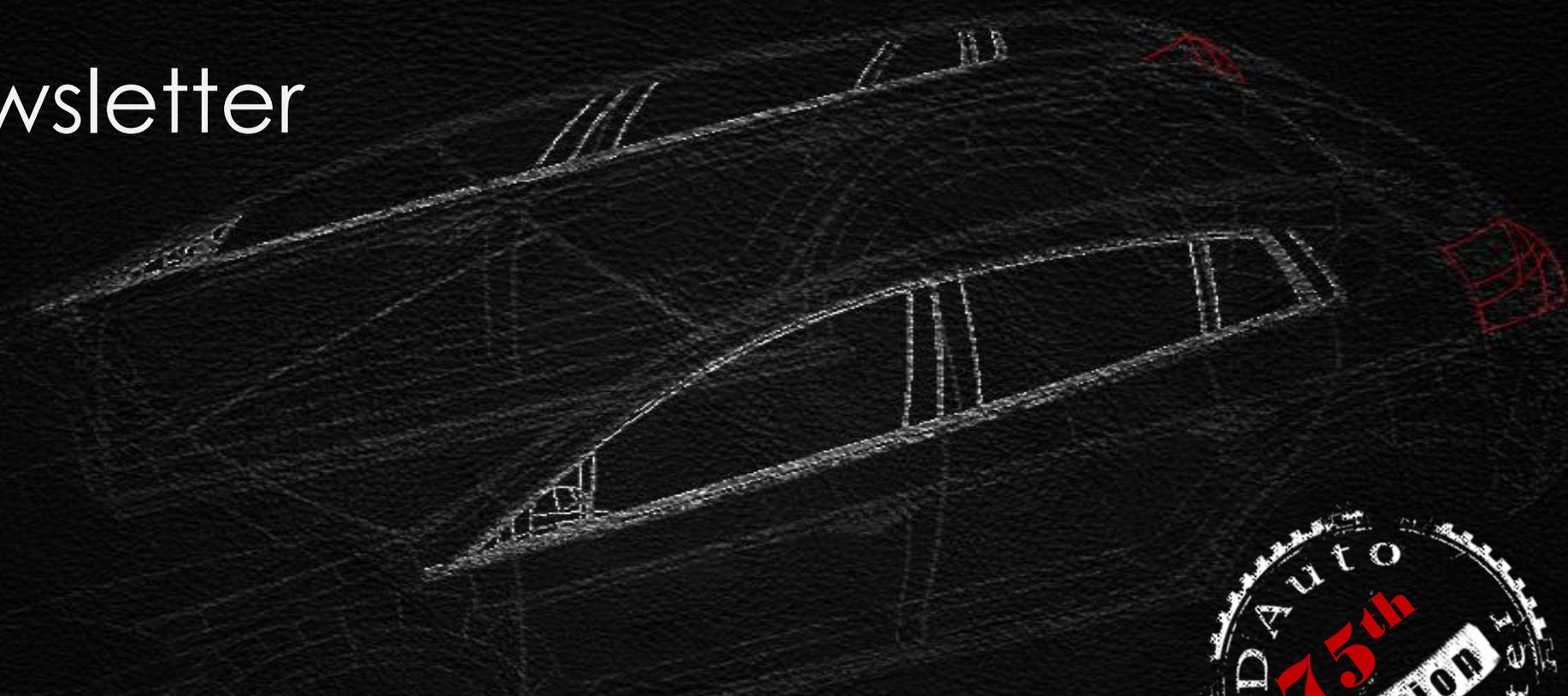


2015

DAuto Newsletter

NOVEMBER EDITION



Design engineers turn designs into reality. Without them, a great idea but nothing more than, well, a great idea.

VOLVO UNVEILS CONCEPT 26 INTERIOR DESIGN STUDY

At the 2015 Los Angeles Auto Show Volvo has unveiled Concept 26, an interior development platform for autonomous driving vehicles.



Concept 26 features a tablet interface in the center console, a foldable tray table and a 25-inch flat-screen monitor that flips up from the passenger side dashboard, and offers three interior modes: Drive, Create and Relax.



The concept is built around a patented seat design that cradles the driver at all times and through the transformation between the different modes.

Volvo Concept 26 explores how luxury autonomous cars will integrate into daily life, and is the result of extensive research on how people want to use autonomous driving and their time behind the wheel.



VOLVO UNVEILS CONCEPT 26 INTERIOR DESIGN STUDY



Relax: More than anything, a Volvo customer's most valuable asset is their time. They seek experiences and products that allow them to recapture this time and make it meaningful. Concept 26 features a relax mode that transforms the seat into a comfortable reclining position. The vehicle can also curate and suggest content to the driver via the passenger dashboard mounted screen.

Each mode offers a unique arrangement for drivers to maximize what they can do with their time while the car is in autonomous mode.

Drive: This mode provides you with a great driving experience and minimizes driver distraction while driving manually. A true celebration of driving people love.



Of course, sometimes the largest luxury of all is to just simply do nothing, relax and enjoy the ride.



Volvo Concept 26 development was based on the company's new Scalable Product Architecture (SPA). It is one of the first Autonomous Drive concepts that is built on a product platform already available on the market.

HYUNDAI PREVIEWES G90 FLAGSHIP FOR ITS NEW GENESIS PREMIUM BRAND

Hyundai has released the first images of the G90, a luxury sedan that will mark the launch of its new Genesis premium brand.



The name 'Genesis', which also means new beginnings, hints at the new values and standards that the brand will bring to the global luxury car market.



Crowned by the Genesis emblem, the radiator grille combined with distinctive headlamps communicates the car's dynamic, future-orientated character.

The top-of-the-range G90 luxury sedan, which will be named EQ900 in Korea, will debut early next month in Korea and will give indications on the technology and design direction for Hyundai's new Genesis brand, announced at the recent Tokyo Show, and for which the carmaker is planning to launch six models by 2020.



A theme that flows along a body-length character line to the long and agile rear lamp cluster completes the Athletic Elegance of G90. The focus of the car will be around 'human-centered' technology and driving dynamics, while the styling will be based around the theme 'Athletic Elegance', interpreted by the newly-formed Prestige Design Division.

FIAT UNVEILS MX-5-BASED 124 SPIDER

Fiat is reviving the 124 Spider model nearly 50 years after its introduction with a lightweight, fun-to-drive roadster based on the new-generation Mazda MX-5.



The design, developed at Centro Stile in Turin, Italy, includes many styling cues that recall the original 124 Spider: from the muscular front and rear fender, to the sharp horizontal rear lamps, to the powerdomes on the hood.

The 124 Spider's suspension uses a double-wishbone layout in front and a multi-link in the rear, specifically tuned for greater stability while braking and turning. Steering is light and responsive with the use of an electric power assist (dual pinion) system.

While the wheelbase of the two cars is the same (90.9-inch – 2.31 meters), the length has been increased by 5.5-inch (14 cm) up to 159.6-inch (4.05 meters), which gives the Italian roadster classic-inspired proportions.



In North America, where it will be launched in summer 2016, the Fiat 124 Spider will be equipped with the proven 1.4-liter MultiAir Turbo four-cylinder engine, the engine's first application in a rear-wheel-drive vehicle. The engine delivers 160 horsepower and 184 lb.-ft. of torque, and is available with a six-speed manual transmission or a six-speed automatic transmission.

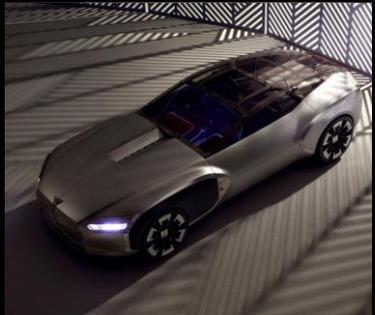
RENAULT COUPÉ CORBUSIER CONCEPT

The Coupé Corbusier Concept is a futuristic design study that celebrates the 50th anniversary of Le Corbusier's passing and explores the application of his principles to an automotive project.

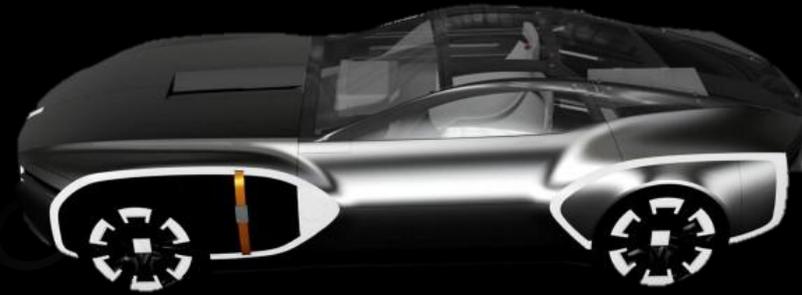


The design study was unveiled by Renault at Villa Savoye in Poissy, during the inauguration of the exhibition "*Des voitures à habiter: automobile et modernisme XXe-XXIe siècles*" ("Cars for living: the automobile and modernism in the 20th and 21st centuries"), organized by France's Centre des Monuments Nationaux.

This research and inspirations led the team back to the golden age of the automobile in the 1930s.



The influence of Le Corbusier asserted itself as the obvious source of reflection, as a sort of conceptual prequel to the modern automobile.



The ideas of simplicity, visible and aesthetically-assumed structure, geometric elegance and mastery of light were the essential guidelines for the development of the car.

The development of the Coupé Corbusier started two years ago, as a purely creative project not connected to the reality of production models, an exercise that "*helps [the designers] to explore new ways forward and brings creative staff "recreational" moments.*"

The designers' goal was to give an automotive form to the ideas and concepts behind modern French aesthetics, investigating the topic of "French cultural objects".

FORMER MAZDA DESIGNER BUILDS HIS OWN SUPERCAR

Carlos Salaff, former Senior Exterior Designer at Mazda's Californian design studio, has founded his own company to work on Project Caden, a one-off sports car inspired by vintage racing cars.



The man behind the project, **Carlos Salaff**, has worked on 3 concept cars in the "Nagare" concept series: the Furai shown at Detroit 2008, the Ryuga (Detroit 2007), and the Nagare (LA 2006).

The main goal of this project was to approach the design of a vehicle in a holistic way, and to create a car with a strong man-machine connection.



Project Caden is inspired by racing cars, with a central driving position arranged in a 1+2 seating layout – the same of the McLaren F1.

The inspiration from historic cars is also reflected in the use of materials: the body is made by hand-beaten aluminum panels, formed using a metal shaping buck created using laser-cut wood sheets.



From a technical standpoint, the car is based on a riveted and bonded aluminum monocoque tub, and features a suspensions system with inboard dampers and pushrods inspired by Formula One.

YAMAHA SPORTS RIDE CONCEPT DEBUTS GORDON MURRAY'S ISTREAM CARBON PLATFORM

At the 2015 Tokyo Motor Show Yamaha has presented the Sports Ride Concept, a lightweight 2-seat sportscar that uses the iStream carbon fiber platform by Gordon Murray.

It employs the iStream process developed by Gordon Murray Design Limited to produce lightweight, high-rigidity vehicle structures that aim at extending the use of carbon fiber to sub-premium vehicles.



The design – inspired “by the artistic style of Elementarism” – has the goal of expressing a strong driver-machine relationship, close in feeling to the world of motorcycle riding.



Yamaha Sports Ride Concept – Main Dimensions

- Length: 3,900 mm
- Width: 1,720 mm
- Height: 1,170 mm
- Vehicle weight: 750 kg



YAMAHA SPORTS RIDE CONCEPT DEBUTS GORDON MURRAY'S iSTREAM CARBON PLATFORM

The 'Sports Ride Concept' is an in house Yamaha concept design based on an iStream® Carbon chassis developed at Gordon Murray Design in collaboration with the Yamaha team.

iStream® Carbon is claimed to be the first affordable high volume carbon fiber chassis structure, and is derived directly from Gordon Murray Design's iStream Manufacturing System. The new system replaces the glass content in iStream with carbon fibre which offers even more performance for lightweight and rigidity.



Unlike conventional carbon fiber chassis technology, iStream Carbon is a fully mechanized system with a cycle time of just 100 seconds. It utilizes two carbon skins sandwiching a honeycomb core, unlike many expensive handmade supercars which employ monolithic (single skin carbon panels).

iStream® Carbon can cater with annual production volumes between 1,000 and 350,000 units per year at a cycle time of 100 seconds and can reduce capital investment by up to 80% reducing manufacturing energy by up to 60% whilst offering new levels of rigidity, corrosion resistance, safety, durability and low cost light weighting.



Gordon Murray Design Limited has been developing iStream Carbon for the last 2 years with partners Toray Industries, Innovate UK and ELG, and the process is now fully industrialised.

W MOTORS FENYR SUPERSPORT

At the Dubai Motor Show W Motors has presented the Fenyr SuperSport, a 900hp hypercar that will be built in 25 units per year.



The hypercar has a carbon fiber body mounted on an aluminum tubular chasis, and is powered by a custom-made 4.0 liter Flat Six Cylinder, twin turbo engine produced by RUF Automobile in Germany, coupled with a 7 Speed Double Clutch gearbox.

The new Fenyr SuperSport is the second production supercar created by W Motors, after the Lykan SuperSport presented in 2012.

The unit delivers 900hp and 1200 NM of torque. The main performance figures are a 0 to 100km/h spring time of less than 2.7 seconds and a top speed exceeding 400km/h.



W MOTORS FENYR SUPERSPORT



Among the technical partner of the projects are Magna Steyr Italy and RUF Automobile Germany.

The Fenyr is characterized by a very aggressive design that reminds of the Lamborghini aesthetic language, with a complex surface treatment that mixes convex and concave shapes.

WALTER DE SILVA RETIRES FROM VW GROUP

Volkswagen has announced that Head of Group Design Walter Maria de Silva, is retiring from his position at the end of November.



The announcement has been commented as unexpected, and while the official press release do not mention any connection with the Dieseldate scandal, it's likely that this might have played a role in De Silva's decision. Volkswagen has also announced Walter de Silva will continue to work with the Group as an external advisor.

About Walter De Silva

Walter Maria de Silva was born in Lecco (Italy) on February 27, 1951.

He began his professional career at the Fiat Design Centre in Turin in 1972. He joined Studio R. Bonetto in Milan in 1975 and worked as Head of the Industrial Design and Automobiles Area at the Istituto Idea in Turin from 1979 to 1986.

After a short stint working for "Trussardi Design Milano", he switched to Alfa Romeo in 1986, where he was Head of Design until 1998. De Silva established a new design philosophy for the brand with the Alfa Romeo 156 (1997).

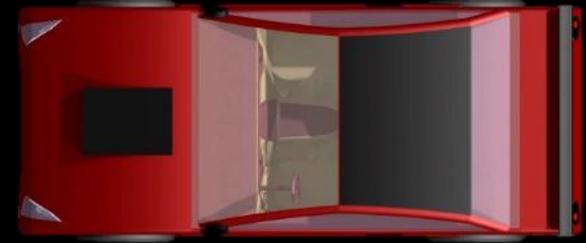


His new design language with Audi was epitomized by the 6th generation of the Audi A6 and Audi A5 Coupé.

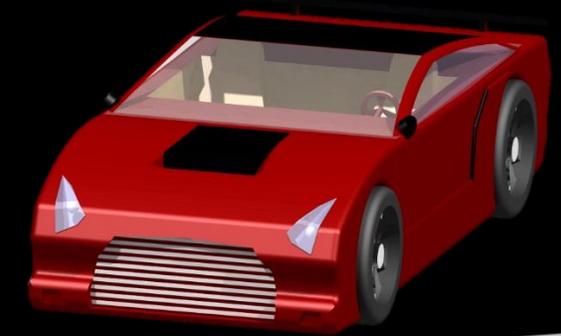
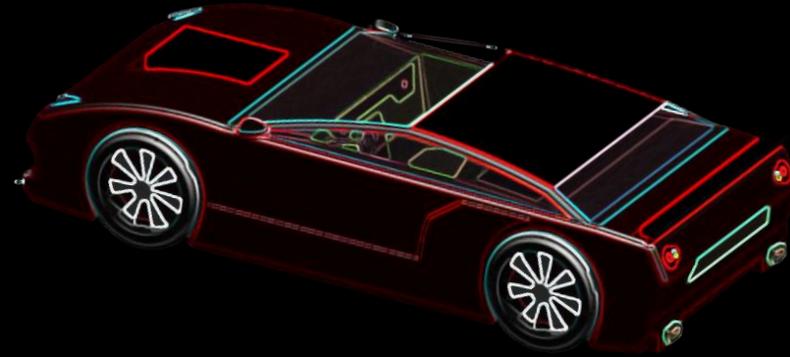
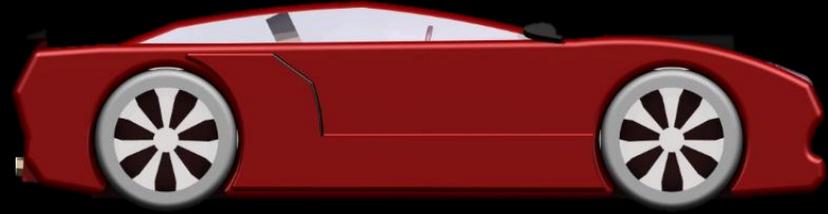
He received the "**Compasso d'Oro**" (Golden Compass), one of the most prestigious design awards in Italy, in 2011.

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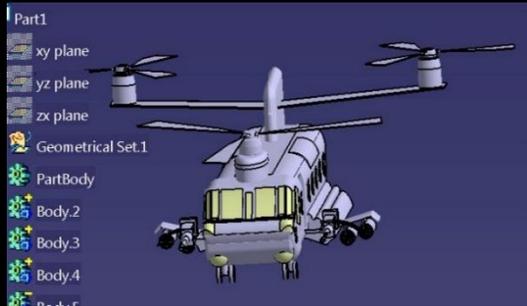
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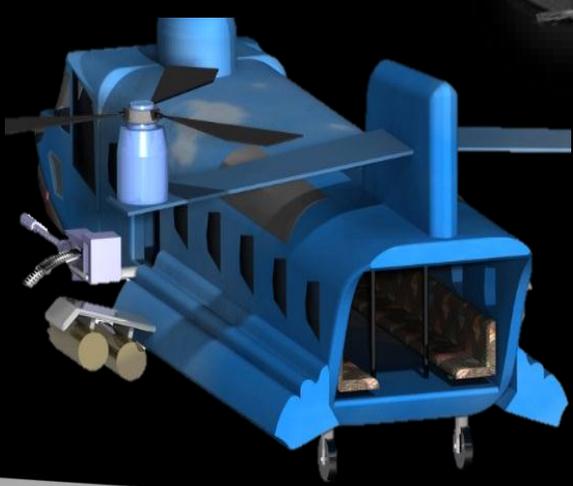
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Mayank Soni
(OCT, BHOPAL)
Design Tool :
CATIA V5



STUDENT'S CORNER



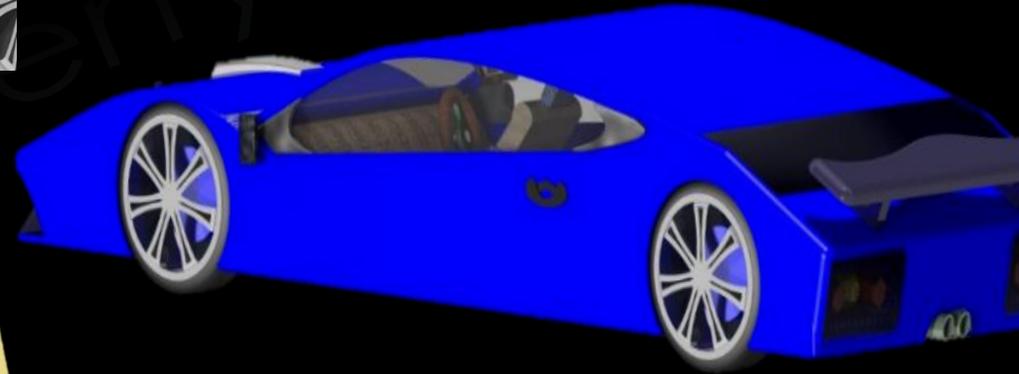
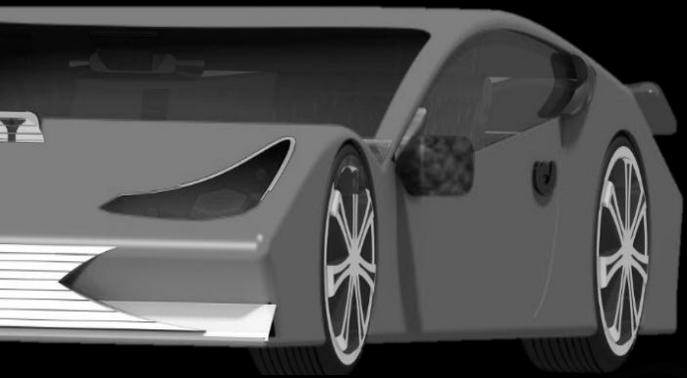
By :
Santosh K. Sahu
(BERI, Bhopal)
Design Tool :
CATIA V5



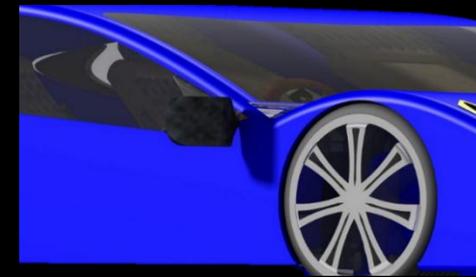
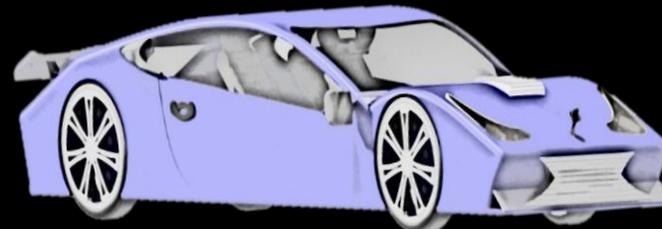
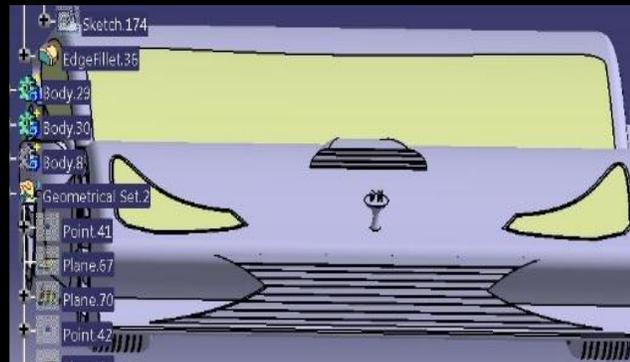
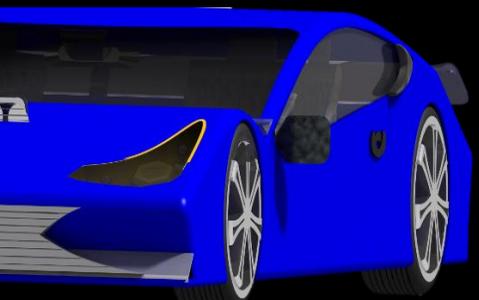
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