Thu, 12 June 2025
Weekly Newsletter

DVN Interior

NEWSLETTER #265

Editorial

DVN Interior Around The Globe

ZEEKR HANGZHOU STARLIGHT STORE (ZEEKR IMAGE)

DVN attended the EAC 2025 conference with sessions co-organized with DVN. Watch our report next week. While there, we visited Zeekr, Geely and Fuerda, automakers and technological part suppliers in the same Hangzhou-Ningbo economic zone.

Established in 1995, Ningbo Fuerda Smartech is a company of 3,000 people, including 600 engineers. They're a supplier specializing in auto cockpit parts and lighting systems.

This week's in-depth article covers interior architecture in today's always-innovating context. With electronics and digitalization zooming along, future interiors need new thinking in architecture and space, and innovative ideas for how the cabin is organized and how flexible it is for new usage scenarios.

We also bring you our interview with Marelli Interior's Mitsuyoshi Naritomi, who talks about interior lighting and smart surfaces, and with VueReal, a Canadian tech company with an innovative process to enable new kinds of microLED displays and lighting solutions.

If you're not yet a DVN Interior member, **come join us** to get beyond press releases with access to our steady stream of in-depth intelligence and analysis.

Sincerely yours,

Philippe Aumont
DVN-Interior General Editor

In Depth Interior Technology

Future Interiors: Architecture and Space Deserve Innovation

GAC SPACE CONCEPT (GAC IMAGE)

The current megatrends — EVs and AVs, software-defined vehicles, car sharing — are already beginning to redefine how the car interior space is designed, perceived and experienced. That redefinition shows signs of wanting to accelerate rapidly, but so far, vehicle interior architecture remains largely the same as before. It seems to be struggling in catching up with the evolving trends, as we rarely see innovative concept cars turned into mass production vehicles.

What's the hold-up? Chinese industry and that country's market demonstrate that there's a huge lot of opportunity in this field. But the automotive industry is often tied to existing platforms, expensive and long redevelopment cycles, long-term contracts, and complicated supply chains. To change the car interior architecture is obviously a challenge, but flexibility (short and affordable developments) and differentiation in ecosystems are probably the key.

Let's look at some of those opportunities; what are some of the short-term achievable solutions?

The Architecture of Space: EV Flat Floors, Driving Autonomy

EV flat floors and autonomous driving mean pretty much all interior components merit scrutiny to see how they can be optimized. Prospects include:

- Modular, fold-flat, and swivelling seats for diverse configurations, such as a lounge setup for socializing or a workspace for productivity. The technical solutions exist, it’s just a matter of implementing them at a reasonable cost, with acceptable timing.

Flat floors grant freedom to slide seats and make way for personalized mini-consoles with HMI integration and storage. The motion-sickness issue will need to be addressed, so outward visibility will have to be maintained — that might mean doing without fancy window screens and dimming colors in non-traditional seating positions.

XPENG X9 (XPENG IMAGE)

A great example of modular seating is in the Xpeng X9. It has second-row captain chairs with optional 'zero-gravity' recline, massage functions, and leg support. The power-folding third-row seats expand cargo volume.

XPENG X9 (XPENG IMAGE)

Another master of flexibility is the Zeekr Mix, designed with emphasis on maximum interior space. Its front seats can swivel up to 270°, allowing occupants to face each other or the rear passengers — fine when parked, but questionable when driving. This design facilitates configurations such as a mobile lounge or workspace. The Mix also has a sliding center console with inbuilt refrigerator and folding table, making it highly versatile.

ZEEKR MIX (ZEEKR IMAGES)

Moving beyond the seats, the cockpit area offers numerous opportunities to redefine space. During autonomous driving, the retracting steering wheel and reduced need of HMI interaction can free up space for entertainment screens, maybe integrated with shy-tech surfaces to reduce sensory overload and foster relaxation. And/or, generative AI voice and gesture recognition are trends in user interaction.
The dashboard space made available can be redistributed in the cabin, affording more space for seating and storage.

The traditional glovebox — does anyone wear driving gloves any more? — can be eliminated to allow more leg extension. Instead, storage can be integrated under the seats or in the bolster area, or in central and side floating and sliding consoles, more accessible when in lounge seating positions and adaptable to the priorities of a wide variety of users.

HYUNDAI IONIQ 5 CENTRAL CONSOLE (HYUNDAI IMAGE)

Then there's the role of entertainment systems. Really good ones can convey the feeling of a cozy room, and high-resolution screens and immersive audio systems can be installed for a theater-like experience. Rear-seat displays can support video streaming and gaming. These concepts and more are plentiful in auto-show concept cars, but much less so in production ones (yet?).

BMW REAR THEATRE SCREEN (BMW IMAGE)

Space as experience: comfort, entertainment, privacy, versatility

Sound zones and light zoning can create personal climate bubbles. Away with squabbling and resentment when carmates' preferences don't align! The possibility to listen to music undisturbed and still interact with the environment when needed),illuminating only single zones without disturbing the other passengers, or regulating climate comfort with special textiles. All this can contribute to create the feeling of a special space dedicated only to you.

ANALOG DEVICES IMAGE

Sculpting space with CMF: the illusion and reality of volume

Interiors perception can also be changed with design, colors, and textures. Scandinavian and Japanese clean-design philosophy can give the impression of a more spacious cabin. Use of light tones, natural materials, reflective and translucent surfaces support feelings of openness and spaciousness. Lines and contrasting textures can guide spatial flow, and minimizing visual controls can avoid tech overload (though it is not nice — and it can be hazardous — to make users feel clueless as they grope and guess their way around doing something that would be simple with a regular, physical control).

Consider the Kia EV4 concept's cabin design. The KIA CMF team drew inspiration from the Earth: natural dyes like madder root and walnut shells were used to create the tones and hues. Handwoven fabric stripes are applied to the storage area and dashboard for a 3D effect. Hemp fibers were used for aesthetic appeal and functionality of the console table. The material is sustainable, moldable, versatile, and adds a rich color to the cabin.

KIA EV4 CONCEPT (KIA IMAGES)

Car sharing: designing interiors with a different approach

Redesigning car interiors for car sharing requires a shift from owner-centric thinking to user-neutral, adaptable, and durable design. This includes the likes of:

- Modular and reconfigurable interiors with movable seat tracks or folding seats, to allow reconfiguration depending on passenger count or luggage needs. Sliding consoles or armrests can be stowed to create a more open cabin.
- Swivelling or collapsible seats can support varied use cases like social interaction, solo commuting, or delivery.
- Easy-to-clean, durable materials and antimicrobial, scratch-resistant, stainproof surfaces like TPU, silicone leather, or bamboo fiber blends, and seamless surfaces to simplify maintenance between users.
- Personalization via digital profiles: allowing riders to log in with a digital ID, automatically adjusting seat position, temperature, ambient lighting, and infotainment preferences, pairing with smart displays or adaptive UI that changes based on who's in the car and their preferences.
- Flexible storage solutions like lockable compartments for temporary personal storage and dedicated zones for bags, delivery parcels, or work tools, separate from seating areas.
- Zone-based functionality — divide the car into a work zone (with a fold-out desk, table tray, or tablet stand), a relaxation zone, or even a nap-pod seat in autonomous future vehicles.
- Interactive displays for maps, entertainment, or shared ride coordination.

EDAG ELECTRIC LIGHT CAR SHARING CONCEPT (EDAG IMAGES)

All in all, whether for private or shared use, designers and engineers face an exciting challenge to reinvent car interiors to maximize space and make every component and every cubic centimeter smarter, more adaptive, and more human-centric.

Transforming interior space is not necessarily about adding more, but can involve doing more and better with what’s there.

Interior News

DVN Field Trip: Zeekr Tech Center

INTERIOR NEWS

L TO R: CHEN CHAOJUN (ZEEKR), ANNE AI · PAUL-HENRI MATHA · PHILIPPE AUMONT (DVN) MR GUO (ZEEKR) – DVN IMAGE

Zhejiang Geely Holding Group is a global mobility technology group headquartered in Hangzhou, China. Over the past three decades, Geely has developed a global portfolio of brands. The Group currently employs over 140,000 people around the world. Brands are Geely Auto, Lynk & Co, Proton, Lotus, Geely Commercial Vehicles, LEVC (London Taxi), Volvo, Zeekr, and Geely Technology.

Zeekr Intelligent Technology is also based in Hangzhou, and the DVN team had the chance to visit. A Zeekr production center is in nearby Ningbo. Zeekr design HQ is centered around the innovative concept of 'Superchain DNA', aiming to foster an environment rich in vitality, efficiency, and a sense of cutting-edge technology.

Inside the cabin, a Zeekr feels like refined craftsmanship. Ambiance takes center stage, with intelligent technology. It is not about adding more and more technology but about how to do it better while keeping cost competitive. Every detail within a Zeekr interior is meticulously crafted to heighten sensory pleasure, making the cabin an extension of the driver's personal space.

One core method, as stated by the Zeekr development team we met, is close work between design and engineering, to secure enough of any technology or design from the early beginning. Quality management alongside development is key, starting at the design phase, going forward to supplier quality, and receiving and acting on quick feedback after launch to allow immediate improvements. This holds for digital correction via OTA, but also for all the rest. Zeekr follow any requirements, with engineering always done in parallel.

ZEEKR IMAGE

Zeekr has 5 product lines, which develop all specifics per vehicle, everything which is not platform. They work in only one shift, with fast engineering, all in parallel. There's the M line of family cars, the L line for young people and sports car enthusiasts, and the X line for successful executives.s

Software is centralized, AI is mostly used for products, as an on-call assistant. For seating the main areas of innovation are AI and Zero Gravity.

Fuerda, Air Distribution and Interior Lighting Technologies

INTERIOR NEWS

FUERDA & DVN TEAM AT FUERDA – DVN IMAGE

During DVN Team trip in Ningbo, we had a nice visit to Ningbo Fuerda Intelligent Technology Co., Ltd.

Founded in 1995, Ningbo Fuerda is a manufacturing service provider of auto parts integrating design, research and development and manufacturing. The company's products mainly include dome lights, interior/atmosphere lighting, lighting control modules, cockpit lights, air conditioning control panels, Bluetooth virtual keys, USB, vehicle body controller BCM, switches, electric/mechanical air outlets, handles, battery boxes, central channels, etc.

After Fuerda team presentation during the factory tour, we get to know their main products have a considerable market scale, with market reputation and competitive advantage.

Fuerda has three R&D centers and five manufacturing basing Cixi, Ningbo and Shanghai in China; It has a subsidiary and R&D center in Germany, and carries out synchronous design and development, market service and other work with overseas OEMs. In 2024, Fuerda established manufacturing bases in Romania and Mexico to ensure regional supply capacity to customers in Europe and North America to further expand its overseas market share.

DFLZM JOYEAR OVERHEAD LIGHT

FAW-VW AUDI A6 AIR VENT (FUERDA IMAGES)

Fuerda's intelligent optoelectronic products include:

- **Intelligent lighting systems and intelligent electronic modules**
The company's "omnidirectional radio technology" microphones, different types of sensors or cameras can all be integrated into the ceiling light. In terms of control, touch technology is fully applied, and even the panoramic sunroof system can be controlled by gestures, and intelligent light distribution can be realized in combination with the camera.

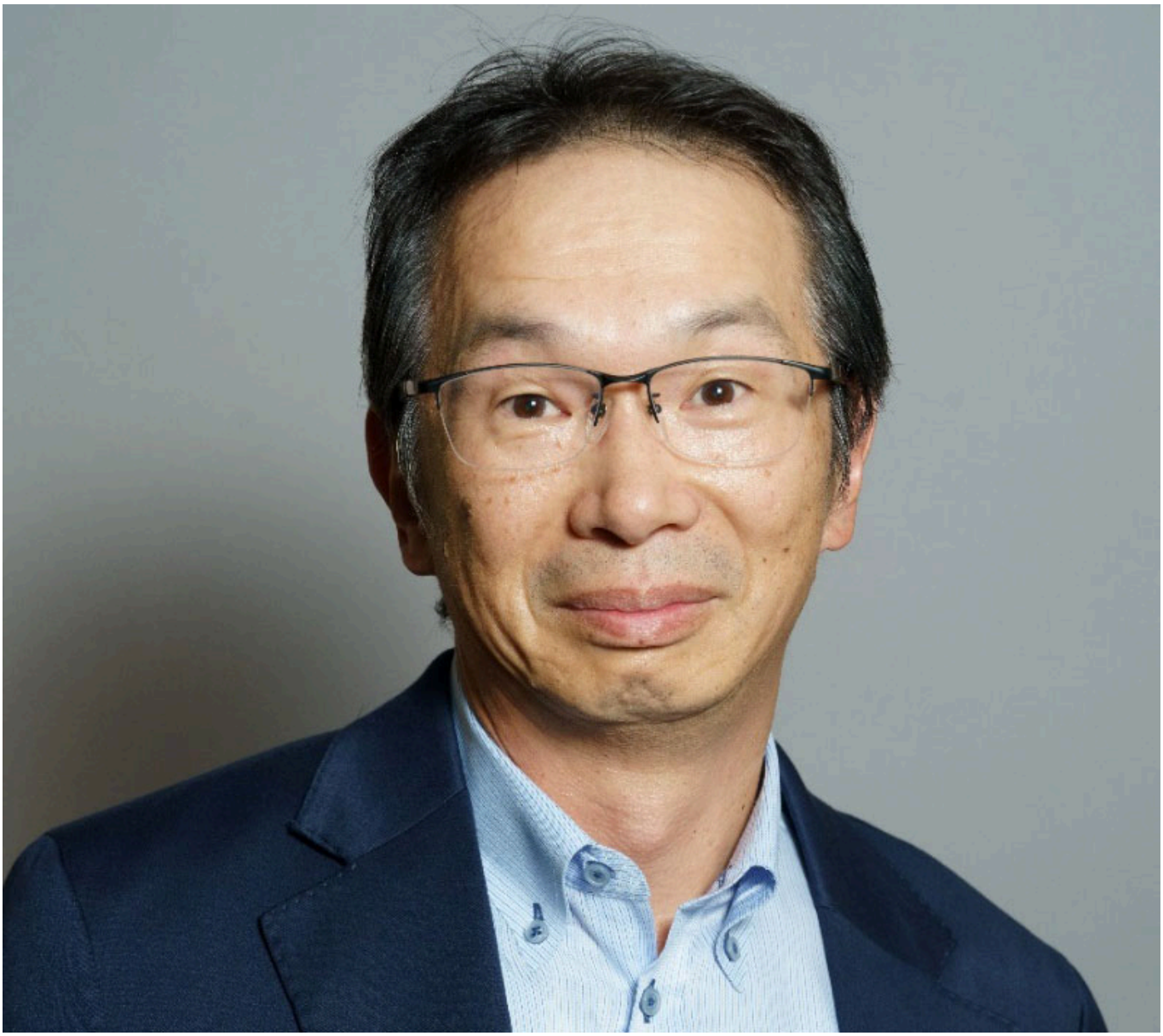
At the same time, projection lamps and door panel ambient lights already realized mass production.

- **Cockpit functional parts**, including electrical/mechanical/concealed air outlets, handles, battery compartments, center tunnels, and more. Fuerda has accumulated rich experience in In-mold injection molding assembly technology, multi-color injection molding technology and independent mold design and development capabilities.

For manufacturing ability, they have nearly 300 sets of various types of injection molding equipment, 7 SMT (surface mount technology) production lines, 14 painting lines, micro-institutions and assembly equipment development capabilities worldwide.
Fuerda supply to OEMs, both domestic and abroad, such as SAIC Volkswagen, FAW-Volkswagen, Volkswagen, Audi, Toyota, Mercedes-Benz, Jaguar Land Rover, FAW Hongqi, GAC Trumpchi, Great Wall, JAC, etc. Besides, Fuerda work as TIER 1 for NEV brands such as Seres, Nio, Xpeng, Li Auto, GAC Aion, Xiaomi, and Leapmotor.
Fuerda’s business policy "leading the market with technology and pursuing development with innovation", emphasizing the driving role of technological innovation in the company's sustainable development.

DVN Interview: Marelli Interior's Mitsuyoshi Naritomi

INTERIOR NEWS



Mitsuyoshi Naritomi used to work at Nissan, where he led the complete interior / exterior team He joined Marelli recently as Engineering VP.

Paul-Henri Matha for DVN: Naritomi-san, it is a pleasure to talk with your before DVN Tokyo workshop happening this week. Could you introduce yourself, your background, and your new job at Marelli Japan?

Mitsuyoshi Naritomi: I served as General Manager of Interior and Exterior Engineering at Nissan until April 2020, where I worked closely with Marc Geissmann of Renault on alliance activities involving interiors, lamps, seats, HVAC systems, and more to create synergies across the two companies.

In April 2020, I joined Marelli as Head of R&D for the Interior Division. I am responsible for innovation and product development in areas such as cockpit modules, instrument panels, cross-car beams, and consoles — this includes interior lighting as one of our key development areas.

DVN: We will have, for the first time in Japan, a DVN session about interior lighting. Can you tell us about recent innovations in the field?

M.N.: The adoption of RGB-LED technology has significantly diversified the range of lighting colors, enhancing both functional aspects — such as HMI and entertainment — and the overall ambiance of the

cabin. In combination with decorative panels, interior lighting now also contributes to enhanced surface æsthetics.

DVN: How is Marelli involved in this field? is it part of Marelli Automotive Lighting, or a separate division?

M.N.: Interior lighting is positioned as a key product within Marelli's Interior Division, and we are actively expanding our business in this domain.

DVN: Do Japanese buyers have specific wants and needs for interior lighting, or does Japan follow the global trends of RGB, light interaction with music, ADAS, lighting activation, phone, etc?

M.N.: Currently, our product development in interior lighting aligns with global trends in terms of functionality. However, when it comes to ambiance and emotional expression, we are exploring wellness-oriented designs that reflect uniquely Japanese sensibilities.

DVN: How do you see the evolution of the smart RGB? They are still expensive, and each LED supplier and every LED IC supplier use their own protocol. Is it time for standardization?

M.N.: Smart RGB enables coordinated control of multiple LEDs across the IP, doors, and roof, allowing for more immersive lighting effects. At the same time, standardization of control protocols will help streamline system architecture and reduce overall costs.

DVN: I perceive a shift in OEM budgeting, from exterior to interior lighting. Do you think that's happening, particularly given the push by Chinese OEMs who focus more on interior?

M.N.: While there is growing use of illuminated exterior emblems and continued advancement in high-performance exterior lamps, the overall budget for exterior lighting has not decreased. At the same time, to enhance perceived interior value, ambient and functional lighting applications are clearly on the rise. In China, interior lighting adoption increased significantly after 2023 and is now reaching a more mature phase. Recently, OEMs tended to favor cost-effective yet value-adding features, shifting some budgets toward entertainment and other experiential functions.

DVN: What do you think about smart surfaces, including haptic activation, flexible PCBs with printed electronics, and that sort of thing? We see a lot of demos at events like CES, but just a few applications so far. Why is that?

M.N.: At Marelli, we mass-produced the world's first large decorative haptic switch panel for the Nissan Ariya, using two proprietary technologies: one for haptic transmission and another for force sensing.

While traditional physical switches are defined by force parameters, smart surfaces require distance-based sensing. The key technical challenge lies in ensuring consistent tactile feedback—especially when factors like glove use change the finger-to-surface distance. We've developed proprietary know-how to address these variations in user interaction.

DVN: What do you think about mini- and microLEDs, will those come to interior lighting?

M.N.: Thanks to their fine pitch, miniLED and microLED technologies offer high brightness and resolution, enabling display quality close to that of LCDs. While their strength lies in high-resolution displays, we do not expect significant expansion into ambient interior lighting applications.

DVN: What about projection technology; what is the feedback from automakers?

M.N.: At present, projection technology remains more costly than LED lighting or TFT displays. OEMs generally consider static image projection, such as what's used in the BMW MINI, to have limited functionality and thus lower priority. Instead, there's growing interest in seamless, dynamic 3D projections spanning from the IP to the doors—this immersive type of content is what OEMs are starting to prioritize.

DVN Interview : VueReal's Robert Selley

INTERIOR NEWS

VueReal came to DVN Munich this year to showcase the microLED product they are developing for vehicle lighting applications. VueReal is back at DVN this week in Tokyo, with a lecture and an expo booth. Robert Selley is CCO, Chief Commercial Officer at VuReal, Canada based:

Paul-Henri Matha for DVN: Can you introduce yourself, please, and VueReal?

Robert Selley: I have over 25 years of experience in the semiconductor and advanced display industries, leading global business efforts in safety-critical, high-performance applications. I am the Chief Commercial Officer at VueReal, a Canadian technology company headquartered in Waterloo, Ontario. We specialize in MicroSolid Printing™, which enables next generation microLED display and lighting solutions, with a strong focus on the automotive sector.

At VueReal, I lead our commercial strategy, partnerships, and customer engagement to bring our MicroSolid Printing platform to market. This scalable, high-precision technology enables applications like in-glass displays, transparent lighting, and advanced heads-up displays that redefine automotive design and functionality. Beyond microLED display, our platform also enables broader micro semiconductor manufacturing across a range of industries.

DVN: In Munich, VueReal presented a compelling transparent microLED exterior display. Can you walk us through the technology?

R.S.: The transparent microLED platform we showcased is engineered specifically for automotive integration—across windshields, side windows, panoramic sunroofs, and more. Leveraging our proprietary MicroSolid Printing platform, we can place millions of microLEDs onto transparent substrates with exceptional precision and minimal impact on visibility. The result is a display that remains invisible when off, yet delivers vibrant, high-brightness content when activated. This capability unlocks new opportunities for integrated lighting communication, branding, and safety cues—seamlessly embedded into the glass surfaces of a vehicle.

DVN: Do you manufacture your own microLED wafers?

R.S.: We do not manufacture wafers in-house. Instead, we partner with top-tier wafer suppliers and focus on what we do best—processing, transferring, and integrating microLEDs using our MicroSolid Printing platform. This model allows us to stay nimble and scalable, which aligns well with the needs of our automotive partners.

DVN: How does MicroSolid Printing differ from traditional LED integration methods?

R.S.: It is fundamentally different. Traditional Chip-on-Board (COB) methods or laser-based pick-and-place are limited in throughput and precision. Our process transfers millions of devices in parallel, with deterministic placement and high yield. This makes large-area, transparent integration commercially viable, something the industry has been pursuing for years.

Our industry-first Reference Design kits are also transformative. These kits offer partners and customers ready-to-use blueprints and integration guidelines, dramatically speeding up microLED adoption. By pairing MicroSolid Printing's scalability with these resources, we're removing barriers and enabling faster, broader commercialization of advanced microLED applications.

DVN: What substrates are compatible with your technology?

R.S.: We are highly flexible. For automotive, we work closely with OEMs and tier-1s to co-develop substrate solutions—usually laminated safety glass or high-performance optical films. These materials meet the rigorous environmental and optical standards required for automotive integration.

DVN: How are the microLEDs driven? Are you using CMOS integration…?

R.S.: Currently, we are using passive matrix backplanes and LTPS for the majority of our solutions. That said, we are developing a CMOS micro driver solution for release in 2026. This will significantly enhance integration, reduce power, and enable even smarter displays for future automotive applications.

DVN: Are the displays truly transparent?

R.S.: Yes—transparency is a defining feature. When off, the display looks like regular glass. When on, it produces extremely bright visuals without blocking the driver's view. We optimize LED layout and optical properties to maintain transparency.

DVN: What brightness levels are you achieving?

R.S.: We are seeing impressive performance: transparent displays over 5,000 nits, [vehicle] lighting up to 100,000 nits, and micro-displays for AR/optics approaching 1 million nits. This range allows us to serve multiple automotive applications—from ambient interior lighting to high-luminance external signalling.

DVN: What pixel pitches can VueReal support?

R.S.: Our platform is adaptable. We support pixel pitches from as small as 3µm for AR micro displays to several hundred micrometres for lighting and signage. For automotive, 0.2mm is typical, but we can tailor this based on visual requirements and power consumption targets.

DVN: When do you expect to start production for automotive applications?

R.S.: We are actively engaged in development and validation with OEMs and tier-1s. Based on current timelines, we expect start of production around late 2027 or early 2028 — well aligned with broader industry trends in electrification, autonomy, and personalization.

DVN: How are you addressing automotive-grade reliability?

R.S.: Reliability is a top priority. We have completed thermal, humidity, and vibration testing according to automotive standards. Our facility is also on track for IATF and ISO certification by early 2027 to support full production-readiness.

DVN: Are automakers knocking on your door?

R.S.: Yes, interest in our MicroSolid Printingplatform is extraordinarily strong. OEMs are striving to differentiate with lighting and in-glass display features. There is a significant appetite for display-enabled personalization, branding, and external communication in EVs and autonomous platforms. Our technology offers an innovative design language and user experience.

DVN: Outside of automotive, what other sectors are adopting this platform?

R.S.: While automotive is our priority, we are also active in AR/VR micro displays, wearables, retail signage, and medical displays

DVN: What is your biggest challenge, and what sets VueReal apart?

R.S.: Scaling without sacrificing yield or affordability has always been the challenge. That is why we built MicroSolid Printing from the ground up, to excel in scalability and manufacturability. Now, we are focused on building a robust ecosystem to meet demand while supporting regional manufacturing. Our platform enables microLED and broader micro semiconductor production at a fraction of the cost of a traditional OLED fab—making local, decentralized production a reality. This approach aligns perfectly with industry trends in deglobalization and supply chain resilience. VueReal is well-positioned to support this new era of automotive innovation.

New Dacia Duster

INTERIOR NEWS

DACIA IMAGES

The interior of the Duster is still dominated by hard plastic, which has been described by a tester as "now almost rattle-free". The tester went on to praise the interior as having been designed with attention to detail: the door panels are embossed; the dashboard trim has a contrasting color and bears large Duster lettering. The door handles are based on the design of the arrow-shaped daytime running lights, as are the air outlet adjusters for the air conditioning. They are in the same copper tone as the exterior elements. Overall, the interior with the matching rubber mats looks robust, but not cheap. The small square eyelets of the YouClip fastening system are also practical and can be used to attach a coat hook or flashlight, for example.

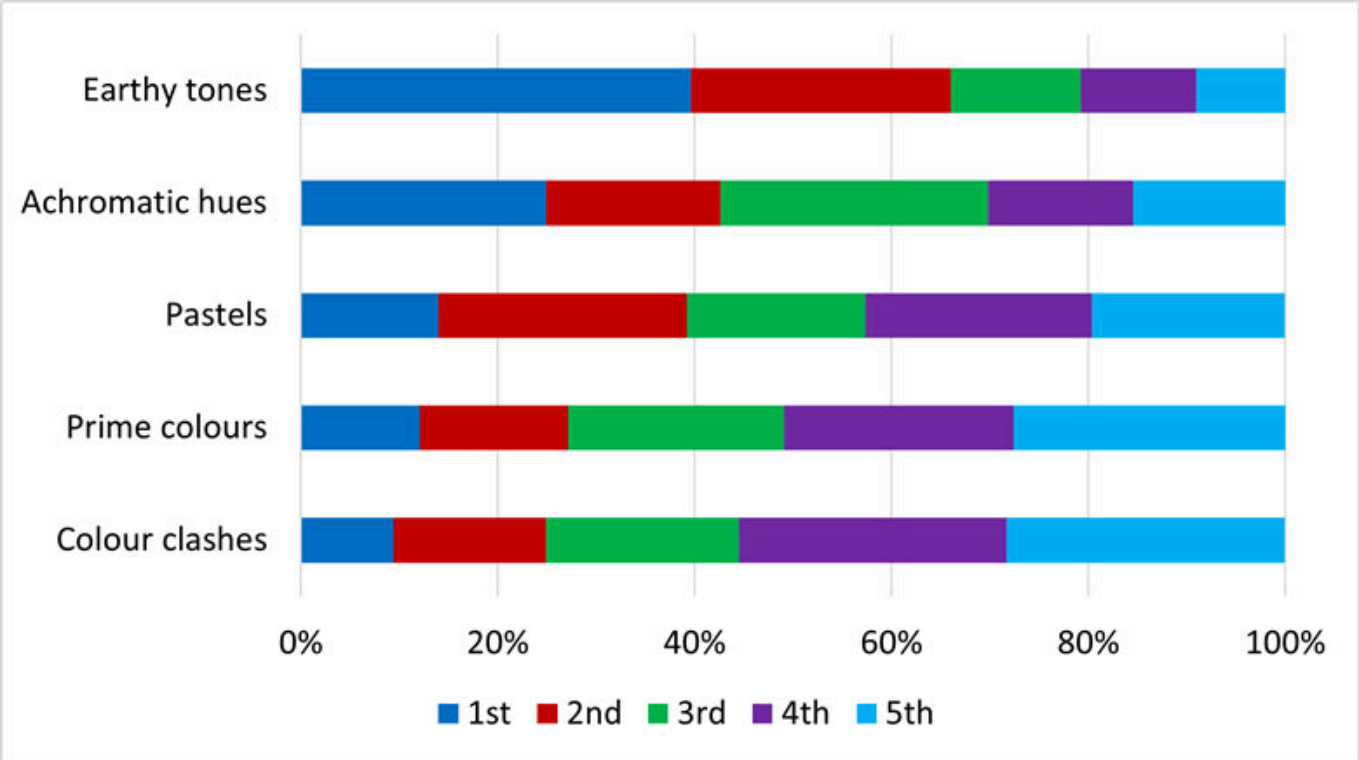
The two-tone fabrics of the seats have a Dacia logo, but are sweaty and maybe dirt-sensitive. The steering wheel is flattened at the top and bottom and is shaped more like a sports car. The control satellite for music on the right behind the steering wheel is practical.

The digital cockpit offers a driver display that can be configured via the steering wheel buttons. The 7" screen features simple and mostly clear displays. The infotainment system has a 10.1" screen, and you still have to scroll down several menu to find various settings. On the other hand, the Extreme configuration includes everything: Navigation with Here, Android Auto, Apple Carplay, Spotify or Deezer. There is still a conventional switch panel for the air conditioning, which is located under the display.

Car Design News & Ultrafabrics: CMF Trend Survey 2025

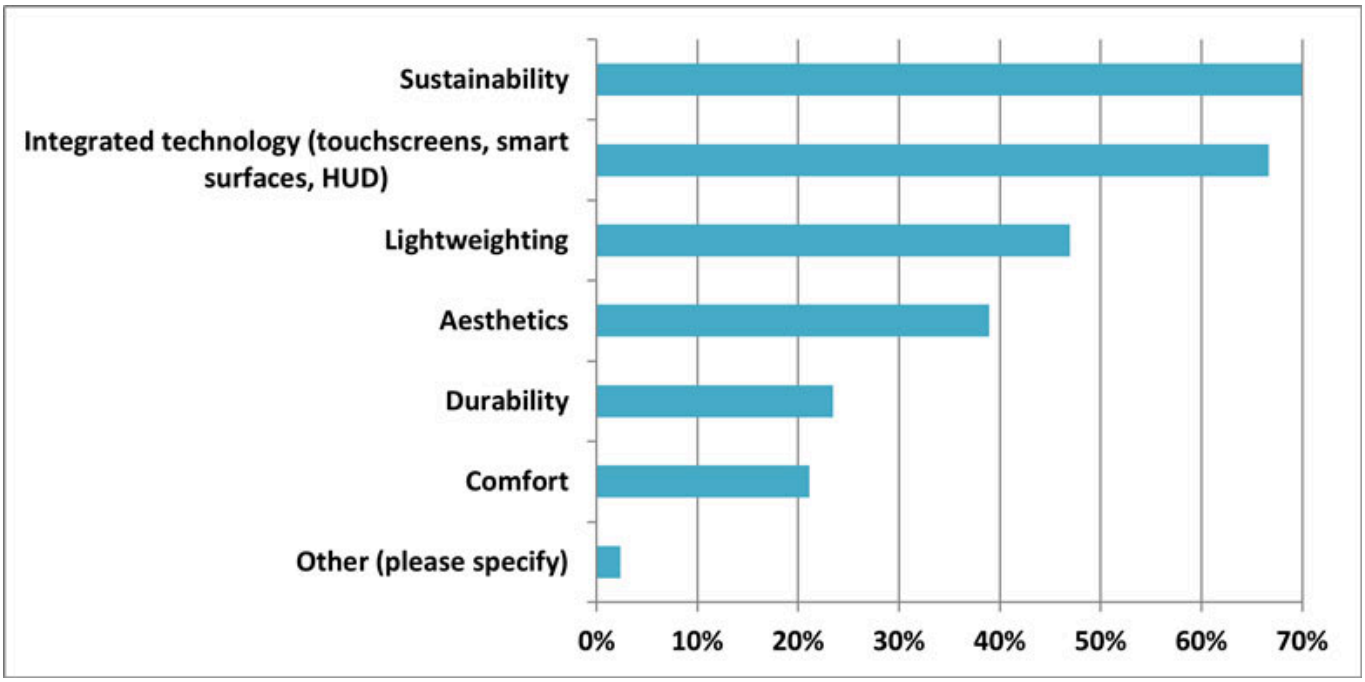
INTERIOR NEWS

Color, Materials & Finish (CMF) remains an essential emotional vocabulary by which vehicle designers, and in particular vehicle interior design departments, express their individual brand identity, differentiate themselves from the competition, and appeal to their target consumer base. The Car Design News and Ultrafabrics Colour, Material & Finish (CMF) Survey 2025 has established itself as an annual litmus test for CMF within car design but also casts a critical eye towards the future of car design, imparting authoritative expert insight, whilst also giving back to the car design community.



CAR DESIGN NEWS IMAGE

Earthy tones were clearly the dominant color trend and (followed in a distant second place) Achromatic hues were the leading trends globally, but also across most regions and design roles.



CAR DESIGN NEWS IMAGE

Within the area of materials innovation, the leading response was sustainability closely followed by integrated technology (touchscreens, smart surfaces, HUD), and in third place was lightweighting. There was some variance by region and design role, but the same three main issues predominated.

The choice of materials and colors plays a huge role in defining the passengers' mood. They should encourage a feeling of tranquility and calm, something that conventional suede has done for decades.

Baby Boomers strongly prioritized comfort and traditional materials. Generation X had more of a balance of priorities such as comfort , minimalism, traditional materials, sustainable materials, and smart surface + tech integration. For Millennials, there was a stronger bias towards sustainable materials, and smart surface + tech integration. Generation Z, strongly prioritized smart surface + tech integration, and sustainable materials. There was some small variation by region, most notably Japan, but in terms of design roles, they followed the global picture with a clear generational divide.

The Design Lounge

BMW Shows Speedtop Touring Study

THE DESIGN LOUNGE

BMW IMAGES

BMW presented their Speedtop concept at this year's Concorso d'Eleganza Villa d'Este. The sporty luxury wagon is set to go into small series production.

The sparkling brown tone of the 'Floating Sunstone Maroon' exterior paintwork is carried over into the interior. Here, the brown 'Sundown Maroon' world harmonizes with the light 'Moonstone White' of the seats. The two-tone leather upholstery thus visibly divides the dynamic and functional areas of the interior.

The roof bar acts as a light joint in the two-tone leather-covered headlining. The leather-covered and illuminated trunk features Budapest-style perforations.

A light joint also illuminates the luggage compartment, which can also stow larger items of luggage for trips lasting several days thanks to a two-part partition. The elaborate craftsmanship in the exterior and interior was realized with the expertise of the Manufaktur workshop at the BMW Group plant in Dingolfing. The collaboration with the Italian leather masters Schedoni , who have handcrafted tailor-made luggage for the Speedtop, is also noteworthy. Two matching bags fit perfectly behind the seats, and a matching weekend bag can easily be stowed in the luggage compartment. This is not just a car - it is a travel companion, made of leather and finished with Speed stitching.

The two-seat shooting brake adopts the design language of the Skytop coupé shown in 2024.

General News

Marelli Mulls U.S. Bankruptcy Filing: Report

GENERAL NEWS

MARELLI HQ (REUTERS IMAGE)

Marelli Holdings, the Japanese auto parts supplier owned by private equity firm KKR, is considering filing for bankruptcy protection in the United States, according to a Kyodo news agency report this past Saturday, which cited unnamed sources.

The recent news is not just a financial event, but a signal of deeper structural tensions across the global mobility value chain. Marelli's situation reflects the fragile financial health of suppliers who must balance R&D investments with short-term cost pressures from OEMs, in a context of reduced volume.

It also exposes a growing risk: that strategic suppliers operating globally are caught between divergent market dynamics, regulatory shifts and political-economic instability in the U.S., electrification pressure in Europe, and cost competition from Asia.