INNOVATIVE CHASSIS SYSTEMS improve vehicle dynamics and comfort

LIGHTWEIGHT DESIGN and reduced driving resistances lower CO² emission

NETWORKED ELECTROMECHANICAL SYSTEMS will make vehicles even safer in future

/// OPENING PRESENTATION
Prof. Dr. Stefan Gies
Volkswagen

/// ONE FOR ALL
Four congresses in one event

chassis.tech + steering.tech + brake.tech + tire.tech

chassis.tech plus

1st International Munich Chassis Symposium
8 and 9 June 2010 | Munich
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WELCOME

The automotive industry is currently facing radical changes. New powertrain concepts are being introduced, some of which show great compromises in terms of range, application options and energy availability. Compromises of this kind are out of the question where the chassis is concerned. Short braking distances, high lateral acceleration potential and good driving comfort are essential for a safe, modern vehicle. The intelligent use and networking of electro-mechanical systems, innovative materials and efficient development methods allow these essential attributes to be developed further while minimizing the driving resistances.

The new chassis.tech plus congress is intended as a forum and a meeting place designed to accelerate the worldwide exchange of information between experts. With this in mind, the Scientific Advisory Board has drawn up an extremely interesting, attractive and varied program. The focus here is on practical relevance and topicality.

On behalf of the Scientific Advisory Board, please allow me to invite you to take part in the new chassis.tech plus. We will be glad to welcome you in the heart of Munich and we wish you a pleasant journey as well as an interesting and stimulating time at the 1st International Munich Chassis Symposium.

We are looking forward to entering into a dialogue with you!

Prof. Dr. Peter E. Pfeffer
University of Applied Sciences Munich
Scientific Director of the Symposium
EVENING RECEPTION IN MUNICH RATSKELLER

Tuesday, 8 June 2010 | 19:00
in Munich Ratskeller
Marienplatz 8, 80331 Munich

Experience a cosy evening in the traditional Ratskeller. We are happy to invite you to attend an evening of stimulating conversation with colleagues and enjoy Bavarian culinary delicacies.

The foundation stone of the Ratskeller was laid on 25 August 1867. However, the first landlord and landlady did not move into the premises of the new town hall until 1 August 1874, the date when the city council started its activities there.

In accordance with the romantic spirit of the age, Georg von Hauberisser designed the edifice as well as the furnishings of the Ratskeller in the 16th century Gothic style. Munich painters like Heinrich Schlitt and Josef Rösl designed the various vaults.

The Ratskeller, established ever since then as a place of civic hospitality, extends a hearty welcome with its typical Bavarian charm.

www.ratskeller.com

1ST INTERNATIONAL MUNICH CHASSIS SYMPOSIUM

One for all – Four congresses in one event

The plenary section chassis.tech plus is scheduled for the first day

On the second day, the Symposium will divide up into the parallel sections

chassis.tech
steering.tech
brake.tech
tire.tech

For the whole duration of the event, the accompanying trade exhibition will allow you to gather information on innovative products and services offered in the field of chassis development.

New congress structure

The 1st International Munich Chassis Symposium repositions the four established congresses chassis.tech, steering.tech, brake.tech and tire.wheel.tech to form an international meeting place for the chassis community by combining them into a single joint congress called “chassis.tech plus”.

The plenary section taking place on the first day will address overriding issues concerning the chassis and vehicle dynamics before the Symposium divides up on the second day into four parallel specialist sections focusing on chassis, steering, brakes and tires/wheels. Participants can change between the four parallel sections at any time.

Special meeting zones for the four specialist groups ensure that the individual communities retain their separate identities in spite of the combining of the four congresses. The individual parallel sections scheduled for the second day – chassis.tech, steering.tech, brake.tech and tire.tech – can be booked separately for a reduced registration fee.

chassis.tech plus is a comprehensive symposium for chassis engineering and vehicle dynamics which will be taking place in Munich once a year in future.

THE SYMPOSIUM IS TARGETED AT

: Manufacturers of passenger cars and commercial vehicles and their suppliers
: Engineering partners
: Universities and research institutes
: Manufacturers of measuring, testing and simulation systems
: Authorities and associations

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1ST DAY – PLENARY SECTION CHASSIS.TECH PLUS

Keynote speeches
- Latest trends in development
- The chassis in the year 2020
- International requirements
- The development of chassis and vehicle dynamics – a retrospective

Chassis systems for safe and efficient vehicles
- Chassis and driver assistance systems
- Demands made on the chassis of the future
- Fuel consumption and CO₂ emissions

Electronic chassis systems
- Innovative steering systems
- Data fusion and system networking
- Effects on the vehicle characteristic

Virtual chassis development and homologation
- Development of safety-critical systems
- Approval
- Assessment through simulation

2ND DAY – PARALLEL SECTIONS

CHASSIS.TECH SECTION

Simulation and testing
- The interaction between wheel and vehicle
- Parameterisation of vehicle models
- Virtual development of commercial vehicles

Driving comfort and handling
- Efficient basic design methodology
- Control strategies for air spring suspension systems
- Vehicle dynamics and body rigidity

Innovative chassis
- New design solutions
- Materials and manufacturing techniques
- Lightweight design

STEERING.TECH SECTION

Development of steering systems of the future
- New functions and systems
- Measurement and simulation
- Control engineering

Driver-vehicle steering interaction
- Subjective evaluation
- Effective assistance
- Controllability of electronic steering intervention

Innovative steering systems and components
- New systems and functions
- Cost optimization
- Material concepts of the future

BRAKE.TECH SECTION

Brake systems for alternative powertrains
- Brake control
- Regenerative braking
- Components for hybrid and electric vehicles

NVH and environmental behaviour
- Residual braking torques
- Brake dust emissions
- Comfort behaviour

Safety and homologation
- Evolution of electronically controlled braking systems
- Commercial vehicle brakes
- Simulation
- Approval requirements

TIRE.TECH SECTION

Tire characteristics
- New tire concepts for increased safety
- Innovative tires for commercial vehicles
- Tires and driving comfort

Wheel development: methods and components
- Energy efficiency
- Objective evaluation of tire characteristics
- Materials

Current legislation
- Standards and regulations
- Tire labelling
- Tire pressure monitoring systems

MAIN TOPICS
**Moderator:**
Prof. Dr. Peter E. Pfeffer, Automotive Engineering,
University of Applied Sciences Munich

8:00  Registration

9:15  Welcome and opening
Prof. Dr. Peter E. Pfeffer, Automotive Engineering,
University of Applied Sciences Munich;
Johannes Winterhagen, Editor-in-Chief ATZ | MTZ

**KEYNOTE SPEECHES**

9:30  Future prospects of the chassis in the run-up to 2020
Prof. Dr. Stefan Gies, Head of Passenger Car
Chassis Development, Volkswagen AG

10:00 Challenges to chassis adjustment in an age of global approaches
Hans Demant, European Strategy Board Member,
Vice President Global Intellectual Property Rights,
Adam Opel GmbH

10:30 Development of chassis and vehicle dynamics after the 2nd World War – a success story
Prof. Dr. Dr. Hans-Hermann Braess,
former Head of Science and Research, BMW Group

11:00 Opening of the accompanying trade fair and refreshment break in the exhibition area

**CHASSIS SYSTEMS FOR SAFE AND EFFICIENT VEHICLES**

11:30  The next step in driver assistance – Toyota's point of view
Hideo Inoue, General Manager R&D Management,
Toyota Motor Corporation, Japan

12:00  Calculation of fuel consumption and CO₂ emission – impact and potential of the steering system considering the combustion engine characteristic
Dirk Zimmermann, Senior Engineer Advanced
Steering R&D, TRW Automotive GmbH

12:30 Lunch together in the exhibition area
PLENARY SECTION

Moderator:
Stefan Resch, Business Area Manager Comfort & Vehicle Dynamics, TÜV SÜD Automotive GmbH

ELECTRONIC CHASSIS SYSTEMS

14:00 Electric power steering systems in all vehicle classes – state of the art
Alexander Gaedke, Director Advanced Engineering, M. Heger, ZF Lenksysteme GmbH

14:30 The electric steering systems in the new BMW 5 Series
Dr. Thomas Meitinger, Director System Development Standard Steering Systems, BMW Group

15:00 Torque vectoring for electric vehicles – a new approach to designing lateral dynamics
Dr. Lars König, Expert Vehicle Dynamics Management, R. Böker, R. Folke, Bosch Engineering GmbH

15:30 Refreshment break in the exhibition area

VIRTUAL CHASSIS DEVELOPMENT AND HOMOLOGATION

16:00 Development and approval of safety-critical systems – what can the automotive sector learn from railways and aviation?
Dr. Gunter Mochmann, Key Account Manager Automotive, Dr. P. Linder, Informatik Consulting Systems AG

16:30 First-time ECE 13/11 homologation of electronic stability control (ESP) through vehicle dynamics simulation – innovation and benefits?
Bernhard Schick, General Manager Innovation, U. Wurster, M. Ortlechner, IPG Automotive GmbH; E. Drenth, J. Crawley, Haldex Brake Products Ltd, UK

17:00 HIL simulation of closed-loop driving manoeuvres to predict the handling performance of passenger cars
Dr. Henning Holzmann, EGM Driving Performance Simulation, Dr. C. Halffmann, Dr. M. Kochem, Adam Opel GmbH; O. Mies, U. Wurster, IPG Automotive GmbH

19:00 Evening reception in Munich Ratskeller
CHASSIS.TECH

Festsaal

Moderator:
Dr. Veit Held, Head of Advanced Engineering, Chassis and Chassis Control Systems, Adam Opel GmbH

SIMULATION AND TESTING

8:30 New handling simulation opportunities of tire and vehicle interaction by using physical tire parameters within a holistic parameter space
Oliver Blanco Hague, Tire Research Engineer, B. Durand-Gasselin, Manufacture Française des Pneumatiques Michelin, France; C. Miquet, W. Schick, IPG Automotive GmbH

9:00 Cost-efficient parameterization of suspension models based on dynamic K&C measurements
Sven Hille, Product Manager Database for Simulation and Calculation, P. Mast, TÜV SÜD Automotive GmbH; Dr. Andreas Kunert, Senior Account Manager Vehicle Simulation Programs, TESIS DYNAware GmbH

9:30 A new way to customer load correlation and testing in the engineering of Daimler trucks
Dr. Christof M. Weber, Senior Manager Endurance Strength and Test Bench Testing Department HD/Upper-MD CoE Daimler Trucks, R. Müller, Daimler AG; Dr. K. Dreßler, Dr. M. Speckert, Fraunhofer Institute for Technical and Industrial Mathematics

10:00 Refreshment break in the exhibition area

DRIVING COMFORT AND HANDLING

10:30 Conceptual layout for spring/damper setup of a prototype while taking vehicle dynamics and driving comfort into account
Dr. Pavel Kvasnicka, Senior Engineer Vehicle Dynamics Concept Design, Car Projects, H. Schmidt, BMW Group

11:00 Influencing vehicle dynamics by means of controlled air spring dampers
Matthias Puff, Research Associate, Prof. Dr. P. Pelz, Fluid System Engineering, Darmstadt Technical University

11:30 Improving the dynamic performance of the vehicle by optimizing the body characteristics using body deformation analysis

12:00 Lunch together in the exhibition area

STEERING.TECH

Palaishalle

Moderator:
Dr. Manfred Harrer, Manager Development Steering Systems/Wheels, Dr. Ing. h.c. F. Porsche AG

DEVELOPMENT OF STEERING SYSTEMS OF THE FUTURE

8:30 Future functionality of electric power steering systems
Dr. Dirk Nissing, Chief Engineer Global Control Functions Steering, TRW Automotive GmbH

9:00 Investigations on the disturbance transfer behaviour of electric power steering
Christian Wimmer, PhD Student, Driving Dynamics Development, Dr. M. Lehner, BMW Group

9:30 Control-based potentials for electric power steering systems to improve road feedback and self-aligning characteristics
Daniel Lunkeit, PhD Student, Chassis – Steering System Development, Dr. Ing. h.c. F. Porsche AG

10:00 Refreshment break in the exhibition area

DRIVER-VEHICLE STEERING INTERACTION

10:30 Present-day cars – subjective evaluation of steering feel
Prof. Dr. Peter E. Pfeffer, Automotive Engineering, H. Scholz, University of Applied Sciences Munich

11:00 Controllability of erroneous steering torque interventions – driver reactions and influencing factors
Alexandra Neukum, Team Leader/Senior Research Scientist: Psychological Ergonomics, Interdisciplinary Centre for Traffic Sciences, University of Würzburg

11:30 Superposition of steering torque to support the driver in critical situations
Eman Mehrjerdian, Research Assistant, A. Gaedke, M. Sprinzl, ZF Lenksysteme GmbH; Prof. Dr. T. Bertram, Chair for Control System Engineering, Dortmund Technical University

12:00 Lunch together in the exhibition area
**BRAKE.TECH SECTION**

**Moderator:**
Karl Friedrich Wörsdörfer, Vice President
Product Development Hydraulic Brake Systems,
Continental Chassis and Safety Division,
Continental Teves AG & Co. oHG

**BRAKE SYSTEMS FOR ALTERNATIVE DRIVES**

8:30 - Simulation of an anti-lock braking system with electric motors during regenerative braking in powerful BEVs
Mario Teitzer, Engineer, Dr. R. Stroph, Dr. A. Pruckner, BMW Group Research and Technology

9:00 - The electric vacuum pump in the braking system of future vehicles with new powertrain technologies
Dr. Michael Jürging, Manager Engineering Vacuum Pump, Continental Chassis and Safety Division, Continental Teves AG & Co. oHG

9:30 - The impact of regenerative braking on the development of friction brake linings
Jürgen Lange, Group Director Product Portfolio Management, R. Steege, TMD Friction Services GmbH

10:00 - Refreshment break in the exhibition area

**NVH AND ENVIRONMENTAL BEHAVIOUR**

10:30 - A contribution to the specific investigation of brake drag torque on disc brakes
Prof. Dr. Klaus Augsburg, Head of Automotive Engineering Department, S. Heimann, M. Engel, Faculty for Mechanical Engineering, Technical University of Ilmenau

11:00 - Methods for the visualization and handling of brake dust emissions
Jan Münchhoff, Head of Development Foundation Brake, AUDI AG; Prof. Dr. K. Augsburg, R. Horn, H. Sachse, Faculty for Mechanical Engineering, Technical University of Ilmenau

11:30 - Integration of the virtual analysis of brake comfort in the development process of a high-performance brake
Sergio Carvajal, CAE Chassis Vehicle Dynamics, Dr. Ing. h.c. F. Porsche AG

12:00 - Lunch together in the exhibition area

**TIRE.TECH SECTION**

**Moderator:**
Victor Underberg, Manager Development Stability Management Systems and Tire Pressure Monitoring Systems, AUDI AG

**TIRE CHARACTERISTICS**

8:30 - The benefits of runflat tire for the driver – review and future prospects of Bridgestone’s latest technologies
Hans-Rudolf Hein, Executive Adviser Standards and Regulations, Bridgestone Europe NV/SA

9:00 - “Rolling resistance plus” – a new method for optimizing the use of fuel efficient tire beyond current regulations and standards
Lars Natsch, Product Manager Calculation & Characteristics Tire, M. Staude, W. Reithmaier, TÜV SÜD Automotive GmbH

9:30 - Cavity noise of passenger car tires – influencing factors and optimization measures
Oliver Krauss, Academic Assistant, Prof. Dr. F. Gauterin, Institute of Vehicle Science and Mobile Machines, Karlsruhe Institute of Technology; Dr. F. Klempau, Dr. G. Leister, Daimler AG

10:00 - Refreshment break in the exhibition area

**WHEEL DEVELOPMENT: METHODS AND COMPONENTS**

10:30 - KTM Tubeless – development of a modern wire spoke wheel for motorcycles
Clemens Schelhaas, Head Fundamentals Chassis Calculation, KTM-Sportmotorcycle AG, Austria

11:00 - Objective methods for the functional evaluation of tire characteristics
David Gutjahr, Tire Concepts / Indoor Tests, Dr. J. Holtzschulze, D. Hagenbourger, Dr. M. Bullinger, F. Niedermeier, BMW Group

11:30 - The use of forged wheels as a contribution to carbon emission reduction
Dr. Bernd Velten, Head of Technical Sales and Marketing, C. Weichert, OTTO FUCHS KG

12:00 - Lunch together in the exhibition area
PROGRAM
WEDNESDAY 9 JUNE 2010 – AFTERNOON

>> CHASSIS.TECH SECTION
Festsaal

Moderator:
Dr. Veit Held, Head of Advanced Engineering Chassis and Chassis Control Systems, Adam Opel GmbH

INNOVATIVE CHASSIS

13:30 Development of a fiber-composite suspension strut/knuckle module
Dr. Mathias Eickhoff, Director of Technology Suspension Division, K. Stretz, H. Marquar, ZF Sachs AG

14:00 The rear axle of the new Opel Astra – from conceptual selection to series application
Michael Harder, Supervisor Vehicle Dynamics Development, S. Ohligschläger, Adam Opel GmbH

14:30 Refreshment break in the exhibition area

>> STEERING.TECH SECTION
Palaishalle

Moderator:
Dr. Manfred Harrer, Manager Development Steering Systems/Wheels, Dr. Ing. h.c. F. Porsche AG

INNOVATIVE STEERING SYSTEMS AND COMPONENTS

13:30 Rear axle steering system on Unimog
René Weißmann, Manager Development Axles Special Vehicles, Daimler AG

14:00 Quo vadis – will the steering wheels of the future be made of plastic materials?
Heiko Ruck, Manager Application Engineering Frontal Protection, C. Rudolf, N. Müller, B. Kempf, TAKATA-PETRI AG

14:30 Refreshment break in the exhibition area

>> PLENARY SECTION
Festsaal

Moderator:
Prof. Dr. Peter E. Pfeffer, Automotive Engineering, University of Applied Sciences Munich

KEYNOTE SPEECHES

15:00 Lightweight design and electric driving – a chassis issue?
Dr. Horst Glaser, Head of Chassis Development, AUDI AG

15:30 The chassis of the new BMW 5 Series – characterized by modern customer requirements
Gerhard Kurz, Head of Chassis Longitudinal Dynamics, BMW Group

16:00 The synthesis of vehicle dynamics and driving comfort via the use of mechatronic chassis systems
Dr. Peter Schäfer, Head of Chassis Development, Dr. Ing. h.c. F. Porsche AG

PANEL DISCUSSION

16:30 Vehicle dynamics: will it still be a customer requirement tomorrow?
Moderator:
Wolfgang Siebenpfeiffer, Publisher ATZ | MTZ

17:00 Closing remarks
Prof. Dr. Peter E. Pfeffer, Automotive Engineering, University of Applied Sciences Munich;
Johannes Winterhagen, Editor-in-Chief ATZ | MTZ
**SAFETY AND HOMOLOGATION**

13:30  The continuous evolution of EBS towards increased safety  
Dr. Thomas Dieckmann, Head of Control Function Development, WABCO Development GmbH

14:00  Design of pneumatic brake systems by dynamic simulation  
David Wilke, Engineer Brake Systems, Daimler AG; U. Grätz, ITI Gesellschaft für ingenieurtechnische Informationsverarbeitung mbH

14:30  Refreshment break in the exhibition area

**CURRENT LEGISLATION**

13:30  Progressive tire development activities marked by European legislation  
Dr. Joachim Neubauer, Head of Standards & Regulations, responsible for Germany, Austria & Switzerland, Michelin Reifenwerke AG & Co. KGaA

14:00  ECE R64 – an indirect approach  
Andreas Andersson, Systems Engineer, NIRA Dynamics AB, Sweden

14:30  Refreshment break in the exhibition area
THE ORGANIZER

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ATZlive creates platforms allowing you to participate in discussions and set the course for the future together. Our high-level conferences with the principal representatives of research and practice are precisely geared to the needs of the interest groups involved and the current issues under discussion; that is the motto of our technology events. They illuminate the latest trends and provide up-to-date information for your work.

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Automobiltechnische Zeitschrift, the specialist magazine for technology-oriented management in the automotive industry, provides up-to-date information from research and development.

MTZ
Motortechnische Zeitschrift is always one step ahead where engine development and technology are concerned and is full of detailed results from research and development for highly specialized engineers.

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More at www.iavsd.org
EXHIBITION

Tuesday 8 June 2010 and Wednesday 9 June 2010

An accompanying trade fair will be taking place again in the foyers of the function rooms on Tuesday 8 June and Wednesday 9 June. In numerous exhibition booths measuring upwards of 6 m², manufacturers and suppliers of the automotive industry will present the latest developments in chassis technology to the specialist audience.

List of exhibitors attending the last x.tech congresses

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You can present your latest products and services to the specialist audience as an exhibitor in our exclusive exhibition or as a sponsor. Why not make use of this meeting place for an exchange of specialist information between users and pioneers in this field?

We design individual sponsoring and exhibition packages according to your needs and requirements. You can choose from a wide range of options.

For information on the various presentation options please contact:
Kai Pielicke
ap-Media on behalf of ATZlive
Phone +49.6242. 990565
kai.pielicke@ap-media.eu
REGISTRATION FEE

Participation in the entire Symposium chassis.tech plus (8 and 9 June 2010)
€ 995.– plus VAT

This includes the conference documents, food and drinks during the breaks and the evening reception on 8 June 2010.

Participation only on the first day (8 June 2010) of the plenary section chassis.tech plus
€ 795.– plus VAT

This includes the conference documents, food and drinks during the breaks and the evening reception on 8 June 2010.

Participation only on the second day (9 June 2010) of one of the four parallel sections
chassis.tech, steering.tech, brake.tech, tire.tech
€ 695.– plus VAT

This includes the conference documents and food and drinks during the breaks (excluding the evening reception on 8 June 2010).

Participants can change between the parallel sections at any time. The registration fee also includes admission to the accompanying trade fair.

University members of the IAVSD receive a 50 % discount on the registration fee. Please specify your membership number on the registration form for this purpose.

Mode of payment
By bank transfer after invoice or by credit card (Master, Visa).

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All participants in the Symposium receive one of the E-magazines ATZ- or MTZ-worldwide for two consecutive months free of charge and without obligation.

VENUE

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Phone +49.89. 2120-0
www.bayerischerhof.de

HOTELS

The following hotels have room blocks at reduced prices for the participants. Please reserve by 26 April 2010 and refer to “chassis.tech plus”.

You are recommended to book early as the hotels reduce their room blocks in early April.

Holiday Inn Munich – City Centre
Hochstraße 3, 81669 Munich
Phone +49.89. 4803-0, Fax +49.89. 448-7170
hi.muenchen@whgeu.com
www.holidayinn.de/munichcitycentre
Single room with breakfast € 150.–
Double room with breakfast € 171.–

NH München Deutscher Kaiser
Arnulfstraße 2, 80335 Munich
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reservation.muenchen.de@nh-hotels.com
www.nh-hotels.de/nh/
Single room with breakfast € 150.– to € 200.–
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You can book other hotels in Munich via:
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LANGUAGES USED IN THE PRESENTATIONS

German and English with simultaneous interpreting (German – English / English – German)

CONDITIONS

No cancellation charge is due if registration is cancelled by 10 May 2010. Cancellations made after that date will incur a charge of 35 % of the registration fee. For cancellations made after 18 May 2010 the full registration fee is payable. Cancellations must be made in writing. The date of the postmark will determine whether the deadline has been met. We will gladly accept a replacement delegate at no extra charge.

Should a speaker be unable to attend at short notice by reason of force majeure, illness, accident or other circumstances for which ATZlive cannot be held responsible, another qualified person will be appointed to the exclusion of any claim for compensation. Should the event be cancelled altogether, we will of course refund the registration fee. No conference documentation may be reproduced or transferred to third parties without the express written consent of ATZlive. Audio and video recording of the conference is not permitted.

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☐ 8 and 9 June 2010 – entire Symposium: € 995.–*
☐ 8 June 2010 – 1st day of Symposium: € 795.–*
☐ 9 June 2010 – chassis.tech (2nd day only): € 695.–*
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Attendance at evening reception on 8 June 2010
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