IN DIALOGUE

Dear Reader,

A tyre designed for a top speed of 160 km/h cannot later be qualified and approved for 250 km/h. A similar principle applies to some semiconductors that are specified for the consumer electronics industry and not for the automotive industry – but which are nevertheless used in cars.

This unsatisfactory situation was pointed out by Helmut Keller in his report “Consumer electronics – critical when it comes to functional safety” published in the April issue of ATZelextronik. In this context, the Chairman of the Robustness Validation Committee at the ZVEI and retired plant manager for Bosch semiconductor production prepares the ground for a further sensitive topic that Alexander Köhnen from TÜV Süd expands in his article on page 28 of this issue of ATZelextronik: “Component qualification according to AEC-Q – semiconductors are not always adequately tested”.

On the one hand, these publications are a cause of irritation, but on the other hand a serious dialogue has now been initiated among all those involved. For that reason, we will keep a close eye on developments in both topics. For example, following his guest commentary in our April issue, the lawyer Andreas Reuter from Reutlingen will be writing before the end of this year on the consequences for car manufacturers with regard to product and personal liability.

The semiconductor did act in the quality discussion. This September will see the publication of the position paper of the semiconductor manufacturers’ initiative that was formed in response to recent events, that provides facts in a dialogue with OEMs and Tier 1 suppliers.

ATZelextronik will interview the spokesperson for the initiative, Stephan Lehmann from the company Freescale, and will ask OEMs and Tier 1 suppliers to make statements. Furthermore, our editorial team will be inviting experts to take part in this and other debates at the automotive discussion forum of Electronica, the world’s biggest electronics fair, on 12 November in Munich.

These are unpleasant topics, maybe too long under cover. Discontent can already be noticed in the car industry. We see it as our duty, therefore, to take a closer look. Not with the aim of producing the ultimate story, but with the responsibility to help clarify and objectify the urgent issues. In this context, you might also like to note down another date: 28 and 29 April 2015 in Frankfurt. The occasion is the 1st International ATZ Conference on Driver Assistance Systems – From Assistance to Automated Driving.

Best regards,

MARKUS SCHÖTTLE,
Vice-Editor-in-Chief
Wiesbaden, 24 July 2014