

SHOWDAILY

f t y i @AEMotorShow

YOUR DAILY GUIDE TO ALL THE ACTION AT AUTO EXPO 2020



GWM

**LOVED BY THE WORLD.
COMING TO MESMERISE INDIA.**



AUTO EXPO, HALL NO. 1, GREATER NOIDA, 7-12 FEBRUARY 2020



WELCOME

SIRISH CHANDRAN

CONCEPTS ARE THE EYE CANDY THAT draws in visitors to motor shows but, for the most part, they are there for a reason — and that is to showcase the future. The future styling of brands, the future technology direction and, in some cases, the future of mobility in itself.

Take the Funster concept that is centre-stage on Mahindra & Mahindra's stand. It ties in with Mahindra's push for electric mobility with long-range and high-performance electric powertrains but the other significant bit is the front end that, based on the reaction of visitors to the stand, might inform the styling of the next range of Mahindra SUVs. It is the same for the Sierra concept and if all of you love what you see, Tata Motors might just be inclined to put the Sierra into production very soon.

Speaking of Tata Motors, the other big star is the HBX and that is almost production ready. It is a super-compact SUV that will be launched in the space of a few months and will slot in under the Nexon and be Tata Motors' big push towards volumes. Ignore the roof rack, off-road tyres and jacked up stance and the HBX is as good as production ready, and so too is the interior.

Over at Maruti Suzuki you will see the Futuro-e concept and while it has an electric powertrain, of more significance is the styling that previews the new design language for India's largest car manufacturer and will translate into a production car very soon.

But will we be driving cars or taking a flying taxi? That's the question Mercedes-Benz are asking with the Velocopter concept on their stand. Who knows, maybe in a decade, you might be making your way to the Auto Expo by air!

@SirishChandran sirish@gtopublishing.com



EDITORIAL

Email evo.editorial@gtopublishing.com
Website www.evoindia.com / www.fastbikesindia.com

Project GTO Publishing
No 5, Siddharth Terrace, Nagar Road, Pune - 411006, India
Phone +91-20-26684343

Editor Sirish Chandran
Managing editor Selina Chandran
Principal correspondents Aatish Mishra, Abhishek Wairagade, Vishal Joshi
Senior features correspondent Afzal Rawther
Senior web correspondent Kurt Morris
Correspondents Hari Kudchadkar, Sudipto Chaudhury, Manaal Mahatme, Suvarat Kothari
Senior photographer Rohit G Mane
Photographer Sachin S Khos
Chief film maker Alameen Merchant
Film maker Aditya G T
Editor-at-large Adil Jal Darukhanawala
Contributing editors Byram Godrej, Aniruddha A Rangnekar, Yohann J Setna
Columnists Karun Chandhok
Senior art director Aslam Kabeer
Image editor Jitendra Chitla
Senior designer Jayesh Ambekar
Video editor Prathmesh Chouhan, Vernon D'Souza

BUSINESS OFFICE
Email autoexpo@gtopublishing.com
General manager - North Vipul Jain
General manager - West Sujata Dedhia
Dy general manager - South K Srikanth

SUBSCRIPTIONS & DISTRIBUTION
Email evo.subscriptions@gtopublishing.com
Chief general manager Sreekanth R Nair
Senior managers CN Venkatanarasimhan, Devaraju Gowda
Manager - North Ranvir Bisht

CONTROLLED CIRCULATION by invitation only

PRINTING
Chroma Print and Pack
B-256, Phase-I, Naraina Industrial Area, New Delhi - 110028

DATA IS KING

SOCIETY OF INDIAN AUTOMOBILE Manufacturers has announced the Industry production, sales and exports figures for the month of January 2020. According to data released by SIAM, domestic passenger vehicle sales declined 6.2 per cent to 2,62,714 units in January from 2,80,091 units in the year-ago month. Car sales last month were also down 8.1 per cent at 1,64,793 units as against 1,79,324 units in the January last year. Total two-wheeler sales in January fell 16.06 per cent to 13,41,005 units as compared to 15,97,528 units in the same month last year. Sales of commercial vehicles were also down 14.04 per cent to 75,289 units in January 2020. Vehicle sales across categories registered a decline of 13.83 per cent to 17,39,975 units from 20,19,253 units in January 2019.



Commenting on the January data, Mr Rajesh Menon, DG, SIAM stated "Wholesale sales continue to dip in all segments barring the three-wheelers segment."



Mr. Rajan Wadhwa, President, SIAM added "Sales of vehicles continue to be stressed due to rising cost of vehicle ownership and slower growth in GDP. We are hopeful that the recent announcements of the Government on Infrastructure and Rural Economy would support growth of vehicle sales going forward, especially in Commercial vehicle and Two-wheeler segment. The excellent response of consumers to Auto Expo 2020, should also help to build positive consumer sentiments and improve sales in the coming months. We as SIAM are also looking forward to early announcement of an Incentive based Scrappage Policy in the context of the recent assurances of the Government."



SHIFTING GEARS

AMIDST THE GLITZ, GLAMOUR, AND auto-tech prowess showcased at the 15th edition of Auto Expo 2020, India's largest auto industry body, the Society of Indian Automobile Manufacturers (SIAM) organised the 9th edition of Auto Trade Dialogue to discuss present trade situation and future business opportunities in the dynamic automobile segment.

The convention was inaugurated by Chief Guest Mr. B. S. Bhalla, Additional Secretary, Ministry of Commerce & Industry, Govt of India, along with Mr. Sugato Sen, Deputy Director General, SIAM, and members from the Indian industry. The leadership of major industry bodies from various countries including UK, Germany, Sri Lanka, Bangladesh, and Malaysia apart from India participated at the event.

The day long deliberations also saw the participants from PWC, EY, Intel India and Kearney discussing how trade and business practices can help the automotive industry address various issues including using advance technologies such as AI to manage looming challenges, evolving consumer behaviour and trends, the industry transitions to be more autonomous, affordable, connected and shared, to embrace electric and eco-friendly mobility, and to incorporate better safety and security measures for reducing road fatalities and casualties.



GLOBAL ELECTRIFICATION MOBILITY SUMMIT

AMIDST A MYRIAD OF GLITTERING events that are being hosted in Auto Expo 2020, the Society of Indian Mobile Manufacturers (SIAM) organised the 1st Global Electrification Mobility Summit (GEMS) on 7 and 8 of February. Participated by over 200 foreign and Indian delegates, this two-days summit hosted three countries as 'Guest Countries' — France, Germany & Japan. The policymakers and industry experts from these countries provided their respective country's objectives, policy framework around fuel choices including electrification.

The Summit was supported by industry associations from across the globe including VDA from Germany, JAMA from Japan and SMMT from the United Kingdom and industry associations from India including ACMA, CII, IEEMA and IESA.

The Summit hosted upcoming and potent EV start-ups in India in the panel that talked about Start-up to Scale-up. It demonstrated the fact that conventional vehicle manufacturers and upcoming start-ups are up and ready to create a vibrant eco-system of electrified vehicles in a collaborative manner.

MICRO-SUVS!

Tata Motors' HBX micro-SUV concept is closer to production than you think — Pg. 13



LOTS OF STYLE

Le Fil Rouge from Hyundai showcases the brand's modern design language — Pg. 5



SHOWDAILY

YOUR DAILY GUIDE TO ALL THE ACTION AT AUTO EXPO 2020

+ VOLKSWAGEN I.D. CROZZ - SKODA VISION IN - RENAULT SYMBIOZ

Mahindra's stunner

Roadster-SUV called the Funster grabs plenty of eyeballs



HARDEEP SINGH BRAR

"HAVAL IS KNOWN FOR SUVs"
SAYS THE DIRECTOR, MARKETING AND SALES, GREAT WALL MOTORS INDIA

HAVAL VISION 2025 Pg. 6





THE AUTO EXPO WITNESSES the most footfalls amongst public events in the country with lakhs of enthusiasts visiting India's largest automotive show that is conducted every two years.

In a bid to amplify crowd engagement, the organisers at the Auto Expo 2020 are holding a lucky draw where enthusiasts will stand a chance to win some exciting prizes. All you have to do is write your name and contact number on the Auto Expo entry ticket and drop it into the box. The prizes include a Maruti Suzuki Ignis, Hyundai Aura, Suzuki Gixxer 250 and Gixxer SF 250, Evolet Polo e-scooter and a Hero Lectro+ e-bicycle.

The winners will be announced on the last day of the Auto Expo. If you wish to participate, visit the Lucky Draw stall outside Hall 9 at the India Expo Mart, Greater Noida. Invitation holders do not qualify for the lucky draw and registration is open only for normal pass holders.

GET LUCKY!

Enthusiasts stand a chance to win exciting prizes at the Auto Expo, including an all-new Maruti Suzuki Ignis



AMBY!

Artists at the Expo take their palettes to the whitewashed body of a Hindustan Motors Ambassador

THE AMBASSADOR IS an icon. No questions asked. When painted yellow it brings a picture of Kolkata's bustling traffic to mind, when painted white adorning a flag bearer, you instantly recognise it as an official car, but what happens when you whitewash it and let a bunch of artists loose? Magic. The creative minds that ran their colours on it did not disappoint. It came alive with a sea of colours and shapes and had the spiritual Hindu symbol 'Om' painted on one side of it, in a contemporary way. The Carist exhibition is conducting many activities at their exhibit, up until the last day of the Expo so be sure to check them out!



HYUNDAI'S BLUEPRINT

Alongside the important unveils, Hyundai also showcased what its cars could possibly look like in the future

FOR HYUNDAI INDIA, THE MOST important unveils for the year was the new Creta and the Tucson. However, the Hyundai pavilion had a tonne of interesting production cars, a racecar and some gorgeous concepts. Three, to be precise – Le Fil Rouge, the Kite and the Elevate.

Le Fil Rouge was the most beautiful of the lot – a reimagining of the brand's sporty design language first seen in the 1974 Hyundai Coupe concept, exemplifying the brand's motto of 'sensuous sportiness.' Codenamed the HDC-1 concept, it was first unveiled at the 2018 Geneva International Motor Show. The concept marks a new era for Hyundai's design philosophy that will be seen in all their production cars, a new approach dubbed 'Light Architecture' gives it a dynamic look and a forward motion effect. The front and rear pillars, as well as the roof, blend into the silhouette of the vehicle almost creating a straight line.

The next concept on display was a utilitarian and futuristic Hyundai Kite concept, an electric buggy made for the future. As per Hyundai, it is a 'dual mobility

solution', a doorless, roofless, windowless concept consisting of a monocoque chassis that is 3745mm long and 1455mm tall. It is electric powered and is equipped with four wheel-mounted brushless motors for travelling on land, and a water turbine jet for travelling on water which

explains the dual mobility tag.

The last concept, though, was quite innovative with immense focus on functionality - the Hyundai Elevate Walking Car concept. Hyundai calls it the 'Ultimate Mobility Vehicle'. Created by blending the technology found in both cars and robots,



THE HYUNDAI KITE IS AN ELECTRIC BUGGY MADE FOR THE FUTURE



Hyundai claims it can traverse terrains beyond the reach of even the most capable off-road vehicle, courtesy a combination of a robotic leg architecture with wheel-hub propulsion motors allowing it to both scale obstacles such as a five-foot wall, as well as extend its 'gait' (over a five-foot gap, as claimed). It is unlikely the Kite or the Elevate will make it to production, however they do give us a fresh new perspective on what the future of mobility could be like.

EYES SET AHEAD

Great Wall Motors' Vision 2025 Concept EV SUV gives a glimpse of the brand's EV prowess

C HINESE SUV MANUFACTURER Great Wall Motors debuted its Haval sub-brand at the Auto Expo 2020, introducing two concept vehicles: the Concept H plug-in Hybrid and the Vision 2025 Concept EV SUV. Those in the know may remember the Vision 2025 Concept made its debut at the Shanghai International Automobile Industry Exhibition in 2019.

Externally, the Vision 2025 has a muscular look, accentuated with the bulky yet square-cut stance, countered by the slim headlight and taillight units. From the front, the body-coloured grille is a dead giveaway of its EV identity.

Moving to the side, the stylish 22-inch alloy wheels shod with low-profile tyres continue with the sporty motif, helped along with the prominent shoulder line and raked roof. A unique feature is the all-glass roof that connects right from the windscreen and the suicide doors, both of which combine to not only make the interiors bright and airy, but will be also be a great help to occupants for ingress and egress, considering the swooping roofline.

Moving to the interiors, being a concept, the cabin is uncluttered and clean, though it is loaded with gizmos and tech. The brand has emphasised their focus on the Vision 2025's in-car connectivity features



“THE BODY-COLOURED GRILLE IS A DEAD GIVEAWAY OF THE VISION 2025'S EV IDENTITY

and self-driving capabilities, a lot of which, the brand says, are activated and accessed via the in-car 5G connectivity suite. The display model boasts facial recognition software, an augmented reality heads-up display and cameras for ORVMs that project onto dash-mounted screens, like the Audi e-tron.

Also on offer are features such as auto park, auto summon and option to shop while driving. Lastly, the Vision 2025 also gets a 3D car locating function that can help owners find the car in a crowded parking lot.

The brand has not revealed any specific powertrain details, hinting at the Vision 2025 not going into production any time soon. Instead, a lot of the technology showcased could trickle down to the brand's future SUVs and EVs.

Q – How has the response been?

A – People are loving the design and premiumness GWM brings to the table, and are mesmerised with that. People put in a lot of features in terms of passive safety, but the number of active safety features they have, they're simply loving it.

Q – What is your positioning strategy?

A – We want to be premium and give more value and features to the customer, and that obviously comes at a price. What we have seen is that the Indian customer does not want something very basic at a low cost. What they need is a product that gives them everything. Of course everybody demands the best price, but can you get the right price even if it is more than the competitors.

Q – Yesterday you said you're going to invest one billion dollars. What's the investment strategy going to be like?

A – It will be in a phased manner; the biggest chunk will go into the Talegaon factory acquisition from GM, to happen by the second half of 2020. We had an R&D centre in 2016, and we're going to further strengthen that because you need to have a localised R&D as India is every different from the rest of the world. The third thing is to develop the vendor base, because that is very critical to our localisation strategy at this point in time. The plant is ready, but you need local supplier base to ramp it up. We're in discussions with the Chinese, and we're going to decide on that soon. The fourth piece is the brand, of how we can strengthen the brand, make an association with the local consumers. These are the four areas we'll be investing the billion dollars in over the next few years.

Q – About the plant, why the Talegaon plant, and not a Greenfield facility which can be up and running immediately?

A – If you are really willing to invest in the market it's better if you come earlier, and this is the right time, because SUVs have now suddenly started to grow at a much faster pace than they ever did. Even this year with the overall turbulence in the market, and the 13-15 per cent decline, despite that, SUVs are growing at an almost 30 per cent rate. At this time when SUVs are doing 60-70,000 units a month, and our brand has the pedigree for SUVs, and it takes a lot of effort to become number one SUV maker in a market like China, where you have more than a 100 manufacturers. We felt this is a right time to really get into it.

Q – One of the key investments in the GM plant was the engine line. Do you get access to the engines that were being made?

A – I'm not too sure about the engines, I'll need to check on that, but we will get access to the line.

Q – What is your diesel engine strategy going to be?

A – But we do have a 2-litre diesel engine in the H9. But at this point in time, with India going through the BS6 transition, we can't say which way the waves will go. In fact, the diesel percentage has come

INTERVIEW

“WE WANT TO STAY FOCUSED ON OUR STRONG SUIT”

In conversation with Hardeep Singh Brar, Director, Sales and Marketing, Great Wall Motors, India



down from 50 per cent to almost 25 now, and is still declining as the price gap between petrol and diesel is reducing. I think we'll get further clarity once the BS6 transition is complete. After getting an idea of the kind of price gap manufacturers can sustain between petrol and diesel offerings, and what percentage of market remains diesel. So we're sure about petrol, and have a strong R&D capability, with ten R&D centres across seven countries. But electrification is what we're focusing on.

Q – About electrification, there are other brands you'll be getting. Why not put everything under Haval?

A – Haval is known for SUVs and we want to stay focused on our strong suit. And, talking about GWM, people should know it's about EVs. That said, there will be EV

SUVs, but everything SUV will fall into Haval.

Q – And the EVs are going to come a year after Haval comes in?

A – It may be sooner than that, as we're working on both. When you launch two brands simultaneously, it means the organisation is serious about them both. The first one, however, would be the SUVs, and we're looking to electrify that, but EVs will follow suit.

Q – Do you think India is ready for EVs in such a way? Every manufacturer is making electrics, but what about the demand?

A – I think demand is driven by three key factors. The first is the range of the car or battery capacity. You can't run cars with 100 or 125km in one charge, you need 250

to 300km to really cover a distance as if you're going from Delhi to Jaipur, stopping for charging for 30 to 45 minutes does not make sense. Now you see cars with 250, 300, even 400km plus range. That is one thing we have already cracked, the technology to get into India. The second big thing is the cost of ownership. What are the gaps between ICE engine and the electric. While the government has given a GST subsidy of 40 per cent, the price gap is still too huge. That can be overcome by localising. That is a big piece we need to crack, and we are actually exploring battery manufacturing in India as well, and I am emphasising on 'exploring' and not saying that we will, but that is definitely our way now, because we have a battery plant in China as well. The third piece is charging infrastructure, and a lot of players are getting into that. I don't think there will be too much of an issue, but we just need cars on the road and people will bring in charging infrastructure. There are a lot of players looking into that as well. So when you solve this riddle, I think your problems are solved.

Q – For your EVs, will you be looking into a fleet as well?

A – I think in today's scenario with the huge price gaps, it's the fleet which makes more sense because you can only recover your money when the car is on the road. Hence, EVs make more sense today, or till whenever we can address the pricing gap.

Q – But what does that do for the perception of the brand?

A – When you're running a normal car, most people have access to it. In the case of the Innova, which runs both fleet and personal vehicles, while that is the only one that has been able to properly manage it, I still think EVs are that space where if your build quality is good, people feel the brand hasn't deteriorated, and latch on to that. But your point is valid and I think we do need to review what happens when it goes to fleet, with respect to the consumer, and then we'll see if we can put the EVs we get in the future into fleets.

Q – So, when do you launch in India?

A – The cars will start rolling out in 2021. We'll get possession of the plant by end of 2020. As I mentioned earlier, it all depends on how quickly we can get the supply base ready for us, as you profit or pricing depends on the percentage of localisation.

Q – And what product on the stands will we see on the roads first?

A – That's a tricky question. We'll be doing a customer clinic during the Auto Expo and we'll get more insights after it gets over, and that's the time we'll be able to form a strategy whether people like fastback designs or traditional SUVs. As of now, you can see the tilt is more towards the traditional high SUVs that look macho. But we'll get a clearer picture only once the customer clinic is over.

Q – What is your favourite on the stand?

A – I personally like the F7X and the F5, I feel the design is very exciting. But at the end, it is about what the consumer likes, as that's what we'll get to the market.

FORCE MOTORS HAVE ALWAYS proved their expertise with rugged 4x4s, especially with the new generation of Gurkhas which, were built to take the fight to the segment dominating Mahindra Thar. Auto Expo 2020 was filled with uber-modern concepts, sleek and futuristic looking electric concepts and a certain highly equipped custom build sitting in the Force Gurkha pavilion.

There's no futuristic or funky names here. Force has simply mentioned it as a customised Gurkha. Well, it is customised and even with what the naked eye can see, it seems ready for an apocalypse. It is based on the new Gurkha chassis and also has a BS6-compliant 2.6-litre turbo-diesel



APOCALYPSE READY

The Custom lifted, 4x4 Gurkha rig is a showcase of Force Motors' expertise and capability

under the hood. The engine is in the same tune as in the standard Gurkha. It makes 88bhp and is mated to the same 5-speed manual gearbox with transfer case. The power is transferred to all the four wheels via Mercedes-Benz Unimog' sourced live-portal axles with mechanical lockers. The custom rig is fitted with massive off-road spec Maxxis Trepador tyres that are 363mm in width, fitted on 17-inch rims.

While Force Motors have not revealed in-depth specifications, we already know



POWER IS TRANSFERRED TO ALL THE FOUR WHEELS VIA UNIMOG SOURCED PORTAL AXLES

that the lockers on the portal axles can be engaged and disengaged on the fly. The suspension is upgraded with a lifted independent multi-link suspension all around. Both the front and rear share a similar setup - dual Bilstein hydraulic coil-over shock absorbers with dual-coil springs, one out of two shocks on either side. The maximum suspension travel is 300mm on both ends.

The exterior too has been given major, functional upgrades. Starting with super-wide wheelarches to fit the massive wheels. For protection, there is a bull bar in the front. The Gurkha also gets a heavy duty winch in the front and a tow hook on the rear bumper and is fitted with a tough roof rack.



CONCEPT CARS ARE ALWAYS exciting at the Auto Expo and one of the most outlandish ones on display this year had to be the Mahindra Funster. Mahindra has built its brand on SUVs so it blew everyone's mind when it unveiled a roadster. But true to its heritage, it has given very obvious SUV-like traits to make this SUV-roadster crossover.

Before we talk about styling, let us talk about the underpinnings of the car because those are very real. The Funster is based on Mahindra's MESMA architecture for electric cars, one that will underpin all its EVs in the future. The car gets a 59.2kWh battery pack that gives it a range of over 500km, which is quite impressive too. The dual electric motor (one on each

JUST FOR FUN

Mahindra has showcased a fun little roadster called the Funster, and people can't get enough of it

axle to give it all-wheel drive) has a total system output of 308bhp, and this will accelerate the Funster from standstill to 100kmph in just 5 seconds and it will have a top speed of 200kmph.

What is more in-your-face is the styling. It is very visibly a roadster with no roof,



ON THE INSIDE THE FUNSTER GETS FOUR SEATS AND A RATHER EXOTIC LOOKING DASH



and the tall bonnet flows neatly in to the rest of the body. There are no A-pillars, instead it has a glass windscreen that sits flush with the glass on the windows. To add to all this drama, it also gets scissor doors and in typical concept car style, cameras instead of wing mirrors. The front is recognisably a Mahindra, with a futuristic interpretation of the modern Mahindra face. The grille and Mahindra



badge is lit up, while the headlamps are rather sharp looking. At the back, it has floating taillamps similar to what Pininfarina has been doing off late along with Mahindra's branding. There are very distinct SUV-inspired elements like the tall ride height and black plastic cladding on the bumpers and side skirts.

On the inside, the Funster gets four seats and a rather exotic looking dash layout. The flat-bottom steering wheel isn't a full wheel but reminiscent of some racecars and there is one large digital screen extending from the left of the dashboard to the centre console hosting the instrument cluster as well as the infotainment system. The centre console is peppered with a number of dials and knobs, and there's a stick for the gear selector.

Whether the Funster will make it to production or not is yet to be seen, but one thing is certain. The Funster draws a lot of attention to the Mahindra pavilion.

VOLOCITY

HALL 15

UP IN THE AIR

Mercedes' stall at the Expo gave an idea of the direction the future of mobility is going to take

THE MERCEDES-BENZ STALL showed that urban mobility is gradually shifting, and it no longer involves just cars. Rather, the mobility sector now involves different mobility solutions including even drones. The cities of today are crowded, so the sky is the next direction to go in, and Mercedes-Benz drove the point home with its Volocity concept created in collaboration with Volocopter GmbH. The Volocopter brand, founded in 2011 by Stephan Wolf and Alexander Zosel, has 150 employees in offices in Bruchsal, Munich and Singapore, and its investors include Daimler (which owns the Mercedes-Benz brand) and Chinese auto major Geely, among others.

Mercedes' idea and the conception of the Volocity comes from the brand's "Vision Smart City", which involves concepts for sustainable cities of the future, for autonomous driving and the intelligent interaction of different mobility concepts. Additionally, the Volocopter is peddling more than just future ideas, as the first-ever manned flight of the purely electric multicopter took place in 2011. Since then, the brand has showcased numerous public flights with its full-scale aircraft, the most notable being the public test flights at Singapore's Marina Bay in October 2019 and the world's first autonomous eVTOL flight in Dubai 2017. Additionally, Volocopter is developing

products for the logistics and precision agriculture space with their VoloDrone. Now, though the model displayed at the Auto Expo was not the real deal and 'only' a 1:3 scale model, the brand says it retains all the functionality of the Volocity. The chassis of the Volocity is made of composite materials, the cabin has space for two people (or a maximum payload of 200kg) and integrates 18 rotors of 2.3m each. The fully electric powertrain consists of nine exchangeable lithium-ion battery packs, with a claimed charge time of about two hours. The Volocity will operate completely autonomously, and the brand claims a range of 35km with a maximum airspeed of 110kmph.

Though the Volocity is still undergoing extensive testing, once it goes into production, Lufthansa will provide front-end operations. The Volocity will work for intra-city aerial commute, a partnership not unlike the kind of cab service provided by Hyundai (with its association with Uber). However, there's a small difference, in that Volocity services will operate from only a few nodal points within the city (similar to other mass transit options, like the metro). Lastly, and as can be imagined, the chances of the Volocity becoming a reality in India – subject to civil aviation policy – are quite slim, with operations currently restricted to the European Union.

“ONCE IT GOES INTO PRODUCTION, LUFTHANSA WILL PROVIDE THE FRONT-END OPERATIONS FOR THE VOLOCITY”



HALL 9

CONCEPT FUTURO-E

MARUTI SUZUKI PREMIERED ITS much talked about Concept Futuro-e at the Auto Expo 2020. An imagination of future green mobility, the Concept Futuro-e is a design study. A stylish coupe SUV, the Concept Futuro-e has tons of concept flourishes when it comes to the design. The most striking of them is the lighting element that runs horizontally across the front of the car with the Suzuki logo at the centre. The Concept Futuro-e has angular bodywork where the grille would be in a traditional ICE. It gets a high shoulder line like most coupe-SUVs do and it neatly merges with the strong muscular rear haunches. The shoulder lines continue to meet the taillamps which run across the back horizontally. Interestingly the Concept Futuro-e doesn't seem to feature a rear windscreen. The coupe shape drops sharply below the taillights and rear end is a mostly vertical surface with a kink that also holds the Suzuki logo. The sharply raked rear windshield gives the Futuro-e a sporty silhouette, while the taillamps that spill on the sides of the bodywork are rather unique as well. The large tyres fill up



“THE FUTURO-E HAS TONS OF CONCEPT FLOURISHES WHEN IT COMES TO THE DESIGN”

the wheel wells nicely and the alloys do look striking. Maruti Suzuki claims that the Futuro-e is future ready with the possibility of equipping it with powertrain options like hybrid and electric.

The Concept Futuro-e signifies Maruti Suzuki's surge towards a greener future with Mission Green Million under which Maruti Suzuki plans to bring one million green vehicles on the roads. One of the highlights of the Concept Futuro-e is the futuristic interiors which transform according to the driving environment. Concept Futuro-e features flexible swivel travel seats and console to give occupants added freedom of movement. In addition there is the partly translucent upper

MARUTI OF THE FUTURE

Maruti Suzuki wows audiences at the Auto Expo with the Concept Futuro-e



instrument console that adds to the techno futuristic quotient of the car. The dash gets a large infotainment display. There are other displays to control things like the seats and ambient lighting as well.

The Concept Futuro-e is a concept that is not likely to see production but several of its design touches could make their way into future Maruti Suzuki SUVs, specifically into the mid-size SUV segment.



TIME TO SERVICE YOUR CAR?

DOWNLOAD

GoMechanic

GoMechanic
CAR SERVICES MADE SMART

93888 93888

RENALT ALWAYS WOWS the crowds with its concept cars at Auto Expo and this year is no different. The R.S. 2027 Vision is probably the most sleek-looking car at the show, and for good reason. It is a design study to showcase what a Formula 1 car could possibly look like in 2027.

The R.S. 2027 has a futuristic design with C-shaped LED lights integrated in to the front wing and the illuminated diamond on the nose. It has controlled aerofoils and other active aerodynamic bits. The R.S. 2027 draws inspiration from the Renault RS01 of 1977, apparent with the turbocharged engine (the RS01 was the first ever turbocharged F1 car),

F1'S FUTURE?

Renault showcases its concept F1 car for 2027; and it's looking good!

touches like the rear fin blade and the yellow-black livery. The metallic appearance of the paint is courtesy gold leaf being integrated in to it as well.

The R.S. 2027 follows a bespoke design, and is designed around the driver and their measurements. It is 3D-printed in a light and resistant material, and the transparent

cockpit allows you to see more of what the driver is up to during the race. The car also has active LED displays in the wheels to display key information including the driver's position on track and the car's energy situation.

As for the drivetrain, the R.S. 2027 will get a small turbocharged engine, that is

IT FOLLOWS A BESPOKE DESIGN AND IS DESIGNED AROUND THE DRIVER

helped along in no small measure by a battery system. It will produce 1340bhp, and combined with the 600kg weight, it has a mental power to weight ratio. The R.S. 2020 Vision also gets four-wheel drive and four-wheel steering, along with active suspension.

There are a number of safety features built in to the car as well. The most apparent one is the polycarbonate bubble, enclosing the cockpit to keep the driver safe. It also gets two titanium roll-over bars that would emerge in milliseconds should the car flip over. The car is also said to have autonomous functions so the driver can relinquish control of the car in safety conditions.



HALL 10

HANDS OFF

The Renault Symbioz concept doesn't need a driver to stay in control at all times

IN THE FAR FUTURE, WHEN cars are completely autonomous, carmakers can reinterpret how they are built completely. Right now, manufacturers have to design cars to meet crash regulations as well as hold an internal combustion engine, which is why cars look the way they do. However, the electric drivetrain with batteries on the floor and motors at the wheels or axles free up tremendous room. Couple that with autonomous tech where accidents are negated and crash structures can be deleted, you are left with a blank canvas on which to design a car. You can literally have a rolling room on wheels.

That is where the Renault Symbioz comes in. It is a futuristic electric concept car with autonomous tech to showcase what mobility could look like in the years to come. When it was first showcased, it was also showcased with a house, as Renault intends the car to be an extension of your living space in the future: think of it as just another room, but one that can detach from the house and move you around. In fact, the connectivity has been designed such that the house recognises the car and charges it automatically, reciprocating each others' needs. Since the Symbioz is autonomous, the driver doesn't even need to face the road and



SYMBIOZ

“

SINCE THE SYMBIOZ IS AUTONOMOUS, THE DRIVER DOESN'T EVEN NEED TO FACE THE ROAD

Renault has designed the front seats such that they swivel around 180-degrees and face the rear passengers. Radical for the modern idea of motoring, but this may not be too far away in the future.

As for its styling, the Symbioz gets the most practical of car shapes, the estate, along with some interesting elements. There is a big glass area, along with futuristic lighting elements in the front and rear. The Symbioz is a rear-wheel drive car, with two electric motors on the rear axle.

Though the Symbioz is a concept car that looks like it is far away in the future, that may not be so. A lot of manufacturers are already testing Level 4 autonomous cars and they could be a reality sooner than we think.



SUV FOR ALL

Tata Motors will launch the HBX sub 4-metre SUV this year



HBX

TATA MOTORS UNVEILED ITS smallest SUV, the HBX, in its close-to-production guise. This all-new compact SUV concept is based on the H2X concept that was showcased last year at the Geneva Motor show. The HBX will be positioned below the Nexon in the brand's SUV portfolio.

The HBX concept is yet another offering from Tata to gain traction in the popular micro-SUV segment. Design-wise, the toned-down H2X aesthetics have resulted in the more production-ready HBX concept although the overall body panels and compact design language remains largely the same. That said, Tata has maintained



the bold design, making an impact in this competitive segment, the sharp lines and squared-out wheelarches giving it a butch look when viewed from the side.

The front fascia gets the Tata split headlamp design that we have seen on the Harrier. Towards the rear end, the tailgate is split by the bold beltline and accented by the taillights. Tata has tried to offer maximum interior space within its sub 4-metre footprint. To enhance the SUV look, the concept gets chunky off-road knobby tyres along with a large roof-mounted rack fitted with a spare tyre and jerry cans on top.

The HBX shares its platform with the Altroz's Alfa Arc platform and will most likely be powered by a BS6-compliant 1.2-litre petrol engine that also powers the Tiago hatchback. Tata has also said it will

THE HBX WILL BE POSITIONED BELOW THE NEXON IN TATA'S PORTFOLIO

only get a petrol-powered option as it's part of their strategy to move their small cars away from diesel engines. The HBX is certainly one of the concept highlights of this year's Expo, especially since it is so close to production.



SIERRA EV

HALL 14

ELECTRIC SIERRA

Tata Motors electric Sierra concept stole the Auto Expo!

IF THERE WAS ONE CONCEPT car that captured the attention of everyone at the Auto Expo 2020, it had to be the Tata Sierra concept. Reviving a popular nameplate from the 90s, it was slapped on to an SUV that drew heavy inspiration from the original. Tata Motors has showcased this concept with an electric powertrain and it is based on its Alfa Arc platform, shared with the Altroz, mind you. One of the reasons for

this is Tata wanted to explore the different body styles and powertrains that can be applied to this platform to showcase its flexibility. As it is built on this platform, it can also be built with a combustion engine if required.

The Tata Motors design studio lead by Pratap Bose said the Sierra concept started out as a Skunk works project and it took just six months from start to finish. The design harks back to the original Sierra

with its bold distinct lines leading to the aggressive front end look. From the side, the glasshouse canopy, one of the most distinctive features of the original, has been creatively retained. A sliding door has also been integrated on to one side, to make ingress and egress in the rear easier.

One of the guiding principles while designing the Sierra was not to design something retro, but instead to create a modern interpretation of the SUV. One of the unique points of this concept is the lack of any display or screens anywhere in the cabin. Tata claims it wants to create a digital detox environment for users without any screens but they will have the option to get and use their own devices.

If you look at the Sierra you can almost see a production version of it as they have not shown anything outlandish. Tata Motors' official line is that it will gauge public interest and then decide whether to put it into production. Going by Tata Motors' previous track record of bringing concept cars to life, we might just be in for a treat. Exciting times ahead!





VW'S SHOW STOPPER

The I.D. Crozz previews the company's future electric products

can create ambient lighting on the inside as well as the outside of the car are some of the tech highlights on the SUV.

From the outside, there are no updates from when it was last showcased, with the distinctive I.D. light signature holding pride of place on the minimalist front. The swooping roofline and 21-inch wheels too continue to be present. And so do the cameras that take the place of the wing

mirrors. The I.D. Crozz has styling elements also seen in the all-electric I.D. 3 hatchback. It gets a muscular bonnet with sharp contours, making the I.D. Crozz look butch. At the rear too the I.D. Crozz comes with connected taillamps and the illuminated Volkswagen logo. As a part of its massive electrification push, VW is expected to launch the I.D. Crozz as a halo car in India next year.



VW MIGHT LAUNCH THE I.D. CROZZ AS A HALO PRODUCT NEXT YEAR

SKODA'S VISION OF INDIA

Skoda's new mid-size SUV is set to take the segment by storm



SKODA DISPLAYED THE VISION IN concept, the brand's first compact SUV based on sister brand Volkswagen's MQB A0-IN platform at the Auto Expo 2020. At first glance, the design language is reminiscent of the Kodiaq, which means that despite being in the concept stage, a lot of what we see on the Vision IN will make it to the production-spec car.

Up front, the classic Skoda butterfly grille now has vertical slats. The one on the display model was illuminated, though that will definitely not make it to production.

THE INTERIORS MELD INDIAN THEMES WITH CLASSIC CZECH DESIGN

From the side, the straight roof line with panoramic sunroof and buffed aluminium roof rails conveys a sporty appearance. The L-shaped LED taillights are connected by an LED light bar, giving it a distinctive, upmarket look.

The interiors meld traditional Indian themes with classical Czech crystal design. There is liberal use of vegan as well as recycled materials, like Oak and Rhubarb leather all over the cabin, combined with the crystal elements, especially the all-new crystal button on the dashboard that doubles up as the digital assistant, the interface reflecting on the free-standing 12.3-inch Infotainment screen. Though the interiors may not make it to production,



the overall architecture with the floating screen may remain.

Under the hood, the Vision IN gets a 1.5-litre TSI engine making 148bhp and 250Nm, which it might share with the soon-to-be-launched Skoda Karoq. When the Vision IN goes into production in early 2021, it will go up against the updated Hyundai Creta and the Kia Seltos, and going by what we have seen (and read about) so far, the Vision IN will surely raise the benchmark with its combo of luxurious interiors and competent performance.



BIRD ELECTRIC

BIRD ELECTRIC MOBILITY Pvt Ltd announced its plan to introduce electric scooters and low-speed electric bikes in India. The brand has collaborated with California-based EV company, Bird Rides Inc to develop products.

One such product on display is the Bird ES1+ concept. This scooter is based on the Chinese EV manufacturer's Super Soco scooter.

The top speed is limited to just 35kmph. The scooter gets a 3Ah Lithium-ion battery and has a claimed range of 55km. There's no word from the company about the provision for fast charging.

The Bird ES1+ concept flaunts LED headlamp and taillamp with integrated turn indicators and a digital instrument console. The scooter is lightweight, tipping the scales at just 62kg.



DEVOT MOTORS

DEVOT MOTORS, A START-UP, showcased its yet-to-be-named prototype of an electric motorcycle at the Expo.

The e-motorcycle features some interesting features like keyless operation, modular batteries, overcharging protection and regenerative braking. There's also a provision to carry the charger on the bike.

Though the company has not yet revealed all the specifications of the bike, the company claims the bike can achieve a top speed of 100kmph and range of 200km.

Though, the bike seemed to be far from a complete, production-ready motorcycle, Devot aims to launch this bike by the end of the year.



SURGING AHEAD!

EMOTE ELECTRIC, FORMERLY known as eMotion Motors showcased the prototype of its electric motorcycle, Surge. This is the same motorcycle showcased at the last Auto Expo, but this is supposed to be an improved version.

Surge has a claimed top speed of 120kmph with a 10kW PMSM motor mated to a 4-speed gearbox. Claimed range is 100km on a single charge and with fast charging, the company claims that the battery can be fully-charged in less than an hour. Interestingly, the range of the Surge can be extended up to 200 or even 300km by adding more modular battery packs. The Surge gets a steel trellis frame, housing the battery pack and motor.

Emote Electric hasn't revealed their production timeline or pricing strategy of the Surge as yet.



EVERVE MOTORS

PUNE-BASED EVERVE MOTORS has the prototype of its first electric scooter displayed at the Auto Expo developed in-house with the backing of 22 employees.

Talking about the e-scooter with no name; its battery size hasn't been specified as yet but it can be had with two motor options – 3.3kW or 5kW. The scooter weighs 110kg and can hit a top speed of 110kmph (5kW). It can also hit 60kmph in just 8.73sec, which is at par with 125cc, ICE-powered scooters. The makers suggest that it gets a modular, twin-battery pack but we'll have to wait for the production variant for more details, which is expected to go on sale by the end of 2020. The battery also can be charged using a fast charger in just 1.5 hours although the range has not been specified for either of the variants.

The company is offering a warranty of 1 year on the scooter and 5 years on the battery pack. The scooter also offers ABS which, none of the electric scooters have, as of today, even as an option.



**POST YOUR PIC WITH
THIS BEAST & WIN
100KMPH GOODIES**



tag @evoindia & @sarbloh.motors
use #evoindia

facebook twitter instagram evoindia www.evoindia.com
evo.subscriptions@gtopublishing.com

**SUBSCRIBE &
WIN!**



**OMOLOGATO®
RACING RED CHRONOGRAPH**

WORTH ₹ 40,000

Head to our stall
at the Auto Expo
to know more



**GTO
PUBLISHING**

#ForEnthusiastsByEnthusiasts



Subscribe online at : www.gtopublishing.com



VENUE LAYOUT OF AUTO EXPO 2020

Gate 7

Gate 9

Gate 10

Gate 11,12

Food Court

Emergency Exit

Food Street

Hall 15



Hall 14

TATA MOTORS

Hall 7

Hall 5

Hall 3

Hall 1



Gate 5



Hall 12

Hall 11

Hall 10

Hall 9

Gate 4

LIST OF EXHIBITORS

Car manufacturers : Force Motors, GWM, Haima, Hyundai, Kia, Mahindra & Mahindra, Maruti Suzuki, Mercedes-Benz, MG Motor, Renault, Skoda, Tata Motors, Volkswagen
Bike manufacturers: Piaggio Group, Suzuki Motorcycles
EVs: Charjet E-mobility, Devot Motors, Goreen E-mobility, Hero Electric, Jitendra New EV Tech, M2go Electric, Okinawa Autotech, Olectra Greentech, Raptee Energy, Rissala Electric
Others: ARAI, Firefox, JBM, JK Tyre, Map My India, SML Isuzu, TVS Srichakra

Gate 1

To knowledge Park 11 Metro Station

Gate 2