

On-Road Usage and Performance Summary for 2014 BMW i3 REX VIN 4410

Reporting Period: November 2015 through December 2015

All Trips¹

Overall gasoline fuel economy (mpg) ⁵	68
Overall DC electrical energy consumption (DC Wh/mi)	123
Total distance driven (mi)	1,318
Average trip distance (mi)	9
Percent of miles city highway	61% 39%
Average ambient temperature (deg F)	65.6
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)	273
Total distance driven (mi)	546
Average trip distance (mi)	7.5
Percent of miles city highway	65% 35%
Average ambient temperature (deg F)	63.2
Percent of time driven with air conditioning selected	83%
Percent of total distance traveled	41%

Mixed-Mode Trips³

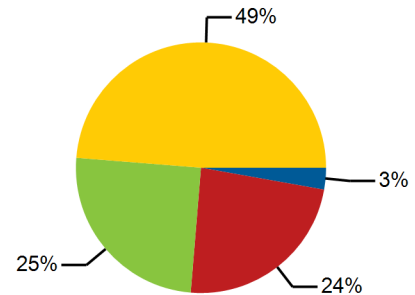
Overall gasoline fuel economy (mpg) ⁵	45
Overall DC electrical energy consumption (DC Wh/mi)	50
Total distance driven (mi)	390
Average trip distance (mi)	8.0
Percent of miles city highway	65% 35%
Average ambient temperature (deg F)	66.8
Percent of time driven with air conditioning selected	85%
Percent of total distance traveled	30%

Charge Sustaining Trips⁴

Overall gasoline fuel economy (mpg) ⁵	35
Overall DC electrical energy consumption (DC Wh/mi)	-18
Total distance driven (mi)	382
Average trip distance (mi)	11.6
Percent of miles city highway	51% 49%
Average ambient temperature (deg F)	68.3
Percent of time driven with air conditioning selected	88%
Percent of total distance traveled	29%

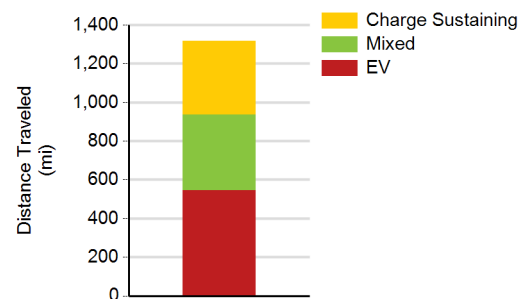


Percent of Drive Time by Operating Mode



- 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 1,318 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 $\rho_{gasoline} = 2819 \text{ g/gal}$.