

BMW GROUP PLANT DINGOLFING. SITE PROFILE.

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Aerial view of the BMW Group automotive plant 02.40.

The Dingolfing plant is the BMW Group's largest production site in Europe. Around 1,250 cars of the BMW 3 Series, 4 Series, 5 Series, 6 Series, 7 Series and 8 Series roll off the assembly lines every day. In total, almost 285,000 vehicles were built at the plant in 2019.

Home of BMW's large model series.

Dingolfing is traditionally known as the production site for BMW's large model series. Since the early 1970s, every generation of the BMW 5, 6 and 7 Series has been built here, including the respective M and Individual variants. The new BMW 7 Series Sedan, the brand's flagship and innovation driver, is also "made in Dingolfing". In recent years, the plant's model portfolio has been expanded to include variants of the BMW 3 and 4 Series as well, and from July 2018, the new BMW 8 Series. The Dingolfing plant has thus proved to be one of the world's most flexible automotive plants.

Largest employer in the region.

A total of about 18,000 people currently work at the BMW Group's site in Dingolfing; in addition, over 800 young people are trained there in 15 different occupations. These numbers make BMW Group Plant Dingolfing not only the largest employer in the region, but also one of Germany's biggest industrial production sites. A sophisticated commuter bus system brings employees from all over Lower Bavaria to their workplace in Dingolfing and back home again.

More than a car factory: BMW Group`s centre of excellence for the production of e-drive components.

Besides automotive core production, the Dingolfing site also manufactures vehicle components such as pressed parts, as well as chassis and drive components. The car bodies for all Rolls-Royce models are also built here.

Thanks to its extensive aluminium expertise and longstanding experience in producing alternative drives, the Dingolfing plant has also established itself as the company's centre of excellence for the production of e-drive components. For years now, the Dingolfing plant has been supplying a significant number of electrification components for the BMW i and the BMW Group's plug-in hybrid models. These components are manufactured at Plant 02.20 (high-voltage battery, electric motor) and Plant 02.10 (high-voltage battery, electric transmission, i3 aluminium chassis) in Dingolfing, which is also responsible for the production of axles for the local vehicle plant and axle differentials for the BMW Group's global production network.

Dingolfing – City with a rich automotive tradition.

Dingolfing's Plant 02.10 has a long tradition. It began as the home of a medium-sized Dingolfing car manufacturer, Hans Glas GmbH – famous in Germany in the 1950s and '60s for the "Goggomobil" microcars. The takeover of Hans Glas GmbH in 1967 by the carmaker BMW, which until then had been mainly based in Munich, marked the beginning of Dingolfing's history as a "BMW city", as well as BMW's expansion. Initially, BMW relocated the production of vehicle components to Dingolfing. In the early 1970s, the decision was made to build a completely new vehicle plant, later to become Plant 02.40. Commissioned in 1973 in the midst of the oil crisis, it has since become a success story for the BMW Group and the region. For milestones in the historical development see also:

<https://www.bmwgroup-werke.com/dingolfing/en/our-plant/history.html>

Lower Bavaria – The heart of the BMW Group’s global aftersales logistics.

Dingolfing and Lower Bavaria are not only BMW Group production sites, but also home to its central spare parts distribution. The global BMW and MINI retail organisations are supplied with original parts and accessories from the so-called “Dynamics Centre”, a large warehouse and transshipment hub. To meet the increasingly challenging demands of parts distribution, large new spare parts warehouses for the BMW Group were set up in Bruckberg (Landshut district) and Wallersdorf (Dingolfing-Landau district) in 2015/2016, which are also part of the Dingolfing plant group.

Strategic site development – Investments in new models and future technologies.

To prepare for future model generations and remain at the forefront of the technological change in the automotive industry, the BMW Group has recently invested several hundred million euros a year in Dingolfing, expanding and remodelling the plant more comprehensively than ever before in its history. For the sixth-generation BMW 7 Series alone, more than half a billion euros were invested over a period of three years, among other things to further prepare the plant for such important future topics as electrification and lightweight construction. In connection with the launch of the new BMW 7 Series, for example, an in-house CFRP production facility and a new body shop ideally designed for intelligent mixed-material construction were created. The plant was also comprehensively upgraded (e.g. with a new body shop) for production of the new BMW 5 Series: The sedan model went into production in November 2016. Production of the new BMW 8 Series got underway at the Dingolfing plant in 2018.

Electrical component production at the plant is currently being massively expanded and the workforce increased to up to 2,000 employees. From 2022 onwards, it will be capable of producing up to 500,000 e-drives per year. As the company’s centre of excellence for the production of e-drive components, BMW Group Plant Dingolfing plays a key role in building the mobility of tomorrow.

Dingolfing also serves as the competence centre and primary plant for production of BMW’s large model series. From 2021 on, the BMW Group’s innovation flagship, the BMW iNEXT, will be built at the Dingolfing site. Around 400 million euros are currently being invested for this purpose at the Dingolfing vehicle plant alone. This model will combine all key automotive technologies of the future – from highly automated driving to electrification to full connectivity.