

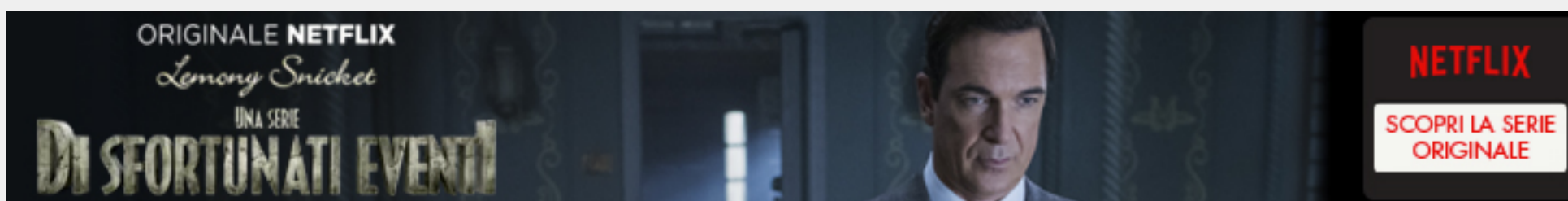


RASSEGNA STAMPA MENSILE

MARZO 2017

SAPA

Superior Automotive Parts and Application



Alcantara, l'orgoglio italiano che piace ai giapponesi



300 milioni di investimento in 5 anni nello stabilimento di Nera Montoro (Terni), 200 assunzioni.

di ILARIA SALZANO



17 marzo 2017

In quella zona tormentata dal sisma, nel cuore dell'Italia, c'è chi continua a crederci e a carburare ininterrottamente. Alcantara S.p.a, azienda a capitale estero (Toray 70%, Mitsui 30%), famosa per l'omonimo materiale made in Italy, dopo una crescita senza battute d'arresto dal 2009, dichiara un piano di sviluppo di 300 milioni di euro per la sede di Nera Montoro (Terni), in Umbria: saranno distribuiti in cinque anni, mirati a raddoppiare la capacità produttiva complessiva. La missione, a fronte di un giro d'affari di 185 milioni di euro (2016), è quella di triplicare il valore del marchio, che nel 2015 Interbrand stimava 100 milioni.

"I nostri valori di tecnologia e artigianalità continueranno a svilupparsi nel mondo attraverso i grandi gruppi che operano a livello internazionale", afferma il presidente Andrea Boragno. Seppur producano tutto in Italia, il 90% infatti è esportato all'estero (l'80% nel settore automotive), con una crescita che nell'ultimo anno ha registrato picchi per il mercato statunitense (dal 2% al 16%) e Cinese (dal 3 al 16%).

La società, inoltre, stima l'aumento di un terzo dei dipendenti nella sede umbra. Secondo i programmi, in un quinquennio Alcantara vanterà 14,5 milioni di metri, quasi un raddoppio rispetto agli attuali 7,5 milioni: "Per questo non avremo bisogno di interventi sul capitale vista la nostra buona capacità di generare cassa", continua.

Il piano è ben definito. E a vedere la strada percorsa finora non è impossibile. Quando tutte le società parlavano di crisi, i giapponesi hanno rischiato investendo sulla sostenibilità. Nel 2009 furono la prima azienda in Italia a presentare la Certificazione di Carbon Neutrality, grazie alla misurazione, riduzione e compensazione delle emissioni di CO2. “La sostenibilità per noi è sempre stata parallela al profitto. Con tanto di bilancio annuale sia per la nostra azienda che per i fornitori”, afferma Boragno. Dunque, un investimento con ritorno: quel materiale già unico al mondo si sviluppava e veniva scelto non solo per la sua leggerezza, traspirabilità e versatilità, ma anche per le sue qualità ecologiche che contribuivano alle performance delle produzioni nei settori della moda e degli accessori, della nautica, dell’automotive, dell’interior design e arredamento e dell’elettronica di consumo.

“Secondo

una ricerca mondiale di Interbrand sugli acquirenti, 2 clienti su 3, percepiscono Alcantara come elemento di upgrade. Non per ultimo ci scelgono anche per questo – conclude il presidente -. Dagli anni ‘80 è stato un formidabile lavoro su tecnologia e artigianalità”.

investimenti assunzioni lavoro Nera Montoro terni centro italia made in italy artigianato
Alcantara

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17 marzo 2017

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Plastics News Europe

Evonik enters light materials JV to supply to automotive industry

9 March 2017



German speciality chemicals company Evonik Industries and automotive engineering company Forward Engineering have established a joint venture to advance the industrial mass production of fibre composite components for the automotive industry.

The Essen-based chemicals company announced 7 March that its partnership in Vestaro, headquartered in Munich, Germany,

showed Evonik's commitment to developing lightweight materials for the car industry.

"Vestaro is an important step in further expanding our partnership with automobile manufacturers. For many years now, we have been developing products to support their developments in lightweight construction," said Roberto Vila-Keller, head of the crosslinkers business line at Evonik. Vestaro, said the Evonik statement, will offer technology consulting as well as select and adapt matrix formulations for efficient manufacturing.

"In the joint venture, we are bundling expertise in engineering and in speciality chemicals. This means that we can offer even better tailored composite-matrix systems," explained Leif Ickert, general manager of Vestaro.

Evonik is contributing its expertise in amine hardeners, Vestamin for epoxy resin formulations and isocyanate Vestanat for polyurethane formulations, to the material developments of the new company.

Forward Engineering, which was previously the engineering division of Roding Automobile GmbH, will bring its technology in composite construction to the mix.

Vestaro will be managed jointly by Evonik and Forward Engineering, with Evonik holding 49% of the shares and Forward Engineering 51%.

The managing directors are Hans Görlitzer of Evonik Resource Efficiency GmbH and Robert Maier of Forward Engineering GmbH.

Link: <http://www.plasticsnewseurope.com/article/20170309/PNE/170309903>

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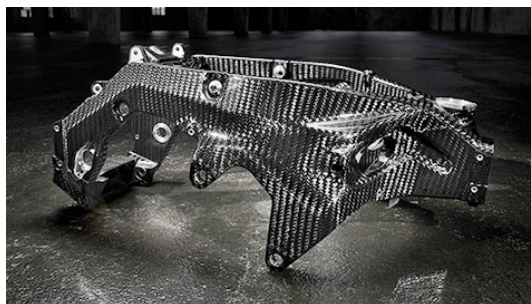
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Joint-venture nei materiali leggeri per l'auto

Evonik e Forward Engineering danno vita a Vestaro. Obiettivo: sviluppare materiali compositi per la produzione in serie di automobili.

8 marzo 2017 07:45

La conoscenza della chimica e dei materiali di **Evonik**, insieme con le capacità di ingegneria nel settore automotive di **Forward Engineering** (nata dallo scorporo della divisione engineering di Roding Automobile), danno vita a **Vestaro**, una nuova joint-venture che punta a implementare la tecnologia dei materiali compositi leggeri nella produzione di serie di componenti auto.



La nuova società, con sede a Monaco, **controllata al 51% da Forward Engineering**, fornirà consulenza nella scelta e qualificazione dei materiali (matrici polimeriche e rinforzi), nella progettazione dei componenti auto e nell'ottimizzazione dei processi di produzione.

Evonik, in particolare, metterà a disposizione la sua competenza nelle amine cicloalifatiche Vestamin, utilizzate come indurenti di resine epossidiche e negli isocianati Vestanat per formulazioni poliuretaniche.

Alla guida di Vestaro, con la carica di managing director, sono stati nominati **Hans Görlitzer** di Evonik Resource Efficiency GmbH e **Robert Maier** di Forward Engineering GmbH.

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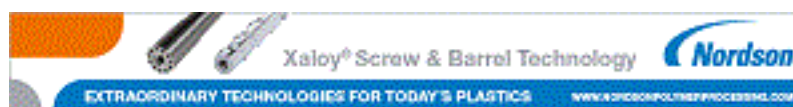
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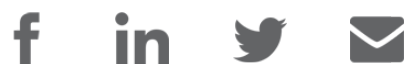
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Teijin develops new hard-coating technology for automotive plastic glazing

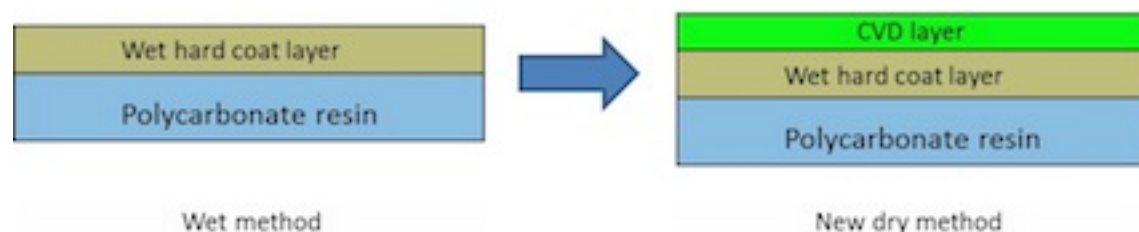
by: Stephen Moore in Automotive and Mobility, Materials on March 08, 2017



Japan's Teijin says it has developed a new hard-coating technology that can be applied evenly on large or complex-shaped automotive windows molded of polycarbonate to achieve the same level of abrasion resistance as glass windows and double the weather resistance of conventional plastics glazing.

Teijin initially will produce small-lot samples of actual windows for selected car models using the technology at a pilot plant in Matsuyama, Japan. Going forward, it will gradually verify production technologies for the manufacture of a wider range of windows on a mass-production basis, aiming at an early launch of full-scale commercial manufacturing operations.

To further reduce automobile mass, automakers are targeting deployment of lightweight but highly abrasion-resistant back and side windows made of plastic. However, when used in glazing that contacts windscreen wipers, conventional polycarbonate (PC) plastic glazing, which are less abrasion-resistant than glass, can be scratched by operating the windshield wipers, or even by merely raising or lowering them.



According to Japanese automobile safety standards, plastic glazing in car models released from

Addition of a hard-coated layer to the wet coated protective layer combining UV resistance enables large glazing parts to be produced with equivalent abrasion resistance to glass

July 2017 must offer enhanced abrasion resistance. The conventional wet method used for hard

coating, however, does not meet the required level of resistance. Furthermore, plastic glazing in new cars also will be required to be sufficiently weather resistant to prevent yellowing after long-term exposure to sunlight.

Although a technology known as plasma-enhanced chemical vapor deposition (plasma CVD) already exists to enhance the abrasion and weather resistance of wet coated PC to the level of glass, the size of the window is restricted to around 0.3 square meter, and it is also hard to apply plasma CVD to complex curved surfaces. Consequently, this technology does not offer a practical solution for plastics glazing under the new auto standards.

In response, Teijin collaborated with fellow Japanese company Tsukishima Kikai to develop a plasma CVD pilot plant that is capable of treating large and moreover three-dimensional molded resin products with a uniform coating of plasma CVD. Actual-size plastics glazing exceeding one square meter, including those with complex curves for back windows, are being treated at the pilot plant. The plasma CVD method achieves abrasion resistance on the level as glass, satisfying not only the new Japanese standards but also those of the USA and EU.

The new hard-coating technology firmly applies a plasma CVD layer to the wet hard-coat layer, thereby preventing oxygen or water vapor from penetrating and subsequently degrading the underlying wet hard-coat layer. Further, since the wet hard-coat layer absorbs the ultraviolet rays which cause resin degradation, the time until discoloration or degradation using the new technology is double that of solely wet hard-coated glazing.

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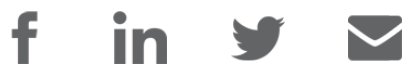
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Barnes Group to acquire Gammaflux

by: Clare Goldsberry in Injection Molding, Thermoforming, Automotive and Mobility, Blow Molding, Business, Consumer Products, Extrusion: Pipe & Profile, Medical on March 07, 2017



Barnes Group Inc. (Bristol, CT), a global industrial and aerospace manufacturer and service provider, has entered into a definitive agreement to acquire privately held Gammaflux L.P., a supplier of hot-runner temperature and sequential valve gate control systems to the plastics industry.

Gammaflux is headquartered in Sterling, VA, and has offices in Illinois and Germany. While primarily serving the plastic injection molding industry, the company also provides temperature control solutions for blowmolding, extrusion and thermoforming applications. Its end markets include packaging, electronics, automotive, medical and household products.

“We look forward to adding Gammaflux control systems to our Molding Solutions business,” said Scott A. Mayo, Senior Vice President of Barnes Group Inc. and President of Barnes Industrial, in a prepared statement. “Gammaflux adds technologically advanced hot-runner temperature control systems to our existing product portfolio, which enable molders to achieve precise temperature control of the injection molding process within the mold. This will ensure high-quality parts in the most critical molding applications. These capabilities, when combined with Barnes Group’s leading hot runner, complex mold and sensor technologies, will create an unsurpassed offering to our customers in the plastic injection molding industry.”

Founded in 1857, Barnes Group serves a wide range of end markets and customers. The highly engineered products, differentiated industrial technologies and innovative solutions are used in far-reaching applications that provide transportation, healthcare and technology to the world.

The transaction is expected to close in the second quarter of 2017, subject to the satisfaction of certain closing conditions, and is not material to Barnes Group's consolidated financial position or liquidity.

Following the closing, Gammaflux will operate as a business within Barnes Group's Industrial Segment, in the Molding Solutions strategic business unit, which includes technology-based businesses Synventive, Manner, Thermoplay, Priamus and recently acquired Fobooha.

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Plastics remain an important strategy for automotive lightweighting

by: Stephen Moore in **PLASTECH Cleveland**, Automotive and Mobility, Sustainability, Compounding, Injection Molding, Materials on March 05, 2017



While other strategies such as engine technologies (smaller engines, diesel engines and utilizing turbochargers), start-stop, and economy mode (50% of cylinders operating) admittedly have a greater effect on improving fuel economy than lightweighting, there's no doubting that utilizing plastics to eliminate vehicle mass remains an important initiative at automakers. And that's not to forget the fact that plastics also play an important role in the abovementioned drivetrain-related developments. Opportunities also abound for plastics in electric and hybrid electric vehicles.



A. Schulman's PA/PP alloys have been

Notes Paul Hardy, Product Manager, Performance Materials at A. Schulman: "For every 10% weight reduction there is about a 5–7% fuel economy improvement, therefore for every 300 lb. removed from a car, you pick up about 1.6 mpg." This itself will not enable automakers to meet the CAFE mandate of improving fuel economy from 36.6 mpg in 2017 to 54.5 mpg in 2025. "Regardless," notes Hardy, "driving weight out of parts plays an important role in a

utilized in automotive components such as air shutters to reduce mass. small way to meeting the mandated fuel economy.”

Hardy will be discussing lightweighting through plastics in detail at the inaugural automotive conference— *Lightweighting Strategy & Drivetrain Efficiency for All Supplier Tiers & OEMs*— to be held in conjunction with [Advanced Design & Manufacturing \(ADM\) Cleveland](#) on March 29 and 30 at the Huntington Convention Center in Cleveland, OH.

Metal is the primary culprit when it comes the weight of a car and, while suppliers of these materials are endeavoring to do their bit through developing high-strength steels and alternative materials such as aluminum and magnesium alloys, plastics have succeeded in displacing metal parts, particularly with glass-filled polyamide (PA), notes Hardy. “Once automakers are comfortable with deploying plastics in [structural] frames and to replace metal supports, then the real weight savings will come,” he adds. One example is replacement of metal supports for the bumper. Other areas where plastics are making inroads include water pumps, where polyphenylene sulphide (PPS) is the material of choice.

The automotive supply chain has a new rendezvous. UBM America’s newest design and manufacturing trade show and conference debuts in Cleveland, OH, on March 29 and 30, 2017. On one show floor, Advanced Design & Manufacturing (ADM) Cleveland showcases five zones—packaging, automation and robotics, design and manufacturing, plastics and medical manufacturing. Hundreds of suppliers and numerous conference sessions offer sourcing and educational opportunities targeted to the automotive and other key industry sectors. Go to the [ADM Cleveland](#) website to learn more and to register to attend.

Structural applications may come into their own with carbon fiber becoming more economical notes Hardy. A. Schulman offers a high-modulus grade of polyamide with a 40% carbon fiber loading, for example. This and glass-fiber-reinforced grades typically employ blends of PA 6 and other types of polyamide to achieve a balance of heat resistance and low density.

To further reduce density, A. Schulman has also developed PA/PP (polypropylene) blends with a similar heat resistance versus density trade off. Targeted applications include fan shrouds, air shutters and other non-structural components. The nylon-rich PA/PP alloys promise 8 to 11% weight savings.

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2 March 2017

Recticel improves annual sales, relaunches Czech plant



Jaroslaw Adamowski, Urethanes Technology International

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Automotive

Materials



Photo by Recticel Group

Brussels-based Recticel declared force majeure and halted production at its plant in Most, Czech Republic, after a fire there.

Recticel Group has reported higher sales for 2016, and remains optimistic for this year despite the fire that broke out at its Most, Czech Republic plant in January.

The fire forced Brussels-based Recticel to halt the production of components for car makers, such as PSA Group, Volkswagen, Daimler and Renault. The delivery issues forced PSA Group to slow production of its Peugeot 3008.

The company managed to raise annual sales to more than €1bn (\$1.05bn), up 1.4% compared with a year earlier, and earnings before interest, tax, depreciation and amortisation (EBITDA) was up 37.5% to €72.7m (\$76.7m).

At the press conference that accompanied the release of Recticel's annual results, CEO Olivier Chapelle said Recticel is "satisfied with 2016, another year of sales and profit growth."

He added that the fire in Most had a one-off financial impact of €4m (\$4.2m) on the manufacturer, after accounting for insurance, according to estimates by Recticel.

The Most plant is the sole manufacturer of a patented polyurethane skin for auto interiors made by Recticel. The firm declared force majeure on 22 Jan. On 27 Jan, Recticel's engineers and contractors were allowed back inside the factory.

Local business daily De Tijd reported that deliveries from Recticel's Czech factory and other production facilities have been resumed, but that "the situation still has not been normalized"

The plant in Most generated revenues of about €20.3m (\$21.4m) last year, and it is operated by a workforce of some 390 employees. Recticel operates a second Czech plant in Mlada Boleslav, in the country's north-west. Both factories are located close to the German border.

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2 March 2017

Plastic Omnium expanding Slovakia site to supply to new JLR plant



Richard Higgs

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Automotive



Plastic Omnium's Lozorno plant in Slovakia

Automotive plastic parts producer Plastic Omnium (PO) is to invest around €50m in a major expansion project in Slovakia to supply the new Jaguar Land Rover assembly plant at Nitra.

The processor is planning to build two new manufacturing halls at its Hlohovec site in south western Slovakia with the creation of 500 new jobs. Today, the site employs just 165.

The first production unit of 17,000m² is scheduled to come on stream this year and the second building of 22,000m² and a coating line should be in operation by 2020, according to the local city authority.

Hlohovec plant, which already produces car bumpers for automotive groups including PSA Peugeot Citroën and Skoda, has been run by Plastic Omnium since July 2016 when it was acquired from fellow French auto parts maker Faurecia.

This was part of a €665m deal between the groups which saw Plastic Omnium take over Faurecia's Auto Exteriors business producing vehicle bumpers and front-end modules. That included 22 plants in Germany, France, Spain, Slovakia and the Americas, though the

European Commission only sanctioned the merger if PO agreed to dispose of seven acquired plants.

These plants include four bumper production units in France, one in Spain and two front end module operations in Germany.

Jaguar Land Rover has begun construction of its planned 300,000m² vehicle assembly plant at Nitra. The facility, due to start up in late 2018, is set to turn out 150,000 vehicles a year and will employ 2,800 at the site.

Several other European plastics component suppliers expect to serve the new factory and are expanding or setting up their own plants nearby in Slovakia. They include other French owned moulders Bourbon Automotive Plastics, part of Groupe Plastivaloire, which is growing its capacity at Čab and Steep Plastique, expanding its Nitra plant.

Paris-based Plastic Omnium already runs two exterior auto component plants in Slovakia at Trnava and at Lozorno where it also opened and later expanded a research and development centre.

The R&D unit, with 300m² of laboratories and 1,300m² of office space, an international team of more than 110 engineers and technicians. It provides support services for developing automotive projects such as computer aided design, product engineering and quality control.

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