

GENEVA INTERNATIONAL MOTOR SHOW

2020 Virtual Motor Show

— The 90th Geneva Motor Show —



The Geneva International Motor Show did not happen this year.

The GIMS has long been one of the most interesting motor shows in the world, mainly on strength of the fabulous products presented by major automakers there every year. The 90 th GIMS, which was supposed to be open to the press from 2 March and to the public from 5 to 15 March, was cancelled on account of the coronavirus—the Federal Council issued an injunction in late February that no events with more than 1,000 people are allowed to take place until at least 15 March. That decision came just three days before the event was to open to the media.

But the show went ahead, after a fashion, in a different form and platform: most major makers are sticking to their original timeline for debuting new models, only now online and with livestreaming the press conferences. Think of it like a virtual motor show where Driving Vision News will take the opportunity to show all the interesting world and European premieres through this report.



Table of contents

- 4 • About the Authors
- 5 • Car of the Year
- 6 • Executive Summary
- 7 • Main Takeaway
- 8 • Aston Martin
- 10 • Audi
- 14 • Bentley
- 16 • BMW
- 18 • Bugatti
- 20 • Citroën
- 22 • Cupra
- 24 • Dacia
- 26 • DS
- 30 • Ferrari
- 32 • Hyundai
- 34 • Seat
- 38 • Honda
- 40 • Jaguar
- 42 • Kia
- 43 • Koenigsegg
- 45 • Mazda
- 47 • Mercedes-Benz
- 53 • Nissan
- 55 • Polestar
- 57 • Renault
- 63 • Seat
- 65 • Škoda
- 67 • Toyota
- 69 • Volkswagen
- 70 • Volvo
- 78 • Roster of DVN Gold Members
- 79 • Selected DVN Reports

About the authors



Hector Fratty's entire career has been in automotive lighting. From 1995 to 2006, he was Valeo Lighting's chief of R&D. His level of expertise in lighting gained him recognition as one of Valeo's five Master Experts. In 2008, he initiated the launch of his own company, Driving Vision News, which has become the automotive lighting and driver assistance industry's journal of record dedicated to keeping the community informed and communicating about the latest progress and developments.



Car of the year 2020

The small Peugeot 208, available as a fully-electric version, collected 281 points and 17 individual top votes. With 242 points and the same number of best votes, the electric Tesla Model 3 was second, while third place on the podium was also for an EV, the Porsche Taycan with 222 points. The rest of the finalists for the award were the Renault Clio (211 points), Ford Puma (209), Toyota Corolla (152), and BMW 1-series (133).

The new 208 has been highly demanded since its introduction in the market because of its style, functionality, efficiency, and value. Just the one 5-door body is offered, but with diverse and well-spaced trim levels, nice petrol and diesel engines and, most of all, the aura of a fully electric version its platform was designed for, right from the beginning of development. The electric e-208 therefore has the same room and luggage space as its thermal-engine siblings.

The 208 has an urban vocation, even if the current top petrol version offers a 130 hp engine and 8-speed automatic transmission for lively performance. The e-208 suggests a shorter ambition for long trips, but full suitability for peri-urban settings. Acceleration exceeds by far any real need in those environments, and top speed is wisely limited to 150 km/h. From a three-phase AC wallbox, a full charge-up takes just five hours. From a 100 kW rapid charger, the 50-kWh battery can be charged to 80% in half an hour.

Every new 208, including the electric, is enjoyable to drive with quick steering and agile handling. Exterior style is bold and appealing: the front end is a clever blend echoing the visual signature of the lower section of new Peugeot and the familial full LED 3-claw front lighting signature, as a follow-on from Peugeot's 3008-5008-508. The rear of the 208 stands out with its black band running over the width of the deck lid, linking the 3-claw lights.



Geneva Motorshow Live

The primary main takeaway from this year's virtual Geneva International Motor Show: Production and concept cars' signatures are formed primarily by their front and rear lights.

1. Aston Martin DBx



A bezel enlightens a standard module



A linear tail light in all the width of the car

2. Audi E-Tron



Headlamps providing digital light and DRLs



Thin light guide connecting the two rear lamps

3. BMW i4 Concept



Very thin headlamps



Perfect homogeneity of the tail light

Geneva Motorshow Live

Here are the five other main takeaway points we retain from our DVN analysis of the virtual show:

GIMS2020

1.

Light sources less and less room, styling parts more and more room



2.

Sculptural and perfectly homogeneous rear lamps



3.

Thinner headlamps



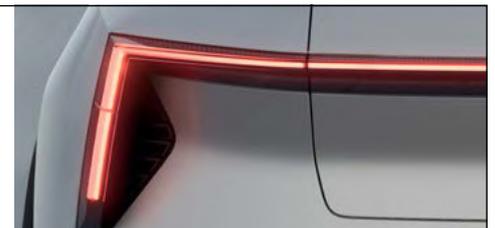
4.

Modules highlighted by bezels



5.

Linear rear signal lamps





Aston Martin DBx

In what Aston Martin are considering a landmark moment in the company's illustrious 106- year history, they've unveiled their first SUV model they've made to propel the brand to new heights worldwide: the DBx.

The DBx's design begins with the signature Aston Martin grille that recalls a litany of classically beautiful cars from the brand's history. The grille is flanked by daytime running lights that also serve as turn signals and surround aerodynamic ducts. Above the DRLs sit BiLED headlamps that complete a confident new interpretation of a familiar face.



At the back of DBX, signature rear lights are elegantly faired into the sculpted bodywork, following the family look—these rear lights are inspired by Aston Martin’s racy sport cars.



Audi A3

The fourth generation of Audi's successful premium compact model is sporty, digitalised, and fully connected.

The digital daytime running lights built into the Matrix LED headlamps comprise a pixel array made up of LED segments in a 3 × 5 arrangement to create special light signatures and make the A3 immediately recognisable.



The A3's rear lights evolve from the shape of those on the previous A3 with more 3D effects and a signature composed of 3 stripes.



Audi E-Tron Sportback

Audi are staying consistently true to their electric-future strategy by presenting this new second model in their e-tron product line.

Its digital matrix LED headlamps are a new feature available for the first time in a mass-production vehicle. Their light beams are built up of tiny pixels and can be controlled with exceptional precision for high-resolution beam shaping. Among other benefits, this allows the lights to show the driver the position of the vehicle in the lane to facilitate safe car positioning.

The lamps are based on DMD (digital micromirror device) technology, which is also used in many video projectors. At its heart is a small chip containing a million micromirrors, each of whose edge length measures just a few hundredths of a millimetre. By dint of electrostatic fields, each individual micromirror can be tilted up to 5,000 times per second. Depending on the position of any given μ mirror, the light striking it from an LED is either directed via the lenses onto the road or is absorbed within the headlamp so as to mask out areas of the light beam.



At the sculptural rear, one distinct element is the light strip connecting the LED rear lights which are in keeping with trends: a thin light guide connecting the two rear lamps with LED sources, consistent with the brand's D-segment offerings including the A7, A8, and Q8. The horizontally emphatic tail lights echo the graphics of the daytime running lights with a graphical representation of full battery charge.





Bentley Mulliner Bacalar

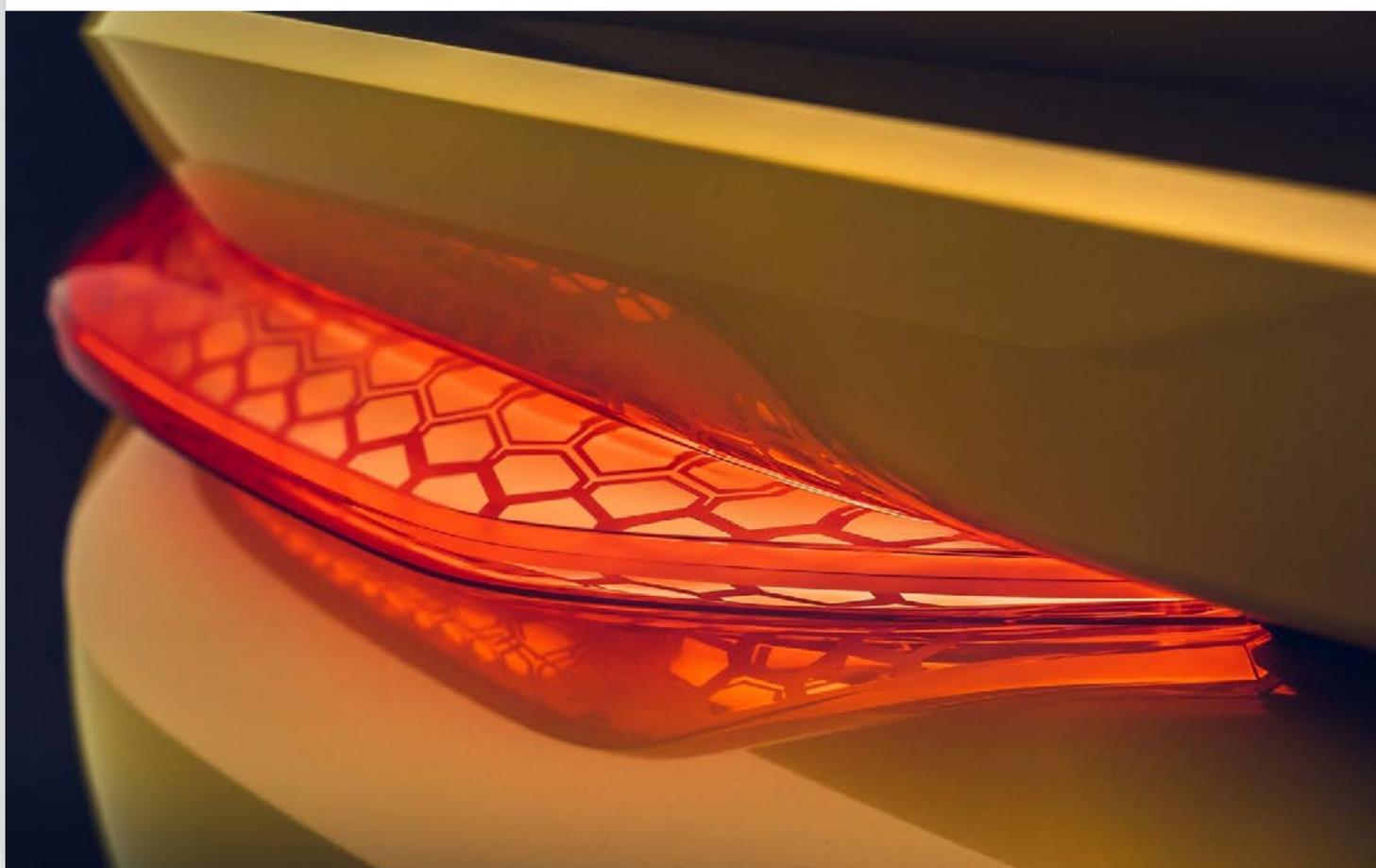
This rarest two-door Bentley of the modern era is a grand tourer spearheading a return to coachbuilding by Bentley Mulliner, the world's oldest coachbuilders.

Just 12 examples of this model are being created, guaranteeing rarity and exclusivity, and offering supreme luxury and breathtaking performance. The cars will be handcrafted at Bentley Mulliner's workshop in Crewe, each according to its buyer's personal tastes.

The headlamps are in line with the Bentley design language, following their iconic circle shape with a stripe of light next to it for the DRLs. The diamond pattern in the details of the headlamps is a strong graphical element for the brand.



The tail lights are two stripes with diamond shapes running through the rear vent.





BMW i4 Concept

The BMW Group unveiled a new electric gran coupe, the i4 concept.

Up front, the grille teases the technology behind the scenes with a special design for this model. The headlamps likewise provide a bridge between the past and the future; the classical four-eyed front end is reprised here with a very modern and pared-back interpretation. Two intricate, freestanding LED elements on either side integrate all of the requisite light functions.



The rear of the i4 sits low over the road with a broad, horizontally-strong figure; the long, slim L-shaped rear lights continue the theme. Below them, inward-angled surfaces form aerodynamics-enhancing lips and incorporate vertical air outlets.



Bugatti Chiron pur sport

Here we see a dynamic design with a spatulate front end and an impressive rear spoiler

To accentuate the unique eight-eyed design of the front end, Bugatti have equipped the Chiron with ultra-low-profile full-LED projector headlamps just 90 mm high. Each headlamp has its own controller to operate the LEDs installed behind the main lenses which are mounted on sculptural aluminium arms. The eight outer squares comprise light conductors providing front position and daytime running light functions. Even in the case of the headlamps, Bugatti have not skimped on high-end materials; they've used carbon fibre for the light trims.



The rear light strip is a brand identity signature for this Bugatti. The light strip is only a few millimetres high and is surrounded by a bar machined from solid aluminium. 82 Super-red LEDs inform everyone behind that they've just been overtaken by a Bugatti Chiron.



Citroën Ami-One

With the 100% electric new Ami, Citroën aim to make electric mobility accessible and easy for everyone. Design intelligence is at the core of Ami project. Symmetry has been extensively leveraged in components to drive down costs so this EV can be offered from €6,900.





Cupra Formentor

Cupra are taking a significant step forward as a brand with the debut of their Formentor, the first model developed exclusively for the brand.

There's a strong three-dimensional connection between the grille and front lighting. The LED headlamps are set back, providing an eyebrow effect instantly recognisable to other road users.



The rear styling is framed by full-width LED lighting across the hatchgate. Both the lighting system and spoiler create lines suggestive of speed, even when the car is not moving at all.





Dacia Spring Concept

Dacia unveiled their Spring Electric, a concept car previewing their first all-electric model.

Special attention has been paid to the design of the front lights with the all-LED headlamps fitted in two ways: a horizontal strip on the upper section and four graphic features built into the bumper, while the four LED lights at the rear create a double-Y effect. This look likely portends future Dacia lighting designs.







DS9

The new flagship from PSA is a large, stylish sedan.

DS cars have always had strong emphasis on their light signatures, which continues as a key feature of the DS 9's styling. LED modules resembling faceted jewels offer exceptional nighttime vision for human and car alike—an infrared camera in the front grille detects pedestrians, cyclists, and animals on the road up to 100 metres ahead. The driver gets a picture in infrared on their large digital instrument display and will see danger outlined in yellow, then in red.

The 9's «DS Active LED Vision» system adapts in width and range to driving conditions and the car's speed. Five lighting modes activate automatically: parking, town beam (width of the beam increases), country beam (focused further ahead above 50 km/h), motorway beam (seeing distance increases above 110 km/h), and adverse weather beam (increased lighting power with less upward light).and intensity of the main projectors is reduced). The 'turning headlight' function and High Beam (automatic switching of road lights and sidelights) complete this feature. By lighting the road better and further ahead or with a wider light beam, the driver - and their passengers - enjoy greater safety.



Each rear light is made up of illuminated LED scales. Designers used advanced laser engraving technology to design this unique signature and implement it with exceptional precision





DS Aero Sport Lounge Concept

The DS Aero Sport Lounge offers a high seating position, great visibility, and first-class comfort, in response to the question of how the latest in efficiency can exist without giving up character and strong design.

The grille becomes a screen around the badge with an illuminated ds automobiles callout. There are hidden eyes behind the composite material's window: sensors read the road and feed computers with terabytes of information. On either side, matrix LED projector headlamps are joined by daytime running lights and «DS Light Veil», illuminated sheets that preview the future DS signature.



The LED rear lamps are made up of illuminated scales referencing to the DS logo





Ferrari Roma

Ferrari's latest coupé features harmonious proportions and balanced volumes in line with Ferrari's front-engined grand touring tradition.

The optional matrix LED headlamp system provides full ADB functionality, including de-glaring reflective road signs to make driving safer and more comfortable.

The twin tail lights look like gems while linear light strips create a sort of continuous virtual line.



The twin taillights look like gems set into the volume while linear light strips create a dialogue with the nolder, generating a sort of continuous virtual line. A compact diffuser that incorporates the fences and the exhausts completes the rear of the car.





Fiat Centoventi Concept

The New 500e is FCA's first fully electric car. To picture the future of the 500, Fiat looked back to the original 500 which offered mobility and freedom in the 1960s.

The dividing line of the original 500 separated the hood from the round headlamps. Today that separation has been redesigned, dividing the modular elliptical headlamp with an eyelash on the hood. The slightly more elliptical headlamps look appealingly technological and modern.



The rear lights follow in the footsteps of those on the outgoing 500, with modernism created by 3D effects designed in.



Hyundai i20

The new i20 boasts what Hyundai are calling best-in-class connectivity features and the most comprehensive safety package in its class.

A unique lighting signature underlines the car's width and stance.



The rear is complemented with a horizontal tail lamp design seamlessly connected with the rear glass.



Hyundai i30

The i30's grille features an accentuated 3D pattern that emphasises the width and agile look of the car.

New, slimmer LED headlamps with optional multifaceted-reflector optics technology and new V-shaped signature LED DRLs complete the modern front end design.

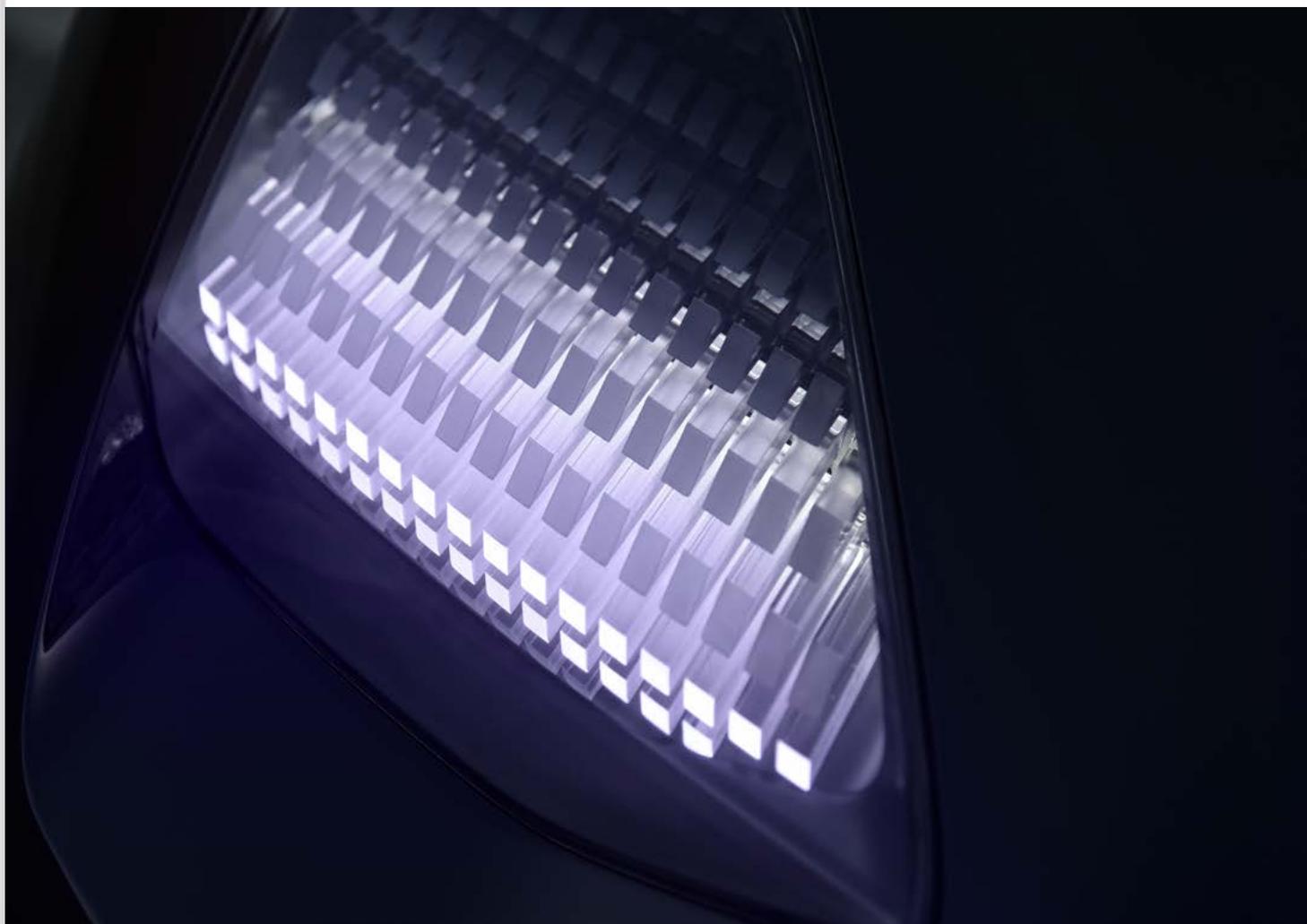


At the rear, the new i30 5-door has LED rear combination lamps creating a V-shape for a coordinated, symmetrical effect between the front and the back.



Hyundai Prophecy concept

Hyundai unveiled their new Prophecy EV concept, expressing the new design language they company call «Sensuous Sportiness». The Prophecy expands on the example set by last year's «45» concept EV that stripped away complexity in favor of clean lines and minimalistic structures.



Pixellised lighting features prominently; it's integrated into the headlamp, tail lamp and spoiler in a manner intended to evince the abundant energy contained in the vehicle's battery cells.



Jaguar F-Type

Jaguar's newest F-Type looks more dramatic than ever.

Super-slim pixel LED front lights include subtly updated calligraphic J-signature daytime DRLs and sweeping turn signals.

Inside the light cluster are four LED modules, each resembling a perfectly crafted gemstone. Pixel technology intelligently links the windscreen-mounted stereo camera to the lights' controller for versatile ADB performance.



The rear quarter panels sweep downward to slender rear LED lights with a chicane signature first presented by the electric Jaguar I-Pace SUV.





Kia Sorento

Kia's designers worked on the new Sorento with a philosophy of «refined boldness»

A wider rendition of Kia's tiger-nose grille wraps around the headlamps on each side. Each headlamp has a new «tiger eye» LED daytime running light, adding extra focus to the design by depicting the intense impression of the lines around a tiger's eyes.

The trailing edge of the hood wraps around the front wings and turns into a single, strong character line which extends along the side of the Sorento and flows into the new vertical tail lights.





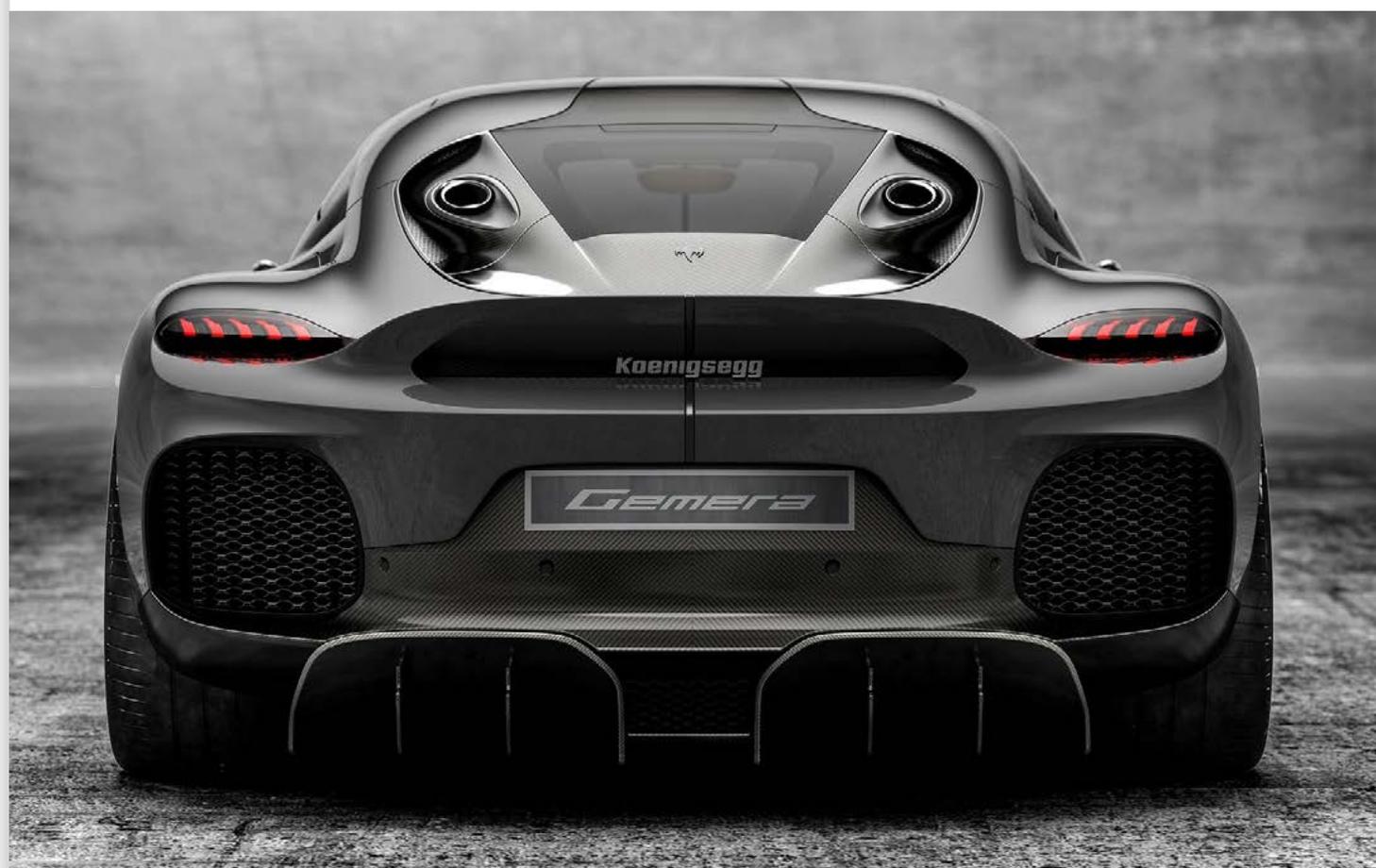
Koenigsegg Gemera

The Gemera is billed as the world's first Mega-GT, and it's Koenigsegg's first four-seater, limited to an edition of 300 cars. It is a rarefied megacar that brings a spacious interior and extreme environmental consciousness.

The headlamps are nicely integrated in the surface of the body, and there's a 5-stripe signature DRL.



The rear lights echo the same language as the front, with five stripes to create the signature.



Mazda 2

The 2020 2 is an upgraded version of the company's popular B-segment hatchback with enhanced i-Activsense safety features.

The signature wing has been significantly extended for a wider, more bold appearance, and the wing tips underscore a sharp new LED headlamp design.

The 2's expanded range of safety features includes standard-fitment LED headlamps right across the model range, with adaptive lighting optional.



The headlamps' arrays of LEDs have been divided more finely into 20 blocks per lamp that can be independently illuminated, for narrower shadow-spillover zones around de-glared cars and resultant better pedestrian-spotting ability by drivers of the new 2. High beam visibility has been significantly enhanced to illuminate 80 metres further ahead than the outgoing model. The system also makes use of new controls that allow the light from the high beams to be distributed in three different patterns depending on the car's speed, ensuring optimum visibility for the driver at all times. The operation control range of the adaptive headlamps, which illuminate the area ahead based on the steering angle, has been expanded from two stages to six. This finer, smoother adjustment of the light enhances visibility when cornering.





Mercedes E Class

The E-Class has undergone a comprehensive update as the first representatives of this model series. Sedan and wagon models will arrive in European showrooms this summer.

The E-Class features all-LED headlamps as standard; Multibeam and Ultra Range high beam are options.



The redesigned two piece full-LED tail lamps give a unique light signature with backlit edge-light blocks.





Mercedes GLA

The new GLA, along with Multibeam LED headlamps, offers a special off-road light function to make it easier to see obstacles in rough terrain in the dark. In off-road mode the cornering lights are steadily lit up to a speed of 50 km/h. This results in wide and bright light distribution immediately in front of the vehicle.



The car's design is boosted by the emphasis on the rear lights' new signature comprising two rounded-square shapes.





Mercedes AVTR Concept

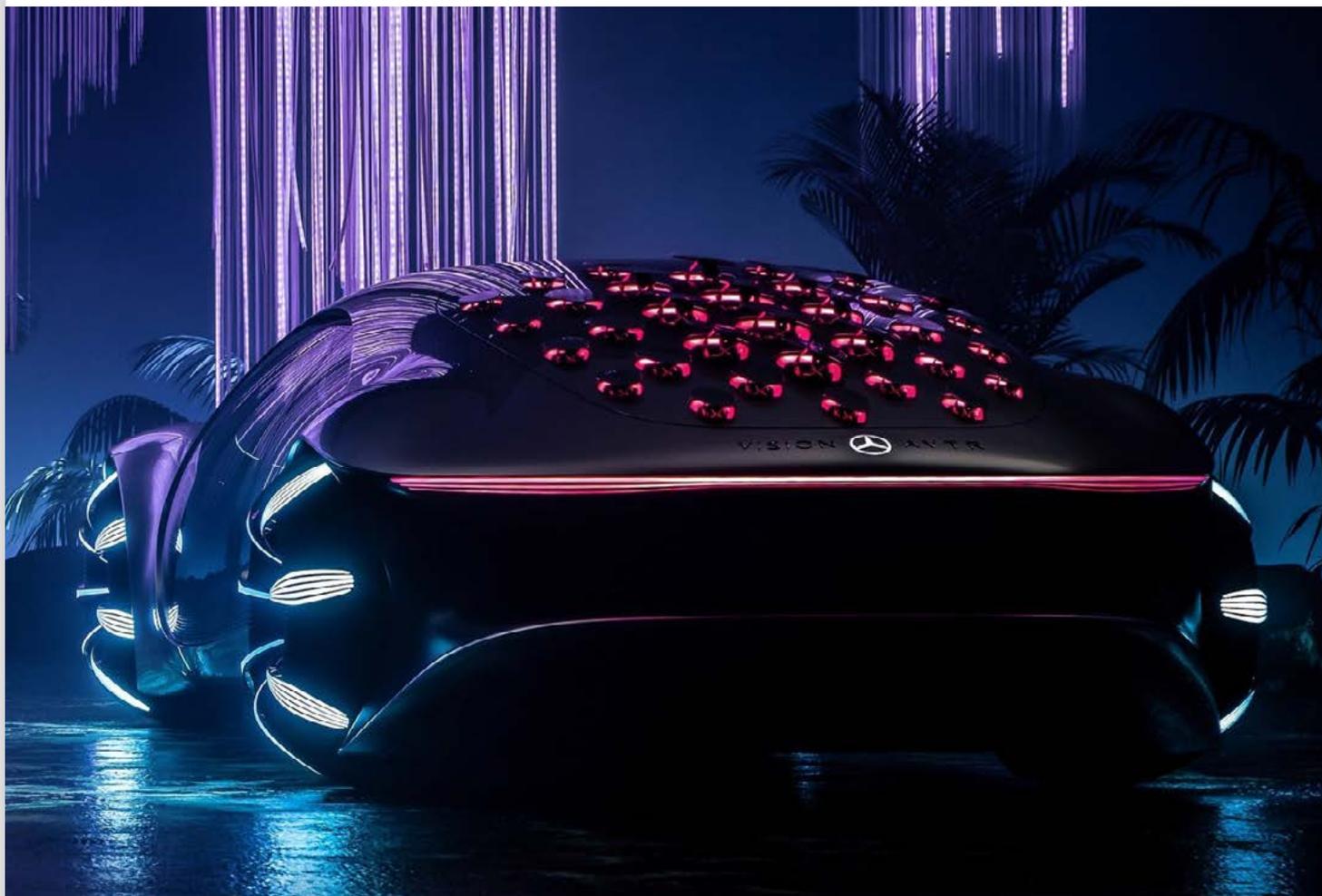
With the Vision AVTR, Daimler are demonstrating a sustainable vision of zero-emission mobility.

The car bears blue luminous accents, such as in the front mask's full-width light stripe.

The AVTR becomes an active part of its environment: 33 multi-directionally movable surface elements on the back of the vehicle enable a completely new interaction of the car with its surroundings. These «bionic flaps» communicate through naturally flowing movements in subtle gestures.



Both the flaps and the «neural light lines» react to the approach from the outside and also reflect—by connecting with the driver—the emotions and activities of the occupants. The flaps change their orientation in unison to optimally support the vehicle during manoeuvres and to express the connection between human and vehicle also in the exterior. And what's more, they can be used as solar panels!





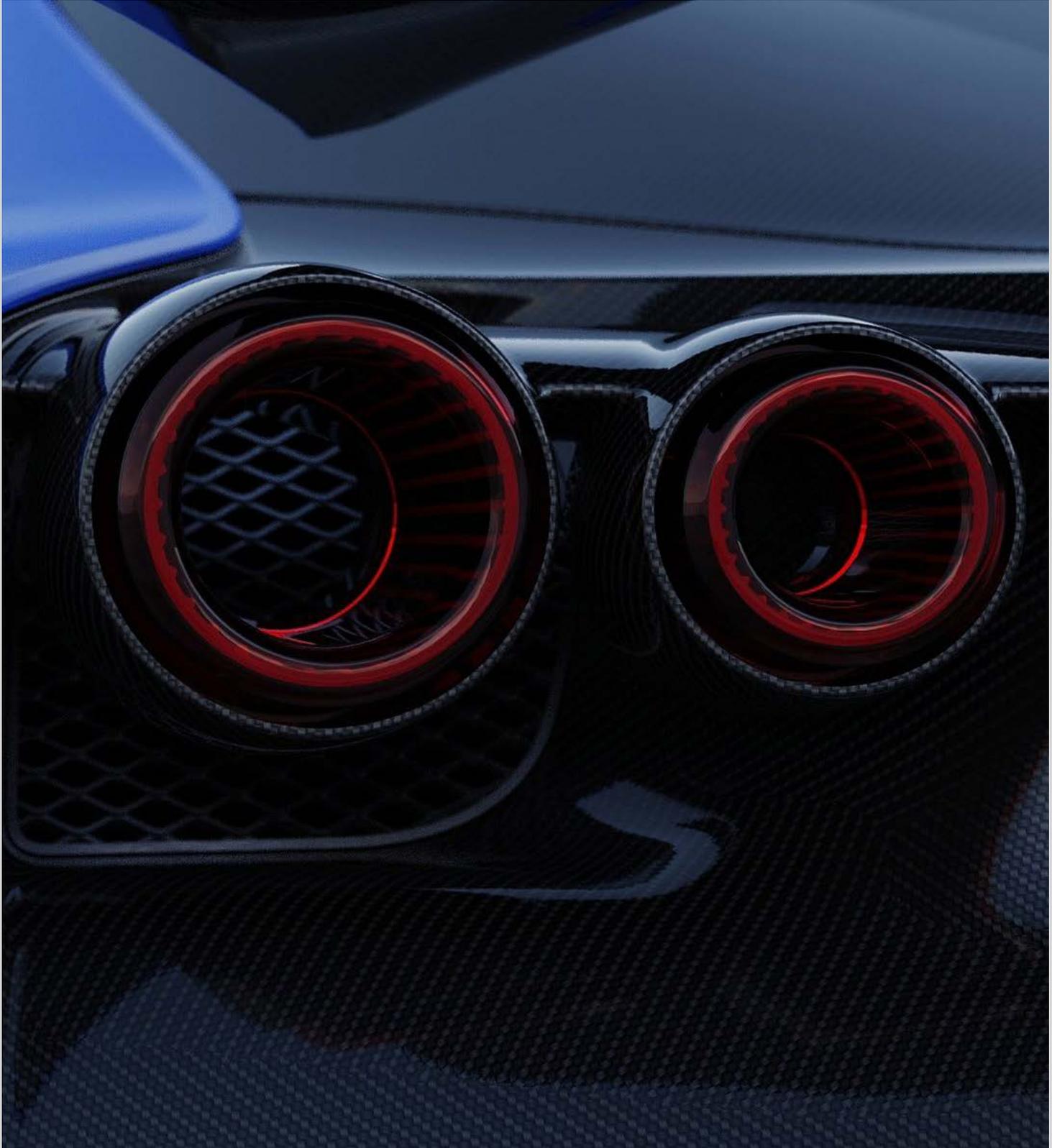
Nissan GT-R50

Nissan and Italdesign's new prototype vehicle is the fruit of those two companies' first-ever collaboration. Based on a production 2018 Nissan GT-R NISMO model, the car commemorates the 50th anniversaries of both the GT-R and Italdesign.

Up front, the GT-R50 features thin LED headlamps stretching from the wheel arch to the lip above the outer cooling intakes.



The twin round tail lights have been designed as a separate, floating feature with thin light rings and hollow centres, mounted so as to join the outer buttress and the central portion of the trunk structure.





Polestar Precept

Polestar revealed their Polestar Precept, a vision of the brand's future direction and a clear expression of intent. It exhibits new, more sustainable interior materials and continued evolution of the digital user interface.

The Thor's-Hammer LED headlamp signature evolves as well, with separated elements taking on a dynamic, more robotic, and brand-defining interpretation.



A wide light blade spans the width of the rear, extending into vertical aero-wings —another aerodynamic feature and a nod to lightweight design.





Renault Megane

The new Mégane has new Pure Vision LED headlamps to improve visibility and comfort during journeys.







Renault Morphoz Concept

The Morphoz concept is Renault's vision of personal, shareable, electric mobility of the future. The modular crossover can physically and technologically adapt whether it's being used for a short commute, trip to the shops or a longer journey. It can recognise and welcome the driver, and a number of autonomous technologies bring improved convenience and safety.

The concept previews a specific light signature which will be used on future electric vehicles with the distinctive Renault C-Shape lighting enlarged to extend along the entire bumper. Its adaptability means the lighting has a different look in city versus travel modes, while the front wings are decorated with a backlit badge which displays the vehicle's name when in travel mode.



The slim rear lights create a shimmering effect and form an entire strip to give the Morphoz a wide, assertive presence. Like the 2017 Symbioz concept, the vertical high-level brake light is suspended from the blade of the roof spoiler where its graphic finish is repeated on the rear fog light beneath the bumper.





Renault Talisman

The new Talisman stands to reinforce its style and appeal thanks to the facelift.

Full LED headlamps are standard equipment on all Talisman models. Adaptive matrix headlamps come with dynamic LED indicators. There is elegant allure in the C-shape light design, specific to the Renault range.

The Talisman is Renault's second model to come with Matrix Vision technology. The intelligent adaptive lighting system improves safety by performing better than traditional LED systems; compared to older models, there is 50% more light and an extended visibility range of 220 metres, versus 175 m previously. The beam constantly adjusts to account for traffic conditions and other motorists.



At the rear, full LED tail lights reinforce the car's refined style. They're framed by chrome fittings and include dynamic indicators.





SEAT

Seat Leon

The new Leon is the latest vehicle to be designed and developed at SEAT's facilities in Martorell, with production also taking place there. The Leon has been one of the core pillars in the brand's product range accumulating more than 2.2 million sales since its introduction in 1999, and made news in 2013 when LED headlamps became standard equipment—a big first.

The new car bears a stronger three-dimensional connection between the grille and front lighting. The LED headlamps are set back, providing an eyebrow effect, giving a deeper focus and making it instantly recognisable.



The rear has a full-width LED light band connecting bold signature triangulinear tail lights.





Škoda Octavia

The new Octavia models Škoda's newest design language.

The new front apron and the razor-sharp, narrow new headlamps are a visual delight and feature LED technology for low beam, high beam and daytime running lights as standard fitment. The tail lights, brake lights, and fog lights make use of LED technology as well.







Toyota Yaris

The new Yaris has new LED lights including reciprocally incorporated DRL-turn indicator lights. The headlamps extend towards the front wheels in a strong styling feature that also reduces the perceived length of the front overhang.



The rear lights are integrated in a piano-black surface, with the tail light creating a full width signature.





Volkswagen Caddy

Over three million VW Caddys have been built. The Geneva news was the new fifth-generation version.

Fitted as standard in the top versions are new LED headlamps and rear lights





Volvo S90

Volvo showed refreshed versions of the S/V 90 sedan and wagon models with refined exterior design.

The full LED headlamps with their iconic T-shaped «Thor's Hammer» DRL signature form the distinctive and confident face of this and all of today's Volvos.



The V90's new rear light design is quite striking, including full LED signature lighting and a sequential turn indicator.



Car makers

Aston Martin, UK
 Audi, Germany
 Bentley, UK
 BMW, Germany
 Daimler, Germany
 FCA, USA
 Ford, Germany
 Geely, Germany
 GM, USA
 Honda, Japan, USA
 Hyundai Motor, Korea, Europe
 Jaguar-Land Rover, UK
 Mitsubishi Motor, Japan
 Nio, China
 Nissan, Japan, Europe, USA
 Opel, Germany
 Porsche, Germany
 PSA, France
 Renault, France
 Shanghai-Volkswagen, China
 Seat, Spain
 Skoda, Czech Republic
 Toyota, Japan, Europe, USA
 Volkswagen, Germany
 Volvo Cars, Sweden

DVN-Interior

Faurecia, France
 Coindu, Portugal
 Honda, Japan
 Marelli, Japan
 Mitsubishi Motor, Japan
 NBHX Trim, Germany
 Novem, Germany
 Osram, Germany
 Preh, Germany
 Recticel, Germany
 Texs Instruments, USA
 Sensata, UK, France
 Valeo, France, Spain, China
 ZKW, Austria

Set makers and Tier 1s

Bee Lighting, UK
 Elba, Romania
 Farba, Turkey
 Flex'N'gate, USA
 Grakon, USA,
 Grote, USA
 Hascovision, China
 Hella, Germany
 Ichikoh, Japan
 J.W. Speaker, USA
 Koito, Japan, Europe, USA
 Lear, USA, Europe
 Magna, USA, Austria, Italy
 Marelli, Germany, USA
 Mind Optoelectronics, China
 Mobis, Korea
 NAL, USA
 Neolite ZKW, India
 Nordic Lights, Finland
 Odelo, Germany
 Plastic Omnium, France
 Peterson, USA
 Rebo Lighting, China, Germany
 SL Corporation, Korea
 Stanley, Japan
 Valeo, France, Spain, China
 Varroc, Germany, Czech R.
 Xingyu, China
 ZKW, Austria
 Zodiac, France

Light Source Suppliers

Anrui Opto, China
 Cree, USA
 Diodes Dynamics, USA
 Dominant Opto Tech., Malaysia
 Everlight Electronic, Taiwan, Germ.
 Excellence Opto Inc., USA, Taiwan
 LG Innotek, South Korea
 Lumileds, Netherlands
 Nichia, Japan
 Osram, Germany
 Samsung Electronics, Korea
 Seoul Semiconductor, Korea
 Soraa Laser Diode, USA
 Tungsram, Hungary

Lighting Suppliers

3M, USA
 A2Mac1, France
 AML Systems, France
 Aspöck Systems, Germany
 ASYST Technologies, USA
 Auer-Lighting, Germany
 Bicomoptics, China
 Bühler Alzenau, Germany
 Covestro, US, China, Europe
 Dajac, USA
 DBM Reflex, Canada
 Delvis, Germany
 DesignLED, UK
 Docter Optics, Germany
 EcoGlass, Czech Republic
 Elmos, Germany
 Enmech-Mektec, Germany
 GXC Coatings, Germany
 Holophane, France
 IMS, Netherland
 Infineon, Germany
 Inova Semiconductors, Germany
 Instrument Systems, Germany
 Jenoptik, Germany
 Keboda, China
 Less, Switzerland
 LMT, Germany, China
 Luminit, USA
 Luminus, USA
 Lumitex, USA
 Maxell Joei Tech, Japan
 Mentor Graphics, Europe, USA
 Mitsubishi Electric, Germany, Jap.
 Myotek Industries, USA
 Nalux, Japan
 NXP, UK
 ON Semiconductor, Europe, Asia, US
 Optoflux, Germany
 Panasonic, Japan
 Proper Group, USA
 Red Spot, USA
 Sabic, USA
 Sapphire, USA
 Sea Link International, USA
 Synopsys, USA, Germany
 TechnoTeam, Germany
 Texas Instruments, USA
 TQ Technology, Taiwan
 Weidplas CH, Switzerland
 WL Gore, USA
 Zollner, Germany

Univ., labs, Consultants

Andaltec, Spain
 CEA Leti, France
 Darmstadt university, Germany
 DEKRA laboratory, Nederland
 FEP, Franhauser, Germany
 Fudan university, China
 GranStudio, Italy
 Hannover Leibniz Univ.(HOT), Germ.
 Institut d'Optique, Fr.
 Karlsruhe Lighting Institute, Germany
 LAB, France
 Light Sight Safety, Belgium
 Nuremberg university, Germany
 Pacific Insight, USA
 Parma university, Italy
 Rensselaer university, USA
 SLD Laser—formerly SoraaLaser
 UMTRI, USA
 University of California, Santa Barbara
 YoungNam University, South Korea
 Mr Shunxing Wang, China

All previously-published DVN reports are available for download at
DrivingVisionNews.com

2008-2016 Reports

Hella company profile
Audi company profile
AL company profile
DRL, brand signature
Valeo company profile
Koito company profile
China lighting market
The Wonderful World of Passenger Car lighting Regulations
Tier 2and3 contribution on automotive lighting
ZKW company profile
Simulations in automotive lighting
Mercedes-Benz profile
LED technologies in Automotive Head lighting
LEDs Thermo-Electrics
Interior Lighting
BMW and lighting
Lighting and Driver Assistance
OLED technology
Materials in lighting
Laser Head lighting
Korea Lighting Market
SL Corp profile
ADB/Matrix Beam
J.W. Speaker Profile
2015 Geneva Auto Show
ADAS and Lighting
India Car Industry and Lighting Market
Advanced Motorcycle Lighting
IAA Auto Show 2015
ISAL 2015
Peterson Manufacturing
NAIAS Auto Show
Delhi Auto Expo 2016
DVN Delhi workshop
Geneva Auto Show 2016
Vision of lighting 2025-2030
DVN Tokyo workshop
Automotive lighting Regulations worldwide
New ADB technologies
Mondial Paris Auto Show
VISION Congress Vehicle Lighting in USA
Peterson Manufacturing
NAIAS Auto Show
Delhi Auto Expo 2016
DVN Delhi workshop
Geneva Auto Show 2016
Vision of lighting 2025-2030
DVN Tokyo workshop
Vehicle lighting Regulations worldwide
New ADB technologies
Mondial Paris Auto Show
VISION Congress Vehicle Lighting in USA

2017 Reports

NAIAS autoshow
DVN Rochester workshop
Geneva autoshow
Simulation Tools
Shanghai autoshow
DVN Shanghai workshop
Interior Lighting
Israeli Startups
IAA Frankfort autoshow
ISAL symposium
Jaguar Land Rover and lighting

2018 Reports

NAIAS and CES Auto Shows
DVN Munich Workshop
Geneva Auto Show
Engineering companies in lighting
Japanese lighting market
DVN Tokyo Workshop
Camera technologies
Varroc profile
Mondial Paris Auto Show
Vision congress
Volkswagen profile

2019 Reports

LA and CES
Geneva Motor Show
Volkswagen profile
Shanghai Auto Show
Materials in vehicle lighting
Status of Regulations
Integration of ADAS in Lights
IAA Frankfurt Auto Show
ISAL
Vehicle lighting in America
Interior lighting

2020 Reports

21 January - CES,
11 February - DVN Munich workshop,
10 March - Geneva autoshow,
22 April - US automotive lighting industry,
15 May - Marelli profile,
16 June - Exterior Ambient Lighting trend,
21 July - ADAS and Lighting,
15 September - Lighting in developing countries
13 October - VISION congress,
20 October – Mondial Paris autoshow,
15 December - Audi profile

