

safetronic.2016 – Program overview

Status ISO 26262 2nd Edition

Dr. Jürgen Schwarz, Daimler AG, Ulm

Self-Driving Cars and the Drive Me Project

Dr. Jonas Nilsson, Dependability and Verification for Highly Automated Driving, VOLVO CAR CORPORATION, Göteborg, Sweden

How to prove the “Functional Integrity” of the intended function for automated driving systems

Hagen Böhmert, System Safety Engineer, Pierre Blüher, System Safety Engineer, Division Chassis and Safety, Continental, Frankfurt

Functional Safety for Self-Driving Cars

Dr. Rolf Johansson, SP Technical Research Institute of Sweden, Boras, Sweden

Dr. Håkan Sivencrona, Safety Program Manager, Qamcom Research and Technology, Göteborg, Sweden

Predictable and safe integration for the next generation ADAS and Autonomous Driving platforms

Dr. Kai Richter, Director UTH Engineering, Luxoft (formerly CTO Syntavision GmbH), Braunschweig

Model Based Safety Analyses using AltaRica 3.0: Application on Advanced Driver Assistance Systems

Florent MEURVILLE, Safety & Modeling Expert, Valeo Group Electronic Expertise and Development Services

SW Safety Analysis at SW architectural level – challenges and solutions from an OEM perspective

Dr. Axel Dold, Research & Development, Safeguarding Hard- & Software, Daimler AG, Sindelfingen

Pascal Montag, Safeguarding Hard & Software, Daimler AG, Sindelfingen

ISO 26262 - DFA in Practice

Dr. Pierre Metz, Senior Expert Functional Safety, Brose Fahrzeugteile GmbH & Co. KG, Bamberg

Truck applications with trusted, but not proven-in-use legacy: how to achieve an upgrade

Wolfgang Mickisch, Managing Consultant, FSC Automotive, Berlin

Dr. Bernhard Bauer, Member of Assessor Council Functional Safety, Hella KGaA Hueck & Co, Würzburg - Lippstadt

Nagamani Pathuri, Product Engineer, ZF-TRW, Indianapolis, USA

Functional Safety Assessment

Marcus Rau, Competence Center Functional Safety, SGS-TÜV Saar GmbH, Munich

ISO 26262 objectives orientation for confirmation measures including assessments

Richard Krüger, Integrated Safety - Use and Functional Safety, BMW Group, Munich

An example of a safe & secure software architecture for highly automated driving

Robert Leibinger, Product Owner for Functional Safety Solutions, Car Infrastructure Division, Martin Böhner, Product Owner for Embedded Security Solutions, Car Infrastructure Division, EB, Erlangen

Ensure Safety & Security with the usage of an operating system with segregation kernel as
"Safety Element out of Context" (SEooC)

Sven Nordhoff, Director Certification, SYSGO AG, Mainz

Absolute HW Metrics: The Illusion of Objectivity

Carsten Gebauer, Robert Bosch GmbH, Stuttgart

Speed Speak: Inside View of an Safety Manager

Peter Lascych, Principal Technical Expert (Functional Safety Management), Continental Division Powertrain,
Berlin