



WIAP®

MEMV®



Metal relax with vibration

information report MEMV_WM872_Untergestelle vehicles

Introduction:

It is a fact that vehicle under racks are often made from a not very robust construction, large and are not too heavy. but now they have tolerances and then either flame or more, Hydraulic directed. A customer said that if he will load it into the truck and sends it to glow, 2/3 come back from the crooked Glüherei. This is demanding, complicated and expensive. but is a reality.

If these components vibrates instead annealed tension arm, has the advantage that these components do not discard the vibration. Unannealed and unvibrierte have default. This has led especially the auto industry to the fact that vibration Relax was preferable annealing. Anyway, there is today automaker's suppliers the chassis no longer pay the Low stress annealing, only vibrate.



Figure 1: vehicle undercarriage for one of the largest German carmaker. The discards it back in the annealing plant in the state as before straightening. (Photo hp)



Figure 2: racks for an aircraft builder. These are treated MEMV, that vibrates. (Photo hp)



Pictures speak.

Figure 3: stands for an aircraft builder. These are treated MEMV, that vibrates.(Photo hp)



Figure 4: The good fixing is important to have the G excitation in the handle, respectively. really be able to measure. (Photo hp)



Figure 5: Another base for the aircraft industry. (Photo sw)



Figure 6: components to vehicle chassis, in a large company are here MEMV treated on a worktable. (Photo iw)



Figure 6: Here the fully automatic WIAP MEMV plant type E relaxed (Photo iw)



Figure 7: Here chassis MEMV be treated for one of the most powerful steam locomotives in the world. Built for Brazil. Vibration Relaxed (Photo sw)



Figure 8: The WIAP AG has provided a WIAP MEMV plant with the DK 20 recently also a customer. The customer is the driving frame supplier for various automakers. (Photo hp)

From the web

The strongest gear locomotive in the world

Stadler Hey 4.4 is the most powerful gear locomotive in the world. A powerhouse made in Switzerland. Currently, seven of the Swiss mega-trains are put into operation between the Brazilian port city of Santos and the megacity Sao Paolo.

(For the locomotives WIAP has all chassis WIAP MEMV, metal relax with vibration, treated)

Conclusion.

The vibration Relax has such a high priority, especially in the automotive industry, will not only be the problem of arrears. But also the fact that the strength of a weld will be reduced by the annealing up to 60%. Ie a weld seam, performing its task without annealing, has a much higher strength. Today's welding wires and / or electrodes have also made great progress, has thus so far reduced the formerly still often called crack danger that at least we, as a company which thousands of hours with vibration relaxed, never had a case where we had something to do with cracking ,. This means that our insurance premiums are practically zero in the region and make a few critical voices this argument already gone. For sure,

Annealed welded structures are less rigid and stable than unannealed. Nevertheless, the side effect will that this does not warp during processing. Therefore, the vibration relaxation is right here not only an alternative that is not only to stress annealing there, but to still have their own, new advanced nature better results for the future of machining and further processing method is in the process of future operations.

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