

mobileTex

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NEWS OF THE GLOBAL TRANSPORT TEXTILES INDUSTRY
— AUTOMOTIVE, AEROSPACE, RAILCAR, MARINE —

Johnson Controls to acquire Michel Thierry

GLOBAL automotive seating systems supplier Johnson Controls has signed a share purchase agreement for the acquisition of Michel Thierry, a supplier of fabrics and lamination to the automotive industry.

Completion of the acquisition, which is subject to customary regulatory approvals, is expected by the end of November 2010.

A specialist in automotive seating systems, interior components and electronics, Johnson Controls employs more than 130,000 people in 200 plants, across 150 countries.

With headquarters and main facility in Laroque d'Olmes, France, Michel Thierry has strong research and development and manufacturing capabilities in Europe, primarily in France, Spain and the Czech Republic, as well as operations worldwide. In



Dr Beda Bolzenius

2008, Michel Thierry acquired Czech company Fezko, at the time one of the biggest automotive textiles producers in Europe.

On signing the share purchase agreement in Paris, France, Dr Beda Bolzenius, Johnson Controls' vice president and president of the Automotive Experience division, said: "The combination of Johnson Controls Automotive Experience and Michel Thierry is a perfect fit. I am convinced that together we create a unique value proposition for our customers and differentiation in the industry."

Johnson Controls further said

continued on page 4

Development of Kydex for aircraft seating

SEKISUI Chemical has become the driving force for Kydex aircraft seat material by developing two new grades of two-layer sheet manufactured by its Kydex subsidiary in Bloomsburg, Philadelphia, USA.

Kydex is made by thermal moulding acrylic resin with polyvinyl chloride (PVC) resin, which is widely used in aircraft and automotive seating.

Sophisticated surface moulding characteristics and superior

anti-shock performance are said to be advantages of this material for these applications.

In particular, the new K6565 grade is accepted for aircraft seating owing to its superior characteristics and cost performance.

The product is said to have a 70% global market share, and is being used in the Airbus A350 from 2012.

www.sekisuichemical.com

www.kydex.com

Nonwovens progress

Toyobo subsidiary Kureha Tech, a specialist nonwovens manufacturer, reports good progress for its engine filter, cabin filter and automotive interior materials as a result of the recovery of the automotive business.

The company's operation in Thailand and the US are also developing positively, as the localisation of automotive parts supply has replaced export business from Japan.

Kureha Tech expects sales in the first half of fiscal 2010 to grow substantially to ¥4.5bn (US\$55.0m). The company plans to develop products for medical applications in future.

www.kurehatech.co.jp

www.toyobo.co.jp

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Growing manufacturer in Shandong, China

Weihai Hongxiang Automobile Interior Decorations in Shandong, China, manufactures automotive interiors with key equipment imported from Germany's Dilo. Its main products include automotive decorative fabric, carpet and nonwoven fabric for car interiors.

At present annual output is about 12m m²; this is expected to more than double to 25m m² after a second phase comes into operation.

The company has extensive research and development activities and a complete range of laboratory equipment. Its products are widely used by leading automotive manufacturers in China, such as Volkswagen, Hyundai, DPCA, Mazda, Paladin, Chery and Great Wall.

www.whhxt.com

Innovative Seating 2011

The 6th Innovative Seating conference, which will be held from 7-9 February in Frankfurt, Germany, will feature speakers from leading industry players, including Manfred Wagner, Group Research and Development, Daimler; Cédric Gallais, Project Leader in Comfort Studies, SNCF, France; Salvatore Demontis, Interior Modules Design Unit Manager, Fiat Research Center, Italy; and Dr Alexander Hasler, Sales Director Foam, Global Commercial Lead React, Johnson Controls.

www.iqpc.de

Joystar's product range modernised

JOYSTAR (Wuxi) Automotive Interior Decoration, which was established by Joystar International Investment of Hong Kong, started with a small car mats operation in Wuxi, China, in 2004.

Since 2006 and the rapid development of the Chinese automobile market, the company has modernised its product range and expanded capacity, and now has six production lines for automotive interior decorative materials.

Products include automotive carpet, headliner fabric and luggage fabric, as well as wheel cover liners, sound and thermal insulation mats, and floor mats.

In 2009, production amounted to 12m m², and the company is now among the top three manufacturers of automotive interior decorative materials in China.

Currently, Joystar (Wuxi) offers nonwovens to several automotive interior parts plants, such as Yanfeng Visteon, Yangzhou NVH, Pelzer, Beijing Hanyi, Shanghai Jiangshen and Changpeng. These products have ultimately been used by Dongfeng Yueda Kia, Beijing Hyundai, Shanghai Volkswagen, Shanghai GM, Chang'an Ford, Haima, Dongfeng Honda, Guangzhou Nissan, Shenyang Brilliance,



Chery, Geely and many other models. In addition, some of the products have been exported to Japan and India. The company plans to invest in two further production lines and some key equipment; production is expected to reach 15m m² in 2010.

According to industry forecasts, China's automobile industry will continue to develop steadily in 2010. The total demand for domestic vehicles is expected to reach 14.9m units annually, a growth rate of 10% year on year, of which passenger cars account for 9.5m (+14%) and commercial vehicles 5.4m (+3%).

The Yangtze River Delta region is one of China's fastest economic and socially growing regions. In this area is gathered most of the largest car companies and supporting plants. The steady and rapid development of China's automobile industry, as well as environmental protection and sustainable development trends, have placed higher requirements on the interior parts making plants.

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Focus on transport textiles at Dornbirn fibres congress

A further review of selected papers presented at the 49th Dornbirn Man-Made Fibers Congress held in Dornbirn, Austria, September 2010

Fibres from transport for transport

Andreas Bartl, TU Vienna, Institut für Verfahrenstechnik, Vienna, Austria

Even if the application of fibres can drastically reduce weight and, thus, decrease fuel consumption, vehicle recycling is complicated. According to the state-of-the-art, end-of-life vehicles are de-polluted and shredded. The main fraction consisting of steel and non-iron metals can be reused easily.

Up to now, the so-called shredder light fraction, which contributes about 25%, is primarily land-filled or incinerated. Due to EU legislation, a recycling of the shredder light fraction is indispensable.

Currently, mechanical processes are being developed which can further generate fractions to be economically recycled. However, one of the fractions, so-called fluff, which contains a considerable portion of fibres, still needs to be land-filled or incinerated.

New results show that just the fibres are the basis to convert waste to a marketable product. An Austrian patent has been granted; international applications are pending.

Fibre length homogenisation and removal of dust are necessary to obtain a product that is convenient for a variety of applications in the field of construction.

For example, the material can be used for asphalt pavements, thus, a cycle from vehicle to road can be achieved.

Eco-friendly vehicle floor system

Mega Nathan Meenakshisundaram, Rieter Automotive Management, Winterthur, Switzerland

The vehicle floor system comprises up to three principal layers (surface layer, substrate and decoupler). A vehicle floor system integrates style and design, durability, cleanability and acoustics.

Principally, two types of carpet surface materials are available in the market: tufted and needlepunch. These are assembled with substrate and decoupler layers to deliver a tightly specified in-vehicle performance.

An increasingly significant trend is the desire to increase the eco-credentials of floorcoverings. Rieter has addressed this in a number of ways in close collaboration with SwissTex: use of renewable raw materials, use of recycled raw materials and design of "low weight" carpet and carpet systems.

An internal life cycle analysis (LCA) study conducted by Rieter highlights the impact that the proper selection of carpet surface, including raw materials selection, has on environmental performance. The ability to deliver acceptable performance at lower weights has significant environmental benefits.

The lecture gave an overview of the impact of tufted and needlepunch carpet as surface materials in terms of its environmental benefits.

Polyester for better vehicle comfort and greener future transportation

Paolo Ghiazza, Sinterama, Sandigliano, Italy

What is the role of polyester yarn in textile fabrics for transport? Should we think about a future where the textiles for seats, door panels and all the other applications will be adapted like a simple product, where the economic aspects rather than performance will make a difference?

What is the polyester yarn producer's expectation of the automotive and transport market? Is it the yarn with a standard colour and standard performance or a technical performance that gives a new potential improvement in the car interior an answer to this question?

Sinterama aims to develop a yarn with multifunctions. In the lecture, the company presented an alternative to the standard product. Multifunction is the future: many characteristics in a single product produce a fabric that increases the pleasure of driving.

Twaron multiaxial composite trailer roof

Dennis te Riele, Teijin Aramid, Arnhem, Netherlands

The new EN 12642XL standard has forced every trailer builder and parts manufacturer to develop new and better solutions to create a stronger and safer trailer.

Trailer builders discovered that sliding roofs, designed to open smoothly under all circumstances, are a weak part in the total superstructure of a trailer. This is in absolute contradiction with the strength and structural rigidity, which is imposed to comply with the EN 12642XL standard. In the