



insidetrack

the newsletter of the International Federation of Automotive Engineering Societies

Hit the ground running

Meet Andrew Brown Jr.,
2010 SAE Int. President



AEA award

Brazilian society
recognises eco
initiatives



Fully net-worked car

Christoph Huss'
keynote speech

Looking forward to FISITA 2010



FISITA 2010

World Automotive Congress
30 May – 4 June, Budapest, Hungary

The FISITA 2010 World Automotive Congress in Budapest is only two months away, and as well as the 100+ technical sessions, four highly topical plenary sessions have been organised which will tackle the some of the biggest challenges the automotive industry faces today.

[Continued on page 2](#)



István Pintér
Association of the Hungarian
Automotive Industry, will be
chairing the 'Repositioning in the
Automotive World' session



Dr. László Palkovics
Budapest University of Technology
and Economics, will be chairing the
'Commercial Vehicles' session



Daniel M Hancock
GM Powertrain, will be chairing the
'Vehicle Electrification' session

FISITA 2010: the plenary sessions

Vehicle Electrification Tuesday 1 June

Chair	Daniel M Hancock GM Powertrain	<p>Given the challenges of petroleum dependency and atmospheric greenhouse gas, there has been a rapid increase in a broad spectrum of approaches toward electrifying vehicle propulsion systems.</p> <p>While the technical challenges alone are significant, there are also questions regarding supply base development, electrical grid capability, government incentives for development and facilitation, customer acceptance, recycling, and many others.</p>	<p>This plenary session will provide perspectives on these emerging systems, the principle components and their developmental challenges, and how we will see this most significant transformation in vehicle propulsion evolving over the next few years. Panellist presentations will include new systems being readied for the marketplace.</p> <p>The importance of collaboration between OEMs and suppliers, academia, and governments will also be discussed.</p>
Panellists	Ted Robertson Magna International		
	Maurizio Cisternino GM Powertrain Europe Prof. Dr. Herbert Kohler Daimler AG		

Commercial Vehicles Tuesday 1 June

Chair	Dr. László Palkovics Budapest University of Technology and Economics	<p>This session concentrates on several issues facing future commercial vehicle design.</p> <p>Road transportation will play as an important role in the future as it does today, thus the main characteristics of commercial vehicles must be kept as close as possible to those of passenger cars.</p>	<p>This means that the driving dynamics, traffic safety, the environmental impact of the heavy vehicle must be further improved.</p> <p>The contributions in this session will address the special problems of passive/active safety, powertrain and the engine from the leading experts in this field.</p>
Panellists	Dr. Jurgen Steinberger Knorr-Bremse AG		
	Prof.-Ing E-C von Glasner EVU		
	Dr. Christoph Brenner GM Powertrain		
	Prof. Dr. Franz X. Moser AVL List GmbH		

The Connected Vehicle – When will it be here? Wednesday 2 June

Chair	Mike Noblett IBM	<p>This session will discuss the requirements and opportunities presented by the 'connected vehicle' – one which has data and communication links to the outside world.</p> <p>Cooperative systems utilise Vehicle-to-Vehicle and Vehicle-to-Infrastructure communications to enable features which improve safety, fuel economy and transport efficiency for the benefit of drivers and society.</p>	<p>Furthermore, with most of the major manufacturers bringing plug in electric vehicles to market in the coming years, cooperative systems can play a crucial role in aiding customer acceptance by helping to improve driver behaviour and increase battery life through critical monitoring and driver feedback systems.</p>
Panellists	Dirk Kessler BMW Group		
	Steve Millstein ATX Group		
	Valerie Briggs US Department of Transportation		

Repositioning in the Automotive World Wednesday 2 June

Chair	István Pintér Association of the Hungarian Automotive Industry	<p>Being an intensely market-oriented sector, the automotive industry is highly exposed to the effects of economic changes.</p> <p>The different rate of progress in the various economic regions and countries, the advancement of the global economy – or for that matter, its crisis – as well as the demand for sustainable development are all factors that shape this industry.</p> <p>These factors leave their mark on the various economic regions to different degrees and result in diverging patterns in automotive development despite the general trend of globalisation.</p>	<p>The mission of this session is to analyse those actual and anticipated changes that emerge in the automotive and supply industry in response to the economic crisis and the diverging development paths of regional markets. In what will be an intriguing perspective the session will pay special attention to the Chinese automotive industry, as it is one of the world's most dynamically progressing automotive sectors.</p>
Panellists	Yves van der Straaten OICA		
	Ted Robertson Magna		
	Dr. Li Jun China FAW Group Corporation		
	Dr. Shrikant Marathe ARAI		



Networking opportunities

"The most fundamental question is not: 'How can we make the fully networked car reality?' The question should be: 'Why should the fully networked car be reality?'"

Christoph Huss
President
FISITA

FISITA President, Christoph Huss, gave an opening keynote address at the Fully Networked Car (FNC) meeting held at the Geneva Motor Show from 3–4 March 2010.

The FNC meeting is a series of workshops and discussions hosted by the International Telecommunications Union, aimed at bringing communications developers together with vehicle manufacturers to discuss implementation and standardisation in the development of the Fully Networked Car.

The car of the future will be able to talk to road systems and to other cars, automatically notify emergency services, foresee and avoid collisions, navigate the quickest routes to its destination, identify and even be directed to empty parking spaces, saving time and cutting greenhouse gas emissions.

Speaking in the opening session, the FISITA President told delegates 'The most fundamental question is not: "How can we make the fully networked car reality?" The question should be: "Why should the fully networked car be reality?" Except for a very few tech savvy individuals, it will not be the fully networked car itself that customers

are willing to pay for. From my perspective there are three fundamental customer needs that we need to address: Mobility, Safety, Efficiency and Convenience'.

'From a technical standpoint the fully networked car has come a long way. CVIS, Safespot, SimTD, AKTIV, IntelliDrive are just a few projects that are coming up with new solutions on how to interconnect the car, the infrastructure and the customer with one another day after day. At the same time standardisation bodies have done tremendous work in creating standards at an early stage to promote interoperability and keep implementation cost to a minimum. Things are moving forward. What is needed now is a strong focus on real life deployment and business development. With these questions answered the fully networked car will become a reality.'

The event gathers experts and executives from the car industry, ICT community, governments, research and development institutes. Other panellists included Juhani Jääskeläinen, European Commission; Karl-Thomas Neumann, VW Group; Rob Cone, Chairman of the PIARC/FISITA Joint Task Force on Vehicle Communications; Russ Shields of Connexis LLC and David Schutt, FISITA Board Member and CEO of SAE Int.

FISITA Board Member to receive top ITS Honour

Congratulations to FISITA Board Member, Michael Noblett of IBM Global Business Services, who has been named the winner of the 2009 Delco Electronics Intelligent Transportation Systems Award.

The award recognises the profound impact that Intelligent Transportation Systems (ITS) will have on mobility in the 21st century by honouring an individual whose outstanding long-term accomplishments are judged to have significantly advanced the state-of-the-art in ITS through innovative technology achievements and industry leadership.

Established in 1996, the award is funded from an endowment by Delco Electronics and is administered by the Delco ITS Award Board. It consists of a metal sculpture and is presented at the Awards Ceremony during the SAE World Congress in Detroit.

Previous winners include former FISITA Board Member, Martin Rowell, and Honorary Committee member, Russell Shields, Chair of Ygomi LLC.



Michael Noblett of IBM Global Business Services

Hitting the ground running

Introducing Dr. Andrew Brown Jr.

2010 SAE President



As Executive Director & Chief Technologist for Delphi Corp. and a 17-year member of SAE International, including stints on several SAE boards and committees, Dr. Andrew Brown Jr. has a wealth of personal experience to rely upon as SAE International's 2010 President.

Rather than rely solely on his own experience prior to taking office, Brown reached out to key constituents across SAE's three sectors to gain insight into how SAE can better meet their needs and provide more value.

Upon being nominated for as SAE President, Brown began meeting with a group of 20 top executives spread across the aerospace, automotive, and commercial vehicle sectors, including individuals from Boeing, Lockheed Martin, Chrysler, Ford, Honda, Denso, Bosch, Toyota, Caterpillar, Cummins, Deere, and Argonne and Oak Ridge national laboratories, among others.

'These are the folks that allow their employees to sit on our standards development committees, the same people that we call upon to support our meetings and conferences, the same people that we ask to exhibit, advertise, etc.,' Brown said in a recent interview at the Delphi World and North American Headquarters in Troy, MI.

'So, in my mind, it's very important that we understand what's driving them, what are their challenges, and what do they expect of SAE,' he explained.

With the troubles being faced by companies across all of the sectors in the current economic climate, Brown considers it now more important than ever that SAE is properly meeting the needs of its members and their companies. In talking with the executives, he sought to gain their perspective on

how SAE can add value to their organizations and society as a whole. He developed his Presidential focus areas to address their concerns and requirements.

'I was very concerned that in this economy when all of these sectors are challenged in terms of where they spend their dollars—they're cutting people and they're very selective about where they invest,' Brown said. 'I want to make sure that they perceive SAE as adding value, because if they don't, then what's going to happen is, when they sit down and do the budget, they're going to say, "Here are the guys that we can support, here are the guys we can't." SAE wants to be on the support side.'

One outcome of these discussions was the suggestion that SAE should be at the forefront of the effort to restore industry credibility and sustain competency. Brown cited a need to begin rebuilding the industry's image in the eyes of government officials as a result of damage done during the corporate bailouts of 2008–09. 'Quite honestly, we didn't do very well in terms of positioning ourselves, and our credibility was questioned,' Brown said. 'So we've got to change their perspective.'

With government now playing a major role in many future technology decisions such as corporate average fuel economy (CAFE), carbon footprint, and emissions, Brown believes SAE should enhance its relationship with the government and begin to be looked at as the go-to organization for technology dialogue in the sectors it serves. 'We should be the

Hitting the ground running – Introducing Dr. Andrew Brown Jr. 2010 SAE President, continued

technology voice of the industry,' Brown said. 'That does not require that we engage in the political debates, nor does that require that we represent any single company or group of companies' perspectives.

'We talk about the state of the technology – what's doable, what's not doable,' he said. 'What's the prospect that these technologies will actually come to fruition? How long is it going to take, how much is it going to cost? Those are the kind of things that as engineers we know how to do.'

He also explained how SAE can assist in the effort to retain competency, rebuilding the talent pool that was lost to layoffs during restructuring. 'The chassis engineer or the electrical engineer who got laid off a year ago is not sitting there waiting for the industry to come back, he's out looking for a job,' Brown said. 'It's in our best interest to help the industry retain that competency, because we retain the membership.'

By offering training and retraining programs as well as conferences and workshops, SAE can provide the needed services and also stands to benefit financially. Brown referenced government grants that are available to the auto industry for training and retraining of laid-off engineers and those looking to upgrade their skills.

Preparing more engineers for technologies such as hybrid vehicles and lithium-ion batteries could in turn mean new or additional business for SAE. As such, SAE has recently applied for government grants in partnership with others to offer such programs to those unemployed.

Dealing with financial challenges is nothing new for Brown, who has been employed by Delphi since 1995. His previous positions include Executive Director of Innovation and Technology and Director of Engineering.

The company, formerly a \$30 billion organisation and the world's largest automotive supplier, emerged from four years of bankruptcy on Oct. 6, 2009. It is currently a \$14 billion company. Early recognition and a proactive approach have helped Delphi clear the hurdles and return to a profitable company.

'We could have limped along for a couple more years, but we said we can't survive,' he noted. 'If you do it that way you never get to the systemic problem and ultimately you just wither away. We said we were going to stand and fight and make it an issue.'

Developing innovative products was a key to helping Delphi survive bankruptcy. As Executive Director & Chief Technologist, Brown is responsible for providing leadership on corporate innovation and technology issues. He regularly engages government and regulatory agencies, customers, alliance partners, vendors, contracting agencies, and academia.

Brown has boiled down his view of the future into his oft-quoted three megatrend areas of safe, green, and connected. 'When we think about transportation, we need to think about safe, green, and connected, because that is the challenge of our industry today and into the future,' he said.

Brown includes these megatrends of safe, green, and connected in his 2010 focus areas and believes they should be emphasized throughout SAE's portfolio of programs, products, and services. 'When you talk about public policy, engineering conferences, training and

development, publications, all of those kinds of elements need to be captured in those activities,' Brown said. 'We need to start looking at ourselves more as transportation engineers, the Society of Transportation Engineers, and not so much the Society of Automotive Engineers.'

Globalization is another area that Brown hopes to address during his term, helping the organization determine a long-term globalization plan. 'Every time you get a new SAE president—and that includes me—we each have a different idea of what it means to be a global organization,' Brown said. 'What it leads to is lack of significant progress in really positioning ourselves globally as a professional society.'

Referencing SAE's goal of becoming the 'number one mobility organization in the world,' Brown said he is in favour of focusing the society's near-term globalization efforts on China, India, and Brazil. All three nations are forecasted to experience significant growth in terms of aerospace and light-, medium-, and heavy-duty vehicles in the coming years.

He hopes to establish a 'Developing Nations Forum' where SAE Affiliates in Brazil and India, as well as SAE China, a sister society, can share their competencies or strengths. He noted this can lead to growth and development for all concerned.

Rather than take SAE's current model and apply it in these markets, Brown's experience establishing tech centres around the world has led him to recognize that business plans must be regionalized for each country to achieve long-term success. He suggests enlisting the global engineering community to leverage their experience when developing a plan for these markets.

'We need to talk to these guys that have gone global and have manufacturing sites and engineering technical centres in these growing regions and talk to other professional societies that are global,' Brown said. 'Not that we should copy their models, but we learn in terms of how they did it and what they did, and then figure out what would work best for us.'

The many challenges being faced by each of SAE's three sectors in 2010 led to Brown's proactive approach to his presidency, which he aims to maintain throughout his tenure.

He has indeed hit the ground running. At the first 2010 SAE Board meeting in January, Brown led a deep discussion on public policy/ techno-political issues. It was his first step toward helping guide SAE International to develop a stronger, more responsive future.



In his personal life, Brown has done missions in South Africa and Jamaica. He is shown delivering soup to an elementary school in South Africa.

AEA encourages excellence in environmental initiatives

The AEA Award is an initiative of FISITA's Brazilian member society that aims to reward and honour those who have notably benefited the environment within the automotive sector.



The award is given to companies who have distinguished themselves through the development of technology projects and their awareness of social responsibility, resulting in decisions that have benefited the environment in terms of quality of life. The award is also given to universities and research institutes that prioritise technological concepts designed to reduce environmental impact; and finally to journalistic reports that focus on the development and commitment of implemented improvements in the automotive industry, and how these improvements have benefited, or will benefit, the environment.

There are six categories for entries:

- Technology
- Diesel Technology
- Academic
- Journalism
- Social Responsibility
- Environmental Responsibility

Four entries from each category will be chosen by the judges. The most outstanding will receive the full AEA Environment Award, while the other three nominees will receive an 'Honorable Mention', with a certificate of recognition for the creditable importance of their work. Entries for the fourth edition of AEA Environment will close on the 15 April.

For more information email eventos@aea.org.br

AEA Environment award categories

Technology

Projects which improve the environment through technological resources.

Diesel Technology

Projects which improve the environment specifically through the technological advancement of the diesel engine.

Academic

Any scholarly initiative aimed at improving the environment demonstrated through reports, articles, projects or otherwise, highlighting contributions to automotive engineering.

Journalism

Any papers, reports, articles and publications that highlight environmental awareness or environmental improvement in the automotive sector.

Social Responsibility

Any activity aimed at social development, with emphasis on those that promote an increased quality of life through the integration of communities, environmental gains or interaction with the environment.

Environmental Responsibility

Any activity aimed at preserving the natural development of the environment, with emphasis on actions that promote its preservation through direct actions and improvements.

SAE International & SAE China to host vehicle battery summit in Shanghai



Lithium-ion battery technology for use in hybrid, plug-in hybrid and electric vehicles is maturing and will play a key role in electric drive vehicle development and sales. But how quickly is this technology progressing, and perhaps more importantly, what battery designs will guarantee reliability and safety while providing the best balance of cost and performance?

This three-day meeting will bring together some of the world's most highly regarded engineers, scientists, and corporate decision makers from the battery, automotive, power storage and mining industries to present an assessment of current and future Li-ion battery systems capabilities and alternatives as well as their marketplace and supply chain implications.

The meeting is chaired by Dr. Menahem Anderman, President of Advanced Automotive Batteries USA and founder of Total Battery Consulting, Inc. Dr. Anderman a veteran battery consultant is known in the industry for organizing the annual Advanced Automotive Battery Conferences (AABC) and for

publishing multi-client studies assessing advanced vehicle market and technology with emphasis on energy storage. Dr. Anderman is organising an exceptional roster of more than twenty expert speakers representing some of the key international players in vehicle battery and related industries.

The program will highlight the emerging Chinese market but will also discuss technological advances and worldwide market growth, exploring their implications for the global marketplace and thereby providing the insight required for optimum business decision making. It will review battery manufacturing in china and elsewhere, battery reliability, safety, cost, performance, and standardisation, among others.

Organised by SAE International, in cooperation with Advanced Automotive Batteries USA and the China Automotive Technology and Research Centre (CATARC), the Summit is co-sponsored by the Society of Automotive Engineers of China (SAE-China). It will be held at the Shanghai Marriott Hongqiao Hotel, Shanghai, China, PRC from 1-3 September 2010.

Further information www.sae.org/events/battery

FS Germany goes electric



From 4–8 August 2010, the world's first Formula SAE contest for pure electric drives, Formula Student Electric (FSE), will take place at Germany's Hockenheimring. As part of the successful Formula Student Germany, this innovative event will challenge eighteen teams to design, construct and present a purely electric race car.

FSE is based on the event concept of Formula Student Germany. This means that teams have to compete in the same eight disciplines. Three static disciplines: Business Plan Presentation, Cost Event and Engineering Design; as well as five dynamic: Acceleration, Skid-Pad (driving a figure 8), Autocross and Endurance. The energy usage of the FSE cars is measured with an energy meter and called 'Efficiency Scoring'.

Basically, FSE uses the same technical rules as FSG. The design specifications are identical – open, single seated cockpit and the open wheels of a formula car – as well as the static and dynamic disciplines of both contests. Obviously, the most important difference concerns the drive train. For this reason FSE has drawn up an additional set of rules in which the demands on drive train and specific constraints for the car's design are outlined.

Altogether, 96 teams and more than 2000 students from all over the world will take part in the FSG competition this summer. The competition aims to actively support young engineers in order to counteract the shortage of engineering talent in the automotive industry.

The competition motto is 'Securing the future by supporting young talent' and this concept is compelling, not only for students, but also for the automotive companies who support FSG. Today these include Audi, BMW, Bosch, Brunel, Continental, Daimler, Dekra, Henkel, IAV GmbH, Mahle, Solid Works, Tognum as well as VW and ZF.

For more information visit
www.formulastudent.de
www.formulastudentelectric.de

Head to Transylvania for CONAT 2010

SIAR will organise its 11th CONAT International Congress on Automotive and Transport Engineering from 27–29 October in Brasov, Romania.

CONAT is a traditional scientific event, established in 1965 by the University of Transylvania under the patronage of FISITA and EAEC.

Congress topics for the 2010 meeting include:

- Innovative Solutions for Automotive Vehicles
- Automotive Vehicles and Environment
- Advanced Transport Systems and Road Traffic Advanced Engineering Methods
- Heavy and Special Vehicles
- New Materials, Manufacturing Technologies and Logistics
- Accident Research and Analysis



For more details, and for information on submitting abstracts, please visit
<http://conat.unitbv.ro>

5 minutes with Andor Paizer



Name

Andor Paizer

Roles

Vice President and Head of
Manufacturing
Chairman of FISITA 2010

Location

Skövde Plant, Volvo Powertrain, Sweden

When did you first become interested in automotive engineering?

When I was 12 and got a moped.

What is currently the most important challenge faced by engineers in Hungary?

The limited possibilities of finding an interesting job in Hungary – young engineers prefer working abroad.

What ambitions do you have for FISITA 2010 in Hungary?

In general, to answer the most current questions in the automotive industry; like maintaining mobility in environmentally friendly ways, safer traffic by using electronic traffic control, the use of up-to-date technologies in development (simulation, virtual test, etc.) and in manufacturing.

More specifically, to give a picture of the intellectual and industrial potential in Hungary.

What have been the challenges GTE faced organising this year's FISITA congress?

Budget restrictions in the automotive world. Also there are limited numbers of potential attendees, exhibitors and sponsors in Hungary.

You have worked in several different countries during your career; what did you gain most from this experience?

To understand the importance of diversity.

Would you recommend working across many countries to student engineers?

Absolutely.

What do you do when you are not working with GTE or Volvo?

Reading, skiing, playing tennis and skeet shooting.

If you could drive any car in the world, what would it be?

I would test drive the Lunar Vehicle of the Apollo program – on the Moon.

Connecting communities through smart transportation solutions

ITS America cordially invites you to participate in its national conference that will bring you a fresh look at emerging projects, products, technologies and services that are helping to solve America's transportation challenges.

The annual meeting of ITS America promises speakers, sessions, demonstrations and technical tours that will show how technology innovations are connecting communities and transforming transportation, while fostering job creation and economic growth.

Participants will have the opportunity to tour Houston's innovative ITS-enabled Houston TranStar, a leader in freeway incident management, and the Security System of the Port of Houston, ranked second in the US in total tonnage.

Other highlights include a US Department of Transportation (USDOT) Plenary bringing together Presidential appointees and executives to focus on how ITS can help create a more integrated, performance-based transportation system. Outside there will be a striking live demonstration of the emergency response to an overturned 18-wheeler truck. And headlining the Closing Plenary on Wednesday are IBM Chairman, President and CEO Sam Palmisano and USDOT Secretary Ray LaHood.



Further information
www.itsa.org

News in brief

France

Two new institutes have joined SIA's list of education partners to inform students about automotive technologies in France.

ENSIETA (Brest) supports graduate engineers throughout the main industry fields, with a department of automotive engineering directly involved with many high-profile car manufacturers and suppliers.

ESIEE (Paris) is mainly dedicated to graduate students in computer science, electronics, telecommunications and embedded systems.

Charging ahead



Dr Kian Banisoleiman

Dr Kian Banisoleiman introduces IMechE's 9th International Conference on Turbochargers and Turbocharging 19 – 20 May 2010, One Birdcage Walk, London

Emissions legislation and the need to reduce CO₂ and fuel consumption are the major market drivers in the transport and industry sectors. In these sectors, the key product is the turbocharged internal combustion (IC) engine.

In order to meet legislation the IC engine is evolving. Advances in high-boost-pressure turbocharging systems enable engine downsizing to provide cleaner power more efficiently.

This conference will focus on how the turbocharging industry is responding to these challenges, concentrating on recent developments in high-pressure ratio systems, design, reliability and durability. Application of high-boost technologies to a wide range of IC engines is presented.

With sponsorship from Cummins Turbo Technologies (platinum sponsor), Honeywell, BorgWarner and Honda R&D this conference is an opportunity to network with key industry players, learn about the latest developments in boosting technology and gain insight into the current developments and future trends related to the turbocharging industry.

Further information

www.imeche.org/events/c1302

China gears up



Rati Lu from SAE-China introduces the society's 2010 International Symposium on Transmission Innovation and China Industrialisation April 23–24, 2010, Beijing

Over recent years China has seen an increased intensity in the design, development, manufacturing and application of various types of transmissions. In addition, as the development and demonstration of hybrid and electrical vehicles gains ground, the design of corresponding transmissions also becomes important.

Consequently more solutions are required for transmission design, development, manufacturing and component resourcing, and certain strategic issues remain pressing. What are the unique China market requirements? Which transmission concepts would fit which vehicle segments in long term? What are the latest international transmission and component innovations in the areas of shifting

comfort, efficiency, dynamics and affordability, and their influences on China's transmission trends? Which transmission technologies are most suitable for the hybrid and electrical vehicles being developed in China?

We will take the opportunity of addressing the above topics in the coming 2nd SAE-China Transmission Symposium. In order to satisfy the different needs of participants, the symposium will discuss strategic issues and technical solutions separately. Following on from last year, more discussions have also been arranged to make the event more interactive. A product exhibition (Tabletop Display) will be also organised as part of the symposium.

The conference will be in Chinese and English with simultaneous translation. Proceedings will be available in Chinese and English.

Further information

<http://transmission.sae-china.org/en/introduction.html>

World Road Congress, Mexico 26–30 September 2011



The call for papers is now open for next year's PIARC Congress in Mexico, the theme of which is 'Mobility, Sustainability and Development'.

Besides the opportunity to present in front of the largest road engineering conference in

the world, PIARC are offering and added incentive to would-be authors. By submitting a paper, you will automatically be entered into a competition with the chance to win one of seven prizes.

For each of the seven winning papers, PIARC will pay the travel

expenses, accommodation and registration fees to the Congress for one of the co-authors!

The deadline for abstracts is 31 August 2010.

Further information

www.piarcmexico2011.org

Driving the future of powertrain and electrification



Riccardo Groppo, Chairman of the Congress

ATA's Riccardo Groppo describes the Society's 1st International Congress on Automotive Electronics from June 10, 2010–11, 2010 in Venaria Reale, Italy.

Today the conventional car is facing a paradigm shift towards a diversified range of solutions needed for the future of personal transportation across the world. Several factors are responsible for this evolution. In particular, the race is underway to reduce the dependency on traditional fossil fuels and the impact on the environment. Moreover, a rapid change is taking place regarding how customers will view the vehicles they purchase in the future and what the purpose of those vehicles will be.

On the political front a balanced compromise is being sought, with energy availability and the respect of the environment on one side; and the need to ensure and promote the competitiveness of European industry, while facilitating mobility and goods transportation on the other. Governments across the world are promoting and funding technical innovations on an unprecedented scale as a means of securing the economic future of the automotive sector. Schemes to encourage the exploitation of alternative and renewable sources of energy, together with legislative pressure on emissions control and improved fuel efficiency, will also significantly influence the solutions which will be proposed by vehicle manufacturers.

In such a scenario, the automotive electronics industry is facing new and crucial challenges linked both to technical evolutions and the internationally

changing economy. There are many factors involved: new business models, new and key emerging players, environmentally-friendly demands, standardisation, evolving customer needs, corporate partnership evolutions and so on.

The technical sessions of the 1st International Congress will highlight how automotive electronic concepts are meeting the needs of global markets and vehicle class, downsizing in terms of intelligent solutions with the relevance of the final customer in mind. The focus will be on the future of automotive electronic technologies in managing powertrain and chassis; the effect of emerging standards on electronic architecture; advanced control concepts; and power electronics as the enabling technology for HEV-EV.

This event will combine high level key note speakers, 28 specialised presentations as well as discussions in a workshop-style. It will be ideal for professionals focusing on assessing how automotive electronics will enable the development of the next generation of powertrain and how vehicle technologies will address the EU's proposed greenhouse gas targets.

The Congress will be held in conjunction with the ECPE (European Centre for Power Electronics), who will be giving a tutorial on 'Reliability of Power Electronic Systems – Robustness Validation in Automotive (Power) Electronics'.

Key topics

- Future of automotive electronic technologies
- Emerging standards affecting the electronic architecture
- Power electronics as the enabling technology for HEV-EV

Key domains

- Engine
- Transmission
- Start-Stop, HEV, PHEV, EV
- Steering
- Active systems for chassis (Braking, Suspension)
- Vehicle stability
- Sensor clusters

Further information
marisa.giunipero@crf.it

News in brief

Japan

JSAE will publish a new English-language Electronic Journal, the International Journal of Automotive Engineering from July 2010. It replaces the previous Review of Automotive Engineering and will be published online. It will collect automotive technology papers from Japan and overseas and become a base of information on automotive engineering, especially that occurring in the Asian region.

Those interested in submitting should contact ijae@jsae.or.jp

United Kingdom

The UK is now preparing to elect a new government and IMechE are hoping to influence the parties with their Manifesto for Engineering. IMechE wants the UK government to recognise that engineering is at the heart of everything the nation and does and that it influences policy and decision making across all government departments. The recent financial crisis has highlighted the need for a balanced economy that lends equal weight to the financial and manufacturing sectors rather than depending solely on one.

Read more at www.imeche.org



Past President Pal Michelberger

Best wishes to past FISITA President (1992–1994), Prof. Pal Michelberger of Hungary who celebrated his 80th birthday on 4 February.

Many happy returns!

Contact update

Michael Noblett (formerly of Connexis LLC) is now Business Solutions Professional at IBM Global Business Services.

Andor Paizer (formerly of GM Powertrain Hungary) is now Vice President and Head of Manufacturing at Volvo Powertrain.

Dr. Andrew Brown of Delphi is the 2010 SAE International President.

Ing. Tran Ba Duong is a newly appointed Vice President of VSAE Vietnam.

Dr. Marco Küng is the new President of SAE Switzerland.

R. Dayal is the new President of SAE India.

Prof. Dr. Heinz Brandl is the new OIAV (Austria) President.

Dr. Tomaz Jurejvcic has been elected President of AMETS-AG (Slovenia).

New address for KSAE

The Korean Society of Automotive Engineers
Fl.13th Paradise Venture Tower
708-33 Yeoksam-dong
Gangnam-gu, Seoul 135-080
KOREA

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FISITA diary

12–13 April 2010

Executive Board
Detroit, USA

30 May – 4 June 2010

**FISITA 2010 World Automotive Congress
Executive Board, Committees and Council**
Budapest, Hungary

20–21 September 2010

Executive Board, Committees and Council
São Paulo, Brazil

4–5 November 2010

FISITA World Automotive Summit
Mainz, Germany



www.fisita.com