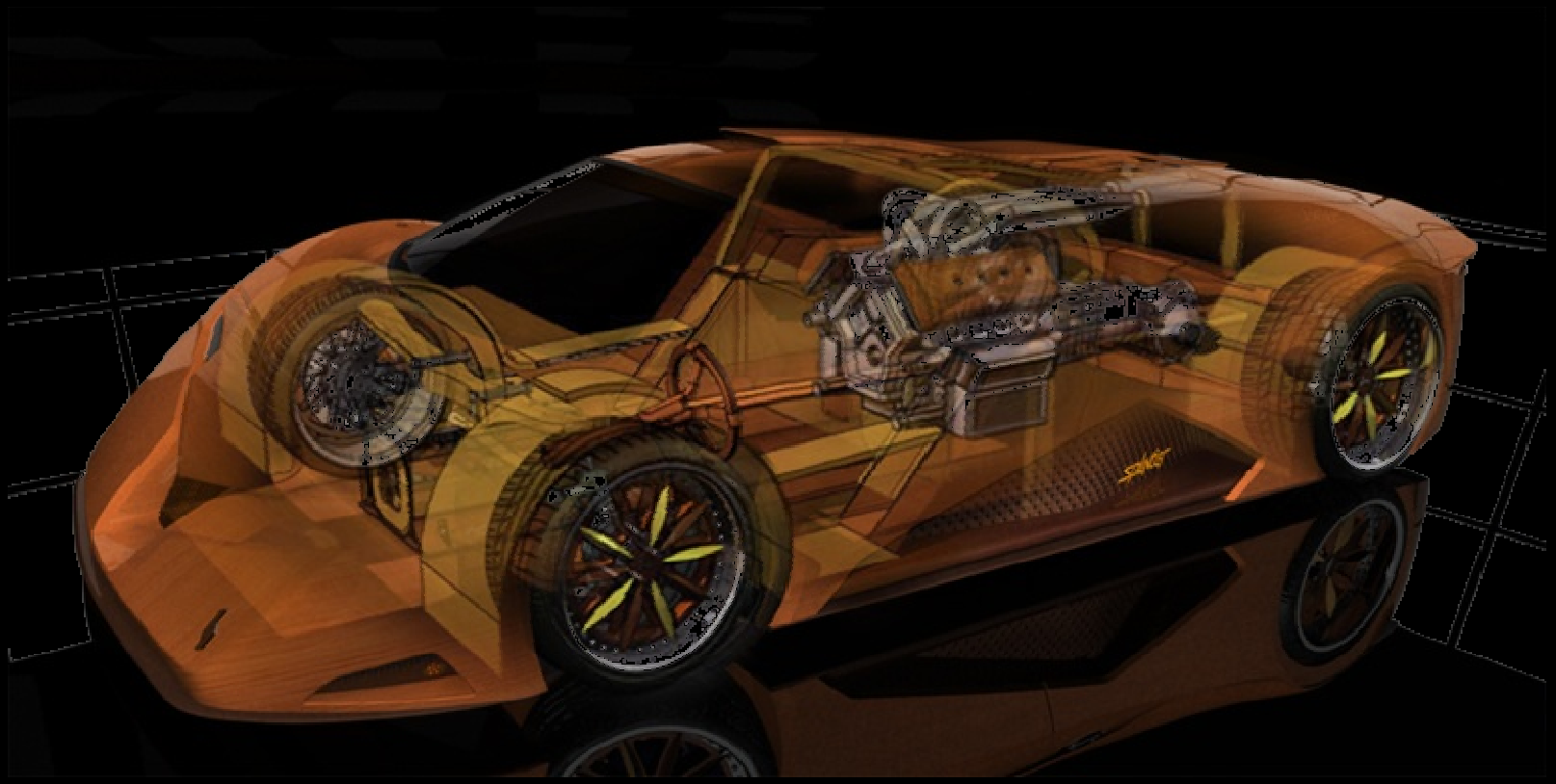
July 2010 Edition

DAuto News Letter



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

Mercedes-Benz SLS AMG 2011

We're flat-out on Germany's Sachsen ring race track in the new Mercedes SLS AMG, chassis number 00045, a mildly camouflaged pre-production model. Ahead is an SL65 AMG Black Series--twin-turbo V-12, 670 hp, 738 lb-ft of torque--driven by Tobias Moers, head of AMG's r & d division, seasoned race instructor and today's pace-setter. Filling his mirrors, our red gull wing keeps pushing harder and harder, even though its normally aspirated 6.2-liter V-8 is rated at a comparably modest 571 hp and 479 lb-ft. The Sachsen ring has plenty of slow corners, lots of climbs and descents, two long straights and two very fast and very blind fourth-gear bends.

Despite the Black Series car's four more cylinders, 100 extra hp and 259 lb-ft of added torque, it's punished by its 551-lb weight penalty. The SLS not only uses a significantly lighter double-wishbone aluminium suspension, it also boasts a featherweight spaceframe body which tips the scales at a mere 531 lbs. Perhaps even more significant is the weight distribution. In contrast to the nose-heavy SL, the new gullwing places only 48 percent of its mass on the front axle and 52 percent on the driven wheels.

The SLS is a totally different animal. It is 49 inches low and 76 inches wide, with cab-backward proportions that emphasize the front-mid-engine layout. The boxy light-alloy skin is draped over a long, 105-inch wheelbase. The gull wing doors open at a large 70-degree angle, but even when fully deployed, the maximum clearance is a scalp-threatening 5 feet, so that short people can still reach the inner grab handles from their seats. The power-operated buckets, which feature lightweight magnesium backrests, are comfortable and supportive.

The steering wheel's squared off bottom is a bit of a nuisance through the eases, and in a car this sporty, the shift paddles should be attached to the column--not the wheel The familiar Command system controls the various communication, navigation and entertainment functions. Like every AMG car, the SLS offers a choice of in-dash readouts which relay the coolant, engine and gearbox oil temperatures, the current ESP setting and the most recent lap and trip times.

Renault DeZir concept

The Renault DeZir concept is the first Renault Design project led by Laurens van den Acker. When it's officially unveiled at the Paris Motor Show in October it will lay a marker down for the brand's future design direction. DeZir is a two-seater coupé powered by an electric motor. The exterior is characterized by smooth yet sculptural shapes inspired by liquids, with a dynamism underlined by the bold white and red contrasting colours .

The two gull-wing doors open in opposite directions and are inspired by a *ying and yang*-style harmony. The **front-end design** has a strong graphic character and previews the new front-end identity that is will become a trademark feature on the future Renault models. The interior has a futuristic look and is dominated by white colour. Among the distinctive elements is the one-piece, two-seater front leather benchseat.

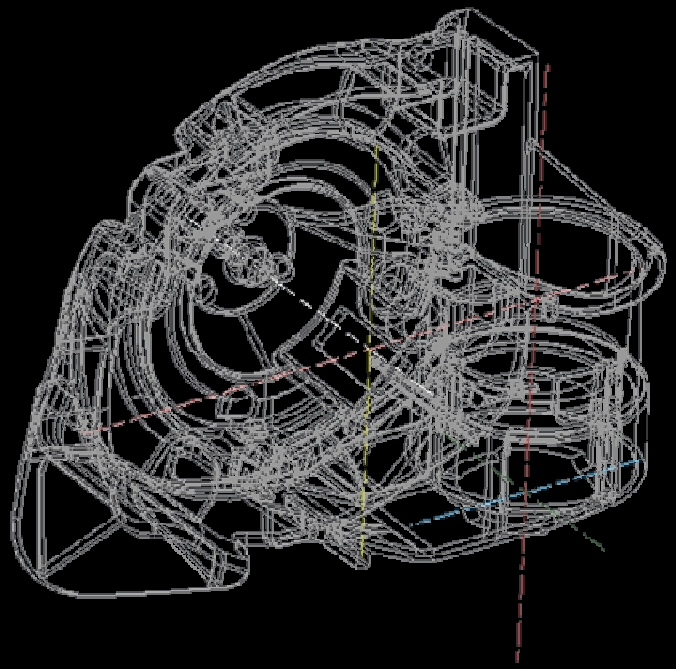
The materials employed for the interior, like the senses they awaken, are precious, with white leather upholstery and trimming for the seats, dashboard and floor, along with a red lacquered finish for the console and accessories. The one-piece, two-seater front bench seat provides cocoon-like comfort. To emphasise the sensation of shared passion and lightness, it comprises number of interlocking elements trimmed in white leather, with a quilted pattern on the passenger's side, and contrasting uniform finish on the driver's side, as if to suggest an inexorable attraction between the two.

DeZir's shape features prominent wheel arches that accommodate 21-inch wheels, the design of which took its inspiration from the notion of movement. The 'Z' in the name DeZir is a direct reference to Renault's zero-emission Z.E. signature, and several features of its design are suggestive of two qualities readily associated with electric mobility, namely advanced technology and light weight. Indeed, the recessed, linear styling of the front air intake and the entire rear-end convey an impression of lightness in addition to efficiently channelling battery-cooling air from the front to the rear.

Gordon Murray T25

Gordon Murray Design has unveiled the T25 prototype, a car that the company's founder, Gordon Murray, has long talked about as the vehicle that will revolutionize the automotive industry. At just 2400mm long, 1300mm wide and 1600mm high, the T25 occupies a greatly reduced footprint in comparison to a Smart ForTwo or Toyota iQ. The T25 seats three, with a central driver flanked by two rearward passengers, in a formation reminiscent of Murray's most famous work to date – the McLaren F1.

The car's size, combined with its front-hinged one-piece door canopy means that three T25s can be parked in the same space as a conventional vehicle.However, the physical design of the T25 is only half the story. This vehicle is more than simply a stand-alone design, acting as a proof of concept for Murray's radical iStream® manufacturing technology. This streamlined assembly method means a 20 percent reduction in factory size and – Murray claims – reduces capital investment by 80 percent, as well as having a significant impact on material use, and lifecycle CO2 emissions for vehicles built using the system.



Student's Creation:
This contrive has been prepared and envisioned by Dauto CAD School student during the period of Training.

Good News:
In the assistance of Dauto expert Engineers, Project sharing class has developed in order to plan, co-ordinate and control the complex and diverse activities of modern industrial and commercial projects. All projects will be shared one common characteristic in your college with you - The projection of ideas and activities into new endeavours.

Thank You ! !