

汽车电气化与智能化 技术论坛

Crowne Plaza Shanghai Anting Golf, Shanghai, China



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如果发生灾难性事故，参会者须遵守事件发生时场馆发布的安全指令，其中包括听从公共广播系统提供的指令，并按指定路线撤离。

如果在本次活动过程中发生了紧急情况，或因故中断活动日程，那么参会人员与展商可拨打该号码了解活动恢复的情况。事件更新将在SAE官网<http://www.sae.org.cn>上提供。

SAE紧急热线： 中国：+86-21-6140-8900

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EMERGENCY PROCEDURES

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Should a catastrophic event occur, attendees should follow the safety and security instructions issued by the facility at the time of the event. This includes listening for instructions provided through the public address system and following posted evacuation routes if required.

In the event of an emergency or a major disruption to the schedule of events at the SAE 2018 Vehicle Electrification and Autonomous Vehicle Technology Forum, attendees and exhibitors may call this number to receive further information about the resumption of this event. Updates will also be provided via the SAE website at <http://www.sae.org.cn>

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SAE International 国际自动机工程师学会是航空航天、汽车、商用车及工程农用机械领域权威性专业学会。相对于其他机构，SAE 制定的车辆和航空航天标准在行业内占据绝对优势。同时，SAE 还提供全球最丰富的航空航天、汽车、商用车及工程农用机械领域的工程信息，并拥有全球性的车辆及航空航天工程师社交网络。

我们通过全面的项目、产品和服务，为行业提供信息、工具和技术，以帮助专业人士更好地完成工作，并保证下一代业内工程师能够获得良好的职业发展。

自 1905 年起，SAE 就开始建立航空航天、汽车、商用车及工程农用机械领域的工程师网络，整合他们所需要的技术资源，以满足他们终生学习的需要，推动行业技术的进步与发展。

SAE International 第一任副主席是一个名叫亨利·福特（美国福特汽车公司创始人）的才志兼备的工程师，在最早的发展阶段，SAE 就获得了奥维尔·莱特（飞机发明人之一）等人的支持。在此基础上，我们建立了一个紧密合作、信息互通的广泛的中立性平台，并制定了许多首创标准。今天，SAE 已经成为了全球公认最权威的航空、汽车、商用车及工程农用机械工程知识来源，而信息共享仍然是我们的基本原则。

A professional society, SAE International is the authority on vehicle engineering. We develop more vehicle technical standards—and more aerospace standards—than any other organization. We offer the largest library of vehicle engineering content. And, we bring together the largest global network of engineers in the world.

Through a comprehensive collection of programs, products and services, we supply the information, tools, and technical know-how to help today's professionals do their jobs better while we ensure the development of the next generation of mobility engineers.

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.



中国汽车工业协会车用电机电器电子委员会，是中国汽车工业协会的分支机构，是由从事汽车电机、电器、电子和新能源的规模企业组成的全国性行业分会。协会以“相信我，我们会为您服务得更好”为宗旨，围绕“服务企业”做文章，与中国汽车电子电器技术与发展研究中心和中国汽车电器信息网组成了“三位一体”的发展模式，打造了“展览贸易—展示平台、杂志书籍—宣传平台、会议合作—国际平台、产学研合作—研究平台”四大平台，为企业 提供全球最新资讯和最前沿技术信息，引导整个行业的发展。

China Auto Association Electric Motor and Electric Appliance Committee for Vehicle (CAAMC) is one of the branches of CAAM. It was approved to be a community organization by China's Ministry of Civil Affairs when established in Changsha in 1992. CAAMC serves all automotive enterprises and entrepreneurs in China in electronics, electrical appliances and electrical motors industries.



中国机械国际合作股份有限公司（中机国际）是大型中央企业集团、世界 500 强企业——中国机械工业集团有限公司的控股子公司。公司拥有 60 多年的办展经验和专业的办展团队，已形成境内外自主办展、出国代理展览、展览工程服务等完整的展览业务体系。每年在国内 30 多个大中城市举办 40 多个大型展会，总展览面积近 300 万平方米。在境外 100 多个国家，承办 160 多个自办展和代理展。组织专业观众 50 万人次。其中参与主承办的“北京国际汽车展览会”和“上海国际汽车零配件、维修检测诊断设备及服务用品展览会”位列 2018 年世界商展 100 强排行榜的前 40。

China National Machinery Industry International Co.,Ltd. (Sinomachint) is a holding subsidiary of China National Machinery Industry Corporation (SINOMACH), a large state-owned group and a Fortune Global 500 enterprise. The company has 60 years of experience in organizing exhibitions and specializes in areas such as international exhibitions, international trade, project contracting, and culture and media, as well as industrial investments related to these areas. Each year, more than 40 large-scale exhibitions are held in more than 30 large and medium-sized cities in China, with a total exhibition area of nearly 3 million square meters. Undertake more than 160 self exhibitions and agency exhibitions in more than 100 countries outside china. 500 thousand professional visitors were organized. Among them, the "Beijing International Automobile Exhibition" and "Shanghai international auto spare parts, maintenance testing and diagnosis equipment and service supplies exhibition" were ranked the top 40 in 2018 World Trade Fair Top 100 list.



法兰克福展览（上海）有限公司每年都有 100 多个法兰克福展览有限公司旗下展览会会在全球各地举行。特别是在纺织品、汽车、建筑技术和消费品领域的许多展览会已成为该行业世界一流的盛会。

1994 年，为满足在中国日益增长的业务需要，法兰克福展览有限公司的第三家海外子公司——法兰克福展览（香港）有限公司在香港成立，全权负责大中华地区的业务，并于 1994 年 11 月成立了台北办事处。为了更好地支持在大中华区的业务，法兰克福展览（上海）有限公司（2002 年 3 月）及其北京办事处（2003 年 5 月）亦相继成立，形成了覆盖大中华地区的销售、服务网络。

Messe Frankfurt GmbH is one of the world's largest trade fair companies with 537,000,000 Euros in sales and over 1,800 active employees. The group has a global network of 28 subsidiaries, five branch offices, and 52 international sales partners. Thus, Messe Frankfurt is present in over 150 countries to their customers. At more than 30 locations in the world events "made by Messe Frankfurt" take place.

11 月 29 日 · November 29

08:30	欢迎致辞 Welcome Speech	
08:45	中国新能源汽车行业颁奖典礼 China New Energy Automotive Industry Award Ceremony	
09:00	主旨演讲 Keynote	
10:30	茶歇 Tea Break	
11:00	专家座谈 - 汽车产业生态的变革 Panel Discussion - The Transformation of the Automotive Industry's Ecology	
12:00	午餐 Lunch	
13:30	分会场 A 汽车电气化技术（电机 电控） Vehicle Electrification Technology (Electric Motor, Electric Control)	分会场 B 汽车智能化技术 Vehicle Autonomous Technology
15:00	茶歇 Tea Break	
15:20	汽车电气化技术（电机 电控） Vehicle Electrification Technology (Electric Motor, Electric Control)	汽车智能化技术 Vehicle Autonomous Technology

11 月 30 日 · November 30

09:00	未来出行 Future Mobility	
10:30	茶歇 Tea Break	
10:45	未来出行 Future Mobility	
12:00	午餐 Lunch	
13:00	科技赋能未来出行变革 Technology Empowers Future Mobility Changes	

本论坛旨在为思想的交流提供一个开放的平台。参会者或听众的发言未经本人及其公司的许可不得引用或剽窃。未经本人及其公司的许可，发言、讨论或照片的任何记录都不得擅自使用。

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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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Director, Intelligent Vehicle Laboratory and Vehicle Software Test
Center of CATARC

殷承良 Chengliang YIN

上海交通大学 教授
Professor, Shanghai Jiaotong University

NOVEMBER 29

8:30

Welcome Speech**Jianhua SHI** Deputy Secretary General, China Association of Automobile Manufactures**Yimei WEN** Deputy General Manager, China National Machinery Industry International Co.,Ltd.**Billy XU** General Manager - China, SAE International**China New Energy Automotive Industry Award Ceremony**

KEYNOTE

MODERATOR: Huibin LI Engineering Director, APTIV

9:00

Automotive Disruption & Innovation**Johan Karlberg** Roland Berger**ABSTRACT**

Roland Berger tracks the current automotive disruption across four forces - MADE; M (Mobility), A (Autonomous), D (Digitalized) and E (Electrified). This presentation will share some of the latest research into how and where these forces are the strongest and how they are likely to evolve.

9:30

Thoughts on the SAIC's Electrification Development Strategy**Dr. Jun ZHU** Shanghai E-propulsion Auto Technology

10:00

Intelligent, Safe and Reliable Power Distribution in Electrical Vehicles**Dr. Oliver OU** Eaton (China) Investments Co., Ltd.

10:30

Tea Break

PANEL - THE TRANSFORMATION OF THE AUTOMOTIVE INDUSTRY'S ECOLOGY**MODERATOR: Chengliang YIN** Professor, Shanghai Jiao Tong University

11:00

PANELISTS**Dr. Jun ZHU** Shanghai E-propulsion Auto Technology**Dr. Ke JIA** Auto Business Review**Chunmao CAI** Changan Intelligent Automobile Research Institute**Thomas FANG** Roland Berger**Dr. Oliver OU** Eaton (China) Investments Co., Ltd.

LUNCH

PARALLEL SESSION A

VEHICLE ELECTRIFICATION TECHNOLOGY (ELECTRIC MOTOR, ELECTRIC CONTROL)**MODERATOR: William CAI** CTO, Jing-Jin Electric Technologies Co.,Ltd.

13:30

E-Power Evolution for HEVs and PHEVs at TOYOTA**Shinichi Matsumoto** Toyota Motor Engineering & Manufacturing (China) Co., Ltd.

14:00

Solutions to Address Electrification Diversity**Julien Sabrie** Valeo Powertrain Business Group

14:30

Technology and Prospect of BYD Electric Motor**Guodong TAN** BYD

15:00

Tea Break

11 月 29 日

8:30	<div>欢迎致辞</div> <div>师建华 中国汽车工业协会 副秘书长</div> <div>温忆梅 中国机械国际合作股份有限公司 副总经理</div> <div>徐秉良 SAE International 中国区总经理</div> <div>中国新能源汽车行业颁奖典礼</div>	
<div>主旨演讲</div> <div>主持人：李慧斌 APTIV 连接器系统 亚太区工程总监</div>		
9:00	<div>汽车行业颠覆性变革与创新</div> <div>Johan Karlberg 罗兰贝格</div> <div>摘要</div> <div>Roland Berger 持续追踪汽车产业最新动态，着重关注四个方面（MADE）——M 移动性（Mobility）、A 自动化（Autonomous）、D 数字化（Digitalized）和 E 电气化（Electrified）。本次演讲将分享与此相关的最新研究，讨论充分发挥这四个方面效力的途径和环节，探索未来发展方向。</div>	
9:30	<div>上汽电动化发展战略的思考</div> <div>朱 军 博士 上海捷能汽车技术有限公司</div>	
10:00	<div>智能、安全、可靠的电动汽车的配电系统</div> <div>欧红兵 博士 伊顿（中国）投资有限公司</div>	
10:30	<div>茶歇</div>	
<div>专家座谈 - 汽车产业生态的变革</div> <div>主持人：殷承良 上海交通大学 教授</div>		
11:00	<div>嘉宾</div> <div>朱 军 博士 上海捷能汽车技术有限公司</div> <div>贾 可 博士 《汽车商业评论》杂志</div> <div>蔡春茂 长安汽车智能化研究院</div>	<div>方寅亮 罗兰贝格</div> <div>欧红兵 博士 伊顿（中国）投资有限公司</div>
<div>午餐</div>		
<div>平行分会 A</div> <div>汽车电气化技术（电机、电控）</div> <div>主持人：蔡 蔚 精进电动 首席技术官</div>		
13:30	<div>丰田混动与插电式混动汽车的 E-Power 革新之路</div> <div>松本真一 丰田汽车研发中心（中国）有限公司</div>	
14:00	<div>电气化多样性解决方案</div> <div>Julien Sabrie 法雷奥动力总成事业部</div>	
14:30	<div>比亚迪电机技术与展望</div> <div>谭国栋 比亚迪</div>	
15:00	<div>茶歇</div>	

15:20	Introduction to The Latest Technology of Several Automotive Electric Motors Zhishun LI Shunlongqiao
15:50	Introduction and Design Optimization of Hybrid Power Technology Dr. Tong ZHANG Corun Hybrid Technology Co.,Ltd.
16:20	Integrated E-drive System of EV and PHEV Dr. Wenchen SHEN Jing-Jin Electric Technologies Co.,Ltd.
PARALLEL SESSION B VEHICLE AUTONOMOUS TECHNOLOGY MODERATOR: Robert Day Director of Automotive Solutions and Platforms, Arm, Inc	
13:30	Development and Exploration of Intelligent & Connected Vehicle Chunmao CAI Changan Intelligent Automobile Research Institute ABSTRACT Automotive industry is in the painful transformation from manufacturing to technology, and intelligent connection to the Internet is the door to business transformation. Through the exploration into intelligent connection to the internet, automatic driving, ecosystem services and intelligent experience, Changan is committed to providing the users with the full life cycle solutions to automotive mobility. This report focuses on the confusion and reflection from the perspective of OEMs during transformation.
14:00	Enabling Autonomous Automotive Solutions at Scale Robert Day ARM, Inc ABSTRACT The automotive industry is undergoing a period of intense innovation, invigorated by the possibilities of increased automation in cars. Self-driving capabilities have the potential to redefine the car and its usage in society, with people's use of their commute time being freed up for other activities and their idea of car ownership being re-examined. There are barriers to get to this autonomous future though: Cost is a major factor; the expensive compute and sensor solutions currently being tested in prototypes around the world need to be made more affordable. Compute capabilities unique to the constraints of automotive applications are required to move from prototype systems currently being tested in limited numbers to mass deployment. A large amount and different types of processing power is required to collect data from the sensors, perceive the environment of the car, decide on and perform the appropriate action. Energy efficiency is a key consideration so the compute power in the vehicle does not reduce range or create too much heat for the car to radiate away. Safety of the autonomous systems is of prime importance, with redundancy and functional safety capabilities a must. Security technologies must be employed as well as safety, to protect the complex systems from attack and manipulation. Autonomous driving is a complex algorithmic task, which means that software size and complexity can be daunting. The elements of the autonomous software stack needs careful consideration. Arm sits at the centre of an ecosystem of partners who have been supplying the automotive industry for over two decades. This ecosystem can provide the processing solutions, software technologies and meet the safety requirements to deliver the autonomous future at scale.
14:30	IntelliSense Platform - The Key to Autonomous Daibing ZENG Black Sesame Technologies ABSTRACT Five major requirements for automatic driving: adaption to road conditions, quick response, lower power consumption, safety and reasonable cost. Stable and reliable perception is the major pain point for the current automatic driving development. Meanwhile, built-in neural network becomes the bottleneck for the mass production of automatic vehicles. SOC of automatic driving is the most challenging edge chip. Black Sesame Technologies provides an optimized perception platform based on the combination of traditional vision technologies and artificial intelligence, fully optimized neural network and intelligent ISP.
15:00	Tea Break

15:20	几款汽车电机的最新工艺介绍 李智顺 上海顺隆桥
15:50	混合动力技术介绍及设计优化 张彤 博士 科力远新能源股份有限公司
16:20	纯电动和插电式混合动力集成电驱动系统 沈文臣 博士 精进电动科技股份有限公司
<div>平行分会场 B</div> <div>汽车智能化技术</div> <div>主持人：Robert Day ARM 公司 汽车解决方案与平台总监</div>	
13:30	智能网联汽车的发展与探索 蔡春茂 长安汽车智能化研究院 摘要 汽车业正在经历从制造到科技的转型之痛，而智能网联正是业务转型之门。长安正在通过智能互联、自动驾驶、生态服务、智能体验等方面的不断探索，旨在为用户在用车出行领域提供全生命周期解决方案。本次主题主要从整车厂视角阐述在变革期的困惑与反思。
14:00	大规模实现自动驾驶汽车解决方案 Robert Day ARM 公司 摘要 汽车产业正处于紧张的创新阶段。汽车自动化程度越来越高，创新的可能性也随之越来越多。无人驾驶功能将会重新定义汽车以及汽车在社会当中的作用。人们可以从通勤中解放出来，有更多时间做其他事情。人们对于车辆所有权也会有新的观念。 然而实现这样自动化的未来，也是有困难的：最主要的障碍就是成本。现在全世界范围内都在不断测试计算和感应设备，它们价格昂贵、急需调整。 由于汽车应用本身的制约，我们对于计算能力的要求也十分特殊，需要实现从当前数量有限的原型系统检测向大规模生产的转变想要从传感器上收集数据、观察车辆行驶环境、作出正确决策并执行适当操作，大量多样的处理能力必不可少。能源效率也是关键的考量因素，这样车辆的续驶里程才不会受到限制，运算才不会给汽车散热带来负担。自动系统的安全性也至关重要，因此冗余和功能安全能力是必须要有的。必须要运用安保和安全技术保护复杂的系统免受攻击和操纵。 自动驾驶是一个复杂的算法任务，软件大小和复杂性让人头痛。自动软件栈的组成需要审慎考虑。 汽车产业的一众致力于支持产业发展的合作伙伴构成了一套生态系统，而过去二十年中，Arm 一直处于这个生态系统的核心。这一生态系统可以提供处理方案和软件技术，并能满足未来大规模实现自动化所提出的安全要求。
14:30	智能感知平台——自动驾驶的金钥匙 曾代兵 黑芝麻智能科技 摘要 自动驾驶 5 个主要要求：适应全天候路况、能够实时响应、低功耗、保障安全、合理的成本。稳定可靠的感知、认知是当前自动驾驶的主要痛点。同时，嵌入式神经网络成为自动驾驶量产的瓶颈，自动驾驶 SOC 是最具有挑战性的边缘芯片。黑芝麻智能科技提供优化的感知平台，基于传统的视觉和人工智能恰当融合，全方位优化的神经网络，全优化的智能 ISP。
15:00	茶歇

15:20	The Practices & Eco-Cooperation of Dongfeng's Intelligent & Connected Vehicle Kai LI Dongfeng Automotive Technical Centre ABSTRACT <p>The development of intelligent and connected vehicles in China has benefitted from the deep integration of the core technological breakthroughs of intelligent and connected vehicles, intelligent transportation and the development of smart city. The development of Dongfeng intelligent and connected vehicles is driven by the market demand and led by the application scenarios. The company has covered diversified product areas including passenger vehicle, commercial vehicle, coach and special vehicle. The implementation of the autonomous vehicles is facilitated by the demonstration and operation of the vehicles in certain regions, and the upgrading of autonomous driving technologies is driven by the application scenarios. Dongfeng Motor Corporation is committed to building an ecosystem of intelligent and connected vehicles through mass innovation and cooperation, promoting the development of intelligent and connected vehicles in China.</p>
15:50	Hypervisor-based Separation for Mixed-Criticality Domain Controllers Ulrich Meis OpenSynergy GmbH ABSTRACT <p>The automotive E/E architecture is changing due to multiple trends: Electrification, Autonomous Driving, and more powerful System-on-Chips. These trends contribute to a shift towards software-driven domain controllers covering multiple functions on a single System-on-Chip. Domain controllers host multiple functions of mixed criticality in terms of safety and security. To retain the required safety and security properties (e.g. as required by ISO 26262) of individual functions in such a system strong separation is required. Virtualization based on hypervisor-technology provides such strong separation between virtual machines containing guest operating systems. A mass production project example for such a domain controller is a cockpit controller which combines cockpit functions like digital instrument cluster and infotainment. The presentation gives an example of a smart way of separating safety-criticality from non-safety-critical functions. This opens the opportunity to develop 95+% of the software based on open-source software such as Linux.</p>
16:20	Visual Recognition SDK for Future Autonomous Driving Frank YANG Mapbox

同期活动 大宴会厅 3

新能源机电电控联盟理事会闭门会议

主持人：刘路明 原博世工程技术 中国区总裁

13:30	欢迎致辞 鲍全兴 中国汽车新能源机电电控产业联盟 理事长、常州市武起常乐电机有限公司 董事长
13:35	中美贸易摩擦对我国汽车产业的影响和建议 许海东 中国汽车工业协会 秘书长助理
14:05	汽车电动化历史 彭德园 原博世（中国）投资有限公司 中国区总裁
14:35	集成式空冷轮毂电机研发与应用 刘蕴博 长春富晟汽车创新技术有限公司 总经理
15:05	圆桌会议一 会议主席：刘路明 原博世工程技术中国区域 总裁 嘉宾 彭德园 原博世（中国）投资有限公司 中国区总裁 许海东 中国汽车工业协会 秘书长助理 詹文章 法国 IMCS 公司 总经理 吴贵新 云度新能源汽车股份有限公司 副总经理 薛 钧 蔚来汽车 高级采购经理

15:20	东风智能网联实践与众创合作 李 凯 东风汽车技术中心 摘要 中国智能网联汽车发展是智能网联汽车核心技术突破和智能交通、智慧城市建设的深度融合。东风智能网联汽车发展，以市场需求为导向，应用场景为牵引，布局乘用车、商用车、客车及专用车等多样化的产品领域，通过区域示范运营推动自动驾驶汽车落地，以应用场景带动自动驾驶技术迭代升级，通过众创合作，构建智能网联汽车生态圈，携手推动中国智能网联汽车发展。
15:50	基于管理程序的混合临界域控制器的分离 Ulrich Meis OpenSynergy 公司 摘要 受多重趋势影响——电气化、自动驾驶、更为强大的系统单晶片，汽车电子电气架构正在不断改变。这些趋势带来了新的变化，推出了能将多项功能集中在单一系统单晶片上的软件驱动域控制器。域控制器承载多重安全功能。想要在这样的系统中持续保证任一功能的安全特性（如依照 ISO 26262 要求），严格分离必不可少。基于管理程序科技的虚拟化技术能够对含有客户操作系统的虚拟机进行严格区分。一个将此类域控制器大规模量产的项目范例是驾驶舱控制器，将电子仪表显示等驾驶舱功能同信息娱乐功能成功结合起来。本演讲将举例说明如何智慧地将安全功能和非安全功能进行区分。这也打开了很好的机遇，能够进一步开发超过 95% 基于 Linux 等开源软件的软件。
16:20	视觉识别 SDK 在未来自动驾驶中的应用 杨莘农 上海麦普软件科技有限公司

新能源机电电控联盟理事会闭门会议 主持人：刘路明 原博世工程技术 中国区总裁	
16:05	圆桌会议二 会议主席：殷承良 上海交通大学 教授 嘉宾 黄苏融 上海大学 教授 袁一卿 同济大学 教授 浙江方正电机股份有限公司 张杰夫 深圳市依思普林科技有限公司 董事长兼总经理 曹红飞 华域汽车电动系统有限公司技术中心 总工程师
17:05	圆桌会议三 会议主席：杜辛跃 富奥汽车零部件股份有限公司 副总经理 嘉宾 贡 俊 上海电驱动股份有限公司 董事长 蔡 蔚 精进电动科技股份有限公司 首席技术官 庄朝晖 蔚来汽车 电机研发总监 刘蕴博 长春富晟汽车创新技术有限公司 总经理 鲍全兴 常州市武起常乐电机有限公司 董事长 程 明 东南大学盐城新能源汽车研究院 常务副院长 黄文新 南京航空航天大学 教授 朱小平 中国汽车工业协会车用电机电器电子委员会 秘书长

NOVEMBER 30

FUTURE MOBILITY

MODERATOR: Huiping LIU Professor Director,
Green Transportation Special Committee in Shanghai Institute of Traffic Engineering

9:00	<p>Thoughts on the Innovation & Development of Ride Hailing in the Vehicle “Four Modernizations” Era. Xiaoyuan WU School of Automotive Studies, Tongji University</p> <p>ABSTRACT</p> <p>Many cities have published requirements or encouragement policies on the application of NEV in online car hailing. Currently, we are faced with challenges in developing NEV, embracing the new era of electric, intelligent, and shared vehicles connected to the internet, integrating online car hailing to urban diversified intelligent transportation system in a safe, healthy and sustainable way. These are topics well worth discussing for online car hailing operators, government, the industry, as well as education and application sectors.</p> <p>The speaker will mainly share her observations, analysis and thinking in this presentation.</p>
9:30	<p>EVCARD-The Exploration and Demonstration of Smart Shared Mobility Dr. Guangyu CAO EVCARD</p> <p>ABSTRACT</p> <ul style="list-style-type: none"> • The background of the development of co-sharing mobility and three core values of economy, sociality and government. • The key point and leading market position of EVCARD development. • The future innovation development and planning of EVCARD.
10:00	<p>Banma, Make Mobility Smarter. Louis JI Banma Network Technology Co.,Ltd</p>
10:30	Tea Break
11:00	<p>MEITUAN's Layout and Thinking of Future Mobility Yu LI MEITUAN</p>
11:30	<p>The Third Path of the Future Travel Operators Haofeng SHANG 1byongche</p>

LUNCH

11 月 30 日	
未来出行	
主持人：刘惠萍 上海市交通工程学会 绿色交通专委会主任	
9:00	<p>对汽车“四化”时代网约车创新发展的思考</p> <p>吴小员 同济大学汽车学院</p> <p>摘要</p> <p>各地纷纷出台网约车应用新能源汽车的要求或鼓励政策。如何积极携手新能源汽车，拥抱汽车“四化”时代，促进网约车安全、健康、可持续融入城市多元化智慧交通体系，是值得网约车运营商以及政产学研用各界共同探讨的课题。本演讲将分享演讲人的观察、分析与思考。</p>
9:30	<p>汽车智能共享出行的探索与实践：以 EVCARD 为例</p> <p>曹光宇 博士 EVCARD</p> <p>摘要</p> <ul style="list-style-type: none">· 分时租赁发展的背景与经济性、社会性和政府性三大价值。· EVCARD 发展至今的关键点、领先市场地位· EVCARD 样板城市之一的广州：特色与亮点。· EVCARD 未来的创新发展与规划。
10:00	<p>斑马让出行更智慧</p> <p>季栋辉 斑马网络技术有限公司</p>
10:30	茶歇
11:00	<p>美团对未来出行的布局与思考</p> <p>李 宇 美团</p>
11:30	<p>未来出行运营商的第三路径</p> <p>尚昊峰 一步用车</p>
午餐	

TECHNOLOGY EMPOWERS FUTURE MOBILITY CHANGES

MODERATOR: Yu WANG Director,

Intelligent Vehicle Laboratory and Vehicle Software Test Center of CATARC

13:00	<p>Opening to The Outside World to Build a Life of Smart Travel Iris XU Tencent Auto Intelligence</p> <p>ABSTRACT</p> <ul style="list-style-type: none"> • The demand point of the new generation of car users • The positioning and vision of Tencent Networked Automobile • The core competence of Tencent's TAI auto intelligent system • Tencent networked automobile cooperation concept
13:30	<p>Construct The Cooperative-ITS Based on C-V2X Kevin WANG HUAWEI</p> <p>ABSTRACT</p> <ul style="list-style-type: none"> • Market Understanding • Huawei IoV Solution Overview • Case Study
14:00	<p>2031, New Experience of Future Mobility Chris ZHOU Uisee (Shanghai) Automotive Technology Co., Ltd</p> <p>ABSTRACT</p> <p>Automated driving is the catalyst of mobility as a service, a possible chance to fundamentally alter the system structure of mobility service. Handing over the responsibility of driving is only a start. Changes in releasing the interior space around the driving seat, redirecting passengers' attention, digitalizing touchpoints, reducing operation cost and so on will reconstruct mobility experience. The cloud operation system specifically designed for automated driving can realize free task scheduling for vehicles. The balance between the freedom of mobility and transport efficiency is going to be a key factor influencing the improvements in mobility experience. Furthermore, integrating digitalized mobility service and traditional service can also bring users new experience centered around service, which is a big step from the past focusing on mobility.</p>
14:30	<p>Vehicle FOTA Security with Next Generation Blockchain Technology Jacky ZHANG CAROTA Corporation</p> <p>ABSTRACT</p> <p>Summarize the current security challenges from the practice of vehicle FOTA technology. Introduce the characteristics and limitations of the classic blockchain technology, why it is not suitable for large-scale application in the Internet of Things and the Internet of Vehicles. Discuss how the next generation of blockchain technology can be improved and how it can be applied to the vehicle FOTA security.</p>
15:00	<p>"Schweizer Armeemesser" of PAND-AUTO Qi JIANG PANDAUTO</p> <p>ABSTRACT</p> <p>We will look at future transport through IoT and AI cases in Pand-auto.</p>
15:30	<p>Intelligent Energize the Future Mobility Renjie ZHANG XINGMINITS</p>

科技赋能未来出行变革	
主持人：王羽 中国汽车技术研究中心 智能汽车研究室暨汽车软件测评中心主任	
13:00	<p>开门造车，共同创建智趣出行生活</p> <p>徐悦 腾讯车联</p> <p>摘要</p> <ul style="list-style-type: none">· 新生代汽车用户的需求痛点· 腾讯车联的定位、愿景· 腾讯车联 TAI 汽车智能系统的核心能力· 腾讯车联的合作理念
13:30	<p>基于 C-V2X 构建合作式智能交通</p> <p>王震军 华为技术有限公司</p> <p>摘要</p> <ul style="list-style-type: none">· 市场理解· 华为车联网解决方案· 案例
14:00	<p>2031，未来出行新体验</p> <p>周峰 驭势（上海）汽车科技有限公司</p> <p>摘要</p> <p>无人驾驶作为出行即服务的催化剂，将有机会从根本性上改变出行服务的体系结构。驾驶任务的释放只是一个起点，驾驶舱内饰空间释放、乘客注意力的迁移、触点数字化、运营成本降低等一系列变化将会重构出行的体验。为无人驾驶设计的云端运营系统，可以自由的对车辆进行运输任务调度，如何在出行自由度与运载效率取得平衡将会是提高出行体验的一个重要因素。另一方面，通过出行服务与传统服务的数字化整合，也将有机会为用户带来从以出行为中心的服务到以服务为中心的出行新体验。</p>
14:30	<p>以区块链技术构筑车联网 FOTA 安全底线</p> <p>章鑫杰 上海科络达云软件技术有限公司</p> <p>摘要</p> <p>从整车 FOTA 技术的落地实践中总结当前面临的安全挑战。介绍经典区块链技术的特点和局限，为什么它不适合大规模应用于物联网或车联网。讨论下一代区块链技术是如何改进的，如何将其应用到车联网 FOTA 安全中。</p>
15:00	<p>盼达的“瑞士军刀”</p> <p>蒋齐 重庆盼达汽车租赁有限公司</p> <p>摘要</p> <p>我们将从车联网和人工智能在盼达的具体案例来期许未来出行。</p>
15:30	<p>智能网联赋能未来出行</p> <p>张人杰 兴民智通（集团）股份有限公司</p>

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SAE International 中国办公室

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王菁菁 April 021-6140-8923 April.Wang@sae.org

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合作伙伴



师建华

中国汽车工业协会
副秘书长

获工商管理硕士学位、教授级高级工程师职称；长期供职于汽车行业，曾任职于中国汽车工业总公司从事汽车行业管理工作，拥有丰富的汽车行业管理经营经验；不仅熟识中国汽车工业行情，扎根本土，深谙其道，还具备国际化视野，高瞻远瞩，放眼未来。



Jianhua SHI

Vice Secretary-General
China Association of Automobile Manufactures

Shi Jianhua holds an MBA degree and is a professor level senior engineer. He has gained rich experience in the management and operation of automobile industry from his long-time work within the industry, including for the China Auto Industry Co. on automobile industry management. Familiar with the conditions of the automobile industry in China, he understands and is capable of utilizing the native culture. Moreover, he is equipped with an international vision, which allows him to take a broad and long-term view.

温忆梅

中国机械国际合作股份有限公司
副总经理



Yimei WEN

Deputy General Manager
China National Machinery Industry International Co., Ltd.

徐秉良

SAE International 国际自动机工程师学会
中国区总经理



Billy XU

General Manager, China
SAE International

Johan Karlberg 康伯涵

罗兰贝格管理咨询公司
合伙人

Johan Karlberg 先生是罗兰贝格管理咨询公司的合伙人，现常驻上海。他专攻中国汽车行业战略与变革咨询业务，如竞争战略、打入市场、PMI、重振管理、产业战略等。

加入罗兰贝格之前，Johan Karlberg 曾在另外一家全球顶级管理咨询公司任职长达 23 年，其中 11 年任合伙人。他在全球各地均有工作经验，曾在欧洲、北美、日本、马来西亚以及中国工作过。他也曾与 20 余家品牌合作进行概念验证和产品验证，并和一系列供应商在控制技术、动力技术等方面精诚协作。

去年，他曾被《汽车世界》（f.ex Automotive World），《财经》杂志和《思与行》杂志报道过，还登上过中国国际电视台 CGTV。



Johan Karlberg

Partner
Roland Berger

Johan Karlberg is a partner with Roland Berger in Shanghai. He consults with the automotive/mobility industry in China in strategy and transformation, e.g. competitive strategy, market entry, PMI, turn-around, industrial strategy.

Prior to joining Roland Berger, Johan Karlberg worked for 23 years (11 as Partner) in another global management consulting practice. He has worked across Europe, North America, Japan, Malaysia and China. Furthermore, he's worked with more than 20 brands in PV and CV, as well as a number of suppliers in both controls, powertrain and other technologies.

In the last year he has been published in f.ex Automotive World, Caijing Magazine, ThinkAct and seen on CGTV.

朱 军 博士

上海捷能汽车技术有限公司
总经理

朱军博士是上汽在新能源三电技术上的领军人物，是全国知名的新能源专家，其拥有超过 30 年的汽车工程应用和学术研究领域资深经历，其领导的捷能公司在三电技术领域处于国内领先地位，其创新开发的 EDU 技术获得 2017 年国家科技进步二等奖，已累计装载整车实现销售 12 万辆以上。

Dr. Jun ZHU

General Manager
Shanghai E-propulsion Auto Technology Co.,Ltd.

Dr. Zhu is one of the leading experts on the technology of electric motor, battery and electric control at SAIC Motor and is well-known in China for his achievements in new energy. Dr. Zhu has over 30 years' experience in the application and academic research of automotive engineering. Shanghai Jieneng Automobile Technology Co., Ltd, which is led by Dr. Zhu, outperforms other companies in the field of electric motor, battery and electric control technology. The EDU technology developed by Dr. Zhu was awarded the State Science and Technology Prizes (Second Prize) in 2017. Over 120, 000 cars equipped with this technology have been sold so far.



欧红兵 博士

伊顿（中国）投资有限公司
中国区高级应用工程经理

欧红兵博士，作为伊顿新能源集团中国区高级应用工程经理，有 20 多年汽车行业工作经验。

2010 年加入伊顿，作为中国区高级工程经理主要负责汽车零部件项目管理、应用工程，产品设计及验证。从 2017 年 5 月开始，加入伊顿电气化筹备组，并负责亚太区新能源业务的战略。

加入伊顿前，曾任昆山麦格纳汽车系统有限公司工程总监，辉门中国区高级工程经理，实用动力中国区螺栓事业部负责人等职。

欧红兵 1998 年获得浙江大学工学博士学位。



Dr. Oliver OU

Sr. Manager of Pursuit Engineering Team, China
Eaton (China) Investments Co., Ltd.

Dr. Oliver Ou is the Sr. Manager of Pursuit Engineering Team, China – eMobility Group, Eaton with more than 20 working years in automobile industry.

Oliver joined Eaton in 2010 as the Sr. Engineering Manager of Automobile and was responsible for project management, application engineering, product engineering, product validation, etc. Since May 2017, Oliver joined the electrification team for Eaton electrification strategy, especially for APAC NEV business.

Prior to Eaton, Oliver was the engineering director for Magna Closures (Kunshan) Co., Ltd, Sr. engineering manager of Federal-Mogul China Co., Ltd. And Bolt BU leader of Actuant China Co., Ltd.

Oliver holds Engineering Ph. D of Zhejiang University.

贾可 博士

《汽车商业评论》杂志
总编辑

中国人民大学博士，著名汽车观察家，推动力传媒集团 CEO、汽车商业评论总编辑。职业生涯开始于工人日报，曾获中国新闻奖特别奖；参与创办中央电视台“对话”栏目，为第一任总策划；后服务于南方周末经济部和环球企业家杂志。

2006 年创办以推动中国汽车向前进为宗旨的汽车商业评论杂志；2017 年联合创办“懂车的人都在这里”的汽场汽车 APP。

2008 年来先后创立中国汽车蓝皮书论坛和轩辕奖、金轩奖、闻轩奖、益轩奖、铃轩奖等中国汽车界著名论坛和权威奖项。

著有《中国汽车调查》《强者的法则》《新红旗》；主编“中国汽车人口述历史丛书”三部曲—《拓荒》《红旗》和《东风》，以及《盛世危局》《榜样》《汽车四化》等图书。



Dr. Ke JIA

Chief Editor
Auto Business Review

蔡春茂

长安汽车智能化研究院
联网所所长兼智云平台总监

蔡春茂，长安汽车智能化研究院联网所所长兼智云平台总监、高级工程师。从事 IT 技术、软件研发十余年，在汽车业信息化、BPM 流程自动化、移动化、车联网等领域有丰富经验，曾任公司专家、培训师；2015 年开始建设长安自主车联网云平台，探索从传统制造向服务价值链转型之路。



Chunmao CAI

Director of IoT Department & Director of Smart Cloud Platform
Changan Intelligent Automobile Research Institute

Cai Chunmao, Director of IoT Department of Changan Intelligent Automobile Research Institute, Director of smart cloud platform and senior engineer, has ten years of experiences in IT technologies and software R&D with rich experience in the informatization of automobile industry, BPM process automation, mobilization and internet of vehicles. He was the expert and trainer of the company. Cai started building Changan automatic IoT cloud platform in 2015, exploring the transformation from traditional manufacturing to service value chain.

方寅亮

罗兰贝格
全球合伙人兼大中华区副总裁

业务专长

汽车，特别是整车及零部件企业

- 企业战略
- 大型变革转型
- 组织管控与人才
- 运营（采购、制造与产销协同）
- PMO（项目管理办公室）

教育背景

- 同济大学经济学学士

专业经验

方寅亮现任罗兰贝格全球合伙人兼大中华区副总裁，专注汽车行业战略咨询业务，聚焦整车及零部件企业。拥有深入且丰富的项目经验，在汽车企业增长战略、多元化发展战略、全球化战略、市场进入模式、并购后整合、组织转型与管控等多个领域帮助客户提升业绩。他曾领导运营各种大型变革转型、采购、精益生产与产销协同等运营改进以及项目管理 PMO 项目，客户包括众多国企、跨国企业和上市公司。



Thomas FANG

Global Partner & Vice President of Roland Berger Greater China
Roland Berger

Competence focus

- Automotive, esp. focusing on OEM and OES
- Corporate Strategy
- Large Transformation
- People, Governance & Organization
- Operation (Procurement, Manufacturing & S&OP)
- PMO

Education

- Bachelor Degree of International Economics, Tongji University

Experience

Thomas Fang works in the Roland Berger Greater China Office as Global Partner focusing on Automotive industry, esp. in OEM and OES sectors. His expertise includes growth strategy, business diversification strategy, globalization strategy, market entry strategy, M&A, organizational transformation and governance. He has led projects of large transformation, procurement, manufacturing & S&OP, PMO, and served a broad client portfolio that includes many SOEs, MNCs and listed companies.

松本真一

**丰田汽车研发中心（中国）有限公司
副总经理**

1980 年毕业于北海道大学电子工学科。进入丰田汽车东富士研究所，致力于动力传动控制的研究与开发工作

1988 年担当电子技术部发动机电子控制单元的软硬件设计

1993 年 ~1996 年远赴欧洲，主要从事防盗系统的导入和电波认证工作

1997 年担当电子技术部的电波及 EMC 的试验评价与 HEV 的系统评价

2002 年开始普锐斯及雷克萨斯混合动力车电机、逆变器与系统的开发工作

2012 年起长期驻扎中国 TMEC

全面担当第 2、3、4 代普锐斯系统单元的企划与开发，深入了解混合动力技术，成功实现了性能提高与成本低减的并存。2007 年开始开发雷克萨斯系列的混合动力车，将 FR 系高性能的混动车推向市场。

2012 年开始在中国 TMEC 推进了卡罗拉雷凌混合动力车单元的现地生产，其中部分主要单元实现了国产化，与日本相比，达成了低价格高品质的良好目标。



Shinichi Matsumoto

**Deputy General Manager
Toyota Motor Engineering & Manufacturing (China) Co., Ltd.**

In 1980, Mr. Shinichi Matsumoto graduated from the Department of Electronics Engineering of Hokkaido University and then joined Toyota Motor East Fuji Research Institute, focusing on the research and development of power transmission control.

In 1988, he started taking charge of the hardware and software design for motor electronic control unit at the Department of Electronics Technology.

From 1993 to 1996, he went to Europe, and mainly engaged in the introduction of anti-theft system and radio-wave verification.

In 1997, he started taking charge of the test evaluation of radio-wave and EMC and the system evaluation of HEV at the Department of Electronics Technology.

Since 2002, he has been engaging in the development of electric motors, inverters and systems of Prius and Lexus HEV.

Since 2012, he has been working in TMEC in China.

He has fully engaged in the planning and development of the 2nd, 3rd and 4th generation of Prius system units. He was able to help deliver both performance improvement and cost reduction with his deep understanding of hybrid power technologies. He has been developing the Lexus range of HEV to bring the FR-range high-performance HEV to the market.

Since 2012, he has been promoting the local production of the Corolla Ralink HEV, and some of the main units have been localized. Compared with Japan, the goal of low price while high quality was able to be achieved.

Julien Sabrie

**法雷奥动力总成事业部
亚太区动力系统工程总监**

Julien Sabrie, 作为法雷奥动力总成部门亚太区系统工程总监, 负责协调系统工程各个环节: 包括仿真、样车搭建、新概念开发、动力总成各部件定型: 电机、电子器件 (高、低压), 电子增压器、传动系统等



Julien Sabrie

**Asia System Engineering Director
Valeo Powertrain Business Group**

Julien Sabrie, as asia system engineering director for Valeo powetrain division coordinates all activities regarding system engineering. These activities include: simulation, democar building, new concept development, components sizing for all Valeo powertrain products: Emachines, electronics (low and high voltage), electric supercharger, transmission...

谭国栋

**比亚迪
电机开发部兼项目总监**

谭国栋是比亚迪电机厂电机开发部兼项目总监, 负责比亚迪旗下车型动力电机的产品、过程设计开发和项目管理工作。研发成功比亚迪第一代中速和第二代高速电机产品及对应的生产线, 至今已批量生产超过 80 万台动力电机。



Guodong TAN

**Project Director, Electric Motor Development Department
BYD**

Tan Guodong is the project director, electric motor development department of BYD's Electric Motor Factory, in charge of the product and process design and development as well as project management of the electric motors for BYD's vehicle range. He has successfully developed BYD's first generation of medium-speed and the second generation of high-speed electric motor products and corresponding production lines, and so far over 800,000 motors have been mass-produced.

李智顺

**上海顺隆桥
总经理**

李智顺, 拥有数学与经济学双学位, 留学日本, 在电机行业从事相关工作逾二十年, 曾任微特电机行业秘书长。工作内容: 绕线机、焊锡机器人、电机测功机等方面。



Zhishun LI

**General Manager
Shunlongqiao**

Li Zhishun holds a double degree in math and economics and has overseas learning experience in Japan. He has worked in the field of electric motor for more than 20 years, once acting as the Secretary-General of Small & Special Electrical Machines. His main working area includes winding machine, soldering robot and motor dynamometer.

张彤 博士

科力远混合动力技术有限公司
首席技术官

张彤博士，主要从事混合动力技术研究。历任吉利汽车研究院副院长，吉利电子传动技术有限公司总经理。现任科力远混合动力技术有限公司 CTO。



Dr. Tong ZHANG

CTO
Corun Hybrid Technology Co.,Ltd.

Zhang Tong, Doctor of Engineering. Mainly work on the Hybrid Power Technology Research. Former Dean of Geely Automobile Research Institute, and Former General Manager of Geely Electronic Transmission Technology Co., Ltd. Current Chief Technology Officer in Corun Hybrid Technology Co., Ltd.

沈文臣 博士

精进电动科技股份有限公司
主任工程师

沈文臣博士，精进电动科技股份有限公司主任工程师。研究领域如下：

- 串并联混合动力系统能量管理优化及启停、模切切换等瞬态过程控制研究
- 高效一体化油冷增程器总成动态协调控制技术
- 纯电动车用电磁操纵自动变速器（EMAT）动态换挡过程优化控制技术
- 双电机系统模式切换离合器动态过程控制与优化技术



Dr. Wenchen SHEN

Chief Engineer
Jing-Jin Electric Technologies Co.,Ltd.

Mainly focus on :

- Energy management optimization of series-parallel hybrid power system; transient process control, i.e. start-stop and mode switch.
- Assembly coordinated control technology of high efficiency integrated oil cooling range extender.
- Optimal control of BEV EMAT dynamic gear shifting.
- Optimal control of the dynamic process of double-motor system mode clutch switch.

Robert Day

ARM 公司
汽车解决方案与平台总监

Robert Day 是 Arm 公司（位于加利福尼亚州圣荷西）的汽车解决方案与平台团队的负责人，主要负责定义安谋为下一代汽车应用打造的解决方案。Robert 一向关注汽车创新，在重要大会上进行有关生态系统融合的演讲，向汽车市场介绍安谋的汽车解决方案。加入安谋之前，他曾在 Lynx 软件技术公司担任市场副总裁，负责所有产品的营销以及 Lynx 安全安保解决方案的对外联系工作。Robert 曾获得英国布莱顿大学的计算机科学学士学位。



Robert Day

Director of Automotive Solutions and Platforms
ARM, Inc

Mr. Robert Day leads the Automotive Solutions and Platforms team at Arm (based in San Jose, California), responsible for the definition of Arm based solutions for the next generation of automotive applications. Focusing on automotive innovation, Robert has been educating the automotive market about new Arm-based automotive solutions through ecosystem interaction and presentations at key industry conferences. Prior to Arm, Robert was VP of Marketing at Lynx Software Technologies where he was responsible for all product marketing and external communications for the Lynx portfolio of safety and security solutions. Robert has a BSc in Computer Science from the University of Brighton, UK.

曾代兵

黑芝麻智能科技有限公司
感知平台副总裁

曾代兵，黑芝麻智能科技副总裁，曾于国内前三芯片公司担任总工程师、副总经理，拥有 18 年图像、通信芯片研发及解决方案量产经验，及 40 多项芯片相关专利。黑芝麻智能科技成立于 2016 年，团队分布于硅谷、上海、武汉、深圳等地，在研发及市场方面联合推动，公司核心业务是基于核心的图像与视觉算法，提供端到端的全栈式感知方案，且部分已完成装量产。同时，黑芝麻智能科技也在研发自动驾驶芯片，以低功耗和强大算力为自动驾驶的商业化落地提供可靠支持。



Daibing ZENG

Vice President, IntelliSense Platform
Black Sesame Technologies

Zeng Daibing is the Vice President of Black Sesame Technologies. He was once the Chief Engineer and Deputy General Manager of chip company which tops the first three in China. He has 18 years of experience in imaging, communication chip R & D and the mass production of its solutions. He also holds more than 40 chip-related patents.

Black Sesame Technologies was established in 2016 with the team working in Silicon Valley, Shanghai, Wuhan and Shenzhen etc, carrying out both the R&D and marketing. The core business of the company is to provide end-to-end wholestack perception solutions based on the core image and vision algorithms, and some of the solutions have already been put into mass production. Meanwhile, Black Sesame Technologies has been researching and developing automatic driving chips to provide reliable support for the commercial implementation of automatic driving through low power consumption and powerful algorithms.

李 凯

东风汽车公司技术中心
智能网联部副部长、副总工程师

李凯，研究员级高级工程师，主要从事自动驾驶、V2X、EEA、IVI 等智能网联领域的前沿技术研究和产品开发等工作，先后发表专业学术论文 10 多篇，授权专利 10 余项，获得东风汽车公司多项科技成果，东风公司一级人才库专家及武汉市经开区青创人才等



Kai LI

**Deputy Chief Engineer / Director of Intelligent & Connected Department
Dongfeng Automotive Technical Centre**

Li Kai is a researcher-level senior engineer, focusing on the research of cutting-edge technologies and product development in the fields of intelligent and connected vehicles including automatic driving, V2X, EEA, IVI. He has published over ten academic papers and has over 10 authorized patents. He had several scientific and technological achievements at Dongfeng Motor Corporation. He is also one of the experts in the first-level talent pool of Dongfeng Motor Corporation and also young innovative talent of Jingkai District, Wuhan.

Ulrich Meis

OpenSynergy 公司
高级软件工程师

Ulrich Meis 自高中起开始接受计算机科学教育，随后入学德国亚琛工业大学、英国肯特大学和荷兰马斯特里赫特大学。完成学业后，他成为德国亚琛工业大学以及位于东京的日本国立情报学研究所研究员，主要关注移动网络领域。在德累斯顿，也是在 AMD 工作期间，他首次接触虚拟化技术并积累经验。2012 年，作为软件工程师，他加入了德国 OpenSynergy 公司位于柏林的虚拟化部门。



Ulrich Meis

**Senior Staff Software Engineer
OpenSynergy GmbH**

Mr. Ulrich started his education in computer science already at high school. He proceeded to study at the University of Kent (UK), Maastricht University (NL), and graduated with a diploma in Computer Science from RWTH Aachen University (Germany). Afterwards he worked as a researcher in the area of wireless mesh networks at RWTH Aachen University and at the Japanese National Institute of Informatics in Tokyo. He was one of the pioneers of virtualization at Advanced Micro Devices (AMD) in Dresden. In 2012 he joined OpenSynergy as a virtualization expert in Berlin.

杨莘农

上海麦普软件科技有限公司
汽车与商务发展总监

杨莘农在 GIS 和 LBS 行业拥有超过 20 年的经验。杨先生先被 Mapbox 委任为汽车与商务总监，全权负责中国地区的汽车相关业务。加入 Mapbox 之前，杨先生曾是 deCarta 中国的总经理。再之前，杨先生在 Trimble Navigation 担任中国研发总监。从 1994 年到 2001 年间，杨先生先后任职于 ESRI, Autodesk, @Road 和 ABB。杨先生拥有系统工程和土木工程双硕士学位和多个美国专利。



Frank YANG

Director of Auto and Business Development
Mapbox

Yang Xinnong has over 20 years development and management experience in the GIS and location-based service industries. Mr. Yang is currently Director of Auto and Business Development, and responsible for the Auto business and operations of Mapbox in China. Prior to joining Mapbox, Mr. Yang was the General Manager of deCarta China. Previously, Mr. Yang worked for three years as a director of the China R&D center for Trimble Navigation. From 1994 through 2001, Xinnong Yang worked as senior technical staff for several leading US technology companies, including ESRI, Autodesk, @Road and ABB. Mr. Yang has earned two master's degrees in system engineering and civil engineering, and holds several US patents.

吴小员

同济大学汽车学院
新能源汽车产业化研究中心 副主任、副教授

吴小员，同济大学汽车学院新能源汽车产业化研究中心副主任、副教授，全国新能源汽车产业数据中心（国家信息中心和同济大学联建）副秘书长。

2010 年起事新能源汽车产业发展及推广应用政策、模式、市场等研究，主要包括新能源汽车可持续融入城市的应用配套支持体系、消费者接受度以及电动汽车共享（分时租赁）、电动物流车、电动公交、出租车商业与应用模式，充电基础设施建设与运营模式等。负责中德合作“电动汽车与气候保护”项目之“中国低碳电动汽车城市准备度”课题，参与“863”及多个省市新能源汽车产业发展与推广应用规划项目。在第二十八、二十九届国际电动汽车大会（EVS28、EVS29）等发表关于中国电动汽车分时租赁、中国电动物流车创新实践报告。



Xiaoyuan WU

Deputy Director / Associate Professor, NEV Industrialization Research Center
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.

曹光宇 博士

**环球车享汽车租赁有限公司
总经理**

曹光宇，博士，同济大学兼职教授，高级工程师，现任环球车享汽车租赁有限公司（以下简称环球车享）总经理。曾于 2011 年担任上海国际汽车城（集团）有限公司（以下简称汽车城集团）副总经理，2013 年兼任上海国际汽车城上海运营公司董事长，长期致力于新能源汽车模式创新研究和实践，是电动汽车分时租赁品牌 EVCARD 创始人。



Dr. Guangyu CAO

**General Manager
Global Car Sharing & Rental Co.,Ltd**

Doctor Guangyu Cao, adjunct professor at Tongji University, senior engineer, is currently the general manager of Global Car Sharing & Rental Co., Ltd.

季栋辉

**斑马网络技术有限公司
前瞻规划参谋长**

季栋辉先生具有自动控制工程硕士和工商管理硕士学历，曾在飞利浦和博世集团从事项目管理，产品管理，市场战略等工作。于 2018 年 9 月份加盟斑马网络负责前瞻产品规划及业务合作等工作。



Louis Ji

**Advisor
Banma Network Technology Co.,Ltd**

Mr. Ji Donghui, holding a master degree of Automatic Control Engineering and an MBA, used to work in Philips and Bosch, on project management, product management and marketing strategy. He joined Banma in September 2018 and is now responsible for the planning of forward-looking products and business cooperation.

李宇

**美团出行
战略发展部负责人**

李宇女士，目前为美团出行战略发展部负责人。在加入美团之前曾历任雅虎，淘宝，阿里巴巴集团资深过程改进专家。并创建共享汽车品牌友友用车。



Yu Li

**Leader of Travel Strategy Development Department
MEITUAN**

Ms. Li Yu is currently in charge of the travel strategy development department of Meituan. Before joining Meituan, she was a senior expert in process improvement who worked successively in Yahoo, Taobao and Alibaba Group. She has co-founded YouYou Car, a car-sharing brand.

尚昊峰

河南一步用车科技有限公司
董事长

尚昊峰，毕业于合肥工业大学计算机专业。曾长期在中外合资能源企业担任市场总监、总经理职务。于 2000 年投身汽车行业，从事过市场营销、汽车销售、品牌推广等相关领域，至今已有近 20 年的汽车产业相关经验。2015 年创办一步用车——新能源汽车共享出行平台。



Haofeng SHANG

Chairman
1byongche

Graduated from Hefei University of Technology, majoring in computer science. He has served as marketing director and general manager of Sino-foreign joint venture energy companies. In 2000, he joined the automotive industry and has been involved in marketing, auto sales, brand promotion and other related fields. He has nearly 20 years of experience in the automotive industry. In 2015, he started the One-step Cars — a new platform on sharing mobility in the new energy automobile industry.

徐悦

腾讯车联
副总经理

徐悦，腾讯车联副总经理，负责汽车行业拓展。2018 年加入腾讯，毕业于香港科技大学。商业管理与通信系统双硕士。12 年汽车行业地图服务、车联网服务经验。



Iris XU

Deputy General Manager
Tencent Auto Intelligence

Iris Xu, Head of Business Development for TAI(Tencent Auto Intelligence). Joined Tencent 2018, Graduated from HKUST(Hongkong University of Science & Technology EMBA program. Master of communication system. He has 12 years working experience for map, connected car and mobility services in automotive industry.

王震军

华为技术有限公司
中国区车联网解决方案规划总监

王震军是华为车联网解决方案中国区规划总监。15+ 年国际领先公司 ICT 行业经验，负责华为物联网 / 车联网解决方案在中国区的产品管理和业务创新，具有丰富的市场、技术和商业模式理论和实践，成功孵化了全球第一个 NB-IoT 省级网络及第一个业务迪士尼停车应用，主持孵化了全球首个城市级 LTE-V 车联网示范 - 无锡 C-V2X 车联网项目。



Kevin WANG

Director of IoV Solution Management of China Region
HUAWEI

Kevin Wang, Director of HUAWEI IoV solution management of China region. 15+years working experiences in international leading ICT company, response for Huawei IoT/IoV solution management and innovation of china region, and rich experience of IoT market, technology and business model, successfully incubating the world first NB-IoT Province-level network and first Parking application, as well hosted the world's first city-level LTE-V IoV DEMO - Wuxi C-V2X IoV project.

周峰

驭势（上海）汽车科技有限公司
首席用户体验官

周峰，驭势科技首席用户体验官，负责无人驾驶用户体验设计，代表作 MC2 概念设计，该车获得亚洲第一个无人驾驶车红点奖。专注智能硬件体验设计，拥有超过 10 年的用户体验设计和产品管理经验，曾任职于诺基亚，英特尔。



Chris ZHOU

Chief Experience Officer
Uisee (Shanghai) Automotive Technology Co., Ltd

Zhou Feng is the chief experience officer of UISEE, in charge of automatic driving user experience design. His representative work include the conceptual design of MC2, the first car in Asia to win the red dot award in automatic driving. He focuses on the experience design of intelligent hardware, with more than 10 years' experience in user experience design and product management. He used to work in Nokia and Intel.

章鑫杰

上海科络达云软件技术有限公司
首席技术官

Jacky 自 2011 年以来一直担任 CAROTA 科络达首席技术官。Jacky 具备丰富的整车 OTA 升级实战经验和前沿的 OTA 升级技术。

Jacky 曾担任 Barefoot 软件公司首席架构师，Barefoot 位于摩纳哥，提供移动出版及浏览器解决方案。在加入 Barefoot 软件公司之前，Jacky 任职于巴黎著名移动方案供应商 Rayonnance，负责 Smart Mobile Data Sync Framework，用于同步移动客户端和企业内部 IT 系统，这套方案获得许多奖项，更赢得许多客户青睐。

Jacky 毕业于中国浙江大学，于法国国立高等电子学院获得硕士学位。



Jacky ZHANG

CTO
CAROTA Corporation

Since 2011, Jacky took the office of CTO at CAROTA. Jacky possesses great OTA upgrade practical experiences through working with prominent car manufacturers and Jacky has been committed to frontier OTA upgrade technology

Before Join CAROTA, Jacky worked as a chief architect for Barefoot Software Ltd. A company based in Monaco providing mobile publishing and browser solutions. Before Barefoot, Jacky is an architect for Rayonnance, based in Paris, a mobile enterprise solution provider. Jacky developed a Smart Mobile Data Sync Framework, which is a core component to synchronize mobile devices with enterprise existing IT infrastructure. It was an award winning solution and served many customers.

Jacky received his master degree in telecommunication from L'ENSEA in France and a bachelor's degree from Zhejiang University in China.

蒋 齐

重庆盼达汽车租赁有限公司
科技总监

蒋齐先生拥有多年投资咨询经历，服务过 RISI、王子纸业等。达达租车 / 舒坦坦等项目的创始人。当前，服务盼达，负责 IoT/ 产品 / 服务升级等团队。

Qi JIANG

Director of Science and Technology
PANDAUTO

Jiang Qi has rich experience in investment and consulting and has provided service for companies such as RISI and OJI. He is the founder of programs including Dada Car Rental and Shutantan.

He is now working for PANDAUTO, in charge of IoT/ product/ service upgrade teams.



张人杰

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首席运营官兼智能汽车事业群总经理

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Renjie ZHANG

COO / General Manager of Intelligent Automotive Business Group
XINGMINITS

Zhang Renjie, Chief Operating Officer of XINGMINITS and General Manager of Intelligent Vehicle Business Group, is in charge of the company's intelligent connected vehicle business and its wholly-owned, holding and shareholding companies such as Beijing Yesway, Wuhan Intest and Shenzhen GLSX and other leading companies of intelligent connected vehicles. He was the former General Manager of Blackberry BTS/QNX Greater China, and he is also an expert in communication, real-time operating system and internet of vehicles, deeply engaging in functional security, virtualization technologies and various real-time operating system development. He was the first one in china to have proposed the concept of integrated intelligent car cockpit. He undertook R&D, management, sales, marketing and operating work in FiberHome Technologies Group, Alcatel-Lucent, Wind River (Intel), Harman, Blackberry and other industry-leading research institutes and companies. He has obtained his Bachelor Degree in Computer Science, Master Degree in Communication and is studying for his Phd in Psychology. He also holds a number of national invention patents and IETF drafts.

以下展商企业信息由参展公司提供。

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宁波永久磁业有限公司

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宁波永久磁业有限公司成立于1997年, 现有员工500余人, 占地面积6万平方米。建立以来, 在中科院宁波材料所、北京科技大学、浙江大学等研究机构以及公司内部的省级工程技术研究中心的技术支撑下, 长期以来致力于高性能稀土永磁材料的研究、开发及批量化生产, 公司配备国际先进的生产设备及检测仪器, 现有烧结钕铁硼产能5000吨/年。

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SAE 2019 年亚太区 活动日程

一月	三月	四月	五月	六月
22-24 航空产品认证与审批	12 电动车和混动车的动力总成架构、控制及能量管理系统	3 网络研讨会 车联网信息安全	7-9, 新加坡 航空产品认证与审批	3 预测与健康管理 (PHM) 系统工程
二月	14 网络研讨会 EV 电机设计分析与试验验证	9 网络研讨会 混合动力汽车动力总成设计	9 网络研讨会 整车开发轻量化正向设计的技术路径与典型案例	5-6 GD&T 实际应用
19-21, 日本 26-28 航空产品认证与审批	19 网络研讨会 汽车 NVH 分析与控制	9-11 航空产品认证与审批	14-15 智能汽车：从功能体系到整车架构	17-19 航空系统工程与战略项目管理
	28 网络研讨会 智能汽车：从功能体系到整车架构	18-19 EV 电机设计分析与试验验证	16 车联网信息安全	20 质量功能展开 (QFD)：客户的声音转换成工程需求的方法
	27-29, 马来西亚 航空产品认证与审批	22-23 电动车和混动车的动力总成架构、控制及能量管理系统	21-22 混合动力汽车动力总成设计	25-26 DO-178C 深入解读
		22-24 车用燃料电池及应用		21 MBSE：基于模型的系统工程方法与技术
		24-25 汽车 NVH 分析与控制		
		26-28 美国 ASME Y14.5-2009 尺寸及公差	论坛 新能源与智能网联汽车技术大会	论坛 航空技术论坛
七月	八月	九月	十月	十一月
2-4 航空产品认证与审批	15 根据 J3061 流程架构创建一个信息安全流程的关键	2-3 混合动力汽车动力总成设计	21-22 ARP4754A 和民用航空及其系统的开发指导方针	10.30 -1 DO-178C 实战训练
9 网络研讨会 电动车与混合动力汽车的应用开发：平衡经济目标和技术要求	16 信息安全威胁分析和风险评估课程	3-5 车用燃料电池及应用	22-24 航空产品认证与审批	论坛 汽车电气化与智能化技术论坛
9-10 整车开发轻量化正向设计的技术路径与典型案例	28 网络研讨会 电动汽车动力传动系统产品开发	5-6 电动车与混合动力汽车的应用开发：平衡经济目标和技术要求	24-25 ARP4761（更新版）与民用机载系统安全性评估流程	十二月
16 网络研讨会 车用燃料电池及应用		20-21 尺寸链计算和公差叠加	29-30 电动汽车动力传动系统产品开发	3-5 航空产品认证与审批
	论坛 汽车电子、网络安全相关活动	24-26, 日本 航空产品认证与审批	论坛 噪声与振动论坛	
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