Elektrobit | Baidu | Strategic Partnership

Elektrobit and Baidu have signed a strategic partnership in the domain of security software for automated driving. For its part, Elektrobit will provide its automotive infrastructure software Tresos for Baidu’s Apollo Computing Unit (ACU) in-vehicle computing platform. Tresos enables the development of software for vehicle electronic control units that comply with Autosar and offer a high degree of functional safety (up to ISO 26262 ASIL D). The ACU enables automotive manufacturers and suppliers to drive forward the market launch of secure systems for automated valet parking. China is a strategically important market, which according to Alexander Kocher, President and Managing Director of Elektrobit, is why Elektrobit is very pleased to be able to bring its products and experience into the ACU.

Infineon | Eder New Chairman, Ploss Confirmed as CEO

Infineon Technologies AG’s Supervisory Board has elected Dr. Wolfgang Eder as its Chairman. Eder was appointed to the Supervisory Board in 2018 as the Shareholder Representative and up until July 2019 was the Chairman of the Board of the Austria voestalpine AG. He succeeds Dr. Eckart Sünner who announced his resignation from office at this year’s Annual General Meeting.

The Supervisory Board also decided that Dr. Reinhard Ploss, Infineon’s Chairman, should continue to lead the company until the end of 2022. His previous contract would have expired on September 30, 2020. Ploss has worked at the company since 1986 and has been a Member of the Board since 2007 and its Chairman since 2012.

Daimler | BAIC | Second-life Storage in Peking

Daimler AG and the BAIC Group have announced a development partnership to build second-life energy storage systems in China. The two subsidiary companies Mercedes Benz Energy GmbH (Daimler) and Beijing Electric Vehicle (BJEV) Co. (BAIC) intend to bundle their expertise and resources and build the first storage plant of this type on a site in Peking. The plant will use retired electric vehicle batteries from BJEV. The efficient re-use of these batteries is intended to improve the environmental balance and the economics of electric vehicles, and to make an important contribution to a sustainable energy economy. The project is regarded as potential basis for future cooperation in the future.

Volkswagen | Has-to-be | Expansion of Charging Infrastructure

Volkswagen will work closely with Has-to-be GmbH and acquire almost a quarter of the company’s shares via its subsidiary Elli. The partners plan to drive forward the expansion of a European-wide charging infrastructure, participate in the rapidly growing market for charging solutions and establish a complete and integrated charging ecosystem. Volkswagen opts for the software from Has-to-be, which is also used by all charging points belonging to Europe’s largest rapid charging network Ionity, and plans to install up to 36,000 charging points throughout Europe. “Elli’s goal is to digitally network the topics energy and mobility,” says Thorsten Nicklass, Elli’s CEO. “Our participation in Has-to-be allows us to lay the groundwork for a seamless customer charging experience and the integration of further Volkswagen Group digital services.”
The climate crisis and the problems caused by poor air quality are currently two of the main topics of public debate. The Fridays for Future movement is exerting pressure on governments and on society as a whole. In the transport sector, policymakers have until now focused solely on electric vehicles. However, as Germany is still failing to meet its climate targets, electric mobility can only be one part of the solution. In July, German environment minister Svenja Schulze launched an action plan for the use of electricity-based fuels. In doing this, the ministry is extending its commitment to power-to-x technologies and drawing up the first environmental policy guidelines for their use. Is this the first sign of a change of approach? Daimler has set itself the objective of ensuring that all the new cars it sells worldwide will be carbon-neutral by 2039 and the company’s head of drive system development is calling for the introduction of climate-neutral fuels. Are the demands of this kind becoming louder?

We need a carbon-neutral energy chain from product development through to recycling if we are to meet our mobility and transport needs. The role of the combustion engine will begin to change as a result. Although the combination of combustion engines and electric motors in hybrid drive systems has proved to be effective, the two components need to be even better coordinated to achieve their full potential. In addition, simulation and testing must be linked together throughout all the phases of the product development process to enable us to manage the growing complexity of the systems and to ensure the reliability of the process as a whole.

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