&prod_id=573

Is it possible to just buy this and snap in as an upgrade. When I asked the seller he advises to buy some assistive technologies module.

Red-Hot BMW: Story of my pre-owned BMW 320d Sport Line (F30 LCI). EDIT: 90,000 kms up!

Question:

Originally Posted by Dr.AD 

Yes, quite normal. In fact, the brake pad life I get on average is probably a bit more than normal. Most 3 series owners get about 20,000km on the brake pads. Anything more than 20k km can be considered a bonus :-)

For more powerful BMWs such as the M340i, just about 15,000km of brake pad life is the norm.

To add to Dr.AD's F30 experience, in my G20 330i, I'm facing rear brake pad replacement alert at ~28K km.

@Dr. AD: at what intervals have you been alerted to change brake discs? Can you also put ballpark costs for the discs & both pads?

Answers:

Quote:

Originally Posted by itwasntme 

To add to Dr.AD's F30 experience, in my G20 330i, I'm facing rear brake pad replacement alert at ~28K km.

Wow! 28k km is quite a good life on brake pads for a 330i. 

Coincidentally, even for me, the first set of rear pads lasted about 27k km. But later replacements were more frequent.

Quote:

@Dr. AD: at what intervals have you been alerted to change brake discs?

For the brake discs, there are no alerts in the CBS, and we have to go with the assessment of the Service Advisor.

For me, the front brake discs were changed at about 67,000km mark. At that point, they told me I can drive on the rear discs a bit more (I was OK to replace all four discs in one go, but they said there is still life left in the rear discs), and eventually the rear discs were changed at 74,000km mark.

Unfortunately, that point, they looked quite bad. So I guess I ran them a bit too long. Maybe ideally I should have changed them at 71,000km mark. But the problem is that with my frequent weekend drives and busy weekdays, I did not get time to go back to the SA and keep checking the brake discs. Another reason was that the SA said they will change rear brake discs when the rear pads need replacement (they usually change brake discs and pads together to avoid running new discs with old pads). And we went by the CBS alerts for rear brake pads. In fact, I changed the rear brake pads at 1,100km before they were due, but unfortunately by then it was probably about 2,000km too late for the brake discs. It is very tricky to match the brake discs change with the brake pads CBS warnings, especially because there is no CBS sensor for discs and one has to go purely by visual inspection and assessment.

In hindsight, I should have insisted on changing all four brake discs at 67,000km mark, when the front discs were changed. Better to change them a bit early than a bit late, since otherwise getting the perfect timing is going to be impossible if one does frequent long drives.

Quote:

Can you also put ballpark costs for the discs & both pads?

Ballpark cost for one pair of brake pads (front or rear) is about Rs. 22k to 24k including installation (somehow the prices vary and I was never quoted the exact same price. BMW billing details still remain a mystery to me and my knowledge of finance is too poor to understand these complex bills).

And ballpark cost for one pair of brake discs (front or rear) is about the same again, 22k to 24k.

Since they usually change pads and discs together, I paid for them together. Again ballpark numbers, but I paid about Rs. 45k when I changed front brake pads+front brake discs together, and again about Rs. 45k when I changed rear brake pads+rear brake discs together.

- I have heard from YouTube university videos that skimming the discs before installing new brake pads will make the pads to break in right and also last longer. Just 'slapping on' new pads on existing rotors which has grooves and notches from the worn-out brake pads cannot provide the same performance as that of new pads on smooth finished rotors.

Further, if a different brand brake pad is used which has a different material composition, then having a fresh rotor surface is important for the max performance from the brake pads

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Further, if a different brand brake pad is used which has a different material composition, then having a fresh rotor surface is important for the max performance from the brake pads

- Hello everyone,

Looking for some advice. I have a 2018 BMW 320D LCI that has done 48,000 kms. Since some time ago, I noticed some vibrations creeping through the steering wheel when the car is stopped and at Idle. I showed it to BMW and they assumed it to be the most common culprits, the engine mounts. So they replaced both engine mounts under warranty.

However, the problem still exists. Some observations regarding the characteristics of the problem are

- Its is not a vibration that shakes everything in the car. It can be felt mildly through the steering wheel and ever so slightly through the pedals.
- The vibration is at idle and reduces as RPM increases
- The vibration frequency seems close to the engine frequency at idle.
- The idle RPM is steady, no RPM hunting or fluctuations
- Vibration remains same whether AC compressor on or off
- The vibration remains same whether the radiator fan is running or not.
- The vibrations increase ever so slightly when put in D or R, with foot on the brake pedal

Its not the wheels, tyres, brake discs as the problem is there at Idle.

The surprising thing is that say 10% of the time if I am stuck in traffic with transmission in either N or D, there are absolutely no vibrations at all. But then the vibrations re-start any time. Does not seem to be AC compressor as vibrations are there whether AC is on or off.

I also feel that sometimes the exhaust is louder than usual, but that could be my imagination also.

I will be taking it to BMW again after Diwali. Any pointers as to what it can be?

- Quote:
- Originally Posted by sagarpadaki 
- I have heard from YouTube university videos that skimming the discs before installing new brake pads will make the pads to break in right and also last longer. Just 'slapping on' new pads on existing rotors which has grooves and notches from the worn-out brake pads cannot provide the same performance as that of new pads on smooth finished rotors.
- This is probably more applicable when brake pads are changed after a lot of driving. However, in case of BMWs where brake pads often require change after less than 20,000km (I once had to change brake pads in just 18,000km, and I know of friends changing them even after 15,000km), disc skimming is not required. The discs will be too new to require any skimming in just 20,000km. Typically BMW owners need two sets of brake pads in the life of one disc, and I have never heard of service centers doing any skimming after the first brake pad change.

I have changed my brake pads multiple times by now without skimming the discs (eventually changed to brand new discs when required) and there was no problem in braking any time at all. Every time I got new pads, even without discs skimming, I got good braking performance and the brake feel was always great!

However, if for some cars the brake pads last really long, say more than 50,000km and then the brake pads are changed, then for that case skimming the disc may be required as you say.

Quote:

Originally Posted by VineetG 

Looking for some advice. I have a 2018 BMW 320D LCI that has done 48,000 kms. Since some time ago, I noticed some vibrations creeping through the steering wheel when the car is stopped and at Idle.

- Since you are checking multiple things anyways, can you ask them to check the rubber boot of the steering rack? That is prone to break, and when that rubber boot breaks, there is some noticeable sound and vibrations in steering rack. I had that problem and that rubber boot was changed under warranty. I was told that is a common problem, and easy to fix under warranty.

I am not sure this is actually the problem in your case, but just one pointer to check this as a possibility.

- Quote:

• Originally Posted by Dr.AD 

Since you are checking multiple things anyways, can you ask them to check the rubber boot of the steering rack? That is prone to break, and when that rubber boot breaks, there is some noticeable sound and vibrations in steering rack. I had that problem and that rubber boot was changed under warranty. I was told that is a common problem, and easy to fix under warranty.

I am not sure this is actually the problem in your case, but just one pointer to check this as a possibility.

- Thanks Doc.

Also, can you please confirm if there is a visible vibration of the engine cover at idle in your car? Also, does the exhaust tip also visibly vibrate at idle?

Mine does, so I wanted to check if that is normal.

Request you to please check in your car and let me know.

Rgds

- BMW - F30 320d ED first impressions
- Question: First 100 miles in the F30, so I thought I'd post some initial impressions.

I chose Mineral Grey, which you might call gunmetal grey. I think the car is very handsome, with an almost shark-like nose reminiscent of the 70s and early 80's BMWs. The bonnet line looks very low for a modern car, and the overall impression is of a car that actually looks smaller than it is. It's a shame the bonnet shutline doesn't extend down to the lights and grille like on the E90, but otherwise, I think the styling update works well.

Inside there is more space than before. The kids have more legroom, and the child booster seats don't foul the seatbelt buckles like they did in the E90. The driving position is excellent, with a huge range of seat adjustment, and the wheel, pedals and gear lever falling nicely to

hand.

The interior itself is a quantum leap over the E90. There's the same driver focused layout, but the materials are softer, the design much more modern, and the now standard i-Drive keeps the dash layout relatively simple. Fit and finish is impeccable, and the equipment levels are also generous. Mine is bog standard, save for metallic paint, and still comes with 4 electric windows, electric heated mirrors, dual zone climate, parking sensors, cruise control, Radio/CD with USB and auxiliary inputs, Bluetooth, auto lights, and auto wipers.

Another new (to me) feature is the ability to set the car into different driving "modes", activated by a button next to the gear lever. The default mode is "ECO PRO" which softens throttle response, turns the air conditioning down, and winds all the Efficient Dynamics gubbins up to maximum settings. There's also "COMFORT", and "SPORT".

In SPORT mode, the throttle response becomes very satisfying, with a deep surge on tap whenever you need it. Although trying to treat the still tight engine with a bit of respect, I can feel this is going to be a fairly quick car. The thump in the back is way beyond anything the 318d could deliver, and the 8 second 0-62 time is entirely believable.

It's not all good news though. Even allowing for new tyres and lack of familiarity, it's clear this is not of the same standard dynamically as the E90. It's softer, the steering is lighter (even in SPORT mode), and it's generally lazier in its responses. It feels like it's probably going to understeer before it does anything else, but maybe a few more miles on the tyres will help. Until I get it run in and do some hard driving, I can't comment any further, and it's still a good handling car by general standards, but there just isn't that sense of "connection" with the road that the old car had. I thought it telling that the latter was SWMBO's exact comment after driving it for the first time, with no prompting from me.

Although I haven't put fuel in yet, and can't comment on the real economy, the figures from the computer are staggering. For a 163 bhp engine with 100 miles on the clock to be sticking >60 mpg figures on the trip averages is very impressive. I never got the 318d to 50 mpg. It remains to be seen how accurate this is, and I will be checking it carefully.

So, all in a very pleasant car so far. Love the interior, the engine, the equipment levels, the immaculate build quality, and the styling. I think it will be a very easy car to live with for 3 years, even if the jury is still out on the dynamics. Will keep you posted.

-
- Answers:
- Very interesting. Please let us know if you notice any 'downsides' of getting the ED version. I'm keen to know if going for the ED you have to compromise on strange gearing that is great for economy but not so good in the real overtaking world. Likewise, is the suspension lowered for economy?
- My FiL has ordered a 328 - from the spec sheet it looks good - delivery not until next month sometime.
- My FiL has ordered a 328 - from the spec sheet it looks good

0-62 in 5.9s, 155mph top speed (limited presumably), 33mpg urban... yes, I can see the appeal :)

- Don't think he needed an excuse ! Chopped in an immaculate 3 year old 328 (6 cyl) with low miles - I was actually close to tears and nearly made the man-maths work !
- That 2.0 turbo engine in the 328i has had rave reviews, which is impressive when you consider it replaces one of the world's truly great engines (THAT six pot) in the old lineup.

a900ss, the suspension is lower than a non ED version, and the car wears 16" alloys with

energy saver tyres (the actual problem, I suspect).

Gearing seems OK. There's no gaping chasm between any of the gears, and it always seems to pull well. 6th is tall, but it will still pull up motorway inclines or for motorway overtakes without needing to change down.

- HJ's a 328i fan as well - "It's the closest you can get to perfection in a medium sized saloon car."
www.honestjohn.co.uk/road-tests/bmw/bmw-3-series-f30/
- if it's anything like my BMW the new tyres were incredibly slippery for the first thousand miles - the traction control was cutting in constantly when pulling away on wet roads. It's absolutely fine now.
- > but there just isn't that sense of "connection" with the
>> road that the old car had.

Interesting. My Merc is like that in normal driving and I've never gelled with the car. It's actually fine if driven hard and fast but my licence wouldn't last 5 mins if I drove like that.

>> Although I haven't put fuel in yet, and can't comment on the real economy, the figures from the computer are staggering. For a 163 bhp engine with 100 miles on the clock to be sticking >60 mpg figures on the trip averages is very impressive.
>> I never got the 318d to 50 mpg. It remains to be seen how accurate
>> this is, and I will be checking it carefully.
>>

One of my colleagues has a 320d which is a couple of months old, so must be the previous model. He says even in local use it does 50MPG and on any sort of run it's well into 60+.

- I mentioned this here before - motorbikes. My original 04 BMW12GS (big trailie thing), I was at one with that from the day I bought it - until the day I sold it, I knew its every quirk, how you had to re-boot the ignition one in 100 start, all the vibes at particular points in the rev-range - precisely which gear it was in instinctively. We were one. The RT that replaced it was more sophisticated, but I never got on with it - too perfect, too comfortable, too capable. The 2011 GS that replaced that was my friend from the start -Last week's 200 mile journey was elemental, perfect in every way, the bike as capable as the RT (new engine, loads more adjustments) - but it had that one thing a Soul. Guess you can't programme it in and its more than the sum total of sophisticated parts and software - just right.....
- >> One of my colleagues has a 320d which is a couple of months old, so must be the previous model

I think you're right, I only delivered my first F30 last week. Didn't have much time to look around it as we've been flat out with 12 registrations, but it got lots of camera-phone attention on the open transporter.

Last autumn I did a "driven" delivery of a brand new, 7-mile E90 320d E/D, covering 100 miles at a steady 70-odd mph and seeing 72.4mpg on the readout. The returning 3-year-old 40k-mile non-E/D 320d gave 66mpg on the way back. Both impressive figures for such powerful, large cars.

- >> large cars.

A 3 series large? You're joking? A lot smaller than a Mondeo.

Someone asked about gears higher up - it has longer gearing on the new 3 series ED

and also 16" wheels I think.

Sounds from DP's mini review that the interior has got closer to the 5 series standards. I said on here previously I sat in a 5 series (mid/low level spec) followed by a top end 3 series. The latter seemed very cheap in comparison but list price was similar.

In terms of gearing, 6th is tall at about 40 mph / 1000 RPM. Otherwise the spacing and acceleration are fine and the ratios themselves don't seem radically different to my old 318d.

- The F30 is nearly 100mm longer than the E90, and has a much wider track, together with a 50mm longer wheelbase. You can really appreciate the extra space inside, particularly in the rear. Legroom and seat width are appreciably more generous. Yet it is allegedly 50kg lighter as well. That, I can't really notice if I'm honest :-)
- Thanks for the review. I am after the 320ED Touring when it comes out later this year as I could use the more flexible boot space.

If I am not allowed to wait it will have to be the Passat.

- >> I am after the 320ED Touring when it comes out later this year

Will they do an ED version of the Touring this time. Last model 3 series did not come as a Touring in ED trim. It was

- >>> I am after the 320ED Touring when it comes out later this year

>>

>> Will they do an ED version of the Touring this time. Last model 3 series

>> did not come as a Touring in ED trim. It was saloon only.

>>

Well, at least some countries will be able to enjoy it, though maybe it won't come to these shores.

Official dark side website:

www.bmw.com/com/en/insights/technology/efficientdynamics/phase_1/model_3series_touring_320d_effdyn_edition.html

- The issue is the CO2 output for BIK, otherwise I would go for another model.

If other company car users think the same way they could lose sales if they don't.

- >> The F30 is nearly 100mm longer than the E90, and has a much wider track, >> together with a 50mm longer wheelbase. You can really appreciate the extra space inside, particularly
>> in the rear.

You won't appreciate the extra space when you come to park it, even if it does have sensors.

I'm not just picking on the 3-series here, by the way. I know it is a regular moan on this forum, but I am really annoyed at the relentless increase in size of each new generation of a given car.

- >>To be fair, it's only around 6 inches shorter than a Mondeo hatch I think, which isn't exactly a massive difference!<<

It is, though, especially if you are trying to work out whether or not your next new car is likely to fit comfortably into your garage, with everything else that is stored there.

- When I described the BMW as "a large car", I meant with regards to its 70+mpg economy which you'd more readily expect from an Aygo, Smart Car or Panda. In absolute terms though, it's still a full-size family saloon in my book.

- It's consistently reporting between 60 and 63 mpg average on the commute. If it's accurate, it's astonishing for the size and performance of the car.
- Just brimmed the tank and zeroed the trip. Will find out if the electronic witchcraft is telling porkies in a week or so. :-)
- OK, so the car is now run in, and showing just shy of 1500 miles. Just thought I'd post a few more thoughts.

I stuck to the running in rules in spirit at least, avoiding engine speeds over 3500 RPM, but allowing the engine, once warmed up (oil temperature gauge is very useful here), the odd brief burst of hard acceleration. I also tried to vary speeds and loads as much as possible. Now, at 1500 miles, the engine is very gutsy and responsible, if still disappointingly gruff. BMW will not win any awards for refinement with this engine, although it is very smooth, thanks in part I suspect to the hideously complex flywheel fitted to this ED version.

Economy is typically running short of the combined figure, and of the fuel computer's suggestion. I'm averaging so far 55.1 mpg based on brim to brim calculations. For a fairly gutsy 5 seat saloon, it's an impressive figure, but short of the 61 mpg on the computer, and the 69 mpg official combined figure by some way. That said, I have encountered some hideous traffic over the past few weeks (one 20 mile trip took 3.5 hrs), and been exploring the performance post run-in, so I'm prepared to give it a little more time before passing judgment. I don't doubt that on a long run, and with ECO PRO mode engaged, > 60 mpg will be easily achievable.

It does go really rather well. I tend to leave it in Sport mode most of the time, as the sharper throttle response and weightier steering make the other modes feel rather dull. Acceleration is swift and instantaneous, with very little lag, and the ability in 4th and 5th gears to pull you past a ton with ridiculous ease. Overtaking performance is good too, this being tested by a crawl up the A10 to Kings Lynn last week. Tractors and artics were despatched effortlessly, without any need to row the gearbox. There are faster cars obviously, but this really does have all the performance you really need for day to day driving, and if you use all the power available, you are into illegal speeds very quickly, and more importantly, very effortlessly. It's just a shame that, motorway cruising aside, the engine's fuel type is painfully obvious from anywhere inside the car.

I was quite harsh on the handling early on, but a mix of familiarity, and the scrubbing in of the Michelin Energy tyres, as suggested earlier in this thread, has improved matters. It is still not as much fun as the E90 was, being softer, more roll prone, and with less feel through the steering. But when you push it, it still has that lovely BMW balance, with the sense that both ends of the car work together in the corners. The expected understeer hasn't really emerged, and it responds well to throttle changes in the corners, allowing the line to be trimmed. Yet it still somehow lacks the feeling of confidence, and sheer "planted-ness" that made the E90 so much fun. But it is better than I initially thought.

I am enjoying the inside of the car very much. The seats and driving position are good enough to make a four hour trip completely painless, and the materials are superb. Everyone without exception who has been in the car has instantly commented on the finish, and the high standard of the materials used. The only fly in the ointment is the reflection of the dash top in the windscreen, which irritated me at first, but which I have now got used to.

The i-Drive is intuitive, and familiar enough now that I can navigate through it without any more than a brief glance at the screen. The audio system is superb

compared to the E90, and a 32GB flash drive plugged into the centre cubby hole provides easily navigable MP3 sounds. It's just a shame that BMW have the gall to charge you extra on a £28000 car for proper iPod integration via the USB slot, although it has the same line level auxiliary input as the E90.

Oh, and nothing has gone wrong, broken or fallen off yet! :-) Based on very variable experiences with my previous E90s, and those of friends with more recent BMWs I know of, I am not taking reliability for granted.

So, that's about it really. Will keep you posted.

- Welcome to BMW fuel calculations. I know all manufacturers fudge the figures to some extent, but yours (and mine) fall short of the quoted figure by a good 25%.

My 120d averages 42mpg in a mixture of town and motorway driving (quoted combined is 60mpg), so regardless of how nice the new cars are I won't be having another BMW on these grounds alone.

- Many thanks for the review DP. One of the great things about a forum like this is being able to get information from real-world drivers, rather than professional reviewers who put rather too much weight on driveability IMHO.
Your review shook me up a bit, though!

If you are getting 55 mpg, then I am sure that I would get at least 60 mpg with my unhurried driving style. (I only get 47 in the Audi).

I also particularly noted these amongst your comments in the recent and original posts:

- "It is still not as much fun as the E90 was, being softer, more roll prone..." (I prefer it that way, actually!)
- "The audio system is superb compared to the E90, and a 32GB flash drive plugged into the centre cubby hole provides easily navigable MP3 sounds."
- "The interior itself is a quantum leap over the E90".

I'm feeling tempted to return to the Dark Side.

- The ride quality is one area where the F30 has been significantly improved over the E90. I'd actually go so far as to call it supple.

Helped of course by the ED version of the F30 being the only model so far to come with conventional tyres instead of runflats. That said, I would like to see a spare wheel instead of a can of gunk and a compressor which is a poor substitute IMHO.

- Does anyone's 'high efficiency' model come with a spare wheel? (I know Skoda's Greenline IIs don't, for example.) If not, does the weight saving really save a meaningful amount of fuel?

Incidentally, still with Skoda, if you order an enhanced audio system with your Superb, they take out the spare wheel to make room for the amplifier. Just as well VAG doesn't rely on the spare to power the screen washers any more.

- >> That said, I would like to see a spare wheel instead of a can of gunk and a compressor which is
>> a poor substitute IMHO.

Is there space in the boot of the F30 for a spare wheel? There isn't in my E90 Coupe - no spare wheel well at all.

- Thanks for the review.

I am hoping the Touring equivalent of the F30 shows up soon or my fleet manager is going to order Vectra.

As at last week, BMW wouldn't even release the pricing of the new car and that means that the lease co can't give me a price.

- Just had my first sub 50 mpg tankful. 49.7 mpg over the last tank according to the calculator. Long since been ignoring the computer which claimed 55.something. But it has not been driven gently, or anything like it.

Running average over 1747 miles now stands at 52.29 mpg

- >> Running average over 1747 miles now stands at 52.29 mpg
And this on a car that does 0-62 in, what, eight seconds!?

You are going to need surgery to remove the grin off your face at this rate!

Unless they are getting some sort of special deal, I can't see anyone choosing a rival Audi A4 or Mercedes C-Class ahead of a 3-series, based on the reports you have given us - which I believe 100% since you've established strong credibility on this forum.

- Thanks, Londoner.

It is very impressive for the performance on offer (which was well used on the last tankful), and with further use of ECO PRO mode, and a lighter foot, I don't doubt it would comfortably crack 60 mpg (best tankful was the second at 57 mpg - still running in).

I do however seriously doubt the combined 68.9 is achievable, unless you drive like a nun in perfect traffic conditions on a very long run. The little analogue MPG gauge in the rev counter will settle at 80 mpg or thereabouts in ECO PRO mode at a steady 70 mph on level ground, but how accurate this is, I have no idea.

The engine is getting stronger and more responsive seemingly by the day now. I still think it could be more refined, but its 280 lb/ft of torque makes very light work of a 1490kg car. Accelerating on to motorways or dual carriageways is a delight. A ton comes up ridiculously easily unless you exercise restraint.

- First fault already. Wiper auto function has packed up, and more annoyingly the wipers no longer self park when switched off or activated via the wash function. Will get it booked in tomorrow.
Bit disappointing on an 1850 mile car.
you don't need them, there's a drought remember.
- >>> I'm also hoping to fit the optional 'phone to ear' driving assistance package.
>>
>> Doesn't it come with Bluetooth handsfree at that price? :-)
>>

Of course it does but I can't let the image down by using it!!!!

Phone in one hand, sandwich in the other.

- The auto function is still via the little button (and green LED) on the end of the wiper stalk.

Seems like a good old fashioned park switch failure in the motor, as the auto function does actually move the wipers a fraction when it activates.

Bluetooth is standard across the board on the F30, but incredibly it was an option on much of the E90 range. Neither my previous 318d ES or 318i SE had it.

- So if you're talking on the phone using Bluetooth handsfree but holding a dummy phone.... can you be done for holding the phone ;-)
- The rain sensor wipe function on the CC3 has stopped working two or three times.

Stopping the car and taking the key out has always got it working again...so far.

- Why bother stopping? Take the key out whilst driving ;-)

I accidentally pushed the key fob in on the car last week when doing about 70mph... car did not stop but I quickly pushed it back in... need more experimenting I think. This is a VW where the key is pressed into the dash to start the car BTW.

- One of my neighbours has bought one of these - looks like a very sharp motor - evolution and not revolution. My immediate next door neighbour has bought a MINI Countryman - it would be rude to ask for a drive but I will !
- >> My immediate next door neighbour has bought a MINI
>> Countryman - it would be rude to ask for a drive but I will !

Ask him if you can drive him to specsavers.

- Odd isn't it how one's perception of some cars mellows in time . The Mini Countryman mentioned above being a case in point. When I first saw one I disliked it intensely but now they've been around a while I'm much more tolerant of them. I still don't especially like them but I've stopped hating them at least. Same with new Sciroccos.
- It still looks fat, lumpy and ill proportioned, after the passing of time.
- And me - a capable car by all accounts. At least she's gone for the 4x4 variant...
- Conversely, and equally inexplicably, I liked Skoda Yetis when they were first released but now they irritate me for reasons I can't fathom. Especially red ones.
- I'm drawn to the Yeti - I had a good look at one in a dealer when chasing the beige Skoda last year, They all seem to be brown, I had seriously considered one as the settling down car until the recent brain-storm.....the E90 went on to its original plates today, the dye is cast.
- Don't get me wrong, I can quite see why someone might buy a Yeti. Probably a fine and useful car. There's just something about them which has started to annoy me. Don't know why. Might change my mind if I drove one and liked it. Maybe it's that current Skoda grille. Gives them an odd "face" somehow. Irrational in the extreme of course as a reason to dislike a car I know.
- In fairness the Countryman has a nice face - the rest is slightly er...challenged. I'd have one though...maybe.
- The Skoda Yeti has just been voted as best car in a large annual survey conducted by Auto Express Magazine called "Driver Power".

www.autoexpress.co.uk/carreviews/driver_power/

I have a friend at work who has one. He loves it.

No oil painting but thoroughly competent in so many areas.

- It finally came to me in the wee small hours what it is about the Yeti that bothers me...

Look at one from the front, especially a red one, the tall roof giving it the impression it has a hat on, the huge grill for all the world a moustache, the miserable downturned expression and the red paint giving it a florid complexion.

Now think of Blakey from "On the Buses" when when he was giving Butler a hard time !...

"I 'ate you Butler"

www.friendsoforis.com/img/uploaded/image5548.jpg

www.carmagazine.co.uk/upload/23648/images/94SkodaYetiLongTerm.jpg

- Hmm...the Stop/Start disable function has now stopped working. The wiper issue has also got worse to the point they just turn themselves off when they feel like it.

Going in tomorrow for some attention.

Still loving the performance. Even fully laden, the pull up the hills on the A303 yesterday and the overtaking punch on tap was very impressive.

Just hope the niggling faults don't keep appearing though. A colleague's example (identical but an auto) has a number of issues including the iDrive / computer system rebooting itself at random, a noisy climate control system, and a number of interior rattles.

- I was out in the company pool car yesterday, as mine is having the summer tires fitted:-)

Our present pool car is a 3 year old E90 320d saloon with 160,000km on the clock in poverty spec - hasn't even got alloys. What a great car though. Incredibly light footed on its high profile 185 tyres, that typical BMW precision steering and a good old punch in the back from the engine. I've driven petrol engined cars that don't rev as willingly.

Despite the mileage the interior is in good shape, as is the paintwork. Very little stone chipping, just the usual pool car scrapes which no-one seems to want to take responsibility for.

The F30 must be a cracker if BMW can top this.

- Hope the fleet supplied for the Olympics has been thoroughly debugged. Going for my driver assessment in London in May.
- Just completed my technical training today. Now fully conversant with the PMR system.
- Cock up with the lease company who gave me the wrong date. Will be living with the niggles until a week tomorrow.

I put a vid up on YouTube of the latest idiotic behaviour from the wipers.

youtu.be/jpi_KjPRGUg

- The fault is down to a duff ECU. Three week lead time for the part due to it being on back order.

Was off work today so fired up the old Golf which got me about faultlessly as always. Ten years old, nigh on 130k, and everything works. Cannot say the same for my 7 week old, 2700 mile BMW.

Less than impressed at the moment, if I'm being completely truthful.

- I feel for you. You don't expect a new car to break down.

You may recall that I had extended test drives of an A6 and a 520d before deciding to order the 520d. What I haven't made public before, as I didn't want to blur my feelings, is that the A6 broke down. Less than 600 miles on the clock and it had turbo

issues.

It was in limp mode and maxed out at 50 mph and offered very little acceleration to get there. RAC sent a specialist Audi unit and they said it needed new parts (wouldn't say what) and that was the end of the test drive.

Wifey and kids were not impressed.

- Are they giving you a loan car ? What was their attitude like ? Mind you might be different being a company car ? I would be dancing on someone's desk..
- Reminds me of the Espace. On a trailer 16 times in two years...Yep, you read that right. Hateful, despicable, vile, useless thing.
- Want a ciggie Humph ?
- Can't fault the dealer. Collected the car from the front door at 8 this morning got a call at 8:30 to say the car was there and about to go into the workshop, and another call at 11 with many apologies and the bad news. At 2pm the car was back outside the house, washed and valeted.
It's still drivable, just not fixed. The fleet manager at work has said he can sort me out a pool car in the interim, if I dont want to drive it until it's all done.
The fault is annoying, but the parts backup from BMW is appalling. Dealer seemed genuinely embarrassed as well as very apologetic.
- I'd like to say that problems like DP and a900ss relate above are not common on today's cars.
- Should have got something nice and reliable, like a lovely Avensis ;-)
- Sorry to hear about your troubles, DP. :-(

At least you have a dealer that sounds reasonable. I can tell you from experience that it is no fun having to battle with the dealer as well.

- Sorry to hear that - anoying when a new car lets you down. The only new car that I've ever owned to have a problem (and there have been plenty of new cars due to various company schemes) was my 535d (E61 shape). That had a DSC malfunction - I have to say a 535d with no traction control can go through rear tyres pretty quickly ;-)
- The electronic complexity of this car - and most other new cars - is unbelievable.
Windscreen wipers used to simply be wired up to the battery via a switch and a fuse. Move the stalk, a connection is made, and the wipers work. Simple.
I understand something like a Start/Stop system has to be ECU controlled, but wipers? Really?
- > The electronic complexity of this car - and most other new cars - is unbelievable.
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>>
People 'want' auto wipers...so to do that, they have to be ECU controlled.
So do auto lights, electronic parking brakes etc....
- Just an update - this was fixed last week. New "FEM body control module" fitted, and pretty much an entire day (no exaggeration) of reprogramming.

Everything now working (touch wood). They even cleaned it! :-)

- Mate of mine had an early 70s VW Bus in the early 80s. The parking microswitch for the wipers failed, which meant the wipers could not be switched off except by switching off the ignition or by judicious use of the off switch to catch the wipers at exactly the right point when they would stop instantaneously.

This behavior inevitably led to the fuse for the wiper motor blowing, so it was

replaced with a fuse with a higher rating. Then the motor windings burned out so the problem was finally solved with a new motor.

Workshop symbol on dash BMW 320D

Question: What does workshop/ car over ramp symbol on dash means in Bmw 320D 2011 model. Is this a remainder for service or service overdue???

Answers:

- Weak battery voltage on startup
- OK then battery needs replacing. Will check the battery voltage. Thank you
- You will need to see if its a Condition Based Service reminder? We occasionally get them for EGR or DPF faults too (Without EML on dash too)
- No! When the car is standing around the voltage drops. The ECU sees this is flashes a reminder. When the car is driven longer or when the battery is charged with a charger the warning will not appear. Is it on all the time or just briefly when you start the car?
- Absolutely, it's like "Visit Workshop" message on an MB, it could be a whole heap of things, including service or a low battery. The more intelligent Merces actually say "Coolant Visit Workshop" / "ABS Visit Workshop" / "Battery Visit Workshop" / "Airmatic Visit Workshop" etc etc etc
- my lada just gave a nice red glow from the dash when the dynamo packed in
- The New MB's actually send a message to MB and they can access the Fault Codes Data etc via "The Cloud" wherever the fuck "The Cloud" may be, usually over the owners head

E90 320D Common Problems.?

Question: Going looking at a few 320d's the weekend, as i have only had e46 and i know the common problem in them is the swirl flaps, just want to know what to look out for on a 06/07 320d..? Between 60 and 80000 miles, sport..? any tips at all would be great..

Answers:

- ABS/Traction control unit problem. Goes in all of them. Not sure of the exact name of the part but it causes your abs and traction control to stop working correctly. Amber traction control lights shows on the dash. I had two e90 and it went in both. Covered under warranty but I dont know if the car is second hand or missing bmw service history. Exensive fix. Check if its been done.
- its the abs hydraulic unit that goes in them, think the part is about 300, was about the same for labour including a brake fluid change in frank keanes.
- Timing chains and pullys
- I am in a similar position to you, looking at a 320D. The biggest issue I have seen relates to the N47 type engine, timing chain failures.

Link here: <http://www.bmw-driver.net/forum/showthread.php?t=34566>

There are specific date ranges where this is an issue, I am trying to ascertain myself if this only impacts the later 177BHP models (from 07 onwards) and therefore any 06/07/57 plates that are the older engine (163BHP?) will not have this same issue. If anyone else has some guidance on this that would be appreciated.

BMW 320D M Sport v Jag X-Type

Question: I am sure someone will come and scream and shout, and argue, but I just love the varied opinions. I see so many arguments relating to the heading of this post, and a fair bit of it from people who have never driven both vehicles (BMW and Jags in general that is). I previously had limited experience of BMW's so haven't said too much, but after some employment changes I now have an almost new BMW 320D M Sport to go alongside my X-Type 2.0D Premium Sport.

Now in my eyes this is or should be an almost exact comparison in vehicles bar the fact that Jag is coming up 6 years old. So below is just a little fun chart as to how I feel each compares in various departments, stating which I think wins (is best)

Purchase Price - Jag

My Jag new (okay a few years back now, was around £27,000 as it stands now. My BMW as its stands now was £31K.

Build Quality - Jag by a mile.

When I get in a car I like to hear a solid clunk when I close the door, not a tinny feel. The Jag gives that nice thud when the door shuts, the BMW is like getting in to some cheapo car, very tin can sounding. Even my MGF door sounds better. The interior of the BMW, though leather seats, is full of tacky plastic, and possibly brushed aluminium or something. Looks bloody awful compared to the Carbon Fibre look dash in the Jag. Too many rattles and squeaks in the BM compared to the Jag as well. Also the leather is harder, and seems to mark more easily than the Jags. The BM is black, the Jag cream.

Performance - Draw (Only because I cheated with a Synergy 1 tuning box on the Jag, otherwise the BM would win hands down)

The BMW is quite impressive here, deceptively nippy, and a nice 6 speed box, which I haven't got on the Jag. That said, the BMW is a basket to get in to reverse...

Gadgets - Jag

The BMW could do better, it has Bluetooth, which I do not have in the Jag. But with this I can't have a personal call if carrying passengers as the sound comes out the speakers. The BMW also has this Auto stop start facility, so when you pull up in traffic it turns the engine off, and restarts it when you depress the clutch to select gear to move off. This is bloody annoying at times, and I cannot see how it does the engine or battery any good. It can easily be turned off, so I always do that now. But that is the only gadgets the Jag doesn't have, where as the Jag also has a 6CD Autochanger, Electric seats with driver memories, Auto lights, Headlamp Jet wash, and Auto wipers over the BMW. Take it as read, any other features are identical. I am sure they may be options, but this all boils down to cost, so see the first heading.

Handling - Draw

Both hold the road well, though I do feel the Jag gives a slightly safer feel. Even the wife has commented on this.

Comfort - Jag

It may be because the BMW has Sports seats, but they are firm and have no lumbar adjustment. Though as the Sales guy said it has love seats, basically electrically adjustable side squabs that hug you tightly when adjusted.

Running Costs - To be confirmed

As I have only had the BMW a few weeks I can't comment on this, though it does seem a little thirstier than the Jag. The Tax is cheaper though, it has very low emissions. I am sure the servicing costs will be higher than the Jags, will just have to wait and see.

So at present, from somebody who travels a fair distance in both cars, my opinion is that the Jag is a much better car than the BMW.

Thanks for letting me bore you.

Answers:

- That wasn't a bore, I quite enjoyed reading the comparisons.
What would be a bore was if I was to compare my jumbo Transit, XR3i convertible, Mk3 Capri and my X type.

Fairly sure the jaguar would win on most counts.
- M Sport by name, not by nature ..it was only the trim that was different from other BMs as far as I'm aware. The engines and set up were the same as a standard 320D
- M sport has nicer wheels than normal 320d classic. Also sat nav in BMW can't accept full postcodes unless been updated since I drove 2009 model .
- Jag, marvel of British engineering, BMW, foreign muck :lol:
- Guys, I am fortunate that I have a 318d m sport and a 2.5ltr x type sport. Whilst I love the look of the jag over the BMW, the Beemer wins hands down in most other areas. In particular the BMW gearbox is much more refined and slicker. Roadholding the BMW is quicker thru the corners due to its 50/50 weight balance. Fit and finish about the same. As much as I love my jag, the BMW is the better car and holds its value better. For all this I am a proud jag fan, just think it could have been developed to be on a par with BMW....
- L9,
Your 318d M is better than the Jag????? Are you sure?????

My 320D must be a dud then, or your 2.5 X-Type, my Jag holds the road just as well as the BMW. Plus to put the damn thing in reverse you have to open the passenger door to let the gear stick across, my wife keeps thinking I am getting frisky when I go for reverse. Fit and finish on my X-Type Premium Sport is far better than the BM, and even my wife says so, and she rarely shows an interest in cars. I must admit the BM will hold its price, though after having this one I cannot understand for the life of me why they do hold their cost. The cars are just not worth the money, if it wasn't the fact that it was a company car, there is no way in hell I would actually buy one. Well not without having my brain and a r s e swapped over, or having the brain totally removed. I just do not see the fascination with the BMW range.

Before I get asked why I have a BMW in the first place, my other choices were VW Passat (been there done that, never again), Ford Mondeo Titanium (yawn), Vauxhall Insignia VRX 4x4 Diesel (or something like that anyway, again no thanks especially considering it had the highest car tax), or a Subaru Legacy (A toss up between Jap Crap, or Kraut Crap). I did ask for an XF which could have been a possibility, but the tax was horrendous, plus I would have had to have paid a fair bit towards its purchase/lease. So as much as the heart strings tugged, the purse strings tightened and said no.

- As an ex BMW owner I have to say that in my opinion they are very good cars but they don't feel special like Jags.

A relative loaned me his XFR, what an amazing car, he's lucky I brought it back! That said I still love my X Type it hasn't cost me a fortune, looks fantastic, is great to drive and gives me the X Type smile

- The first thing you notice about any car is its looks! In my humble opinion the BMW 3 series is one of the ugliest cars they have built, the classic lines of the Jag wins for me hands down.
- I must agree, I've lost count of the BMWs I've owned in the past new and used.

When the E39 came out in 1997 I couldn't get into one fast

enough, a great car that won all the awards that the XF has been winning for the last four years.

As for the current 3 Series just looks like what it is, a reps car very bland.

- I would imagine the interior in this would be superior in quality and looks to that in the BMW. In actual fact the 320D has a 2.2 litre engine, so the 318D (AFAIK) would be the best comparison to the 2.0D X-type. I was having a thought the other day, and I reckon 3.0 X-Type (10yr old design) could easily keep pace with a brand new 3.0 3-series around the Top Gear track - I wanted to write in actually :lol:
- I doubt I'd ever buy a BMW because they do nothing for me, but I have driven a lot belonging to friends and colleagues, and I can say with complete certainty that the handling of the 3 series is superior to a FWD X-Type by such a degree that it's actually difficult to compare them. As far as handling goes, it's a driver's car and the FWD X-Type just isn't. I can appreciate that the FWD X-Type might appeal more to drivers with below-average skills and confidence, because the numb steering and understeer-only handling doesn't frighten these people as much as all the feedback from something like the 3-series gives. Above average drivers like that feedback and balance, and speaking for myself now I feel less confident in FWD cars because I have absolutely no idea what's going on beneath my tyres, and when FWD cars do decide to let go, there's naff all the driver can do about it besides apply more steering, shut his eyes and wait for the bang. The AWD X-Type is at least capable of something other than understeer, but still suffers from lack of feel through the steering. It's a bit disconcerting getting into the X-Type after driving the S-Type.
- Maybe so about the feel and flexibility of the BM, but in the real world on an British rural road with dips and dampness an AWD X would leave a BM slithering behind. Top gear could barely escape those crappy police cars in V12s, these cars only work in the bone dry or a track.
- Must agree with the above, when I had the new X Type 3.0 in 2001 the average BMW driver could not keep pace with it on any good (A) road.

Last winter my BMW 530 Sport was laid up for five weeks as BMWs are hopeless in the snow.

- When I went to see my new Jag, which had come to Luton from Newcastle Stratstone for me to view, it was parked next to a new BMW 318 series. Now, I looked at the following before buying my Jag with my 9k budget...
Audi A4 - Waaaaaaaaaaay to expensive for something to similar to a bland VW Vauxhall Vectra SRi - Cheap, fast, lots of gadgets but I want to move up in the world and the Insignia is too expensive still unless you buy the wheezy 1.8.
Saab 9-3 - Different, but heard lots of bad things about it.
Mercedes C-Class - Built out of Lego.
The Beemer didnt get a look in, the only ones I really like are the E46 saloon (3 series 98-04) and E39 (5 series 96-03).
The Jag wass the only option for me, it has class none of the above have and I like that it's underrated. I still cannot get over the fact people are like 'What? You drive a Jag? :shock: ' The BMW does drive good but I cant help think the quality has dropped lately, my Jag is well screwed together and hasn't let me down since I bought it. If I bought another car I am sure I would've regretted it. Sorry, I digress! But look at the pic below, who do you think is the more proud owner out of the 2 vehicles? I can see which is the classier.
- **The Beemer didnt get a look in, the only ones I really like are the E46 saloon (3 series 98-04) and E39 (5 series 96-03).**

Must agree 100% the E46 IMO is a far better looking car than the current model as for the E39 BMWs finest hour.

- I am not sure who made the comment about the BMW in the snow, but you are dead right. One other member in the company has a 118d BM, and when it snowed in December they had to get the engineers to push them 300 yards up the road before they could get grip. My Jag had no such problem. Also it may be a front wheel drive, but I am not scared of it, and it handles fairly well, better than the BM when you hit an oily patch on the road, as I did in the BM last week. It was all over the place, and the stability control system went in to panic mode, I find the Jag's a lot better. This said, the tyre pressures were very slightly out, and I have had 4 wheel laser alignment done as well, as I thought BM's were supposed to be good going on what people say. In my opinion I have been listening to the wrong people...
- Update:

Okay I have been driving the BM for nearly a month now, and in all honesty it has fallen further in my esteem. The BMW is just over priced rubbish, and I am so disappointed that I have to drive it hundreds of miles in my duties. Comfort over long distance doesn't even begin to compare with the Jag, and as for not having electrically operated, and heated seats in a car that costs as much as it did is very disappointing. I was also right about the build quality being bad, a classic example is the front-bumper. Many a time in the Jag have I run up to a kerb that is slightly higher than expected, and have scuffed the underneath of the front bumper. This is a problem with any car I would think, but if you own a BMW and haven't gone over a slightly high kerb, make sure that you don't. I did in mine, and scuffed the underneath of the bumper. Not a problem thinks I, but backing up to get it off the kerb was a different matter, it had a little tiny lip that caught on a few mm of kerb sticking up, and hey presto the front-bumper half pulls off. The paint flaked, and clips snapped. Unbelievably poor design, and cheap and nasty workmanship.

I have just got the car back after having the repairs done, and now notice paint flaking by the weather strip on the drivers door. Terrible quality, my Jag is in immaculate condition compared to this, 6 years old, and left out in all weathers and driven just as enthusiastically. On this front, they are about equal on mpg, and would be hard to split them there. Road holding, Jag is definitely better, it doesn't follow the ruts in the road like the BM, and feels safer in cross winds.

So my final verdict is, if you fancy a BMW don't bother, you would be better off buying anything else. It is that bad I am beginning to wish that I had the Titanium X Mondeo that was on offer.

Sorry for going on, but it had to be said,

- Nigel, I wasn't impressed with a 5 series I drove some time ago. Similar reasons to yours. Could it be that we are told by BMW. That they are the ultimate driving machine, & many believe it. You might say that it's just our opinion that the X Type is better. However If you look at reliability statistics you get a very different story.

Every component on a car can fail. What is interesting to know is the reliability ratings given to cars by Warranty Direct One of the major Warranty companies (I don't work for them) Here are the ratings on 4 Premier makes. The higher the number the more unreliable they are. But 100 is the average of all cars, so less than 100 is good.

X Type 90.07

Mercedes C Class 114.9 Ouch

BMW 3 Series 41.5 Good car apart from the electric's that is

Audi A4 97.52 oops don't mention the electric's

X Type Electric's failure rate is 15.53% Far superior

BMW 3 Series Electric's failure rate is 40.0% Nice car shame about the electric's
Audi A4 Electric's failure rate is 38.89% nice car shame about the electric's

Not my figures, go look on their web site. The X is superior to the Merc. Audi. & the electric's work.

Fact is BMW comes out on top, but dig into the figures & high failure rate of electrics is scary. So they certainly excel in some areas but electrical faults let BMW down very badly. In my opinion, overall the X Type is far superior.

- Guys, utilising the jag more this week due to the poor weather up here (scotland). My jag is 9 years old, the bmw 18 months. Whilst the bmw excels, cant really compare the two. What i would say is the x type drives like a new car, paintwork is superb and v6 engine is nice. The 318d is an excellent engine, extremely fuel efficient (58mpg or better). I agree the x type is more stylish and turns more heads....Now which one to take tomorrow.....
- I had a new BMW 320D auto on loan after my 3.0 X-Type was hit by a passing bus, and used it for a 300-mile round trip next day. Had two near-death experiences thanks to the BMW's illogical indicator system and an automatic gearbox that changed down from my selected gear and refused to change back up again. When I got back home, with raging back-ache from the hard suspension and uncomfortable seats, I dumped it and used my trusty 10-year-old Mondeo instead until the X-Type was repaired.
- Out of all the BMW myths this is the one I love most and I've not seen it quoted from their sales blurb for a while.

FYI, Weight distribution does not make any difference to handling until you take it a little more to extremes (see: Porsche 911 and it's legendary rubbish weight distribution). If the BMW is really 50/50 then not only is that ruined as soon as you sit in the car but as soon as you start to accelerate, brake and corner the weight distribution is a dynamic force that moves all the time.

The weight distribution of a car is *never* 50/50 when it's moving. Why do you think front brakes are bigger than rear ones?

As a case in point, even with their moveable ballast F1 cars are far from 50/50 distribution, even more so at the start of a race when full of fuel and guess what, it's the slow losing of fuel mass over time that makes them quicker, not the change in weight distribution.

So BMW has their weight distribution correct yet the most perfected racing machines in existence do not. Hmm...

- Weight distribution makes a huge difference to anyone with enough talent to know what they're talking about. Dynamic loading affects any car, but that's why it's important that the CofG is correct both horizontally and as low as possible vertically.

I'm no BMW fan but holy crap there's some total rubbish being spouted here. Criticising the car because you crashed into a kerb and ripped the bumper off??? Is that really BMW's fault? REALLY? It's an automatic fail in your driving test for a start, which any pillock will tell you makes up a tiny fraction of the skill set a proper driver has.

Do us all a favour - if you find BMWs difficult to drive or get upset if your car breaks when you crash it, get off the roads and buy a bus pass. :evil:

- Ha ha ha that made me laugh, I'm sure on BMW forums this comparison would be filled with 'it's only a Mondeo' and 'it's not german engineering' etc etc everyone is entitled to their opinion, but I did enjoy your little rant
- Speaking of rubbish being spouted...

Talk about your standard insult to ward people off. Talent? Really? We are talking about road cars here. Weight distribution pales into insignificance once other factors concerning the suspension are taken into account. Even if you can tell the difference between 49/51 and 50/50 (you cannot) the fact that I am pointing out is firstly that 50/50 is not the ideal weight distribution when a car is static and even if it was then as soon as the car is moving the forces acting are never the same on all four corners which is what BMW imply. For you to even argue that the claim is anything other than a marketing gimmick is laughable.

Centre of Gravity, as low to the ground as possible? Brilliant deduction but does it really matter if its a couple of mm lower if all that mass is swinging around so high up in the first place.

It's a far more involved science and neither BMWs marketing people division nor little neds that lower their cars have the faintest idea about what really makes a difference when comparing with racing machinery. They may not like the fact but we've all seen the results and secretly (or not) point and laugh at them.

- Of course it's not the be all and end all. It's a much better starting point even for a road car than the usual FWD distribution though, and what BMW really should be selling is their superb polar moments which are very good for a road car, and nigh on impossible to achieve with an engine ahead of the front axle. That's why the Audi A4 until the latest gen were rubbish. If you want to talk engineering and physics then I'd be delighted to. BMW are at a disadvantage nowadays trying to sell engineering to people who think that steering feedback is a bad thing.

P.S. for the record I'm no advocate of boy racers and their bolt-on tat, but I am a big fan of good engineering.

Need help bmw 320d n47

Question: Hi all new to this forum but I have a bmw 320d m47n2, it unfortunately blew its turbo and sucked oil into cylinders which led to it bending a con rod in cylinder 4 which to be fair was a bit of a bummer lol.

Any way the questions are I can't seem to find con rods for that engine code so do all con rods for the m47 engine fit mine or does it have to be a n2 and also if I was going to go the route of swapping engines will any m47 engine fit the car without having to do anything different like mounts etc thanks for any help that's giving.

Daniel

Answers:

- Hi sorry that link says it's an m47n2 but the turbo company I bought the turbo from says it's an M47TU2D20 Engine I'm confused I know my turbo fits but can they be the same engines I have bought con rods for the m47n2 and not sure if they will fit