Bosch | Acquisition of Startup

Bosch intends to advance the development of self-driving cars and has acquired Five, a British company specializing in automated driving. Since its founding in 2016, the startup has built a team of experts in cloud software, safeguarding, robotics and machine learning, the company says. Initially specializing in artificial intelligence solutions, it now focuses on a cloud-based form of development for software used in self-driving cars.

BMW Group | Qualcomm | Arriver | Cooperation Decided

BMW Group, Qualcomm Technologies and Arriver have announced a long-term cooperation for the development of technology for Automated Driving (AD). The companies signed a cooperation agreement that will focus on level 2 to 3 driver assistance systems. The joint development of software functions is based on BMW’s current Automated Driving software stack, which will be further expanded in the next generation through this cooperation. The goal is to create a scalable platform for automated driving.

In-Tech | Acquisition of Ruetz System Solutions

Technology solutions provider In-tech is looking to strengthen its connected services portfolio with the acquisition of data communications expert Ruetz System Solutions. Georg Janker and Wolfgang Malek, the founders and Managing Directors of Ruetz, will remain with the company. “Ruetz System Solutions’ expertise from more than 20 years of in-vehicle data communications, networked with In-Tech's broad range of automotive services, results in a powerful team for our customers to develop and secure future generation on- and off-board solutions,” said Wolfgang Malek.

FEV | Foundation of FEV.io

FEV Group is bundling its activities in the field of software and electronics development in the mobility sector by founding FEV.io. This step is intended to improve cooperation in the areas of automated and autonomous driving as well as connectivity of infrastructure, people and vehicles. According to the company, the aim is to develop efficient solutions for intelligent, safe and sustainable mobility. Like FEV Group, FEV.io is headquartered in Aachen, Germany, and operates autonomously and independently.

Analog Devices | Gridspertise | Improving Smart Grids

Analog Devices and Gridspertise, the new subsidiary of Enel Group, have announced a collaboration to improve the resilience and quality of smart grids. According to the companies, the collaboration will enable the development of new hardware and software that supports the self-healing and adaptation of the distribution grid to changes in energy supply and demand as renewable energy sources are harnessed. Together, real-time data will be used to provide even more precise and accurate measurement and monitoring capabilities.
Etas | PLC2 Design | Agreement on Cooperation

Etas and PLC2 Design will cooperate in the future within the framework of a partnership, which includes a minority shareholding of Etas in PLC2 Design. Both parties have signed a respective agreement, subject to antitrust clearance. Together, the two companies will be able to offer a complete solution for data measurement directly at the data source, data logging and data analysis from a single source. Products added to Etas’ portfolio include the ADL-1000, a customizable data logging system and edge accelerator, and the PGC-1000 PLC2 Grabber Card, a PCIe card for offloading computationally intensive algorithms to relieve the burden on commercially available data logging systems.

Semikron | Danfoss Silicon Power | Merger

Semikron and Danfoss Silicon Power are merging to form a power electronics supplier with a focus on power modules. With then more than 3500 power electronics professionals, Semikron-Danfoss intends to expand its core business in industrial power modules and integrated power electronics and use the partnership to achieve a leading position in power modules for the automotive industry. The aim will be to drive the trend and technology shift towards silicon carbide solutions in industrial and automotive applications. The newly formed company will be owned by the current owner families, with Danfoss becoming the majority shareholder, and will be led by a joint management team.

IMPULSES

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The Plan Is Not Working Out

The transport sector failed to achieve its climate targets in 2021, despite the reduction in traffic volumes caused by the Covid-19 pandemic and the fall in production resulting from bottlenecks in the chip supply chain. Germany’s coalition government has agreed on a plan for achieving the sector targets. In the case of cars, for example, this involves increasing the number of battery electric vehicles on German roads to 15 million by 2030. For this to constitute a zero-emission concept, PHEVs, which are very popular with customers, will not be included, contrary to the recommendation of the German National Platform Future of Mobility.

Is it realistic to expect 60% of the new cars sold in Germany every year from now on to be BEVs? Can we guarantee a supply of renewable electricity to power them over the same period? Is the infrastructure expanding in parallel with the number of vehicles and is it easy for customers to use? Will the problem of range anxiety therefore begin to disappear? What will be the overall growth in Germany’s existing fleet of vehicles?

The automotive industry strategists and experts at this year’s International Engine Congress in Baden-Baden (Germany) regarded the 15 million BEVs as being only part of the answer. They called for a more reliable overall solution and recommended adding biofuels and other carbon-neutral fuels produced using electricity to the fossil fuels that cars are currently running on.

Betting everything on the 15-million card involves too many risks and is bordering on recklessness. Synthetic fuels for the existing fleet represent the key to a sustainable climate policy. Without them, we may find ourselves discussing the subject of imminent driving bans from 2028 onward.