

Media Information  
23 July 2017

## **BMW Group statement concerning current media reports condemning diesel.**

**BMW Group categorically rejects accusations.**

**BMW specific technology secures low emissions in real-life  
driving.**

**Munich.** Due to current media reports, the BMW Group considers it has become necessary to make its position regarding recent allegations clear.

As a matter of principle: BMW Group vehicles are not manipulated and comply with respective legal requirements. Of course this also applies to diesel vehicles. Confirmation of this is provided by the results of relevant official investigations at the national and international level.

The BMW Group categorically rejects accusations that Euro 6 diesel vehicles sold by the company do not provide adequate exhaust gas treatment due to AdBlue tanks that are too small.

Technology employed by the BMW Group is clearly differentiated from other systems in the market. We compete to provide the best exhaust treatment systems: unlike other manufacturers, BMW Group diesel vehicles employ a combination of various components to treat exhaust emissions. Vehicles which use urea injection with AdBlue (SCR) to treat exhaust emissions also employ a NO<sub>x</sub>-storage catalytic converter. With this combination of technologies, we fulfil all legal emissions requirements and also achieve a very good real-life emissions performance. This means there is no need to recall or upgrade the software of BMW Group Euro 6 diesel passenger cars.

In addition, the combination of both systems, together with exhaust-gas recirculation, requires a lower level of AdBlue injection and leads to a very low AdBlue consumption in comparison to other manufacturers. This enables an optimized tank size while also achieving very low emissions in real-driving conditions. Furthermore, BMW Group diesel vehicles have a simple refill solution through the tank lid or engine hood, depending on the model. BMW Group customers are informed by the vehicle in good time and repeatedly concerning a low AdBlue fill level. If this is ignored, the vehicle eventually prevents operation.

From a BMW Group perspective, the objective of discussions with other manufacturers concerning AdBlue tanks was the installation of the required tanking infrastructure in Europe.

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In addition, the BMW Group confirms its commitment to conduct a voluntary software upgrade of suitable Euro 5 diesel passenger cars at no cost to customers. This upgrade incorporates knowledge gained in the field over the last years to realize further improvements in emissions. We deem this to be a part of a comprehensive and joint plan of measures involving municipalities and the industry, to further improve inner-city air quality without across-the-board driving bans, within the context of the “Diesel Summit” on 2 August 2017.

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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 and mobility services. As a global company, the BMW Group operates 31 production and assembly facilities in 14 countries and has a global sales network in more than 140 countries.

In 2016, the BMW Group sold approximately 2.367 million cars and 145,000 motorcycles worldwide. The profit before tax was approximately € 9.67 billion on revenues amounting to € 94.16 billion. As of 31 December 2016, the BMW Group had a workforce of 124,729 employees.

The success of the BMW Group has always been based on long-term thinking and responsible action. The company has therefore established ecological and social sustainability throughout the value chain, comprehensive product responsibility and a clear commitment to conserving resources as an integral part of its strategy.

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