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3 Lessons for Automotive Engineers in Daimler Shift to Siemens NX CAD Software

CAD2B ⋮⋮ 2015/12/8

As of today when Daimler AG- Mercedes has successfully shifted from Dassault Systèmes CATIA to Siemens PLM's NX, this sets new precedents of CAD compatibility for automotive engineers and carmakers. This drastically unusual move within the history of large OEMs was driven by futuristic vision of the automotive industry.

In a recent interview after his retirement as one of the leading PLM executives in Daimler Mercedes, Professor Alfred Katzenbach revealed that this was never the smooth CAD transition.

But if Daimler organization still insisted to move on when the adaptability odds and data risks were in place, three factors were backing up this costly transaction-namely compatibility of NX, integration with Teamcenter and planning for future.

In this "beyond Dassault" environment, the automotive engineers remain the key players in designing the best-in-class cars. Here are 3 top lessons that automotive engineers should note for stepping in this next generation CAD technology.

1. Compatibility brings sustainability

We're living in a cut-throat competitive corporate world. If you're an automotive engineer thinking to design the best car of this world, you've to visualize for better design decisions that can sustain longer. This was one of the leading causes for Daimler's shift to Siemens NX paradigm. The CEO of Siemens PLMs, Chuck Grindstaff, explains;

"The capabilities of NX meets their needs, the ability to integrate with the Teamcenter solution (which is and was the PLM-PDM backbone of Daimler Mercedes) , and the future vision that we have. Really, all of those three things together made the difference".

This calls for sustainable approach in CAD systems used for automotive designing.

2. Be an early adopter

Never interrupt the flow of change; otherwise, you'll be a misfit in your industry. Be the part of the change by acting like a pro and become an early adopter. This has exactly been endorsed in Daimler's transition when Katzenback emphasizes on human factors by saying;

"There's always a variety of personality types involved in such extensive organizational changes. We have, for example the 'visionaries' and the 'innovators', who are always easy to convince. The same goes for the 'early adopters', while it takes a little longer to convince the 'late-maturing'. And then you've got the 'laggards' who are very hard to convince."

Change is the new fashion and early adoption is the fuel of technology.

3. Think innovation

The innovation is today's philosophy and automotive industry can hardly escape this thumb rule. Whether you're using AutoCAD or an alternative for your next automobile engineering project, you should focus on innovation. When Daimler had to decide between innovation and the status quo, they preferred innovation because they found it cutting edge against their competitors. While justifying this CAD shift, Katzenbach maintains;

"When we started this project our intention was to begin with the first new car line in 2015. Now, if we had done things as we did in the past–starting with a new program and keeping the old program alive–it would have led to a transition period stretching to 2028–2030".

If you're feeling constrained in creating dimensions and map keys, you may need to rethink of your CAD software compatibility. These three lessons should serve as a paradigm guide for automotive engineers who're aiming big!