

BMW GROUP PLANT DINGOLFING. FACT SHEET AND SITE PROFILE.



Updated: May 2023.

Published by / contact for further information:

BMW Group Plant Dingolfing

Communications

Julian Friedrich

Tel: +49 (0) 151 602 2220

Email: julian.friedrich@bmw.de

BMW GROUP PLANT DINGOLFING. FACT SHEET.



Aerial view of BMW Group automotive plant 02.40.

Production programme/technologies:	BMW 4 Series, 5 Series, 6 Series, 7 Series and 8 Series cars, as well as BMW iX Component production (incl. e-drive production, body shells for Rolls-Royce) Central distribution center (aftersales logistics)
Annual production volume 2021:	approx. 282,000 BMW vehicles
Daily full capacity production:	1,500 vehicles/day
Employees:	18,000 staff
Apprentices:	850 apprentices in 15 occupations
Investments:	Several hundred million euros per year in new models and technologies

BMW GROUP PLANT DINGOLFING SITE PROFILE.

Plant Dingolfing is the BMW Group's largest European production site.

Around 1,500 BMW 4, 5, 6, 7 and 8 Series cars, as well as the fully electric BMW iX, come off its production lines every day. A total of around 282,000 vehicles were built at the plant in 2022.

Home of BMW's large model series.

As the BMW Group's "lead plant" for the luxury class, Plant Dingolfing has traditionally produced BMW's large model series. Since the early 1970s, every generation of the BMW 5 Series, 6 Series and 7 Series has been built here, including M, plug-in hybrid and Individual variants. In recent years, these have been joined by the 4 Series models, as well as the updated BMW 8 Series. Since July 2021, the plant in Lower Bavaria has also produced the company's new technology and innovation flagship: the fully-electric BMW iX. In addition, since July 2022, the new generation of the BMW 7 Series has also been the company's technology and innovation driver. With a total of six BMW model series produced on site, Plant Dingolfing is one of the world's most flexible car plants.

Region's biggest employer.

Around 18,000 people currently work at the site and 850 apprentices are being trained in 15 occupations. This makes the BMW Group site in Dingolfing not only by far the region's biggest employer, but also one of the country's largest industrial production sites and vocational training facilities. A sophisticated commuter bus system brings employees from all over Lower Bavaria to their workplace in Dingolfing and back home again – with 306 buses on the roads every day, clocking up a total of over 47,000 km.

More than a car factory.

In addition to cars, vehicle components such as pressed parts and chassis and drive systems are also produced in Dingolfing. Component plant 02.20 is also home to the company-wide Competence Centre for E-Drive Production, which supplies the BMW Group's vehicle plants worldwide with electric motors and high-voltage batteries for production of plug-in hybrids and pure electric models.

The car bodies for all Rolls-Royce models are also built at the site. The so-called Dynamics Centre, a large storage and transshipment facility at the heart of the BMW Group's central aftersales logistics, provides the global BMW and MINI retail organisation with original parts and equipment.

Dingolfing – A town with a rich automotive tradition.

Dingolfing has a long tradition as a car-building location: It began as the home of mid-sized car manufacturer Hans Glas GmbH – famous in Germany in the 1950s and '60s for its "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 town", as well as BMW's expansion. BMW initially relocated production of vehicle components to Dingolfing. In the early 1970s, the decision was made to build a completely new vehicle plant, which would later become Plant 02.40.

Commissioned in 1973 in the midst of the oil crisis, the plant has since become a success story for the BMW Group and the region. About 12 million BMW cars “made in Dingolfing” have since rolled off its assembly lines, winning over customers around the world. Milestones in the plant's history can also be found at: <https://www.bmwgroup-werke.com/dingolfing/de/unser-werk/historie.html>

Successful transformation: Lean, green, digital.

In preparation for future model generations and to remain at the forefront of technological change in the automotive industry, the BMW Group is investing several hundred million euros a year in its Dingolfing location. In this way, it is actively driving the plant's transformation towards BMW iFACTORY and towards digitalisation, alternative drive trains, sustainability, efficiency and flexibility.

Competence Centre for E-Drive Production.

E-drive component production at the plant is currently being massively expanded and the workforce increased to up to 2,300 employees. Since 2015, One billion euros have been channelled into expanding component plant 02.20 – with the aim of being able to produce electric powertrain components for more than 500,000 electrified vehicles per year. Dingolfing has established itself over the years as the company's Competence Centre for E-Drive Production, supplying not only the site's own vehicle plant – but also the global production network – with battery modules, high-voltage batteries and e-drives for electric BMW and MINI models.

The site has a long history when it comes to alternative drive trains. Component plant 02.10 began supplying parts for the BMW Hydrogen 7 and the MINI E and BMW Active E pilot fleets in the early 2000s. Since 2013, the BMW i3 has also used key electrification components from Dingolfing.

E-mobility and drive train diversity at the vehicle plant.

The vehicle plant began building electrified vehicles in 2016, with plug-in hybrid variants of the BMW 7 Series and – later on – of the BMW 5 Series. Since 2021 the BMW iX is produced as the first pure electric vehicle. By the end of 2022, electrified vehicles accounted for over 30% of total production. By the end of 2022, every fourth vehicle made at the Dingolfing site has been electric. The percentage of electrified vehicles is expected to increase rapidly to around 50% by the mid-2020s.

The new generation of the BMW 7 Series (with the new BMW i7) since July 2022, as well as the upcoming BMW 5 Series with its announced all-electric variant from 2023 onwards will play an important part in this. They will be manufactured efficiently, with the flexibility to make substitutions, on a single assembly line alongside plug-in hybrids and models with internal combustion engines.

Carbon-neutral production from 2021

The goal is to lower CO₂ emissions per vehicle by 80% by 2030. The plant is already applying numerous other levers to achieve this: from building technology to energy-efficient installations to increased use of renewable energies. Other aspects of sustainability at the site range from packaging planning through transport logistics and recycling, up to and including topics such as biodiversity or water management.

Plant Dingolfing is therefore able to achieve a recycling rate of just over 90% and an even higher recoverability rate of more than 99%. The plant's own wells supply over 40% of its water needs, thereby helping conserve the region's drinking water reserves.

The whole site is net carbon neutral since 2021, through the use of corresponding climate certificates.