

MDM

MOBILITY DESIGN MAGAZIN **2025**

HOF UNIVERSITY AT IAA MOBILITY
MOBILITY DESIGN **CONFERENCE SPECIAL**



**Hof
University**

University of
Applied Sciences

www.hof-university.de



STUDENT WORK - HOF UNIVERSITY 2024- 2025

IMPRESSUM

MDD 2025

THIS MAGAZINE

...documents the work of the Design & Mobility program at Hof University of Applied Sciences and was produced in the context of the Mobility Design Days 2025.

It is not intended for public sale and is presented to selected guests of the event.

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DESIGN AND
MOBILITY



AIAMD



Instagram



WELCOME



Prof. Lutz Fügner

COURSE DIRECTOR DESIGN AND MOBILITY

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Dear reader of Mobility Design Magazin

Welcome & News

A warm welcome to the newest edition of our magazine – we are delighted to have you join us for another exciting year of the Design & Mobility program at Hof University of Applied Sciences. Since October 2021, we have been educating future mobility designers at our location in Selb – practice-oriented, interdisciplinary, technically grounded, and with a clear focus on the shaping of vehicles and mobility systems.

After successful public presentations in Selb in recent years, we are going on tour for the first time in summer 2025: Design & Mobility will showcase its projects and results at IAA MOBILITY 2025 in Munich – a globally leading hotspot for innovation, sustainability and future technologies in mobility. From September 9–14, 2025, the Bavarian capital will once again transform into an international mobility festival, bringing together industry leaders,

visitors, and media from around the world. Under the claim “It’s All About Mobility”, the IAA opens a new era – and we are proud to be part of it.

A further milestone has already been reached: In February, the first seven students successfully graduated – a proud and emotional moment for our young program. And the next chapter begins right away: This autumn we launch an innovative Master’s program on Artificial Intelligence in Design, unique worldwide in its concept and open to both designers and engineers. With overwhelming application numbers, we look with excitement toward this new phase in Selb’s design journey.



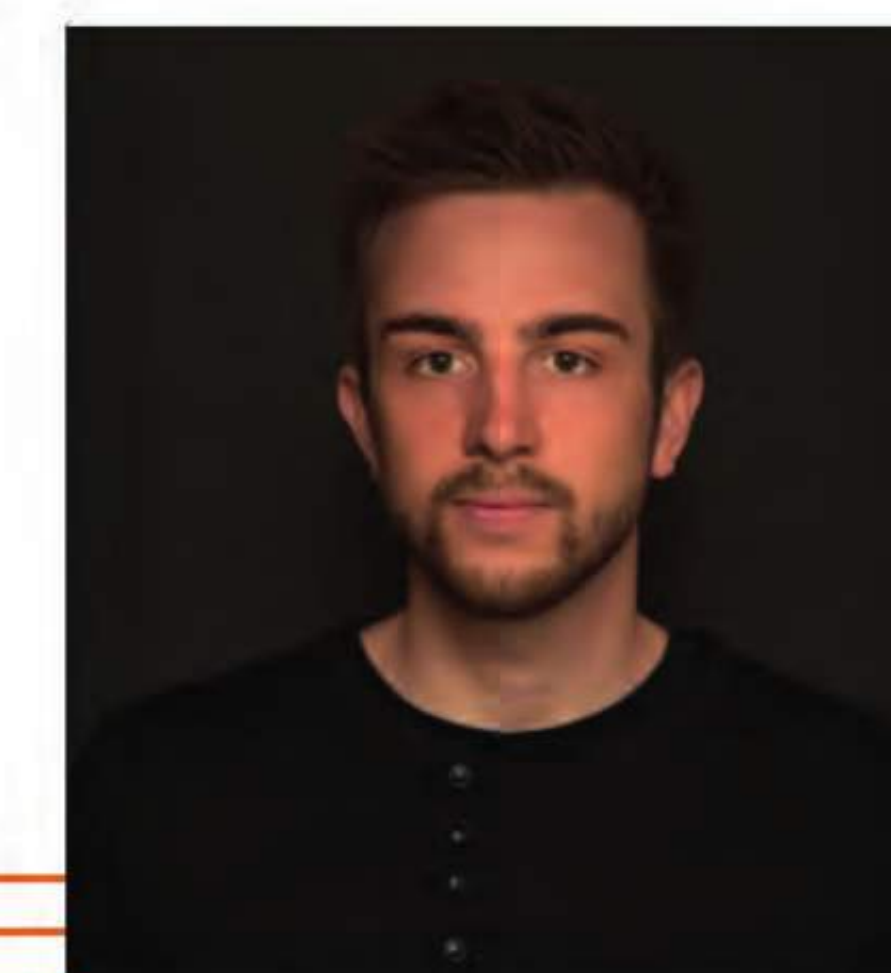


Artificial Intelligence Aided DESIGN AND MOBILITY New Program starting October 2025



Further information
is available on
www.hof-university.de

Artificial Intelligence Aided DESIGN AND MOBILITY - What is it all about?



Prof. Alexander Forst
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Also from my side, a very warm welcome. I am delighted to take this opportunity to announce the start of our new Master's program.

At Hof University of Applied Sciences a visionary new Master's program has been launched: Artificial Intelligence Aided Mobility Design (AIAMD). This program represents a pioneering step in design education, combining the creative power of design with the transformative possibilities of artificial intelligence. AIAMD is more than a degree – it is a platform for rethinking how we imagine, develop, and implement mobility solutions.

The curriculum merges advanced design practice with cutting-edge AI tools, enabling students to move effortlessly between analog creativity and digital intelligence. From exploring new forms of visualization to developing sustainable, future-ready product concepts, the program empowers young designers to shape the next chapter of mobility.

The response has been extraordinary. For its very first intake, AIAMD received an impressively high number of international applications, a clear signal of the global demand for a program that unites technology, design, and sustainability in such a

forward-looking way.

"AIAMD is not just about teaching design with AI – it is about fostering a new mindset. Artificial intelligence should be seen as a creative partner, expanding imagination rather than narrowing it."

Selb, with its strong tradition of design and innovation, provides the perfect backdrop for this endeavor. Here, students and researchers from around the world will come together to experiment, collaborate, and challenge conventions—laying the groundwork for mobility solutions that are not only visionary but also socially and environmentally relevant.

With AIAMD, Hof University and Selb take their place at the forefront of academic innovation, offering a program that defines what the future of mobility design can and should be.

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7TH Semester

PHOTO CREDIT FROM METECAN DURAK

SHORT PROJECTS

weekly projects

Delta Semester Project Work

Focus, speed, and creative courage – those were the defining elements for our third-semester students, internally known as the Delta-Semester, in the past term. A demanding set of compact week-long projects shaped this stage of the program. Each assignment had to be completed in a time frame of only one to three weeks, aimed at sharpening individual working processes under intense real-world time pressure.

The variety was striking: students re-designed an existing automobile, created concepts for a spacecraft cabin interior for long-term missions to Mars, and ultimately worked on an industrial collaboration focusing on robotic technologies for future mobility.

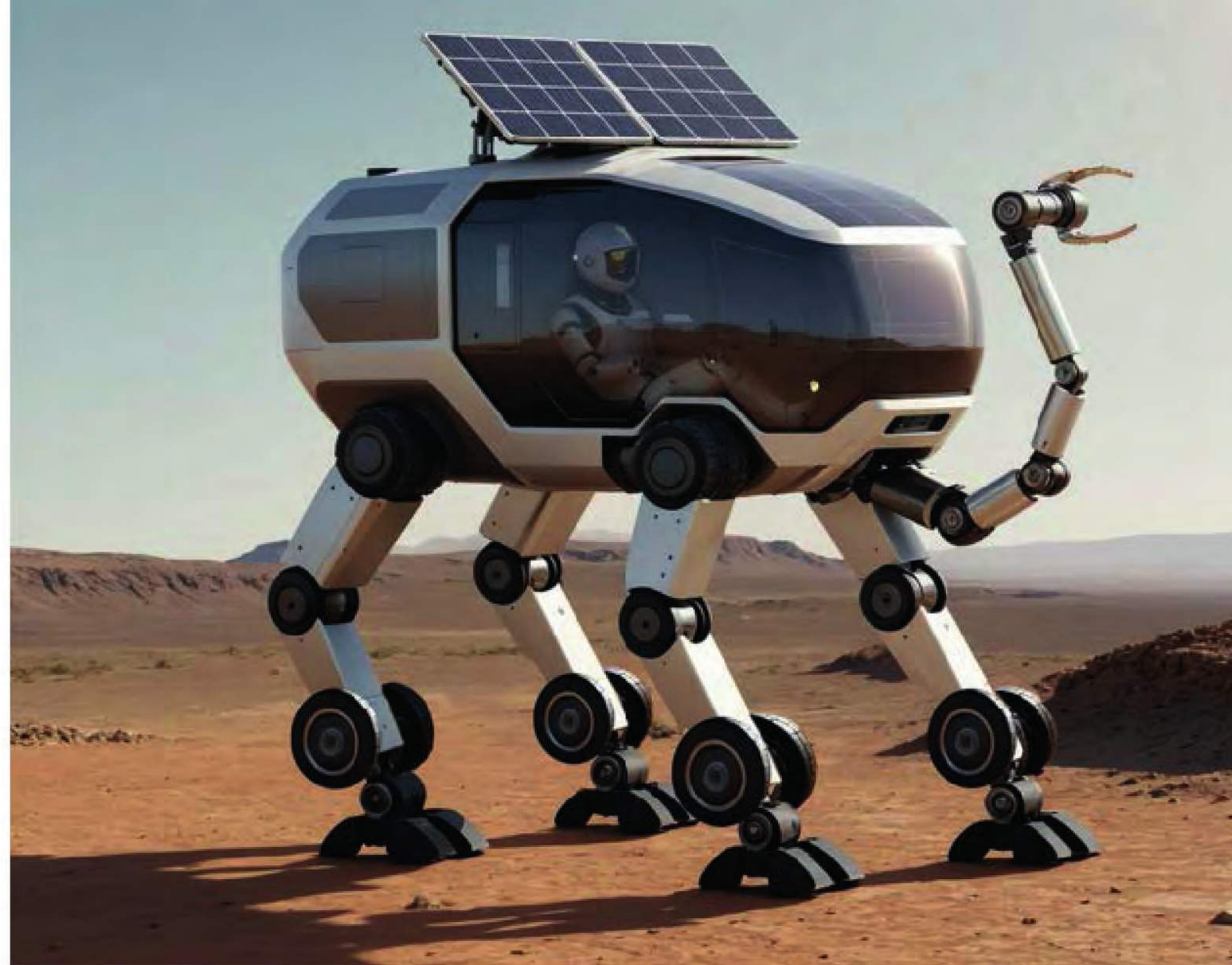


PHOTO CREDIT FROM NADINE BAUER

For the first time, several of the project tasks required the mandatory use of AI tools involving generative image design, prompt-based ideation, and automated scenario creation. Students were challenged to develop their own tool chains: customized workflows that intelligently combine analog design methods (sketching, mockups) with advanced digital tools.

PHOTO CREDIT FROM METECAN DURAK



PHOTO CREDIT FROM KIRILL WOLF



PHOTO CREDIT FROM JAKOB AHLGRIMM

SHORT PROJECTS

weekly projects

PHOTO CREDIT FROM NADINE BAUER



PHOTO CREDIT FROM KONSTANTIN WEHR



The outcomes were remarkable – a vivid spectrum of ideas demonstrating high levels of aesthetic quality, functionality, and technical thinking. Equally important was the training in key competencies that define current and future design practice: decision-making under pressure, cross-disciplinary collaboration, and confident handling of emerging technologies.

These week projects not only train design skills, they build the mindset needed for a rapidly changing professional landscape – empowering our students to become agile, innovative contributors to the future of mobility design.

PHOTO CREDIT FROM ERIK BÄR



PHOTO CREDIT FROM METECAN DURAK

DESIGN AND MOBILITY – IN COLLABORATION WITH

CANYON

PROJECT
3RD SEMESTER | MDD 2025

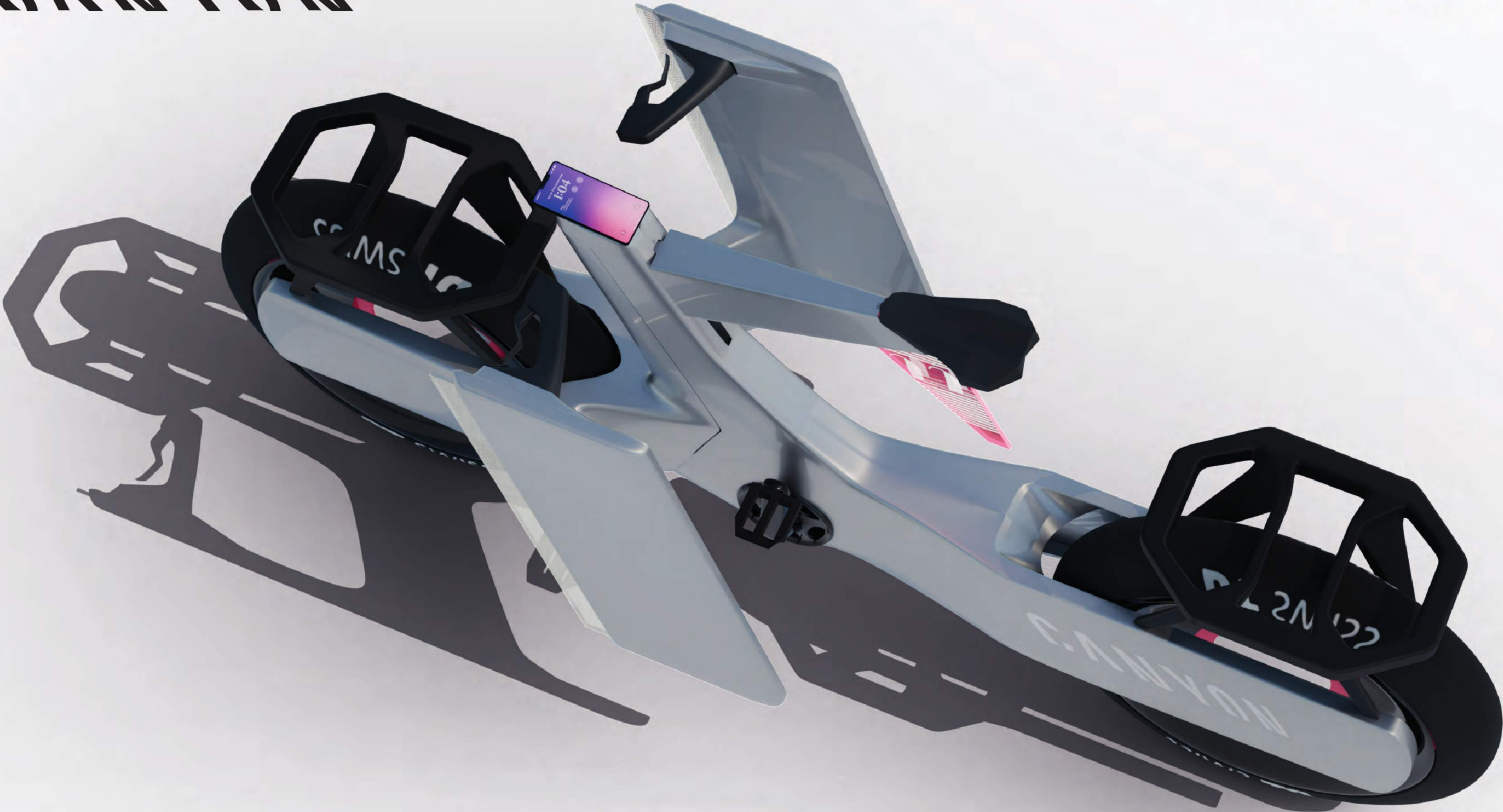


PHOTO CREDIT FROM KASRA NOBARI



CANYON HYPERBIKE

CANYON HYPERBIKE

3RD SEMESTER AND THESIS | MDD 2025

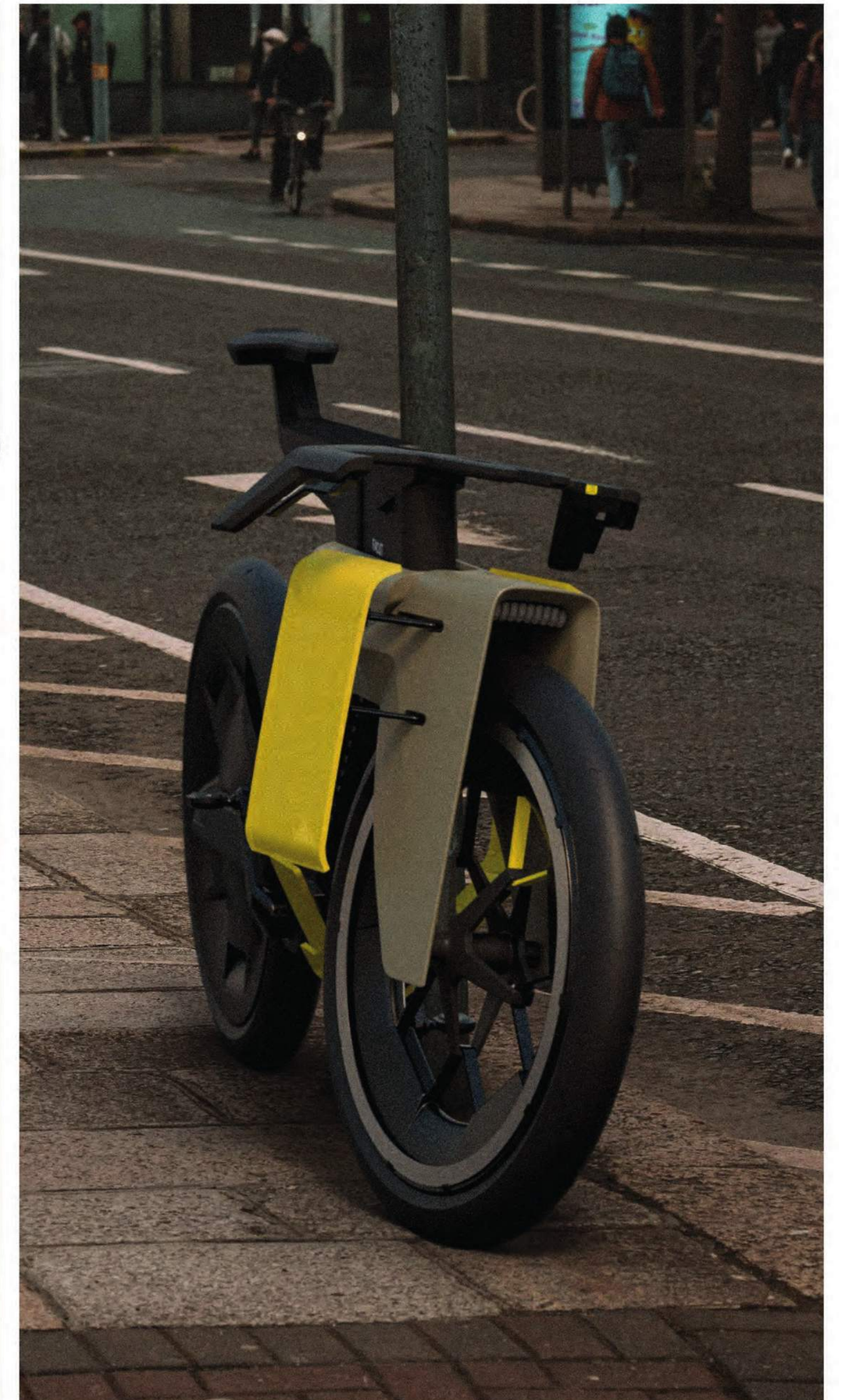


PHOTO CREDIT FROM KASRA NOBARI, PATRICK REICHEL, JAN PETROSSOW, THEO NIESS, ANDREAS IRRGANG

CANYON HYPERBIKE

3RD SEMESTER AND THESIS | MDD 2025



PHOTO CREDIT FROM ANDREAS IRRGANG

From the outset, the project was not about incremental improvements, but about breaking with familiar categories. The Hyperbike was conceived to merge the lightness and comfort of an e-bike with the range and dynamism of an e-motorcycle – a vehicle at once elegant and powerful, efficient and emission-free, stylish yet practical. Starting from scratch, the students explored the idea of an entirely new vehicle class through research, sketches, and digital modeling.

Four concepts stood out. Each managed to unite vision with functionality, while still striking its own distinctive note. Kasra No-bari developed a highly versatile transport concept with intuitive steering, modular racks, and protective panels – more than a bicycle, it becomes an urban tool equally suited for work, leisure, and travel.



PHOTO CREDIT FROM THEO NIESS



CANYON HYPERBIKE

The Hyperbike is more than a bicycle – it marks the beginning of a new vehicle class.

Prof. Alexander Forst
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When young designers work at the intersection of vision and reality, ideas emerge that have the power to redefine our understanding of mobility. This was precisely the case in the winter semester 2024/25 at Hof University, when seven students from the Design and Mobility program, together with bicycle manufacturer Canyon, embarked on an ambitious experiment: the Canyon Hyperbike 2050.



PHOTO CREDIT FROM ANDREAS IRRGANG



WELCOME TO MUNICH - NICE TO HAVE YOU HERE!

CANYON HYPERBIKE

3RD SEMESTER AND THESIS | MDD 2025

Jan approached the project through reduction, creating a design with a clear, almost sculptural form language that turns the Hyperbike into a statement of aesthetic refinement – a vehicle that could stand in a gallery as convincingly as on a cycle highway.

Patrick placed his focus on ergonomics and adaptability. His design allows the seating geometry to be adjusted, offering riders the flexibility to use the Hyperbike as both a spor-

ty machine and a comfortable everyday companion. Theo, in turn, combined speed with safety, envisioning a dynamic two-wheeler that integrates innovative protective systems and projects both performance and trust.

Together, these designs reveal how diverse the future of two-wheeled mobility can be.

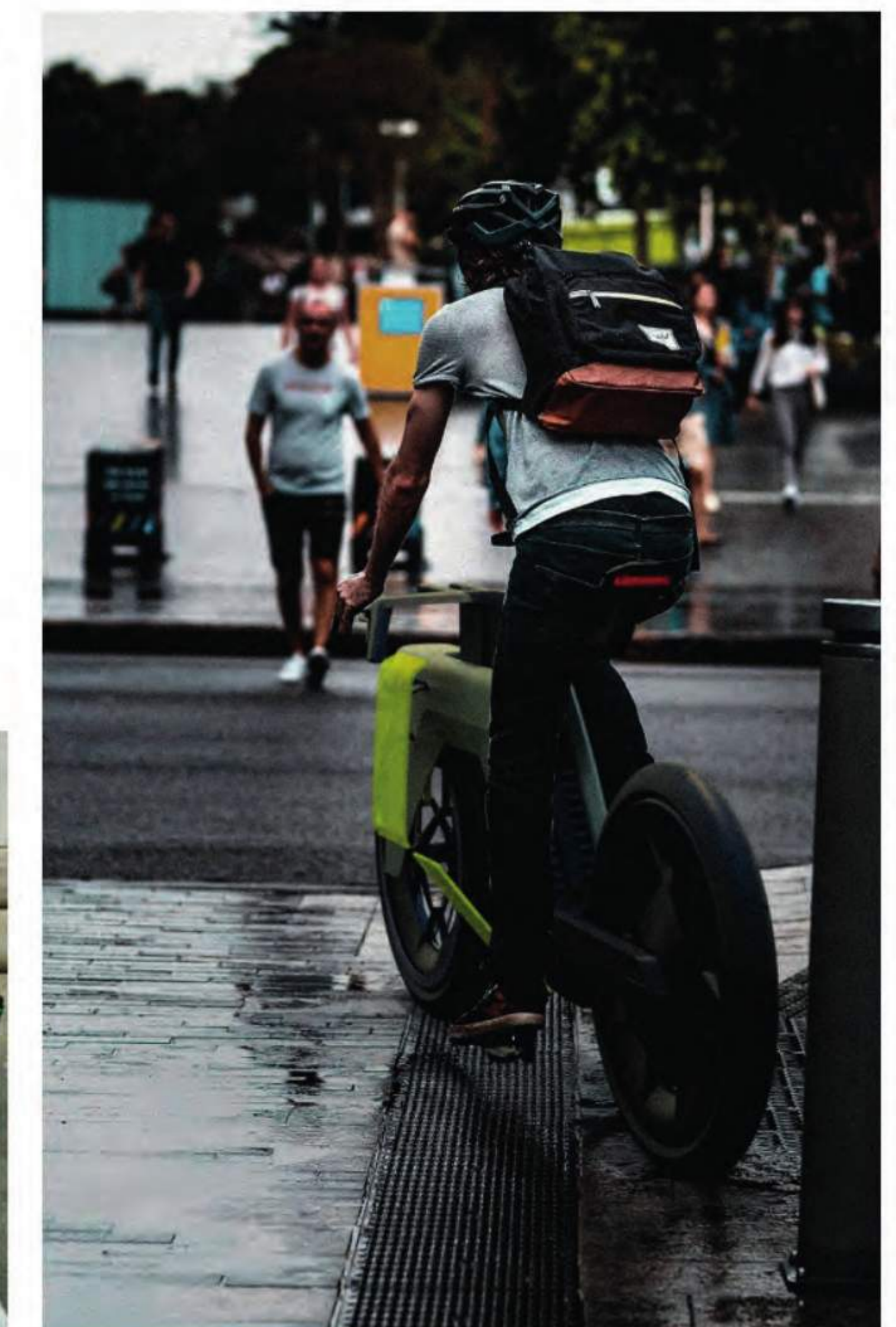


PHOTO CREDIT FROM PATRICK REICHEL



PHOTO CREDIT FROM ANDREAS IRRGANG

The Hyperbike is not a finished product but rather a projection surface – a forward-looking concept that hints at how our understanding of bicycles, motorcycles, and everything in between might evolve over the coming decades. “We should listen to the customers of the future and take their changing perception of the bicycle seriously,” the project team emphasized. Its strength lies precisely in this: the courage to rethink mobility not only on a technical but also on a cultural level.



WELCOME TO MUNICH - NICE TO HAVE YOU HERE!

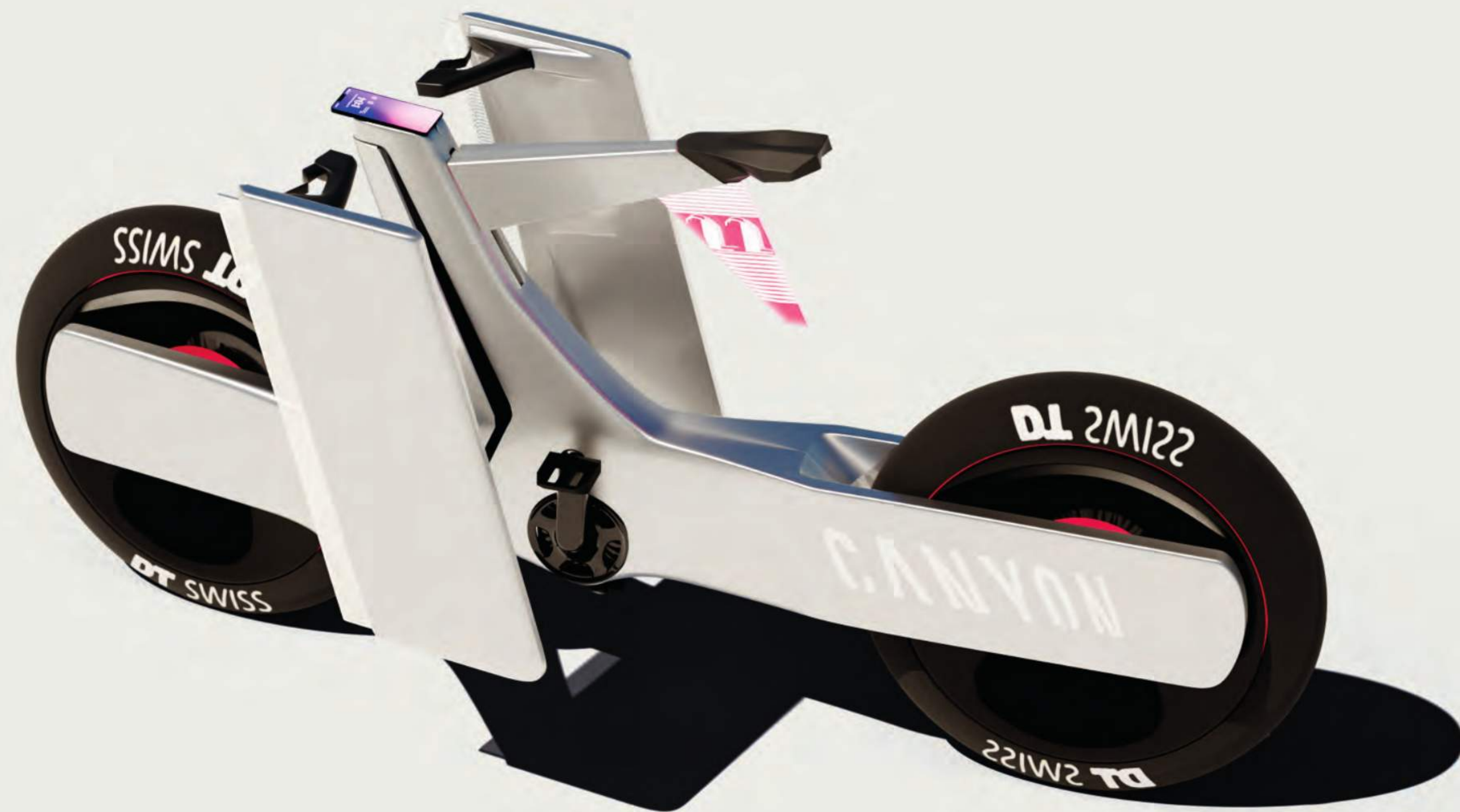
CANYON HYPERBIKE

3RD SEMESTER AND THESIS | MDD 2025

Thus, the Canyon Hyperbike 2050 represents more than a student project. It is an invitation to view mobility as part of a broader vision – one in which efficiency and environmental responsibility go hand in hand with style, joy, and freedom.



PHOTO CREDIT FROM KASRA NOBARI



PROJECT

3RD SEMESTER | MDD 2024



MUNICH PICK UP

A Future Without Stillstand

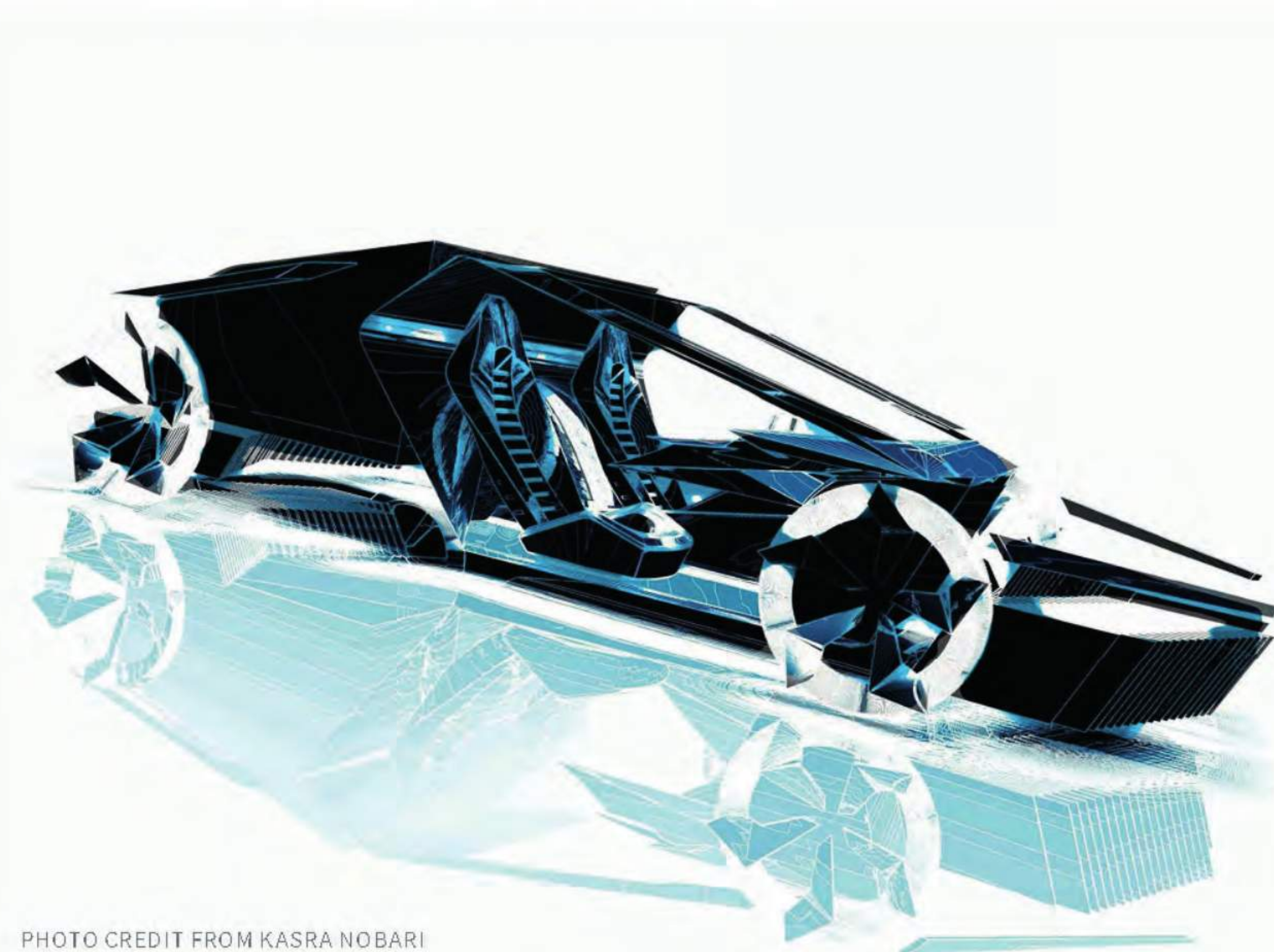
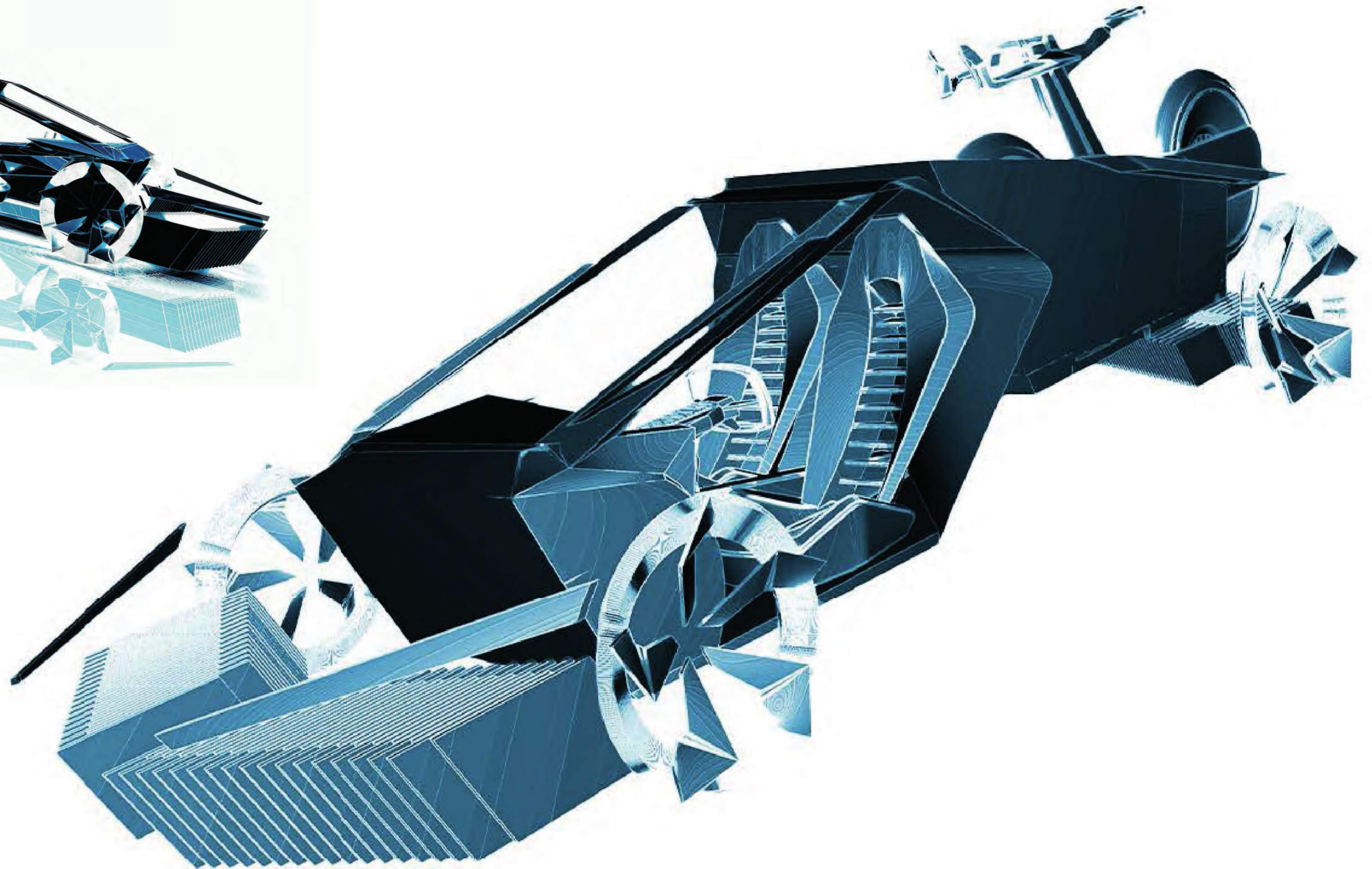


PHOTO CREDIT FROM KASRA NOBARI



MUNICH PICK UP

4.th Semester

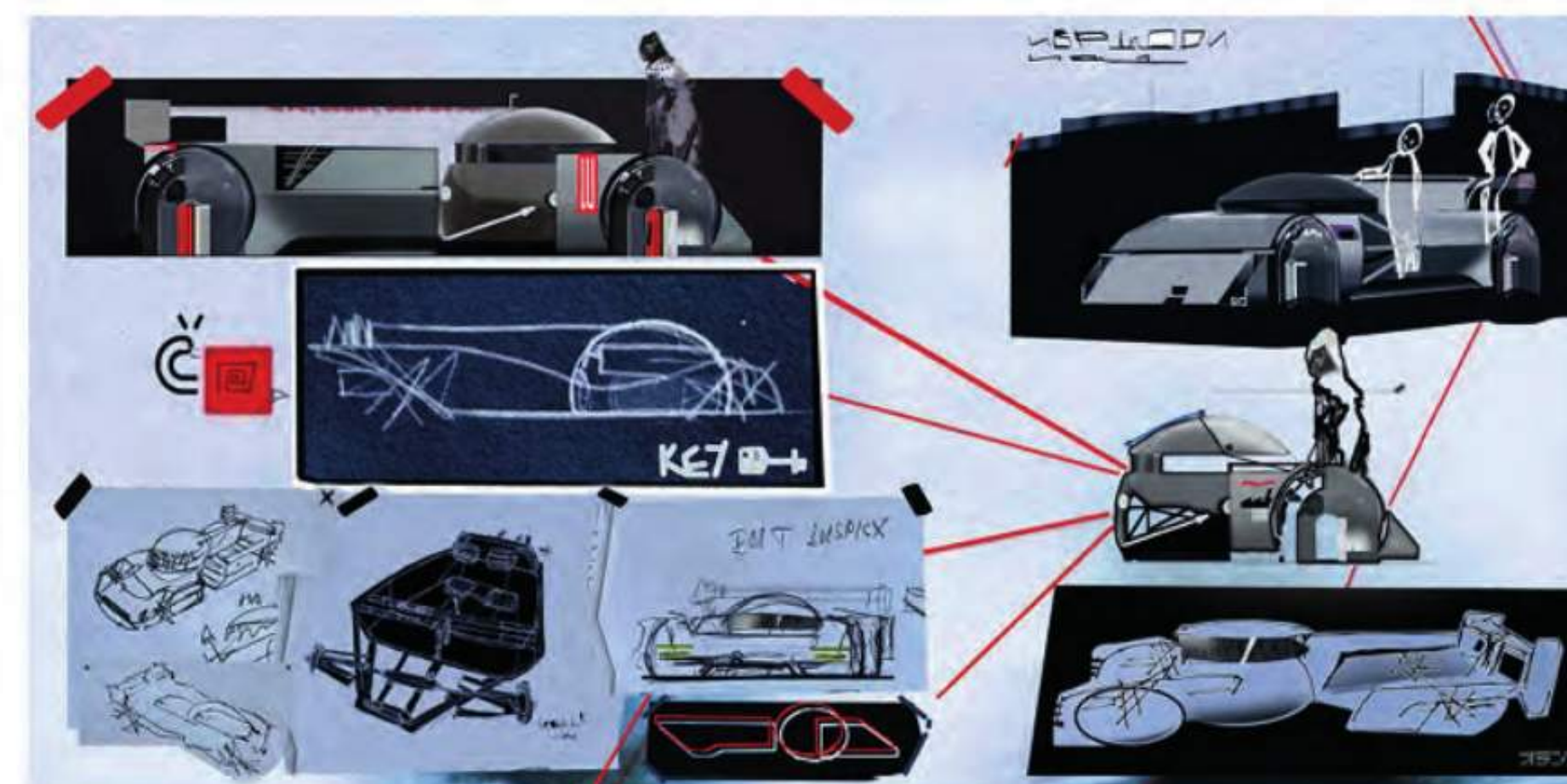


PHOTO CREDIT FROM THEO NIESS

MUNICH PICKUP

When private cars become public shuttles, mobility turns communal

Prof. Lutz Fügner
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Space is a precious and costly resource – especially in dense urban environments. Vast portions of public space in our cities are still occupied by parking areas or standstill zones for private cars. Faced with increasing pressure on land use and sustainability, the Bachelor's degree programme Design & Mobility at Hof University of Applied Sciences explored this topic during the 2025 summer term in a series of visionary design projects.

The objective of the third semester cohort (the so-called Gamma semester) was to rethink private urban mobility. Their starting point was the assumption that private vehicles remain highly attractive for emotional reasons, yet their day-to-day use in cities is becoming increasingly inefficient and difficult to justify in terms of sustainability.

The core design concept developed by the students therefore revolves around a hybrid between private vehicle and public transport: Privately owned vehicles that – during their owner's regular urban trips – function as small, spontaneous hop-on/hop-off shuttles. By means of an intelligent, interconnected navigation and information network, passengers can use an app on their mobile devices to track the real-time location, available capacity and destination of these vehicles and “hop on” at the next red traffic light.

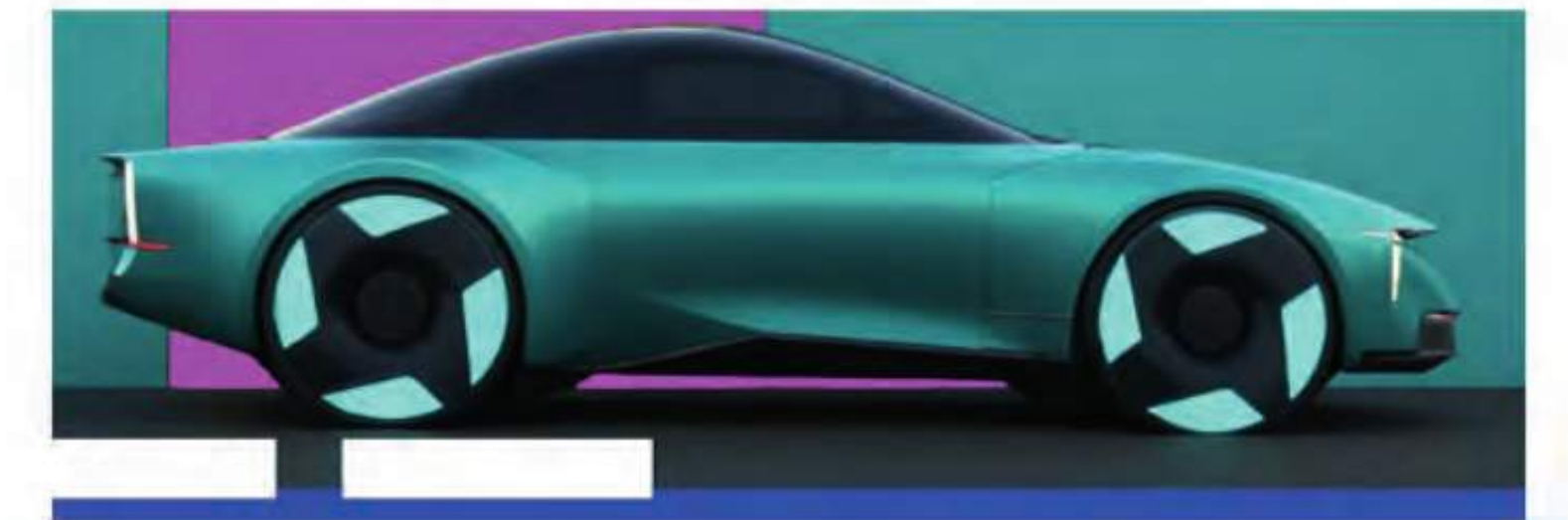


PHOTO CREDIT FROM JAN PETROSSOW

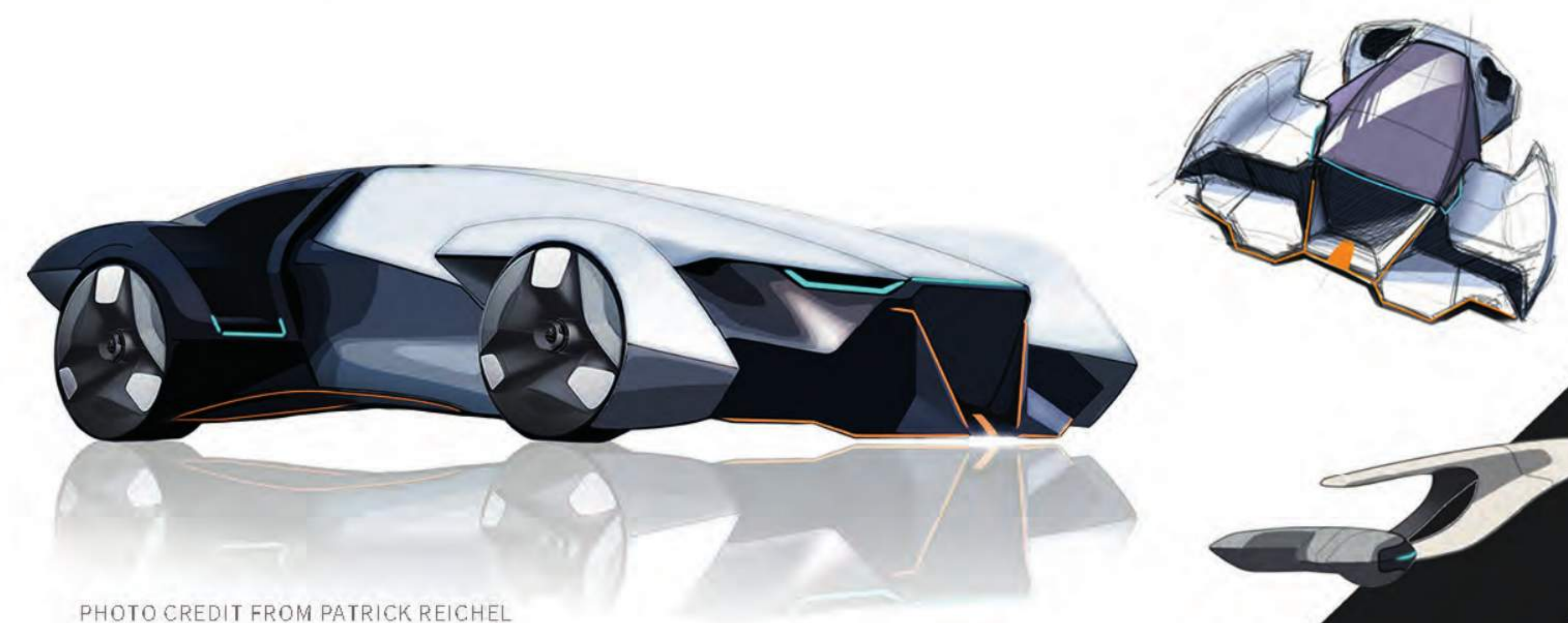
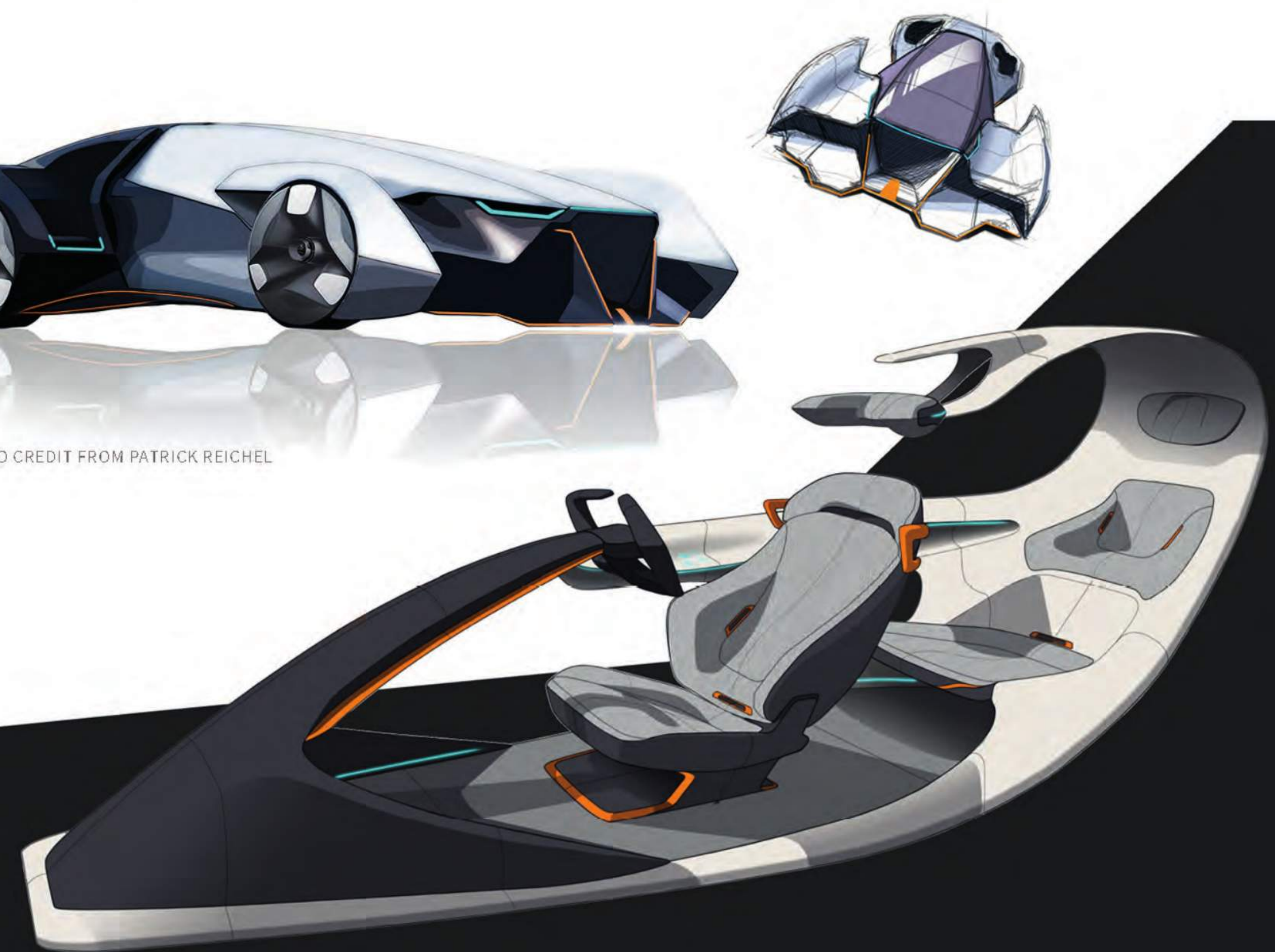


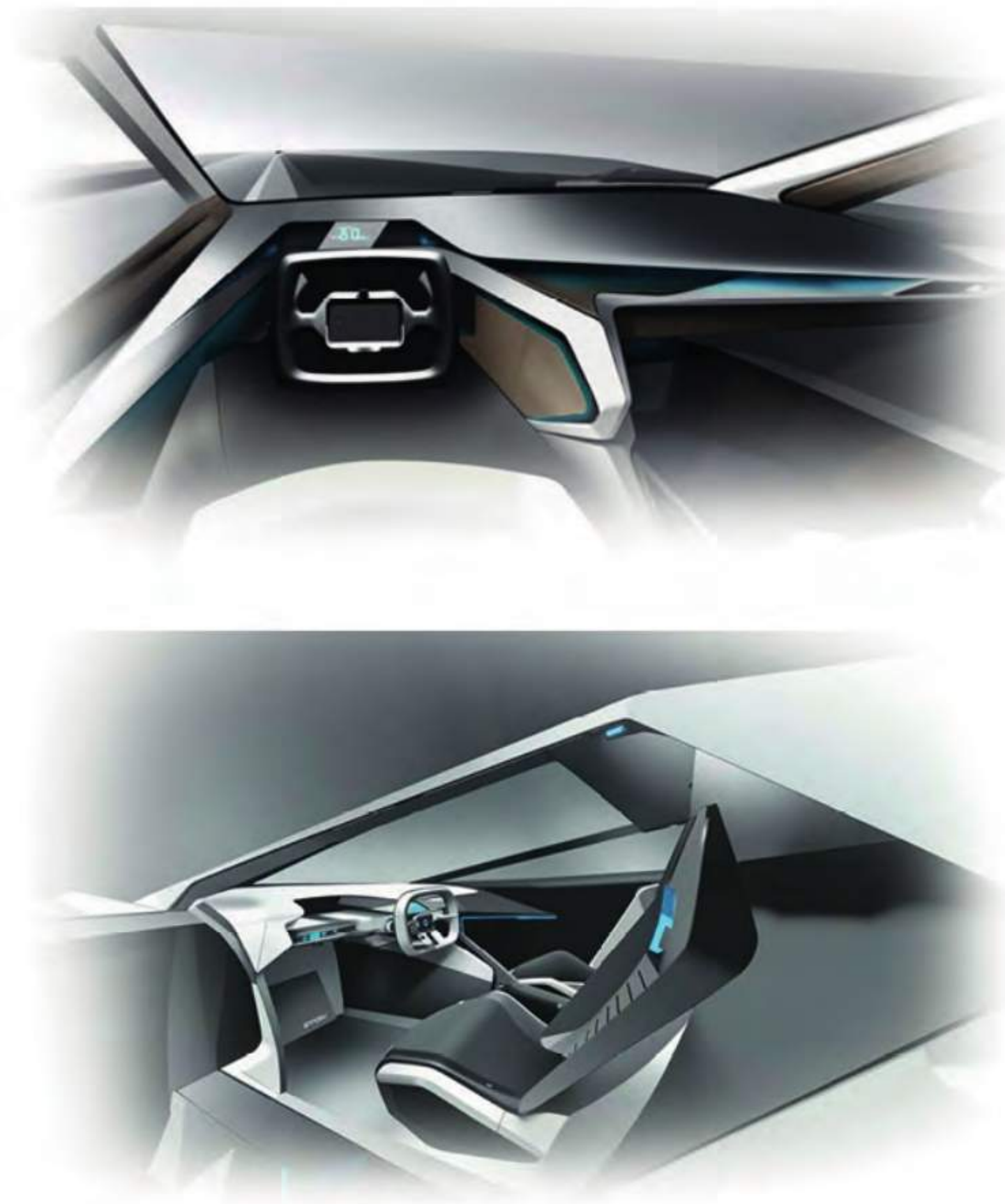
PHOTO CREDIT FROM PATRICK REICHEL



MUNICH PICK UP

4.th Semester

A small fee is paid digitally via the system, enabling drivers to partially refinance their journeys while enabling passengers to move more comfortably and flexibly through the city without owning a vehicle themselves. The design challenge was to combine this high-performing functional logic with the emotional quality expected of a desirable privately acquired product. Unlike conventional public transport vehicles, these objects must remain attractive to their owners on an aesthetic, symbolic and ergonomic level.



Vehicle concepts were therefore required to demonstrate usability and clarity for individual daily use while also enabling smooth onboarding procedures, app-based communication interfaces, visibility in traffic and a sensorial appeal strong enough to create personal identification and long-term user satisfaction. The result is a series of bold vehicle design visions that question the strict separation of public and private realms and invite us to imagine a more communal, efficient and emotionally engaging form of urban mobility.

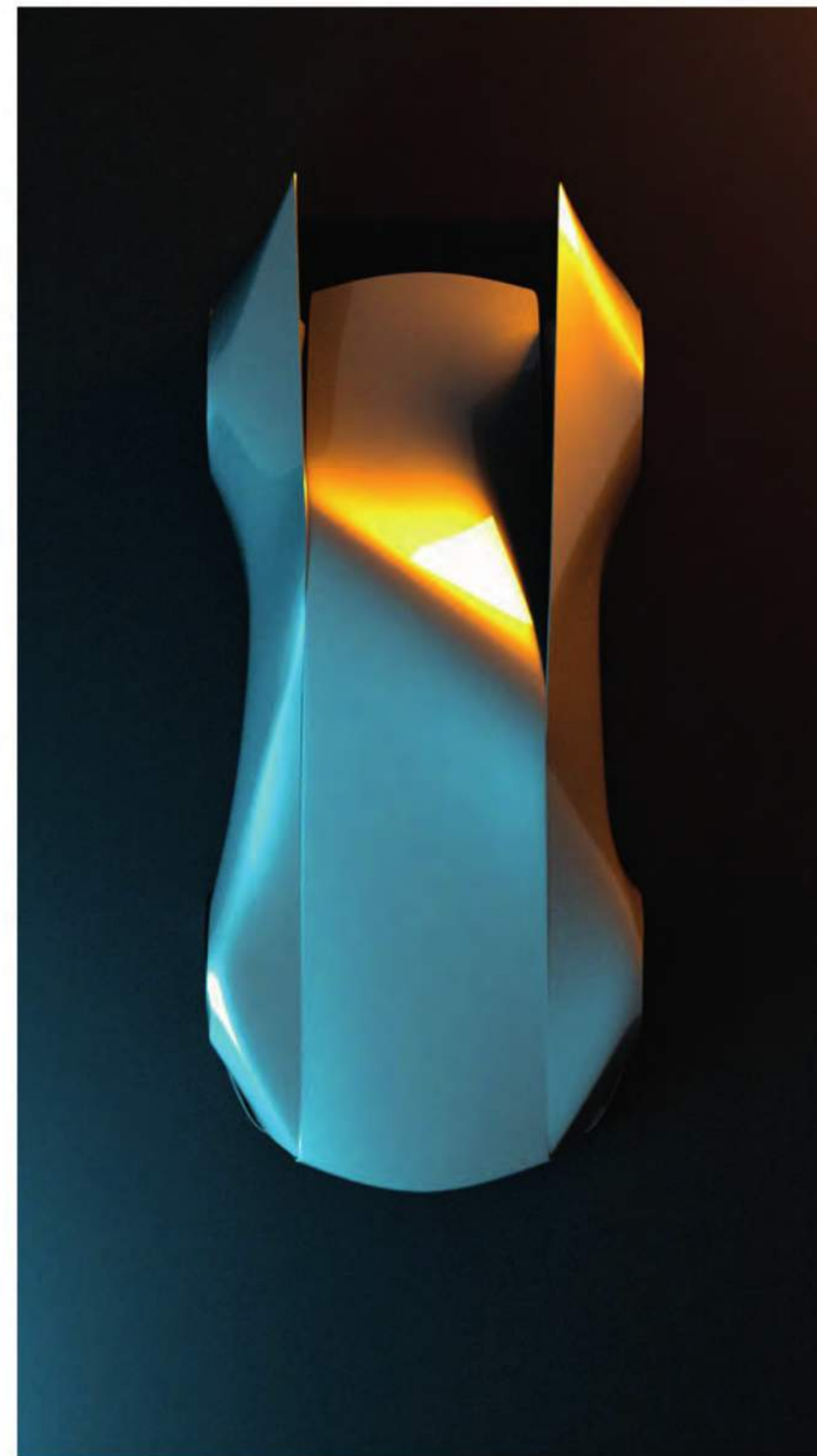


PHOTO CREDIT FROM KASRA NOBARI



SCENE BASED MOBILITY

PHOTO CREDIT FROM MORITZ FROWERK

SCENE BASED MOBILITY
6TH SEMESTER | MDD 2025

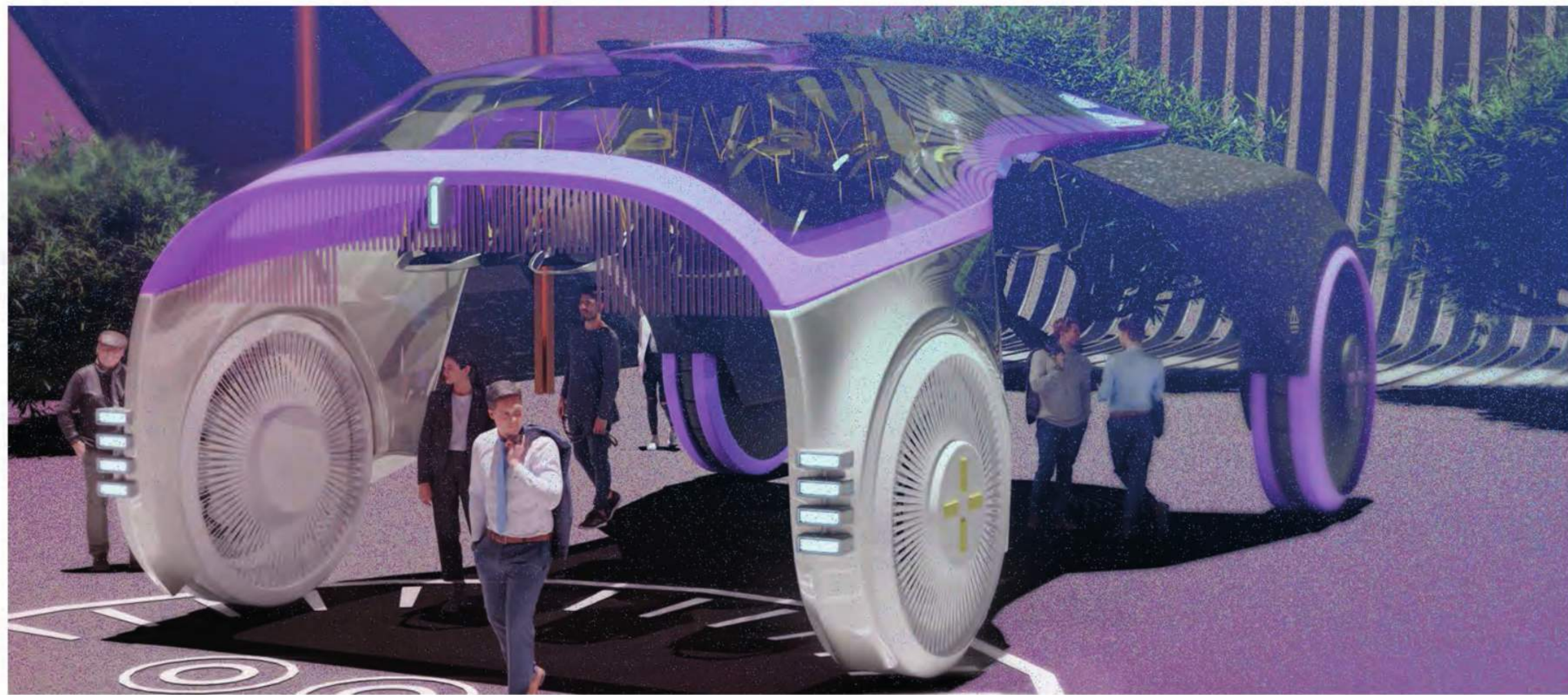
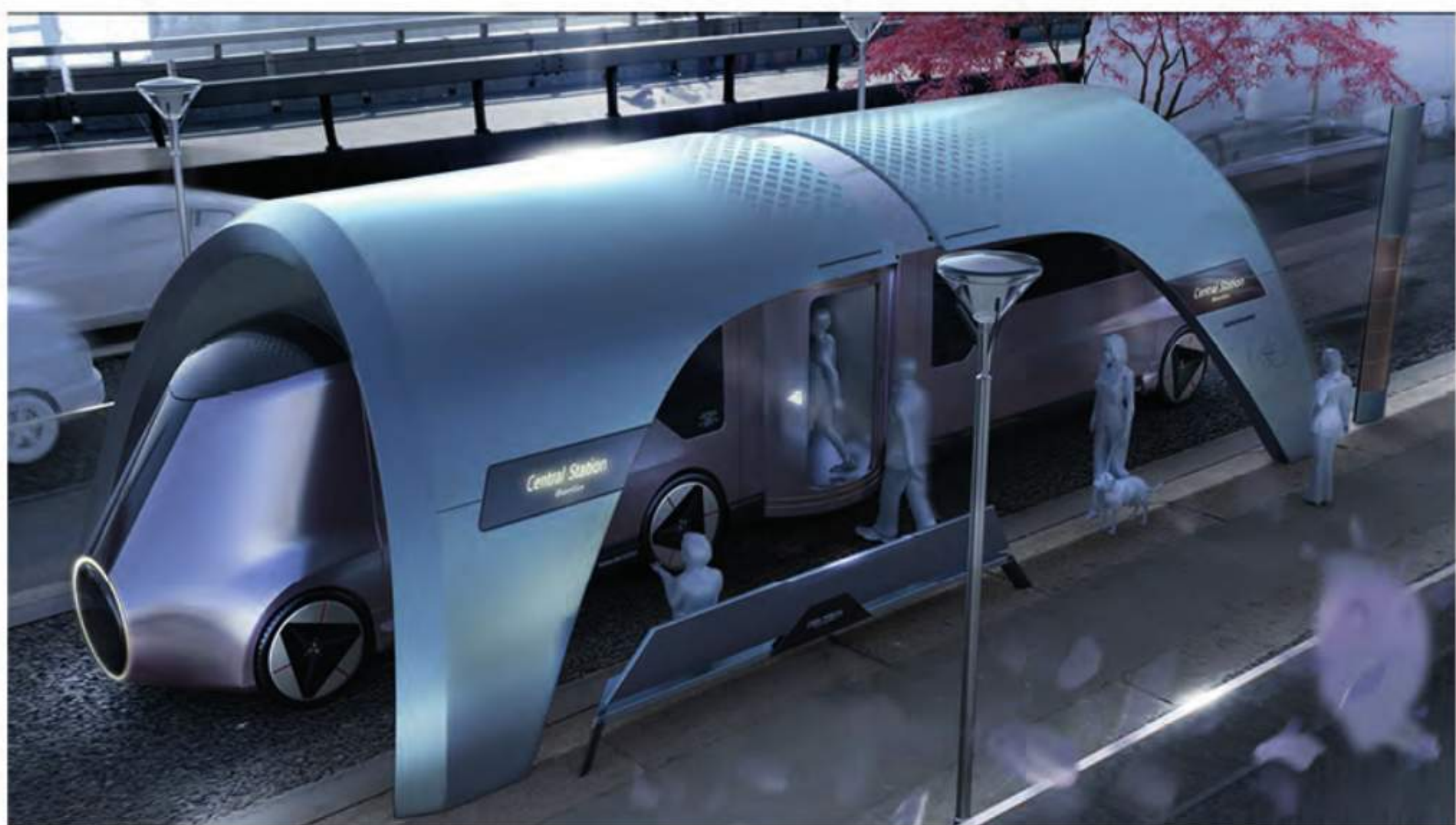
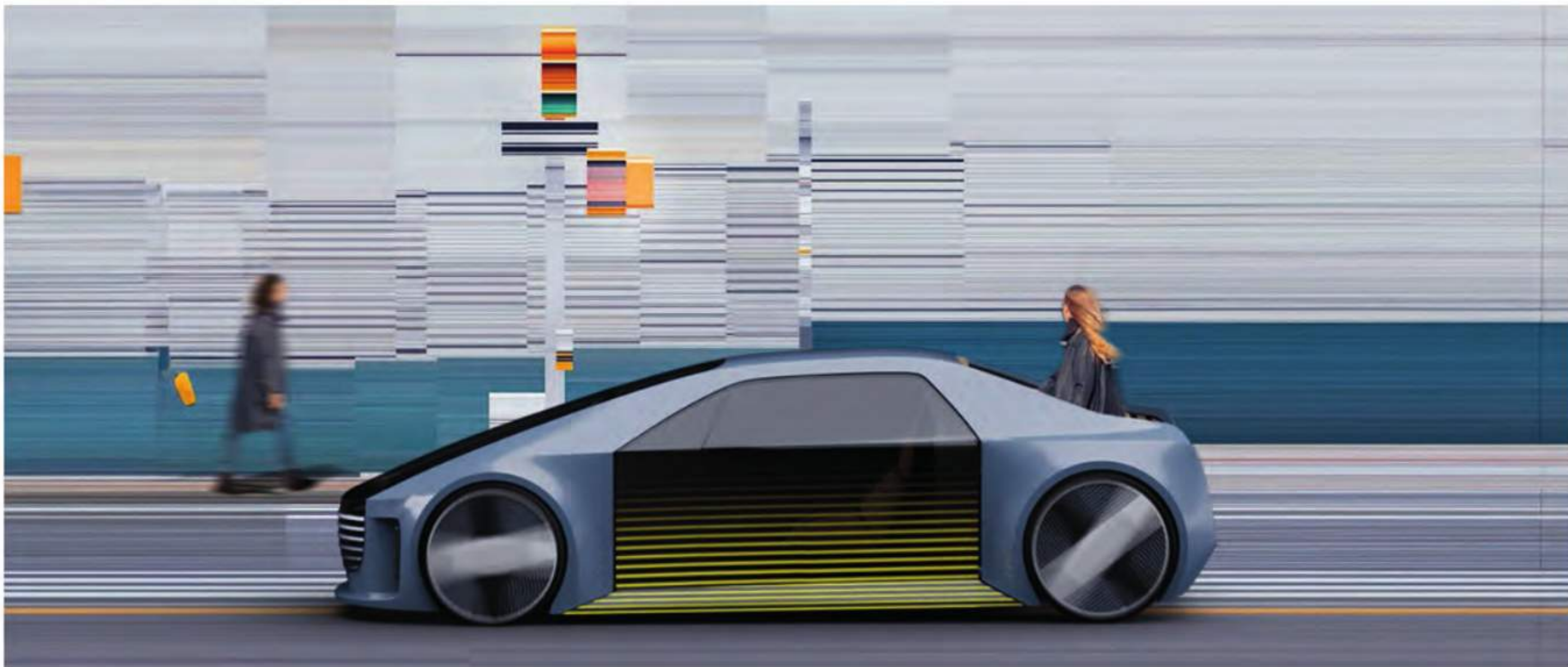
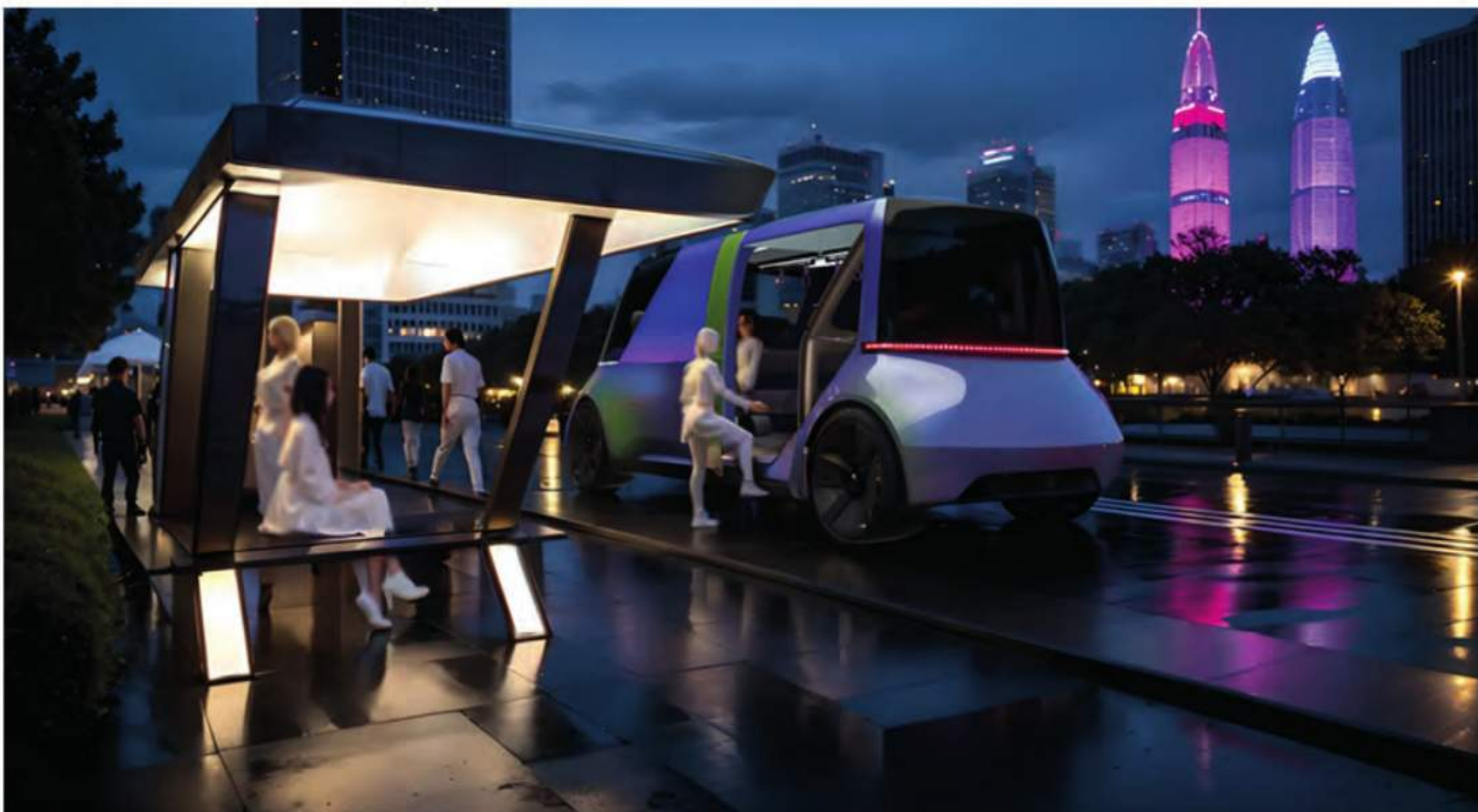


PHOTO CREDIT FROM JONAH RUPPRECHT, MELIKE ÜZÜMCÜGİL TILL GALIMBIS, ANNE SCHÜTZ, MOON HYEONWOO, JACOB HASS, MORITZ FROWERK



PHOTO CREDIT FROM JACOB HASS

SCENEBASED MOBILITY

A Future Without Stillstand

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Zero-Parking City

What happens when a city stops standing still? When the endless rows of parked cars vanish, and space once surrendered to asphalt and metal is given back to people, trees, and light? The Zero-Parking City dares to imagine exactly that – and in doing so, it redefines what a vehicle can be.

In this future, mobility is never idle. Vehicles do not line the streets, waiting to be used. Instead, they remain in constant flow – picking up passengers on the move, gliding seamlessly through the city. “It was as if the city finally started breathing again,” one student wrote, describing how former parking lots became gardens, markets, and cafés, places of encounter rather than storage.

The vehicles of this city are not possessions but shared extensions of public life. Their interiors are open, light-filled, designed for movement and transition rather than status. Boarding happens while in motion: seats slide outward, steps extend, or capsules descend – mobility becomes choreography. The experience is not about interruption but about continuity. One concept captured this perfectly: “I was collected as if by a ski lift that never stops.”

But these vehicles are not only about efficiency. They are also about atmosphere, emotion, and belonging. Some are imagined as quiet refuges for those who feel overwhelmed by crowded transport, “a silent room in the city – only in motion.” Others are described as sidewalks on wheels,



PHOTO CREDIT FROM MELIKE ÜZÜMCÜGİL



PHOTO CREDIT FROM JONAH RUPPRECHT



PHOTO CREDIT FROM JACOB HASS AND TILL GALIMBIS



SCENEBASED MOBILITY

A Future Without Stillstand

blurring the boundary between walking and riding. What unites them all is the sense that movement itself becomes part of urban culture – not a gap between places, but a lived moment of the city.

The absence of parking reshapes everything. Streets no longer exist to store cars but to host life: play, greenery, conversations, spontaneous encounters. Vehicles adjust to this new role. Their presence is modest yet visionary – monolithic forms that glide, hovering systems that lift passengers above the flow, or modular capsules docking with bridges and plazas. Each design points toward the same possibility: mobility not as disruption, but as rhythm.

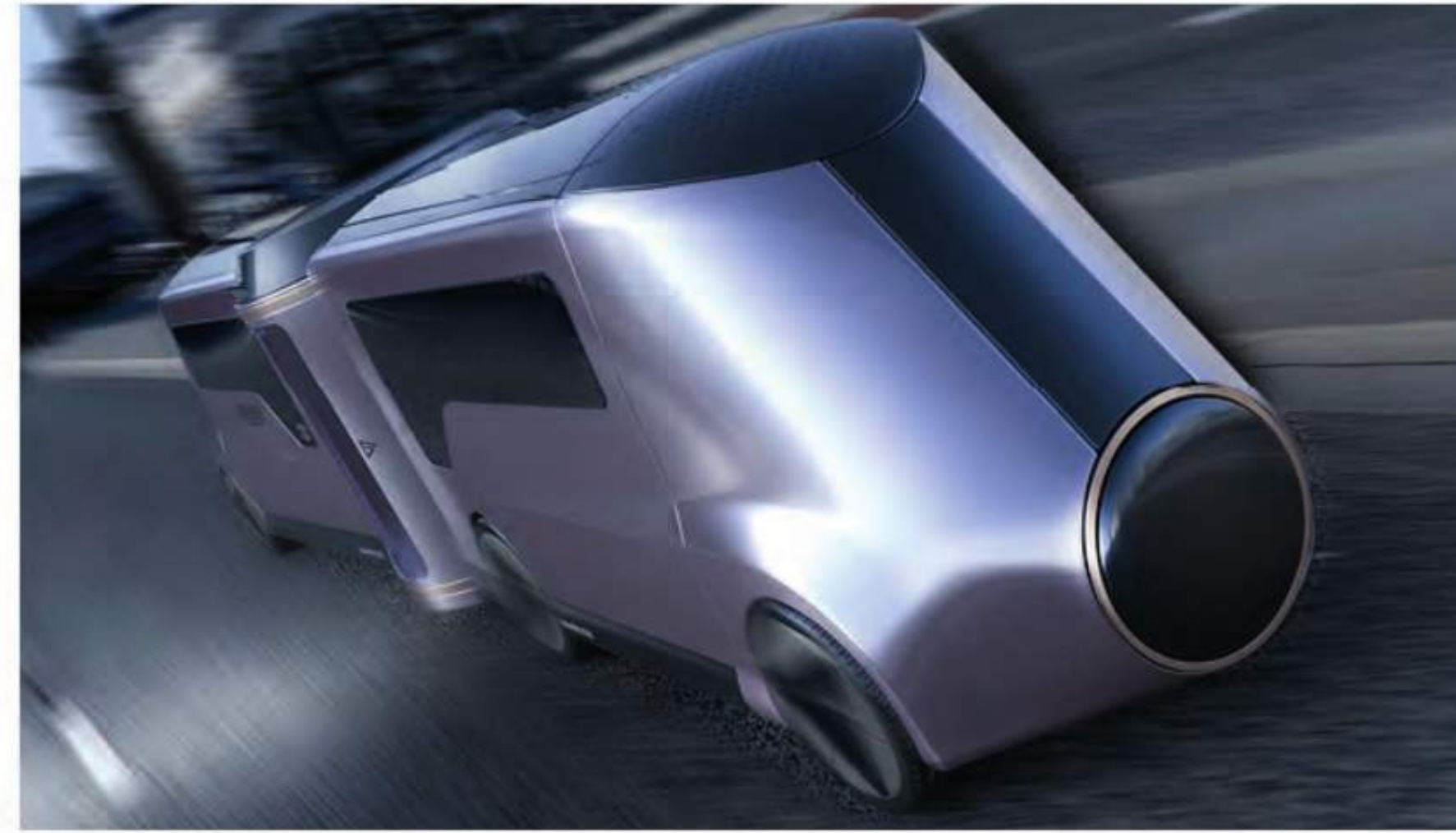


PHOTO CREDIT FROM MOON HYEONWOO



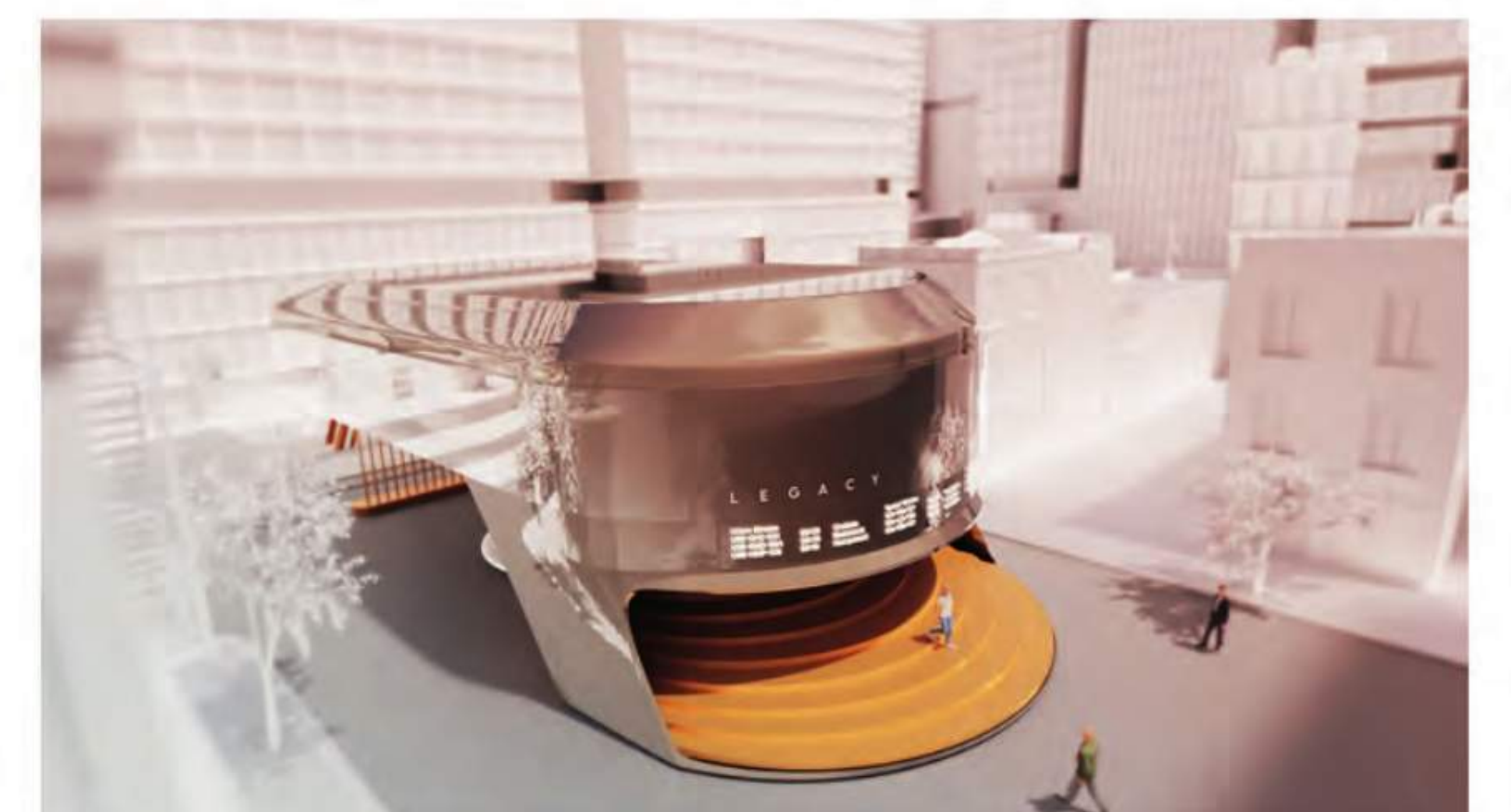
This vision of the Zero-Parking City is not naive. The students wrestled with real challenges – safety during boarding, inclusivity for all users, the politics of reallocating urban space. Yet even in their critiques, the core idea remained powerful: by eliminating parking, cities gain not just cleaner air or freed-up land, but an entirely new relationship between people and movement.

The lesson is simple yet radical: mobility can be fluid, shared, and human-centered. The Zero-Parking City does not just remove cars from curbsides; it restores the city to its citizens. Or, as one voice put it with clarity: “The city is no longer for cars, but for humans.”



PHOTO CREDIT FROM JACOB HASS

PHOTO CREDIT FROM MORITZ FROWERK



OUR STUDENTS
THE DELTA SEMESTER
2ND SEMESTER | MDD 2025

The second semester in the Design & Mobility program is a crucial stage where students deepen their fundamental design skills and begin to develop a more individual working approach. Building on the foundations of the first semester, this phase emphasizes structured project work, the exploration of design methods, and the integration of digital and analog tools.

Students are introduced to time-limited assignments that strengthen their ability to work under realistic conditions. The focus lies not only on aesthetic quality, but also on aspects such as functionality, usability, and context awareness in mobility-related design tasks. Teamwork, presentation skills, and an openness to interdisciplinary perspectives become increasingly important.

At the same time, students gain first experiences with emerging digital tools, from advanced visualization techniques to initial applications of AI in the creative process. This balanced combination of traditional design practice and forward-looking technologies provides the groundwork for later specialization and more complex projects.

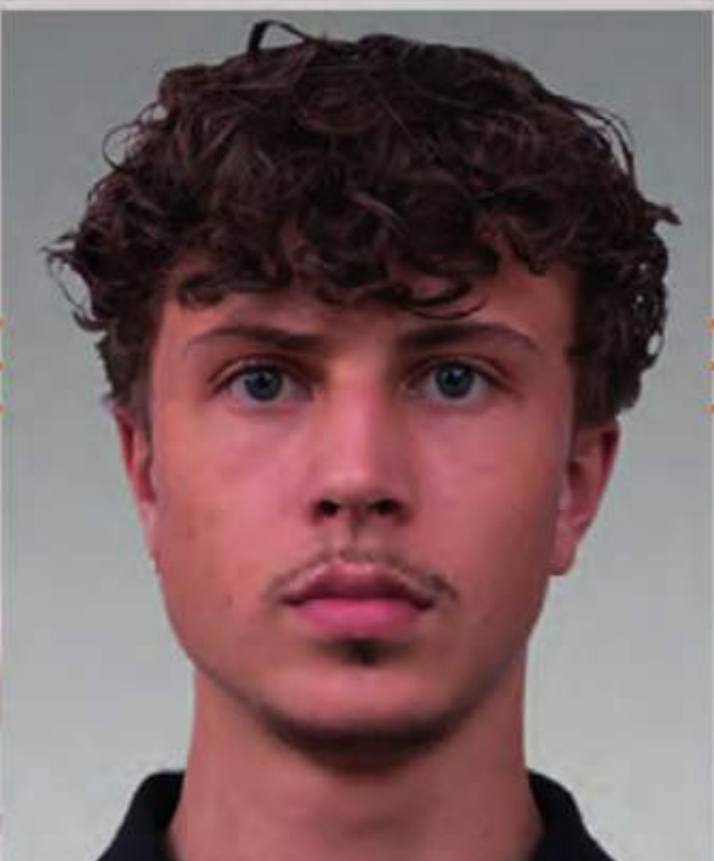
PHOTO CREDIT FROM CHRISTIAN KRECSIR



KONSTANTIN WEHR



VIJONA GASHI



ERIK BÄR



CHIARA MARTIN



NADINE BAUER



MARYAM PAZOUKI



NICO WEIGEL



JAN RAUCH



JAKOB AHLGRIMM



KIRILL WOLF



NINA LAUTERBACH



METECAN DURAK



RAISSA KEMPFER



AHMET PEKIN

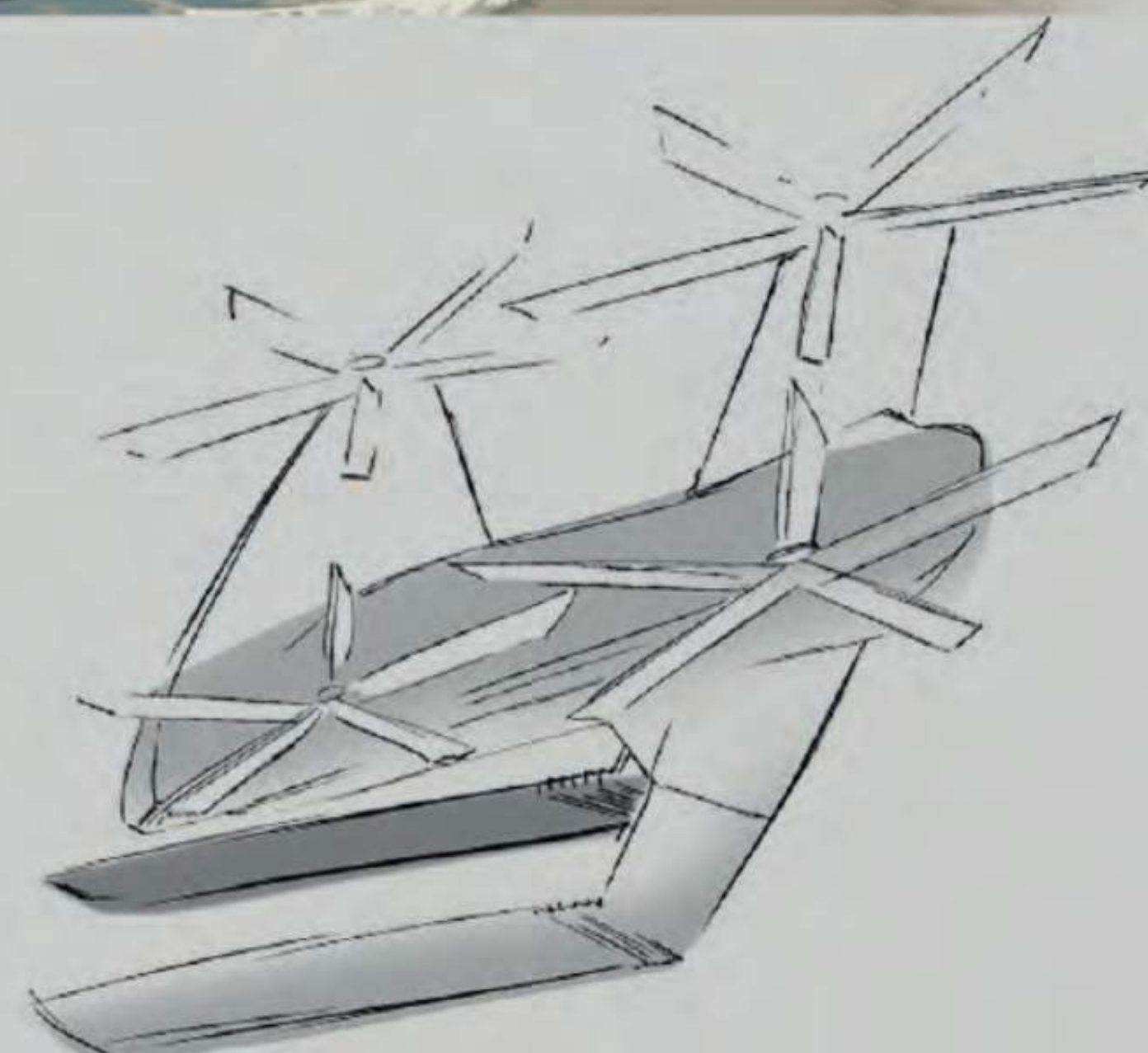
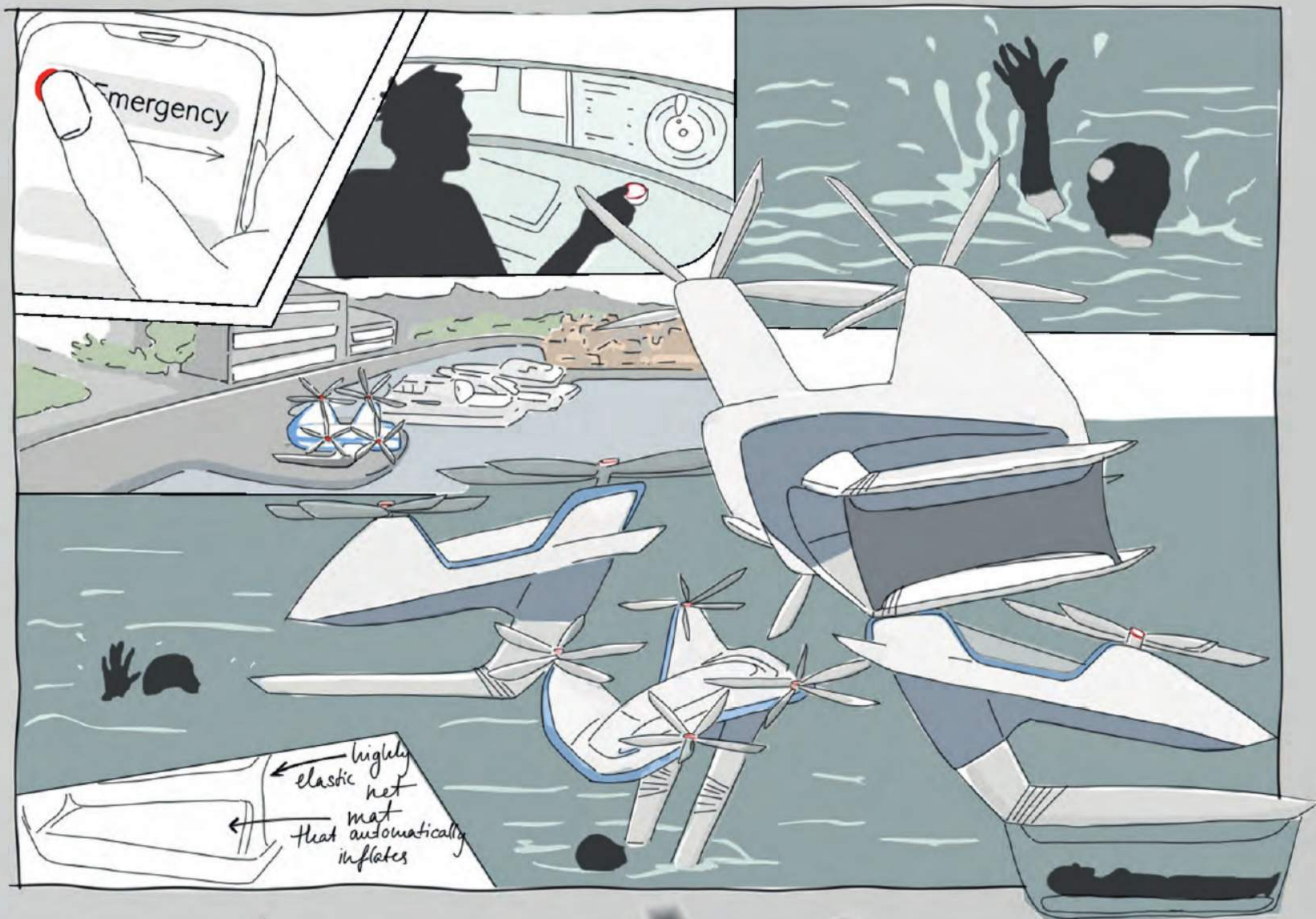


CHARLOTTE FRITZ



LAVINIA KOLOFIK

KISKIS



A SAR-DRONE CONCEPT,
DESIGNED TO DISCOVER THE
LIMITATIONS OF ROBOTICS AND
ENGINEERING IN THE FIELDS OF FIRST
AERIAL RESCUE AND SEA RESCUE.
THIS CONCEPT VEHICLE DELIVERS RAPID
RESCUE TO DROWNING PEOPLE,
RECOVERING THEM AND STABILIZING
THEM ABOVE SEA LEVEL, BEFORE SEA
RESCUE CAN ARRIVE.

HovR



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ARAC
AUTONOMOUS RESCUE & ADAPTIVE CAPSULE



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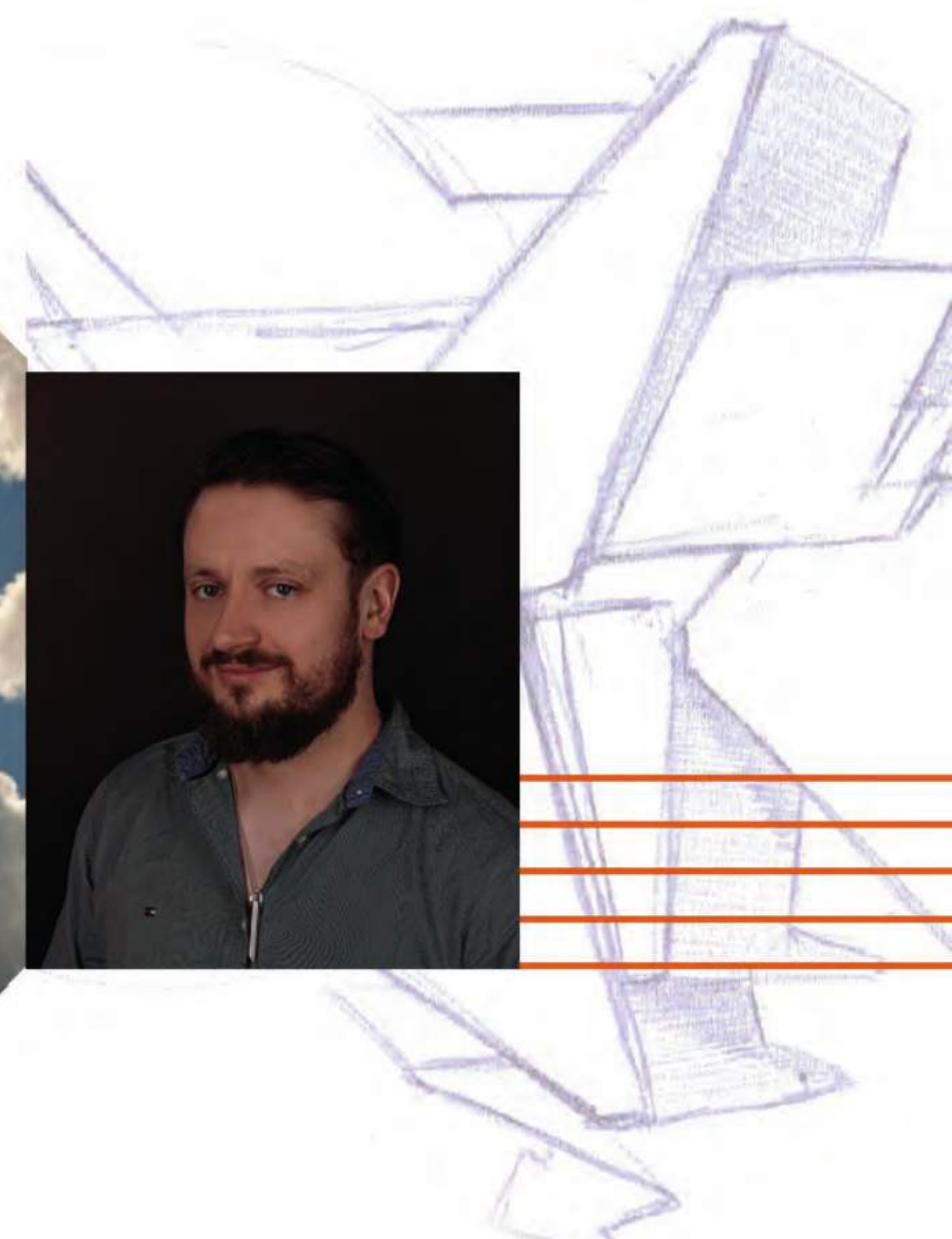


scooter with interactive fun technology

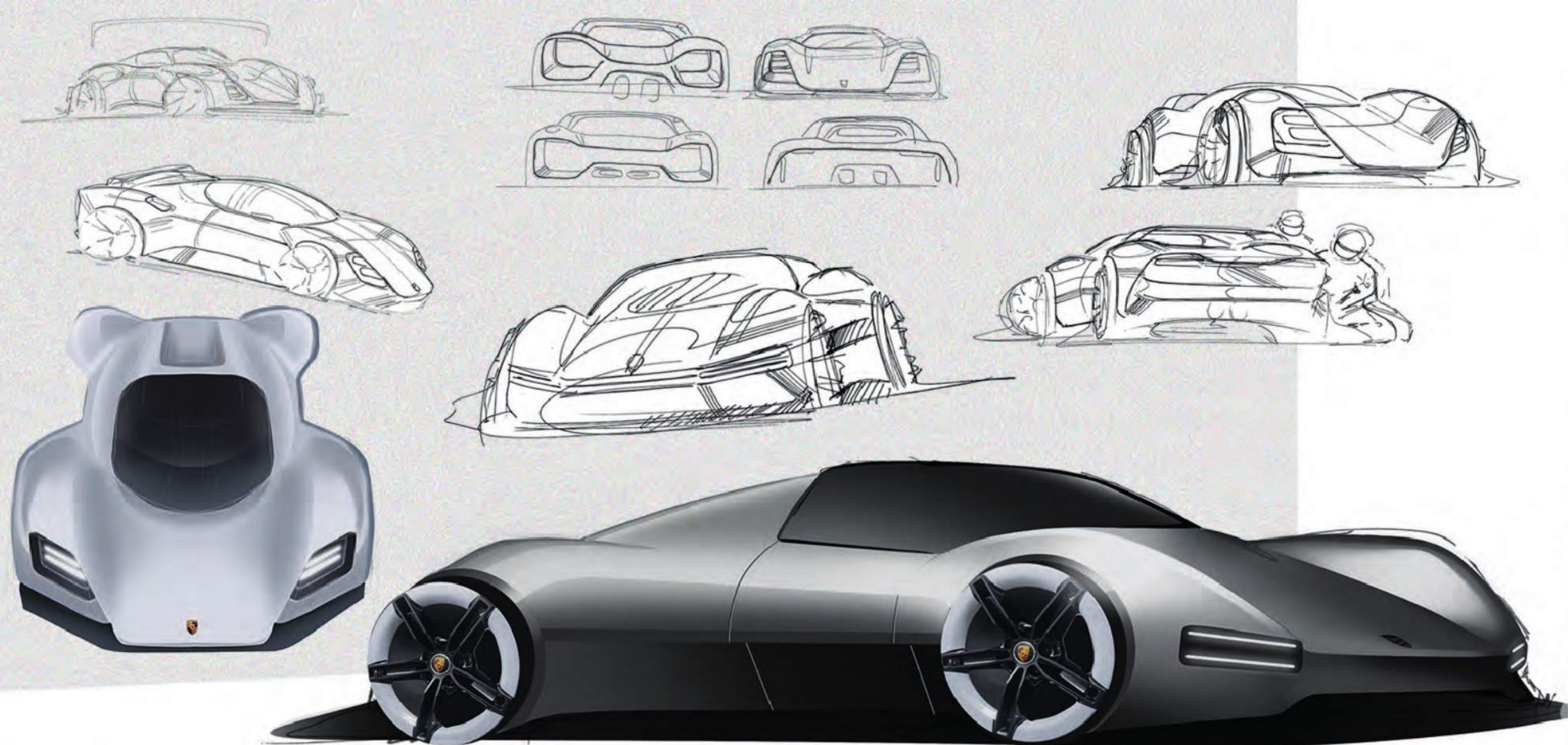
SWIFT



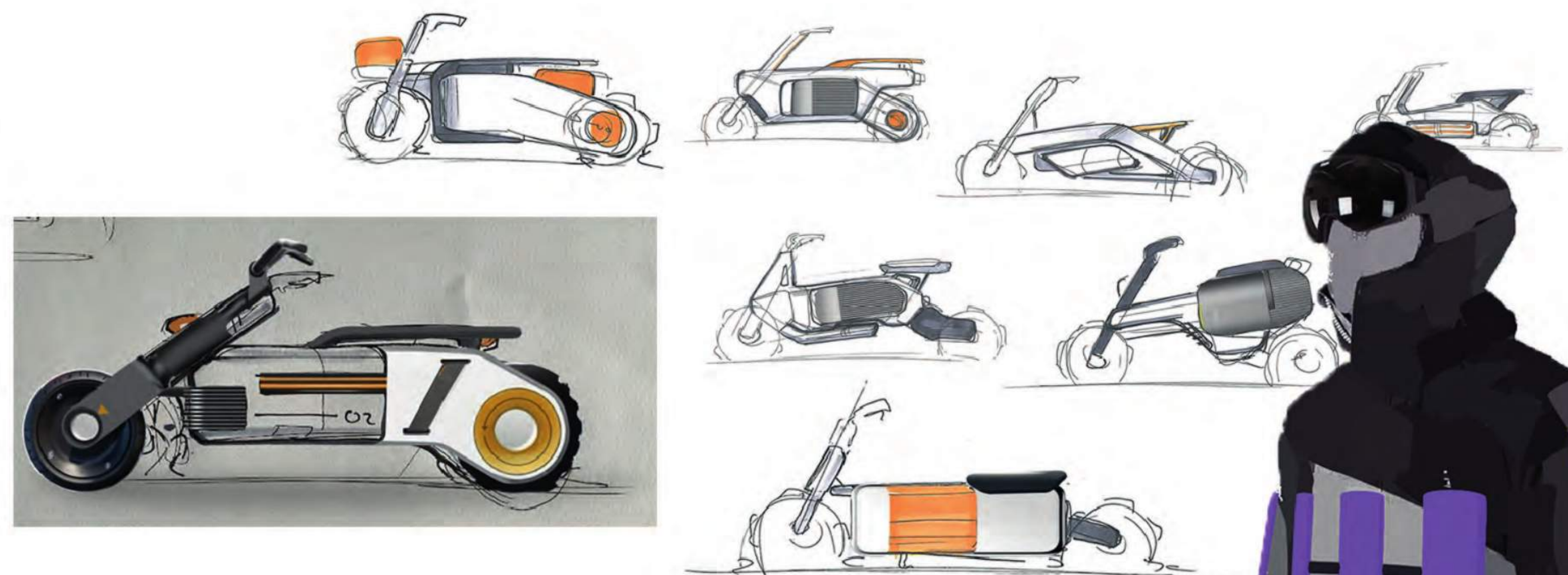
Nintendo



PORSCHE 910 Reborn Legend

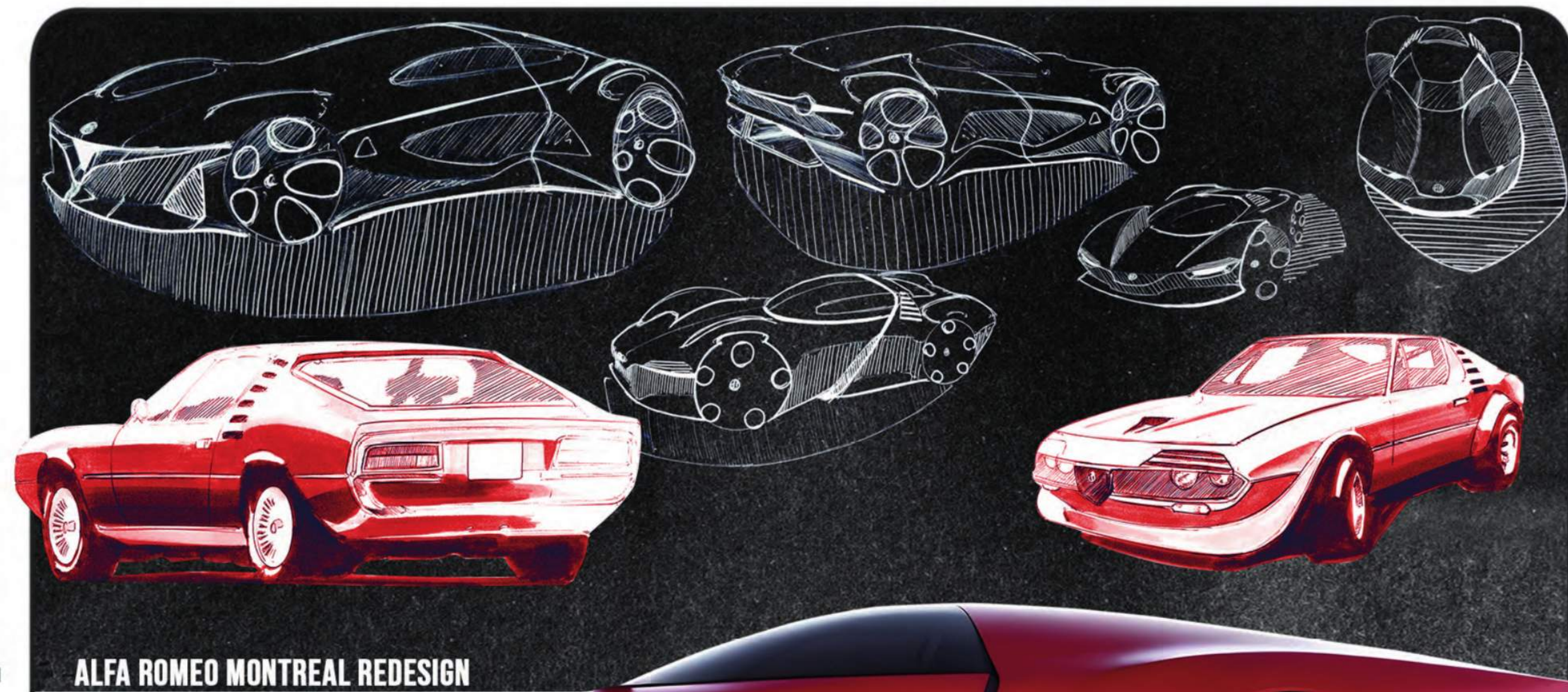


TWO WHEELS Motoroller

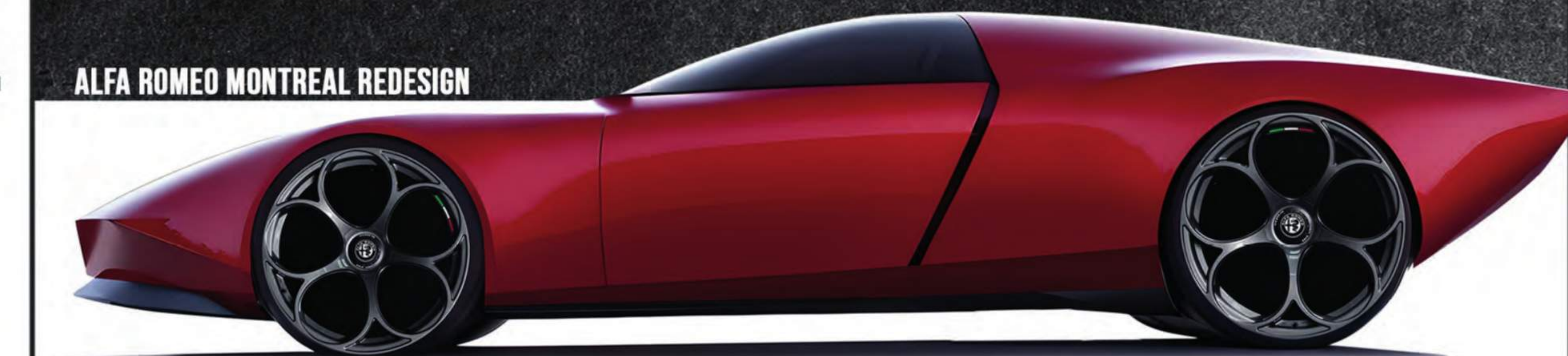


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ALFA ROMEO MONTREAL REDESIGN



KISKA MANMACHINE

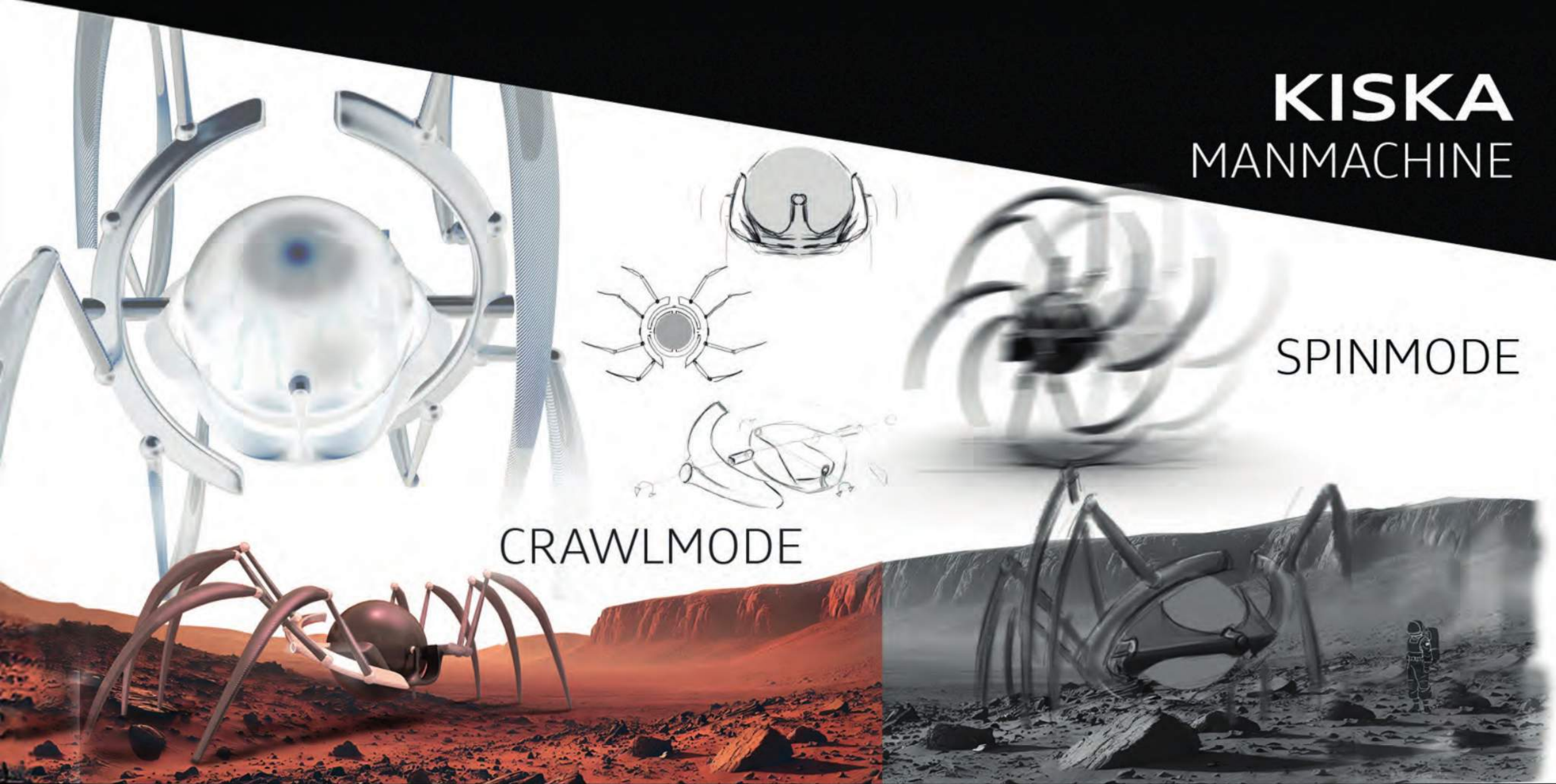


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KISKA MANMACHINE



CRAWLMODE

SPINMODE

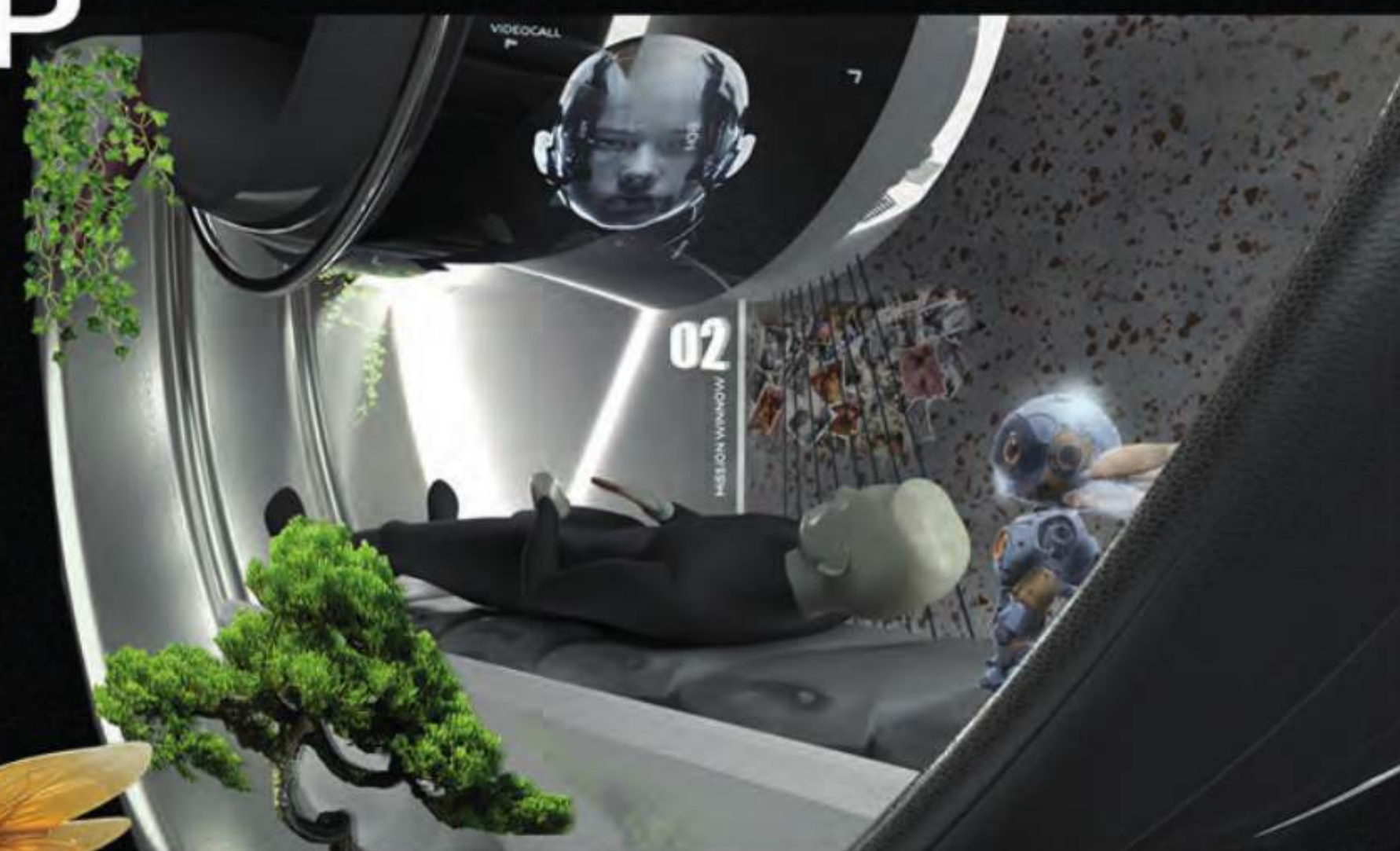
SPACESHIP ODYSSEY

Mini Greenhouse
access to nature and
positive energy

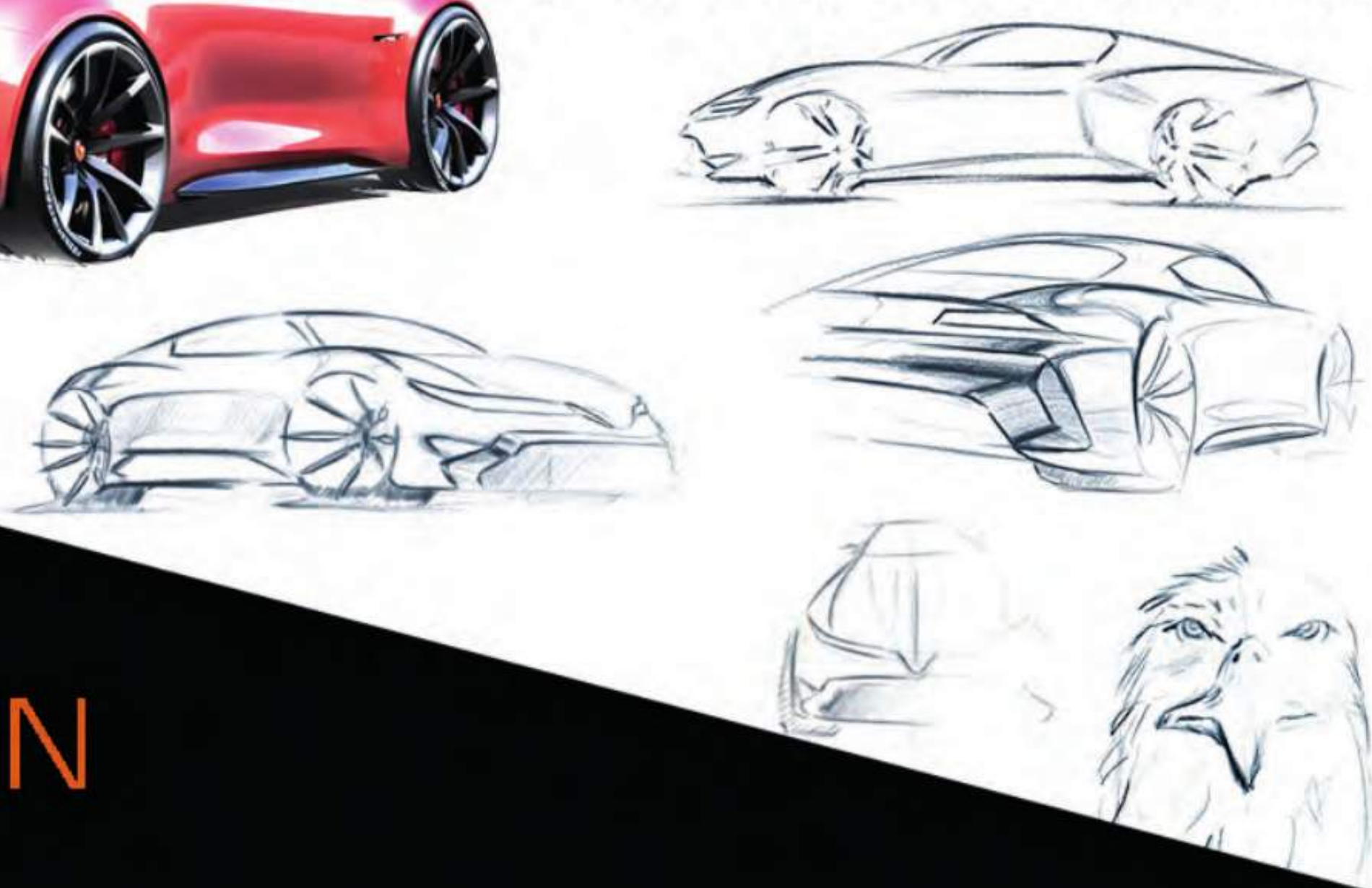
Infinity Display
display goes through the entire
cabin

Memory Wall
attach memories and
pictures to the wall

Robot ody
responsible for
maintenance and
maintaining a positive
atmosphere in the
spaceship

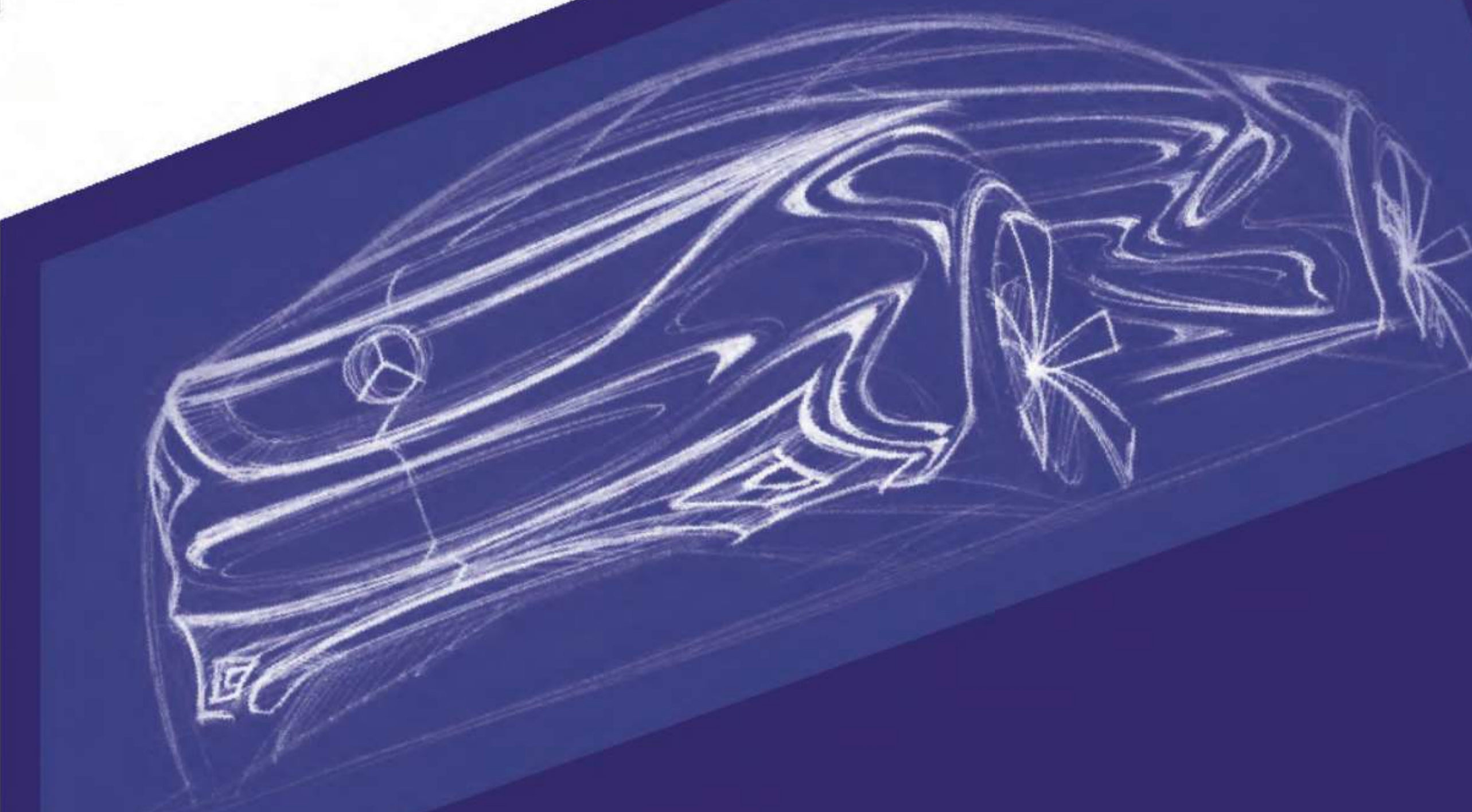
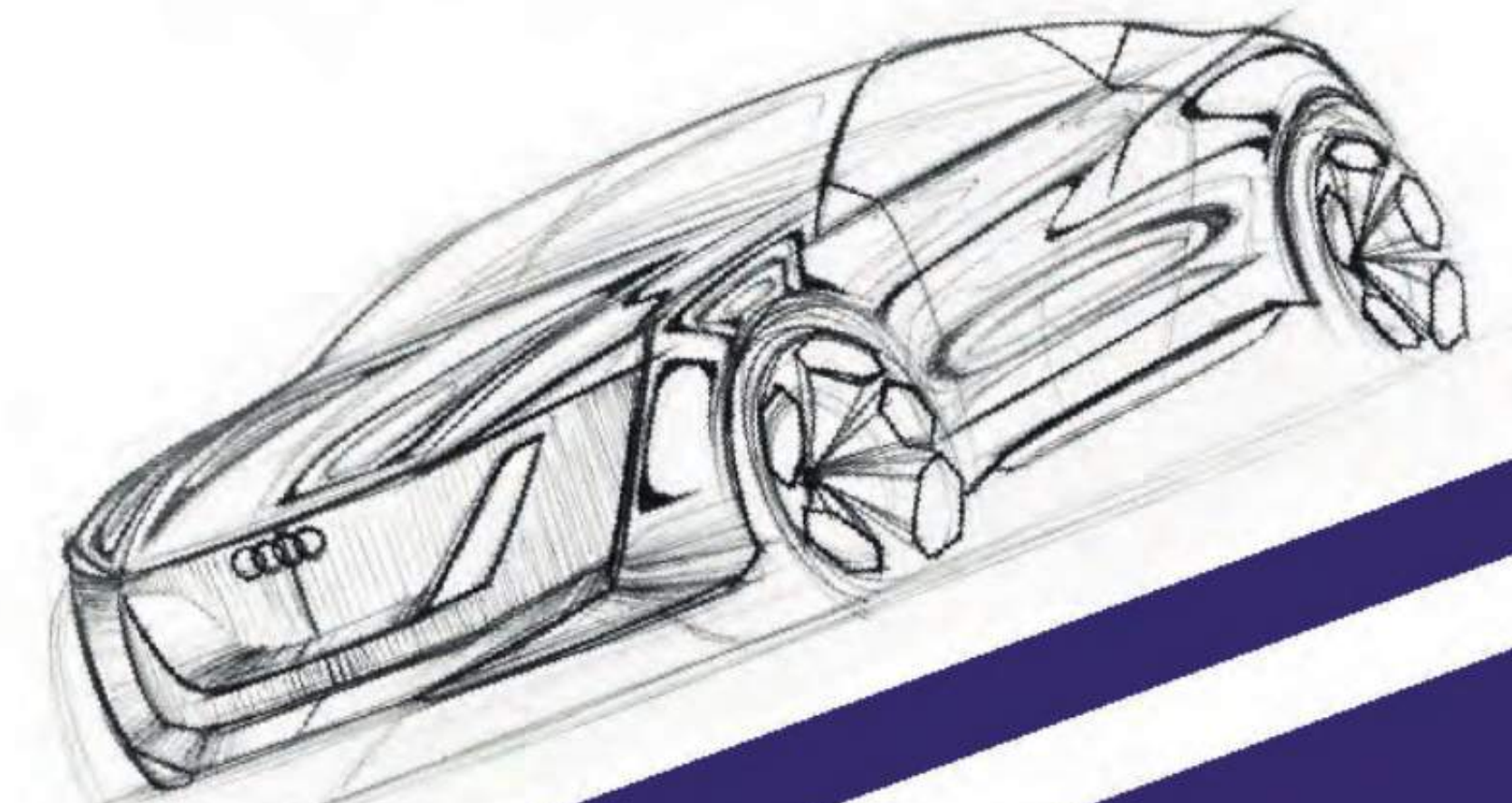
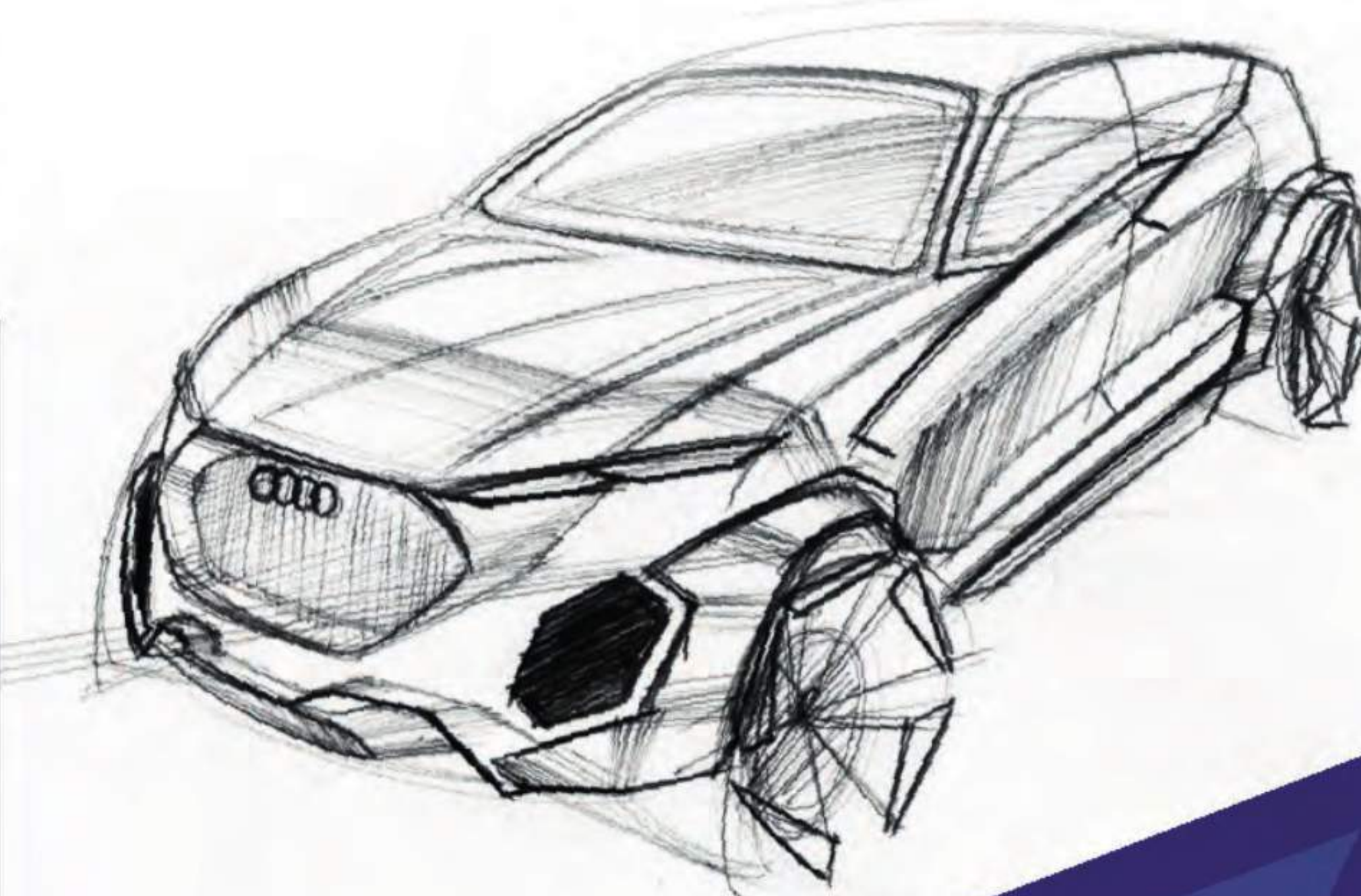
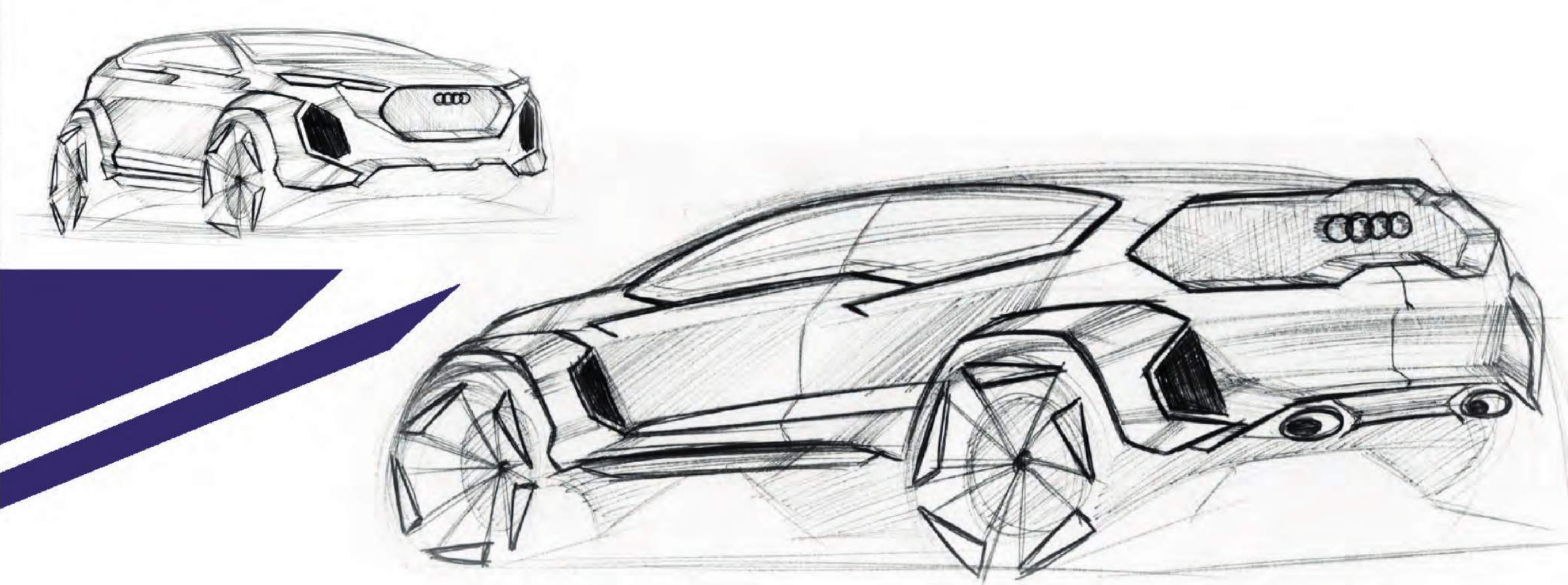


REDESIGN PONTIAC FIREBIRD



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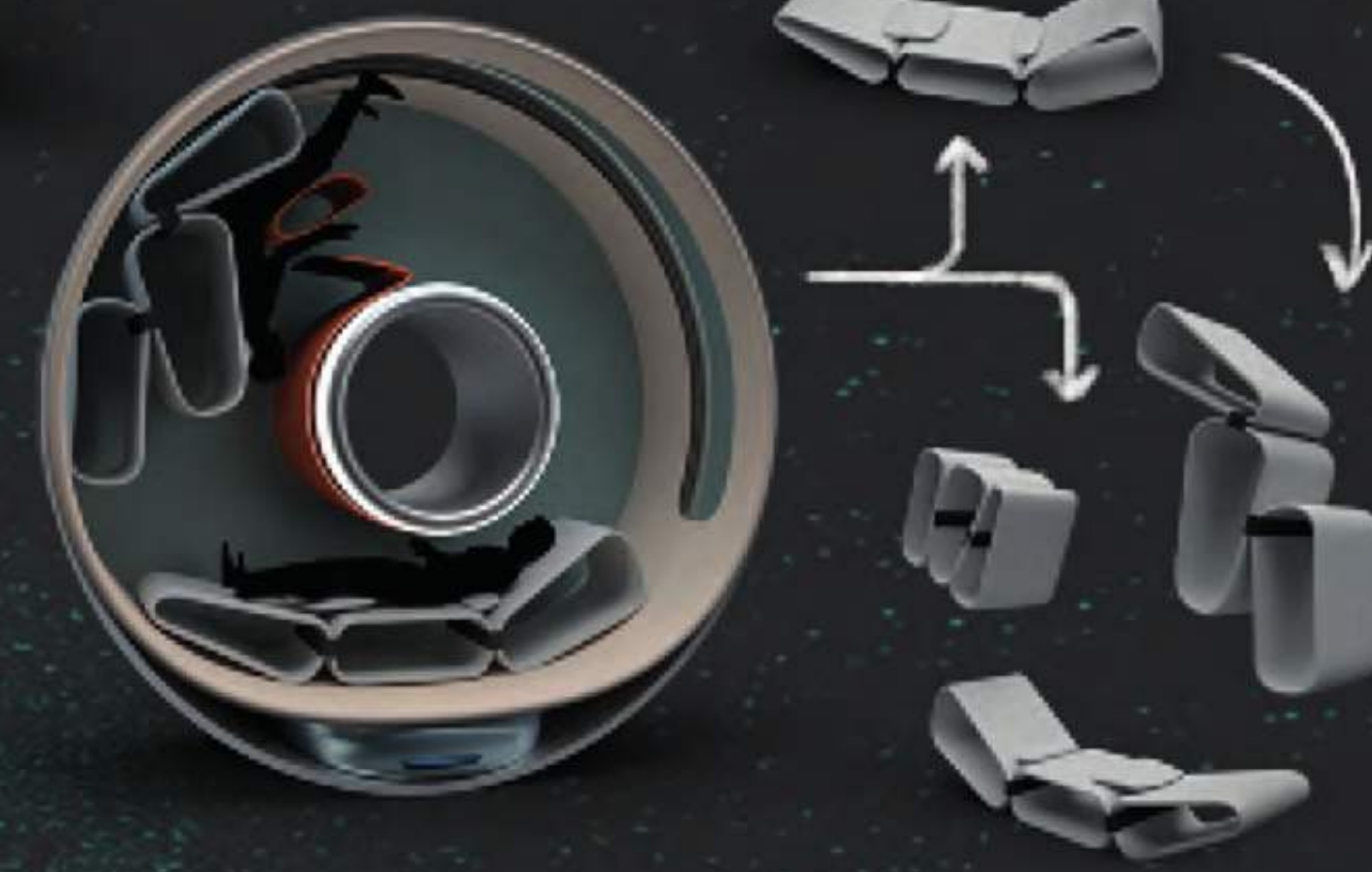


**AHMET
PEKIN**

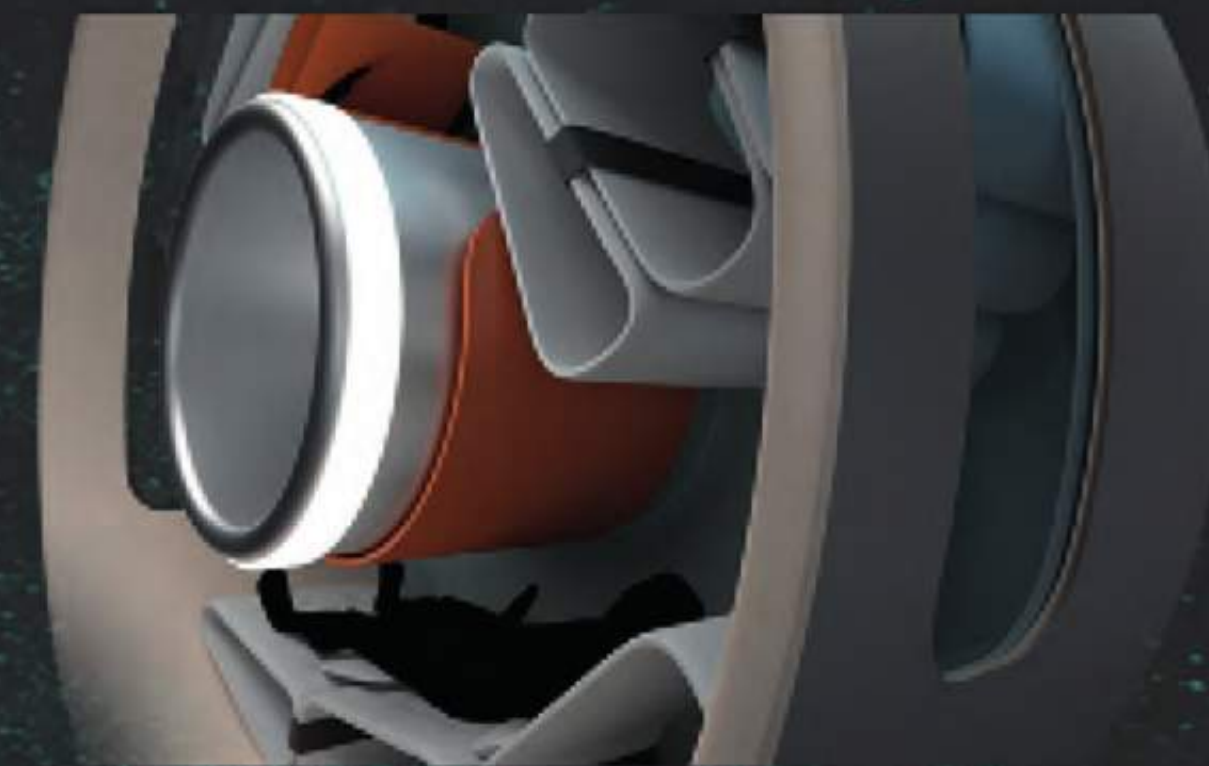
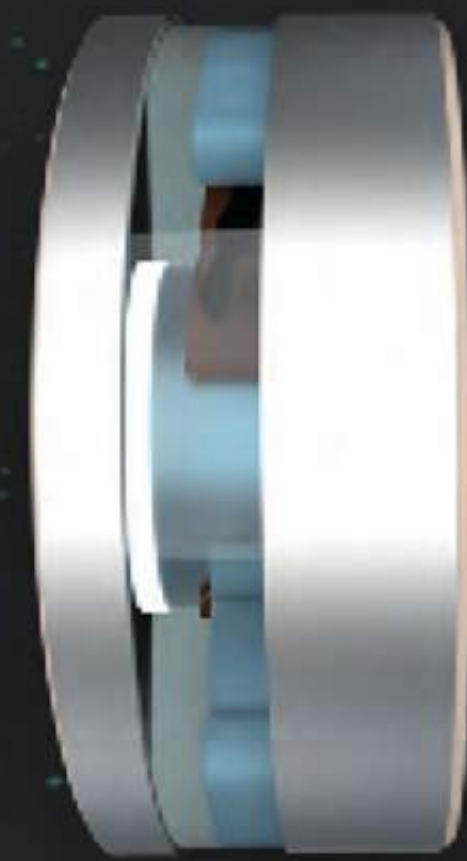
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Odyssey 1200 – Astronaut Cabin Design



Das modulare Kabinenkonzept ist auf maximale Flächeneffizienz ausgelegt. Drei funktionale Elemente lassen sich nebeneinander anordnen und je nach Bedarf als Stuhl, Bett oder Stauraum verwenden. Die Module verfügen über integrierte Staufächer für wichtige Ausrüstungsgegenstände wie Wasserbeutel. Ein verstellbares, magnetisches Haltesystem im Inneren sorgt dafür, dass Gegenstände sicher fixiert bleiben und nicht verrutschen.



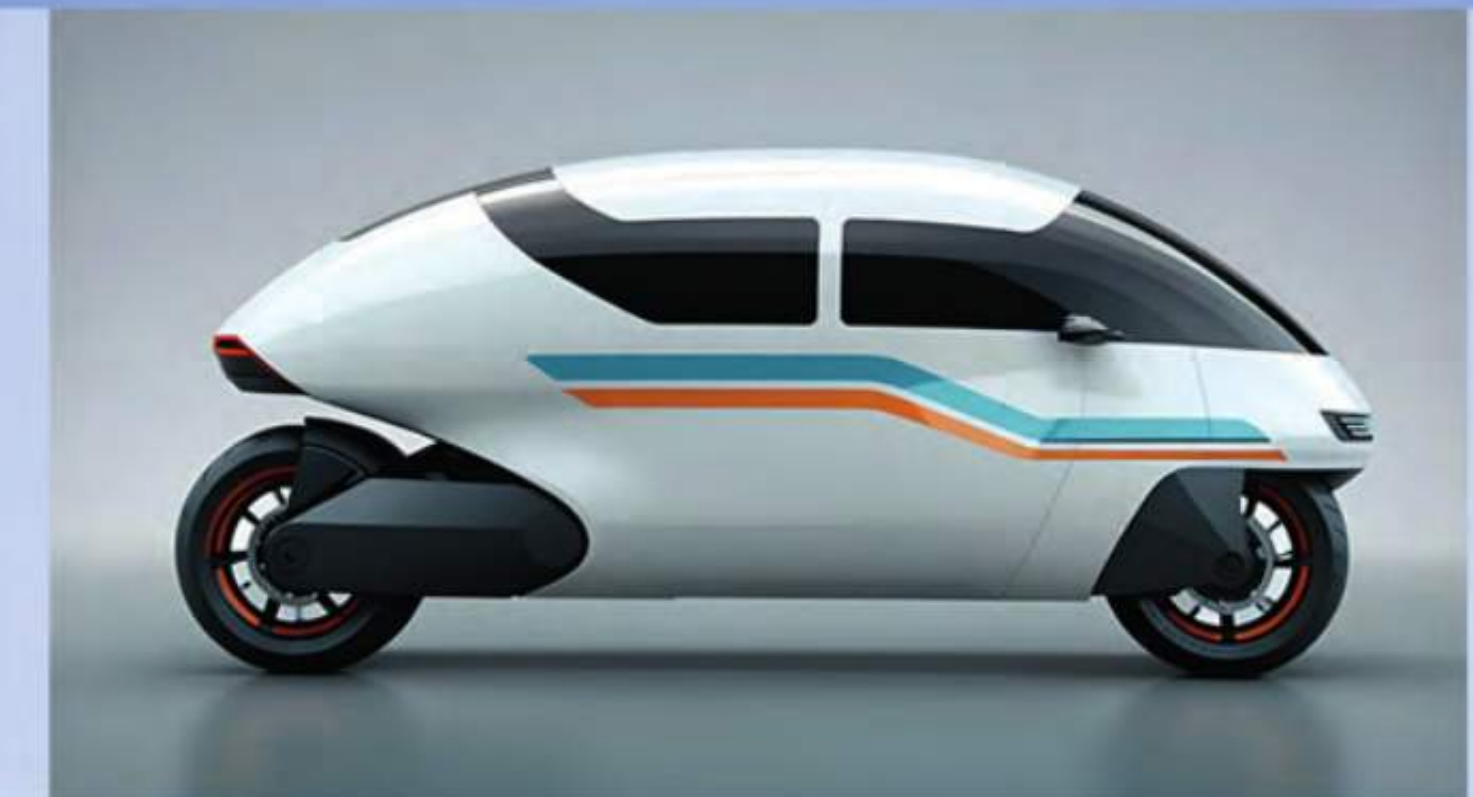
**MARYM
PAZOUKI**

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rapidracer

short project

This cabin motorcycle is an exercise of combination. The concept of the Peraves Monoracer is reimagined with design clues stemming from the Transrapid SMT.



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OUR STUDENTS

THE GAMMA SEMESTER

4TH SEMESTER | MDD 2025

The third and fourth semesters in the Design & Mobility program represent a decisive stage in the study path. After laying the groundwork in the Basics Area, students now face more complex projects that demand not only design skills but also strategic thinking and resilience.

In the third semester, compact and varied projects dominate. Students learn to work under time pressure, explore different design methods, and begin to integrate emerging technologies into their processes. These short but demanding assignments sharpen the ability to make decisions quickly, collaborate across disciplines, and translate visionary ideas into tangible outcomes. Highlights included the forward-looking Canyon Hyperbike 2050 project, developed in cooperation with Canyon Bicycles, which explored new forms of two-wheeled mobility.

The fourth semester shifts the focus toward larger and more comprehensive projects, often realized in cooperation with industry partners. Here, students are challenged to balance creativity with real-world requirements such as usability, sustainability, and technological feasibility. One example is the Munich Pickup, a visionary design study addressing urban space and new models of shared mobility. At the same time, students prepare for their industrial internship, where they will apply and further develop what they have learned in a professional environment.



KASRA NOBARI



JAN PETROSSOW



PATRICK REICHEL



DOMINIKA ZAJACKOWSKA



THEO NIESS



HAKTAN KANPOLAT



NICK HAUPT

M U N I C H P I C K - U P



This vehicle was developed as part of a semester project with the goal of designing a concept tailored specifically for the urban character of Munich. The design draws strong inspiration from architectural movements such as Brutalism and Deconstruction, both known for their bold, unapologetic forms and expressive structural language. These influences are translated into the vehicle's design through raw surfaces, sharp transitions, and fragmented, layered volumes.

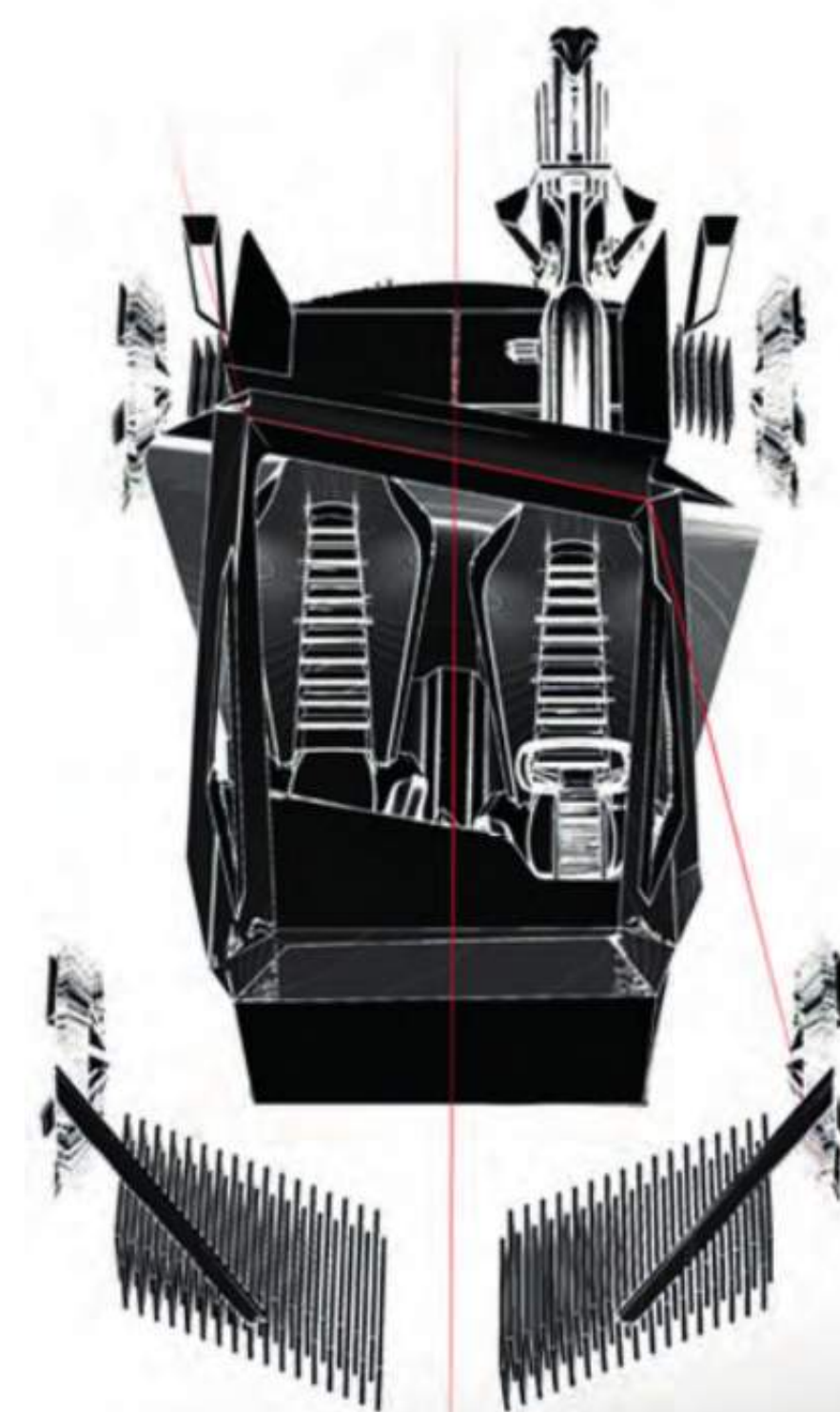
A key feature of this concept is its asymmetry — an intentional design choice that breaks away from traditional automotive balance to create a more dynamic and expressive identity. The car is envisioned not just as a means of transportation, but as a mobile architectural object — a sculptural presence moving through the city.

The result is a statement piece that explores the intersection of architecture, design philosophy, and future urban mobility, aiming to spark emotional and intellectual engagement with its environment.



**KASRA
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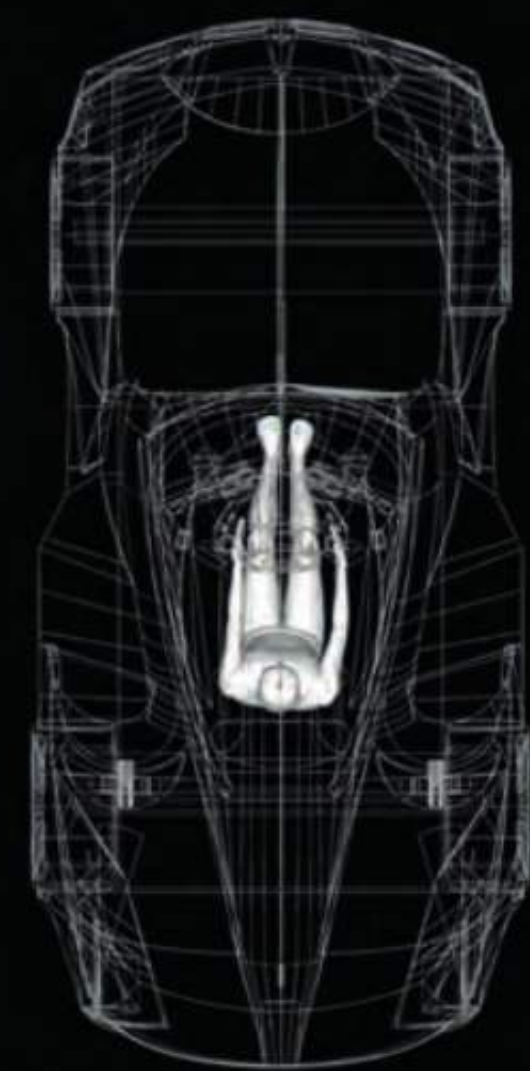
Perfection was never part of the plan — but thrill was.

INTERIOR

BMW wir fahren nicht wir beamen ...

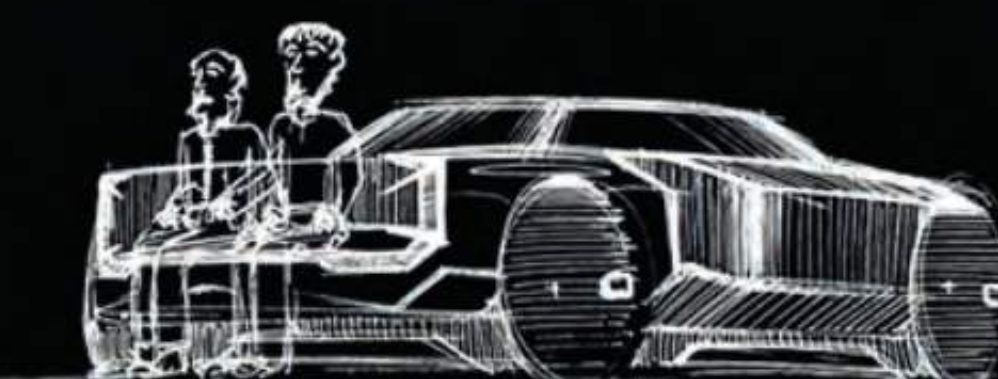
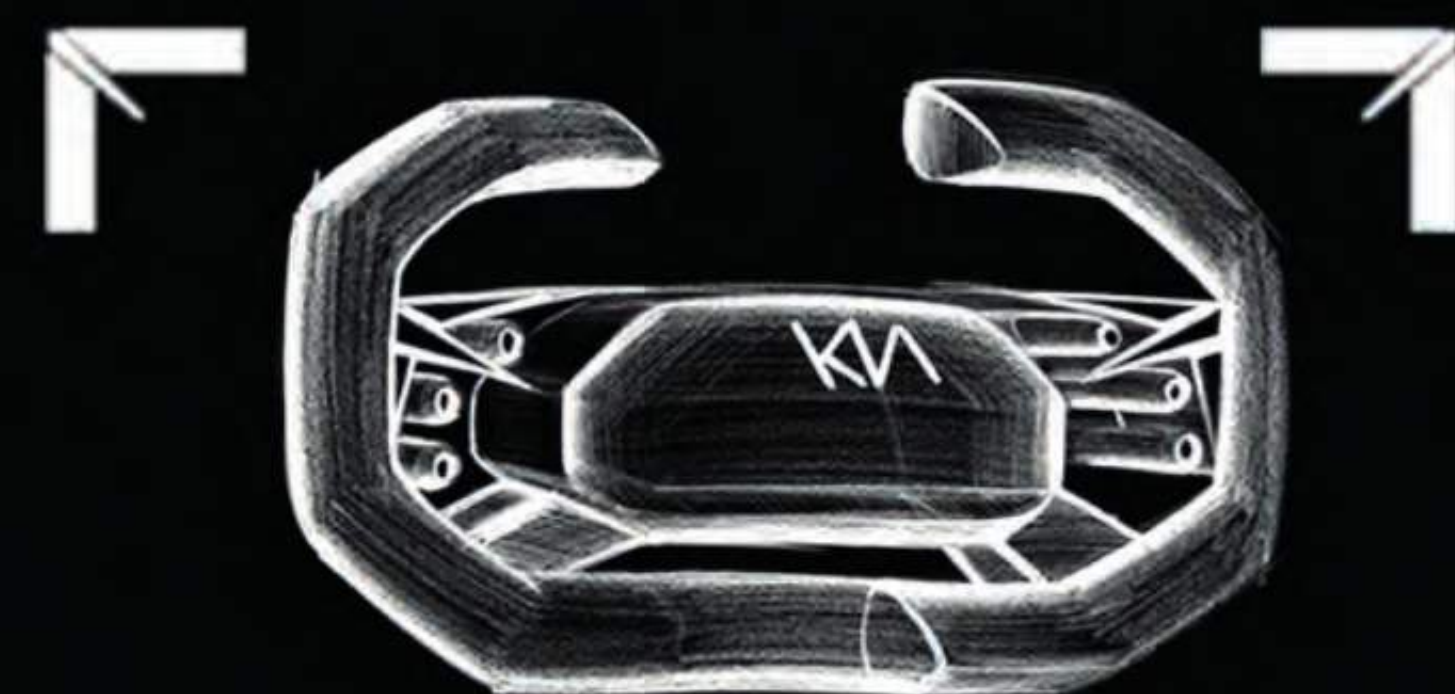
LOAR

BMW Bayrische Klasse

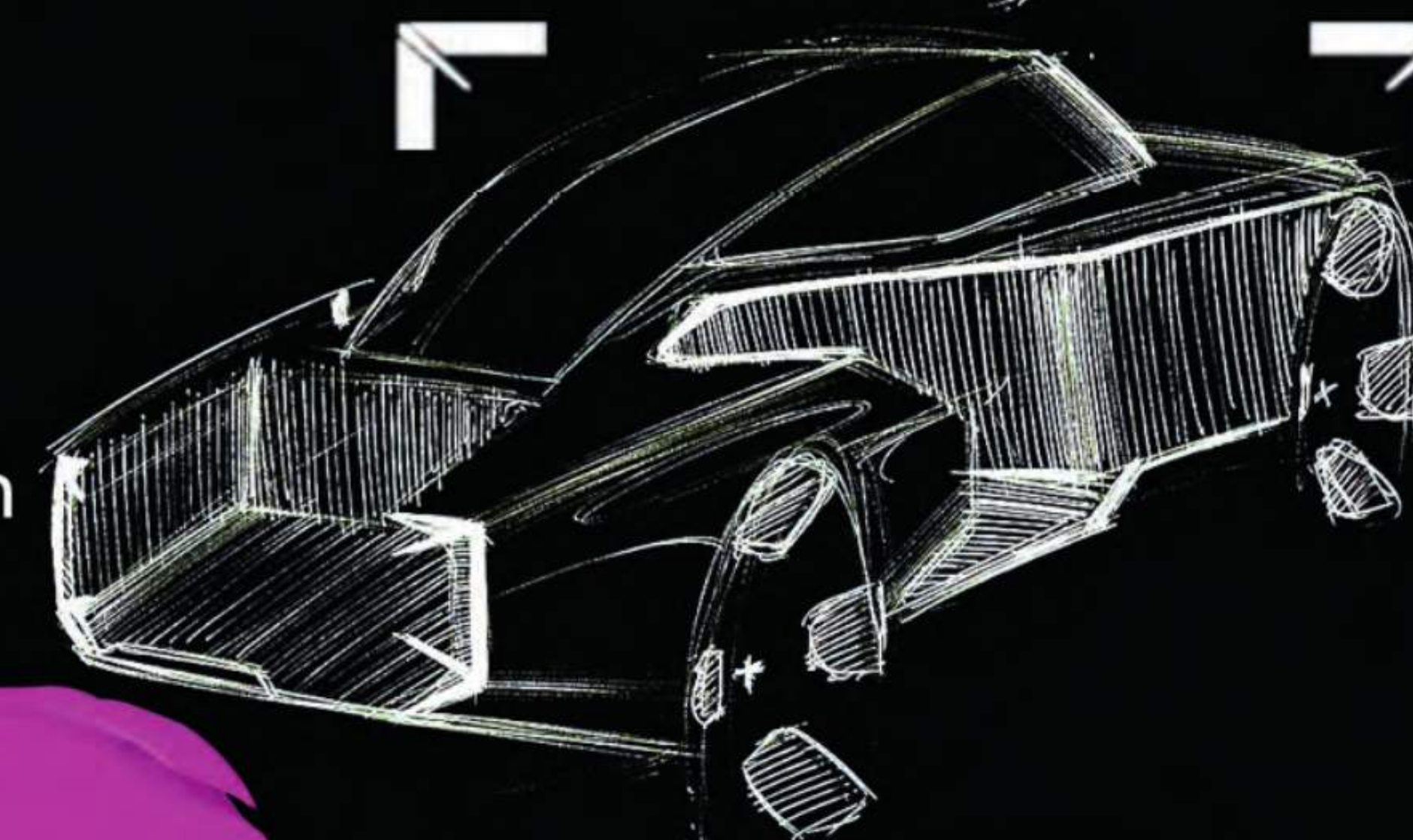
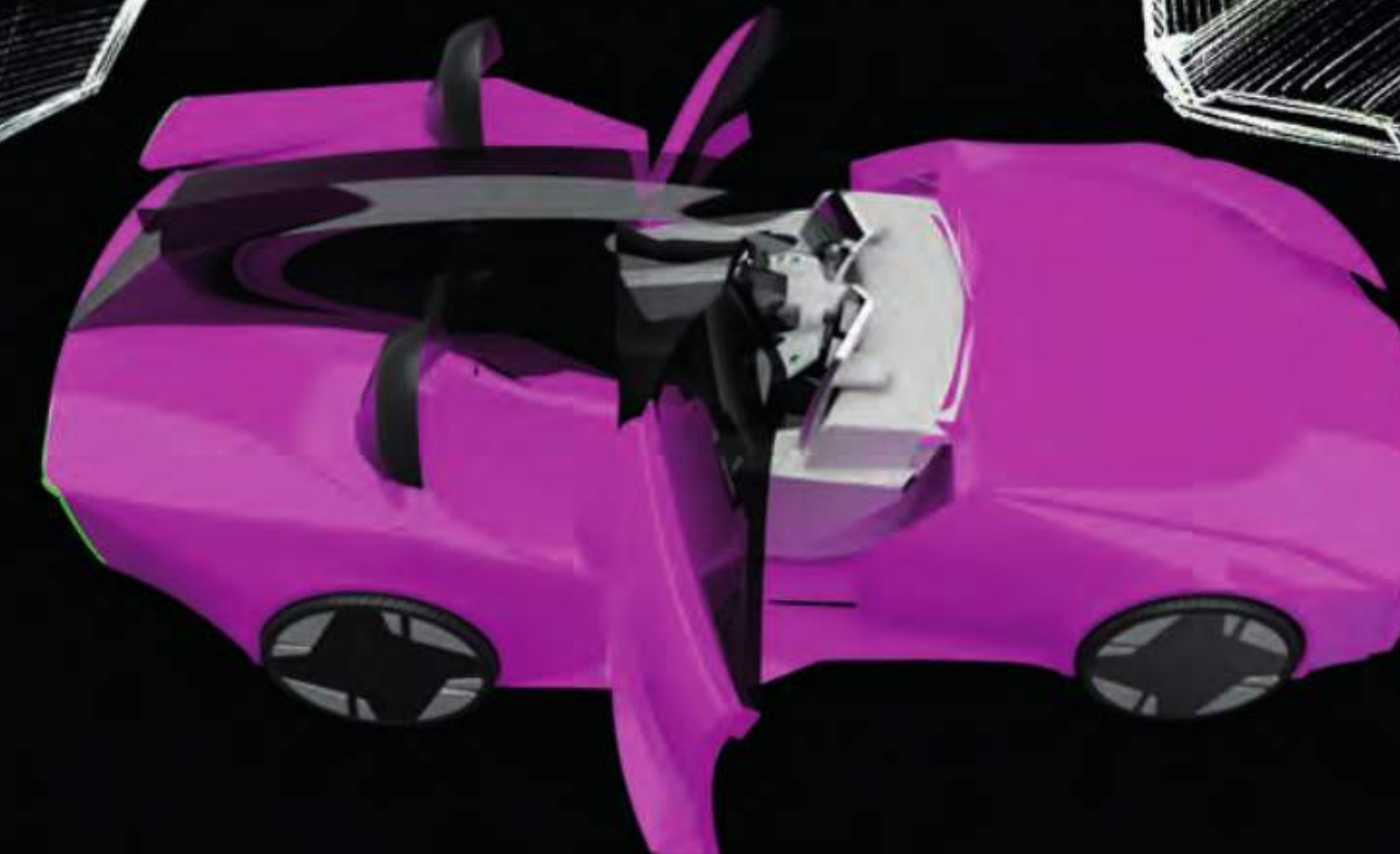
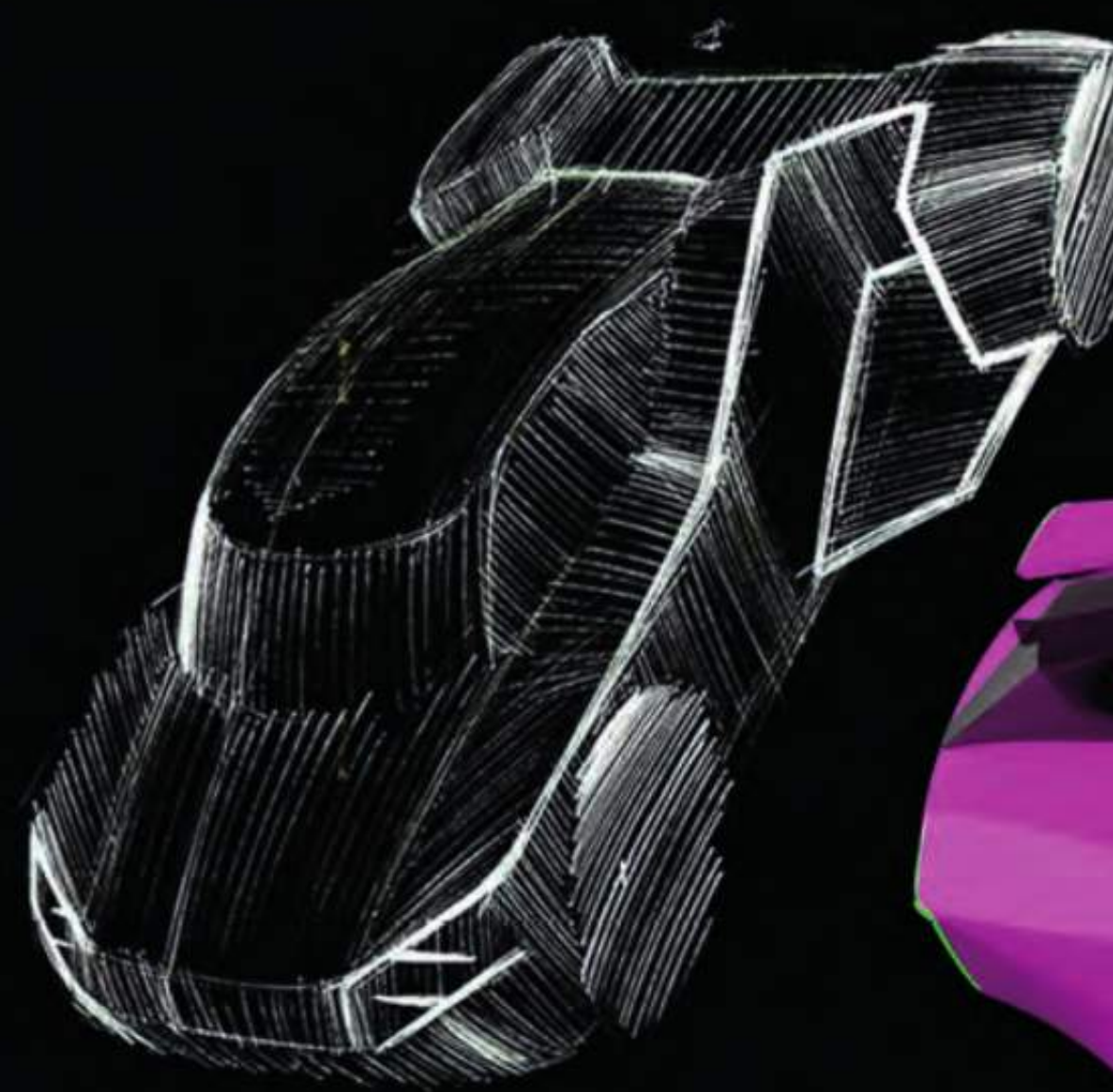


Display 1

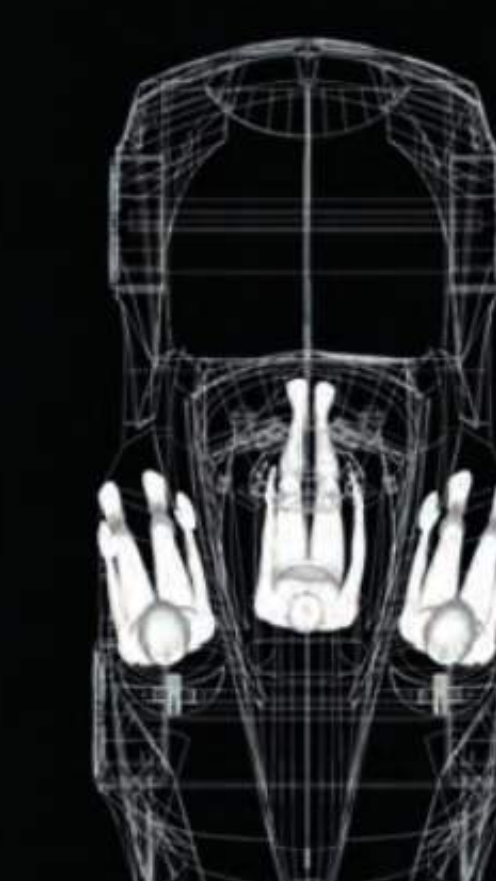
Display 2



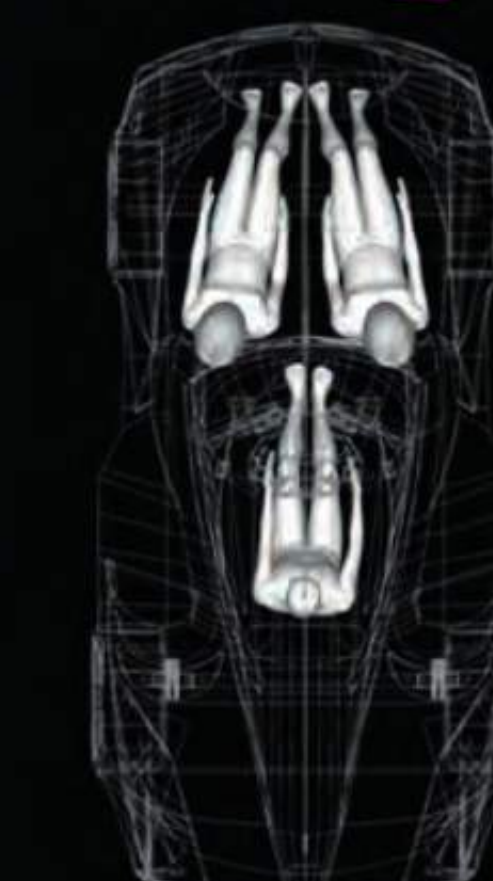
Eingangs-Situation



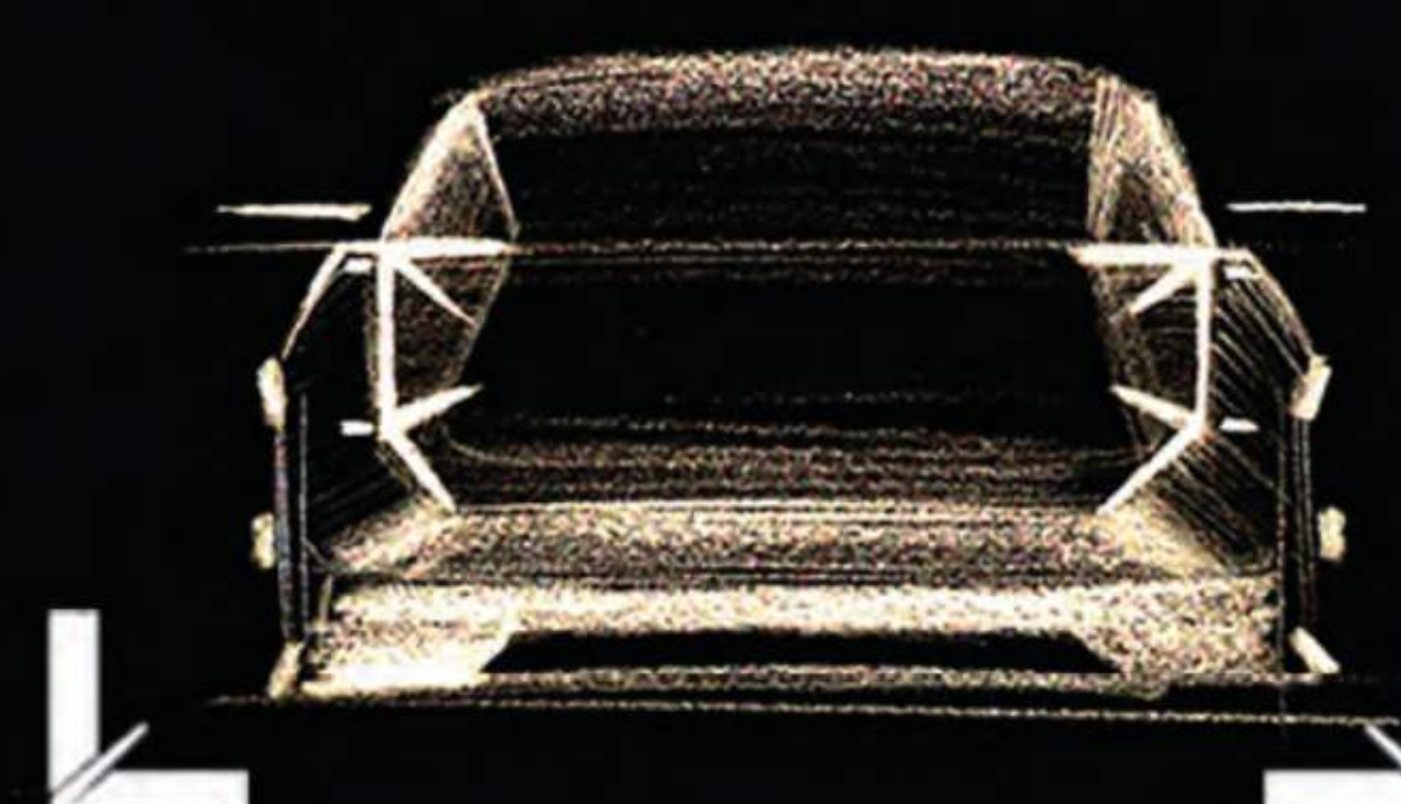
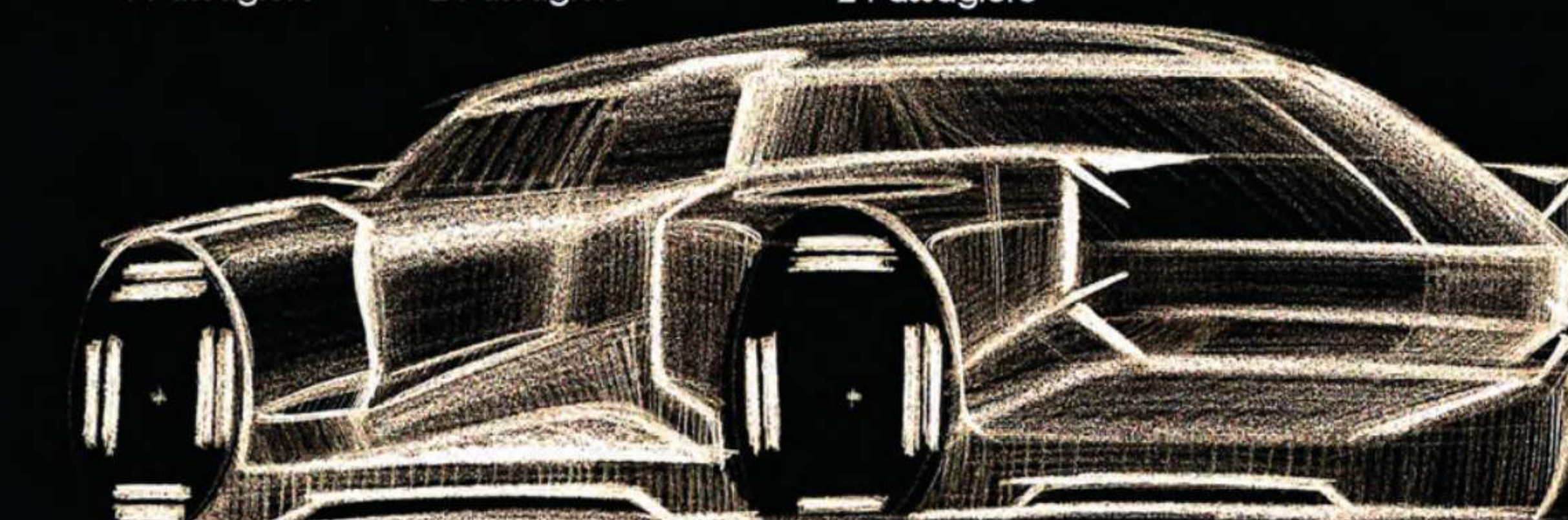
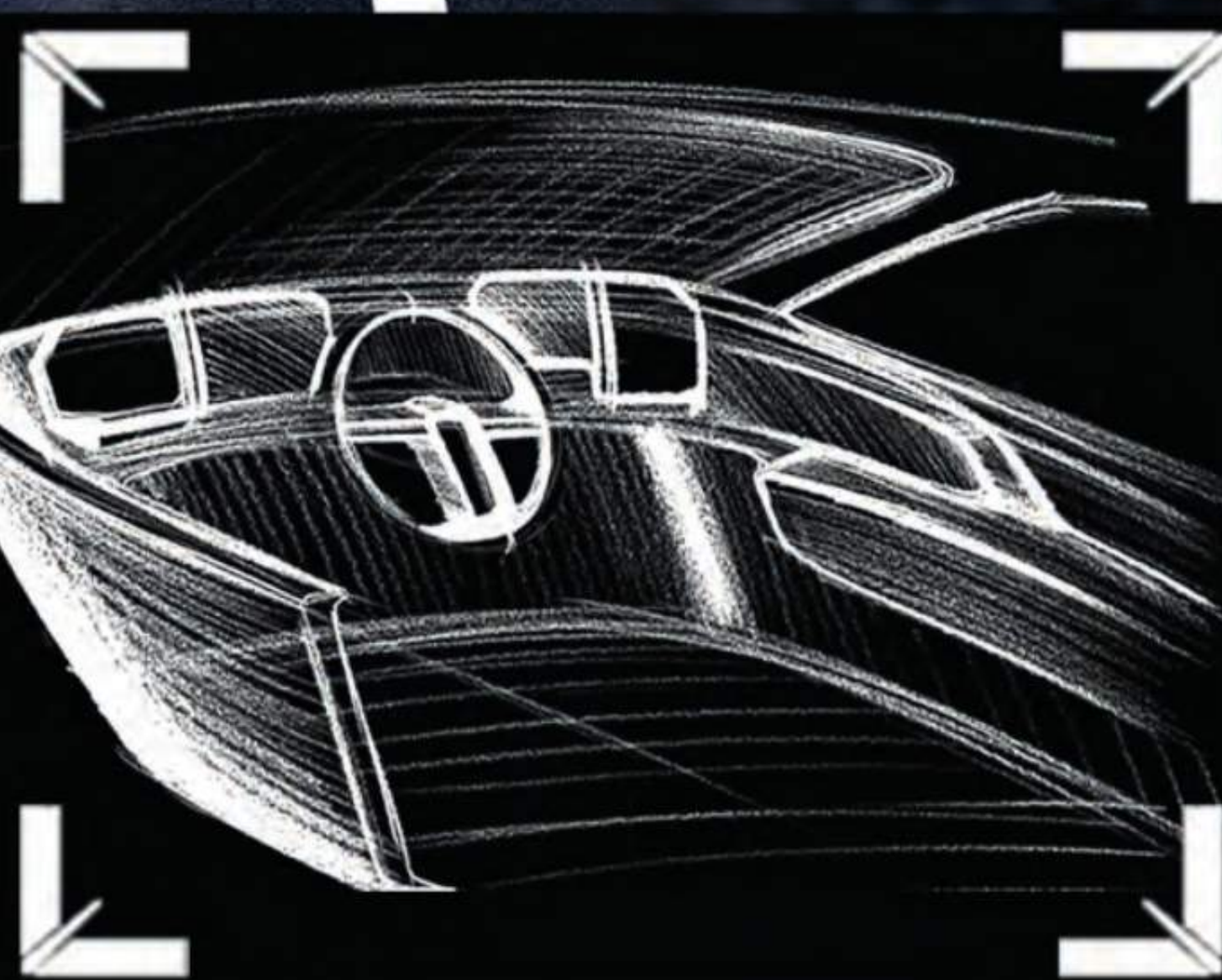
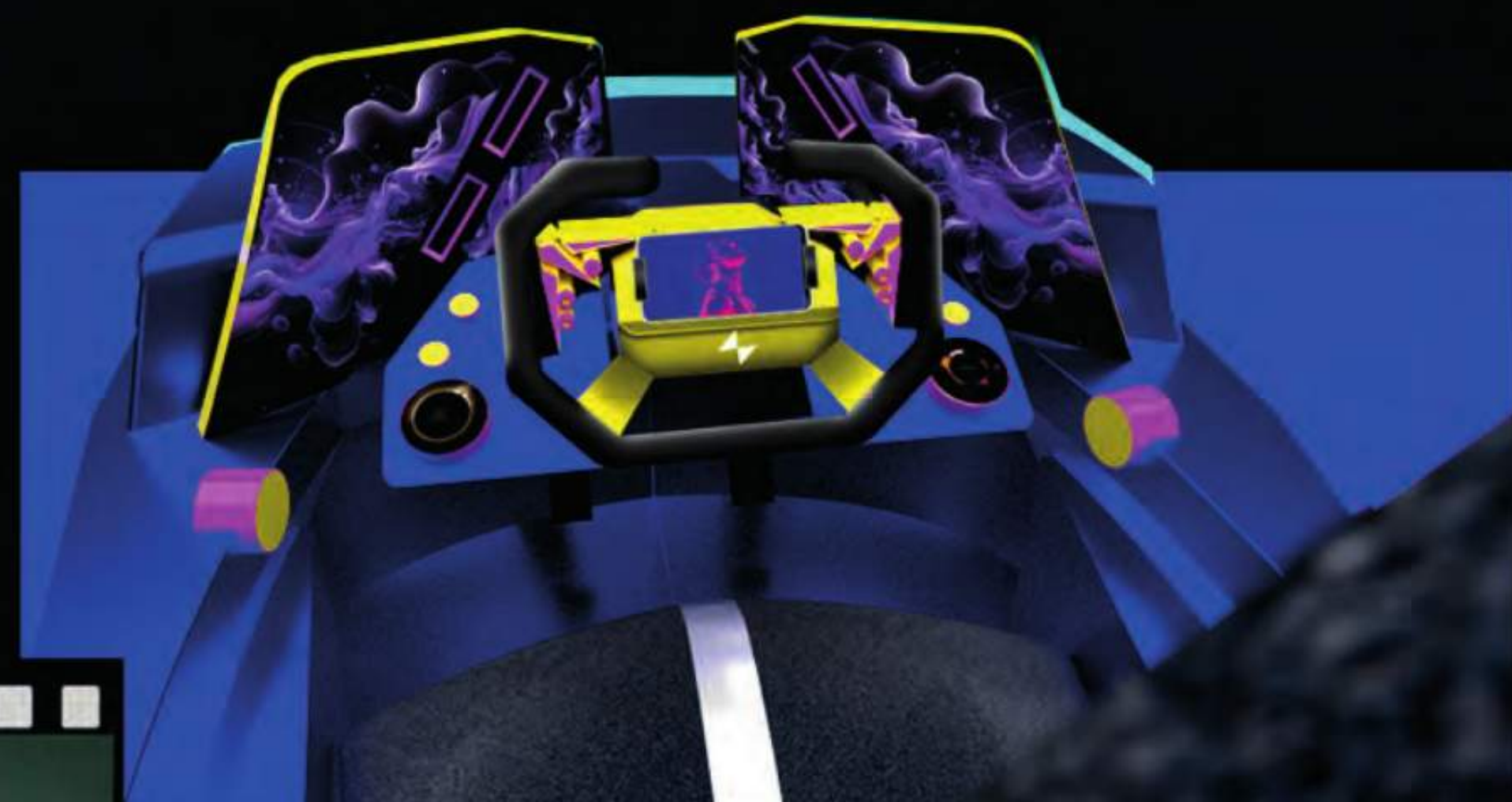
4-Passagiere



2-Passagiere



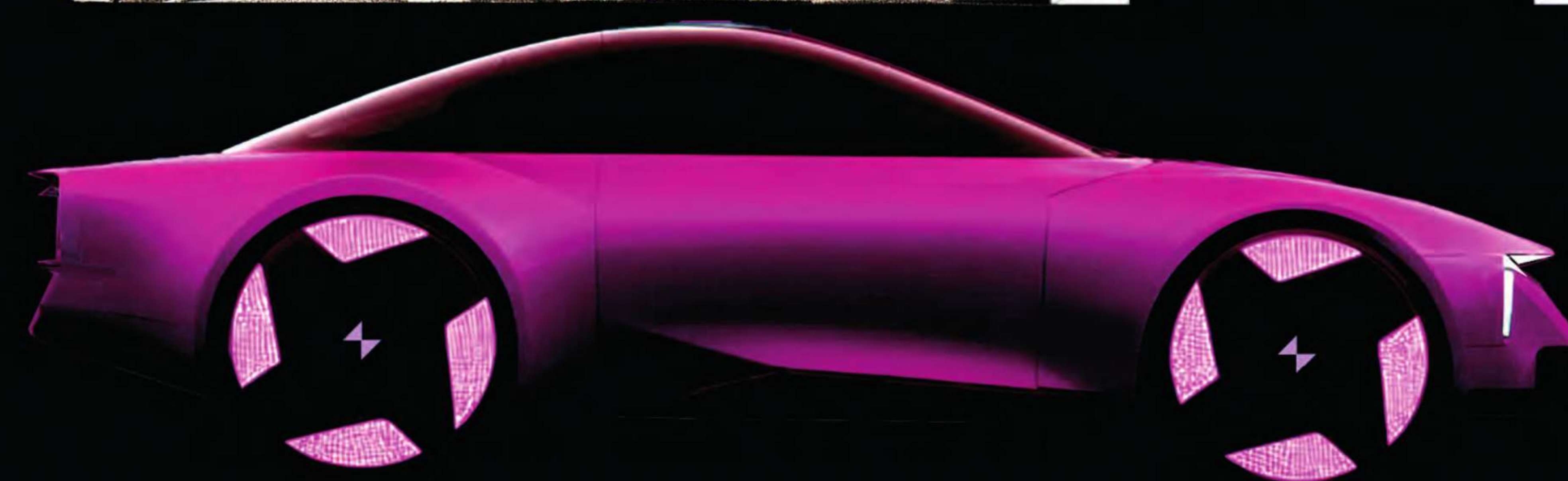
2-Passagiere



**JAN
PETROSSOW**

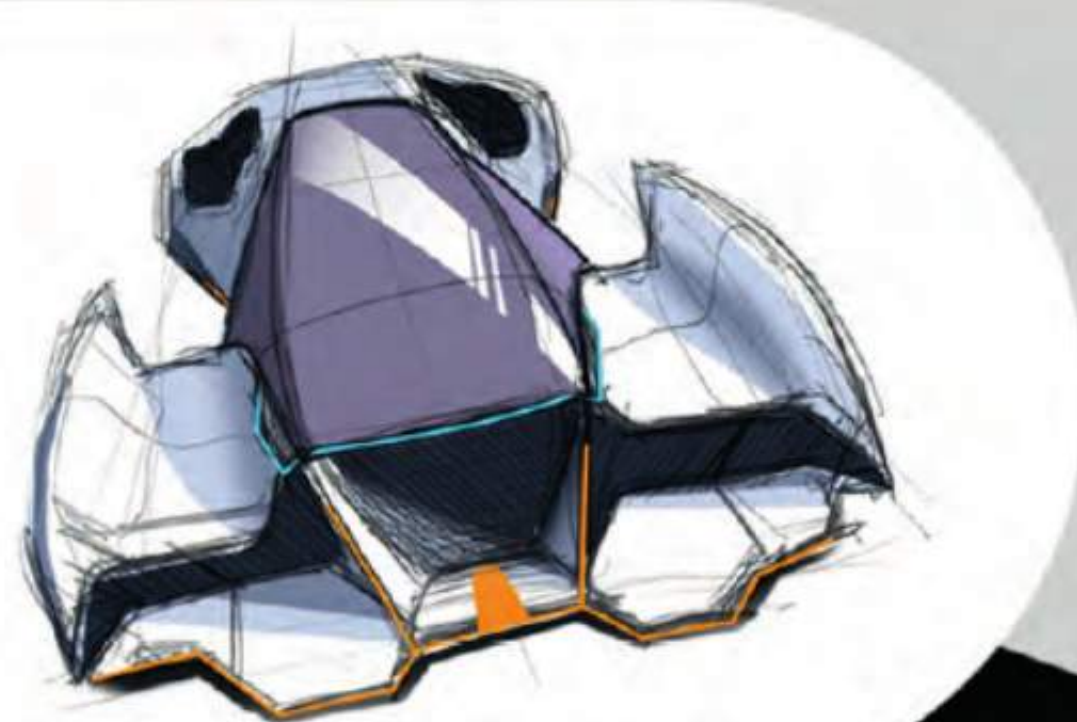
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Telefonnummer: +49 1577 0384869

Exit



Munich Pick-Up

Stell dir vor, du fährst durch die Stadt – und unterwegs können Menschen einfach von außen zusteigen, mitfahren und wieder aussteigen, ganz unkompliziert. Das Munich Pick-Up Konzept macht's möglich: Inspiriert vom „Hop-on-Hop-off“-Prinzip, bringt es flexible Mitfahrgelegenheiten mitten in die Innenstadt. Außenliegende Sitze sorgen dafür, dass Fahrgäste bequem und sicher mitfahren können, ohne den Fahrer oder den Innenraum zu stören. So wird urbane Mobilität spontaner, nachhaltiger und ein Stück geselliger.

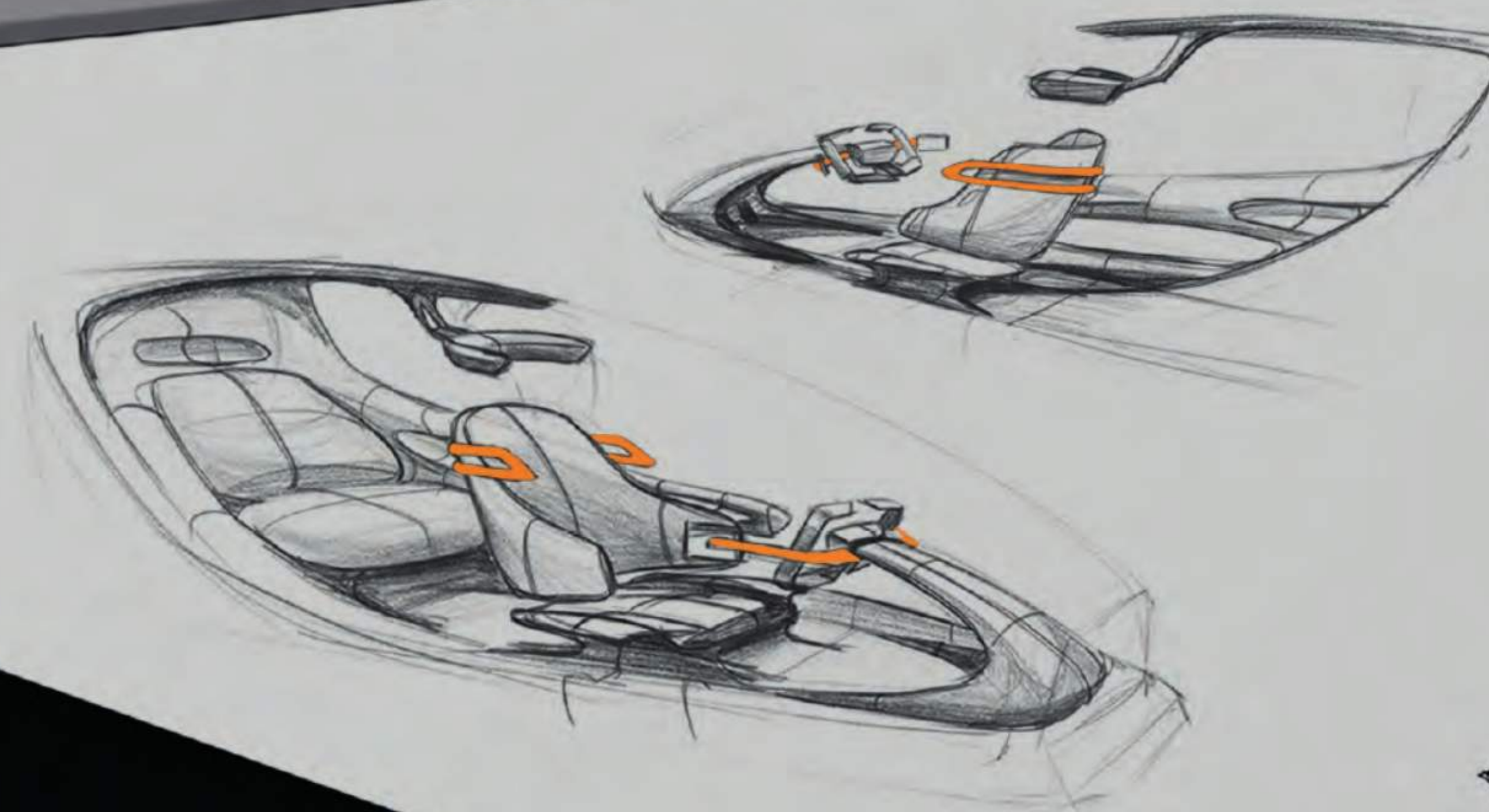


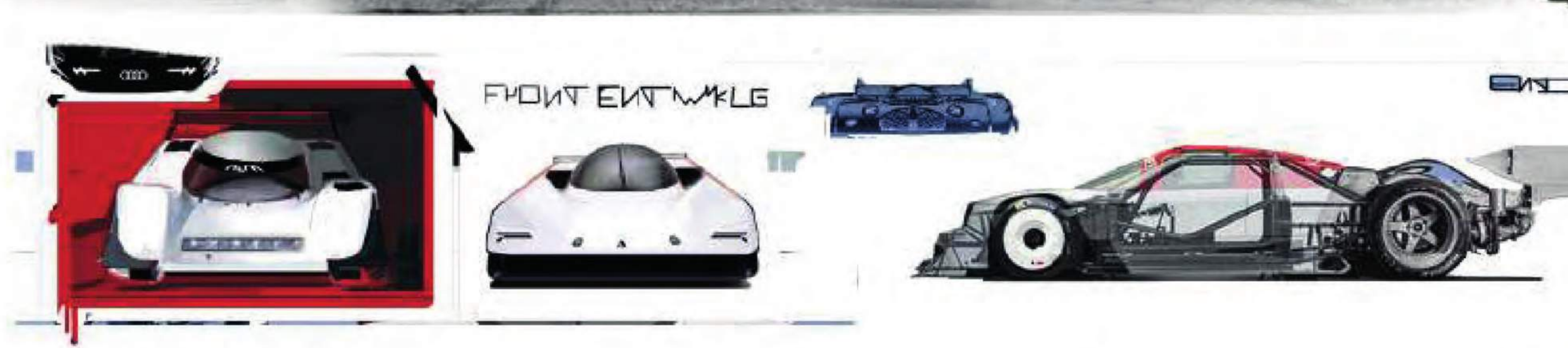
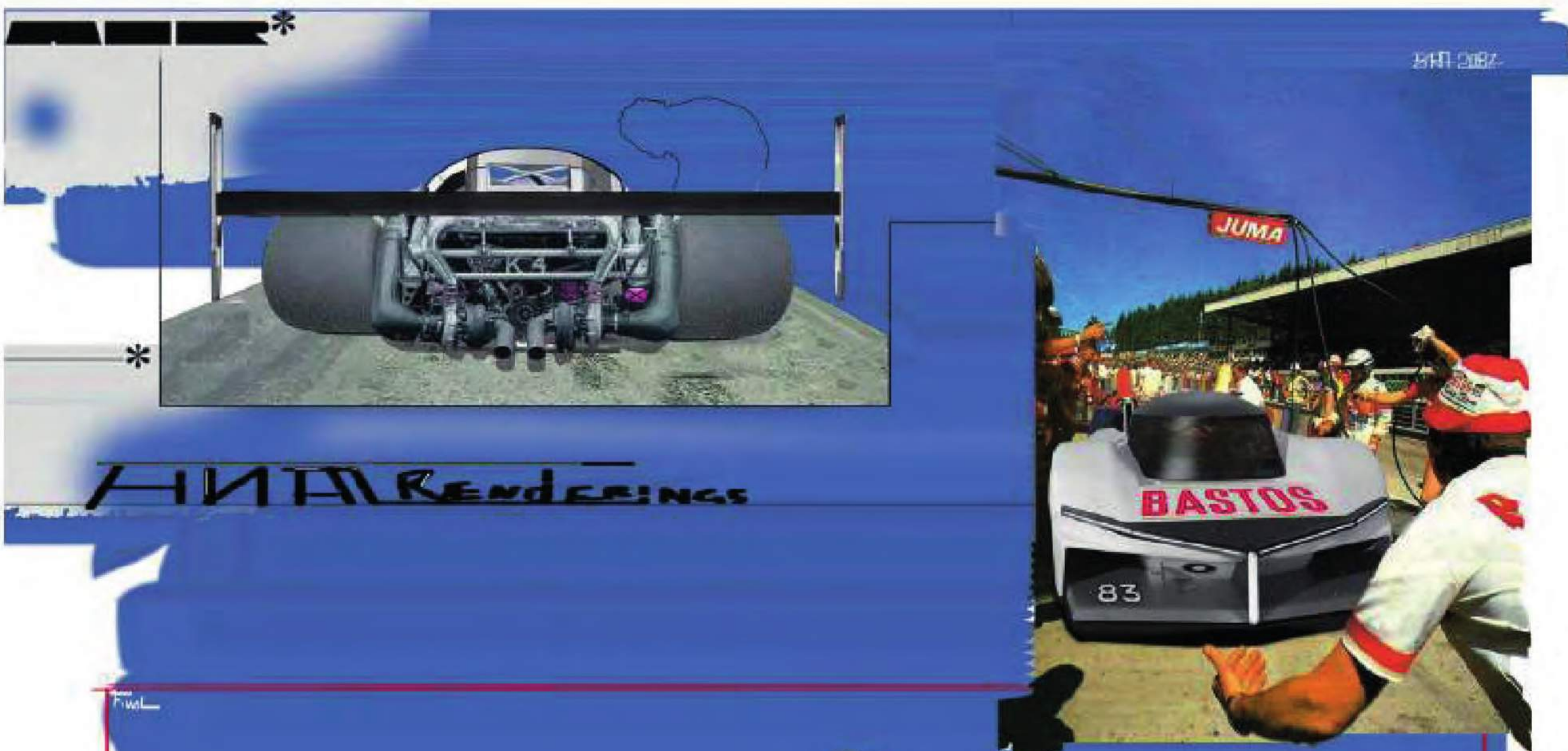
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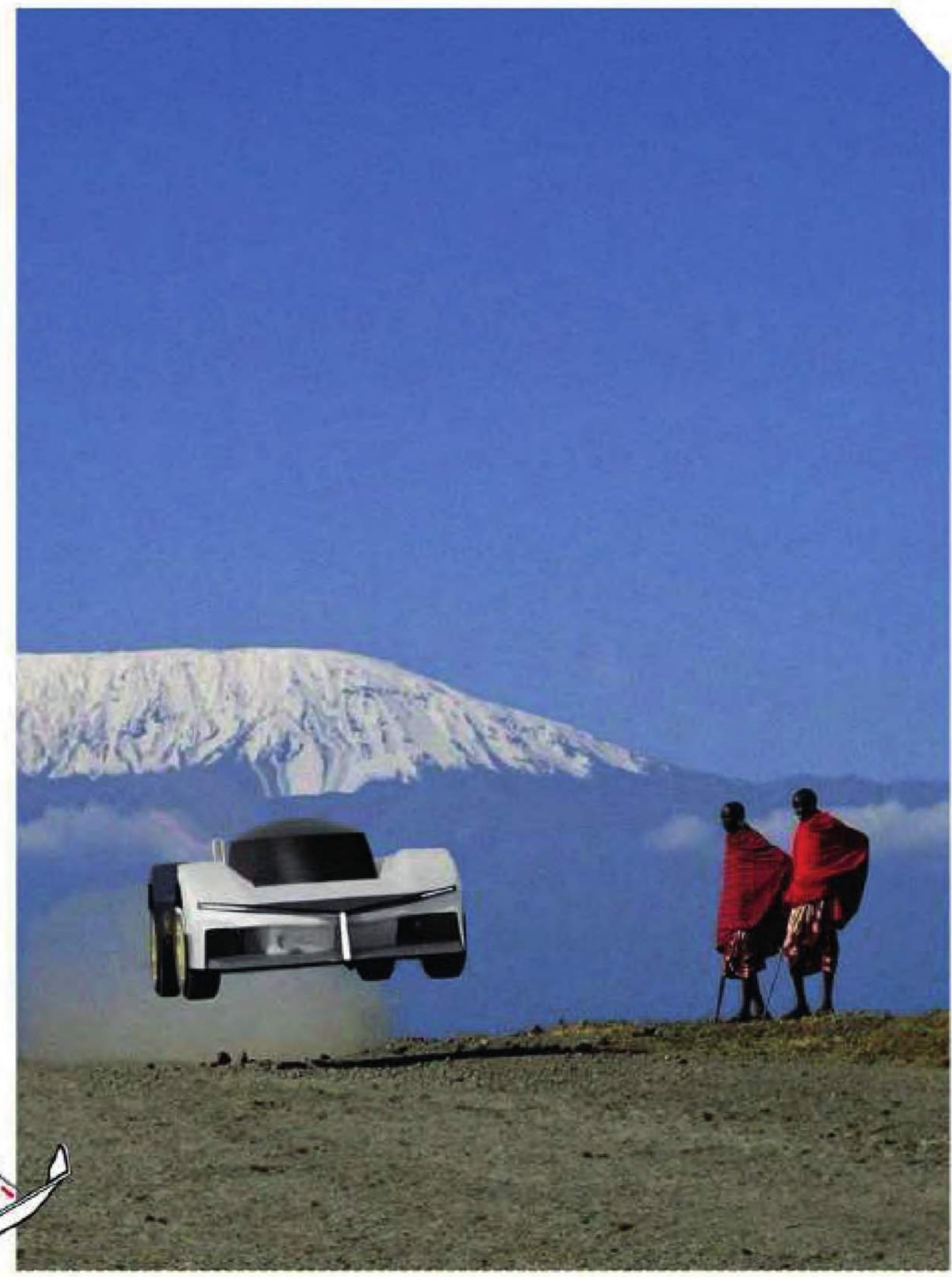
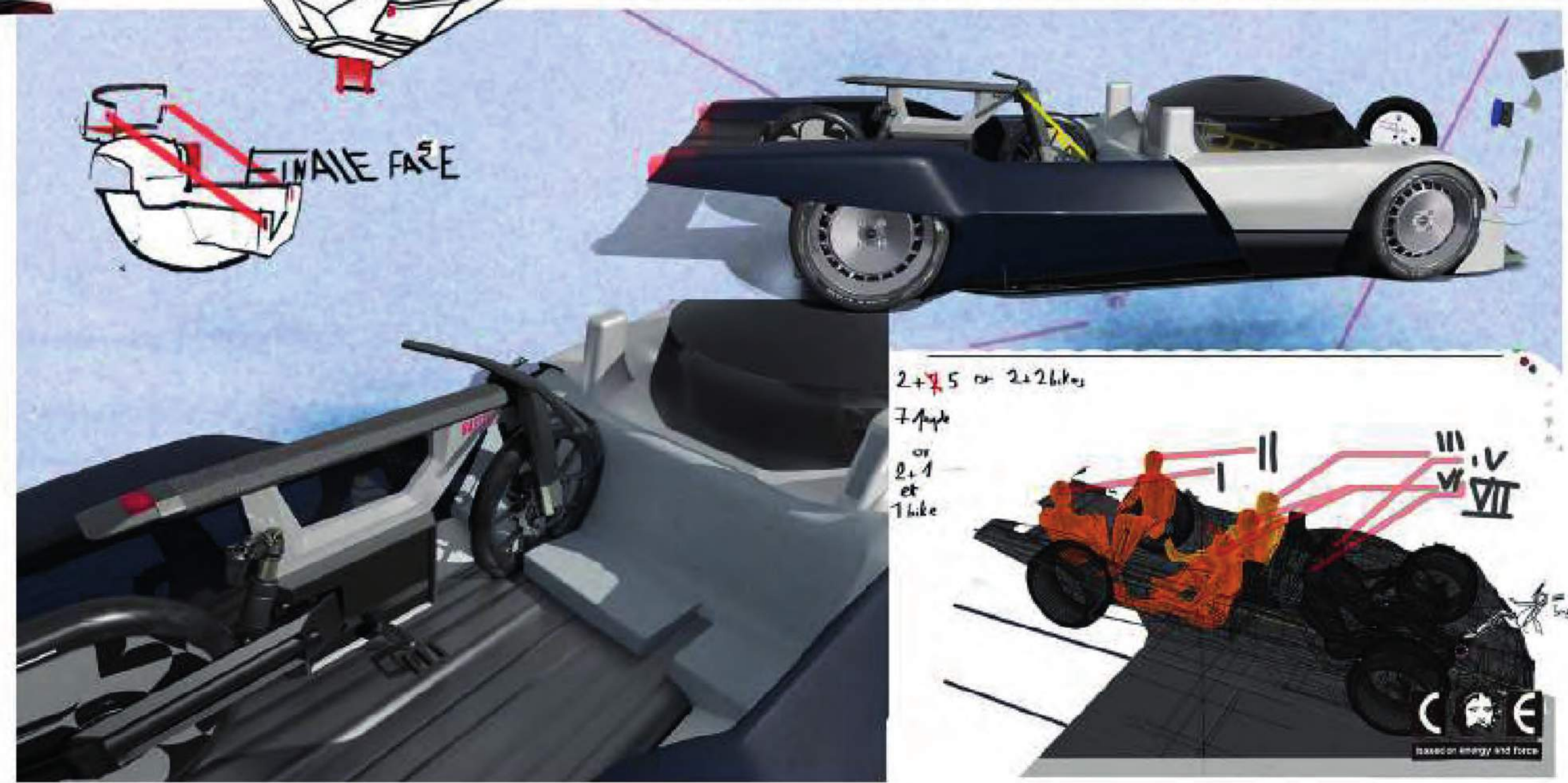
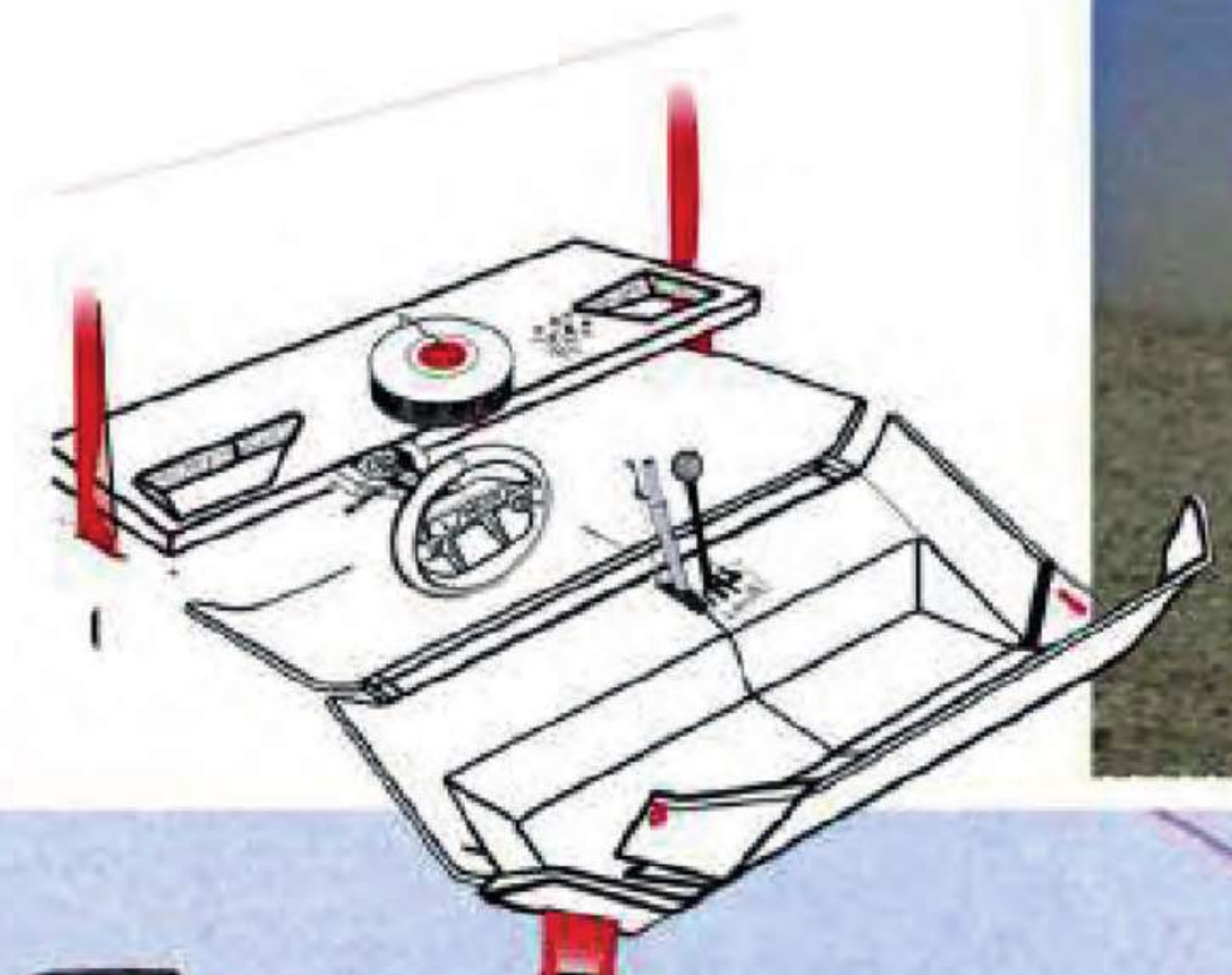
wanna see
more ?



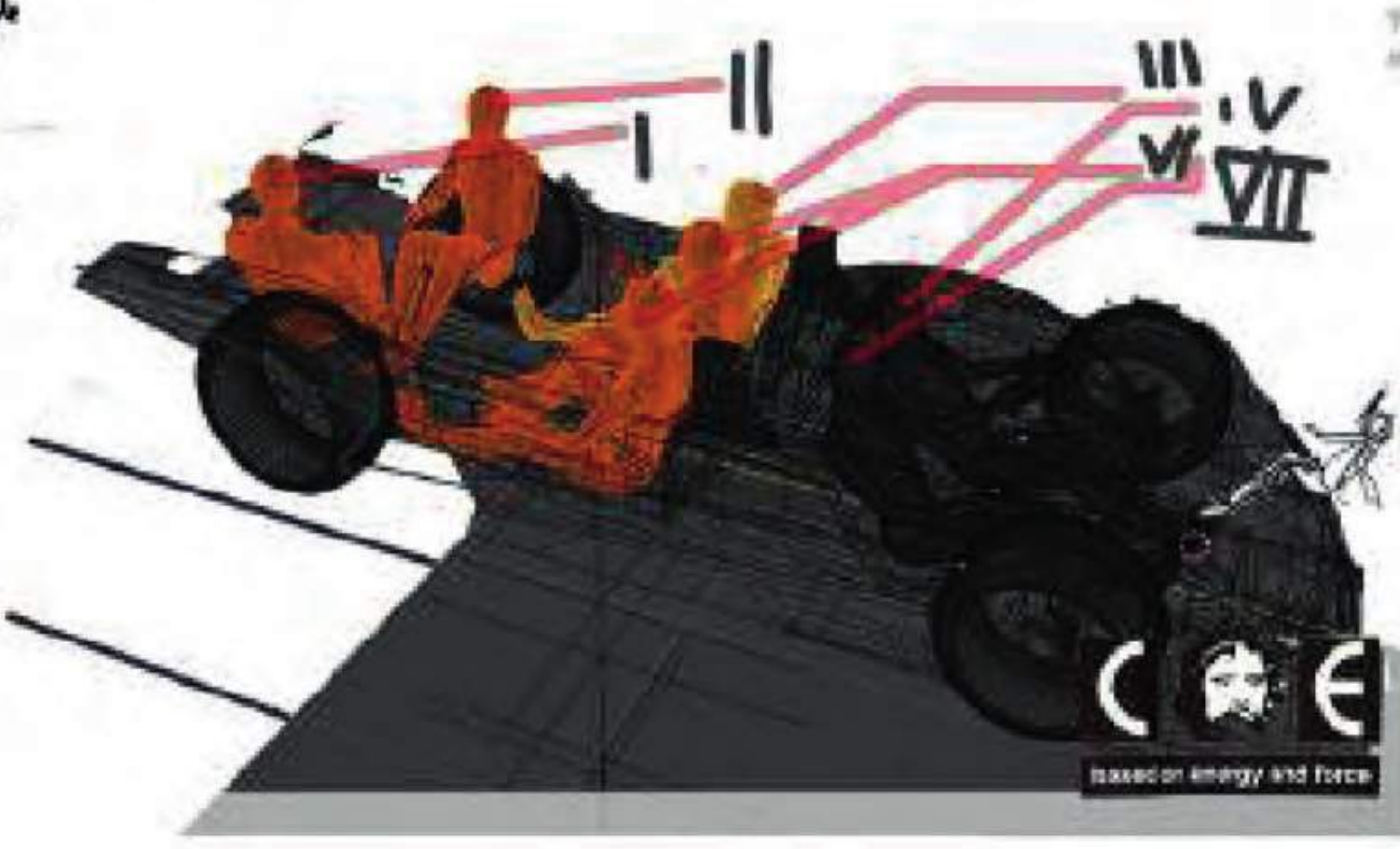


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2+5 or 2+2h
7Apr
or
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et
Thike



that rely on fixed wings or mechanically adjustable flaps, this concept introduces cyclorotors as a radically new method of generating and controlling downforce.

OUR STUDENTS

THE ALPHA SEMESTER FREE AND THESIS SEMESTER

For a small group of students, the period between the sixth semester and the Bachelor's thesis was more than just a transition – it became a deliberate phase of growth. Some extended their industry experience through a second, more specialized internship, working closely with companies to gain deeper insights into professional processes and real-world challenges. Others devoted themselves to self-directed study, using the time to strengthen specific skills, explore new tools, or refine areas of knowledge that will play a key role in their future careers.

What makes their approach remarkable is not the path itself, but the initiative and motivation behind it. These students chose to invest extra effort at a point in their studies where it would have been easy to pause. Instead, they demonstrated a strong sense of responsibility and

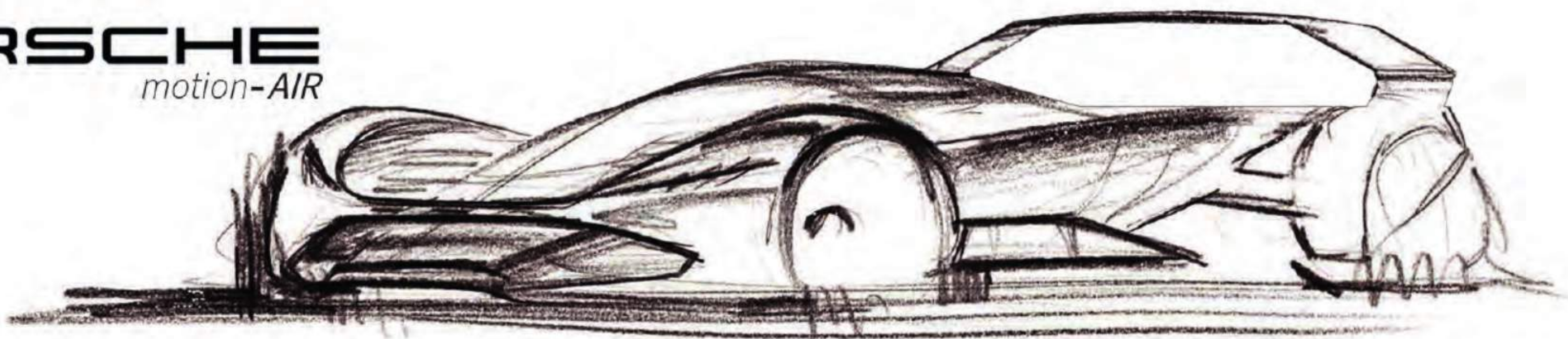
the determination to prepare thoroughly – either for their upcoming thesis or for their future role in the design industry.

Although this concerns only a few individuals, their example highlights an important quality that defines the spirit of the program: the willingness to go beyond the expected, to take ownership of learning, and to use every available opportunity to shape one's own development as a designer.



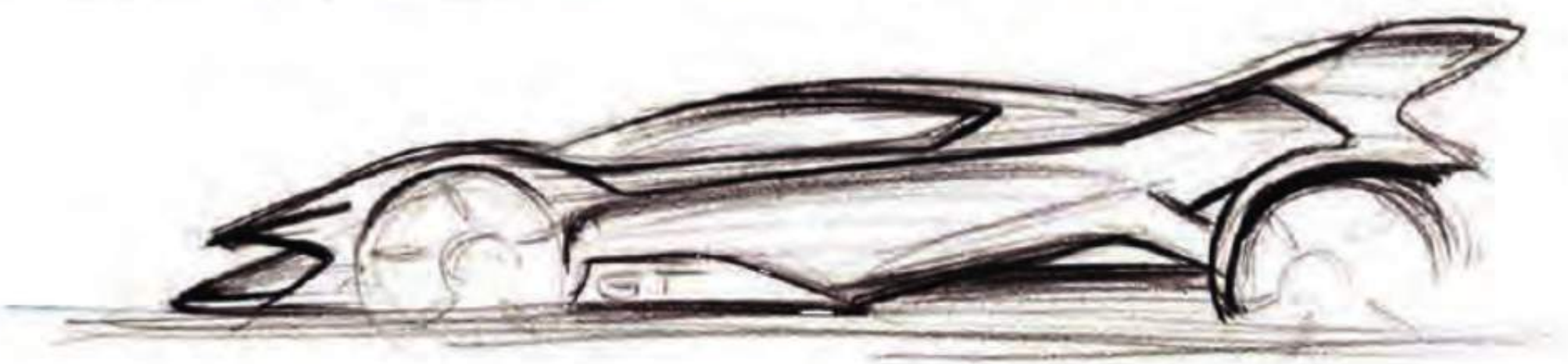
PHOTO CREDIT FROM ROUZBEH NAZARI

PORSCHE
motion-AIR



A personal project that merges electric performance with adaptive aerodynamics.

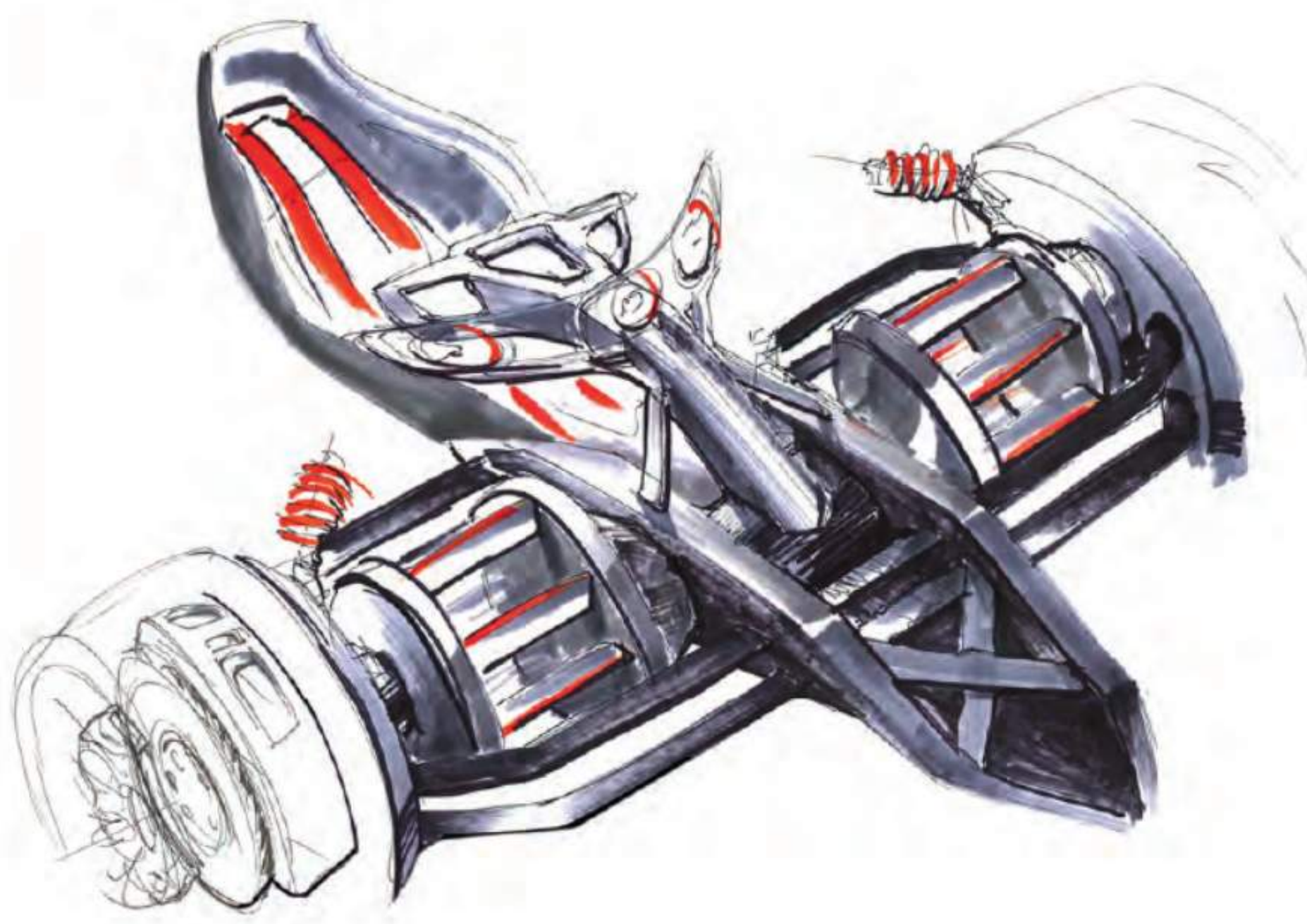
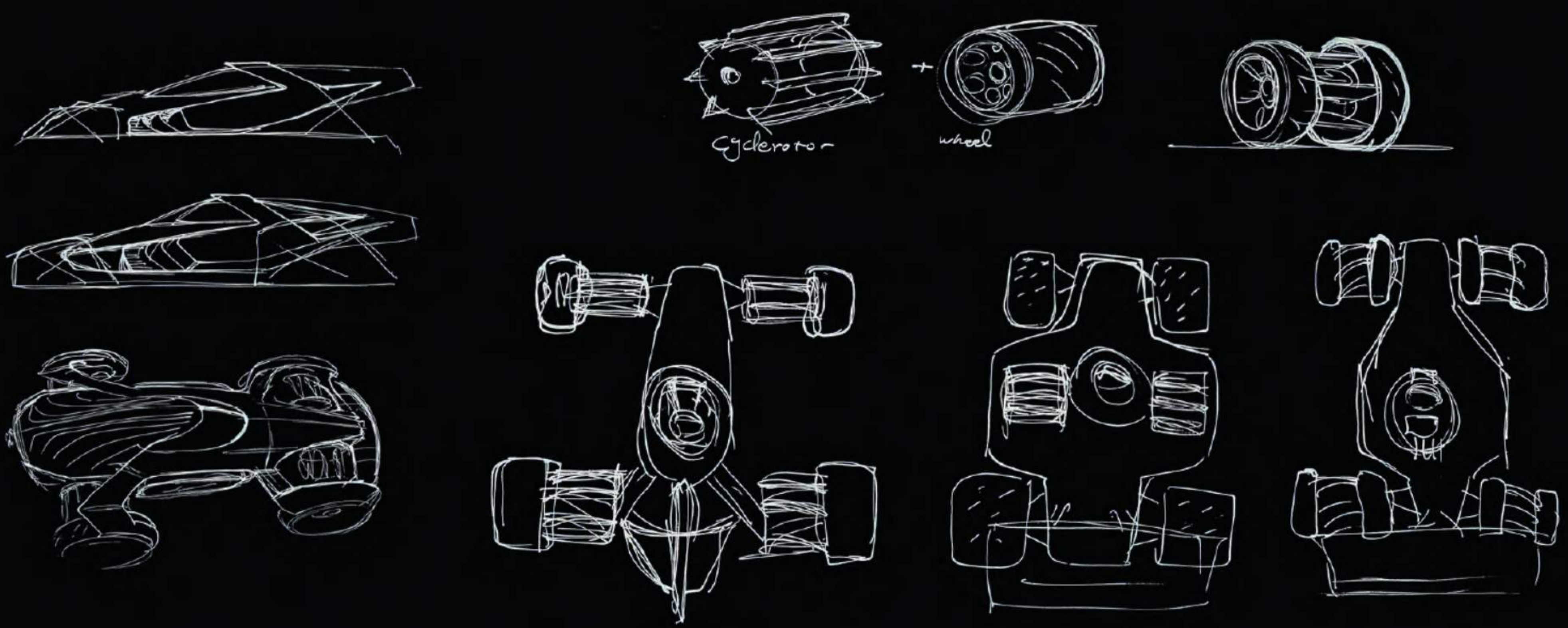
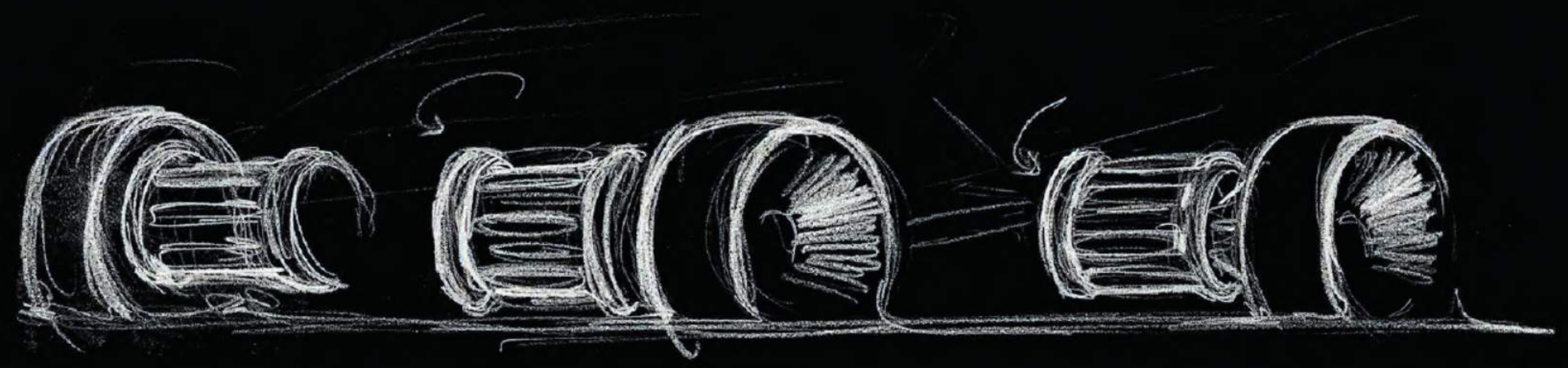
Featuring four electric motors and cyclorotor units for real-time downforce control, it turns air into an active element of design and performance.



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ruz_nzr

STUDENT
FREE SEMESTER



Downforce is the aerodynamic force that pushes a car down toward the road as it moves, increasing It's created by wings.

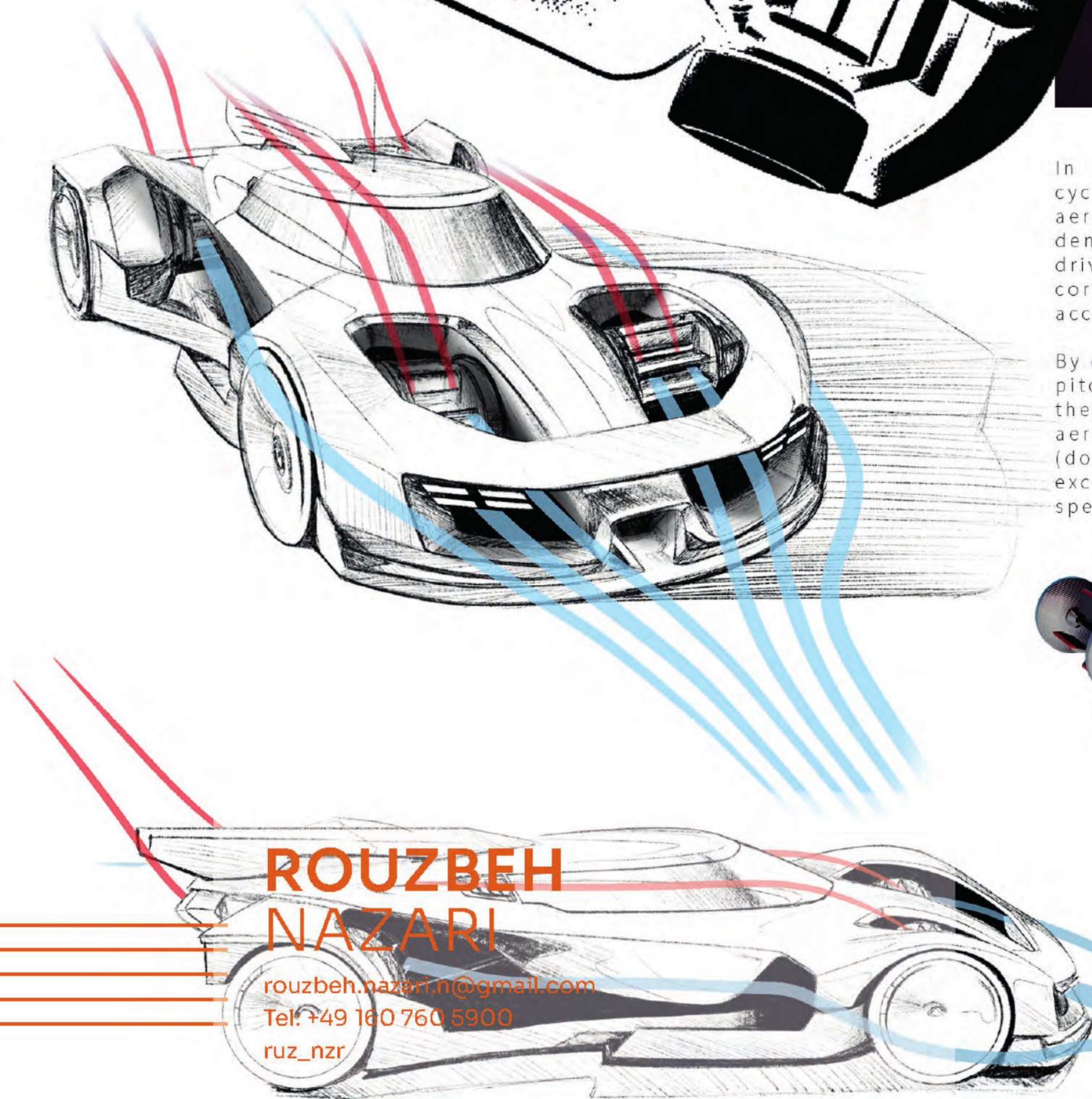


WELCOME TO SELB - NICE TO HAVE YOU HERE!



In this vehicle, the cyclorotors generate aerodynamic forces on demand, actively reacting to driving conditions such as cornering, braking, acceleration, or crosswinds.

By dynamically altering blade pitch and rotation speed, they produce vertical aerodynamic forces (downforce or lift) with exceptional precision and speed.



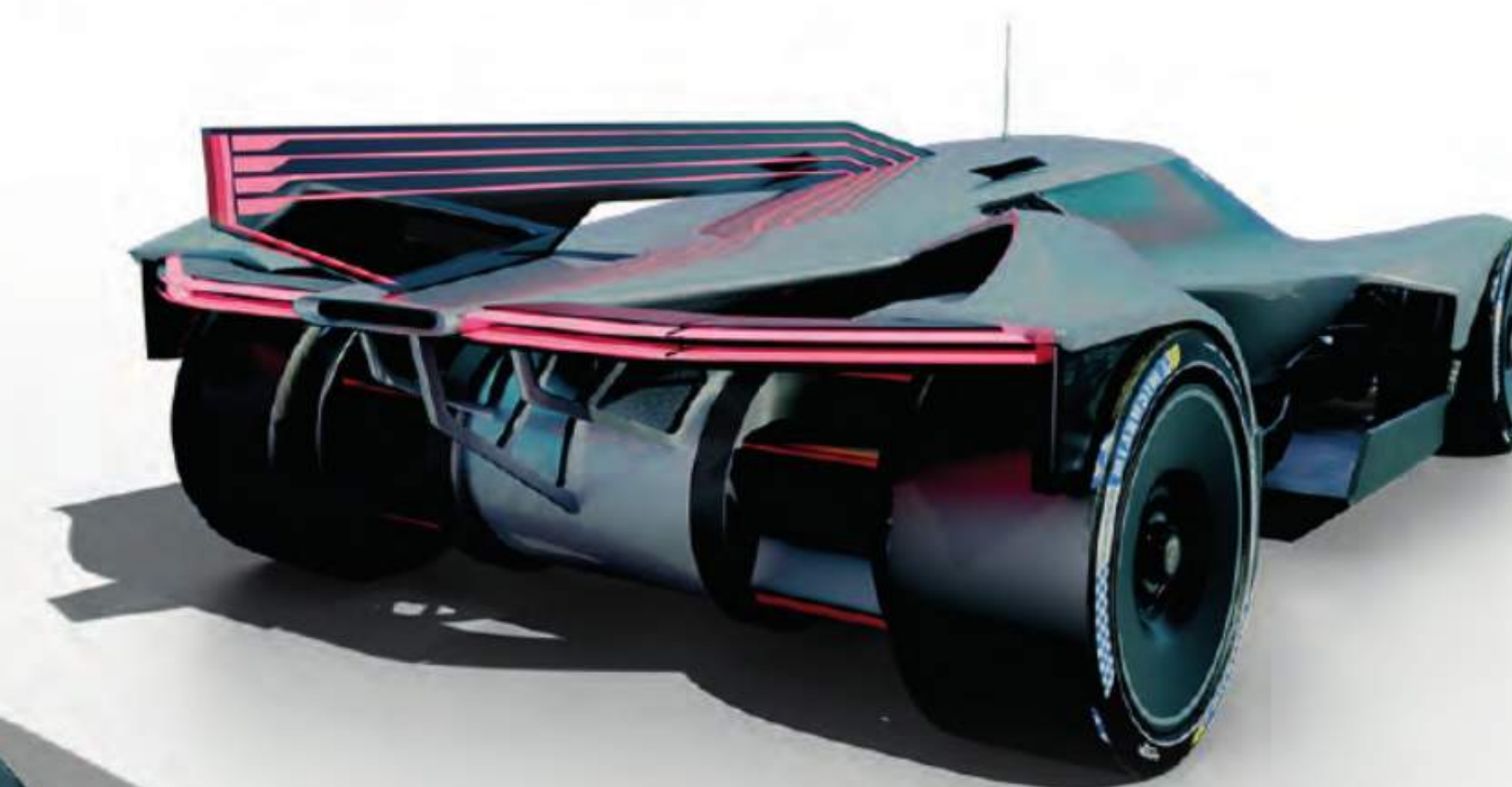
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STUDENT
FREE SEMESTER

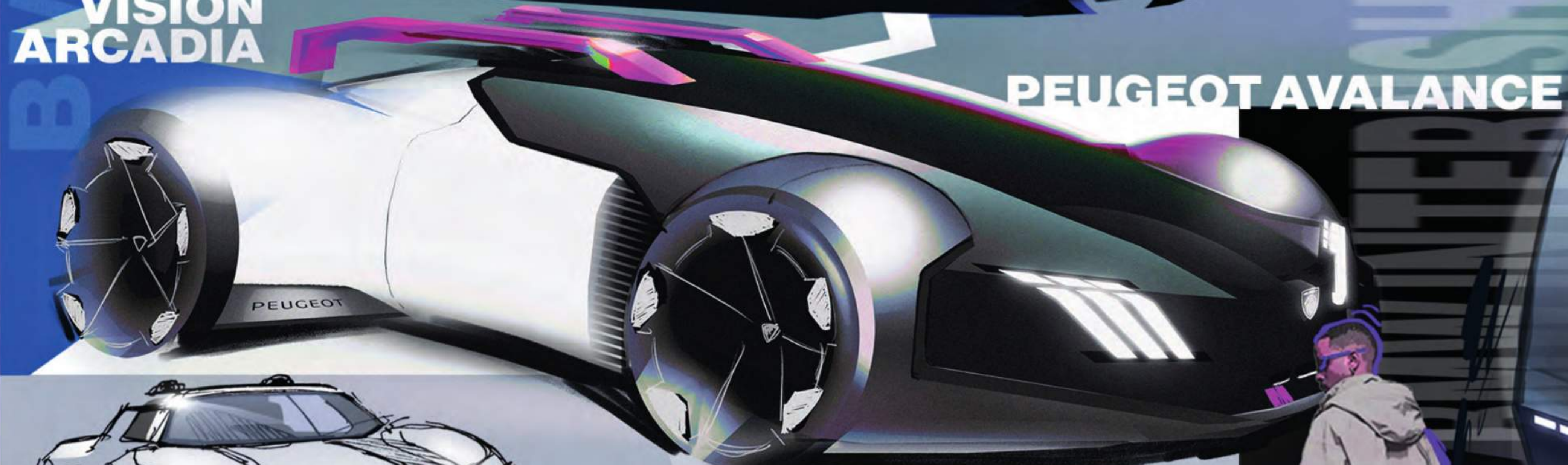


Unlike traditional aerodynamic systems that rely on fixed wings or mechanically adjustable flaps, this concept introduces cyclorotors as a radically new method of generating and controlling downforce.

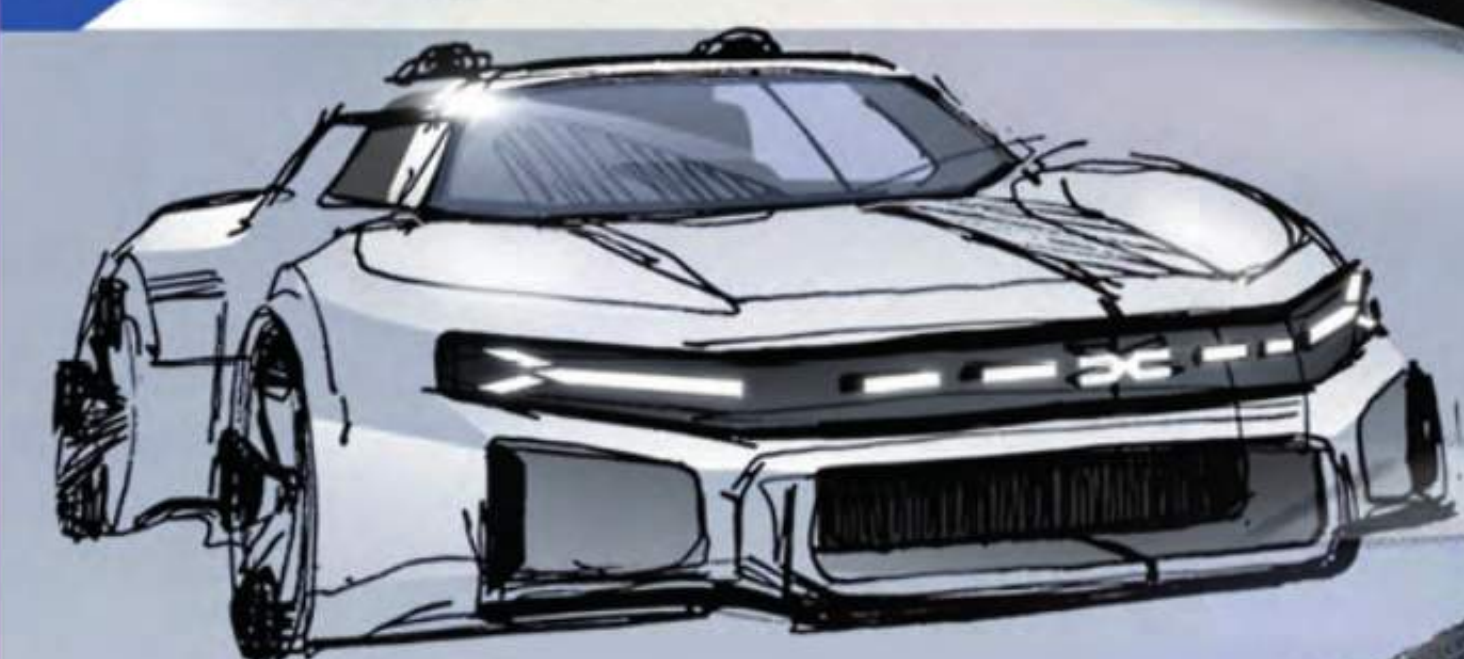




VISION
ARCADIA



PEUGEOT AVALANCE



CHRISTIAN
KRECSIR

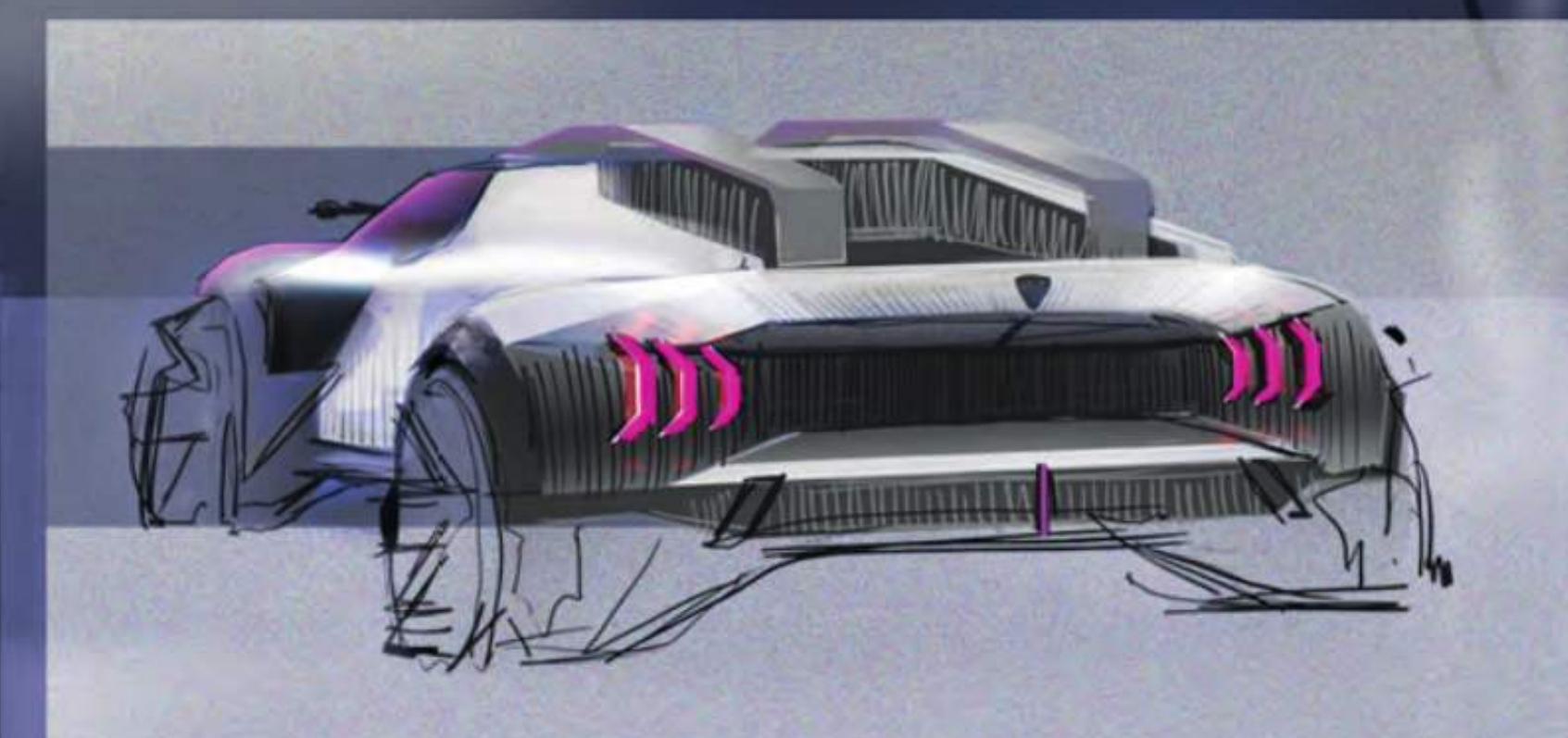
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"I SEE DESIGN AS A WAY TO CHALLENGE THE
ORDINARY, EXPLORE THE NEW, AND CREATE
MOBILITY THAT'S BOTH FUNCTIONAL AND DEEPLY
EMOTIONAL."



STUDENT
FREE SEMESTER | INTERNSHIP



AUDI QTT

WELCOME TO SELB - NICE TO HAVE YOU HERE!

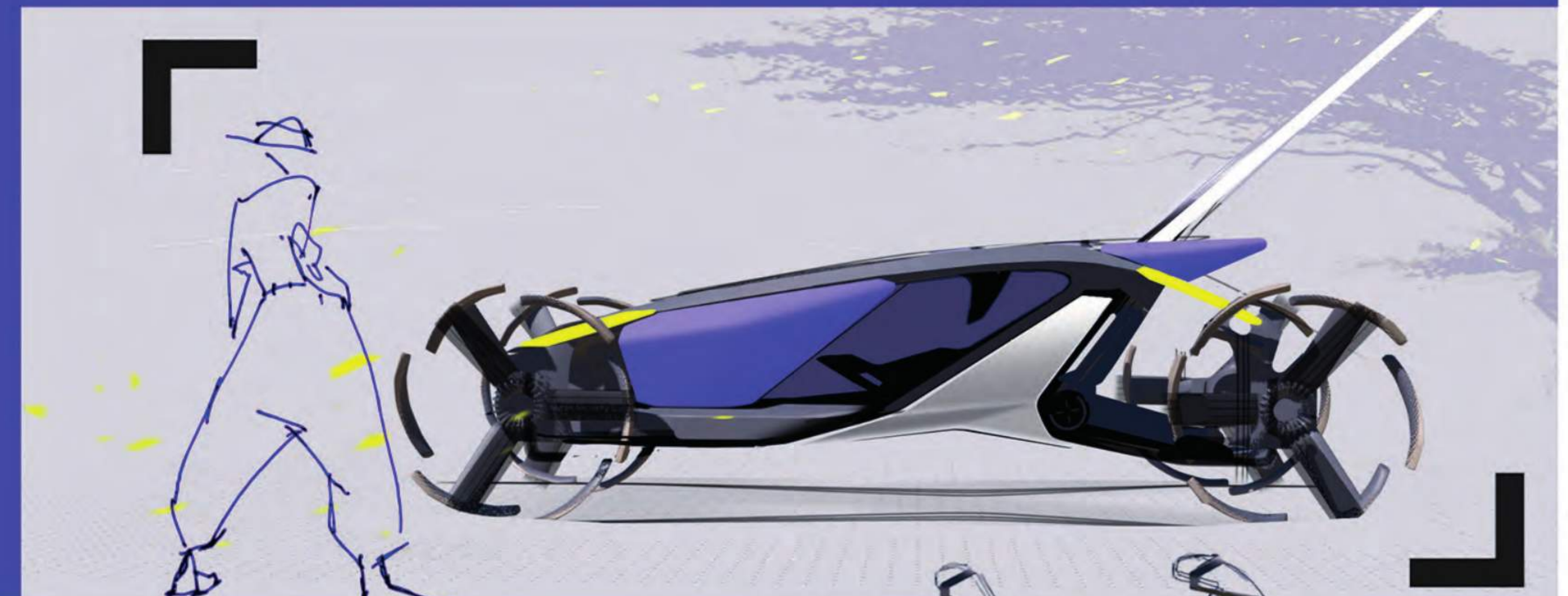


**FELIX
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STUDENT
THESIS SEMESTER | INTERNSHIP

ZPHR



Kiska.

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OUR STUDENTS

THE BETA SEMESTER

6TH SEMESTER | MDD 2025

At the end of their sixth semester, the students of the Beta cohort have successfully completed one of the most formative stages of the Design & Mobility program. Over the past year, their focus shifted from applying methods and tools toward addressing complex design challenges that combine technical feasibility, social responsibility, and cultural imagination.

A central milestone was the semester project Zero-Parking City, in which students explored how urban life might change if streets were no longer dominated by parked cars. The project challenged them to envision new forms of mobility in constant flow, while rethinking public space as a place for people, community, and culture. It required balancing visionary ideas with real-world constraints such as safety, inclusivity, and feasibility – a demanding exercise in critical and creative design thinking.

Through this and other projects, the students not only refined their creative and technical skills but also strengthened es-

sential competencies such as decision-making under uncertainty, interdisciplinary communication, and resilience in the design process. They were encouraged to think beyond the boundaries of conventional vehicle design and to explore the role of mobility in broader urban and societal contexts.

This sixth semester represents a transition point within the study program. For many, it is the last stage before embarking on their Bachelor's thesis, where they will tackle self-directed projects that bring together everything they have learned so far. The experience gained in this phase – particularly through the Zero-Parking City – provides the foundation for this final step, preparing the Beta students to move confidently toward graduation and into the professional world of mobility design.



ANNE SCHÜTZ



MOON HYEONWOO



JULIUS ZEHNER



JACOB HASS



JONAH RUPPRECHT



MELIKE ÖZÜMCÜGİL



KEVIN TRAPPER



MELANIE KIMEL



MORITZ FROWERK



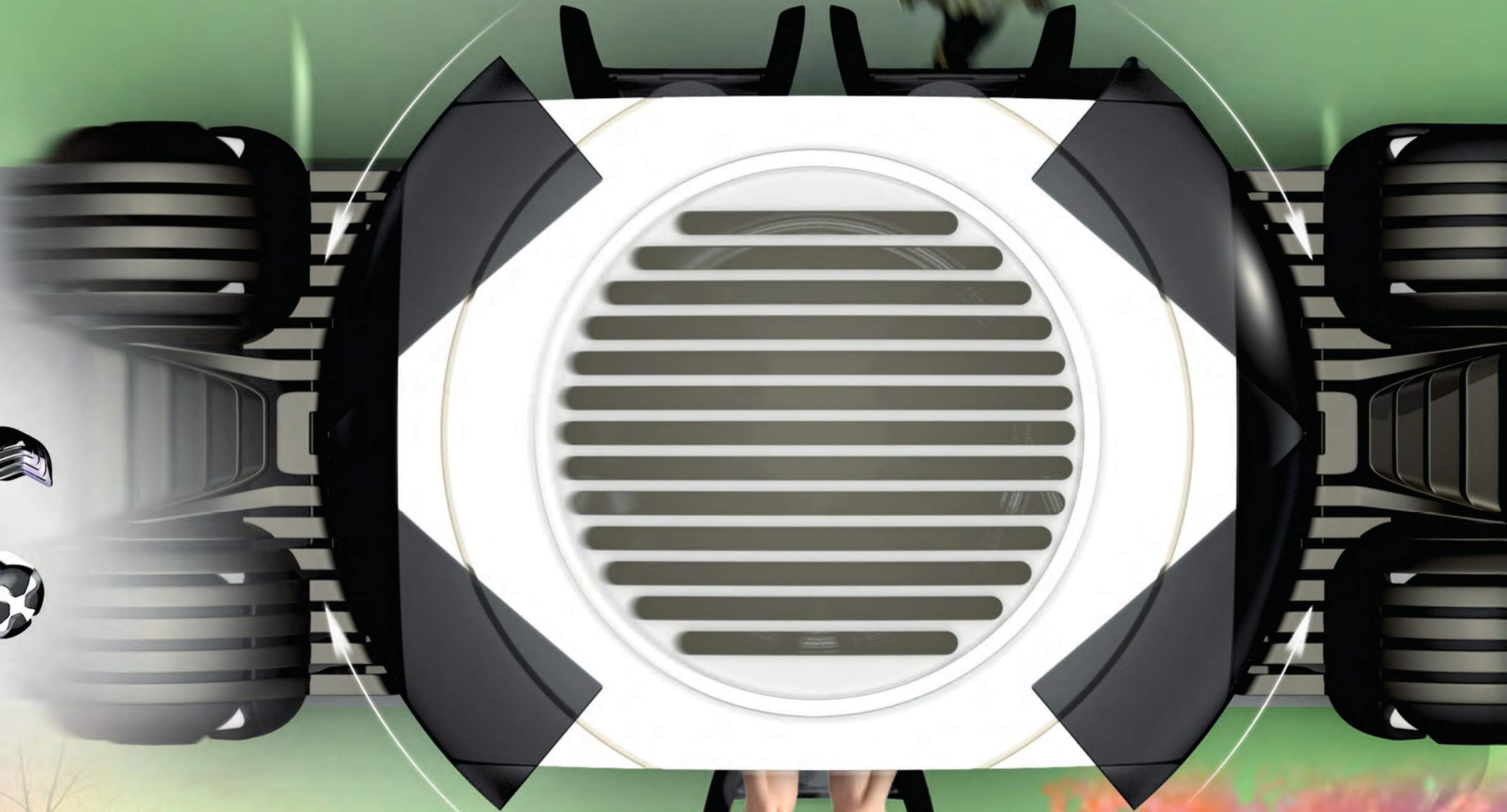
TILL GALIMBIS

ger. Aus Stillstand wird Fortschritt
eng. Stagnation turns into progress

ASWF

Imagine a city where cars had **no need to park**.
No traffic jams, no congestion – just space for residents
to live. The ASWF makes it possible: an autonomous
city vehicle that is **constantly on the move**, seamlessly
picking up and dropping off passengers.

Parking spaces are transformed into gardens and meet-
ing places, and public **space belongs to the people**
once again. Its circular seating system allows for
smooth entry and exit while also providing privacy.



STUDENT
6TH SEMESTER



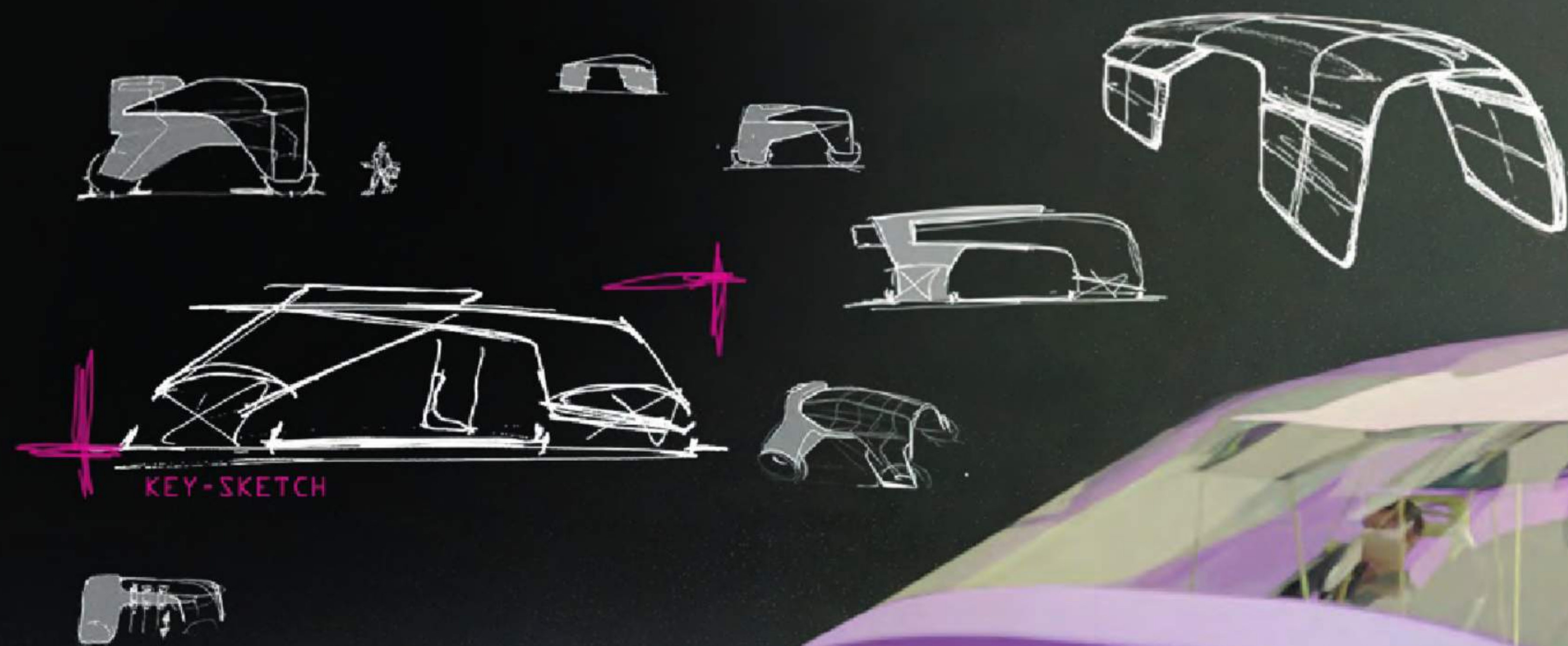
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ASWF



Z-

Z - L I N E R



JACOB HASS

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Task: Development of an innovative mobility concept for future urban spaces with a focus on sustainability, efficiency and new quality of life.

- year of **development:**
→ SoSe 2025

Scenario: Don't Stop / Zero-Parking City...The aim was to find a design solution that reimagines urban space - without parked vehicles.

- passenger **capacity:**
→ 0 - 12 Persons

Application: Passengers are pulled upwards by a cable system. The Z-level is now used which gives more space for cyclists or pedestrians on the ground.

- **Speed:** urban / none urban
→ 0-15 km/h / max. 70 km/h

Emotional aspect: People dream of flying from an early age. This innovative concept aims to combine public transport with emotional experiences.

- **size of the vehicle:**
→ 10m x 5m x 4m

STUDENT
6TH SEMESTER



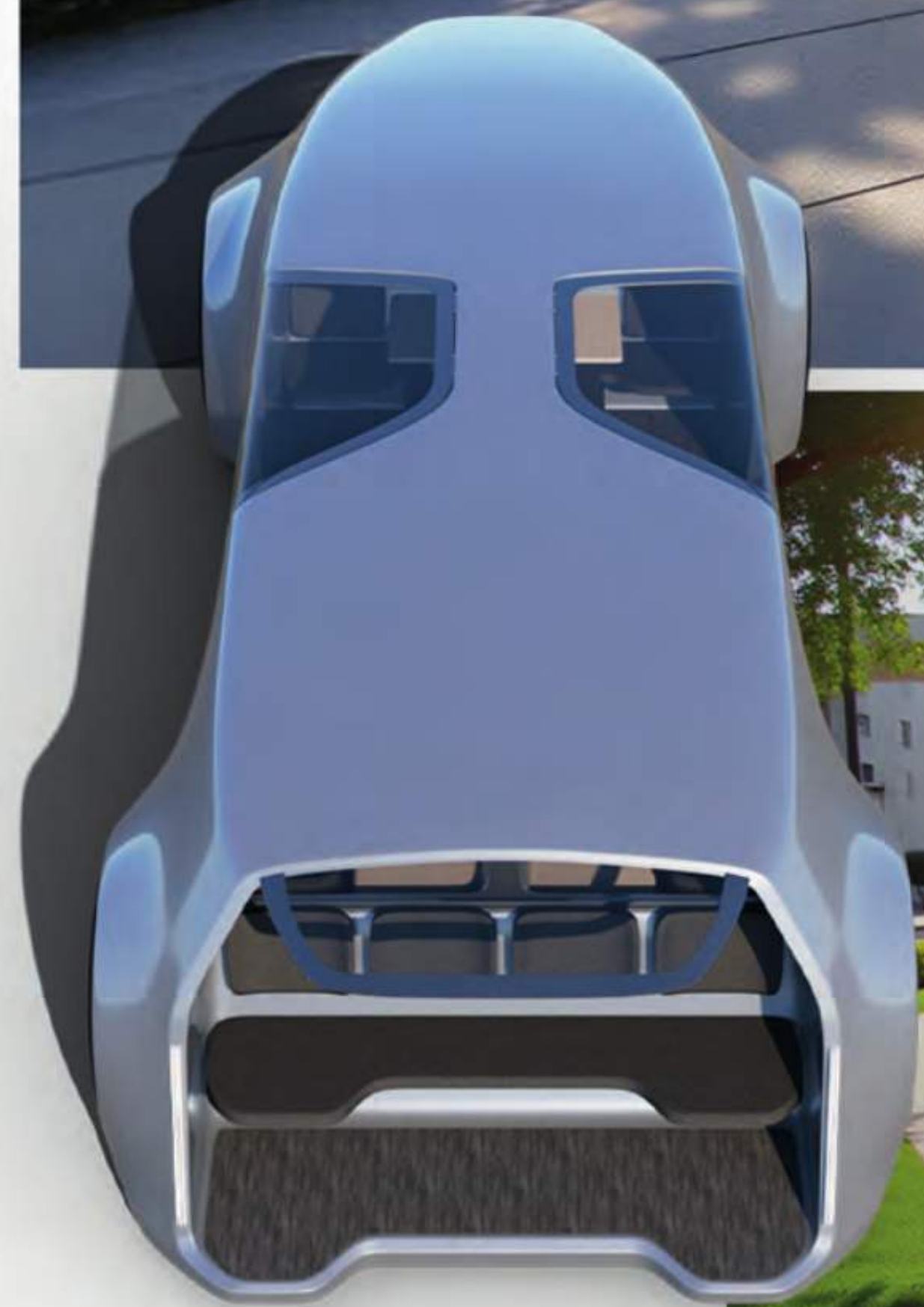
WELCOME TO SELB - NICE TO HAVE YOU HERE!



NEVO – New Evolution of Human-Centered Citys

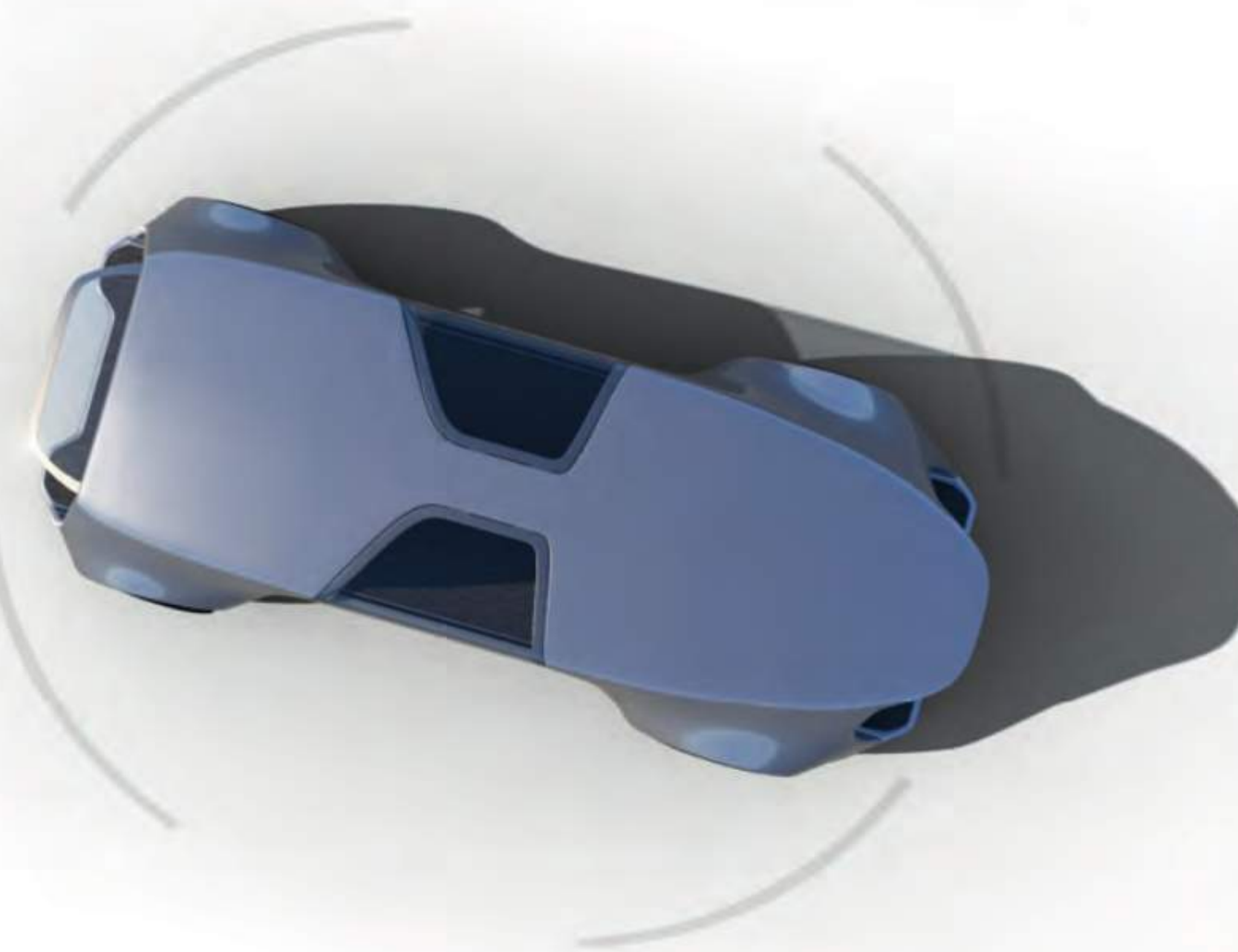
NEVO ein autonomes, elektrisch betriebenes Fahrzeugkonzept für eine Stadt ohne parkende Autos. Es bleibt ständig in Bewegung und ersetzt traditionelle Haltestellen durch spontanes und sicheres Hop-on Hop-off. Somit verbindet NEVO Technologie, Design und Nachhaltigkeit zu einem urbanen Mobilitätssystem, das den Menschen – nicht das Auto – in den Mittelpunkt stellt.

STUDENT
6TH SEMESTER

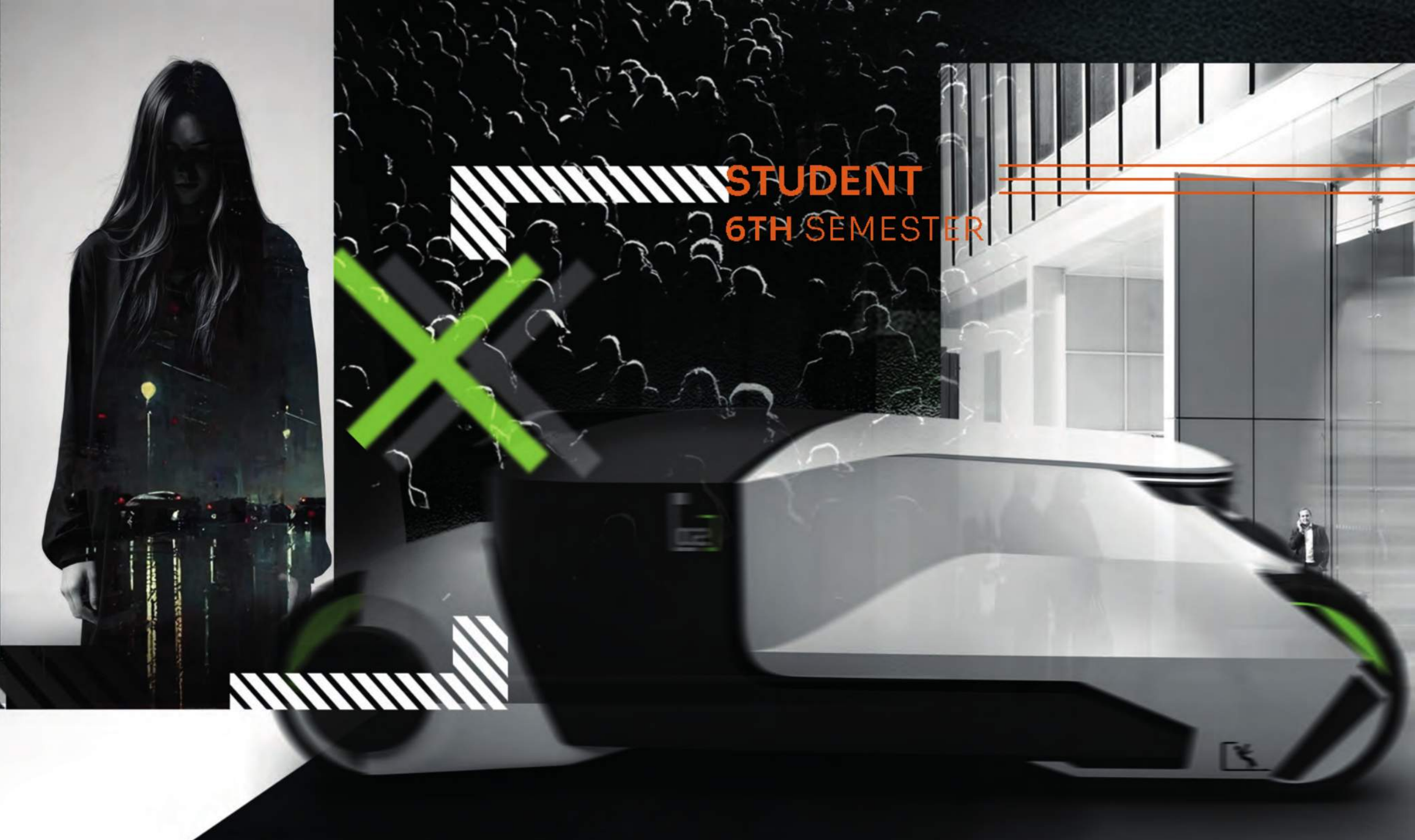
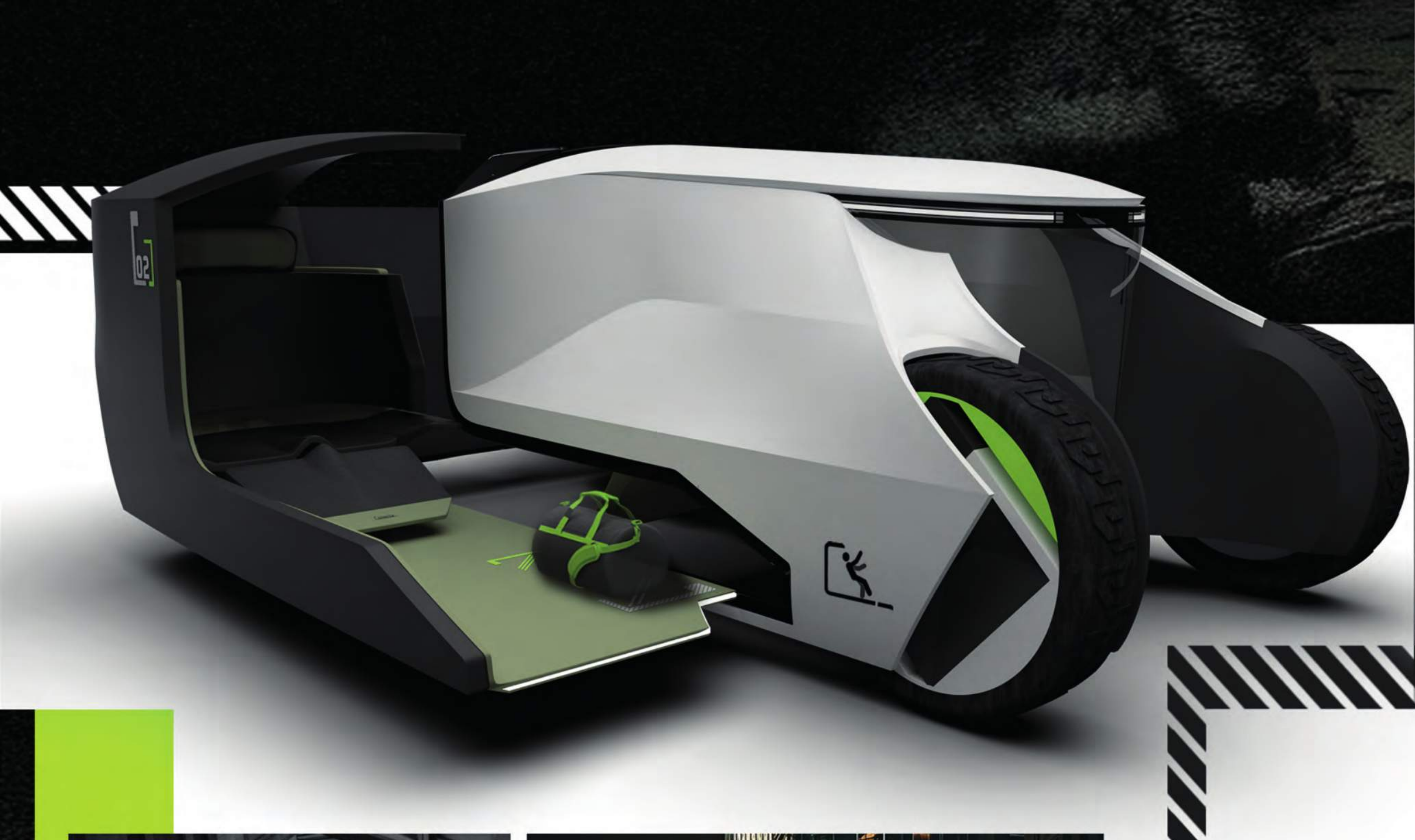


JONAH
RUPPRECHT

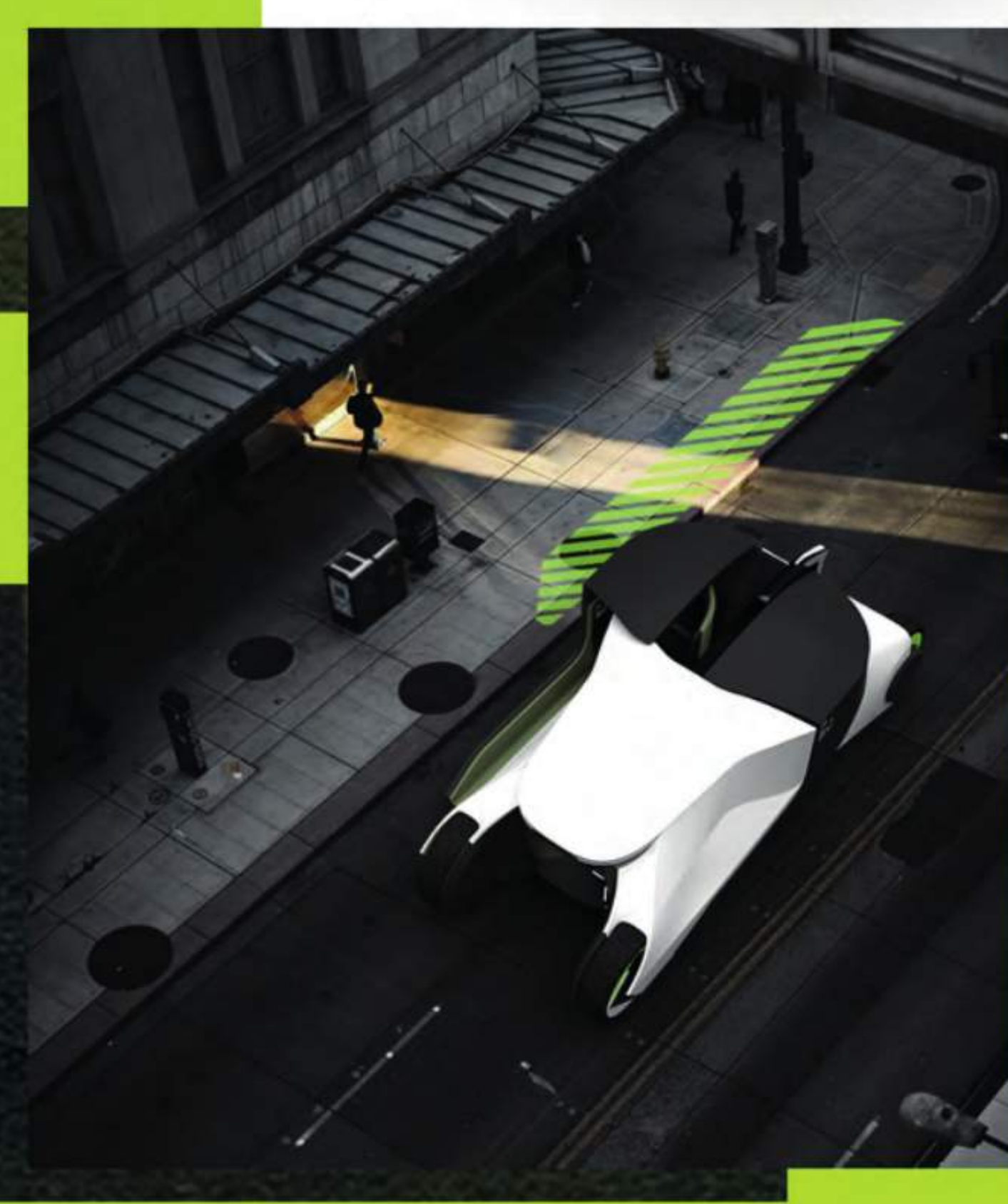
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NEVO



STUDENT
6TH SEMESTER



KEVIN
TRAPPER

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Collecta_

6th term project_

In a city without private cars, chaos meets crowded commutes.
Collecta offers a private, calm ride – no stops, no stress. It moves through slowdown zones,
keeps traffic flowing, and gives back what's often lost: your own space.



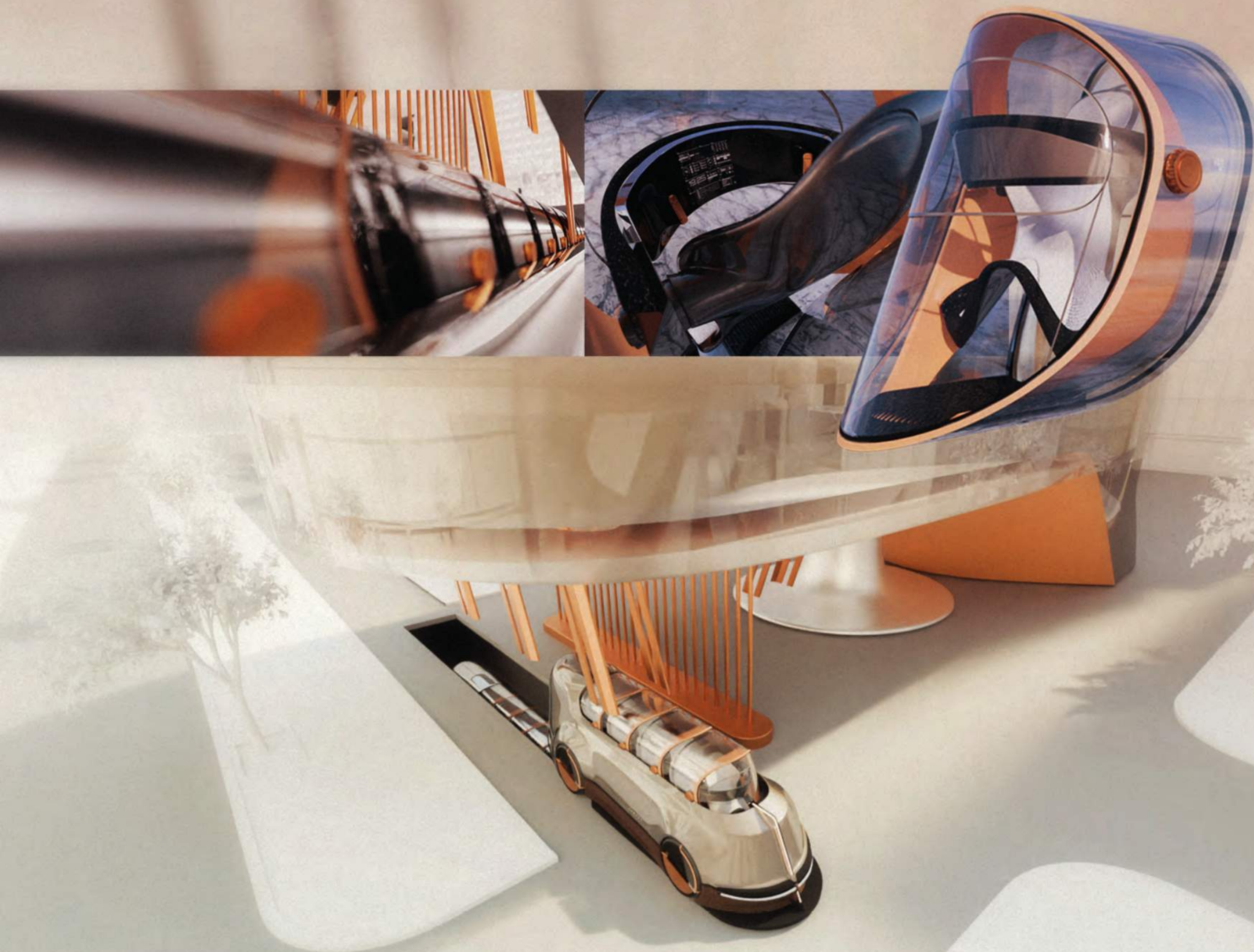
_view more projects :)

WELCOME TO SELF - NICE TO HAVE YOU HERE!

LEGACY

Legacy is a mobility concept that moves personal capsules seamlessly between urban and interurban transport without transfers, without standstill. It draws on the emotional power of individual freedom and translates it into a thoughtful, modular system. Legacy is not a technical promise, but a cultural impulse: a reminder of what mobility once meant and an opening for a new way of moving.

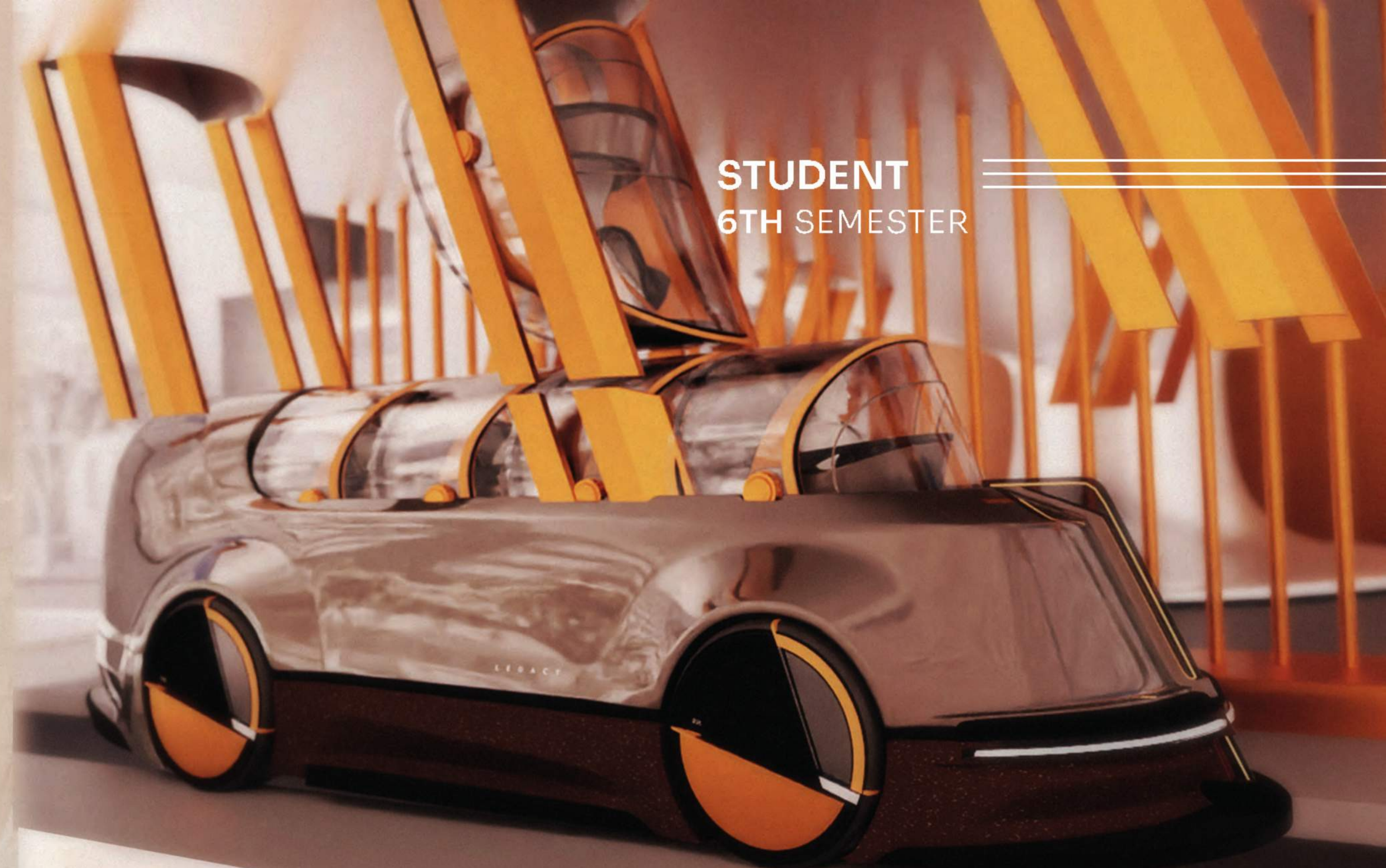
WATCH THE
FILM HERE:



**MORITZ
FROWERK**

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STUDENT
6TH SEMESTER

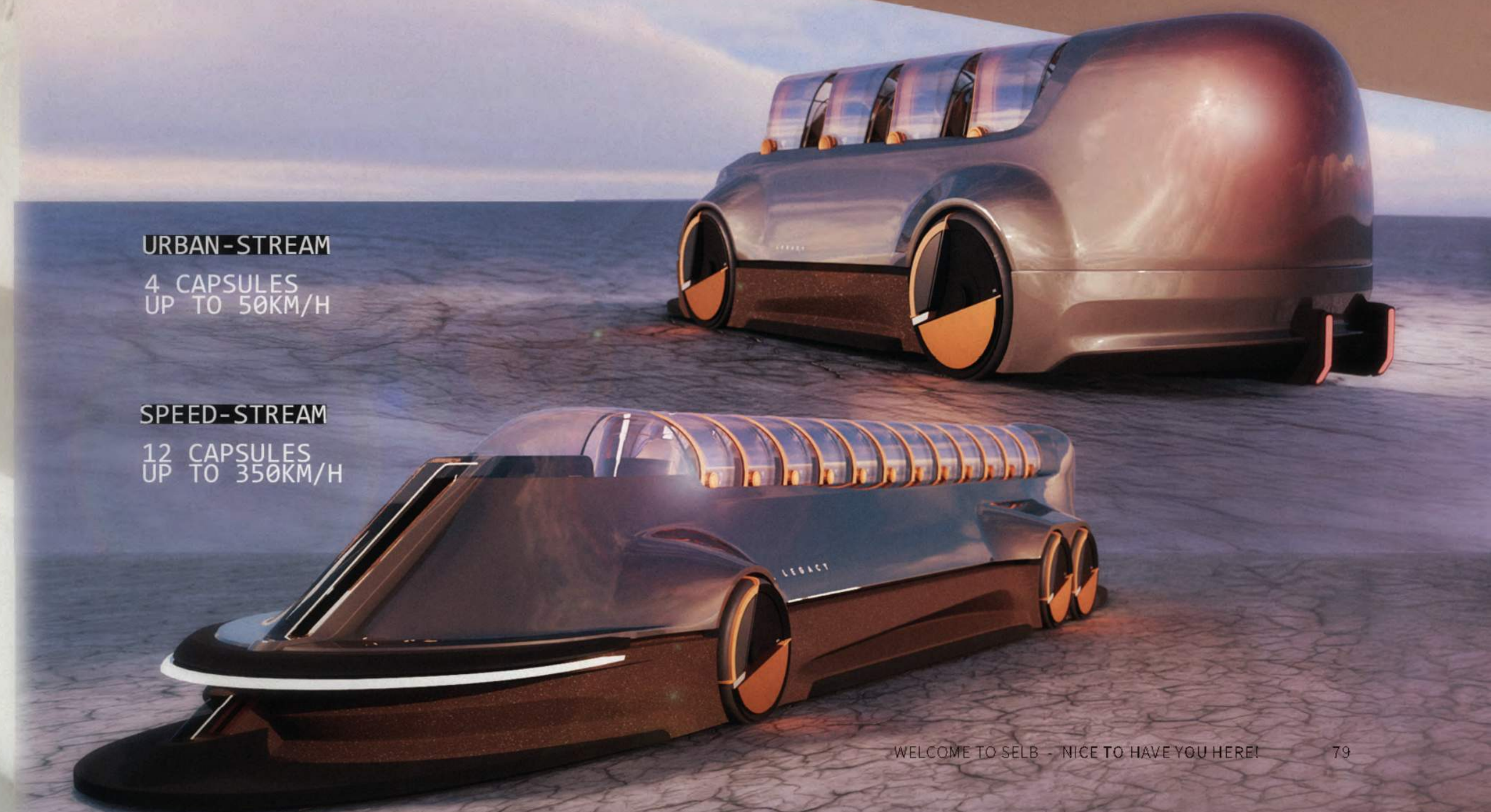


URBAN-STREAM

4 CAPSULES
UP TO 50KM/H

SPEED-STREAM

12 CAPSULES
UP TO 350KM/H



WELCOME TO SELB - NICE TO HAVE YOU HERE!

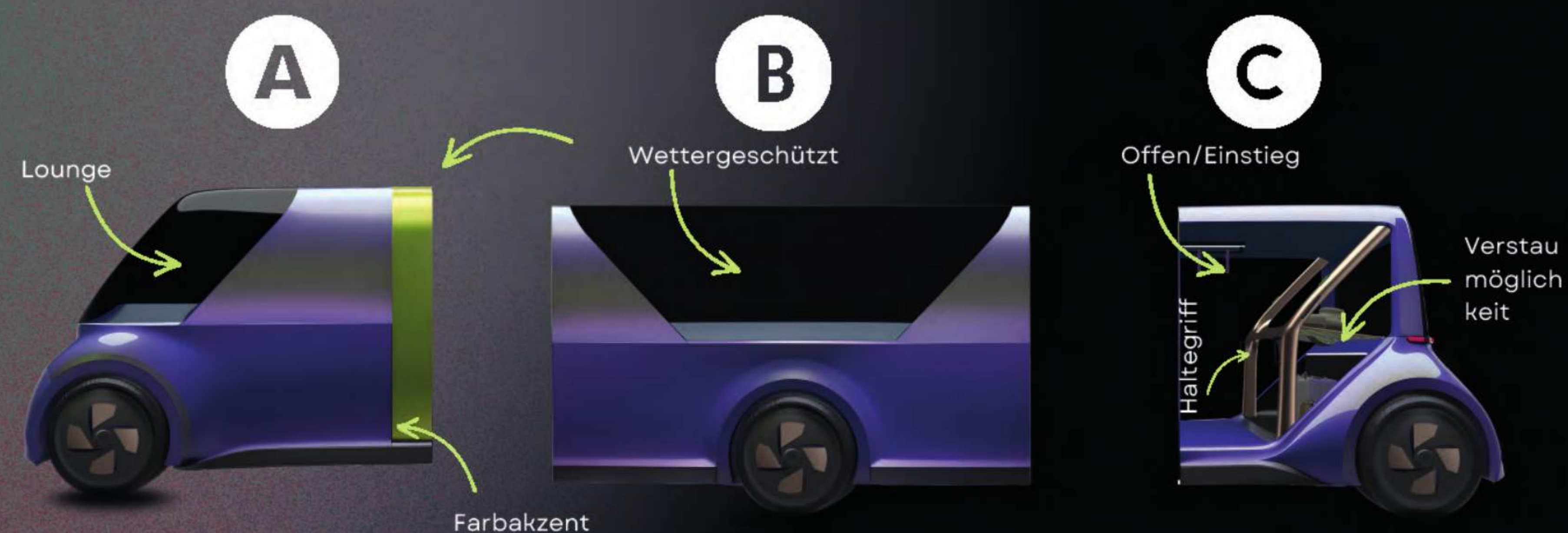
Trion

„Ob Regen oder Rushhour – Trion passt sich an, nicht du.“

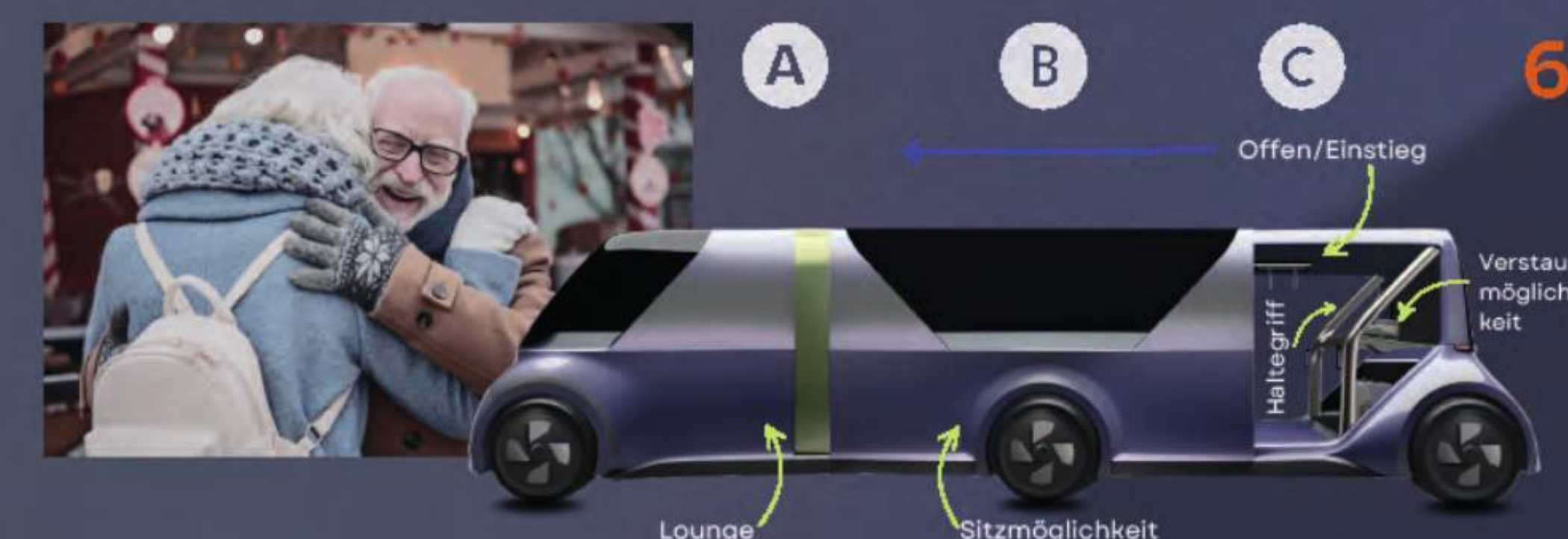
Warum “Trion”?

“Trion” setzt sich aus “Tri” (drei) & “-on” (Bewegung, Aktion) zusammen
Es steht für die modularen Varianten, die in Bewegung bleiben-angepasst an Alltag, Nacht & Stoßzeit.

Module



STUDENT
6TH SEMESTER



Comforline



Rush-Hour



Nightliner

Kombinationen



Haltestelle



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ÜZÜMCÜGİL

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6TH SEMESTER PROJECT

UNIFRAME



FIND OUT MORE



TILL
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STUDENT
6TH SEMESTER

PREMIUM LOUNGE

HOP ON

PRIVATE CAPSULE



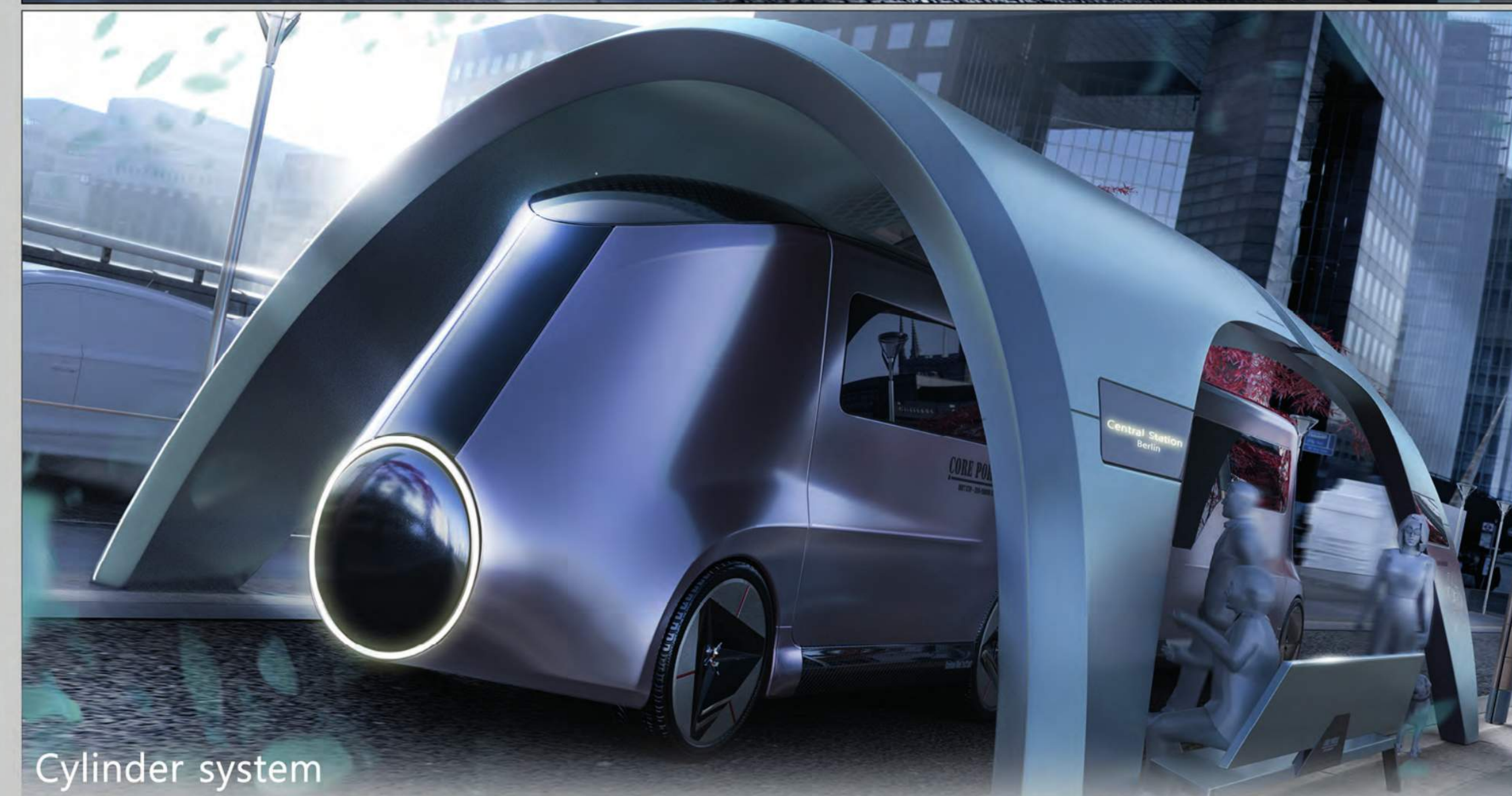
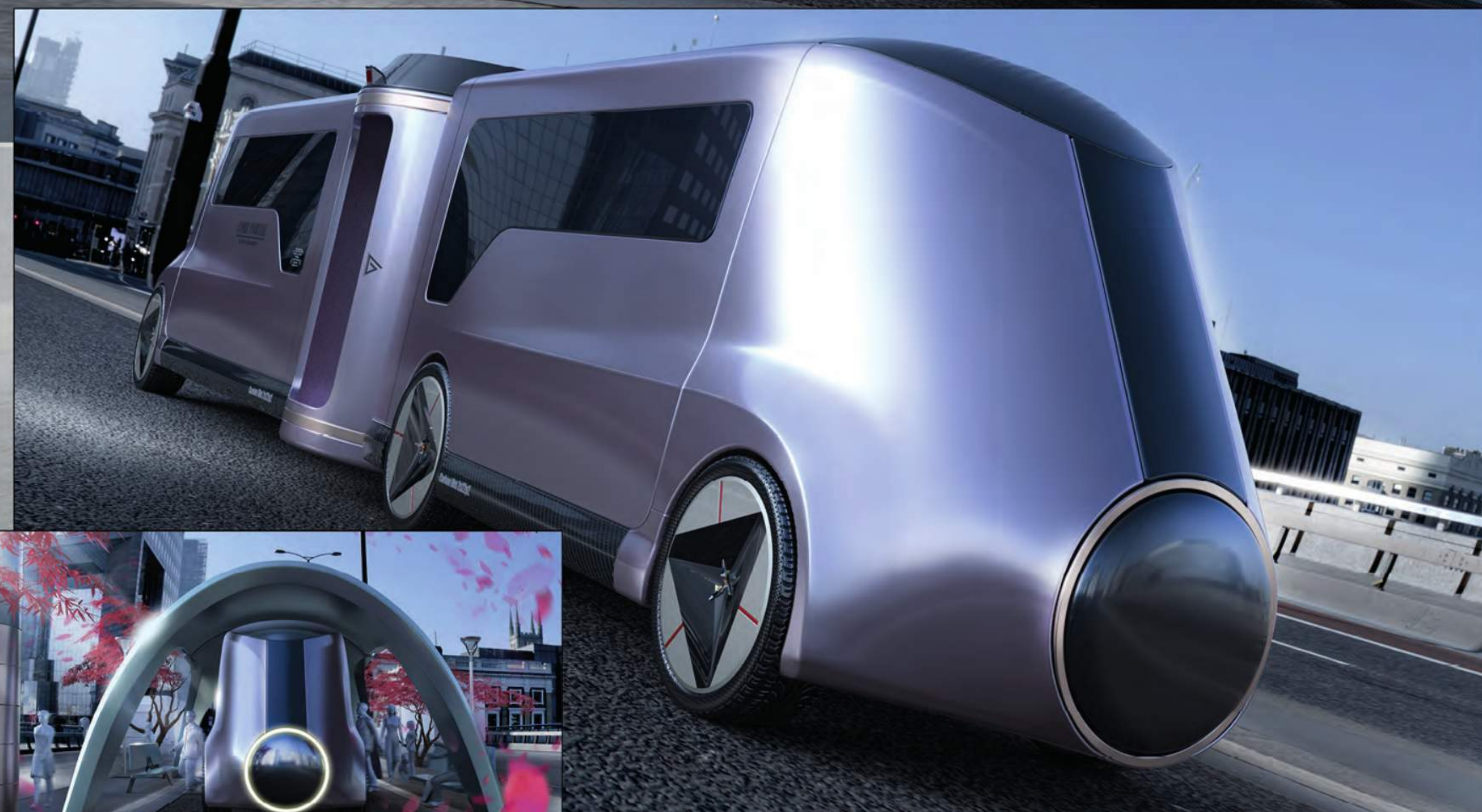
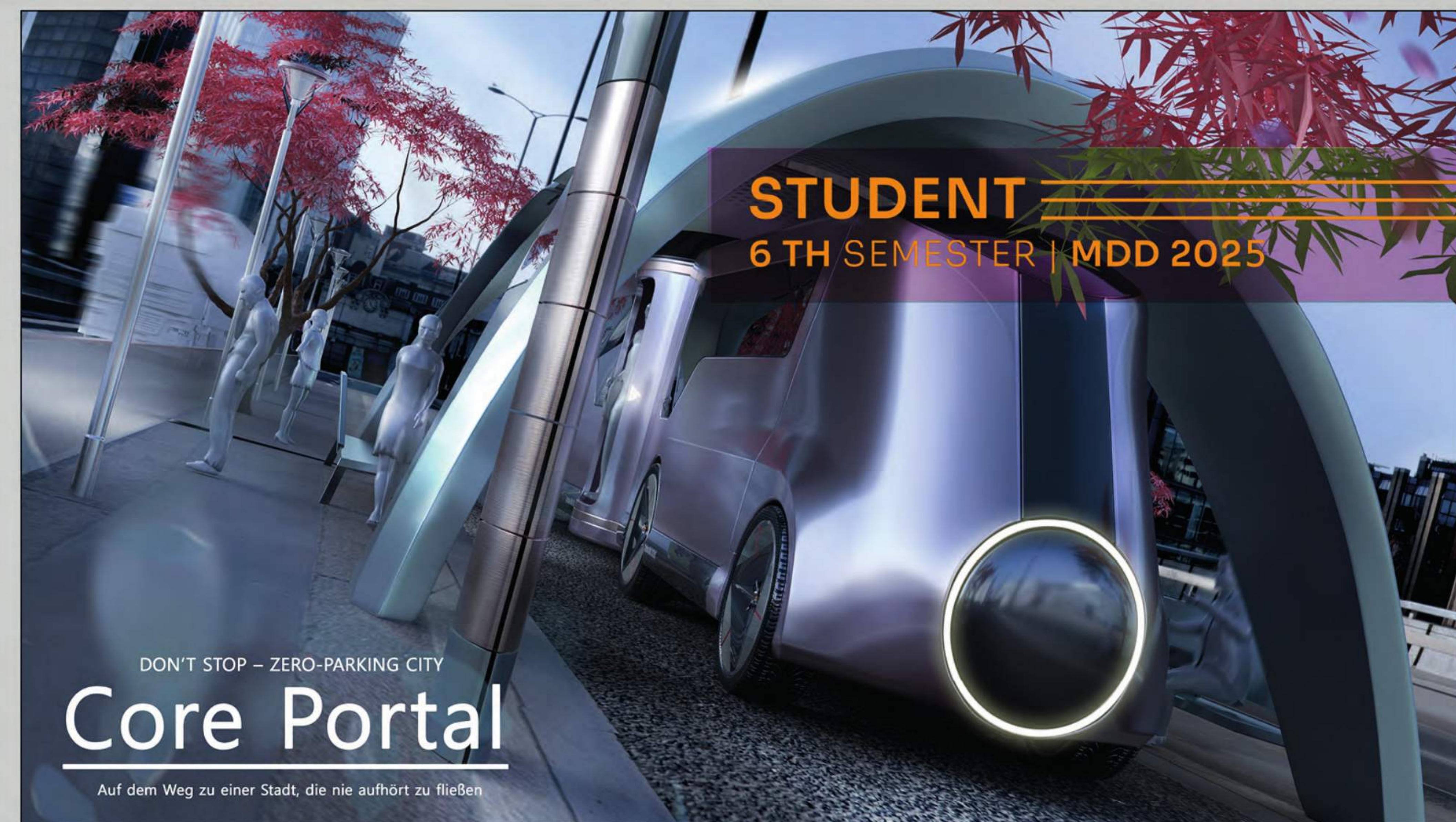
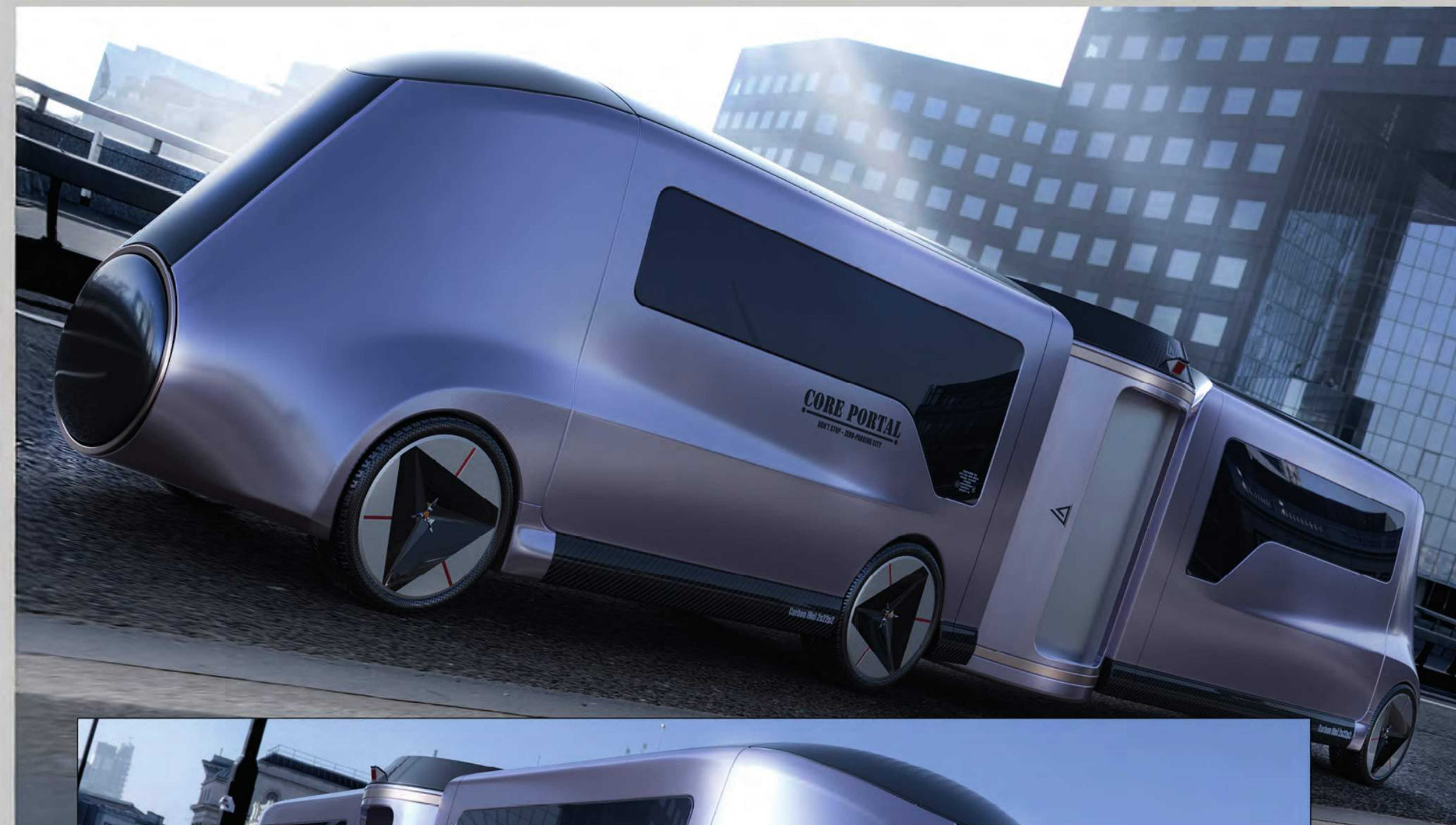
FRONT VIEW

KEY SKETCH



THE CAPSULE GETS EXCHANGED AT THE STATION
WHILE THE VEHICLE KEEPS MOVING.
IT PROVIDES AN EASY ENTRANCE AND EXIT FOR THE
PASSENGER INTO THE STILLSTANDING CAPSULE

WELCOME TO SELB - NICE TO HAVE YOU HERE!



Concept and Rough Sketch

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OUR STUDENTS

THE ALPHA SEMESTER

FIRST GRADUATES & THESIS TOPICS

February marked a very special milestone: The Design & Mobility program said good-bye to its first seven graduates, proudly awarding them their Bachelor of Arts degrees. Four additional students followed in summer. As our very first cohort steps into the professional world, their final thesis projects highlight the wide thematic reach of our program and its distinctive design profile.

Several theses explored automotive exterior and interior design, creating visionary interpretations of future vehicles that merge emotion, efficiency, and technology. Another focus area was two-wheeled mobility, resulting in designs for innovative bicycles, e-bikes, and a next-generation motorcycle concept. One project addressed the multi-functional interior of a luxury motorhome, developing transformative usage scenarios paired with sustainable material strategies.

Particularly visionary was a proposal for an

eco-friendly, fast personal watercraft, geared toward individual mobility on rivers and coastal regions – a strong reflection of our emphasis on intermodal thinking.

All these thesis projects combined advanced sketching and conceptual design with technical analysis, digital CAD modeling, simulation, and strategic design foresight. They clearly demonstrate that our graduates are well prepared to assume responsibility in professional design practice – whether in studios, development departments or start-ups.

We are proud of this first generation of alumni and look forward with anticipation to the thesis projects yet to come. Each will help further establish Selb as a creative center for next-generation mobility design

PHOTO CREDIT FROM CHRISTIAN KRECSIR



ANDREAS IRRGANG



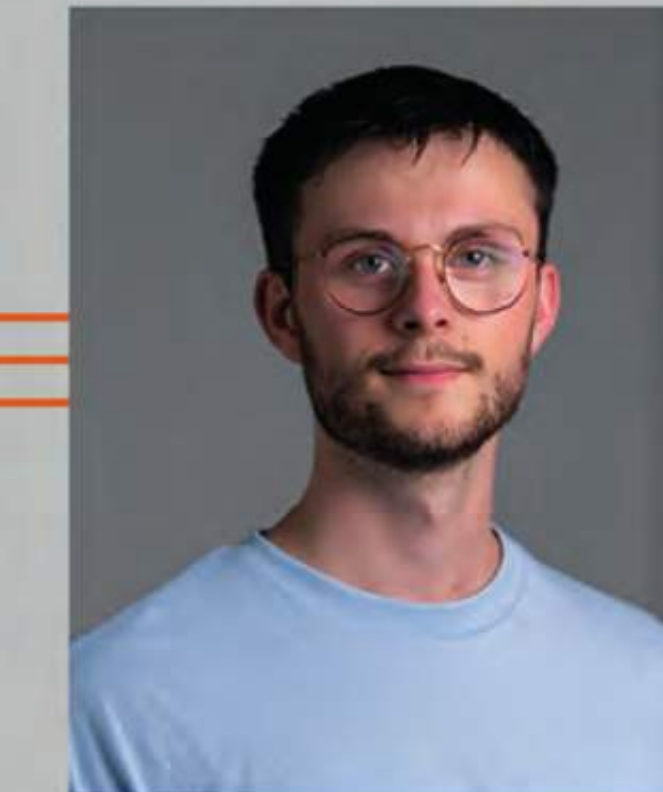
DANIEL PROTSCHKY



DAVID KILIAN



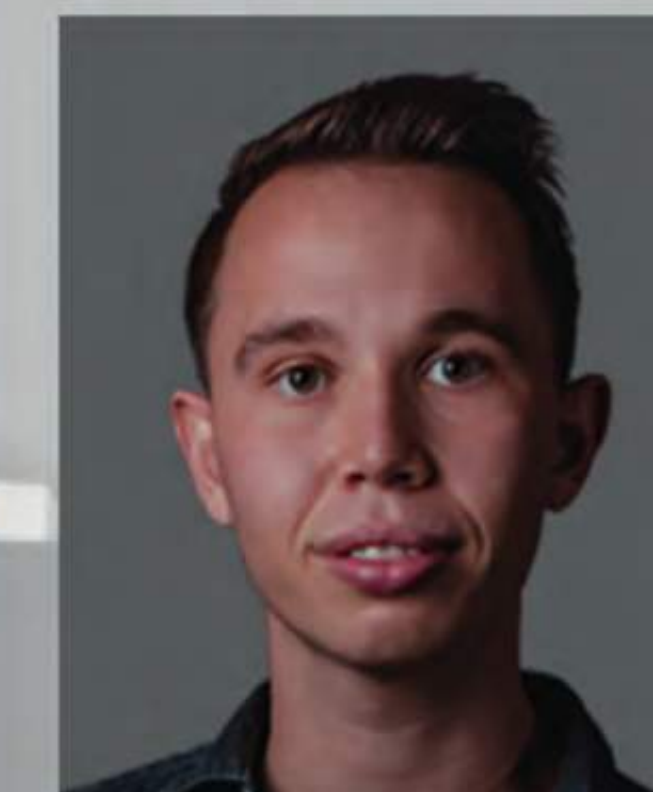
JANA THIEME



LUCA NICKLAS



MARCELLO HENGELHAUPT



MARTIN LUKAS POHL



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STEFAN LUPPERGER

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FASTCUT



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HOW TO GET OUT FOR CYCLING?



LESS TIME FOR THE RIDE

46
min



31
min



17
min

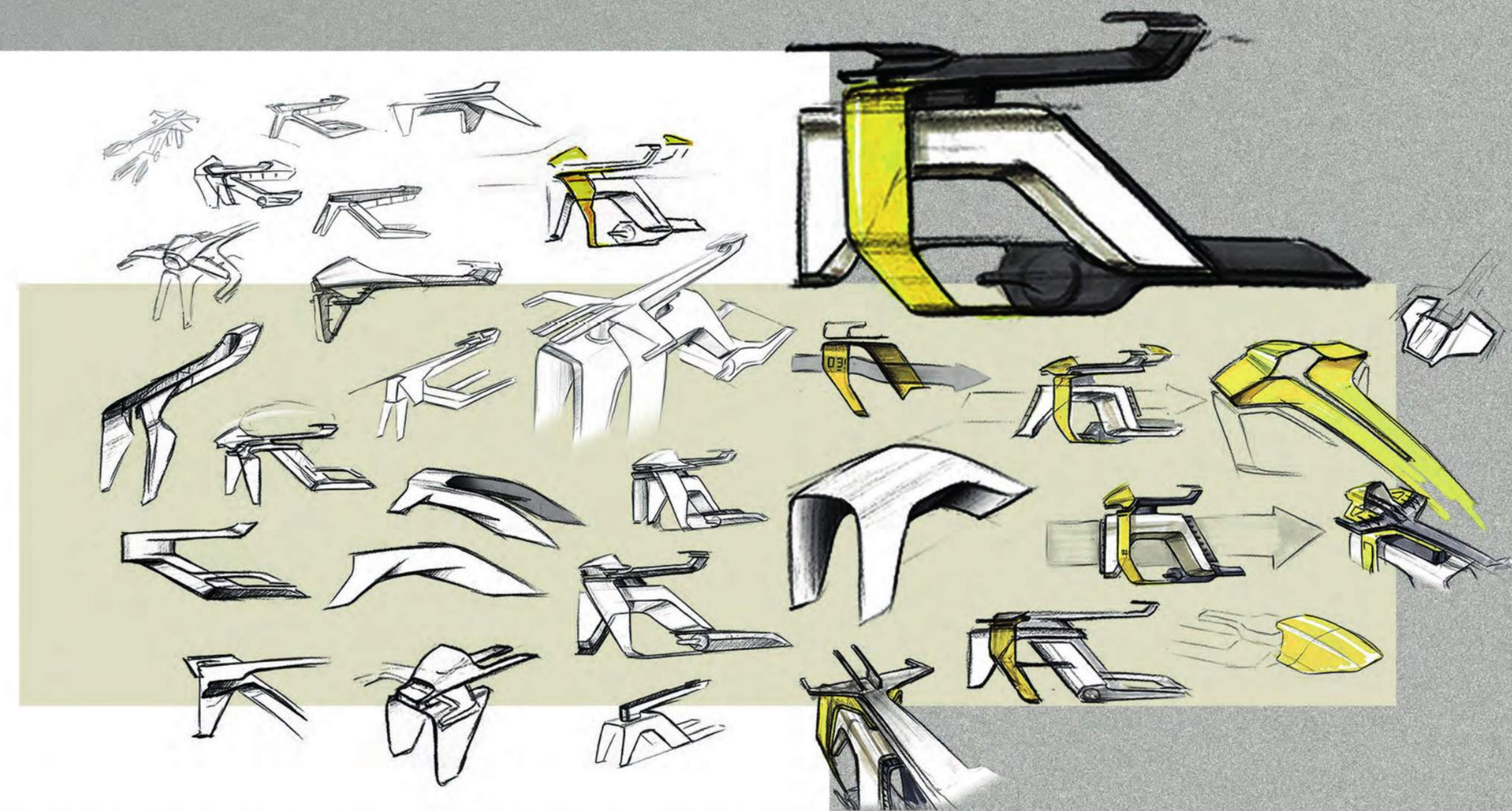


TAKE THE

FAST ~~SHORTCUT~~

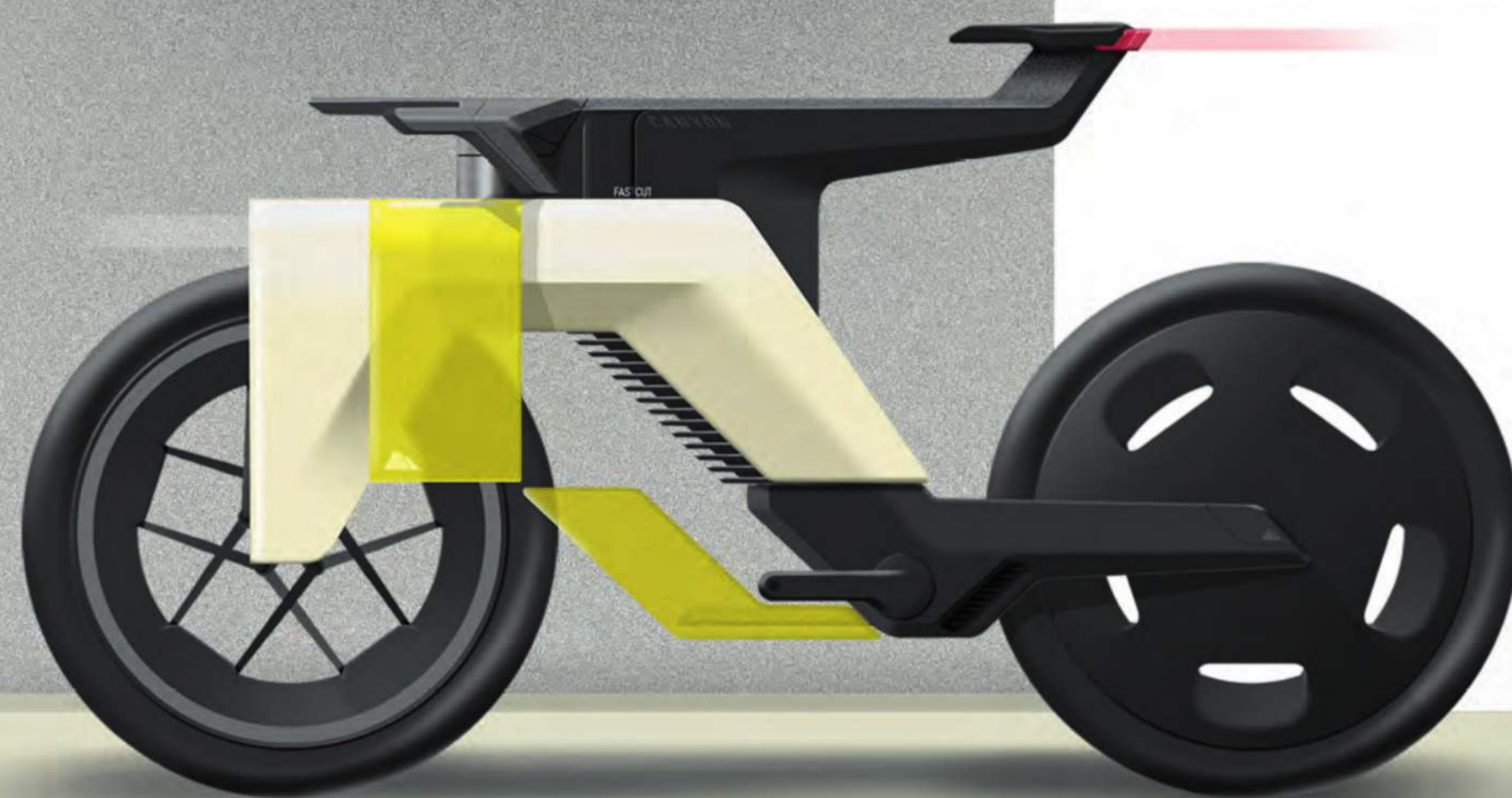
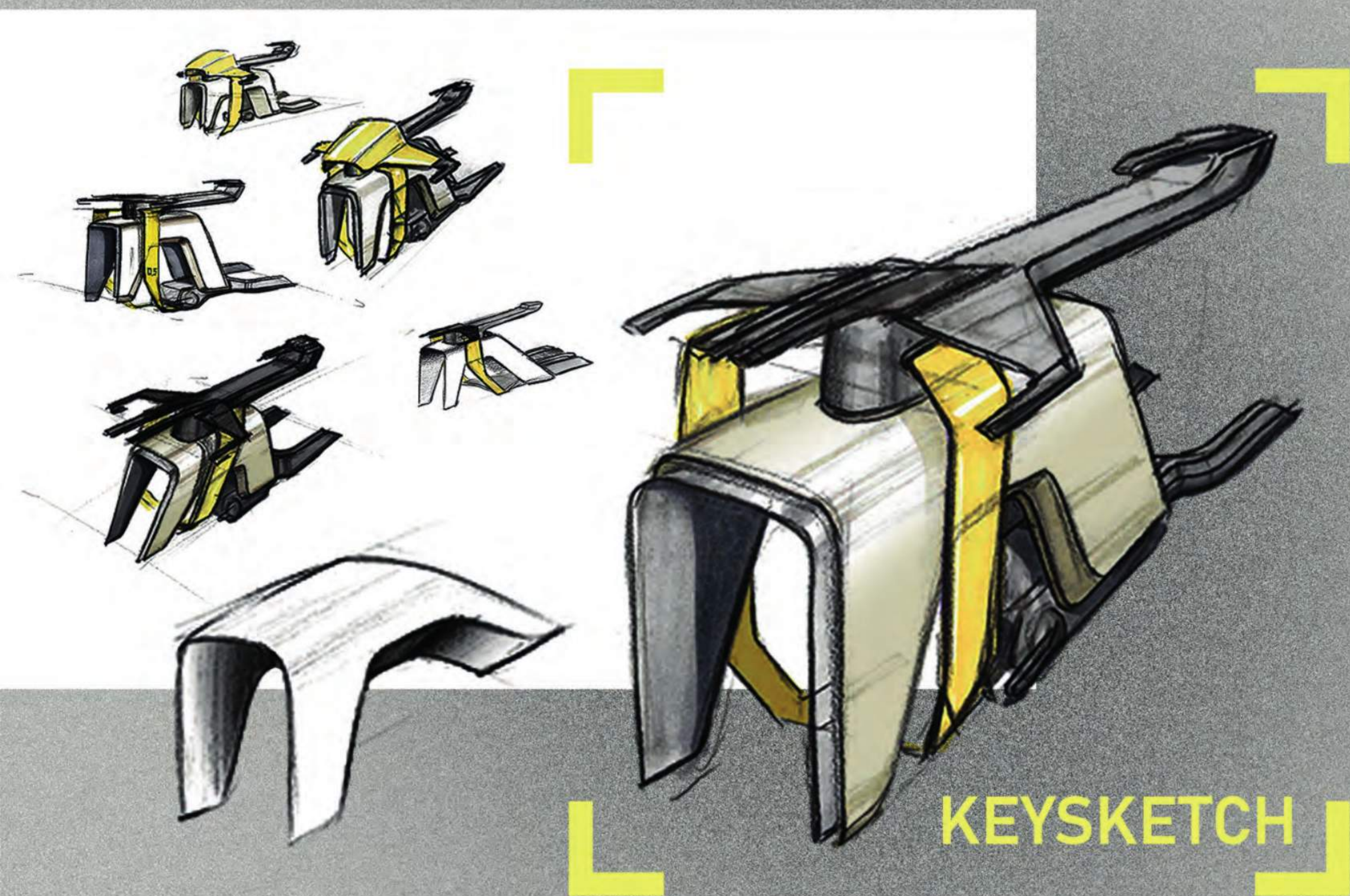


FAST
SLOW



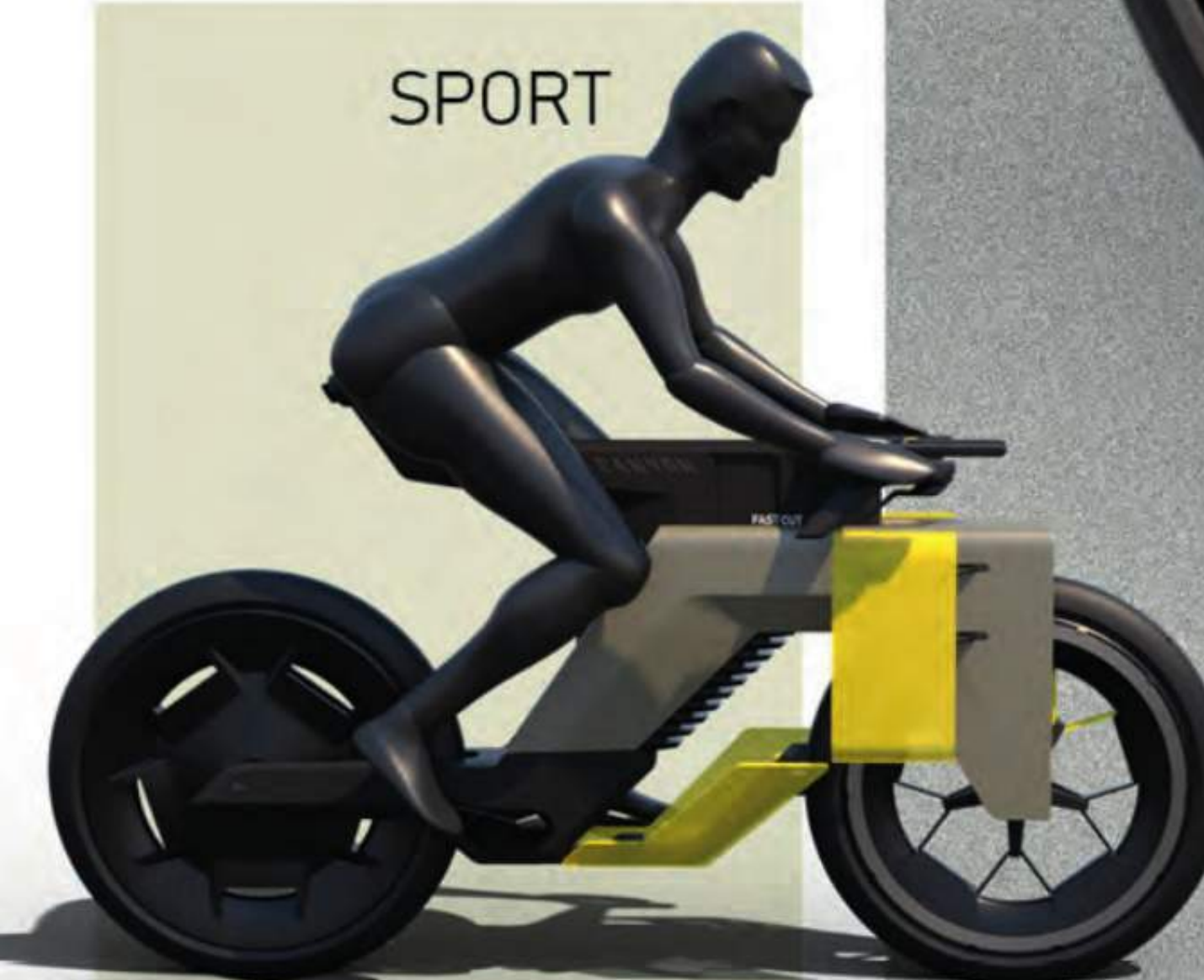
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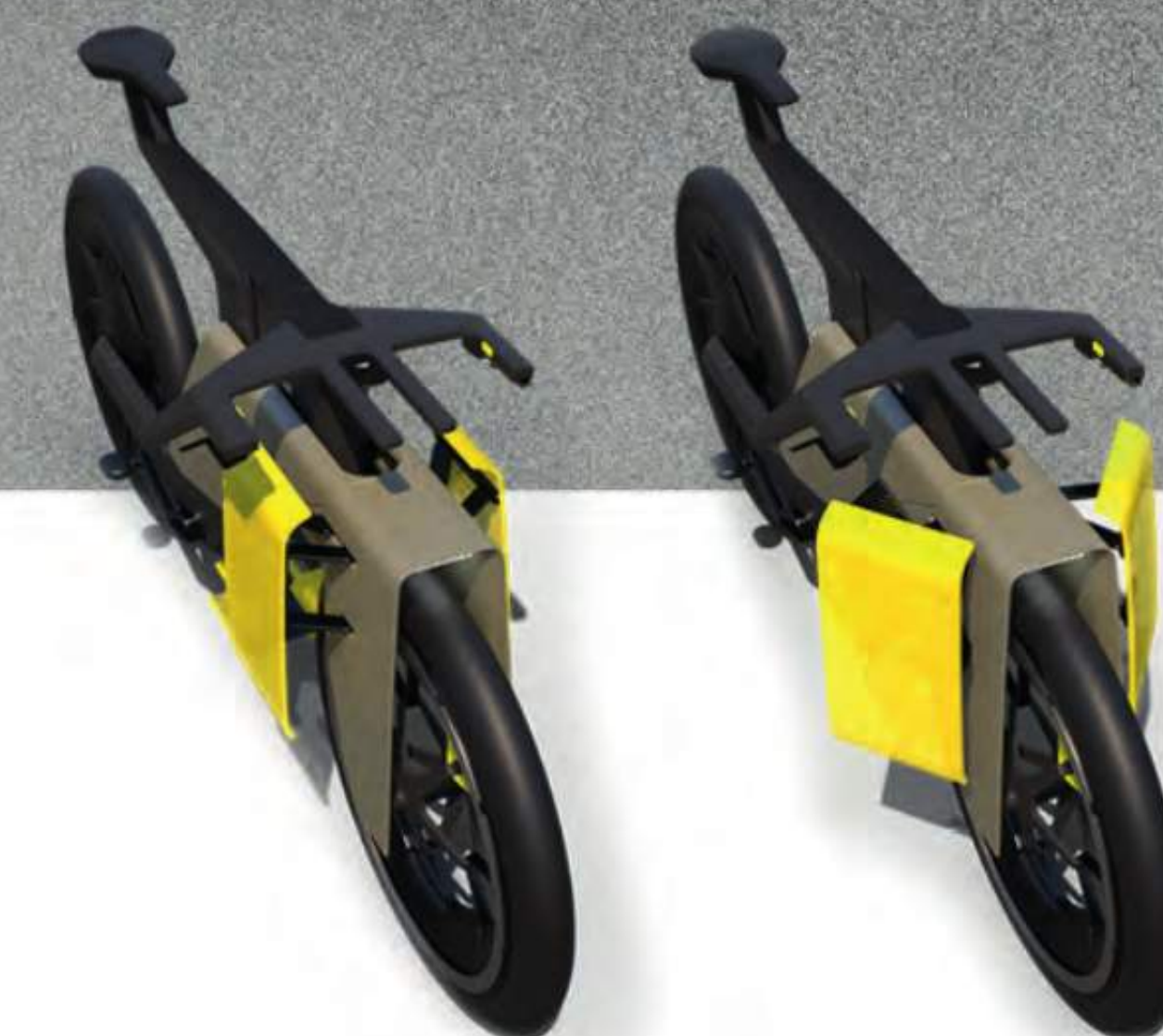
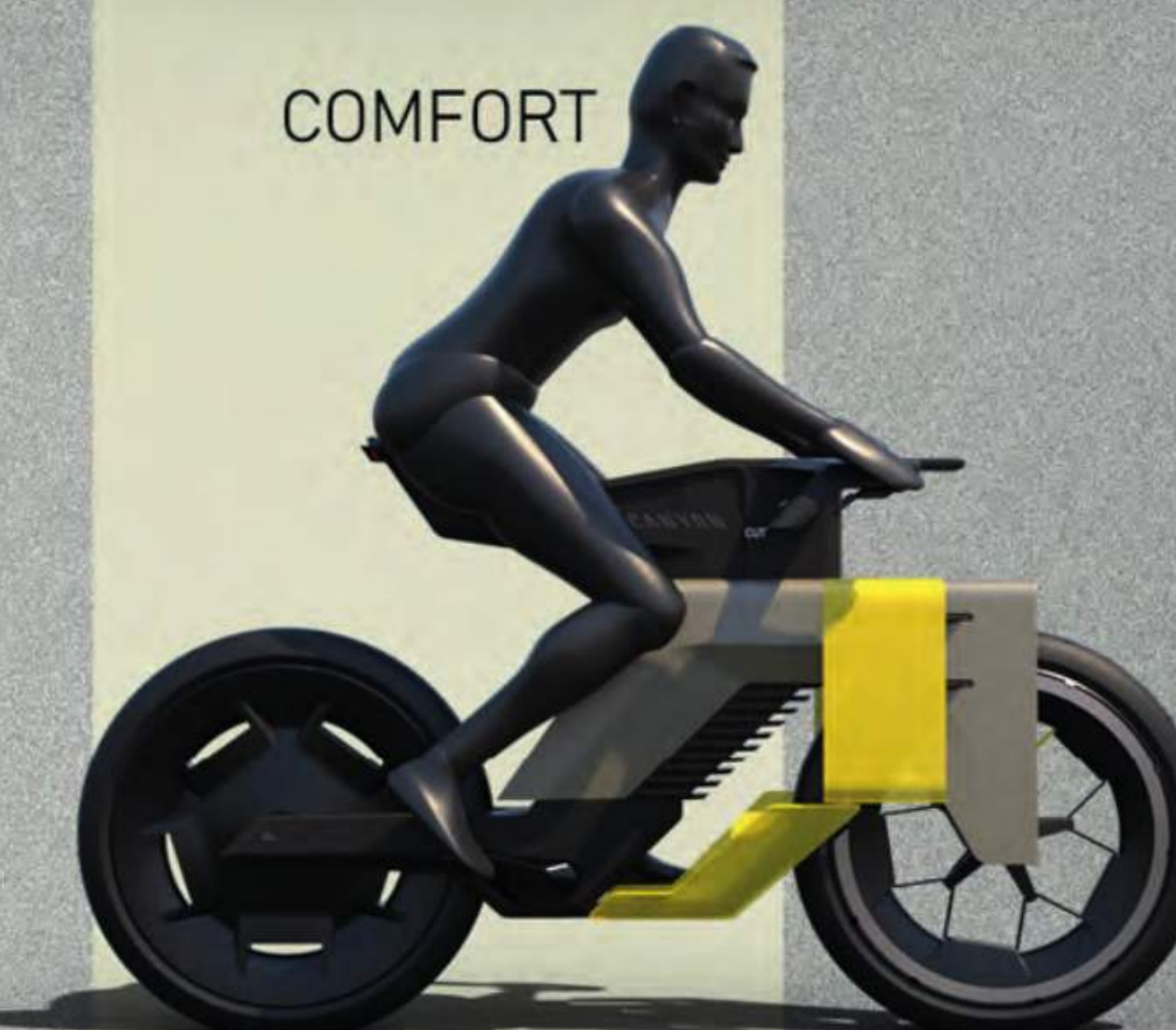


GEO SHIFT

SPORT



COMFORT



SIDEBLADES



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FENRIS

ADVENTURE VEHICLE FOR NORWAY



STUDENT

6TH SEMESTER | MDD 2024

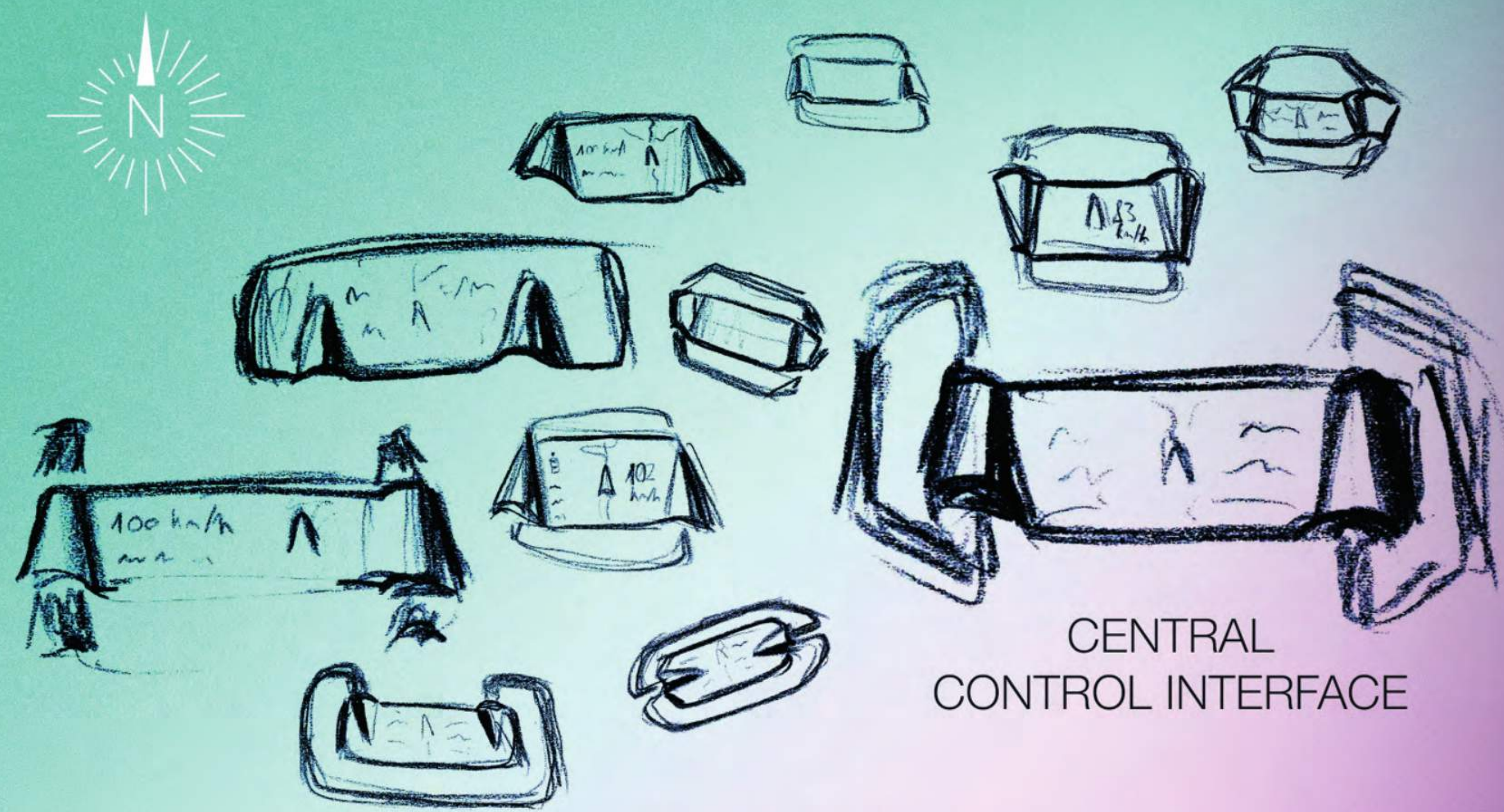
ROOF SEGMENTS
ROTATE OUTSIDE TO
EXPAND SPACE



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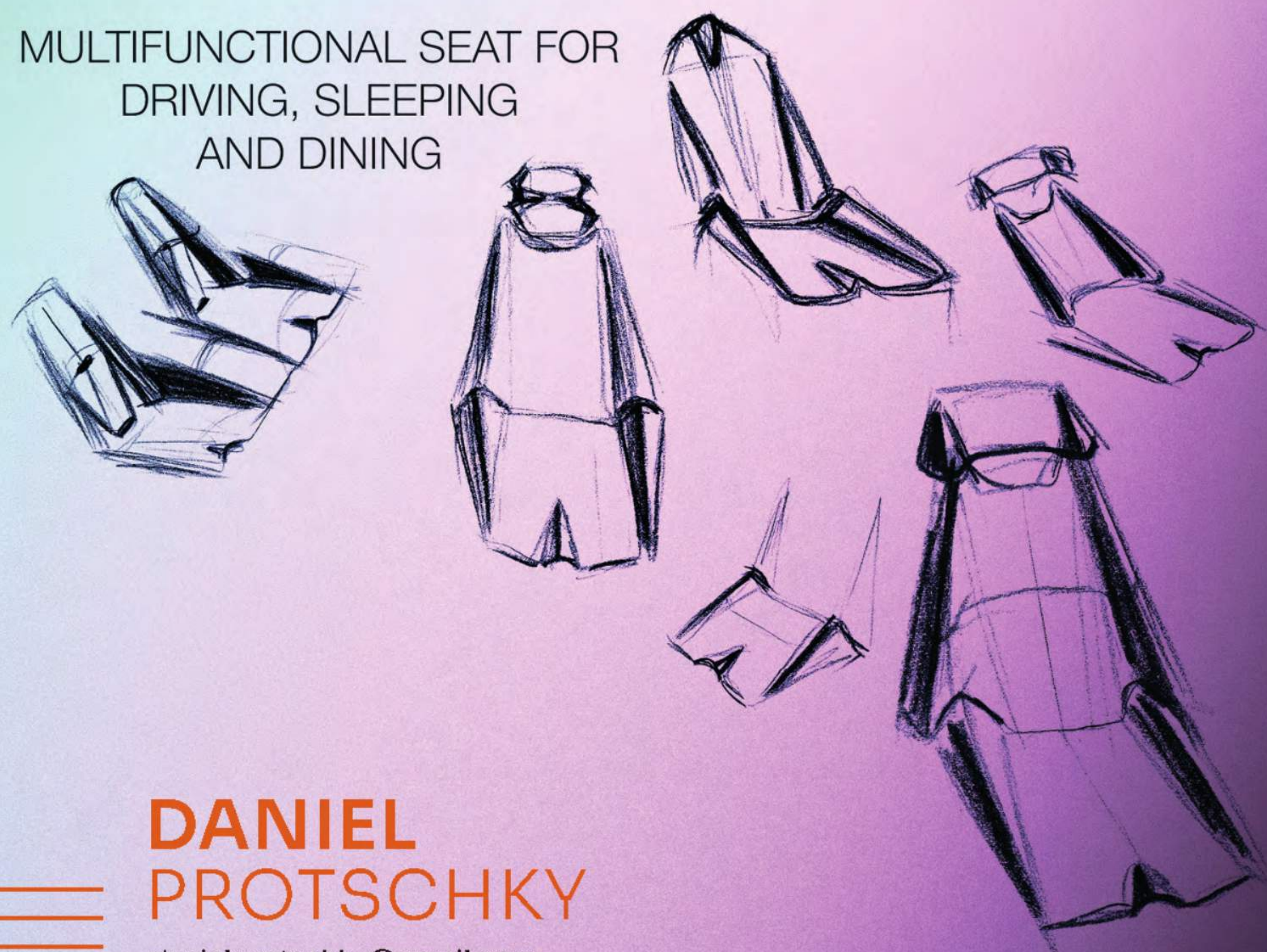
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CENTRAL
CONTROL INTERFACE

INTERIOR IDEAS

MULTIFUNCTIONAL SEAT FOR
DRIVING, SLEEPING
AND DINING



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DRIVE MODE



POP-UP MECHANISM



LIFE MODE



REMOVABLE WATER TANKS

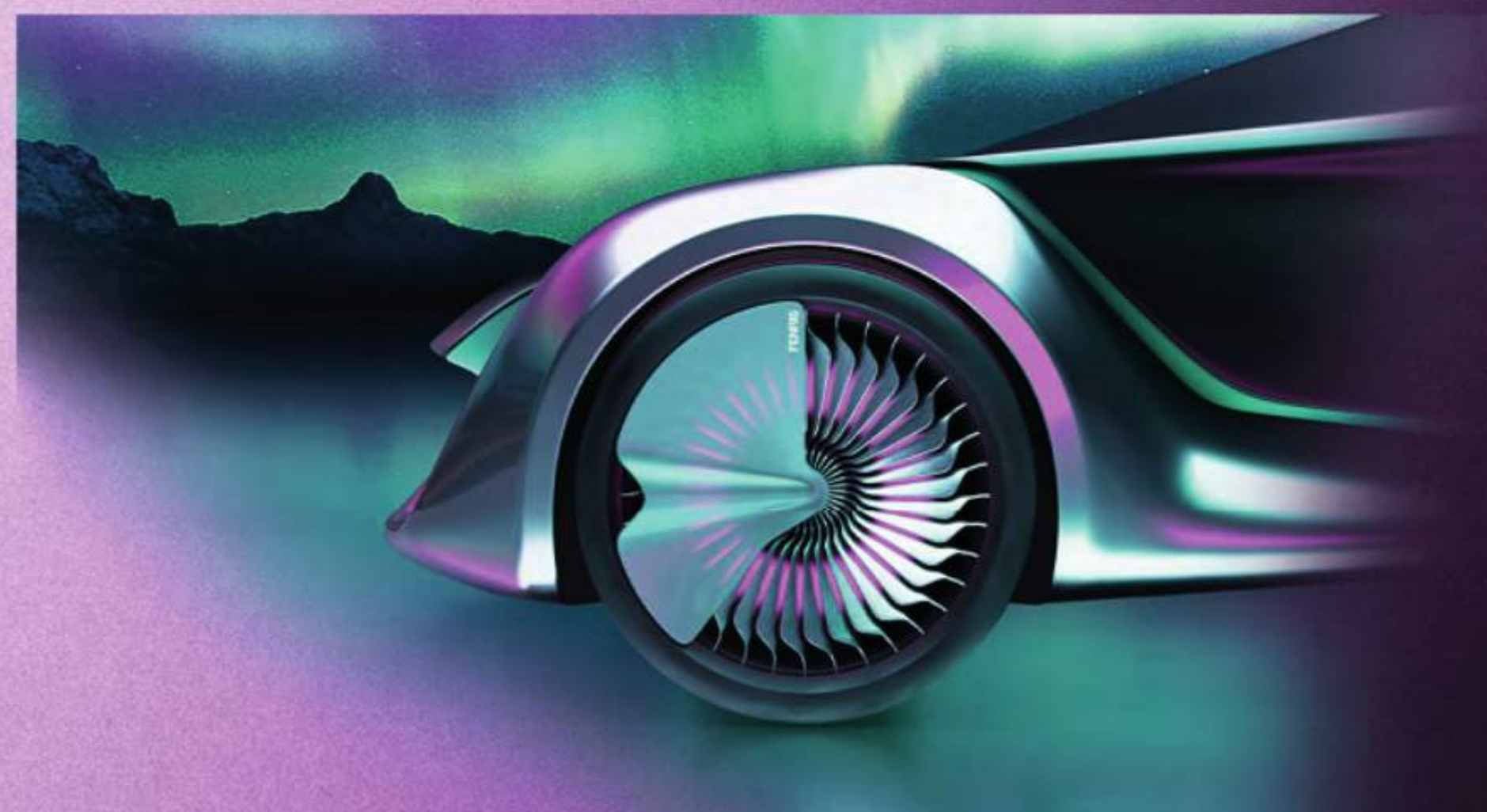
ROTATION AXIS



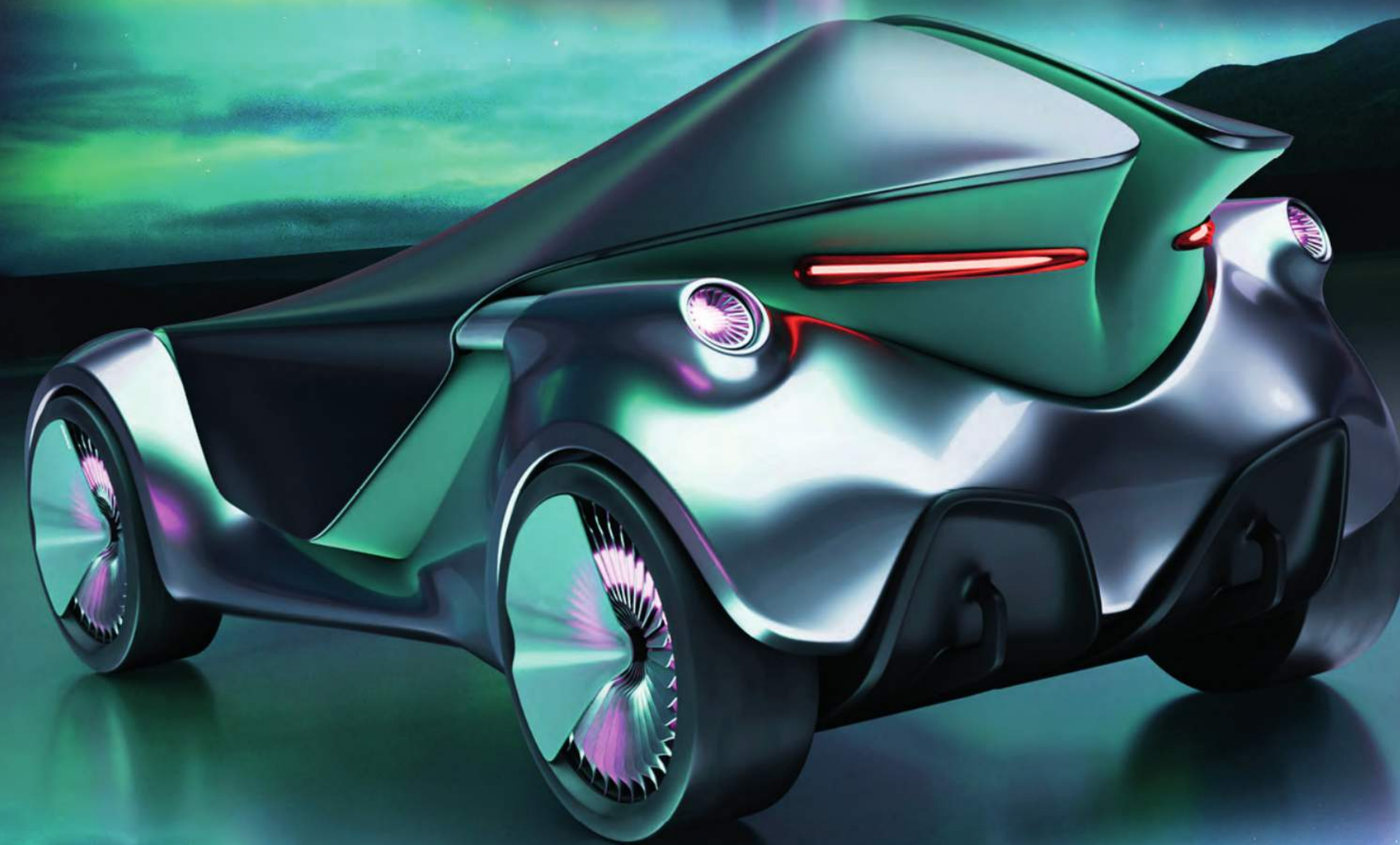
WING DOORS



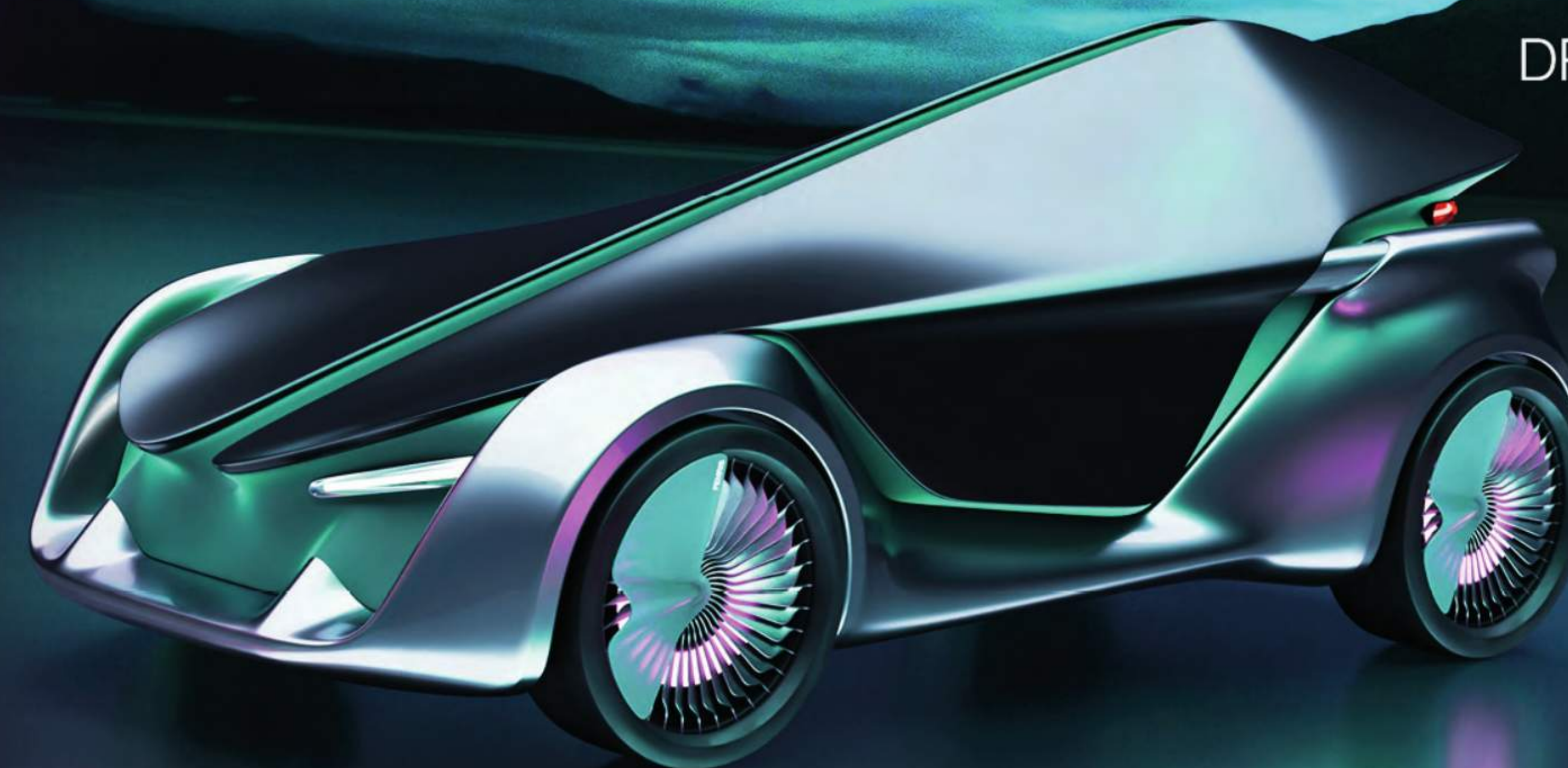
WHEEL HUB MOTOR



LIFE MODE



DRIVE MODE



CHECK OUT
MY PORTFOLIO



**DANIEL
PROTSCHKY**

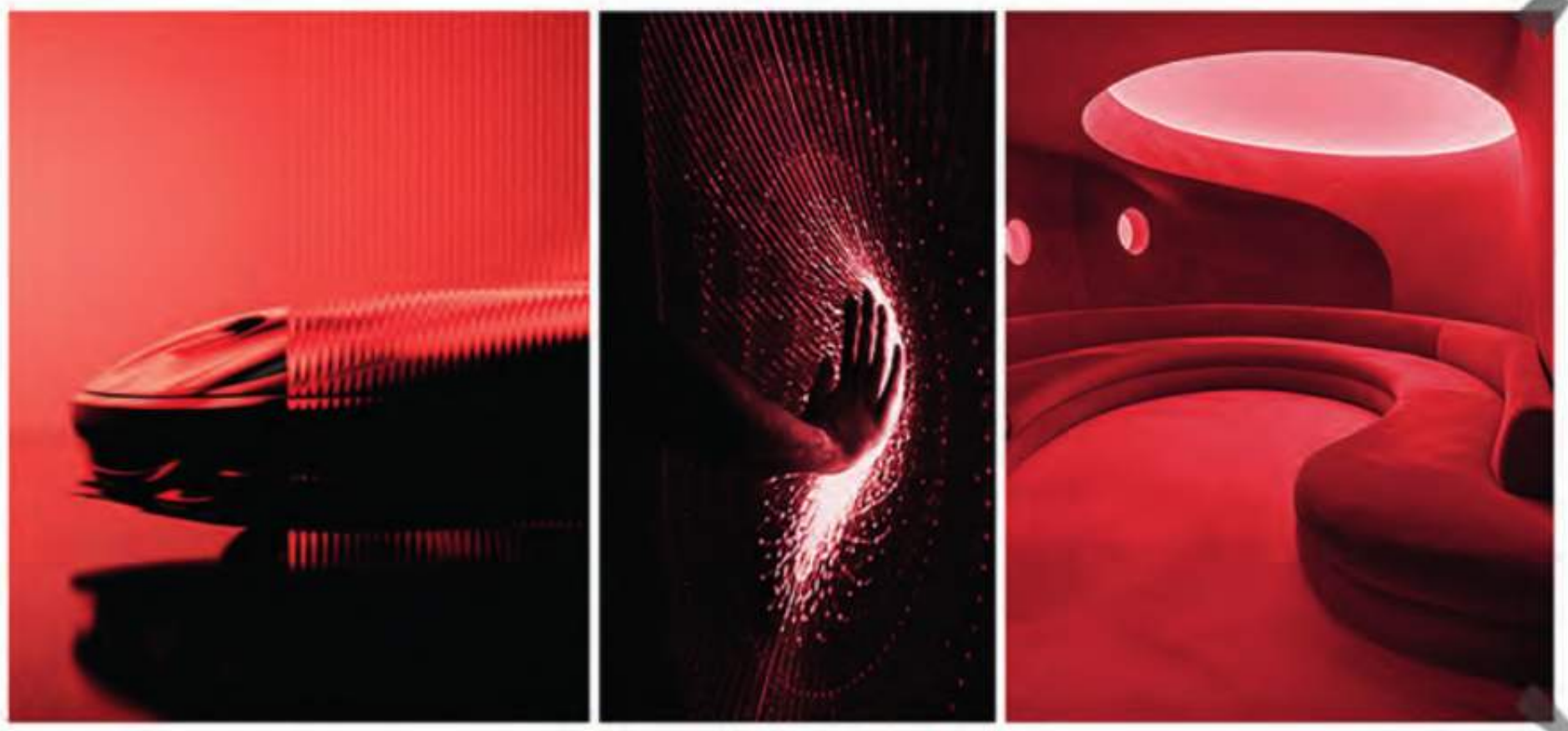
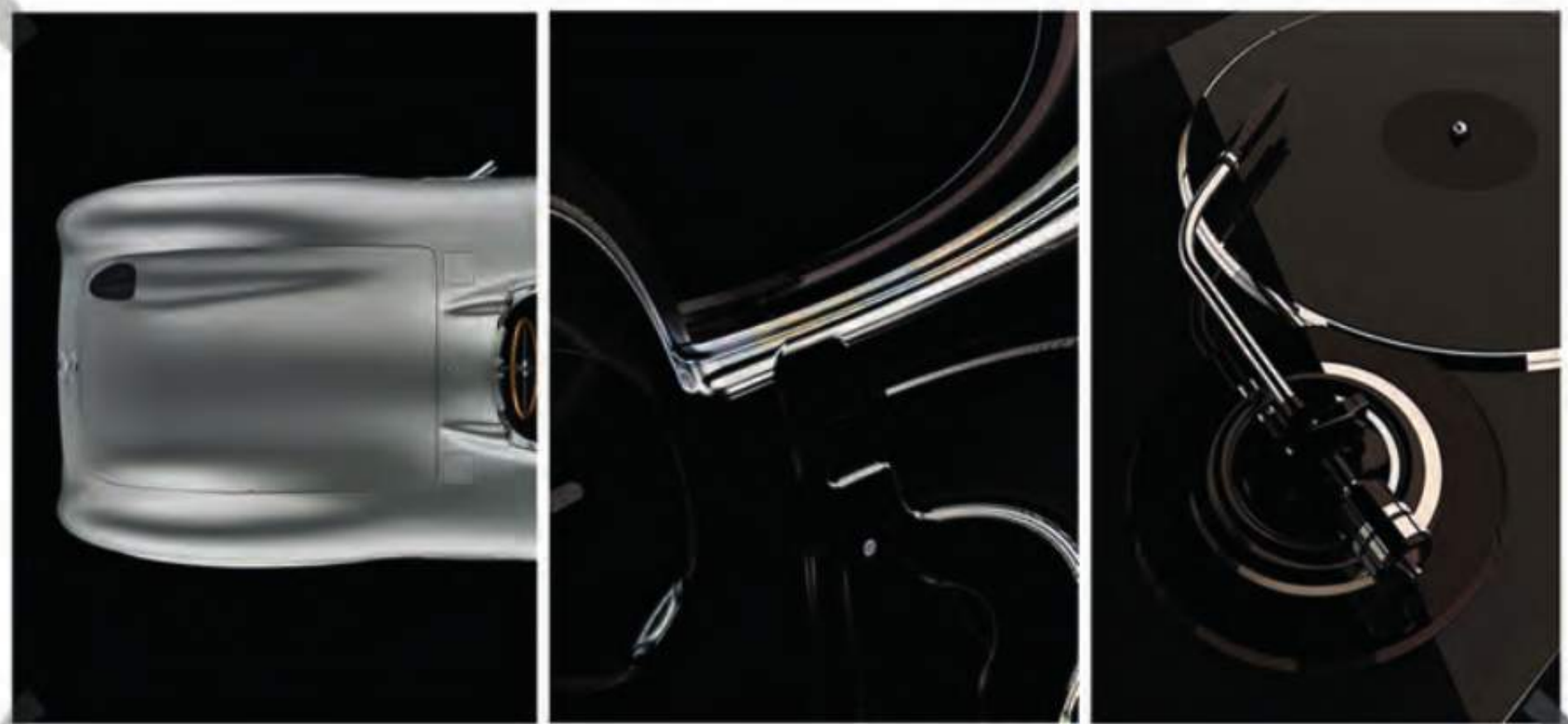
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Development of a Luxury-Class Vehicle with Variable Body Structure:
“A Synthesis of Eastern and Western Concepts of Luxury in Automotive Design”

This project deals with the design of a vehicle in the luxury automobile segment.

The focus lies on taking into account different cultural perspectives on luxury in the automotive context- in particular those from the Western European and the East Asian spheres.

The aim is to merge these culturally influenced notions into a design and functionally coherent vehicle concept, developing an interculturally compatible understanding of luxury in automotive design.



European Luxury Views

Luxury often means a combination of exclusivity, superior craftsmanship, and innovative technology.

It also encompasses sustainability, refined driving dynamics, and understated elegance.

The driver is the focus:
the car is an expression of personal freedom and achievement.

Asian Luxury Views

Luxury is interpreted more visually and symbolically, emphasizing status, prestige, and representation.

The car is seen as a living and lounge space, not just as a means of transportation. Comfort features and advanced interior technology are essential.

Long-wheelbase models and large vehicles with spacious interiors are highly preferred, often used with a chauffeur.

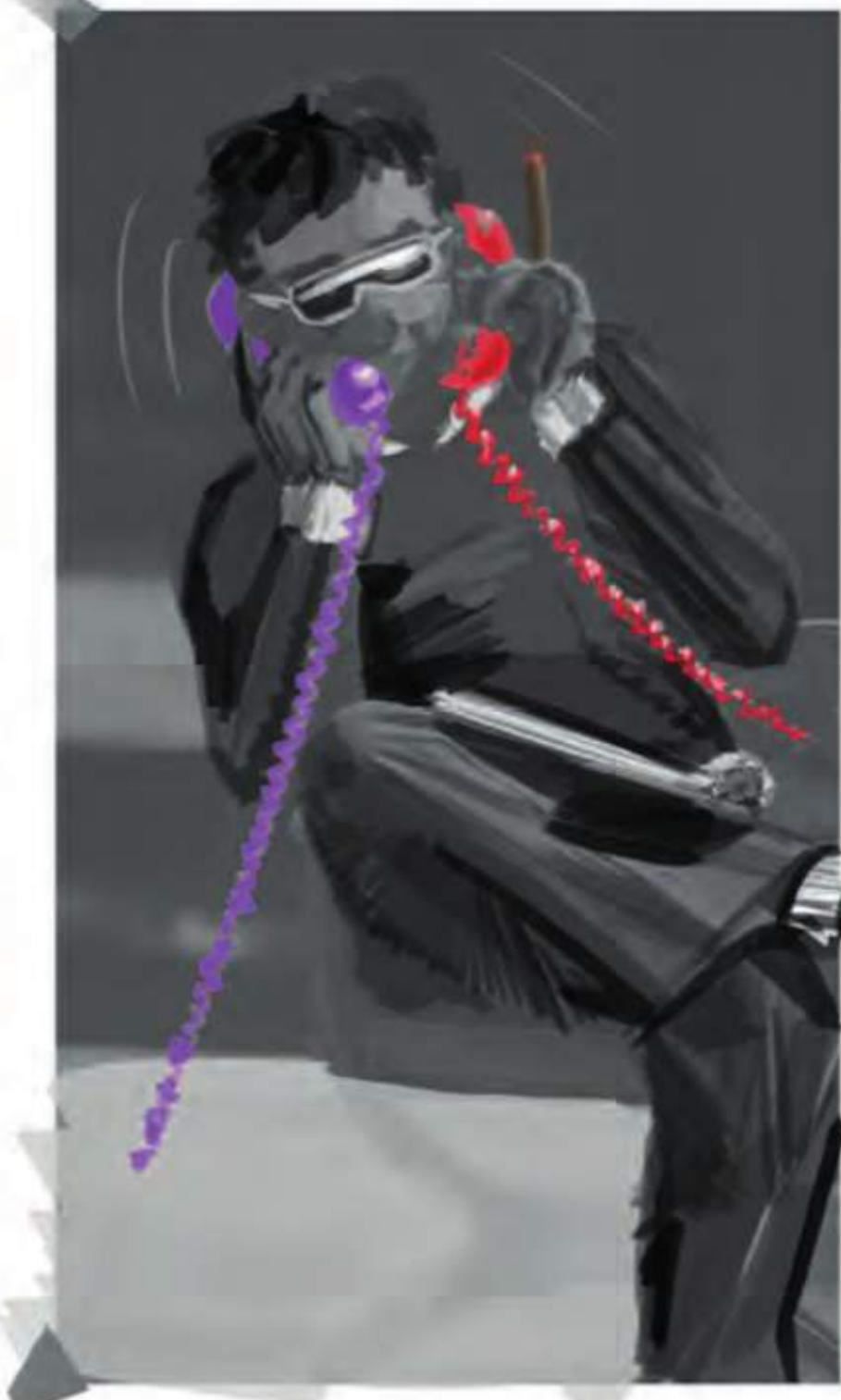


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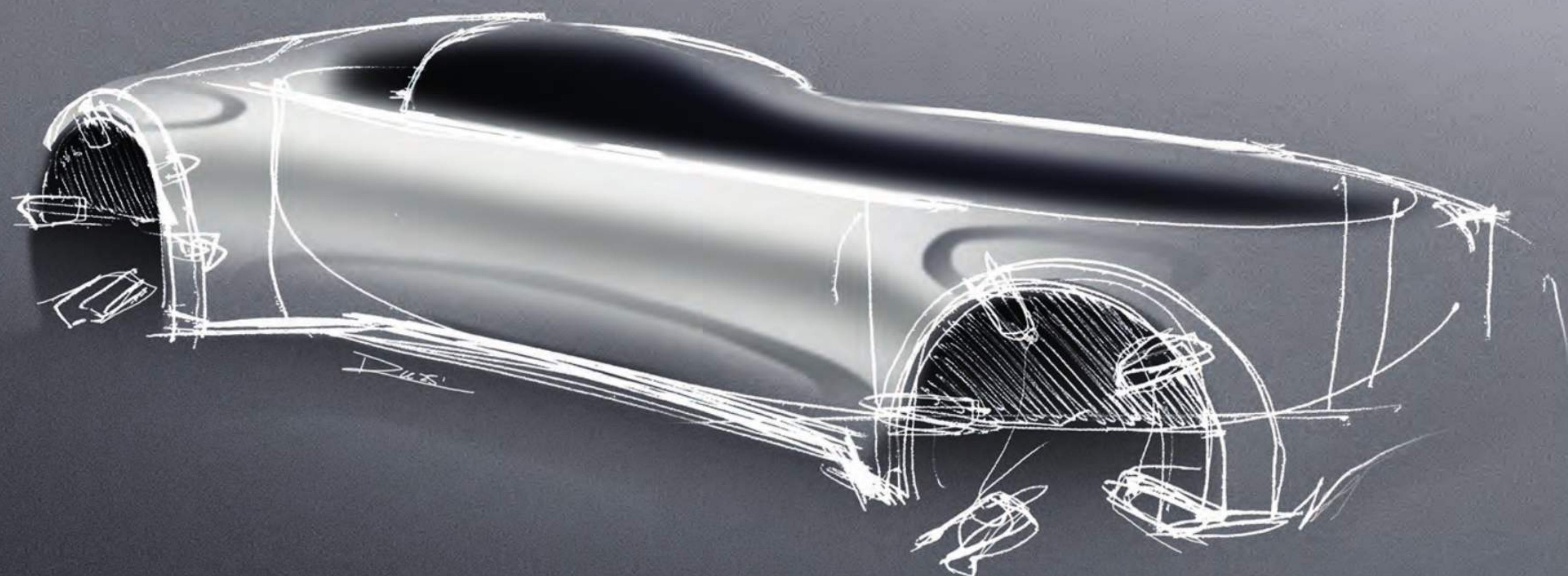
Target-Group

„Mass-Affluent“ Design-conscious – Status-oriented – Cultivated

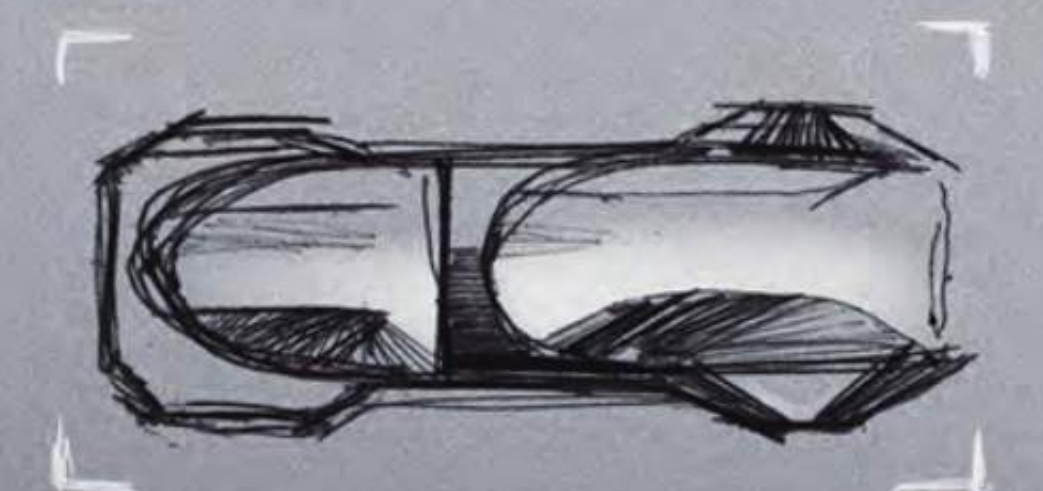


2. Target Group

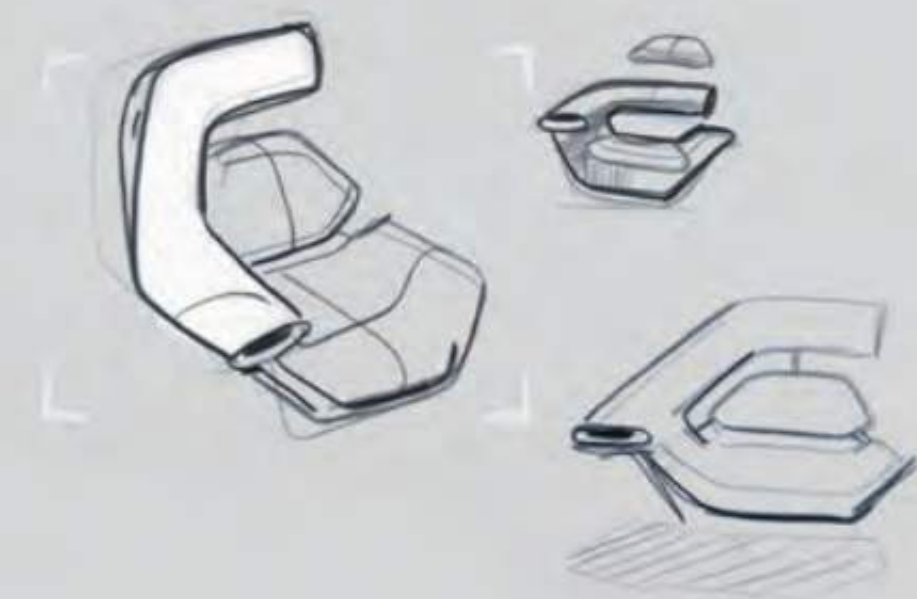
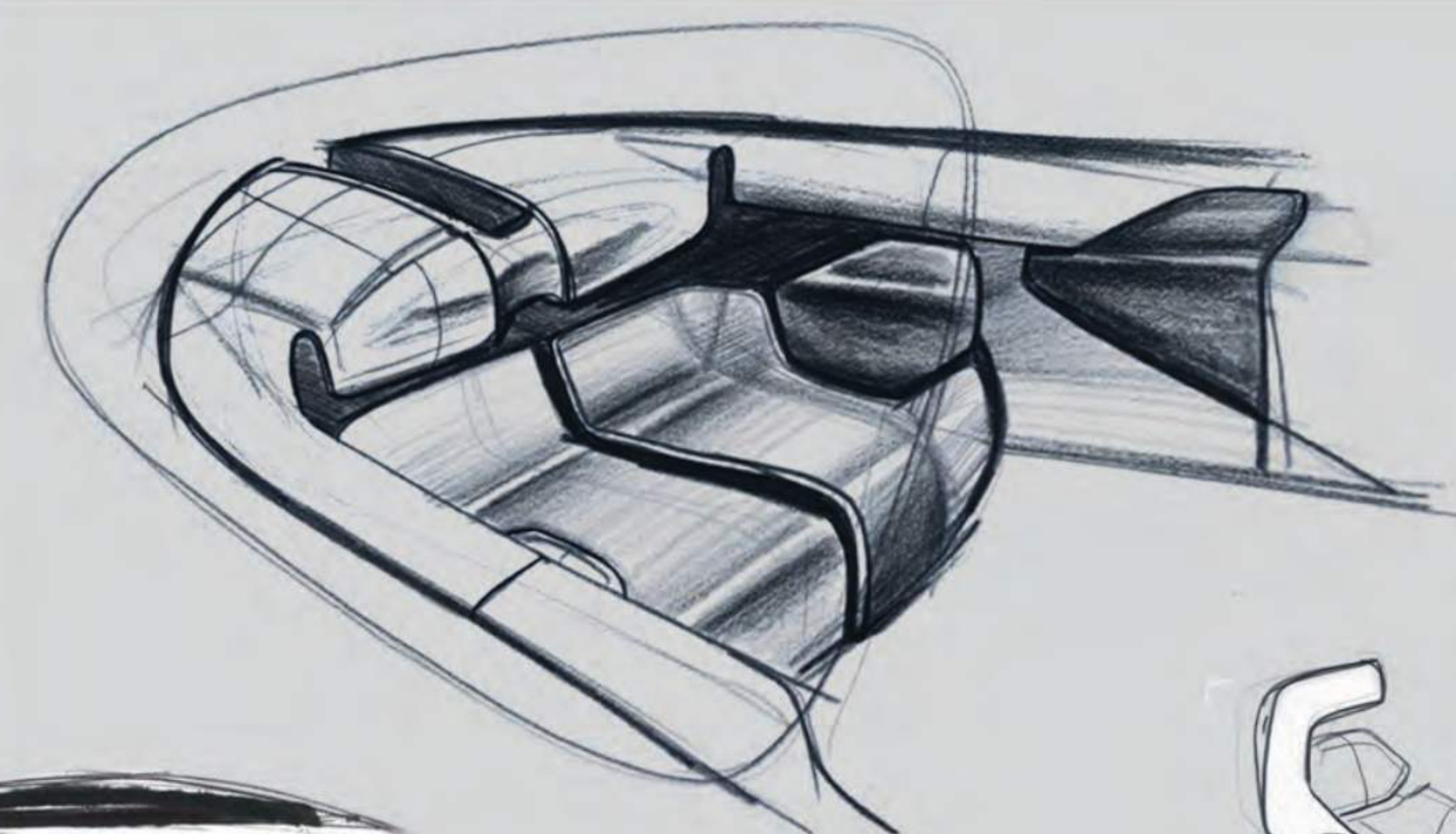
„ABCs“ - Affluent, Brand-counscious, Connected



STATUS PACKAGE



2-SEATER



The exterior must be understated, versatile and capable of conveying status.

Clear lines and well-balanced proportions ensure cultural relevance, while visual presence without opulence embodies the guiding principle of "quiet luxury."

A variable body structure allows adaptation to different usage scenarios, addressing both target groups - those seeking status as well as those prioritizing functional luxury.

To appeal to a luxury clientele particularly sensitive to compromises, **this vehicle concept seamlessly unites both modes**

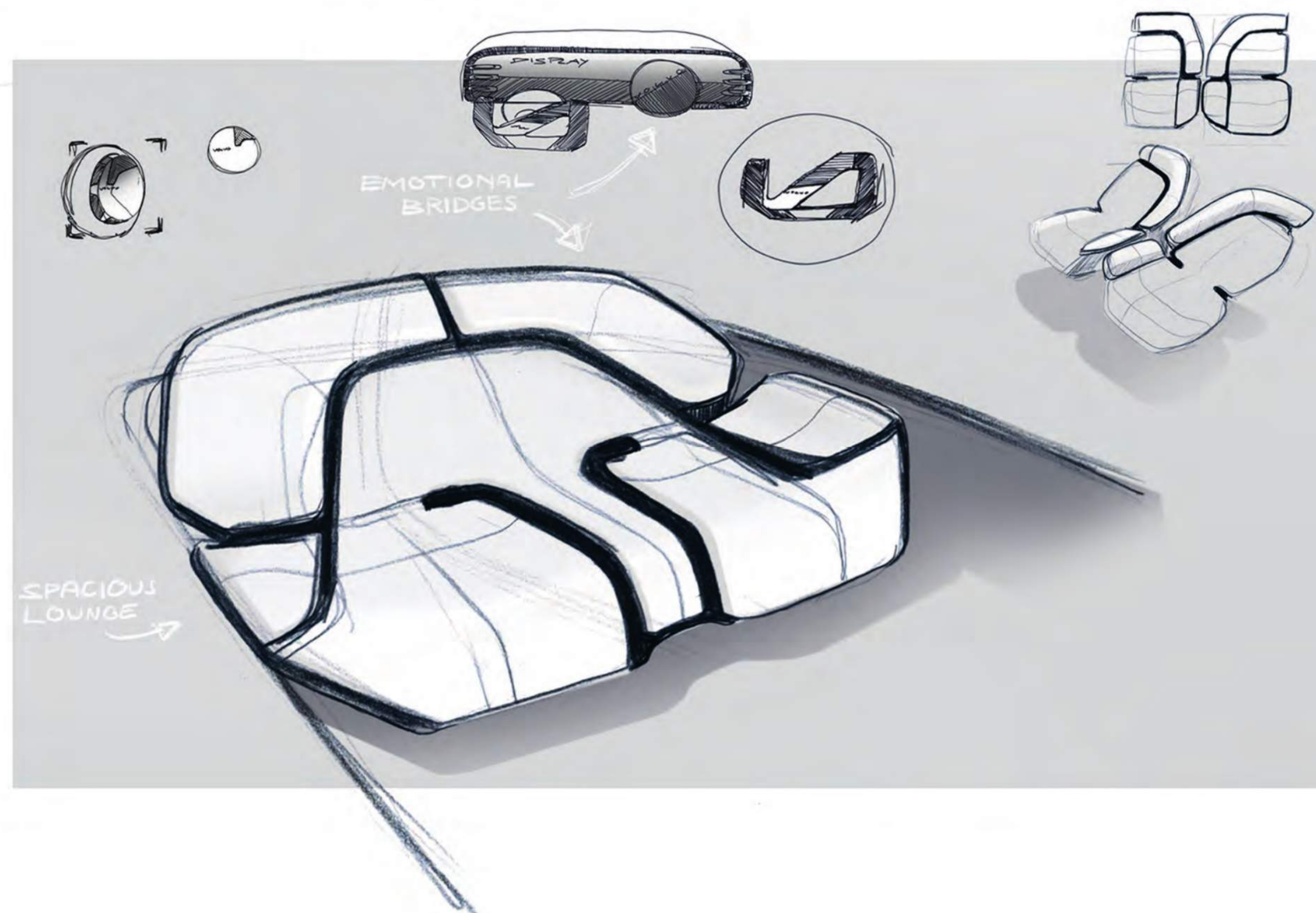
- Status Package and Functional Luxury Package—without limitations.



With electric vehicles, a long hood is no longer a technical necessity. However, it is retained here as a **nostalgic design element and an emotional bridge to automotive heritage.**

By introducing a new functional dimension, the hood gains practical value: its segmented design allows it to be raised or lowered depending on the scenario, enabling the body structure to adapt flexibly and the interior space to expand

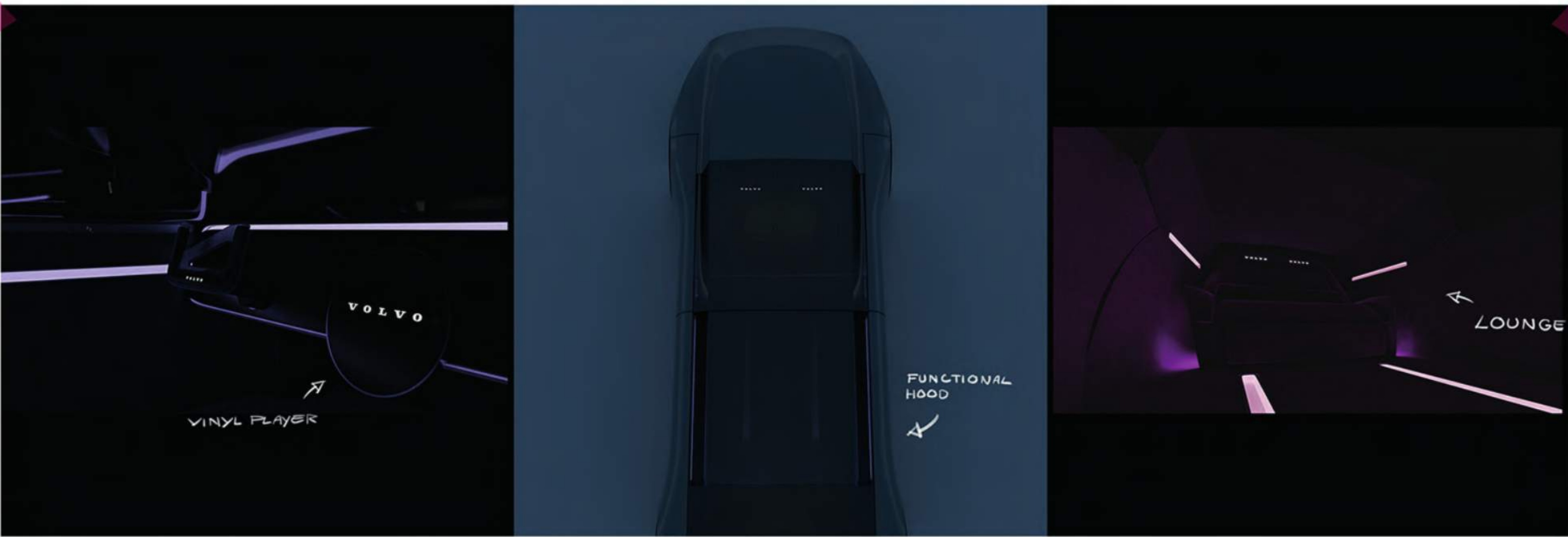
from a two-seater to a six-seater configuration.



DAVID
KILIAN

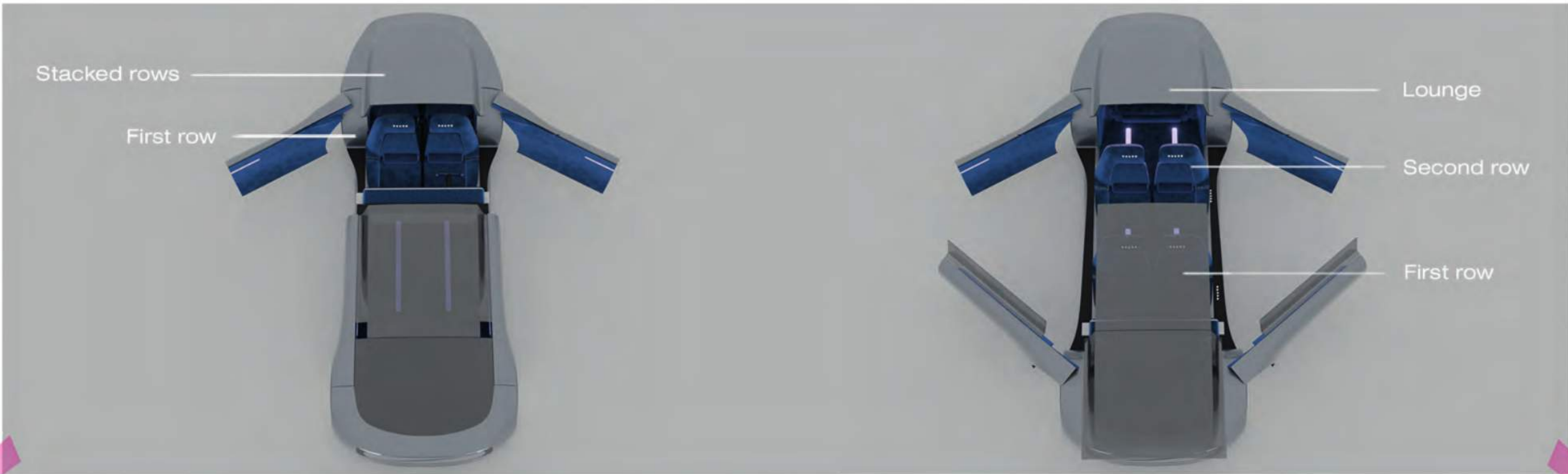
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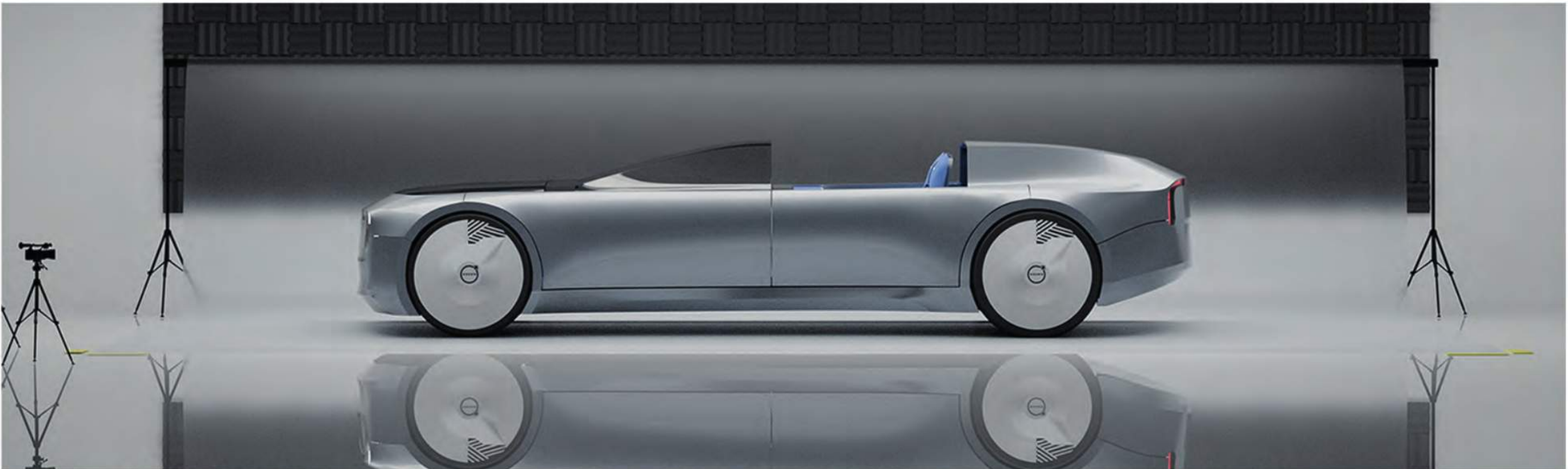
All interior elements can be shifted forward or backward along their guides depending on the scenario, thereby increasing the number of usable seats.

In the illustration on the right, showing the Functional Package, three seat rows with a total of six seats can be seen.

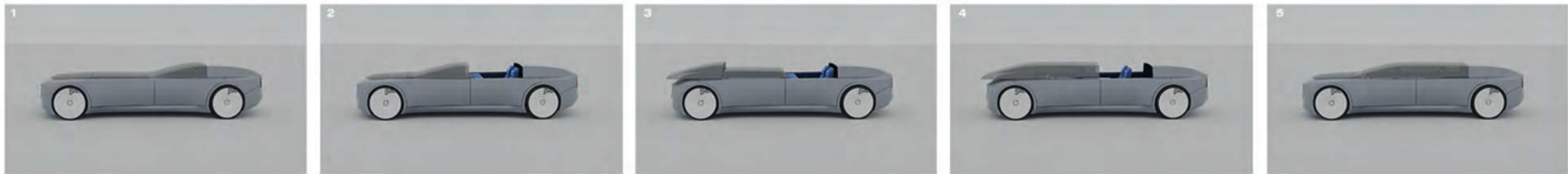


"The attached animation conveys both the functional details and emotional staging of the concept - from the initial entry experience to the full transformation of all modes.

By scanning the QR code, you can watch a two-minute short film that brings the concept to life."



Note: This project is an independent academic concept study and is not affiliated with, endorsed by, or conducted in cooperation with Volvo Cars. Any use of the name "Volvo," trademarks, or design elements is solely for non-commercial, illustrative purposes within the academic context of this work.



INDIVIDUAL WATER MOBILITY

T-Foil



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Effizienz & Nachhaltigkeit in der Wasserfahrzeugnutzung

Die Mobilitätswende stellt nicht nur an Land, sondern auch auf dem Wasser hohe Anforderungen an Nachhaltigkeit und Effizienz. Angesichts zunehmender Pkw-Einfuhrbeschränkungen in Städten wächst das Interesse an alternativen Verkehrsmitteln, die sowohl emissionsfrei als auch umweltfreundlich sind. Effizienz spielt dabei eine entscheidende Rolle. Ein zentraler Faktor für die Effizienzsteigerung in der Schifffahrt ist die Dichte des Wassers, die sowohl ein Segen als auch ein Problem darstellt. Während Wasser einen großen Widerstand bietet, der Schiffe ausbremst, ermöglicht es gleichzeitig den Einsatz von Hydrofoils. Tragflügelboote heben den Rumpf aus dem Wasser und reduzieren dadurch den Widerstand erheblich, was zu einer signifikanten Energieeinsparung führen kann.

Umweltfreundliche Lösungen durch Hydrofoils

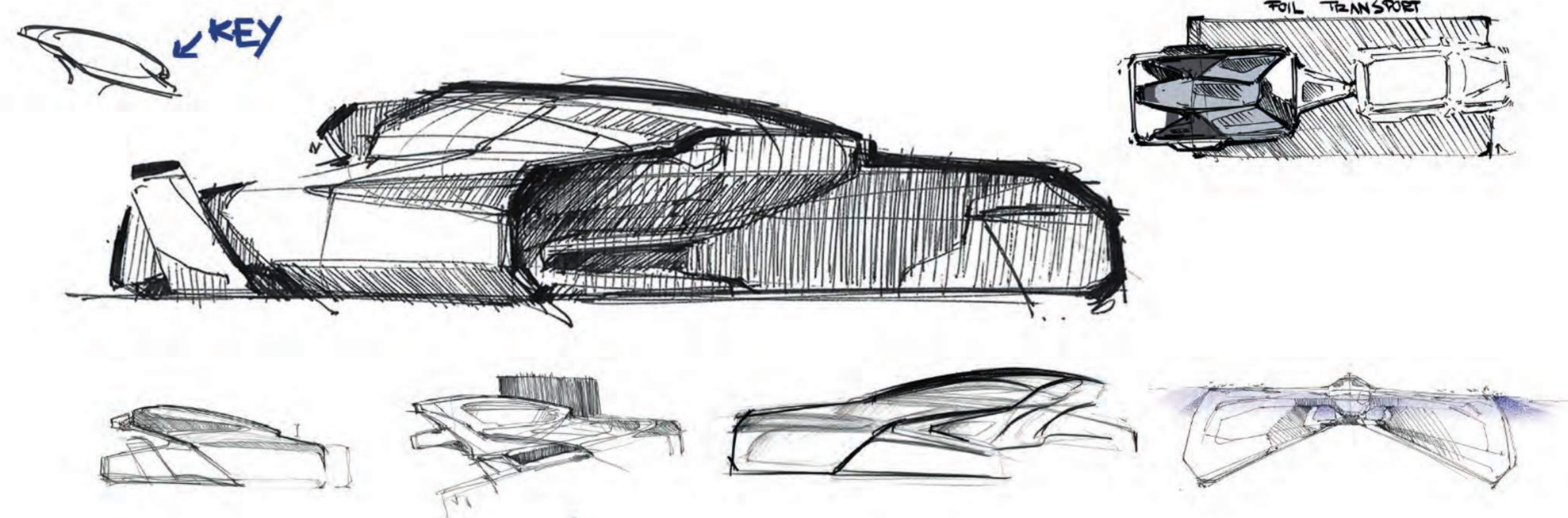
Die Hydrofoil-Technologie könnte die Zukunft der Mobilität auf dem Wasser maßgeblich prägen. Die Technologie und Bauweise der Hydrofoils lässt darauf schließen, dass sich mehrere ökologische Vorteile ergeben: Da der Antrieb unter Wasser liegt, wird kein Lärm erzeugt, was insbesondere in den frühen Morgenstunden oder in sensiblen Ökosystemen von Vorteil ist. Zudem entstehen bei Hydrofoils keine Bugwellen, was Schäden an Stegen und Ufern verhindert. Auch Brutnester und Bauten von Ufertieren bleiben unversehrt, da die Tiere durch die Fahrt der Boote weniger gestört werden. Darüber hinaus könnten Hydrofoil-Boote in bestehende öffentliche Verkehrsmittel integriert werden. Sharing-Konzepte könnten es ermöglichen, die Wasserwege effizient in das Mobilitätsnetz einzubinden und so den Verkehr auf Straßen zu entlasten.

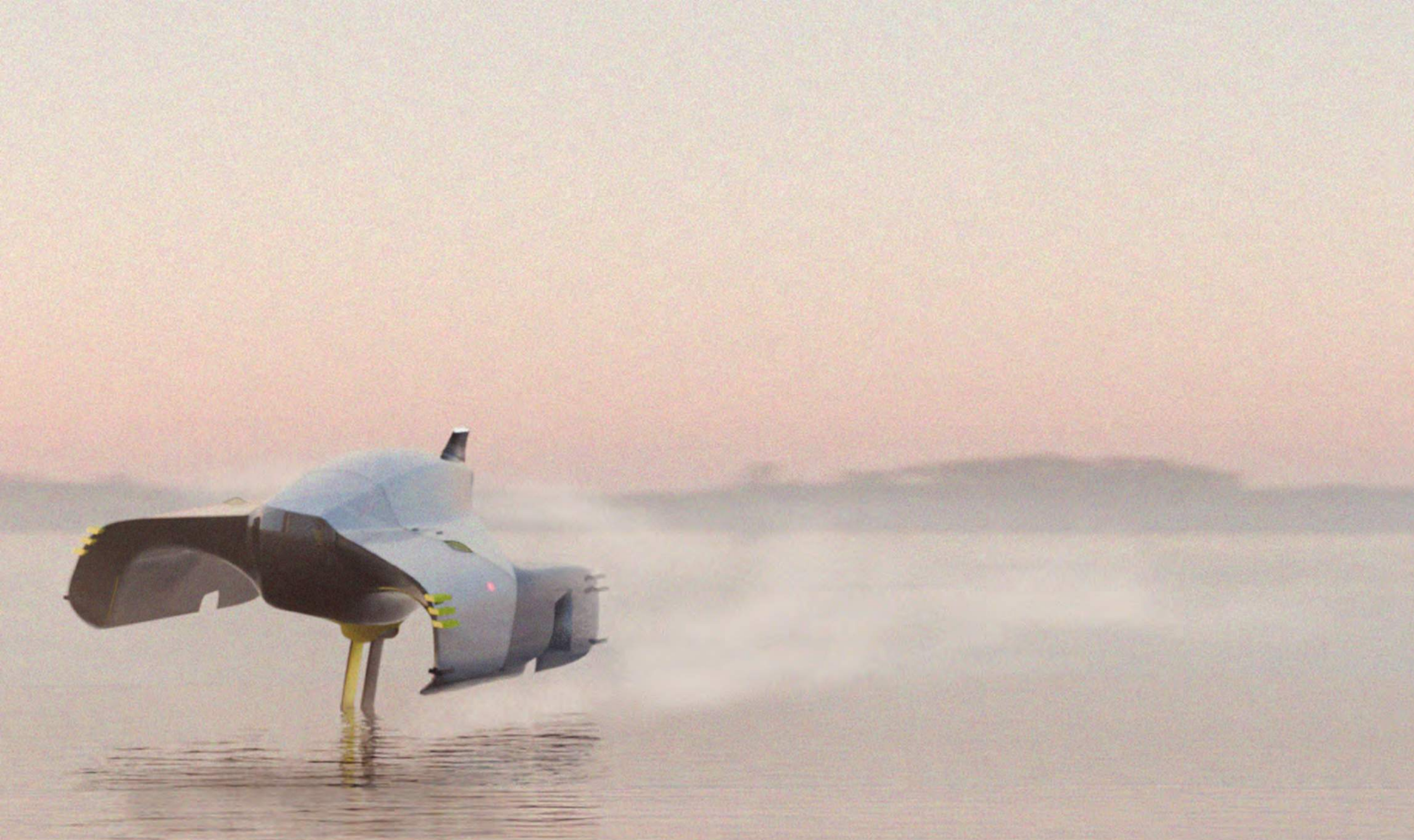
Die Faszination Wasser

Wasser ist ein elementarer Bestandteil des Lebens auf der Erde. Es erstreckt sich kilometerweit bis zum Horizont. Die Erforschung des Wassers und seiner Bewohner birgt ein enormes Potenzial, das wir längst noch nicht vollständig ausgeschöpft haben. Masterarbeiten, in die ich exklusive Einblicke erhalten durfte, beschäftigen sich bereits mit der Integration organischer Strukturen in Hydrofoils. Diese Forschungen zeigen, wie vielversprechend es sein kann, die Natur als Vorbild für technische Innovationen zu nutzen.

Foil System

Das Vorteil des T Foils sind die klappbaren Foils. Diese ermöglichen es, mit geschützten Foils bis an die Ufer zu fahren. Durch das seitliche Klappen der Foils kann die Selbe Antriebseinheit für Foilende und schwimmende Fahrt genutzt werden.

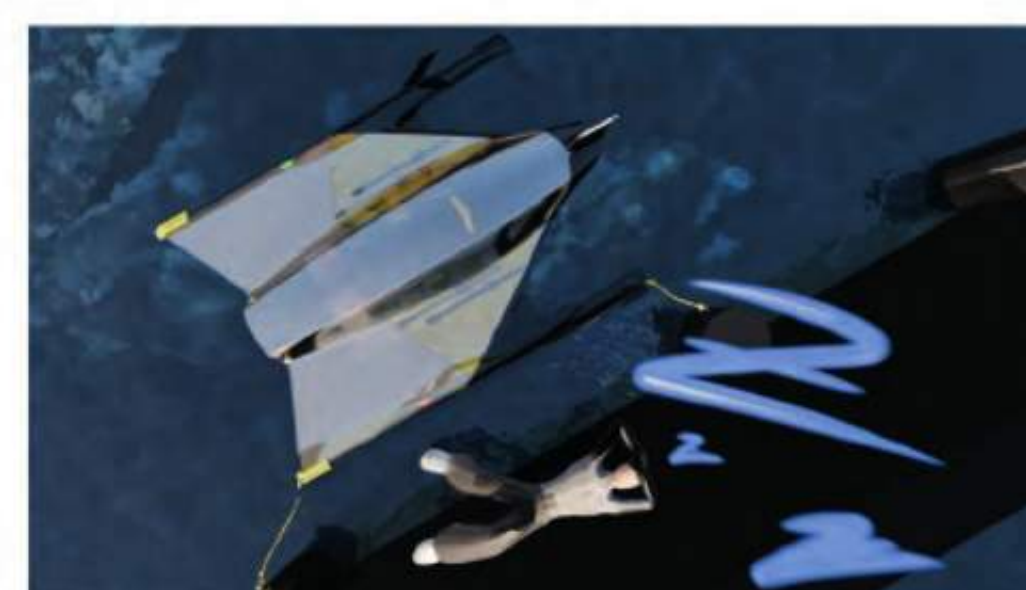


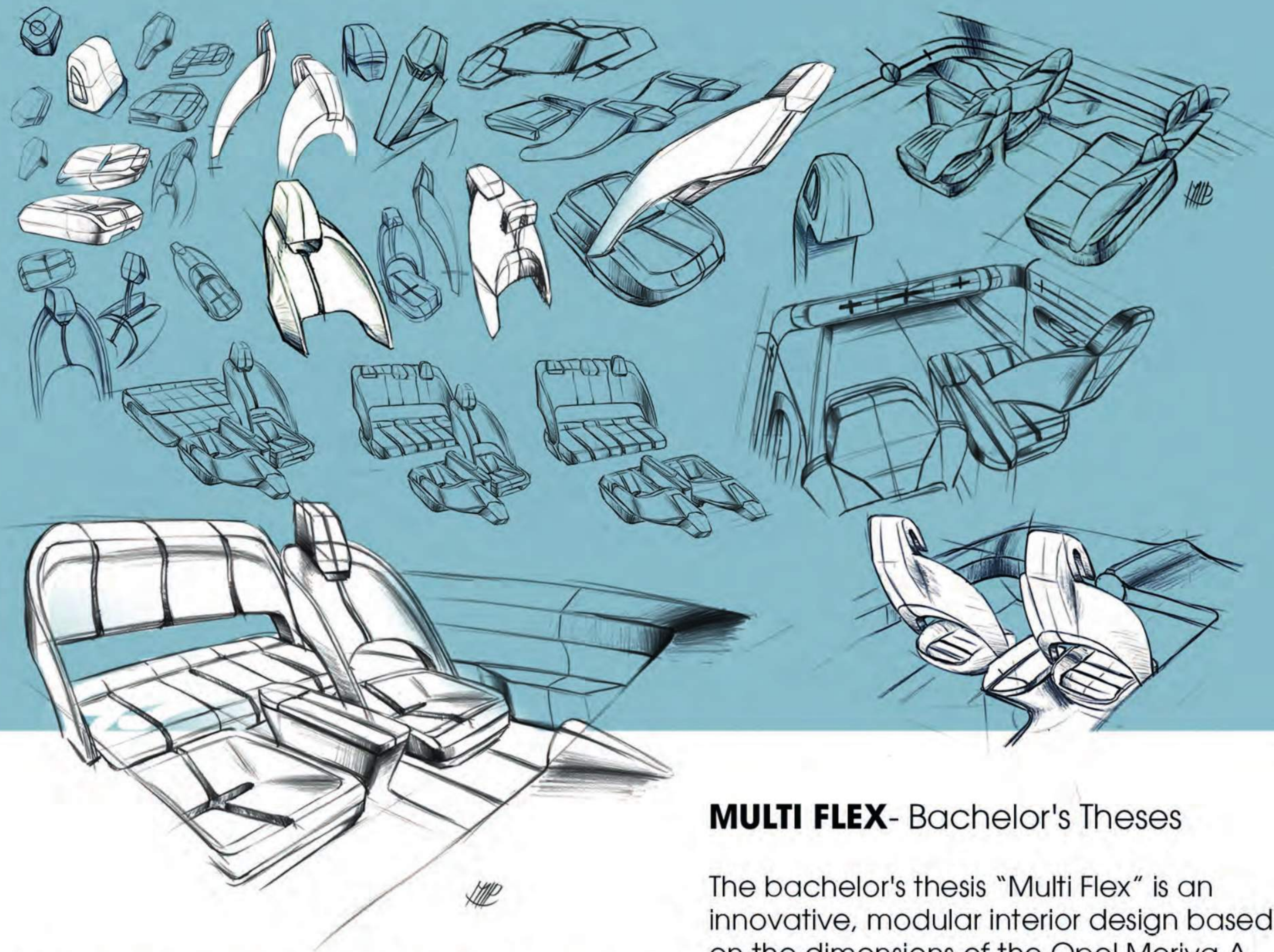


**WATCH THE FULL
ANIMATION HERE**

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MULTI FLEX- Bachelor's Theses

The bachelor's thesis "Multi Flex" is an innovative, modular interior design based on the dimensions of the Opel Meriva A. It was developed for a level 4 autonomous vehicle. The front seats are designed so that they can be rotated during autonomous driving to enable communication with other vehicle occupants.

The high modularity of the interior allows seat positions, storage compartments, and functions to be flexibly adapted to different usage scenarios. The concept combines future technology, design requirements, and everyday practicality in a compact mobility space.



MULTI FLEX-Bachelor-Thesis

Bei der Bachelorarbeit „Multi Flex“, handelt es sich um ein innovatives, modulares Innenraumdesign, das auf den Abmessungen des Opel Meriva A basiert. Es wurde für ein autonomes Fahrzeug der Stufe 4 entwickelt. Die Vordersitze sind so konstruiert, dass sie während des autonomen Fahrens gedreht werden können, um die Kommunikation mit den anderen Fahrzeuginsassen zu ermöglichen.

Durch die hohe Modularität des Innenraums lassen sich Sitzpositionen, Staufächer und Funktionen flexibel an unterschiedliche Nutzungsszenarien anpassen. Das Konzept verbindet Zukunftstechnologie, Designansprüche und Alltagstauglichkeit in einem kompakten Mobilitätsraum.

STUDENT
6TH SEMESTER | MDD 2024



DRIVE MODE



INTERACTION MODE



FULL-SPACE MODE

MULTI FLEX

FLEXIBLE MINIVAN INTERIOR,
INTERMODAL APPLICATIONS

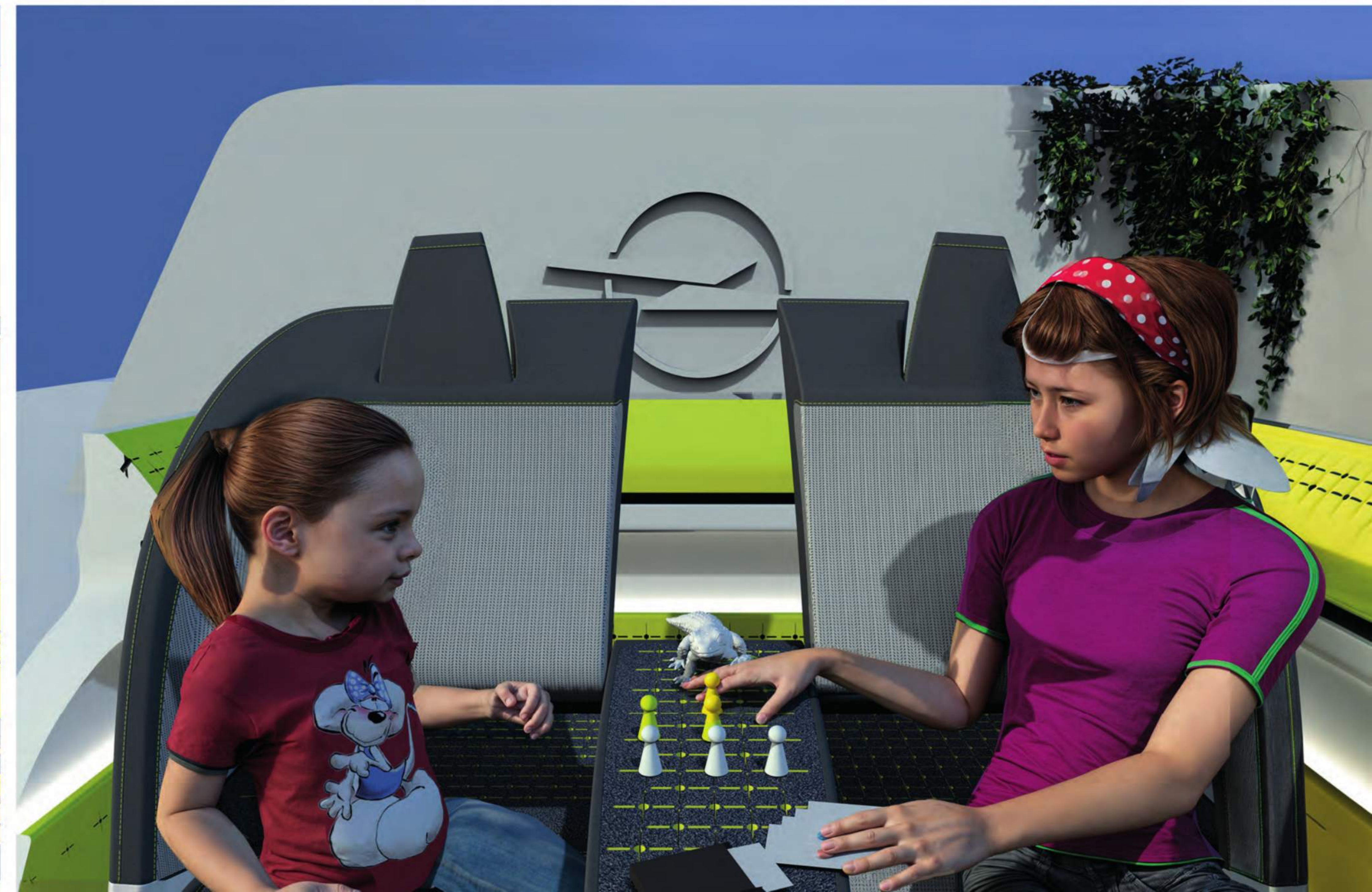


INTERACTION MODE



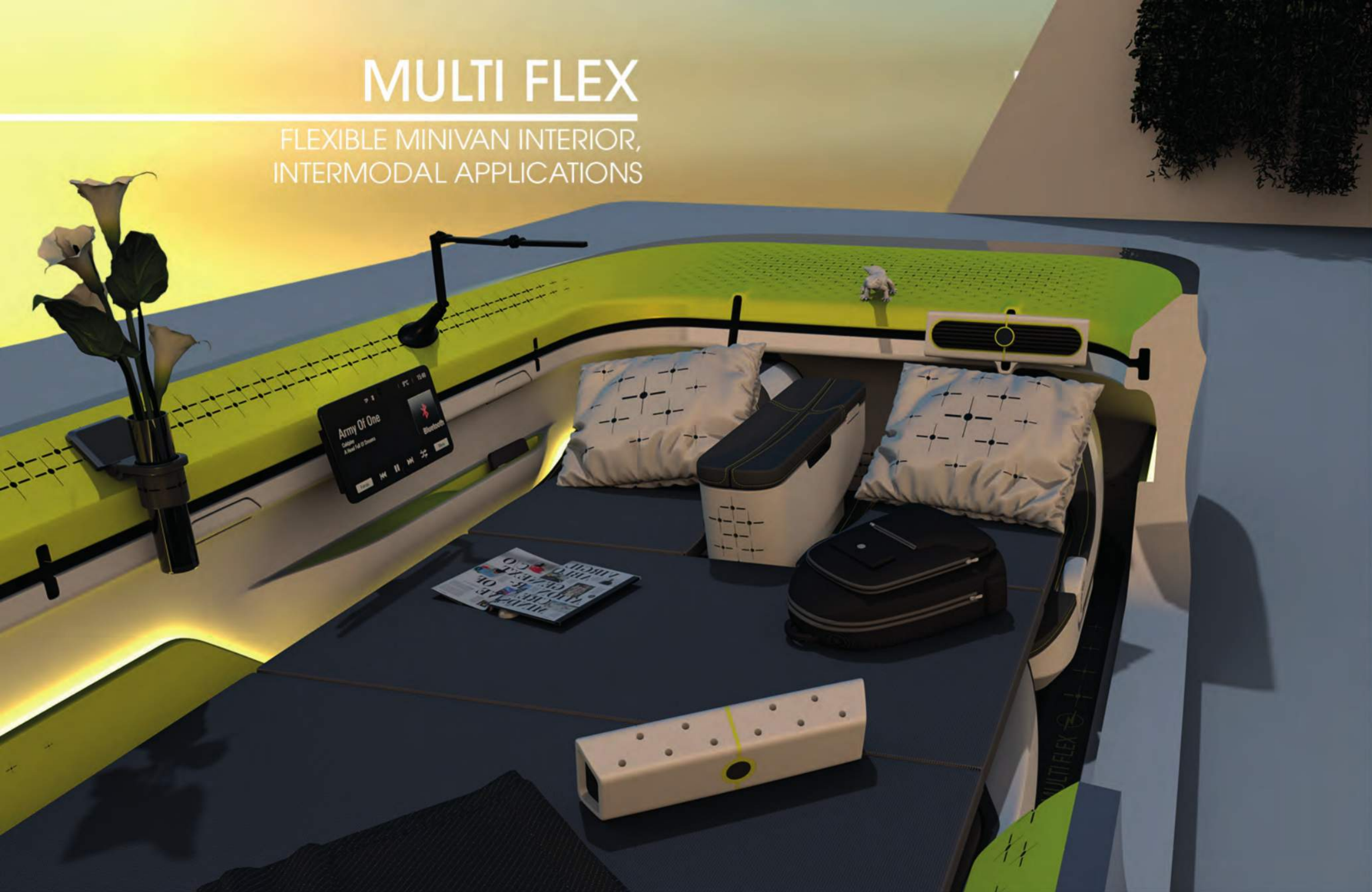
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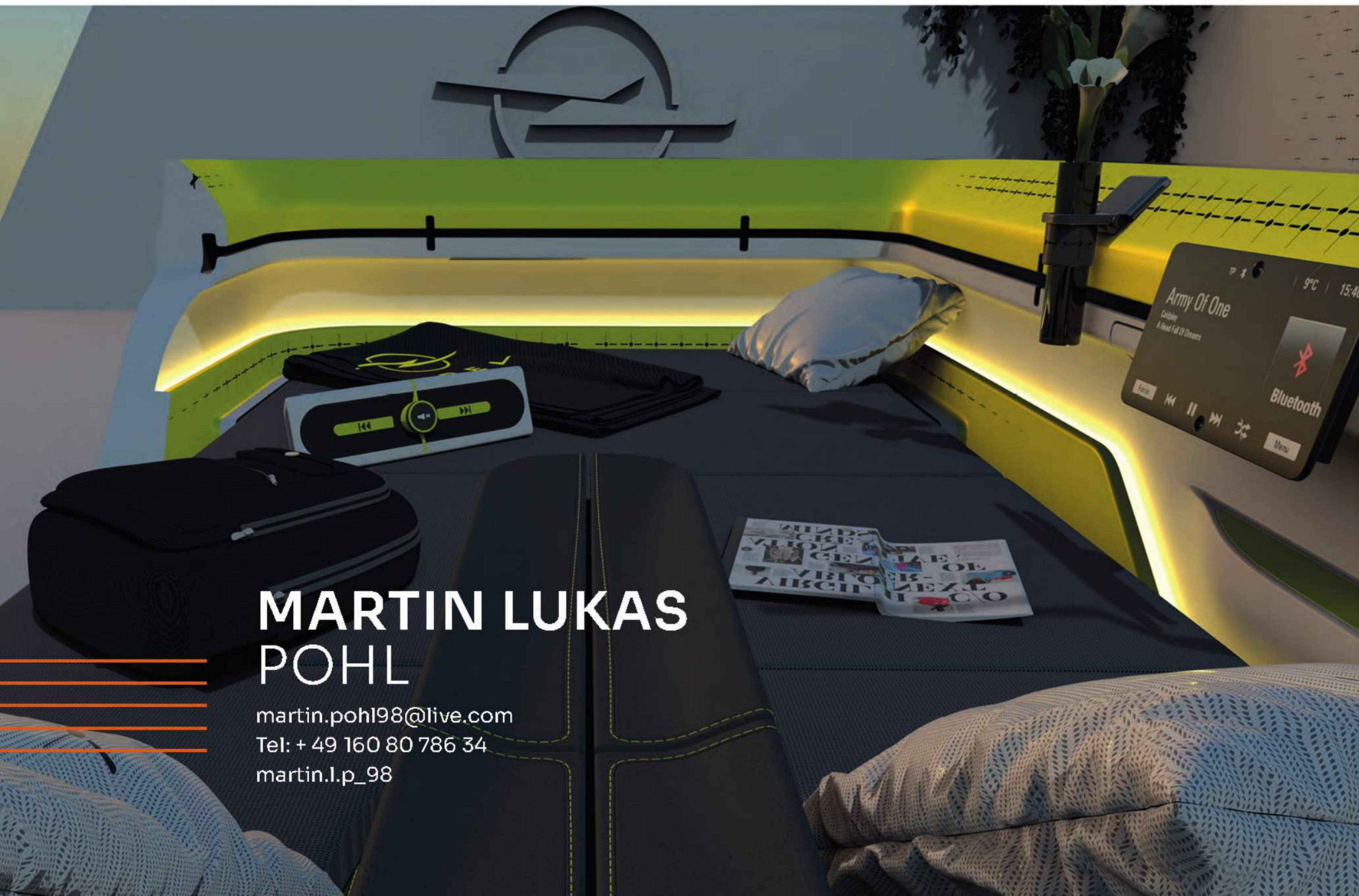


MULTI FLEX

FLEXIBLE MINIVAN INTERIOR,
INTERMODAL APPLICATIONS



FULL-SPACE MODE

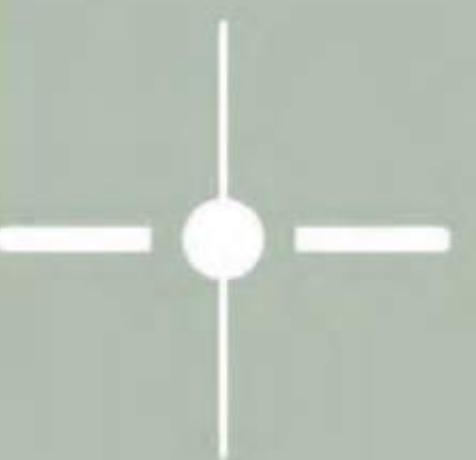


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INTERESTED IN MORE,
HAVE A LOOK AT MY
PORTFOLIO :D



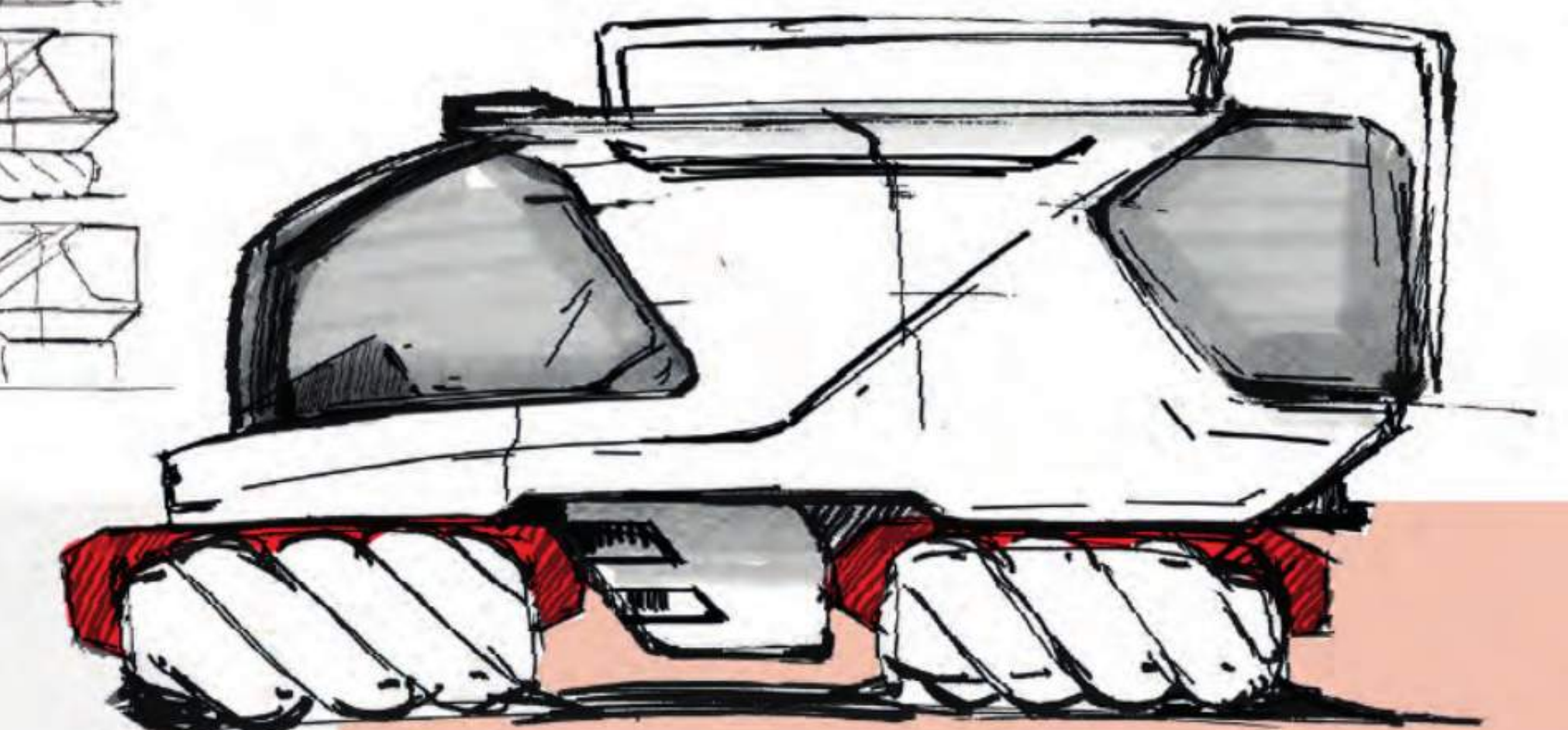
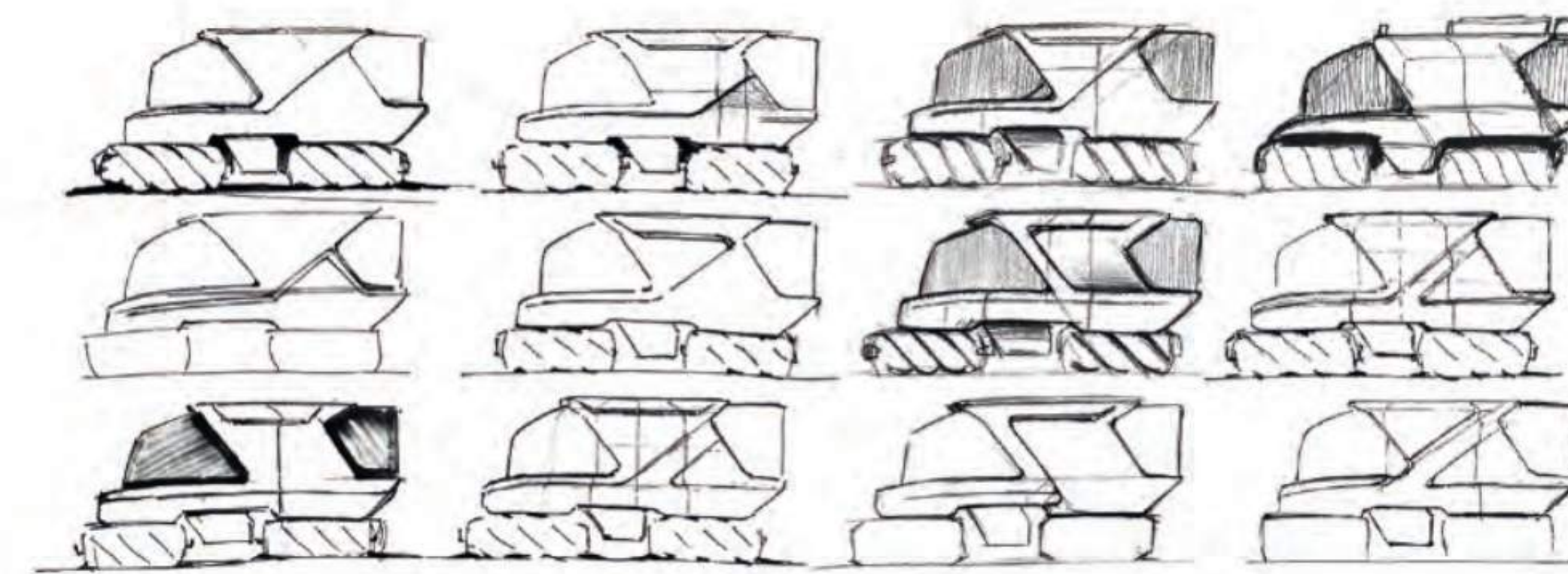
AMPHI-RUSH

Entwicklung eines multifunktionalen, amphibischen Rettungsfahrzeugs mit Spezialantrieb für Einsätze auf Untergründen aller Art.

Dieses Projekt behandelt die Problematik, dass Rettungseinsätze in schwer zugänglichem und unwegsamem Gelände häufig mit erheblichen Herausforderungen verbunden sind. Insbesondere, wenn die Bodenbeschaffenheit aufgrund der geografischen Lage und äußerer Einflüsse das Erreichen der Unglücksstelle erschwert. Der Fokus liegt dabei auf dem speziellen Problem, dass weder Radfahrzeuge noch Boote in weichen, sumpfigen Gebieten zuverlässig eingesetzt werden können. Räder graben sich im weichen Untergrund ein und verlieren an Traktion, während Bootsantriebe eine gewisse Wassertiefe benötigen, um funktionieren zu können. Diese Lücke ist bislang schwer zu schließen, da selbst Amphibienfahrzeuge meist nur unter idealen Bedingungen für Rettungseinsätze verwendet werden können.

Angeichts zunehmender Extremwetterereignisse und daraus resultierender Hochwasserlagen ist die Entwicklung geeigneter Rettungsfahrzeuge ein dringend notwendiges Handlungsfeld. Zwar lassen sich Naturkatastrophen kurzfristig nicht verhindern, doch gezielte Vorbereitung kann menschliches Leid und materielle Verluste deutlich mindern. Ziel dieser Arbeit ist daher die Konzeption eines Rettungs- und Evakuierungsfahrzeugs mit Spezialantrieb. Das Design des Exterieurs und die rettungsrelevanten Funktionen sind gezielt auf diese Herausforderungen ausgerichtet.

STUDENT
6TH SEMESTER | MDD 2024



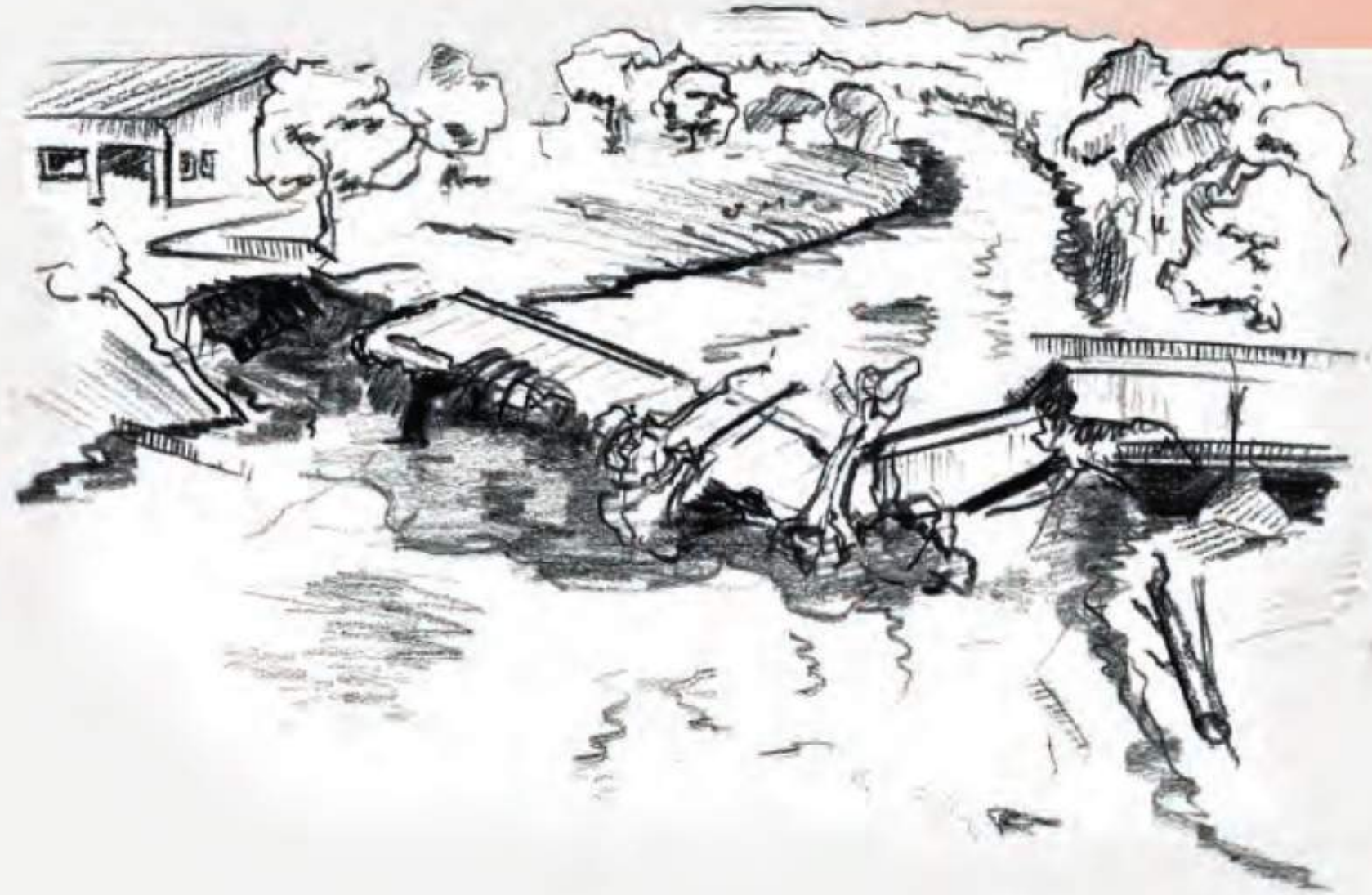
AMPHI-RUSH 1



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AMPHI-RUSH 2



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Einstieg

Fahrer und Beifahrer steigen wie bei LKWs über zwei rutschsichere Stufen und Haltegriffe an A- und B-Säule ein; die untere Stufe erleichtert den Einstieg bei Wasser oder Morast.

Gerettete Personen nutzen den Heckzugang mit seitlich öffnender Plexiglastür und absenkbaren Stufen. So können auch Tragen einfach be- und entladen werden. Das Dach kann über eine Leiter betreten werden.



Spezialantrieb

Die parallele Ausrichtung der Antriebswalzen ermöglicht Fahrten in weichen Untergründen und im Wasser. Durch die Drehung der Antriebsmodule entsteht eine diagonale Anordnung, wodurch die Gewindeflanken im Bereich der Auflageflächen parallel zur Fahrtrichtung abrollen. So kann das Fahrzeug auch auf festen Untergründen verschleißarm und kontrolliert fahren.

STUDENT

THESIS SEMESTER | MDD 2025

Ausstattung

Zur Bergung von Fahrzeugen aus Schlamm und Morast oder um Treibgut vor Brücken und Durchlässen entfernen zu können, wurde in der Fahrzeugfront eine Seilwinde integriert. Die Seilführung wurde durch einen mechanisch gesteuerten Schlitten im Herstellerlogo realisiert.



Einsatzgebiete

- Küsten
- Flussdeltas
- Seenplatten
- Auenlandschaften
- Moore
- Überflutungsregionen
- Gezeitenstarke Küsten

Zielgruppen

- Feuerwehr
- Küstenwache
- DLRG
- (Militär)

Einsatzszenarien

- Bergung und Rettung von Personen
- Überflutungen / Hochwasser
- Evakuierungen
- Versorgung mit Hilfsgütern
- Transport von Gütern

AMPHI-RUSH 3



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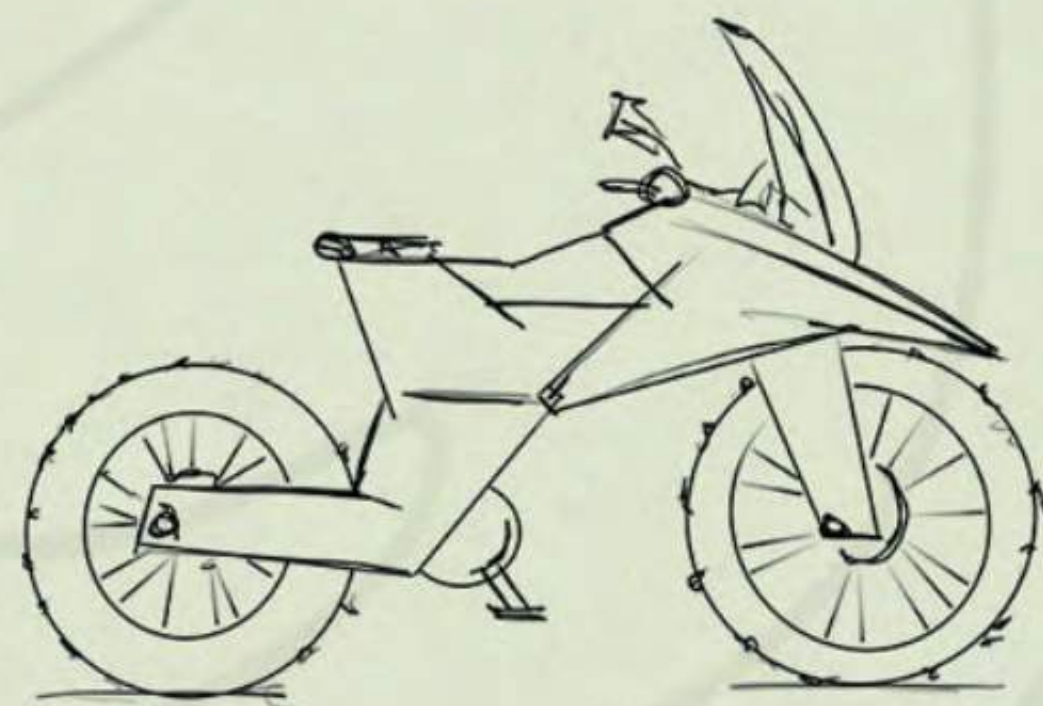
DESERT BIKE

- AN E-BIKE FOR THE DESERT RALLY

fusion
combining the
best of two worlds

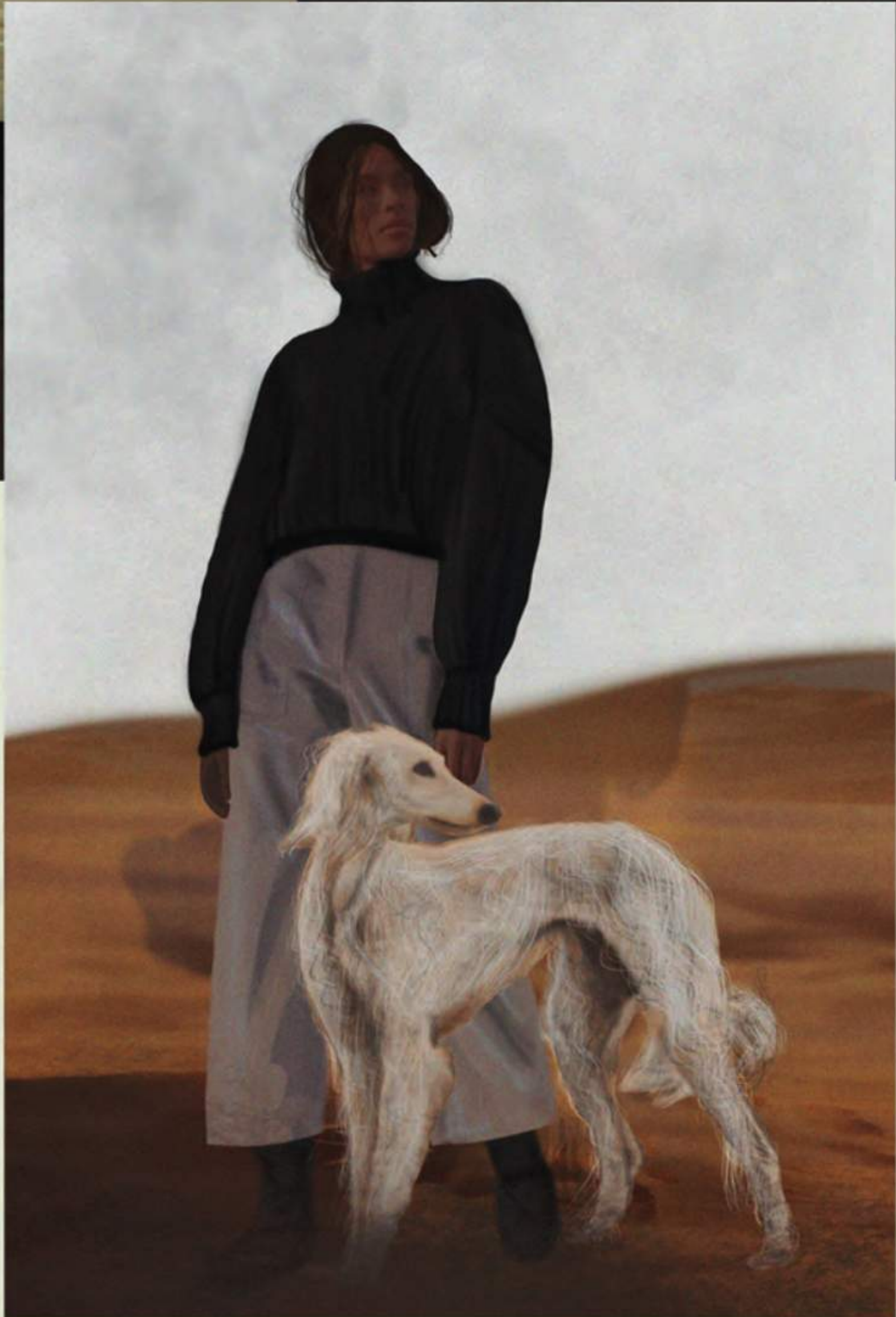


2050



various individuals,
which like to push their
athletic limits and break
mental boundaries
adventurer, who want to free
themselves from social norms
and expectations and fulfil the
urge for personal freedom

persona



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6TH SEMESTER | MDD 2024



Inspired by the special exhibition of the "Dakar Rally" in the KTM Motohall, I wanted to create a new world, a new sport event, in which the Desert Bike could showcase its star qualities. In order to plan the concept down to the last detail, I decided on the detailed conception of my own race format: the Desert Rally. Inclusive, safe, technically and tactically sophisticated – these words best describe both the Desert Bike and the Desert Rally!

WHY?



**DESERT
RALLY**

HOW? storage

//solution

storage
expandable
up to 17 liter



UTILITY POINTS



holds external
storage magnetic
and via form-fit

rough
robust
additive
though



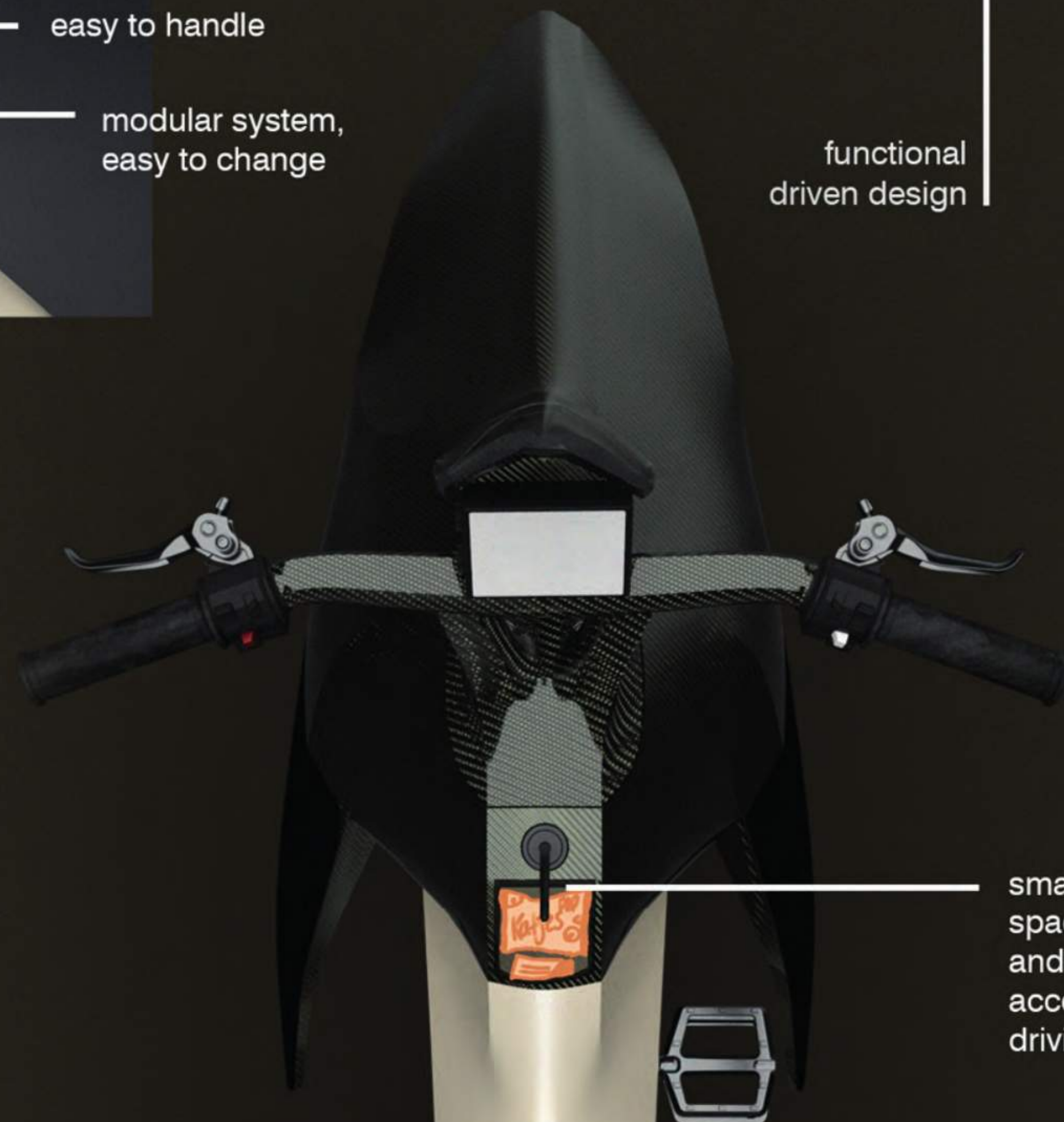
HOW? supply

//solution

easy to handle

modular system,
easy to change

functional
driven design



small storage
space: quick
and intuitive
access while
driving

Anyone who has ever gone bike packing knows how difficult it is to find the necessary storage space. Inspired by bike packing and storage solutions from the motorcycle world, the Desert Bike offers the ultimate space for everything you need. Safely stowed, intuitively accessible, and above all aesthetically packaged—that's the storage concept of the Desert Bike!

This innovative solution is complemented by the supply concept, based on the drinking system used in time trial bikes. The system also allows you to drink intuitively while riding, further enhancing safety.

details:



01



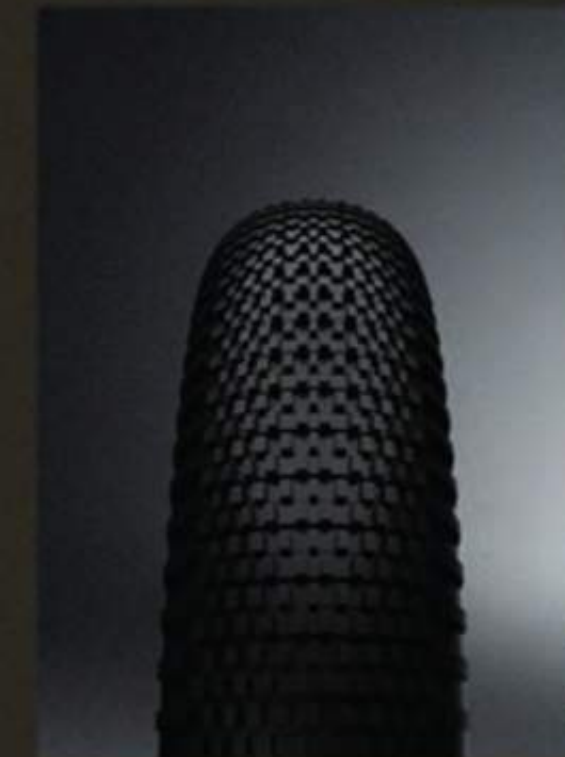
02



03



04



05



06

lamellas with a run through steel wire
and motor inside the tire for
adjustment of the size of the contact
patch and the stiffness of the carcass

HOW? wheel

//solution

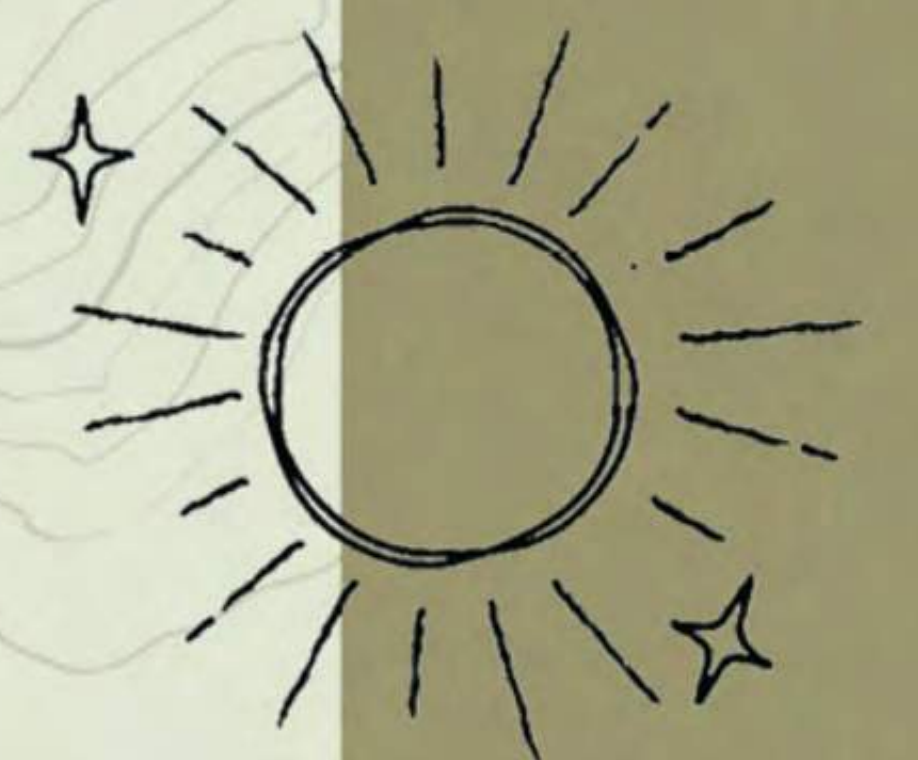


optimized for
the desert

REAR WHEEL:
27,5' & 150mm
FRONT WHEEL:
29' & 90mm
> mullet

HOW? drive

//solution



solar panel for
more energy

drive unit >
„light“ assist,



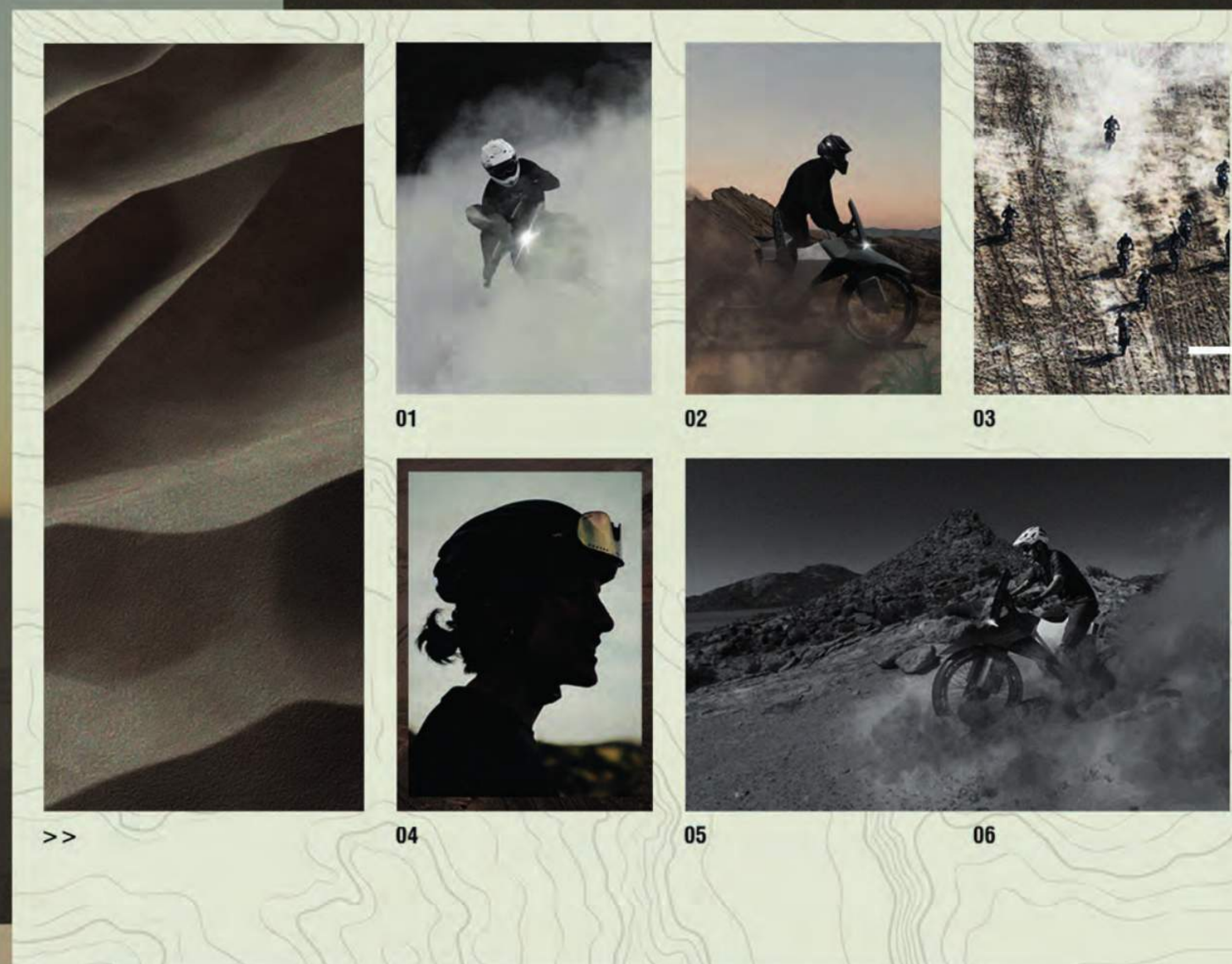
engine/ generator

cables

middle generator

removable
battery pack

and
now **ACTION!**



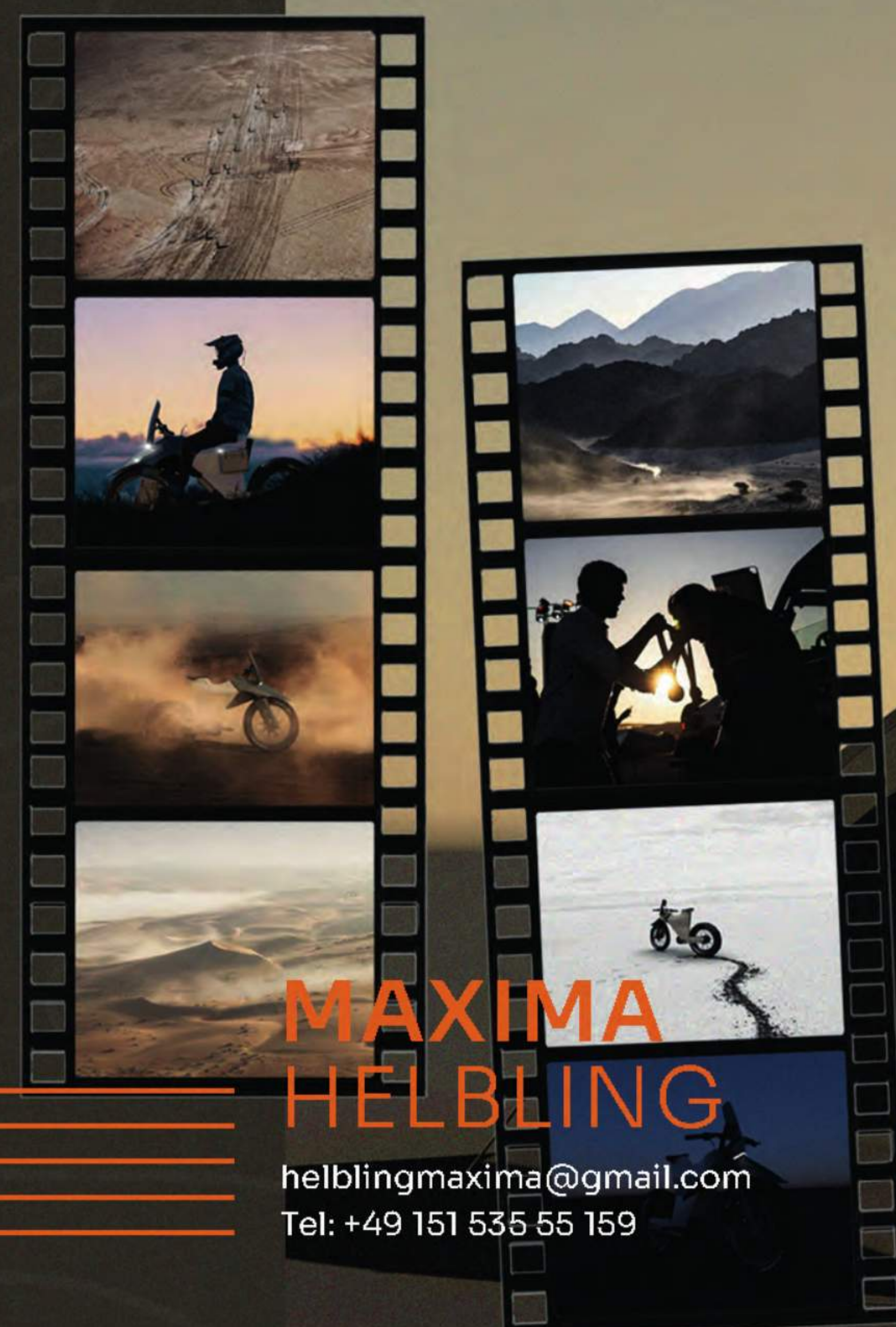
mood

technical
sportive
dynamic
polygon

**utility
character**

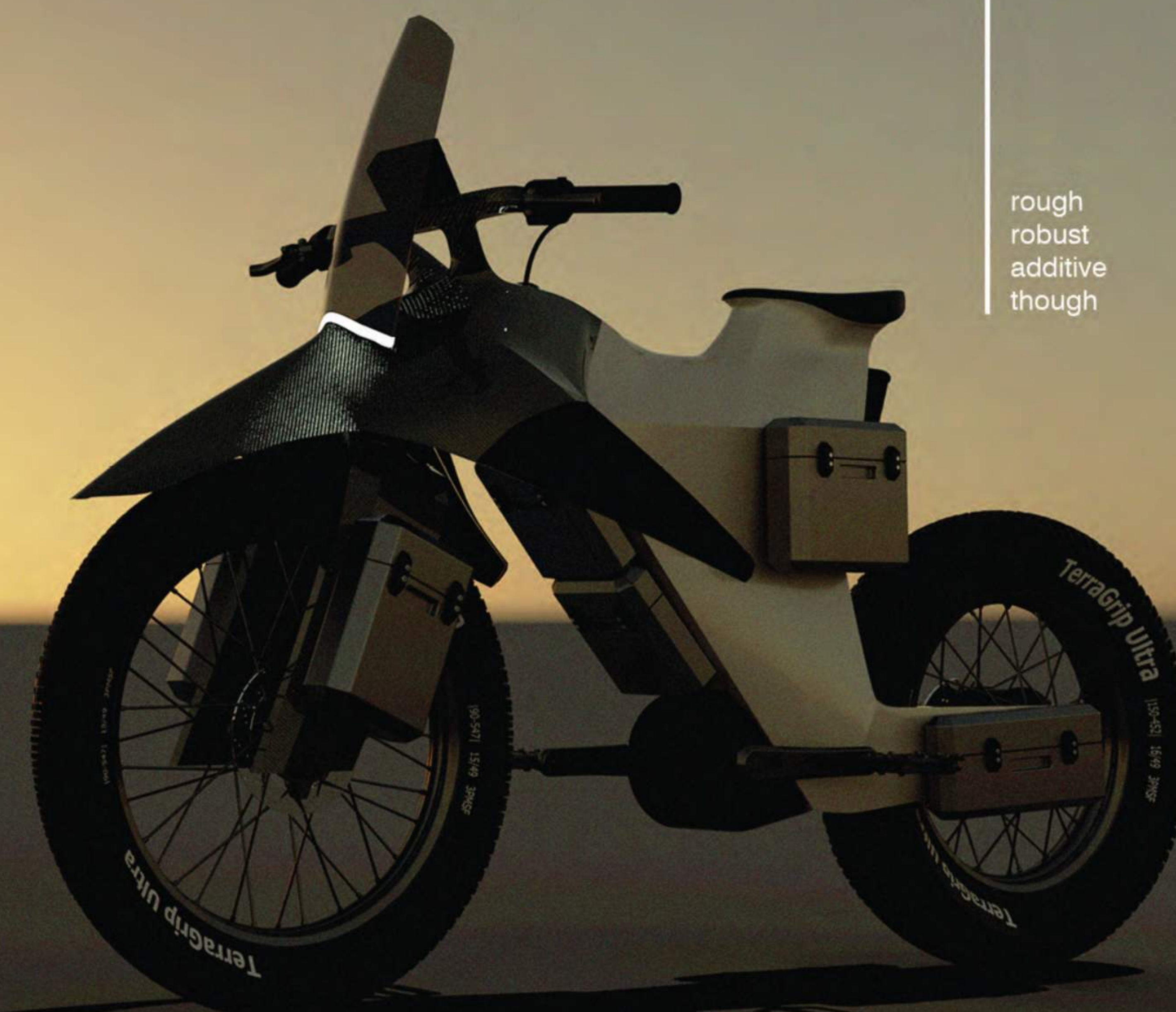


rough
robust
additive
though



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BEYOND THE DRIVERS SEAT

Neudefinition des Dashboards als multifunktionaler Lebensraum im Camper

STUDENT
6TH SEMESTER | MDD 2024

Transition



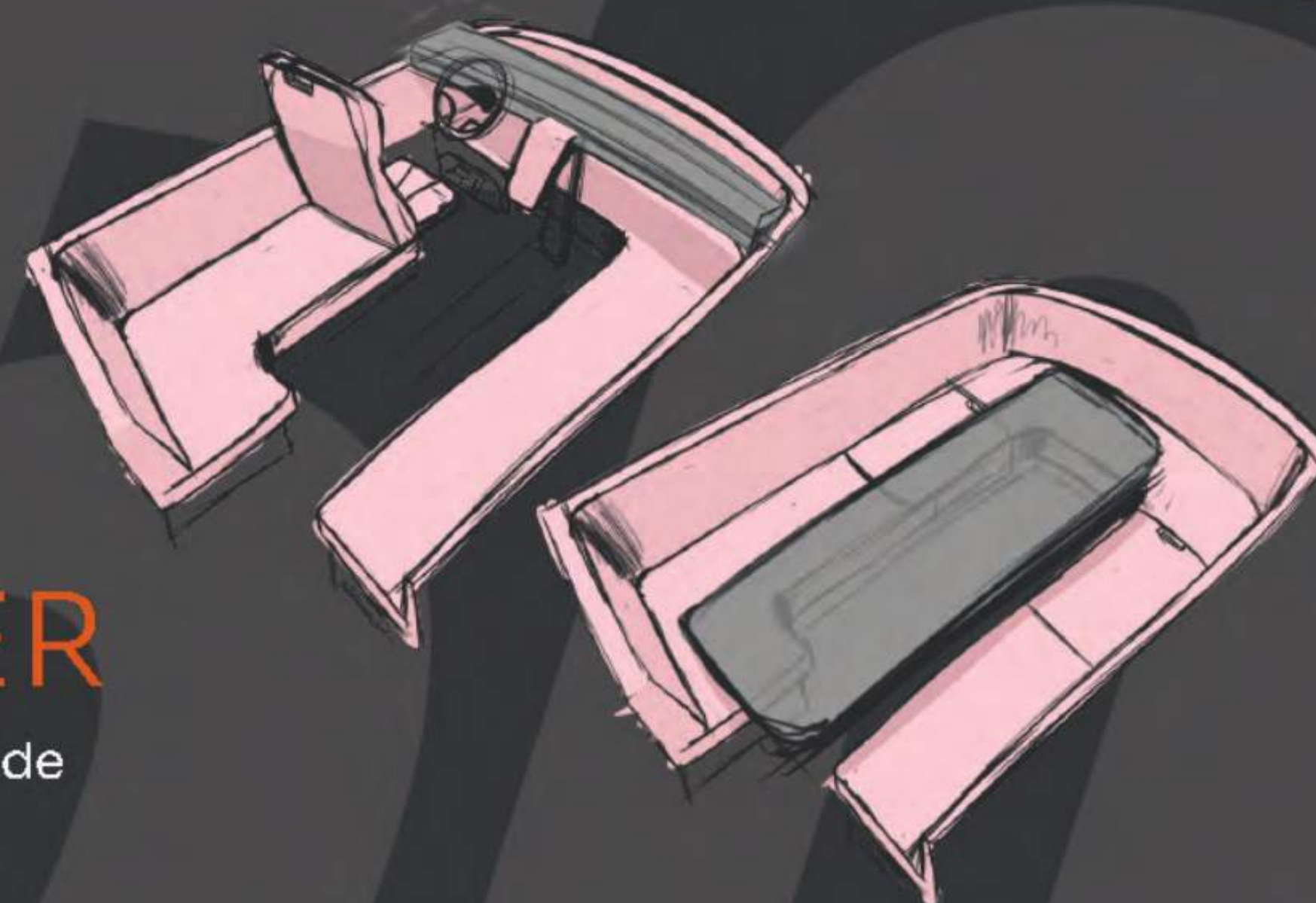
Portfolio Website



BEYOND
DRIVER

STEFAN
LUPPERGER

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The design is characterized by an all-encompassing construction without a dashboard. In this design, the dining table is convertible to a dashboard. Thanks to functions such as steer-by-wire, i.e., the control of the steering rod via electronic signals and an electric servomotor, the mechanical connection between the steering wheel and the steering rod is no longer necessary, and alternative positioning of the steering wheel is possible at any time. A solution has been implemented that allows the steering wheel to be folded away and hidden inside the dining table when not in use or when driving in autonomous level 5 mode. The dining table can be folded in the middle and has displays on the foldable side, which serve as dashboard instruments when folded up. The idea here is that the driver is provided with the necessary information while driving, while the passenger can either consume content or serve as a co-pilot and thus support the driver. Furthermore, the windshield is designed so that it can provide the driver with information about traffic or speed via augmented reality while driving. When stationary, the built-in projector serves as the main infotainment device for enjoying movies or television. The vehicle's width of 2.45 m allows for a 2.10 m long rotating table, providing a very large round seating area for up to 11 people in living mode. The wraparound seating area and generously sized front windows give users the feeling of being in a spacious, glass-enclosed conservatory from which they can enjoy the view without restriction.

WELCOME TO SEEL - NICE TO MEET YOU HERE



Hochschule
Hof
University of
Applied Sciences

Betreut durch
Prof. Lutz Fügner seitens der Hochschule Hof und
Jörg Kemper seitens MORELO Reisemobile GmbH



DRIVE AREA

**STEFAN
LUPPERGER**
stefan.lupperger@outlook.de

LOUNGE AREA

Seamless switch between an all around seating area and a fully functional driving area within seconds.



Three scale models of a vehicle interior are displayed on a white surface. The central model is a white van-like interior with a black dashboard and a black seat. It is labeled "Stefan Luppenger" and "Hochschule". To its left is a smaller, dark-colored model with a white interior and a black seat. To its right is a larger, dark-colored model with a white interior and a black seat. The background is a dark, textured wall.



A 3D printed model of a motorboat, shown in three views: a side profile, a top-down view of the hull, and a front view of the cabin structure. The model is white with a dark brown base and interior details. It is displayed on a white table against a grey tiled background.



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