

On-Road Usage and Performance Summary for 2014 BMW i3 REX VIN 3436

Reporting Period: November 2015 through July 2016

All Trips¹

Overall gasoline fuel economy (mpg) ⁵	97
Overall DC electrical energy consumption (DC Wh/mi)	187
Total distance driven (mi)	12,375
Average trip distance (mi)	8
Percent of miles city highway	58% 42%
Average ambient temperature (deg F)	79.9
Percent of time driven with air conditioning selected	84%



EV Trips²

Overall gasoline fuel economy (mpg) ⁵	N/A
Overall DC electrical energy consumption (DC Wh/mi)	279
Total distance driven (mi)	7,147
Average trip distance (mi)	7.7
Percent of miles city highway	58% 42%
Average ambient temperature (deg F)	75.3
Percent of time driven with air conditioning selected	82%
Percent of total distance traveled	58%

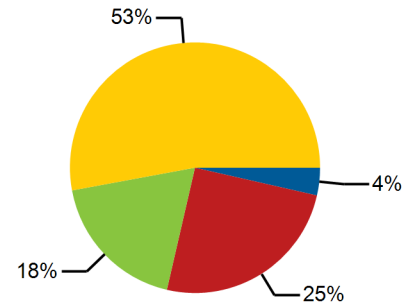
Mixed-Mode Trips³

Overall gasoline fuel economy (mpg) ⁵	55
Overall DC electrical energy consumption (DC Wh/mi)	125
Total distance driven (mi)	2,907
Average trip distance (mi)	8.7
Percent of miles city highway	48% 52%
Average ambient temperature (deg F)	84.3
Percent of time driven with air conditioning selected	86%
Percent of total distance traveled	23%

Charge Sustaining Trips⁴

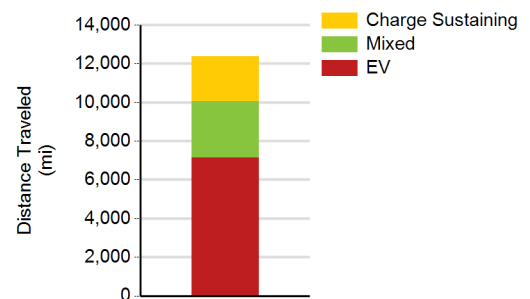
Overall gasoline fuel economy (mpg) ⁵	31
Overall DC electrical energy consumption (DC Wh/mi)	-19
Total distance driven (mi)	2,322
Average trip distance (mi)	11.6
Percent of miles city highway	70% 30%
Average ambient temperature (deg F)	90.2
Percent of time driven with air conditioning selected	87%
Percent of total distance traveled	19%

Percent of Drive Time by Operating Mode



- Vehicle Stopped Engine Idling
- Vehicle Stopped Engine Stopped
- Vehicle Driving Engine Spinning
- Vehicle Driving Engine Stopped

Distance Traveled by Trip Type



1. Calculated from on-board electronic data logged over 12,375 miles, which may be a subset of total lifetime miles driven.
2. Trips where the vehicle was propelled by battery energy only, using no gasoline.
3. Trips where gasoline was consumed by the engine, and net electrical energy was consumed from the battery to propel the vehicle.
4. Trips where gasoline was consumed by the engine to propel the vehicle, while the net electrical energy consumed from the battery was less than 1% of the gasoline energy consumed.
5. Gasoline consumption calculated using Mass Air Flow and Commanded or Measured Air-Fuel Ratio read from OBD2 messages assuming $AFR_{stoich} = 14.7$ and $\rho_{gasoline} = 2819 \text{ g/gal}$.