



EAEC Issue 5 • August 2009

news

Newsletter to the Members of
EAEC Automotive Engineers' Societies

Dear President,
Dear Secretary,
Dear Members of the National EAEC Societies,
Dear Friends and Colleagues,

In the 5th issue of the EAEC Newsletters, I present information about European events in the second half of the year 2009. Here you can find, in some cases, a short outline of the contents and the addresses where you can receive the proceedings. All this information can be found in the column "*Post Congress Information*".

There is no doubt that the main event of our EAEC family was the

**12th European Automotive Congress: EAEC 2009, Bratislava, Slovak Republic
29 June to 1 July 2009**

A summary of this event will be given in this issue.
The end of an EAEC Congress is always the beginning of the next one.
In this issue, please find the very first announcement of the

**13th European Automotive Congress: EAEC 2009, Valencia, Spain
14 to 16 June 2011**

We can also express our congratulations to two prominent persons of the automotive world, Dr. Saito and Prof. Lenz. More details please find in the column "*Congratulations*".

Should there be persons in your society, who are honoured or celebrate a special birthday, please let me know. I am also looking for anniversaries of your society. The 30-year anniversary of the Austrian Society is mentioned in this issue.

In September, there starts the "*Autumn Season*" of the European automotive events. If there are events related to the automotive technology in your country which are not on my list, please let me know. I will put them on an updated list in the next issues and on the EAEC homepage.

The "*Historic Corner*" continues the information about the development of steam-powered vehicles in England in the first half of the 19th century.

May I draw your attention to the next FISITA World Congress to be held in Europe:

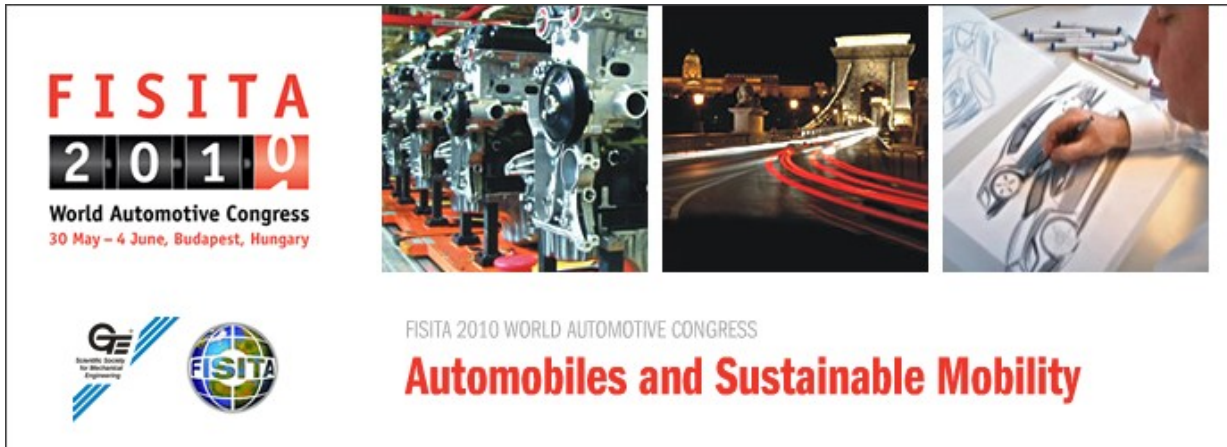
FISITA 2010 Congress; Budapest, Hungary, 30 May to 4 June 2010

In this Newsletter, please find more information about this event.

Brigadier ret. Prof. Günter Hohl
EAEC President
Vice President FISITA Europe

Next year there is another important automotive meeting:

<http://www.fisita2010.com/>



FISITA
2010
World Automotive Congress
30 May – 4 June, Budapest, Hungary

FISITA
2010 WORLD AUTOMOTIVE CONGRESS
Automobiles and Sustainable Mobility

The biennial FISITA Congresses provide excellent opportunities for automotive experts to present the latest technologies and to exchange information in the field of automotive and related industries.

In cooperation with FISITA, GTE has embarked on a number of activities to ensure that it holds a successful conference.

The goal is to make the FISITA 2010 Congress a forum for the latest achievements of the automotive industry.

Important dates are:

30 September 2009

Notification to author

31 October 2009

Publication of the Preliminary Programme & registration form

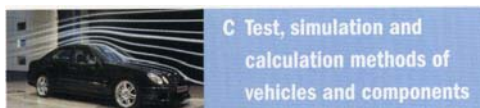
15 March 2010

Deadline for submission of final paper

30 May - 4 June 2010

FISITA 2010 Budapest

The Congress Topics are:





G Vehicle standards,
regulations, legislation



H Efficient production and
operation of vehicles and
components

The FISITA 2010 Congress will take place in the same area as the EAEC 2007 Congress, but with additional space for lectures and exhibition. The location is the new part of the Technical University of Budapest, near the River Danube, with excellent opportunities for Congresses.



The end of an EAEC Congress is the very beginning of the next EAEC Congress, will be organized by our Spanish friend in STA.

EAEC 2011 Congress



VALENCIA 2011
**13th EAEC European
Automotive Congress**

TIME: Tuesday 14th to Friday 17th of June 2011

THEME: The Automobile in the Second Decade:
"Sharing all Energetic Solutions"

  <http://www.stauto.org>

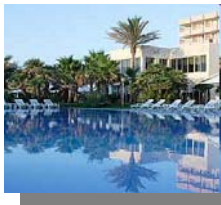
	Monday 13 th	Tuesday 14 th	Wednesday 15 th	Thursday 16 th	Friday 17 th
09:00h 13:00h		Opening Ceremony Plenary Session	Technical Sessions Technical Sessions	Technical Sessions Closing Plenary Session	Executive FISITA
13:00h 14:30h		Lunch	Lunch	Buffet	Lunch
14:30h 18:00h		Technical Sessions	Technical Sessions	FISITA Committee EAEC Council	FISITA Council
20:00h 22:00h	Welcome	Cultural Encounters	Congress Dinner	FISITA Meeting Informal Dinner	FISITA Dinner

The EAEC 2009 Congress will take place at the:

Universidad Politécnica de Valencia
 Auditorium: 400 people
 Amphitheatre: 100 people
 Simple hall: 40-45 people
 Double hall: 80-85 people



The Technical University of Valencia is located in a big campus in an American style, with all room and administration facilities for middle sized congresses. A bus transfer from the hotels will be provided,



Post Congress Information

The main events of EAEC in this year was the.





Europe in the Second Century of Auto-Mobility

29 June to 1 July 2009
Bratislava, Slovakia

On behalf of EAEC, I would like to express my warm thanks to SAITS and its President Prof. Lesinsky, who was Chairman of this Congress for organizing and hosting the EAEC 2009 Congress and the EAEC Council Meeting. It was not easy for him to do this excellent job under such difficult circumstances in times of a worldwide financial and economic crisis.

This EAEC 2009 Congress was more than a regional event. This Congress was open for engineers, experts and participants from Europe and abroad. The high number of lecturers and participants from countries outside of Europe showed the international character of this congress.

The biennial EAEC Congress in Bratislava provided excellent opportunities for automotive experts to present their latest results and to exchange information the field of the automotive and related industries.

The 12th EAEC European Automotive Congress Bratislava took place at the Crown Plaza Bratislava Hotel, which is a first class deluxe hotel, combining the best central location with comfortable accommodation, modern conference facilities and superb cuisine. The Hotel was situated in the heart of the city - opposite the Presidential Residence, within the pedestrian zone and only a few minutes' walking distance to the famous Bratislava Castle and is the best location for the congress.



There are three important demands for a successful congress in the series of regional and world congresses. First the congress takes place. A break of the continuity of FISITA World congresses and the EAEC/APEC regional congresses could be a grievous interruption or, in the worst case, the end of the continuity of further global or regional automotive meetings.

Thanks to the consequent fight of the organizers against external untoward circumstances the EAEC 2009 Congress came off.

The second demand is high quality papers. This goal was successfully reached by most interesting presentations.

The third demand is a good atmosphere during the congress. Everybody could feel the friendly and collegial atmosphere among the participants. The social events between and after the technical sessions were a great contribution to this goal.

CONGRESS PROGRAMME

The Topics of the sessions were.

Powertrain Performance	Noise & Vibrations
Engine development (innovation)	Models & Vehicle Simulation
Powertrain and Gears	Safety, Engine & Ecology
Busses & Trucks	"Production Process
New Materials	Production Technology
Environment & Vehicle Safety	Fuels & Lubricants
Hybrids	Brakes & Suspension
Powertrain & Combustion	Recycling
Engine & Fuels	Dynamic Simulation
Engine & Emissions	Engine Parameters & Transport
Gas Fuels	Standards & Regulations
Passenger Cars	Information & Communication Systems
Vehicle Systems	

You can find the book of abstracts on the EAEC 2009 homepage:

http://www.eaec2009.com/homepage/Congress_Programme/finalprogramme

The proceedings of the 12th EAEC Congress on a CD are available via the

FISITA Bookstore:

<http://www.fisita.com/publications/bookstore>

30th International Vienna Motor Symposium

As every year, leading automotive engineers and scientists from all over the world met at the 30th Vienna Motor Symposium which was held on May 7th and 8th, 2009. They presented the latest findings in engine developments and gave an outlook on future trends in the automotive industry.



With regard to the economic crisis, which currently dominated the general discourse, **Prof. Lenz** stressed that the automotive industry had not caused the crisis. In the automotive industry, developments followed an optimum trend, progress was continually made in all areas, and the same applied to production which was characterized by high efficiency and excellent quality.

The argument that the wrong models had been developed was simply not true, Prof. Lenz reiterated. The automotive industry, he went on to say, always produced the models which buyers wanted and did not act as a teacher who would tell consumers what cars they should buy.

Although the objective of the Symposium is and has always been to disseminate the most recent findings of automotive engineering and to cast a glance into the future, at this anniversary conference, a summary of all previous symposia was also being presented.

Professor Gruden who had formerly worked for Porsche and had attended all symposia without exception right from the start, described in his presentation entitled:



“30 Years of the International Vienna Motor Symposium“..

Plenary Opening Session

Dr. H. Demel COO Magna Vehicle and Powertrain Group, Oberwaltersdorf, delivered the first lecture, entitled *“Well-to-Wheel Energy Efficiency of Different Vehicle Concepts”*.

Prof. Dr. H. List Chairman of the Board, AVL List GmbH, Graz, presented a report on the topic: *“Future Powertrain Systems in a Rapidly Changing Global Environment“*:

Dr. K.-T. Neumann, Chairman of the Board, Continental AG, Hanover, was the last speaker at the opening plenary session. He gave a report on the topic *“The Electrification of the Powertrain – Opportunities and Challenges for the Automotive Industry“*.



Dr. Demel



Prof. List



Dr. Neumann

Topics of the sessions

New Otto Engines

Hybrid

New Diesel Engines and Concepts

Powertrain

Future Powertrains

Emission Reduction

Supercharging and Gas Exchange

Future Energy Supply

Combustion and Downsizing Concepts

Downsizing – Otto Engines

Mixture Formation

Plenary Closing Session: “View into the Future”

K. Saga, Managing Officer, Toyota Motor Corporation, Aichi-ken, Japan “*Does Hybrid Technology Mean the End of Conventional Combustion Engines?*”:

D. M. Hancock, Vice President, General Motors Corporation, Pontiac, USA, and former FISITA President “*GM’s Voltec Propulsion System: “A Further Step in the Electrification of the Vehicle”*”

Prof. Dr. M. Winterkorn, Chairman of the Board, Volkswagen AG, Wolfsburg “*The Multi-Brand Philosophy of the Volkswagen Group*”:



Mr. Saga



Mr. Hancock



Dr. Winterkorn

With this closing lecture, which was followed by a discussion to which leading figures from the automotive industry contributed, the 30th International Vienna Motor Symposium was concluded.

Conference Documentation

The lectures presented at the 30th International Vienna Motor Symposium are published in their in extenso versions, in the VDI-Fortschritt-Berichten, series 12, no 697, volumes 1 und 2 (including a CD), and additional brochures.

Illustrated Book “30 Jahre Wiener Motoren Symposium“ (30 Years of the Vienna International Motor Symposium).

This book contains photographs from 30 Years of the International Vienna Motor Symposium.

All documents can be obtained from the

Austrian Society of Automotive Engineers (ÖVK)
A-1010 Vienna
Elisabethstrasse 26
Tel. +43/1/585 2741-0
Fax +43/1/585 2741-99
E-mail: info@oevk.at
Homepage: <http://www.oevk.at>

or the **FISITA Bookstore**

<http://www.fisita.com/publications/bookstore>

9th European All-Wheel Drive Congress Graz



The diversity of topics in the talks of this year's 9th European All-Wheel Drive Congress showed that the general framework for all-wheel technology has undergone decisive changes. Increasing environmental awareness, slowdown in sales and a radically changed customer behaviour as well as electrification and hybrid technologies are the themes which will crucially influence the future of all-wheel drive.

The CD Proceedings can be ordered via:

Mag. (FH) Michaela Absenger

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E-Mail: michaela.absenger@awdcongress.com

Automotive Engineer Magazine

Automotive Engineer is the official EAEC Magazine. One page is always reserved for EAEC matters. In the last issues, the EAEC 2009 Congress was announced.

It is usual that newspapers and magazines change their appearance from time to time. This change is the fifth one in the history of *Automotive Engineer*.

In the issue 4/09, some aspects of the new layout of the magazine were mentioned.

In this issue, more details of the new *Automotive Engineer* magazine are presented.

The magazine will still be published 11 times a year (July and August are a double issue).

And the design, look and feel of Automotive Engineer has also changed...



Automotive
ENGINEER
Europe's automotive engineering magazine May 2009

Front Cover

- New black & white logo that is clear, authoritative and modern
- Larger and better cover images
- Greater impact, the stories can be "sold" better to readers



List of the local automotive events in Europe in the second half of 2009:

The list of automotive events in the first half of 2009 are based on information from the national European Societies and from information of automotive organizations I have received directly.

Should there be more events in your country which are not on the list, please let me know and will distribute the updated list again to all Member Societies directly or via the next Newsletter. Also congresses, conferences, workshops or symposia, which are held in the language of your country, will be announced and mentioned on the list. All European events will be put into the EAEC home page.



21st AVL Engine & Environment Conference

Venue: Graz, Austria

Organiser: AVL

10 - 11 September 2009

Website:

<http://www.avl.com/wo/webobsession.servlet.go?app=bcms&page=view&nodeid=400013018>

KONES2009

Venue: Warszawa, Poland

Organiser:

13 - 16 September 2009

Website: <http://www.ilot.edu.pl/index.php/konferencje/kones/kones-2009>

Frankfurt, 63rd International Motor Show (2009)

Venue: Frankfurt, Germany

Organiser:

15 - 27 September 2009

Website: <http://www.iaa.de/>

Environment and Sustainable Transport

Venue: Timioara, Romania

Organiser:

16 - 18 September 2009

Website: <http://www.piar.org/en/congresses-seminars/2695.htm>

InfoTech-2009

Venue: Varna, Bulgaria

Organiser:

17 - 20 September 2009

Website: <http://www.tu-sofia.bg/saer/>

16th ITS World Congress and Exhibition

Venue: Stockholm, Sweden

Organiser: ITS Sweden

21 - 25 September 2009

Website: <http://www.itsworldcongress.com/>

Tagung 12 Der Arbeitsprozess des Verbrennungsmotors

Venue: Graz

Organizer: VKM-THD; TU Graz

24- 25 September 2009

Website: <http://vkm-thd.tugraz.at>

11th FLORENCE ATA - Architectures for Eco-Vehicles: Weight reduction, alternative fuels and propulsions

Venue: Florence, Italy

Organiser: ATA

24 - 25 September 2009

Website: <http://www.ata.it/it/convegna/calendario/futuri/>

Aachen Colloquium

Venue: Eurogress Aachen

Organizer: FEV

5-7 October 2009

Website: <http://www.aachener-kolloquium.de/>

Electronic Systems for Motor Vehicles

Venue: Baden-Baden, Germany

Organiser:

7 - 8 October 2009

Website: <http://www.vdi.de/3583.0.html>

DEKRA Symposium Load Securing on Road Vehicles

Venue: Klettwitz, Germany

Organiser:

11 - 12 October 2009

Website:

<http://www.atzlive.de/index.php?do=search&site=atz&sid=1c22936c1163bebc4451c15391d8bbe&search=DEKRA&product=course&submit=+Suchen+>

Tires-Chassis-Road

Venue: Hanover, Germany

Organiser:

20 - 21 October 2009

Website: <http://www.vdi.de/6474.0.html>

1st Redtenbacher Symposium

Venue: Steyr, Austria

Organiser:

22 October 2009

Website: <http://www.redtenbacher-steyr.at>

4th Composites Europe

Venue: Messe Stuttgart

Organizer: Composites Europe

27 – 29 October 2009

Website: <http://www.composites-europe.com>

Computational Mechanics and Virtual Engineering with Applications in Automotive Engineering

Venue: Brasov, Romania

Organiser:

29 - 30 October 2009

Website: <http://www.siar.ro/>

9. Automotive Day

Venue: Biel, Switzerland

Organizer: SAE Switzerland

5 November 2008

Website: <http://www.automotiveday.ch/>

IX International Braking Conference 'Vehicle Safety Development'

Venue: Lodz, Poland

Organiser: SIMP

5 - 6 November 2009

Website: <http://www.ptim.simp.pl/ptim/>

Powertrain Machining Conference

Venue: Fellbach, Germany

Organiser: Carl Hanser Verlag, PTW

11 - 12 November 2009

Website: <https://www.hanser-tagungen.de/web/index.asp?task=001&vid=200903051619524>

ESFA 2009

Venue: Bucharest, Romania

Organiser:

12 - 14 November 2009

Website: <http://esfa2009.upb.ro/index-1.html>

10th Automotive Day 2009

Venue: Bern, Switzerland

Organiser:

13 November 2009

Website: <http://www.automotiveday.ch/>

Conference on Internal Combustion Engines: Performance, Fuel Economy and Emissions

Venue: London, United Kingdom

Organiser: MechE

8 - 9 December 2009

Website: <http://events.imeche.org/EventView.aspx?code=C684>

CONGRATULATIONS

Prof. Hans Peter Lenz, President of the Austrian Society of Automotive Engineers celebrated on 9 July his 75th birthday.



He was born in 1934 in Bonn, Germany.

He studied and got his diploma degree in mechanical engineering at the Technical University of Aachen.

He received his doctor degree at the Federal Technical University, Zürich.

His professional career started at the Klöckner-Humboldt-Deutz AG, Cologne; Deutsche Vergasergesellschaft, Neuss.

Afterwards he moved to Daimler-Benz AG, Stuttgart.

In 1974 he received an offer for a professorship and as Head of the Department for Internal Combustion Engines and Automotive Engineering, at the Vienna University of Technology.

During his time as a university teacher, it was his concern to impart his knowledge to the students. Many of his former assistants are now in important positions in the automotive industry.

As a scientist, he has gained the reputation in the international automotive world of an outstanding expert in combustion engines and exhaust emissions.

In 1979, he started with the International Vienna Motor Symposium, which is one of the most important meetings on powertrain technology and he is the chairman of this event. The 30-year anniversary of this is mentioned in this issue.

In 1985, he founded the Austrian Society of Automotive Engineers (ÖVK) and is its President. He is a well-known author of numerous publications on combustion processes and exhaust emissions with respect to environmental protection.

After his retirement from the Technical University, he has continued to devote his increased attention to the ÖVK and he is still a very much demanded lecturer at national and international automotive events.

He received many Austrian and international distinctions and awards.

The EAEC Community is proud to have such a prominent President of a National EAEC Member Society and congratulates cordially Prof. Lenz to this occasion.

Dr. Akihiko Saito

**Senior Advisor to the Board, Former Chairman of DENSO Corporation
Former Executive Vice President of Toyota Motor Corporation**

received the Medal of Honour with Blue Ribbon from the Japanese government for his many years of work in the research and development of automotive technologies.

Dr. Saito has been involved in the development of the Corolla, a flagship product of Toyota Motor Corporation, as well as a wide range of technologies such as clean and energy-efficient engines and hybrid drive systems for the protection of the environment. He has taken the opportunity to tackle technological limits in FORMULA 1 and other motor sports.



As an engineer, he has assisted the development and improvement of automotive technologies and helped to create car culture.

He has served as President of the Fédération Internationale des Sociétés d'Ingénieurs des Techniques de l'Automobile (FISITA)—International Federation of Automotive Engineering Societies—for the past two years, focusing on spreading automotive technologies throughout the world and training young engineers including students.

The EAEC family expresses cordial congratulations on the award of this Medal of Honour.

Historic Corner

After the presentation of the experimental vehicles of Cugnot (see issue 09/02), Trevithick (see issue 09/03) and the further developments of vehicles powered by a steam engine from Guerny and Hancock (see issue 09/04), I will continue with some other pioneers of steam cars.

In 1833, **Roberts** made a test trial in the streets of Manchester with a steam vehicle which he had built. A tube of the steam vessel exploded and damaged some shop windows. But it is not the accident which is worth mentioning. The vehicle was equipped with an important technical development, the “*differential*”, which was invented in 1827 by a Frenchman, **Onésiphore Pecqueur**. It was used first on steam-driven vehicles and was a well-known device when internal-combustion engines appeared at the end of the 19th century. Onésiphore Pecqueur was born in Pas-de-Calais in 1792 and died in Paris in 1852. He is widely credited with inventing and patenting the automobile differential in 1827, having experimented with a model of Cugnot's steam carriage (see issue 09/01).

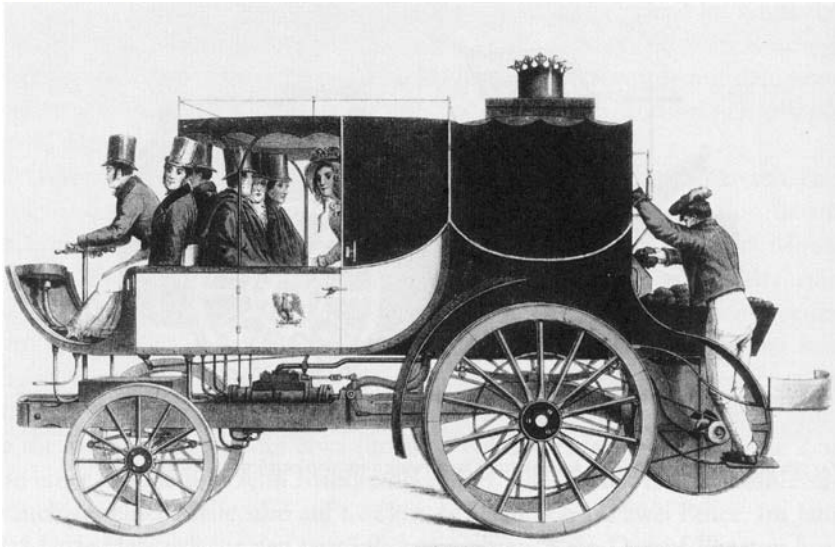
Also **F. Hill** from Datford used this differential principle in 1840 and 1841 for a successful steam vehicle design. He covered 207 km in one day which was half the time of a horse carriage.

Important contributions to the development of steam vehicles used in practice were done by **Colonel Francis Macerone** and **John Squire**.



Macerone (1788-1846), often known by the English pronunciation ‘*Maceroni*’, was born in Birmingham, West Midlands to Italian immigrants. He fought in the Napoleonic Wars and was aide-de-camp to Joachim Murat, King of Naples and his envoy in England. In later life, he turned to inventing. His most important invention was a steam coach, which he made in association with John Squire in 1832. This was capable of carrying eight passengers and ran successfully for 18 months over a distance of several thousand kilometres, without need of significant repairs.

First he cooperated with Guerny (see issue 09/03) and later with John Squire.



In their first steamer, the eight passengers were placed in the open carriage body and their seats were put on the top of the water tanks. The engines were placed horizontally underneath the carriage body; the boiler was at the back and was regulated by an engine man, who had a seat at the back for attending to it.

Although this vehicle was not planned primarily for public transport, it was in service for the transport of persons for 18 months.

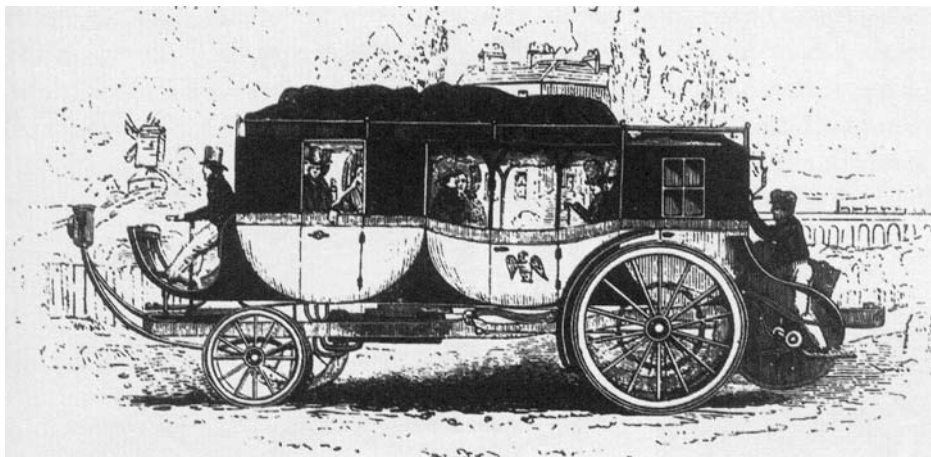


This new kind of vehicle left an overwhelming impression on the unsuspecting people. But after a while, people got used to this species of “horse-less” coach. A contemporary witness said: *“It is a fine specimen of indomitable perseverance and it is not uncommon to travel from 18 to 20 miles per hour by it”*.

In 1943 Macerone and Squire built a bigger steam carriage with 18 passengers in the style of a French horse carriage. The driver’s compartment was open at the front and to the sides. In the middle was the passenger compartment and in the rear, the vessel and steam engine compartment.

After finishing this “steamer”, the two partners separated.

Macerone built two more vehicles of this type and he thought to have found a serious purchaser in the person of Captain D'Ascada, an Italian, who paid the necessary deposit. Both vehicles were shipped to France and Belgium and presented there to the public. D'Ascada sold the steamers to a company, but did not pay the rest of the sum to Macerone, which ended in his financial ruin. Highly indebted he founded in 1841 the "GENERAL STEAM-CARRIAGE COMPANY and tested his last steamer.



The qualification of this "vapomobil" for the transport of persons was proved by a demonstration of 18 passengers through the dense traffic of London with an average speed of 26 km/h.

Remark of the editor, "This was faster than today"

!

Even the "notorious" Shooter's Hill, the so-called "horse killer", could be covered at 13 km /h. The name implies, the district is centered upon a hill - one of the highest points in London at 432 feet (132m) - offering good views over the River Thames to the north, with central London clearly visible to the west.

The planned introduction of this type of steamer in the GENERAL STEAM-CARRIAGE COMPANY failed due to the high price of production.

EAEC Member Societies

(In alphabetic order of the countries)

Austria

Austrian Society of Automotive Engineers

OEVK

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Belarus

Academic Automotive Association

AAA

President::

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Belgium

Union Belge des Ingenieures de l'Automobil

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Bulgaria

Society of Automotive Engineers in Bulgaria

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Croatia

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Czech Republic

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Finland

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France

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Germany

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Italy

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Latvia

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Poland

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Romania

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Russia

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Serbia

Jugoslovensco Drustvo za motore i vozila
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Slovak Republic

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Slovenia

Association of Mechanical Engineers and
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Spain

Sociedad de Técnicos de Automoción

STA

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<http://www.stauto.org>



Sweden

Swedish Vehicular Engineering Association

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Switzerland

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