

SUSTAINABILITY

BMW i3 SANTANDER MADRID-Rex 451 km to go further "pull"



Ricardo Fraguas

I speak of the proposed BMW to promote sustainable long-distance mobility. The 100% electric vehicle range extender equipped with BMW i3.

Conceptually remains a temporary patch to continue prolonging the agony of relying on gasoline for trips in electric car.

Their reasons will go ahead BMW and my appreciation for their strong commitment to finding sustainable business models in the manufacture and sale of clean vehicles.

Beyond personal taste by design, the BMW i3 is a wonder aimed at a more rational use of energy technology development.

Designed from the ground up as a zero-emission electric drive vehicle, the i3 takes a decisive step forward in the design and construction of more efficient vehicles. Remember that the more efficient the combustion engine vehicles including BMW barely gets seize 20% of the energy consumed while an electric motor 80% advantage.

Recall also that electricity can be produced from fully renewable way without sacrificing finite natural resources and their use for the propulsion of vehicles, it does not pollute, nor upsets the natural balance of CO2 necessary to protect the atmospheric conditions necessary for continued life on earth as we know it. Well, besides the incorporation of 100% electric propulsion, BMW enters with making the lightening i3 chassis and body facing decidedly established injustice. It is as illogical move between one and two tons of vehicle, depending on the car to move in most pathways, one person 50-90 kg.

It assumes that the energy waste that much want to cling to the conviction that the personnel system based on car transport burning fossil fuels is the best, established and "cheap" without introducing the variable of environmental damage, probably irreparably that the argument becomes untenable.

After the first experimental phase, with electrical conversion and Mini Series 1, in limited series, the new company dedicated to sustainable mobility of the BMW Group, i3 starts with the way in manufacturing and marketing series of zero emission vehicles .

As I said a few days ago, in a personal interview, Guenther Seemann, President of BMW Spain, is not merely a concession to the guidelines of Corporate Social Responsibility, the initiative responds to the firm conviction that the division of clean vehicles BMW It will be the main focus of business activity and to the brand in the very near future.

BMW has created a unique and exemplary in Leipzig factory to manufacture its vehicles "i" that applies all the guidelines of sustainability and energy efficiency practices and procedures. It produces all the energy it needs and more renewable sources. The BMW i3 uses recyclable and recycled materials for their bill. Luce carbon fiber in the doorways, but there is something that catches my attention. Despite being a vehicle designed for electric propulsion and lighter materials have used conventional, weight of 1315 kg remains on the proven His 22 kW version batteries weigh about 230 kg-.

To get an idea of other electric vehicle similar benefits -130 km range and 20 kw batteries-but arises from a vehicle originally designed for thermal propulsion, Chevrolet Spark, weighs almost equal 1355 kg. Curious. Not all have BMW dealers shop "i". In

Madrid, there are two unique selling points of BMW i, tables and Momentum. The good people of the latter have been kind enough to allow me to test the possibilities of i3 BMW equipped with extensor of autonomy for long-distance intercity routes.

Thank you very much, Antonio Rodriguez, seller BMW i, Sergio Ruano Sales Manager, Julio Martinez, commercial Direct, Francisco Gonzalez, expert BMW i. There is only one way to surrender to the charms of electric mobility and is experiencing the pleasure that, by all accounts, it is. This super computer will enable everyone can have the experience of driving 100% electric.

SANTANDER MADRID-451 km.

I place myself at the wheel of the BMW i3 extender of autonomy. What a nice place. I think I have already commented on any of the TV programs Zero Emissions. The interior of the i3 is a nice place to be and to live.

We conduct the daily spent many hours of our lives inside the car. Here is the i3 is fine. And it's not a question of image, look the power of branding. On the contrary I would say that the i3, in addition to its pro-sustainability features, is a vehicle for people without complexes. Its design is not aggressive, not imposing or pretentious, just different and logical for the use for which it is intended. Driving the i3 we are comfortable, of course, but with a position, facing the road and the landscape that allows us to enjoy much, not only driving but also of our existence.

The basic operation of the vehicle does not have any mystery, no clutch or gears to go forward here and here to reverse and by default, the driving mode that gives us all the benefits of a 170 hp engine, but electrical, with decent acceleration star attraction of an amusement park.

If you also want to entertain with different configurations we have room for a while. As usual, you must first become familiar with the mentality that decided the categorization of different menus of different systems and what to put in each of them. The rest is a matter of time, interest and willingness.

After more than 10 hours of driving and fiddling with the onboard computer I think I could do a test with the potential to take note.

I felt accompanied on the trip. Virtually all of the features can be explored using voice commands. Very nice the ladies, Spanish, English, French, German, Chinese ... who have lent their voice.

I confess that is choking me the opportunity to hear through the online multimedia computer stations tuned my smartphone wirelessly. I usually hear radio content of interest produced in other countries. But this time it has not been possible. I have not gotten that "Hall" understand me.

By the way, for telephone conversations, quality headset is great.

On this trip I want to test the possibilities range extender, the generator with 650 cc two-cylinder engine which also mounts the BMW- maxiscooter that will generate electricity on demand when the remaining depleted batteries 22kw.

And this happens after crossing the first 120km of the trip. Well, actually voluntarily turn on the generator when the computer tells me that I still maintain 25% of battery power. And he estimates it could still go 16 km tending to drive mode.

He was determined to spare no energy consumption, always within the speed limits in each section, but despite the amusing power delivery and acceleration with which we are gratified this electric car, I could not repress and during the journey back I have not made much use of that playfulness. The zero-emission 53000 km I've already covered by the community of Madrid with my stroller, also 100% electric, weigh too much. I used to have fun making the most of every watt and you do automatically.

So I recognize that, despite the 30 degree heat and the black color much of the body, which attracted much "efficiency" solar radiation, only I turned on the air conditioning occasionally and in low power mode.

From 650 meters from Villanueva de la Cañada, the trip aims to save the port of Somosierra and the Cantabrian Mountains to descend to sea level.

Most of the way we do it by highway speed limit of 120 km / h, sections of 100km / h, 80km / h some of 60km / h, by works. 80 km national road enjoyed traveling down the gap Burgos Aguilar de Campo. The truth is that it is a beautiful route, full of inspiring landscapes.

The computer shows a range, based gasoline generator, 69 km from until activated, immediately this figure increasing anger.

First refueling of gasoline.

After traveling another 135 km, 255 km from the start, I decide to stop to refuel with almost empty tank. The estimate of autonomy based generator is 8km and still maintain 25% of intact batteries. We filled the gas tank of 95 octane ("pfff" what evil feel and what sounds bad in a vehicle 100% electric) for 12.26 euros, 8.15 liters.

Second stop petrol

In the travel 386 km, 131 km from the first visit to the gas station, back to stop to refuel when the computer tells me i3 20 km of autonomy based generator. After spending another 10 euros in gasoline to fill the tank autonomy estimate it rises to 115 km.

After traveling a total of 451 km we reached the coast of Santander where destiny gives us an invigorating swim in the beautiful beach of Portio illuminated by a spectacular sunset over the sea.

At this point, very happy and very relaxed, we subtract a little over 25% of fuel (still sounds fatal in an electric car) - 57 km range of generator-and 22% of -22km batteries based autonomy BATTERIES-.

It was a really nice and fun trip with the i3 a step further towards the safe and sustainable mobility.

451 km away runs in 5 hours and 19 minutes at an average speed of 86.9 km / h and average power consumption of 13.7 kWh / 100 km.

We have learned that when traveling with the i3 Rex we can go about 150 km, based generator, with each fuel tank, which represent about 6 liters per 100km consumption. And about 130 km with each full battery charge. Always with a conservative if not totally driving, if nothing aggressive.

Also although the proposal Extender autonomy is a temporary alternative to avoid the need for a car with a combustion engine for long trips, we've learned on this trip that feel terrible having to stop for gas at a 100% electric vehicle which would still be zero emissions. An entire interest prostitution.

Soon I will return to tell you the return journey uphill and this time I advance that, but always safe, enjoyed very attractive sections for sporty driving on the roads in the canyons of Ebro and Rudrón.

Until then, bring a healthy and sustainable life. Hugs,
