ADAS
& AUTONOMOUS VEHICLE
TECHNOLOGY SUMMIT
★ NORTH AMERICA ★

AUGUST 27 & 28, 2025
SAN JOSE, CA, USA

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San Jose McEnery Convention Center will once again play host to ADAS & Autonomous Vehicle Technology Summit, the international event for leaders in ADAS, automated driving and convergent technologies

By **Charlotte Iggulden**

Returning to San Jose this August, ADAS & Autonomous Vehicle Technology Summit North America will showcase the latest products, technologies and services from across the advanced mobility ecosystem to accelerate scalable end-to-end product development and deployment, improve quality and safety and reduce costs.

It's the essential event for those wanting to maintain their competitive edge by keeping pace with innovation, technological advances and regulatory changes in a rapidly evolving industry.

Visitors can see cutting-edge developments in ADAS/AV software and hardware, processing, testing tools, artificial intelligence and V2V/V2X, with industry experts on hand from Segments.AI, Oxford Technical Solutions, Xylon, RunSafe Security, Rohde & Schwarz, LaVision, AB Dynamics, Deepen AI, Deontic and more, from the big players to the startups.

Meanwhile, the conference (rates apply) will host 50+ speakers from OEMs, regulators and tech innovators, who will discuss the key topics concerning the development and testing of safe autonomous driving and ADAS technologies. Contributors will include **Waymo, Plus, Zoox, Carnegie Mellon University, Torc Robotics, Uber, AWS, IBM, CA DMV, PAVE, Woven by Toyota, GM and Nissan.**

Read on for some highlights of what's in store in San Jose on August 27 & 28…

New for 2025

OPEN TECH FORUM
August 27 & 28

Hear industry experts present innovative concepts, prototypes and future trends in ADAS and autonomous vehicle development

WORKSHOP: SPECIFYING AN ODD
August 28

Learn how to specify the ODD in a machine-readable and human-interpretable fashion

Register now for your free event pass!

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AUGUST 27 & 28, 2025, SAN JOSE, CA, USA

Liquid-cooled sensor fusion for harsh environments

Crystal Group

Crystal Group will demonstrate its AVC0600 in action at the expo. This liquid-cooled, IP67 fully sealed system delivers GPU-driven onboard AI that can operate in the harshest conditions – in-vehicle and edge-deployed in scorching heat, intense humidity and unrelenting vibration.

The AVC0600's precision liquid cooling system enables sensor fusion and inferencing for ADAS and autonomous machines – from off-road defense platforms to commercial fleets – while running GPU-intensive workloads without throttling. The compact, 330mm-deep, 18kg chassis with dual U.2 NVMe, flexible I/O and 18-36V DC rugged power can be dropped straight into tactical vehicles or commercial testbeds.

BOOTH: 4025

Next-generation ADAS testing solutions

AB Dynamics

AB Dynamics will showcase an array of ADAS testing technologies at the expo, with LaunchPad Spin and GTC Remote taking center stage.

The GTC Remote is a ruggedized handheld controller designed to streamline ADAS testing by removing the need for a static base station. Ideal for single-target VRU scenarios, it improves test efficiency through its portability, simplified workflows and quick deployment capabilities.

The LaunchPad Spin is a highly maneuverable ADAS target platform designed to replicate challenging urban test scenarios. With torque vectoring drive and a 360° steerable front wheel, it replicates unpredictable behavior, such as a pedestrian doubling back or weaving between obstacles. The platform supports a range of VRU targets, reaches 30km/h and accelerates at 3m/s².

Also featured will be the Halo, AB Dynamics' most versatile steering robot, and a selection of ADAS targets developed by sister company and co-exhibitor DRI, including the Soft Motorcycle 360 and Soft Bicycle 360.

BOOTH: 4080

SPEAKER SPOTLIGHT

Joy Carpio, autonomous systems researcher, Nissan Advanced Technology Center, Silicon Valley

NISSAN

DAY 1, AUGUST 27, ROOM 1

Cooperative driving automation for congestion management: A field study for Highway I680 in California

The Cooperative Driving Automation Phase II project implemented a hierarchical controller integrating a cloud-based speed planner with onboard driving automation controllers. Conducted as a field test on I-680N traffic in California, a fleet of connected and automated vehicles applied real-time speed advisories to preempt shockwaves and reduce stop-and-go behavior. Key performance metrics – including hard-braking events, time-to-collision (TTC) occurrences, acceleration variability and stoppage time – demonstrated significant improvements: up to an 85% reduction in intense braking, elimination of sub-two-second TTC events, 20% smoother driving speed fluctuation, and a 70% drop in near-stop time. Results validate this approach's feasibility and safety benefits for real traffic smoothing.

This presentation will cover understanding the hierarchical CCM system combining cloud speed planner with local vehicle controllers; recognizing measured safety gains – up to 85% reduction in hard-braking events; appreciating key performance metrics – time-to-collision, acceleration distribution and stoppage time; and learning implications for scaling CCM – macroscopic impact and recommendations for broader deployment.

DEDICATED CONFERENCE* FEATURING 50+ SPEAKERS
*RATES APPLY

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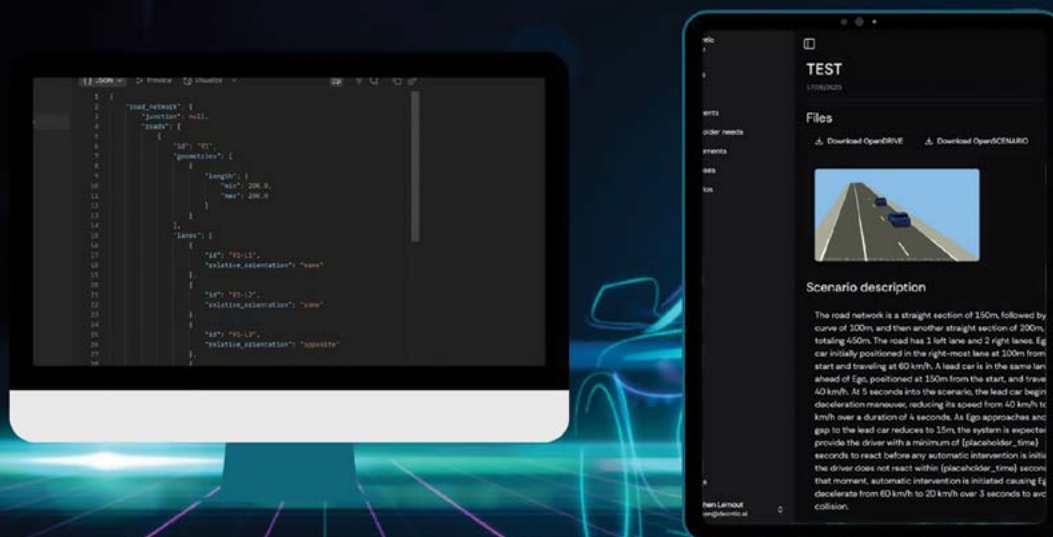
Accelerated ODD validation

Deontic

Deontic is a generative AI platform that revolutionizes the validation and certification of autonomous systems. Tailored for the complex demands of the autonomous driving industry, it accelerates operational design domain (ODD) validation through advanced natural language processing, agent-based automation and deep integration with numerous simulation tools and standards such as OpenScenario and OpenDrive.

At the heart of Deontic's solution is its ability to transform high-level, often ambiguous natural language requirements into clear, testable, compliant simulation scenarios. This enables companies to move from manual ODD validation processes – often taking up to 60 days per ODD – to automated workflows requiring just six working days.

Deontic's value lies in its ability to integrate seamlessly with existing validation pipelines, reduce dependency on large engineering teams and provide traceable, repeatable and regulatory-ready outputs. Currently in beta, Deontic positions itself as the foundational platform for certifying all forms of 'physical AI' beyond just vehicles, spanning drones, robotics and industrial automation and paving the way for safer autonomous technology at scale.

Find out more from the company's experts at the show.
BOOTH: 2035

Optimizing image quality for autonomous driving

LaVision

Increasingly sophisticated ADAS needs to be able to detect objects at greater distances on the highway to ensure safety when cruising at higher speeds, meaning cameras for this purpose need lenses with a longer focal length. However, the optical quality of the windshield and the reduction in contrast can have a negative impact on the camera image quality.

The LaVision Glass-SFR inspex system provides pointwise measurements of the spatial frequency response (SFR) of a windshield in the camera's field-of-view to characterize the optical quality of the lens/windshield combination. The high-resolution camera-based system uses a large number of SFR targets to enable the analysis of different viewing angles through the windshield
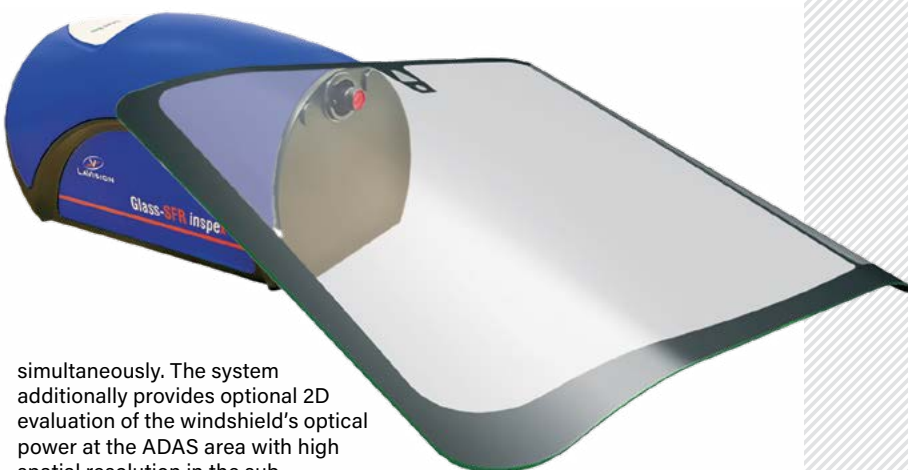
simultaneously. The system additionally provides optional 2D evaluation of the windshield's optical power at the ADAS area with high spatial resolution in the sub-millimeter range.

The flexible usage of customer ADAS lenses with LaVision's Glass-SFR inspex system offers the analysis of different lens and windshield combinations at an early stage and helps drastically reduce development time. Visit the team in San Jose to find out more.
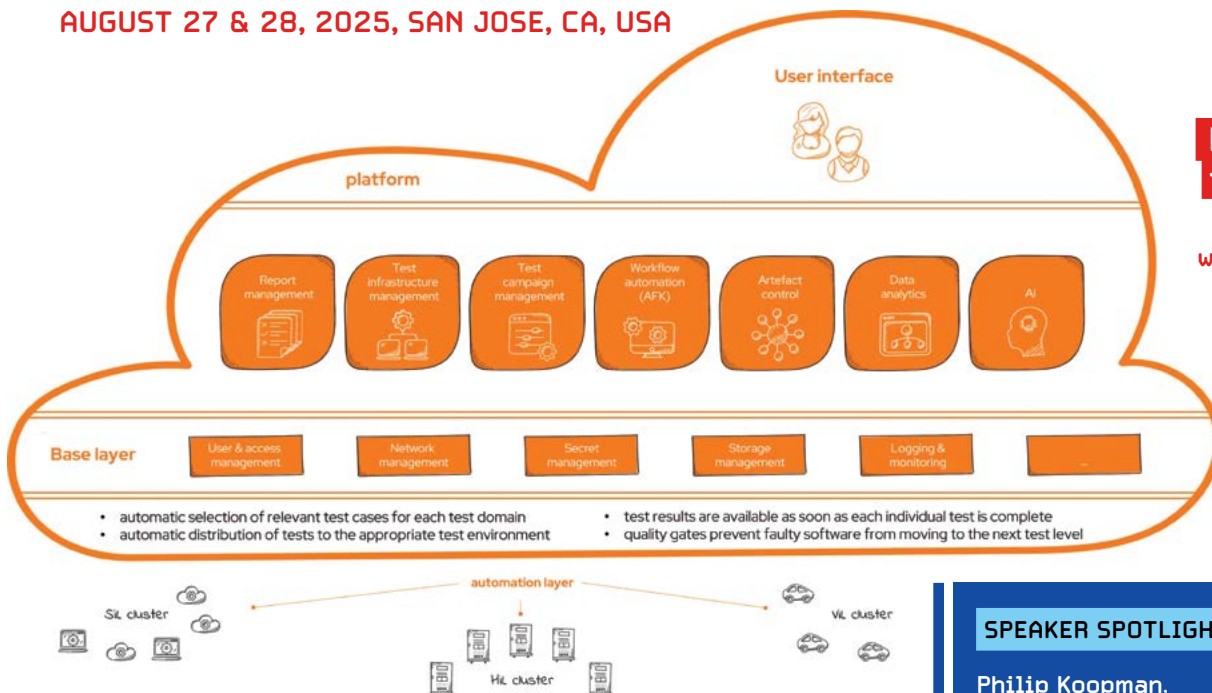**BOOTH: 3035**

- automatic selection of relevant test cases for each test domain
- automatic distribution of tests to the appropriate test environment
- test results are available as soon as each individual test is complete
- quality gates prevent faulty software from moving to the next test level

E2E automation platform for CI/CD for functional software testing

tracetronic

Traditional software testing in embedded systems has followed a V-shape model for many years, where testing on the unit, integration and system levels is typically initiated only after the development stages are complete. This approach ensures traceability and validation at each level; however, the effects of testing later can increase OEM costs and delay developer feedback, leading to delayed time-to-market.

At the expo, tracetronic will showcase how it enables OEMs and Tier 1s to test earlier in the development process. one:cx empowers teams to shift left by streamlining continuous testing, rapid feedback, high automation and full traceability across all stages of the development process. This approach promotes early detection of software defects, faster iterations and greater adaptability to changing system requirements. With a modular foundation, the tracetronic platform enables seamless integration, allowing engineers to use the best tool for each stage of development – MIL, SIL, HIL and VIL.

BOOTH: 1020

Next-gen eCall conformance testing

Keysight

Keysight will be showing its E6950B conformance test solution designed to validate in-vehicle emergency call systems across Pan-European eCall, ERA-GLONASS and Next Generation (NG) eCall standards. It's designed to deliver fully automated, end-to-end testing – simulating public safety answering points (PSAPs), cellular networks and GNSS environments – to ensure compliance with CEN 17240 and ETSI 103 683.

Now certified by DEKRA for NG eCall PSAP functionality, the E6950B supports IMS/SIP-based NG eCall, offers optional audio quality analysis (PESQ/POLQA) and operates independently of live mobile networks. This enables OEMs and Tier 1 suppliers to accelerate development cycles while ensuring robust emergency communication capabilities.

With its modular architecture and seamless integration with Keysight's UXM5G and PathWave Test Automation, the E6950B empowers engineers to meet evolving regulatory demands and enhance vehicle safety in today's increasingly connected world.

BOOTH: 3000

Philip Koopman, associate professor, Carnegie Mellon University

DAY 1, AUGUST 27, ROOM 1

Understanding self-driving vehicle safety

Removing the human driver fundamentally changes what we actually mean by acceptable safety. A simplistic 'safer than human driver' positive risk balance approach must be augmented with additional considerations regarding risk transfer, negligent driving behavior, standards conformance, absence of unreasonable fine-grain risk, ethics and equity concerns. Current standards frameworks and accompanying definitions are likely to be inadequate to ensure safety due to implicit assumptions that are violated when the human driver is removed. A framework relates risk to acceptable safety in a way that is applicable to all autonomous systems.

Prof. Koopman will look at why positive risk balance will not give socially acceptable safety, examples of safety issues in the news beyond positive risk balance, and how to define acceptable safety for at-scale deployments.

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Software erosion prevention in safety-critical ADAS

Qt Group

As ADAS and autonomous vehicle software grows more complex, so does the risk of software erosion (also known as technical debt), including dead code, architectural drift and compliance gaps. At this year's expo, Qt Group will demonstrate why Axivion Suite is trusted by numerous leading automotive companies to help their engineering teams eliminate these issues early.

Axivion's Static Code Analysis and Architecture Verification solutions provide deep visibility into C, C++, C# and CUDA codebases, ensuring that safety standards including ISO 26262 and MISRA are continuously enforced. Axivion automates detection of unreachable code, clones and deviations from intended architectures, helping developers pinpoint the issues that cause

technical debt to accumulate. It also offers metric monitoring, defect analysis and cycle detection.

For developers building next-generation ADAS features, Axivion's Architecture Verification supports clean, maintainable software architectures that scale across platforms and projects. For safety and compliance engineers, its Static Code Analysis is certified for use in safety-critical environments and offers detailed traceability, simplified audits and peace of mind.

Visit Qt Group's booth to get a live demonstration of how Axivion can be used to support long-term maintainability, faster certification, and the development of safer, more reliable ADAS.

BOOTH: 3030

SPEAKER SPOTLIGHT

Sathyasheelan Santhanam, hardware engineer, Torc Robotics

DAY 1, AUGUST 27, ROOM 1

Blocked force and sound power requirements for AV sensors

This presentation will introduce the concept of blocked force in NVH testing, a key metric representing the vibratory force that a lidar sensor exerts on an infinitely rigid mount. It serves as a standardized indicator of structure-borne vibration emissions, with higher values signaling greater potential to induce noise and interfere with surrounding components. Santhanam will outline relevant measurement standards that suppliers may be required to follow prior to sourcing, enabling more informed decisions in sensor integration for automotive applications. He will also cover the concept of blocked force and its importance in quantifying structure-borne vibration from lidar sensors in NVH analysis; how high blocked force values can impact sensor integration, potentially affecting noise levels and surrounding component performance; and insights into standardized measurement techniques and supplier requirements to evaluate blocked force before sourcing lidar systems.

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GNSS-denied navigation

OXTS Ltd

Sensor fusion is key to unlocking the potential of GNSS-denied navigation. Urban canyons and tunnels have gotten in the way of reliable, consistent and accurate data collection for far too long. Whether to validate an ADAS sensor or enable autonomous navigation, the challenge remains the same: No GNSS equals inaccurate data.

However OXTS will demonstrate how it is breaking down the barriers to entry in these environments with WayFinder – a single, multi-sensor fusion navigation platform. Engineered to use existing infrastructure, for example buildings, to constrain position drift in challenging GNSS conditions, WayFinder is paving the way for accurate data collection in any environment.

Whether you want to use a single platform for data collection, or enhance your existing OXTS investment, stop by Booth 4065 to learn more.

BOOTH: 4065
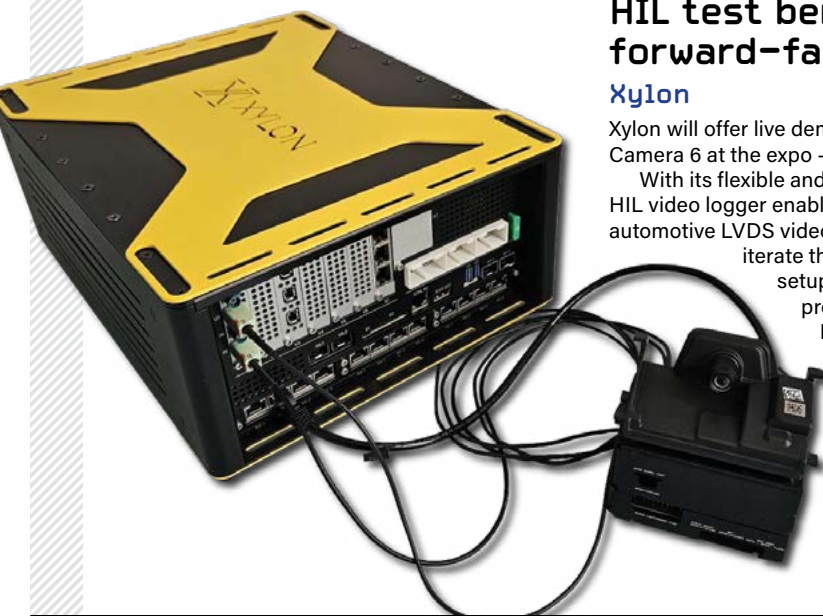
HIL test bench for ZF's forward-facing Smart Camera 6

Xylon

Xylon will offer live demonstrations of its HIL setup for ZF's forward-facing Smart Camera 6 at the expo – using raw and synthetic sensory data.

With its flexible and modular architecture, Xylon's LogiRecorder 3.5 automotive HIL video logger enables replay of all ZF smart camera interfaces, including the automotive LVDS video, CAN and ethernet data. It enables ZF engineers to iterate through different HIL simulation scenarios in a laboratory setup, and inject recordings into the ZF smart camera's vision processor while simultaneously recording the Mobileye EyeQ6L-generated debug data.

HIL simulations with synthetically generated data offer better controllability and more economical testing, requiring fewer test-driven miles. The LogiRecorder enables the ZF simulation and test teams to stimulate their smart camera with synthetic data generated in a preferred simulation environment. Synthetic simulations provide developers with the freedom to test corner-case traffic situations until the control algorithms are fully perfected.

BOOTH: 2030

Label QA bottleneck solution

Deepen AI

Faulty labels can halt an entire vision program, yet most teams still hunt for errors frame by frame. Deepen Validate is designed to remove that pain. The latest release merges auditing, validation and automated checks in a single console, on-prem or in the cloud. Smart sampling highlights the small fraction of data most likely to hide issues, while built-in detectors flag misclassifications, duplicates and drift as they happen. Deepen Validate turns label quality from a last-minute scramble into a continuous, confident development step. It adds to Deepen AI's data stack, which also delivers annotation, calibration, anonymization and simulation tools for safety-critical perception teams. Meet the team in San Jose to find out more.

BOOTH: 1030
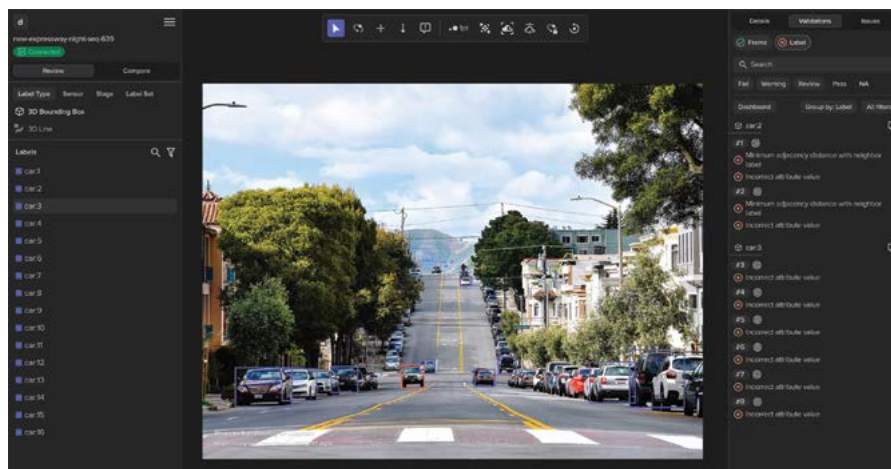
Motorcycle and bicycle soft targets

DRI

DRI will be using the ADAS & Autonomous Vehicle Technology Summit to unveil the Soft Motorcycle 360. Designed for high-speed, high-accuracy testing, this powered two-wheeler target reaches speeds up to 80km/h and meets Euro NCAP 2023 motorcycle test protocols. Built with modular foam construction, it delivers safe impact performance, durability and repeatability, aligning with ISO 19206-5 draft standards.

Also featured is the Soft Bicycle 360, the latest addition to DRI's Soft Target 360 family. Engineered to simulate realistic cyclist behavior in complex urban and intersection scenarios, it includes articulated limbs, lightweight modular foam, and a rubberized skin to minimize vehicle damage. It integrates seamlessly with leading test platforms, including AB Dynamics' LaunchPad range, and supports synchronized motion for precise scenario replication.

DRI will be co-exhibiting with sister company AB Dynamics, and will showcase the latest VRU testing solutions, including LaunchPad Spin and GTC Remote, built to meet the evolving demands of global ADAS and AV testing.

BOOTH: 4080

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CONFERENCE PLANNER

»» Through a mix of keynote presentations, live panel discussions, workshops and the latest case studies, the dedicated conference (rates apply) at ADAS & Autonomous Vehicle Technology Summit North America in San Jose, California, will provide one of the best networking and intelligence-gathering opportunities of the year.

Hear firsthand from the engineers and experts shaping the future, with exclusive insights from real-world deployments and pilot projects, through to the most advanced AI and simulation showcases, as well as the latest standards and regulations. With ample opportunity for questions, it's a great way to progress your program and knowledge in just a few days!

See the full program on page 9.

WORKSHOP: SPECIFYING AN ODD

DAY 2, AUGUST 28, ROOM 2

Participants will learn how to specify the ODD in a machine-readable and human-interpretable fashion, and how to analyze real-world conditions and exclude unsuitable ones. The workshop will also reveal the use cases and data required to support ODD evaluation, and include discussion of the various technologies and data sources involved. Finally, it will cover how to use these definitions in simulation toolchains to determine the impact of specific capabilities.

Edward Schwalb, consultant, Schwalb Consulting

PANEL DISCUSSION
DAY 2, AUGUST 28, ROOM 1

AVs and public acceptance: How can engineers help ready the public for widespread deployment?

- **Dave Tokic**, VP of corporate development at Torc Robotics
- **Stephen Hayes**, VP of autonomous, fleets and driver operations, Lyft
- **Francesca Favarò**, head of safety best practices at Waymo
- **Katelyn Magney-Miller**, communications director at PAVE

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SAFETY-CRITICAL EVENTS RECREATED

DAY 1 WEDNESDAY, AUGUST 27

9am - 12.25pm Safely deploying ADAS and autonomous vehicle technologies – challenges and innovations

ROOM 1

Moderator
Bodo Seifert, senior automotive functional safety engineer and practice lead, TÜV Rheinland of North America, USA

9am - Presentation details to follow soon
Vivetha Natterjee, autonomous vehicle safety specialist, Zeekr Technology Europe, Sweden

9.25am - Understanding self-driving vehicle safety
Prof. Philip Koopman, associate professor, Carnegie Mellon University, USA

10.15am - Break

10.45am - Safety considerations for personal autonomous vehicles (PAVs)
Shelly Chaka, executive director, safety assurance for effective autonomous driving software, GM, USA

11.10am - Evolving safe mobility at Woven by Toyota
Dr Carrie Bobier-Tiu, director of engineering, head of behavior, AD/ADAS, Woven by Toyota, USA

11.35am - Cooperative driving automation for congestion management: a field study for Highway I680 in California
Dr Joy Carpio, autonomous systems researcher, Nissan Advanced Technology Center, Silicon Valley, USA

12pm - Reading the road: scalable, perception-driven mapping of road infrastructure quality
Sahith Reddy Chada, research engineer, Honda Research Institute, USA

12.25pm - Lunch

2pm - 5pm Standards, regulations and legal issues

ROOM 1

Moderator
Katherine Sheriff, lead, mobility and transportation industry group, Davis Wright Tremaine, USA

2pm - Autonomous vehicles – California regulatory overview
Miguel Acosta, chief, Autonomous Vehicles Branch, CA DMV, USA

2.25pm - Ruby slippers and AV regulation: did we have the tools we needed all along?
Joshua Wilkenfeld, senior director, regulatory, emerging technology, Uber, USA

2.50pm - ASAM's growing standardization landscape: from ODD and materials to testing and quality
Marius Dupuis, CEO, ASAM, Germany

3.15pm - Break

3.45pm - Blocked force and sound power requirements for AV sensors
Sathyasheelan Santhanam, hardware engineer, Torc Robotics Inc., USA

4.10pm - Practical example of how to prevent an ADAS AI/ML poisoning attack using ISO TR 5469
Bodo Seifert, senior automotive functional safety engineer and practice lead, TÜV Rheinland of North America, USA

4.35pm - Biometrics to geolocation: sensitive data in connected and autonomous vehicles
Steven Wernikoff, partner, Honigman, USA

9am - 5pm Developments in AI, architecture and software

ROOM 2

Moderator
Marc Amblard, managing director, Orsay Consulting, USA

9am - Safe machine learning in automotive
Rinat Asmus, vice president - software-defined vehicle, Tata Technologies, USA

9.25am - The foundation of trust: advanced safety in the software-defined vehicle era
Javed Khan, president of software and advanced safety and user experience, Aptiv, USA

9.50am - Evolution of AI and system architectures for automated driving
Rajat Sagar, vice president, product management, Qualcomm Technologies, USA

10.15am - Break

10.45am - SDV – connecting the dots between research and current development
Khaled Alomari, manager - software defined vehicle, MHP - A Porsche Company, Germany

11.10am - AI for ADAS/AD needs a solid data platform
Chris Maestas, CTO for data and AI storage solutions, IBM, USA

11.35am - Driving ADAS innovation and time-to-market through the use of GenAI
Ramya Winstead, global tech leader, high-performance computing and GenAI, Amazon Web Services, USA

12pm - Presentation details to follow soon
Esti Mor Yosef, senior program manager, Microsoft, USA

12.25pm - Lunch

Moderator
Rinat Asmus, vice president - software-defined vehicle, Tata Technologies, USA

2pm - Navigating bottlenecks: infrastructure lessons from AV ML systems
Yashovardhan Chaturvedi, machine learning engineer, Torc Robotics, USA

2.25pm - AI model deployment and optimization in autonomous driving
Yuchuan Gou, machine learning engineer, Zoox, USA

2.50pm - Reimagining autonomous trucking with VLMs and end-to-end models
Anurag Paul, staff research engineer, Plus, USA
Inderjot Saggu, staff research engineer, Plus, USA

3.15pm - Break

3.45pm - Scaling autonomy verification with determinism and development traceability
Anup Pemmaiah, senior director of engineering, Apex.AI, USA
Xingjian Zhang, head of growth, director, Apex.AI, USA

4.10pm - Driving certainty: recomputability for safe and secure ADAS
Dr Stuart Mitchell, senior embedded software specialist, ETAS, USA

4.35pm - Building safe and scalable AI for the autonomous driving future
Speaker TBC, Wayve, UK

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DAY 2 THURSDAY, AUGUST 28

9am - 12.25pm Safety innovations and best practices for their development and deployment

ROOM 1

Moderator
Katelyn Magney-Miller, communications director, PAVE, USA

9am - Safety and security: key to increasing the public perception of autonomous vehicles
Stephen Olsen, principal field application engineer, QNX, USA

9.25am - Waymo Driver safety and deployment readiness – methodologies and criteria for absence of unreasonable risk
Francesca Favaro, head of safety best practices, Waymo, USA

9.50am - Panel discussion - AVs and public acceptance – how can engineers help ready the public for widespread deployment?
Dave Tokic, VP of corporate development, Torc Robotics, USA
Stephen Hayes, VP of autonomous, fleets and driver ops, Lyft, USA
Francesca Favaro, head of safety best practices, Waymo, USA
Katelyn Magney-Miller, communications director, PAVE, USA

10.40am - Break

11.10am - AV metrics framework supporting an autonomous vehicle safety case
Vishal Shanbhag, senior systems engineer, Plus, USA

11.35am - Mapping the future: how real-time location powers autonomous vehicles
Mohini Todkari, senior developer evangelist, Here Technologies, USA

12pm - A data-driven safety evaluation framework for highly automated driving
Dr Sagar Behere, vice president of safety, Foretellix, USA

12.25pm - Lunch

1.30pm - 4.30pm Real-world, proving ground and integrated virtual testing

ROOM 1

Moderator
Michelle L Kuykendal, principal engineer, Exponent, USA

1.30pm - Using simulation to estimate autonomous vehicle safety performance: recent advances and outstanding issues
Soheil Sohrabi, senior risk assessment engineer, GM, USA
Amitai Bin-Nun, director of safety, Foretellix, USA

1.55pm - GoMentum Station testing ground site and services
Kevin Romick, executive director of next-generation mobility, facility operator, GoMentum Station, USA

2.20pm - Traffic rule compliance assessment for autonomous vehicles
Ching-Yi Chen, technical consultant, Smart Mobility Living Lab, TRL, UK

2.45pm - Break

3.15pm - Reframing lidar: lessons from China's deployment for the global ADAS
Peipei Zhao, president, North America, RoboSense, USA

3.40pm - Autonomy by design: real-world lessons shaping the roboshuttle vision
Dr Joonwoo Son, chairman, Sonnet Co. Ltd, Korea

4.05pm - Vehicle automation evaluation: a practical perspective toward testing
Loren Stowe, senior researcher, Virginia Tech Transportation Institute, USA

9am - 12.25pm Developments in ODDs and scenarios, simulation, validation and in-the-loop testing

ROOM 2

Moderator
Dr Edward Schwalb, consultant, Schwalb Consulting, USA

9am - ADAS sensor technology – testing at the edge of edge cases
Michelle L Kuykendal, principal engineer, Exponent, USA

9.25am - Objectifying safety for automated driving: defining the stopping criteria through a leading indicators approach
Dr Siddartha Khastgir, head of safe autonomy, WMG, University of Warwick, UK

9.50am - Accelerating automated vehicle validation with OpenX: benefits and implementation insights
Michael Peperhowe, director, simulation models and scenarios, dSpace, Germany

10.15am - Using system-level tests to reduce development cost for vehicle connectivity and ADAS/AV functionality
Ram Mirwani, senior group manager, business development, automotive, Rohde & Schwarz, USA

10.40am - Break

11.10am - Workshop – Specifying an ODD
Dr Edward Schwalb, consultant, Schwalb Consulting, USA

12.25pm - Lunch

1.30pm - 4.30pm Developments in AI, architecture and software – continued

ROOM 2

Moderator
Tim Foster, senior solution consultant, ETAS Inc., USA

1.30pm - Overcoming network and interoperability challenges in software-defined vehicles
Marty Gubow, TSN program manager, Keysight Technologies, USA

1.55pm - Qualification of AI/ML systems and interfacing devices

Alex Lim, lead field application engineer, LDRA, USA

2.20pm - Solving the challenge of software interoperability in ADAS and AV
Rajive Joshi, systems architect, principal solution architect, Real-Time Innovations (RTI), USA

2.45pm - Break

3.15pm - Continuous delivery is the empowering factor to ADAS and AD success
Florian Rohde, managing partner, iprocess, USA

3.40pm - Panel discussion - Challenges and opportunities presented by OTA updates for ADAS and AD development
Dr Sven Beiker, external advisor, SAE International, USA
Florian Rohde, managing partner, iprocess, USA
Kristofer Smeds, CTO, Sibros, USA

*This program may be subject to change

*Rates apply