

Attachment 2

Aston Martin DBX: Design

Design Highlights:

- **Elements of historic and modern Aston Martin sports cars included in the design**
- **Frameless doors with flush glazing and hidden seals complete with cutaway sills**
- **Spacious interior cabin dimensions provide class-leading head room and legroom**
- **Full length panoramic glass roof with luxurious Alcantara® roller blind**
- **Ergonomic positioning delivers strong visibility for extreme range of owners**
- **Luxurious full grain leather sourced from Bridge of Weir Leather**
- **Industry first application of 80% natural wool blend to dress the interior**
- **First ever leather covered natural air speaker grilles seamlessly integrate technology into the luxurious interior**

The work of Aston Martin's award-winning in-house design team - led by Chief Creative Officer, Marek Reichman - DBX manages to bring a level of sculpture and sleekness to a sector perhaps not normally known for elegance. The fastback look of DBX cleverly positions the visual mass of the car over the rear wheels, just as you see in Aston Martin's sports cars, but it does so without compromising ingress and egress. Meanwhile the long wheelbase not only provides excellent interior packaging, but also allows a lower, sleeker roofline, giving elegance to the overall shape.

Executive Vice President and Chief Creative Officer Marek Reichman said, "DBX is an SUV that does not compromise beauty or performance for practicality or usability. It has been designed to deliver on the proportions that meet the criteria for beauty that we would always apply to the form language of any Aston Martin. It has been created to be elegant, purposeful and unique in its uncompromising beauty. The considered ergonomics guarantee a cabin that is both easy to access and cossetting to be in. We have worked hard to deliver a sense of safety and protection, allowing you to indulge in DBX's driving experience in comfort. DBX truly redefines the SUV segment".

The design of DBX of course begins with the signature Aston Martin grille that recalls a litany of classically beautiful cars from the brand's history. The bonnet blades can be specified in a range of colours and materials including satin chrome and carbon fibre. Either side of the grille is a striking new feature in the form of the daytime running lights (DRLs). These not only double as indicators but encircle an aerodynamic duct. Above the DRLs sit Bi-LED headlights that complete a confident new interpretation of a familiar face.

The bonnet has two strikingly bold vents that serve dual functions. They both relieve air pressure from under the bonnet, thus reducing front end lift, and help to cool the turbocharged engine. Vents are situated on the side of DBX, helping to minimise drag down the side of the car. The sculptured nature of the bodywork on the side of DBX contrasts with the flat, slab-like forms often seen on SUVs, accentuating its remarkably sleek look.

The smooth and sophisticated look to DBX continues with the glazing on the sides of the car. The first part of the equation are the frameless doors that combine with hidden seals to reduce clutter and provide a beautiful glass-to-metal junction while maximising visibility and light inside the cabin. The B-pillar is fashioned from glass giving the appearance of one piece of glazing in an uninterrupted sweep down the side of the car. At the bottom of the doors, cutaway sills also reduce the stepover required for owners to enter or exit the car, while reducing the risk of ruining clothing on a dirty exterior.

At the back of DBX, the powerful rear haunches incorporate signature rear lights, while the upswept flip at the base of the rear screen clearly takes inspiration from Aston Martin's most focused sportscar, Vantage. Extending the roofline and sitting at the top of the powered tail gate is a spoiler that helps to direct air down the rear screen as well as creating localised downforce. Twin exhausts complete the exhilarating look at the back of the car.

Open the electrically powered tailgate and a large 632-litre boot is revealed delivering exceptional practicality. The rear seats split 40:20:40 to allow flexible extra load space and there is a potential for an additional 62-litres of stowage hidden underneath the boot floor. Close attention has been paid to the ease of loading items into the boot and as a result there is a wide load space aperture with a very shallow sill. The inside of the boot also features very linear sides to assist with the car's packing capability. The air suspension can be lowered from inside the boot to further aid loading, or lower the towball to attach a trailer.

Two designs of alloy wheel will be available from launch. Both measure 22" in diameter, adding to DBX's authoritative demeanor. The Sport wheel is of a beautiful V-spoke design, while there is also an optional 'Ribbon' alloy wheel with fluid, interlaced spokes. This optional wheel design took inspiration from the interlocking antlers of stags in battle and cleverly uses precise diamond turning to give the appearance of interwoven strands of contrasting colour metal.

DBX purposely has an assertive ride height in its standard setting, with appreciable space between the top of the tyre and the wheel arch. This intentional injection of space imbues the whole car with

a readiness and an uplifting demeanor that reflects the lightness in the way it drives whether on or off road.

Marek Reichman said: 'We've successfully managed to achieve a package with the proportions and mechanical layout that allow sports car styling to be applied to a versatile, five-seat vehicle in a beautiful way.'

And what of the interior? Well, there has never been an Aston Martin that has had so much research into its design, particularly with regard to its ergonomics and interior space. DBX has been designed from the inside out to ensure that the cabin is spacious and comfortable with occupants able to get in and out easily

This began with the decision to use a bespoke body and the resultant ability to tailor the vehicle size and proportions to suit the specific needs of DBX. The length between the wheels allowed the design team to optimise cabin space while maintaining DBX's sleek, low roofline. Over six months were spent solely defining the position of the driver within the vehicle, with enough movement in the driver's seat to allow clear visibility across the front bonnet from the 99th percentile male to the 5th percentile female – a tall order, but achievable through the model's versatile packaging. The target was to blend the authoritative, confident sensibility that is expected in the driving position of an SUV, with some of the focused, low-slung sports car feelings that are associated with being in an Aston Martin.

This same philosophy of being inspired by, but not merely imitating Aston Martin's sports cars, can be found in other areas of DBX's interior. The steering wheel, for example, is a new design, with new switchgear. The large paddles that can be used to operate the 9-speed automatic gearbox are beautifully tactile and unlike those usually found in an SUV. The seats have been based on those found in the DB11, but have been equipped with separate armrests from driver to passenger to allow for fully personalised seating positions in the front. Fundamentally, the same qualities of long distance comfort with sportscar levels of support are required in DBX. However, the slim, svelte nature of a sports car seat's framework also has benefits for an SUV in terms of maximising interior space, particularly for those sitting behind. Class-leading rear headroom is 1,016mm with rear legroom at 1,060mm, offering ample space to position your feet underneath the front seat.

Meanwhile, the dashboard accentuates the feeling of space and luxury in DBX. Each button and dial has been carefully positioned following extensive testing from external counsel, including the brand's Female Advisory Board and multiple customer clinics with HNWIs of mixed demographic, ensuring the cabin develops a feeling of instant familiarity. Into this broad sweep of dash-board the new TFT screens are integrated seamlessly, so that, despite their impressive size, the technology doesn't

interrupt the elegant overall flow of the interior design. Cabin storage, a necessity in an SUV, can also be difficult to incorporate harmoniously, but in DBX, Aston Martin's designers have managed to create one of the interior's standout features - a bridged centre console - creating an elegant, floating aesthetic that offers storage space below for larger items such as a handbag or large 1.5-litre water bottles. This feature keeps valuables close to hand while not occupying the passenger seat and away from dirt on the car's floor mats.

The rear passengers were central to the design process. The design team wanted an inclusive feeling for those in the rear of the car but without the sense that the rear occupants were leaning over those in the front of the vehicle, which can sometimes be the result of so-called 'stadium' seating arrangements. The needs of children were also considered extensively and in a new exercise for Aston Martin, a group of children were invited to share their experience of ingress and egress by sitting in an ergonomic assessment model at the company's design studio.

The result of all this research and development ensured class-leading front & rear headroom and legroom and a fantastic feeling of airiness thanks to the full-length panoramic glass roof and expansive side windows. Due to a combination of clever packaging and the benefits of using the space efficient front sport seats derived from those in DB11, there is more knee and foot space for rear passengers than is typically found in rival SUVs. Wherever you sit in the vehicle there is also a sense of space and lightness with a fantastic view of the world you're passing through.

Reflecting the world outside are the plethora of natural material options available inside DBX. As has been the case with all the cars in Aston Martin's Second Century Plan, there is an emphasis on the authenticity of materials. As standard, DBX can be trimmed in one of five colours of full grain Caithness leather, sourced from Aston Martin's long-term supplier, Bridge of Weir Leather in Scotland, with options for broguing, perforation and quilting patterns on the seats. A choice of three colour splits can be applied to the leather in the cabin to customise the colour choices throughout the cabin.

One leather feature that may go unnoticed initially is the first ever application of leather covered natural air speaker grilles in a car. They ensure that the theme of blending technology seamlessly within the cabin's contemporary design is continued.

DBX features an industry first application of the previously mentioned Caithness full-grain leather, combining it with an 80% natural wool blend to dress the interior. The material is made with carded yarns from fine Australian lambswool that are then mixed with synthetic fibres to create a luxurious felt-like fabric. It is the first automotive fabric with such a high content of wool and has attained the

Wool Rich Blend certification from Woolmark. As well as being very environmentally sustainable, it is also highly durable and naturally water repellent.

This and other new materials reflect a production application of some of the interior concepts shown by Aston Martin Lagonda at recent motorshows. Other exciting options include a variety of materials for the centre console and door trims. These include parts machined from solid wood such as Walnut, which gives a tactile warmth to the cabin. A variety of bold, modern new veneers, including a bronze mesh and a flax composite derived from the same plant as linen can also be specified to provide alternatives to carbon fibre.

Perhaps the most impressive material application, however, is the one above the heads of occupants in DBX. The luxurious headlining is Alcantara® as standard, but DBX will also be the first vehicle to have a full Alcantara® roller blind for the glass roof, ensuring a perfect colour match and consistency in material across the headlining once the blind is closed. This blind has an incredibly shallow stack height to enable both a beautiful silhouette and ample headroom.

Whatever the specification, each DBX will have over 200 hours of dedicated hand-stitched, hand-crafted and hand-assembled excellence inside it and there is an extensive initial palette of 35 colour and material choices along with two distinct brightware finishes for the interior. However, if desired, the 'Q by Aston Martin' department can ensure an even more personalised finish to reflect whatever a customer wishes their DBX to embody.

Director of Design, Miles Nurnberger said: 'The luxury inherent in every Aston Martin interior has been carried into DBX, but added to this is a new sense of airiness and visibility that instils a feeling of adventure into the most mundane journey. Combined with the adventure that we have been on in creating new materials for the interior, it feels like DBX is a car that truly breaks new ground for SUV design.'