BMW GROUP
Corporate Communications

Media Information
16 March 2026

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

+++ Holistic concept targets resource efficiency and reduction in CO_2e emissions +++ Decarbonisation across supply chain +++ "Design for Circularity" principle expanded to further components +++

Munich. In the BMW i3, as with the BMW iX3, the BMW Group applies a 360° approach to sustainability. At its core is decarbonisation 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_2e targets the company has set itself.

CO_2e benefits already after 1-2 years of use.

Depending on the drive train variant, annual mileage and source of the electricity used for charging, the new BMW i3 50xDrive already achieves a CO_2e advantage over a comparable model with an internal combustion engine after one to two years of use[1].

Decarbonisation in the supply chain.

Targeted decarbonisation is a key starting point for reducing CO_2e 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_2e emissions by about a third.[2]

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

Company
Bayerische
Motoren Werke
Aktiengesellschaft

Postal address
BMW AG
80788 München

Telephone
+49-151-601-94935

Internet
www.bmwgroup.com

[1] 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).
[2] The reduction is based on a comparison with industry averages from an internationally recognised 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).

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[3]. This enables the recovery of high-quality plastic recyclates from the vehicle.
Another example of how the "Design for Circularity" principle is implemented in the new BMW i3 is the Econeer seat covers offered as part of the "Essential" equipment line, which are made from a recyclable textile composite. The basic material for the upper fabric is 100-percent recycled PET. The use of recycled PET granulate – as the base material for the polyester yarn required – significantly reduces CO_2e emissions and water consumption during manufacturing compared to primary material. The dismantling capability of the seat cover has also been improved to facilitate a material-specific separation at the end of the lifecycle.

Use of secondary materials in the new BMW i3.

The new BMW i3 consists of approx. 30 percent secondary materials in total[4]. 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.

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_2e emissions were reduced by approx. 33 percent per watt hour.

[3] Figures represent the percentage of material that can be separated by type using a shredding process and subsequent separation methods.
[4] 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).

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 bonnet. 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 headliner, A-pillar and parcel shelf consists entirely of recycled material.

Enhanced efficiency during use phase.
With the EfficientDynamics technology package, vehicle efficiency is optimised 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 modernisation.
BMW Group Plant Munich is the BMW Group's main plant. For more than a century, the plant has been producing premium mobility in Munich's Milbertshofen district. Over the past four years, the site has been completely modernised: 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. As the BMW Group's oldest automobile production site, the plant sources 100 percent of its external electricity requirements from renewable energy.

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_2e targets for the coming years. The BMW Group intends to reduce its CO_2e emissions by a total of at least 40 million tonnes 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 drive trains 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_2e emissions across the vehicles' entire lifecycle.

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.

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 2025, the BMW Group sold 2.46 million passenger vehicles and more than 202,500 motorcycles worldwide. The profit before tax in the financial year 2025 was € 10.2 billion on revenues amounting to € 133,5 billion. As of 31 December 2025, the BMW Group had a workforce of 154,540 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 through 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