



Contents

<i>Contributor contact details</i>		<i>ix</i>
<i>Preface</i>		<i>xi</i>
1	Overview P. K. MALICK, University of Michigan-Dearborn, USA	1
1.1	Introduction	1
1.2	Materials scenario	3
1.3	Materials selection considerations for lightweight vehicles	23
1.4	Conclusion	29
1.5	References	30
 Part I Materials for lightweight automotive structures		
2	Advanced steels for lightweight automotive structures C. D. HORVATH, General Motors, USA	35
2.1	History of steel in automobiles	35
2.2	Types of high strength steels	37
2.3	Third generation advanced high strength steels	54
2.4	Manufacturing and forming high strength steels	55
2.5	Designing with steels for lightweighting automotive structures	68
2.6	Conclusion	76
2.7	References	77
3	Aluminum alloys for lightweight automotive structures J. C. BENEDYK, Illinois Institute of Technology, USA	79
3.1	Introduction	79
3.2	International designation systems for aluminum alloys	83
3.3	International temper designations for aluminum alloys	84

vi	Contents	
3.4	Aluminum alloys used in lightweight automotive vehicles	85
3.5	Substituting aluminum alloys for competitive materials	107
3.6	References	110
4	Magnesium alloys for lightweight powertrains and automotive structures	114
	B. R. POWELL, P. E. KRAJEWSKI, and A. A. LUO, General Motors, USA	
4.1	Introduction	114
4.2	Cast magnesium	121
4.3	Sheet magnesium	142
4.4	Extruded magnesium	155
4.5	Future trends	164
4.6	Acknowledgments	168
4.7	References	168
5	Thermoplastics and thermoplastic-matrix composites for lightweight automotive structures	174
	P. K. MALLICK, University of Michigan-Dearborn, USA	
5.1	Introduction	174
5.2	Thermoplastics used in automobiles	175
5.3	Thermoplastic matrix composites for automobiles	186
5.4	Joining of thermoplastic matrix composites	202
5.5	Conclusion	205
5.6	References	206
6	Thermoset-matrix composites for lightweight automotive structures	208
	P. K. MALLICK, University of Michigan-Dearborn, USA	
6.1	Introduction	208
6.2	Materials	209
6.3	Manufacturing processes	219
6.4	Carbon fiber reinforced thermoset-matrix composites	228
6.5	Conclusion	230
6.6	References	230

Part II Manufacturing and design of lightweight automotive structures

7	Manufacturing processes for light alloys	235
	G. T. KRIDL, University of Michigan-Dearborn, USA; P. A. FRIEDMAN and J. M. BOILEAU, Ford Research and Innovation Center, USA	
7.1	Choosing light alloys	235
7.2	Materials of interest	235
7.3	Vehicle architecture design and manufacturing	242
7.4	Forming of structural components	248
7.5	Cast structural components	260
7.6	Casting processes	261
7.7	Enablers	269
7.8	Promising metal forming processes for automotive applications	270
7.9	References	272
8	Joining for lightweight vehicles	275
	P. K. MALLICK, University of Michigan-Dearborn, USA	
8.1	Introduction	275
8.2	Liquid phase welding	276
8.3	Solid phase welding	286
8.4	Mechanical joining	294
8.5	Adhesive joining	298
8.6	Joining of polymer matrix composites	301
8.7	Conclusion	304
8.8	Acknowledgment	306
8.9	References	306
9	Recycling and life cycle issues for lightweight vehicles	309
	S. DAS, Oak Ridge National Laboratory, USA	
9.1	Introduction	309
9.2	Life cycle analysis	311
9.3	Recycling	313
9.4	Importance of recycling in the context of life cycle analysis	317
9.5	Trends and issues in lightweight materials recycling	321
9.6	Conclusions	329
9.7	References	330

10	Crashworthiness design issues for lightweight vehicles	332
	A. DEB, Indian Institute of Science, India	
10.1	Introduction	332
10.2	Background of vehicle crash safety	333
10.3	Designing for crashworthiness with lightweight materials	335
10.4	Crash safety design using computer-aided engineering (CAE)	341
10.5	Fiber reinforced composites for lightweight automotive body structures	350
10.6	Miscellaneous lightweight countermeasures	353
10.7	Conclusion	355
10.8	References	355
	<i>Index</i>	357