

SUSTAINABILITY BMW X5. SELECTED FACTS & FIGURES.

BMW GROUP'S NET ZERO TARGET BY 2050.



2019
Base year
150 mt CO₂e

2030
Short-term target
109 mt CO₂e

2035
Medium-term target
approx. another -20 mt CO₂e

2050
Net Zero

SUPPLY CHAIN.



- › CO₂e emissions in product development reduced by approximately 40%.^{1,2}
- › Approx. 1/3 of the total weight, or approx. 940 kg of secondary materials, in the BMW iX5 60 xDrive.²
- › Key Measures: Renewable energy sources, secondary raw material, process innovation and optimization.

PARTS AND COMPONENTS.



- › Battery Cells iX5 60 xDrive: approx. -28% lower CO₂e / Wh compared to the cell used in the BMW iX.²
- › Steel: Around 50% CO₂e-reduced flat steel used in the body.
- › Aluminum: Cast aluminum components wheel carriers & swivel bearings (80% SRQ), Cast aluminum rims (70% SRQ), door shells (35% SRQ), front brake calipers BMW iX5 (>90% SRQ).

CIRCULARITY.



- › Design for Circularity Principles: Secondary First, material selection, optimized dismantling.
- › Battery Cells iX5: Partial use of secondary materials for lithium, nickel, and cobalt.
- › Interior: Base material of fabric for headliner and A-pillars trim made from 100% recycled material.

PRODUCTION.



- › All external electricity used in production at plant Spartanburg comes from renewable sources.
- › Energy Consumption / Vehicle: -66% (2006-2025)
- › Waste for disposal: -88% (2007 - 2025)
- › No use of fossil fuels in normal operations at the high-voltage battery assembly plant in Woodruff.

LIFE CYCLE.



- › BMW iX5 CO₂e Break-even point vs. a comparable internal combustion engine over life cycle
The BMW iX5 reaches its break-even point after just 1-2 years of customer use (depending on the powertrain variant, mileage, and electricity used for charging).^{2,3}

¹ The reduction is based on a comparison with industry averages from an internationally recognized LCA database.

² This value is based on internal projections and is subject to change. The final value can be derived from the vehicle footprint at SOP.

³ This value applies to a vehicle used in Europe.