

Press Information

09.12.2015

Conference “Lightweight Forging in Vehicles 2016” Save the date: 31 May - 1 June 2016 in Stuttgart Expert Meeting Discusses Lightweight Requirements of the Vehicle Industry

The Lightweight Forging Initiative is organizing the customer conference “Lightweight Forging in Vehicles 2016 – Potential & Solutions, Material & Components”, which will take place from 31 May to 1 June 2016 in Stuttgart. At the Mövenpick Airport Hotel directly at the airport and trade fair grounds, renowned speakers will report on the current results from research and industry relating to the lightweight design requirements of the vehicle industry in the area of the powertrain and chassis.

The conference ties in with two studies of The Lightweight Forging Initiative carried out at the automotive research company fka Forschungsgesellschaft Kraftfahrwesen mbH Aachen. The consortium analysed two vehicle types – a passenger car and a light commercial vehicle – with respect to their lightweight potential in the powertrain and chassis. The focus was on achieving weight savings using modern steel materials and forging technologies.

The current results of the comprehensive study “Phase II: Light Commercial Vehicle up to 3.5 t”: The lightweight design potential of a light commercial up to a total weight of 3.5 tons amounts to 99 kilograms. In October 2015, The Lightweight Forging Initiative presented this latest study. During the first phase of The Lightweight Forging Initiative, engineers determined a lightweight design potential of 42 kilograms in the case of powertrain and chassis components in a medium-sized passenger car.

At the conference, the contents of both studies will be presented and the potential of materials in the lightweight design of forged parts will be highlighted. In addition, information will be provided on lightweighting in transmissions and other automotive components. In the presentations, experts will outline the economic impact of the weight advantages. Furthermore, the conference will offer the opportunity to engage in individual discussions with the speakers.

The event follows on from the first customer conference of The Lightweight Forging Initiative, which took place in November 2014. This was well-received by automotive companies and the industry, with 200 participants in attendance.

“High-strength steel will replace conventional steels in many areas and will significantly increase its market share in the automotive industry in the mid-term. The Lightweight Forging Initiative will actively shape this future trend,” says Dr. Hans-Willi Raedt, Vice President Advanced Engineering of the Hirschvogel Automotive Group and Chairman of The Lightweight Forging Initiative.

The use of innovative steels as well as shorter process chains will thus be scientifically supported by providing more than four million euros of funding for an additional five projects in the area of research and development.

The conference speech will be German only. The detailed German conference program will be published in January 2016. Registrations can be made in January 2016.

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The Lightweight Forging Initiative

In The Lightweight Forging Initiative Phase II: Light Commercial Vehicle, 17 forging companies, 10 steel manufacturers and an engineering service provider joined forces at the beginning of 2015 under the auspices of the German Forging Association (Industrieverband Massivumformung e. V.) and the Steel Institute VDEh (Stahlinstitut VDEh).

The goal of this Initiative, which is unparalleled worldwide, is to achieve weight savings in vehicles using innovative components made of steel. The second phase represents the continuation of what was by far the largest pre-competitive joint project of these two industries, namely "The Lightweight Forging Initiative Phase I: Passenger Car" from 2013.

Captions

Flyer announcing the customer conference "Lightweight Forging in Vehicles 2016" in Stuttgart

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Industrieverband Massivumformung e. V.

The German Forging Association has 120 member companies and represents the interests of the industry, which has sales of 6.5 billion euros and almost 30,000 employees. A core task is organising collaboration across the member companies, most of which are medium-sized businesses, with the aim of working together to increase the competitiveness of the individual companies. Germany is the technology leader when it comes to forging and, after China, is the world's largest producer of forged parts.

Steel Institute VDEh (Stahlinstitut VDEh)

The association promotes technical, technical/scientific and scientific cooperation among engineers during the further development of steel technology and steel as a material. The Steel Institute VDEh achieves this with joint research projects and exchange of know-how. System manufacturers and suppliers are also involved in the international collaborative projects. Today, the Steel Institute VDEh has around 6,600 members with a university degree in technical, scientific and business management subjects or with a leading position in industry and trade. Furthermore, 150 companies from the area of iron, steel and related materials have joined the association.

*Kein
Blech!*

MASSIVER LEICHTBAU

in Fahrzeugen

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WERKSTOFFE & BAUTEILE
POTENTIALE & LÖSUNGEN

SAVE THE DATE

31. Mai und 01. Juni 2016
Mövenpick Hotel Stuttgart
Airport & Messe

- » Neue Ergebnisse durch Leichtbaupotenzial-Studien
- » Individuelle Expertengespräche mit den Referenten
- » Aussteller mit Leichtbau-Know-how für Antrieb und Fahrwerk

www.massiverLEICHTBAU.de
www.lightweightforging.com





Gewichtseinsparung durch moderne Stahlwerkstoffe und Schmiedetechnologien in Antriebsstrang und Fahrwerk

In zwei Studien, die an der Forschungsgesellschaft Kraftfahrwesen mbH Aachen durchgeführt wurden, hat die „Initiative Massiver Leichtbau“ zwei Fahrzeugtypen, einen Personenkraftwagen und ein leichtes Nutzfahrzeug, hinsichtlich ihres Leichtbaupotentials bei Antriebsstrang und Fahrwerk analysiert. Das Ergebnis: Moderne Stahlwerkstoffe und Schmiedetechnologie können einen entscheidenden Beitrag zu den Leichtbauanforderungen der Fahrzeugindustrie leisten. In der ersten Phase ermittelten die Ingenieure ein Leichtbaupotenzial von 42 Kilogramm bei Antriebsstrang- und Fahrwerksbauteilen eines Mittelklasse-Pkw. 2015 startete die zweite Phase, die aktuell das Leichtbaupotenzial eines leichten Nutzfahrzeugs bis 3,5 Tonnen Gesamtgewicht erarbeitet. Künftig wird hochfester Stahl herkömmliche Stähle in vielen Bereichen ablösen und seinen Marktanteil in der Automobilindustrie mittelfristig stark steigern. Der Einsatz weiterentwickelter Stähle sowie kürzerer Prozessketten wird zusätzlich wissenschaftlich begleitet durch fünf geförderte F+E-Projekte im Wert von mehr als 4 Mio. Euro.

Inhalte der Tagung

- » Präsentation der Leichtbaupotenzial-Studien
- » Werkstoffliche Potenziale für massivumgeformte Bauteile
- » Wissenschaftlich begleitete Recherchen am Getriebe
- » Leichtbau rund um Automotive-Bauteile
- » Wirtschaftliche Betrachtung der Gewichtsvorteile
- » Forschungsverbund für die gesamte Prozesskette
- » Expertengespräche mit den Referenten

Die Initiative Massiver Leichtbau

Die Initiative Massiver Leichtbau wurde 2013 durch 15 Umformunternehmen und 9 Stahlhersteller unter der Schirmherrschaft des Industrieverbands Massivumformung e. V. (IMU) und des Stahlinstituts VDEh ins Leben gerufen. Aufgrund des Erfolgs der Phase I und des großen Interesses der Kunden am Ergebnis und angetrieben durch die intensive Kooperation der beiden beteiligten Industriezweige wurde entschieden, 2015 die Phase II zu lancieren, die sich nun auf das Leichtbaupotenzial eines leichten Nutzfahrzeugs konzentriert. Die zweite Phase brachte 17 Umformunternehmen, 10 Stahlhersteller und einen Ingenieurdienstleister zusammen.

Mehr Informationen finden Sie auf: www.massiverLEICHTBAU.de

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