

SEP 27 2017

Santa Clara, CA

Terry Shelton, Executive Director
National Highway Traffic Safety Administration
1200 New Jersey Avenue, SE
Washington, DC 20590

Dear Mr. Shelton,

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EXECUTIVE SECRETARIAT
RECEIVED-JNTSA

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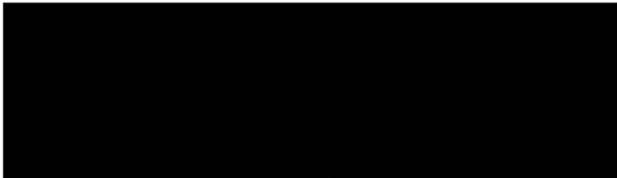
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Published: October 09, 2014 03:00 PM

The electric BMW i3 we're testing is the version that comes with a range extender—a small two-cylinder gasoline engine that fires up when the drive battery is near depletion, acting as a generator to keep the electric drive system running. Relying on that gas engine when the main battery is depleted works well in most cases, including high-speed steady cruising, but not, we've discovered, if you demand more of it.

Recently, one of our drivers tromped on the pedal to pass a truck on a hilly two-lane highway. The i3 began to lose power without warning, subjecting the driver to more exposure in the oncoming lane. It then recovered rather quickly upon coasting, which converts energy and uses it to fill the battery. But losing power just when you need it most is disconcerting to say the least.



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19 SEP 2017 PM 11



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National Highway Traffic Safety Administration
1200 New Jersey Avenue, SE
Washington, DC 20590

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[REDACTED]
[REDACTED]
Santa Clara, CA [REDACTED]
[REDACTED]

Jack Danielson, Deputy Administrator
National Highway Traffic Safety Administration
1200 New Jersey Avenue, SE
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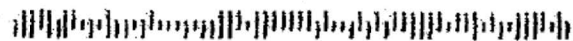
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National Highway Traffic Safety Administration
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Santa Clara, CA
[REDACTED]

OCT 03 2017

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National Highway Traffic Safety Administration
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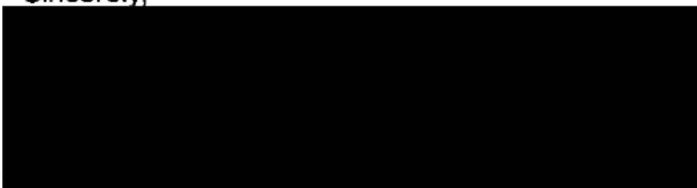
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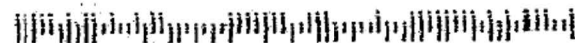
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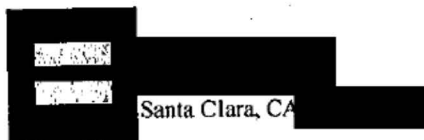
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