
Preview: China on the advance and BMW keeps everything open

More and more Chinese brands are entering the market. Their own production facilities in Europe are also playing an increasing role. Following BYD in Hungary, MG will soon be producing cars here too. Almost all major Chinese manufacturers are now looking for production facilities in order to circumvent the EU's planned punitive tariffs in this way. The only question is whether they will take over idle factories or build new ones on greenfield sites?

The planned phase-out of combustion engines in Europe by 2035 is still being discussed. While some manufacturers are focusing exclusively on e-mobility in the future, BMW, for example, is keeping all options open. Doing one without abandoning the other? Susanne Roeder spoke about this with Michael Nikolaidis, Head of Logistics Management and Global Strategy at the BMW Group. Speaking of electromobility: the number of e-cars in Germany is not growing at the same rate as new registrations would suggest. Our author Hans-Robert Richarz explains why this is the case.

Honda has now also fully electrified its model fleet. Most of the drive systems are full hybrids, but with the purely battery-powered e-Ny1 and the CR-V plug-in hybrid, there are also two plug-in models on offer that can be driven purely electrically. Frank Wald has tried them both out.

Jeep will be presenting further drive variants of the Avenger and the Renegade next week. Triumph, meanwhile, is continuing the upgrade of its motorcycles with another series and, let's just say, is kicking up a storm. Stellantis is bringing together its range of light commercial vehicles under the title Pro, and in some cases reorganizing it. Michael Kirchberger takes a closer look at the extensive range of the Group's four light truck brands.

As usual, we will also keep you up to date with the latest news and developments in the broad and colorful field of mobility. (aum)

Images for article



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Honda CR-V e:PHEV.

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