



安亭·上海国际汽车城
Anting • Shanghai International Automobile City

EVENT GUIDE

Includes Final Program
and Exhibit Directory

SAE 2017 NEW ENERGY VEHICLE FORUM 新能源汽车国际论坛（第五届）

September 12-13, 2017

Anting, Shanghai, China

www.sae.org/events/nev



INSPIRING BUILDING ADVANCING

PEOPLE, TECHNOLOGY, AND
INDUSTRY—ALWAYS IN MOTION
AND LOOKING TOWARDS
TOMORROW.

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Since 1905, SAE has connected automotive, aerospace, and commercial vehicle engineers to each other and the technical resources needed to foster a lifetime of learning, solutions to improved vehicle technology, and the advancement of the mobility industry.

SAE International—whose first vice president was an up-and-coming engineering talent by the name of Henry Ford and included early supporters like Orville Wright—was based on providing a platform for collaborative and informed dialog and the impetus of its earliest standardization efforts. Today, the sharing of information remains at its core, with SAE being acknowledged globally as the ultimate knowledge source for mobility engineering.

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SAE 2017 NEW ENERGY VEHICLE FORUM

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SAE International is a global technical association of more than 145,000 engineers and related technical experts in the aerospace, automotive and commercial-vehicle industries. It was founded in 1905 with 30 engineers in New York and now spans more than 100 countries. SAE International is perhaps best known for its technical standards. More than 8,000 technical experts from around the world participate on 600 standards committees to develop a large base of standards and recommended practices that are used to support product design and development. Many government regulations and documents reference SAE International standards.

安亭·上海国际汽车城
Anting • Shanghai International Automobile City

In September 2001, the Shanghai Municipal Government took the decision to create the Shanghai International Automobile City (referred to as SIAC) in Anting town, Jiading district. The planned area covers 100 square kilometers and the investment is expected to reach 80 billion RMB. SIAC has functional areas such as automobile R&D, manufacturing, trade, cultural expo and education. The focus is on pillar automobile industries such as whole car manufacturing and vehicle parts and components. The emerging industries in SIAC include new energy vehicles R&D and manufacturing, automobile finance, and healthcare. Its vision is to create the future of mobility, build a livable city with a powerful innovative industry and automobile cultural and become the commanding heights of China auto industry. SIAC will have its place in the world.

EVENT OVERVIEW

September 12, Tuesday

9:00 - 9:30 **WELCOME AND INTRODUCTION**

9:30 - 11:00 **KEYNOTE SPEECH - MARKET ANALYSIS AND OUTLOOK**

Industry leaders will provide a market update and insight to future growth including regulation, policies, economic and technological advancements.

11:00 - 11:30 TEA BREAK

11:30 - 12:30 **PANEL DISCUSSION -
CAR SHARING AND NEW ENERGY VEHICLE MARKET PROMOTION**

For city dwellers, as long as they have relevant APPs, they don't need to own a car to travel by car. In this part, our experts will discuss with you problems faced by new energy vehicles sharing and their solutions.

12:30 - 13:30 LUNCH

13:30 - 15:30 **COMPLETE VEHICLE DESIGN**

The development and design of complete new energy vehicles will face unique challenges from many aspects such as the lightweight design, the Electronic Instrument Cluster (EIC) System, Rechargeable Energy Storage System (RESS), Vehicle Control Unit (VCU) and complete vehicle energy management systems. Newly emerging technologies will be discussed.

15:30 - 16:00 TEA BREAK

16:00 - 17:30 **COMPLETE VEHICLE DESIGN (CONTINUED)**

September 13, Wednesday

9:00 - 11:00 **KEYNOTE SPEECH - MARKET ANALYSIS AND OUTLOOK**

11:00 - 11:30 TEA BREAK

11:30 - 12:30 **BATTERY TECHNOLOGY AND ESS**

Battery power is key to an electric vehicle. Vehicle mileage always remains the most important assessment indicator. This session will focus on energy density, safety, extension of life cycle and cost reduction.

12:30 - 13:30 LUNCH

13:30 - 15:00 **BATTERY TECHNOLOGY AND ESS (CONTINUED)**

15:00 - 15:30 TEA BREAK

15:30 - 17:00 **MOTOR AND ELECTRONIC CONTROL TECHNOLOGY**

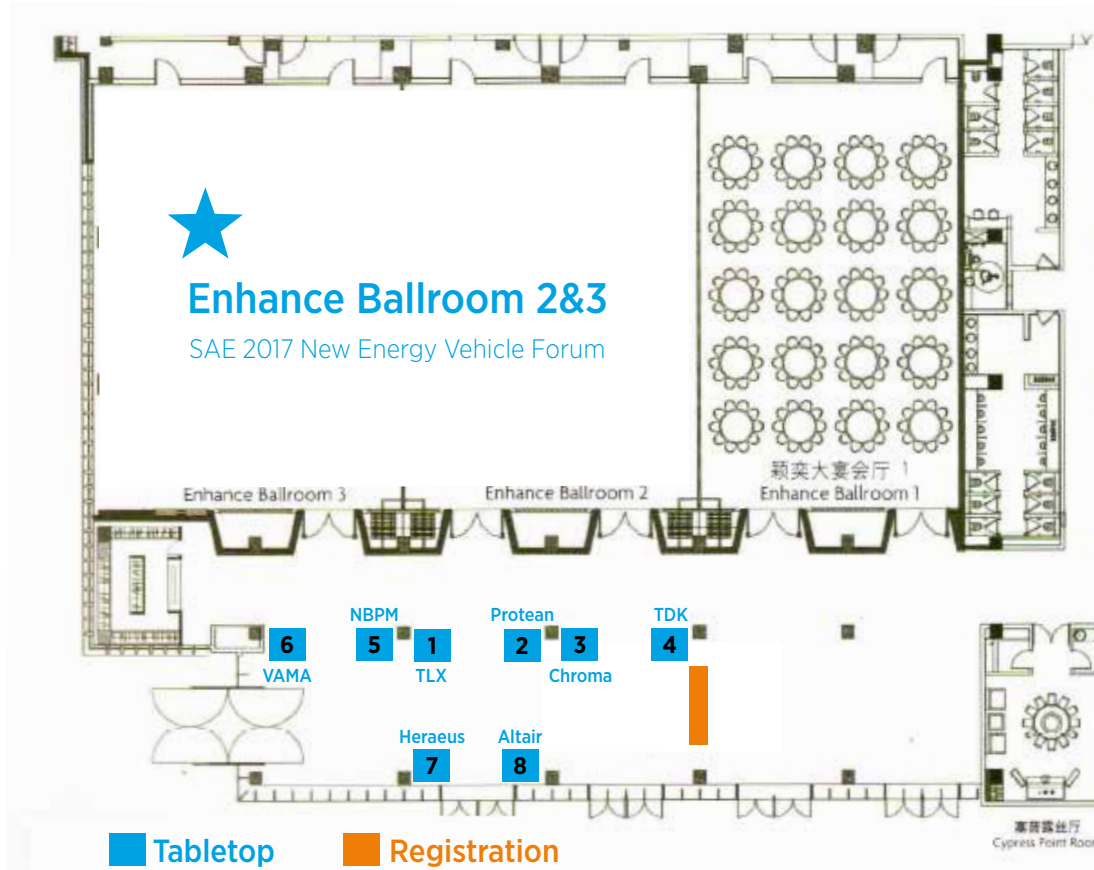
Power battery is the very core of an electric vehicle and endurance mileage always remains the most important assessment indicator for an electric vehicle end user. This presentation will analyze the development directions and prospects of battery by focusing on its energy density, safety, extension of life cycle and cost reduction.

The purpose of this session is to provide an open exchange of ideas. Remarks made by participants or members of the audience cannot be quoted or attributed to the individual or their company unless express permission has been granted by the individual and their company. Any record of remarks, discussion, or photographs may not be used unless express permission has been granted by the individual and their company.

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FLOOR PLAN



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TUESDAY, SEPTEMBER 12

Welcome and Introductions	
9:00 - 9:30	<p>Billy XU, General Manager, China - SAE International</p> <p>Chunrong SHAN, Executive Secretary-General - China automobile industry Base Summit / General Manager - Shanghai International Automobile City Development & Services Co.,Ltd.</p>
Keynote Speech - Market Analysis and Outlook	
9:30 - 10:15	<p>General Motors "Electrification"</p> <p>Jennifer Goforth, Chief Engineer of China Electrification - General Motors</p>
10:15 - 11:00	<p>The Aspiring Future of Electrified and Connected Mobility in China</p> <p>Marc-Fabio Wojis, Senior Management Consultant - P3</p> <p>ABSTRACT</p> <p>Automotive industry is facing significant changes within the next five years. Especially in China, incumbent market players are confronted with the overturning effects of two main trends – Electrification and Connectivity. This results in an entirely new mobility ecosystem creating various opportunities for new market players to enter the mobility market. New conditions like NEV's powertrains and necessary link with external infrastructure or services (e.g. connected services applications and charging infrastructure), create new challenges and complexity for all players worldwide. Experienced in managing these challenges, P3 will give an insight into the development of electrified and fully connected mobility ecosystems in China.</p>
11:00 - 11:30	Tea Break
Panel Discussion - Car Sharing and New Energy Vehicle Market Promotion	
11:30 - 12:30	<p>MODERATOR</p> <p>Xiaoyuan WU, Deputy Director of NEV Industrialization Research Center / Associate Professor - School of Automotive Studies at Tongji University</p> <p>PANELISTS</p> <p>Bo PENG, Global Partner - PwC Strategy&</p> <p>Tingting YUAN, Deputy General Manager & Head of City Management - Hangzhou Pand-Auto</p> <p>Chunhua HUANG, CMO - EVCARD</p> <p>Land TIAN, CEO - Xiaoerzuche</p>
12:30 - 13:30	Lunch



Complete Vehicle Design	
13:30 - 14:00	<p>4 Pillars of Technology and Innovation for GM <i>Charon Morgan, Director of Engineering - General Motors China</i></p> <p>ABSTRACT</p> <p>The global auto industry is experiencing multiple overlapping innovation cycles and is expected to change more in the next five years than it has in the last 50 years. General Motors has a two-pronged strategy to succeed in this rapidly changing automotive industry: 1) to strengthen and grow our core business of building and selling great vehicles; and 2) to define and lead the future of personal mobility in the four pillar areas of connectivity, car- and ride-sharing, autonomous driving, and alternative propulsion, and all of the new technologies that enable them. This presentation will demonstrate how General Motors is investing heavily in technology to enable the 4 game-changing pillars and share the solid progress that General Motors has achieved.</p>
14:00 - 14:30	<p>Powersplit or Parallel - Selecting the Right Hybrid Architecture <i>Ming Kuang, Technical Leader in Vehicle Controls at Research and Innovation Center - Ford Motor Company</i></p> <p>ABSTRACT</p> <p>The automotive industry is rapidly expanding its Hybrid, Plug-in Hybrid and Battery Electric Vehicle product offerings in response to meet customer wants and regulatory requirements. One way for electrified vehicles to have an increasing impact on fleet-level CO2 emissions is for their sales volumes to go up. This means that electrified vehicles need to deliver a complete set of vehicle level attributes like performance, Fuel Economy and range that is attractive to a wide customer base at an affordable cost of ownership.</p> <p>As part of “democratizing” the Hybrid and plug-In Hybrid technology, automotive manufacturers aim to deliver these vehicle level attributes with a powertrain architecture at lowest cost and complexity, recognizing that customer wants may vary considerably between different classes of vehicles. For example, a medium duty truck application may have to support good trailer tow whereas a C-sized sedan customer may prefer superior city Fuel Economy. This difference in attribute wants can drive the need for different electrified architectures. Here, two commonly used Hybrid and Plug-in Hybrid Electric Vehicle architectures can be distinguished: Powersplit and Parallel configurations.</p> <p>This presentation describes the design differences between these Hybrid architectures, and explains the intrinsic attribute advantages that one can provide over the other. Considering subsystem design criteria including sizing of key components, it compares the two approaches for a specific vehicle assumption for attributes and normalized cost.</p>

TECHNICAL PROGRAM

14:30 - 15:00	<p>Non-Shielding Filter Technology & DC High-Voltage Switching Technology for xEV</p> <p><i>Jacky KUANG, Senior Product Manager of Magnetics Business Group - EPCOS Greater China, A TDK Group Company</i></p> <p>ABSTRACT</p> <p>In today's EV system, shielded cable is widely used in order to prevent electromagnetic interference between high power lines and control/signal/low power lines. However, in practice there are many problems to use shielded cable effectively, for example, high requirement of grounding and assembly, aging. This presentation is to provide EMC solution to make it possible to skip the shielded cable, make it possible to use normal cable in motor inverter, DC/DC converter. This solution will not only help to fulfill related EMC regulation, but also help to reduce total weight and cost for the whole vehicle. What's more, this presentation also introduces the new bipolar high-voltage contactor which is able to quickly disconnect battery from the drive and DC charging station.</p>
15:00 - 15:30	<p>Requirements of a Thermal Management Process for Electric Vehicles to Support Early Vehicle Development and Focusing on Thermal Efficiency</p> <p><i>Wilko Jansen, Technical Specialist - Jaguar & Land Rover</i></p> <p>ABSTRACT</p> <p>Discussion on challenges currently phased during vehicle development in Thermal management. These have been growing significantly over the last years for several reasons. Historically the main focus was on Powertrain cooling airflow and component protection from exhaust radiation. This has now been extended to a whole new range of systems requiring thermal management. This has resulted in a significant effort on CAE capability development in wide range of areas including electrification.</p> <p>Specifically the battery thermal modelling capability is supporting the vehicle development in delivering both the detailed 3D models and fast thermal models. The process of developing these models will be discussed including the use of them in vehicle development.</p> <p>Next to this, the delivery of the thermal efficiency is driving for a high level of system integration. Through CAE, control strategies can be developed early on to deliver a robust range under all environmental conditions.</p> <p>This overview will show the progress made in thermal management over the last couple of years and current developments to support vehicle thermal efficiency.</p>
15:30 - 16:00	Tea Break
Complete Vehicle Design (Continued)	
16:00 - 16:30	<p>Electric Vehicle Development with Model Based Approach: Siemens Predictive Engineering Analytics Solutions and Applications</p> <p><i>Marc Alirand PhD, Director of Electric Vehicle Simulation - Siemens PLM</i></p> <p>ABSTRACT</p> <p>In the context of more energy saving, the chassis application needs to provide its contributions. Here Siemens will show how the 1D approach can also apply for advanced braking systems, how electric drives (2WD or 4WD) couple with the ESC system by exemplifying with some ULV AMBER European project outcomes. Everyone knows the electric power steering systems (EPS) as a fuel/power saver. FERRARI is thinking of an electrical piloted rear suspension to improve vehicle performances.</p>



TECHNICAL PROGRAM

16:30 - 17:00	<p>New Trends in PHEV and BEV Body-in-White Concepts - Greener, Lighter and Safer Solutions with Steel</p> <p><i>Jean-Noel GACEL, Senior Resident Engineer, Advanced Engineering, EVI and Global Platforms - ArcelorMittal</i></p> <p><i>Yannick YIN, CTO - GONVVAMA</i></p> <p>ABSTRACT</p> <p>A catalogue of steel solutions for new energy vehicles like light-weight solution of BiW, door ring, front module, rear module, hot stamping steel for car structure and battery pack. These solutions help PHEV and BEV to meet with light-weight goals with effective cost as well as higher standards for passenger safety. AHSS can provide light-weight answers for EV issues and protect passengers as well as battery; Usibor® Ductibor® LWB can work effectively for crash test. A specific light-weight automotive steel solution of door ring can be applied on EV as well. Door ring solution for integrating different parts into one door ring is helpful on saving weight and improving substantially the crash management like small overlap crash.</p>
17:00 - 17:30	<p>Vehicle Contamination Issue for Electric Vehicles</p> <p><i>Jonathan Jilesen, Application Engineer - EXA</i></p> <p>ABSTRACT</p> <p>The range of electric vehicle is highly dependent on their aerodynamics performance. Generally this has meant lower ride heights, smoother underbodies and wake structures optimized for maximum base pressure. These changes generally mean increased contamination of the rear face of the vehicle, rear face soiling. However, the governing mechanisms are not well understood.</p> <p>This study looks at the impact of a ride height change on the rear face soiling pattern. The change in the airflow through the underbody and the impact of on the rear wake due to the lower ride height structures are investigated. This knowledge is then used to explain why reducing the ride height results in increased rear face soiling.</p> <p>On road conditions, such as yaw and upstream turbulence have a large impact on both rear face soiling and aerodynamic performance. Upstream turbulence tends to make rear face soiling much worse than what would be experienced in a climatic tunnel. Since customers can easily identify vehicles with poor rear faces soiling performance, it is important to consider upstream turbulence when making decisions based on vehicle contamination levels. To show the significance of upstream turbulence for rear face soiling, the ride height delta experiment is repeated under on-road conditions. These results are then contrasted with the earlier runs and any possible difference in conclusions discussed.</p> <p>Finally, how this understanding of rear face soiling can be used to improve the rear face soiling of the vehicle is discussed.</p>

WEDNESDAY, SEPTEMBER 13

Keynote Speech - Market Analysis and Outlook

9:00 - 9:40	<p>Volvo Cars Goes All Electric <i>Niclas Rosengren, Director of Propulsion Energy Systems - Volvo</i></p> <p>ABSTRACT</p> <p>The electric car market is maturing at a swift pace, driven by stricter legislation, changing customer preferences and declining cost levels for batteries and electric car technology.</p> <p>There are now over 2 million fully electric vehicles and plug-in hybrids on global roads: five years ago there were almost none.</p> <p>The most important markets in absolute numbers for EVs are China, the EU and the United States – Volvo’s three main sales regions</p> <p>Volvo is fully embracing electrification, placing it at the core of its future business and marking the historic end of cars that only have an internal combustion engine.</p> <p>Every Volvo car in future will have an electric motor. Volvo is actively working towards a future without internal combustion engines</p> <p>Electrification is the future for both Polestar and Volvo brands.</p>
9:40 - 10:20	<p>Technology Direction Outlook of NEV Key Components Based on the Testing of “Battery, Motor & Electronic Control” <i>Fang WANG, Battery Chief Expert - CATARC</i></p> <p>ABSTRACT</p> <p>Dr. Wang Fang, who currently works at CATARC, makes a systematic analysis of main points of standards and regulations as well as test evaluation of new energy vehicles’ key components such as batteries, motor, electronic control and charging system. Technology development trend of the products is also examined. Starting from the key points of performance test such as product consistency, safety, cycle life and energy density, she gives a forecast of the development trend of product market. Based on charging safety, power characteristics and environmental adaptability, she focuses on the development trend of powertrain and electric control system in the future. Interconnection and interworking of new energy vehicles charging is analyzed and key performance requirements such as the standardization of charging product specification and durability of high and low voltage performance is specified.</p>
10:20 - 11:00	<p>Advanced Body Development at NIO <i>Gary Denton, Body Engineering Director - NextEV</i></p>
11:00 - 11:30	Tea Break



TECHNICAL PROGRAM

Battery Technology and ESS	
11:30-12:00	<p>Future EV Charging Trends <i>Christoph Tomoki Hein, Integration Manager for High Voltage and Charging Systems - BMW China Services Ltd.</i></p> <p>ABSTRACT Increasing number of EVs as well as higher energy density of the battery cells resulting in growing electric range will improve the performance of electric vehicles significantly. Nevertheless, the convenience of recharging an EV is still not on the same level of a conventional vehicle. Charging speed as well as cable handling are still restricting long range travel usage and automated driving functions. In order to keep pace with the battery and highly automated driving development, charging performance and functionality also need to improve. The scope of this presentation explains future charging functions such as High Power Charging and Wireless Charging for upcoming EVs to increase further customer convenience. It will also elaborate the needed regulatory and technical framework to offer those products.</p>
12:00 - 12:30	<p>PHEV/HEV Charging Technology - Challenge the Future Trend <i>Huibin LI, Engineering Director - Delphi Connection Systems</i></p>
12:30 - 13:30	Lunch
Battery Technology and ESS (Continued)	
13:30 - 14:00	<p>The Future of Urban Mobility is Connected, Autonomous, Electric & Wireless <i>Robert YUN, Product Management Director - Qualcomm</i></p> <p>ABSTRACT Cities are changing, and so too are the transportation methods and supporting infrastructure. The way people navigate a modern city – urban mobility – and the accountability governments’ face to reduce carbon emissions is driving such change. Mr. Hongjun Yun, the product management director will discuss how wireless technology can impact the adoption of electric vehicles (EVs). He will address Qualcomm’s vision for wireless EV charging and how the technology will positively impact the city of the future, and the lives of citizens. Discussion will showcase learnings from Qualcomm’s motorsports involvement in the FIA Formula E race series.</p>
14:00 - 14:30	<p>Electrification Strategies: Finding a Mass Market Solution <i>Liang CHENG, Engineering Manager - Johnson Controls New Energy Battery R&D Center</i></p> <p>ABSTRACT Global mega trends surrounding climate change and energy consumption are increasingly impacting the automotive industry. Governments in all regions are introducing stringent regulations. In response, Automakers are assessing a range of technology options to increase the efficiency of their vehicles. With Start-Stop, HEV, PHEV, and EV technologies already established in many parts of the world, opportunity now exists to extend electrified applications through the addition of low-voltage lithium-ion. These low-voltage solutions can generate up to 15% fuel efficiency over standard ICE helping automakers meet increasing regulatory pressure and improving FE and emissions. Notably, they require minimal changes to the existing vehicle architecture thereby enabling a low cost solution that can be deployed across high volume.</p>

TECHNICAL PROGRAM

	In this session, we'll explore key factors enabling market adoption of low voltage and high voltage lithium-ion systems including market opportunities, growth drivers of successful adoption, application needs, product attributes, and economics.
14:30 - 15:00	<p>Breakthrough Solutions in Li-ion Cell Evaluation</p> <p>Shuchang HAN, <i>Marketing Industry Manager of Automotive and Energy Solutions - Keysight</i></p> <p>ABSTRACT</p> <p>Rapid technological advancements in the area of electric and hybrid electric vehicles will require comprehensive power tests for various in-vehicular systems designed for conversion of kinetic energy to battery energy. State-of-the-art electric powertrain systems require comprehensive tests during development and test phases to ensure maximum safety and seamless operation before the vehicle goes on the roads.</p>
15:00 - 15:30	Tea Break
Motor and Electronic Control Technology	
15:30 - 16:00	<p>The Application Trend of Thermal Interface Materials in EV Power System</p> <p>Weijun CHENG, <i>Thermal Technology Support Manager - Henkel Electronics.</i></p> <p>ABSTRACT</p> <p>Battery and other power modules will generate a lot of heat, which will damage battery's performance, stability and work life. Therefore, thermal management plays a crucial role in the whole design. This presentation introduces the design trends of EV battery and power system, meanwhile sharing several success application cases of thermal interface materials in mainstream EV battery manufacturers to inspire the engineers on how to select appropriate thermal materials and to optimize the thermal management system.</p>
16:00 - 16:30	<p>Suspension Tuning to Improve the Ride and Handling of In-Wheel Motor Demo Vehicle</p> <p>Xiaolong ZHONG, <i>Applications Manager - Protean Electric</i></p> <p>ABSTRACT</p> <p>It has long been widely accepted that unsprung mass is an important parameter in ride and handling behaviour. This presentation is to introduce the suspension tuning and development work on a technology demonstration vehicle based on VW Golf. The VW Golf has been built as a plug-in EV with in-wheel motors at the rear axle, which has increased rear unsprung mass. The suspension was re-tuned using available standard, off the shelf VW and modified components. The new suspension settings achieve the basic requirements of the project which is to achieve acceptable ride quality and handling stability for demonstration purposes. The development has improved the ride and handling of the demonstrator vehicle. Whilst slightly different in character to the GTE used as comparator, the performance was deemed good overall.</p>



TECHNICAL PROGRAM

16:30 - 17:00

Power Hardware-in-the Loop Inverter Testing Technology - Testing Power Electronics Without E-Motor & Dyno

Horst Hammerer, CEO - SET Power Systems GmbH, AVL

ABSTRACT

In the past decade, inverter testing has become a very important and complex issue during inverter developments. State-of-the-art inverters, being key components of the electrical powertrain, offer multiple functions, high reliability, fault tolerance and must ensure a high level of functional safety. Especially automotive applications prove to be demanding due to their harsh environment, fault handling requirements and special test cases such as the "curb stone edge" case with high currents, high dynamic and no speed. Conventional test methods such as motor test beds or active / passive RL-loads are not suitable to verify inverter functionalities in a sufficient manner. This presentation introduces a new and powerful inverter testing technology based on a power-hardware-in-the-loop (PHIL) architecture: testing power electronics without e-motor & dyno.



The banner features a collage of images related to intelligent and connected vehicles. On the left, a car's interior is shown with a digital dashboard displaying '48 mph' and 'DSRC IN SERVICE'. In the center, a car is shown from a top-down perspective on a road with lane markings. On the right, a red car is shown from a side-front perspective. The SAE International logo is in the top left corner. The text 'SAE 2017 INTELLIGENT AND CONNECTED VEHICLES SYMPOSIUM' is prominently displayed in the center, with the Chinese title '汽车智能与网联技术国际学术会议' below it. The dates and location '2017 9.26-9.27 Kunshan China 中国 昆山' are at the bottom right, along with a QR code.

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SAE 2017 INTELLIGENT AND CONNECTED VEHICLES SYMPOSIUM
汽车智能与网联技术国际学术会议

2017 9.26-9.27 Kunshan China 中国 昆山



SPEAKER BIOGRAPHIES



Billy XU

General Manager, China
SAE International



Chunrong SHAN

General Manager
Shanghai International Automobile City Development & Services Co.,Ltd.
Executive Secretary-General
China automobile industry Base Summit



Jennifer Goforth

Chief Engineer of China Electrification
General Motors

Jennifer Goforth was appointed chief engineer of China Electrification in November 2016 by General Motors. In the newly created role, she is responsible for electrified vehicles developed for

responsibility at Saturn, Opel and GM, she was promoted to vehicle line director for the Spark EV.

Over the past 10 years, Goforth has held multiple engineering assignments supporting GM's electrification strategy, including chief engineer for the Chevrolet Bolt EV at GM Korea.

Prior to taking on her current assignment, Goforth was director of Global Accessories, where she oversaw engineering and program management for the development of GM's aftermarket accessories.

Goforth has a bachelor's degree in mechanical engineering from Marquette University and a master's degree in engineering from Purdue University.

the Chinese market.

She began her GM career in 1998 at the Saturn division as an advanced manufacturing engineer for chassis and powertrain. A year later, Goforth accepted her first international assignment at Opel ITDC on the chassis and powertrain product development team.

After rotating through several manufacturing, production and engineering positions of increasing



SPEAKER BIOGRAPHIES



Marc-Fabio Wojjs

Senior Management Consultant
P3

Marc-Fabio Wojjs works as Senior Management Consultant for P3 in the field of e-mobility. He has been involved in projects on Li-Ion-Batteries, NEV-Charging and new

mobility services. In 2017, he joined P3 China for shaping the future of mobility in China.



Xiaoyuan WU

Deputy Director
NEV Industrialization Research Center

Associate Professor
School of Automotive Studies at Tongji University

Ms. Wu Xiaoyuan is the deputy director of neV industrialization research center, associate professor of school of automotive studies at

tongji university, and deputy secretary general of national data center for automotive industry which was co-founded by state information center and tongji university.

Ms. Wu has been studying NEV development and promotion policies, modes and markets since 2010, focusing on supportive systems for sustainable integration of NEVs into city development,

consumer acceptance, EV sharing (time-sharing leasing), electric logistic vehicles, electric buses, business and application models of car hiring, construction and operation model of charging infrastructure. She was the head of the research on China's Readiness for Low-carbon EV Cities under the Sino-German Project--EV and Climate Protection. She also participated projects under the 863 Program and several projects at provincial or municipal level, all for the development and promotion of NEVs. During EVS28 and EVS29, Ms. Wu delivered reports about China's time-sharing EV leasing and innovative practice of electric logistic vehicles.



Bo PENG

Global Partner
PwC Strategy&

Bill Peng is a thought leader in the auto industry for Strategy&, PwC's strategy consulting group. Based in Hong Kong, Bill Peng is a Partner with

Strategy& with 14 years of consulting experience in automotive sector and three years of OEM working experience. He has extensive experience in the auto industry and strong expertise in growth strategy, product, brand and channel.

SPEAKER BIOGRAPHIES



Tingting YUAN

Deputy General Manager & Head of City Management
Hangzhou Pand-Auto

Ms. Yuan Tingting is the Head of Pand-Auto in Hangzhou. She holds a MPA and a joint bachelor degree in financial management from Zhejiang University. She also has got English TEM-

8 certificate. She was top 5% of her graduating class at Chu Kochen Honors College in Zhejiang University. As an experienced forerunner in sharing mobility, she is determined to build Hangzhou

Pand-Auto into an intelligent and connected platform of NEV mobility that incorporates six major use scenarios and to improve public acceptance of sharing vehicles. Ms. Yuan has rich experience in operating business in cities. Starting from scratch, she has built a leading team in the time-sharing leasing area with best business performance. She has a deep understanding of project launch, operation, channel expansion, brand promotion and keeps her finger on the pulse of industry.



Chunhua HUANG

CMO
EVCARD

Mr. Huang, currently the CMO of Global Car Sharing & Rental Co., Ltd and is responsible for the operations of subsidiaries in several provinces and regions. He is a veteran in the field of Internet

and car-sharing and holds an EMBA from Fudan University.

Prior to his current job, he held top positions

in Philips (China) Investment Co.,Ltd., UFIDA, RuoCha (China) Information Technology Co., Ltd., Shanghai RongDu Investment Co., Ltd. He has a deep understanding of and rich experience in the operation, brand and marketing of Internet enterprises.

Global Car Sharing & Rental Co., Ltd has launch over 130, 000 cars under the EVCARD brand, currently the largest short-time new energy car rental brand in China, in 31 cities with more than 1.2 million users across the country.



Land TIAN

CEO
Xiaoerzuche

Born in Guizhou Province, 32-year-old, Tian Song is the General Manager of Xiaoerzuche. In July, 2008, he joined Hainan Airlines after he graduated from

Northwest University in that year. He was the Director of Administrative Center at HNA Group BOD Office from 2011 to 2014. In March, 2015, he founded Xiaoerzuche.



SPEAKER BIOGRAPHIES



Charon Morgan

Director of Engineering
General Motors China

Charon Morgan was appointed director of Engineering at GM China, effective August 1, 2015. Based in Shanghai, she is leading GM's vehicle engineering, supplier quality and technology

operations in China, as well as serving as the executive lead for safety.

Morgan joined GM in 1997. She previously served as manager of GM China Engineering Operations and Systems Development at one of GM's joint ventures in Shanghai. Prior to that, she was manager of Vehicle Engineering Operations in the U.S. at the Warren Technical Center.

Morgan has a Bachelor of Science degree in mechanical engineering from Oakland University

and a Master of Science degree in mechanical engineering, vehicle dynamics and chassis integration from Purdue University.

Morgan serves on several boards and committees for SAE International, including the Technical Standards Board, Scholarship Advisory Committee and Executive Nominating Committee. Morgan also recently served on the SAE Board of Directors and was the 2011 SAE Detroit Section chair, receiving multiple awards for her volunteer work, including SAE Member of the Year in 2010 and SAE Distinguished Younger Member in 2008. She has also been a member of the Detroit Section Governing Boards and Operations Board since 2007. Effective August 1, 2016, she also serves as chair of the Automotive Committee at the American Chamber of Commerce in Shanghai.



Ming Kuang

Technical Leader in Vehicle Controls at Research and Innovation Center
Ford Motor Company

Ming Kuang is a Technical Leader in vehicle controls at Research and Innovation Center of Ford Motor Company, leading the development of global vehicle control architecture and

advanced hybrid vehicle controls. He started his career at Ford as a control engineer in electric vehicle programs in 1991. He has worked in both research and production organizations in the area of vehicle dynamics and controls, electric and hybrid, and fuel cell electric vehicles technologies, and vehicle controls. In his prior and current positions, Mr. Kuang played an instrumental role in the development of hybrid vehicle controls for both the first Escape Hybrid and the Fusion Start-Stop vehicles. He was recognized by the company with Henry Ford Technology Awards in 2005 and 2012 for his contributions to both developments respectively. His current responsibilities and interests range from developing and implementing

global vehicle controls architecture, establishing vehicle control system development and implementation methodologies, to advancing vehicle control algorithms for Electrification.

Mr. Kuang has authored and co-authored over 41 technical papers published on IEEE journal, ASME, ACC, CDC, DSCC, SAE and other engineering conferences. He holds 59 U.S. patents and 14 oversea patents. He has received major awards from both internal and external of Ford, Technical Achievement Award in 2008 and 2011, SAE International Henry Ford II Distinguished Award for Excellence in Automotive Engineering in 2007, and Henry Ford Technology Awards in 2005 and 2012, to name a few.

Mr. Kuang is a member of SAE International. He holds a Master of Science degree in mechanical engineering from University of California, Davis, and a Bachelor of Science degree in mechanical engineering from South China University of Technology in the People's Republic of China.

SPEAKER BIOGRAPHIES



Jacky KUANG

Senior Product Manager of Magnetics Business Group
EPCOS Greater China, A TDK Group Company

Joined EPCOS since 2010, Mr. Kuang has eight years R&D experience which which focus on EMC filter for six years. Mr. Kuang has been assigned as R&D project

manager, product manger and marketing manger (responsible for Japanese market promotion for two years). Has rich experience and deep understanding in the aspect of product structure and reliability design.



Wilko Jansen

Technical Specialist
Jaguar & Land Rover

Wilko Jansen is the Thermal Management, Aerodynamics & All weather comfort and vision Senior Technical Specialist at Jaguar Land Rover since 2017. His responsibilities include

setting out the high level technical strategy within Jaguar Land Rover across the TASE attributes, delivering aligned methods and capability across all of them. The role includes the technical delivery of the TASE attributes on all Jaguar Land Rover vehicles. His main focus is on the simulation methods, driving the virtual engineering of the TASE attribute within Jaguar Land Rover. Areas covered under his remit are: Thermal Performance,

Thermal Energy Management, Heat protection, Electrification, Brake cooling, infotainment thermal management, Aerodynamics and Water & Dirt Management.

He has over 20 years of experience in the Automotive industry in the fields of Thermal Management, Aerodynamics and Powertrain cooling ranging from simulation to physical testing.

Wilko received his degree from 'The Institute of Automotive Engineering' in the Netherlands.

He is the Vice Chair of the SAE Thermal Management Systems Activity and has organised and chaired several technical sessions.



Marc Alirand

Director of Electric Vehicle Simulation
Siemens PLM

Marc Alirand received his PhD in Automatic Control in 1990 working on a self leveling active suspension for CITROEN. After joining Siemens in 1990, he was project engineer, project manager, training manager, vehicle

system dynamics solution manager and now he is director of electric vehicle simulation for all the related electric vehicle simulation applications for LMS Amesim software. His core knowledge is Hydraulics, Mechanics and Electrical mainly applied in domains like shock absorber, braking, steering and transmission systems as well as vehicle dynamics with more than 40 papers in these domains.



SPEAKER BIOGRAPHIES



Jean-Noel GACEL

Senior Resident Engineer, Advanced Engineering, EVI and Global Platforms
ArcelorMittal

Jean-Noël GACEL graduated from Ecole Nationale Supérieure des Arts et Métiers (Paris), major in Mechanical Engineering. He joined ArcelorMittal group in 1990, as a Research and

Development engineer. He worked more than 25 years in ArcelorMittal Automotive Applications Research Center in different fields, as forming,

joining, design and steel products. He has rich experiences on coordination of the laser welded blank co-engineering studies, providing a technical support to the car makers for European, American and Asian markets. He is now based at ArcelorMittal China, as Senior Research Engineer and is responsible for making steel solution proposals to reach Chinese customers' weight lightening request and meeting crash requirements to promote VAMA and GONVVAMA products and steel solutions.



Yannick YIN

CTO
GONVVAMA

Yannick Yin has been appointed as the CTO of GONVVAMA in May 2016. On his position, he is primarily responsible for R&D, manufacturing technologies, product development, market

intelligence and intellectual properties. He has over 10 years of experience in automotive steel industry with ArcelorMittal. Yannick has built up an excellent knowledge of the development and applications of ultra-high strength steel grades used in automotive Industry.

Prior to joining GONVVAMA, Yannick worked in ArcelorMittal Global R&D on automotive applications. As an expert in metallurgy and laser process, he was in charge of various strategic projects on the development of new materials and the industrialization of new manufacturing solutions, especially the innovative laser ablation and welding process for hot stamped steel based laser welded blanks.

Yannick is a graduate of Tsinghua University and holds Ph. D. degree in Material Science obtained from ParisTech, France.



Jonathan Jilesen

Application Engineer
EXA

Jonathan Jilesen, Ph.D., is Exa's technical lead for Soiling and Water Management Applications. In this role he is responsible for the development of Exa's digital solutions

for all soiling and water management applications and the deployment of these solutions to help customers improve their vehicles. Since joining Exa in 2011, Dr. Jilesen has worked on various soiling and water management projects with OEMs all over the world including Mitsubishi, Hino, Chrysler, GM, Ford, Tesla, JLR, BMW, Porsche, Renault, PSA, Scania, Tata and others.

SPEAKER BIOGRAPHIES



Niclas Rosengren

Director of Propulsion Energy Systems
Volvo

More than 20 years of Automotive OEM experience. Worked at Saab, General Motors and Volvo in different functions such as Manufacturing Engineering, Quality, Homologation and R&D.

Been working with NEV since 2009. First at Saab as Program Manager for development of new HEV platform. Since 2011 at Volvo Cars as Manager for BEV development and PHEV development. Moved to China in 2014 to start up Volvo Cars EPS (Electrical Propulsion System) department in China. Development responsible in China for NEV systems for cars like S60L PHEV and S90L PHEV.



Fang WANG

Battery Chief Expert
CATARC

Dr. Wang is the chief expert and the director of new energy vehicle laboratory in CATARC. She is also the Secretary-General of "Advanced Energy Storage System Evaluation and

Application Technology Consortium (AessE & AT)" and Deputy Secretary – General of "China Electric Vehicle Charging Infrastructure Promotion Alliance".

Her expertise are power battery and key materials field, taking charge of testing and evaluation of new energy vehicle and the key components, including traction battery, motor, control units, charging couples.

She is also in charge of several state-level research project, including "Safety Design and Performance Testing Technology of Lithium Batteries and Fuel Cell Systems for Energy Storage", "Automotive

Power Battery Industry Specification" and "New BEV Enterprises Specification" etc.

She drafted an international standard of ISO 18243 "Electrically Propelled Mopeds and Motorcycles - Test Specification and Safety Requirements for Lithium-ion Battery System", and large quantity national standards, including GB/T 31484, GB/T 31485, GB/T 31486, GB/T 31467.1, GB/T 31467.2, GB/T 31467.3. As one of Chinese experts, she participated in EVS-GTR and drafting the global regulations of electrical vehicle safety.

She has been awarded by many awards, including the Tianjin Outstanding Science and Technology Workers in 2014; and the first prize of "China Automotive Industry Science and Technology Award" Technology Invention Award in 2016. As the team leader, her "Electric Vehicle Test Evaluation Technology Innovation Team" was awarded to be "Mechanical industry Excellent Innovation Team" in 2016.



Gary Denton

Body Engineering Director
NextEV

Joined Ford Motor Company (UK) in 1977 as an apprentice engineer.

Worked on numerous Ford Vehicles in body and closures.

1991 moved to Cologne to work for Ford of Germany on many European and global projects.

In 2007 I relocated with Ford Asia Pacific as closures specialist launching many localization products.

In March 2010, after 33 years, I was recruited to Chery Automotive WuHu as Body and Closures Chief Engineer, From Styling support to Launch Issues.

Oct 2012 I moved to Shanghai as Chief Engineer for Body and Closures Magna Steyr, specializing in light weight structures, bringing Magna experience in building light weight specialist vehicles like the SLS AMG to mainstream Chinese OEM's.

April 2015, I am lucky to be the 1st engineer recruited into NextEV as Body Engineering Director, and started with a blank sheet of paper to develop a unique start up vehicle.

SPEAKER BIOGRAPHIES



Christoph Tomoki Hein

Integration Manager for High Voltage and Charging Systems
BMW China

After graduation in mechanical engineering product development and micro technologies, Christoph Hein joined BMW Group as a development engineer.

Starting in the electrical

power network development at the BMW headquarter, his first project was the charging interface implementation for China market electric

vehicles. The following assignment included the build-up of R&D competence for power network design and validation in China at the joint venture company of the BMW Group. He was the integration manager for high voltage and charging systems of locally produced electric and hybrid vehicles. In his current assignment Mr. Hein is responsible for power network design requirements and standards with the focus on Asian market at BMW China Services Ltd.



Huibin Li

Engineering Director
Delphi Connection Systems

Huibin Li is Engineering Director for Delphi Connection Systems (DCS) in AP.

1991 he started his career as a SW engineer in Siemens R&D center in Vienna.

1999 he moved to Shanghai to support Siemens' telecommunication project execution in China.

2004 he joined a core team to establish a SW development center in Nanjing to support Siemens' growth in China. From 2004 to 2008 he led a team to develop SW for enterprise communication systems and automotive electronics.

2008 he moved to Siemens VDO (which became Continental later) to lead the R&D for its Business Unit Instrumentation and Driver HMI.

After a short period working as Engineering Director for Johnson Control Electronics China he joined Delphi Connection Systems as Engineering Director AP in 2014.

He is leading the DCS product and process innovation for the product segments Housing, Terminal, High Power Connection, Mepa and Pin Header, Electric Centers and Data Connectivity.

He is based in Shanghai, has a bachelor's degree in Electrical Engineering from Jiangxi University China, a master degree in Electrical Engineering from University of Science and Technology of

China and a doctor degree in Electrical Engineering from Graz Technical University Austria. He also completed the Executive MBA program from Guanghua Management School of Beijing University.



Robert YUN

Product Management Director
Qualcomm

Robert Yun has worked in automotive component industry for +10 years. He was regional program head in Delphi, having led program execution of multiple product lines, powertrain, power

electronics, body electronics and safety product, etc., and joined Qualcomm Halo as product

management director recently, mapping out wireless EV charging technology and product strategy in China market. His industry insight and strong technical background help to understand auto industry trend comprehensively and make plan, towards safe, green and connected. He holds a EMBA degree in Mannheim Business School and Tongji University jointly.

SPEAKER BIOGRAPHIES



Liang CHENG

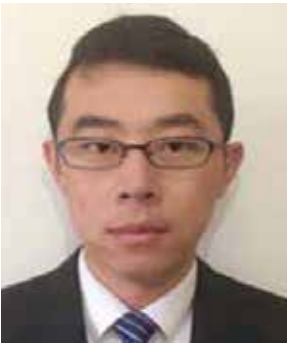
Engineering Manager
Johnson Controls New Energy Battery R&D Center

Liang Cheng is Engineering Manager of Johnson Controls (Power Solutions, JCI) New Energy Battery R&D Center Shanghai, leading engineering functions of Mechanical,

Thermal Simulation, Cell and Validation. He started his career at Honeywell as an electrochemistry engineer in the area of supercap electrolyte and Li-ion cell cathode materials in 2008, working both in materials R&D and application. In 2010, Dr. Cheng joined Johnson Controls as senior system engineer, working as the cell expert facing both internal engineering functions and external OE customers. In his current position, Mr. Cheng plays a key role

in engineering of JCI Advanced Power Solutions China, managing NEV battery Mechanical Design, Thermal Simulation, Cell and Production Validation. His interest ranges from performance validating of HV & LV batteries, translating cell character to a system one, optimizing battery design and simulation, to investigating of NEV battery standards & regulations.

Dr. Cheng has authored and co-authored over 13 technical papers published on academic journals, e.g. ECS, JMC, JPS, AM, CM and other academic conferences, and holds 5 CN patents. He holds a Ph.D of Science degree in Physical-Chemistry from Fudan University China, and a Bachelor of Science degree in Chemistry from the same university.



Shuchang HAN

Marketing Industry Manager of Automotive and Energy Solutions
Keysight Technology Shanghai Inc.

Han Shuchang is a Marketing Manager in Automotive&Energy Solution for Keysight. In this job, Mr. Han is responsible for the marketing of Keysight

vehicles and energy test solutions. He has over 10 years of experience in the design and development of inverters, batteries and power converters and has a deep understanding of customer demand and hot issues in the automotive and energy industry.



Weijun CHENG

Thermal Technology Support Manager
Henkel Electronics.

Michael has more than 20 years experience in thermal management domain, and supported a lot of global famous customers in Automotive industry.



SPEAKER BIOGRAPHIES



Xiaolong ZHONG

Applications Manager
Protean Electric

Xiaolong ZHONG is the Applications Manager at Protean Electric, a world leading company that has developed an in-wheel electric drive system for hybrid, plug-in hybrid and battery electric light-

duty vehicles. He takes responsibilities of vehicle integrations, customer project management and business development support. He has over ten

years of professional experience in new energy vehicle industry and expertise in electric motors, advanced battery, and vehicle systems control for NEV. He served successively as Applications Engineer, Senior Systems Engineer, and Vehicle Systems Manager in Johnson Controls and Protean Electric. He holds a Master degree in Electro-Mechanical Engineering and a Bachelor degree in Automatic control. He can be reached at gary.zhong@proteanelectric.com.



Horst Hammerer

Co-Founder & CEO
SET Power Systems GmbH, AVL

Horst Hammerer is Co-Founder & CEO of SET Power Systems GmbH, part of the AVL Group and a leading global supplier of inverter testing systems. He has been involved in

aerospace, test systems and power electronics for more than 30 years. Prior to founding his own company, Horst developed and designed new testing strategies at Liebherr-Aerospace. In 2008 he was granted an innovation award for successfully introducing a P-HiL component to test

A380 CPCS computers, resulting in a joint venture between his private enterprise and the AVL List GmbH. He is passionate about enhancing and redefining testing methods for more meaningful results, focusing on the transfer of aerospace testing methods to e-mobility. His visions and innovative approaches to technological thinking make him a welcome speaker at conferences and universities. Horst studied in both Germany and the UK and holds a degree in communication engineering from the University of Applied Sciences Ulm. Together with his wife and children he lives in Southern Germany.

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A

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Jiangchang No.3 Road,
Shanghai, P.R.China

www.altair.com.cn

Altair is focused on the development and broad application of simulation technology to synthesize and optimize designs, processes and decisions for improved business performance. Privately held with more than 2,600 employees, Altair is headquartered in Troy, Michigan, USA and operates 67 offices throughout 23 countries. Today, Altair serves more than 5,000 corporate clients across broad industry segments.



C

Chroma

Address: Building 7, ShiShan Industrial Gallery, No. 855,
Zhu Jiang Rd, Suzhou New District, Jiang Su, P.R.China

www.chromaate.com

Founded in 1984, Chroma ATE Inc. is a world leading supplier of precision Test and Measurement Instrumentation, Automated Test Systems, Manufacturing Execution Systems and Turnkey Test and Automation Solutions marketed globally under the brand name "Chroma".

Significant markets Chroma solutions served include new energy vehicle, green battery, LED, photovoltaic, semiconductor/IC, Laser diode, flat panel display, video and color, optical device, power electronics, passive component, electrical safety, and thermoelectric test, as well as automated optical inspection and Intelligent Manufacturing Systems for ICT, clean technology, and smart factory.



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E

EPCOS Greater China, A TDK Group Company



Address: 43F, Excellence Times Square Building, No. 4068 Yi Tian Road, Futian District, Shenzhen, Guangdong Province, P.R.China

www.epcos-china.com

TDK Corporation is a leading electronics company based in Tokyo, Japan. It was established in 1935 to commercialize ferrite, a key material in electronic and magnetic products. TDK's portfolio includes passive components, such as ceramic, aluminum electrolytic and film capacitors, ferrites and inductors, high-frequency products, and piezo and protection components, as well as sensors and sensor systems and power supplies. These products are marketed under the product brands TDK, EPCOS, InvenSense, Micronas, Tronics and TDK-Lambda. TDK's further main product groups include magnetic application products, energy devices, and flash memory application devices. TDK focuses on demanding markets in the areas of information and communication technology and automotive, industrial and consumer electronics. The company has a network of design and manufacturing locations and sales offices in Asia, Europe, and in North and South America.

H

Heraeus Materials Technology



Address: No. 1 Guangzhong Rd, Minhang, Shanghai, P.R.China

www.heraeus-electronics.com

Heraeus, the technology group headquartered in Hanau, Germany, is a leading international family-owned company formed in 1851. With expertise, a focus on innovations, operational excellence and an entrepreneurial leadership, we strive to continuously improve the businesses of our customers around the world.

We create high-quality solutions for our customers and strengthen their long-term competitiveness by combining material expertise with technological know-how. Our ideas are focused on important issues such as the environment, energy, health, mobility and industrial applications. Our portfolio ranges from components to coordinated material systems which are used in a wide variety of industries, including the steel, electronics, chemical, automotive and telecommunications industries.

In the 2016 financial year, Heraeus generated revenues without precious metals of €2.0 bn and a total revenue of €21.5 bn. With approximately 12,400 employees worldwide in more than 100 subsidiaries in 38 countries, Heraeus holds a leading position in its global markets.

K

Keysight Technologies



Address: 4F, No. 3 Wangjingbei Road, Chaoyang District, Beijing, P.R. China

www.keysight.com

On Sept. 19, 2013, Agilent Technologies announced plans to separate into two publicly traded companies through a tax-free spinoff of its electronic measurement business. The new company, Keysight Technologies, began operating as a wholly owned subsidiary of Agilent on Aug. 1, 2014 with a full separation anticipated in November 3, 2014. Keysight was trade on the NYSE under the symbol KEYS.

Keysight is a global electronic measurement technology and market leader helping to transform its customers' measurement experience through innovation in wireless, modular, and software solutions. Keysight provides electronic measurement instruments and systems and related software, software design tools and services used in the design, development, manufacture, installation, deployment and operation of electronic equipment. Information about Keysight is available at www.keysight.com.

N

Ningbo Permanent Magnetics



Address: No. 518 Kang Zhuang Nan Road, Jiangbei District, Ningbo, Zhejiang, P.R. China

www.pm-magnets.com

Ningbo permanent Magnetics Co.Ltd was established in 1997 and occupies a total area of 60,000 m², 500 employees.

the company is equipped with international standard advanced production and testing equipment, the capacity is 5000 tons / year.

At present 80% products exported to oversea, and products are exported to Europe, America, Southeast Asia and other regions, mainly applied in Semi-high-end motor, consumer electronics, medical and clean energy and other fields

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P

Protean Electric



Address: 809 New City Center, No. 70 Tongchuan Road, Putuo District, Shanghai, P.R.China

www.proteanelectric.com

Protean Electric is known as the pioneers of in-wheel motor technology, focusing on the design, development and manufacture of ProteanDRIVE® in wheel motor. ProteanDRIVE® integrates the motor, inverter, and motor controller into the wheel, replaces the conventional drivetrain, maximizes the driving efficiency, and achieves the true meaning of direct drive.

As an automotive technology company, Protean Electric is driving sustainable transport through its disruptive in-wheel motor system with about 120 patents granted to date, and is the only company with mass production ready technology, pilot assembly line, and established supply chain.

Protean Electric's R&D headquarter is located in UK, and has two offices in Detroit and California respectively responsible for business development and application engineering. Protean Electric also set up a business and engineering center in Shanghai, and a manufacturing center in Tianjin with the scope of the production of small and medium volume in-wheel motors.

T

TLX Technologies



Address: N27 W23727 Paul Road Pewaukee, WI 53072 USA

www.tlxtech.com

TLX Technologies partners with OEMs and Tier 1 system suppliers to develop new technologies for current and emerging vehicle architectures. Market and regulatory demands for better performance, improved fuel efficiency, and reduced emissions on vehicles provide opportunities to collaborate on innovative solenoid and valve solutions that are engineered to be lighter, faster, and consume minimal power.

V

VAMA|GONVVAMA



Address: No. 88, North Ji Xing Road, Loudi Economic Development Zone, Loudi, Hunan Province, P.R.China

www.vamachina.com

Valin ArcelorMittal Automotive Steel Co., Ltd., is a joint venture between Hunan Valin Steel Co., Ltd. and ArcelorMittal. Thanks to technology transfer from ArcelorMittal, VAMA will produce state-of-the-art grade steels for safe and cost efficient lightweight design, superior surface quality and coating technology, and thus to fulfill the increasing demand of the lightweight automotive steel production in China. VAMA aspires to be the preferred partner in providing automotive steel solutions to meet our customers' needs in terms of light-weight, safety, fuel economy and reducing emissions. GONVVAMA is a joint venture between VAMA and Gonvarri Steel Services. With know-how transfer and technical support from ArcelorMittal and Gonvarri, GONVVAMA will bring to Chinese market vanguard technology on shape blanking and laser welding of UHSS, and provide to Chinese customers best in class downstream steel services and solutions.

SAE International is a global association of more than 145,000 engineers and related technical experts in the aerospace, automotive and commercial-vehicle industries.

Since 1905, SAE has connected automotive, aerospace, and commercial vehicle engineers to each other and the technical resources needed to foster a life time of learning, solutions to improved vehicle technology, and the advancement of the mobility industry.

SAE International's core competencies are life-long learning and voluntary consensus standards development. SAE International's charitable arm is the SAE Foundation, which supports many programs, including A World In Motion® and the Collegiate Design Series.

SAE provides Technical Forum, Professional Development Seminar, Technical Consulting in China, and organizes Chinese delegation to attend SAE global events and exhibitions.

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www.sae.org (English)

