BMW GROUP
Corporate Communications

Media Information
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BMW Group extends holistic sustainability approach to new BMW X5

- Sustainability approach across the entire lifecycle and all drive train variants
- Decarbonisation, improved efficiency and secondary materials as key levers
- Local supply chains support the use of CO_2e-reduced materials and renewable energy

Munich. With the new BMW X5, the BMW Group is systematically extending its holistic approach to sustainability to additional vehicle derivatives. The aim is to further optimise the entire vehicle lifecycle and minimise its carbon footprint – from the supply chain and production, through to the use phase and, ultimately, recycling.

Supply chain decarbonisation as key lever

Targeted decarbonisation throughout the supply chain is a key lever for reducing CO_2e emissions. The BMW Group is focusing in particular on renewable energy and secondary materials, as well as product and process innovations. Its holistic approach to sustainability is being applied across all X5 drivetrain variants.
The impact of this approach is reflected in the CO_2e reductions achieved: during the product development process, CO_2e emissions of the BMW X5 were reduced by around 40 percent.[1] [2]
A further advance is the increased use of CO_2e-reduced flat steel for the body. Around 50 percent of the flat steel used in the BMW X5 is electric arc furnace steel (EAF steel) with a high proportion of secondary material, produced using renewable energy. The high share of CO_2e-reduced flat steel is the result of close, long-standing collaboration with local suppliers in North America.

Systematic use of secondary materials

The new BMW X5 achieves a high proportion of secondary raw materials, even in heavy-duty components. These include aluminium suspension components such as wheel rims, swivel bearings, wheel supports, rear axle supports and brake callipers, which are manufactured using renewable energy for both

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[1] The figure provided is a preliminary forecast value for the X5 40d xDrive and iX5 60 xDrive. The final figure will be published with the Vehicle Footprint (VFP) prior to the Start of Production (SOP).
[2] The reduction is based on a comparison with industry averages from an internationally recognized LCA database. The figure provided is a preliminary forecast value. The final figure will be published with the Vehicle Footprint (VFP) prior to the Start of Production (SOP).

electrolysis and production. The aluminium used for the doors of the new BMW X5 contains 35 percent recycled and closed-loop material from BMW Spartanburg's press shop. The base material used for the yarn of the headliner fabric is made from 100 percent recycled PET. In the battery-electric BMW iX5 60 xDrive, around one third of the total vehicle is made up of secondary raw materials, equivalent to a weight of 940 kilograms.[3]

Gen6 battery cells with reduced carbon footprint
The Gen6 battery cells used in the BMW iX5's high-voltage battery include a high proportion of secondary materials in the cobalt, lithium and nickel content. Renewable energy is also used in the production of anode and cathode materials, as well as in cell manufacturing. Compared with the Gen5 cell used in the BMW iX, CO_2e emissions have been reduced by around 28 percent per watt-hour.

Efficiency during use phase
With its EfficientDynamics technology package, the BMW Group optimises vehicle efficiency across all relevant subsystems during the use phase. This includes aerodynamics, lightweight construction, low rolling resistance wheels and tyres, and overall energy management. EfficientDynamics has been used by the BMW Group across all drive technologies since 2007. The new fully electric BMW iX5 also features the familiar "Heart of Joy" from the BMW iX3 and BMW i3, with the BMW Dynamic Performance Control driving stack developed entirely in-house. With effortless, confident drivability and a particularly smooth stopping experience, the system also enhances efficiency: during deceleration, more energy is recovered through recuperation in significantly more driving situations, right down to a standstill.

CO_2e advantage achievable after approximately one to two years of use
Comprehensive decarbonisation measures across the supply chain, production and use phase result in an early breakeven point. Depending on the drivetrain variant, annual mileage and source of the electricity used for charging, the new BMW iX5 60 xDrive achieves a CO_2e advantage over a

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comparable model with an internal combustion engine after approximately one to two years of use.

Production at largest BMW Group plant

The BMW Group's holistic approach to sustainability also extends to vehicle manufacturing at its largest production site, Plant Spartanburg. All external power required for production at BMW Group Plant Spartanburg comes from renewable sources.

Between 2006 and 2025, energy consumption per produced vehicle decreased by 66 percent. The volume of waste sent to landfills was also reduced by 88 percent over the same period. The newly built high-voltage battery assembly plant in Woodruff, which is connected to the main plant, runs entirely without fossil fuels in normal operation.

TÜV-validated Product Carbon Footprint publicly available

The BMW Group will publish the Product Carbon Footprint for the BMW X5, validated by the German Technical Inspection Association (TÜV), to accompany the series launch. The report, including the underlying calculation methodology, will be publicly available. In this way, the BMW Group provides transparency regarding the raw materials used and CO_2e emissions across the vehicle's entire lifecycle.

If you have any questions, please contact:

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The BMW Group

With its four brands, BMW, MINI, Rolls-Royce and BMW Motorrad, the BMW Group is the world's leading premium manufacturer of automobiles and motorcycles and also provides premium financial services. The BMW Group production network comprises over 30 production sites worldwide; the company has a global sales network in more than 140 countries.

In 2025, the BMW Group sold 2.46 million passenger vehicles and more than 202,500 motorcycles worldwide. Profit before tax in the financial year 2025 was €10.2 billion on revenues amounting to €133.5 billion. As of 31 December 2025, the BMW Group had a workforce of 154,540 employees.

The economic success of the BMW Group has always been based on long-term thinking and responsible action. Sustainability is a key element of the BMW Group's corporate strategy and covers all products – from the supply chain through production to the end of their useful life.

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