

Brief reports

Buderus Guss wins the contract for the new Audi MLBw platform



MLBw is the successor platform to MLBevo, for which Buderus Guss is also a series supplier. „The fact that we have been awarded the contract for the new Audi MLBw platform is a great success for us, a strategically important project and a signal to our workforce that shows our good future prospects even in the development of brake discs for premium vehicles - especially in these times of corona crisis,“ explains Buderus Guss Sales Manager Timo Benner. In total, the order amounts to three one-piece brake discs for the front axle, which are being newly developed, and three one-piece brake discs for the rear axle as carry-overs, i.e. follow-up parts from the MLBevo project. The start of series production is planned for April 2023. „We have efficient project planning, development expertise and can exploit technical synergies from the predecessor project,“ says Christoph Strieder, technical project manager for Audi-MLBw.

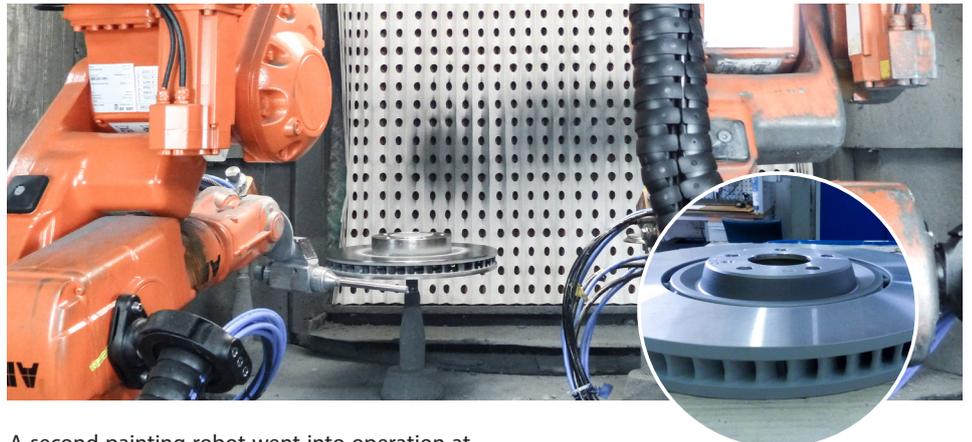
Successful training despite corona restrictions

Despite the corona crisis, Buderus Guss has recruited eight apprentices for 2020 as planned. This was achieved by successfully changing recruitment structures. Even during the „lockdown period“, the master trainers at the Breidenbach site provided creative concepts and enabled the trainees to expand their digital skills.

IATF audit passed with flying colours

IATF 16949 is recognized worldwide by automotive manufacturers as the standard for quality management systems. In June 2020, Buderus Guss successfully passed the second review audit, thus demonstrating that the sites are continuously improving and that processes and documentation are in line with the standard.

New robot increases painting capacity



A second painting robot went into operation at the Buderus Guss site in Ludwigshütte at the end of June 2020. Mainly to increase the painting capacity for coating aluminium features. The background: the aluminium pot of weight-optimised iDisc® brake discs is coated with the weather and temperature-resistant AluTherm® top layer. According to customer requirements, the desired coverage of more than 80 percent of the cooling

channels of ventilated brake discs is also achieved. The system, which now has two robots, can coat a total of over 1,200 parts per day. Due to the modification of the robot system, all type part numbers had to be re-sampled. Despite the high effort required for the corona, sampling and approval were achieved without any problems.

Machining line for lightweight brake discs: All machines are delivered



Despite corona-related delays, the development of the machining line for lightweight brake discs is making good progress. The line at the Lollar site of Buderus Guss cooperation partner Robert Bosch Lollar Guss GmbH is designed for around 400,000 lightweight brake discs per year. It is fully automatic and meets all ergonomic requirements. It has a high degree of complexity thanks to four automation cells, seven turning cells, a balancing milling machine, an inline measuring machine, an assembly cell for pins (fully automatic assembly) and several marking de-

vices (laser and mechanical marking systems). At the same time, it is the first line at Buderus Guss and the cooperation partner on which two materials (grey cast iron/friction ring and aluminium/pot) can be machined. In future, lightweight brake discs will be produced for premium vehicles: For the joint e-platform of Porsche and Audi. Due to the effects of the crisis, sample production has been postponed to October 2020 and the SOP for the facility is now scheduled for October 2021.