CONFERENCE ANNOUNCEMENT
AND CALL FOR PAPERS

6th International Commercial Vehicle Technology Symposium Kaiserslautern
March 10 – 12, 2020
Technische Universität Kaiserslautern

For further information, please contact:
TU Kaiserslautern
Commercial Vehicle Alliance CVA
Gottlieb-Daimler-Straße 42-166
67663 Kaiserslautern
Germany
Phone: +49 (0)6 31 205-52 20
Fax: +49 (0)6 31 205-37 30
E-mail: info@cvt-symposium.de
www.cvt-symposium.de

EVENT INFORMATION

Conference Language
The conference languages are English and German.
The German presentations will be translated simultaneously into English.
Presentation slides should preferably be created in English.

Conference Fees

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<th>Registration before 31/12/2019</th>
<th>Registration from 01/01/2020</th>
<th>Students</th>
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<tr>
<td>2-day ticket</td>
<td>630 €</td>
<td>730 €</td>
<td>200 €*</td>
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<td>(full conference)</td>
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<tr>
<td>1-day ticket</td>
<td>420 €</td>
<td>520 €</td>
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<td>(Wed or Thu)</td>
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* Presentation of a certificate of study or a corresponding certification required

The conference fee includes admission to all conference sessions, catering, the conference dinner and conference proceedings.
For presenters and poster exhibitors (one person each), the conference fee will be waived:
There will be no compensation for travel and accommodation costs.

Registration
Online registration possible from 01/10/2019 – 28/02/2020 at:
www.cvt-symposium.de

CALL FOR PAPERS

An abstract of your paper (at least 3.000 characters excluding diagrams and tables) related to one of the conference’s main topics should be submitted by July 28, 2019.
Please submit your abstract via our conference management tool www.conftool.pro/cvt-2020/ as a PDF document.
Please make sure to use our template for the abstract. The template will be available for download via the symposium’s website: www.cvt-symposium.de.

Contents
• Assignment to topic area
• Meaningful title
• Short description (incl. keywords)
• Data (name, address, company) of submitting author
• Language of the presentation

The Program Committee will decide on the acceptance and will categorize the submitted papers, which will then be presented either in English or German in 20-minute presentations.
Selected authors will then be asked to submit a full paper for the conference proceedings. The full paper should be 12 pages long (at minimum) and be submitted in English or German (with a separate abstract in English).
The full papers will be reviewed. The accepted contributions will be published by Springer.

Dates
• Submission of abstracts until July 28, 2019
• Author notification about the conference acceptance of the presentation on October 01, 2019
• Submission of the full paper until December 01, 2019
• Author notification about the acceptance of the full paper for the conference proceedings until January 08, 2020
• Submission of the final version possible until January 22, 2020

SPONSORING / EXHIBITION

The Commercial Vehicle Technology Symposium will be accompanied by a special industry exhibition offering companies and research institutes a great opportunity to present their products and services to an international audience of researchers and managers.
The exhibition will take place in parallel and in close proximity to the symposium held on the campus of the University of Kaiserslautern. It is freely accessible to presenters and conference participants.
In addition, we offer interesting sponsoring packages for companies in the categories platinum, gold and silver.
Further details about the exhibition and the sponsoring opportunities can be found at: www.cvt-symposium.de.

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The commercial vehicle industry covers a wide spectrum, ranging from the truck sector via buses, agricultural machinery, construction machinery to special vehicles used, for example, in forestry and wine-growing or municipal waste disposal businesses.

Vehicle requirements are often very similar, so it is hardly surprising that cross-industry synergies often arise in the development of new technical systems. As a result, present-day topics, such as the electrification and hybridization of vehicles or networked, assisted or autonomous driving and working, can make even faster progress.

In this context, the safety, reliability and robustness of vehicles and systems become increasingly important. In the development phase, this can be accommodated through the use of modern simulation methods; during operation, it can be monitored by applying appropriate diagnostic and monitoring strategies.

Commercial vehicles, however, remain primarily capital goods whose purpose is to handle certain tasks in an energy- and resource-efficient manner. New materials and manufacturing processes, such as additive manufacturing, make it possible to develop lighter products, with lower consumption, and to better match production processes to the variety of variants and/or small lot sizes.

The 6th Commercial Vehicle Technology Symposium will address small lot sizes.

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