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DAuto Newsletter

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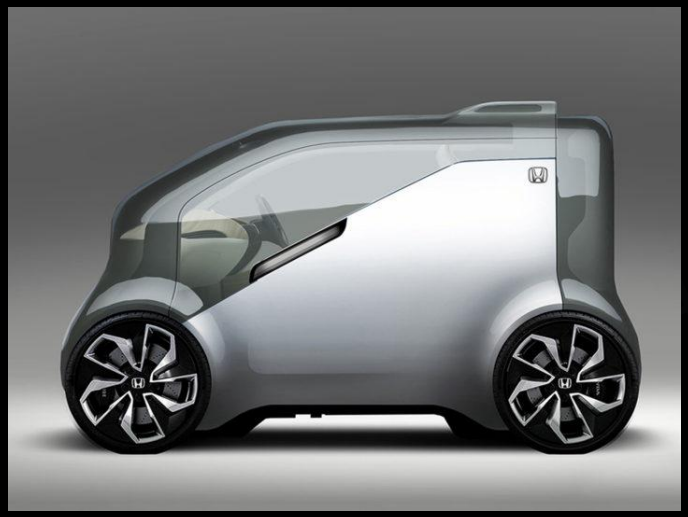
Design engineers turn designs into reality. Without them, a great idea but nothing more than, ... well, a great idea.

Honda previews Cooperative Mobility Ecosystem concepts ahead of CES 2017

At the upcoming Consumer Electronics Show Honda will present a series of concepts on the theme of urban mobility, artificial intelligence, and robotics.



Despite its artificial intelligence based on the idea of emotions, the design of the NeuV Concept is far from having an "emotional look", with a clean yet rational, consumer electronics-inspired look.

Honda will feature interactive and immersive experiences designed to showcase a future technology path based on a number of ideas: from reducing traffic congestion to creating new modes of in-car connectivity.

The exhibit will include the NeuV, a concept automated EV commuter vehicle equipped with artificial intelligence (AI) called "emotion engine" that creates new possibilities for human interaction through the application of a set of AI technologies developed by cocoro SB Corp., which are claimed to enable machines to artificially generate their own emotions.

During a press conference scheduled for January 5, 2017, the Japanese carmaker will also announce collaboration with a number of global brands and startups "that will create a more productive and enjoyable mobility experience."

Volkswagen Gira Interior Concept

Volkswagen has revealed Gira, an autonomous driving demonstrator car that explores how connectivity and autonomous driving will change mobility and the passenger-vehicle relationship.

Developed by VW Group with the involvement of Italdesign, Gira is a study for an autonomous vehicle interior that envisions the way we could travel in the future.

The interior features four individual seats with a wide range of adjustments possible. They are mounted on rails and can be positioned in many different configuration. The front seats can rotate 180° for a face-to-face layout.

In the context imagined by VW designers and engineers, the car will feature an AutoPilot mode capable of taking over when the vehicle leaves the urban environment. Limiting the autonomous driving to highways and motorways is a compromise that VW considers "already possible today".

The floor is completely flat and free; the only element apart from the seats is a transformable center tunnel that integrates a special table made up of four tablets.

The steering wheel and instrument panels are retractable and disappear when in autonomous mode, enhancing the lounge-like atmosphere.

The exterior – which at the moment is just a basic mock-up – features large, single gullwing doors that allow easy ingress and egress from the cabin.

The Gira concept will be on display at the "Making the future real" exhibition until February 28, 2017 at the Volkswagen Group Forum in Berlin.

Alfa Romeo enters the SUV segment with the Stelvio

At the 2016 Los Angeles Auto Show Alfa Romeo has revealed the Stelvio, its much awaited first SUV, in the top-of-the-line Quadrifoglio version, with a strong focus on performance.

Named after the Stelvio Pass in the Italian Alps – one of the most famous test driving roads in the world – the SUV marks Alfa Romeo much anticipated entry into the crucial mid-size SUV market segment.

This allows the Stelvio to be considered a possible contender to premium brands such as Jaguar, Porsche and AMG.

From an aesthetic point of view, the Stelvio Quadrifoglio showcases a low ground clearance and dynamic lines accentuated by the angled character line, the muscular shoulders and the sporty, typical Alfa Romeo face, with the surface treatment and details clearly influenced by the Giulia.

The Stelvio, in particular the sporty Quadrifoglio version, builds on the philosophy introduced with the Giulia, and offers extreme performances thanks to the most powerful Alfa Romeo production engine ever, an all-aluminum 2.9-liter V6 bi-turbo V-6 units with 500+ hp that enables a 0-60 mph time under 4 seconds.

Additional technical highlights shared across all the different models include the Q4 all-wheel-drive system and a lightweight construction that allows to achieve a near 50/50 weight distribution and high torsional rigidity.

All this makes the Stelvio appear almost like a crossover rather than a typical SUV, which may appeal to potential customers looking for performances more than pure versatility.

Ferrari reveals J50 one-off

Celebrating the 50th anniversary of Ferrari in Japan, the J50 is a two-seater, mid-rear-engined roadster with targa body style that will be produced in a limited series of 10 units.

During a special celebration held at the National Art Center in Tokyo, the Ferrari J50 marks the return of the targa body style, evocative of several well-loved Ferrari road cars of the 1970s and 1980s.

The bodywork is all new and heralds a radically futuristic design language, with a highly distinctive personality that suits the tastes of a clientele that seeks the utmost in innovative styling.
"The design approach was led by the desire to create a very low-slung roadster, encapsulating intrinsic Ferrari values of nimbleness and agility.

The J50 was created by Ferrari's Special Projects department and designed by the Ferrari Styling Centre team in Maranello, and each one of the 10 units planned for production will be tailored specifically to the customer's requirements.
The J50 is based on the 488 Spider, and is powered by a specific 690 cv version of the 3.9-litre V8 engine.

"To achieve this, a strong dynamic was imprinted on the flank of the car by the converging interplay between two main guiding lines: the slanted top edge of the side window, continuous with the windscreen, and the raked black swage line which dramatically rises from the low-set nose until it vanishes in the air intake aft of the doors."

Ferrari reveals J50 one-off

"While the "helmet visor" effect, which spawns from the window graphic, is reminiscent of Ferrari's open competition barchettas going as far back as the 1950s, the black dividing line is a novel interpretation of a recurring Ferrari styling cue seen on iconic models such as the GTO, F40 and F50.

"The J50 benefits from detailed aerodynamic development with a number of significant functional solutions. Firstly, the radiators have been positioned closer together, and the front bumper has been completely redesigned.
The windscreen header rail has been lowered allowing more airflow over the aero foil and thus over the rear spoiler."

"Circling around the front of the car below knee height, it is a key element which alters the perception of the beltline, setting it at a much lower height than usual, transforming the J50 into a barchetta."
"The hood section is lower at the center with raised wheel arch crests giving the emphasized muscularity typical of Ferrari mid-engined sports cars. Two carbon-fibre air channels in the front bonnet create an even more diminutive and sharper looking front mass underlined by the full LED headlights that feature a specific and very dynamic profile.

Ferrari reveals J50 one-off

The tail section is dominated by the interplay of graphic design themes and three-dimensional elements. The engine is framed by a transparent polycarbonate cover which is intricately shaped to provide a visual extension of the two separate roll hoops protecting the heads of driver and passenger.

Inside the cabin, specific trim adorns the sports seats, echoing the design of the rear engine lid. The carbon-fibre hard targa top is divided into two pieces which stow behind the seats.

The J50 presented at the launch in Tokyo is finished in a special shade of three-layer red with a red-over-black interior trimmed in fine leather and Alcantara.

A transverse aero foil projects as a bridge between the hoops, effectively revisiting one of the most distinctive features of Ferrari sports prototypes of the 1960s.

The rear is decidedly aggressive in nature, with the quad taillight design widening the car visually under a high-downforce wing profile. The rear diffuser features an extractor shape inspired by jet engine afterburners, giving the car a powerful stance. 20" forged rims of unique design were crafted specifically for this limited-edition model.

Cadillac DPi-V.R IMSA race car

Cadillac has revealed the 2017 race car set to compete in the IMSA WeatherTech SportsCar Championship, with a design studied to combine performance with the brand's presence and identity.

The new Cadillac DPi-V.R was designed to contribute to the functional performance of the prototype using elements influenced from the current lineup of V-Performance models, especially the CTS-V.

The design details giving the DPi-V.R car its distinctive Cadillac appearance and presence include the vertical lighting signature; the sheer, sculptural quality of the body and bold body side feature line; V-Performance wheels with Brembo brakes; V-Performance emblems; and a canopy graphic inspired by the Cadillac daylight opening.

"The DPi-V.R race car was an exciting new canvas for the Cadillac design and sculpting team," said **Andrew Smith**, Global Cadillac Design executive director. *"The studio embraced the opportunity to interpret the Cadillac form language, line work and graphic signature for this premier prototype racing application. Every detail of the final design was selected to support the car's on-track performance and unmistakable Cadillac presence."*

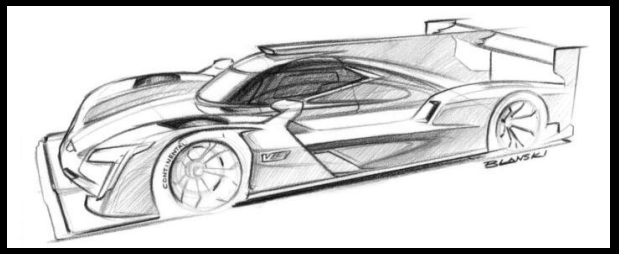
Cadillac DPi-V.R IMSA race car

Even small elements such as the cooling vents and the air intake were designed in the studio, the latter in the trapezoidal shape of the Cadillac crest.

The Cadillac DPi-V.R is propelled by a race-prepared, normally aspirated Cadillac 6.2 liter V-8 engine delivering approx. 600 horsepower and coupled with an X-TRAC paddle-shift transmission.

The DPi-V.R will make its debut at the 2017 IMSA season opener — the Rolex 24 At Daytona on Jan. 28-29, 2017 — by teams from Wayne Taylor Racing and Action Express Racing.

Key partners including chassis builder Dallara, as well as teams from Wayne Taylor Racing and Action Express Racing and ECR Engines for the engine preparation.

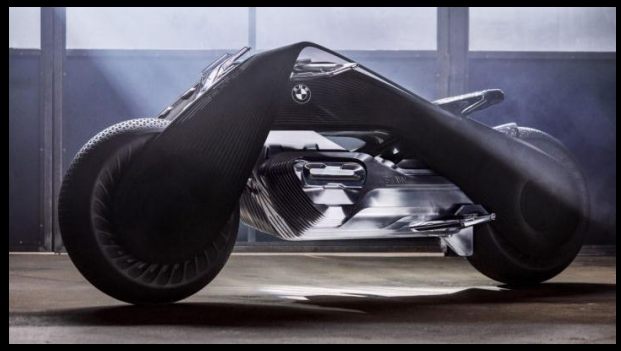


BMW Motorrad presents the Vision Next 100 concept bike

The concept bike is the fourth vision vehicle marking the centenary of the BMW Group, and is centered around the idea of a pure ride experience.

The Vision Next 100 concept was revealed during the event "*Iconic Impulses. The BMW Group Future Experience*" exhibition platform at the Barkar Hangar, Santa Monica, Los Angeles in October 2016.

The motorcycle concept follows the BMW Vision Next 100, unveiled at the Munich Centenary Event in March, the Mini Vision Next 100 and Rolls-Royce Vision Next 100.



The vehicle is centered on "The Great Escape" theme, based on the idea of a pure, unbounded ride experience. According to BMW, in the future the sensation of freedom will be enhanced by even greater connectivity between rider, bike and the outside world.

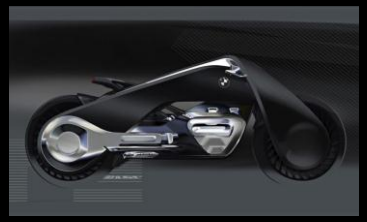
In the company's vision, a series of active safety systems will render protective clothing such as helmets and padded suits no longer needed. Instead, riders will be able to fully enjoy the sensation of absolute freedom.

BMW Motorrad presents the Vision Next 100 concept bike

A key system in this vision is the Self-Balancing mechanism, which keeps the motorcycle balanced both while in motion and while stationary, and prevents it from tipping over.

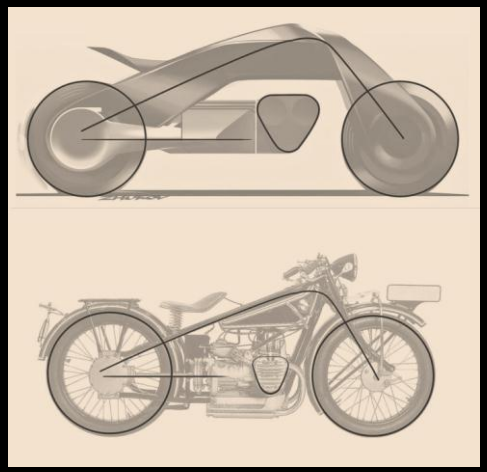
Information is exchanged between rider and bike largely via the smart visor. This spans the rider's entire field of view and provides not only wind protection but also relevant information, which it projects straight into the line of sight as and when it is needed.

The black frame triangle, for example, harks back to the first ever motorcycle by BMW Motorrad, the R32, made in 1923.



This technology allows all riders of any level of skill or expertise to keep on pushing boundaries for an ever more positive ride experience.

In terms of design and function, the BMW Vision Next 100 Concept takes its cues from various elements in the history of BMW Motorrad, adding a contemporary twist each time.



Seen from the side the Vision Vehicle resembles a naked bike, with the ergonomics and seating position of a roadster. The forms and execution of the power unit resemble the traditional BMW boxer engine, but it is actually a zero-emission drivetrain.

Honda in talks over self-driving cars with Alphabet's Waymo

Honda says proposed deal with Google's parent company did not mean abandoning its own efforts to develop driving system

The prospect of a deal between Honda and Alphabet's self-driving unit Waymo, which was spun off from Google earlier this month, is part of attempts by some car manufacturers to address the high cost of developing reliable automation software by teaming up with technology firms rather than going it alone.

While its driverless project has not garnered as much attention as similar plans by bigger firms such as Toyota, Honda unveiled a prototype driverless car in June and has said it hopes to see the fully autonomous vehicle appear on motorways in four years' time.

Honda and Google's parent company, Alphabet, are in formal talks to develop self-driving vehicles, the Japanese carmaker said on Thursday, months after the US firm signed a deal to use its technology in Fiat Chrysler minivans.

Honda, however, said any collaboration with Waymo did not mean it was abandoning efforts to develop its own autonomous driving system.

"In addition to these on-going (in-house) efforts, this technical collaboration with Waymo could allow Honda research and development to explore a different technological approach to bring fully self-driving technology to market," Honda said in a statement.

Honda in talks over self-driving cars with Alphabet's Waymo

If a deal is reached, Honda engineers in Japan and Silicon Valley would work with their Waymo counterparts to marry their vehicles with Waymo's software, in the same way as Fiat Chrysler has done with its Pacifica minivans.

The potential deal with Honda, Japan's third-biggest carmaker, would help shore up Google's position at the forefront of self-driving technology. The tech firm has been developing software and sensors since 2009 and testing its autonomous cars on public roads for several years.

Japan's prime minister, Shinzo Abe, has said he wants to see fleets of self-driving cars on Tokyo's roads by the time the city hosts the 2020 Olympics.

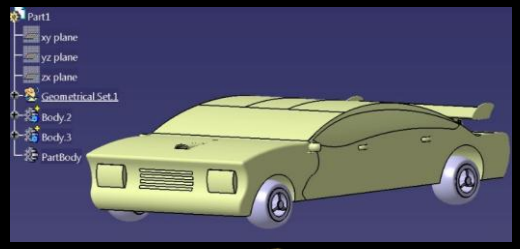
The vehicles would then join road tests of Waymo cars already being conducted in four US cities, according to Kyodo news.

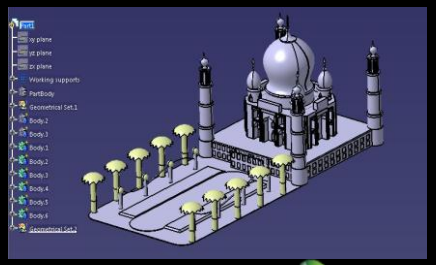
Waymo said it was "looking forward to exploring opportunities to collaborate with Honda to advance fully self-driving technology and make our roads safer".

Robot Taxi, a Japanese collaboration between a developer of automated vehicle technology and a mobile internet firm, began testing driverless taxis in the town of Fujisawa earlier this year.

STUDENT'S CORNER

DAuto Training Yield





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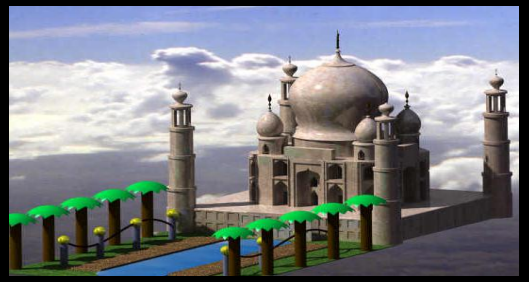

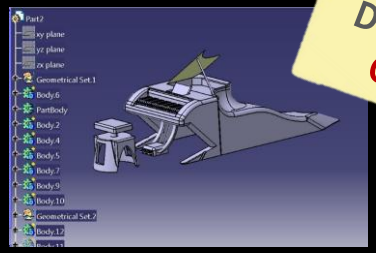

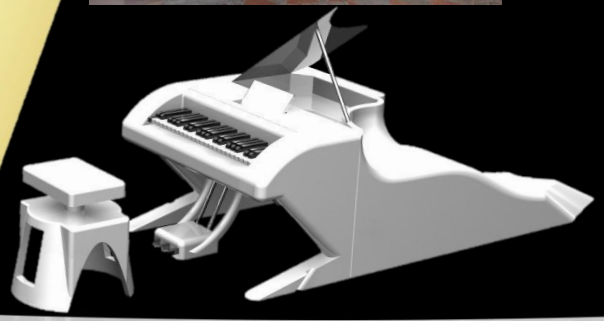

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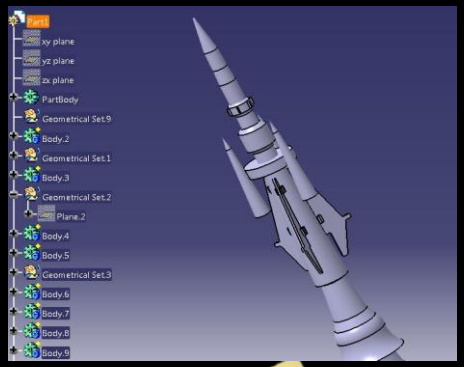

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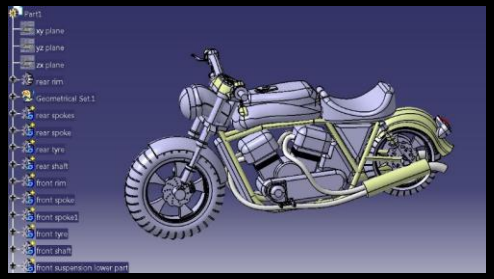

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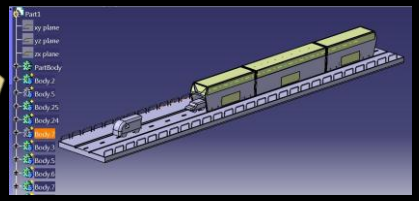

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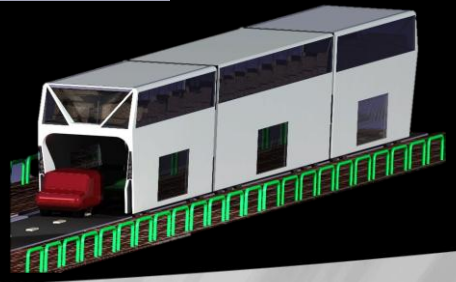

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