



Design

New Level Of Dynamics And Family Friendliness

- Unique window line with dynamic wave just behind the B-pillars
- Distinctive trapezoidal radiator grille with new Opel logo
- Eye-catching day and nighttime wing design for both front and rear lamp signature lighting

Practicality and spaciousness with very dynamic and cool styling: Opel presented this combination, which is unusual for a monocab, at last year's IAA with the FlexTreme concept car. The Meriva Concept now takes this philosophy one step further, and with its distinctive window line, arched roof, wide track and impressively sculpted body, one step closer to a possible series production model. The current concept also boasts the extraordinary, rear-hinged rear FlexDoors, except that this time the concept car does have B-pillars, which feature a striking LED light strip to guide passengers into the cabin and illuminate the road surface beside the vehicle.

"The Meriva Concept clearly illustrates how our new Opel design language can be adapted to create bold, fresh design solutions for the monocab segment" says Mark Adams, Vice President of Design, General Motors Europe. Especially eye-catching is the dynamic "wave" in the window line just behind the B-pillars, which provides an especially good all-round view for rear passengers. This also enabled designers to create a dynamic and unique silhouette and still provide good visibility for children in the rear.

The unique window graphics are further emphasized by an aluminum sculpted frame. Designers also integrated FlexDoors' handles precisely level with the shoulder line..

The body also boasts the distinctive "blade" bodyside form, which was a design element of the GTC Coupé and Flextreme. Another feature is the U-shaped windshield, which stretches up and back over the rear passengers' heads – echoing the Astra GTC's panorama windshield. The slim A-pillars and windshield pulled far down ensure plenty of



light and a spacious interior atmosphere. Both elements contribute to the outstanding all-round visibility for the monocab concept's occupants. Large side mirrors, which also house additional turn indicators, are integrated into the window graphics.

Large 19 x 8J aluminum wheels with 235/35 R19 tires fill out the flared wheelarches and give the concept car a bold, dynamic look. The wheels in five-spoke design harmonize with the body's sculpted contours.

The "Pepper Dust" gray concept car's front section is defined by large headlamps and a bold trapezoidal radiator grille, which makes its production debut in the new Insignia. The brand logo – with "Opel" engraved into the bordering – sits proudly on the broad upper crossbar in polished aluminum.

The large, translucent headlamps with state-of-the-art LED technology are housed beneath an aluminum frame. The shape of the special daytime running lamps, which give the car an unmistakable face even at night as a parking light, set the tone for all upcoming Opel models. In-house, the lamps' design has been dubbed the "wing." form The turn indicators are integrated into the lower, transparent section of the headlamp units. The front section is rounded off by Opel's characteristic center crease on the hood.

Rear section elements – in particular the rear lights – echo the Insignia. The "wing" form design is also integrated into the rear light units as a signature feature. When the turn indicator is activated, the lower section changes in color from red to yellow. The gently downward-sloping roof and roof spoiler with integrated third brake light underline the monocab's dynamic character. The Opel logo appears to float on the large rear window, which features an aluminum crossbar at its base.

The cockpit is dominated by a wing-like, wraparound instrument panel. The console's upper section extends from door to door in a continuous line. In order to ensure a spacious interior atmosphere and best-possible all-round visibility, the entire cockpit has been positioned as low as possible and the A-pillars are very slim. The console's upper section has a leather finish with a warm "Cocoa" brown tone, just like the seat trim. This tone creates an attractive contrast to the "Light Galvanised" (light gray) seat upholstery with 3D pattern and longitudinal brown line. The seat covers are accented by orange seams – a detail that is continued on the vehicle floor. Orange seams frame two translucent stripes



running the entire length of the cabin. In place of conventional carpeting, a six-millimeter thick sheet of felt covers the Meriva Concept's floor.

The steering wheel's U-shaped aluminum graphic and the red instruments are reminiscent of the GTC Concept car. The center console is dominated by a large navigation screen mounted beneath an arched cover. The red-backlit control units for the infotainment and climate control systems can be found lower down beneath a 10 mm thick Plexiglas cover. All the settings can be accessed via touch screen except for the dials, which pop out when pressed. The light switch left of the steering wheel also glows in signature red from beneath its transparent cover, giving an iPod look.

The button to activate the electric parking brake is positioned for easy access directly below the Meriva Concept's gear lever. By doing away with a conventional mechanical handbrake, the designers were able to realize a new, flexible storage concept: two aluminum rails run parallel along the sides of the center tunnel in a slight arc. These are used to secure a special box, which can be slid backwards to the rear passengers or easily removed when leaving the car, if required. Even more storage spaces are available below the box. In addition, 1.5-liter bottles can fit into the storage compartments in the Meriva Concept's front doors.

Text and photos can be downloaded from the Internet at <http://media.opel.com>.