

Tokyo Systems Engineering Summit December 2023

Acceleration through Smart Combination of Methodologies and People

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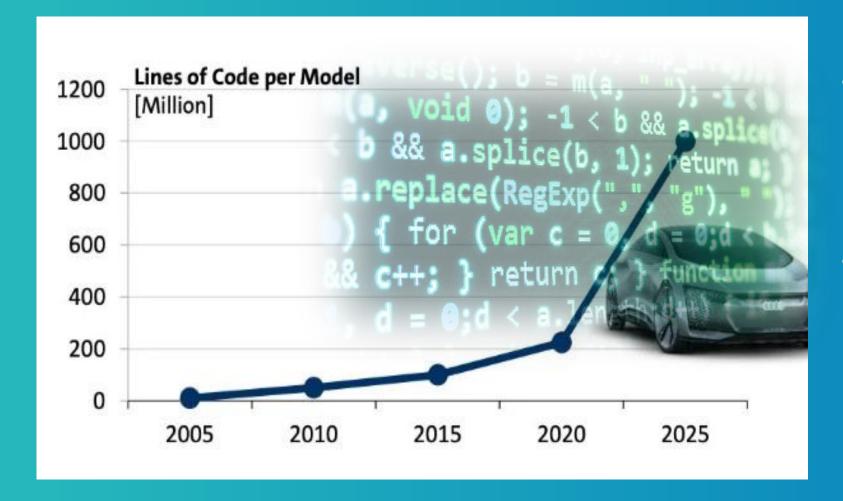
Customer in the center



Software Defined Vehicle – Why? What?



Key challenges for Software Defined Vehicle - FUTURE



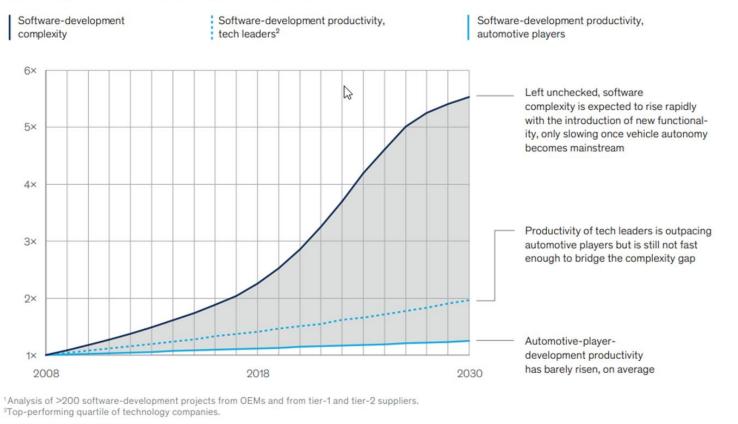
- > 200-300 million lines of code expected
- Level 5 AD driving will take up to 1 billion lines of code

Source: a slide from a 2020 presentation by Herbert Diess highlights the VW software ambition

Key challenges for Software Defined Vehicle Dev. Process

The automotive industry is confronting a widening and unsustainable gap between software complexity and productivity levels.

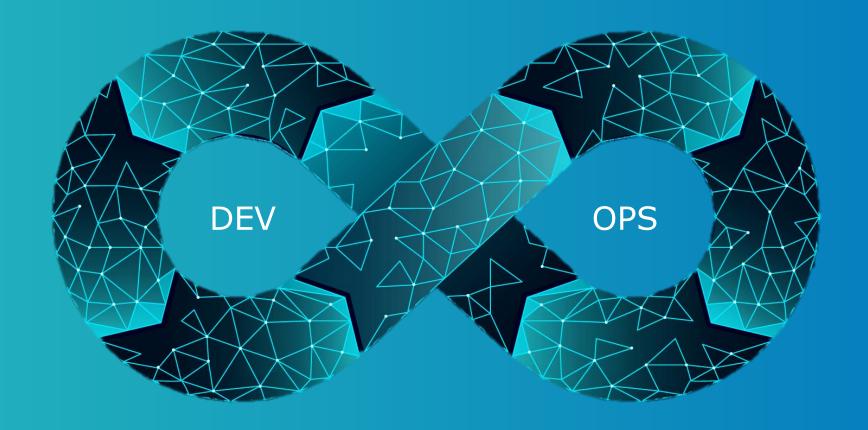
Relative growth over time, for automotive features, indexed, 1 = 2008



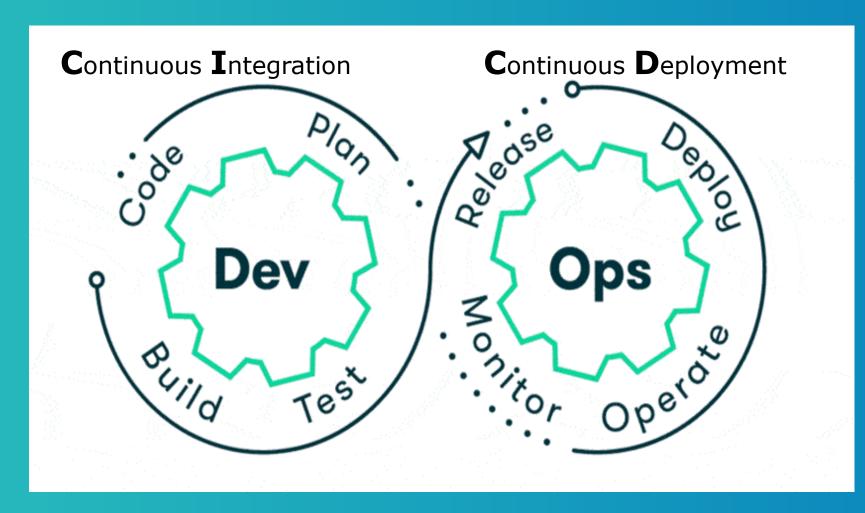
- Software Delivery
 Speed defined by
 Development Process
- Continuous Update and Deployment over Lifetime
- Cybersecurity, Risk and Variants Management until EOL

Source: Numetrics by McKinsey

What can we learn from SW development?



Requires modern software development strategies Continuous DevOps



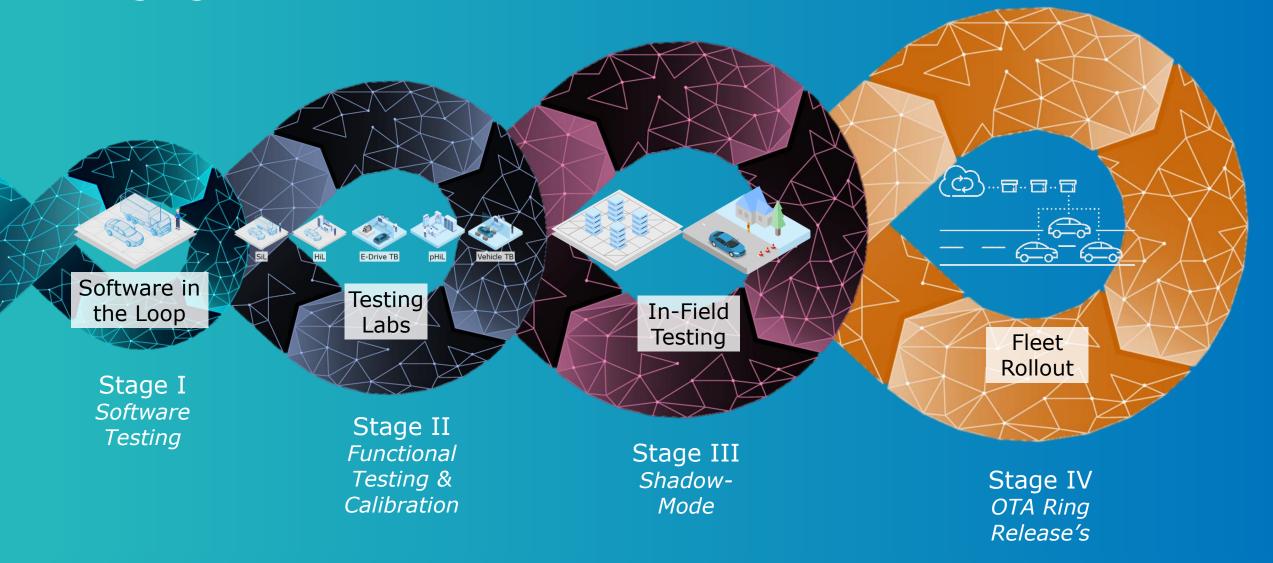
DevOps is composed by two main elements

Continuous
 Integration AND
 Continuous
 Deployment

DevOps is first of all a mentality shift

Speed | Rapid Delivery | Scalability

Staging for Software



What is the new narrative?



Testing software and HW development updates in sync with the development cycles for all vehicle variants

Reduce physical testing effort, increase flexibility and reduce costs

Conduct the right test in the correct test environment

Consistent, integrated Toolchain

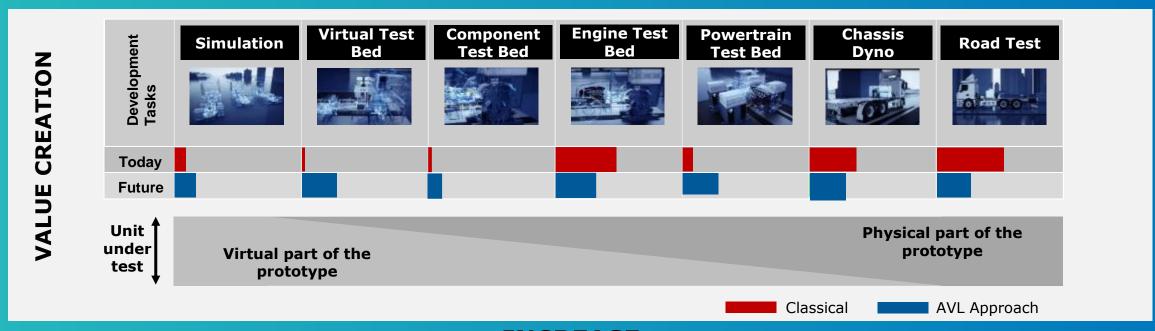


Continuous Design, Verification and Validation



Application of the concept to tangible value creation





REDUCE



By making sound decisions earlier

REDUCE



By shifting tasks in cheaper environments

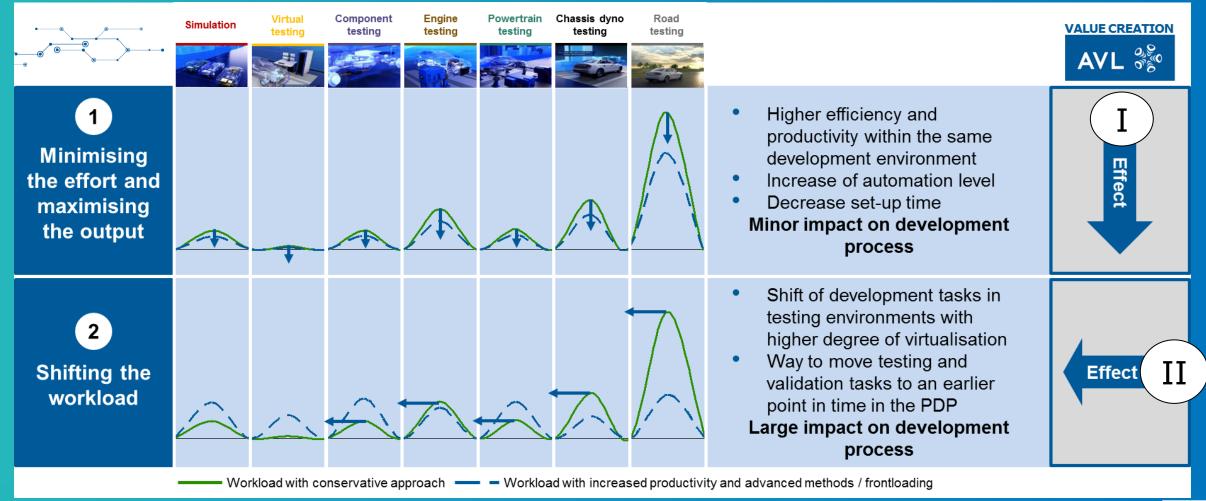
INCREASE



By increasing system knowledge earlier

- Making early, fast and sound decisions
- Bridge the best from virtual & real world
- Reuse & Ease of use
- Bringing together versatility and flexibility
- Collaboration and knowledge sharing

The AVL Value Creation Approach to maximize the Output and enable Left-Shift



HV-Integration Productivity gains in a nutshell*

Prototype vehicle only



With Integration and Powertrain Testbed usage



Approximately

28 IN-VEHICLE TEST WEEKS (8/5)

85%

LESS

PROTOTYPE VEHICLE USAGE

Approximately

IN-VEHICLE TEST WEEKS (8/5)

12 INTEGRATION TB TEST WEEKS (16/5)



Approximately

500

WEEKS REQUIRED 40%

LESS

ENGINEERING EFFORT Approximately

300

WEEKS REQUIRED Variant)

* Data from AVL

one prototype

phase (LEAD

PTE in comparison

with road testing, for

Possible Efficiency gain:
Emulation of missing components

50% Cost reduction

Reproducible & up to 24/7 automated Testing Less Prototypes & Function driven development & Testing Higher Test Coverage

Manpower shift and optimization → Frontloading

Value Creation program

Identify ways to improve process and methodology, start pilot projects and knowledge transfer

Value Creation work streams



Platform for expert discussions

Based on existing infrastructure & processes

- Start with analysis of existing workflows/ tasks
- Estimate existing effort distribution over environments
- Prioritization of tasks with highest efficiency impact



Improvement measures in specific roadmaps

- Process and organizational improvements
- Mature and advanced methodology
- Advanced tools to simplify and facilitate testing and development



Implementation and pilot projects

- Hands-on training with engineers and staff
- Training concepts
- Knowledge transfer



With AVL's staged software delivery process risk can be managed proactively

Engineering know how to support our customer within new software centric development

Combining automotive know-how with software development is key for speed

Consistent and seamless toolchains for continuous verification & validation

