BMW i4

EDRIVE35 ELECTRIC RWD AUTOMATIC

2024 ★★★★★ 96%

10.0 /10	9.3 /10	9.5 /10
Clean Air Index	**Energy Efficiency Index**	**Greenhouse Gas Index**

10.0 /10 Clean Air Tests

	Laboratory Test	NMHC	NO_x	NH_3	CO	PN
10.0/10	Cold Test	●	●	●	●	●
10.0/10	Warm Test	●	●	●	●	●
10.0/10	Highway	●	●	●	●	●
10.0/10	Cold Ambient Test	●	●	●	●	●
	Road Test					
10.0/10	On-Road Drive	●	●	●	●	●
5.0/5	On-Road Short Trip	●	●	●	●	●
8.0/8	On-Road Heavy Load	●	●	●	●	●
5.0/5	On-Road Light Load	●	●	●	●	●
2.0/2	Congestion	●	●	●	●	●

n.a. ● good ● adequate ● marginal ● weak ● poor

Comments

With no tailpipe emissions, the electric BMW i4 naturally scores the full 10 points in the Clean Air part of the assessment.

9.3 /10 Energy Efficiency Tests

	Laboratory Test	Energy		
10.0/10	Cold Test		→	18.2 kWh/100 km
10.0/10	Warm Test		→	17.9 kWh/100 km
9.3/10	Highway		→	24.9 kWh/100 km
8.0/10	Cold Ambient Test		→	34.1 kWh/100 km

	Consumption	Driving Range
Average	20.3 kWh/100 km	378 km
Worst-case	34.1 kWh/100 km	220 km

n.a. good adequate marginal weak poor

Comments

The BMW i4 demonstrates low consumption in the Cold and Warm Laboratory Tests – ca. 18 kWh/100 km from the electricity grid. In the Highway cycle, the electric saloon uses only 24.9 kWh/100 km, corresponding to a range of 302 km. The On-Road Drive was performed at around 17°C and the BMW needed about 18 kWh/100 km, leading to a range of around 424 km. In the Cold Ambient Test at -7°C, the i4 shows a rather high energy demand of 34.1 kWh/100 km, a consequence of high heating comfort and quick cabin warm-up at such winterly conditions.

9.5 /10 Greenhouse Gases Tests

	Greenhouse gases	CO_2	N_2O	CH_4
10.0/10	Cold Test	●	●	●
10.0/10	Warm Test	●	●	●
9.9/10	Highway	●	●	●
8.4/10	Cold Ambient Test	●	●	●

n.a. good adequate marginal weak poor

Comments

This Index is based on a Well-to-Wheel+ approach, meaning that the GHG emissions related to the supply of the energy are added to those of the tailpipe. The vehicle's production is not yet included in the assessment due to the implicit limitations of generic data about global supply chains. As the BMW i4 is purely electric, its GHG emissions originate only from electricity supply – ca. 50-96 g CO_2-eq./km, depending on the test consumption.

Our Verdict

Tested here is the BMW i4 eDrive35 – a rear wheel drive saloon with a maximum power of 210 kW and a declared usable battery capacity of 67 kWh. The mass of the empty vehicle is 2.103 kg. The measured test consumption values are creditable and the vehicle provides good comfort for the passengers in cold and warm environments. A PTC-heater and a heat-pump are used for cabin heating, combining quick heat-up characteristics and low energy demand on longer trips. For the battery capacity test the vehicle is charged with 11 kW charging power. With a measured value of 67.4 kWh, the usable battery capacity matches closely the declared value of 67 kWh. The full battery recharge takes 75.0 kWh from the electricity grid, which results in a reasonable grid-to-battery output efficiency of 89.9 %. Overall, the BMW i4 finishes with an Average Score of 96% and effortlessly collects all 5 Green Stars.

Disclaimer

Specification

Tested Car
WBY41AW070FP6xxxx

Publication Date	Vehicle Class	Tyres	Emissions Class
02 2024	Large Family Car	245/40 R19 | 255/40 R19	Euro 6 AX

Mass	Engine Size	System Power/Torque	Declared CO_2
2,103 kg	n.a.	210 kW/400 Nm	n.a.

Declared Battery Capacity
67.0 kWh

Declared Driving Range
Overall 446 km
City 528 km

Declared Consumption
17.2 kWh/100 km

Heating Concept
PTC & Heat pump

Think before you print