



AUTOSAR NEWSLETTER Q2/2025

July 2025
2nd Quarterly Edition



Catch up on all the latest news from AUTOSAR in our quarterly newsletter. From organizational updates to the latest events, partners and more.

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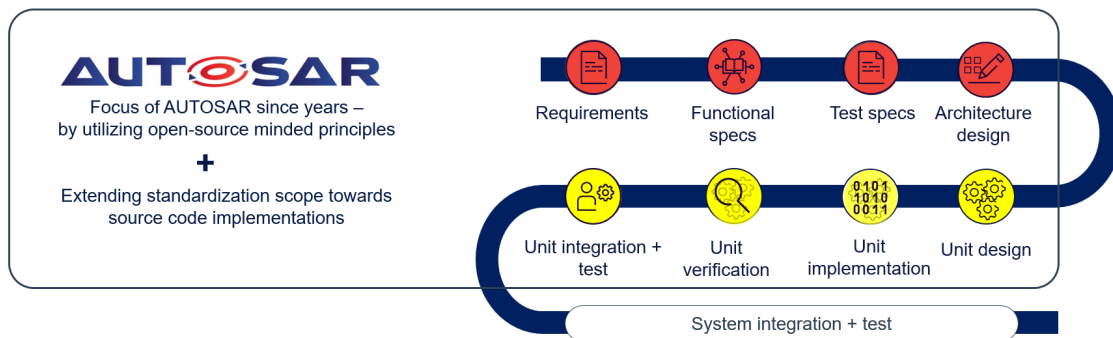


Developing a safety qualifiable full stack means high effort on everyone's side.

Based on expert interviews conducted by the European Commission and Roland Berger in 2025 around 70% of the SDV development effort OEMs are spending are on non-differentiating elements on their Software Stack.

Paying attention to this very high number of non-differentiating elements in a Software Stack AUTOSAR is from the very beginning of its foundation concentrating to have a common solution for the industry with the result of a standardized architecture, requirements and functional specifications both for Classic and Adaptive Platform.

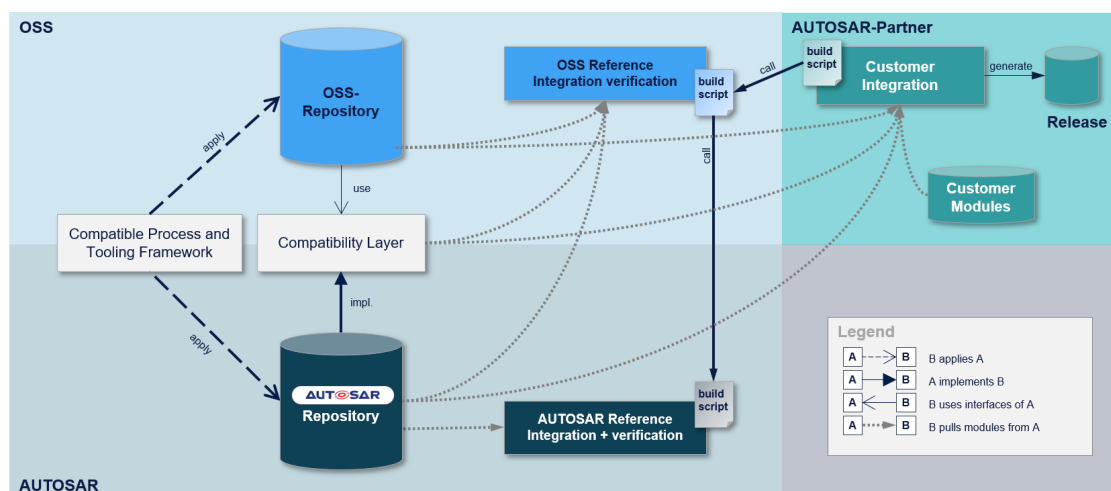
With the current movement in the industry towards code first approaches and subsequent development in OSS AUTOSAR will extend its standardization scope from providing not only specifications and a standardized architecture but towards source code implementations with the same goal in mind to eliminate non-differentiation efforts as well.



Therefore AUTOSAR is enabling a framework for a Common Adaptive Platform Implementation (CAPI) with key aspects in mind like the following:

- Provision of source code as a basis implementation to be used in production
- Alignment on non-differentiating aspects rather than having multiple solutions on the market
- Alignment of framework and tools based on requirements of industry
- Using state-of-the-art infrastructure technologies for easy integration into OSS projects
- Standardization by code first approach as another possibility in the AUTOSAR process landscape
- Alignment of code AND specification

By using for instance state-of-the-art infrastructure technologies and by aligning the framework and tools towards the needs of the industry **the AUTOSAR Common Adaptive Platform Implementation will be accessible by OSS projects and commercially useable by AUTOSAR partners with an exploitation license.** The below shown OSS collaboration working model is therefore paving the way for OSS collaboration for already in AUTOSAR standardized middleware technology.



By offering the industry such an OSS collaboration working model AUTOSAR also wants to avoid parallel activities with overlapping or similar scope for the middleware of SDV as in the end this would consume a lot of expert capacity to provide solutions for the same purpose which the industry cannot afford. Since the middleware is not differentiating for the business end customers anyway, AUTOSAR is committed to offering the industry only ONE standardized middleware for non-differentiating parts.

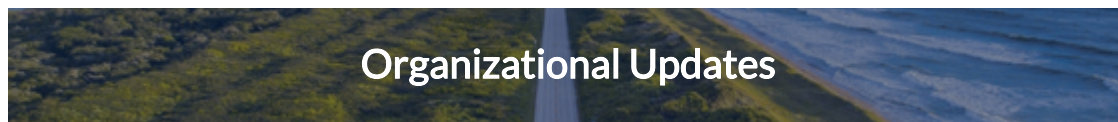
Taking the existing ecosystem around AUTOSAR into account and extending the scope towards code development the AUTOSAR Common Adaptive Platform Implementation (CAPI) is the fastest and most efficient way to come to a Standardized middleware for SDV / ADAS High performance computers. Valid arguments needed on this bold statement? Take the following:

- **Fair financing** model with more than 350 partners globally
- **Processes** with traceability adequate for automotive grade quality
- Open Source community way of working supported ("**Code First**")
- Open Source can of course be used in AUTOSAR
- **Scope of AUTOSAR CAPI** can be **adapted. MVP can be defined together.**
- **Technology/Methodology** can be **adapted where needed**

- **Open** (joining and contribution), published specifications and implementation
- **Steering** and Controlling available
- **IP pooling** with higher confidence compared to Open Source licenses
- All relevant players are **already partners**
- Well established, and running **organization**

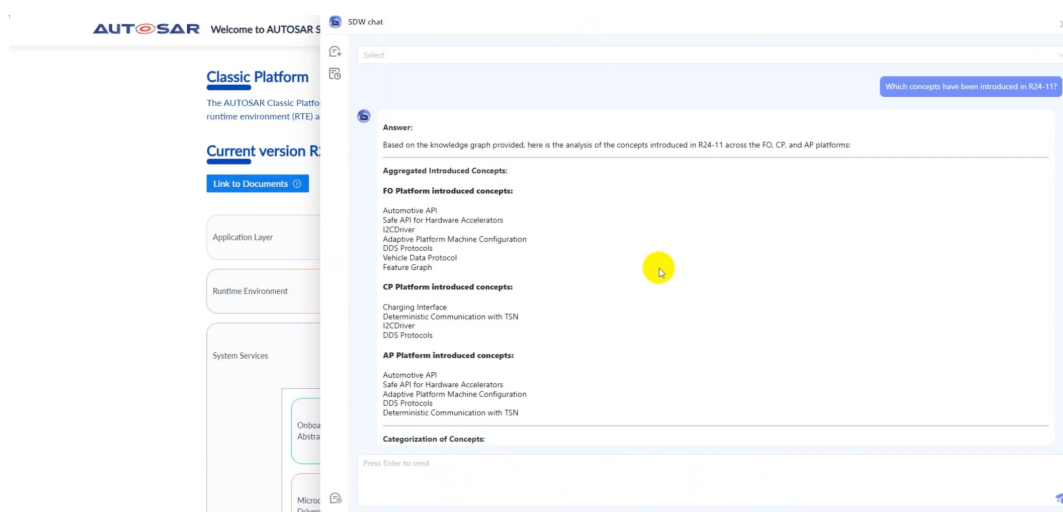
If those arguments sounds as appealing to you as for us **join the Common Adaptive Platform Implementation NOW** and **HARVEST** reduced efforts in the future. For a concentrated investment of SDV middleware in AUTOSAR which bridges towards OSS!

For further details and contributions please get in contact with your company coach or send an email to capi@autosar.org.



AUTOSAR Explorer

AUTOSAR Explorer is a web-based, AI-powered specification tool for working with AUTOSAR specifications. It fully supports the AUTOSAR Adaptive Platform, AUTOSAR Classic Platform and Foundation of R20-11 and R24-11.



Example on the screenshot: AI-enhanced query and answer: which concepts have been introduced in R24-11?

Developed by AUTOSAR partners, it is currently in the testing phase and is scheduled for official release on autosar.org in 2026.

Key features of AUTOSAR Explorer:

- AI-enhanced search – deliver fast, smart and precise search results.
- Intelligent navigation – seamless jump between documents and between individual specification items, with instant language switching (English, Chinese and Japanese).
- Innovative, interactive traceability – visually explore relationships and contents across specifications and specification items.

These features make AUTOSAR specifications faster to access, easier to understand, and more user-friendly – significantly enhancing their comprehensibility and usability, strongly promoting the global application of AUTOSAR standards.

Interested in shaping the future of AUTOSAR Explorer? Join the collaborative development in our Joint Group for more details or to contribute at jg-ar-explorer@autosar.org. Let's build the next generation of AUTOSAR specification tools together.

16th AUTOSAR Open Conference

Recap

The 16th AUTOSAR Open Conference took place from May 26–28 in Bruges, Belgium, gathering over 200 global participants under the theme “AUTOSAR solutions for SDV challenges.” From engaging keynotes to collaborative sessions with top industry companies, the conference fostered rich dialogue around the evolution of software-defined vehicles (SDVs).



A key highlight was the unveiling of the AUTOSAR Common Adaptive Platform Implementation (CAPI), marking a major step towards shared source code development for SDV middleware. The two-day program featured expert talks, live tool demos, and a heartfelt tribute to long-time AUTOSAR spokesperson Dr. Günter Reichart.

Read the full announcement on our website.

16th AOC Announcement

Thank You to Our 16th AOC Sponsors

We would like to extend our sincere appreciation to the Platinum Sponsors of the 16th AUTOSAR Open Conference for their generous support and ongoing commitment to the AUTOSAR organization. Their contributions have been instrumental in fostering a productive environment for knowledge exchange, networking, and collaboration within the community.

Thank you to [ETAS](#), [PopcornSAR](#), and [Avelabs](#) for your valued partnership.



ETAS supports the entire automotive software lifecycle, advancing fully programmable vehicles.

With 20+ years of experience, its software runs on over 2 billion ECUs. ETAS provides robust RTA platform software and expert on-site support for AUTOSAR Classic and Adaptive across diverse system architectures.



PopcornSAR, based in Seoul, delivers cloud-based Adaptive AUTOSAR toolchains that boost development efficiency and reduce costs for OEMs and suppliers. It actively contributes to the Japan SDV initiative and China's CAAM SDV APIs, supporting innovation in automotive software development.



Avelabs (An Arrow Company) offers automotive software services in AUTOSAR development, system engineering, functional safety, cybersecurity, and testing. With 13+ years of expertise, it has been the first AUTOSAR partner in the MEA region since 2012, delivering high-quality, cost-effective solutions.

AUTOSAR Hub News

AUTOSAR China Hub

Recruitment for Members of AUTOSAR China New Standard Preparatory Group

The popularization of multi-core architecture has made inter-core communication, operating system transplantation, and virtualization support key needs in the automotive electronics field. This is exactly the focus of the China Standard Working Group (WG-Bridge China) after recent visits and exchanges with partners in China.

We hope to convene ecological partners in China to participate in sorting out requirements and drafting three new standards/concepts:

1. IPC for Heterogeneous Multi-Core SoCs
2. OS Driver Abstraction for Cross-Architecture Transplantation
3. Hypervisor-on-MCAL Specification Compatible with Virtual Peripherals

If you are interested in these topics, please scan the QR code to sign up or share your suggestions with us.

"AUTOSAR WG Bridge China was established in July 2024, committed to helping Chinese partner more conveniently and deeply participate in and integrate into the standard formulation and concept development of AUTOSAR international working groups. It empowers Chinese partners in standardization-related work, promotes the inclusion of China's automotive software requirements into the overall AUTOSAR framework, and brings more Chinese contributions to AUTOSAR standards."



AUTOSAR China Hub is on CSDN now!

CSDN Introduction

CSDN is a professional developer online community in China with over 48 million registered members and ranked No. 2 among global developer websites, not only provides content services for IT creators but also creates diverse learning paths for learners.



AUTOSAR China Hub in CSDN

We aim to bring special content focused on technical interpretation and sharing on CSDN to let more people read about how to use AUTOSAR and bring up the exposure of AUTOSAR China Hub.

AUTOSAR Japan Hub

"AUTOSAR & JASPAR Japan Day (Mini AOC in Japan)" – AUTOSAR Open Conference Returns to Japan in Japanese Language

AOC is back! JASPAR and the AUTOSAR Japan Hub will host a conference in Japan (Tokyo and Nagoya, plus virtual) on July 14th, 2025, featuring selected AOC presentations.

The conference is open to both JASPAR partners (as AUTOSAR attendees) and AUTOSAR partners.

For more details, please contact: hub.jp@autosar.org and t-sakurai@esol.co.jp

Call for Exhibitors in the AUTOSAR Pavilion at EdgeTech+ (November 19 - 21, 2025)

As in 2024, AUTOSAR Japan Hub will have a collection of exhibition booths called the "AUTOSAR Pavilion" at EdgeTech+ in the Automotive Software Expo (location: Pacifico Yokohama, Japan).

Regional AUTOSAR partners are welcome to join as exhibitors with a discounted fee.

If you are interested, please contact: hub.jp@autosar.org and t-sakurai@esol.co.jp

AUTOSAR at JSAE Annual Congress and SDV Summit 2025

Mr. Masahiro Goto, AUTOSAR Regional Spokesperson for Japan, provided a comprehensive update on AUTOSAR's standardization efforts for Software-Defined Vehicles (SDV) at [the JSAE Annual Congress](#) on May 22, 2025, and [the SDV Summit 2025](#) on June 5, 2025.

The sessions highlighted ongoing collaboration within the SDV Alliance, with a focus on key initiatives such as SOAFEE and Eclipse SDV, which aim to advance high-performance computing in next-generation automotive systems.



AUTOSAR at the Automotive Engineering Exposition 2025, YOKOHAMA

In parallel with the JSAE Annual Congress, the AUTOSAR Japan Hub participated in [the Automotive Engineering Exposition 2025 YOKOHAMA](#), held from May 21-23, 2025. The AUTOSAR exhibition booth attracted approximately 100 visitors, including representatives from academia and prospective partner organizations.

JASPAR also hosted its own booth, showcasing activities of its AUTOSAR Standardization Working Group, conducted in close collaboration with AUTOSAR and the AUTOSAR Japan Hub.

Revisiting "Education and Training for AUTOSAR"

What are the essential skills and knowledge for those involved in AUTOSAR-related projects? Mr. Tsuyoshi Sakurai, Japan Hub Support, explores this topic in his latest article series, focusing on education and training initiatives – including the AUTOSAR User Group for Education and Training (UG-ET).

Access the series of articles [here](#) (in Japanese only).

AUTOSAR North America Hub

AUTOSAR at AutoTech 2025

AUTOSAR participated with a table in the "Collaboration Hub" section of the AutoTech 2025 show floor on June 4-5. The event, held just outside Detroit, provided an excellent opportunity to engage with new organizations and address questions about AUTOSAR specifications.

Mr. Steve Crumb, AUTOSAR Regional Spokesperson for North America, welcomed numerous interested attendees to the table – many of whom left with AUTOSAR-branded giveaways.



He also led a roundtable discussion titled *"Why SDVs Mandate Collaborative Standards."* The session drew such strong interest that additional seating was required, with representatives from GM, Ford, Stellantis, and Bosch participating in the discussion.

AUTOSAR North America User Group

On June 12, representatives from 13 AUTOSAR partners attended the Q2 North America User Group meeting. After a brief welcome, Mr. Steve Crumb provided an update on the 16th AOC and AUTOSAR's presence at the AutoTech 2025 event in the Detroit area.

Given that one of the primary goals of the North America Hub is to encourage technical input into AUTOSAR specifications, the first speaker, Mr. Nadym Salem, AUTOSAR Technical Manager for the Adaptive Platform, outlined the processes for submitting change requests and concept proposals. He provided overviews of these procedures and offered helpful guidance on where to find additional information on the AUTOSAR Wiki. He welcomed communication from any organization interested in contributing technical input to AUTOSAR.



Following Mr. Salem, Mr. Peter Gliwa, Co-Founder and CEO of GLIWA, presented on AUTOSAR configuration and timing issues, offering strategies for resolving them. Drawing from his extensive experience with real-world RTE communication delays and timing challenges in production programs, he shared practical solutions and workarounds.



The final speaker, Mr. Salvador Almana, Senior Technical Advisor at Cummins Inc., gave an overview of the Joint Group J1939, extending an invitation for broader participation. He provided background on the group, discussed its current initiatives and future plans, and addressed questions from the audience. The group currently includes 15 participants and remains open to additional contributors seeking to enhance AUTOSAR's support for this critical heavy-duty vehicle technology.



To close the session, Mr. Crumb encouraged the User Group to actively contribute technical input to AUTOSAR through change requests and concept documents and offered support to anyone interested in doing so. He concluded the meeting by announcing that the next North America User Group will be held in person on September 18, 2025, at the SAE International offices in Troy, Michigan.



Previous Events

27 - 28.05.2025 | 16th AOC (Bruges, Belgium)
04 - 05.06.2025 | AutoTech 2025 (Michigan, USA)
12.06.2025 | Q2 North America User Group (Detroit, USA)
26.06.2025 | Q2 China UG & WG Meeting (Wuhan, China)

Upcoming Events

To be always up to date with the upcoming AUTOSAR events, please visit our [website](#).

New AUTOSAR Partners

New AUTOSAR Partners Q2 2025



Applied Intuition (Premium Partner)

Applied Intuition provides automotive software platforms and tools with a focus on systems engineering and actively leverages AUTOSAR standards to support system verification, validation, and compliance.



Suzhou Inovance Automotive (Premium Partner)

Inovance Automotive is a leading Chinese inverter manufacturer with 10+ years of powertrain software expertise, committed to advancing AUTOSAR adoption through standardized, modular, and reusable automotive software solutions.



AVIN Systems (Premium Partner)

AVIN SYSTEMS specializes in AUTOSAR and in-vehicle network platforms, offering BSW and MCAL development, integration services, and functional safety compliance, with a strong focus on supporting and advancing AUTOSAR standards through product and platform development.



RT-Thread (Development Partner)

RT-Thread is a basic software company specializing in operating systems, focusing on AUTOSAR-compliant OS kernel development to enhance the use of its software in the automotive domain.



Shanghai Tranzy Group (Development Partner)

SHANGHAI TRANZY GROUP specializes in industrial software R&D and offers the Ganzlab MBD toolchain, enabling AUTOSAR-compliant application-layer modeling and code generation, with a focus on standardization, automation, and localized support for the Chinese automotive industry.



Xuancheng Luxshare Precision Industry (Associate Partner)

Xuancheng Luxshare Precision Industry develops automotive products such as wireless chargers and UWB systems, utilizing AUTOSAR standards internally for MCU software packages to support efficient and compliant software development.



Tongxin Microelectronics (Associate Partner)



Tongxin Microelectronics focuses on electronic product design and smart chip development, aiming to align with AUTOSAR standards to upgrade and diversify its automotive chip offerings for next-generation vehicle systems.

OPEN Alliance (Attendee)

The OPEN Alliance is a non-profit industry group promoting Ethernet adoption in automotive networking, contributing expertise across all ISO/OSI layers and collaborating with AUTOSAR to align standards, such as in MACsec automotive profiles and software driver APIs.

Concept Roadmap

The Concept Roadmap is available on the AUTOSAR website. Check the latest updates by clicking the button below.

[View Concept Roadmap](#)

AUTOSAR

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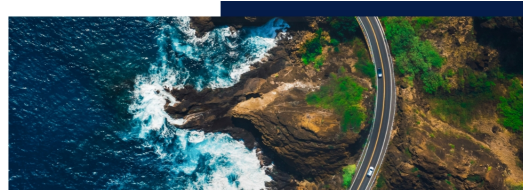
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