



Shear Assisted Processing and Extrusion (ShAPE) of Lightweight Alloys for Automotive Components

Project ID: MAT149

Presenter: Scott Whalen¹

PI: Scott Whalen¹

Team: Magna International, Inc.
Scott Taysom¹
Md. Reza-E-Rabby¹

¹Pacific Northwest National Laboratory

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Timeline

- Start date: Nov. 2018
- End date: Sept. 2022
- % complete: 100% as of Sept. 2022

Budget

- Total project funding
 - \$2,000K
- \$1,000K - DOE share
 - \$1,000K Costs incurred through Sept. 2022
- \$1,000K - Industry share
 - ~2,000K Costs incurred through Sept. 2022

Barriers

- Aluminum (Al)
 - Improved ductility and fatigue
 - Recycling of scrap directly into product

Partners

- Magna International, Inc. (Magna)
 - Stronach Center for Innovation
 - Cosma Engineering
 - Magna R&D
- Pacific Northwest National Laboratory (PNNL)

Challenge

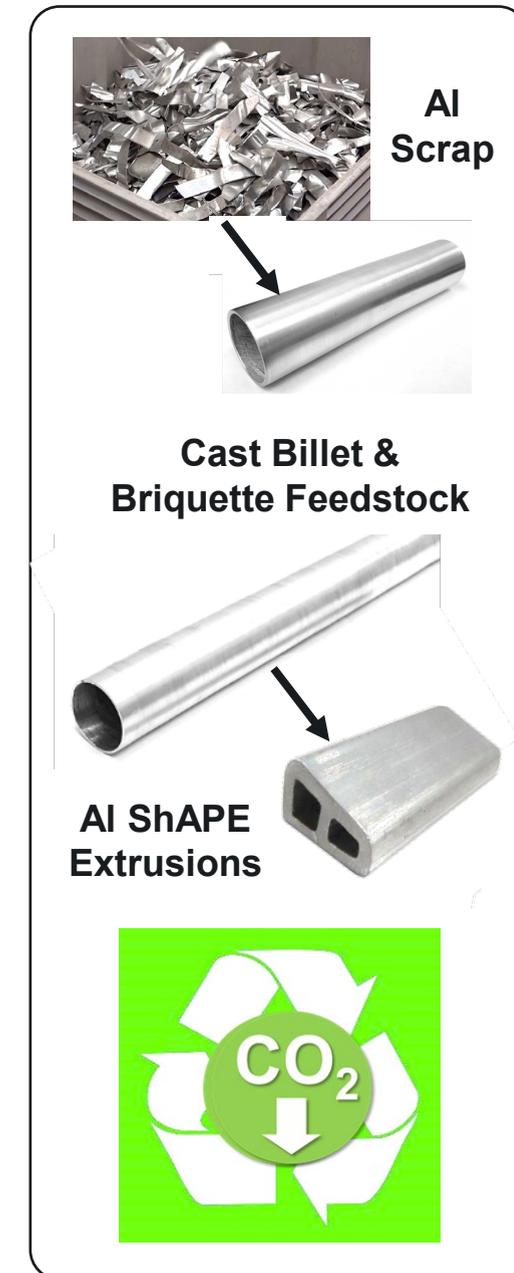
- Reduce carbon footprint and manufacturing cost (Al)
- Increase energy absorption (Mg)

Objectives

- Direct recycling of 100% secondary Al scrap into extrusions meeting industry property requirements
- Manufacture non-circular multi-cell extrusion profiles by ShAPE using porthole dies

Benefits

- Reduced cost, energy, and CO₂ footprint using 100% secondary Al scrap



Milestones

Task Description	FY 2019			FY 2020				FY 2021				FY 2022		
	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q2	Q3	Q4
Task 1: Extrude Al 6063 tube at industry relevant rate using wrought billets 				◆										
Task 2: Extrude 100% secondary scrap Al 6063 with equivalent T5 and T6 properties 														
Task 3: Extrude Al 6063 round profile using porthole die 														
Task 4: Extrude non-circular profile from ZK60 and 100% secondary Al 6063 scrap 														
Task 5: Multi-cell non-circular profile from 100% secondary scrap 														
Task 6: Characterize material properties and microstructure 														

All Milestones Completed Prior to FY 22 AMR

Extruded 12 mm diameter Al 6063 tubing with 1 mm wall at the maximum SHAPE machine

Extruded 12 mm diameter Al 6063 tubing with 1 mm wall using briquettes made from 100% secondary scrap

Extruded 12 mm diameter Al 6063 round profile with 2 mm wall using porthole die

Extruded square and trapezoidal 1-cell profiles with 2 mm wall from ZK60 and 100% secondary Al 6063 scrap using briquette and cast billets

Extruded 2-cell trapezoidal profile with 2 mm wall from 100% secondary Al 6063 scrap using cast billets

Al 6063-T5 and T6 extrusions using cast and briquette billets meeting ASTM standard for strength and elongation

- **What is ShAPE?**

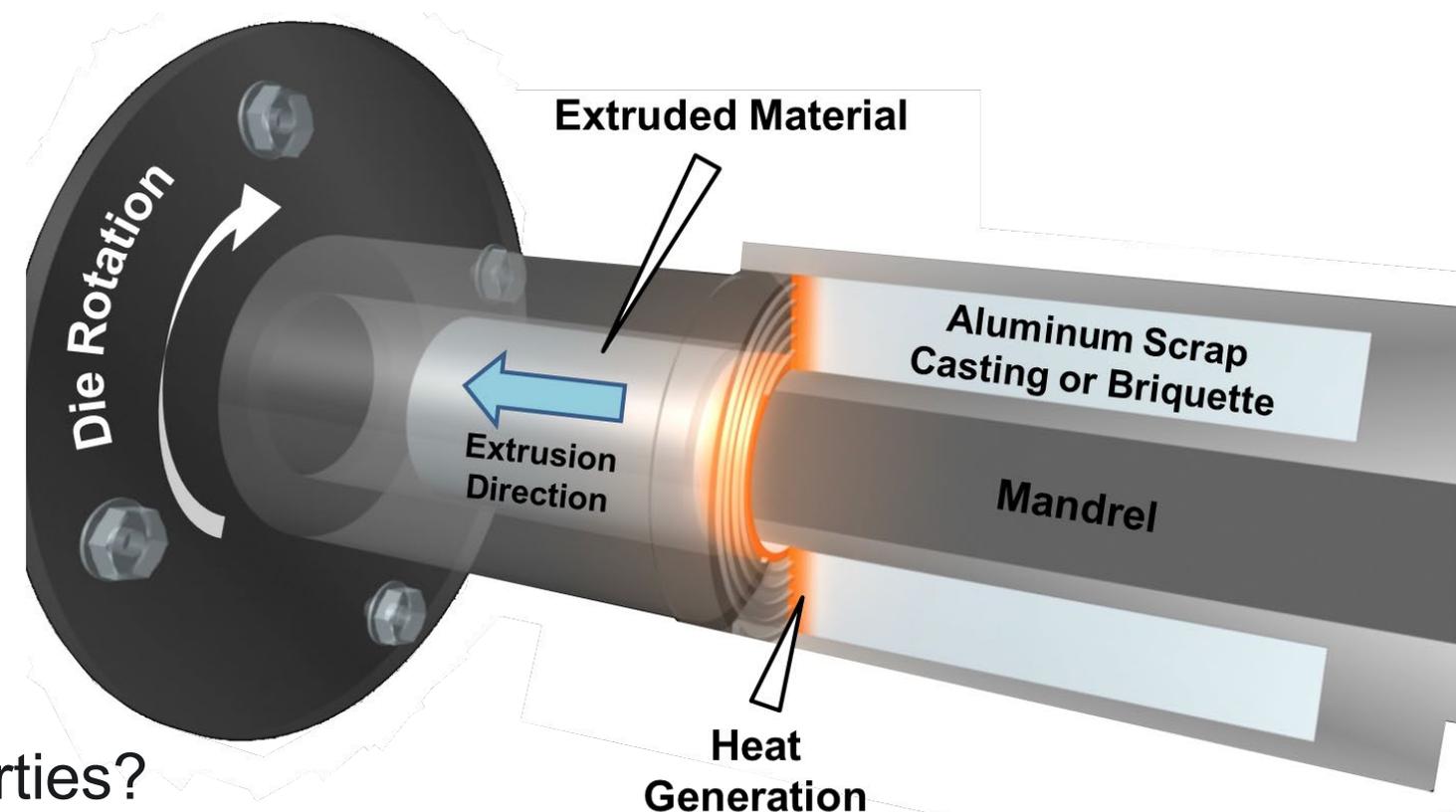
- Linear and rotational shear are combined to impart extreme deformation into the material
- Scalable method of extruding circular, non-circular, and multi-cell structural profiles

- **Benefit for Al**

- ShAPE processing enables use of 100% secondary Al scrap
- Re-purpose Al scrap without adding primary Al (lower cost, energy savings, reduced CO₂ footprint in manufacturing)

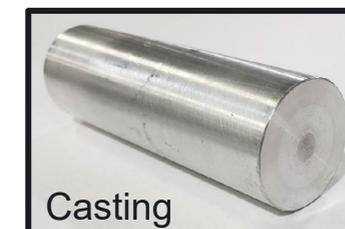
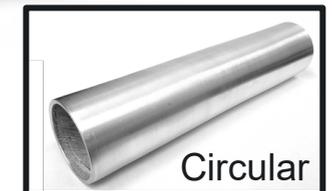
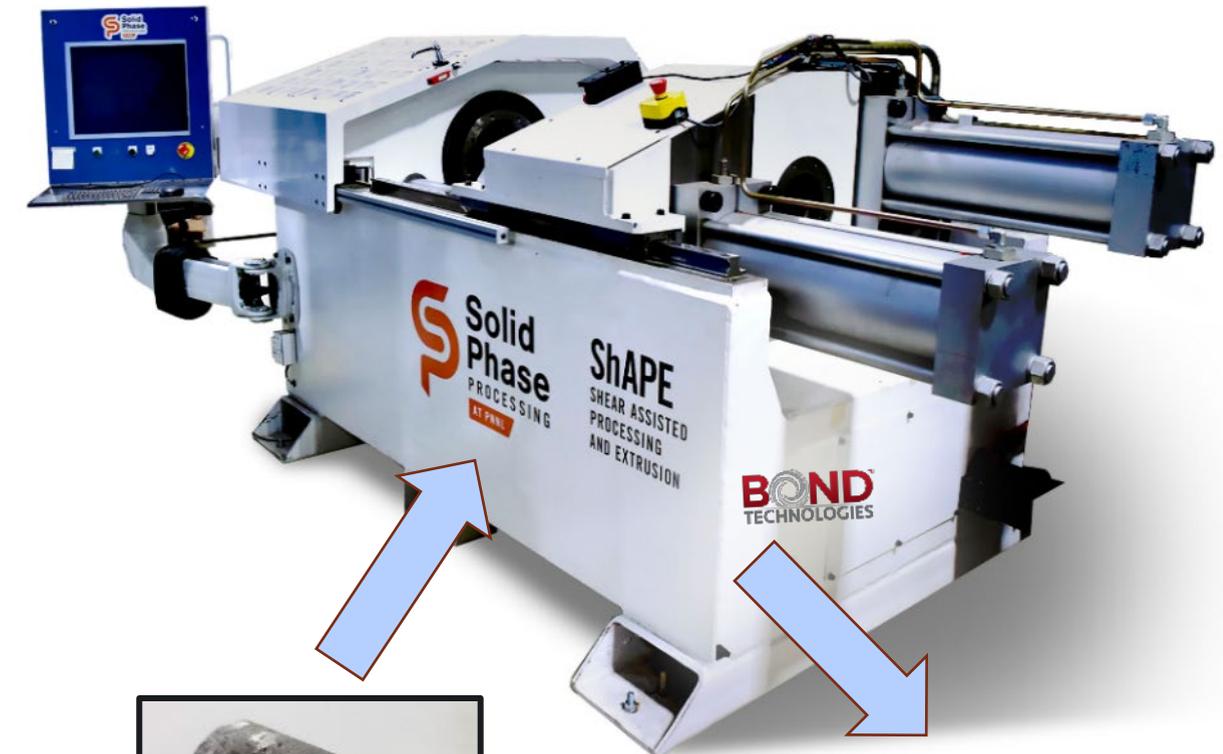
- **Hypotheses:**

- Can we extrude Al scrap with good properties?
- Can we extrude non-circular multi-cell profiles with ShAPE?



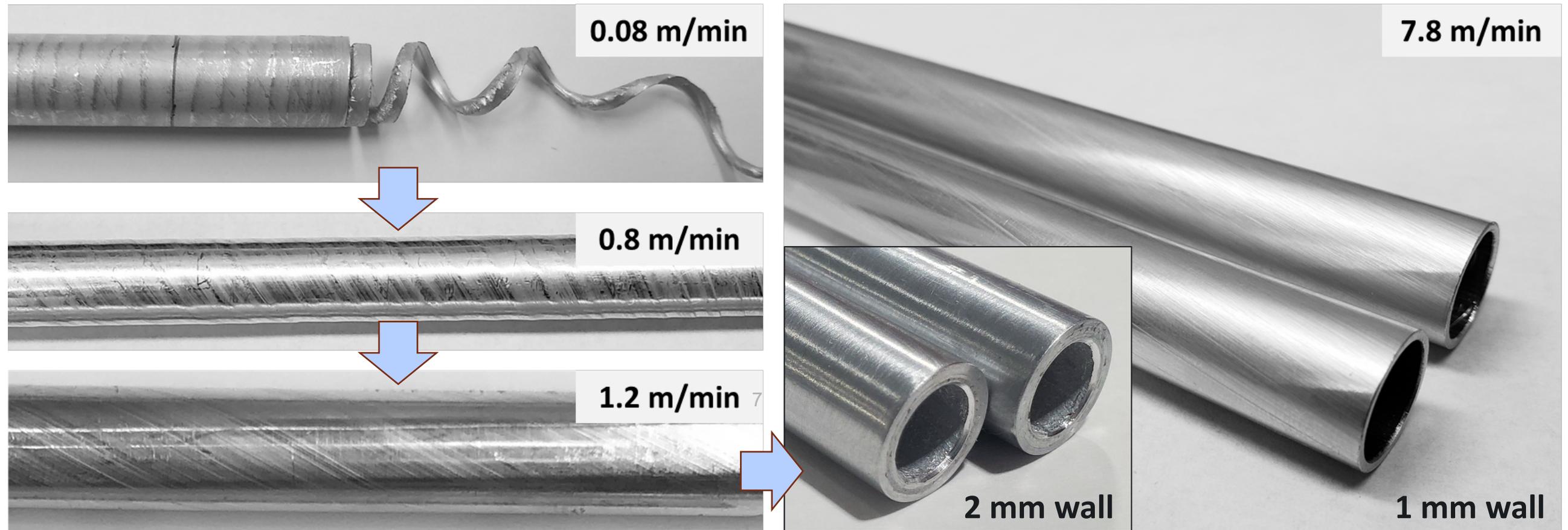
ShAPE of Al 6063 – Secondary Scrap

- Manufacture feedstock using 100% secondary Al
 - Cast billet
 - Chipped briquette
- Mandrel die configuration
 - Circular profile
- Porthole die configuration
 - Circular
 - Non-circular
 - Non-circular multi-cell



Technical Accomplishments: Extrusion Speed and Quality

Extensive tooling and process development to achieve relevant speeds with 100% secondary Al Scrap



Technical Accomplishments:

Billets from 100% Secondary Al 6063 Scrap

Unhomogenized Cast billets



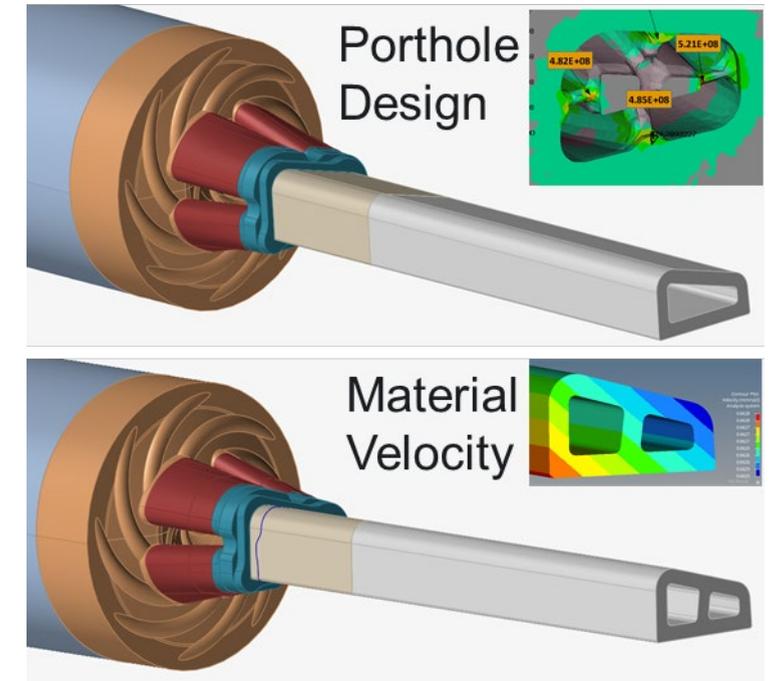
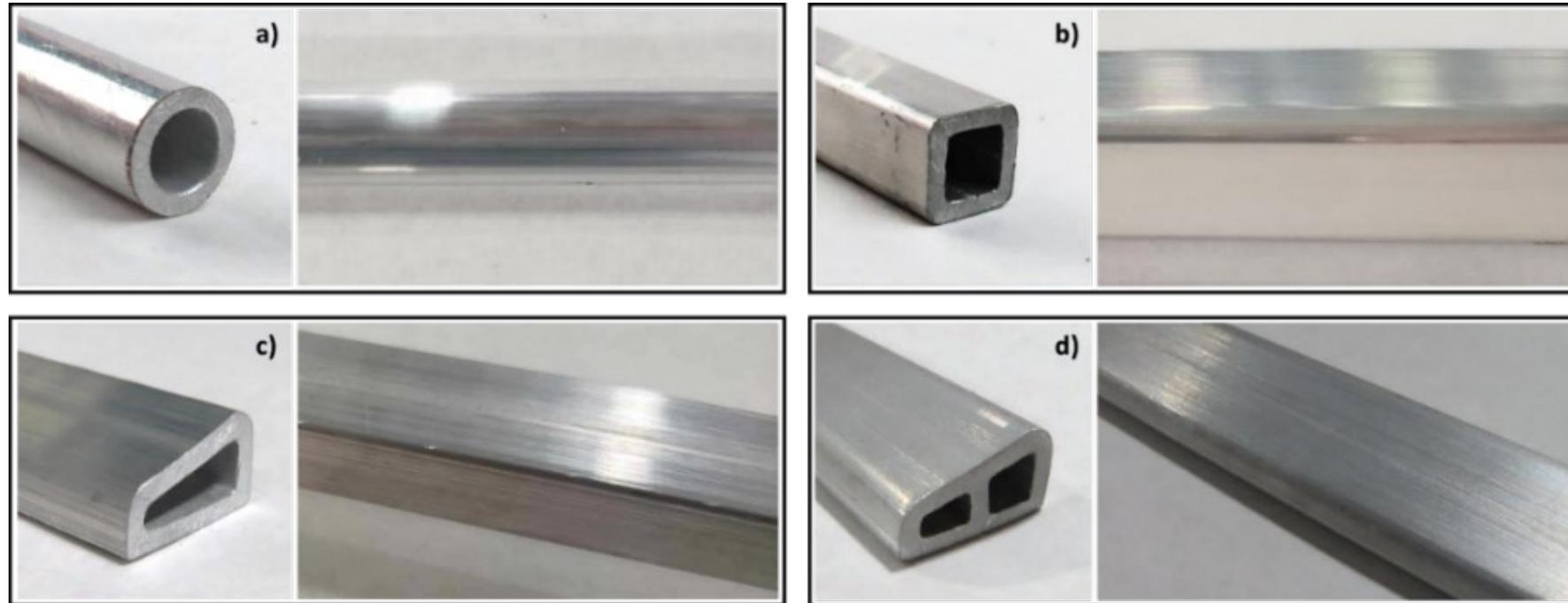
6063-T6	YS (MPa)	UTS (MPa)	EI. (%)
Industry	214	241	12
ShAPE .21% Fe	228	251	15
ShAPE .34% Fe	206	238	16

Compacted briquettes



6063-T6	YS (MPa)	UTS (MPa)	EI. (%)
Industry	214	241	12
ShAPE	204	231	17

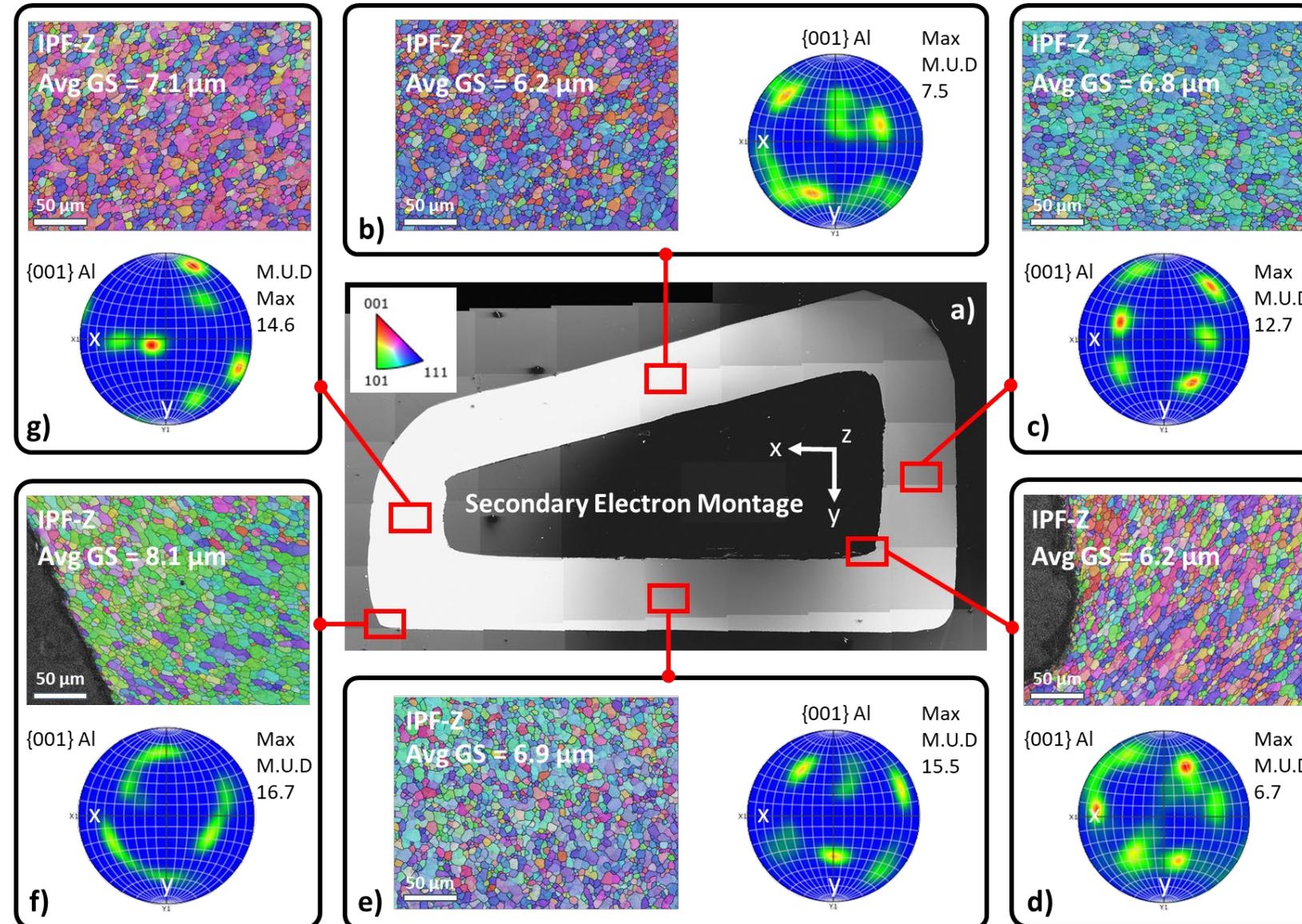
Technical Accomplishments: Porthole Die Development



6063-T6	YS (MPa)	UTS (MPa)	EI. (%)
Industry	214	241	12
ShAPE (Round)	247	271	17
ShAPE (Trapezoid)	211	239	14

Achieved non-circular asymmetric multi-cell profile from unhomogenized 100% secondary scrap

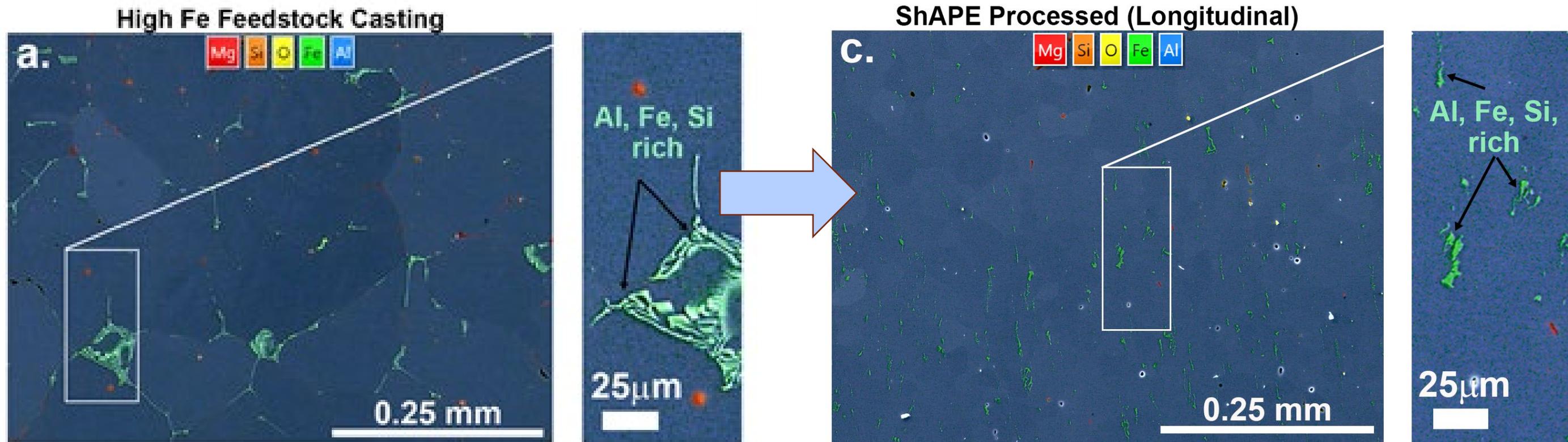
Technical Accomplishments: Porthole Die Development



- **Highly refined microstructure**
- **No detectable weld seams**

Technical Accomplishments: Porthole Die Development

Extensive refinement of FeAlSi intermetallic phases



Response to Previous Year Reviewers' Comments

Reviewer Comment	Response
Comments from FY 22 AMR agreed that project was successful with all milestones and deliverables met	No actions taken

- **Pacific Northwest National Laboratory**

- Scott Whalen PM/PI
- Md. Reza-E-Rabby Process
- Scott Taysom Tooling & Mechatronics
- Nicole Overman Characterization

- **Magna International**

- Tim Skszek PM
- Aldo Van Gelder PI
- Massimo DiCiano Process
- Thomas Richter Simulation
- Michael Miranda Tooling
- Cangji Shi Commercialization

Remaining Challenges and Barriers

- **All objectives and milestones have been achieved**

Proposed Future Research

- **New LightMAT project awarded to Magna-Vehma/PNNL**
 - Semi-continuous extrusion
 - AA 6082 and AA 7075 scrap

- **Extruded 100% secondary Al 6063 scrap**
 - Achieves T6 properties meeting requirements
 - Saves GHG compared to billets made with primary aluminum
 - Reduces cost of extruded components
- **Demonstrated porthole extrusion from 100% secondary Al 6063 scrap**
 - Round
 - Square
 - Trapezoid
 - Multi-Cell
- **Magna and PNNL are negotiating commercial use license for ShAPE IP**

