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Bmw 340i auto or manual

Pros: Outstanding agility and ride/handling balance; availability of wagon body style and diesel engine option; broad selection of powertrain choices Cons: Steep pricing; somewhat stingy on standard features; Intrusive automatic start/stop system CG Says: The 2017 BMW 3-Series is little changed. The step-up version of the turbocharged 2.0-liter four sees a bump in horsepower from 240 to 248. As a result, the 328i has been rebadged 330i. The M Sport package is now standard on 340i models. BMW 3-Series is a premium compact available as a sedan or wagon. There is also a choice of rear-wheel drive or all-wheel drive. The 3-Series offers a wide range of engine choices. The base engine is a turbocharged 2.0-liter four cylinder available with 180 horsepower in 320i or 248-hp in 330i. The turbo four is paired with a 6-speed manual or 8-speed automatic transmission. A turbocharged 3.0-liter six cylinder develops 320 hp in 340i and is mated to a 6-speed manual or 8-speed automatic transmission. In the high-performance M3, the turbo 3.0-liter six develops 425 hp and is available with a 6-speed manual or 7-speed dual-clutch automated manual transmission. The hybrid drivetrain of the 330e combines a turbocharged 2.0-liter 4-cylinder engine with an electric motor for a combined 248 hp. An 8-speed automatic is the only transmission choice. The 330e is capable of traveling approximately 14 miles on electric power alone. Also available is a 328d with a 180-hp turbodiesel 2.0-liter four-cylinder with an 8-speed automatic. BMW's premium-compact mainstay continues to excel for its dynamic excellence, solid build quality, and surprising fuel efficiency. The four-cylinder engine is robust, but not as smooth as we would expect, and on all models, the automatic transmission sometimes seems to hold back the engines from delivering on their full performance potential. Base prices are in line with the class, but BMW continues its practice of charging rather exorbitant sums for items that are either standard or much less costly on rival premium-compact cars. The diesel 328d offers excellent fuel economy with satisfyingly robust power. The 340i's turbo six should deliver acceleration that justifies the 6-cylinder's price premium over the 4-cylinder models. The Facts Class Premium Compact Car Body Style(s) 4-door sedan, 4-door wagon Passenger Count 5 Drive Wheels rear-wheel drive, all-wheel drive Manufacturer BMW Nation of Manufacture Germany Base Prices 320i sedan: \$33,450 AWD 320i xDrive sedan: \$35,450 330i sedan: \$38,750 AWD 330i xDrive sedan: \$40,750 AWD 330i xDrive Sports Wagon: \$42,950 328d sedan: \$40,250 AWD 328d xDrive sedan: \$42,250 AWD 328d xDrive Sports Wagon: \$44,450 330e hybrid sedan: \$44,100 340i sedan: \$47,900 AWD 340i xDrive sedan: \$49,900 M3 sedan: \$64,000 Base Engine turbocharged 2.0-liter 4-cylinder Horsepower 180 (320i), 248 (330i) Std. Transmission 8-speed automatic Avail. Transmission 6-speed manual EPA City Range (mpg) 21-23 EPA Hwy Range (mpg) 32-35 Optional Engine turbodiesel 2.0-liter 4-cylinder (328d) Horsepower 180 Std. Transmission 8-speed automatic Avail. Transmission NA EPA City Range (mpg) 30-31 EPA Hwy Range (mpg) 40-43 Optional Engine turbocharged 3.0-liter 6-cylinder Horsepower 320 (340i) 425 (M3) Std. Transmission 6-speed manual Avail. Transmission 8-speed automatic (340i) 7-speed automated manual (M3) EPA City Range (mpg) 17-21 EPA Hwy Range (mpg) 24-32 Optional Engine turbo 2.0-liter 4-cylinder/plug-in electric (330e) Horsepower 248 Std. Transmission 8-speed automatic Avail. Transmission NA EPA Gas Engine Combined (mpg) 30 EPA Electric Motor Combined (MPGe) 71 BMW, Diesel, Electric/Green, Hybrid, Luxury, New, Sedan, Wagon 01-26-2016, 12:30 PM #1 Private First Class Drives: BMW 340i M Sport Join Date: Feb 2013 Location: UK Manual vs Automatic I have always had manual cars. My current F30 328i is a manual and its replacement, a 340i, has been ordered with a manual gearbox. However, I have noticed that the majority of the F30s are being ordered with an automatic. I did test drive a 340i automatic and while it was very smooth, my left hand felt idle and I lacked involvement. So, for those of you that have an automatic, is it for its convenience in traffic or something else? Admittedly, I would have been interested in a double clutch 'box had it been on offer. Cheers 01-26-2016, 12:40 PM #2 Captain Drives: F30 335d TB Join Date: Jul 2013 Location: Midlands, UK I love the auto. I've always liked them but waited until they were faster and more economical than their manual alternatives. The ZF is super smooth and offers the option of paddles or tiptronic. With so much bad traffic it's a god send in the jams but can be fun when needed. Some of the fasted cars in the world are autos. I'm sure many will hate them (probably those that hate Xdrive), but my wife's car is manual so I get the best of both worlds. 01-26-2016, 12:41 PM #3 General Drives: xxxx Join Date: Dec 2013 Location: xxxx The 8AT gearbox is amazing, it is definitely not just an automatic gearbox. I actually find it more involving than a manual. It probably takes greater thinking to use the 8AT to its full potential than a 1,2,3,4... Manual. 01-26-2016, 12:43 PM #4 Private First Class Drives: F31 335d LCI Join Date: Sep 2015 Location: Blackburn My 335s is my first auto car and while I was worried if I had done the right thing I'm really glad I did. The first week or so was exactly as you described, didn't know what to-do with my left leg and hand. Now it's just so comfortable, leave it in drive and away you go. Want a bit more involvement? Just put it in manual sport mode and enjoy the paddle shifter. Just an awesome bit of kit, love it to bits 01-26-2016, 12:48 PM #5 Lieutenant Drives: F30 340i M Sport MG 6MT Join Date: Mar 2008 Location: UK The 6MT/8AT decision was the hardest I had to make when ordering my car. I know the 8AT is excellent, smooth, can shift faster than me, is more economical etc. However I like being in control of the gear choice AND the clutch, I like the driver involvement, and great though it is all autos can be annoying at times. In the end, it had to be 6MT. 01-26-2016, 12:55 PM #6 Banned Drives: Z4, Lotus and Lancia Join Date: Oct 2015 Location: South East I would have gone manual if it was available in the touring. The AT is very good though and much better than Mercs offerings. 01-26-2016, 01:01 PM #7 First Lieutenant Drives: F30 330d m sport+ EBlI Join Date: Apr 2015 Location: North Yorkshire You soon get used to it. The idle left hand I mean. My work car is manual and I can jump to of that and into my f30 and I never even think of changing gear with my hand. (Unless it's stuck to the left and using paddles 01-26-2016, 01:07 PM #8 Brigadier General Drives: X3 M40i Join Date: Jun 2015 Location: Glasgow I vas 8AT auto and wife manual. I far prefer the auto. Initially I was sceptical of moving to auto - but would struggle to go back now. I would recommend! 01-26-2016, 01:13 PM #9 Major General Drives: 840i Gran Coupé Join Date: May 2014 Location: United Kingdom I have gone out of my way to choose manual cars in the past, but for me the ZF8 is the turning point. It's just so impressive. Couple that with the fact that BMW manuals often seem to suffer from a juddering clutch once they have covered a few thousand miles (possibly since they were forced to remove asbestos?) and the decision is made easier. 01-26-2016, 01:45 PM #10 Second Lieutenant Drives: F31 335d, On Order G21 M340i Join Date: Mar 2015 Location: Northants My Costa coffee consumption has gone up since driving an auto. 01-26-2016, 01:47 PM #11 Banned Drives: f30 330i msport Join Date: May 2015 Location: teesside Quote: Originally Posted by JD6 I have gone out of my way to choose manual cars in the past, but for me the ZF8 is the turning point. It's just so impressive. Couple that with the fact that BMW manuals often seem to suffer from a juddering clutch once they have covered a few thousand miles (possibly since they were forced to remove asbestos?) and the decision is made easier. Hi I have the lci f30 330i msport 2015 is the ZF8 gearbox used in this car Cheers 01-26-2016, 01:51 PM #12 Private First Class Drives: Mercedes Benz C300 Join Date: Dec 2014 Location: North East England I have always owned manual petrol cars and enjoy the added involvement. Personally if choosing petrol I would stay with manual, or go with an automatic if buying a diesel. I have drove a few manual BMW diesel's and found them absolutely awful. The zf 8 speed is a fantastic gearbox and will be in my next car as I'm likely to move to a 5 series. 01-26-2016, 01:59 PM #13 Private Drives: F30 320i Join Date: Oct 2010 Location: Cumbria I have always had manuals but have tried a 320d F30 and it was very impressive but do not know if I could get used to it! 01-26-2016, 01:59 PM #14 Major General Drives: 335xd Msport + Join Date: Jan 2014 Location: West mids!!!! ITrader: (0) Garage List2015 Bmw msport + 3 ... [0.00] Never wanted an auto having only driven manuals. Then had to get an auto as no choice on 335d. Now I love it especially when you can use the paddles to shift Even tried it in sports manual the once going through Wolverhampton town centre - never again. Just use the auto and let it do its stuff 01-26-2016, 02:11 PM #15 Lieutenant Drives: F31 340i M Sport+ Join Date: Aug 2015 Location: Surrey, UK I worried about lack of driver involvement when I ordered my F31. I would never go back to manual after driving a few months with the ZF. It's so soothe and also takes the grind out of traffic. 01-26-2016, 02:23 PM #16 Captain Drives: F30 LCI 330i M Sport Join Date: Apr 2009 Location: Bristol England I have always had manuals up to my latest car which is a 330i with the 8AT sports transmission. I too always believed I would be bored driving an auto and miss being in control of the gear changes, but to be honest I haven't missed it one bit and I am a total convert. If you want to wait along on totally serenity, it is super smooth and you barely notice the gear changes, if you want to drop a couple of gears, a couple of tugs on the left paddle will change gears faster than you ever could and if you want to play at being a racing driver, stick to the left and paddle the gear changes like an F1 driver. Might not be for everyone, but I love it and will never have another BMW without auto. If you are not sure you done the right thing, see if you can get an extended test drive in a 340i with 8AT and drive in different conditions to try it out, traffic, motorways, country roads. For me, the best bit is stop start traffic, so effortless, it takes a lot of the stress out. If you do decide to go auto, make sure you spend the extra £136 for sports auto to get the paddles 01-26-2016, 02:26 PM #17 Captain Drives: m140i Join Date: Aug 2013 Location: Aberdeen Quote: Originally Posted by AndyTo My Costa coffee consumption has gone up since driving an auto. +1 and its become a habit. Took my boxer one day and stopped for a costa as I would in my 3 series. What a disaster - due to the hard ride and shitty cup holders, my flat white ended up all over the passenger footwell and because it's a manual I never got the opportunity to drink it! Shows you how well the 3 rides even with runflats and the cup holders aren't that bad despite what some people say! M140i and Boxster S for Summer | Previously F31 330dX, E90 335D, E92 335i, E46 320CD, E46 318ci x2... and some short-lived SUV thing 01-26-2016, 02:30 PM #18 Colonel old autos were crap - notably less economical on fuel, lazy and in some instances unpredictable gear changes. The new 8 speed autos are fucking amazing - not only in my opinion, but all my mates who have been out in it, who are also petrol heads. My previous e92 335 was a manual (which as it turns out, is pretty rare), and yes it was fun when required, but a ballache in day to day grind to work or whatever. Without doubt, a few years ago, auto vs manual I could really see a worthwhile difference between the 2 in favour of manual. But honestly, that line is significantly blurred these days, and personally I think it is an entirely personal choice of preference, as in the majority of day to day driving conditions (ie: basically not track days), the auto performs better. I totally get what people say about feeling in control and stuff, but me personally, I like the "x-box" paddle experience when fun is required as well as the benefit of lazy "comfort" mode when stuck in traffic with every other fucker, going nowhere fast. 01-26-2016, 02:31 PM #19 Private First Class Drives: BMW 340i M Sport Join Date: Feb 2013 Location: UK Quote: Originally Posted by dangerous_ al I have always had manuals up to my latest car which is a 330i with the 8AT sports transmission. I too always believed I would be bored driving an auto and miss being in control of the gear changes, but to be honest I haven't missed it one bit and I am a total convert. If you want to wait along on totally serenity, it is super smooth and you barely notice the gear changes, if you want to drop a couple of gears, a couple of tugs on the left paddle will change gears faster than you ever could and if you want to play at being a racing driver, stick to the left and paddle the gear changes like an F1 driver. Might not be for everyone, but I love it and will never have another BMW without auto. If you are not sure you done the right thing, see if you can get an extended test drive in a 340i with 8AT and drive in different conditions to try it out, traffic, motorways, country roads. For me, the best bit is stop start traffic, so effortless, it takes a lot of the stress out. If you do decide to go auto, make sure you spend the extra £136 for sports auto to get the paddles Too late. The car is already ordered. I was right in my assessment then. Most seem to like the AT. Looks like manual is dying a slow death. 01-26-2016, 02:31 PM #20 Major Drives: F30 335d Msport Join Date: Jan 2013 Location: England Convenience and comfort for me. So smooth. 01-26-2016, 02:34 PM #21 Private First Class Drives: BMW 330d F30 Join Date: Oct 2015 Location: UK I am on my second auto in the BMW. First auto I had was in the M135i which was great. My current car is a 330d and the auto is better and smoother. Every time I drive the wife's Clio which is a manual. I find it very tiresome @ The best manual I have driven was my Honda CTR EP3. The manual box was superb. 01-26-2016, 02:34 PM #22 Banned Drives: 335i Join Date: Jan 2016 Location: Adelaide You don't want the auto mate. You want the sports auto. Big difference. 340i manual vs auto. is bmw 340i a good car

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