

Performance	The new Prius PHV Plus	2017 BMW i3 REx (Deka World)	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 (kW)	72	25	73
Engine Torque (N*m)	142	73	142
Motor Types	1NM/1SM	?	3JM
Motor Power (kW)	53/23	125	60
Motor Torque (N*m)	163/40	250	207
Battery Size (usable) (kWh)	8.8 (?)	33 (27.2)	4.4 (2.6)
Battery Power (kW)	68	138 (NREL Data CD)/118 (NREL Data CS)	38
Combined Engine & Motor (kW)	90	125	100
EPA Range (Charge Depleting) (km)	40	156	18
EPA Range (+Charge Sustainment) (km)	990	134	852
EPA EV Consumption (Charge Depleting) (kWh/100km)	15.7kWh/100km	18.7kWh/100km	22/kWh/100km
EPA HV Consumption (Charge Sustainment) (L/100km)	4.4L/100km	6.7L/100km	4.7L/100km
EPA HV Consumption (Charge Recovery - Force Charge) (L/100km)	TBD	N/A	N/A
Passive Charge Recovery Option (Solar Roof - Europe only) (km/day - various publications)	6 - 8	N/A	N/A

Gasoline Tank Size (Type) (L)	42.8 (Regular)	9 (Premium)	40.1 (Regular)
AC L2 Charging Rate	3.3 kW	7.4 kW	2.7 kW
AC L2 Charge Time	2.2 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)	135 kmh	150 kmh	100 kmh
Top Speed (Charge Sustaining)	180 kmh	112 kmh	180 kmh
Turning Circle	10.18 m	9.86 m	10.42 m
EV Operating Radius (km)	20	78	9
Dimensions			
Passenger Seating	4	4	5
Length (mm)	4,645	3,999	4,480
Width (mm)	1,760	1,765	1,745
Height (mm)	1,470	1,578	1,490
Wheelbase (mm)	2,700	2,570	2,700
Weight (kg)	1,510	1,440	1,420
Headroom Front (mm)	1,001	1,007	980
Headroom Rear (mm)	945	946	955
Legroom Front (mm)	1,097	1,029	1,080
Legroom Rear (mm)	848	810	914
Shoulder Room Front (mm)	1,377	1,361	1,394
Shoulder Room Rear (mm)	1,346	1,250	1,349
Hip Room Front (mm)	1,364		1,339
Hip Room Rear (mm)	1,311		1,300
EPA Cargo Capacity (L)	561 L	260 L	612 L
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
Entry Exterior 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 2.44m and 3.05m 38x89mm and 38x140mm 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 2.44m and 3.05m 38x89mm and 38x140mm 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. Flat cargo area when the rear seats are down.</p>
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<p>Minuses</p>	<p>Cargo room might not be as accommodating for tall or bulky items which I rarely carry. Cargo area is not flat when the rear seats are down. 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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