

## Media Release

February 2021

### **AUTOSAR appoints a New Chairperson and a Deputy-Chairperson**

The AUTOSAR (AUTomotive Open System ARchitecture) development partnership appointed Rinat Asmus as the new Chairperson and Thomas Rüping as the new Deputy-Chairperson. Moreover, John Gonzaga is selected as a new speaker of the AUTOSAR Project Leader Team. Their term of office is from January to December 2021.

Rinat Asmus is an active member of the AUTOSAR Steering Committee representing BMW. Rinat Asmus holds a master's degree in mechanics, robotics and automation engineering from the University of Applied Science in Würzburg-Schweinfurt and joined BMW in 2009. Since then, he has been engaged in Software Architecture, Engineering and AUTOSAR application in several BMW ECU projects. He follows Kenji Hontani, Head of Vehicle Software Development at Toyota Motor Corporation.

“The AUTOSAR organization is about to accept the 300<sup>th</sup> Partner, and in 2021 I am looking forward to strengthening the AUTOSAR strategy and standardization framework based on Kenji's achievements in 2020.”, said Rinat Asmus. “The AUTOSAR software platforms are now more than ever supporting the development of E/E system architectures for future intelligent mobility. Thus, again this year, we encourage any company to work with us on creating international compatibility in high-technology fields such as Highly Automated Driving or Vehicle-to-Everything.”

Thomas Rüping is an active member of the AUTOSAR Steering Committee representing Bosch. Thomas Rüping started his career at Robert Bosch GmbH in 1988 and currently is in the position of the Director of Product Management and Business Development, Automotive Platforms - System, Software and Tools Engineering.

In addition, John Gonzaga who is the representative from General Motors will be the new Project Leader Team speaker. He will support the Steering Committee and handle communications internally and externally on behalf of the Project Leader Team to improve the quality and features of the AUTOSAR platforms.

### **About the AUTOSAR Adaptive Platform**

AUTOSAR first released its Adaptive Platform on March 31st, 2017 as a standardized integration platform for electronic control units (ECU). The AUTOSAR Adaptive Platform is based on POSIX operating systems and is the ECU standard for new automotive megatrends. It combines the safety and security of microcontroller-based ECUs with the high performance provided by microprocessor-based multimedia ECUs. By doing so, the new standard avoids the costly alternative for OEMs and their suppliers of repeatedly developing the critical and complicated functionality of such a software platform with proprietary and individual approaches.

### **About the AUTOSAR Classic Platform**

The AUTOSAR Classic Platform is a well-established standardized software framework and methodology for deeply embedded electronic control units (ECUs), which offers OEMs and suppliers a stable foundation to build their distributed software systems on. By using a layered software architecture with a compatible methodology, the AUTOSAR Classic Platform supports all kinds of microcontroller-based ECUs. In future AUTOSAR plans further specification updates to fulfil the needs of embedded system architectures.

### **About AUTOSAR (AUTomotive Open System ARchitecture)**

AUTOSAR (AUTomotive Open System ARchitecture) is a global development partnership of car manufacturers, suppliers and other companies from the electronics, semiconductor and software industries. Since 2003, they have been working on the development and introduction of several open, standardized software platforms for the automotive industry. By simplifying replacement and update for software and hardware, the AUTOSAR approach forms the foundation for reliably controlling the growing complexity of electronic and software systems in today's and future vehicles. In addition, AUTOSAR improves cost efficiency by enabling its partners to cooperate in a competitive way. The "Core Partners" of AUTOSAR are the BMW Group, Bosch, Continental, Daimler, Ford, General Motors, the PSA Group, Toyota and the Volkswagen Group. In addition to these companies, more than 270 partners play an important role in the success of the partnership and can use the standards free of charge.

#### **Further information:**

**Web:** [www.autosar.org](http://www.autosar.org)

**Mail:** [press@autosar.org](mailto:press@autosar.org)