

Performance	2017 Prius Prime Plus	2017 BMW i3 REx	2012/13 Plug-in Prius base
MSRP (Base - US)	\$27,100	\$47,450	\$32,500
Engine Size (L)	1.797	.647	1.797
Engine Power (hp)	95	38	98
Engine Torque (lb*ft)	105	54	105
Motor Types	1NM/1SM	?	3JM
Motor Power (hp)	71/31	170	80
Motor Torque (lb*ft)	120/30	184	153
Battery Size (usable) (kWh)	8.8 (?)	33 (27.2)	4.4 (2.6)
Battery Power (hp)	91	185 (NREL Data CD)/158 (NREL Data CS)	51
Combined Engine & Motor (hp)	121	170	134
EPA Range (Charge Depleting) (miles)	25	97	11
EPA Range (+Charge Sustainment) (miles)	640	180	541
EPA EV Consumption (Charge Depleting) (mpg-e)	133	111	95
EPA HV Consumption (Charge Sustainment) (mpg)	54	35	50
EPA HV Consumption (Charge Recovery - Charge Mode) (mpg)	TBD	N/A	N/A
Ground Clearance (inches)	4.8	5.5	5.3
Gasoline Tank Size (Type) (G)	11.3 (Regular)	2.4 (Premium)	10.6 (Regular)
AC L2 Charging Rate	3.3 kW	7.4 kW	2.7 kW
AC L2 Charge Time	2.5 hours	4.5 hours	1.5 hours

AC L1 Charge Time	5.5 hours	18 hours	3 hours
DC Charge	N/A	CCS	N/A
50 kW DC Charge 80%	N/A	39 minutes	N/A
Top Speed (Charge Depleting) (mph)	84	93	62
Top Speed (Charge Sustaining) (mph)	112	70	112
Turning Circle (ft.)	33.4	32.3	34.2
EV Operating Radius (miles)	12	48	5
Dimensions			
Passenger Seating	4	4	5
Length (inches)	182.9	157.4	176.4
Width (inches)	69.3	69.9	68.7
Height (inches)	57.9	62.9	58.7
Wheelbase (inches)	106.3	101.2	106.3
Weight (lb.)	3,365	3,234	3,130
Headroom Front (inches)	39.4	39.6	38.6
Headroom Rear (inches)	37.2	37.2	37.6
Legroom Front (inches)	43.2	40.5	42.5
Legroom Rear (inches)	33.4	31.9	36.0
Shoulder Room Front (inches)	54.2	53.6	54.9
Shoulder Room Rear (inches)	53.0	49.2	53.1
Hip Room Front (inches)	53.7		52.7
Hip Room Rear (inches)	51.6		51.2
EPA Cargo Capacity (cu. ft.)	19.8	9.2	21.6
Safety Equipment			

Passive Safety	Rear View Camera, Enhanced Vehicle Stability Control (VSC), Traction control (TRAC), Antilock Brake System (ABS) with Electronic Brake-force Distribution (EBD), Brake Assist (BA), and Smart Stop Technology (SST)	Dynamic Stability Control (DSC), including Brake Fade Compensation, Start-off Assistant, Brake Drying, and Brake Stand-by features; with Dynamic Traction Control (DTC), Anti-lock Braking System (ABS), Dynamic Brake Control (DBC) and Cornering Brake Control (CBC)	Rear View Camera, Enhanced Vehicle Stability Control (VSC), Traction Control (TRAC), Anti-lock Brake System (ABS), Electronic Brake-force Distribution (EBD), Brake Assist (BA) and Smart Stop Technology® (SST)
Active Safety	Pre-Collision System with Pedestrian Detection, Lane Departure Alert with Steering Assist, Auto High Beams and Full-Speed Dynamic Radar Cruise Control	Package	N/A
Convenience			
Heated Seats	Yes (2 stage)	Yes (3 stage)	Yes (2 stage)
Heat Pump	Yes	No (resistive)	No
DC Charging	No	CCS	No
Garage Door Opener	No	Yes	No
Navigation	Yes	Yes	Yes
Cup Holders	8	8 (+1 Optional)	6
Rain Sensing Wipers	No	Yes	No
LED Headlights	Yes	Yes	No
Exterior Entry Illumination	No	Yes	No
Heated Side Mirrors	Yes (Manual folding)	Yes (Power folding)	Yes (Manual folding)

User Settings for Climate Control and Mirror settings	No	Yes	No
<p>EV Capabilities and Comments (Estimates are personal and based on EV Operating Radius)</p>	<p>Estimation is approximately 90% of all travel would be in EV. Accommodates additional long range (2%) and winter (8%) travel when needed in HV. Unknown is the effect of CHARGE mode and/or EV Auto mode on daily driving. Also unknown is the comfort and quiet of the ride.</p>	<p>Estimation is 99% of all travel would be in EV. For this reason and the fact we are a 2 car family, a full BEV would be a better fit particularly when adding the necessary packages to take it the level of the Prime.</p>	<p>Currently 49% of all travel is in EV. Accommodates additional long range (30%) and winter (21%) travel in HV when needed.</p>
<p>Pluses</p>	<p>Easily accommodates 8ft and 10ft 2"x4" and 2"x6" lumber. Ability to pre cool and pre heat the car from the timer (mostly for the battery's sake) while parked in the garage. Front wheel drive, which for winter is the best. Heat pump for heating the car and clearing the windshield without running the engine. TSS standard. Current snow tires and wheels will still fit. Price.</p>	<p>Performance. EV Range. Gas Engine to extend the EV Operating Radius on those 1% trips. One pedal driving. Ability to pre cool and pre heat the car from the key fob (mostly for the battery's sake) while parked in the garage. Hold down the unlock button and all the windows will roll down.</p>	<p>Best ordering experience ever. How the heck did that happen? At the time, local Chevy dealers were asking \$4000 above MSRP for the Volt. Easily accommodates 8ft and 10ft 2"x4" and 2"x6" lumber. Ability to pre cool the car in the summer from the key fob (mostly for the battery's sake) while parked in the garage. Front wheel drive (only the second car I've owned with front wheel drive), which for winter is the best. Paid for.</p>

<p>Minuses</p>	<p>Cargo room might not be as accommodating for tall or bulky items which I rarely carry. Driver's door only Smart Key. For winter's sake, I'd be more inclined to look at the Prius Prime Advance for the heated steering wheel. Don't really need to heat the entire car just because my hands are cold. Non-centered gauge readout.</p>	<p>Rear wheel drive. Differing size tires and wheel for front and back. Cargo room. Interior length may not be long enough to accommodate the many trips made to the lumber store. Ride. I already have a car with 19" tires, the ride sucks. The initial price. Safety packages are extra and IMHO necessary. Try and purchase one from the local dealerships, it sucks. The REx would be ideal if it were delivered with the capability to engage the ICE when the driver wanted because of known advanced conditions or based on navigation inputs and destinations.</p>	<p>Engine needed for warmth. Short EV range (loss of ~25% in winter). No new active safety equipment. Non-centered gauge readout. Entune is still a problematic step child IMO. Sometimes it works flawlessly and other times its a source of frustration.</p>
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