

WELCOME IN STUTTGART

What is it that has elevated the Stuttgart International Symposium – hosted by the Research Institute of Automotive Engineering and Vehicle Engines Stuttgart (FKFS) – to a real can't-miss event for years now? Is it the broad range of current and important topics that line the agenda? The expert presentations guiding the way for the future? Or is it because the event takes place in Stuttgart, the heart of the automotive state, Baden-Wuerttemberg, and is attended by prominent participants from both the business and research sectors? The answer is: All of the above!

For the 16th installment of the Conference, I am glad to be assuming patronage for the event and welcome all the participants and speakers.

This year's focus topic, "Global products versus non-global requirements", addresses the challenges facing both the economy in general and the automobile industry in particular: What are the consequences resulting from the contrast between global sales and adaptation to country-specific norms? How can these be overcome?

The Transatlantic Trade and Investment Partnership (TTIP) that is currently being negotiated between political decision makers in the US and the EU is intended to resolve exactly these issues, such as this conflict of interests in the automotive sector. One of the key intentions of this agreement is to standardize the respective national regulations and requirements for products sold globally on both sides of the Atlantic – such as: side mirrors, blinkers and crash tests – and introduce a unified, high standard of safety and security. This will lead to the removal of expensive duplicate standards, which, despite nearly identical safety norms, have up to now required redundant development and certification processes. Consumers ultimately stand to benefit once this burden is lifted. Such a development will likewise be significant for the automotive industry in Baden-Wuerttemberg – and for the associated machinery, metal and electronic industries – in that Germany, as an export country, will be able to set the standards according to which our worldwide trading partners will have to adapt – not the other way around! Our high level of precision, reliability, quality and safety together present a strong sales argument. As such, these high standards should not be weakened in the course of the TTIP negotiations. The Government of Baden-Wuerttemberg fundamentally supports the TTIP agreement, but also insists that the high safety standards associated with products "made in Baden-Wuerttemberg" are not lowered in any way.

I would like to thank all those who have been involved in organizing and executing this event. I hope that all the attendees will benefit from the exciting discussions, interesting presentations and also gain new ideas for their own work.

Winfried Kretschmann
Prime Minister of the State of Baden-Wuerttemberg

A WARM WELCOME

Demands on the automotive industry in terms of research and development are constantly in flux. Producers and suppliers are forced to create global solutions while also considering individual customer needs as well as the legislative requirements in each market. Even emissions regulations are anything but unified globally. Starting in September 2017, Europe plans to implement a measurement termed “real-driving emissions” (RDE). Evaluating pollutant emissions will be done on the street rather than at a testing station, with far-reaching consequences for engine development. Many regions around the globe are, at the same time, calling for localized zones with emissions-free traffic. This all overlaps with the ongoing process of reducing CO₂ limits for vehicle fleets, with all world regions having defined various steps to achieve reductions in this area. This is topped by rising demands in terms of the comfort and emotionality of cars. How will the automotive industry respond to the growing conflict between increasing globalization and maximized global product marketing, on the one hand, and diverse, particular regional requirements for vehicles, on the other? What are the technical impacts of this? Industry and research experts will report on and discuss these issues and many more at the

16th Stuttgart International Symposium for “Automotive and Engine Technology” on 15 – 16 March 2016.

In six parallel sessions with over one hundred presentations, leading experts will address the current state of technological development, their most recent research findings, and concepts for the future. The program spans the entire process of vehicle creation, from research and development through to production. This year, we have also been able to invite excellent keynote speakers and participants for the subsequent podium discussion. This will be supplemented by numerous opportunities for exchanging ideas, be it in relation to technical discussions, at the accompanying trade exhibition, or in the social context of breaks and the evening event.

We look forward to seeing you in Stuttgart, the birthplace of the automobile!

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