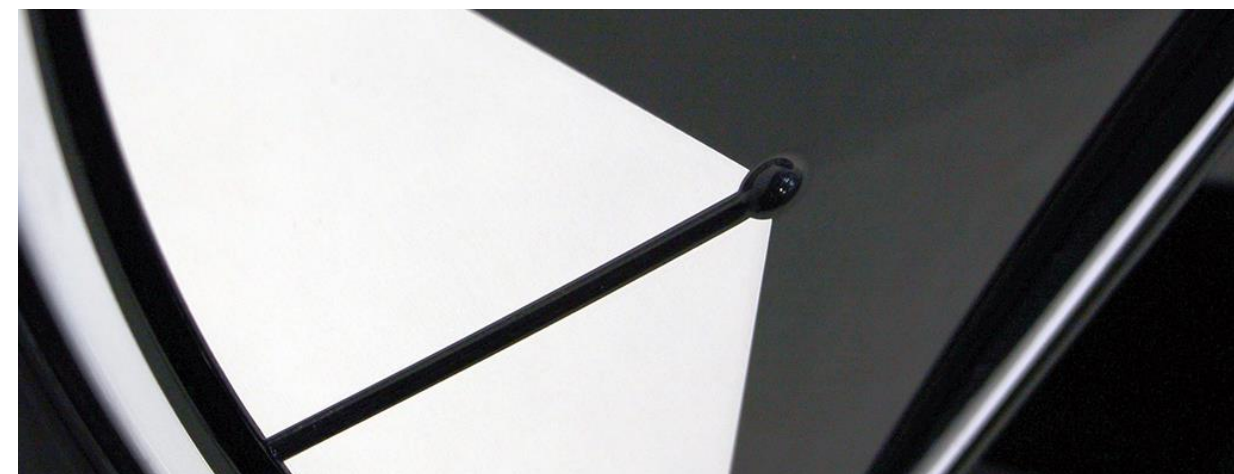
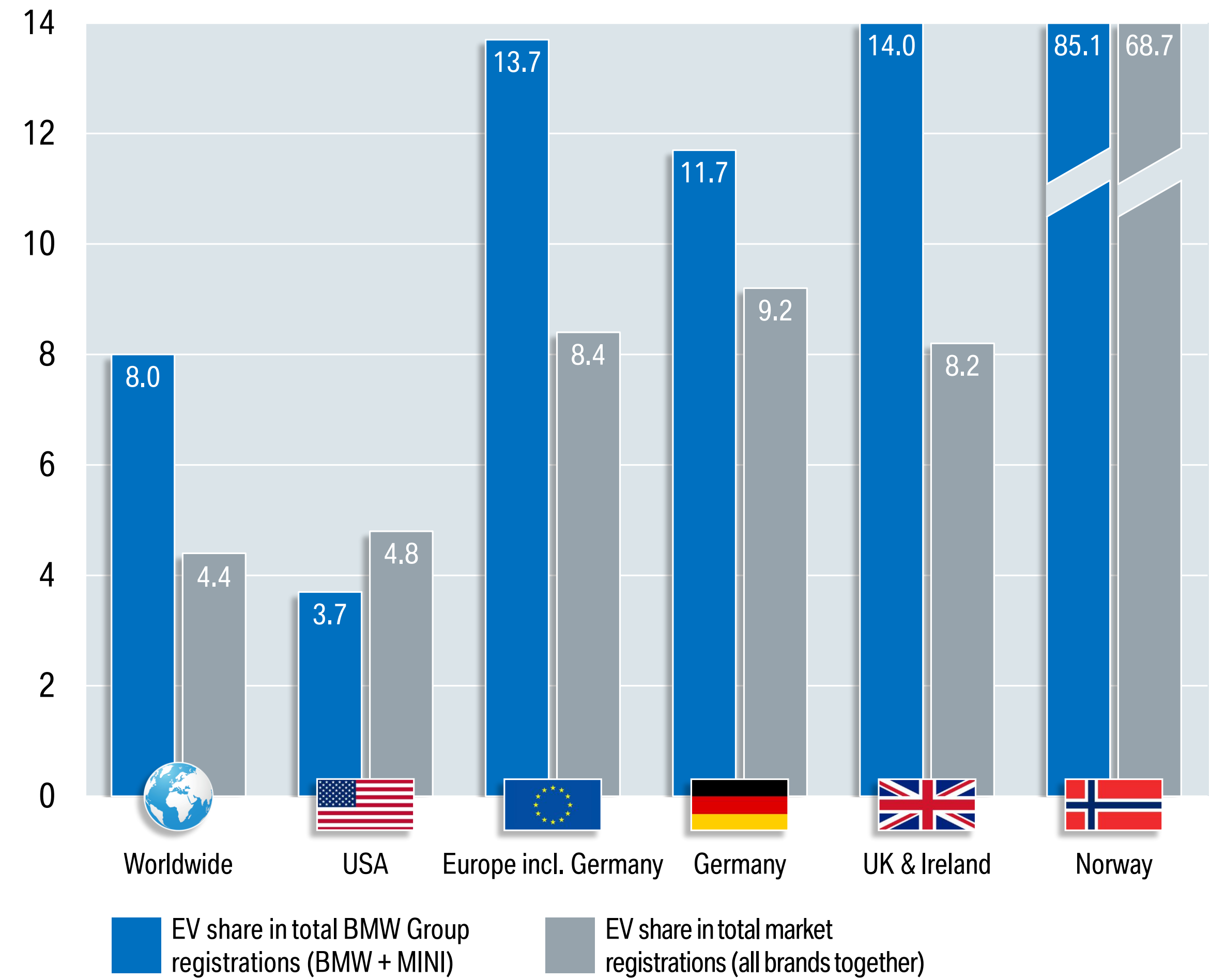
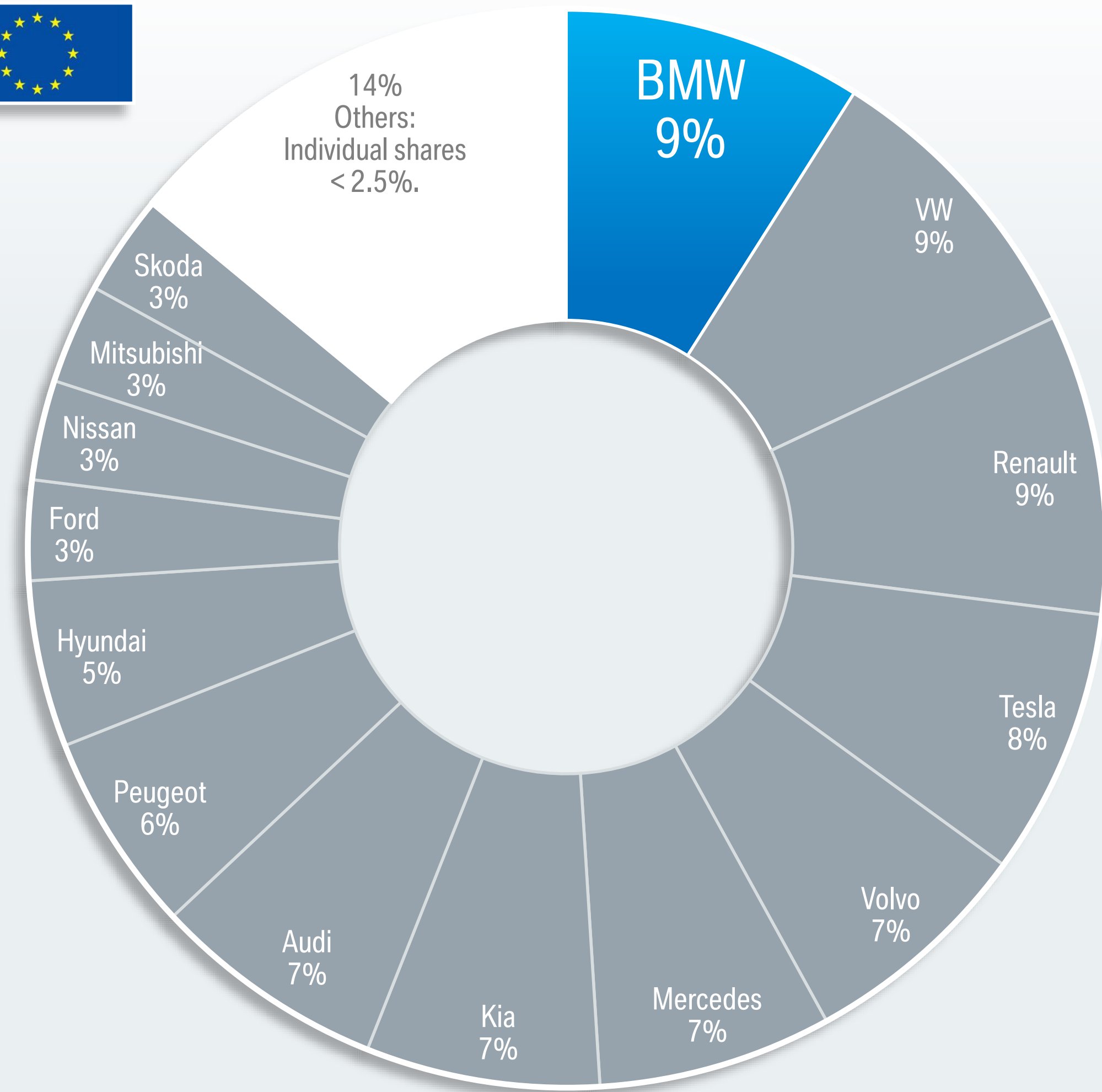


THE FIRST-EVER BMW iX3.

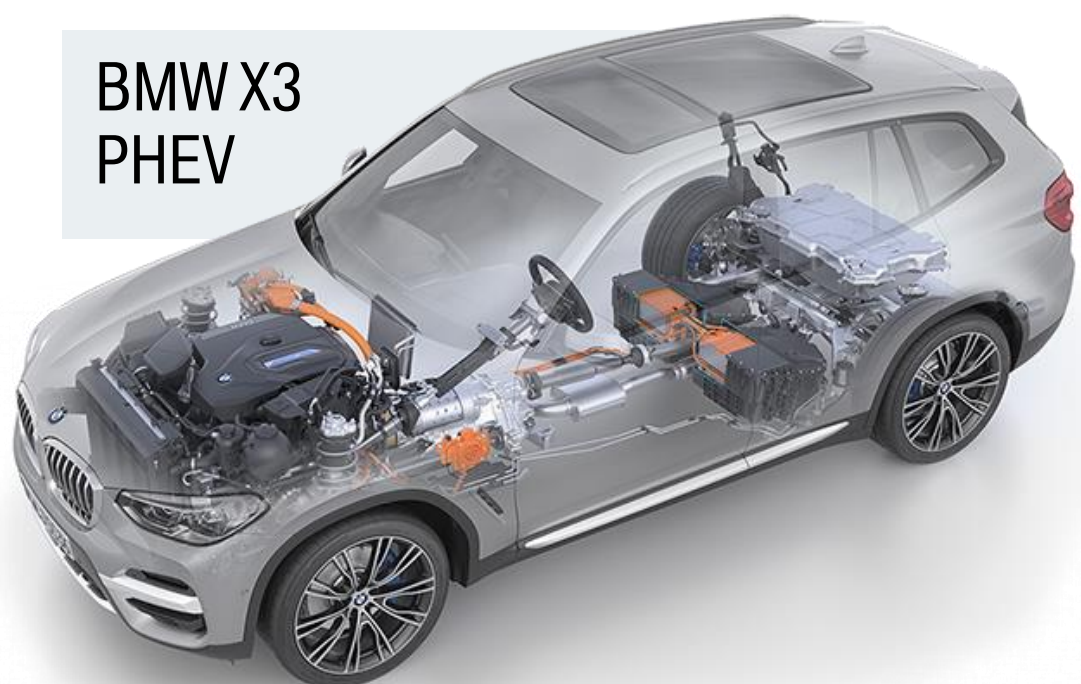
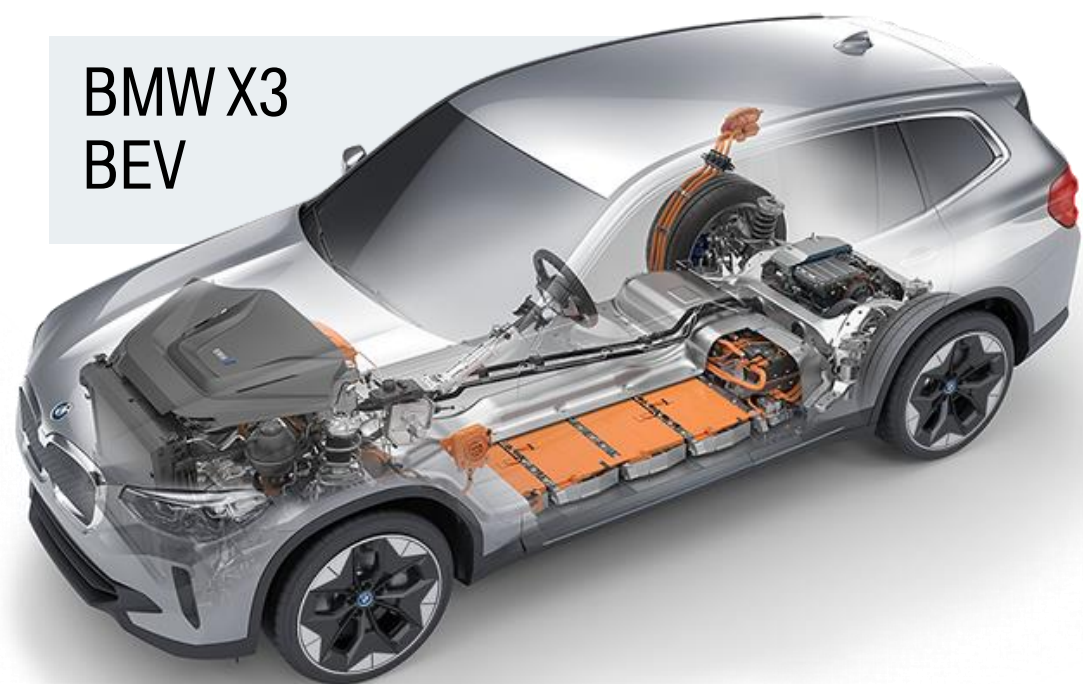
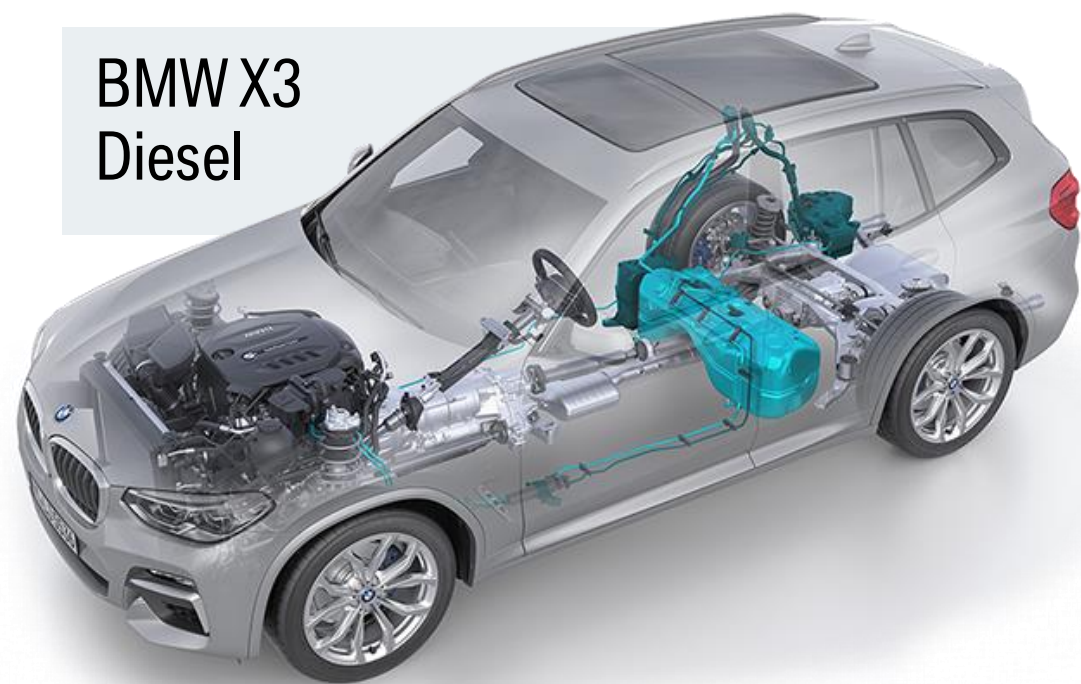


xEV SHARES. BMW EV STRATEGY PROVES RIGHT WITH A STRONG MARKET POSITION.



Data source:
IHS Markit New Registrations BEV+PHEV combined. January 2020 - August 2020; September 2020 Report.

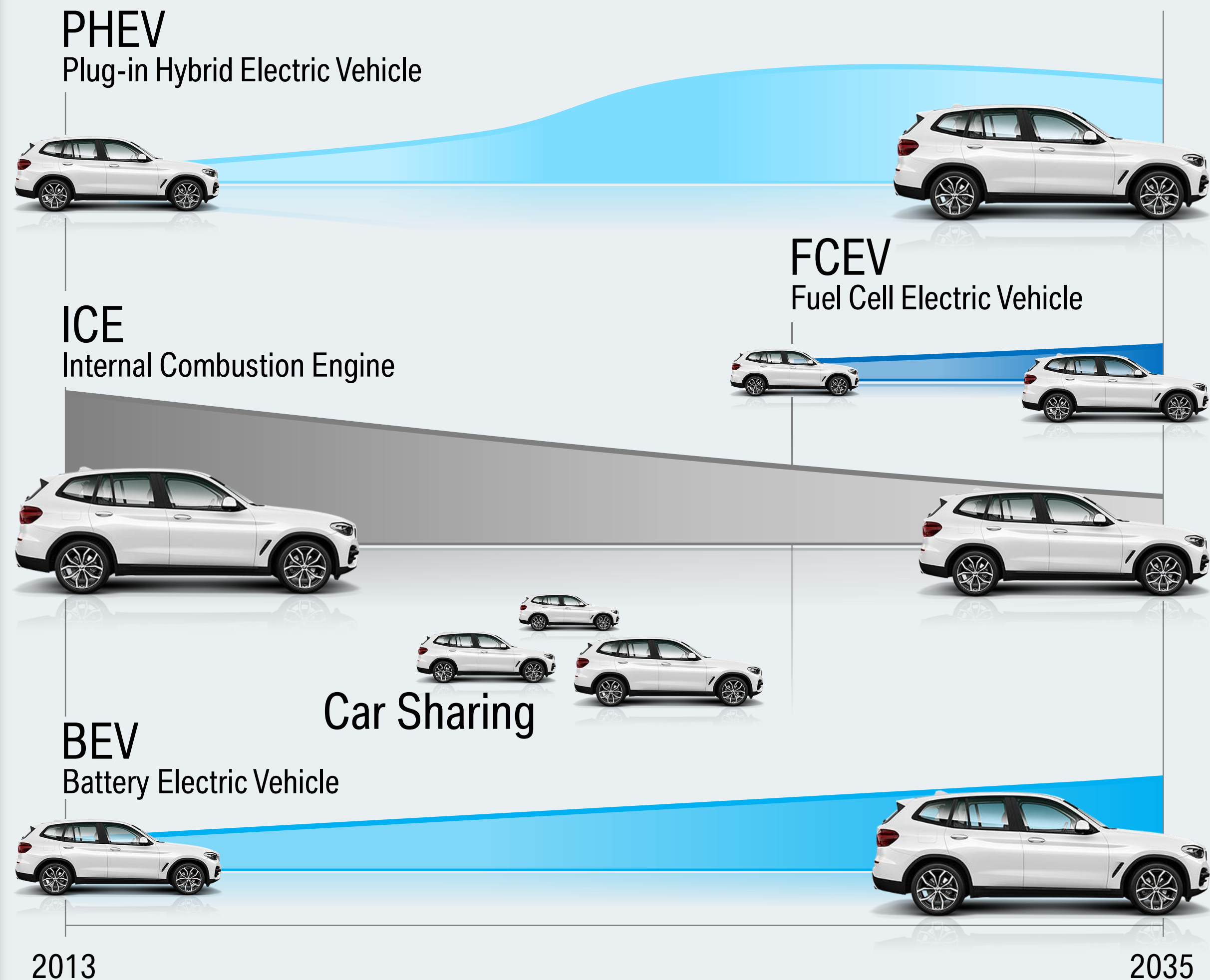
THE BMW CUSTOMER HAS THE CHOICE.



BMW GROUP FAVORS FLEXIBLE ARCHITECTURES OVER PURPOSE MADE BEV PLATFORMS.

OUTLOOK

EXPECTED TRENDS OF POWERTRAIN SPLIT.



THE FIRST-EVER BMW iX3. TEST DRIVES.



BMW Group eDrive system

BMW Group electric motor

BMW Group 400 V lithium-ion battery

	BMW iX3*
Electric motor	210 kW/286 hp
Max. torque	400 Nm
Electric range	Up to 460 km Up to 520 km
Battery	74 kWh (net)
Consumption (kWh/100 km)	19.5 - 18.5 17.8 - 17.5
Acceleration (0 - 100 km/h)	6.8 sec
Acceleration (0 - 60 km/h)	3.7 sec
Top speed	180 km/h (electronically governed)
Charging time (DC/150 kW)	10 mins for 100 km WLTP range

WLTP █

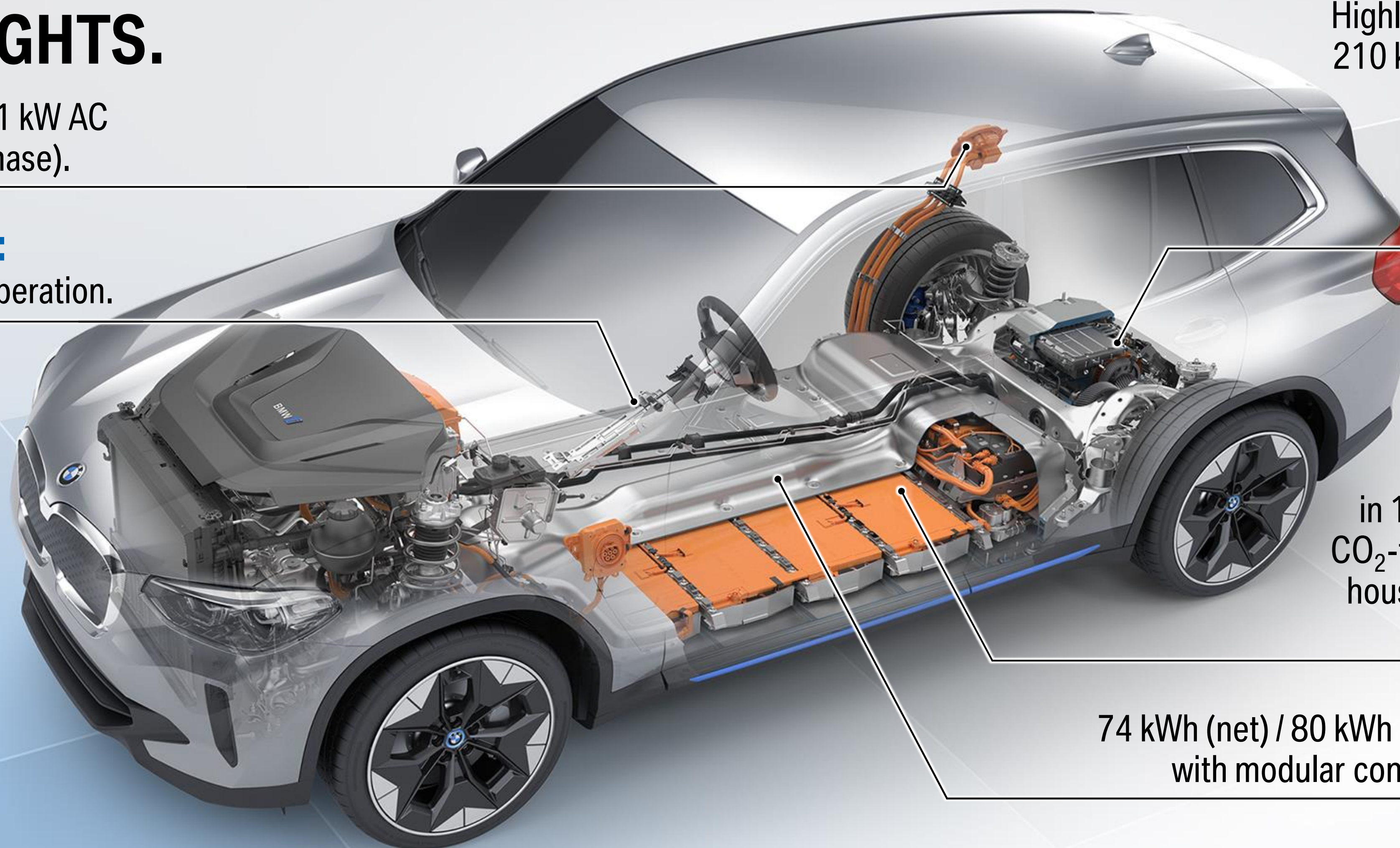
NEDC █

* EU-homologation model.

THE FIRST-EVER BMW iX3. HIGHLIGHTS.

150 kW DC / 11 kW AC
Charging (3-phase).

» **Innovation:**
Adaptive Recuperation.



» **Innovation:**

Highly integrated drivetrain unit
210 kW / 286 hp electric motor,
transmission and 400 V
electronics, free from
Rare Earth Materials,
2/3 less Cobalt.

188 prismatic battery cells
in 10 modules, produced with
CO₂-free electricity, individually
housed and controlled for long
life and high safety.

74 kWh (net) / 80 kWh (gross) lithium-ion-battery
with modular concept for repair and 2nd life.

Max. range WLTP*
460 km

Economy WLTP*
19.5 - 18.5 kWh/100 km

Max. range NEDC*
520 km

Economy NEDC*
17.8 - 17.5 kWh/100 km

* EU-homologation model.

THE FIRST-EVER BMW iX3. HIGHLIGHTS.

CO₂ footprint from sourcing to recycling 30 - 63% less than BMW X3 20d.

Clean frontend design without many openings, as less cooling is required.

Blue accents (option) indicate electric drivetrain.

Centre of gravity 74 mm lower than BMW X3 30i.



» Innovation:

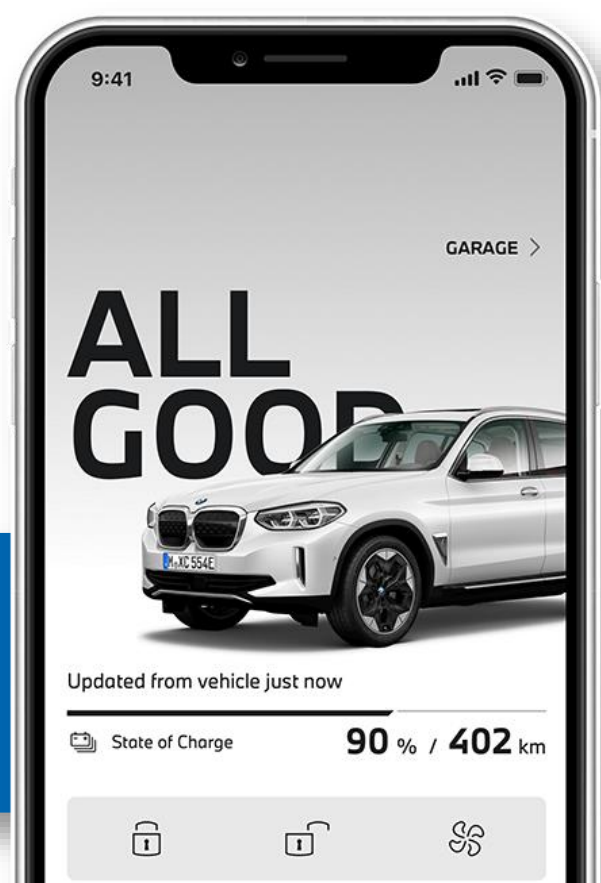
20-inch Aerodynamic wheels with low rolling resistance tyres.

Ideal underbody design.

Uncompromised 1,560 litres cargo space.

Agile RWD experience thanks to 43% front, 57% rear weight distribution + ARB.

Digital Key, Remote Software Updates, Connectivity Upgrades - see separate Workshop today.



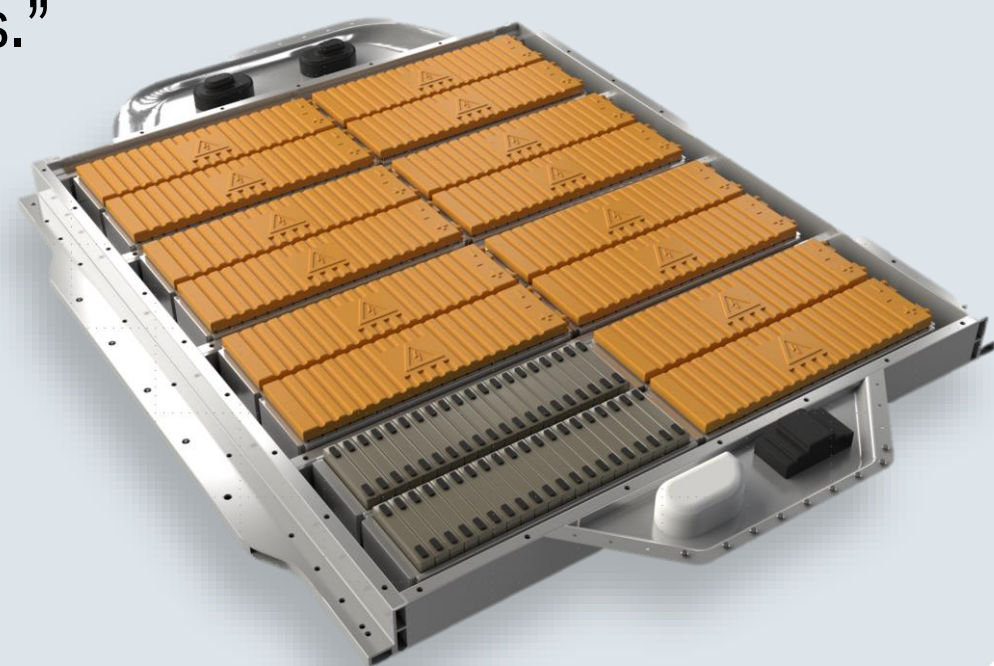
BMW GROUP R&D AND PRODUCTION.



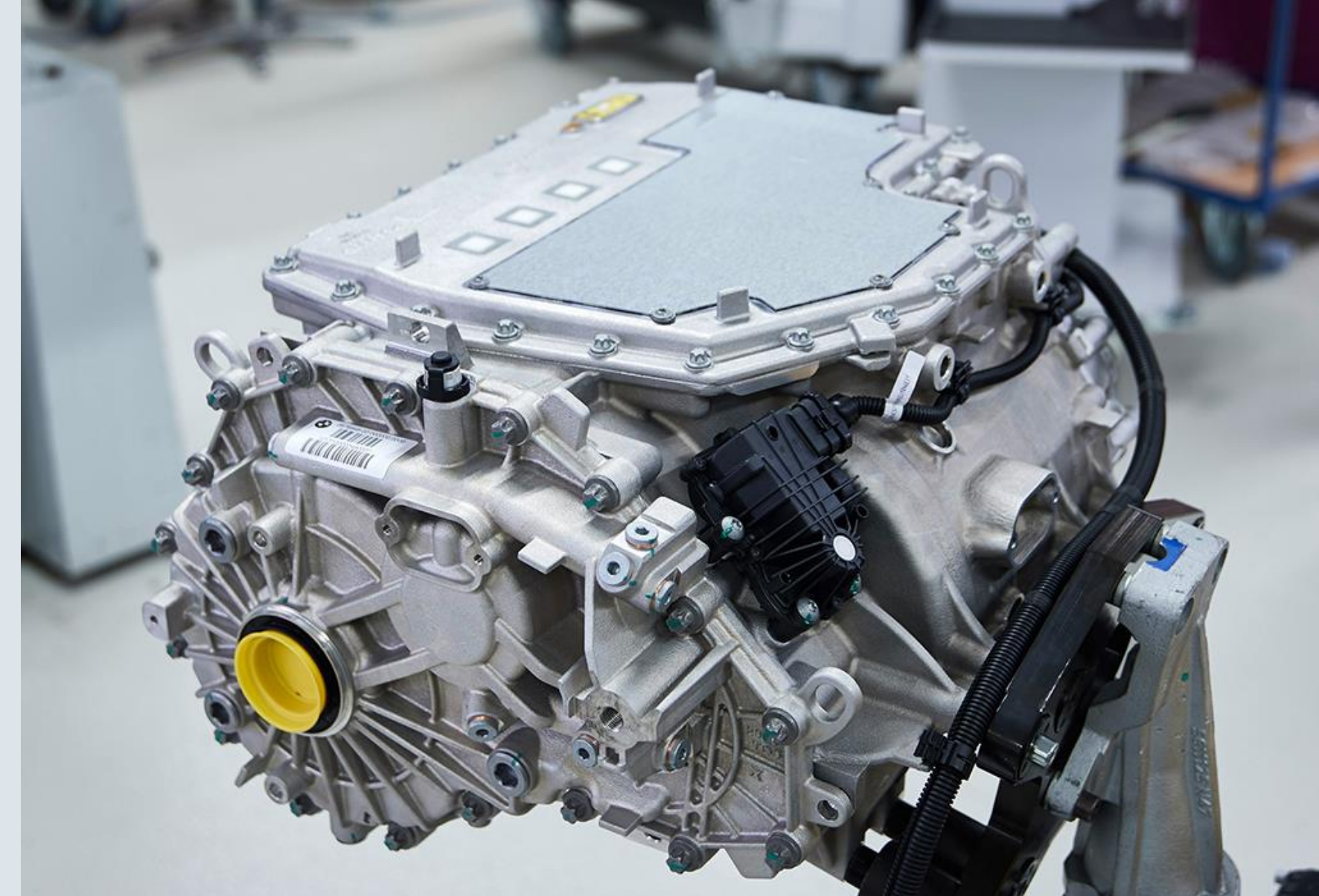
Advanced battery cell technology.

“Taking the technology currently in the BMW i3 as a basis, by 2030 we will be able to double the energy density of our battery cells – and therefore also the operating range of the vehicles for our customers.”

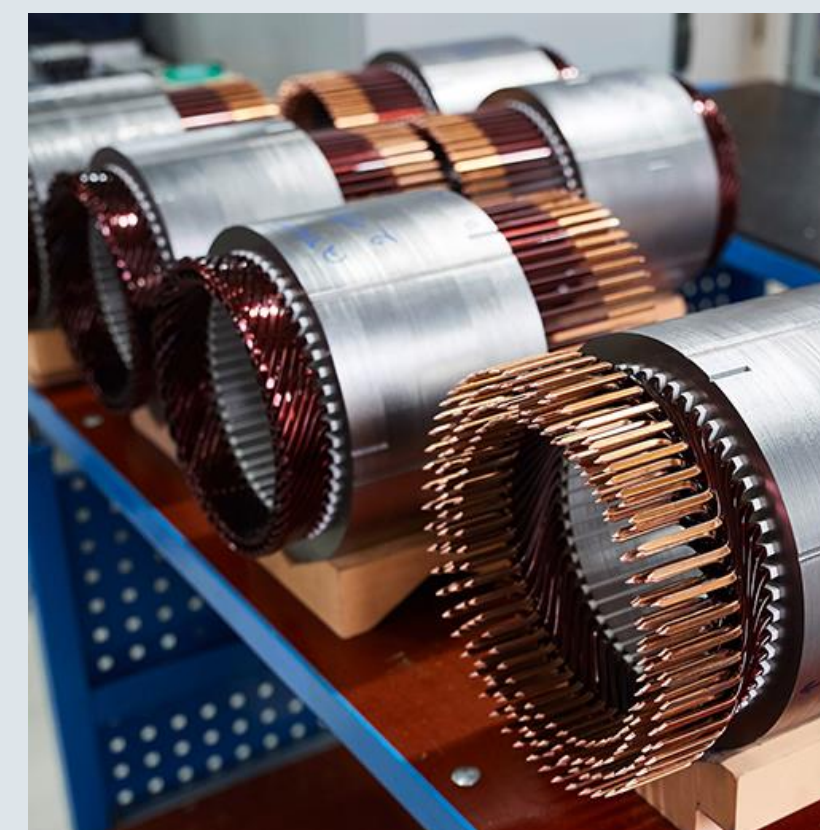
Oliver Zipse,
Chairman of the Board of
Management of BMW AG.



In-house development
& production of batteries
since 2008.



The BMW Group is already launching the fifth generation of its electric drivetrain, in which interaction between the electric motor, transmission, power electronics and battery have been further optimised. Additionally, the new electric motor does not require the use of rare earths.



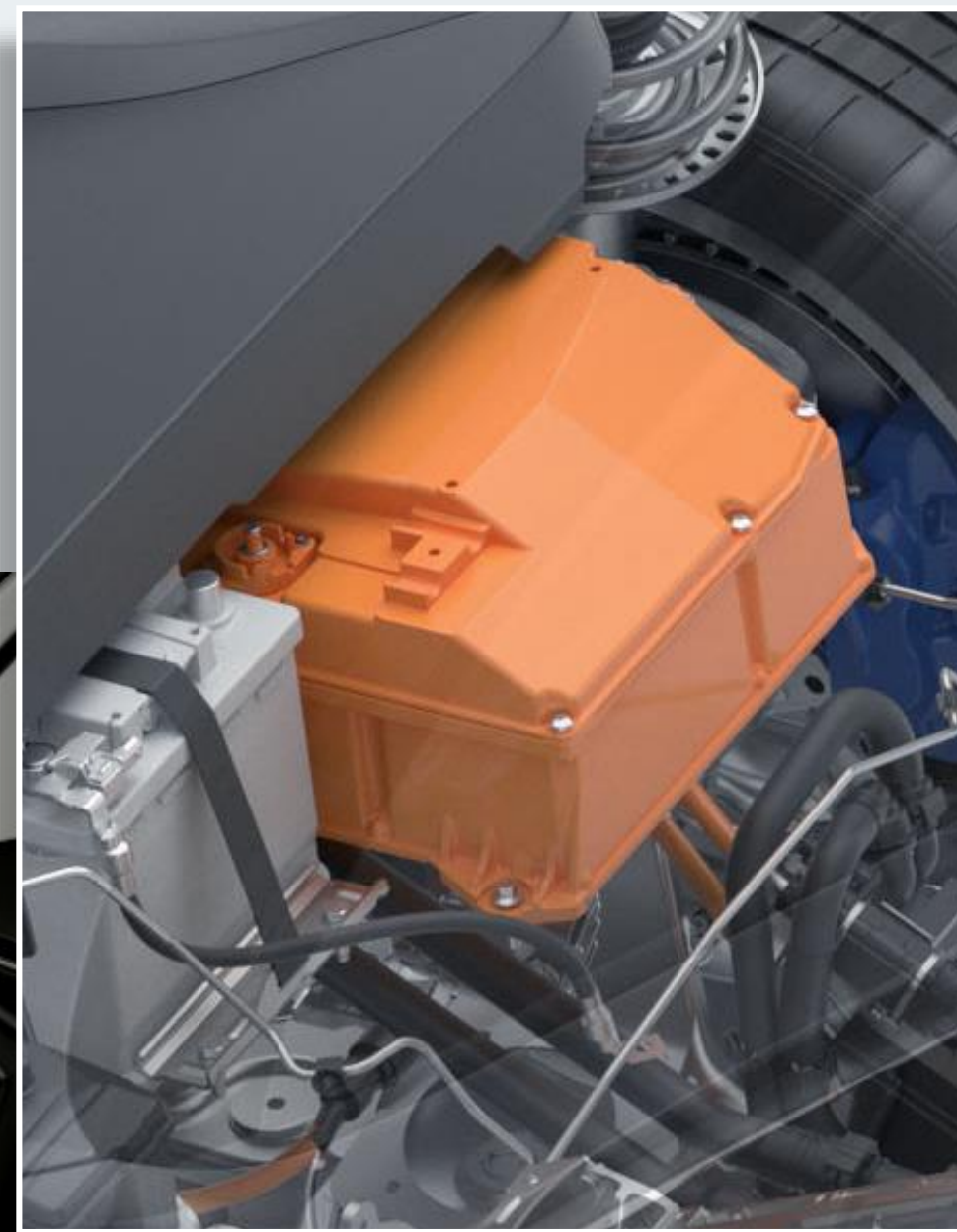
Electric motor, transmission
and power electronics in a
compact unit.

THE FIRST-EVER BMW iX3. EFFICIENCY INSTEAD OF EVER GROWING BATTERIES.

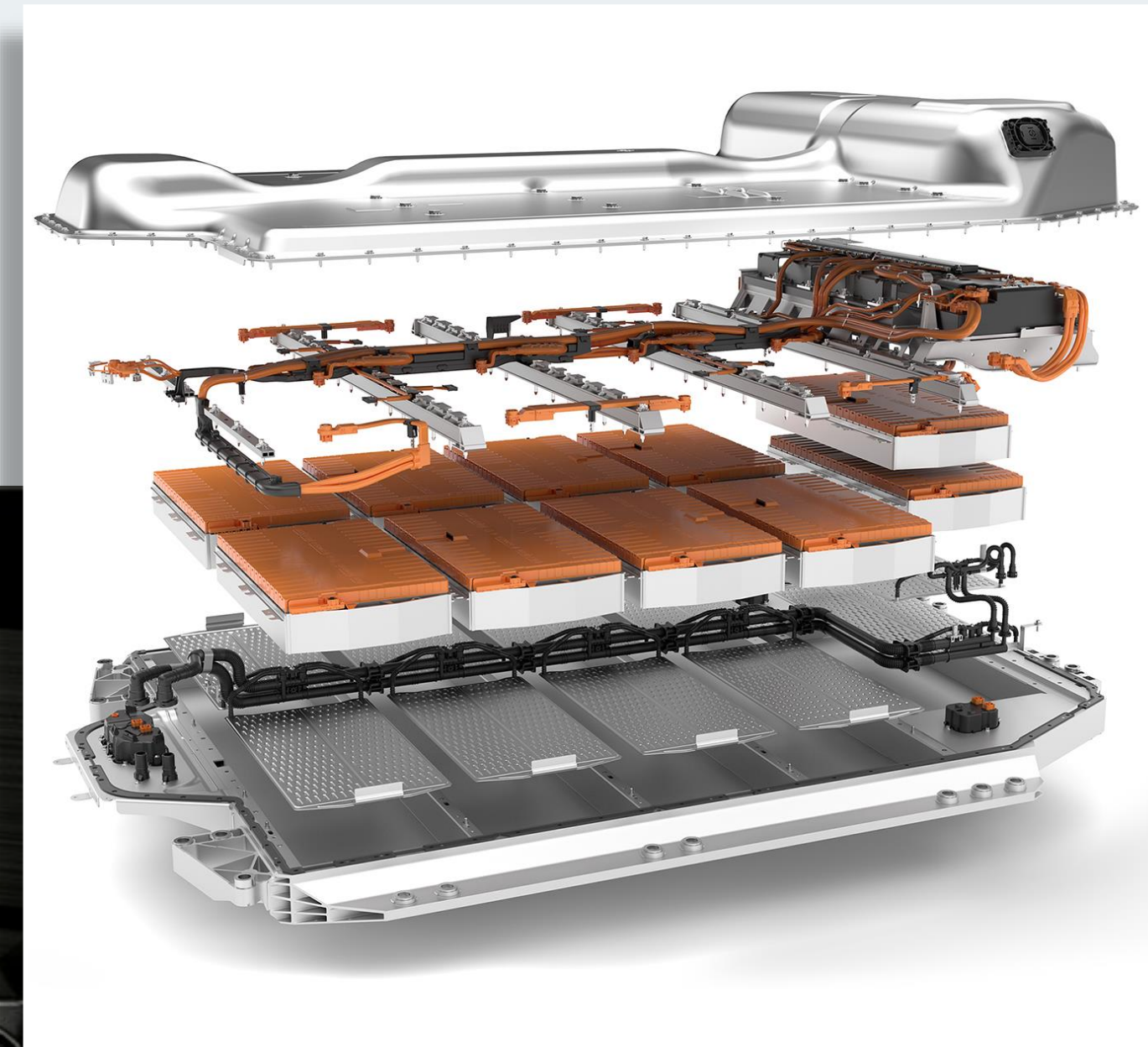
Highly-Integrated
Electric Drivetrain.



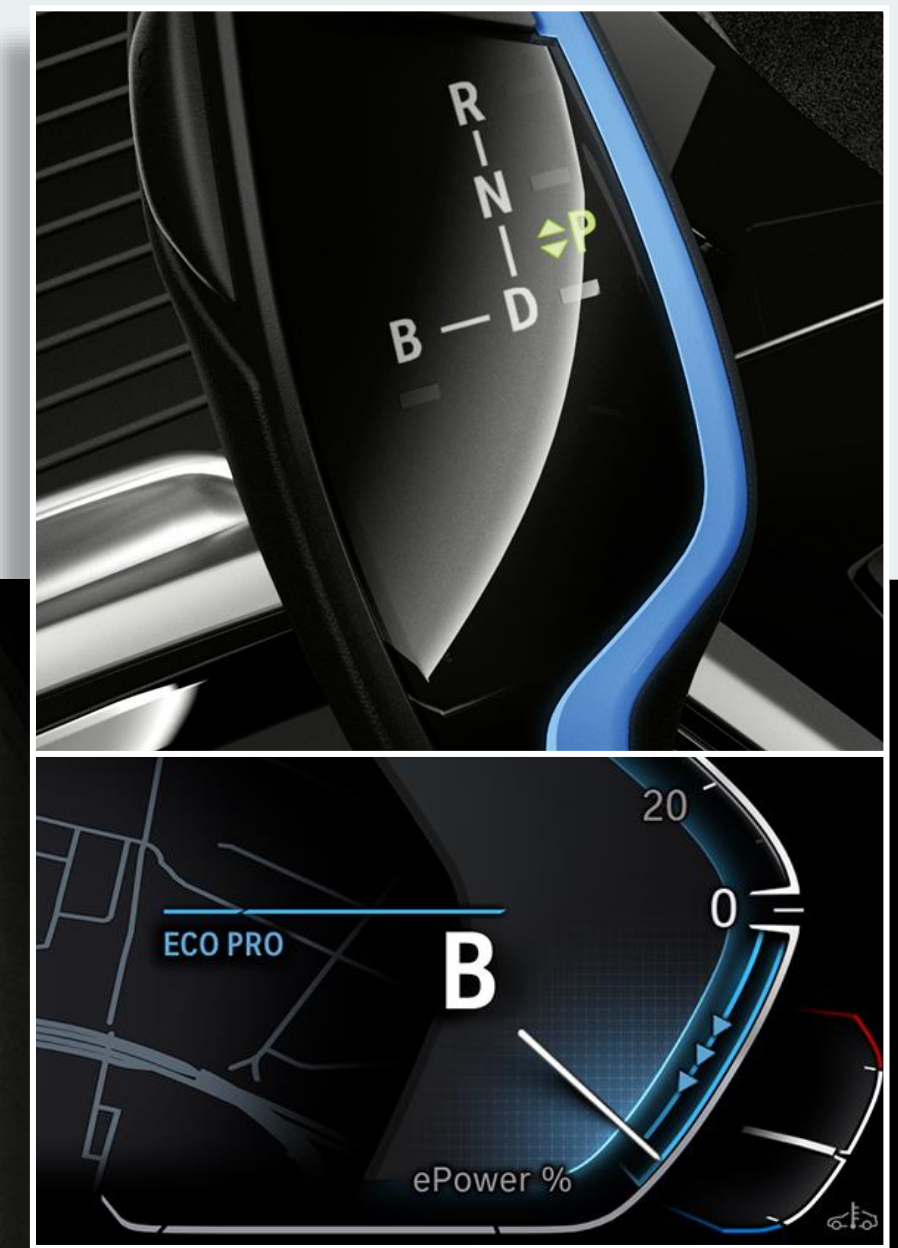
Combined Charging
Unit (CCU).



High Voltage
Battery.



Adaptive
Recuperation.



Aerodynamic
Wheels.



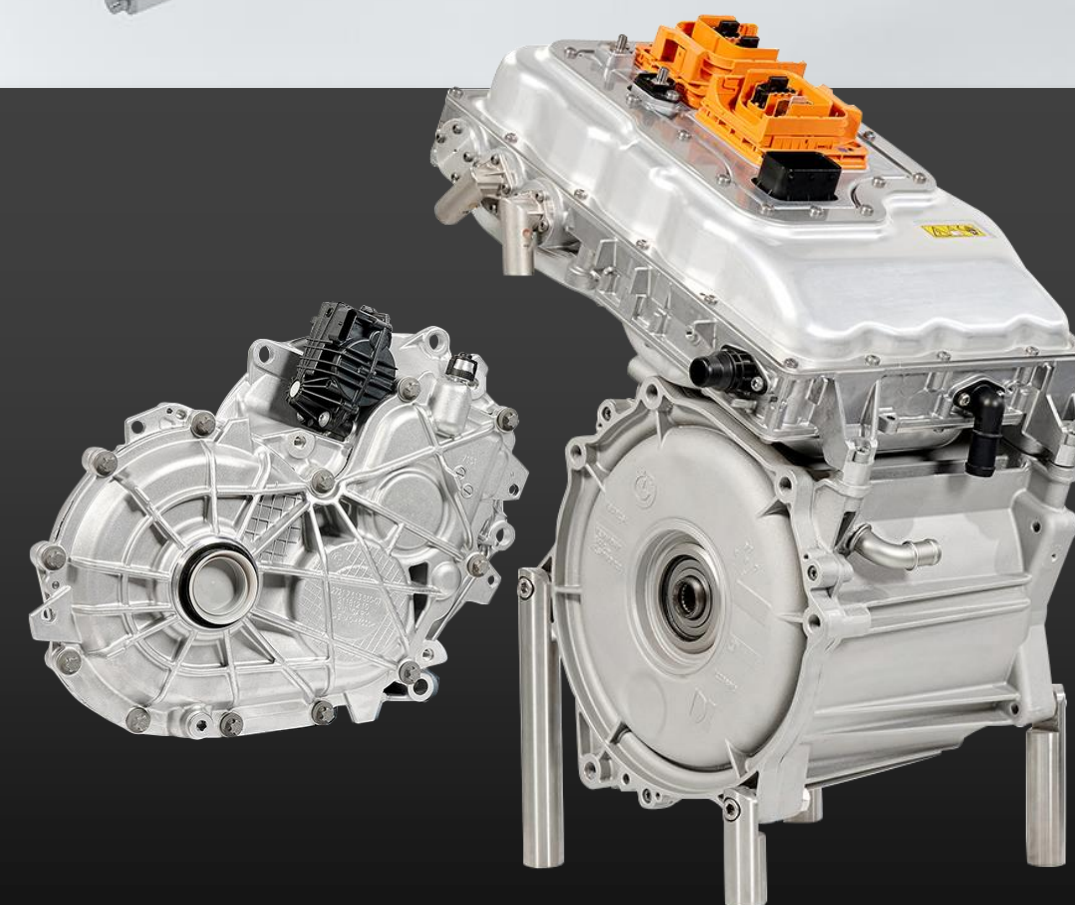
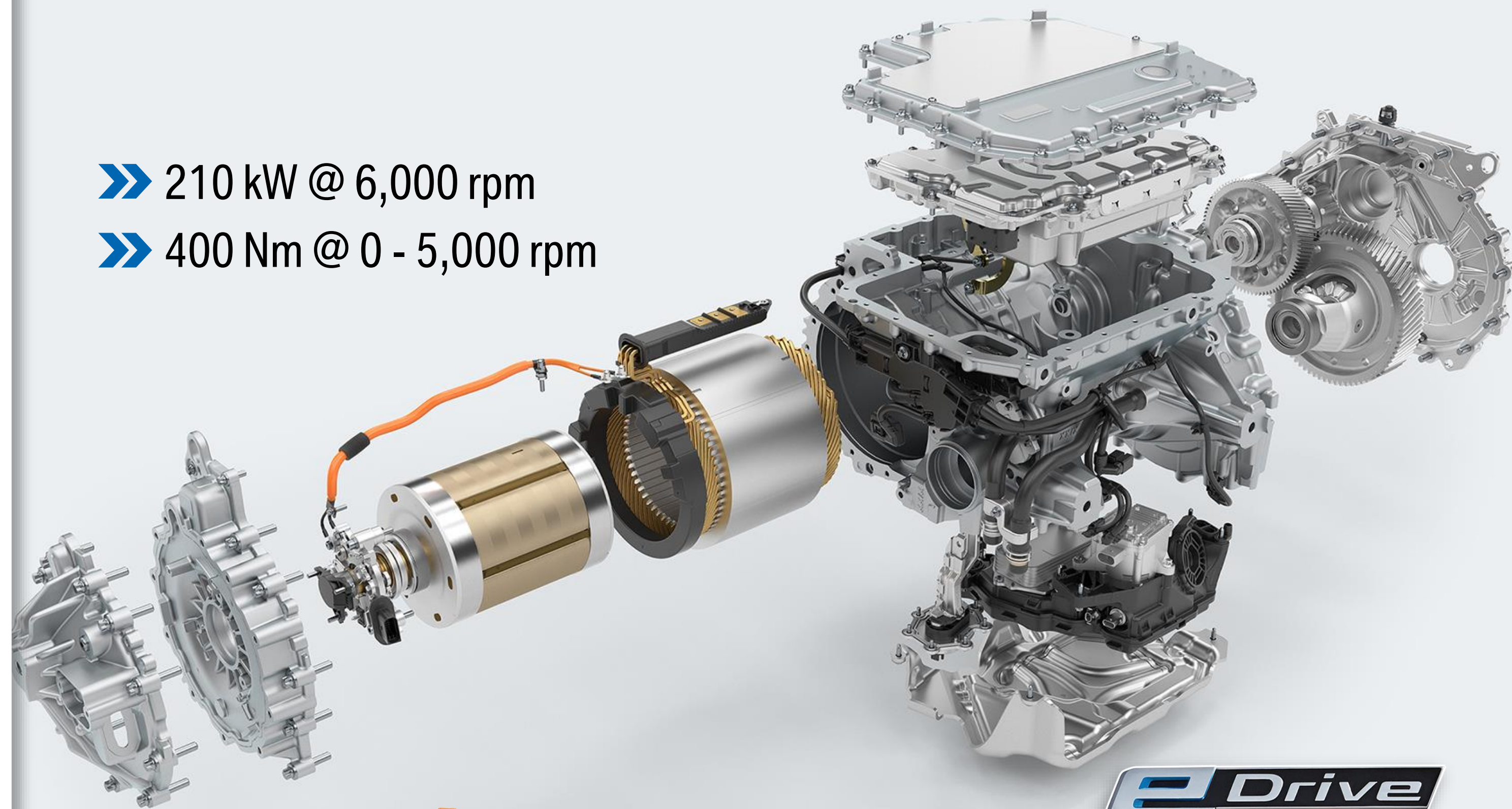
THE FIRST-EVER BMW iX3. eMOTOR, TRANSMISSION, POWER ELECTRONICS.

BMW Gen5 eDrive.

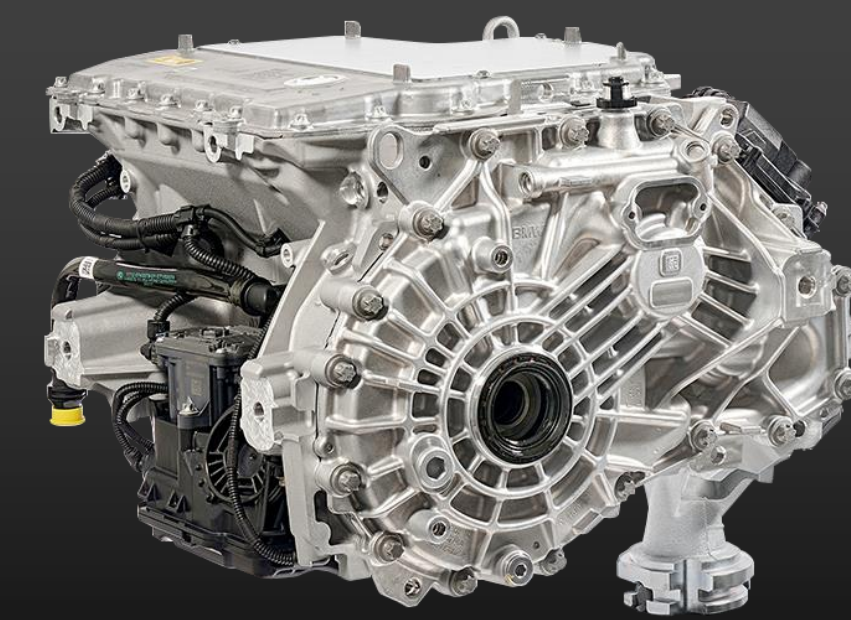
- First-ever use of ESM* Technology in > 100 kW segment:
 - Avoiding magnets and Rare Earth Materials.
 - Exceptional balance of high peak power and stable torque even at high rpm.
 - Silent operation.
 - Main contributor to BMW iX3 efficiency (210 kW / < 20 kW/100 km WLTP).
- eMotor, power electronics and transmission in a highly integrated, common housing.
- Comparison to BMW i3:
 - 30% improved power density (based on mass).

* Electrically Excited Synchronous Machine.

- 210 kW @ 6,000 rpm
- 400 Nm @ 0 - 5,000 rpm



BMW i3 eDrive components.



BMW iX3 eDrive unit.

Comparison.

THE FIRST-EVER BMW iX3. HIGH VOLTAGE BATTERY.

BMW Gen5 eDrive.

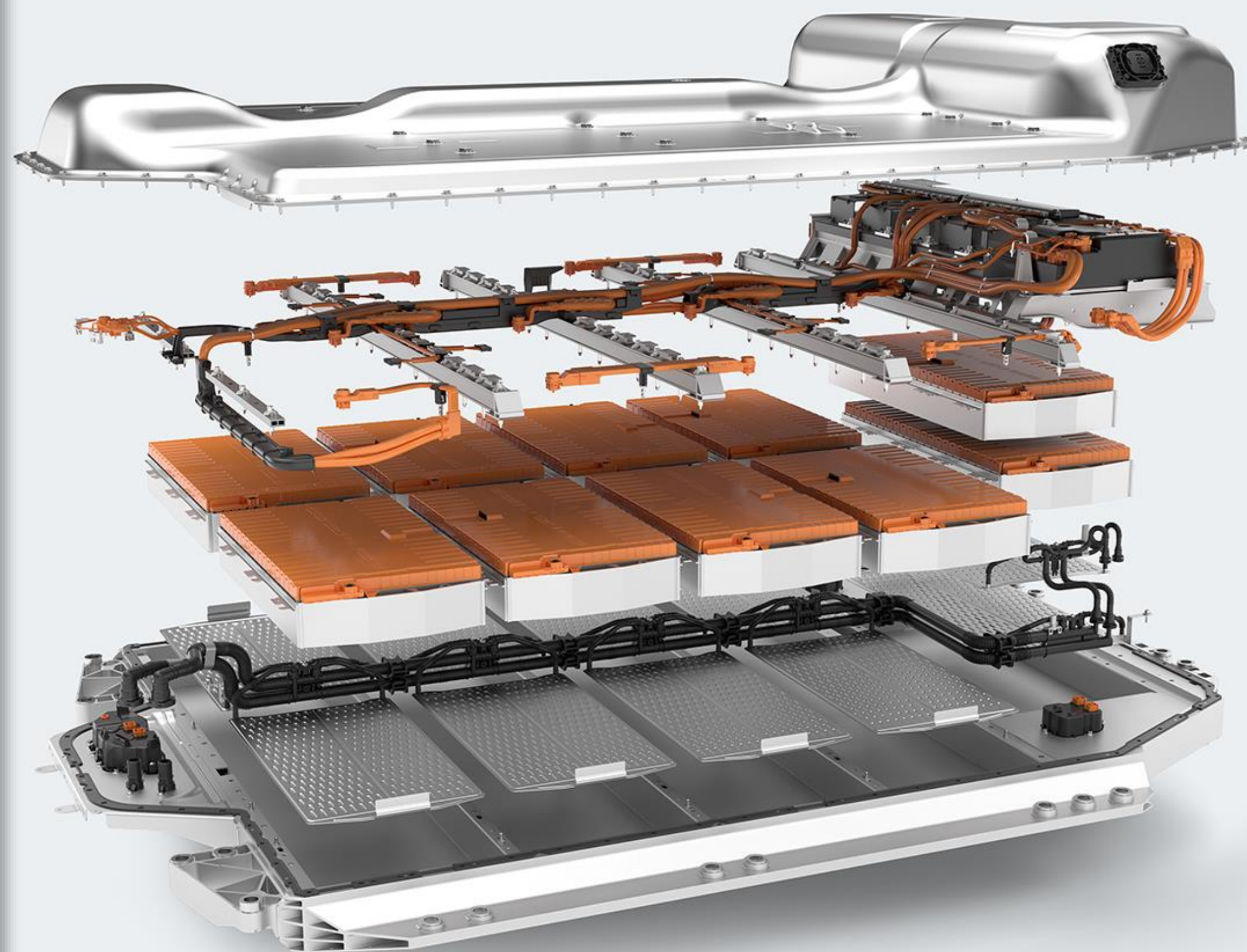
» First time use of:

- » BMW-steered Cobalt and Lithium sourcing.
- » CO₂-free production of battery cells.
- » Each cell individually housed and controlled for longevity and high safety.
- » Enabled for circular economy and 96% cell material recovery.
- » Modular concept for easy exchange of modules in case of repair and for Battery 2nd Life.

» Comparison to BMW i3 (MY 2020):

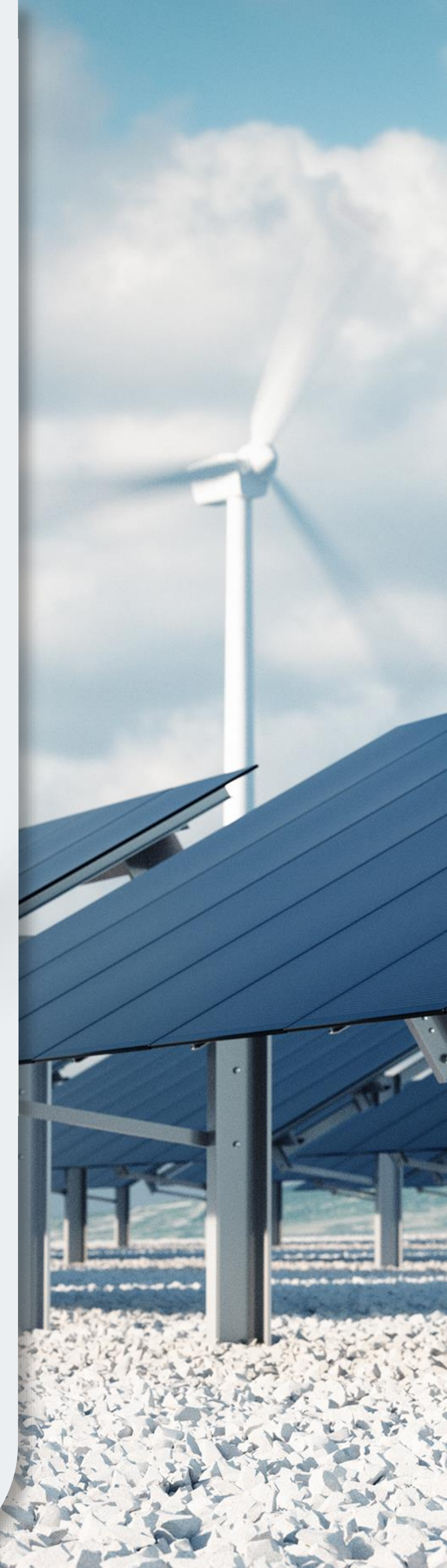
- » 20% improved energy to density (on cell level, based on mass).
- » 62% less Cobalt per kWh.

* Cell chemistry with 8 shares Nickel, 1 share Manganese, 1 share Cobalt.

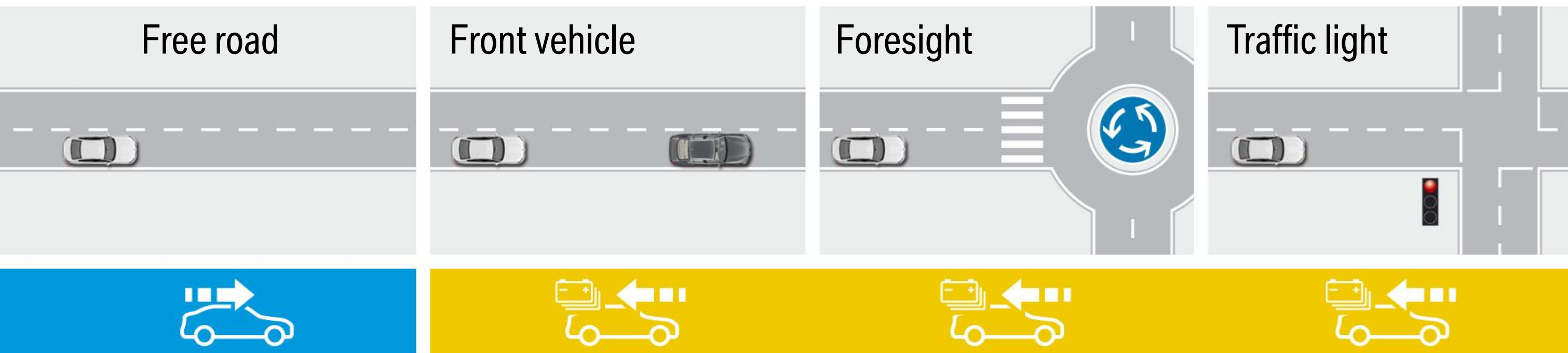


» NMC 811* prismatic cells.

» 80 kWh (gross), 74 kWh (net), 400 Volt.



THE FIRST-EVER BMW iX3. ADAPTIVE RECUPERATION.



» Innovation: Adaptive Recuperation

- Allows for a new balance between high recuperation and driving comfort.
- Artificial Intelligence (AI) judges environment to decide between recuperation and “sailing” - even when navigation is switched off.
- > 90% of all “reducing speed situations” can be handled without brake intervention.
- 25% of the energy needed for the excellent WLTP result come from recuperation.

Operation

Easy switch between recuperation modes with gear lever:

- “D” = Adaptive Recuperation.
- “B” = “One Pedal Operation” (known from BMW i3).



Energy recovery 87.5 MHz 10:00

Transmission position D:
Recuperation level

- Adaptive
- High
- Medium
- Low

Intelligent adjustment of braking effect through energy recovery when lifting off accelerator.

An illustration of a silver BMW iX3 driving on a road. Blue arrows point from the wheels towards the rear of the car, indicating energy recovery during deceleration.

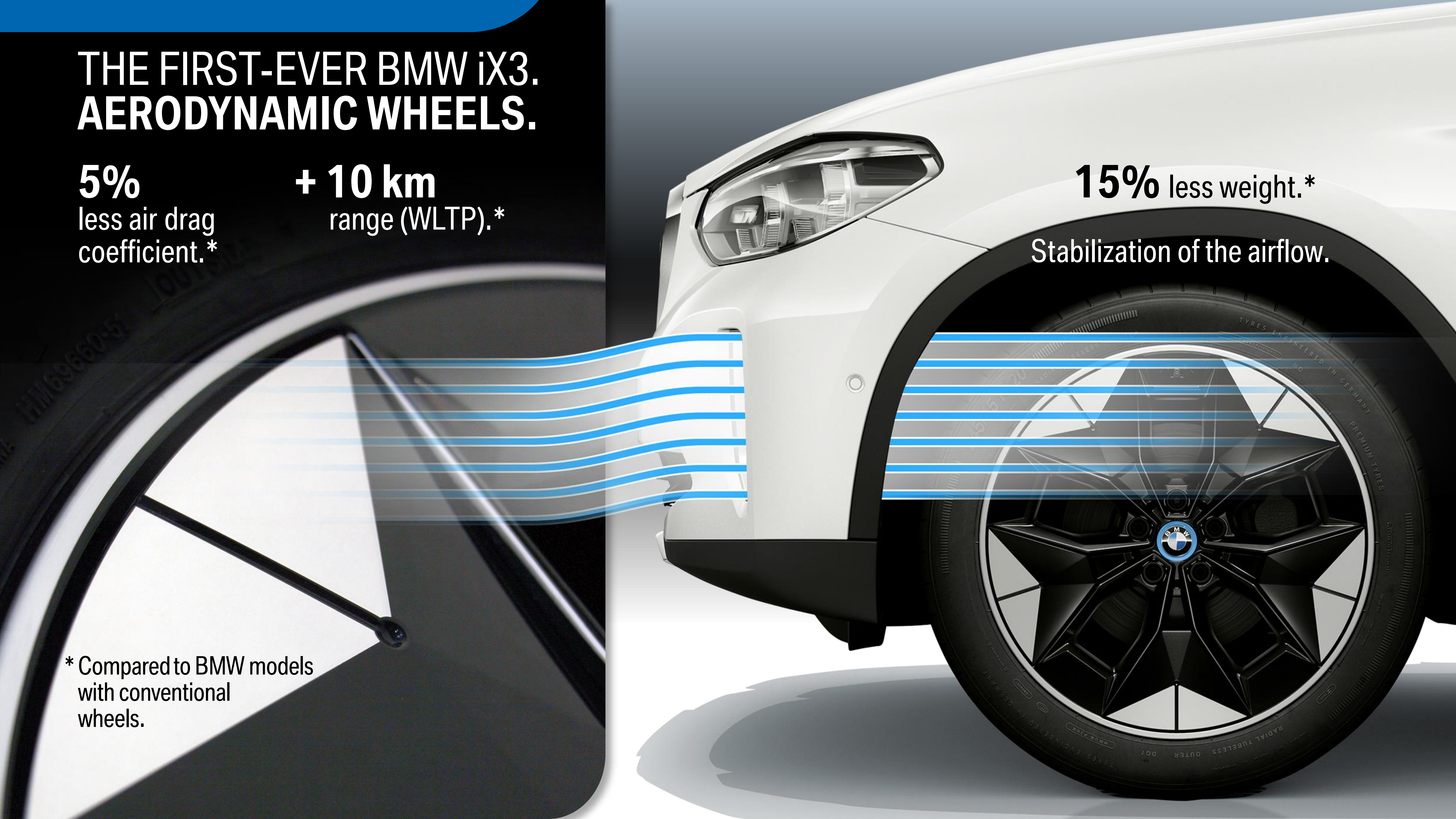
THE FIRST-EVER BMW iX3. AERODYNAMIC WHEELS.

5%
less air drag
coefficient.*

+ 10 km
range (WLTP).*

15% less weight.*
Stabilization of the airflow.

* Compared to BMW models
with conventional
wheels.



THE FIRST-EVER BMW iX3. CHARGING.

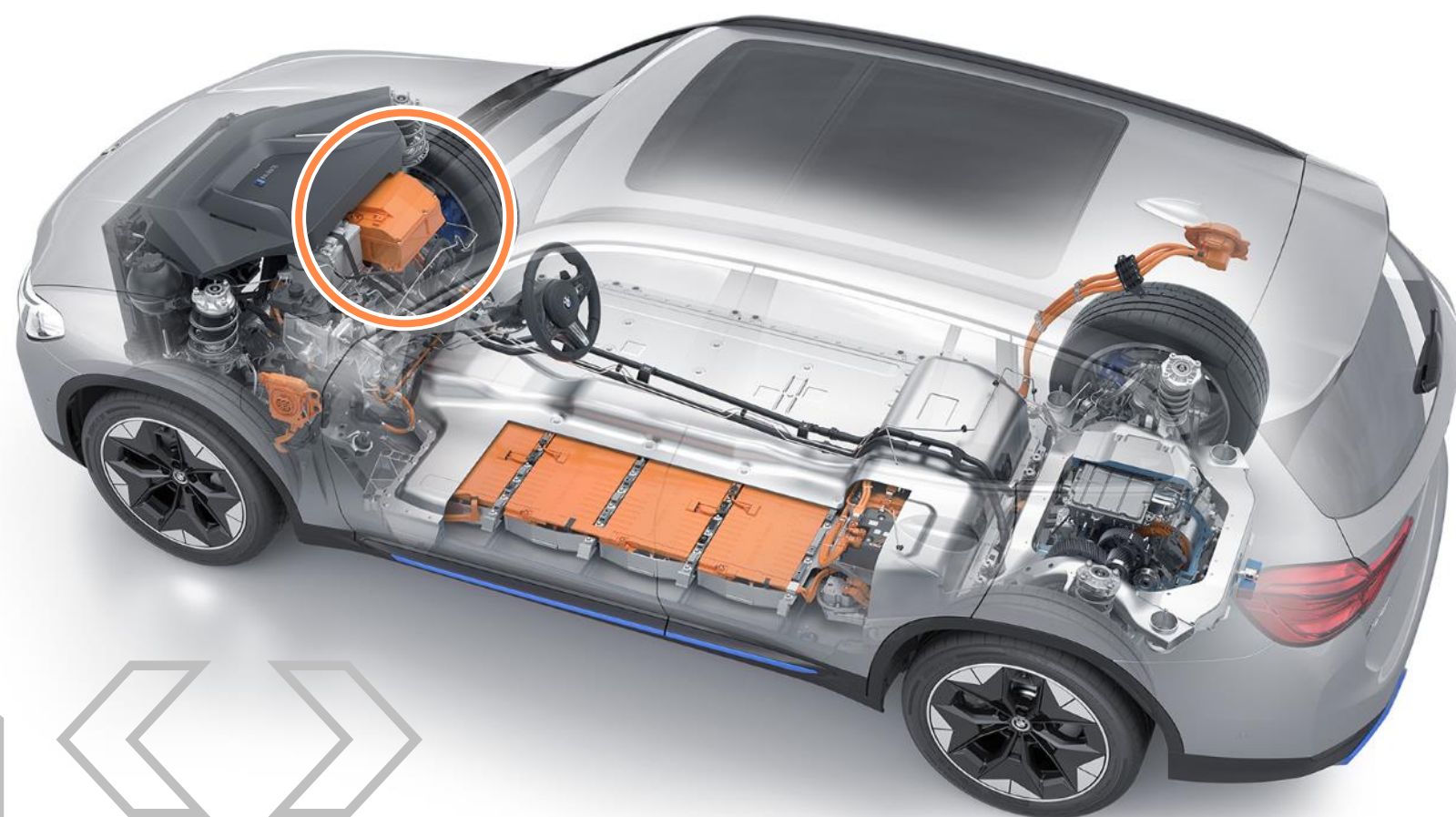
BMW Gen5 eDrive.

» First time use of:

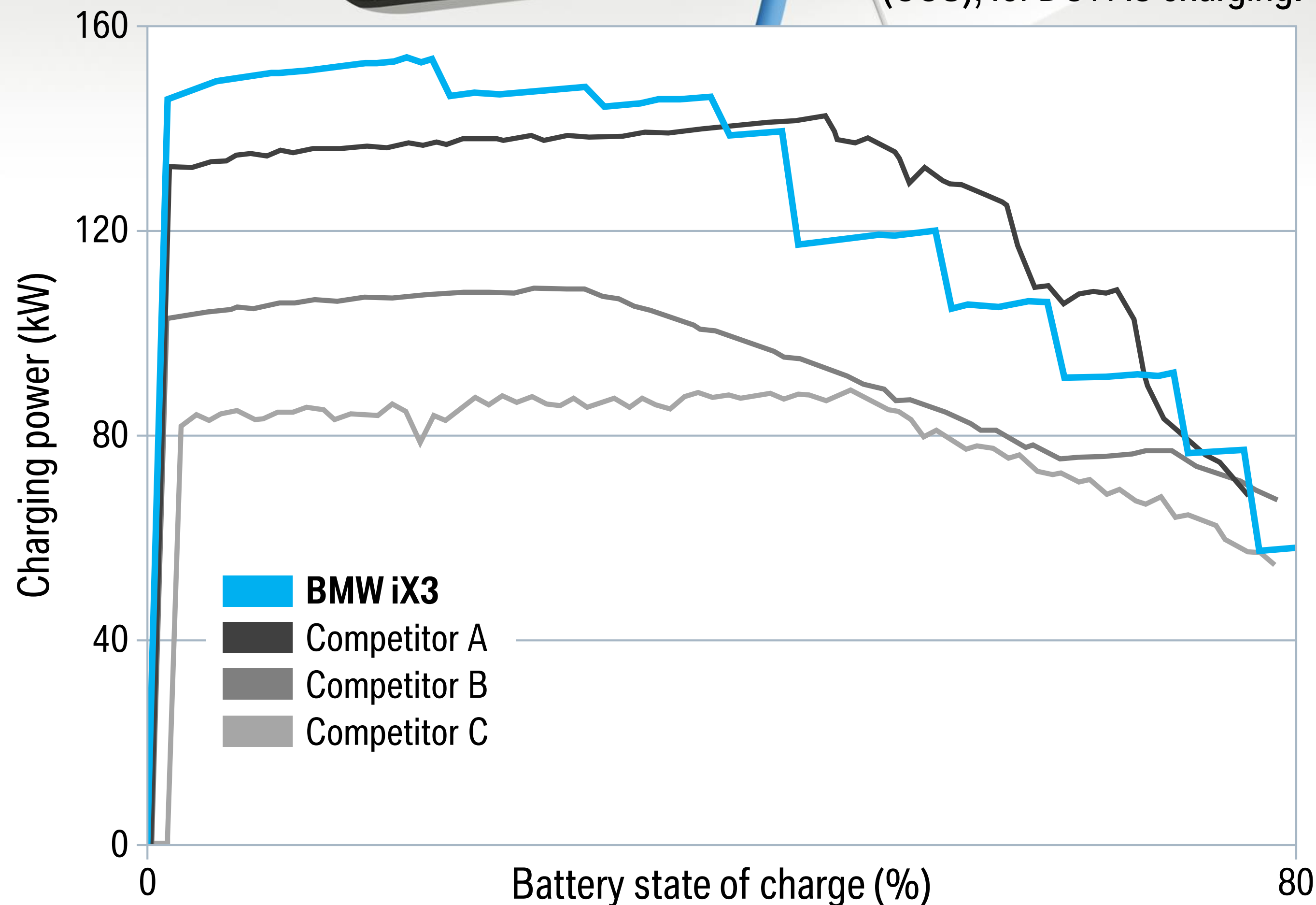
- 150kW DC charging power.
- New DC charging profile for best balance of quick charging time versus longevity.
- Automatic switch between 1- or 3-phase AC-operation, depending on grid.

» Comparison to BMW i3 (MY 2020):

- Just 1 instead of formerly 4 devices.
- 10 mins charging for 100 km WLTP range (BMW i3: 10 mins for 55 km WLTP range).



Combined Charging System, (CCS); for DC / AC charging.



THE FIRST-EVER BMW iX3. BMW CHARGING.



Home Charging

Workplace Charging



Public Charging



HPC



New:

- BMW Flexible and Mobile Fast Charger.
- BMW Wallbox.
- Smart Wallbox (by partner).
- Installation Service.

New:

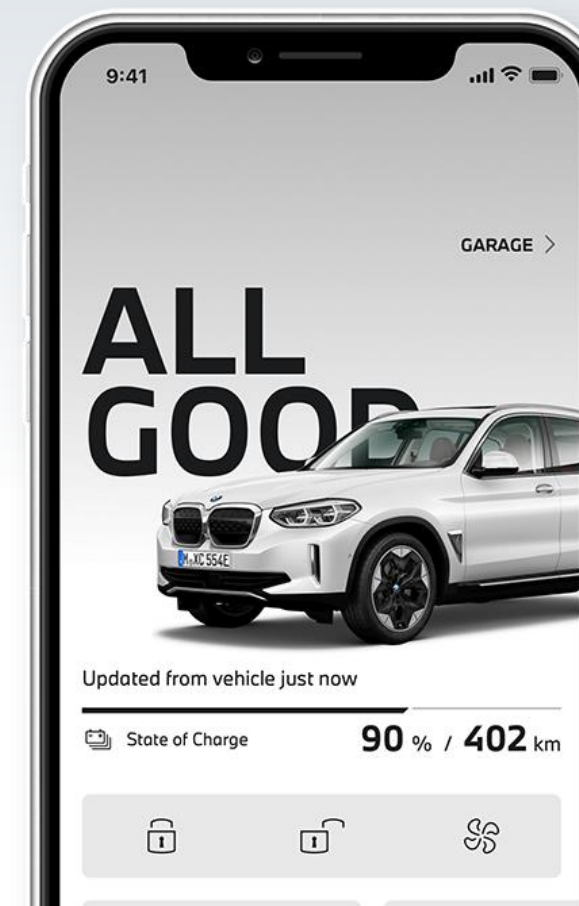
- Billing & Reimbursement for company car users.

New:

- One attractive AC pricing rate per country (0.33 €/kWh for Germany).
- Access to > 150,000 AC charging points in Europe.
- Access to > 10,000 DC charging points in Europe.

New:

- Attractive HPC pricing rate per country (0.33 €/kWh for Germany, no monthly fee for 1st year.)
- Access to > 1,150 IONITY charging points > 50 kW in Europe.

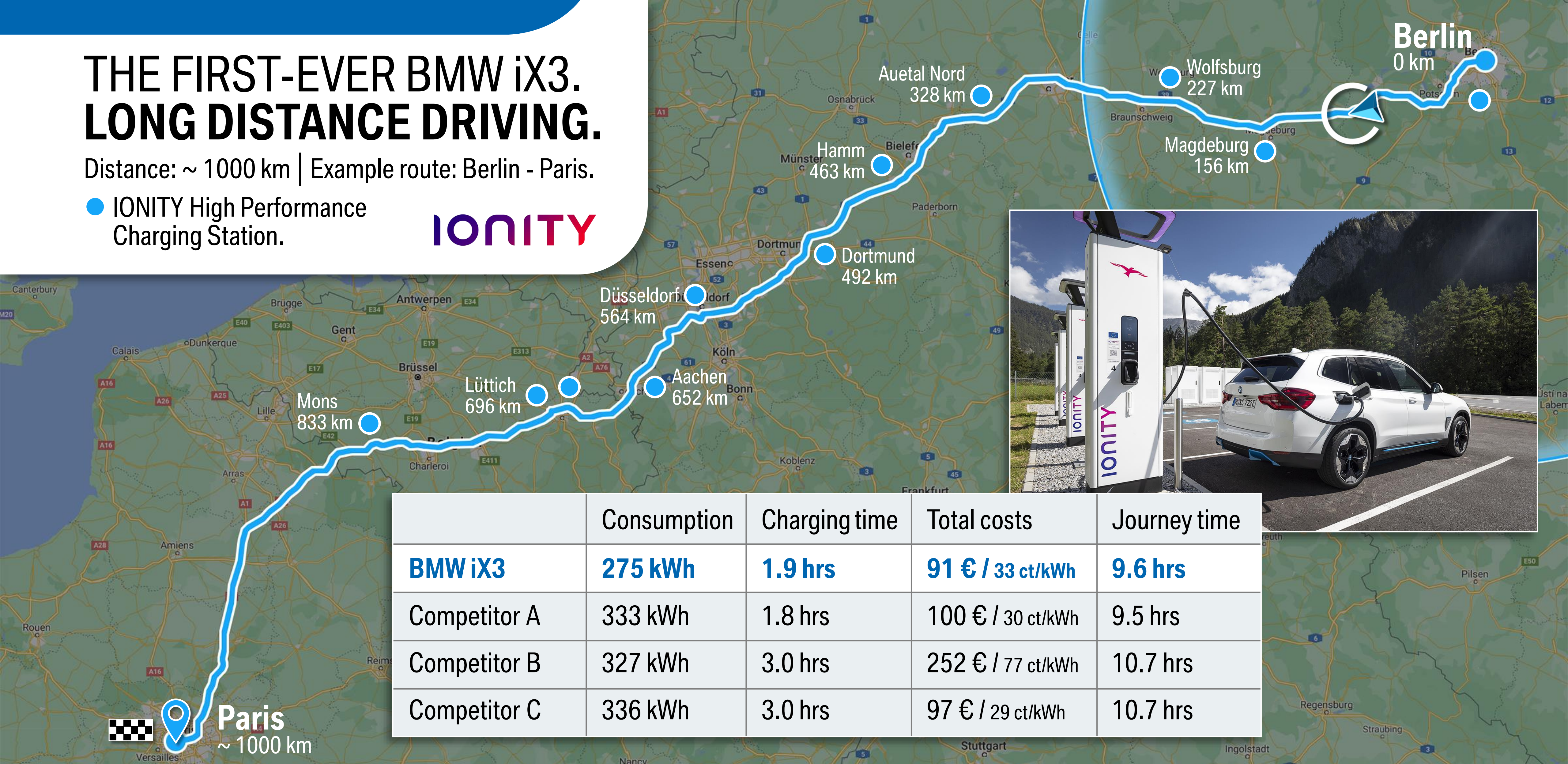


BMW Connected Charging:
For services via Smartphone
and in the car please see
separate Workshop.

THE FIRST-EVER BMW iX3. LONG DISTANCE DRIVING.

Distance: ~ 1000 km | Example route: Berlin - Paris.

- IONITY High Performance Charging Station.



	Consumption	Charging time	Total costs	Journey time
BMW iX3	275 kWh	1.9 hrs	91 € / 33 ct/kWh	9.6 hrs
Competitor A	333 kWh	1.8 hrs	100 € / 30 ct/kWh	9.5 hrs
Competitor B	327 kWh	3.0 hrs	252 € / 77 ct/kWh	10.7 hrs
Competitor C	336 kWh	3.0 hrs	97 € / 29 ct/kWh	10.7 hrs

All calculations based on: 130km/h (= WLTP consumption + 75%), intermediate chargings 0-80% SOC; start with full battery; final charge only to reach destination, 10°C outside temperature. 20°C interior temperature. Total costs based on charging provider recommendations per brand. **BMW Charging @ Ionity = 0,33 €/kWh (no monthly fee for 1 year); "Journey time" = Driving time + Charging time.**

THE FIRST-EVER BMW iX3. SUSTAINABILITY-CREDENTIALS.

Oliver Zipse, Chairman of the Board of Management of BMW AG:
“The fight against climate change and how we use resources will decide the future of our society – and of the BMW Group.”

Sourcing.

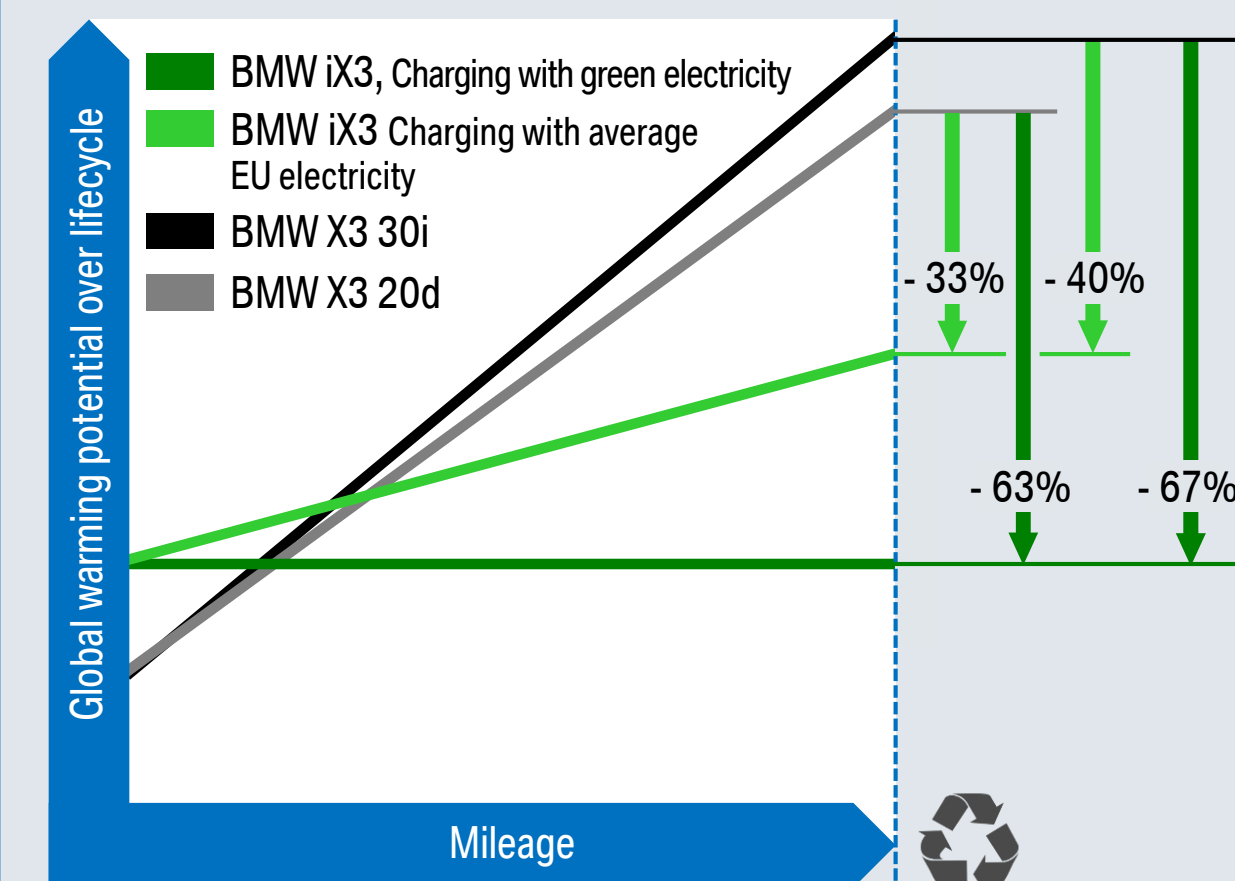


In order to take full control of the supply chain in terms of social and environmental standards, BMW Group is first to purchase Cobalt and Lithium from certified mines in Morocco and Australia, which then is supplied to the battery cell manufacturer.

Beginning with BMW eDrive Gen5 in 2020:

- No use of Rare Earth Materials.
- Cobalt reduction by another 2/3 per kWh.

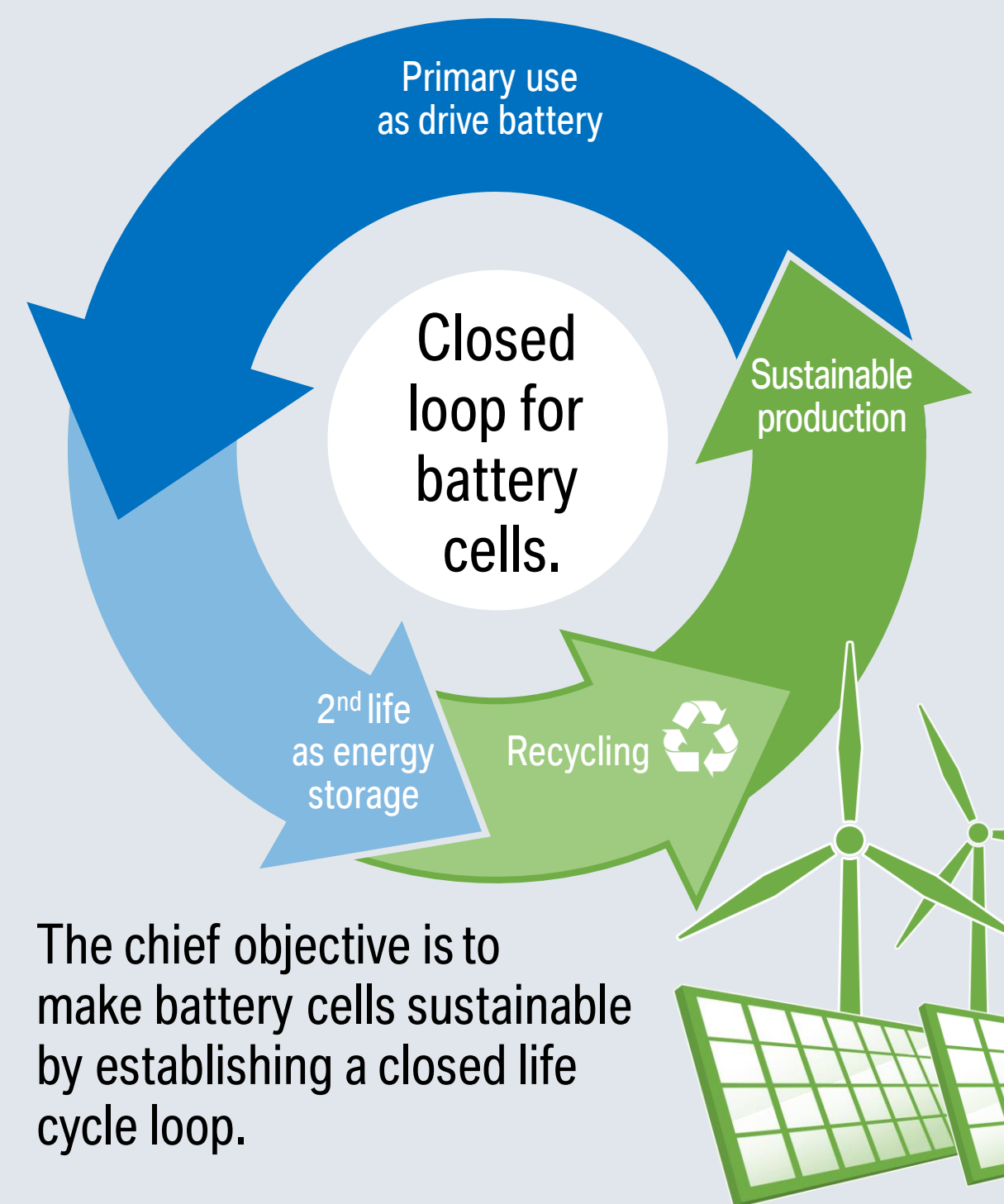
CO₂- footprint.



Production Usage* Recycling
* Consumption figures according to homologation testing WLTP.

Ever since the BMW i3 in 2013, every BMW Group xEV comes with a CO₂-footprint which is substantially lower than those of comparable conventionally powered models and which comprises CO₂ emissions from Material Sourcing, Supply Chain, Production, Use-Phase and Recycling.

Conserving resources.



The chief objective is to make battery cells sustainable by establishing a closed life cycle loop.

The BMW Group, Northvolt and Umicore operate a joint technology consortium for a complete and sustainable value chain for battery cells in Europe.

96% recycling-quote.



BMW Group has partnered with German recycling specialist Duesenfeld to establish a method that can achieve a recycling rate of up to 96% of the materials – including graphite and electrolytes.