SUSTAINABILITY BMW i3
SELECTED FACTS & FIGURES.

BMW GROUP'S NET ZERO TARGET BY 2050.

2019
Base year:
150 Mt CO_2e

2030
Short-term goal:
109 mio. t CO2e

2050
Net Zero

SUPPLY CHAIN.

- **CO_2e emissions reduced by approx. one third** during product development[1,2] .
- **Approx. 30% secondary materials** in the overall vehicle[2] .
- **Key Measures**: Renewable energy sources, secondary raw material, process innovation and optimization.

PARTS AND COMPONENTS.

- **Battery Cells:** –33% CO_2e per Wh compared to the BMW i4 Gen5 cell.
- **Aluminum**: Aluminum die-cast components swivel bearings and wheel carrier (80% SRQ), aluminum cast wheels (70% SRQ), rear e-motor housing (up to 66% SRQ).
- **Engine Cover** and **Storage Compartment** (30% SRQ) – recycled maritime plastics.

CIRCULARITY.

DESIGN FOR CIRCULARITY

- **Design for Circularity Principles:** Secondary First, Material Selection, Optimising Dismantling.
- **Econeer Upholstery**: Circular-ready textile composite, base material upper fabric from 100% recycled polyester, optimized dismantling of upholstery.
- **Front bumper trim:** 30% recycled plastic content, reduction of material variety from 15 to 7 (compared to predecessor G20), 85% circular-ready plastic content.

PRODUCTION – PLANT MUNICH.

CO_2

- 100% of externally sourced electricity from **renewable energy sources**
- Full transition to an **all-electric product portfolio** for the Neue Klasse from 2027 onwards.

LIFE CYCLE.

- **CO_2e lifecycle breakeven versus a comparable internal combustion engine:**

  Breakeven achieved after approx. 1–2 years of customer use[2] .

1 The reduction is based on a comparison with industry averages from an internationally recognised LCA database
2 This value is based on internal forecasts and is subject to change. The final value can be derived from the vehicle footprint at SOP.

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