

---

## Opel Grandland: dreams of the future from Thuringia

Von Michael Kirchberger

We've seen it before, haven't we? At least many of the design details and tricks were presented by Opel's top-secret design department last year. The exciting study was simply called Opel Experimental and was intended to show the brand's formal path into the future - which has now begun. With the new Opel Grandland, which rolls off the production line in Eisenach, Thuringia, from today.

The striking body is now 4.65 meters long, 17.3 centimetres longer than the current model. With a width of 1.89 meters and a height of 1.64 meters, the SUV is also higher than its predecessor (plus two and plus 6.5 centimeters). The growth primarily benefits the rear passengers, who sit on a standard 40:20:40 split-folding bench seat, where legroom has increased by two centimetres.

The Grandland also delivers much of what it promises as the future top model of Opel's SUV series in terms of load volume. The rear compartment offers at least 550 liters, and when loaded to roof height, 1642 liters fit in with the rear seats folded down. Those sitting in the front can also switch on the massage function on the ergonomically correctly shaped backrests and seats, as well as heating or cooling ventilation.

There is a wide variety of storage options on board. These include innovative, flexible cup holders and a semi-transparent pixel box, which also allows inductive charging of smartphones. The storage compartments in the interior have a total volume of more than 35 liters. In the cockpit, there is a steering wheel that is flattened at the top and bottom, behind which a ten-inch display provides the driver with the information they have selected; a head-up display is also included. To the right of this, a 16-inch monitor is the centerpiece of the infotainment system. The most important functions can be operated via the touchscreen, but also via buttons. Many of the materials in the interior are molded from recycled plastic. There is no chrome at all.

Instead, Opel uses light as a design feature, as in the Experimental-Studie. The now three-dimensional Vizor is illuminated by the format-filling daytime running lights, the same applies to the Opel Blitz in the middle of the front. The Opel lettering at the rear also shimmers in soft light, testifying to the new self-confidence of the Rüsselsheim-based company. Meanwhile, the Grandland turns night into day with its first-ever Pixel HD light, without dazzling other road users. With more than 25,000 segments per headlight, the road ahead is completely illuminated. Sensors detect when a road user is approaching and block them out of the cone of light.

The Grandland is based on the new STLA platform designed for electric vehicles, for which an active chassis is also available on request. There are several options for the drive system. The top model is the battery-electric and all-wheel drive model, which is said to have a WLTP range of 700 kilometers thanks to a battery with a capacity of 98 kWh. If energy needs to be recharged, only a short break is necessary: At a public fast-charging station, the Stromer should only need around 26 minutes to charge to 80 percent of battery capacity.

The second drive option is the Gandland plug-in hybrid, which should be able to travel up to 85 kilometers purely electrically. The third SUV in the group also uses hybrid technology, but in this case with a 48-volt on-board electrical system that continues to supply the electrical consumers on board with energy while driving after the 1.2-liter turbo petrol engine is switched off in "sailing mode". The electric auxiliary motor on board delivers 21 kW (28 hp), and the range also includes an electrified dual-clutch transmission with six gears.

On our first encounter, the new Grandland looks serious, powerful and very independent. It stands on wheels measuring up to 20 inches and has a wheelbase of 2.78 meters. Its standard equipment with assistance systems is extensive, including cruise control with



---

stop & go function and advanced traffic sign recognition. The package also includes the semi-automatic lane change assistant and intelligent speed adaptation.

According to reports, Opel wants to be very competitive when it comes to pricing. The current model starts at around 33,000 euros; despite hybridization, the new base Grandland should not be significantly more expensive and the battery SUV should be launched below the 50,000 euro mark. (aum/mk)

---

## Images for article



Opel Grandland.

Photo: Autoren-Union Mobilität/Opel



Opel Grandland.

Photo: Autoren-Union Mobilität/Opel



Opel Grandland.

Photo: Autoren-Union Mobilität/Opel



Opel Grandland.

Photo: Autoren-Union Mobilität/Opel



Opel Grandland.

Photo: Autoren-Union Mobilität/Opel

---



Opel Grandland.

Photo: Autoren-Union Mobilität/Opel



Opel Grandland.

Photo: Autoren-Union Mobilität/Opel

---