

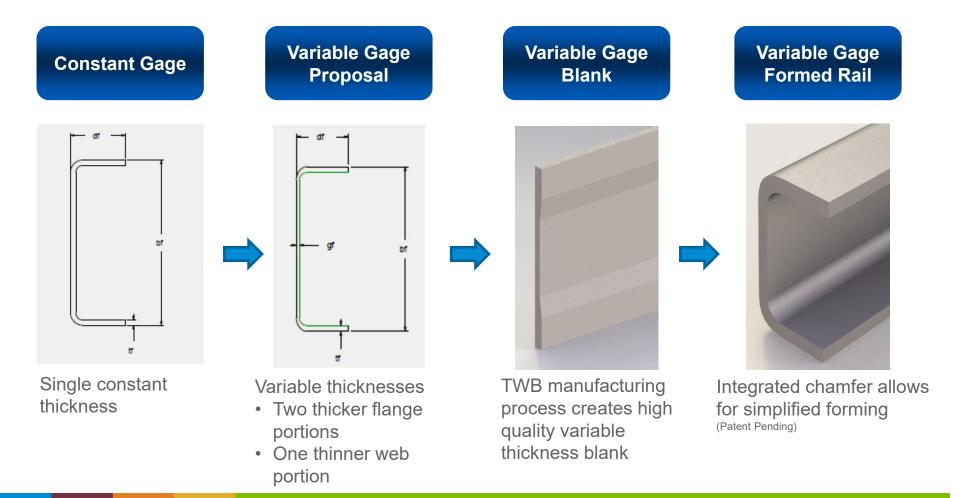
Cost Effective Safety & Light Weighting Products

# **Variable Thickness Rail**

Nov. 2020



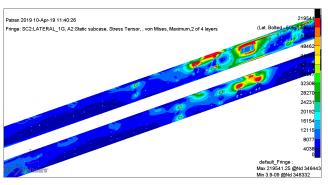
#### The Variable Thickness Rail

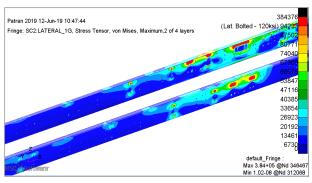




## **VTR Design**





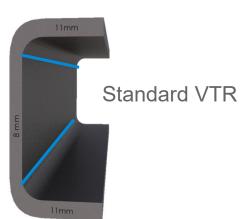


Baseline

Optimized VTR

#### Simulation shows improved stress distribution with optimized thicknesses

**VTR Potential Geometry** 

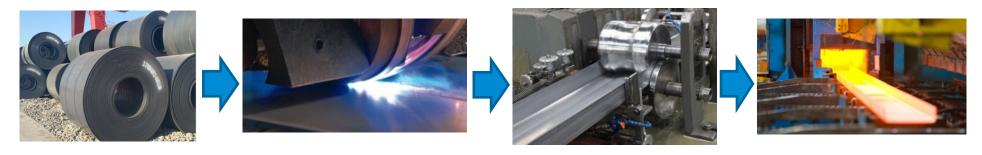




Material compatibility: Medium Carbon Manganese-Boron Steel (UTS ≥ 800 MPa)

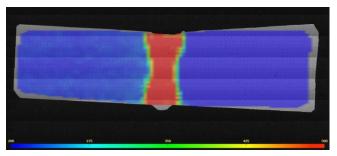


## **VTR Manufacturing Process**

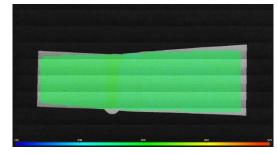


Raw material Weld Process Forming Heat Treatment

TWB Welding – safe and effective process for frame rail applications



Hardness Map - Post Weld



Hardness Map – Post Heat Treat

Mechanical properties in the welded area following heat treatment are nearly equivalent to the parent metal, negating any effect of the weld process



# **VTR Concepts**

#### Solution #1 - Reduced Web

	Constant Gage	VTR
Flange Thickness (mm)	6.35	5.85
Web Thickness (mm)		4.10
Rail Mass (kg)	250	185

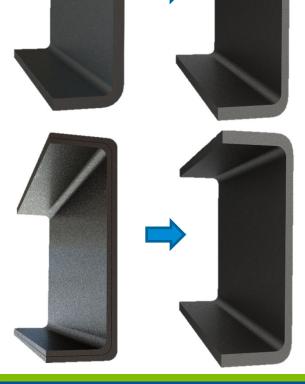


#### Solution #2 - Liner Delete

	Constant Gage	VTR
Rail Mass (kg)	475	389

172 kg Overall Vehicle Weight Savings + Assembly Simplification

**Assumed Length:** 10 meters





### **Development Roadmap**



- VTR offers the **largest weight savings** potential for the commercial truck industry while maintaining a steel structure.
- Welded VTR manufacturing is based off of 25+ years of success in tailor welded blanks.
- Static and dynamic CAE analysis show design success.
   Optimization sequence has been developed to calculate best possible design.
- Manufacturing partnership opportunities now available for evaluation of bench level prototypes and market development.



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