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Specifications. BMW i8 Roadster.



	BMW i8 Roadster		
Body			
No of doors/seats		2/2	
Length/width/height (unladen)	mm	4689 / 1942 / 1291	
Wheelbase	mm	2800	
Track, front/rear	mm	1644 / 1721	
Ground clearance	mm	117	
Turning circle	m	12.3	
Axle load distribution (unladen) f / r	%/%	49/51	
Weight, unladen, to DIN/EU	kg	1595 / 1670	
Max load to DIN		370	
Height of centre of gravity	kg mm	< 460	
Luggage comp capacity	111111	88	
Air resistance	Cd x A		
All resistance	CuxA	0.28 x 2.15	
Power unit			
Drive concept		Hybrid-specific all-wheel drive: combustion engine sends power to the rear wheels, electric motor sends power to the front wheels	
Maximum system output	kW/hp	275 / 374	
Petrol engine			
Engine technology		BMW TwinPower Turbo technology:	
		Highly turbocharged engine, High Precision Direct Injection,	
		VALVETRONIC fully variable valve timing	
Config / no of cyls / valves		In-line / 3 / 4	
Effective capacity		1499	
Stroke / bore	cc mm	94.6 / 82.0	
	:1	9,5	
Compression ratio	- 11	9.5 Min. RON 91	
		Data on rated output and fuel consumption	
Fire		is based on RON 98	
Fuel	1.147//	170 / 231	
Output	kW/hp		
at	rpm	5800	
Torque	Nm	320	
at	rpm	3700	
Fuel tank capacity		30, optional: 42	
Electric motor			
Motor technology		BMW eDrive technology:	
		Hybrid synchronous electric motor with power electronics, integrated	
		charging module and generator function for energy recuperation	
Max output	kW/hp	105 / 143	
at .	rpm	4800	
Rated output	kW/hp	75 / 102	
at	rpm	4800	
Torque	Nm	250	
Recuperation output	kW	60	
High-voltage battery			
Storage technology		Lithium-ion	
Voltage	V	355	
	<u> </u>		
Battery cell capacity	Ah	34	
Energy capacity (gross)	kWh	11.6	
Charging time for 80 % charge		< 2 h at 3.6 kW (16 A / 230 V)	
Charging time for 100 % charge	< 3 h at 3.6 kW (16 A / 230 V)		
Charging time for 100 % charge		< 4.5 h from domestic power socket (10 A / 230 V)	

			BMW i8 Roadster
Driving dynam	nics		
Steering			Electric Power Steering (EPS)
Steering ratio, o	verall	:1	16.0
Tyres, front/rear			195/50 R20 / 215/45 R20
Rims, front/rear			7J x 20 forged aluminium / 7.5J x 20 forged aluminium
Transmission			
Type of transmi engine	ssion: combustion		6-speed automatic
Type of transmi motor	ssion: electric		2-speed automatic
Performance			
Power-to-weigh	t ratio (DIN)	kg/kW	5.8
Output per litre:	petrol engine	kW / I	113.3
Acceleration	0–100 km/h	S	4.6
	80-120 km/h	S	2.6
in 4th/5th gear	80-120 km/h	S	3.5 / 4.1
Top speed		km/h	250 (electronically governed)
Top speed (elec	ctric)	km/h	120
Total range*		km	440 (600 with optional 42-litre tank)
Electric range*		km	(500 with optional 42-little talls) 53
Fuel consump	otion / emissions		
Fuel consumption		l/100 km	2.0
CO ₂ emissions of		g/km	46
		kWh/100 km	14.5
Emission rating			EU6

Specifications apply to ACEA markets/data relevant to homologation applies in part only to Germany (weight)

values stated here (depending on national legislation).]

The CO₂ efficiency specifications are determined according to Directive 1999/94/EC and the latest version of the Pkw-EnVKV, and based (for classification) on the fuel consumption and CO₂ values as per the NEDC cycle.

Further information on official fuel consumption figures and specific CO₂ emission values of new passenger cars is included in the following guideline: 'Leitfaden über den Kraftstoffverbrauch, die CO₂-Emissionen und den Stromverbrauch neuer Personenkraftwagen' (Guideline for fuel consumption, CO₂ emissions and electric power consumption of new passenger cars), which can be obtained free of charge from all dealerships and at https://www.dat.de/en/offers/publications/guideline-for-fuel-consumption.html.

^{*}The fuel consumption, CO₂ emissions, power consumption and operating range figures were determined according to the European Regulation (EC) 715/2007 in the version applicable. The figures refer to a vehicle with basic configuration in Germany and the range shown considers the different sizes of the selected wheels/tyres and the selected items of optional equipment.

The values are already based on the new WLTP test cycle and are translated back into NEDC-equivalent values in order to ensure comparability between the vehicles. [With respect to these vehicles, for vehicle-related taxes or other duties based (at least inter alia) on CO₂ emissions, the CO₂ values may differ from the