ANNUAL ACCOUNTS PRESS CONFERENCE.
18 MARCH 2020.
AGENDA.

DR. NICOLAS PETER.

OLIVER ZIPSE.
Strength through Flexibility.

Q&A.
DR. NICOLAS PETER.
MEMBER OF THE BOARD OF MANAGEMENT OF BMW AG.
FINANCE.

FINANCIAL STATEMENTS 2019
IMPROVING OUR PERFORMANCE QUARTER BY QUARTER.

<table>
<thead>
<tr>
<th></th>
<th>Q1</th>
<th>Q2</th>
<th>Q3</th>
<th>Q4</th>
</tr>
</thead>
<tbody>
<tr>
<td>2019 AUTOMOTIVE EBIT in m€</td>
<td>-310</td>
<td>1,469</td>
<td>1,515</td>
<td>1,825</td>
</tr>
</tbody>
</table>
4TH QUARTER REVENUES. STRONGEST QUARTER IN OUR HISTORY.

<table>
<thead>
<tr>
<th></th>
<th>Q4 2018*</th>
<th>Q4 2019</th>
<th>CHANGE [%]</th>
</tr>
</thead>
<tbody>
<tr>
<td>Deliveries (units)</td>
<td>656,823</td>
<td>665,803</td>
<td>+1.4</td>
</tr>
<tr>
<td>Revenues Group</td>
<td>24,482</td>
<td>29,366</td>
<td>+19.9</td>
</tr>
<tr>
<td>Earnings before tax Group [EBT]</td>
<td>1,800</td>
<td>2,055</td>
<td>+14.2</td>
</tr>
<tr>
<td>EBIT margin Automotive Segment [in %]</td>
<td>6.3</td>
<td>6.8</td>
<td>+0.5</td>
</tr>
</tbody>
</table>

* Prior year’s figures adjusted due to a change in accounting policy in connection with the adoption of IFRS 16; see note 6 to the Group Financial Statements. In addition, figures for the prior year have been adjusted due to changes in presentation of selected items, which are not material overall.
STRONG GROUP EBT
DESPITE ANTITRUST PROVISION.

<table>
<thead>
<tr>
<th></th>
<th>2018*</th>
<th>2019</th>
<th>CHANGE</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Deliveries</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>[units]</td>
<td>2,483,292</td>
<td>2,538,367</td>
<td>+2.2%</td>
</tr>
<tr>
<td><strong>Revenues</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Group</td>
<td>96,855</td>
<td>104,210</td>
<td>+7.6%</td>
</tr>
<tr>
<td><strong>Earnings</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>before tax</td>
<td>9,627</td>
<td>7,118</td>
<td>-26.1%</td>
</tr>
<tr>
<td>Group [EBT]</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

* Prior year's figures adjusted due to a change in accounting policy in connection with the adoption of IFRS 16; see note 6 to the Group Financial Statements. In addition, figures for the prior year have been adjusted due to changes in presentation of selected items, which are not material overall.
OUR **INNOVATIVE STRENGTH.**
TARGETED FOCUSED INVESTMENTS.

<table>
<thead>
<tr>
<th>Year</th>
<th>Capital Expenditure* in m€</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>2017</td>
<td>4,688</td>
<td>4.8%</td>
</tr>
<tr>
<td>2018</td>
<td>5,029</td>
<td>5.2%</td>
</tr>
<tr>
<td>2019</td>
<td>5,650</td>
<td>5.4%</td>
</tr>
</tbody>
</table>

* Excl. capitalised development costs.
GEARING OUR COMPANY TOWARDS THE FUTURE.

<table>
<thead>
<tr>
<th>Year</th>
<th>R&amp;D Expenditure (HGB) in m€</th>
<th>R&amp;D Ratio (HGB)</th>
</tr>
</thead>
<tbody>
<tr>
<td>2017</td>
<td>6,108</td>
<td>6.2%</td>
</tr>
<tr>
<td>2018</td>
<td>6,890</td>
<td>7.1%</td>
</tr>
<tr>
<td>2019</td>
<td>6,419</td>
<td>6.2%</td>
</tr>
</tbody>
</table>
**PAYOUT RATIO RISES TO 32.8%**.

<table>
<thead>
<tr>
<th>Dividend per common share in m€</th>
<th>Total dividend payout in m€</th>
</tr>
</thead>
<tbody>
<tr>
<td>2018</td>
<td>2019</td>
</tr>
<tr>
<td>3.50</td>
<td>2.50</td>
</tr>
<tr>
<td></td>
<td>2,303</td>
</tr>
<tr>
<td></td>
<td>1,646</td>
</tr>
</tbody>
</table>

**PAYOUT-RATIO.**  
32.0% → 32.8%
AUTOMOTIVE SEGMENT
BENEFITS FROM STRONG MIX.

<table>
<thead>
<tr>
<th></th>
<th>2018</th>
<th>2019</th>
<th>CHANGE [%]</th>
</tr>
</thead>
<tbody>
<tr>
<td>Deliveries [units]</td>
<td>2,483,292</td>
<td>2,538,367</td>
<td>+2.2</td>
</tr>
<tr>
<td>Revenues</td>
<td>85,846</td>
<td>91,682</td>
<td>+6.8</td>
</tr>
<tr>
<td>Earnings before interest and tax [EBIT]</td>
<td>6,182</td>
<td>4,499</td>
<td>-27.2</td>
</tr>
<tr>
<td>EBIT margin [in %]</td>
<td>7.2</td>
<td>4.9</td>
<td>-2.3</td>
</tr>
</tbody>
</table>
EBIT BRIDGE IN THE AUTOMOTIVE SEGMENT.

EBIT in bn€

2018: 6.2
2019: 4.5

- 7.2% to 4.9%

EBIT Breakdown:
+1.8 Volume/Mix/Market
-0.4 Other cost changes and costs for future technologies
-0.7 Net effect from currencies and commodities
-0.9 Depreciation
-1.5 Other operating income and expenses
PERFORMANCE NEXT.
FOCUS ON PROFITABILITY AND FREE CASH FLOW.

PROFITABILITY.
SALES.
INDIRECT SPEND.
MATERIAL COST.
...

FREE CASH FLOW.
CAPITAL EXPENDITURE.
WORKING CAPITAL.
SOLID FREE CASH FLOW IN AUTOMOTIVE SEGMENT AT 2.6 BILLION EUROS.

<table>
<thead>
<tr>
<th></th>
<th>2018</th>
<th>2019</th>
<th>2018</th>
<th>2019</th>
</tr>
</thead>
<tbody>
<tr>
<td>Free cash flow</td>
<td>2,713</td>
<td>2,567</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total capital</td>
<td></td>
<td></td>
<td>8,013</td>
<td>7,784</td>
</tr>
<tr>
<td>expenditure</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
HIGH LIQUIDITY.
STRONG FOUNDATION FOR OUR BUSINESS.

<table>
<thead>
<tr>
<th></th>
<th>2018</th>
<th>2019</th>
</tr>
</thead>
<tbody>
<tr>
<td>Liquid in m€</td>
<td>16,295</td>
<td>17,427</td>
</tr>
<tr>
<td>Marketable securities</td>
<td>10,979</td>
<td>12,036</td>
</tr>
<tr>
<td>Cash and cash equivalents</td>
<td>5,316</td>
<td>5,391</td>
</tr>
</tbody>
</table>
## FINANCIAL SERVICES SEGMENT
WITH STRONG PERFORMANCE.

<table>
<thead>
<tr>
<th></th>
<th>2018*</th>
<th>2019</th>
<th>CHANGE</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Contracts with new customer [units]</strong></td>
<td>1,908,640</td>
<td>2,003,782</td>
<td>+5.0</td>
</tr>
<tr>
<td><strong>Total volume of new customer contracts</strong></td>
<td>55,817</td>
<td>61,353</td>
<td>+9.9</td>
</tr>
<tr>
<td><strong>Earnings before tax [EBT]</strong></td>
<td>2,143</td>
<td>2,272</td>
<td>+6.0</td>
</tr>
<tr>
<td><strong>Return on equity [in %]</strong></td>
<td>14.8</td>
<td>15.0</td>
<td>+0.2</td>
</tr>
<tr>
<td><strong>Penetration rate [in %]</strong></td>
<td>50.1</td>
<td>52.2</td>
<td>+2.1</td>
</tr>
</tbody>
</table>

* Prior year’s figures adjusted due to a change in accounting policy in connection with the adoption of IFRS 16; see note 6 to the Group Financial Statements. In addition, figures for the prior year have been adjusted due to changes in presentation of selected items, which are not material overall.
MOTORCYCLES SEGMENT
WITH 9TH CONSECUTIVE SALES RECORD.

<table>
<thead>
<tr>
<th></th>
<th>2018</th>
<th>2019</th>
<th>CHANGE [%]</th>
</tr>
</thead>
<tbody>
<tr>
<td>Deliveries [units]</td>
<td>165,566</td>
<td>175,162</td>
<td>+5.8</td>
</tr>
<tr>
<td>Revenues</td>
<td>2,173</td>
<td>2,368</td>
<td>+9.0</td>
</tr>
<tr>
<td>Earnings before interest and tax [EBIT]</td>
<td>175</td>
<td>194</td>
<td>+10.9</td>
</tr>
<tr>
<td>EBIT margin [in %]</td>
<td>8.1</td>
<td>8.2</td>
<td>+0.1</td>
</tr>
<tr>
<td>Earnings before tax [EBT]</td>
<td>169</td>
<td>187</td>
<td>+10.7</td>
</tr>
</tbody>
</table>
COMBINED RESULT OF OTHER ENTITIES SEGMENT/ELIMINATIONS.

<table>
<thead>
<tr>
<th></th>
<th>2018*</th>
<th>2019</th>
<th>CHANGE [%]</th>
</tr>
</thead>
<tbody>
<tr>
<td>Automotive</td>
<td>6,977</td>
<td>4,467</td>
<td>-36.0</td>
</tr>
<tr>
<td>Motorcycles</td>
<td>169</td>
<td>187</td>
<td>+10.7</td>
</tr>
<tr>
<td>Financial Services</td>
<td>2,143</td>
<td>2,272</td>
<td>+6.0</td>
</tr>
<tr>
<td>Other Entities/Eliminations</td>
<td>338</td>
<td>192</td>
<td>-43.2</td>
</tr>
<tr>
<td>Group EBT</td>
<td>9,627</td>
<td>7,118</td>
<td>-26.1</td>
</tr>
</tbody>
</table>

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In addition, figures for the prior year have been adjusted due to changes in presentation of selected items, which are not material overall.
SOLIDIFYING OUR FINANCIAL STRENGTH.

GROWTH IN THE RIGHT SEGMENTS.

CLEAR PRIORITIES TO STRENGTHEN OUR CORE BUSINESS.

EMISSIONS-FREE MOBILITY IN THE FOCUS.
OUTLOOK 2020.
TRANSPARENCY IN UNCERTAIN TIMES.

GROUP EARNINGS BEFORE TAX.
Significant decrease.

SIZE OF WORKFORCE
at year-end on par with previous year’s level.

DELIVERIES.
Significant decrease.

EBIT-MARGIN
between 2 and 4%.

DELIVERIES.
Slight decrease.

EBIT-MARGIN
between 6 and 8%.

RETURN ON EQUITY.
Slight decrease.
STRENGTH THROUGH FLEXIBILITY.

OLIVER ZIPSE.
CHAIRMAN OF THE BOARD OF MANAGEMENT OF BMW AG.
30 BN. EUROS INVESTMENT IN R&D.
STRONG FOCUS ON SUSTAINABLE MOBILITY.
CHALLENGES. MANIFOLD AND SIMULTANEOUS.

REGULATION.

COMPETITION.

CLIMATE CHANGE.

URBANISATION.

DIGITALISATION.

NEXT-LEVEL INNOVATION.
We take on business, environmental and societal challenges.

We take responsibility for the mobility of tomorrow with a compelling offering and through sustainable management.

WHAT do we stand for?
POSITION.
HOW do we achieve our goals?

COOPERATION.

We deliver **top performance**.
Each of us makes a contribution, based on our values.
We work hand in hand internally and with our external partners.
This is how we achieve maximum effectiveness and lead the company to shared success.
THE WORLD’S LEADING PREMIUM CAR COMPANY. NEW ALL-TIME HIGHS.
LEADING PROVIDER OF ELECTRIFIED CARS.
OVER 146,000 UNITS SOLD IN 2019.

SALES.
ELECTRIFIED CARS.

<table>
<thead>
<tr>
<th>Year</th>
<th>Units</th>
</tr>
</thead>
<tbody>
<tr>
<td>2014</td>
<td>17,805</td>
</tr>
<tr>
<td>2015</td>
<td>32,732</td>
</tr>
<tr>
<td>2016</td>
<td>61,873</td>
</tr>
<tr>
<td>2017</td>
<td>103,103</td>
</tr>
<tr>
<td>2018</td>
<td>142,386</td>
</tr>
<tr>
<td>2019</td>
<td>146,160</td>
</tr>
</tbody>
</table>

END OF 2019
>500,000
ON THE ROAD.
SUSTAINABLE URBAN MOBILITY FOR EVERYONE.
MINI ELECTRIC.
ARCHITECTURES.
MODULAR, SCALABLE, INTELLIGENT.

ONE INTELLIGENT ARCHITECTURE FOR ALL DRIVE TRAINS.

COMBUSTION ENGINES.
PLUG-IN HYBRID.
BATTERY-ELECTRIC.
OUR WORKFORCE.
HIGH LEVEL OF INVESTMENT IN FUTURE SKILLS.

OVER 46,000 EMPLOYEES
ALREADY TRAINED IN E-MOBILITY.

2,000 EMPLOYEES IN THE PRODUCTION
OF ELECTRIC POWERTRAIN COMPONENTS
IN THE MEDIUM TERM.

115,000 EMPLOYEES IN THE WORLDWIDE
DEALER NETWORK TRAINED IN E-MOBILITY.

SPENDING ON TRAINING AND DEVELOPMENT.
in m€

143 179 246 282 288 335 350 352 349 373 370
ONE OF THE BIGGEST IT EMPLOYERS IN GERMANY. EXPANDING OUR DIGITAL EXPERTISE.

IT AT THE BMW GROUP.

7,200 EMPLOYEES IN IT AND SOFTWARE DEVELOPMENT.
4,500 EMPLOYEES IN DATA ANALYTICS.

JOINT VENTURE “CRITICAL TECHWORKS”.

DEVELOPING GROUND-BREAKING ON- AND OFFBOARD APPLICATIONS.

OVER 600 EMPLOYEES AT LOCATIONS IN LISBON AND PORTO IN PORTUGAL.
PROFITABILITY. HIGHEST LONG-TERM RATING OF ALL EUROPEAN OEMS.


MOODY’s.
END-TO-END BATTERY CELL COMPETENCE.
LEADING EXPERTISE AND RESPONSIBILITY.

LONG-TERM SUPPLY CONTRACTS
WITH CATL AND SAMSUNG SDI.

FULL RESOURCE TRANSPARENCY THROUGH
DIRECT SOURCING OF COBALT AND LITHIUM.

NEW BATTERY CELL COMPETENCE CENTRE
MAPS THE ENTIRE VALUE CHAIN
OF BATTERY CELL TECHNOLOGY.

DOUBLING THE OPERATING RANGE OF OUR
ELECTRIC VEHICLES BY 2030 (BASIS: BMW i3).
DESIGN.

SAFETY.

PRODUCING 11,000 CARS PER DAY.

4,500 SUPPLIER LOCATIONS.

THOUSANDS OF PARTS PER VEHICLE.

HIGH QUALITY AND PRECISION.

CUSTOMISABLE.

FLEXIBLE FOR CUSTOMER DEMAND.

COMPETITIVE PRICING.

PROFITABLE.

MANAGING MILLIONS OF CUSTOMERS IN SALES, FINANCIAL SERVICES AND AFTERSALES.

4,800 DEALERS IN 160 COUNTRIES.

IN COMPLIANCE WITH REGULATION.

ELECTRIFIED AND EFFICIENT CONVENTIONAL ENGINES.

AUTOMATED DRIVING.

DIGITAL SERVICES AND INTERFACES.

ECO-FRIENDLY IN PRODUCTION AND OPERATION.

SYSTEM INTEGRATION.
MASTERYING COMPLEXITY.
POWER OF CHOICE.

VARIETY OF DRIVE TRAINS FOR THE BMW X3.

BMW X3. PETROL & DIESEL.

BMW X3 xDRIVE 30e.

BMW iX3.
BMW i4 (2021).

UP TO 600 KM RANGE (BASED ON WLTP).

UP TO 530 HP

5TH GENERATION BMW eDRIVE WITHOUT ANY RARE EARTHS.

BUILT IN MUNICH.
MORE THAN A MILESTONE. BMW iNEXT.

FULLY-ELECTRIC SAV.

ENABLED FOR HIGHLY-AUTOMATED DRIVING (LEVEL 3) ON HIGHWAYS.

BUILT IN DINGOLFING.

BMW iNEXT (2021).
ELECTRIFIED VEHICLES.
ONE MILLION ON THE ROAD BY THE END OF 2021.

2021
25% ELECTRIFIED.

2025
33% ELECTRIFIED.

2030
50% ELECTRIFIED.

EUROPEAN NEW VEHICLE FLEET.

ROADMAP

EU SALES YTD FEBRUARY.
26.2% INCREASE ON PREVIOUS YEAR.
EVERY 10TH VEHICLE SOLD WAS ELECTRIFIED.
BMW IS MARKET LEADER FOR ELECTRIFIED VEHICLES IN GERMANY.

BEV & PHEV MARKET SHARE 2019.
GERMANY.

BMW 21%
MINI 3%
OTHER OEMs

BEV & PHEV SEGMENT SHARE 2019.
EU-28 PLUS NORWAY.

BMW GROUP Ø 8.6%
ALL OEMs Ø 3.5%

GER 6.6% UK 8.2% IT 4.8% FR 7.5% ESP 5.2% BEL 10.1% NET 12.1% SWE 19.4% AUS 7.8% NOR 10.1% OTHERS

NOR AUS SWE NET BEL IT FR ESP UK GER
NEW PLUG-IN-HYBRID MODELS.
BMW 3 SERIES TOURING, BMW X2, BMW X1.
ACTIVE IN SIX COUNTRIES – NORTHERN EUROPE TO FOLLOW IN SUMMER.

SINCE MARCH.
AUSTRIA.
GERMANY.
FRANCE.
BELGIUM.
NETHERLANDS.
SWITZERLAND.

FROM JULY ON.
SWEDEN.
NORWAY.
UNITED KINGDOM.

BMW eDRIVE ZONES.
ALREADY ACTIVE IN OVER 80 EUROPEAN CITIES.

GERMANY. ALL 60 CITIES WITH "GREEN ZONES".
FRANCE. PARIS, LYON, MARSEILLE, BORDEAUX, STRASBOURG.
NETHERLANDS. AMSTERDAM, ROTTERDAM, UTRECHT, THE HAGUE.
BELGIUM. BRUSSELS, ANTWERP, BRUGES, GENT.
AUSTRIA. VIENNA, SALZBURG, INNSBRUCK, LINZ, GRAZ.
SWITZERLAND. ZURICH, GENF, BASEL, BERN, LUCERNE.
SWEDEN. NORWAY. UK. 3 CITIES PLANNED EACH.
EFFICIENT DYNAMICS.
OUR SUCCESS STORY WILL CONTINUE.

EFFICIENT DYNAMICS.
MILESTONES.

2007
AUTOMATIC START/STOP FUNCTION.

2013
BMW i3: FULLY ELECTRIC SERIES-PRODUCTION CAR.

2019
48 VOLT MILD HYBRID TECHNOLOGY.

2010
HIGH-PRECISION INJECTION.

2016
3rd GENERATION AIR FLAP CONTROL IN BMW 7 SERIES.

2020
5th GENERATION BMW eDRIVE TECHNOLOGY IN BMW iX3.

FUTURE.
THE NEW BMW 118i.
15% LESS CO$_2$ COMPARED TO PREDECESSOR.
ROLL-OUT 48-VOLT MILD HYBRID TECHNOLOGY. STARTING WITH HIGH VOLUME MODELS.
WE WILL REACH OUR EU TARGETS FOR 2020/2021. WE TAKE CLIMATE PROTECTION SERIOUSLY.

**CO₂-EMISSIONS.**
New passenger vehicles [g CO₂ / km].

-17% 2006 – 2008

-20% 2019 – 2020
EFFECTIVE SUSTAINABILITY.
WE TAKE ACTION TODAY FOR FUTURE GENERATIONS.

SUSTAINABLE PRODUCTION.
- Benchmark reduction of water use per vehicle.
- CO₂-emissions: -25% vs. 2018.
- External electricity sourcing 100% renewable.

SUSTAINABILITY IN THE SUPPLY CHAIN.
- Direct sourcing of Cobalt/Lithium.
- No rare earth materials in electric engines (Gen5).

VEHICLE EMISSIONS.
- Certified CO₂ footprint for PHEVs.
- CO₂ emissions EU fleet: -50% by end of 2020 (vs. 1995).
- 12 electrified models on offer, >500,000 xEVs delivered to customers.

CONSISTENT RECYCLING.
- All vehicles 95% recyclable.
- Up to 20% of plastics in vehicles are made from recycled material.

HOLISTIC APPROACH.
WE ARE A DIGITAL COMPANY. INTEGRATED SOLUTIONS ACROSS ALL BUSINESS UNITS.

GLOBALLY OPERATING INTEGRATED BUSINESS AND IT TEAMS.

Technology and data-driven optimisation across the entire value chain.

Innovative strength through cooperation agreements and focused development of core IT competencies.

Ongoing efficiency improvement in a data-driven company.

Reduction of time to market through cloud-platform solutions integrated in customer ecosystems.
DIGITAL SOLUTIONS.
INNOVATIVE AND EFFECTIVE USE CASES.

PURCHASING.
RETRACEABILITY BY BLOCKCHAIN.

FINANCIAL SERVICES.
100% DIGITAL PROCESSES.

CAR.
REMOTE SOFTWARE UPGRADE.

PRODUCTION.
ARTIFICIAL INTELLIGENCE APPLICATIONS.
YOUR NOW. PART OF THE SOLUTION IN OVER 1,300 CITIES WORLDWIDE.

588 MIO. TRANSACTIONS.

>90 MIO. REGISTERED CUSTOMERS.

3.8 BN. GMV RUN RATE.

FREE NOW   SHARE NOW  REACH NOW  PARK NOW  CHARGE NOW
MODEL OFFENSIVE. WE ARE GOING AFTER THE COMPETITION – IN ALL SEGMENTS.

BMW 2 SERIES GRAN COUPÉ.

BMW M8 GRAN COUPÉ.

BMW X6 M & BMW X5 M.
CONSUMPTION AND EMISSION DATA.

MINI Cooper SE.
Fuel consumption in l/100km (combined): 0; Power consumption in kWh/100 km (combined): 16.8 – 14.8; CO₂-emissions in g/km (combined): 0.

BMW 118i.
Fuel consumption in l/100 km (combined): 5.7 – 5.0; CO₂-emissions in g/km (combined): 129 – 113

BMW M235i xDrive Gran Coupé.
Fuel consumption in l/100 km (combined): 7.1 – 6.7; CO₂-Emissions in g/km (combined): 162 – 153.

BMW 330e Touring*.
Fuel consumption in l/100 km (combined): 2.1 – 1.7; Power consumption in kWh/100 km (combined): 19.4 – 15.7; CO₂-emissions in g/km (combined): 48 – 39.

BMW 330e xDrive Touring*.
Fuel consumption in l/100 km (combined): 2.5 – 2.0; Power consumption in kWh/100 km (combined): 22.3 – 17.8; CO₂-emissions in g/km (combined): 56 – 46.

BMW 330e Sedan.
Fuel consumption in l/100 km (combined): 1.7 – 1.6; Power consumption in kWh/100 km (combined): 15.0 – 14.8; CO₂-emissions in g/km (combined): 38 – 36.

BMW 330e xDrive Sedan*.
Fuel consumption in l/100 km (combined): 2.3 – 1.8; Power consumption in kWh/100 km (combined): 21.3 – 16.7; CO₂-emissions in g/km (combined): 52 – 42.

BMW X1 xDrive25e.
Fuel consumption in l/100 km (combined): 1.9; Power consumption in kWh/100 km (combined): 13.8; CO₂-emissions in g/km (combined): 43.

BMW X2 xDrive25e*.
Fuel consumption in l/100 km (combined): 2.1 – 1.9; Power consumption in kWh/100 km (combined): 14.2 – 13.7; CO₂-emissions in g/km (combined): 47 – 43 g/km.

BMW X3 xDrive30e.
Fuel consumption in l/100 km (combined): 2.4 – 2.1; Power consumption in kWh/100 km (combined): 17.1 – 16.4; CO₂-emissions in g/km (combined): 54 – 48.

BMW X3 xDrive20d.
Fuel consumption in l/100 km (combined): 5.1 – 4.8; CO₂-emissions in g/km (combined): 134 – 126.

BMW iX3*.
Fuel consumption in l/100 km (combined): 0; Power consumption in kWh/100 km (combined): < 20; CO₂-emissions in g/km (combined): 0.

BMW X4 xDrive20d.
Fuel consumption in l/100 km (combined): 5.1 – 4.8; CO₂-emissions in g/km (combined): 133 – 125.

BMW X5 xDrive45e.
Fuel consumption in l/100 km (combined): 2.0 – 1.7; Power consumption in kWh/100 km (combined): 23.5 – 21.3; CO₂-Emissions in g/km (combined): 46 – 38.

BMW X5 M.
Fuel consumption in l/100 km (combined): 13; CO₂-emissions in g/km (combined): 296.

BMW X6 M Competition.
Fuel consumption in l/100 km (combined): 12.7; CO₂-emissions in g/km (combined): 289.

BMW M8 Competition Gran Coupé.
Fuel consumption in l/100 km (combined): 10.7; CO₂-emissions in g/km (combined): 244.

BMW M8 Competition Convertible.
Fuel consumption in l/100 km (combined): 10.8; CO₂-emissions in g/km (combined): 246.

* Provisional figures

Fuel consumption, CO₂ emission figures and power consumption were measured using the methods required according to Regulation (EC) 2007/715 as amended. The figures are calculated using a vehicle fitted with basic equipment in Germany, the ranges stated take into account differences in selected wheel and tyre sizes as well as the optional equipment. They may change during configuration. The figures have already been calculated based on the new WLTP test cycle and adapted to NEDC for comparison purposes. In these vehicles, different figures than those published here may apply for the assessment of taxes and other vehicle-related duties which are (also) based on CO₂ emissions. For further details of the official fuel consumption figures and official specific CO₂ emissions of new cars, please refer to the “Manual on fuel consumption, CO₂ emissions and power consumption of new cars”, available free of charge at all sales outlets, from Deutsche Automobil Treuhand GmbH (DAT), Hellmuth-Hirth-Str. 1, 73760 Ostfildern-Scharnhausen and at https://www.dat.de/co2/.