

## Edag | New Name for Electronic Unit



Edag is consolidating its activities in the area of electrics and electronics under the name Edag Electronics that will replace the previous name of Edag BFFT Electronics. The BFFT Gesellschaft für Fahrzeugtechnik had been a subsidiary of Edag since 2013 and was integrated in the main company, Edag Engineering, in 2019. Edag Electronics employs 1700 people in 15 locations worldwide. Cosimo De Carlo, CEO of Edag, says that “our portfolio of services puts us in a strong position to also support our customers in the new era of mobility with the holistic development of new products and concepts for production and mobility.”

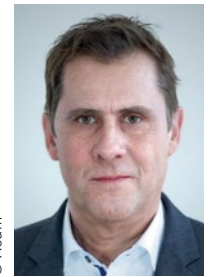
Edag launches toward the future of mobility with their electronics unit

## Asam | Prostep Ivip | Cooperation in MBSE

The Association for the Standardization of Automation and Measurement Systems (Asam) and Prostep Ivip, a network of companies from industry, IT and research, have announced a cooperation in the area of Model-based Systems Engineering (MBSE). The two associations intend to harmonize the requirements and applications for standards and norms from both sides and thus facilitate the modelling and simulation of autonomous driving on levels 4 and 5. Any differences, overlaps and contradictions between the standards are to be removed. The bundling of competences out of vehicle development, test and validation (Asam) and product creation and production (Prostep Ivip) is intended to enable a consistent approach over the entire value chain. According to Armin Hoffacker, Board Spokesman for Prostep Ivip, and Dr. Klaus Estenfeld, Managing Director of Asam, the two associations combine many years of experience and the latest insights from research and industry.



Klaus Estenfeld



Armin Hoffacker

## DSM | Lightyear | Commercialization of Integrated Solar Roofs



Lightyear and Royal DSM have signed an agreement to jointly scale the commercialization of the solar roof developed by Lightyear for its vehicle called One for the electric vehicle market. The solar modules, which can be integrated and feature back-contact technology, will thus be available for a wide range of electric vehicles including passenger cars, delivery vans and buses. The technology is intended to be integrated into the vehicle surface in the form of 5 m<sup>2</sup> solar cells and increase the vehicle's range. According to the manufacturer, a vehicle such as the Lightyear One, which has been optimized for such an auxiliary power supply, can be powered by the solar roof for a noticeable proportion of its annual mileage. Pilot projects are planned for customers in the automotive and public transport sectors.

Martijn Lammers (left), CSO Lightyear, and Pascal de Sain (right), Vice President DSM

## Rheinmetall | Grotendorst Becomes Head of the Automotive Unit

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.



Jörg Grotendorst

## Preh | Joyson Bundles Activities

Joyson Electronics is bundling its activities in the areas of car infotainment/connectivity and is thus adapting to changes in market development. Joyson will merge Preh Car Connect (PCC) Dresden (Germany), previously a subsidiary of Preh Bad Neustadt (Germany) including the manufacturing facility Oborniki (Poland) with other teams of specialists in China, Japan and Korea into new company called Joynext. The management board of Joynext consists of CEO Yuan “Kevin” Liu, who is simultaneously Vice President of Ningbo Joyson, and co-CEO Stavros Mitrakis, the previous CEO of Preh Car Connect. All PCC employees in Dresden, Oborniki and Japan will be transferred to the new group and become Joynext employees. The global headquarters of the new group is in Ningbo (China).



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The Dresden site will continue to play an important role at Joynext

## NXP Semiconductors | Sievers Appointed Chairman of the Board



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Kurt Sievers

NXP Semiconductor’s shareholders approved the appointment of Kurt Sievers to CEO at their annual general meeting. As previously announced, Richard Clemmer, who managed the company for the past eleven years, will remain as an advisor for NXP. Sievers has been President of NXP since September 2018 and managed the global businesses in the areas of automotive, Internet of Things, Industry 4.0, smartphones, communication and infrastructure from Hamburg (Germany). He started his career in

1995 at Philips and held a range of management positions in the areas of marketing, sales, development, product management, strategy and general management in a range of market and product segments. Since 2009, he has been a member of the board and was instrumental in the definition and implementation of NXP’s company strategy.

## Here | 30-% Participation for Mitsubishi and NTT



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Edzard Overbeek

Mitsubishi Corporation (MC) together with Nippon Telegraph and Telephone Corporation (NTT) have acquired a 30-% share in Here Technologies via the COCO Tech holding company in the Netherlands. The companies have appointed Yutaka Kyoya (MC) and Hiroki Kuriyama (NTT) as new members of Here’s board. The Japanese investors intend to offer the online geodata service a springboard for growth in the Asian-Pacific region. Here has nine direct and indirect shareholders: Audi, Bosch, BMW, Continental,

Intel Capital, MC, Mercedes-Benz, NTT and Pioneer. Edzard Overbeek, CEO of Here, welcomes the new, strategic investors who “will support our long-term growth ambitions and will significantly increase our company value.”

## 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 CO<sub>2</sub> 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-CO<sub>2</sub> and CO<sub>2</sub>-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.