

# AMAG to get a new surface passivation line

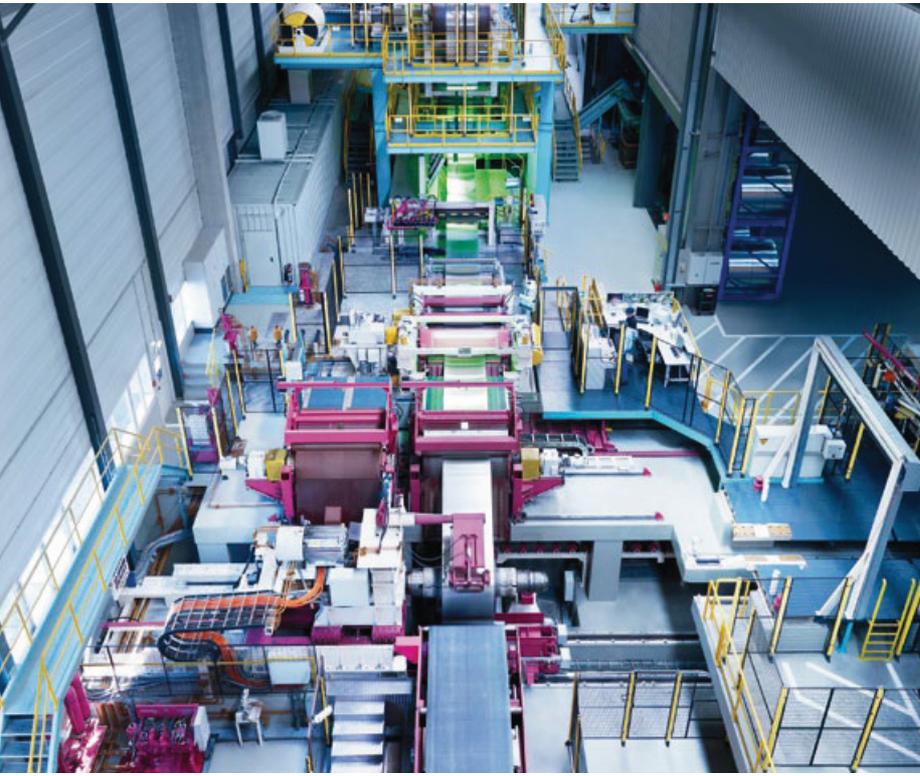


Fig. 1: Continuous heat treatment line III

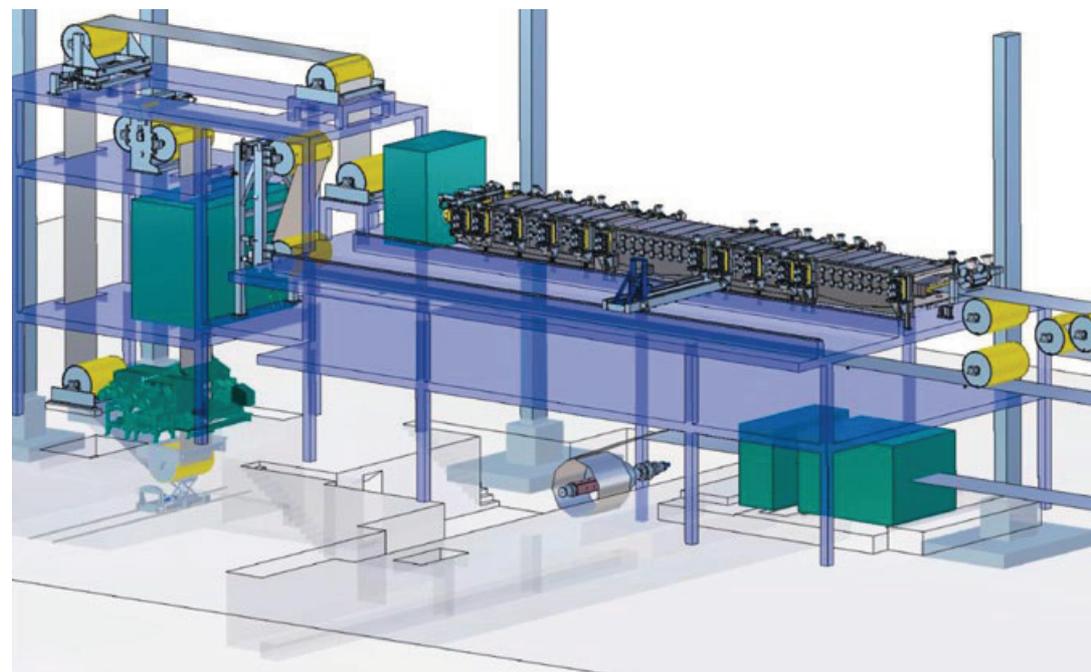
## AMAG is investing in the latest surface passivation line technology for automotive outer skin and structural sheets.

The volume of aluminium utilized in automotive production is set to rise significantly and as a result of the use of new alloys and alloy combinations, adhesive bonding will be used with greater frequency as a joining technique. Moreover, in order to guarantee a defined surface quality, the percentage of pretreated aluminium coil and sheet employed will also increase.

In addition to chemical composition, mechanical characteristics and excellent formability, surface settings that are process-compatible play a major role with regard to automotive materials. As far as the rolling mill process is concerned, apart from differing rolling textures and pre-lubricants, this means the application of special process conversion layers. These are essential for reliable bonding during further processing and a considerable improvement in corrosion resistance.

Consequently, AMAG is investing in a highly modern surface treatment line, which by

means of a combined pickling and coating process will facilitate chrome-free pre-treatment in line with current automotive requirements and also account for conceptual options relating to future modifications. The new line, which will become



3D-Layout passivation-line

operational in 2011, will be integrated into the Continuous Heat Treatment Line III commissioned in 2007/08. This major investment in a passivation line underlines AMAG's commitment to the automotive industry as a strategic target area. ■

### AMAG supports the closed aluminium cycle from production to further processing and recycling.

AMAG is one of Europe's largest recyclers and at its location in Ranshofen has the know-how and equipment needed to transform the majority of the aluminium scrap available on the market into top quality alloys in an economic and ecologically acceptable manner. The scrap is melted and used for the production of cast and wrought alloys in the form of bi-part ingots, horizontally continuous cast ingots, liquid aluminium, sows, and rolling ingots.

Particularly in the case of automotive industry customers, there is a constant supply of differing types of aluminium scrap for which AMAG can offer an "all in one" solution. In other words, the company deals with the logistics, can accept all types of aluminium scrap, and is then able to return this to customers in the form of various products and alloys.