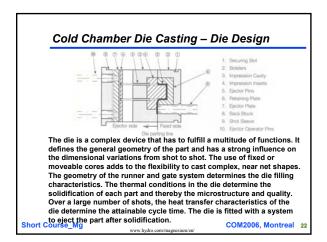
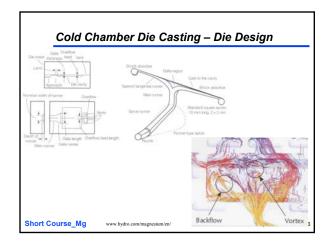


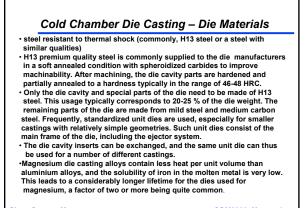
Cold Chamber Die Casting- Machines In general, the cold chamber die casting process, can be used for magnesium and aluminium alloys. However, the lower heat content in magnesium compared to aluminium is important to the die casting process. To avoid solidification of the magnesium alloy during die filling, a shorter fill time is required for magnesium than for aluminium. For this reason, some magnesium die casters specify machine designs with maximum shot plunger speeds exceeding 10 m/s. Static casting pressures are commonly in the range of 30-70 MPa (4400-10000 psi). The locking force of the machine holding the two die halves together exceeding 4000 tons are commercially available.

Short Course_Mg

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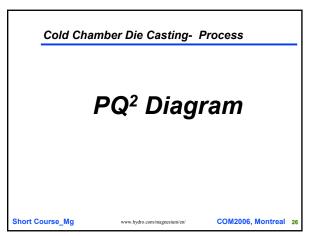


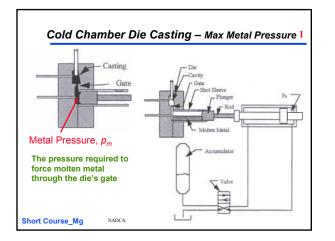


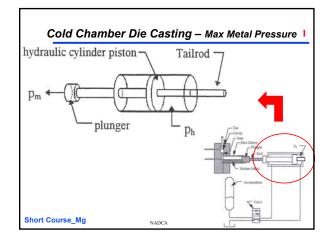
Short Course_Mg

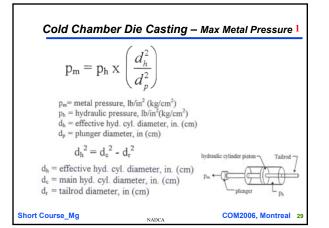
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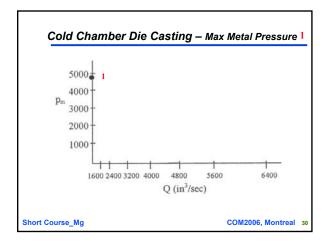


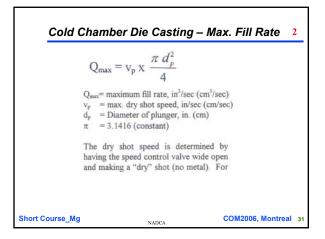


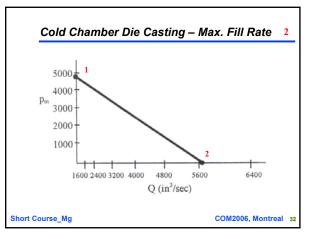


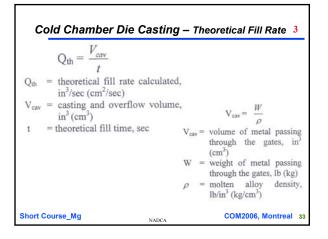


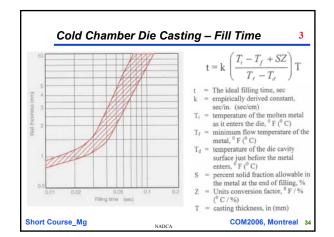


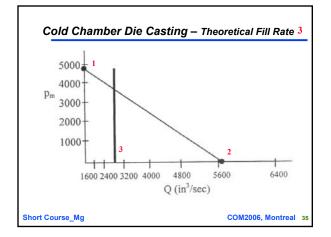


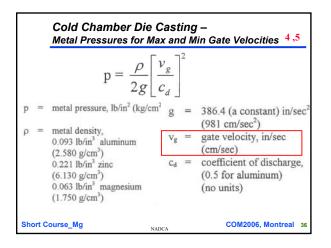


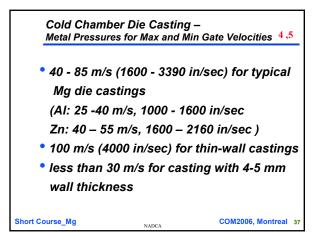


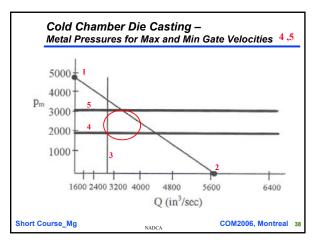


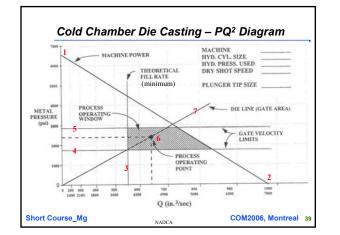


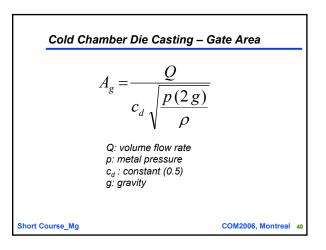


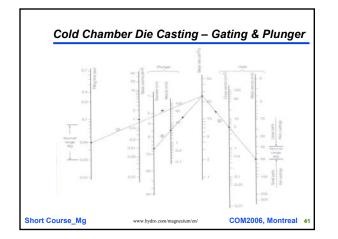


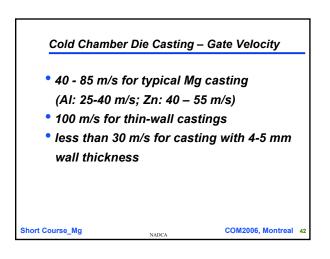






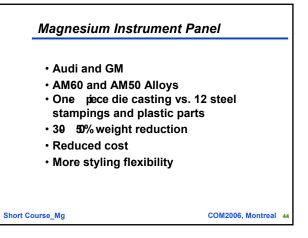


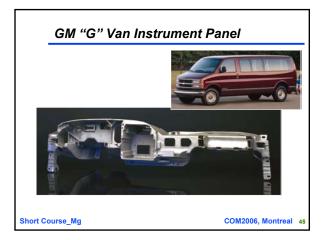


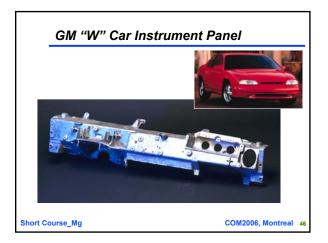


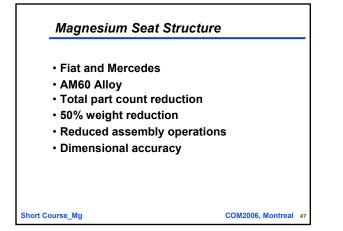
Global Die Cast Mg Applications

Company	Applications
GM	instrumental panels, clutch housing & piston, transmission stators, glove box door, roof frame, seat frame, pedal bracket, steering column bracket, road wheels, transfer case, valve cover, electric motor housing
FORD	IP bracket, sun roof panel, pedal bracket, steering column bracket & component, transfer case, valve cover, clutch housing, steering wheels
Chrysler	air bag housing, steering column bracket, valve cover, steering wheel, instrumental panels, alternator bracket, front headlight retainer
Audi	instrumental panels, manual transmission housing
BMW	wheels, gearbox housing, valve cove
Fiat	seat structure, instrumental panels, steering wheel
Mercedes-Benz	seat frames, sun roof panel, steering column component intake manifold
Honda	Oil pan, cylinder head cover, wheels, valve cover
Toyota	steering wheels, valve cover, bracket

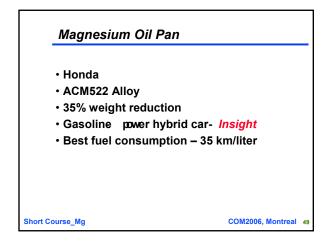






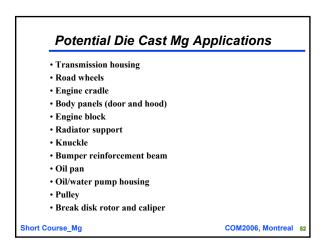


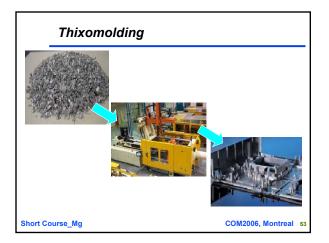


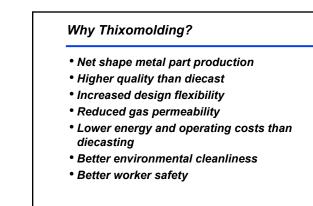




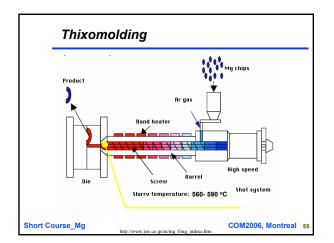


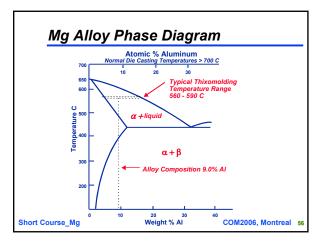




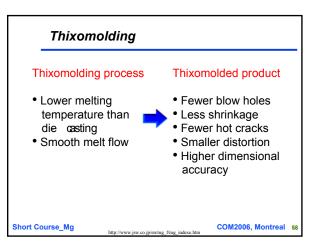


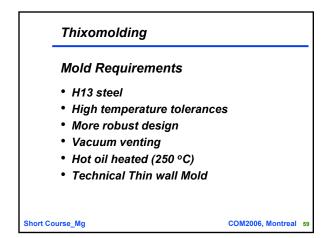
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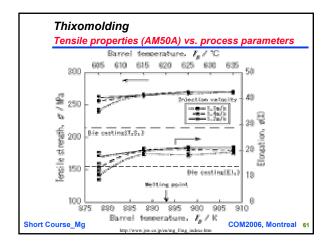


 Barrel Temperature: 	565 585°C
 Mold Temperature: 	175 250°C
 Injection Pressure: 	70 0 1000 bar
 Screw Rotation: 	109 250 rpm
• Max. Linear Inj. Rate:	400 cm/s
• Typical Inj. Rates:	150 250 cm/s

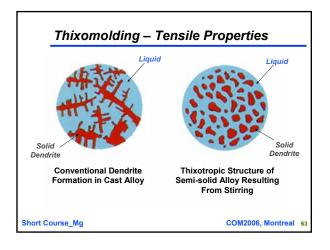


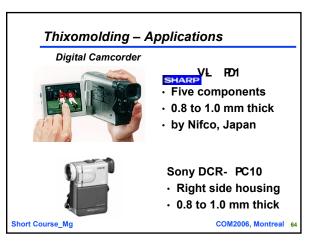


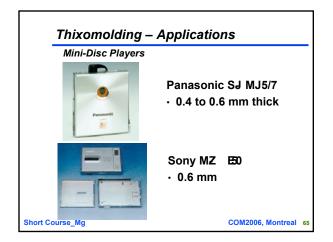
	Item	Thixomolding	Die-Casting	
			Hot-Chamber	Cold-Chambe
	Molding temp. "C	590~610	630~650	680~700
	Injection speed m/s	1~4	1~4	1~8
	Injection pressure kgf/cm ²	500~1200	250~350	400~700
	Material	Chip	Ingot	Ingot
Thixomolding	Project area at same clamping force	Medium	Large	Medium
	Max. machine size	16001	9001	4500t
VS.	Blow hole	Few	Small	Many
	Surface defect	Few	Small	Many
Die Casting	Shrinkage crack	Few	Small	A few
Die Gubting	Fluidity	Excellent	Good	Good
	Surface roughness	Excellent	Good	Good
	Flash	Small	Few	Much
	Shrinkage	Few	Small	Many
	Mold shrinkage Dimension accuracy	3.8~4.5/1000 Excellent	5~5.5/1000 Good	7~8/1000 Poor
	Warp	Few	Small	Much
	Mechanical properties	Excellent	Good	Good
	Corrosion resistance	Good	Good	Poor
	Shot cycle	1(Standard)	0.8	0.9
	Material cost	1(Standard)	0.85	0.9
	Material yield	1(Standard)	1	1.2
	Die's life	1(Standard)	0.9	0.8
	Safe operation	Excellent	Good	Poor
	Protection gas	Ar	SF6	SF6
Short Course	Dross/Sludge	Nothing	Much	Much



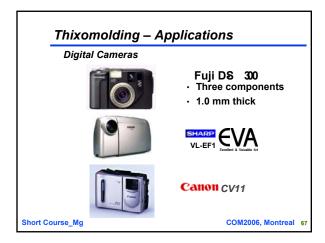
	hixomoldin	g vs. Cold (Chamber D	Die Cas	ting	
Material	Process	Barrel Temperature (K)	Injection velocitiy (m/s)	Y.S. (MPa)	U.T.S. (MPa)	EI. (%)
AZ91D	Thixomolding	878	1.4	180	299	10
	Die casting			160	240	3
	Thixomolding	893	1.4	148	278	19
AM60B	Die casting	963	2.9	115	239	12
	(Die casting)*			130	225	8
	Thixom olding	898	1.4	140	269	20
AM50A	Die casting	963	2.9	112	232	13
	(Die casting)*			125	210	10
AS41B	Thixom olding	903	1.7	157	249	9
	(Die casting)*			140	215	6

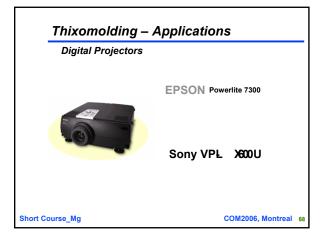




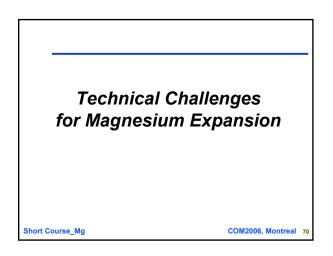












Technical Challenges

Component Requirements

- Creep Resistant Alloys
- Mechanical Properties
- Interaction of Mechanical properties with the Vehicle Environment
- Failure Analysis
- Surface Protection
- Corrosion & Erosion
- Composites

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Manufacturing Issues	
Elimination of	of SF ₆ for Mg Melt Protection
Recycling	0
New Casting	Processes
(Squeeze, Se	mi-solid, Vacuum)
Techniques f	for Melt Cleanliness Evaluation
Rapid Proto	
Joining	~
Wrought Pr	oducts
Heat Treatm	

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