

**Mobility Systems  
Engineering & Management**  
Executive Master's Program  
**E-Mobility, Autonomous Driving  
and Systems Engineering**



# Become a HECTOR School Master

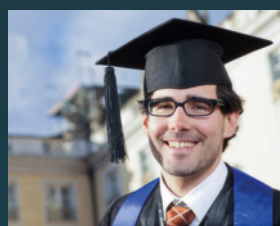
Leadership Know-How for Demanding Careers



»My HECTOR School degree gave me the professional and personal tools to advance in my career. The direct exchange with peers and experts from various fields of technology and management was extremely valuable.«

**Sebastian Mangold**

Alumus of Intake 2017



»The five engineering modules offer deep insight into the new challenges of the automotive industry. Highly experienced lecturers show state-of-the-art research on the topics of electro-engines, batteries, but also cognitive systems and embedded systems. This broad variety of subjects combined with the five management modules with a lot of case studies are the perfect fundament for further personnel development. On top, you are still able to continue your current job and to introduce the new methods to your daily business life.«

**Alexander Spies**

Alumus of Intake 2011





# Executive Master's Program

## Mobility Systems Engineering & Management

**SAFETY & SECURITY CYBER PHYSICAL SYSTEMS BIG DATA HANDLING AUTOMOTIVE STANDARDS & APPLICATION TESTING 2.0 DATA COMMUNICATION PROCESS MATURITY LEVEL ASSIGNMENT FINANCE & VALUE ENERGY SUPPLY, STORAGE & CONVERSION CHARGING MANAGEMENT IOT & INDUSTRY 4.0 SYSTEMS LIFE CYCLE PROCESSES STRATEGY & PEOPLE POWER TRAIN CONCEPTS MODELLING & SIMULATION INTERNATIONAL PROJECT MANAGEMENT WORLDWIDE RELEASE & CONFIGURATION MANAGEMENT CAR-TO-X COMMUNICATION INNOVATION & PROJECTS AUTOMOTIVE RADAR TECHNOLOGY DRIVER ASSISTANCE SYSTEMS VEHICLE TRAFFIC INTERACTION MARKETING & DATA DECISIONS & RISK**



Electronic systems are omnipresent. Currently they range from portable devices such as smart phones to large stationary installations like the systems controlling of power plants. Communication - stationary or over-the-air – of these particular systems form a network of control, sensing and influencing the environment. A cyber physical system is the result. These trends fundamentally influence industry (industry 4.0) and mobility, mainly vehicles for automated driving, electrical drive trains and car-2-x communication. As a consequence, **sustainable mobility concepts are increasingly using embedded electronic systems to maximize efficiency, enable automation and reduce pollution.**

### CHALLENGES START WITH NEW PROCESSES

Challenges start with new processes methods and tools of systems engineering that are needed to design and validate these networks of embedded systems. Agile programming (e.g. Scrum) for self-learning functions up to artificial intelligence will find its way into conservative mechanical engineering and enhance the more or less established life cycle models such as the "V". In addition validation will step beyond X-in-the-Loop and demand for data analytics of a large number of sensor data. But what is the right method for the right challenge? Am I using the appropriate tool or am I horribly over-loading the simple task? Assessments will answer these questions, currently we rely on CMMI and SPICE, which will surely be enhanced for the upcoming hypes.

### DESIGNED FOR SPECIFIC TASKS

Also electronic systems are designed to do some specific tasks, rather than be a general-purpose computer for multiple tasks. Some also have real-time performance constraints that must be met, for reasons such as safety and usability; others may have low or no performance

### Program Directors



**Prof. Dr.-Ing. Eric Sax**  
Institute for Information Processing Technologies, KIT

**Prof. Dr. Stefan Nickel**  
Institute of Operations Research, KIT

### Heads of Specializations



**Prof. Dr.-Ing. Martin Doppelbauer**  
Institute of Electrical Engineering, KIT

**Prof. Dr. rer. nat. Frank Gauterin**  
Institute of Vehicle System Technology (FAST), KIT

requirements, allowing the system hardware to be simplified to reduce costs. Standards (e.g. ISO 26262 for functional safety) will influence the design decision process.

### THE STORY GOES ON

The story goes on with reducing the size and cost of the product, increasing the reliability and performance of electronic components such as sensors and controllers enables more and more digital applications. And does not end here. As a consequence the demand for innovations by society and the raise of new technologies in universities and large scale research institutions offer tremendous opportunities to overcome "historic" electronic development thinking.

The Master's Program in Mobility Systems Engineering and Management offers a **unique combination of courses in emerging technologies, systems engineering know-how and methods as well as management tools** tailored for those challenges of mobility: e-drive, auto-drive, communication-over-the-air, and worldwide release and configuration management. Within the Master's Program specifications in those area can be chosen.

### LONG TRADITION

With its long tradition in mobility, electrical, information and communication programs, the Karlsruhe Institute of Technology (KIT) provides an ideal environment. Building on the long-established reputation for excellence in business engineering, our Master's Program combines an in-depth knowledge and understanding of fundamental concepts in business, finance and management with the latest developments in Electronic Systems and Mobility Systems Engineering.

**With this Master's Program participants will acquire tools that will guide their career in this exciting area.**

# Engineering Modules (EM)

Shape the Future of Mobility Systems

EM 1	<b>Processes, Methods &amp; Tools of Systems Engineering</b>	
	Fundamentals of Systems Engineering, Modeling & Simulation, Process Models & Associated Assessments, Case Study in Embedded Systems Development (incl. Rapid Prototyping), Big Data Management, Introduction Concept Study	
EM 2	<b>Systems Design</b>	
	Control Systems Development, Embedded Systems Computer Architecture, Electronic Systems Synthesis (Hardware & Software) incl. Case Study, Future Vehicle Concept Study	
<b>Specialization Advanced Driver Assistance Systems (ADAS)</b>		<b>Specialization E-Mobility</b>
EM 3	<b>Functions of ADAS</b>	EM 3 <b>E-Mobility: Political &amp; Technical Framework</b>
	Driver Assistance Systems, Auto Control Systems, Driveability, Traffic Engineering & Control, Car-to-X-Communication	
EM 4	<b>Components &amp; Technologies of ADAS</b>	EM 4 <b>E-Mobility: Components &amp; Technology</b>
	Automotive EMC Technology, Automotive Lighting, Mobile Perception Systems, IT Safety & Security, Hands on Training: Platooning	
EM 5	<b>Systems Integration &amp; Validation</b>	
	Quality Assurance and Cost of QA of Electronic Systems, Testing Automotive Systems (XiL, virtual testing,...) & Case Study, Model-based Systems Engineering for Automotive Systems and Data-Driven Development for Automotive Systems	
<b>Crash Course</b>	<b>Selected Topics of Electrical Engineering</b>	
	We highly recommend all applicants to participate in the course to update the technical knowledge, as it might be the crucial factor for a successful degree at the HECTOR School.	



»Our Master's Program offers a unique combination of courses in emerging technologies & systems engineering. Processes, methods and tools for the challenges of future mobility in e-drive, autonomous driving, communication-over-the-air, and worldwide release & configuration management are introduced on the engineering as well as on the management side.«

**Prof. Dr.-Ing. Eric Sax**

Institute for Information Processing Technology, KIT | Program Director MSEM

**EM 1: Processes, Methods and Tools of Systems Engineering**

In EM 1 an introduction to embedded systems & software engineering is given. Processes, methods and tools from object oriented approaches via the V-model to agile methods are presented (e.g. Scrum). Among those, HW-/SW-Co-design and rules how to decide which way to go are explained. How to assess these approaches according to process maturity levels (e.g. SPICE and CMMI) and how to follow the demands of safety (relying on ISO 26262 and ASIL) and security is introduced focusing on the transportation industry. Data of sensing and communication are the base for nearly all upcoming new functions of mobility. The importance and methods of their analysis such as anomaly detection is introduced. A case study based on the implementation of a two wheeled transportation platform ("Segway") gives a hands-on impression on the complexity of mechatronics system design.

**EM 2: Systems Design**

In order to realize an embedded system in EM 2 a concrete EE-architecture is designed to modularize the complete functionality. Controllers and processors or ASICs and FPGAs will implement the applications and interact among each other. Data Communication Topologies and Technologies (e.g. CAN, Flexray or wireless/car2x, Ethernet) are appropriate for that. The interfaces to the environment are enabled by actuators and sensors. All these technologies will be explained in this module and the vision of mobility of the future is described conceptually.

**EM 5: Systems Integration & Validation**

Finally implementation and integration leads to testing the overall system according to the early requirements. During the overall process of engineering, testing has been prepared and done in order to check the maturity level. Quality assurance has been executed in simulations and prototyping environments. At the end of those phases, the real system can be tested for the first time to finally check the user requirements in a hardware-in-the-loop environment or even in real test scenarios.

Curriculum may be subject to change.

# Your Road to Success

## Specialization

### ADAS

#### EM 3: Functions of ADAS

Autonomous driving will redefine the automotive world. Vehicles will become able to perceive their environment and react autonomously to reduce the risk of accidents, to improve driving efficiency and comfort. Autonomous driving has the potential to improve traffic flow, reduce traffic congestions and save energy. Enhanced traffic management systems will increase the ability of the driver to interact with the car and the surrounding traffic. EM 3 will focus on the functions.

The most important control system in the car remains the driver. To get the driver's acceptance it is very important to create attractive vehicle concepts where the control systems delivers an understanding for its sensation, cognition and action. This module addresses different aspects of the driver vehicle interaction. The drivability deals with the driver's usability of a vehicle, including ease of use, fulfillment of the driver's expectations concerning a safe, comfortable and efficient drive, degree of complexity of the driver-vehicle interface, and predictability of the vehicle's action and reaction. Many different methods to evaluate the driver's needs, benefits and acceptance exist and will be presented. Additionally, models of traffic flow and traffic management are introduced. Traffic demand modeling as a core concept for modern traffic management will round up the topic.

#### EM 4: Components & Technologies of ADAS

Modern vehicles have become more and more intelligent. Sensors and cognitive control units detect and communicate with the environment, recognize other vehicles and other traffic participants. They interpret and predict their behavior and improve road safety dramatically. Based on detailed road, infrastructure and traffic data and by using predictive green routing and vehicle operation management, a comfortable, energy and time efficient drive is realized.

Many components of actual and future cars are coming along with properties, which differ significantly from those in classical vehicles, such as high torque at zero speed, limited cruising range, need for additional battery charging infrastructure and cost accounting systems, high voltage safety requirements, different noise and vibration, autonomous actions etc. Consequently, new vehicle concepts and operation strategies are needed, which also affects the human to machine interaction. Also perception systems play an important role for the safety, comfort, and efficiency of mobile machines. Therefore fundamentals of sensor technologies are introduced and an overview on methods for scene perception is given to enable students to assess the uncertainties associated with these.

Case study based on the implementation of a two wheeled transportation platform ("Segway") gives a first impression on the complexity of mechatronics system design

## Specialization

### E-Mobility

#### EM 3: E-Mobility - Political & Technical Framework

New concepts and new infrastructures are needed for the local supply of electric energy to plug-in and for full electric vehicles. Energy management starts with the generation of energy, which should ideally be done locally, and includes topics like energy storage and energy distribution, as well as intelligent new charging concepts that are geared towards momentary electricity production and consumption. NVA (noise, vibration, harshness) becomes increasingly challenging as the reduced noise level of electric drives makes sound sources audible that have hardly played a role in conventional vehicles. Charging technologies & recuperation strategies play an important role in increasing the limited driving range. EM 3 provides an overview of the boundary conditions for electric and hybrid electric traction vehicles, including transportation market policies, well-to-wheel climate impact analysis, energy management, and distribution.

#### EM 4: E-Mobility - Components & Technology

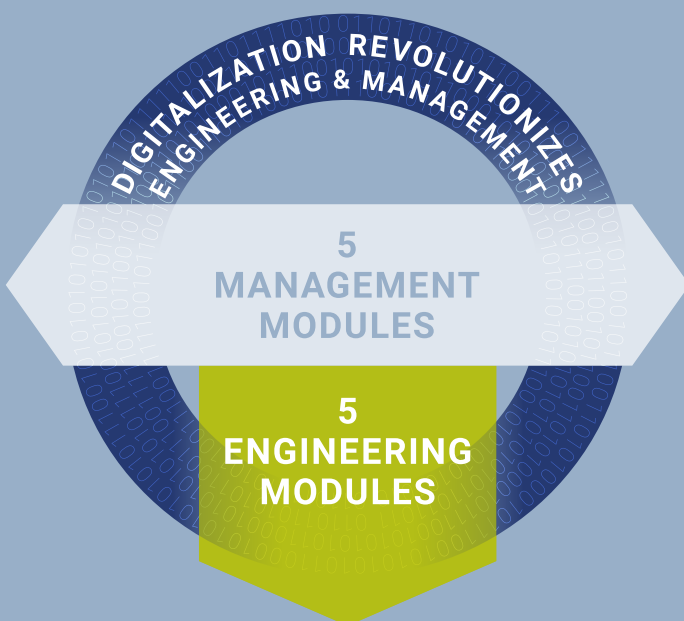
The electric power train (i.e. the mechatronic integration of energy storage, power & signal electronics, drive control, and electric motor) is the most innovative and important new part of hybrid and full electric vehicles compared to conventional combustion engine cars. High-speed electric motors become more and more powerful in recent years with new technologies like rare earth magnets and field weakening operation. The power-to-weight ratio of modern traction motors is more than a magnitude better compared to industrial electrical machines. EM 4 focuses in detail on the technical components of electric and hybrid drive trains, namely the electric machine, power electronics (both hard- and control software), gearboxes, driving resistances and energy consumption and energy storage systems (batteries and fuel cells).





# Management Modules (MM)

Economic Know-How for Successful Managers



<b>MM 1</b>	<b>Marketing &amp; Information</b>
Courses	Data Driven Marketing, Information Systems Management, Big Data Methods, Legal Aspects of Information
<b>MM 2</b>	<b>Finance &amp; Value</b>
Courses	Management Accounting, Sustainability, Strategic Financial Management, Case Studies
<b>MM 3</b>	<b>Decisions &amp; Risk</b>
Courses	Decision Modeling (+Computer Tutorials), Risk Aware Decisions (+Case Studies+Finance), Interactive Decisions, Robust and Stochastic Optimization
<b>MM 4</b>	<b>Corporate Innovation and Intrapreneurship</b>
	Corporate Entrepreneurship, Entrepreneurial Leadership, Strategic Innovation Management, Opportunity Development -Design Thinking, Exploring the Opportunity: Technology and Markets, Pitching Business Ideas, Creating Value through Business Models, New Product Development and Service Innovation, Measuring Innovation: Innovation Balanced Scorecard, Pitching Business Models
<b>MM 5</b>	<b>Strategy &amp; People</b>
Courses	Strategic Management, Managerial Economics, Business Organization and Corporate Law, Strategic Human Resource Management, Leadership and Conflict Management

Curriculum may be subject to change.

## Big Picture Management Modules

Management is becoming increasingly complex and networked in data-driven companies (INFORMATION). Therefore, engineers and managers must obtain a holistic understanding of all corporate divisions to be able to make complex decisions (DECISIONS & RISK), see innovation as an integrated system (CORPORATE INNOVATION & INTRAPRENEURSHIP) from the perspective of the market (MARKETING), the employees (STRATEGY & PEOPLE), and the company (FINANCE & VALUE).

All Master's Programs share five management modules conveying the latest theories and methods in management. Participants from different branches and international locations can exchange their expertise, discuss current technological and commercial challenges from different viewpoints and build up a sustainable network of peers.

### MM 1: Marketing & Information

Many of today's most successful businesses excel in satisfying customer needs because their decisions are based on data instead of good feeling. This is what this module is about: One focus is on how to use data for designing customer solutions (and get paid according to their value) and the other focus is a more general one at issues surrounding the use of (big) data for business decision-making.

### MM 2: Finance & Value

Modern corporate governance is based on the creation of values. In the Finance & Value module, students learn essential methods of measuring, processing, and communicating the value added by corporate decisions that enable effective planning, management, and monitoring of corporate activity and corporate units. External value-based communication makes it possible to win stakeholders who are committed to the company over the long term.

### MM 3: Decisions & Risk

Management implies making decisions. A valid data warehouse forms the basis for these decisions. The aim of this module is to give students a toolkit of various quantitative decision-making models so that the possibilities and limitations of methodical decision-making support (among others also optimization methods) can be used efficiently in the day-to-day running of projects.

### MM 4: Corporate Innovation & Intrapreneurship

The module provides knowledge regarding strategies on how to manage innovation within the company and how to apply tools, models and processes that are necessary to generate innovative ideas. It focuses on issues like corporate innovation, corporate entrepreneurship, measuring innovation and innovation in practice. Participants will acquire skills such as understanding the organizational context, managing change, decision-making and innovation. It takes place at the ESADE Business School in Barcelona/ Spain.



»I especially enjoyed the value creation course by Luis Vives and the innovation course by Xavier Ferràs. Since ESADE has its own innovation-hub we were also able to interview some founders of start-up companies and have some insight in their experience which was extremely interesting. The fact that we as a group succeeded in taking advantage of the closeness that we shared over the whole Master's course still makes me happy and there is quite some feedback that helped me advance in my personality.«

#### Simon Baettig

Alumnus of Intake 2016



### MM 5: Strategy & People

The key to corporate success lies in the correct strategy. But how do you recognize opportunities, develop a viable concept, and successfully implement it? In times of scarce human capital, it is more important than ever before to ensure employees are a perfect fit for their position and to motivate them to implement the strategy together. The module imparts state-of-the-art management techniques and know-how on evidence-based human resources management, people analytics, and leadership approaches.





## Technology & Management Know-How

Quality Made by the Karlsruhe Institute of Technology (KIT)

The HECTOR School is the Technology Business School of the Karlsruhe Institute of Technology (KIT). It is named after Dr. Hans-Werner Hector, one of the co-founders of SAP SE.

The school aims to provide professionals with state-of-the-art technological expertise and management know-how within part-time education programs. The HECTOR School fosters lifelong learning within industry. Participants are supported in their career development with executive Master's degree programs, certificate courses, and customized partner programs.

The benefits of the executive Master's programs are numerous for participants as well as for the companies they work for:

- **Unique Holistic Approach:** A combination of technology expertise and management know-how.
- **State-of-the-Art Knowledge:** Direct transfer from the Karlsruhe Institute of Technology (KIT) research.
- **Part-Time Structure:** Allows participants to continue with their demanding careers whilst acquiring new skills.
- **Master Thesis to set up Innovation Projects:** Companies gain outstanding added value through the consultation of such projects by professors from KIT.
- **Excellent Networking Opportunities:** Professional networking is fostered across industries and on an international scale.

Portrait of the



HECTOR School



Employability Ranking 2022

#1

#10

#46

Germany

Europe

Worldwide



# Executive Education @HECTOR School

## Technology Transfer & Innovation

from the internationally renowned university - the KIT.

## Power of Networks

benefit from a comprehensive professional network of academics and industry partners worldwide.

## Part-Time Programs

allow for simultaneous work and study for participants and their companies.

## Management & Engineering

combined makes our programs unique

and ensures long term sustainability and competitiveness.

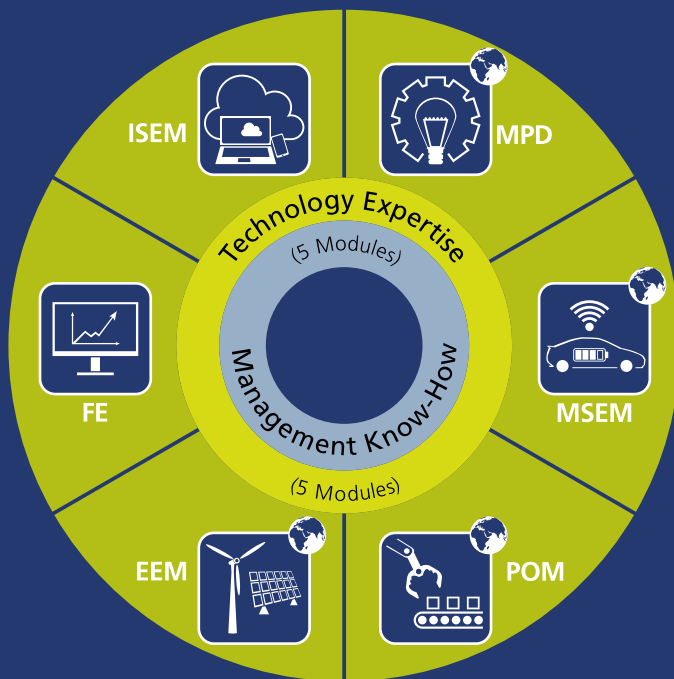
# 4 REASONS

for the Technology Business School of the KIT




# Executive Master of Science Programs

Cutting Edge Technology Combined with the Latest Management Expertise



- EEM** Energy Engineering & Management
- FE** Financial Engineering
- ISEM** Information Systems Engineering & Management
- MPD** Management of Product Development
- MSEM** Mobility Systems Engineering & Management
- POM** Production & Operations Management

 = including module at another international location

## Key Facts

Part-Time Master's Program, English-Taught, Duration of 20 Months

### Academic Degree

Master of Science (M.Sc.) from the KIT

### Accreditation

The KIT is system-accredited by AAQ.



All HECTOR School Master's Programs are accredited by the internal quality assurance system of the KIT.

### Admission Requirements

A first academic degree: e.g. Bachelor, Master or Diploma

At least 1-2 years work experience (depending on the level of the first degree, recommended > 3 years)

If English is not your mother tongue nor has it been the language of instruction for the last five years, language proficiency is required, e.g. test certificate (e.g. TOEFL score of at least 570 PBT; 230 CBT; 90 iBT or IELTS at least 6,5 points) or appropriate proof of C1 level.

### Program Structure

Part-time, 10 x 2-week modules

Duration of approx. 20 months

Master thesis = project work in the company

5 Engineering and 5 Management Modules

Teaching language: English

Yearly program start: October



# Academic Calendar

Job-Compatible Format and an Ideal Work-Study Balance

September 2024							October 2024							November 2024							December 2024									
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- Welcome Event
- MM Management Modules
- EM Engineering Modules
- Exams

Please note: Dates are subject to change.

The academic calendar for each program starts annually in October. It consists of 10 modules, each with a duration of 2 weeks.

All programs conclude with a **Master Thesis**:

>> 9 months project work **MPD, POM, MSEM, EEM**

>> 6 months project work **ISEM, FE**

Intake  
2024

### Our Programs



### Course Guide Book



### Timetable



Do you have Questions? We are looking forward to assisting you.



## Executive Master's Program Mobility Systems Engineering & Management



»Yes, the transformation of the automotive industry has been accelerating for years. And yes, it is no question that this also requires a transformation of the competencies needed.



To support this requirement of professional lifelong learning, I have been teaching at the HECTOR School of Engineering and Management in the field of "Testing Automotive Systems" since 2015.

As the Technology Business School of the KIT, it supports the further development of professionals by teaching the latest technology skills and fosters the exchange of students with each other.«

### Dr. Christian Mueller

Director Infrastructure & Testing - Global Software Center, ZF Group



»We are experiencing a clear trend in our industry towards larger, more complex projects with significantly more responsibility.

Mastering systems engineering is therefore no longer a desirable skill but an elementary prerequisite for meeting our customers' demands.«

### Dr. Uwe Reinhardt

Senior Vice President Vehicle Testing & EMC at IAV GmbH

## International Department of the Karlsruhe Institute of Technology (KIT) gGmbH

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