

Steyr goes electric: BMW Group launches series production of electric engines for Neue Klasse

- **First-ever electric engines from Plant Steyr**
- **Board Member Nedeljković: "Laying the foundations for the future"**
- **Gen6 electric engines for Neue Klasse**
- **Technology openness as competitive advantage**

Munich/Steyr (Austria). The BMW Group Plant Steyr today began series production of the e-engine for the Neue Klasse. "Today, we are laying the foundations for the future of the BMW Group," explained Milan Nedeljković, member of the Board of Management of BMW AG responsible for Production. "As the first production site for the Gen6 electric engine, Plant Steyr is central to the Neue Klasse and the continued development of our global production network." The electric engine for the sixth generation of BMW eDrive (Gen6) is the first fully-electric drive train to be produced at the Steyr location in Austria. From there, it will be shipped throughout the production network, providing the drive train for the Neue Klasse. "Three years ago, we announced that we would build this electric engine in Steyr. Today, we are proud to deliver it," said Klaus von Moltke, SVP of Engine Production for BMW AG and plant director of the Steyr facility. "What we are launching here today is more than just a production ramp-up. It is a firm commitment to Europe, to technology and to the future."

Technology openness: Plant Steyr as centre of drive train expertise

Between the project launch in 2022 and 2030, the BMW Group is investing over one billion euros in expanding development and production expertise for e-drives at the Steyr location. This capacity expansion will ensure the plant remains the BMW Group's leading location for drive trains. For over 40 years, the plant has developed and manufactured internal combustion engines for the BMW and MINI brands. This extensive experience and wealth of expertise in drive trains make the engine plant the ideal facility to produce the Gen6 electric engines. The site will continue to manufacture diesel and petrol engines in parallel. "Technology openness is our strength – it gives us the necessary flexibility to secure long-term jobs," said von Moltke. Around 1,000 employees will work in the new electric engine assembly. Depending on global demand, half of the Steyr location's total workforce could be employed in e-mobility by 2030. von Moltke: "Steyr will remain the heart of our drive train expertise – both for combustion engines and electromobility."

Powertrain components produced in Steyr, aluminium housings from Landshut

Rotor, stator, transmission and inverter – all core components of the innovative, highly integrated e-drive – will be manufactured at Plant Steyr. The housing for the electric engine will be cast at Plant Landshut's aluminium foundry and further processed in Steyr. The inverter will be produced in a new in-house clean-room environment, marking the Austrian engine manufacturer's entry into the field of electrical engineering. E-drive components from Steyr will be assembled on two new lines. The overall production concept for the Gen6 e-drive follows the principle of a modular system, making it possible to produce different highly flexible electric drive train derivatives for the entire range of Neue Klasse models. The modular concept generates

positive economies of scale and cost savings in both development and production. It also improves the scalability of production volumes and keeps production, supply networks and procurement highly flexible.

Comprehensive improvements to electric engine

The electric engine has undergone significant further development for Gen6: The rotor, stator and inverter have all been holistically designed for the Gen6 technology's new 800-volt architecture, maximising performance capabilities and the efficiency of the drive system. In the inverter, 800-volt technology and silicon carbide (SiC) semiconductor technology are now being used to boost efficiency. Fully integrated into the electric engine housing, the inverter converts direct current from the high-voltage battery into alternating current for the electric engine.

Lower weight, costs and energy loss lead to greater vehicle efficiency

Overall, the intelligent use of new technologies in the e-drive and systematic further development of existing systems produce remarkable results. Comparing the future BMW iX3 50 xDrive with a Gen5 xDrive model shows the following improvements in the electric engine: "Energy loss is reduced by 40 percent, costs by 20 percent and weight by 10 percent. All this makes a significant contribution to the approximately 20-percent increase in overall vehicle efficiency", explains Martin Kaufmann, SVP of global Powertrain Development at BMW AG. The efficient design of the powertrain together with the high energy content of the high-voltage battery, enable a range of up to 800 km (WLTP) in the BMW iX3 50 xDrive, the first model of the Neue Klasse.

The BMW Group

With its four brands BMW, MINI, Rolls-Royce and BMW Motorrad, the BMW Group is the world's leading premium manufacturer of automobiles and motorcycles and also provides premium financial services. The BMW Group production network comprises over 30 production sites worldwide; the company has a global sales network in more than 140 countries.

In 2024, the BMW Group sold over 2.45 million passenger vehicles and more than 210,000 motorcycles worldwide. The profit before tax in the financial year 2024 was € 11.0 billion on revenues amounting to € 142.4 billion. As of 31 December 2024, the BMW Group had a workforce of 159,104 employees.

The economic success of the BMW Group has always been based on long-term thinking and responsible action. Sustainability is a key element of the BMW Group's corporate strategy and covers all products from the supply chain and production to the end of their useful life.

www.bmwgroup.com

LinkedIn: <http://www.linkedin.com/company/bmw-group/>

YouTube: <https://www.youtube.com/bmwgroup>

Instagram: <https://www.instagram.com/bmwgroup>

Facebook: <https://www.facebook.com/bmwgroup>

X: <https://www.x.com/bmwgroup>

BMW Group Latin America

BMW Group is a leader in premium individual mobility technology products and services in Latin America, where it markets its three brands: BMW, MINI, and BMW Motorrad. BMW is the top-selling premium automotive brand in Latin America, with more than one in three vehicles sold in the region. In 2024, the brand has sold 42,886 units. MINI has sold 6,383 units in the same period. BMW Motorrad has sold 27,742 motorcycles in the region, setting a sales record. BMW is the best-selling premium brand in Brazil, Mexico, and Importer Markets. BMW Motorrad has achieved record sales and now has three of its 15 main global markets in Latin America: Brazil, Mexico, and Importer Markets. BMW Group's Open Technology Approach enables a gradual transition to electromobility, offering customers the choice between battery-electric, plug-in hybrid, or combustion powertrains. More than 20% of BMW Group's sales in Latin America consist of electric or plug-in hybrid vehicles. BMW Group has delivered approximately 80,000 personal or corporate charging units across the region.

The Group has 5,000 employees in the Latin American region. Its sales offices are located in Argentina, Brazil, and Mexico (where the regional office is based). BMW Group's production plants in the region are located in Brazil and Mexico. Brazil operates two plants: one in Araquari, Santa Catarina, focused on automobile production, where BMW X5 PHEV production began in 2024. The other plant in Manaus, Amazonas, is the first facility to manufacture motorcycles outside of Germany. In Mexico, a one-billion-dollar investment was announced in July 2014 for the construction and operation of a BMW Group plant in San Luis Potosí. This production site began operations in 2019 with the production of the BMW 3 Series; in 2021, an expansion was announced to include the manufacturing of the BMW 2 Series Coupé, and in 2022, the BMW M2, both exported worldwide. Starting in 2027, the San Luis Potosí Plant will incorporate electric vehicle and battery production with an \$800 million investment.

As additional information, Brazil has an engineering team to support global developments, regional challenges, and customer support organization, providing consumer assistance.

For additional information please contact:

Corporate Communications – BMW Group Latin America

Joao Veloso

Juan Bernardo Vázquez Mellado

Julián Argüelles

Erika Ferrer

joao.veloso@bmw.com.mx

bernardo.vazquezmelladobmw.com.mx

julian.arguelles@bmw.com.mx

erika.ferrer@bmw.com.mx

Corporate Communications – BMW Group Plant San Luis Potosí (México)

Elizabeth Arreguín

Miroslava Rivas

elizabeth.arreguin@bmw.com.mx

miroslava.rivas@bmw.com.mx

Corporate Communications – BMW Group Argentina

Gonzalo Di Gregorio

gonzalo.di-gregorio@partner.bmw.com.ar

Corporate Communications – BMW Group Brazil

Fabiano Severo

Paula Cichini

fabiano.severo@bmw.com.br

paula.cichini@bmw.com.br

Regional Public Relations Agency – INK PR

INK PR - BMW Group Latin America

BMWGroupLatAm@inkpr.com.mx

BMW Group Plant San Luis Potosí (México) Public Relations Agency –INK PR

INK PR - BMW Group Plant SLP

plantabmwslp@inkpr.com.mx

BMW Group Brazil – Public Relations Agency JeffreyGroup

JeffreyGroup - BMW Group Brazil

grupobmw@jeffreygroup.com

BMW Group PressClub

www.press.bmwgroup.com/mx.html

www.press.bmwgroup.com/latin-america-caribbean?language=es

www.press.bmwgroup.com/argentina/

www.press.bmwgroup.com/brazil/