BMW GROUP

30 JUNE 2026

HALF-YEAR REPORT

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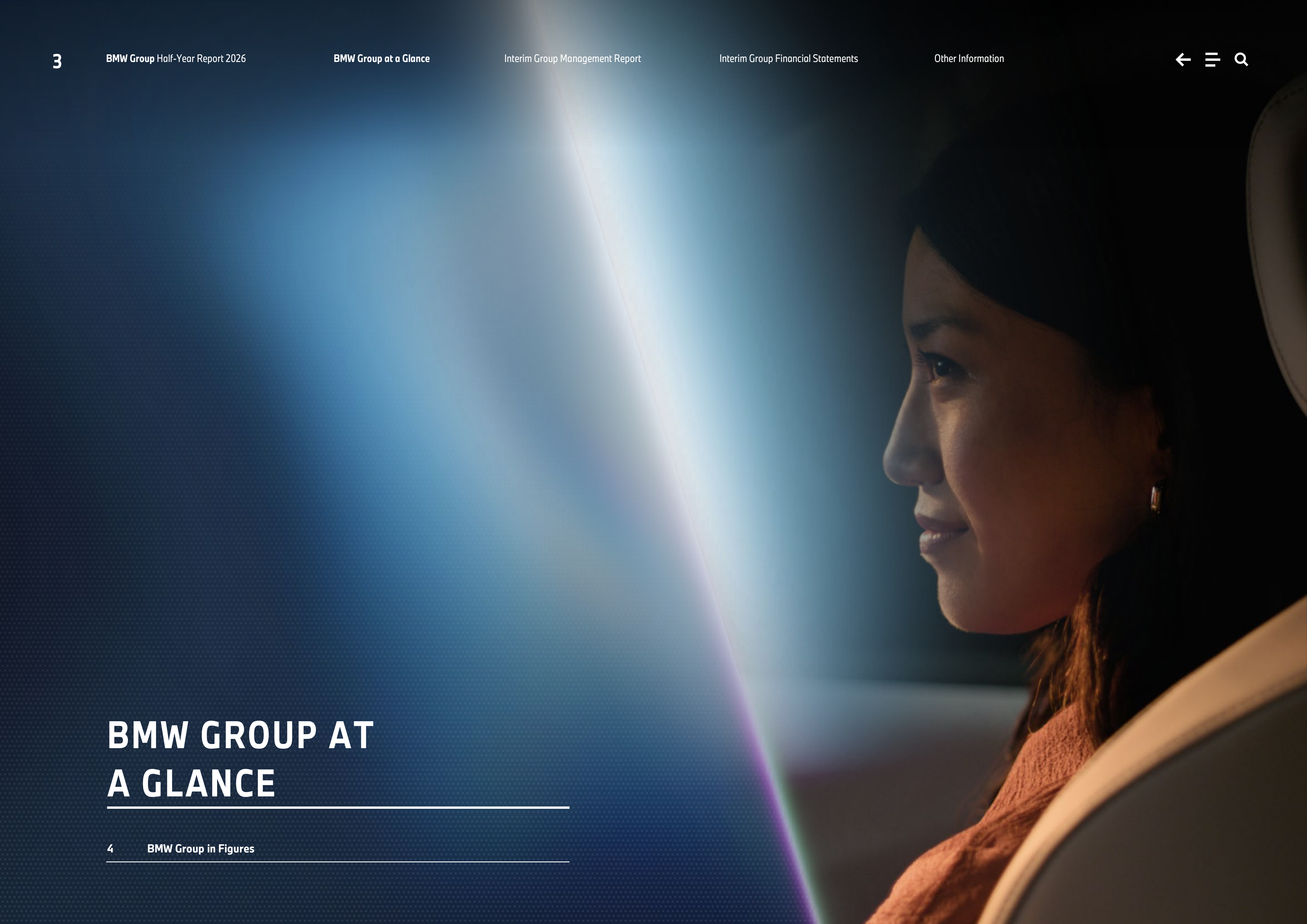

BMW GROUP AT A GLANCE

BMW GROUP IN FIGURES

KEY PERFORMANCE INDICATORS

		2nd quarter 2026	2nd quarter 2025	Change in %	1 January to 30 June 2026	1 January to 30 June 2025	Change in %
GROUP							
Profit before tax	€ million	1,697	2,614	– 35.1	4,045	5,727	– 29.4
AUTOMOTIVE SEGMENT							
Deliveries	units	590,947	621,477	– 4.9	1,156,727	1,207,594	– 4.2
Share of all-electric cars in deliveries	%	19.8	17.9	10.6	17.7	18.3	– 3.3
EBIT margin[1]	%	2.3	5.4	– 57.4	3.6	6.2	– 41.9
MOTORCYCLES SEGMENT							
Deliveries	units	60,112	61,300	– 1.9	102,847	105,909	– 2.9
EBIT margin[1]	%	15.2	14.2	7.0	13.5	12.0	12.5

FURTHER PERFORMANCE FIGURES

		2nd quarter 2026	2nd quarter 2025	Change in %	1 January to 30 June 2026	1 January to 30 June 2025	Change in %
GROUP							
EBT Margin[2]	%	5.4	7.7	– 29.9	6.5	8.5	– 23.5
Earnings per ordinary share[3,4]	€	2.05	2.85	– 28.1	4.73	6.23	– 24.1
Earnings per preferred share[3,4]	€		2.86	–		6.24	–
AUTOMOTIVE SEGMENT							
Free cash flow	€ million	513	1,932	– 73.4	1,290	2,345	– 45.0

[1] Profit before financial result and taxes as percentage of segment revenues.
[2] Group profit before tax as a percentage of Group revenues.
[3] Ordinary / preferred shares. In calculating earnings per preferred share, earnings to cover the additional dividend of € 0.02 per preferred share are spread over the quarters of the corresponding financial year.
[4] Following the amendment to the Articles of Incorporation on 30 June 2026, all non-voting preferred shares have been converted into ordinary shares with voting rights ↗ Share buyback programme.

FURTHER PERFORMANCE FIGURES

		2nd quarter 2026	2nd quarter 2025	Change in %	1 January to 30 June 2026	1 January to 30 June 2025	Change in %
GROUP							
Group revenues	**€ million**	**31,259**	**33,927**	**– 7.9**	**62,266**	**67,685**	**– 8.0**
Automotive	€ million	27,162	29,443	– 7.7	54,321	58,654	– 7.4
Motorcycles	€ million	929	961	– 3.3	1,708	1,767	– 3.3
Financial Services	€ million	10,151	9,978	1.7	19,988	20,104	– 0.6
Other Entities	€ million	3	3	–	6	6	–
Eliminations	€ million	– 6,986	– 6,458	8.2	– 13,757	– 12,846	7.1
Group profit/loss before financial result and taxes (EBIT)	**€ million**	**1,631**	**2,661**	**– 38.7**	**3,635**	**5,803**	**– 37.4**
Automotive	€ million	629	1,602	– 60.7	1,974	3,626	– 45.6
Motorcycles	€ million	141	136	3.7	230	212	8.5
Financial Services	€ million	647	591	9.5	1,000	1,243	– 19.5
Other Entities	€ million	– 6	– 3	–	– 4	– 9	– 55.6
Eliminations	€ million	220	335	– 34.3	435	731	– 40.5
Group profit/loss before tax (EBT)	**€ million**	**1,697**	**2,614**	**– 35.1**	**4,045**	**5,727**	**– 29.4**
Automotive	€ million	559	1,613	– 65.3	1,825	3,517	– 48.1
Motorcycles	€ million	140	136	2.9	228	211	8.1
Financial Services	€ million	627	542	15.7	1,008	1,192	– 15.4
Other Entities	€ million	283	177	59.9	826	472	75.0
Eliminations	€ million	88	146	– 39.7	158	335	– 52.8
Group income taxes	**€ million**	**– 497**	**– 772**	**– 35.6**	**– 1,173**	**– 1,712**	**– 31.5**
Group net profit/loss	**€ million**	**1,200**	**1,842**	**– 34.9**	**2,872**	**4,015**	**– 28.5**

FURTHER PERFORMANCE FIGURES

		2nd quarter 2026	2nd quarter 2025	Change in %	1 January to 30 June 2026	1 January to 30 June 2025	Change in %
AUTOMOTIVE SEGMENT							
Deliveries	**units**	**590,947**	**621,477**	**– 4.9**	**1,156,727**	**1,207,594**	**– 4.2**
BMW	units	508,663	550,839	– 7.7	1,004,669	1,070,960	– 6.2
MINI	units	81,032	69,223	17.1	149,535	133,838	11.7
Rolls-Royce	units	1,252	1,415	– 11.5	2,523	2,796	– 9.8
Production volume	**units**	**637,701**	**611,079**	**4.4**	**1,267,511**	**1,238,608**	2.3
FINANCIAL SERVICES SEGMENT							
New contracts leasing/credit financing		**445,876**	**421,861**	**5.7**	**866,088**	**824,672**	**5.0**

INTERIM GROUP MANAGEMENT REPORT

FINANCIAL PERFORMANCE

The BMW Group's business performance in the first half of 2026 presented a mixed picture. After a solid start to the year, the economic and geopolitical situation deteriorated noticeably in the second quarter. The accelerating market downturn in China and the effects of the ongoing conflict in the Middle East weighed on operating performance and therefore on earnings. The course of business was underpinned by a healthy order book in Europe and the USA and an upward sales trend in both markets, as well as continued disciplined cost management.

The BMW Group delivered a total of 1,156,727 BMW, MINI and Rolls-Royce brand automobiles worldwide in the first six months of the year, representing a slight decrease of 4.2% year on year (2025: 1,207,594 units).

As expected, performance varied across the BMW Group's sales regions. Deliveries of the three Group brands increased once again in Europe (+5.4%) and in the US market (+3.9%) during the first half of 2026, with a stronger uptick in the second quarter (Q2 2026: Europe +7.6%; USA: +11.9%). The second quarter of 2026 saw a positive trend in all-electric automobiles (BEVs[1]). Worldwide, the BMW Group delivered 116,807 all-electric automobiles between April and June (2025: 111,070 units; +5.2%). All-electric automobiles accounted for 19.8% of total deliveries in the same period (2025: 17.9%).

The downward trend on the Chinese automobile market accelerated in the second quarter of 2026, resulting in intensified competition in that market. Amidst these developments, the China Passenger Car Association has issued a downward correction to its market forecast for the year as a whole. The difficult market conditions were also reflected in BMW Group deliveries, which fell by 20.4% in the China sales region in the first half of 2026, in line with the market as a whole. The BMW Group adjusted its outlook for the financial year 2026 on 16 June 2026 to account for factors such as developments in China.

This situation has had a noticeable effect on profit. As expected, research and development expenditure remained below the previous year's level (–7.6%) in the reporting period from January to June 2026 despite spending on new model launches, and sales and administrative expenses also decreased in line with planning (–6.1%). Nevertheless, the considerable additional burdens associated with market performance in China, negative currency effects, higher depreciation and amortisation and increased commodity prices had a significant impact on earnings. Consequently, Group profit before tax declined to € 4,045 million in the first half of 2026, significantly below the previous year (2025: € 5,727 million; –29.4%). The EBIT margin in the Automotive segment stood at 3.6% in the first half of the year as a result of the factors cited above (2025: 6.2%). The BMW Group is continuing its disciplined management of costs and investment and is accelerating structural adjustments with a focus on speed and efficiency.

The BMW Group is implementing its product strategy and successively rolling out NEUE KLASSE technologies across the entire range. More than 40 new or revised models will be launched by the end of 2027. The all-electric BMW iX3[2] has enjoyed strong demand since being unveiled at the IAA motor show in 2025. The BMW i3, the second NEUE KLASSE model, has also received positive reviews and has drawn great interest immediately after the Launch Edition made its debut in June 2026. Alongside the BMW iX3[2], it is helping to boost growth prospects for the NEUE KLASSE on international markets.

With the new BMW 7 Series sedan[2], which is already available, as well as the new BMW X5[2] and the new BMW i3, both of which will be launched later this year, the BMW Group is demonstrating how NEUE KLASSE

[1] BEV: Battery Electric Vehicle; PHEV: Plug-in Hybrid Electric Vehicle.
[2] ↗ Consumption and Carbon Disclosures.

technologies can successfully be transferred to the existing product range. The BMW Group's broad range of drivetrains, its technology openness and the great flexibility of its global production network are a clear expression of its competitiveness and, at the same time, provide strategic flexibility amidst challenging circumstances.

GENERAL ECONOMIC ENVIRONMENT

Global economic growth proved resilient in the first half of 2026 in spite of growing trade policy tensions and ongoing geopolitical conflicts. Economic performance in the USA remained solid and continued to be underpinned by stable consumer demand. In Europe, economic output grew only slightly. Inflation increased further in the USA and Europe over the first half of the year as a result of higher energy prices driven by the conflict in the Middle East. Overall, growth in China remained within the government's target range during the reporting period, although it gradually lost momentum during the second quarter. Domestic consumption continued to be fairly subdued.

International automobile markets – an overview

The global automobile market declined slightly in the first half of 2026, although the trend was positive excluding China. In Europe, the automobile markets recorded moderate growth overall. The automobile market in the USA was down slightly on the previous year in the first half of 2026. However, the first quarter accounted for most of the decrease, with the situation becoming significantly more stable in the second quarter. This was attributable to the fact that in the US market buyers had brought forward vehicle purchases in the first quarter of 2025 in anticipation of possible import tariffs. As a result, the first quarter of 2026 was being compared against an unusually high figure, which meant that the decrease in that quarter was more pronounced than the decline for the half-year as a whole. Additionally, the expiry of tax credits for electrified vehicles dampened demand. Performance in the Chinese market was significantly weaker, largely due to subsidy cuts for NEVs[1] and ongoing subdued consumer demand. This meant that the considerable decrease in China outweighed the positive performance in the other markets and led to an overall decline in the global market. The strong market growth in Italy, Spain and the UK was supported by government incentive schemes for electric mobility, attractive purchase incentives, and increasing demand for electrified vehicles.

The picture for the largest automobile markets in the first half of the year was as follows:

	Change compared to prior year in %[2]
EU 27[3]	+ 5.5
thereof Germany	+ 5.8
thereof France	+ 1.6
thereof Italy	+ 9.9
thereof Spain	+ 6.1
United Kingdom (UK)	+ 9.2
USA	– 2.6
China	– 20.2
Japan	+ 1.2
South Korea	+ 3.6
Total[4]	**– 2.9**

[1] New Energy Vehicle.
[2] The total market includes country-specific figures for all vehicle groups served by the BMW Group range.
[3] EU-27 including Norway.
[3] Estimated value.

GROUP OVERVIEW

BMW Group grows in Europe and the USA; decline continues in China
The BMW Group recorded improved sales in the sales regions Europe (+5.4%) and USA (+3.9%) in the first half of 2026. Deliveries increased by 7.6% in the Europe sales region and by 11.9% in the USA in the second quarter in particular. In sales region China, the difficult market conditions caused deliveries to fall by a further 20.4% in the first half of the year. The BMW Group delivered a total of 1,156,727 BMW, MINI and Rolls-Royce brand automobiles to its customers worldwide in the first six months of 2026 (2025: 1,207,594 units; –4.2%). In the period from April to June 2026, deliveries stood at 590,947 units (2025: 621,477 units; –4.9%).

The positive trend in sales region Europe also continued in the case of all-electric automobiles (BEVs). Deliveries in that region rose to 81,500 automobiles in the second quarter of 2026, up 37.9% year on year (2025: 59,092 units). Global deliveries of all-electric automobiles recorded a substantial increase at 116,807 vehicles in the second quarter (2025: 111,070 units; +5.2%). The BMW Group delivered 204,295 all-electric automobiles to customers in the first half of the year (2025: 220,583 units; –7.4%).

In the Financial Services segment, the number of new financing and leasing contracts increased to 866,088 in the first half of 2026 (2025: 824,672 contracts; +5.0%). This was notably driven by a change in the competitive environment in the financial services business in China. Since mid-2025, local banks there have significantly reduced their payments for brokering financial and insurance products to retail customers. The total number of vehicles with credit financing or vehicle leasing contracts in place increased slightly and totalled 4,996,168 as at 30 June 2026 (31 December 2025: 4,928,876 units; +1.4%).

Group profit before tax down significantly year on year in second quarter and first half of year
Group revenues amounted to € 31,259 million in the second quarter (2025: € 33,927 million; –7.9%; adjusted for currency effects: –7.8%) and to € 62,266 million in the first half of 2026 (2025: € 67,685 million; –8.0%; adjusted for currency effects: –6.1%). Revenues were therefore down moderately year on year in both the second quarter and the half-year period. The main reasons for the change in revenues were intense competition across the automobile business, particularly in China, and lower sales volumes.

In the Financial Services segment, revenues adjusted for currency effects rose as a result of the larger leasing portfolio in both the second quarter and the first half of 2026. The increase in new leasing business meant that eliminations of revenue were up year on year in both periods. There were also negative currency effects in the first six months of 2026, primarily from the US dollar and the South Korean won.

The Group's cost of sales decreased slightly in the second quarter to € 27,028 million (2025: € 28,352 million; –4.7%). The first half of 2026 saw a moderate decline of 5.5% to € 53,469 million (2025: € 56,609 million). Lower manufacturing costs in the Automotive segment contributed to the decrease. However, there were also impacts from customs expenses attributable primarily to additional tariffs in the USA, which caused the EBIT margin to deteriorate by approximately 1.25 percentage points in the second quarter and the first half of 2026. At € 1,959 million, research and development expenditure was slightly below last year's level despite the ongoing product campaign and the market launch of the first models of the NEUE KLASSE (2025: € 2,036 million; –3.8%). Research and development expenditure totalled € 3,714 million in the first half of 2026. This amounted to a moderate year-on-year decrease (2025: € 4,020 million; –7.6%).

The Group's research and development expenses increased by 5.8% in the second quarter compared with the previous year, primarily due to higher depreciation and amortisation and a lower capitalisation rate; across the first half of the year, they increased moderately by 6.5%. The research and development expenditure is primarily related to the technologies of the NEUE KLASSE. It also includes expenditure relating to the development of

NEUE KLASSE models such as the BMW i3 and the successors to the BMW X5[1] and the BMW 7 Series[1].

Selling and administrative expenses saw an expected moderate decline to € 2,509 million between April and June 2026 (2025: € 2,700 million; –7.1%) and, again, a moderate decline to € 4,777 million in the first half of 2026 (2025: € 5,089 million; –6.1%).

The net amount of other operating income and expenses relative to the previous year was affected by additions to provisions in the Financial Services segment.

As a result of the impacts outlined above, profit before financial result and taxes was € 1,631 million in the second quarter (2025: € 2,661 million; –38.7%), while the figure for the first six months of 2026 was € 3,635 million (2025: € 5,803 million; –37.4%).

The financial result amounted to € 66 million between April and June 2026 (2025: € –47 million) and € 410 million in the first half of the year (2025: € –76 million). In comparison with the previous year, this was primarily driven by positive valuation effects from interest rate hedging transactions recognised in the first quarter of 2026.

Profit before tax was significantly below the previous year both in the second quarter, at € 1,697 million (2025: € 2,614 million; –35.1%), and in the first half of 2026, at € 4,054 million (2025: € 5,727; –29.4%).

The EBT margin stood at 5.4% in the second quarter (2025: 7.7%; –2.3 percentage points). In the first half of 2026, it reached 6.5% (2025: 8.5%; –2.0 percentage points).

BMW Group research and development expenses

in € million	2nd quarter 2026	2nd quarter 2025	Change in %	1 January to 30 June 2026	1 January to 30 June 2025	Change in %
Research and development expenditure[2]	1,959	2,036	– 3.8	3,714	4,020	– 7.6
Amortisation of development costs	691	543	27.3	1,378	1,031	33.7
Capitalised development costs	– 741	– 775	– 4.4	– 1,292	– 1,484	– 12.9
Research and development expenses	**1,909**	**1,804**	**5.8**	**3,800**	**3,567**	**6.5**

in %	2nd quarter 2026	2nd quarter 2025	Change in %-pts.	1 January to 30 June 2026	1 January to 30 June 2025	Change in %-pts.
Research and development expenditure ratio[3]	6.3	6.0	0.3	6.0	5.9	0.1
Capitalisation rate[4]	37.8	38.1	– 0.3	34.8	36.9	– 2.1

[1] ↗ Consumption and Carbon Disclosures.
[2] Research and development expenditure is the sum of research and non-capitalised development costs and investments in capitalised development costs, adjusted for the associated scheduled amortisation.
[3] Research and development expenditure as a percentage of Group revenues.
[4] Capitalised development costs as a percentage of research and development expenditure.

Share buyback programme

As a result of the decision taken at the BMW AG Annual General Meeting on 14 May 2025, the Board of Management is authorised to acquire treasury shares via the stock exchange representing a total of up to 10% of the existing share capital in place at the date on which the resolution was adopted or – if lower – at the date on which the authorisation is exercised through 13 May 2030. The authorisation to acquire treasury shares that was previously in place, issued by the Annual General Meeting on 11 May 2022, was revoked.

On 20 May 2025, the Board of Management approved a third share buyback programme, in line with the authorisation issued by the Annual General Meeting on 14 May 2025. The programme has a volume of up to € 2 billion (total purchase price excluding incidental acquisition costs). The buyback programme pertains to ordinary and preferred shares. The volume of preferred shares is limited to a maximum of € 350 million.

The first tranche of the third share buyback programme was successfully completed on 8 December 2025. As part of this first tranche, a total of 7,498,153 ordinary shares and 1,773,313 preferred shares were repurchased between 21 May 2025 and 8 December 2025. A total purchase price (excluding incidental acquisition costs) of around € 750 million was paid for the shares repurchased as part of this tranche.

The second tranche of the third share buyback programme was successfully completed on 26 June 2026. As part of this second tranche, a total of 8,252,475 ordinary shares were repurchased between 2 January 2026 and 26 June 2026. A total purchase price (excluding incidental acquisition costs) of around € 625 million was paid for the shares repurchased as part of this tranche.

The third and final tranche of this third share buyback programme, with a volume of € 625 million, is scheduled to begin on 1 July 2026 and to be completed by 30 November 2026.

As at 30 June 2026, BMW AG held 16,934,921 treasury shares, corresponding to a nominal amount of € 16,934,921. Of the repurchased shares, 589,020 ordinary shares have already been used for the Employee Share Programme in 2025. The shares held represent 2.75% of the share capital as at 30 June 2026.

On 16 December 2025, the Board of Management decided to propose at the Annual General Meeting on 13 May 2026 and at a separate meeting of holders of preferred shares taking place on the same day that all preferred shares be converted into ordinary shares of equal value. The Annual General Meeting of Bayerische Motoren Werke Aktiengesellschaft (BMW AG) and the separate meeting of holders of preferred shares on 13 May 2026 decided to convert all non-voting preferred shares into ordinary shares with voting rights. The corresponding amendment to the Articles of Incorporation was registered in the Commercial Register of the District Court of Munich on 30 June 2026. The Company's share capital remains € 615,810,431 and now consists of 615,810,431 ordinary bearer shares, each with a par value of € 1.

Financing activities

The total volume of the bonds issued and repaid until 30 June 2026 was € 9.9 billion and € 6.3 billion, respectively. The BMW Group refinanced itself via a variety of instruments, including two euro benchmark bonds, a benchmark bond denominated in pounds sterling, a 144A bond denominated in US dollars, a bond denominated in Canadian dollars and a bond issue in China (Panda bond). In addition, asset-backed financing transactions with a total volume of around € 6.1 billion were carried out or prolonged in the following countries: the USA, China, Germany, the UK, Canada, Japan and South Korea. As at 30 June 2026, Group liquidity amounted to € 19.0 billion (31 December 2025: € 19.5 billion).

AUTOMOTIVE SEGMENT

		2nd quarter 2026	2nd quarter 2025	Change in %	1 January to 30 June 2026	1 January to 30 June 2025	Change in %
Deliveries[1]	units	590,947	621,477	– 4.9	1,156,727	1,207,594	– 4.2
Production volume	units	637,701	611,079	4.4	1,267,511	1,238,608	2.3
Revenues	€ million	27,162	29,443	– 7.7	54,321	58,654	– 7.4
Profit before financial result and taxes (EBIT)	€ million	629	1,602	– 60.7	1,974	3,626	– 45.6
EBIT margin[1]	%	2.3	5.4	– 57.4	3.6	6.2	– 41.9
Profit before tax (EBT)	€ million	559	1,613	– 65.3	1,825	3,517	– 48.1

BMW Group consolidates market position, Europe and USA post growth
Thanks to its broad product range and drivetrain portfolio, the Company achieved further growth in the Europe sales region (+5.4%) and the US market (+3.9%) in the first half of 2026. Deliveries increased further in the Europe sales region (+7.6%), the USA (+11.9%) and Germany (+11.2%) in the second quarter. In the USA, the BMW brand outperformed the market as a whole and gained additional market share. In the China sales region, the difficult market conditions led to a significant decrease in sales in the first half of the year (–20.4%). Considering the contracting overall market in China (–20.2%), the BMW Group's market position remained relatively stable. The BMW Group delivered a total of 1,156,727 BMW, MINI and Rolls-Royce brand automobiles worldwide in the first six months (2025: 1,207,594 units; –4.2%). In the period from April to June 2026, deliveries stood at 590,947 units (2025: 621,477 units; –4.9%).

The BMW brand delivered a total of 1,004,669 units to customers in the first half of 2026 (2025: 1,070,960 units; –6.2%). In the period from April to June, Group brand deliveries stood at 508,663 units (2025: 550,839 units; –7.7%). At 149,535 vehicles, MINI continued its upward trend in the first half of the year (2025: 133,838 units; +11.7%). MINI achieved an increase of 17.1% in the second quarter (2026: 81,032 units; 2025: 69,223 units). The Rolls-Royce luxury brand delivered 2,523 automobiles to customers in the first six months (2025: 2,796 units; –9.8%). From April to June, Rolls-Royce delivered 1,252 automobiles to customers (2025: 1,415 units; –11.5%).

Electromobility: growth in second quarter as BEV demand in Europe rises
Sales of all-electric vehicles showed a mixed performance in the reporting period. Although the effects of the expiry of subsidies for electrified vehicles in the USA and China were still being felt in the first quarter, BEV deliveries increased by 5.2% in the second quarter of 2026, driven in part by the European launch of the new BMW iX3[2], the first member of the NEUE KLASSE (2026: 116,807 units; 2025: 111,070 units). BEV sales performed very well in the Europe sales region. They surpassed the previous year by a significant margin, increasing by 37.9% (2026: 81,500 units; 2025: 59,092 units). The share of BEVs increased to 31.3% in the Europe sales region in the second quarter (2025: 24.4%). Worldwide, the BEV share stood at 19.8% in the second quarter (2025: 17.9%). On a half-year basis, global deliveries of all-electric automobiles fell by 7.4% to 204,295 units, mainly as a result of the end of government incentives in the USA and China (2025: 220,583 units). All-electric automobiles accounted for 17.7% of total deliveries in the first six months of 2026 (2025: 18.3%).

[1] Key performance indicator.
[2] ↗ Consumption and Carbon Disclosures.

At 162,870 units, deliveries of electrified automobiles (BEVs and PHEVs) were in line with last year's level in the second quarter of 2026 (2025: 161,544 units; +0.8%). The BMW Group delivered a total of 295,407 BEVs and PHEVs to customers in the six-month period (2025: 319,031 units; –7.4%). Electrified vehicles made up 25.5% of all deliveries (2025: 26.4%).

BMW Group – deliveries of electrified models

in units	1 January to 30 June 2026	1 January to 30 June 2025	Change in %
BEV	204,295	220,583	– 7.4
PHEV	91,112	98,448	– 7.5
Total	**295,407**	**319,031**	**– 7.4**
in %			
BEV-Share	17.7	18.3	– 3.3
PHEV-Share	7.9	8.2	– 3.4
xEV-Share	**25.5**	**26.4**	**– 3.3**

BMW with strong market position and growth in Germany and the USA
The BMW brand grew in Germany (+5.0%) and the USA (+13.0%) in particular in the second quarter of 2026, building on its position in the US market. The brand also remained well positioned in a global market context, and it consolidated its competitive position. The core BMW brand delivered a total of 1,004,669 units to customers in the first half of the year (2025: 1,070,960 units; –6.2%). In the period from April to June, deliveries stood at 508,663 units (2025: 550,839 units; –7.7%).

The BMW X models were among the brand's most popular models during the reporting period. The BMW X1* was again the highest-volume model. The BMW X3/X4* model series recorded the strongest growth at 16.4%. The first NEUE KLASSE model, the new BMW iX3*, launched in Europe at the beginning of March. At present, more than half of the BMW X3* units ordered are all-electric. The new BMW i3, the second NEUE KLASSE model, also recently became available and is already seeing strong demand.

Deliveries of BMW automobiles by model series*

in units	1 January to 30 June 2026	1 January to 30 June 2025	Change in %
BMW 1 Series/2 Series	98,406	105,257	– 6.5
BMW 3 Series/4 Series	209,738	245,252	– 14.5
BMW 5 Series/6 Series	125,392	151,046	– 17.0
BMW 7 Series/8 Series	21,563	27,156	– 20.6
BMW Z4	5,706	5,552	2.8
BMW X1/X2	210,813	221,699	– 4.9
BMW X3/X4	169,563	145,663	16.4
BMW X5/X6	123,660	121,366	1.9
BMW X7	24,208	27,747	– 12.8
BMW iX	12,804	16,595	– 22.8
BMW XM	2,816	3,627	– 22.4
BMW total	**1,004,669**	**1,070,960**	**– 6.2**
thereof BEV	148,664	174,090	– 14.6
thereof PHEV	91,110	98,377	– 7.4

* ↗ Consumption and Carbon Disclosures.

BMW Group – deliveries of vehicles by sales region and market[1]

in units	2nd quarter 2026	2nd quarter 2025	Change in %	1 January to 30 June 2026	1 January to 30 June 2025	Change in %
Sales region Europe[2]	260,445	242,078	7.6	497,215	471,804	5.4
thereof Germany	79,661	71,655	11.2	142,243	130,119	9.3
thereof UK	42,838	38,780	10.5	89,760	86,757	3.5
Sales region Americas	134,835	123,195	9.4	244,892	237,860	3.0
thereof USA	110,573	98,856	11.9	201,456	193,826	3.9
Sales region China	117,927	168,959	– 30.2	261,999	329,006	– 20.4
Sales region Asia-Pacific, Eastern Europe, Middle East, Africa	77,711	87,215	– 10.9	152,549	168,861	– 9.7
Others	29	30	– 3.3	72	63	14.3
Total	**590,947**	**621,477**	**– 4.9**	**1,156,727**	**1,207,594**	**– 4.2**

MINI achieves double-digit growth rates

The MINI brand maintained its growth momentum of the past five quarters in the reporting period, achieving double-digit growth rates. In the first half of the year, brand deliveries stood at 149,535 units, a significant increase on the previous year (2025: 133,838 units; +11.7%). From April to June, MINI delivered 81,032 vehicles to customers (2025: 69,223 units; +17.1%). The all-electric models of the MINI family in particular performed well, with BEV sales rising to 55,239 units in the first six months of 2026 (2025: 45,942 units; +20.2%). With a share of 36.9% of total brand deliveries, more than one in three MINI vehicles delivered was all-electric (2025: 34.3%).

The MINI Countryman[3] and the MINI Cooper[3] were among the most sought-after models in the reporting period. For both models, customers can choose between an all-electric drivetrain and an efficient internal combustion engine. The new MINI Convertible[3], which combines the brand's typical go-kart feeling with the exhilarating experience of open-top driving, has also been performing very well.

Rolls-Royce: Spectre Series II announced

Consistent with the marque's projections, Rolls Royce Motor Cars delivered 2,523 hand built luxury motor cars to its clients around the world in the first half of 2026 (2025: 2,796 units; –9.8%). In the second quarter, 1,252 motor cars were delivered to clients (2025: 1,415 units; –11.5%). Rolls Royce Cullinan[3] remained the most sought-after model, including an increased number of unique Private Commission motor cars.

In June 2026, Rolls Royce announced Spectre Series II: the marque's landmark motor car, further elevated with greater power, extended range, and an enhanced Bespoke offering.

[1] Since 2026, reporting is based on sales regions, they are defined independently of geographic regions. Previous year values have been adjusted accordingly to reflect the sales regions.
[2] European Union, UK, Switzerland and Norway.
[3] ↗ Consumption and Carbon Disclosures.

EBIT margin at 2.3% in second quarter and 3.6% in first half of year
In the Automotive segment, revenues amounted to € 27,162 million in the second quarter (2025: € 29,443 million; –7.7%; adjusted for currency effects: –7.8%) and to € 54,321 million in the first six months of 2026 (2025: € 58,654 million; –7.4%; adjusted for currency effects: –5.4%). Revenues were therefore down moderately year on year in both the second quarter and the first half of 2026. Lower sales volumes and intense competition in the global automobile business, especially in China, weighed on revenue development in the Automotive segment. There were also negative currency effects, primarily from the US dollar and the South Korean won.

Cost of sales in the Automotive segment fell 4.1% to € 24,486 million in the second quarter (2025: € 25,545 million) and amounted to € 48,506 million in the first six months of 2026 (2025: € 50,823 million; –4.6%). Consequently, cost of sales was slightly below last year's level in both the period from April to June and the first half of 2026 due to lower manufacturing and material costs. Expenses resulting from additional tariffs in the USA reduced the EBIT margin in the Automotive segment by approximately 1.25 percentage points in the second quarter and the first half of 2026. In the second quarter, this negative impact was partially offset by positive effects from claims for refunds for tariffs that had been collected in connection with the International Emergency Economic Powers Act (IEEPA). In the second quarter, customs authorities began processing the corresponding refunds.

Scheduled amortisation amounting to approximately € 0.3 billion (2025: € 0.3 billion) arising on the purchase price allocation of BMW Brilliance was included in cost of sales in the period from April to June and, accordingly, contributed to a cumulative total of roughly € 0.6 billion for the first half of the year (2025: € 0.7 billion). This equated to a negative effect of 1.2 percentage points on the EBIT margin for the first half of the year and 1.2 percentage points for the second quarter of 2026. Higher depreciation and amortisation on property, plant and equipment and capitalised development costs in the research and development expenses also increased cost of sales.

As expected, selling and administrative expenses declined moderately compared with the previous year, by € 180 million in the second quarter (2026: € 1,996 million; 2025: € 2,176 million; –8.3%) and by € 313 million in the first half of the year (2026: € 3,769 million; 2025: € 4,082 million; –7.7%).

Profit before financial result and taxes was € 629 million in the second quarter of 2026 (2025: € 1,602 million; –60.7%), while the figure for the first six months of the year was € 1,974 million (2025: € 3,626 million; –45.6%). As expected, the impact of negative market developments in China, higher depreciation and amortisation and negative currency effects was only partially offset by cost savings compared with the same period of the previous year.

The EBIT margin, at 2.3%, was lower than the previous year in the second quarter (2025: 5.4%). The EBIT margin for the first half of 2026 was 3.6% (2025: 6.2%).

The financial result in the segment for the first six months of 2026 amounted to € –149 million (2025: € –109 million). In the second quarter, the segment's financial result was € –70 million (2025: € 11 million). This was driven primarily by a lower interest result and fair value measurement losses on foreign currency transactions.

Segment profit before tax was down significantly year on year both in the second quarter of 2026, at € 559 million (2025: € 1,613 million; –65.3%), and in the first six months, at € 1,825 million (2025: € 3,517 million; –48.1%).

Automotive segment – free cash flow of € 1,290 million in the first half of 2026

Cash inflow from operating activities totalled € 4,786 million in the first six months and was primarily driven by profit before tax plus depreciation and amortisation of tangible, intangible and investment assets. The change in working capital amounted to € –1,858 million (2025: € –252 million). The higher level of trade payables as a result of increased production volumes compared to the end of the year had a positive effect on working capital. Higher inventories, which had a negative impact on working capital, had an offsetting effect. The decrease in provisions was mainly due to the utilisation of warranty provisions, as well as the payment of bonuses for the previous year. Other items mainly comprised interest received, income taxes paid, intragroup transactions, accruals for personnel expenses and payments of dealership bonuses. Overall, these had a positive impact on cash inflow from operating activities.

Cash outflow from investing activities declined significantly to € –3,310 million (2025: € –4,557 million). This was mainly attributable to investments in property, plant and equipment and intangible assets of € 3,502 million (2025: € 5,124 million). This includes cash outflows of € 533 million from investments recognised in the previous year, most of which were paid in the first quarter (2025: € 1,028 million). Investments in the NEUE KLASSE and electromobility in particular were lower than in the previous year.

Consequently, the Automotive segment's free cash flow amounted to € 1,290 million in the first six months of 2026 (2025: € 2,345 million). The year-on-year decrease in free cash flow was attributable to lower cash inflow from operating activities, particularly as a result of the change in working capital due to higher inventory build-up in the current year and lower earnings. Lower tax payments and higher scheduled depreciation and amortisation offset this to some extent. In addition, there was significantly lower cash outflow from investing activities, excluding net investments in marketable securities and investment funds.

in € million	2026	2025	Change
Cash inflow (+)/outflow (–) from operating activities	4,786	7,292	– 2,506
Cash inflow (+)/outflow (–) from investing activities	– 3,310	– 4,557	1,247
Adjustment for net investment in marketable securities and investment funds	– 186	– 390	204
Free cash flow Automotive segment	**1,290**	**2,345**	**– 1,055**

Net financial assets – Automotive

Automotive net financial assets comprised the following:

in € million	30.6.2026	31.12.2025	Change
Cash and cash equivalents	15,481	15,425	56
Marketable securities and investment funds	33	214	– 181
Intragroup net financial assets	30,967	31,362	– 395
Financial assets	**46,481**	**47,001**	**– 520**
Less: external financial liabilities*	– 3,835	– 2,613	– 1,222
Net financial assets Automotive	**42,646**	**44,388**	**– 1,742**

* Excluding derivative financial instruments.

FINANCIAL SERVICES SEGMENT

		2nd quarter 2026	2nd quarter 2025	Change in %	1 January to 30 June 2026	1 January to 30 June 2025	Change in %
New contracts leasing/credit financing		445,876	421,861	5.7	866,088	824,672	5.0
Revenues	€ million	10,151	9,978	1.7	19,988	20,104	– 0.6
Profit before financial result and taxes (EBIT)	€ million	647	591	9.5	1,000	1,243	– 19.5
Profit before tax (EBT)	€ million	627	542	15.7	1,008	1,192	– 15.4

		30.6.2026	31.12.2025	Change in %
Portfolio leasing or credit finance vehicles		4,996,168	4,928,876	1.4
Business volume in balance sheet terms[1]	€ million	156,828	151,178	3.7

Credit financing and leasing for retail and commercial customers, as well as fleet management, make up the largest line of business for the Financial Services segment. Dealership financing and the management of the Group's own fleet complement the segment portfolio.

New business up slightly year on year in first half of year
In the credit financing and leasing business, the number of new contracts increased by 5.0% to 866,088 in the first half of 2026 (2025: 824,672 contracts). The penetration rate, based on vehicles leased or financed through the Financial Services segment as a percentage of BMW Group vehicle sales, rose to 52.9%[2,3] (2025: 43.7%). Changes in the competitive situation in China were a major factor in this increase. Since mid-2025, local banks there have significantly reduced their payments for brokering financial and insurance products to retail customers.

Against this backdrop, there was a solid increase in the number of new contracts in the second quarter of 2026 as well, as they rose by 5.7% to a total of 445,876 (2025: 421,861 contracts). At the same time, the penetration rate climbed by 9.8 percentage points quarter on quarter to 54.2%[2] (2025: 44.4%).

Both the credit financing and leasing businesses performed well in the first half of the year. New credit financing business grew by 6.3%. New leasing business increased to 339,862 contracts (2025: 329,792 contracts; +3.1%). Leasing accounted for 39.2% of all new business (2025: 40.0%).

The total new business volume of all credit financing and leasing contracts increased to € 32,903 million in the first half of the year as a result of the larger number of contracts (2025: € 31,893 million; +3.2%; adjusted for currency effects: +6.1%). New business volume also developed positively in the second quarter of 2026, increasing by 7.1% to € 17,036 million (2025: € 15,905 million).

Slight growth in managed contracts
The total number of vehicles with credit financing or vehicle leasing contracts in place increased slightly and totalled 4,996,168 as at 30 June 2026 (31 December 2025: 4,928,876 units; +1.4%). The number of managed contracts was in line with last year's level in the Americas (+0.4%), Asia (+0.1%) and Africa (–0.5%), while Europe (+2.2%) and Oceania (+2.2%) recorded slight growth.

[1] Calculated from the "Leased products" and "Receivables from sales financing" (current and non-current) items in the Financial Services segment balance sheet.
[2] The calculation includes only automobile markets in which the Financial Services segment is represented by a consolidated entity.
[3] From 2026, the penetration rate will also include credit financing and leasing contracts for young used vehicles that are sold to retail customers for the first time in the reporting year. In 2026, this accounts for approximately 3 percentage points of the penetration rate of 52.9%. For 2025, the share of credit financing and leasing contracts for young used vehicles not included is between 2.5% and 3.0%.

Slight growth in fleet business
Under the Alphabet brand, the Financial Services segment offers comprehensive fleet management solutions including credit financing and leasing contracts, as well as tailored services. The number of contracts managed totalled 790,720 as at 30 June 2026, slightly above the previous year's level (31 December 2025: 775,642 contracts; +1.9%).

Alphabet also handles the management and marketing of part of the Group's own vehicle fleet. The number of contracts managed decreased moderately to 25,162 as at 30 June 2026 (31 December 2025: 27,228 contracts; –7.6%).

Slight increase in dealership financing volume
As a result of slightly higher dealership inventories, the volume of dealership financing increased to € 20,221 million at the end of the second quarter (31 December 2025: € 19,549 million; +3.4%).

Financial Services segment profit before tax down on previous year
Profit before tax was significantly lower at the end of the reporting period than in the previous year at € 1,008 million (2025: € 1,192 million; –15.4%). One major factor in the decline was the increase in the existing provision in connection with the industry-wide compensation scheme for motor finance customers in the UK, which took effect in the first quarter of 2026.

In the second quarter of 2026, the Financial Services segment achieved a profit before tax of € 627 million, up significantly year on year (2025: € 542 million; +15.7%). In particular, the larger portfolio volume and the associated increase in interest income had a positive impact. However, revenues from the sale of returned lease vehicles remained lower.

The credit loss ratio for the entire financing portfolio was unchanged at 0.27% in the reporting period (2025: 0.27%).

In balance sheet terms, business volume increased slightly to € 156,828 million as at 30 June 2026 (31 December 2025: € 151,178 million; +3.7%).

OTHER ENTITIES SEGMENT AND ELIMINATIONS

Profit before tax in Other Entities segment up year on year in second quarter and first half of year
The profit before tax of the Other Entities segment was € 283 million in the second quarter of 2026 (2025: € 177 million) and € 826 million in the first half of the year (2025: € 472 million). Compared with the previous year, the result was primarily influenced by fair value measurement gains on interest rate hedging transactions in the second quarter and the first half of the year.

Profit before tax from eliminations down year on year in second quarter and first half of year
Profit before tax from eliminations was down year on year both in the second quarter, at € 88 million (2025: € 146 million), and in the first six months of 2026, at € 158 million (2025: € 335 million). Higher eliminations relating to the leasing business played a major role in this outcome.

OUTLOOK, RISK AND OPPORTUNITY MANAGEMENT

This outlook, together with Risk and Opportunity Management, reflects the expected development of the BMW Group for the remainder of 2026 from the perspective of Group management. The forward-looking statements contained therein are based on expectations and assessments and consider the consensus opinions of leading organisations, such as economic research institutes and banks. They may be influenced by unforeseeable events. This may result in the actual course of business deviating, either positively or negatively, from the assumptions described below. Further information can be found in the BMW Group Report 2025 under ↗ Outlook and ↗ Risks and Opportunities.

OUTLOOK

International automobile markets – an overview
The International Monetary Fund (IMF) is forecasting global growth of 3.0% for 2026, but warns of elevated risks. Significant regional differences in growth persist. The main negative factors will be the conflict in the Middle East and persistent uncertainty in terms of geopolitics and trade policy. At the same time, investments in technology and robust demand in parts of the global economy are bolstering general economic growth worldwide.

One key area of uncertainty remains what will happen with inflation. Potential pressure on prices, particularly due to energy and commodity markets, could limit room for manoeuvre in terms of monetary policy and add more strain to the macroeconomic situation. Overall, downside risks remain elevated, particularly in the event of further escalation in geopolitical conflicts, increasing fragmentation in global trade or more restrictive financing conditions.

Against this backdrop, the outlook for the automotive markets remains uncertain. Global automobile markets are expected to decline slightly for the full year.

Outlook for the BMW Group – Assumptions underlying the forecast
The following outlook covers the forecast period for the financial year 2026 and is based on the composition of the BMW Group during that time. The outlook takes account of all information available at the time of reporting that could have an impact on the BMW Group's performance.

The BMW Group expects tariffs to remain volatile in the financial year 2026. The expected effects of tariffs can still only be estimated based on certain assumptions. The BMW Group is anticipating that tariffs on exports from the EU to the USA will remain unchanged and now assumes that there will be no tariff reductions for US imports from Mexico and Canada in this financial year. The current outlook takes into account the tariff agreement in place between the EU and the USA since 1 July 2026, which has seen tariffs on imports of automobiles and parts to the EU cut from 10% to 0%. The BMW Group expects an impact on the EBIT margin due to the higher tariffs of around 1.25 percentage points in the Automotive segment in the financial year 2026, compared with around 1.5 percentage points in the financial year 2025.

The BMW Group continues to closely monitor developments related to the war in Ukraine. The EU's 21st sanctions package, which was approved on 23 July 2026 and builds on the wide-ranging measures already included in the 20th package, includes further restrictions on the Russian energy and finance sectors plus visa bans for Russian soldiers. The current outlook takes the existing restrictions into account.

The geopolitical situation in the Middle East remains highly uncertain due to the ongoing conflict in the region and is unfolding contrary to what had previously been assumed. Persistently high energy and raw material prices are adding to company expenses. Moreover, the uncertainty resulting from the conflict is increasingly having an impact on consumer behaviour in numerous markets around the world.

In view of the growing unpredictability of macroeconomic and geopolitical developments, actual economic growth in some regions may deviate from expected trends and outcomes. Particular sources of uncertainty include trade and tariff policy, security policy and a possible further escalation of international trade conflicts. The increased volatility in interest rate markets resulting from the conflict in the Middle East may continue to affect the market valuation of derivatives over the second half of the year.

Outlook for the BMW Group – key performance indicators

The BMW Group adjusted its outlook for the financial year 2026 on 16 June 2026.

Although further volume growth is expected in Europe and the USA, this will not be sufficient to offset the sales situation in China and the Asia-Pacific region. The BMW Group expects the Chinese automobile market to contract. The China Passenger Car Association has issued a downward corrections to its market forecast for the year as a whole. Furthermore, Chinese vehicles are increasingly being sold in other markets in the Asia-Pacific region as well, leading to more intense competition. The BMW Group is not immune to the effects of fiercer competition in China and the consequences in countries in the Asia-Pacific region.

Given the situation, global deliveries of BMW, MINI and Rolls-Royce brand vehicles are expected to be slightly below the previous year's level.

Investments, manufacturing costs, research and development expenditure and selling and administrative expenses will be reduced further in the financial year 2026. We also expect the negative impact of higher tariffs to be lower than in the previous year. Depreciation will increase due to investments and capitalised development costs in previous years. Headwinds related to currency effects and raw materials, price and product measures aimed at stabilising transaction prices in China, a significant downturn in the capitalisation rate due to the development portfolio, and overall lower revenues from the pre-owned vehicle market are also expected to have a negative impact on earnings. The consequences of the workforce restructuring programme due to take effect in the second half of 2026 have been factored into the outlook.

The reductions on the cost side will not offset these consequences. Against this backdrop, the EBIT margin for the Automotive segment is expected to be in the range of 1% to 3%.

Based on stable capital employed, the BMW Group is forecasting a return on capital employed (RoCE) for the Automotive segment of between 1% and 5%.

A slight reduction in absolute Scope 1 and 2 CO_2e emissions is expected as further substitution measures in energy supply take effect.

The absolute Scope 3 CO_2e emissions from the supply chain and use phase in the Automotive segment will remain in line with last year's level. Reasons behind this include the anticipated slight decrease in deliveries and the adjusted production programme. This will go some way towards offsetting tighter regulatory requirements regarding the assumptions relating to the contribution of the electric part of the drivetrain in plug-in hybrid vehicles.

Deliveries in the Motorcycles segment are expected to be in line with last year's level. The EBIT margin is expected to be between 4% and 6% and the segment RoCE between 10% and 14%.

The return on equity (RoE) in the Financial Services segment is predicted to finish within a range between 13% and 16%. The downward price trend in pre-owned vehicle markets is expected to continue, leading to a further year-on-year decline in revenues from remarketing lease returns.

Group profit before tax will go down significantly due to the developments mentioned above.

The aforementioned targets will be achieved by a slightly lower number of employees. The share of women in management positions at BMW AG remains in line with last year's level.

The BMW Group's actual business performance may also deviate from current expectations due to the risks and opportunities discussed below in the ↗ Risk and Opportunity Management section.

BMW Group – key performance indicators[1]

Based on current insights and assessments, the BMW Group's key performance indicators for the full year 2026 are expected to develop as follows:

		2025 reported	2026 Outlook	2026 Outlook updated
GROUP				
Profit before tax	€ million	10,236	Moderate decrease	Significant decrease
Employees at year-end[2]		154,540	Slight decrease	–
Share of women in management positions BMW AG[3]	%	20.0	At previous year's level	–
CO_2e emissions scope 1 and 2	million tonnes	0.811	Slight reduction	–
AUTOMOTIVE SEGMENT				
EBIT margin	%	5.3	Between 4 and 6	Between 1 and 3
Return on capital employed (RoCE)	%	9.0	Between 6 and 10	Between 1 and 5
Deliveries	units	2,463,681	At previous year's level	Slight decrease
Share of all-electric cars in deliveries	%	17.9	At previous year's level	–
CO_2e emissions scope 3 supply chain and use phase[4]	million tonnes	118.7	Slight increase	At previous year's level
MOTORCYCLES SEGMENT				
EBIT margin	%	5.7	Between 4 and 6	–
Return on capital employed (RoCE)	%	12.8	Between 10 and 14	–
Deliveries	units	202,563	At previous year's level	–
FINANCIAL SERVICES SEGMENT				
Return on equity (RoE)	%	14.3	Between 13 and 16	–

[1] For information on terminology and ranges, see ↗ Glossary in the BMW Group Report 2025.
[2] Excluding the joint operation Spotlight.
[3] From the financial year 2026 onwards, the key performance indicator refers to BMW AG in Germany.
[4] CO_2e emissions from the Scope 3 categories of purchased goods and services (excluding customer support), transport logistics and use phase for the Automotive segment.

RISK AND OPPORTUNITY MANAGEMENT

The foundation of the BMW Group's business success lies in effectively managing risks and making use of any opportunities. This is based on an effective risk and opportunity management strategy, which enables the Company to react quickly and flexibly to changes in political, economic, environmental, social, technical or legal conditions. The overall risk situation is reviewed on a regular basis.

The assumptions regarding tariffs are described in the outlook. Further changes in tariff policy could pose risks to the BMW Group's results, particularly with regard to sales volumes and selling prices.

In addition, the outlook is based on assumptions relating to the conflict in the Middle East. An intensification or further escalation of the conflict could adversely affect the BMW Group through additional impacts on sales volumes, supply conditions and energy and material costs, as well as through changes in macroeconomic conditions such as the interest rate environment and inflation.

Furthermore, persistent inflation and rising interest rates could have an effect on customer behaviour, as well as on the Financial Services segment and the refinancing costs of the BMW Group.

In addition, the intense competition in China and the Asia-Pacific region, compared with the outlook, could lead to further negative effects resulting from lower price realization or lower sales volumes

Further information on risks and opportunities and the methods applied in risk and opportunity management can be found in the BMW Group Report 2025 under ↗ Risks and Opportunities.

INTERIM GROUP FINANCIAL STATEMENTS

INCOME STATEMENT FOR GROUP AND SEGMENTS

FOR THE PERIOD FROM 1 APRIL TO 30 JUNE[1]

		Group		Automotive		Motorcycles	
in € million	Note	2026	2025	2026	2025	2026	2025
Revenues	05	31,259	33,927	27,162	29,443	929	961
Cost of sales		– 27,028	– 28,352	– 24,486	– 25,545	– 721	– 756
Gross profit		**4,231**	**5,575**	**2,676**	**3,898**	**208**	**205**
Selling and administrative expenses		– 2,509[2]	– 2,700[2]	– 1,996	– 2,176	– 64	– 66
Other operating income	06	99	690	79	674	–	1
Other operating expenses	06	– 190	– 904	– 130	– 794	– 3	– 4
Profit/loss before financial result		**1,631**	**2,661**	**629**	**1,602**	**141**	**136**
Result from equity accounted investments		– 4	3	– 4	3	–	–
Interest and similar income	07	143	144	235	267	1	1
Interest and similar expenses	07	– 127	– 159	– 321	– 323	– 2	– 1
Other financial result	08	54	– 35	20	64	–	–
Financial result		**66**	**– 47**	**– 70**	**11**	**– 1**	**–**
Profit/loss before tax		**1,697**	**2,614**	**559**	**1,613**	**140**	**136**
Income taxes	09	– 497	– 772	– 167	– 489	– 40	– 40
Net profit/loss		**1,200**	**1,842**	**392**	**1,124**	**100**	**96**
Attributable to non-controlling interests		– 36	90	– 35	93	–	–
Attributable to shareholders of BMW AG		**1,236**	**1,752**	**427**	**1,031**	**100**	**96**
Basic earnings per ordinary share in €[3]		**2.05**	**2.85**				
Basic earnings per preferred share in €[3]			**2.86**				
Dilutive effects		–	–				
Diluted earnings per ordinary share in €[3]		**2.05**	**2.85**				
Diluted earnings per preferred share in €[3]			**2.86**				

[1] Additional information: not subject to external auditor review.
[2] Includes general administrative expenses amounting to € 1,223 million (2025: € 1,283 million).
[3] Following the amendment to the Articles of Incorporation on 30 June 2026, all non-voting preferred shares have been converted into ordinary shares with voting rights ↗ Share buyback programme.

INCOME STATEMENT FOR GROUP AND SEGMENTS

FOR THE PERIOD FROM 1 APRIL TO 30 JUNE*

		Financial Services		Other Entities		Eliminations	
in € million	Note	2026	2025	2026	2025	2026	2025
Revenues	05	10,151	9,978	3	3	– 6,986	– 6,458
Cost of sales		– 9,001	– 8,851	–	–	7,180	6,800
Gross profit		**1,150**	**1,127**	**3**	**3**	**194**	**342**
Selling and administrative expenses		– 446	– 439	– 16	– 21	13	2
Other operating income	06	16	14	8	13	– 4	– 12
Other operating expenses	06	– 73	– 111	– 1	2	17	3
Profit/loss before financial result		**647**	**591**	**– 6**	**– 3**	**220**	**335**
Result from equity accounted investments		–	–	–	–	–	–
Interest and similar income	07	5	2	1,122	1,108	– 1,220	– 1,234
Interest and similar expenses	07	– 24	– 48	– 868	– 832	1,088	1,045
Other financial result	08	– 1	– 3	35	– 96	–	–
Financial result		**– 20**	**– 49**	**289**	**180**	**– 132**	**– 189**
Profit/loss before tax		**627**	**542**	**283**	**177**	**88**	**146**
Income taxes	09	– 180	– 158	– 81	– 50	– 29	– 35
Net profit/loss		**447**	**384**	**202**	**127**	**59**	**111**
Attributable to non-controlling interests		– 1	– 3	–	–	–	–
Attributable to shareholders of BMW AG		**448**	**387**	**202**	**127**	**59**	**111**
Basic earnings per ordinary share in €							
Basic earnings per preferred share in €							
Dilutive effects							
Diluted earnings per ordinary share in €							
Diluted earnings per preferred share in €							

* Additional information: not subject to external auditor review.

CONDENSED STATEMENT OF COMPREHENSIVE INCOME FOR GROUP

FOR THE PERIOD FROM 1 APRIL TO 30 JUNE*

in € million	2026	2025
Net profit/loss	**1,200**	**1,842**
Remeasurement of the net liability for defined benefit pensions plans	22	– 46
Items not expected to be reclassified to the income statement in the future	**22**	**– 46**
Marketable securities (at fair value through other comprehensive income)	1	2
Derivative financial instruments	– 435	698
Costs of hedging	– 9	– 81
Other comprehensive income from equity accounted investments	–	2
Currency translation foreign operations	455	– 1,776
Items that can be reclassified to the income statement in the future	**12**	**– 1,155**
Other comprehensive income for the period after tax	**34**	**– 1,201**
Total comprehensive income	**1,234**	**641**
Total comprehensive income attributable to non-controlling interests	6	– 67
Total comprehensive income attributable to shareholders of BMW AG	**1,228**	**708**

* Additional information: not subject to external auditor review.

INCOME STATEMENT FOR GROUP AND SEGMENTS

FOR THE PERIOD FROM 1 JANUARY TO 30 JUNE

		Group		Automotive[1]		Motorcycles[1]	
in € million	Note	2026	2025	2026	2025	2026	2025
Revenues	05	62,266	67,685	54,321	58,654	1,708	1,767
Cost of sales		– 53,469	– 56,609	– 48,506	– 50,823	– 1,355	– 1,424
Gross profit		**8,797**	**11,076**	**5,815**	**7,831**	**353**	**343**
Selling and administrative expenses		– 4,777[2]	– 5,089[2]	– 3,769	– 4,082	– 120	– 128
Other operating income	06	291	994	255	941	1	2
Other operating expenses	06	– 676	– 1,178	– 327	– 1,064	– 4	– 5
Profit/loss before financial result		**3,635**	**5,803**	**1,974**	**3,626**	**230**	**212**
Result from equity accounted investments		– 14	–	– 14	–	–	–
Interest and similar income	07	246	275	465	541	2	2
Interest and similar expenses	07	– 219	– 302	– 626	– 695	– 4	– 3
Other financial result	08	397	– 49	26	45	–	–
Financial result		**410**	**– 76**	**– 149**	**– 109**	**– 2**	**– 1**
Profit/loss before tax		**4,045**	**5,727**	**1,825**	**3,517**	**228**	**211**
Income taxes	09	– 1,173	– 1,712	– 529	– 1,067	– 65	– 63
Net profit/loss		**2,872**	**4,015**	**1,296**	**2,450**	**163**	**148**
Attributable to non-controlling interests		14	166	17	169	–	–
Attributable to shareholders of BMW AG		**2,858**	**3,849**	**1,279**	**2,281**	**163**	**148**
Basic earnings per ordinary share in €[3]		**4.73**	**6.23**				
Basic earnings per preferred share in €[3]			**6.24**				
Dilutive effects		–	–				
Diluted earnings per ordinary share in €[3]		**4.73**	**6.23**				
Diluted earnings per preferred share in €[3]			**6.24**				

[1] Additional information: not subject to external auditor review.
[2] Includes general administrative expenses amounting to € 2,304 million (2025: € 2,410 million).
[3] Following the amendment to the Articles of Incorporation on 30 June 2026, all non-voting preferred shares have been converted into ordinary shares with voting rights ↗ Share buyback programme.

INCOME STATEMENT FOR GROUP AND SEGMENTS

FOR THE PERIOD FROM 1 JANUARY TO 30 JUNE

		Financial Services*		Other Entities*		Eliminations*	
in € million	Note	**2026**	2025	**2026**	2025	**2026**	2025
Revenues	05	19,988	20,104	6	6	– 13,757	– 12,846
Cost of sales		– 17,751	– 17,915	–	–	14,143	13,553
Gross profit		**2,237**	**2,189**	**6**	**6**	**386**	**707**
Selling and administrative expenses		– 881	– 858	– 25	– 28	18	7
Other operating income	06	19	31	17	20	– 1	–
Other operating expenses	06	– 375	– 119	– 2	– 7	32	17
Profit/loss before financial result		**1,000**	**1,243**	**– 4**	**– 9**	**435**	**731**
Result from equity accounted investments		–	–	–	–	–	–
Interest and similar income	07	7	4	2,214	2,276	– 2,442	– 2,548
Interest and similar expenses	07	– 26	– 50	– 1,728	– 1,706	2,165	2,152
Other financial result	08	27	– 5	344	– 89	–	–
Financial result		**8**	**– 51**	**830**	**481**	**– 277**	**– 396**
Profit/loss before tax		**1,008**	**1,192**	**826**	**472**	**158**	**335**
Income taxes	09	– 288	– 359	– 235	– 141	– 56	– 82
Net profit/loss		**720**	**833**	**591**	**331**	**102**	**253**
Attributable to non-controlling interests		– 3	– 3	–	–	–	–
Attributable to shareholders of BMW AG		**723**	**836**	**591**	**331**	**102**	**253**
Basic earnings per ordinary share in €							
Basic earnings per preferred share in €							
Dilutive effects							
Diluted earnings per ordinary share in €							
Diluted earnings per preferred share in €							

* Additional information: not subject to external auditor review.

CONDENSED STATEMENT OF COMPREHENSIVE INCOME FOR GROUP

FOR THE PERIOD FROM 1 JANUARY TO 30 JUNE

in € million	2026	2025
Net profit/loss	**2,872**	**4,015**
Remeasurement of the net liability for defined benefit pensions plans	125	– 84
Items not expected to be reclassified to the income statement in the future	**125**	**– 84**
Marketable securities (at fair value through other comprehensive income)	– 3	8
Derivative financial instruments	– 680	1,347
Costs of hedging	– 106	– 62
Other comprehensive income from equity accounted investments	–	1
Currency translation foreign operations	981	– 2,634
Items that can be reclassified to the income statement in the future	**192**	**– 1,340**
Other comprehensive income for the period after tax	**317**	**– 1,424**
Total comprehensive income	**3,189**	**2,591**
Total comprehensive income attributable to non-controlling interests	84	– 32
Total comprehensive income attributable to shareholders of BMW AG	**3,105**	**2,623**

BALANCE SHEET FOR GROUP AND SEGMENTS

AT 30 JUNE 2026

		Group		Automotive*		Motorcycles*	
in € million	Note	30.6.2026	31.12.2025	30.6.2026	31.12.2025	30.6.2026	31.12.2025
ASSETS							
Intangible assets	10	19,387	19,915	18,826	19,345	186	199
Property, plant and equipment	11	39,548	39,903	38,906	39,233	565	595
Leased products		55,880	53,024	–	–	–	–
Investments accounted for using the equity method		557	526	557	526	–	–
Other investments		918	891	14,722	14,670	–	–
Receivables from sales financing		54,944	53,599	–	–	–	–
Financial assets	12	1,898	2,568	1,016	1,474	–	–
Deferred tax		2,394	2,205	3,409	2,873	–	–
Other assets		1,505	1,688	2,353	2,206	30	23
Non-current assets		**177,031**	**174,319**	**79,789**	**80,327**	**781**	**817**
Inventories		23,796	21,281	22,171	19,370	865	872
Trade receivables		3,207	2,946	2,681	2,534	242	160
Receivables from sales financing		37,761	36,440	–	–	–	–
Financial assets	12	2,137	2,460	1,150	1,595	–	–
Current tax	13	1,603	1,849	1,020	856	–	–
Other assets		8,962	7,818	21,136	25,156	26	6
Cash and cash equivalents		18,495	18,854	15,469	15,416	11	17
Current assets		**95,961**	**91,648**	**63,627**	**64,927**	**1,144**	**1,055**
Total assets		**272,992**	**265,967**	**143,416**	**145,254**	**1,925**	**1,872**

* Additional information: not subject to external auditor review.

BALANCE SHEET FOR GROUP AND SEGMENTS

AT 30 JUNE 2026

		Financial Services*		Other Entities*		Eliminations*	
in € million	Note	30.6.2026	31.12.2025	30.6.2026	31.12.2025	30.6.2026	31.12.2025
ASSETS							
Intangible assets	10	374	370	1	1	–	–
Property, plant and equipment	11	77	75	–	–	–	–
Leased products		63,952	60,985	–	–	– 8,072	– 7,961
Investments accounted for using the equity method		–	–	–	–	–	–
Other investments		25	25	23,529	23,436	– 37,358	– 37,240
Receivables from sales financing		55,115	53,753	–	–	– 171	– 154
Financial assets	12	177	189	806	1,043	– 101	– 138
Deferred tax		655	615	28	60	– 1,698	– 1,343
Other assets		3,710	3,394	44,369	41,772	– 48,957	– 45,707
Non-current assets		**124,085**	**119,406**	**68,733**	**66,312**	**– 96,357**	**– 92,543**
Inventories		760	1,039	–	–	–	–
Trade receivables		283	251	1	1	–	–
Receivables from sales financing		37,761	36,440	–	–	–	–
Financial assets	12	643	664	415	269	– 71	– 68
Current tax	13	116	66	467	927	–	–
Other assets		4,573	3,691	70,182	69,100	– 86,955	– 90,135
Cash and cash equivalents		2,853	3,230	162	191	–	–
Current assets		**46,989**	**45,381**	**71,227**	**70,488**	**– 87,026**	**– 90,203**
Total assets		**171,074**	**164,787**	**139,960**	**136,800**	**– 183,383**	**– 182,746**

* Additional information: not subject to external auditor review.

BALANCE SHEET FOR GROUP AND SEGMENTS

AT 30 JUNE 2026

in € million	Note	Group 30.6.2026	Group 31.12.2025	Automotive* 30.6.2026	Automotive* 31.12.2025	Motorcycles* 30.6.2026	Motorcycles* 31.12.2025
EQUITY AND LIABILITIES							
Subscribed capital	14	616	616				
Capital reserves		2,479	2,479				
Revenue reserves	14	95,791	95,471				
Accumulated other equity		– 2,210	– 2,168				
Treasury shares	14	– 1,326	– 701				
Equity attributable to shareholders of BMW AG	**14**	**95,350**	**95,697**				
Non-controlling interests		2,092	2,209				
Equity		**97,442**	**97,906**	**56,065**	**60,225**	**–**	**–**
Pension provisions		203	203	120	121	–	–
Other provisions		6,509	6,524	5,965	6,142	96	101
Deferred tax		4,221	4,110	3,482	3,501	–	–
Financial liabilities	16	73,953	68,159	2,551	2,313	2	2
Other liabilities	17	7,105	7,341	9,383	9,283	777	743
Non-current provisions and liabilities		**91,991**	**86,337**	**21,501**	**21,360**	**875**	**846**
Other provisions		7,455	7,670	6,469	6,846	128	127
Current tax	15	1,007	864	787	683	–	–
Financial liabilities	16	42,836	42,310	2,597	1,250	1	1
Trade payables		13,034	12,488	11,449	11,001	481	495
Other liabilities	17	19,227	18,392	44,548	43,889	440	403
Current provisions and liabilities		**83,559**	**81,724**	**65,850**	**63,669**	**1,050**	**1,026**
Total equity and liabilities		**272,992**	**265,967**	**143,416**	**145,254**	**1,925**	**1,872**

* Additional information: not subject to external auditor review.

BALANCE SHEET FOR GROUP AND SEGMENTS

AT 30 JUNE 2026

		Financial Services*		Other Entities*		Eliminations*	
in € million	Note	30.6.2026	31.12.2025	30.6.2026	31.12.2025	30.6.2026	31.12.2025
EQUITY AND LIABILITIES							
Subscribed capital	14						
Capital reserves							
Revenue reserves	14						
Accumulated other equity							
Treasury shares	14						
Equity attributable to shareholders of BMW AG	**14**						
Non-controlling interests							
Equity		**16,832**	**16,444**	**66,325**	**62,997**	**– 41,780**	**– 41,760**
Pension provisions		12	12	71	70	–	–
Other provisions		448	281	–	–	–	–
Deferred tax		3,518	3,038	27	77	– 2,806	– 2,506
Financial liabilities	16	22,457	22,028	49,044	43,954	– 101	– 138
Other liabilities	17	45,861	43,139	790	577	– 49,706	– 46,401
Non-current provisions and liabilities		**72,296**	**68,498**	**49,932**	**44,678**	**– 52,613**	**– 49,045**
Other provisions		855	693	3	4	–	–
Current tax	15	201	117	19	64	–	–
Financial liabilities	16	26,543	25,527	13,766	15,600	– 71	– 68
Trade payables		1,096	984	8	8	–	–
Other liabilities	17	53,251	52,524	9,907	13,449	– 88,919	– 91,873
Current provisions and liabilities		**81,946**	**79,845**	**23,703**	**29,125**	**– 88,990**	**– 91,941**
Total equity and liabilities		**171,074**	**164,787**	**139,960**	**136,800**	**– 183,383**	**– 182,746**

* Additional information: not subject to external auditor review.

CONDENSED CASH FLOW STATEMENT FOR GROUP AND SEGMENTS
FOR THE PERIOD FROM 1 JANUARY TO 30 JUNE

	Group		Automotive*		Financial Services*	
in € million	2026	2025	2026	2025	2026	2025
Profit/loss before tax	4,045	5,727	1,825	3,517	1,008	1,192
Depreciation and amortisation of tangible, intangible and investment assets	4,799	4,292	4,710	4,214	10	12
Change in provisions	– 451	– 464	– 752	– 389	320	59
Change in leased products and receivables from sales financing	– 3,633	– 1,916	–	–	– 3,701	– 1,904
Changes in working capital	– 1,568	– 162	– 1,858	– 252	361	291
Other	– 1,379	– 1,482	861	202	– 386	– 99
Cash inflow/outflow from operating activities	**1,813**	**5,995**	**4,786**	**7,292**	**– 2,388**	**– 449**
Total investment in intangible assets and property, plant and equipment	– 3,540	– 5,190	– 3,502	– 5,124	– 2	– 2
Inflow/outflow from net investment in marketable securities and investment funds	185	380	186	390	– 2	– 11
Other	– 7	177	6	177	– 3	1
Cash inflow/outflow from investing activities	**– 3,362**	**– 4,633**	**– 3,310**	**– 4,557**	**– 7**	**– 12**
Cash inflow/outflow from financing activities	**1,095**	**– 2,431**	**– 1,457**	**– 2,568**	**1,961**	**– 108**
Effect of exchange rate on cash and cash equivalents	**95**	**– 133**	**34**	**– 116**	**57**	**86**
Change in cash and cash equivalents	**– 359**	**– 1,202**	**53**	**51**	**– 377**	**– 483**
Cash and cash equivalents as at 1 January	18,854	19,287	15,416	14,853	3,230	3,103
Cash and cash equivalents as at 30 June	**18,495**	**18,085**	**15,469**	**14,904**	**2,853**	**2,620**

* Additional information: not subject to external auditor review.

STATEMENT OF CHANGES IN GROUP EQUITY

FOR THE PERIOD FROM 1 JANUARY TO 30 JUNE

					Accumulated other equity			
in € million	Note	Subscribed capital	Capital reserves	Revenue reserves	Translation differences	Marketable securities	Derivative financial instruments	Costs of hedging
1 January 2026	14	616	2,479	95,471	– 3,253	– 15	1,302	– 202
Net profit		–	–	2,858	–	–	–	–
Other comprehensive income for the period after tax		–	–	125	775	– 3	– 560	– 90
Comprehensive income at 30 June 2026		**–**	**–**	**2,983**	**775**	**– 3**	**– 560**	**– 90**
Dividend payments		–	–	– 2,654	–	–	–	–
Treasury shares acquired		–	–	–	–	–	–	–
Treasury share redemption		–	–	–	–	–	–	–
Reclassification resulting from share redemption		–	–	–	–	–	–	–
Other changes		–	–	– 9	–	–	– 164	–
30 June 2026	**14**	**616**	**2,479**	**95,791**	**– 2,478**	**– 18**	**578**	**– 292**

STATEMENT OF CHANGES IN GROUP EQUITY

FOR THE PERIOD FROM 1 JANUARY TO 30 JUNE

					Accumulated other equity			
in € million	Note	Subscribed capital	Capital reserves	Revenue reserves	Translation differences	Marketable securities	Derivative financial instruments	Costs of hedging
1 January 2025	14	639	2,456	92,812	– 1,105	– 28	– 877	– 80
Net profit		–	–	3,849	–	–	–	–
Other comprehensive income for the period after tax		–	–	– 84	– 2,266	8	1,183	– 67
Comprehensive income at 30 June 2025		**–**	**–**	**3,765**	**– 2,266**	**8**	**1,183**	**– 67**
Dividend payments		–	–	– 2,649	–	–	–	–
Treasury shares acquired		–	–	–	–	–	–	–
Treasury share redemption		–	–	– 2,002	–	–	–	–
Reclassification resulting from share redemption		– 23	23	–	–	–	–	–
Other changes		–	–	– 5	–	–	169	–
30 June 2025	**14**	**616**	**2,479**	**91,921**	**– 3,371**	**– 20**	**475**	**– 147**

STATEMENT OF CHANGES IN GROUP EQUITY

FOR THE PERIOD FROM 1 JANUARY TO 30 JUNE

in € million	Note	Treasury shares	Equity attributable to shareholders of BMW AG	Non-controlling interests	Total
1 January 2026	14	– 701	95,697	2,209	97,906
Net profit		–	2,858	14	2,872
Other comprehensive income for the period after tax		–	247	70	317
Comprehensive income at 30 June 2026		**–**	**3,105**	**84**	**3,189**
Dividend payments		–	– 2,654	– 189	– 2,843
Treasury shares acquired		– 625	– 625	–	– 625
Treasury share redemption		–	–	–	–
Reclassification resulting from share redemption		–	–	–	–
Other changes		–	– 173	– 12	– 185
30 June 2026	**14**	**– 1,326**	**95,350**	**2,092**	**97,442**

in € million	Note	Treasury shares	Equity attributable to shareholders of BMW AG	Non-controlling interests	Total
1 January 2025	14	– 1,502	92,315	2,688	95,003
Net profit		–	3,849	166	4,015
Other comprehensive income for the period after tax		–	– 1,226	– 198	– 1,424
Comprehensive income at 30 June 2025		**–**	**2,623**	**– 32**	**2,591**
Dividend payments		–	– 2,649	– 510	– 3,159
Treasury shares acquired		– 663	– 663	–	– 663
Treasury share redemption		2,002	–	–	–
Reclassification resulting from share redemption		–	–	–	–
Other changes		–	164	14	178
30 June 2025	**14**	**– 163**	**91,790**	**2,160**	**93,950**

NOTES TO THE GROUP FINANCIAL STATEMENTS

ACCOUNTING PRINCIPLES AND POLICIES

01 Basis of preparation

The consolidated financial statements of Bayerische Motoren Werke Aktiengesellschaft, Munich, (BMW Group Financial Statements or Group Financial Statements) as at 31 December 2025 were drawn up in accordance with International Financial Reporting Standards (IFRS), as endorsed by the European Union (EU), and the supplementary requirements of § 315e (1) of the German Commercial Code (HGB). The Interim Group Financial Statements (Interim Report) as at 30 June 2026, which have been prepared in accordance with International Accounting Standard (IAS) 34, have been drawn up using, in all material respects, the same accounting methods as those utilised in the 2025 Group Financial Statements. The BMW Group applies the option of publishing condensed group financial statements. All Interpretations issued by the IFRS Interpretations Committee which are mandatory on 30 June 2026 have been applied. The Interim Report also complies with German Accounting Standard No. 16 (GAS 16) – Interim Financial Reporting – issued by the German Accounting Standards Committee e. V. (GASC).

The reporting period for these Interim Group Financial Statements in accordance with IAS 34 is the six-month period from 1 January 2026 to 30 June 2026. In addition, the income statement for the BMW Group and condensed statement of comprehensive income for Group as well as the notes disclosures for the period from 1 April 2026 to 30 June 2026 are presented for informational purposes, but were not within the scope of the external auditor's review.

Information regarding the Group's accounting principles and policies is contained in the Notes to the Group Financial Statements within the BMW Group Report 2025.

The Group Financial Statements have been drawn up in euros. All amounts are disclosed in millions of euros (€ million) unless stated otherwise. Detailed information on foreign currency translation is provided in the BMW Group Report 2025, ↗ note [04] to the Group Financial Statements.

Key figures presented in the report have been rounded in accordance with standard commercial practice. In individual cases, this may mean that figures do not add up exactly to the stated total and that percentages cannot be derived from the values shown.

The income statement for the BMW Group and segments is presented using the cost of sales method.

In order to provide a better insight into the results of operations, financial position and net assets of the BMW Group, and going beyond the requirements of IFRS 8, the Group Financial Statements also include an income statement and a balance sheet for the Automotive, Motorcycles, Financial Services and Other Entities segments. The Group Cash Flow Statement is supplemented by a statement of cash flows for the Automotive and Financial Services segments. Inter-segment transactions relate primarily to internal sales of products, the provision of funds for Group companies and the related interest. These items are eliminated on consolidation. More detailed information regarding the allocation of activities of the BMW Group to segments and a description of the segments is provided in the explanatory notes to segment information in the BMW Group Report 2025.

The Interim Group Financial Statements as at 30 June 2026 have been reviewed by the Group auditors, PricewaterhouseCoopers GmbH Wirtschaftsprüfungsgesellschaft, Frankfurt am Main, Munich office.

02 Group reporting entity

The BMW Group Financial Statements as at 30 June 2026 include Bayerische Motoren Werke Aktiengesellschaft (BMW AG) and all material subsidiaries over which BMW AG – either directly or indirectly – exercises control. This also includes 63 structured entities, consisting of asset-backed financing arrangements and special purpose funds. In some cases, contractual agreements are in place with the asset-backed securities companies to offset their losses in connection with residual value risks arising from the receivables sold to them.

In relation to fully consolidated companies, the following changes took place in the Group reporting entity during the first six months of 2026:

	Germany	Foreign	Total
Included at 31 December 2025	21	185	206
Included for the first time in 2026	–	9	9
No longer included in 2026	1	6	7
Included at 30 June 2026	**20**	**188**	**208**

The changes to the Group reporting entity are not significant in terms of the results of operations, financial position and net assets of the Group.

03 Financial reporting rules

(a) None of the new accounting standards and revisions to existing standards which were applied for the first time in the first half of 2026 had a significant impact on the BMW Group Financial Statements.

(b) The International Accounting Standards Board (IASB) published Standard IFRS 18 Presentation and Disclosure in Financial Statements in April 2024. The Standard replaces IAS 1 and contains new rules on the structure of the income statement, disclosures on management-defined performance measures and the aggregation and disaggregation of information. Limited changes were made to the presentation of cash flow statements by amending IAS 7. The new rules are mandatory for financial years beginning on or after 1 January 2027. Early adoption of IFRS 18 is not intended.

Based on a detailed analysis of the new requirements pertaining to the structuring of income statements, it is expected that operations within the Financial Services segment will qualify as a main business activity focused on providing financing to customers. In addition to the newly introduced operating, investing and financing categories, IFRS 18 requires entities to present defined subtotals. The BMW Group intends to use the mandatory subtotal for all income and expenses assigned to the operating category as a key performance indicator for the Automotive and Motorcycle segments. This performance indicator is expected to be largely comparable to the current performance indicator Profit/Loss Before Financial Result (EBIT). IFRS 18 also requires income statements to include a subtotal for all income and expenses assigned to the operating and investing categories. It is anticipated that the BMW Group will not report any management-defined performance measures.

The BMW Group's cash flow statement is affected by the new starting point for the indirect method of reporting cash flows from operating activities, in addition to the removal of the option regarding the classification of interest and dividends received and paid.

The BMW Group also anticipates that the new requirements related to aggregation and disaggregation will have no material impact on how information is presented in its Group Financial Statements.

Other financial reporting standards or revisions to standards issued by the IASB and not yet applied are not expected to have any significant impact on the BMW Group Financial Statements.

04 Other significant events

Impairment tests

An indication of the potential impairment of tangible and intangible assets existed at 30 June 2026 in that the Group's market capitalisation was lower than Group equity at that date. As a result, impairment tests were performed for the cash-generating units Automotive excluding BMW Brilliance, BMW Brilliance, Motorcycles and Financial Services. A detailed description of impairment test procedures and individual parameters is provided in ↗ note [06] to the Group Financial Statements in the BMW Group Report 2025.

The following pre-tax discount rates were applied to measure the relevant values:

in %	30.6.2026	31.12.2025
Automotive excluding BMW Brilliance	13.7	13.7
BMW Brilliance	13.8	13.8
Motorcycles	13.7	13.7
Financial Services	14.3	14.7

In conjunction with the impairment tests for cash-generating units, sensitivity analyses are performed for the main assumptions in order to rule out that possible changes to the assumptions used to determine the recoverable amount would result in the requirement to recognise an impairment loss. Even in the case of a 10% deterioration in the individual measurement assumptions, the need to recognise an impairment loss does not arise.

Global customs and trade policies

Changes in global customs and trade policies remained in effect in the first half of the 2026 financial year. These affect the BMW Group directly due to its global production and supply chain. Tariff increases reduced the EBIT margin in the Automotive segment by approximately 1.25 percentage points in the first half of the year. The negative impact results from higher customs duties arising in the United States as well as the anti-subsidy duties imposed by the European Commission.

Russia-Ukraine war

The restrictions currently in place for payments are resulting in limited transfers of liquid funds from BMW Group companies in Russia. Developments in this area are reviewed by the BMW Group on a regular basis. In total, the Russian companies hold around 7% (31 December 2025: 6%) of the BMW Group's cash and cash equivalents.

NOTES TO THE INCOME STATEMENT

05 Revenues

Revenues by activity comprise the following:

in € million	2nd quarter 2026*	2nd quarter 2025*	1 January to 30 June 2026	1 January to 30 June 2025
Sales of products and related goods	21,204	24,054	42,558	47,891
Sales of products previously leased to customers	3,667	3,670	7,129	7,465
Income from lease instalments	3,659	3,323	7,180	6,675
Interest income on credit financing and finance leases	1,384	1,489	2,759	2,960
Revenues from service contracts, telematics and roadside assistance	969	1,020	1,903	1,975
Other income	376	371	737	719
Revenues	**31,259**	**33,927**	**62,266**	**67,685**

Revenues recognised from contracts with customers in accordance with IFRS 15 totalled € 52,129 million (2025: € 57,865 million). These revenues are attributed to the first, second and fifth category in the table. A proportion is also allocated to other income.

An analysis of revenues by segment is shown in the segment information in ↗ note [23].

Revenues from the sale of products and related goods are generated primarily in the Automotive segment and, to a lesser extent, in the Motorcycles segment. Revenues from the sales of products previously leased to customers, income from lease instalments and interest income on credit financing and finance leases are allocated to the Financial Services segment. Revenues from service contracts, telematics and roadside assistance are attributable mainly to the Automotive and Financial Services segments, and, to a lesser extent, to the Motorcycles segment. Other income relates mainly to the Automotive segment and the Financial Services segment.

Interest income on credit financing and finance leases includes interest calculated on the basis of the effective interest method totalling € 2,157 million (2025: € 2,279 million).

* Additional information: not subject to external auditor review.

06 Other operating income and expenses

These line items principally include income/expense from the reversal of and allocation to provisions, including provisions for legal disputes and other legal risks, as well as income/expense from the reversal and recognition of impairment allowances and write-downs, gains and losses on the disposal of assets, as well as exchange gains and losses.

07 Net interest result

The net interest result comprises:

in € million	2nd quarter 2026*	2nd quarter 2025*	1 January to 30 June 2026	1 January to 30 June 2025
Other interest and similar income	141	141	241	269
thereof from subsidiaries	6	7	12	14
Net interest income on the net defined benefit liability for pension plans	2	3	5	6
Interest and similar income	**143**	**144**	**246**	**275**
Net interest impact on other long-term provisions	– 49	– 46	– 101	– 134
Net interest expense on the net defined benefit liability for pension plans	– 3	– 3	– 5	– 5
Other interest and similar expenses	– 75	– 110	– 113	– 163
thereof to subsidiaries	–	– 1	– 1	– 2
Interest and similar expenses	**– 127**	**– 159**	**– 219**	**– 302**
Net interest result	**16**	**– 15**	**27**	**– 27**

* Additional information: not subject to external auditor review.

08 Other financial result

Other financial result developed as follows:

in € million	2nd quarter 2026*	2nd quarter 2025*	1 January to 30 June 2026	1 January to 30 June 2025
Result on investments	55	42	53	12
Sundry other financial result	– 1	– 77	344	– 61
Other financial result	**54**	**– 35**	**397**	**– 49**

The result on investments was primarily affected by the measurement of investments held.

The positive trend in sundry other financial result was mainly due to changes in the fair value of stand-alone interest rate derivatives.

09 Income taxes

The effective tax rate for the six-month period to 30 June 2026 was 29.0% (2025: 29.9%). This corresponds to the best estimate of the weighted average income tax rate for the full year. This tax rate has been applied to the pre-tax profit for the period under report.

* Additional information: not subject to external auditor review.

NOTES TO THE BALANCE SHEET

10 Intangible assets

Intangible assets mainly comprise capitalised development costs on vehicle, module and architecture projects as well as rights reacquired in conjunction with a business acquisition. Also included are subsidies for tool costs, licences, purchased development projects, emission allowances, software and purchased customer bases.

in € million	30.6.2026	31.12.2025
Development costs	15,165	15,251
Goodwill	1,504	1,440
thereof allocated to the Automotive excluding BMW Brilliance CGU	33	33
thereof allocated to the BMW Brilliance CGU	1,124	1,060
thereof allocated to the Financial Services CGU	347	347
Other intangible assets	2,718	3,224
Intangible assets	**19,387**	**19,915**

Additions to and amortisation of intangible assets developed during the first six months of the year as follows:

in € million	2026	2025
Development costs		
Additions	1,292	1,484
Amortisation	1,378	1,031
Other intangible assets		
Additions	14	18
Amortisation	673	692

11 Property, plant and equipment

Additions to and depreciation of property, plant and equipment (including right-of-use assets from leases) developed during the first six months of the year as follows:

in € million	2026	2025
Additions	1,886	2,718
Depreciation	2,748	2,569

Purchase commitments for property, plant and equipment (excluding right-of-use assets from leases) totalled € 5,554 million (31 December 2025: € 6,006 million).

12 Financial assets

Financial assets comprise:

in € million	30.6.2026	31.12.2025
Derivate instruments	2,945	4,091
Marketable securities and investment funds	523	696
Loans to third parties	45	34
Other	522	207
Financial assets	**4,035**	**5,028**

13 Income tax assets

Current income taxes amounting to € 1,603 million (31 December 2025: € 1,849 million) include € 350 million (31 December 2025: € 360 million) that is expected to be settled after more than twelve months. Claims may be settled earlier than this depending on the timing of the underlying proceedings.

14 Equity

The Group Statement of Changes in Equity is shown in the ↗ Statement of Changes in Equity.

Subscribed capital

The Annual General Meeting of BMW AG and the separate meeting of holders of preferred shares on 13 May 2026 decided to convert all non-voting preferred shares into ordinary shares with voting rights. The corresponding amendment to the Articles of Incorporation was registered in the Commercial Register of the District Court of Munich on 30 June 2026. The Company's share capital remains € 615,810,431 and now consists of 615,810,431 ordinary bearer shares, each with a par value of € 1.

Revenue reserves

In the second quarter 2026 BMW AG paid the dividend for the financial year 2025 amounting to € 2,420 million for ordinary shares and € 234 million for preferred shares.

Treasury shares

On 20 May 2025, based on the authorisation granted by the Annual General Meeting on 14 May 2025, the Board of Management decided to initiate a third share buyback programme. The programme has a volume of up to € 2 billion (total purchase price excluding incidental acquisition costs). The buyback programme pertains to ordinary and preferred shares. The volume of preferred shares is limited to a maximum of € 350 million.

The first tranche of the third share buyback programme was successfully completed on 8 December 2025. As part of this first tranche, a total of 7,498,153 ordinary shares and 1,773,313 preferred shares were repurchased between 21 May 2025 and 8 December 2025. A total purchase price (excluding incidental acquisition costs) of around € 750 million was paid for the shares repurchased as part of this tranche.

The second tranche of the third share buyback programme was successfully completed on 26 June 2026. As part of this second tranche, a total of 8,252,475 ordinary shares were repurchased between 2 January 2026 and 26 June 2026. A total purchase price (excluding incidental acquisition costs) of around € 625 million was paid for the shares repurchased as part of this tranche.

The third tranche of the third share buyback programme, with a volume of € 625 million, is scheduled to begin on 1 July 2026 and to be completed by 30 November 2026.

As at 30 June 2026, BMW AG held 16,934,921 treasury shares, corresponding to a nominal amount of € 16,934,921. Of the repurchased shares, 589,020 ordinary shares have already been used for the Employee Share Programme in 2025. The shares held represent 2.75% of the share capital as at 30 June 2026.

15 Income tax liabilities

Current income taxes amounting to € 1,007 million (31 December 2025: € 864 million) include € 155 million (31 December 2025: € 108 million) that is expected to be settled after more than twelve months. Liabilities may be settled earlier than this depending on the timing of the underlying proceedings.

16 Financial Liabilities

Financial liabilities of the BMW Group comprise the following:

in € million	30.6.2026	31.12.2025
Bonds	55,933	51,835
Asset-backed financing transactions	22,642	21,760
Liabilities from customer deposits (banking)	18,794	17,952
Liabilities to banks	10,031	8,786
Derivative instruments	3,182	3,123
Lease liabilities	2,482	2,492
Commercial paper	2,527	3,477
Other	1,198	1,044
Financial liabilities	**116,789**	**110,469**

The total volume of the bonds issued and repaid up to 30 June 2026 was € 9.9 billion and € 6.3 billion, respectively. The BMW Group refinanced itself via a variety of instruments, including two euro benchmark bonds, a benchmark bond denominated in pounds sterling, a 144A bond denominated in US dollars, a bond denominated in Canadian dollars and a bond issue in China (Panda bond). In addition, asset-backed financing transactions with a total volume of around € 6.1 billion were carried out or prolonged in the following countries: the USA, China, Germany, the UK, Canada, Japan and South Korea.

17 Other liabilities

Other liabilities include contract liabilities relating to contracts with customers amounting to € 8,008 million (31 December 2025: € 8,506 million). The liabilities relate mainly to service and repair work as well as telematics services and roadside assistance agreed to be part of the sale of a vehicle (in some cases multi-component arrangements).

OTHER DISCLOSURES

18 Research and development expenses

Research and development expenses were as follows:

in € million	2nd quarter 2026*	2nd quarter 2025*	1 January to 30 June 2026	1 January to 30 June 2025
Research and development expenditure	1,959	2,036	3,714	4,020
Amortisation of capitalised development cost	691	543	1,378	1,031
New expenditure for capitalised development cost	– 741	– 775	– 1,292	– 1,484
Research and development expenses	**1,909**	**1,804**	**3,800**	**3,567**

19 Contingent liabilities

The following contingent liabilities existed at the balance sheet date:

in € million	30.6.2026	31.12.2025
Taxes and customs duties	1,470	1,331
Litigation	147	153
Guarantees	83	83
Investment subsidies	60	55
Contingent liabilities	**1,760**	**1,622**

The BMW Group determines its best estimate of contingent liabilities on the basis of the information available at the date of preparation of the Group Financial Statements. This assessment may change over time and is adjusted regularly on the basis of new information and circumstances. A part of the risks is covered by insurance.

Since March 2019, the Chinese State Administration for Market Regulation (SAMR) had been conducting an antitrust proceeding against BMW AG. In May 2026, SAMR concluded that there was no violation of Chinese antitrust laws and formally closed its investigation. In July 2024, the Brazilian antitrust authority (Conselho Administrativo de Defesa Econômica, CADE) launched an antitrust proceeding against BMW AG and in April 2026 provided its non-binding statement of objections. A binding decision by the competent body of CADE is still pending. The investigations each relate to largely the same facts which were the subject of a proceeding which was concluded by the European Commission in 2021 (see ↗ note [10] to the BMW Group Financial Statements for the financial year 2021 included in the BMW Group Report 2021). Possible risks for the BMW Group in connection with the antitrust proceedings in Brazil cannot be currently foreseen, neither in terms of their outcome nor the amounts involved. In relation to these allegations two individual customers' lawsuits have been pending in South Korea since June 2018. In addition, claimants in a group litigation in England and Wales have brought damages claims based on the European Commission's decision. Further civil lawsuits based on the allegations are possible going forward. Further disclosures pursuant to IAS 37.86 cannot be provided at present.

Beginning in 2014, regulatory authorities have ordered the BMW Group to recall various vehicle models in conjunction with airbags supplied by the Takata group of companies. Provision for the costs involved has been recognised within warranty provisions. In addition to the risks already covered by warranty provisions, it cannot be ruled out that further vehicles of the

* Additional information: not subject to external auditor review.

BMW Group will be affected by future recall actions. Further disclosures pursuant to IAS 37.86 cannot be provided at present.

In May 2023, the National Highway Traffic Safety Administration (NHTSA), an agency of the US federal government, requested a recall of airbags in the USA that are equipped with airbag inflators produced by ARC Automotive. In the second half of 2024, the NHTSA announced that it will continue its investigation before deciding how to proceed and whether to issue a final decision. This situation has remained unchanged since fiscal year 2024. Implications thereof for the BMW Group as well as implications from class action lawsuits, which have been brought in this context against the BMW Group in the USA and Canada, cannot be estimated at present. Further disclosures pursuant to IAS 37.86 cannot be provided at present.

In December 2023, the South Korean anti-trust authority (Korean Fair Trade Commission, KFTC) conducted an inspection at the premises of several car manufacturers, including BMW Korea and opened formal proceedings in March 2024, which was closed in March 2026 without any violations being found. In June 2024, the Chinese Antitrust Authority sent BMW AG a request for information, which was answered within the set deadline. The investigation by the South Korean antitrust authority had and the request for information by the Chinese Antitrust Authority has the same background as the proceedings of the European Commission and the UK Competition and Markets Authority that were concluded in 2025 (see ↗ note [39] to the BMW Group Financial Statements for the financial year 2025 included in the BMW Group Report 2025). Due to the relatively early stage of the proceedings in China, possible risks cannot be further quantified. Further disclosures pursuant to IAS 37.86 cannot be provided at present.

Following a request for legal assistance from the Korean authorities in 2020 in connection with leaks in exhaust gas recirculation modules in BMW Group vehicles, the Munich public prosecutor's office initiated an investigation and searched BMW Group offices in Munich and Steyr in June 2022. The proceedings were finally concluded in March 2024 and BMW Group agreed to pay a fine. To the extent that aspects of this matter are under review by authorities, the BMW Group continues to cooperate. Potential risks for the BMW Group cannot be quantified at the present time. Further disclosures pursuant to IAS 37.86 cannot be provided at present.

In several judgements, the European Court of Justice has ruled on emission control systems in diesel vehicles and has significantly tightened requirements pertaining to the justification of these systems. As a result of these and further possible judgements by the European Court of Justice, the interpretation of regulatory requirements for emission control systems is still evolving. This is reflected, amongst other things, by the fact that established administrative practices of type approval authorities are being questioned from numerous sides. This development led to a reassessment of civil proceedings pending due to the emissions performance of BMW and MINI diesel vehicles. According to the previous established case law of German national courts, damage claims could only be asserted on the basis of intentional damage inflicted in a manner offending common decency. In its judgements from 2023 linked to proceedings against other manufacturers and taking into account the case law of the European Court of Justice, the German Federal Court of Justice ruled that a manufacturer can also be held liable for negligent breach of EU homologation standards and on the basis of a far-reaching reversal of the burden of proof to the detriment of the manufacturer. Continuous effort and complexity of the defence in individual cases, new court proceedings, increased legal risks and financial expenditure are still to be expected. Further disclosures pursuant to IAS 37.86 cannot be provided at present.

In addition, the Kraftfahrt-Bundesamt (KBA) determined in February 2024 that two functionalities of the emission control system of the BMW vehicle model X3 with 2.0 litre diesel engine (EU5), built between September 2010 and March 2014, do not comply with legal requirements. The KBA views these functionalities as prohibited defeat devices. The BMW Group has filed a timely objection against this decision. Corrective measures have been coordinated with the responsible type approval authorities and are currently being carried out.

Furthermore, the BMW Group is conducting an internal investigation, supported by external legal advisers and technical experts, considering all relevant legal and factual aspects, to determine whether and to what extent functionalities of the emission control systems of this and other past diesel vehicle models comply with legal requirements and is in dialogue with responsible authorities in this regard. In this context, the Munich public prosecutor's office has opened an investigation against unknown ("Ermittlungsverfahren gegen Unbekannt") in July 2024 and conducted searches. Also, against the background of the developments in case law referred to above, it is possible that these and further authorities, including type approval and law enforcement authorities, and courts find fault with functionalities of the emission control systems or deem them as non-compliant with legal requirements. The investigation is complex and will still take some time to complete. At this stage, it is not possible to make any disclosures pursuant to IAS 37.86 with regard to the results of the aforesaid investigation and the internal investigation and possible measures to be taken as well as possible effects, including administrative and court proceedings, and any financial risks that may be related thereto.

Furthermore, several BMW Group entities have been facing a number of diesel emissions-related court claims in England and Wales since November 2021 as well as in Scotland since March 2023. In November 2023, the High Court approved a group litigation regarding the proceeding in England and Wales. In addition to the BMW Group, several other OEMs are facing similar proceedings in the same court. In March 2024, the court selected the proceedings against five OEMs as lead proceedings; BMW Group is not among them. In July 2026, the court issued a judgment regarding certain vehicles of the five OEMs in the lead proceedings and, in doing so, set a high threshold for establishing the existence of prohibited defeat devices. The judgment may be subject to appeal. The amount of resulting damage claims will be decided by the court based on a further trial at a later date. In Scotland, the court also approved the combination of relevant claims in group proceedings. In both proceedings, the sued BMW Group entities filed their statements of defence in 2024. Against this background, no further disclosures pursuant to IAS 37.86 can be provided at present. Also relating to diesel emissions, the consumer protection organizations Stichting Car Claim and Stichting Diesel Emissions Justice each filed class actions in the Netherlands against several BMW Group entities in November 2025 and February 2026, respectively. In July 2026, the court seized decided to rule first on its own jurisdiction and set deadlines for the parties to submit written statements in this regard. In addition, in June 2026, the Portuguese consumer protection organization Ius Omnibus brought an action in this context against BMW AG, BMW Portugal Lda., Porto Salvo, and BMW Holding B.V., Den Haag; to date, the claim has only been served on the Portuguese group entity. Both proceedings are still at an early stage. Further disclosures pursuant to IAS 37.86 cannot be provided at present.

20 Financial instruments

Information regarding the recognition and measurement of financial instruments is provided in the BMW Group Report 2025, ↗ notes [06] and ↗ [40] to the Group Financial Statements.

Disclosures relating to financial instruments measured at amortised cost

The following table shows the fair values and carrying amounts of financial assets and liabilities that are measured at amortised cost and whose carrying amounts differ from their fair value:

	30.6.2026		31.12.2025	
in € million	Fair Value	Carrying amount	Fair value	Carrying amount
Receivables from sales financing - credit financing	69,603	68,509	69,096	66,384
Receivables from sales financing - finance and operating leases	25,611	24,196	25,224	23,655
Financial liabilities				
Bonds	56,283	55,933	52,243	51,835
Asset-backed financing transactions	22,519	22,642	21,669	21,760
Liabilities from customer deposits (banking)	18,846	18,794	17,784	17,952
Liabilites to banks	10,068	10,031	8,829	8,786

The fair values are generally measured using the discounted cash flow method, taking into account credit risk. Expected future cash flows are discounted on the basis of current interest rate yield curves observable on the market.

The credit risk of receivables from sales financing is determined taking into account the customer-specific credit risk. In view of the fact that these allowances are calculated in part on the basis of internal information, receivables from sales financing are allocated to Level 3 in the level hierarchy in accordance with IFRS 13.

In the case of financial liabilities, own credit risk is taken into account based on credit default swaps available on the market, so that the fair values of these items are allocated to Level 2.

For all other financial instruments not listed here that are measured at amortised cost, the carrying amount corresponds to the fair value. For this reason, they are not presented separately.

Disclosures relating to financial instruments measured at fair value

The carrying amounts of financial instruments measured at fair value are allocated to the measurement levels pursuant to IFRS 13 as follows:

	30.6.2026			31.12.2025		
	Level hierarchy in accordance with IFRS 13			Level hierarchy in accordance with IFRS 13		
in € million	Level 1	Level 2	Level 3	Level 1	Level 2	Level 3
Marketable securities and investment funds	245	272	–	423	273	–
Other investments	136	–	471	148	–	446
Cash equivalents	1,192	–	–	1,190	404	–
Loans to third parties	–	–	24	–	–	13
Derivative instruments (assets)						
Interest rate risk	–	359	–	–	443	–
Currency risk	–	696	–	–	1,202	–
Combined interest rate/currency risks	–	788	–	–	939	–
Raw material market price risk	–	1,085	–	–	1,491	–
Other risks	–	–	17	–	–	16
Derivative instruments (liabilities)						
Interest rate risk	–	1,495	–	–	1,788	–
Currency risk	–	981	–	–	610	–
Combined interest rate/currency risks	–	311	–	–	320	–
Raw material market price risk	–	395	–	–	405	–

As a general rule, any transfers between fair value hierarchy levels are made at the end of the relevant reporting period.

In the six-month period to 30 June 2026, no financial instruments measured at fair value were reclassified between measurement levels.

Financial instruments classified to Level 3 and measured at fair value comprise the following:

in € million	Fair value 30.6.2026	Fair Value 31.12.2025
Unquoted equity instruments	471	446
Convertible Bonds	24	13
Options on unquoted equity instruments	17	16

Financial instruments allocated to Level 3 relate mainly to investments in a private-equity fund. The valuation of unlisted equity instruments is determined primarily using the market-based approach. In particular, the financing rounds that take place within the private equity sector – usually on a regular basis at intervals of approximately 12 to 24 months – represent a significant input factor for these purposes. In addition, the investment advisor provides the external fund manager with relevant, investment-specific information on an ongoing basis (at least quarterly). The latter subsequently assesses the underlying individual companies in accordance with the guidelines for International Private Equity and Venture Capital Valuations (IPEV).

As part of the process of analysing valuations, the external fund manager reviews the investment-specific milestones, including an analysis of financial, technical and liquidity-specific performance indicators. Based on this analysis, it is considered whether the price of the most recent financing round is acceptable as a reasonable market valuation, in particular for early-stage or growth-phase investments. Key performance indicators used for the purpose of milestone analysis are dependent on the business model underlying the investment. Typical technical key performance indicators relate to licenses and patents held, the stage of technology development such as evidence of feasibility and prototypes, market entries, customer and user growth and appointments to key management positions. Key financial performance indicators used are revenues, EBITDA and the corresponding growth rate and/or development of specific contribution margins. Key liquidity-specific performance indicators are cash on hand, cash burn rates and prospects for future financing rounds.

Since the pricing from the financing rounds is considered to be the decisive input factor for the valuation, increases and decreases in valuation give rise to a similar change in the equity instrument that is recognised in the income statement.

In addition, equity instruments that are held outside the private equity fund are measured using the income approach. This involves discounting cash flows on the basis of current business cases using the weighted average cost of capital to determine the fair value of the financial instrument. Changes in fair values determined in connection with adjustments to significant input factors are not material for the BMW Group.

The convertible bonds that have been classified to Level 3 are primarily used as instruments in advance of future financing rounds relating to private equity investments. Valuations are therefore performed in accordance with the IPEV guidelines.

Mandatory conversions are usually structured in such a way that the number of shares to be received depends on the future share price. Due to the generally short maturities, the instruments are subject to only insignificant fluctuations in value. Irrespective of this fact, impairment tests are performed at regular intervals.

The fair value of the options that the BMW Group holds in shares of such investee companies is measured taking into account the respective conditions under which the options were granted. The comments provided on the income-based approach used to measure equity instruments held outside the private equity fund apply analogously for the purposes of determining the relevant entity value that is taken into account when measuring the fair value of the options. The exercise price for share options related to the private equity fund in such companies is generally low, verging towards zero. Consequently, financing rounds have a direct impact on the fair value of the options. In this respect, the valuation of options and assessment of their impact on sensitivity is similar to the approach taken to unquoted equity instruments, as described above.

The balance sheet carrying amount of Level 3 financial instruments developed as follows:

in € million	Unquoted equity instruments	Convertible bonds	Options on unquoted equity instruments	Financial instruments Level 3
1 January 2026	446	13	16	475
Additions	11	10	–	21
Disposals	– 4	–	–	– 4
Gains (+) / losses (-) recognised in the income statement	7	–	–	7
Currency translation differences	11	1	1	13
Level transfer	–	–	–	–
30 June 2026	**471**	**24**	**17**	**512**

in € million	Unquoted equity instruments	Convertible bonds	Options on unquoted equity instruments	Financial instruments Level 3
1 January 2025	711	3	64	778
Additions	34	11	–	45
Disposals	– 142	–	– 51	– 193
Gains (+) / losses (-) recognised in the income statement	– 7	–	4	– 3
Currency translation differences	– 71	– 1	– 1	– 73
Level transfer	– 79	–	–	– 79
31 December 2025	**446**	**13**	**16**	**475**

Gains and losses recognised in the income statement for the Group are reported within the line item "Other financial result". Of the gains and losses recorded in the first half of the financial year 2026, € 6 million (2025: € – 132 million) are unrealised.

21 Related party relationships

The following individuals and entities are related parties in accordance with IAS 24:

- Stefan Quandt and Susanne Klatten, their controlled entities and close family members
- the members of the Board of Management and the Supervisory Board of the BMW Group and their close family members
- associated companies, joint ventures, non-consolidated subsidiaries, as well as BMW Trust e.V., Munich, BMW (UK) Trustees Limited, Farnborough and BMW Foundation Herbert Quandt, Munich

Transactions of the Group companies with related parties were carried out, without exception, in the normal course of business of each of the parties concerned and conducted at market conditions, i.e. conditions that are also granted to other third parties.

During the first half of 2026, members of the Supervisory Board entered into agreements with the BMW Group for vehicle leasing and other services on arms' length terms.

Stefan Quandt is a shareholder and Deputy Chairman of the Supervisory Board of BMW AG. He is also the sole shareholder and Chairman of the Supervisory Boards of DELTON Health AG, Bad Homburg v.d.H., and DELTON Technology SE, Bad Homburg v.d.H., as well as the sole shareholder of DELTON Logistics S.à r.l., Grevenmacher, which performed logistic-related services via its subsidiaries for the BMW Group in the first six months of 2026. In addition, the DELTON companies held by Stefan Quandt acquired vehicles from the BMW Group by way of leasing.

Stefan Quandt is also the indirect majority shareholder of SOLARWATT GmbH, Dresden. Cooperation arrangements are in place between BMW Group and SOLARWATT GmbH within the field of electromobility. During the first half of 2026, SOLARWATT GmbH procured services and leased vehicles from the BMW Group.

Susanne Klatten is a shareholder and member of the Supervisory Board of BMW AG and also the sole shareholder and Chairwoman of the Supervisory Board of UnternehmerTUM GmbH, Garching. In the first six months of 2026, the BMW Group bought in services from UnternehmerTUM GmbH, mainly in the form of consultancy services.

Seen from the perspective of BMW Group entities, the volume of significant transactions with the aforementioned entities was as follows:

	Supplies and services performed		Supplies and services received		Receivables		Payables	
in € thousand	1 January to 30 June 2026	1 January to 30 June 2025	1 January to 30 June 2026	1 January to 30 June 2025	30.6.2026	31.12.2025	30.6.2026	31.12.2025
DELTON Health AG	994	957	–	–	17	8	–	–
DELTON Logistics S.à r.l.	320	274	3,683	4,777	6	2	702	662
SOLARWATT GmbH	266	558	–	–	–	–	–	–
UnternehmerTUM GmbH	–	–	197	254	–	–	211	40

	Supplies and services performed		Supplies and services received		Receivables		Payables	
in € thousand	2nd quarter 2026*	2nd quarter 2025*	2nd quarter 2026*	2nd quarter 2025*	30.6.2026	31.12.2025	30.6.2026	31.12.2025
DELTON Health AG	496	481	–	–	17	8	–	–
DELTON Logistics S.à r.l.	167	106	1,798	2,580	6	2	702	662
SOLARWATT GmbH	126	428	–	–	–	–	–	–
UnternehmerTUM GmbH	–	–	95	117	–	–	211	40

* Additional information: not subject to external auditor review.

In total, the following amounts of goods and services were supplied to or received from joint ventures and associated companies:

	Supplies and services performed		Supplies and services received		Receivables		Payables	
in € million	1 January to 30 June 2026	1 January to 30 June 2025	1 January to 30 June 2026	1 January to 30 June 2025	30.6.2026	31.12.2025	30.6.2026	31.12.2025
Joint ventures and associated companies	2	3	12	14	53	52	4	4

	Supplies and services performed		Supplies and services received		Receivables		Payables	
in € million	2nd quarter 2026*	2nd quarter 2025*	2nd quarter 2026*	2nd quarter 2025*	30.6.2026	31.12.2025	30.6.2026	31.12.2025
Joint ventures and associated companies	1	1	6	8	53	52	4	4

Business relationships with non-consolidated subsidiaries are small in scale.

BMW Trust e.V. administers assets on a trustee basis to secure obligations relating to pensions in Germany and is therefore a related party of the BMW Group in accordance with IAS 24. This entity has no assets of its own. It had no income or expenses during the first half of the year. BMW AG bears expenses on an immaterial scale and performs services for BMW Trust e.V. BMW (UK) Trustees Limited administers the BMW (UK) Operations Pension Scheme, Farnborough, in accordance with the trust deeds and regulations and is therefore a related party of the BMW Group in accordance with IAS 24. It invests the scheme's assets to generate income and capital growth so that both current and future pensions and other expenses and obligations can be met. The BMW Group does not bear any expenses for the scheme and has no rights to its assets.

22 Events after the end of the reporting period

BMW AG reached an agreement in July 2026 with the representatives of the BMW AG Works Council regarding a general framework of a workforce restructuring programme. According to current estimates, the programme will have a negative earnings impact in the financial year 2026, mainly in the Automotive segment, of up to 1.25 percentage points in the EBIT margin and is included in the full-year outlook.

On 24 July 2026, the US government imposed a new set of tariffs under section 301 of the Trade Act of 1974. These replace the expiring tariffs which were issued under section 122 of the Trade Act. As the BMW Group is primarily affected by section 232 duties in the USA, the 10% and 12.5% tariffs issued under section 301 do not have a material impact on the BMW Group's results of operations, financial position and net assets.

No other events occurred after the balance sheet date with a particular significance for the results of operations, financial position and net assets of the BMW Group.

* Additional information: not subject to external auditor review.

SEGMENT INFORMATION

23 Explanatory notes to segment information

Information on the definition of reportable segments and management performance system is provided in the BMW Group Report 2025. Due to the various methodologies applied, the reported segment result and asset figures are based on different measures of segment performance and asset valuation. Detailed information is provided in ↗ note [46] to the Group Financial Statements in the BMW Group Report 2025.

Segment information is prepared as a general rule in conformity with the accounting policies adopted for preparing and presenting the Interim Group Financial Statements. Exceptions to this general principle include the treatment of inter-segment warranties, the earnings impact of which is allocated to the respective segments on the basis used internally to manage the business. In addition, intragroup repurchase agreements between the Automotive and Financial Services segments pursuant to IFRS 15, impairment allowances on intragroup receivables and changes in the value of consolidated other investments pursuant to IFRS 9 are also excluded. Intragroup leasing arrangements are not refelcted in the internal management and reporting system on an IFRS 16 basis and therefore, in accordance with IFRS 8 do not give rise to any changes in the presentation of segment information. Inter-segment receivables and payables, provisions, income, expenses and profits are eliminated upon consolidation. Intragroup revenues are based on market prices. Centralised cost components are included in the respective segments, without resulting in cash flows.

Segment information by operating segment for the first six months is as follows:

	Automotive		Motorcycles		Financial Services	
in € million	2026	2025	2026	2025	2026	2025
External revenues	42,349	47,519	1,724	1,782	18,193	18,384
Inter-segment revenues	11,972	11,135	– 16	– 15	1,795	1,720
Total revenues	**54,321**	**58,654**	**1,708**	**1,767**	**19,988**	**20,104**
Segment result	1,974	3,626	230	212	1,008	1,192
Result from equity accounted investments	– 14	–	–	–	–	–
Capital expenditure on non-current assets	3,145	4,146	36	64	20,067	16,204
Depreciation and amortisation on non-current assets	4,710	4,214	79	66	6,854	5,969

	Other Entities		Reconciliation to Group figures		Group	
in € million	2026	2025	2026	2025	2026	2025
External revenues	–	–	–	–	62,266	67,685
Inter-segment revenues	6	6	– 13,757	– 12,846	–	–
Total revenues	**6**	**6**	**– 13,757**	**– 12,846**	**62,266**	**67,685**
Segment result	826	472	7	225	4,045	5,727
Result from equity accounted investments	–	–	–	–	– 14	–
Capital expenditure on non-current assets	–	–	– 3,591	– 3,834	19,657	16,580
Depreciation and amortisation on non-current assets	–	–	– 2,718	– 2,872	8,925	7,377

Segment information by operating segment for the second quarter is as follows*:

	Automotive		Motorcycles		Financial Services	
in € million	2nd quarter 2026	2nd quarter 2025	2nd quarter 2026	2nd quarter 2025	2nd quarter 2026	2nd quarter 2025
External revenues	21,076	23,829	941	971	9,242	9,127
Inter-segment revenues	6,086	5,614	– 12	– 10	909	851
Total revenues	**27,162**	**29,443**	**929**	**961**	**10,151**	**9,978**
Segment result	629	1,602	141	136	627	542
Result from equity accounted investments	– 4	3	–	–	–	–
Capital expenditure on non-current assets	1,998	2,280	16	21	12,302	8,287
Depreciation and amortisation on non-current assets	2,368	2,096	39	34	3,558	2,988

	Other Entities		Reconciliation to Group figures		Group	
in € million	2nd quarter 2026	2nd quarter 2025	2nd quarter 2026	2nd quarter 2025	2nd quarter 2026	2nd quarter 2025
External revenues	–	–	–	–	31,259	33,927
Inter-segment revenues	3	3	– 6,986	– 6,458	–	–
Total revenues	**3**	**3**	**– 6,986**	**– 6,458**	**31,259**	**33,927**
Segment result	283	177	17	157	1,697	2,614
Result from equity accounted investments	–	–	–	–	– 4	3
Capital expenditure on non-current assets	–	–	– 1,871	– 1,955	12,445	8,633
Depreciation and amortisation on non-current assets	–	–	– 1,351	– 1,461	4,614	3,657

* Additional information: not subject to external auditor review.

	Automotive		Motorcycles		Financial Services	
in € million	30.6.2026	31.12.2025	30.6.2026	31.12.2025	30.6.2026	31.12.2025
Segment assets	71,135	69,481	1,377	1,331	16,832	16,444
Investments accounted for using the equity method	557	526	–	–	–	–

	Other Entities		Reconciliation to Group figures		Group	
in € million	30.6.2026	31.12.2025	30.6.2026	31.12.2025	30.6.2026	31.12.2025
Segment assets	116,162	112,591	67,486	66,120	272,992	265,967
Investments accounted for using the equity method	–	–	–	–	557	526

Reported segment information can be reconciled to the corresponding Group figures as follows:

in € million	2nd quarter 2026*	2nd quarter 2025*	1 January to 30 June 2026	1 January to 30 June 2025
Reconciliation of segment result				
Total for reportable segments	1,680	2,457	4,038	5,502
Financial result of Automotive segment	– 70	11	– 149	– 109
Financial result of Motorcycles segment	– 1	–	– 2	– 1
Elimination of inter-segment items	88	146	158	335
Group profit before tax	**1,697**	**2,614**	**4,045**	**5,727**
Reconciliation of capital expenditure on non-current assets				
Total for reportable segments	14,316	10,588	23,248	20,414
Elimination of inter-segment items	– 1,871	– 1,955	– 3,591	– 3,834
Total Group capital expenditure on non-current assets	**12,445**	**8,633**	**19,657**	**16,580**
Reconciliation of depreciation and amortisation on non-current assets				
Total for reportable segments	5,965	5,118	11,643	10,249
Elimination of inter-segment items	– 1,351	– 1,461	– 2,718	– 2,872
Total Group depreciation and amortisation on non-current assets	**4,614**	**3,657**	**8,925**	**7,377**

* Additional information: not subject to external auditor review.

Total segment assets can be reconciled to total Group assets as follows:

in € million	30.6.2026	31.12.2025
Reconciliation of segment assets		
Total for reportable segments	205,506	199,847
Financial and other assets – Automotive	60,832	64,772
Trade payables – Automotive	11,449	11,001
Financial and other assets – Motorcycles	67	46
Trade payables – Motorcycles	481	495
Total liabilities – Financial Services	154,242	148,343
Non-operating assets – Other Entities	23,798	24,209
Elimination of inter-segment items	– 183,383	– 182,746
Total Group assets	**272,992**	**265,967**

Munich, 28 July 2026

Bayerische Motoren Werke
Aktiengesellschaft

The Board of Management

Dr-Ing Milan Nedeljković

Jochen Goller

Ilka Horstmeier

Dr Nicolai Martin

Walter Mertl

Dr-Ing Joachim Post

Dr-Ing Raymond Wittmann

RESPONSIBILITY STATEMENT BY THE COMPANY'S LEGAL REPRESENTATIVES

"To the best of our knowledge, and in accordance with the applicable principles for interim financial reporting, the Interim Group Financial Statements give a true and fair view of the assets, liabilities, financial position and results of operations of the Group, and the Interim Group Management Report includes a fair review of the development and performance of business and position of the Group, together with a description of the principal opportunities and risks associated with the expected development of the Group for the remaining months of the financial year."

Munich, 28 July 2026

Bayerische Motoren Werke
Aktiengesellschaft

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REVIEW REPORT

To Bayerische Motoren Werke Aktiengesellschaft, München
We have reviewed the condensed consolidated interim financial statements – comprising the income statement, condensed statement of comprehensive income, balance sheet, condensed cash flow statement, statement of changes in equity and selected explanatory notes – and the interim group management report of Bayerische Motoren Werke Aktiengesellschaft, München, for the period from January 1, 2026, to June 30, 2026, which are part of the half-year financial report pursuant to § (Article) 115 WpHG ("Wertpapierhandelsgesetz": German Securities Trading Act). The preparation of the condensed consolidated interim financial statements in accordance with the IFRS applicable to interim financial reporting as adopted by the EU and of the interim group management report in accordance with the provisions of the German Securities Trading Act applicable to interim group management reports is the responsibility of the parent Company's Board of Management. Our responsibility is to issue a review report on the condensed consolidated interim financial statements and on the interim group management report based on our review.

We conducted our review of the condensed consolidated interim financial statements and the interim group management report in accordance with German generally accepted standards for the review of financial statements promulgated by the Institut der Wirtschaftsprüfer (Institute of Public Auditors in Germany) (IDW). Those standards require that we plan and perform the review so that we can preclude through critical evaluation, with moderate assurance, that the condensed consolidated interim financial statements have not been prepared, in all material respects, in accordance with the IFRS applicable to interim financial reporting as adopted by the EU and that the interim group management report has not been prepared, in all material respects, in accordance with the provisions of the German Securities Trading Act applicable to interim group management reports. A review is limited primarily to inquiries of company personnel and analytical procedures and therefore does not provide the assurance attainable in a financial statement audit. Since, in accordance with our engagement, we have not performed a financial statement audit, we cannot express an audit opinion.

Based on our review, no matters have come to our attention that cause us to presume that the condensed consolidated interim financial statements have not been prepared, in all material respects, in accordance with the IFRS applicable to interim financial reporting as adopted by the EU nor that the interim group management report has not been prepared, in all material respects, in accordance with the provisions of the German Securities Trading Act applicable to interim group management reports.

Munich, 29 July 2026

PricewaterhouseCoopers GmbH
Wirtschaftsprüfungsgesellschaft

Ralf Räpple
Wirtschaftsprüfer
(German Public Auditor)

Michael Popp
Wirtschaftsprüfer
(German Public Auditor)

OTHER INFORMATION

CONSUMPTION AND CARBON DISCLOSURES

As of July 2026

Figures based on WLTP

Model	Energy consumption combined or weighted combined (PHEV)		CO_2 emissions combined or weighted combined (PHEV)	Fuel consumption combined at charge sustaining operation	CO_2-class
	in l/100km	in kWh/100km	in g/km	in l/100km	
BMW					
BMW i7 50 xDrive Sedan		20.4	0		A
BMW i7 60 xDrive Sedan		20.5	0		A
BMW i7 M70 xDrive Sedan		20.8	0		A
BMW iX1 eDrive20		16.1 – 16.0	0		A
BMW iX1 xDrive30		17.2 – 17.1	0		A
BMW iX2 eDrive20		15.6 – 15.5	0		A
BMW iX2 xDrive30		16.6 – 16.4	0		A
BMW iX3 40		17.3 – 14.5	0		A
BMW iX3 50 xDrive		18.1 – 15.1	0		A
BMW iX xDrive45		20.9	0		A
BMW iX xDrive60		21.0	0		A
BMW iX M70 xDrive		22.8	0		A
BMW X1 xDrive25e	2.8 – 2.7	13.8 – 13.7	63 – 62	6.5 – 6.4	E/B
BMW X1 xDrive30e	2.8	13.8	64 – 63	6.5	E/B
BMW X3 30e xDrive	3.3	16.7	76	8.2	G/B
BMW XM50e	4.7	25.4	106	11.3	G/C
BMW XM Label	5.3	25.7	121	12.9	G/D

As of July 2026 Figures based on WLTP

Model	Energy consumption combined or weighted combined (PHEV)		CO_2 emissions combined or weighted combined (PHEV)	Fuel consumption combined at charge sustaining operation	CO_2-class
	in l/100km	in kWh/100km	in g/km	in l/100km	
BMW 740 xDrive Sedan	8.4		191		F
BMW X1 sDrive18i	6.8		153		E
BMW X1 sDrive20i	6.1		137		E
BMW X1 xDrive23i	6.7		152 – 151		E-D
BMW X1 M35i xDrive	7.9		178		G
BMW X1 sDrive18d	5.3		140		E
BMW X1 sDrive20d	4.8		126		D
BMW X1 xDrive20d	5.1		133		E
BMW X1 xDrive23d	5.1 – 5.0		133 – 132		E
BMW X2 sDrive20i	6.2		140		E
BMW X2 M35i xDrive	8.2		186 – 185		G
BMW X2 sDrive18d	5.5		144		E
BMW X2 sDrive20d	4.9		130		E
BMW X2 xDrive20d	5.2		136		E
BMW X3 20 xDrive	7.6		171		G
BMW X3 M50 xDrive	8.3		189		G
BMW X3 20d xDrive	6.4		169		F
BMW X3 40d xDrive	6.7		176		G
BMW X5 40 xDrive	9.1		207 – 206		G
BMW X5 40d xDrive	7.3		192		G
BMW X6 xDrive40i M Sport	9.6 – 8.9		216 – 202		G
BMW X6 M60i xDrive	12.4		282		G
BMW X6 xDrive30d M Sport	7.9 – 7.5		206 – 196		G
BMW X6 xDrive40d M Sport	8.1 – 7.5		212 – 198		G
BMW X7 xDrive40i	10.5		238 – 237		G
BMW X7 M60i xDrive	12.9 – 12.8		293 – 292		G

As of July 2026 — Figures based on WLTP

Model	Energy consumption combined or weighted combined (PHEV)		CO_2 emissions combined or weighted combined (PHEV)	Fuel consumption combined at charge sustaining operation	CO_2-class
	in l/100km	in kWh/100km	in g/km	in l/100km	
BMW X7 xDrive40d	8.8 – 8.7		231 – 229		G
MINI					
MINI Cooper E		14.3	0		A
MINI Cooper SE		14.7 – 14.6	0		A
MINI Countryman E		16.3	0		A
MINI Countryman SE ALL4		17.3	0		A
MINI Cooper ONE	5.9		134		D
MINI Cooper ONE (5-door)	6.0		137		E
MINI Cooper C (3-door)	6.5		146		E
MINI Cooper C (5-door)	6.6		149		E
MINI Cooper S (3-door)	6.7		150		E
MINI Cooper S (5-door)	6.8		152		E
MINI Cooper C Convertible	6.8		154		E
MINI Cooper S Convertible	6.9		156		F
MINI Countryman ONE	6.7		152		E
MINI Countryman C	6.2		141		E
MINI Countryman S ALL4	6.9		156		F
MINI Countryman ONE D	4.7		123		D
MINI Countryman D	4.9		127		D
ROLLS-ROYCE					
Rolls-Royce Cullinan Series II	16.9		385		G
Rolls-Royce Black Badge Cullinan Series II	16.9		385		G

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↗ **www.bmwgroup.com**

Investor Relations information is available directly at:

↗ **www.bmwgroup.com/ir**

Information about the various BMW Group brands is available at:

↗ **www.bmw.com**

↗ **www.mini.com**

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