

Bmw N47d20 Engine Complete Guide

BMW N47 engine specifications

The BMW N47 engine is a significant milestone in BMW's diesel engine lineup, representing a combination of efficiency, performance, and advanced engineering. Introduced in 2007, the N47 was part of BMW's effort to offer more efficient diesel options across its vehicle range, particularly in the 1 Series, 3 Series, and other models. Known for its innovative design features and technology, the N47 engine has garnered both praise for its performance and scrutiny due to some reliability concerns. This comprehensive overview delves into the specifications, technical details, variants, and other aspects of the BMW N47 engine to provide a thorough understanding of this powerplant.

Overview of the BMW N47 Engine

The BMW N47 is a turbocharged inline-4 diesel engine developed by BMW. It belongs to the N series family of engines, which are modular and designed for a broad range of applications. The N47 was produced from 2007 until 2014 and was succeeded by the BMW B47 engine, which features further technological improvements. The N47 was primarily aimed at providing a balance between fuel efficiency, emissions compliance, and driving dynamics.

Design and Engineering Features

The N47 engine incorporates several innovative features that distinguish it from previous BMW diesel engines. Some of these include:

- Common Rail Direct Fuel Injection: Allows precise control of fuel delivery for better efficiency and performance.
- Turbocharging: Typically uses a variable-geometry turbocharger (VGT), which enhances throttle response and power output.
- Aluminum Cylinder Head & Block: Reduces weight, contributing to overall vehicle efficiency.
- Double-VANOS Variable Valve Timing: Improves efficiency and emissions.
- Pumpe Düse (Unit Injector) Technology: For high-pressure direct injection, though some variants use different injection systems.
- Timing Chain: Provides durability and longer service life compared to timing belts.

The combination of these features resulted in an engine that was capable of producing respectable power and torque figures, with a focus on efficiency and lower emissions.

Variants and Displacements

The BMW N47 engine was produced in several displacements and configurations to suit different vehicle applications and market requirements.

N47D20

- Displacement: 2.0 liters (1,995 cc)
- Power Output: Ranges from 143 to 177 horsepower, depending on the variant
- Torque: Approximately 320 Nm (236 lb-ft)

N47D16

- Displacement: 1.6 liters (1,560 cc)
- Power Output: Around 105 to 115 horsepower
- Torque: Approximately 270 Nm (199 lb-ft)

N47D20 (High-Performance Variant)

- Used in specific models with slight tuning, offering higher power and torque.

Technical Specifications

The core specifications of the most common N47 variants are summarized below:

- **Engine Type:** Turbocharged inline-4 diesel
- **Configuration:** DOHC (Double Overhead Camshaft)
- **Cylinder Arrangement:** Inline
- **Number of Cylinders:** 4
- **Displacement:** 1.6L or 2.0L
- **Fuel System:** Common Rail Direct Injection (some variants use pump-nozzle technology)
- **Turbocharger:** Variable Geometry Turbocharger (VGT)
- **Compression Ratio:** Approximately 16.5:1
- **Valvetrain:** Double-VANOS variable valve timing on both intake and exhaust valves
- **Cooling System:** Water-cooled with integrated oil cooler
- **Lubrication:** Wet sump with high-quality synthetic oil

Performance Figures

The N47's power and torque output vary slightly depending on the specific variant and market, but typical figures include:

2.0L Variants

- Power: 143-177 horsepower
- Torque: 320 Nm (236 lb-ft)

1.6L Variants

- Power: 105-115 horsepower
- Torque: 270 Nm (199 lb-ft)

These figures enable the vehicles equipped with N47 engines to deliver brisk acceleration and good fuel economy, especially suited for urban and highway driving.

Applications and Models

The BMW N47 engine was used across a broad spectrum of BMW models and even in some Mini vehicles. Some notable applications include:

- BMW 1 Series (E81, E82, E87, E88): 116d, 118d, 120d
- BMW 3 Series (E90, E91, E92, E93): 318d, 320d
- BMW 5 Series (E60, E61): 520d
- BMW X1 (E84): X1 xDrive18d, xDrive20d
- Mini Cooper D: Various models equipped with N47 engines

The engine's versatility and efficiency made it a popular choice for BMW's compact and mid-size models during its production run.

Known Reliability and Common Issues

While the BMW N47 engine offers impressive specifications, it has been associated with certain reliability issues:

- Timing Chain Problems: The most notorious concern is premature timing chain wear and failure, which can lead to severe engine damage if not addressed promptly. Some models experienced timing chain stretch or failure as early as 60,000 miles.
- Oil Pump Failure: Can result in oil pressure loss and engine damage.
- EGR Valve and DPF Issues: Common in diesel engines, leading to increased maintenance costs.
- Turbocharger Failures: Due to oil starvation or debris, affecting performance.

BMW issued recalls and extended warranties for some of these issues, and regular maintenance is crucial to prolong engine life.

Technical Innovations and Impact

The N47 engine's technological features contributed significantly to BMW's diesel engine development:

- Efficient Variable Geometry Turbocharging: Improved low-end torque and throttle response.
- Double-VANOS: Enhanced fuel economy and reduced emissions.
- Common Rail Injection: Better atomization and combustion control, leading to cleaner emissions.

Despite its issues, the N47 represented a step forward in diesel technology, combining performance with compliance to increasingly stringent emission standards.

Conclusion

The BMW N47 engine is a notable example of modern diesel engineering, offering a compelling blend of power, efficiency, and technological sophistication. Its various displacements and variants allowed BMW to cater to a wide range of vehicles and customer needs. While it faced some reliability challenges, particularly concerning timing chain durability, proper maintenance and timely repairs can mitigate these issues. Today, the N47 remains a respected engine among enthusiasts and owners who value BMW's engineering heritage and the performance delivered by this robust diesel powerplant.

In understanding the specifications and characteristics of the BMW N47 engine, prospective buyers, owners, and automotive enthusiasts can better appreciate its role in BMW's lineup and its contributions to the brand's reputation for dynamic, efficient vehicles.

BMW N47 Engine Specifications: An In-Depth Analysis of a Turbodiesel Powerhouse

The BMW N47 engine stands as a significant milestone in BMW's diesel engine history, representing a blend of advanced engineering, efficiency, and performance. Introduced in 2007 and produced until 2014, the N47 powered a wide array of BMW models, primarily within the 1 Series, 3 Series, and X1 lineups. Its innovative design, combined with turbocharging and direct injection, aimed to meet stringent emissions standards while delivering engaging driving dynamics. This comprehensive review delves into the technical specifications, design features, performance metrics, and common issues associated with the BMW N47 engine, providing enthusiasts and prospective owners with a thorough understanding of this influential powerplant.

Overview of the BMW N47 Engine

The BMW N47 is a turbocharged four-cylinder diesel engine that marked BMW's shift towards more efficient yet powerful diesel units. It belongs to BMW's modular engine family, sharing components with other engines to streamline manufacturing and maintenance. The N47 engine is particularly noteworthy for its high compression ratio, direct fuel injection system, and variable twin-scroll turbocharging, all aimed at optimizing power output and fuel economy.

Key Highlights:

- Engine Type: Turbocharged inline-4 diesel
- Displacement: 2.0 liters (1995 cc)
- Configuration: Longitudinally mounted, inline-four
- Production Years: 2007-2014
- Applications: BMW 1 Series (E81, E82, E87, E88), 3 Series (E90, E91, E92, E93), X1 (E84)

Technical Specifications of the BMW N47

Understanding the core specifications provides insight into the engine's capabilities and design philosophy.

Displacement and Bore/Stroke

- Displacement: 2.0 liters (1995 cc)
- Bore: 85 mm
- Stroke: 88.3 mm

The slightly oversquare configuration (bore less than stroke) favors torque generation, which is characteristic of diesel engines designed for efficiency and pulling power rather than high-revving performance.

Compression Ratio

- Compression Ratio: Approximately 16.5:1

A high compression ratio is typical for diesel engines, enabling better thermal efficiency and fuel economy. However, it also necessitates robust components to withstand the increased pressures.

Fuel System and Injection

- Fuel System: Common Rail Direct Fuel Injection
- Injector Type: Piezoelectric injectors
- Maximum Injection Pressure: Up to 2,000 bar

The common rail system allows precise control over fuel delivery, improving combustion efficiency and reducing emissions. Piezoelectric injectors enable multiple injections per cycle, further refining combustion and noise reduction.

Turbocharging and Intercooling

- Turbocharger: Twin-scroll variable geometry turbocharger (VGT)
- Intercooler: Water-to-air intercooler

The twin-scroll turbo design helps optimize exhaust pulse energy, reducing turbo lag and enhancing throttle response. The VGT allows for variable turbine vanes, adjusting boost pressure to match engine demands dynamically.

Power and Torque Outputs

Model/Application	Power (hp)	Torque (Nm)	Power-to-Weight Ratio	Remarks
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118d (E81/E87)	143 hp	305 Nm	High for its class	Early models
118d (Facelift)	143 hp	305 Nm	Slightly improved	From 2010 onwards
118d xDrive	143 hp	305 Nm	Similar	All-wheel drive variants

| 120d (E81/E87) | 177 hp | 350 Nm | More performance | Higher output versions |

| 120d (E90/E91/E92/E93) | 177 hp | 350 Nm | Slightly higher torque | Available in various trims |

(Note: Power and torque figures may vary slightly depending on market and model year.)

Design Features and Engineering Innovations

The N47 engine incorporates several engineering innovations that underpin its reputation for efficiency and reliability.

Variable Twin-Scroll Turbocharger (VGT)

The twin-scroll design divides the exhaust gases into two separate streams, allowing better spool-up and reduced turbo lag. The VGT adjusts the turbine vanes, providing optimal boost across different engine speeds, enhancing both responsiveness and fuel economy.

Common Rail Direct Injection

The high-pressure common rail system enables multiple injections per cycle, resulting in cleaner combustion, lower emissions, and quieter operation. Piezoelectric injectors improve spray precision, which is crucial for meeting Euro 5 emission standards.

Engine Block and Cylinder Head

- Materials: Aluminum alloy for lightweight construction
- Design: Overhead camshaft (OHC) with chain-driven timing
- Cylinder Head: Features integrated dual overhead camshafts, variable valve timing (VVT) via BMW's VANOS system

The aluminum construction reduces weight, contributing to better handling and fuel economy, while the VANOS system optimizes valve timing for various engine loads and speeds.

Emission Control Technologies

- Diesel Particulate Filter (DPF): Standard on most models to reduce soot emissions
- Selective Catalytic Reduction (SCR): Some models incorporate AdBlue injection for NOx reduction
- EGR (Exhaust Gas Recirculation): Helps lower NOx emissions by recirculating a portion of

exhaust gases back into the intake

Performance and Driving Dynamics

The N47 engine balances performance with efficiency, making it suitable for both daily commuting and spirited driving.

Performance Highlights:

- Acceleration: 0-60 mph in approximately 8.0 seconds for the 118d, around 7 seconds for the 120d
- Top Speed: Electronically limited to approximately 130-150 mph, depending on model
- Fuel Economy: Officially up to 50-55 mpg (combined cycle), though real-world figures vary based on driving style and conditions

Driving Experience:

The engine's torque curve is broad and flat, providing strong mid-range pull, which translates into confident overtaking and relaxed cruising. The twin-scroll turbo ensures minimal lag, offering quick throttle response. The engine's smoothness and refinement make it suitable for everyday use, while its efficiency aligns with modern environmental standards.

Common Issues and Reliability Considerations

While the N47 engine is praised for its performance and efficiency, it has faced certain reliability challenges, primarily related to timing chain issues.

Timing Chain Problems

One of the most notable issues with the N47 is premature timing chain wear and failure, which can lead to severe engine damage if not addressed promptly. Symptoms include rattling noises from the timing chain area, check engine lights, and in worst cases, engine misfires or failure.

- Causes: Poor quality chain components, insufficient lubrication, or manufacturing defects
- Prevention: Regular maintenance, timely replacement of the timing chain (recommended between 60,000-120,000 miles depending on usage), and ensuring oil quality

Oil Consumption and EGR Valve Issues

Some owners report higher-than-normal oil consumption and EGR valve clogging, which can impact engine efficiency and longevity.

Other Mechanical Concerns

- Fuel injectors may suffer from clogging or failure over time
- Turbocharger wear due to inadequate maintenance or oil quality
- DPF clogging if operated predominantly in city driving conditions without sufficient regeneration

Conclusion: The BMW N47 Engine in Perspective

The BMW N47 engine exemplifies a strategic balance between technological innovation and practical performance. Its twin-scroll variable geometry turbocharger, direct injection system, and high compression ratio make it a capable and efficient diesel powerplant that has served BMW's lineup well for nearly a decade. Despite facing some reliability challenges, particularly with timing chains, proper maintenance and timely repairs can significantly extend the engine's lifespan.

For enthusiasts seeking a compact yet potent diesel engine in a luxury compact or sedan, the N47 remains a compelling choice, especially when considering its blend of torque, efficiency, and BMW's hallmark driving dynamics. As with any used vehicle equipped with an N47, prospective buyers should prioritize comprehensive maintenance history, especially regarding timing chain service, to ensure long-term reliability.

In summary, the BMW N47 engine is a testament to BMW's engineering prowess during the late 2000s and early 2010s, embodying a period of technological advancement that prioritized emissions compliance without sacrificing driving pleasure. Its specifications and design features continue to influence BMW's diesel engine development and remain a subject of admiration for automotive enthusiasts worldwide.

Question What are the key specifications of the BMW N47 engine? The BMW N47 engine is a 2.0-liter four-cylinder turbocharged diesel engine, featuring common rail direct fuel injection, variable valve timing, and a twin-turbo or single-turbo setup depending on the model. It produces between 143 to 204 horsepower and offers a torque range of 290 to 400 Nm. Which BMW models are equipped with the N47 engine? The BMW N47 engine is found in various models including the BMW 1 Series (E81/E82/E87/E88), 3 Series (E90/E91/E92/E93), and 5 Series (E60/E61), primarily from the years 2007 to 2015. What are the common issues associated with the BMW N47 engine? A common issue with the N47 engine is timing chain failure, which can lead to engine damage if not addressed promptly. Other problems include turbocharger failure, EGR valve issues, and oil leaks. Regular maintenance and timely repairs are essential to ensure longevity. What is the fuel efficiency of the BMW N47 engine? The BMW N47 engine offers impressive fuel

efficiency for a diesel engine, with average consumption ranging from approximately 4.5 to 6.0 liters per 100 km, depending on the vehicle model and driving conditions. How does the performance of the BMW N47 engine compare to other diesel engines? The N47 engine provides a good balance of performance and efficiency, with smooth power delivery and responsive torque. While it may not match the high performance of larger engines, it is well-regarded for its reliability and fuel economy, especially in urban and highway driving. Are there any aftermarket modifications available for the BMW N47 engine? Yes, enthusiasts often upgrade the N47 engine with remapping or tuning chips to increase horsepower and torque. Additionally, aftermarket turbochargers, intercoolers, and exhaust systems are popular modifications to improve performance, though proper tuning and quality parts are essential to avoid engine damage.

Related keywords: BMW N47 engine, N47 diesel specs, BMW N47 engine power, BMW N47 torque, N47 engine displacement, BMW N47 fuel efficiency, N47 engine dimensions, BMW N47 turbo specifications, N47 engine maintenance, BMW N47 engine reliability