

SEAT HMI RFP

Concept and Development

Barcelona, October 20th 2020



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1. Introduction



Pedro Pons
Head of Automotive &
Manufacturing Spain

Dear SEAT team,

We are happy to present you our best proposal for the different partners selection for the HMI Framework contract.

In this document, we are detailing our capabilities, knowledge and experience in order to present our collaborative approach to support SEAT CTS on achieving your goals to carry out your current project portfolio.

We hope that you can find in this document a complete answer to this RFP in terms of technical and quality approach, capability and economic proposal.

Looking forward to answering any further questions you may have.

Sincerely,

Pedro Pons Bernad

A handwritten signature in blue ink, appearing to read "Pedro Pons Bernad".

1. Introduction

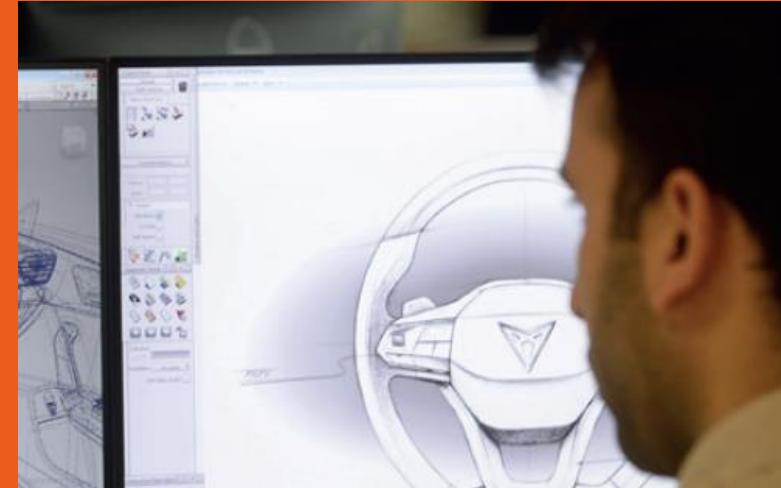
2. Context

The SEAT Technical Centre focuses on R&D and is the only centre of its kind in Spain with the experience and technology required to fully develop new vehicles.

Nowadays, CTS is getting more and more influence in the Group, where today has a very active role in some strategics projects. The CTS is lever to bring innovation in SEAT with focus in electrification in the following years.

In this context, SEAT CTS is looking for a new partner to mantain and evolve its HMI systems which includes the HMI Development for Central and Instrumental Display, test management and the coordination with HMI consortium activities.

everis as a partner for SEAT, and as part of NTT DATA a global partner for VW Group, we will make available to the CTS our strong Group capabilities in order to fulfill SEAT needs.



1. Introduction

3. SEAT Goals

The SEAT CTS is looking to select a partner to achieve the following goals in the HMI domain:



Quality and Delivery

- Ensure quality on the delivery based on the quality standards and VDA 6.1 focused on series production.
- Flexible Delivery Model able to be adapted to SEAT and VW Group demand



Agile and Commitment

- Agile Mindset applied to all the scope of the Project. Delivery First and continuous value generation
- Ensure Deadlines and Quality with SEAT CTS



Improvement and Efficiency

- Retrospectives and improvement plans to continuously improvement service standards
- Efficient plan over the years to execute more with a lower operative costs



2.

Why everis?

We are a global company ...

We are a multinational consulting firm part of the NTT DATA group. We offer business solutions, strategy, digital transformation, development and maintenance of technological applications, as well as outsourcing

17

countries
where everis
operates

+ 27,000

professionals

1.4

billion euros
turnover

+ 80

nationalities

$\simeq 100\%$

permanent contracts

9

high-
performance
centers

+ 250

customers with whom
everis has worked for
more than five years

Information as of
March 31st, 2020



everis Americas

The everis Americas company model is adapted to the local realities of each country. We have selected, implemented and optimized the best technologies and business solutions.

We use our solid technological knowledge to create value and develop high impact, strategic projects with our clients to build a better society.

+10,000
professionals

472
million euros annual
income

9
specialty
centers (*)

2
digital labs
(**)

(*) Health Digital Hub, Concepción – Chile/Agile Center of Excellence, Santiago – Chile/Software Development Center, Trujillo – Peru/Software Development Center, Popayán – Colombia/Hub Cyber Defense & Infrastructure Management , São Paulo – Brazil. (**) Brazil, specializing in IoT and Virtual Reality - Mexico, specializing in Artificial Intelligence

Information as
of March 31st,
2010

everis Europe

everis has offices in Spain, Italy, Benelux, Portugal, Switzerland, Andorra, France and the United Kingdom. It provides services to customers adapting their needs to the local reality in each country.



+16,000
professionals

1,081
million euros turnover

1st

NTT DATA Artificial Intelligence Center of
Excellence outside of Japan

Information as of
March 31st, 2020

NTT DATA is the 8th-leading ICT services company in the world. everis works together with its customers to innovate, offering the best quality and price. **NTT DATA** is part of **NTT Group**.

+130,000
professionals

\$ 21
billion
in annual income

8th
largest company in the
IT sector

+50
countries in
which everis
operates



NTT GROUP is one of the largest ICT companies in the world. The NTT group has a select global group of IT and telecommunications services within the company: NTT, NTT WEST, NTT EAST, NTT DATA and NTT docomo.

+310,000
professionals

\$ 109
billion in annual income

\$ 3.6
billion in R&D investment
(information as of May
2018)

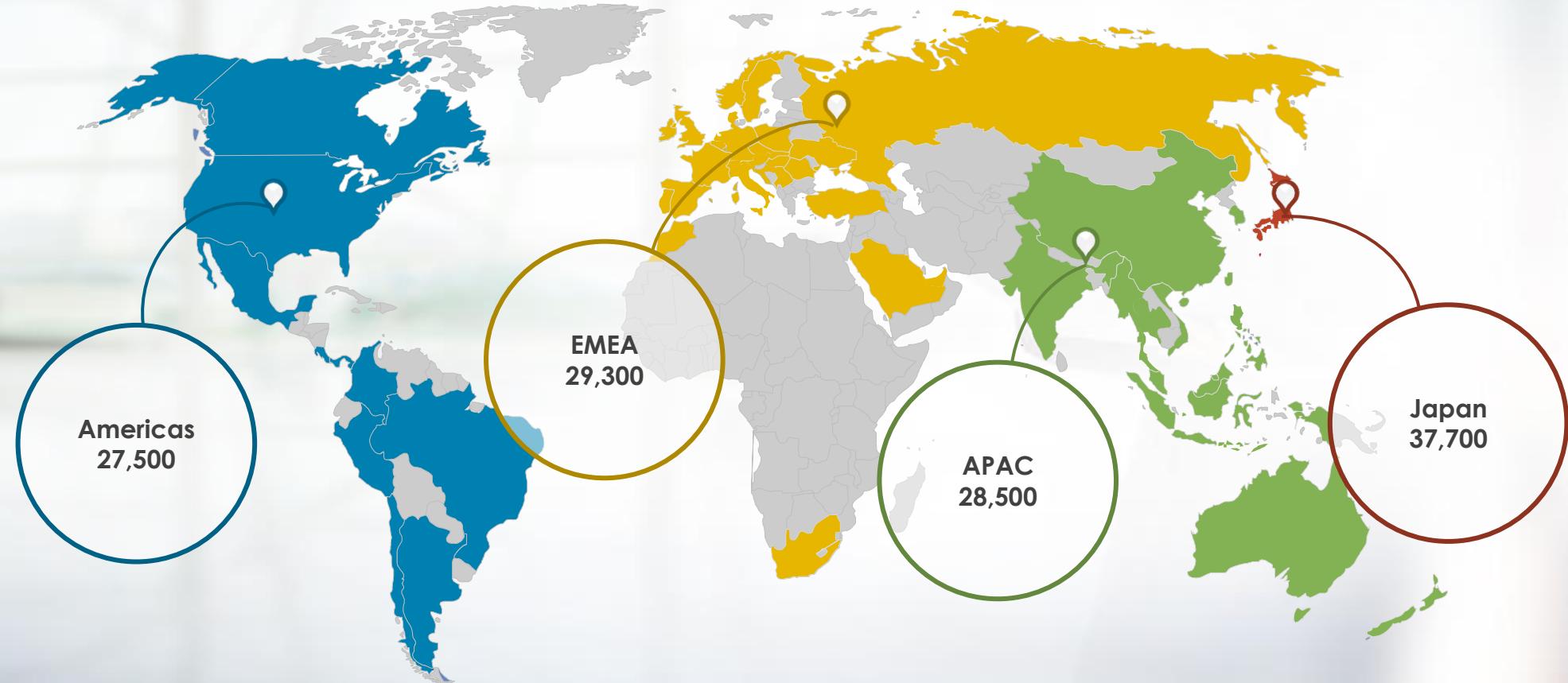
88
countries in which NTT
Group operates

85th
On the list of the 100 best
companies listed in Fortune
Global 100 journal



Company around the world

123,000+ professionals



2. Why everis?

Reliable Partner for SEAT

everis has more than 10 years of relationship with SEAT, where +200 people have been working for SEAT during 2020 in more than 25 projects simultaneous in all SEAT business areas.



In order to adapt to a context that is marked by change and to successfully tackle the company's digital transformation, at the 2019 Mobile World Congress SEAT announced the creation of a **software development center**.

everis was the partner of choice out of the RFP process, helping SEAT in making reality this center, which in just a few weeks was set up and running, with dozens of developers in different cutting edge technologies.



everis has been the partner to do the rollout of the new CRM tool, one of the most critical IT systems for SEAT business

Other projects between everis and SEAT:

- MySEAT app
- OLA Backend
- Quality of Service
- Supply Chain Control Tower
- Casa SEAT
- And more...



2. Why everis?

Our relationship with Volkswagen Group

SEAT

- SEAT:CODE (DPP, Supply Chain control tower, Webs on ADOBE, CASA SEAT, OLA, DGT 3.0 o Campa virtual among others)
- Maintenance and support for SEAT public Cloud on AWS
- Implementation of different SAP Success Factors solutions
- Salesforce implementation for SEAT Spain and Germany. Implementation of the Cosmos customer database.
- Digitization of medical records



AUDI

- FUSE – TE Transformation
- WLTP / Homologation Support
- Connected Retail (SPR)



VOLKSWAGEN

- AMS for 110 Group Applications (Logistics, SAP, ...)
- Retail & Wholesaler Integration architecture (RW.IL)
- E³ - Requirements Management. / WLTP – Homologation Suport
- Design of Content Distribution Network Infrastructure



MAN

- DC Beyond
- Managed Network
- SAP / Salesforce



MARKETS

- Transformation Customer Management (VEGD)
- Support of Market Applications (Spain, Japan, ZA)
- Retail Connectivity Services (CN, ZA, JP, ES, B,...)
- Singapore: RDC Datacenter
- S/4 HANA Implementation Argentina

PORSCHE

- MOD
- Charging Infrastructure
- REMEDY support

PORSCHE



2. Why everis?

Automotive @ NTT DATA

TOP 5

ranking in
Automobilwoche,
May 2019

9850 +

resources specialized in automotive
& manufacturing within NTT DATA
Group

**\$3.6 Billion invested in R&D, includes innovation
for CASE**

(CASE is Connected Services, Autonomous Drive, electric vehicle, and
e-Mobility Services)



45 years

of experience
and expertise

Global operations across the EMEA,
N. America, APAC, China & Japan

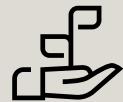
Partner for more than 85 leading
OEMs, suppliers, and dealerships



2. Why everis?

Automotive @ NTT DATA

Industry Challenges



Go Green
Emission Penalties & Regulations



Car Ownership
Mobility, Car Sharing (Buying v/s Subscription)



**Industry Evolution/
Transformation**
Connected & Autonomous



Megaplatform

Consolidate
Modular
Architecture



Digitalization

Shift in IT spend
Application to
Digital.



R&D

Increase in R&D investments

Impact on NTTDATA



Our Revenue

Traditional IT
to Business IT



CASE Focus

New Biz Models /
Partnerships / Industry M&A



**Offering/Portfolio
Dev**

Automotive
based Industry
Solutions



Re-think IT

Digital Cross
Services



Innovation

Time to market R&D
initiatives

2. Why everis?

Our Value proposition in Automotive

#1 customer excellence



- 360° customer journey with multi-channel discourse
- E-commerce for vehicles and services
- CRM solutions
- Mobile, Portals, Voice Assistsances, Phigital

2 markets



- New digital Retail
- Data Analytics for customer experience and revenue optimization
- Digitalization
- Digital Marketing campaign
- Dealer profit culture

3 industrial cloud



- Journey to Cloud
- Data ingestion into the cloud from the factory, transactional systems and suppliers
- Supply chain inbound control tower
- Factory control tower
- Predictive algorithm for maintenance and production. Alarms & notifications.

4 inCar



- Embedded Software Integration and Quality
- Functional integration for ADAS & AD
- Infotainment application for connected services
- E2E automotive Cybersecurity
- In-vehicle data driven solutions and AI app
- HMI

5 product lifecycle management



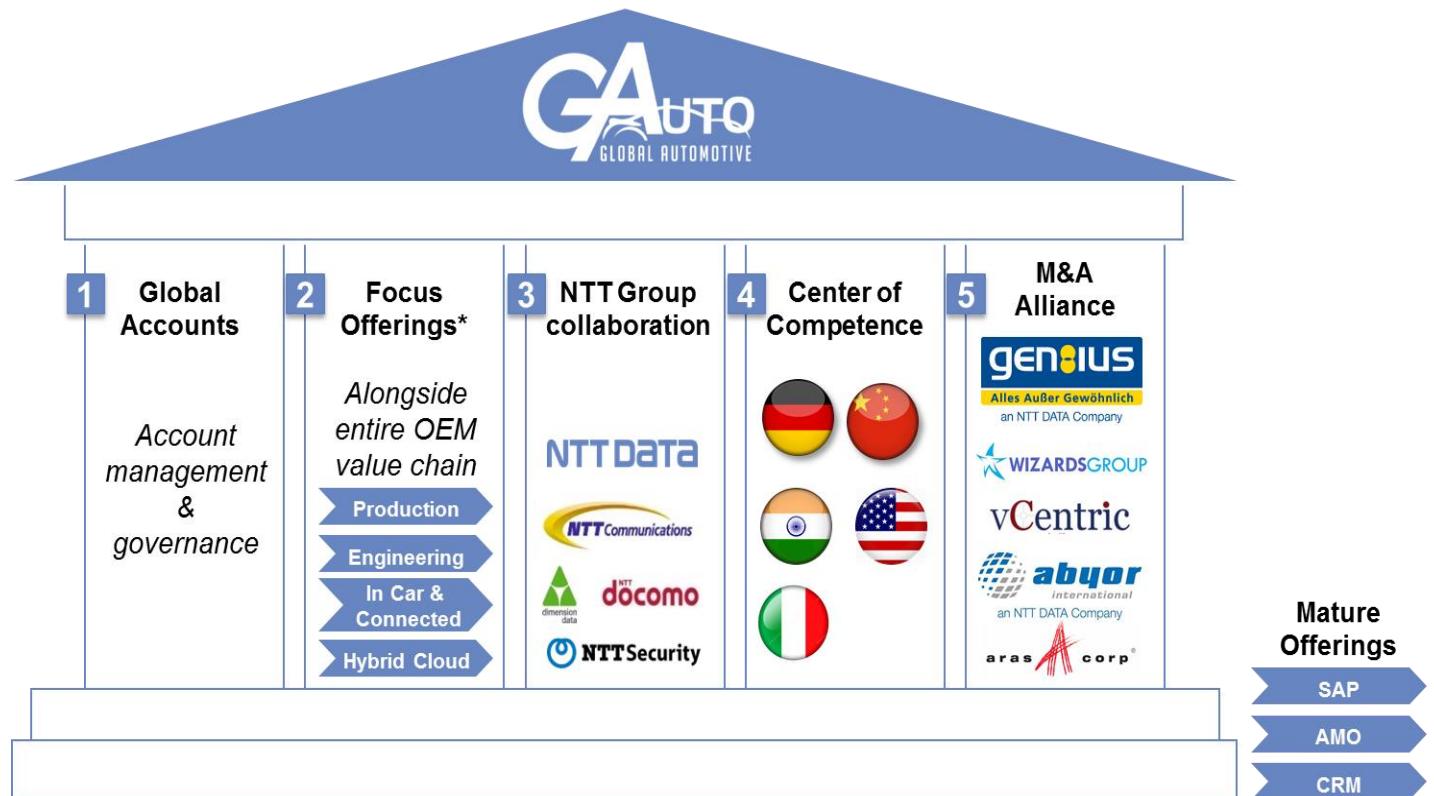
- PLM strategy and processes
- PLM Solution – design, implementation, and application
- Innovation Management

2. Why everis?

Value proposition inCAR



Global Automotive anchored as part of “NTT DATA Corporate Strategy H.Q.” with dedicated teams & industry focus





2. Why everis?

Value proposition inCAR

Enabling the Connected & Autonomous Vehicle



Service & Solutions

We enable our organization to deliver excellent embedded software services and solutions to our automotive customers.



Assets & Products

We develop own assets and products as a major contribution to the current automotive embedded software value chain.



Platforms & Ecosystems

We are a top, trusted and intermediary partner for the industry regarding future automotive embedded platforms and supply patterns.

2. Why everis?

inCar Portfolio

Best of both worlds, IT and embedded

6 portfolio elements

- Focus on customers needs (pain points)
- Provide an E2E solutions approach
- Differentiating against competitors
- Credible footprint of NTT DATA
- Focus on expertise to enable future platform business
- Interface to organization



embedded software development, integration and testing



functional integration for ADAS & AD



applications for E2E connected services



in-vehicle data driven solutions & AI applications



E2E automotive Cybersecurity



software life cycle management

2. Why everis?

inCar Portfolio

Applications for end-to-end Connected Services

Value Proposition:

We support our customers to provide a seamless digital experience to the car-users by providing useful and well-thought infotainment applications: development, consulting and operation support.

Differentiation:

With our prestigious background that combines infotainment development, enterprise IT and backend expertise we are end-to-end developers and integrators that focus on a complete and seamless solution for the customer.



Offering

Infotainment applications

- Development of embedded infotainment applications
- Implementation of customer designed HMI interfaces in various frameworks
- Code coverage and quality supervision using automated test frameworks

end-to-end connected services

- Integration of the IVI application in different environments: Android Automotive, AGL, QNX, Genivi, GHS Integrity
- Hosting and operating complete connected applications from backend to infotainment HMI
- Ensuring seamless end-to-end OTA ability

Process consulting

- Process modeling and consulting
- Integration and assessment of free open-source components

2. Why everis?

inCar Portfolio

HMI Project References

HMI SW Development for a VW Project on behalf a third Part

Instrument Clusters and HeadUp Displays for a TIER 1

Mirrorless Camera Monitor System for a TIER1

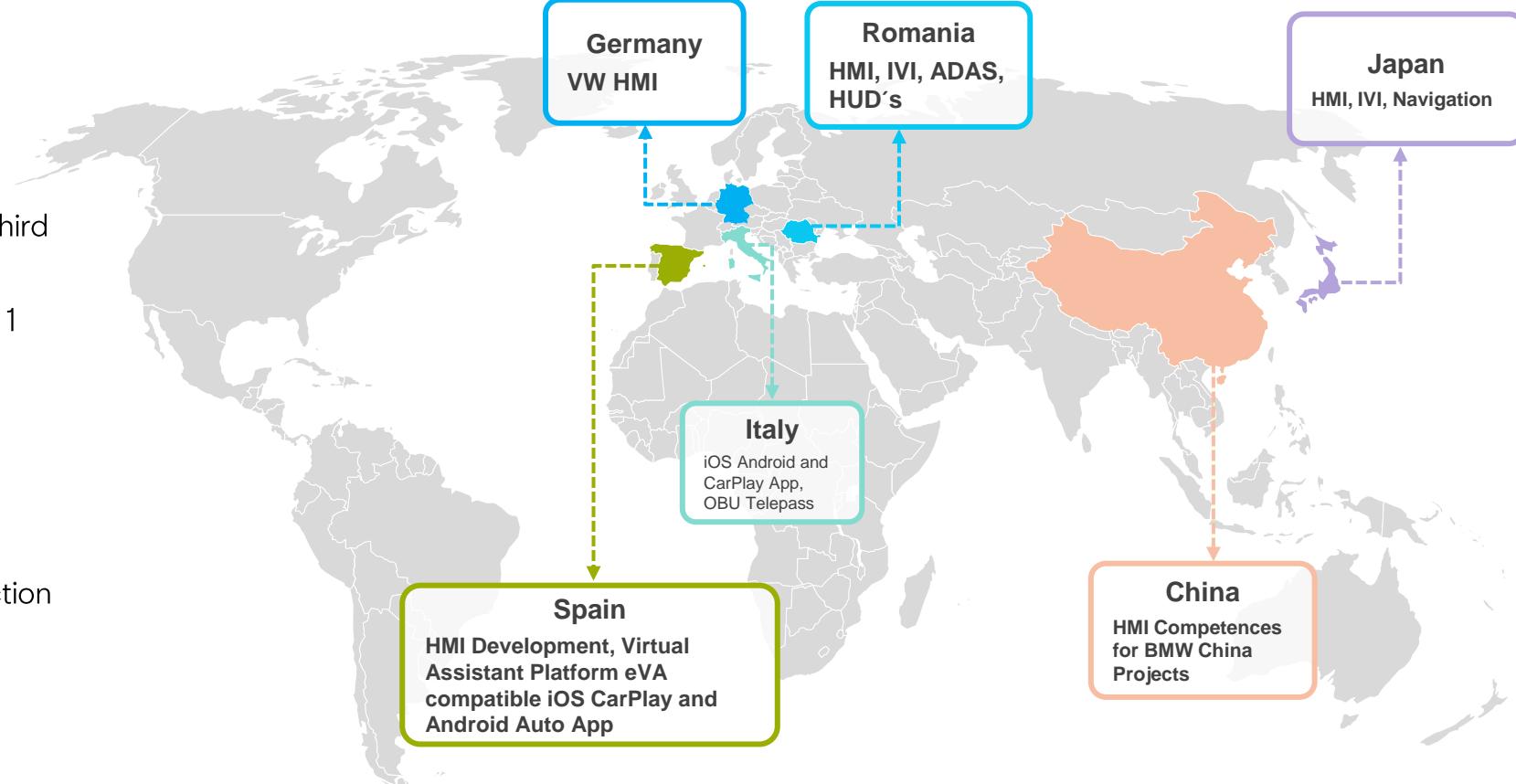
BMW HMI Digital Service Process Development

Develop HMI Software to adjust to US market and customer's requirements for Toyota North America

Develop OBU on board unit and a new vocal interaction with google system for Telepass

in-vehicle infotainment for a TIER1 Project

eVA everis Virtual Assistant asset for Telefonica



+2000
embedded

+800
HMI specialists

+2200
cybersecurity



3. Collaboration Scope

HMI MIB

This activity includes skinning tasks, which allows the Look & Feel of the graphical interface of the infotainment systems to be adapted to the needs of the corporate identity of SEAT and CUPRA brands.

Skinning	Wireframes	Implementation	Bug Fixing
900 views per project	Adapt graphic interface	Skin editor	Error resolution
2 to 3 different views sizes	1450 wireframes per system per year	1000 screens	VW makes 200 changes per week that can cause rework
2500 graphic elements		10.000 visual transitions	
Automation of Skinning		10 versions per 33 languages	
		Review HMI in mockup or vehicle	
5.400- 5.400 – 5.400 tasks	12.500 - 8.960 – 3-640	6.000 – 7.350 – 5.985	6.000 – 12.600 - 18.200

REQUIRED TOOLS:

SkinEditor, AlphabetEditor, CarSpecificInfo, SceneViewe, Team Baseline, Arbeitsmodel.spf, SCS, Photoshop, Illustratror

SEAT Consortial TOOLS:

SVN, DoRIS, Confluence Jira, GCIP, KPM, Joomo, VW ABP HMI Process, CCB MIB Process.

Methodology:

Agile, Scrum

Language:

For Skin Architecture intermediate English and German, rest English

3. Collaboration Scope

HMI KOMBI

This activity includes the technical specification, development and bug fixing tasks of HMI Kombi (dashboard). It allows adapting the Look & Feel of the graphic interface to the needs of the corporate identity of SEAT and CUPRA brands.

HMI Specification	HMI Development	HMI Bug Fixing
Define Kombi HMI requirements	Implementation of SEAT HMI using Guide tool	Analysis and resolution of errors
Technical specification in Doors and Confluence	programming of widgets and animations, creation of state machines	
Assure legal compliance	Real sample (mock-up) review of the HMI implemented.	
Communication and synchronization with SEAT	Communication and synchronization with SEAT	Communication and synchronization with SEAT
3.500 – 3.500 – 2.450	360 – 360 – 360	2.600 -2.600 – 2.600

REQUIRED TOOLS:

EB Guide DOORS, State machine, Widget Tree Elements, Api Signal Handling, Conti HMI LiguiSt tool, Grahpspec Import plugin, Welcome & Goodbye slideshow check tool , Analog 16 colors palette checker , Graphic Specification import checker tool, Pack & Go

SEAT Consortial TOOLS:

SVN, DoRIS, Confluence Jira, GCIP, KPM, VW ABP HMI Process, CCB MIB Process. CANoe, ODIS, KVS, SVN

Methodology: Agile, Scrum

Language: High level of english and german (Release documents can be in german)

3. Collaboration Scope

HMI Concept and simulation

This activity includes the technical specification, development and bug fixing tasks of HMI Kombi [dashboard]. It allows adapting the Look & Feel of the graphic interface to the needs of the corporate identity of SEAT and CUPRA brands.

Concept	Graphic specification activities	Graphic bug fixing	Simulations	Prototyping	Web simulations activities
Benchmarking	Create a library of graphic resources	resolution of errors	creation/improvement of the HMI simulation	Creation of pieces (3D print, electronicplates)	Technical analysis of the requirements.
Concept proposal	Create Graphic Specification		Software programming, monitoring and release	manufacture of elements related to the infotainment system.	Architecture definition.
Assets & documentation for simulation	Generation of deliveries to supplier of graphic resources		Coordination and synchronization with SEAT		Using preexisting code and update it to adapt to the SEAT or CUPRA
400 – 500 – 500	5.175 – 6210 – 6210	9.900 – 11.880 – 11.880	1.000 – 1400 – 1600	250 – 320 – 400	1.200 – 1200- 1200

3. Colaboration Scope

HMI Concept and simulation tools & knowledge

- Knowledge of Consortium graphic development tools:

VERSION VIEWER, POWER KOMBI, IMAGE MAGIC, CONVERTER 444, DEPTH DITHER, PNG OPTIMIZER, IMAGE MODIFIER
RLE, PNGQUANT-WINDOWS , IMAGE PROCESSING, TOTAL CMD

- Knowledge of Consortium graphic deliveries tools:

WELCOME&GOODBYE SLIDESHOW CHECK TOOL , ANALOG 16 COLORS PALETTE CHECKER , GRAPHIC
SPECIFICATION, IMPORT CHECKER TOOL

- Knowledge of design software:

PHOTOSHOP,ILLUSTRATOR ,AFTER EFFECTS ,SKETCH

- Knowledge of image comparator software:

TOTAL CMD, IRFANVIEW, LUPAS RENAME , ANALOG 16G BLACK, ANALOG 16G WHITE

- Knowledge in rapid prototyping software:

AXURE , ADOBE XD

- Knowledge of typography and typography editing software.

FONT FORGE, FONT CREATOR, BABEL MAP

- Use of SEAT and CONSORTIAL tools, methodologies and standards



- Use of SEAT and CONSORTIAL tools, methodologies and standards

- Demonstrable knowledge in developing vehicle functionalities

- Knowledge of software for simulator development:

UNITY ENGINE 3D

UNREAL ENGINE, ARDUINO , ANDROID STUDIO, XCODE ,

Knowledge of programming languages:

Back end:

C++, C#, JAVA, JAVA SCRIPT, PYTHON, PHP, SQL, KOTLIN, SWIFT, JAVASCRIPT, ANGULAR

Front end:

HTML 5, CSS

- Knowledge of design software:

PHOTOSHOP, SKETCH , CAD, CATIA

- Knowledge of online software for task/error and documentation management:

ATLASSIAN SUITE:

CONFLUENCE, JIRA, BITBUCKET, SVN, KVS, DORIS, GCIP , GIT .

3. Collaboration Scope

HMI Test management

This activity consists of managing and coordinating the validation services. It is responsible for planning the different validation phases (FRP, Full Test and Releases), coordinating with the project managers and coordinating the validation services, as well as the required material

Planning and monitoring	Management
planning of the HMI tests for all the systems	Updating and maintenance of the validation material
the creation of the test catalogue	planning of test material
coordination of the validation services	SW and HW management and maintenance
Planning test drives	Apox 100 task per project and year
Apox 200 task per project and year	
2.000 – 3000 - 3000	1.000 – 1500 -1500
REQUIRED TOOLS: Canoe, Odis, Doors, Odin, CP Tool, GeKo, System42, Idex Referential Compliance VDA 6.1 Development SEAT Consortial TOOLS: SVN, DoRIS, Confluence Jira, GCIP,	

3. Collaboration Scope

HMI Text management

This activity consists of managing the translations, adaptations and abbreviations of the texts for all the infotainment systems and the instrument cluster for the 33 languages available in the system

Updating the linguistic database	Analysis of the translations content	Management of the translation provider
importing the 33 languages from VW linguistic database to the SEAT linguistic Repeat every time VW makes an update	analysis of all the text entries from VW in the 33 languages	sending to a translation provider (nominated per SEAT) those terms that require translation subsequent update in the SEAT and CUPRA linguistic database
Communication and synchronization with VW- SKPDA HMI Project 130 – 195 -195	Communication and synchronization with VW- SKPDA HMI Project 130 – 195 – 195	15 delivery estimated per year 100 – 150 -150
REQUIRED TOOLS: HMI Linguist, SDL Trados, Excel (macros) Referential Compliance VDA 6.1 Development SEAT Consortial TOOLS: SVN, DoRIS, Confluence Jira, GCIP,		

3. Colaboration Scope

HMI Auxiliary Support

This activity consists of providing support for the HMI additional tasks that may arise during the pre-project phase, as well as additional activities that may arise during the project

Local HMI pre-projects	International HMI pre-projects
Tasks within the scope of HMI for pre-project phases	Tasks within the scope of HMI for pre-project not planned in the initial description of the project
creation of operational and/or management presentations	creation of operational and/or management presentations
resources management,	resources management,
support in the HMI strategy development	support in the HMI strategy development
Aprox 150 task per year	Aprox 150 task per year
150 – 150 -150	84 – 84 - 84
REQUIRED TOOLS: Rapid interface prototyping, office, adobe Referential Compliance VDA 6.1 Development	
SEAT Consortial TOOLS: SVN, DoRIS, Confluence Jira, GCIP,	

3. Collaboration Scope

HMI Unit Measurement System

The Unit Measurement System (UMS) corresponds to the fulfillment of the project milestones and the quality of the work delivered (Project Management, development and feasibility of use concepts, graphic specifications) which will have been evaluated through KPIs

MIB	KOMBI	CONCEPT & SIMULATION	TEST	TEXT	PRE PROJECT
4.1.1.1 Skin architecture: Jira Issues (Tasks y Bugs)	4.1.2.1 HMI specification: Jira Issues (Tasks)	4.1.3.1 - Concept proposal: Jira Issues (Tasks)	4.1.4.1 - Number of tasks of Management and Coordination of the validation	4.1.5.1 - Number of updated of the SEAT linguistic database	4.1.6.1 Local HMI pre-projects - Number of tasks performed
4.1.1.2 Wireframing (FRP): Jira Issues (New Feature y Tasks)	4.1.2.2 HMI development: Jira Issues (New features and features change)	4.1.3.2 - Graphic specification activities (FRP): Jira Issues (New Feature and Tasks)	4.1.4.2 - Number of update service tasks	4.1.5.2 - Number of changes over the original database	4.1.6.2 International HMI pre-projects - Number of tasks performed
4.1.1.3 Implementation (FRP): Jira Issues (New Feature y Tasks)	4.1.2.3 HMI bugfixing: Jira Issues (Bugs)	4.1.3.3 - Graphic bug fixing: Jira Issues (Bugs and Tasks)		4.1.5.3 - Number of deliveries to be translated by the translation provider	
4.1.1.4 Bug fixing: Jira Issues (Bugs y Tasks)		4.1.3.4 - Number of screens made in the simulation.			
		4.1.3.5 - Number of tasks performed on the prototype.			

4. Technical approach



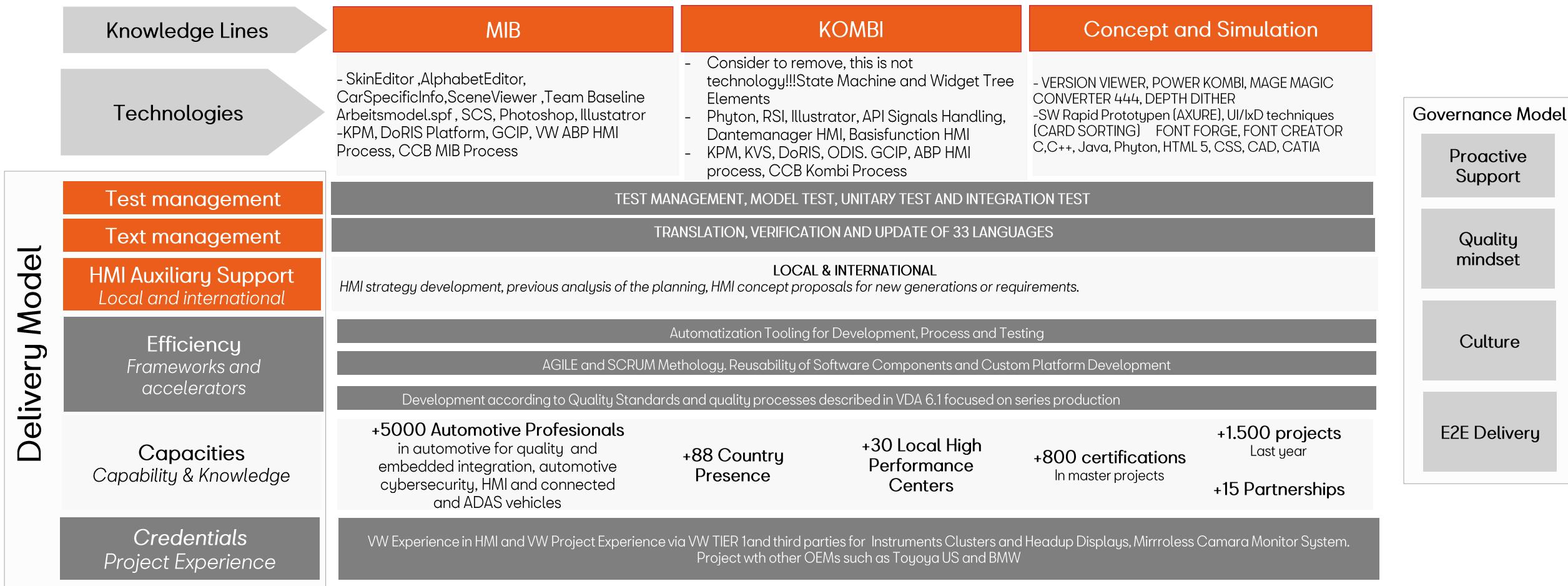
4. Technical approach

Key success factors

 Expertise in inCar <ul style="list-style-type: none">• NTTD and everis are global players in the inCar domain• +5.000 consultants in automotive inCar domain• Global embedded and HMI delivery HUB in Romania	 Co-investments commitment <ul style="list-style-type: none">• everis to propose a co-investment plan with SEAT during the length of the contract to bring innovation to SEAT CTS or to increase efficiency or build-up new competences in SEAT CTS.	 Engagement delivery model <ul style="list-style-type: none">• Strong local skilled profiles to be close to SEAT CTS• Ear scalable team to provide efficiency to SEAT CTS
 Reliable Partner <ul style="list-style-type: none">• +10 years of relationship with SEAT• +200 consultants worked for SEAT during 2020• +25 projects executed simultaneously• NTT DATA as a global partner for VW Group	 Quality and delivery excellence <ul style="list-style-type: none">• Agile as Delivery Mindset• Following standards and Quality processes described in VDA 6.1, focused in series production	 Continuous improvement <ul style="list-style-type: none">• KPIs definition and follow-up• Action plan to improve performance• Apply automation where it's possible to reduce ticket costs

4. Technical approach

Our approach



4. Technical approach

Governance model

everis proposes a governance model, which provides relationships and communication, proactively contributing to the identification of initiatives that allow the best levels of service, quality, efficiency and continuous improvement.



Governance Model

Proactive Support

Management of the relationship both with IT and with the rest of the interlocutors (Business, Technical Office, infrastructures ... etc.) throughout the entire life cycle of the project.

Quality mindset

In demand management, supporting the prioritization of the backlog through business-case assessments and identification of the approaches capable of giving the best response to the demand, regardless of its origin (business, IT, consortium).
In the management of the support and warranty service, attending to the needs that may arise once the development is completed.

Culture

Continuous monitoring of the service of quality, monitoring productivity levels, time-to-market, compliance, process standardization, user satisfaction ... etc and identifying initiatives and potential assets that contribute to the continuous improvement of service levels.

E2E Delivery

Encourage values, behavior, practices, methods and cultural foundations to generate productive work environments based on trust, collaboration and teamwork.

Metrics

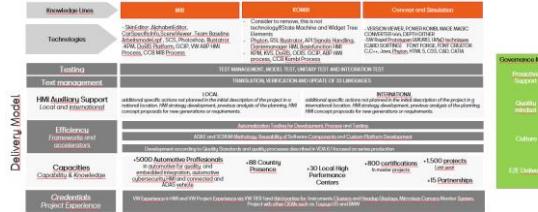
"If you can't measure it, you can't improve it"
Peter Drucker

We propose to have service monitoring metrics that allow us to:

- Have an objective evaluation that facilitates decision making.
- Identify trends and initiatives that contribute to achieving service objectives.

4. Technical approach

Roles and communication model



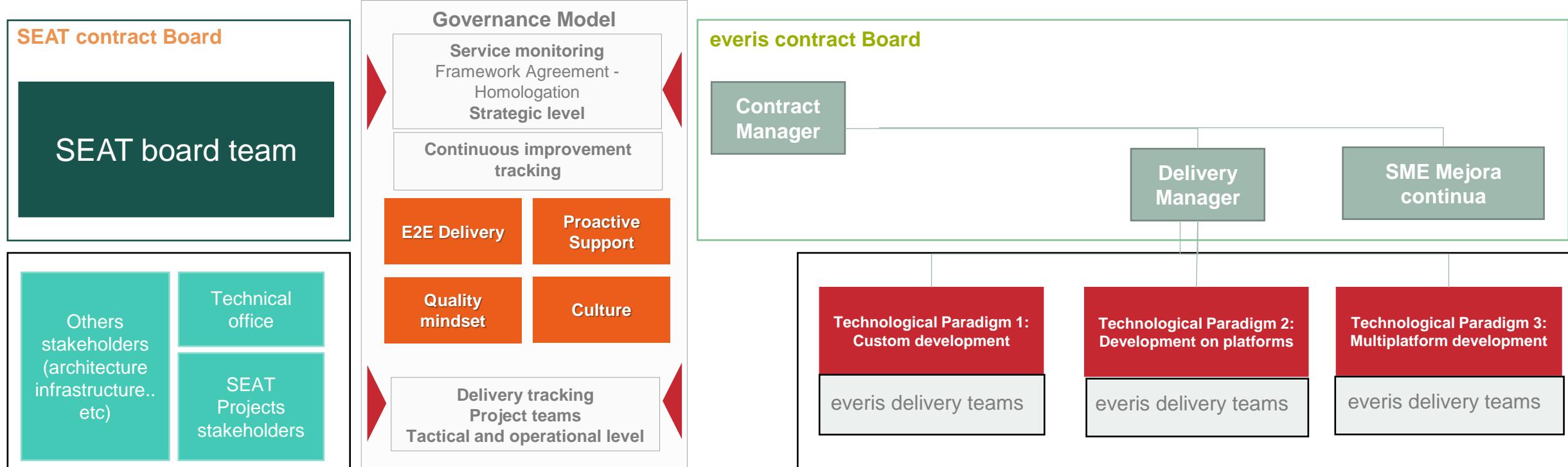
everis proposes the organization of monitoring committees that provides monitoring, communication and decision-making both at a tactical and operational level, for each project in execution, as well as at a strategic level and continuous improvement at the level of approval of **everis** as a partner of SEAT in these development technologies:



4. Technical approach

Roles and communication model

everis proposes a close governance model, which facilitates relationships and communication, proactively contributing to the identification of initiatives that allow guaranteeing the best levels of service, at the level of quality, efficiency and continuous improvement.

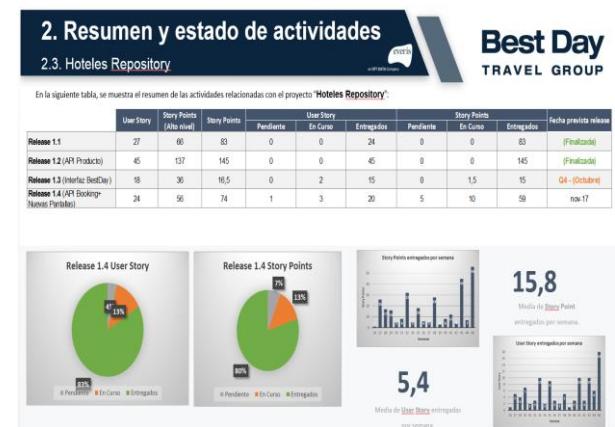
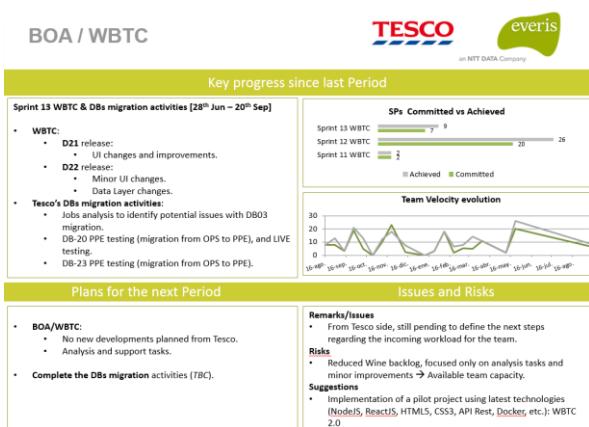
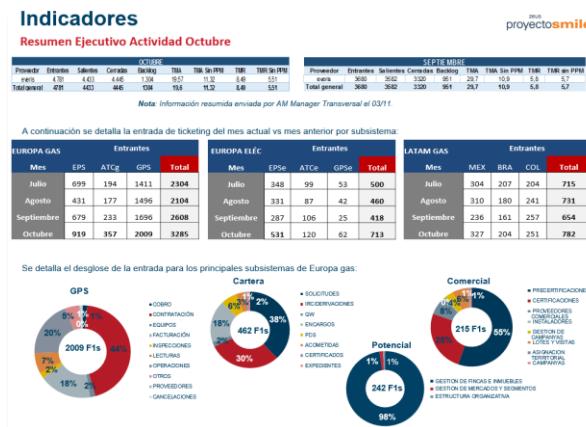


4. Technical approach

Roles and communication model

We propose to have a monitoring system for indicators and continuous improvement mechanisms that allow us to have a vision of:

- What is the situation in each area / project, incorporating information from qualitative analysis.
- Observe trends / distributions.
- Identify and monitor the initiatives and actions for continuous improvement that have been enabled, and analyze the result we are obtaining.





4. Technical approach

Development framework

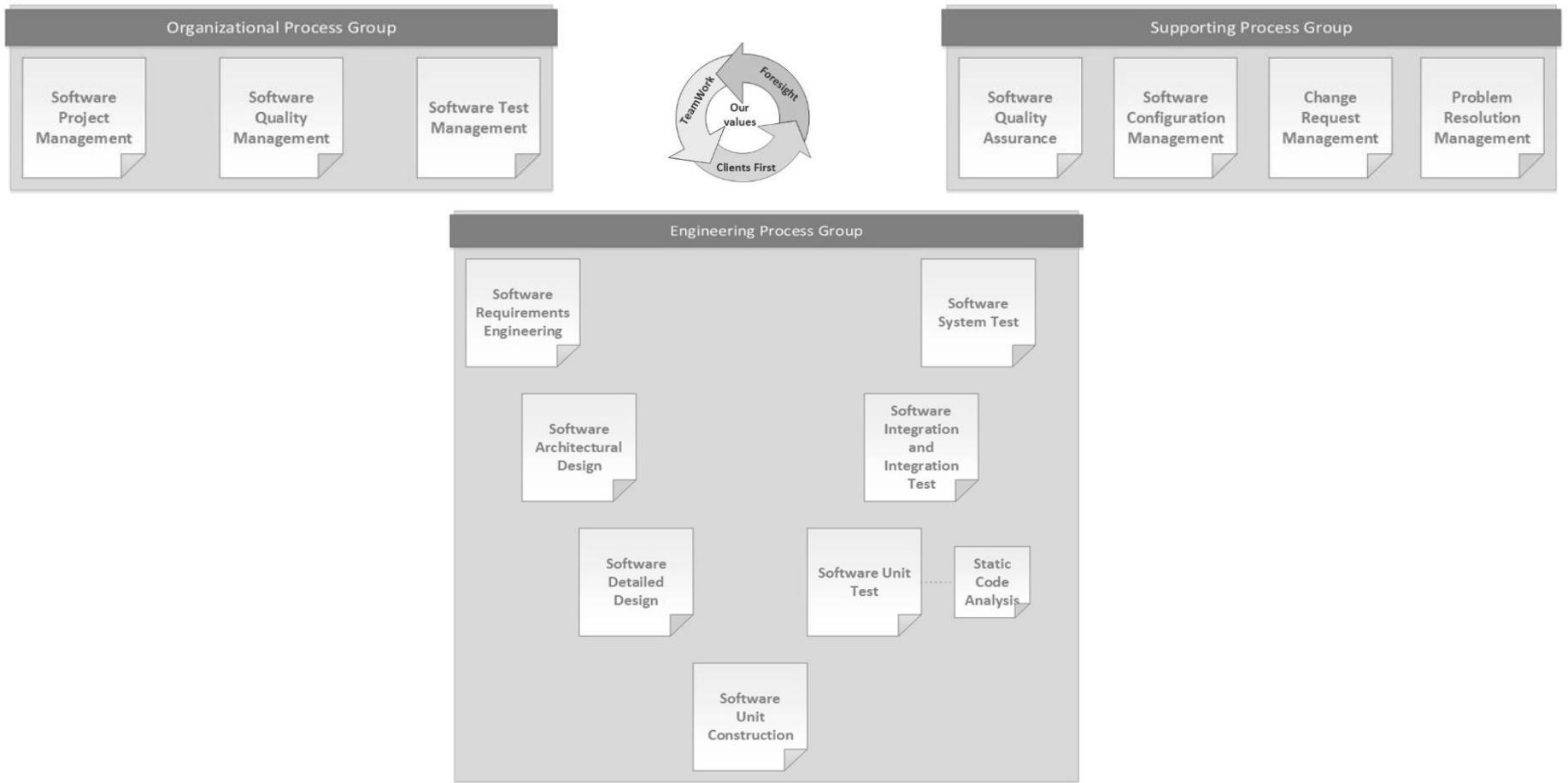
- Develop according the Automotive SPICE Process Assessment / Reference Model v3.1
- Process framework develop with support from KUGLER MAAG CIE GmbH
- NTT DATA Romania's internal assessment provides evidence of the organizations capability of achieving and maintaining an L2 capability rating on application/core development projects
- Continuous monitoring and controlling activities are performed, to improve our processes following our organization's strategy or customer's expectations, with the goal to maintain or increase our capability ratings



4. Technical approach

Development framework

Embedded Software Process Framework (ESFP)



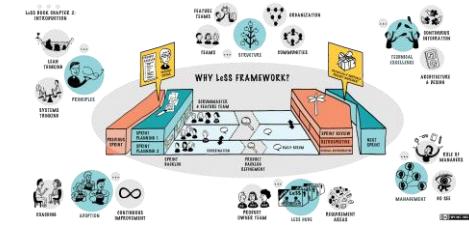
4. Technical approach

Methodologies

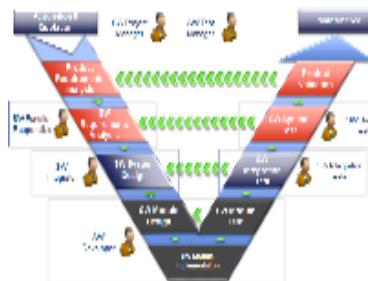
- Scrum



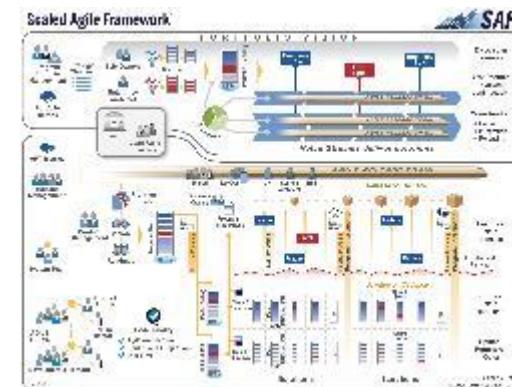
- Large enterprise scale scrum LESS



- V Model



- SAFe





4. Technical approach

Certifications



Gold Data Analytics
Gold Devices and Development
Gold Application Development
Silver System Integration



Platinum
Partner



ISO 9001:2015
Quality
Management
Certification



ISO/IEC 27001:2013
Information
Security Management
Systems Certification



ISO/IEC 20000-1
Service
Management
Certification



ISO 14001:2015
Environment
Management
Certification



OHSAS 18001:2008
Occupational
Health & Safety
Certification



Automotive
SPICE

4. Technical approach

Development: Instrument clusters & HUDs trend / portfolio

Instrument clusters:

- Multiple layouts
- Full digital vs. analog&digital
- Combined functionalities
- More customizable
- Communication with other devices in the car (e.g. HUDs, secondary displays)



Head Up Displays:

- Becoming standard device on cars
- Multiple layouts in terms of display
- Combined functionalities
- Communication with other devices in the car (e.g. instrument clusters)



4. Technical approach

Testing: Infotainment 1/3

- Testing levels: System Test (Qualification Test), Integration Test and Unit Test
- Products: Instrument Cluster, Head-up Display, Climate Control Unit, Airbag Control Unit
- Colleagues involved: 100+
- Main activities are: System Specifications Review; Create System Test Plan; Test case design, Traceability, Test case execution, Test case automation; Report incidents, Defect re-test; Regression test; Integration test design and execution; code coverage;
- Internal Product STAS: NTT DATA Romania Tool used to test the images displayed on touch screen; Applications in automotive and aerospace, infotainment systems



4. Technical approach

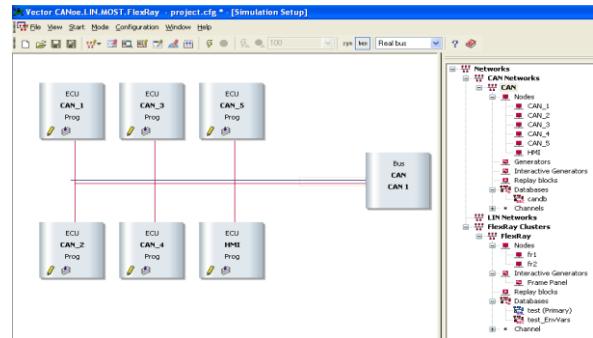
Testing: Infotainment 1/3

Test Bench: Can Case VN / CANoe; Harness; Power supply; Frame grabber; Specific Test boxes; LVDS box; Debugger; Multimeter/ Oscilloscope; HIL (Comemso and DSpace equipment;

- Software Tools: Vector CANoe, VectorCAPL, DOORS, JIRA, BSKD [diagnosis], LabVIEW, IMS Integrity [versioning tool], Adobe Photoshop [HMI requirements engineering], Goepel TOM Line; Vector Cast; CANtata++; Tessy;

Test execution strategy:

- Analytical approach [risk based testing]: Smoke tests, Full loop testing: Priority 1 and Priority 2 test cases;
- Model based approach: stochastic testing [random testing]; stress tests
- Methodical approach: experience based testing like exploratory testing and error guessing;



4. Technical approach

Testing: Infotainment 1/3

Automation:

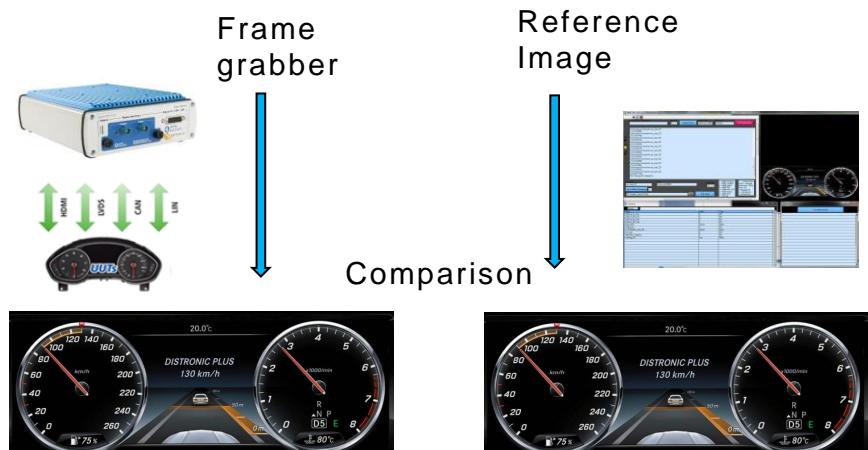
Automotive tests automated through CAN signals connected with an internal client tool;

Graphic tests using frame grabber and reference image design tool;

Strategy used is comparing the image captured by frame grabber with an reference image;

Graphic tests using cameras and robotic arm – internal product STAS;

Software: Screen Capture, Object position, OCR, Color. Hardware: CNC integration, Linear actuator



4. Technical approach

Hardware test bench

Main activities are: ELT – Electrical Limits Tests;
SST – Safety System Tests; PRC – Pre Release Tests

Test Bench consists of:

- Oscilloscope
- Current Probe
- Logic Analyzer
- Signal Generator
- Electronic DC Load
- Industrial Multimeter
- Fluke TiS60 Infrared Camera
- Power supply;
- Soldering station
- Digital microscope
- ESD equipment
- Temperature and Climate Test Chamber



5. Delivery model



6.Delivery Model

Objectives

everis commits to partner with SEAT on this transformation by applying three guiding principles, in full alignment with the service objectives



Service Excellence

- E2E commitment
- Proactivity
- Service optimization



Agile and collaborative mindset

- Modernization
- Road to Product / Platform support
- Flexibility to work with Nespresso third parties
- Automation (tools & RPA)



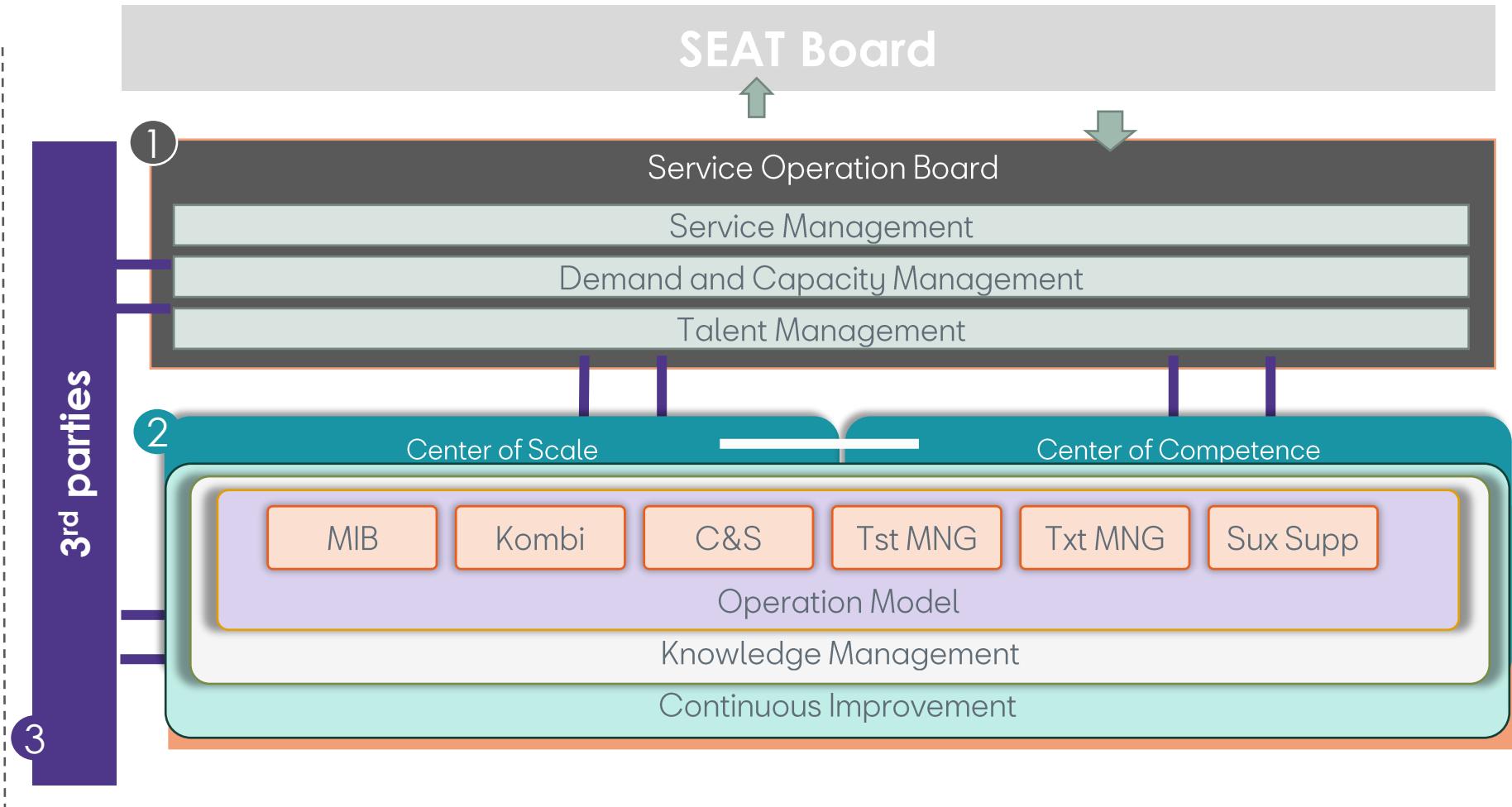
Transparency & Flexibility

- Partnership creation
- Common vision
- Clear KPIs and SLAs
- Continuous reporting

6.Delivery Model

Service design

- 1 Management team accountable for achieving service excellence through flexibility and people care, and ensure both transformation and a shared view by everis and SEAT.
- 2 Business orientation through distributed hubs with an E2E vision under a SPOC strategy making the team feel that their role and performance is key for both the service and their career path.
- 3 Use of a 3rd party network to support the expert development of activities



6. Delivery Model

Service design

Service Operation Board

Service Management

Demand and Capacity Management

Talent Management

- Two levels of management
- A single governance model for all activities with the aim of ensuring standardization

We define a 1st Management Level that comprises the top management responsibilities for the contract, service and innovation. This layer will be the utmost responsible in front of Nespresso to deal with any issue that may be deemed necessary.

A 2nd Management Level that will include a management role in charge of each of the Service Lines, under the coordination of the Service Manager, which will assure the quality of the service and the execution of continuous improvement, leading the service to resolve a greater volume of tickets .



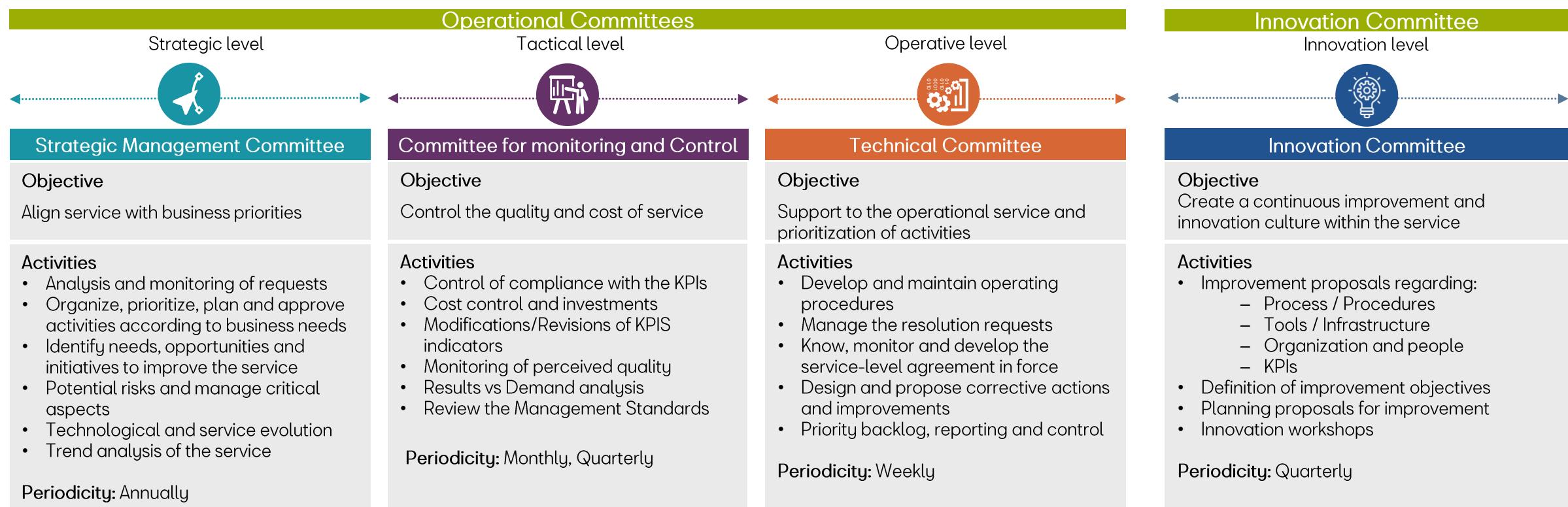
Why this approach?

The service will cover 2 regions and will require a significant level of seniority and focus, so we seek excellence in service operation, ensure defined transformation and innovation milestones, and facilitate communication and transparency with Nespresso, through top management commitment. This is the only way to act as a Self-Sufficient Service (S³) Partner.

6. Delivery Model

• Governance model. Committees Governance

We propose a governance committees based in 2 pillars: Operational and Innovation. The proposed model seeks to have in sight two horizons: a short-term vision focusing on the control and follow up of ongoing requests and a medium / long-term vision that allows continuous improvement of processes and procedures



6. Delivery Model

Governance model. KPIs

everis proposes the following KPI's. These KPIs, both general and per service line, are aimed at measuring the performance of the entire service for the sake of continuous improvement. During the contract execution, this list will be reviewed and decisions will be made by consensus on its applicability and redefinition to adapt it to the reality of SEAT.

Management

KPI Name	Owner	Unit	Description
SLAs under Review	Supplier	Number	Number of Services/ KPIs which are regularly reviewed
Fulfilment of Service Levels	Supplier	Number	Number of Services/ KPIs where the agreed service levels are fulfilled
Number of Service Issues	Supplier	Number	Number of issues in the service provision, which are identified and addressed in an improvement plan
Number of Service Interruptions	Supplier	Number	Number of service interruptions grouped by Application
Duration of Service Interruptions	Supplier	Number	Average duration of service interruptions grouped by Application

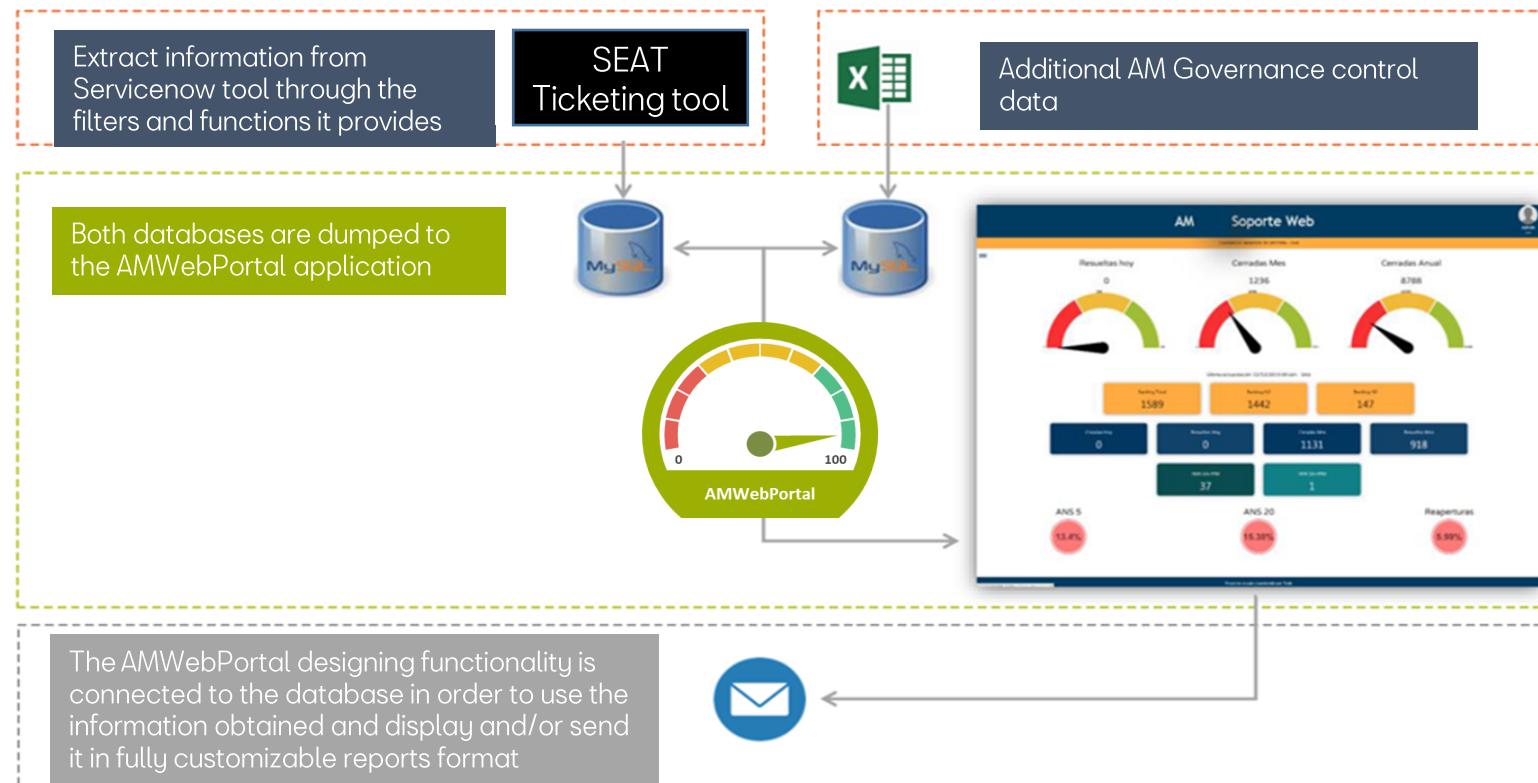
Operation

KPI Name	Owner	Unit	Description
Number of tickets	Supplier	Number	Number of changes evaluated
Change acceptance rate	SEAT	%	Number of Request for Change accepted vs. rejected
Effectiveness of Change Management	Supplier	%	% Effectiveness arfter implementing the change
Number of Major Changes	Supplier	Number	Number of major changes assessed
Rejection ratio by lack of capacity	Supplier	%	(# Requests rejected by lack of capacity) vs (# Total Requests sent)
Completeness on time ratio	Supplier	%	(# Requests delivered on time) vs (# Total Requests sent)
Delivery Approval on time ratio	Nespresso	%	(# Requests approved on time) vs (# Total Requests delivered)

6. Delivery Model

Governance model. Reporting

Besides, everis aims to set, adapt or contribute with whatever tools required in order to keep KPI's permanently in control and subject to continuous improvement. In this sense, everis suggests the following procedure which considers the use of everis AMWebPortal KPI's management tool:



This way it will be possible to design and automate reports and dashboards for the control of indicators with data extracted from ticketing and additional inputs for manual KPI's. This information will be used to identify opportunities for continuous improvement in the service. The aim is to foster online transparency.

6. Delivery Model

Governance model. Capacity model

The most effective way to adapt the capacity of the service to the needs at any particular moment is to make a planned demand management, which allows to allocate the suitable resources through the capacity management process in order to guarantee that each Service Line achieves its goals with no interference or delay due to urgent tasks, work peaks or unforeseen events.

everis is aware that team sizing may be difficult, taking into account that the activity required may fluctuate. That is why **we will use historical information** of the service and its business cycles to size the demand peaks in advance.

Thus, the answer to demand variations is to **maintain a comprehensive resource planning** of the service, which includes the planned short, medium and long term initiatives. In this regard, everis has different levels of resource allocation:

- **Resources regularly assigned to the service**, some of which are dedicated to a service line and others are reinforcement resources, which means that they will participate in one or another line depending on the particular needs.
- **Resources from the same or other everis production centers** with technical and functional knowledge that will participate punctually, more continuously or definitely depending on the needs
- **Resources from 3rd parties** depending on the expertise needs

The **mechanisms** we propose to provide the service with the necessary capacity at all times and without prejudice between lines of activity, based on good practices drawn from experience in managing similar services are:

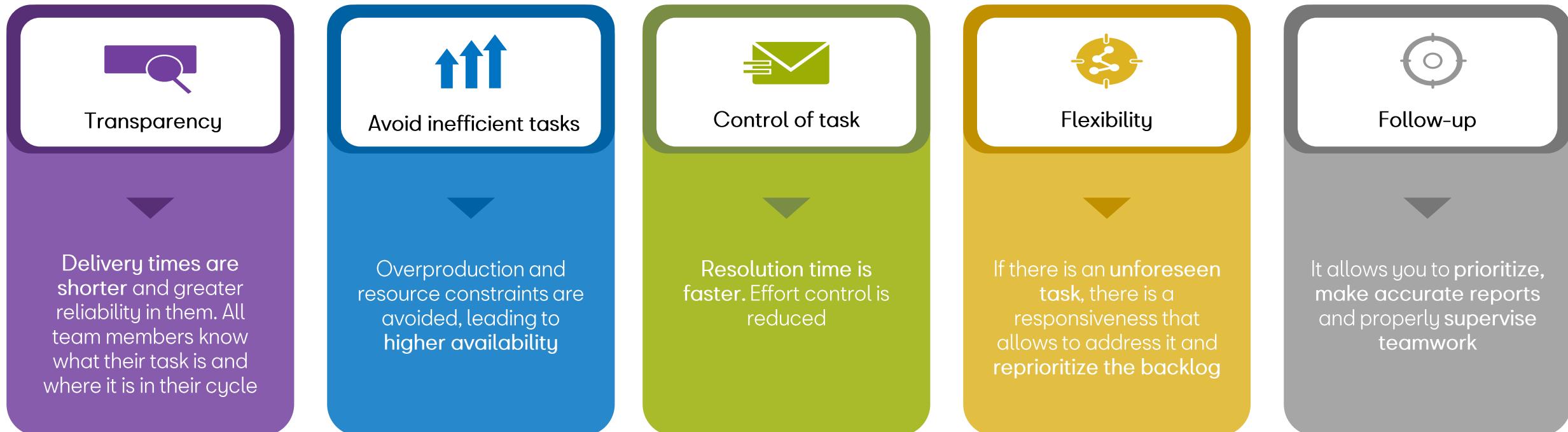
- Anticipation and prevention
- Resource Balancing and assignation
- Additional Support

Anticipation is essential for an appropriate resource planning. It allows the early identification of needs, which facilitates estimating efforts and resource allocation, avoiding impacts on the service.

6. Delivery Model

Governance model. Methodology

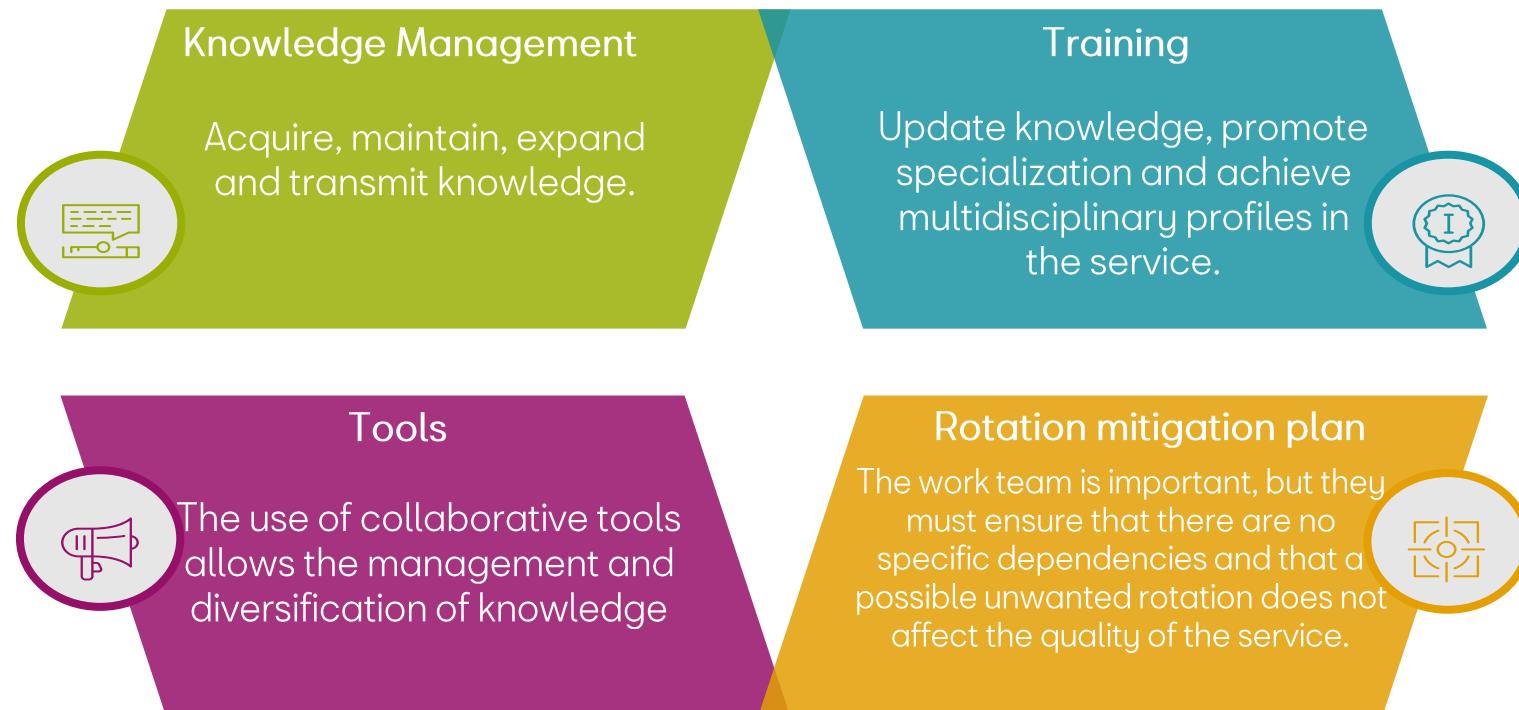
everis proposes the use of the SCRUM methodology as it allows tracking tickets through a visual complement to reflect the work done.
Advantages of the SCRUM methodology:



6. Delivery Model

Governance model. Talent management

everis is aware that a differentiating element in the provision of the service is to preserve and diversify knowledge, in order to mitigate any dependency, risk and negative impact on SEAT due to possible contingencies that may occur related to the equipment or its team. For this reason, everis proposes to focus on the following model that provides the levers that ensure service continuity:



6. Delivery Model

Governance model. Talent management



Knowledge Management

- Policies and methods to acquire, maintain, expand and transmit knowledge, during all phases of the services life cycle
- Detect knowledge gaps that imply additional plans
- Update, maintain, expand and transfer knowledge between people of the teams.



Training

- Training plan for each person within their personalized career plan at everis
- Updating knowledge
- Specific training plan to acquire technical and functional knowledge of the different Nespresso needs
- Guarantee the alignment of the profiles throughout the service, continuously transforming their capabilities



Tools

- everis proposes Confluence as a complementary tool to Service Now for knowledge management tool (see Tools section)
- Creation of portals, wikis, document management, forums, creation of articles for known problems, etc.,
- Sharing and store the documentation
- Creation and update of welcome pack (reference document for new team members), manuals, practical improvement documents, internal procedures, etc., aimed at reducing learning curves



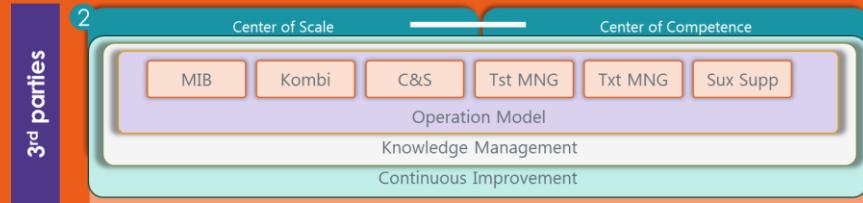
Rotation mitigation plan

- Avoid dependencies on specific people by minimizing risks to Nespresso.
- Rotations → Report to Nespresso the rotations that everis cannot control in a planned way.
- Onboarding calendar → Provide an onboarding calendar for people to Nespresso
- Knowledge Matrix → Identify knowledge gaps
- Motivation → everis encourages an attitude to take on new challenges as an opportunity for teams to perform new tasks and functionalities within the same service

- Motivation towards innovation and continuous improvement.
- Planned rotations within the service teams → Reuse of knowledge (e.g. Sustain → Problem or Change → Testing or Testing → Sustain, etc.)
- Culture “Employer Branding” → recruitment, retention and development of people
- Role-modeling techniques → identify key roles
- Satisfaction measurement → Workshops with teams.
- Team-building → Encourage commitment, teamwork and self-evaluation
- Mobility → allow the mobility of people between different locations

6. Delivery Model

Service design



- **Business orientation through distributed hubs with an E2E vision under a SPOC strategy making the team feel that their role and performance is key for both the service and their career path.**

We understand the particularity of each service line so we design each of them in their particular way but within a global service framework: the Service Manager will coordinate a global vision between the Service Line Manager and SEAT.

Each Service Line will be led by its corresponding Leader, dedicated exclusively to it. This allows the Manager to have an accurate and permanent vision of the service, and lets him/her define and monitor continuous improvement plans and ensure an E2E vision.

In any case, this service line leaders will be in touch and in perfect coordination in order to act as one team and prevent the service from having inefficient silos.

Why this approach?

Each Service Line will be able to focus on their own operation excellence and continuous improvement. Each Service Line will analyze the activity in order to set improvement plans involving both virtual centers, aligned with the shift-left strategy, whether it is inside the service or with third-parties.

6. Delivery Model

Team

everis presence in +50 countries around the world enables us to design a service relying on our offices in AMS, EMENA and AOA in order to offer the best specialization for each service line

Our approach is based on 3 main locations:

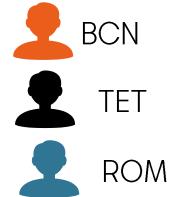
- **Barcelona:** Offering the knowledge of our specialized team in the automotive sector and SEAT services and ensuring closeness and proximity with SEAT
- **Romania:** In order to ensure the largest expert network of inCar services
- **Tetuan:** taking advantage of the off-shore development team specialized in automotive



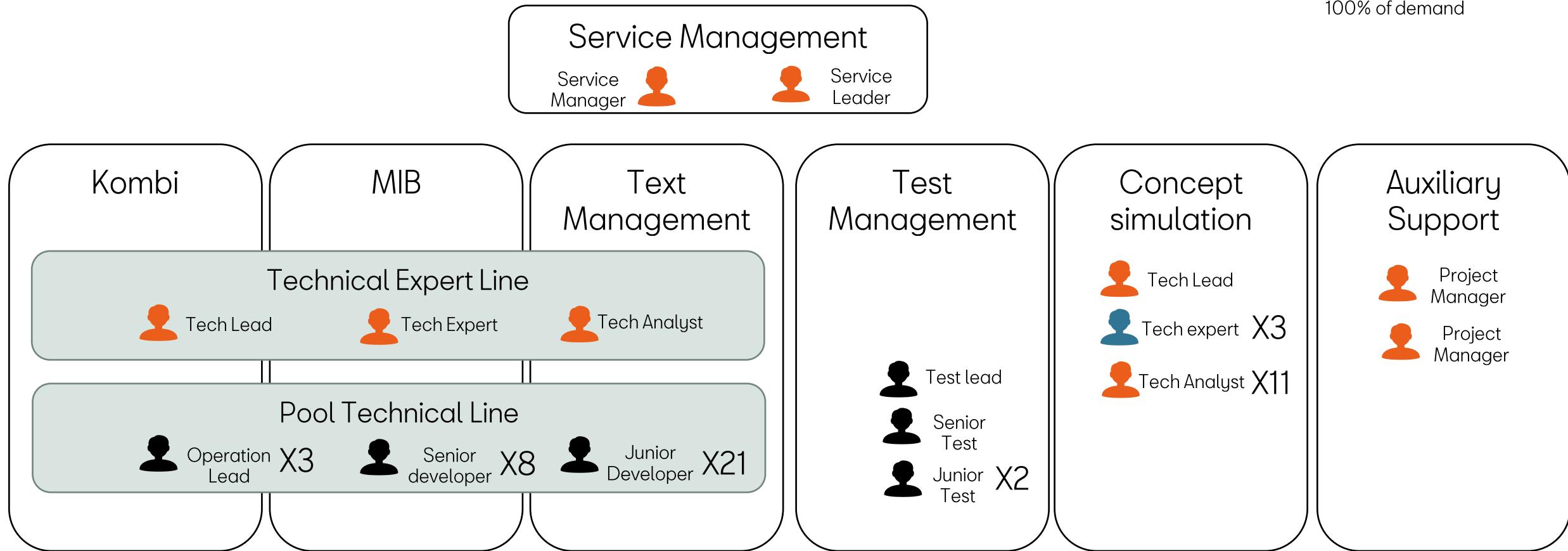
6. Delivery Model

Team

Below we present the structure of the proposed team



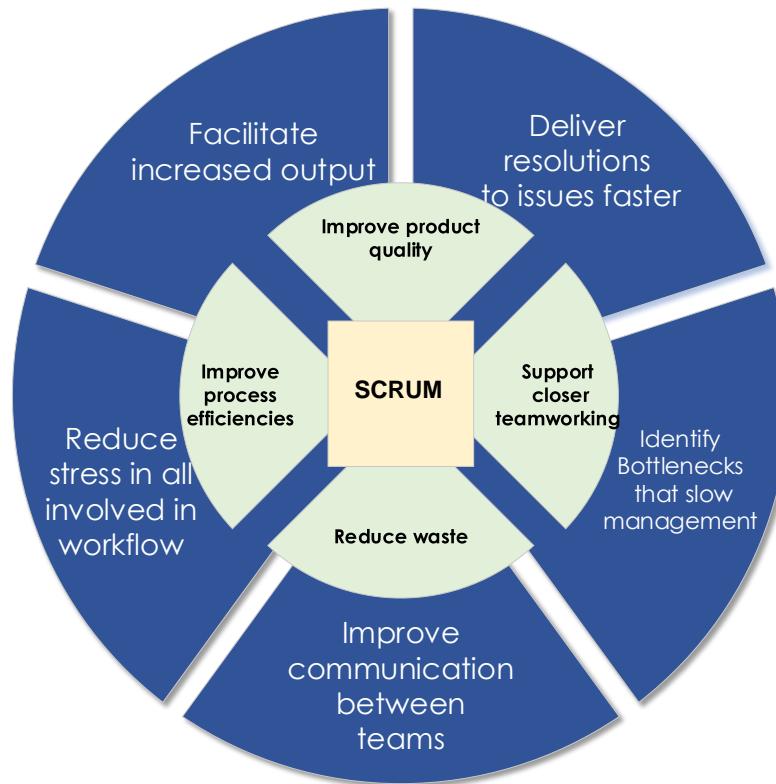
* Team considered for a 100% of demand



6. Delivery Model

Operation model. Methodology

As part of our Guiding Principles, service excellence is essential for everis, so based on experience in managing services with similar characteristics, the use of SCRUM as a methodological model for the management of tickets in Sustain, Problem and Change areas shows that shared visualization using Kanban boards promotes collaboration between service lines.



Easily **identify tickets** that are not being completed according to agreed times, so that **Service Lines can work together** to address any issues and even **improve escalation and response times**

This methodology gives those service managers a **general view** of the load and the **progress** of the work, facilitating the **monitoring and reporting** tasks

Understand the impact of **unplanned work**, so can set realistic **priorities** and manage **expectations**

6. Delivery Model

Operation model. Knowledge management

In Knowledge Management Process, the team proposed by everis will be responsible for keeping the knowledge database updated as well as guaranteeing compliance with entire lifecycle of process to make it available to different service lines and different SEAT stakeholders, with the aim of improving the efficiency of teams.



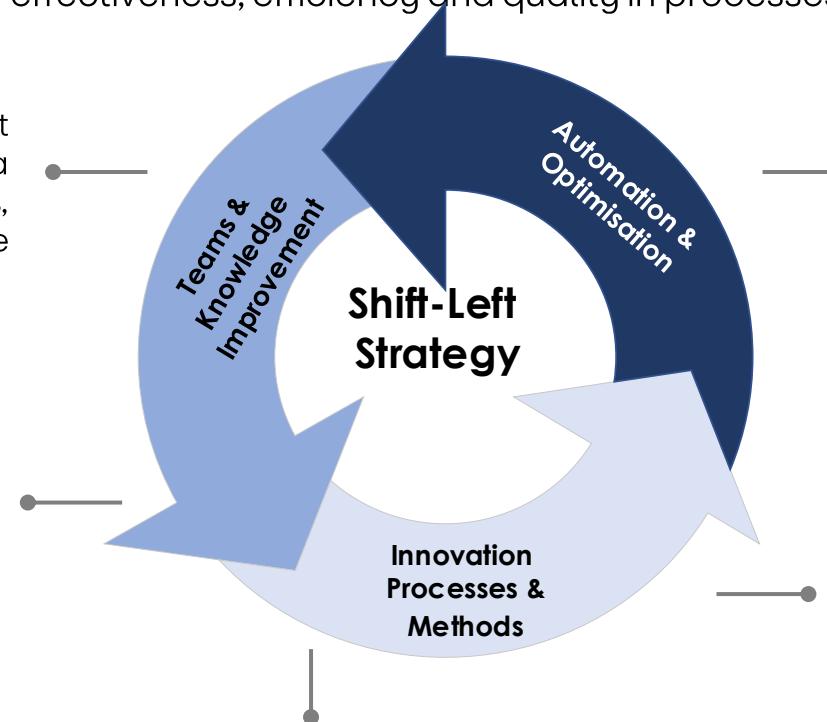
6. Delivery Model

Operation model. Continuous improvement

For everis, continuous improvement is the key in service management to seek to add more value through the development of mechanisms that allow the identification of improvements and evolutions on processes used, improvement of support tools for services/processes and optimization of capacity and increase of effectiveness, efficiency and quality in processes

Improve and constantly update elements that make up the knowledge database to provide a better service to teams, obtain better results, higher quality responses and standardize the ticket service process

Experts from the Concept simulation team will provide the necessary and **additional knowledge** for excellence in service delivery according to the **needs and agreements** for SEAT applications.



Faster access to answers, reduced time and effort, less downtime, and frees man-hours to teams to address other issues or initiatives.

We will analyze the activity of each of the service lines in order to find ways of optimization or automation, either through changes in the procedure or by implementing tools such as AI or RPA, for example.

Avoid creating barriers between each service lines, SEAT teams or external providers, to guarantee end-to-end management of requests while maintaining ownership throughout tickets lifecycle





6. everis added value



Cybersecurity ISO21434

- Cybersecurity Standards ISO 21434, OTA over-the-air programming, risk assessments
- Cybersecurity Laboratory Automotive presence local in Spain
- Cybersecurity Monitoring 12 SOCs (Vehicle Security Operation Centers) with presence in 86 countries , 1x SOC in Spain with availability 24x 7 365 days/year



everis CAD

- Low code solution from everis to implement new corporate applications



eVA asset

- eVA Virtual Assistant Platform for automotive
- Integration with iOS and Android apps for delivery of fast transactional services



Sentimental Human Factor

- Sentimental Human Factor Platform takes driving decision according to face recognition
- In-car camera provides facial video recording synchronized with CAN data
- CAN Data Collection several parameters are monitored and used as triggers for facial sentiment analysis
- Drowsiness/distraction and emotion recognition evaluated from facial video data
- Integrate the sentiment analysis score with client's solution

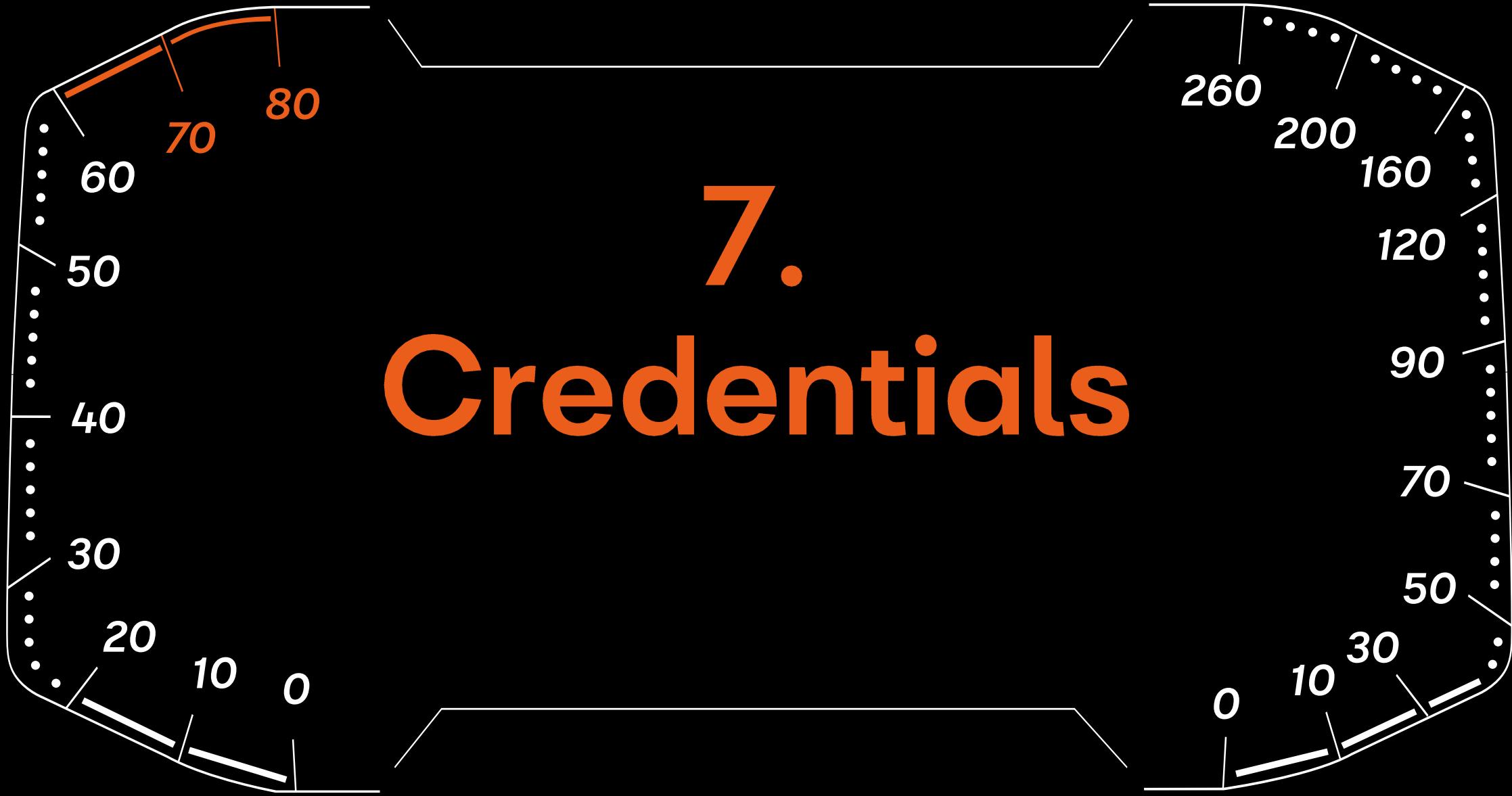


6. everis added value

everis proposes a maximum of 100.000€ of annually co-investment in the following topics:

- Artificial Intelligence & Machine learning
- Introduction and use of assets & Accelerator which generates more efficiency and value added
- Jointly development of new competences in the inCar domain

To apply the investment, a minimum of the %50 of the demand committed will be executed by everis



VW HMI SW Development for Chinese Market (as a subcontractor)

Client	Size & Duration	Offering
 OEM  Tier 1/2  Other	Size  50k 7M Time  1 month 5 years	 Embedded Software Integration and Quality  Embedded Application for connected Services
<ul style="list-style-type: none"> The application is a fork (branch) of the MIB3 VW (the latest generation of infotainment system for VW) destined for the Chinese market. The application consists of ~500 subprojects and the full project is more than 10 mill lines of code with a high complexity. We have physical test racks to test/debug/fix/trace deployments directly on the equipment, also a software simulator is available 	<ul style="list-style-type: none"> SW development of cross-platform Head Unit for the Asian market of Volkswagen. NTT DATA is delivering proportionally SW conception, architecture and Java developments including testing and prototype from NTT Romania. Development and Delivery Compliant to VDA 6.1 Standards Tools: Eclipse, EBGUIDE, SVN, Git, Maven, Upsource, Atlassian tools, VW Consortium Tooling, release Mgmt. Continuous Integration: Jenkins, SonarQube 	<ul style="list-style-type: none"> High quality SW development through our scalable delivery model for HMI development Understanding and participating in the software lifecycle of the car's multimedia interface operating system Having an insight view of the state and event driven architecture of the software Handling hardware and software challenges: coding with ODIS, flashing the target Deep know how of VW automatization testing process
Description	Solution	Benefits/Value Proposition

TIER1 Instrument Clusters and HeadUp Displays

Client	Size & Duration	Offering
 OEM  Tier 1/2  Other	Size  50k 7M Time  1 month 5 years	 Embedded Software Integration and Quality  Embedded Application for connected Services  E2E Automotive Cyber Security  Functional Integration for ADAS & AD  In-vehicle Data Driven Solutions & AI Applications  Software Life Cycle Management
Description	Solution	Benefits/Value Proposition
<ul style="list-style-type: none"> The projects where the team is involved are for premium automotive corporations: Daimler AG, VW group (including projects on Audi and Porsche), PSA, Renault, Fiat. Deep knowledge of HMI and embedded SW development, automotive technologies and C and C++ programming language Excellent knowledge of project management methods, quality management and standards, test methods and techniques, product verification/validation, test tools and management tools Good knowledge of VW SW development tools, microcontroller technology, HW and mechanical design, UML and architectures VW Consortium Tooling and Processes 	<ul style="list-style-type: none"> SW Requirements Analysis, SW Analysis Design, SW Development of SW Components HMI Text Management, HMI modelling and configuration Unit-, Integration and System Tests Developing Test Tools in C# Static Code Analysis (QAC) Development and Delivery Compliant to ASPIKE L3 and VDA 6.1 focused on series production Cybersecurity solutions and OTA 	<ul style="list-style-type: none"> The opportunity to be involved in some of the most important automotive projects worldwide. The highly competitive automotive domain which uses state of the art technologies, always challenges the people involved due to the constant innovations needed to fulfill the customers requirements: Safety innovations (e.g. from active braking assist, car to car communication to interior camera that is monitoring the driver's actions etc) Autonomous driving, OTA and Cybersecurity Automazation Testing Environment Increased need for connectivity with other devices

TIER1 Mirrorless Camera Monitor System

Client	Size & Duration	Offering
 OEM  Tier 1/2  Other	Size  50k 7M Time  1 month 5 years	 Embedded Software Integration and Quality  Embedded Application for connected Services
Description <ul style="list-style-type: none"> Increased safety and reduced fuel consumption with video camera technology for replacing wing mirrors in commercial and special vehicles. The positioning of the system components enables not only an extended viewing area due to the integration into the A-pillar of the vehicle but also ideal readability and reduced aerodynamic The Mirror system fulfills the standard ISO 16505. assistance due to the replacement of the wing mirrors. 	Solution <ul style="list-style-type: none"> Requirements analysis and definition System and software architectural definition for Infotainment System Embedded Linux software development RTOS and automotive drivers development Qt based screen display functionality development Create system test plan, analyze requirements, create and develop test cases for the Video Camara System Development and Delivery Compliant to ASPICE L2 and VDA 6.1 focused on series production 	Benefits/Value Proposition <ul style="list-style-type: none"> Involvement during the advanced engineering phase of the Video Camara Project Extended project management responsibility for software development Part of the global system architecture group for the Video Camara project Involvement in the development of the system test concept Involvement in the field of safety relevant product's application

Toyota US- HMI Design and Development

Client	Size & Duration	Offering
 OEM  Tier 1/2  Other	Size  50k 7M Time  1 month 5 years	 Embedded Software Integration and Quality  Embedded Application for connected Services  E2E Automotive Cyber Security  Functional Integration for ADAS & AD  In-vehicle Data Driven Solutions & AI Applications  Software Life Cycle Management
Description	Solution	Benefits/Value Proposition
<ul style="list-style-type: none"> Modify centrally in Japan developed HMI Software to adjust to US market and consumer requirements for Toyota 21 Multimedia project and quality standards VDA 6.1. 	<ul style="list-style-type: none"> HMI Business Architecture, Design and Development Key functionalities include Virtual Assistant, Navigation, and IP Apps, Radio, etc.. According to quality standards and VDA 6.1 focused on series production 	<ul style="list-style-type: none"> Seamless global delivery capability Automatization Development and Testing OTA and Cybersecurity Improvement Solution Concept Leverage critical technical and functional expertise from Romania Timely provision of development competencies locally

BMW HMI Digital Service Process Development

Client	Size & Duration	Offering
 OEM  Tier 1/2  Other	Size  50k 7M Time  1 month 5 years	 Embedded Software Integration and Quality  Embedded Application for connected Services  E2E Automotive Cyber Security  Functional Integration for ADAS & AD  In-vehicle Data Driven Solutions & AI Applications  Software Life Cycle Management
Description	Solution	Benefits/Value Proposition
<ul style="list-style-type: none"> China is the OEMs biggest market and enjoys a high strategic relevance due to the keen competition with global players as well as local OEMs and the very specific customer expectation towards automotive and digitalization. For this reason, the OEMs digital strategy in China is aligned with market specifications. 	<ul style="list-style-type: none"> HMI Development, Skinning, Concept and Simulation and Text Management According to Quality Standards and quality processes Process analysis and –adaption, strengthening communication ties with different China and HQ departments Setup Agile Transformation, assisting with OEM internal processes, cultural differences and language gap. Supporting OEM with german experts in China 	<ul style="list-style-type: none"> Unprecedented level of communication and collaboration between different departments Automatization HMI Development Automatization Testing Cybersecurity and OTA solution Defined development process

China Local OEM FAW (First Automotive Works) – TSP + IVI Product Design

Client	Size & Duration	Offering
 OEM  Tier 1/2  Other	Size  50k  7M Time  1 month  5 years	 Embedded Software Integration and Quality  Embedded Application for connected Services  E2E Automotive Cyber Security  Functional Integration for ADAS & AD  In-vehicle Data Driven Solutions & AI Applications  Software Life Cycle Management
Description	Solution	Benefits/Value Proposition
<ul style="list-style-type: none"> FAW built up in-house TSP & IVI platform, covering in-car, out-car services with customization. Out-car TSP + In-car IVI providing comprehensive services for drivers, bring driver in-car entertainment experience with safe, convenient driving experience. 	<p>TSP service</p> <ul style="list-style-type: none"> Using mobile to control car parts, seeking for parking, car and driver big data analysis Documenting requirement and developing TSP functions on FAW IoT platform <p>IVI solution:</p> <ul style="list-style-type: none"> System basic functions (multi media, phone, system setting, development mode), etc. Communicating with car devices, TSP, remote vehicle control, navigation map, mobile, etc. Shortcut control by using button, voice, posture, etc. 	<ul style="list-style-type: none"> Comprehensive safe, convenient services with good entertainment experience Scalable and flexible enough for connecting devices and other service providers Extensive collaboration with TSP providers Well understanding mobile standards of Apple, Google and local mobile providers

Embedded Projects Summary

Fuel Control Module

It controls how efficiently the fuels are used to cool, control and run the vehicle.

Light Control Panel

The project consists in developing a new version for the existing light control panel for sport car

DC to DC Convertor Battery Mng System

Manages the battery by protecting the it from operating outside its Safe Operating Area, monitoring its state, calculating secondary data, reporting that data, controlling its environment, authenticating it and/or balancing it.

Radar 77Ghz/Front/Rear

This system has the scope to gather information about the objects around the vehicle. This information is used to determine the driving situation and warn the driver in potentially dangerous events.

Lidar

Lidar detection for Autonomous Driving L3 OEM project

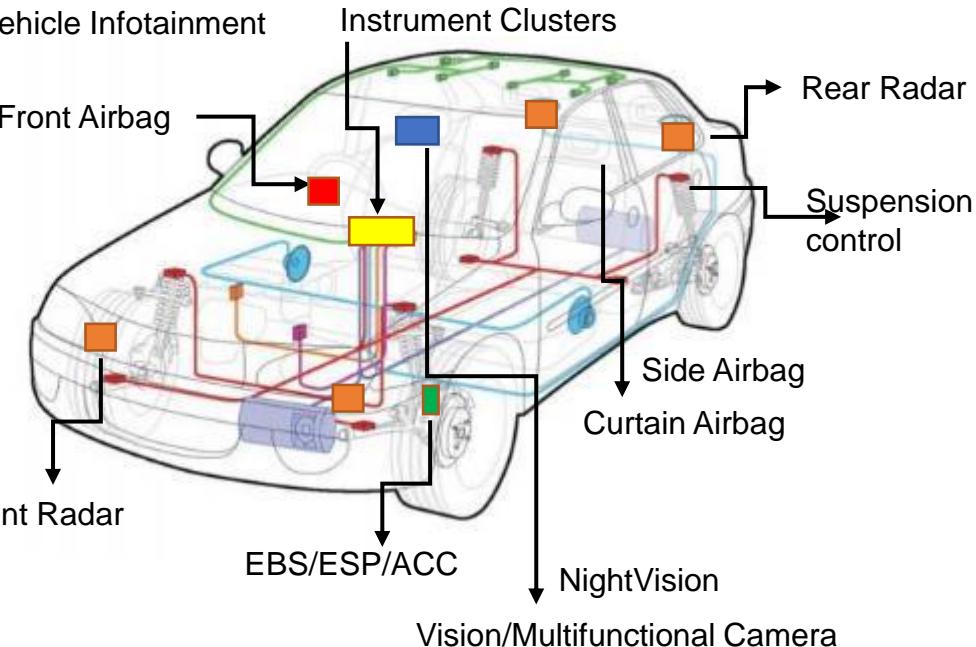
Night Vision

Night Vision pedestrian detection based on infrared camera which detects the heat

Brake systems: EBS/ESP/ACC

EBS – Braking Systems (reduces braking distance by several meters)

HeadUp displays In Vehicle Infotainment



Surrounding Camera

Increased safety and reduced fuel consumption with Surrounding camera technology for replacing wing mirrors in commercial and special vehicles

Instruments Clusters Head Up Displays

From development of main functionalities as trip computer, steering assist, tire pressure, SEAT belt, velocity and tachometer dials, advanced dystonic, navigation, diagnosis, power management to development of an interior camera which is monitoring the driver's actions.

Airbag

Occupant Status, Buckle Status, Acceleration and Pressure Sensor, Gyro and Pretensions Drivers

Suspension Control

CE – Chassis Electronics –
Suspension Control

IVI

In Vehicle Infotainment

System for displaying content of mobile device on vehicle head unit via AGL and SLD

Thank you!

Gracias!

Dankeschön!

Barcelona, October 20th 2020

