

Media Information
25 September 2015

BMW Group statement concerning the current discussion of diesel engines

Munich. The BMW Group does not manipulate or rig any emissions tests. We observe the legal requirements in each country and fulfill all local testing requirements.

In other words, our exhaust treatment systems are active whether rolling on the test bench or driving on the road.

Clear, binding specifications and processes are in place through all phases of development at the BMW Group in order to avoid wrongdoing.

Two studies carried out by the ICCT have confirmed that the BMW X5 and 13 other BMW vehicles tested comply with the legal requirements concerning NOx emissions. No discrepancies were found in the X5 between laboratory-test and field-test NOx emissions.

Auto Bild has published a clarification of their article released on 24 September concerning the emissions of a BMW X3: "No evidence of emission manipulation by BMW (...) The values mentioned in the document were only generated in a single, one hour-long road test. Auto BILD has no access to the details of this test trail, which might explain the discrepancies to the test cycle NEDC."

We are willing to discuss our testing procedures with the relevant authorities and to make our vehicles available for testing at any time.

The importance of diesel engines in achieving CO2 targets

Policymakers worldwide, and in particular in the European Union, are setting tough standards for CO2 and other emissions. The 2020 targets in Europe can only be fulfilled through extensive use of modern diesel engines and further electrification.

The progress achieved so far in CO2 reduction in Europe is largely due to the use of diesel technology. Meeting future requirements will not be feasible without diesel drive trains, since a diesel engine emits roughly 15 to 20 per cent less CO2 on average than a comparable petrol engine.

At the BMW Group, we have invested a great deal in recent years in refining and optimising diesel technology as part of our EfficientDynamics program.

At BMW, diesel vehicles accounted for 38% of vehicles sold worldwide last year: Europe 80%; Germany 73%; US 6%. This represents approx. 20,000 vehicles in the US in 2014.

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The Euro 6 emissions standard, which took effect on 1 September 2015 and is binding for all new vehicle registrations, improves both environmental and consumer protection.

To bridge the gap between test results and real-life fuel consumption and emissions, the European Union is working on a new test cycle (WLTP) and an emissions test for real driving situations, known as “real driving emissions” or RDE. We support the swift introduction of the new regulations to create clarity for consumers and the industry as quickly as possible.

If you have any queries, please contact:

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The BMW Group

With its three brands BMW, MINI and Rolls-Royce, the BMW Group is the world's leading premium manufacturer of automobiles and motorcycles and also provides premium financial and mobility services. As a global company, the BMW Group operates 30 production and assembly facilities in 14 countries and has a global sales network in more than 140 countries.

In 2014, the BMW Group sold approximately 2,118 million cars and 123,000 motorcycles worldwide. The profit before tax for the financial year 2014 was approximately € 8.71 billion on revenues amounting to € 80.40 billion. As of 31 December 2014, the BMW Group had a workforce of 116,324 employees.

The success of the BMW Group has always been based on long-term thinking and responsible action. The company has therefore established ecological and social sustainability throughout the value chain, comprehensive product responsibility and a clear commitment to conserving resources as an integral part of its strategy.

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