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**The new BMW i3: Second Neue Klasse model continues holistic approach to sustainability.**

- Holistic concept targets resource efficiency and reduction in CO<sub>2</sub>e emissions.
- Decarbonization across the supply chain.
- “Design for Circularity” principle expanded to further components.

**Woodcliff Lake, NJ – March 16, 2026...**In the BMW i3, as with the BMW iX3, the BMW Group applies a 360° approach to sustainability. At its core is decarbonization throughout the entire vehicle lifecycle – from product development through the supply chain and production to the end of the use phase. In this way, the second Neue Klasse model also contributes to achieving the ambitious, overarching CO<sub>2</sub>e targets the company has set itself.

**CO<sub>2</sub>e benefits already after 1-2 years of use.**

Depending on the drivetrain variant, annual mileage and source of the electricity used for charging, the new BMW i3 50xDrive already achieves a CO<sub>2</sub>e advantage over a comparable model with an internal combustion engine after one to two years of use<sup>1</sup>.

**Decarbonization in the supply chain.**

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<sup>1</sup> The figure provided is a preliminary forecast value. The final figure will be published with the Vehicle Footprint (VFP) prior to the Start of Production (SOP).

Targeted decarbonization is a key starting point for reducing CO<sub>2</sub>e emissions throughout the supply chain. The use of renewable energies, the increasing share of secondary material, and product and process innovations – for example, in the Gen6 cell and high-voltage battery – contribute to a significant emissions reduction across the entire supply chain.

The results of this systematic approach are demonstrated by the emission reductions achieved: Specific measures during product development of the BMW i3 lowered supply chain CO<sub>2</sub>e emissions by about a third<sup>2</sup>.

### **Innovative materials and technologies for interior and exterior.**

The “Design for Circularity” principle is also systematically applied in the new BMW i3. The concept incorporates gradually increased use of secondary materials, targeted reduction of material selection and optimised dismantling capability.

For example, the BMW i3 uses 30 percent recycled plastic in its front bumper trim. At the same time, the number of different materials used for the entire bumper, excluding mounted parts, was reduced from 15 to 7, compared to the predecessor model (seventh-generation BMW 3 Series). Due to the high use of a plastic particularly suitable for recycling, the proportion of recyclable plastic was increased from approximately 46 percent in the predecessor to about 85 percent<sup>3</sup>. This enables the recovery of high-quality plastic recyclates from the vehicle.

### **Use of secondary materials in the new BMW i3.**

The new BMW i3 consists of approximately 30 percent secondary materials in total<sup>4</sup>: These include cast aluminium components, such front and rear knuckle, with 80 percent secondary material content, and cast aluminium wheel rims with 70 percent secondary aluminium.

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<sup>2</sup> The reduction is based on a comparison with industry averages from an internationally recognized LCA database. The figure provided is a preliminary forecast value. The final figure will be published with the Vehicle Footprint (VFP) prior to the Start of Production (SOP).

<sup>3</sup> Figures represent the percentage of material that can be separated by type using a shredding process and subsequent separation methods.

<sup>4</sup> The figure provided is a preliminary forecast value. The final figure will be published with the Vehicle Footprint (VFP) prior to the Start of Production (SOP).

The housing for the rear electric motor, produced at BMW Plant Landshut, comprises up to two-thirds secondary aluminium. A portion of the energy used in production comes from renewable sources.

In the Gen6 battery cells of the BMW i3 high-voltage battery, secondary materials are partially used for cobalt, lithium and nickel. Energy from renewable sources is used in manufacturing the anode and cathode materials, as well as for cell production. In comparison to the previous model's Gen5 cell, CO<sub>2</sub>e emissions were reduced by approximately 33 percent per watt hour.

Further examples of the innovative use of engineering and secondary materials include the engine compartment cover and the storage compartment under the BMW i3's hood. The starting material for these consists of 30 percent recycled maritime plastic – post-consumer material from used fishing nets and ropes – while the base material for the yarn used in the textiles for the head-liner, A-pillar and parcel shelf consists entirely of recycled material. Enhanced efficiency during use phase.

With the EfficientDynamics technology package, vehicle efficiency is optimized across all subsystems during the use phase. This encompasses aerodynamics, lightweight construction, rolling resistance and overall energy management, for example. EfficientDynamics has been employed by the BMW Group since 2007, across all drive technologies.

### **BMW Group Plant Munich undergoes extensive modernization.**

BMW Group Plant Munich is the BMW Group's main plant. For over a century, the plant in Munich's Milbertshofen district has produced premium vehicles. Over the past four years, the site has been completely modernized: In addition to a new body shop, a state-of-the-art vehicle assembly was also built, including logistics areas. The new facilities are now in the final stages of construction. Production of the new BMW i3 will get underway here in 2026. Just one year later, the Munich location will transition its production portfolio to exclusively fully-electric vehicles for the Neue Klasse. The BMW Group's oldest production site increasingly relies on renewable energies for its electricity supply and obtains 100 percent of the total external power it requires from renewable sources.

### **In line with BMW Group's sustainable development goals.**

The BMW Group's commitment to the Paris Climate Agreement and to reaching "net zero" no

later than 2050 is an integral part of its holistic 360° approach to sustainability, which is anchored in its corporate strategy. The company has set itself ambitious science-based CO<sub>2</sub>e targets for the coming years. The BMW Group intends to reduce its CO<sub>2</sub>e emissions by a total of at least 40 million tons from 2019 levels by 2030.

### **Transparency through Product Carbon Footprint.**

The BMW Group has published its vehicles' Product Carbon Footprint, as validated by the German Technical Inspection Association (TÜV), for many years in the so-called Vehicle Footprint. This report is publicly available here for all drivetrains of the new BMW 3 Series from the Start of Production and can also be accessed in the My BMW app. In this way, the BMW Group creates transparency around the percentage of secondary materials and CO<sub>2</sub>e emissions across the vehicles' entire lifecycle.

### **BMW Group in the United States**

BMW Group began operations in the U.S. over 50 years ago. In addition to the sales, marketing, and distribution of BMW, MINI, Rolls-Royce, and BMW Motorrad vehicles, BMW Group's business in the U.S. spans 30 locations in 12 states including BMW Group Financial Services, BMW Manufacturing, Designworks, BMW Technology Office USA, and BMW i Ventures. The company's U.S. plant in South Carolina is the largest single BMW production facility in the world and the global center of competence for BMW Sports Activity Vehicles. The BMW Group sales organization is represented by a nationwide network of 355 BMW retailers, 147 BMW motorcycle retailers, 104 MINI passenger car dealers, and 38 Rolls-Royce Motor Car dealers. Taken together, BMW Group's business activities in the U.S. provide and support over 120,000 jobs and contribute more than \$43.3 billion to the U.S. economy annually. For more information about BMW Group's business and products in the U.S., please visit: [PressClub.USA.](#)

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