

AVL | NorCom | Joint Use of the ASAM Standard for Big Data



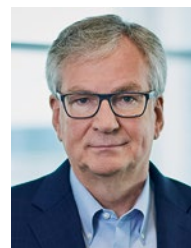
© AVL

AVL and NorCom support the ASAM ODS test standard

AVL and NorCom Information Technology are offering a product portfolio that supports the big-data feature introduced in the new ASAM ODS 6.1.0 standard, thus providing the automotive industry with an open and seamless data intelligence solution. The main advantage of this solution is said to be the combined strengths of all products involved, coupled with AVL's expertise in powertrain and vehicle development. The Association for Standardization of Automation and Measuring Systems (ASAM) is an association of companies aiming to develop technological standards for the automotive market. The so-called Open Data Services (ODS) standard focuses on the persistent storage and retrieval of testing data. AVL's Santorin MX is the first ODS server to support the big-data standard. The interface developed by NorCom, which is based on this standard, will enable a new level of measurement data analytics.

Daimler Truck | Volvo | Joint Venture for Fuel Cell Systems

Daimler Truck AG and the Volvo Group have signed a preliminary, non-binding agreement to establish a new joint venture. The intention is to develop, manufacture and commercialize fuel cell systems for heavy-duty vehicles and other applications. Daimler will consolidate all its current fuel cell activities in the joint venture. Volvo will acquire 50 % of the shares for around 600 million euros on a cash- and debt-free basis. The joint venture will operate as an independent and autonomous entity, which will reduce the development costs for both companies and accelerate the market launch of fuel cell systems. The aim is for both companies to manufacture heavy-duty trucks with fuel cells for long-haul transport in the second half of the decade. A final agreement should be reached before the end of 2020.



© Daimler

Martin Daum,
CEO Daimler Truck



© Volvo Group

Martin Lundstedt,
CEO Volvo Group

Knorr-Bremse | University of Kecskemét | Research Project Completed



© Knorr-Bremse

The headquarters of Knorr-Bremse in Munich (Germany)

A consortium formed by Knorr-Bremse and the John von Neumann University in Kecskemét (Hungary) has successfully completed a joint 27-month research project. Its main focus was on alternative raw materials – particularly polymer and rubber materials – and new technologies for applications in the commercial vehicle industry. The project included prototype development for a modular electronic air treatment unit for commercial vehicles and a new trailer brake control valve. In addition, a number of nanocomposite raw material recipes and corresponding testing methods were developed and tested at the research and development center of Knorr-Bremse in Kecskemét.

Horiba | Cooperation with 3D Mapping Solutions

Horiba, a supplier of complex vehicle testing systems, has announced a strategic cooperation with 3D Mapping Solutions, a company for kinematic surveying specializing in high-resolution data collection of roads, for example for ultra HD maps. The cooperation will initially focus on the joint development of products and applications with regard to the transfer from the real world to virtual reality. In a second

step, it is planned to develop additional services with an emphasis on scenario-based testing. In addition to kinematic surveying, the strength of the new cooperation partner lies above all in data analysis and processing, according to Horiba. The joint products and applications will enable both partners to design the simulations necessary for testing driver assistance systems and autonomous vehicles.



© Horiba

Robert Plank and Hiroshi Nakamura from Horiba and Gunnar Gräfe from 3D Mapping Solutions virtually signing the contract (from top left over top right to bottom left)

ATZ | Chery Europe | Tüting Joins Scientific Advisory Board



© Chery Europe

Jochen Tüting

Jochen Tüting, the Managing Director of Chery Europe, is a new member of the scientific advisory board of ATZ. Tüting completed his degree in mechanical engineering at the University of Darmstadt in 2000. He then spent 14 years at Ford in Cologne, where he worked for the entire period in the complete vehicle development department. In 2013, he was asked by Chery Automobile, which at the time was planning a new development center in Shanghai (China), to set up a complete vehicle development department there. In 2017, Tüting returned to Germany with the car manufacturer, which presented its models for the first time at the Frankfurt Motor Show (IAA) that year. In 2018, he became Managing Director of the newly founded Chery Europe, and since January 2019 he has been in charge of its headquarters in Raunheim near Frankfurt airport (Germany).

Rheinmetall | Grotendorst Becomes Head of the Automotive Unit



© Rheinmetall

Jörg Grotendorst

Jörg Grotendorst has been appointed a member of the executive board of Rheinmetall AG. He currently heads the e-mobility division of ZF Friedrichshafen AG and will in future be responsible for the group's automotive unit. At the end of this year, he will succeed Horst Binnig, who retired at the end of 2019. After completing a degree in electrical engineering, regulation and control technology, Grotendorst began his career at DaimlerChrysler and Ford, where he was responsible for developing electronic applications for chassis. He

then moved to Continental to head the company's hybrid and electric vehicle business unit. His next role was as Head of Strategy and Development in the powertrain division. Following a period at Siemens, where he was CEO of the Inside eCar business unit, in 2015 he moved to ZF. In 2016 he took on responsibility for the company's newly established e-mobility division.

Schaeffler | Wittig Heads Global Affairs



© Schaeffler

Dr. Peter Wittig

The automotive and industrial supplier Schaeffler has recruited the diplomat Dr. Peter Wittig to head its newly created global affairs division. After retiring from active service in the German Foreign Office this year, Wittig took up this new position in Berlin (Germany) on May 1, 2020. From 2009 to 2014 he represented Germany at the United Nations in New York (USA), including two years on the Security Council. He then moved to Washington (USA) as ambassador and was sent to London (UK) as ambassador in 2018. "We are very pleased that we have been

able to recruit Dr. Wittig, an internationally very experienced diplomat, to join the Schaeffler Group," said Georg F. W. Schaeffler, Chairman of the company's supervisory board. Hans-Christian Maaß, predecessor and long-time Head of the Berlin representative office, has retired.



IMPULSES



Dr. Johannes Liebl
Editor in Charge
ATZ | MTZ | ATZelectronics

Clean, Crisis-proof Mobility

It is essential that we do not plunge headfirst into the next crisis once the coronavirus pandemic is over. We need to take the climate agreements very seriously indeed. Over the next ten years, Germany must make a genuine reduction of more than 40 % in the CO₂ emissions from its transport sector to bring them to a level somewhere between 95 and 98 million t. In order to achieve this, we need a constant stream of new products coming onto the market. The report commissioned by the German Federal Government from the National Platform Future of Mobility indicates that by 2030 alongside 10 million electric vehicles and plug-in hybrids there will still be 37 million cars and light commercial vehicles with combustion engines on the country's roads. We cannot achieve our climate targets with this number of electrified vehicles.

The existing fleet must be part of the solution, as any measures taken in this area will have almost a fourfold effect. In the short term, adding a higher proportion of biofuels to the conventional fossil fuels would be helpful. In the medium term, electricity-based fuels could make an additional contribution. The International Engine Congress in Baden-Baden (Germany) once again demonstrated this year that these fuels are ready for industrial production. The solution lies not in moving away from the combustion engine and toward electric drives but in shifting from fossil fuels to low-CO₂ and CO₂-neutral fuels.

The regulations for public transport fleets clearly show that fuel-based mobility is essential in times of crisis. For example, our bus fleets must not consist entirely of electric vehicles, because the government could then no longer guarantee that the population could be safely evacuated. Another example is the fire service. Would you feel comfortable if all fire trucks were converted to fully electric powertrains? The key to a clean, crisis-proof transport system is the use of a variety of different solutions.