

MTA *journal*

Business & News from Automotive World

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MTA WORLD

Coronavirus: in times of need, team spirit grows stronger

COVER STORY

Black Hawk, a display for CASE



In memory of

UMBERTO FALCHETTI

1933 – 2020

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EDITORIAL 主编

Coronavirus. The loss of our dad.

Having now reached the 21st issue of our Journal, in which we have always enthusiastically told the stories of MTA's growth, achievements, innovative products, and new customers, the time has come to pause for a moment and dedicate this editorial, and this entire Journal, to the one person who has been there since MTA's establishment: our dad, Umberto Falchetti.

Born in Genoa in 1933, dad was forced to leave his hometown by the sea with his parents and his younger brother in 1944 due to the war, and settled in the small town of Codogno, in the southern part of the province of Lodi.

This is where MTA was founded (originally under a different name), based on his grandfather's business idea. Despite being just 21 years old and attending the faculty of Engineering, dad immediately began to devote much of his time to the family business, and was forced to make many sacrifices to keep up with his studies. In 1960 he received his degree in Electrical Engineering from the Polytechnic University of Milan.

From that time onward, it was all smooth sailing: the business continued to grow, as did the family, and his achievements allowed him to lead a life of joy and satisfaction. But he never forgot the trials of his past, having fled from the war, and all the difficulties he'd faced making a life for himself in a village that was so different from the city he'd left as a child.

Loved by everyone who ever met him, and renowned for his extraordinary kindness and entrepreneurial skills, dad was always generous and willing to lend a helping hand. He had a great sense of humor, and liked to play and joke around.

Immersed in the greenery of the Po river valley, Codogno is a beautiful place to live. Life is quiet here, unlike the noisy cities, which dad preferred to avoid. It's a small town that almost nobody had ever heard of before the coronavirus, which made its first appearance in Italy, precisely here.

Then all of a sudden Codogno became famous. That made us all laugh, even during those final days: "See that dad? You used to make fun of mom because of how much she loved her home town... now Codogno is famous all around the world!"

We were always joking around, but the virus decided that the time had come.

He said goodbye to us, and to his beloved MTA, and left us an extraordinary example to follow.

因为新冠病毒，我们失去了父亲。

时至今日，我们的杂志已走过了 21 期。此前，我们总是热情洋溢地讲述有关 MTA 的成长、成就、创新产品以及新客户的故事。但是这次，我们必须按下暂停键，将本期评论以及整期杂志献给自 MTA 成立起就始终守护其左右的人——我们的父亲 Umberto Falchetti。

父亲于 1933 年出生于热那亚。1944 年，父亲及其双亲和弟弟因战争所迫，不得不开离靠近海边的家乡，来到洛迪省北部的小城科多尼奥定居。

MTA 的前身正是根据其祖父的商业创意在这座城市诞生的。父亲当时只有 21 岁，正在米兰理工大学工程系就读。尽管如此，他还是立即将自己的大部分时间都投入到了这个家族企业之中，并为跟上学业作出很多牺牲。1960 年，父亲从米兰理工大学毕业，获得电气工程学位。

自此，一切一帆风顺：企业持续增长，家庭幸福美满；他在取得非凡成就的同时，也收获了快乐圆满的人生。但是他从未忘记逃离战争时所经历的种种考验，也从未忘记离开儿时生活的城市，在完全陌生的乡村中谋生时所经历的各种困难。

父亲慷慨大方，愿意对他人施以援手，而且他创业才能卓著，每个认识他的人都很喜欢他。他也十分幽默，喜欢开玩笑。

科多尼奥坐落于波河河谷，周围青山环绕，景色宜人。这里的生活平静安逸，远离城市喧嚣，正是父亲所希望的。这原本是一座名不见经传的小城，在新冠疫情爆发之前鲜有人知，但它是意大利首个出现新冠疫情的城市。

科多尼奥因此而广为人知。便是在父亲去世前几日，我们还在开玩笑：“看到了吗，爸爸？您以前总是因为妈妈非常热爱自己的家乡而取笑她...现在，科多尼奥已经闻名全球了！”

我们过去总喜欢开玩笑，但是新冠病毒让我们不得不面对生离死别。

他向我们以及他挚爱的 MTA 做了最后告别；他用自己的一生，为我们树立了值得效仿的榜样。

Antonio, Maria Vittoria, Aurelia



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In times of need, team spirit grows stronger

MTA faces the coronavirus emergency

危机时刻，尽显团队精神 MTA 直面新冠疫情危机

MTA CHINA

25 JANUARY

China, the new year begins. The 15 days prior to the New Year, better known as the Spring Festival, are the peak time for travel throughout the country: millions and millions of people leave the big cities to be with their families, who live far away. These journeys served as a fast and convenient vehicle for the viral pneumonia epidemic, which spread throughout Wuhan province at the beginning of January. It was the start of the coronavirus epidemic, which would soon become a pandemic. The Chinese government ordered factories to close until February 10, dictating the conditions necessary for work activities to resume. MTA China draws up an emergency plan and purchases medicines and PPE, which would arrive the first week of February.

8 FEBRUARY

MTA submits an official request to the government to reopen, and is granted permission on February 12.

12 FEBRUARY

Those who didn't leave Shanghai during the Spring Festival are permitted to return to work. Upon arrival, each employee is given a mask and has their body temperature measured and hands disinfected. The obligation to wear a mask and maintain social distancing is in effect for the entire time they remain in the office or in the production department. The workplace is sanitized once a day.

2 MARCH

Company staff returns to full-time work, and life resumes as normal.



"What we managed to do for Codogno and, consequently, for all the MTA sites", explains Guido Berardo, Plant Manager for MTA China, "was done with all the heart and all the pride of a small site that's able to help a larger one".

MTA 中国工厂经理 Guido Berardo 表示：“我们为科多尼奥以及之后为所有 MTA 工厂所做的一切都是出自真心实意，我们这家小工厂为能够帮助整个大集体深感自豪。”

1月25日

中国大年初一。春节前 15 天是全国人口流动的高峰期，这时数以百万计的人群会离开大城市，回到遥远的家乡与家人团聚。然而这一次回家之旅却为这场病毒性肺炎的传播提供了便捷途径。一月初，新冠病毒在武汉大肆传播。这就是新冠疫情的开始，很快，这场疫情就迅速大范围流行起来。中国政府下令将工厂关闭至 2 月 10 日，并且规定了复工必须满足的条件。MTA 中国制定了紧急计划，采购了药品和个人防护用品，这些物品预计于二月第一周抵达。

2月8日

MTA 向当地政府提交了恢复作业的正式请求，2 月 12 日，当地政府批准了请求。

2月12日

春节期间未离开上海的工作人员获准复工。到达工作场所后，每位工作人员均需佩戴口罩，测量体温，消毒双手。工作人员在办公室或生产部门工作的整个期间内，都必须佩戴口罩并保持社交距离。工作场所每天消毒一次。

3月2日

公司工作人员恢复全时工作，生活逐步恢复正常。

MTA ITALY CODOGNO - HQ

The crisis in China was coming to an end, while the struggle in Italy was just beginning.

21 FEBRUARY

Codogno, Italy, the first cases of COVID-19 are recorded. A red zone is established by the government, encompassing a total area of 50km² only, which people are forbidden to enter or exit. The MTA Headquarters, located within this area, is forced to close. In just 2 days' time, the MTA Headquarters replicates the Chinese model to prevent the virus from spreading throughout the plant. It can't cease operations for long... the failure to deliver certain components to Italian and European car manufacturers would cause the entire line to shut down.

23 FEBRUARY

MTA begins appealing to the authorities to obtain permission to reopen, and shows itself to be capable of handling the emergency thanks to what it learned in China.

29 FEBRUARY

MTA is granted permission to reopen. Only employees who live within the red zone are permitted to enter, and are given the same instructions and safety equipment as those in China.

9 MARCH

All of Italy becomes a red zone.

17 MARCH

The European Union closes its external borders. MTA China helps procure and ship 45,000 masks to Italy. The MTA Headquarters provides all its other sites with instructions on how to manage the emergency, which will certainly make its way around the world.

就在中国疫情危机即将结束之时，意大利与疫情的斗争才刚刚开始。

2月21日

意大利科多尼奥出现了首例新冠肺炎病例。意大利政府设置了一处总面积仅 50 平方公里的疫情红色区域，禁止人们进出。MTA 总部恰好位于该区域，因此被迫关闭。短短两天内，MTA 总部便复制了中国的防疫模式，防止病毒在工厂内传播。工厂不能长时间停止运转...因为如果不能向意大利和其他欧洲汽车制造商交付特定零件，那么整条生产线将陷入停滞。

2月23日

MTA 开始向相关管理机构提出恢复作业的申请，并展示了从 MTA 中国学到的应对紧急状况的能力。

2月29日

MTA 获准恢复作业。只有住在疫情红色区域内的工作人员才可进入工厂，同时，他们需要遵循与 MTA 中国同样的指示，使用同样的安全设备。

3月9日

整个意大利都变成了疫情红色区域。

3月17日

欧盟边境关闭。MTA 中国协助采购了 45,000 个口罩运往意大利。MTA 总部向其他所有分工厂提供了紧急情况管理方法指示，因为这场疫情必定会在全世界蔓延开来。

45,000
masks delivered
from MTA China
to Italy



Enrico Luison, Plant Manager for MTA HQ, only lives in Codogno during the week. On Friday February 21 he returned to his family in Piedmont, but when the Codogno area was declared Italy's first red zone the very next day, he decided to return to tackle an extremely difficult situation. Here's how he explained his reasons for returning in a letter written to all employees two weeks later: "Why did I do it? I did it because I thought it was the right thing to do for the company and for the Codogno community. I thought it was right to do everything in my power, and I can now proudly say that this decision was the best one I could have ever made. But it wouldn't have served any purpose without your contribution. Throughout these difficult weeks I've seen your willingness and determination, despite facing a thousand difficulties (the closure of the canteen, the queues for PPE in the rain...). I can assure you that we can be proud of what we've accomplished. I would like to thank you all again individually, from the bottom of my heart."

MTA 总部工厂经理 Enrico Luison 只有工作日时才住在科多尼奥。2 月 21 日星期五那天，他回到了自己位于皮埃蒙特的家中。但第二天科多尼奥地区被宣布为意大利首个疫情红色区域时，他毅然决定返岗，以应对当时的困难形势。他返岗两周后，写了一封致全体员工信，解释了自己返岗的原因，以下是信函内容：“我为什么要这么做？因为我认为对于公司、对于整个科多尼奥社区而言，返岗是正确的选择。我认为‘在其位，谋其政’是正确的做法，而现在，我可以自豪地说，这是我所做出的最正确的决定。但是如果没有大家的努力，我的这个决定就毫无意义。过去几周，尽管面临着种种困难（餐厅关闭、在雨中排队购买个人防护用品...），我依然看到了大家表现出的强烈意愿和坚定决心。现在，我可以肯定地告诉大家，我们应该为自己取得的成绩感到自豪。在此，我想再次真心感谢你们每一个人。”





MTA BRASIL

Daniele Tomasello, Plant Manager for MTA Brasil: "Thanks to everyone's collaboration and teamwork, and their willingness to make sacrifices, we've managed to overcome this period of great difficulty." He also adds: "With production at a standstill, we were able to more easily complete a series of previously scheduled innovation activities intended to render the site more welcoming and functional, such as the creation of a new molding area with 300 and 450 tonne machines, the improvement of the production layout, the creation of an autonomous qualification testing laboratory, and the expansion of the warehouse."

MTA 巴西工厂经理 Daniele Tomasello 表示：“多亏了大家的协作与团队意识，以及乐于牺牲的精神，我们已成功渡过难关。”他还补充道，“在生产停滞的情况下，我们反而能更轻松地完成之前计划的一些创新活动，以改善工厂舒适性，实现更好的运转，例如，打造能容纳 300 吨和 450 吨机器的成型加工区、改进生产布局、创建自主合格性检测实验室以及扩建仓库。”



MTA INDIA

Massimiliano Pasini, Plant Manager for MTA India: "The attitude of all the workers when they returned, even from districts outside Pune. Our security guards, who even decided to sleep on site to provide the company with 24-hour surveillance during such a critical period. The loyalty to the company, and the desire to lend a helping hand. These are the things that help you overcome even the most difficult times." And he proudly concludes: "I've always managed to make sure everyone has what they need, both inside and outside MTA, even by making personal sacrifices."

MTA 印度工厂经理 Massimiliano Pasini 表示：“所有工作人员，甚至是浦那市以外地区返回的工作人员，他们的工作态度说明了一切。我们的保安甚至决定在工厂过夜，从而在这种关键时期为公司提供 24 小时监控服务。对公司忠诚，愿意伸出援手，正是这些品质让我们安然度过最艰难的时期。”他自豪地说：“我总是尽量满足每位 MTA 内外部员工的工作及个人需求，甚至有时会做出一些个人牺牲。”



MTA USA

"Upon first receiving news of the crisis from Italy, I immediately began worrying about my employees. When I arrived at the office carrying masks and disinfectant for everyone, they must have thought I was crazy." Manuela Stacchetti, Plant Manager of MTA USA, laughs as she remembers the things she heard about during those days. "But now they're thanking me, because, unlike many other companies, here at MTA we weren't caught off guard by the pandemic. This made employees feel even prouder to work for MTA. The sense of security that we've managed to instill has strengthened our people's bond with the company, and has disseminated a desire to help us overcome these difficult times." Manuela also reported that the virtual meetings made it quicker and easier to make appointments with customers.

“我一听到意大利传来的疫情消息，就立刻开始担心我的员工们。于是，我带着为所有人准备的口罩和消毒剂来到了办公室，那时他们肯定以为我疯了。”美国 MTA 工厂经理 Manuela Stacchetti 回忆起听到疫情消息后的反应时，她笑了起来并接着说道：“不过现在他们都很感谢我。因为 MTA 没有像其他公司那样，被这场疫情弄得措手不及。这也让员工们为自己在 MTA 工作而感到更加自豪。我们向员工们灌输的安全意识强化了他们与公司的情感联系，并增强了我们战胜当前种种困境的信念。”Manuela 还指出，虚拟会议非常便捷，与客户会面因此变得更加快速方便。



MTA ROLO

"We changed our production model: that is, we split it into two shifts, with a 15-minute gap in between to prevent large groups from forming in the changing rooms. We organized an unanticipated afternoon shift in record time, with just two hours' notice, and the workers called upon showed up with no questions asked." These were the words of Stefano Mei, Plant Manager at the Italian site in Rolo. "Then again you have to remember that these are people who overcame the destruction of a major earthquake."

“我们改变了生产模式：将团队分成两个班次，并设置了 15 分钟的交班间隔时间，以防大量人员进出更衣室。我们还在极短的时间内安排了计划之外的下午轮班。虽然仅提前两小时通知相关人员，但被指定的员工到岗时没有任何怨言。”意大利罗洛工厂经理 Stefano Mei 表示，“而且值得注意的是，这些人此前刚刚经历过一次大地震。”



MTA MEXICO

"The inability to make plans!" exclaims Claudio Daviero, Plant Manager for MTA Mexico. "This enormous change with respect to how we usually operate served as an opportunity to learn how to come up with alternative solutions. The idea of not knowing what might happen the next day can certainly create anxiety, but it also catalyzes ingenuity and requires everyone to help and participate. And they all came through."

“无法制定计划！”MTA 墨西哥工厂经理 Claudio Daviero 感慨道，“我们的惯常运作方式发生了巨大变化，这让我们有机会学习如何制定替代解决方案。不知道第二天可能发生的状况必定会让人感到焦虑，但这也激发了人的创造力，并让所有人都参与其中。所有人都都安然度过了危机。”



MTA MOROCCO

There was no lock-down imposed by the authorities in Morocco. The instructions were to implement the procedures necessary to prevent the virus from spreading. "We received the utmost collaboration from all our staff, even when we asked them to bring their food from home and closed the prayer rooms," explains Luciano Gamba, Plant Manager for MTA Morocco.

摩洛哥政府没有采取封城措施，而是实施必要措施，防止病毒传播。“所有员工都展现了无与伦比的协作精神，甚至让他们从家里自带食物以及关闭祷告室时，他们都非常配合。”MTA 摩洛哥工厂经理 Luciano Gamba 表示。



MTA SLOVAKIA

The virus never gained much of a foothold in Slovakia. There have only been a few verified cases, mostly concentrated in the area of Bratislava. "On March 8, the government made it mandatory to use masks and other types of protection, and closed all the country's external borders," recalls Claudio Revello, Plant Manager of MTA Slovakia. "The next day, all the employees showed up to work with home made masks, both for themselves and for me. With determination and a conscientious respect for the company rules, each employee helped keep the business running smoothly. In the beginning there was even some concern about unloading the vehicles coming from Codogno," Claudio explains a little sheepishly, "but everything was soon resolved."

新冠病毒尚未在斯洛伐克肆意蔓延。这里只有少数确诊病例，且大多集中在布拉迪斯拉发地区。“3月8日，斯洛伐克政府强制要求佩戴口罩并使用其他防护措施，同时关闭了边境。”MTA 斯洛伐克工厂经理 Claudio Revello 回忆道，“第二天，所有员工都带着为自己以及为我制作的自制口罩返回了岗位。每位员工都秉持着坚定的信念，认真遵守公司规章制度，为业务顺利运营贡献自己的力量。一开始，甚至还有人担心对来自科多尼奥的车辆进行卸货的问题。”Claudio 有点难为情地说道，“但很快，问题都解决了。”





RESEARCH & DEVELOPMENT

Thanks to the collaboration of all our engineers, and the smart working possibilities available today, MTA's Research & Development department never ceased operations. In fact, all the design, engineering and product management activities were carried out just the same, even if nobody was present on the company's premises.

"Sure, it wasn't easy at first," confesses Giuseppe Spataro, Technical Director of the Electrical R&D department. "The designers use powerful stationary computers to carry out their work. Little by little, however, everyone managed to bring their work home, and from that moment onward the work was carried out continuously, without any problems. And the Codogno staff has remained constantly in touch with the other designers at the company's sites in Brazil, China, India and the USA."

"As far as the electronics parts are concerned," explains Stefano Casari, the Technical Director for this function, "remote design was already being frequently utilized, since we're used to collaborating with our other designers in Morocco, Turkey and the USA, as well as at our two Italian sites: Codogno and Rolo."

The design work thus never stopped during this period.

In the collaboration of all our engineers, and the smart working possibilities available today, MTA's Research & Development department never ceased operations. In fact, all the design, engineering and product management activities were carried out just the same, even if nobody was present on the company's premises.

"当然，一开始并不容易。" 电气研发部门技术总监 Giuseppe Spataro 坦白道，"设计师平时会使用功能强大的台式电脑完成工作。不过，每个人都设法一点点地将工作带回了家。之后，所有工作持续推进，没有遇到任何问题。此外，科多尼奥员工还一直与巴西、中国、印度和美国工厂的其他设计师保持联系。"

"就电子部件而言，" 电子部门技术总监 Stefano Casari 表示，"我们平时就经常使用远程设计，已经习惯与摩洛哥、土耳其和美国工厂的设计师，以及科多尼奥和罗洛这两个意大利工厂的设计师合作。"

因此疫情期间，设计工作从未停止。



INFORMATION TECHNOLOGY

"The need to organize the work differently came on suddenly, like an earthquake," recalls IT Manager Maurizio Montuati. "But we in the IT department have to be prepared for such emergencies. And we were. And here's how it went: with 400 VPNs installed, those who had to work from home were able to access all the MTA software and applications, and this was of great benefit to both themselves and the company".

Naturally being at the epicenter of the epidemic made it more difficult to tackle the operation. Maurizio and his team had to physically dismantle and deliver the computers to all those who were outside the red zone and needed them to carry out their work activities.

"突然之间，大家需要以不同方式来安排工作，这就像一场地震。" 信息技术经理 Maurizio Montuati 回忆道，"但我们信息技术部门必须对这种紧急情况有所准备。我们确实也做到了。当时情况是这样的：我们为 400 多名员工安装了 VPN，这样一来，那些必须居家办公的人员就能访问所有 MTA 软件和应用程序，这对他们和对公司而言，都大有裨益。"

由于位于疫情的中心地带，应对业务运营显然更加困难。Maurizio 和他的团队不得不将电脑拆机，并将这些电脑部件寄送给那些位于疫情红色区域之外的员工，他们需要这些电脑来开展工作。



EXECUTIVE DIRECTOR

Antonio Falchetti, the Group's General Manager, expressed his gratitude to all the employees as follows:

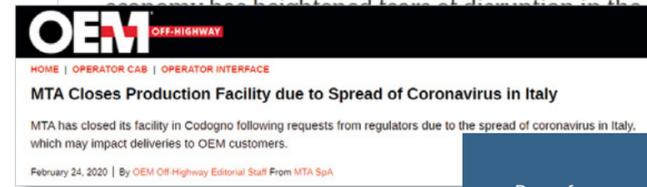
"I really want to thank everyone. Your desire to get back to business as usual, the loyalty you've shown to the company, and the positive energy expressed by so many have given me the strength to take on this unexpected crisis." I'm profoundly grateful to all the Plant Managers at the foreign sites, who postponed returning to their families in Italy in order to remain where they were needed." In conclusion, he added, "I can assure you that I'll continue to do my very best to ensure our Group's continued growth in the future, knowing full well that I can count on the spirit and the dedication of all the people, at all levels, who work for the company that I'm so proud to represent".

集团总经理 Antonio Falchetti 致谢全体工作人员：“我想对每一个人致以诚挚的谢意。大家对企业回归正常的渴望，对公司表现出的忠诚，还有方方面面传达出的正能量，都给予了我诸多力量，让我有信心面对这场出乎意料的危机。非常感谢所有身在国外的工厂经理。为了给需要他们的地方提供支持，他们推迟了返回意大利与家人相聚的行程。”他最后补充道，“我深知我可以完全信赖公司各个层级所有人员的合作和奉献精神，公司能有这样的员工，我感到非常自豪。在此，我向大家保证，我将继续努力，为保障集团未来的持续发展竭尽所能。”

The New York Times

'Not Just an Italian Problem': Coronavirus Threatens Europe's Economy

The spread of the deadly epidemic to Europe's fourth-largest economy has heightened fears of disruption in the global



Press from around the world dedicated extensive coverage to the difficulties faced by MTA as it found itself at the center of the first red zone.

A special thanks to all journalists.

在 MTA 发现自己置身于意大利首个疫情红色区域之时，全球媒体对 MTA 面临的困难展开了全面报道。

在此向所有新闻工作者表示特别感谢。



www.mta.it/en/press-review-coronavirus

ZEITUNG ONLINE

Coronavirus

Jeder für sich

Die deutsche Wirtschaft hat sich mit dem Coronavirus infiziert. Nun arbeiten die Unternehmen an der Abwehr – und kämpfen um Arbeitsplätze.

Automotive News Europe

March 06, 2020 03:05 AM

Italian supplier MTA restarts production after coronavirus stoppage

ANDREA MALAN

CORRIERE DELLA SERA

Mta di Codogno, ecco come abbiamo riorganizzato il lavoro in fabbrica. Ma il presidente muore di coronavirus

la Repubblica

Commento Coronavirus

L'economia da riscrivere

06 MARZO 2020

Emergenza imprese: lo smart working, il lavoro agile, può mantenere attive molte

L'EXPRESS

INFO L'EXPRESS

Coronavirus : Renault bientôt paralysé ?

Béatrice Mathieu et Emmanuel Botta, publié le 27/02/2020 à 17:44

Automobilwoche

DIE BRANCHEN- UND WIRTSCHAFTSZEITUNG

Freitag, 26. Februar 2020, 09:00 Uhr

Coronavirus – MTA schließt Standort Codogno: erhebliche Auswirkungen auf Fahrzeughersteller

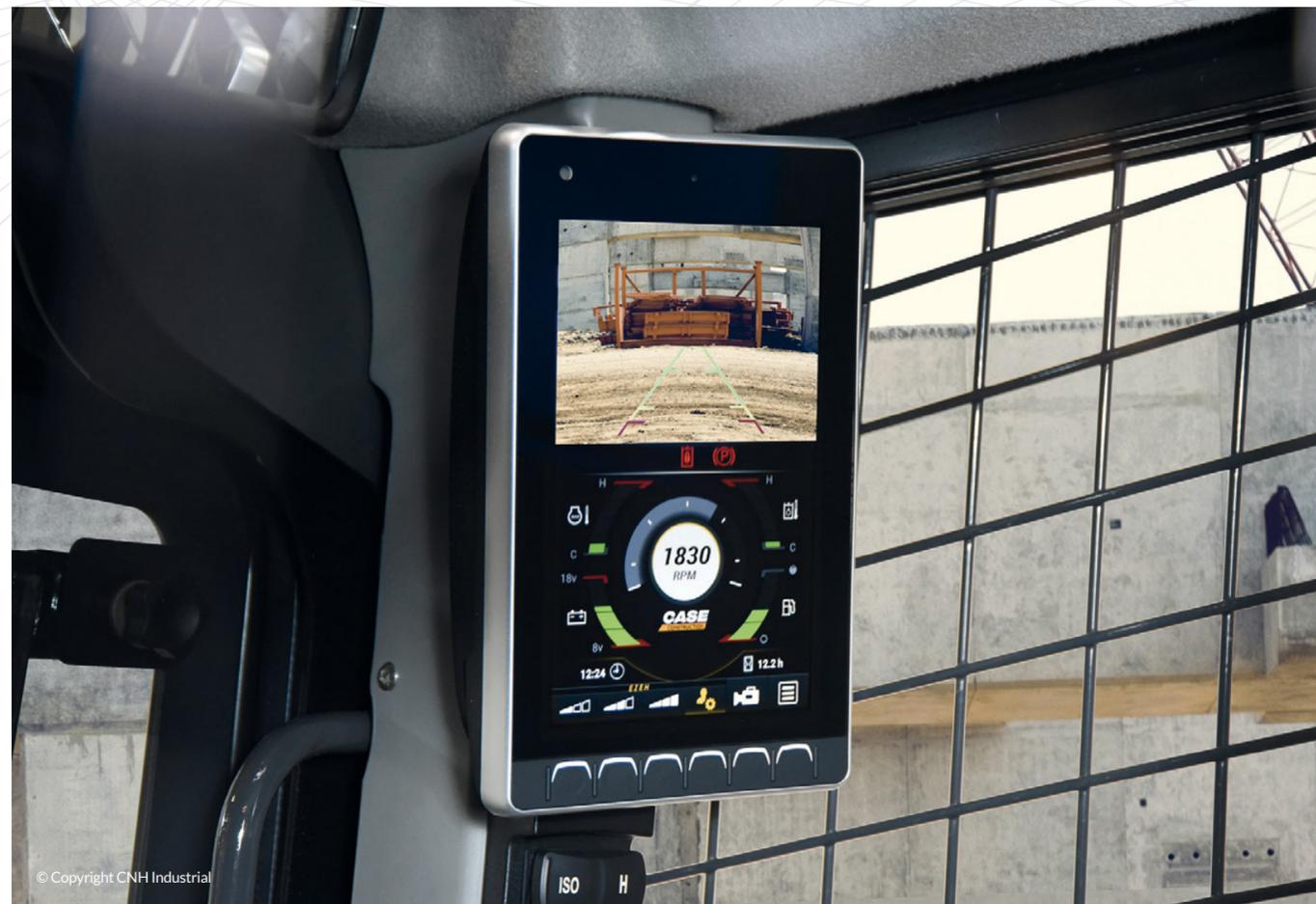
italienische Zulieferer MTA schließt seinen Standort in Codogno. Weitere Werke des Anbieters

Black Hawk

A new 8" display for CASE

Black Hawk

适用于凯斯设备的全新 8 英寸显示屏



For Case Construction Equipment, our electronics division has developed the Black Hawk, a stand-alone display that's mounted on the new CASE B Series skid steer and compact track loaders.

The Black Hawk is a modern 8" color TFT display complete with a six-button keypad at the bottom, which allows the user to quickly and intuitively monitor the machine's status and settings.

The Black Hawk stands out for a series of sophisticated technical features specific to off-highway use, such as an optical bonding display treatment, whereby an anti-reflective glass pane is glued onto the screen using a special technique that completely eliminates the air in between the two surfaces. In this way light reflection is minimized, allowing the operator to easily read the instrument even when exposed to direct sunlight.

我们电子事业部针对凯斯工程机械开发了 Black Hawk 分体式显示屏，可安装在全新的凯斯 B 系列滑移装载机及紧凑型履带式装载机上。

Black Hawk 是一款现代 8 英寸彩色 TFT 显示屏，底部配备六按钮键盘，用户可通过该显示屏快速、直观地监控机器的状态和设置。

Black Hawk 之所以能从市场中脱颖而出，是因为它采用一系列面向非公路用车的成熟技术，例如光学粘合处理，即通过一种特殊技术将反光玻璃板粘合在屏幕上，可完全消除两个界面之间的空气。这样可以尽可能减少反射，即便在阳光直射下，操作员也可轻松读取仪表数据。



The Black Hawk also boasts an IP69k protection rating, and is highly resistant to vibrations and extreme temperatures, which are important features for the harsh conditions present in construction environments.

The Black Hawk was developed on the Android platform, a software environment that allows for the creation of complex and sophisticated graphics. This platform includes standard features that have allowed Case Construction Equipment technicians to develop dedicated Applications, customizing the software based on the application needs of the two ranges of loaders.

The Black Hawk is just the latest in a series of electric and electronic products that we have developed for CNH Industrial, a global leader in the capital goods sector to which CASE belongs, further confirming the strong and lasting partnership between us.

Black Hawk 还能提供 IP69k 防护等级，对振动和极端温度的耐受力很高。考虑到施工环境中的恶劣条件，这些特性的重要性不言而喻。

Black Hawk 在安卓平台开发，而安卓环境允许创建复杂图形。借助安卓平台提供的标准功能，凯斯工程机械的技术人员可开发专门应用，基于两个系列装载机的应用需求，实现软件定制化。

Black Hawk 是我们针对 CNH Industrial 开发的一系列机电和电子产品中的最新产品。CNH Industrial 是全球资本货物行业的领头羊，旗下包含凯斯等公司。Black Hawk 的研发进一步彰显了我们双方长久稳固的合作关系。

Dear MTA Team,

on behalf of CNH Industrial, I would like to sincerely thank you for your extraordinary support during the COVID-19 outbreak. From the beginning of the pandemic, which at first hit your area, you all demonstrated a great collaboration spirit working under strict emergency measures to timely supply electrical components according to our needs, thus assuring our production continuity. During those difficult days we worked hard as a unique team which I much appreciated. Thank you again for your continued dedication as we jointly move through this crisis.

Yours sincerely,

Massimo Calderone
CNH Industrial

亲爱的 MTA 团队，

我谨代表 CNH Industrial 为大家在新冠疫情期间提供的卓越支持表示诚挚的感谢。自疫情爆发之初（最先于你们所在的地区爆发），你们所有人就展现了伟大的合作精神，在严格的限制措施下，根据我们的需求及时提供电气组件，从而确保了我们的生产连续性。在这段艰难时期，我们相互协作，携手共进，对此我深表感激。在我们携手共克时艰的过程中，再次感谢大家的持续奉献。

谢谢！



New project with Piaggio in India

The new Apé City + mounts our fuse holders

与比亚乔合作面向印度市场的新项目

最新的 Apé City + 电动三轮车装上了我们的保险丝座



© Copyright Piaggio Vehicles Pvt Ltd

MTA India has recently started a cooperation with Piaggio who is pioneer of 3-wheeler goods transportation in India and leads the league today with APE series. Piaggio Vehicles Pvt Ltd (PVPL), a 100 percent subsidiary of the Italian Piaggio Group and a leading manufacturer of small commercial vehicles in India, with this launch of new Apé City+, has marked its entry into the 3-wheeler mid-body segment.

The R&D Team in Piaggio already knew MTA products, their quality and reliability. They also knew that our Indian Team, made of sales people and engineers, could be able to meet their requirements. In fact, for BS6 production, the customer wanted to upgrade its features by using MTA premium sealed fuse box. Although the application of MTA fuseholders is in the cabin, Piaggio wanted a reliable waterproof product being these 3-wheeler vehicles utilised in dusty environments. The WP fuseholders are made with incorporated brackets and are assembled in our site in India: the Customer receives a high quality product with cost saving. MTA will be supplier for mini fuses, too.

MTA has been cooperating with Piaggio Italy for several years. With this first important delivery to Piaggio Vehicles Pvt Ltd, there will possibly be some good opportunities to enlarge the collaboration and to start speaking about new projects for 2W platforms too.

MTA 印度最近开始与比亚乔合作。比亚乔是印度三轮货运市场的开创者，其 APE 系列至今仍引领风潮。比亚乔汽车有限公司 (PVPL) 是意大利比亚乔集团的全资子公司，是印度领先的小型商用车制造商，最新发布的 Apé City+ 车型标志其进入了中型三轮车市场。

比亚乔的研发团队早已了解 MTA 的产品及其品质与可靠性。他们也知道我们由销售人员与工程师组成的印度团队能够满足他们的需求。事实上，在生产 BS6 时，他们就想采用 MTA 的高级密封保险丝盒进行性能升级。比亚乔希望采用一款可靠的防水产品，使这些三轮车能够应用于粉尘环境中，而 MTA 的保险丝座安装在发动机舱里面。这种防水保险丝座采用内置支架并在我们的印度工厂进行生产，既可以节约客户成本，又可以为其实现卓越品质。MTA 也会向其供应迷你保险丝。

MTA 已与意大利比亚乔合作多年。基于这次对比亚乔汽车有限公司的首次产品交付，我们有望与其扩大合作，开始协商 2W 平台的新项目。

Ashok Leyland cooperation

A variety of electrical products for trucks and buses

与 Ashok Leyland 合作

面向卡车与公共汽车的一系列电气产品

MTA's partnership with Ashok Leyland, a leading manufacturer of both trucks and buses in India, began about 3 years ago. The R&D team of our site in India, together with our sales force, developed different products, to be then manufactured in our Pune plant, and mounted near the battery, in 3 different combinations for ICV Trucks, Electric Buses and City Buses of the Company. The customer started to use our 5-way frame, with dedicated cover and locks and different compositions of fuse/relay modules, mounted in the cabin of its City Buses.

Thanks to the reliability, robustness and the cost effectiveness of the product, MTA was selected for the development of another, a specific BDU, which accommodates one MegaVal fuse and a die cast battery terminal, for Ashok Leyland Coaches. The product, supplied with a cover tethered to the body, has very compact dimensions, which make it versatile and easy to be placed.

For their own trucks, on the other hand, Ashok Leyland chose a "new generation" of MegaVal and MidiVal fuse holders, which can be used both stand alone or clipped together to build different BDUs, offering numerous combination possibilities for a wide range of applications.

MTA 大约在三年前开始与 Ashok Leyland 合作，Ashok Leyland 是印度领先的卡车及公共汽车制造商。我们的印度研发团队在销售团队的帮助下开发了各种不同的产品，这些产品随后将在我们的浦那工厂生产，并面向 Ashok Leyland 的 ICV 卡车、电动公共汽车与城市客车，以三种不同的组合方式分别安装到这些车辆的电池附近。客户已开始在其城市客车的发动机舱里安装我们的 5 路框架，该框架具有专用的盖子和锁，且可采用不同的保险丝/继电器模块组合。

由于产品可靠、耐用、性价比高，Ashok Leyland 因此选择了 MTA 为其长途汽车开发另一款产品，即一款专用的 BDU，该产品可以容纳一个 MegaVal 保险丝与一个铸造电池端子。该产品带有一个与机身相连的盖子，尺寸小巧紧凑，功能多样，方便安放。

对于卡车，Ashok Leyland 选择了新一代 MegaVal 与 MidiVal 保险丝座，它们既可以单独使用，也可以夹在一起组成不同的 BDU，可实现无数种组合，应用十分广泛。



© Copyright Ashok-Leyland



Cars: the future is electric

汽车：未来属于电动汽车

⚡ 48 V MEDIUM VOLTAGE

For some years now, MTA has been developing and producing components suitable for 48 V electrical architectures to support the most energy-demanding systems. A dedicated team has identified all possible changes associated with these architectures, creating a range of fuses, fuse holders, power distribution boxes, and connectors presented in a new "Medium Voltage Solutions" catalog that you can download here: www.mta.it/en/catalogue-medium-voltage-solutions.



Download the catalog
"Medium Voltage Solutions"

下载目录
"中压解决方案"

近年来，MTA 一直在研发和生产适用于 48V 电气架构的组件，从而为高耗能系统提供支持。我们为此专门成立的小组已发掘了所有可能与这些架构有关的变化，制造出一系列保险丝、保险丝座、配电箱及连接器。这些产品均收录在最新的“中压解决方案”产品目录中，您可以通过以下链接进行下载：
www.mta.it/zh/catalogue-medium-voltage-solutions

⚡ 400-850 V HIGH VOLTAGE

Electric and hybrid cars, which have now become a reality for all car manufacturers, require systems with an increasingly high voltage, so much so that the 48 V is insufficient. Indeed, these vehicles require the management of very high electrical currents and therefore the use of very thick cables with thermal inefficiencies. For this reason, new electrical systems at 400 V or more (up to 850 V), depending on the power of the drive system, must coexist with the traditional 12 V system.

A Research & Development team dedicated to supporting the latest demands of manufacturers for their high voltage systems has upgraded our traditional products, redesigning them according to the new needs of hybrid and battery-powered vehicles. This means we can offer an array of fuse holders, power distribution units and battery junction boxes suitable for high voltage systems. These must necessarily be reliable devices capable of handling enormous amounts of power (tens of constant kilowatts) throughout the vehicle's lifetime and must guarantee users the required levels of safety in all conditions of use due to potentially dangerous voltage levels in the system.

对于所有汽车制造商而言，电动汽车和混合动力汽车已经成为现实，这些汽车对系统的电压要求越来越高，甚至 48V 已难以满足需求。此外，这些汽车需要管理非常高的电流，因此使用了非常粗且热效率低下的电缆。因此，400V 或以上（最高 850V，具体取决于驱动系统动力）的新电气系统必须与传统的 12V 系统共存。

为满足制造商对高压系统的最新需求，我们的研发团队对我们的传统产品进行了升级，按照混合动力与电动汽车的最新需求对它们重新进行了设计。这表示，我们可以提供一系列适用于高压系统的保险丝座、配电箱及电池接线盒。这些设备必须能够处理庞大的电能（数十千瓦）并在整个汽车使用周期内具有可靠性，且必须向用户保证在各种使用条件下达到所要求的安全水平，因为系统内可能会出现危险电压。

For example, a junction box is a device installed inside the main battery assembly and has the function of cutting the high voltage output of the battery from the vehicle's electrical system when necessary, both for functional and safety reasons. These units operate at a high rated voltage and are sized to provide many tens of kW from the battery pack to the vehicle's electrical system. They contain fuses; relays that can connect/disconnect the main output intended for the vehicle's powertrain system; a section of the high voltage pcb that includes the preload circuit necessary for the drive system's power supply unit; several other control lines to keep the voltage under control at all significant points of the circuit within the unit; a section of the low voltage PCB (12 V) that manages the low voltage signals that control all the internal relays.

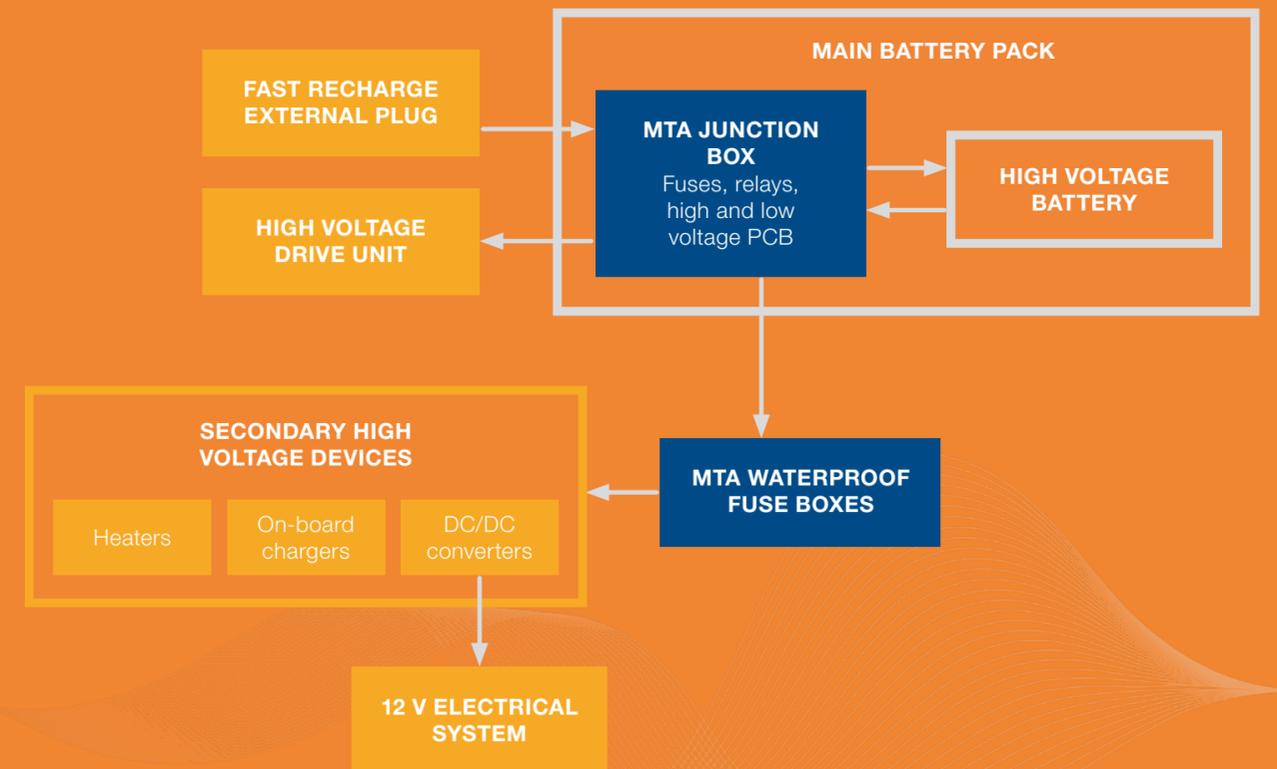
Some customers require that the power distribution boxes be waterproof, holding fuses used to supply secondary high voltage devices such as heaters, on-board battery chargers or DC/DC converters.

All high voltage connectors are equipped with the HVIL safety circuit, i.e. a low voltage interlock circuit (12 V) that safely disconnects the high voltage source if any connector is open in order to avoid any risk of electric shock to users or operators.

例如，接线盒安装在主电池总成内，出于功能与安全性考虑，它可在必要时切断来自汽车电气系统的电池高压输出。这些装置可在高电压下工作，且能够为电池组乃至汽车的电气系统提供数十千瓦的电能。它们包含保险丝、继电器（可以连接/断开汽车动力系统的主要输出）；一部分高压 PCB（具有驱动系统供电单元所必需的预载电路）；多条其他控制线路（在装置内的所有电路关键点控制电压）；一部分低压 PCB（12 V，用于管理控制所有内部继电器的低压信号）。

有些客户要求配电箱防水，以便容纳为二次高压设备（例如，加热器、车载电池充电器或直流/交流转换器）供电的保险丝。

所有高压连接器均采用 HVIL 安全电路，即低压互锁电路（12 V），在任何连接器打开的情况下，可安全地断开高压源，避免为用户或操作人员带来任何触电风险。



Dear Umberto,

You were a great brother. The best Brother.

Even if you were only three years older than me, you were always a reference point and a mentor.

We lived a long life together, up to my age of 83 years. We had lots of shared hopes and engaged in many joint projects, and it was thanks to you and your abilities that we managed to achieve what we did.

In recent years we often reminisced about our childhood in Genoa.

And about the war, and our eventful journey to Codogno, where we rejoined dad.

I remember our first difficult years in Codogno, where we were beginning a new life... the expectations, the fear of being in an unfamiliar place and having to start from scratch, and then the start of Microtecnica.

Many things have changed since then, thanks to your courage and determination.

Dear Umberto, when I think of you I know that you're happy now, together with Mom and Dad and our beloved grandparents.

With much love,

your brother Pino

亲爱的 Umberto:

你是一个好哥哥，一个最好的哥哥。

你只比我大三岁，但你一直是我的榜样和导师。

我们一起生活了那么久，现在我都 83 岁了。我们有那么多的共同梦想，一起参与了许多项目，没有你和你出众的能力，我们就不可能取得今天的成就。

近年来，我们总是一起回想我们在热那亚的童年生活，回想二战以及我们去往科多尼奥的艰难旅程，以及在那里与父亲重聚。

我记得我们初到科多尼奥那几年的艰苦岁月，在那里我们开始了新的生活，还有那些期待以及身处陌生环境的恐惧，我们不得不白手起家，然后开始创办 Microtecnica。

但多亏了你的勇气与决心，很多事都发生了积极转变。

亲爱的 Umberto，当我想起你时，我知道你和爸妈还有亲爱的爷爷奶奶在一起，现在一定很幸福。

爱你的弟弟 Pino

