

2016

DAuto Newsletter

NOVEMBER EDITION



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

LEXUS UX CONCEPT OFFERS IMMERSIVE 3D DRIVING EXPERIENCE

Making its debut at the 2016 Paris Motor Show, the Lexus UX Concept is a compact SUV that introduces an advanced 3-D Human Machine Interface with floating hologram-like controls.



The bold UX Concept is characterized by an advanced HMI technology designed to offer customers an innovative, three-dimensional driver experience.

The center console features a prominent, faceted crystal structure within which a hologram-style display of air-conditioning and infotainment information is clearly visible to both driver and front passenger.

The UX Concept also includes a number of advanced in-vehicle electrical technologies. These include electrochromatic windows and electrostatic switchgear housed under transparent covers.



The fin motif of the A pillar is repeated in a new audio experience for the younger Lexus customer - a demountable sound bar built into the passenger side of the dashboard.

The driver's instrument binnacle houses a transparent globe, floating in the manner of a hologram, in which a combination of analogue and digital information express a functional yet unexpected user interface.

THE NEW OLD JAGUAR XKSS



Jaguar's withdrawal from factory-backed motorsports in 1956 meant it had a few D-Types left idle, and a load of surplus parts.

A plan was thus hatched to convert those D-Types into road-cars by fitting windscreens, doors, hoods and luggage racks, but leaving the mechanicals largely alone. A run of 25 cars was the aim, but nine (destined for the US) were destroyed in a fire at Jaguar's Browns Lane factory, meaning just 16 were sold in all.

Earlier this year Jag announced plans to build those nine lost XKSSs, and this is one of them. Kind-of. Revealed at the Petersen Museum in LA, it's the work of Jaguar Classic – the same team that in 2014 gave us the six missing Lightweight E-Types.

The result of 18 months of research (that included the studying of original drawings, and the scanning of several originals to produce a complete digital picture), this one-off "Sherwood Green" car is effectively a "blueprint from which the nine continuation cars will be built".



All nine will be new cars, but use period chassis numbers – presumably from the cars lost in the fire. The bodies will be hand-wheeled from magnesium alloy, and the cars will feature period Dunlop disc brakes, Dunlop tyres and two-piece riveted magnesium alloy wheels.

THE NEW OLD JAGUAR XKSS

The engine will be the 3.4-litre D-Type straight-six, which is good for 262bhp. Jag has added new cast iron blocks, new cylinder-heads and Weber DC03 carbs.

Inside there are “perfect recreations” of the original XKSS’s Smith’s gauges – and Jag says “everything from the wood of the steering wheel, to the grain of the leather seats, through to the brass knobs on the XKSS dashboard, is precisely as it would have been in 1957”. Sweet.



Jag says the only specification changes to the XKSS have been made to “improve driver and passenger safety”. The fuel tank, for example, is made out of stronger stuff than the original’s was. It’s estimated 10,000 man-hours will go into the build of each car, making the £1 million (approx. Rs 8.5 crore, without taxes) asking price seem slightly less outrageous. Oh, and all have been sold already – obviously.

BIG DOG MOTORCYCLES ENTERS INDIA

Big Dog Motorcycles is now in India. Never heard of them before?



Well, it's an American motorcycle brand, also the world's largest custom bike manufacturer, that's made a name for itself building high performance on-road cruisers and choppers.

The red specimen you see in the image is the K9 Red Chopper – 111, a one of its kind motorcycle that the company has made its India-debut with. The K9 breathes through an 1807cc, 45-degree V-twin engine from S&S Superslider, teamed with six-speeder. It is a hefty thing with a curb weight of 304kg and spanning over 2700mm in overall length. It gets 21-inch rims in the front and 18-inch ones at the back, enhancing its distinguished body design.

BMC aims at offering its customers unique personalization options with various design templates to choose from and an expansive collection of accessories. Its 2016 model lineup come with many updates, the most notable include redesigned electronic system, a bulletproof transmission, and employing the largest production motor ever to be placed within the confines of a Big Dog frame — the S&S 124.

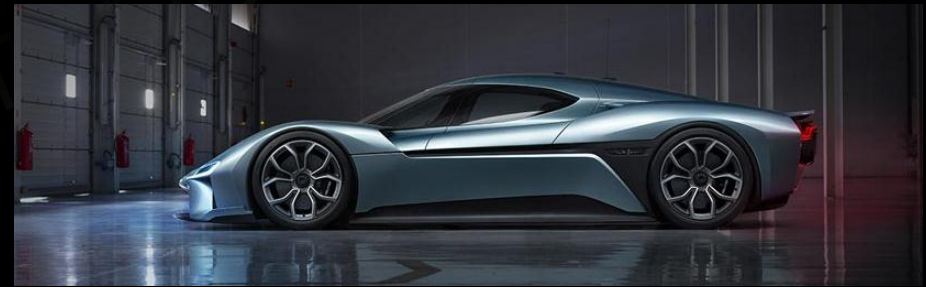
BMC promises that these custom choppers are unique as no two motorcycles will be the same in India and are completely street legal. Exclusivity, you see. And as we know, exclusivity doesn't come cheap. So, if you wish to be seen riding on one of them, be ready to shell out Rs 59 lakh (ex-showroom Delhi). Yes, Rs 59 lakh plus taxes!

THIS NIO EP9 IS A 1,341 BHP ELECTRIC SUPERCAR



The sleek two-seater has four onboard motors and four individual gearboxes, capable of delivering 1 megawatt of power to the wheels. For speed freaks, that means 0 to 100KPH (62MPH) in 2.7 seconds.

NextEV, despite its name, hasn't built your next automobile. At least not yet. Instead, it's created a (somewhat) eco-friendly monster capable of beating the Nürburgring in a staggering 7 minutes and 5 seconds. That, the company claims, is quicker than the previous EV lap record, making it "the fastest electric car in the world." Big talk, wouldn't you agree? It's called the EP9 and is the first car to be launched under NextEV's new "NIO" brand. The company says further vehicles and products will follow, making NIO more of a lifestyle brand than a straightforward car manufacturer.

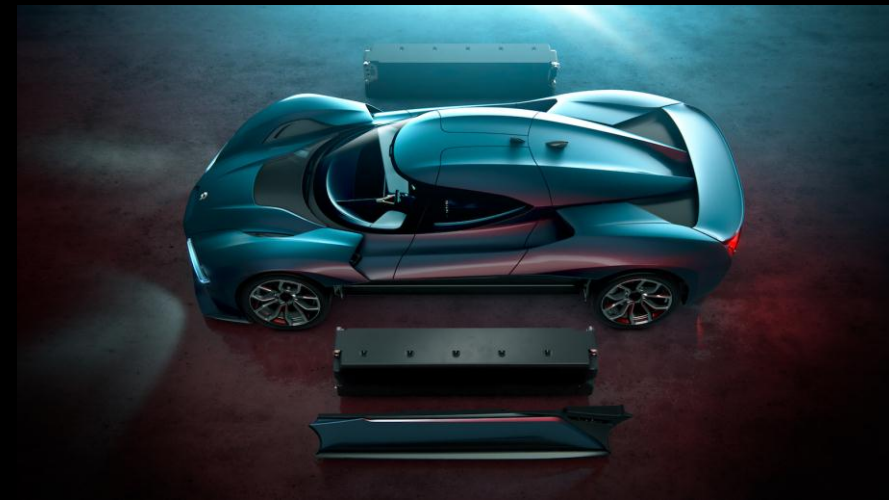


It will also do 0 to 200KPH (124MPH) in 7.1 seconds and 300KPH (186MPH) in 15.9 seconds. The EP9 can't, however, complete a quarter mile stretch in under 10 seconds (at 10.1 seconds, it's pretty close however.) The complete car weighs 1735KG, with 635KG devoted to batteries alone. Those power packs are interchangeable too, with a fresh set lasting 427 kilometers (265 miles).

THIS NIO EP9 IS A 1,341 BHP ELECTRIC SUPERCAR

You probably haven't heard of NextEV before. The little-known Chinese company was set up in 2014 and has been quietly competing in Formula E. The upstart team won the championship in its first year with Nelson Piquet Jr in the cockpit. Much of the vehicle's engineering has since been adapted for the new EP9 -- hence the focus on raw performance. With the equivalent of 1360 PS (1340BHP) under the hood it's certainly a race track beast, giving Tesla's top of the line Model S plenty to think about. Heck, Audi's R8 e-tron and the Rimac Concept One should be worried too.

AutoExpress reports, NextEV is only building six cars and they've all been snapped up by the company's founders. Each one reportedly costs \$1.2 million to build, so only the most deep-pocketed individuals could have afforded one anyway. Thankfully, NextEV is promising another launch sometime in 2017 -- a regular production car (maybe a Model 3 competitor) that should be a tad cheaper.



BMW REPORTEDLY UNVEILS AN i3 REDESIGN IN 2017

BMW might not be waiting for the distant future to step up its electric car plans. Sources claim that the automaker plans the 2017 launch of a redesigned i3 that promises both practical and cosmetic improvements. You should see a new battery that significantly extends the range of the car beyond its recently increased 186-mile (with range extending motor) cap. It's not clear how much further you'll drive, but the difference will be "noticeable" -- just not as big a leap as the 50 percent hike from the last upgrade. In other words, it's likely enough to cover an extra commute, or to get you to a town that's *just* out of reach today.



The refresh also promises a new look for the "front and rear..." or a new car, really. There aren't any clues as to what this means, but the current i3's design has been polarizing, to say the least. While it certainly screams "I'm an EV," its boxy, busy appearance is in sharp contrast to the slicker looks of not only conventional BMWs, but Tesla's upcoming Model 3. A redesign might be crucial simply to attract buyers put off by the existing styling.

Both improvements are welcome, although the i3 may face tough competition even with these refinements.

Tesla is already promising a minimum 214 miles per charge on the Model 3, and the Chevy Bolt can muster 238 miles. BMW's Klaus Frölich tells that he doesn't think of range as the be-all, end-all factor in an EV, but it's still important enough at this stage that the company can't afford to fall short of its rivals.

LAMBORGHINI REVEALS ITS NEW HURACÁN REAR-WHEEL-DRIVE SPYDER



A rear-wheel-drive variant of the **Lambo model** first let loose last year, the racy Raging Bull carries 60 percent of its weight at the back and has had its steering, stability, and traction-controls adjusted accordingly.

Performance and handling take a front seat in the new **Lamborghini Huracán Rear-Wheel-Drive Spyder** revealed today in sun-soaked Pacific Palisades, Calif., a fitting location for the marque's latest open-top titan.

The redesigned front end has been enhanced with enlarged air intakes for improved cooling and increased delivery of downforce on the front axle while the posterior portion has also been accentuated for aerodynamics.

With a chassis and body shell fabricated from aluminum and carbon fiber, the car weighs in at 3,327 pounds and, with a naturally aspirated 5.2-liter V-10 engine (generating almost 400 ft lbs of torque), carries a weight-to-power ratio of 5.7 lbs per hp. Corraling 580 hp, the convertible courses from zero to 62 mph in 3.6 seconds on its way to a top speed of 198 mph.

Matching the model's namesake, a famed fighting bull from 1879, the most recent Huracán imparts an imposing presence.

LAMBORGHINI REVEALS ITS NEW HURACÁN REAR-WHEEL-DRIVE SPYDER

Efficient airflow is ensured when the soft-top canopy (able to be activated in 17 seconds at speeds of up to 31 mph) is lowered as two fins automatically elevate from the roof casing to help cut wind resistance. In addition, two removable lateral wind guards reduce exterior noise when touring topless.

Another factor in the sportster's aesthetic ferocity is its formidable stance, which is made more impressive with custom-designed **Pirelli PZero** tires set on 19-inch Kari rims—wheels arrested by contoured steel brakes as needed.

The road experience itself is bolstered by the Lamborghini Doppia Frizione (LDF) 7-speed dual clutch with “launch control” (for standing-start sprints); the Lamborghini Piattaforma Inerziale (LPI) sensor system, which is synched with the highly adaptive suspension; and the optional Lamborghini Dynamic Steering (LDS) for race-like response. Further fine-tuning comes from the Adaptive Network Intelligent Management (ANIMA) feature that allows push-button transition to three different driving modes (Strada, Sport, and Corsa) depending on preference. And if being behind the wheel was not entertaining enough, the cockpit contains an infotainment system with a high-resolution, 12.3-inch liquid-crystal display.

The Huracán Rear-Wheel-Drive Spyder will be available in January at a starting price of \$220,000.



JEEP COMPASS INDIA LAUNCH IN AUGUST 2017

Estimated to be priced around 20 lakh – Rs 25 lakh, the 2017 Jeep Compass will become the most affordable SUV from the American automaker in India.

Fiat Chrysler Automobile had introduced the iconic Jeep brand in India in August 2016. While the **Wrangler Unlimited** and **Grand Cherokee** were the first Jeep SUVs to arrive, the American automaker has also lined up the Jeep Compass for the Indian market. To be slotted between the former two, the 2017 Jeep Compass will hit our shores in August next year. Recently previewed in Brazil, the SUV will replace the current Compass and the Patriot models in the company's global lineup.

Since the 2017 Jeep Compass (Jeep 551 C-SUV) will be launched in several global markets including India, it will have both right & left hand drive versions. While there is nothing official about its engine options as of now, we expect it to come with both petrol and diesel engines.

The Jeep Compass 2017 looks like baby Grand Cherokee. Based on the stretched small-wide platform of the Renegade, the 2017 Compass will be priced quite aggressively. As a matter of fact, this could be one of the most affordable SUVs from Jeep in India that has recently begun its innings in India. If reports are to be believed, the SUV could be priced under Rs 25 lakh.



JEEP COMPASS INDIA LAUNCH IN AUGUST 2017

The petrol engine could be the 2.0-litre Tigershark, the diesel mill might be a 2.0-litre Multijet II motor. Transmission options on offer could be a 6-speed manual and a 9-speed automatic. For the Indian market, the 2017 Jeep Compass (codenamed Jeep 551) will be produced at the company's Ranjangaon, Maharashtra facility.



Upon its launch the 2017 Jeep Compass will be one of the most affordable Jeep products in India.

We expect it to be priced between Rs 20 lakh – Rs 25 lakh (ex-showroom). In this price range, the new Jeep SUV will face challenge from the **Toyota Fortuner**, **Ford Endeavour**, Hyundai Santa Fe, **Honda CR-V** and other premium SUVs.

Since the company is planning to locally assemble the C-SUV in India from the early next year, we can safely expect its launch in the second half of 2017. We'll update more on its exact launch timeline as soon as the company makes an official statement.

Engine	2.0-litre Tigershark Petrol
Max Power	160bhp
Max Torque	145Nm
Engine	2.0-litre Multijet II Diesel
Max Power	140bhp or 170bhp
Max Torque	350Nm

JEEP COMPASS INDIA LAUNCH IN AUGUST 2017

There are subtle changes to keep things fresh in the market. Some of its design elements are also borrowed from the Renegade, which make it look more rugged. Based on the American automaker's new global design language for luxury SUVs, the Compass features a signature horizontal slat grille with a lot of chrome, small projector headlamps with LED daytime running lamps, big bumper and a contoured engine hood.

A report claims, the upcoming Jeep Compass 2017 will be offered in three trim levels – Sport, Longitude, and Limited. The top-of-the-line variant will get dual exhaust pipes, panoramic sunroof, fog-lamps with chrome enclosures, windows and roof rails with chrome lining and diamond cut alloy wheels among other features. Variant-wise feature list will be revealed upon its unveiling.

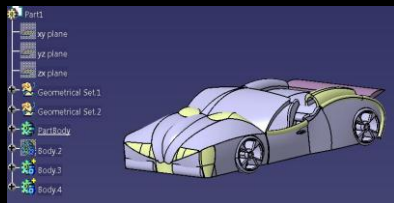
The side profile is enhanced by wide-shoulder, squared off wheel arches and large alloy wheels. Towards the rear, the SUV gets horizontally aligned tail lamps with LED inserts. The top-end model will get dual-tone exteriors with contrasting black roof and a chrome strip that runs along the sides of the car, and plenty of chrome highlights.

The SUV's cabin looks quite familiar as it has been borrowed from the new generation Jeep models. The vehicle gets most of the features available on the expensive Grand Cherokee. The list of features includes a large 8-inch touchscreen U-Connect infotainment system, large TFT screen, soft touch materials, multi-functional steering wheel, leather seats, chrome inserts, automatic climate control and push button start. The SUV might come with seven-seat layout.

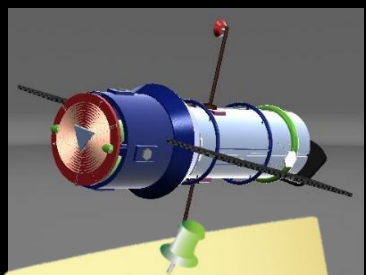
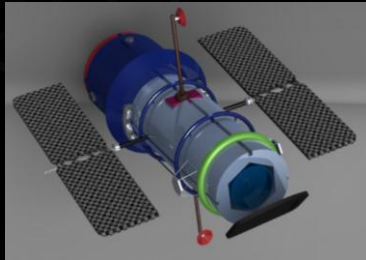
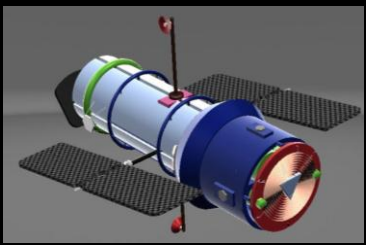
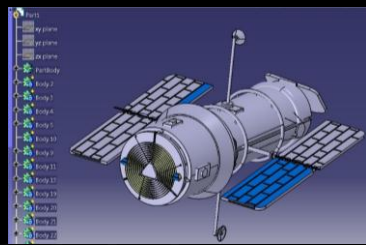


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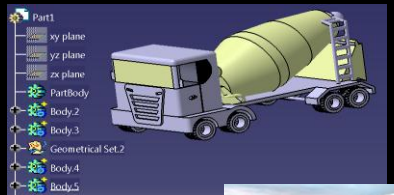
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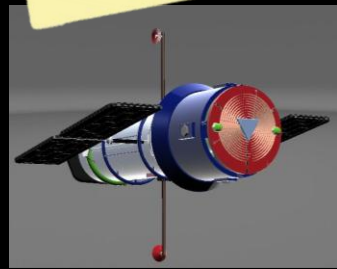
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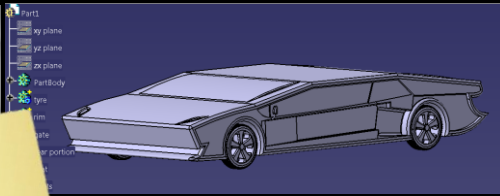
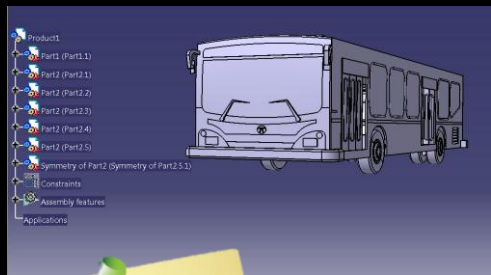


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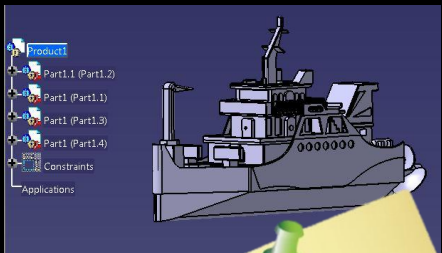
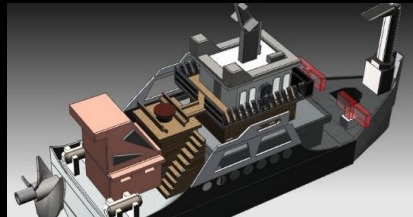
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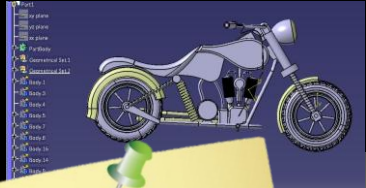
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