

## Press Release

June 2022

### **The virtual 13<sup>th</sup> AUTOSAR Open Conference showed the recent developments in the Automotive Open System Architecture**

**Dedicated to the motto “AUTOSAR solutions for heterogeneous system integration” the 13<sup>th</sup> AUTOSAR Open Conference was held on May 11<sup>th</sup> and 12<sup>th</sup> virtually with around 200 participants from all over the world.**

On May 11<sup>th</sup> and 12<sup>th</sup>, AUTOSAR hosted its **13<sup>th</sup> annual AUTOSAR Open Conference (AOC)**. The AOC participants got a global insight into the usage of **AUTomotive Open System Architecture**, coupled with the opportunity to meet AUTOSAR partners, interested non-partners, and collaborating organizations. The application of AUTOSAR Platforms with go-live examples, communication and interconnectivity between the AUTOSAR Platforms, as well as safety and security aspects, were the main topics of the Virtual 13<sup>th</sup> AOC.

AUTOSAR’s European Spokesperson Günter Reichart started the 13<sup>th</sup> AUTOSAR Open Conference with a warm welcome and led the audience through the two-day event.

In his welcome note, AUTOSAR Chairperson Rinat Asmus outlined AUTOSAR’s international way forward and the purpose of collaborating more closely with 3<sup>rd</sup> parties to tackle standardization together by jointly building a solid automotive development ecosystem. To cope with the abstract Vehicle OS matter, the aim is to get into an exchange with the active parties in this area, so that AUTOSAR can make the desired contribution in its domain for the definition of the technologies and thereby ensuring a smooth standardization. Accordingly, the first day was filled with presentations from international 3<sup>rd</sup> party organizations giving a foretaste on how to shape the Software Defined Vehicle of the future together.

Katherine Scott, Developer Advocate at Open Robotics, delivered the keynote presentation focusing on ROS. Afterward, ASAM presented the collaboration with focus on diagnostics and automated driving.

AUTOSAR Regional Spokesperson Jing Zhe and Shang Jin introduced CAICV/CAIFS (China Industry Innovation Alliance for Intelligent and Connected Vehicles) and the collaboration with AUTOSAR. Next, the alliance with JasPar (Japan Automotive Software Platform and Architecture) was presented by Kazuo Tsobouchi-San and the AUTOSAR Regional Spokesperson Japan, Masahiro Goto-San.

Michael Wong and Neil Trevett from Khronos presented the cooperation for safe acceleration frameworks followed by COVESA's Executive Director Steve Crumb, who also acts as AUTOSAR Regional Spokesperson North America, presenting the Common Vehicle Interface Initiative.

Lastly, David Ward as MISRA Director introduced and presented MISRA and the partnership with AUTOSAR; closed off by a speech from Christopher Hoffman, Alain Dauron and Samuel Boutin from INCOSE (International Council on Systems Engineering).

The first day was rounded off by a Panel Discussion with 3<sup>rd</sup> Party representatives and AUTOSAR Deputy Chairperson Michael Niklas-Höret on the stage.

The second day of the 13<sup>th</sup> AUTOSAR Open Conference started with an overview about the AUTOSAR organization followed by the technical overview presented by selected AUTOSAR contributors giving insights on how to apply AUTOSAR.

As the Software Defined Vehicle keeps the community alive and challenged, AUTOSAR Chairperson Rinat Asmus addressed the planned AUTOSAR Opening Strategy and included aspects to the audience. In order to manage all areas of the AUTOSAR organization towards a valuable contribution to the Software Defined Vehicle topic, the AUTOSAR organization plans to establish an open Vehicle API standard and to make parts of the AUTOSAR standards more accessible in the upcoming years. For 2022, the introduction of a new partnership type, the Premium Partner Plus Program, is planned which gives the participating Premium Partners more influence on the standard in accordance with additional obligations to fulfill. AUTOSAR plans to ease the usage of AUTOSAR in other industries for so called "derived applications" by maintaining an according positive list for its partners. As an outlook for 2023 these measures are intended to be compatible with the IoT world, and also provide a lower entry threshold for open-source organizations, universities, and startups using AUTOSAR in their according frameworks.

In his keynote, Jan Becker from APEX.AI presented synergies between AUTOSAR and ROS2. Afterward, Jan Hegewald and Jennifer Neumüller presented the status of the Classic Platform and Adaptive Platform; including common elements as part of the Foundation, which are continuously improved and enlarged.

Numerous presentations on new concepts and application scenarios were held by AUTOSAR contributing partners.

At the end of the technical presentations, members of the AUTOSAR Steering Committee and Project Leader Team were on stage giving the conference participants the chance to ask questions. The Q&A session covered extensive responses and explanations related to the organization, the standard itself and the future of AUTOSAR.

Conclusively Chairperson Rinat Asmus addressed closing words to the audience and summarized the 13<sup>th</sup> AUTOSAR Open Conference: “It was intense, interesting and impressive. It has shown that together we can create a Software Defined Vehicle that makes us capable to handle the complexity of the future.”

The vision of AUTOSAR is the base for all activities within the organization and the presentations during both event days clearly showed the progress and the directions which AUTOSAR is following hand in hand with a strong community based on responsibility and trust with more than 330 global partners.

It's safe to say, that AUTOSAR is a learning organization with sound and open discussions, advanced ideas, and concepts combined with a willingness to cooperate to achieve the common vision. Strict focus and high ambitions lead to AUTOSAR heading into the direction of being a globally established standard and methodology to enable open E/E system architecture for future intelligent mobility supporting high levels of dependability, underlining safety, and security.

The 14<sup>th</sup> AUTOSAR Open Conference is planned to take place on 11<sup>th</sup> and 12<sup>th</sup> of May in the United States.

All videos from the 13th AUTOSAR Open Conference are available for download on the [AUTOSAR website](#).

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

AUTOSAR first released its Adaptive Platform on March 31st, 2017 as a standardized integration platform for microprocessor-based electronic control units (ECU). The AUTOSAR Adaptive Platform is based on POSIX operating systems and is the ECU standard for new automotive megatrends. It provides an unique holistic AUTOSAR safety and security approach for microcontroller-based ECUs and high performance microprocessor-based ECUs throughout the whole EE-Architecture with a consistent software and methodology design. Additionally, AUTOSAR Adaptive Platform also introduces a holistic approach for updatability (over the air) throughout the whole EE-Architecture. 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 software platforms with proprietary and individual solutions.

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

The AUTOSAR Classic Platform is the well-established standardized software and methodology framework for deeply embedded electronic control units (microcontroller ECUs), which offers OEMs and suppliers a safe, secure, and stable foundation to build up their distributed software systems. By using a layered software architecture based on a methodology that configures the software stack as well as the complete communication for a given EE-Architecture, the AUTOSAR Classic Platform supports all kinds of interconnected microcontroller-based ECUs.

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

AUTOSAR (AUTomotive Open System ARchitecture) is a global partnership of leading companies in the automotive and software industry to develop and establish the standardized technical framework enabling scalable E/E system architectures for intelligent mobility. Since 2003, they have been working on the development and introduction of several open, standardized software platforms including the joining methodology 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. As AUTOSAR is open to new features in the Automotive area it will continuously adapt the standards. In addition, AUTOSAR improves cost efficiency and quality by enabling its partners to cooperate in a competitive way but on the same solution. The "Core Partners" of AUTOSAR are the BMW Group, Bosch, Continental, Daimler, Ford, General Motors, Stellantis, Toyota and the Volkswagen Group. The AUTOSAR partnership of over 330 partners play an important role in the success of the partnership and can use the standards free of charge

### **Further information**

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