

Press information

13 August 2025

## **Centre for Special and Individual Paintwork: A special touch in series production**

+++ BMW Group to invest over 30 million euros in southern extension to Dingolfing paintshop +++ Growing capacity for Individual and special paint finishes on BMW cars +++ Series production and manual painting efficiently combined +++

**Dingolfing.** A new Centre for Special and Individual Paintwork is about to be built at BMW Group Plant Dingolfing. Over the next two years, an investment of more than 30 million euros will enable a new, southern extension to the existing paintshop. Construction will commence in September 2025, with the new facility scheduled to go on stream in the spring of 2027.

The forthcoming extension will offer over 2,000 square metres of space across two levels for adding customers' desired finishes and special paintwork options to even more cars in ever more efficient processes. "It will enable us to meet the growing wishes of customers for something special, and help us develop a lucrative area of business for the BMW Group," says Plant Director Christoph Schröder.

The paintshop at Dingolfing already offers a particularly wide array of colours, paint types and customisation options, with up to 300 different shades for customers to choose from – plus the two-tone and complex special finishes available for exclusive small series such as the BMW 3.0 CSL (Fuel consumption combined: 11.0 l/100 km; CO<sub>2</sub> emissions combined: 249 g/km according to WLTP; details according to NEDC: –) or BMW M4 CS Edition VR46 (Fuel consumption combined: 10.2 l/100 km [27.7 mpg imp]; CO<sub>2</sub> emissions combined: 232 g/km in the WLTP cycle, CO<sub>2</sub> class: G).

A defining feature of this area of manufacturing is always the combination of automated processes in series production with individual elements of

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manual painting. According to Sven Selaskowki, responsible for Painted Bodies at Plant Dingolfing, the new paintline in the forthcoming extension will be equipped to enable exactly that: the first coat of coloured paint will be applied automatically in series production, with special touches – such as stripes or contrast colours on the doors and body for two-tone or custom finishes – added by hand afterwards in the forthcoming extension. Bodies will then return to the series production line for a final coat of clear varnish.

Depending on demand and the number of units needed, the team in the new centre for special paint finishes will comprise upwards of ten people.

Throughput times will fall by about a quarter compared to the current process, and costs per body made will fall noticeably. The drying furnaces in the new extension will run on electricity rather than gas – via power-to-heat.

If you have any questions, please contact:

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