AS A EUREKA UMBRELLA WE ...

CONNECT YOU WITH THE RIGHT PEOPLE

Through our large network of innovative companies, research institutes and university laboratories specialising in manufacturing and production technologies. Through events where you can exchange ideas and find potential project partners or other business contacts.

KEEP AN EYE ON FUNDING OPPORTUNITIES

We are continuously keeping our eyes open for calls in your technological area, increasing your chances of accessing public funds. PROFACTORY+ can offer you access to many national and European funding programmes across the continent.

HELP YOU MANAGE THE PAPERWORK

The admin work involved in putting a European project together can be a burden. We will help you complete your application form, whether it is for EUREKA or another funding programme.

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A EUREKA UMBRELLA

ARE YOU ...

MORE THAN JUST A RESEARCHER?

Are you a high-flyer in your sector, who doesn’t want to limit your horizons to purely academic research? Do you want to work with partners beyond national frontiers in developing new products? If you fit the profile then PROFACTORY+ may be the ideal tool for you.

ARE YOU READY TO GO INTERNATIONAL?

Do you want to access new markets, technologies and skills? Do you want to be recognised through your involvement in a large research project?

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/ Integrated services close to products and production
/ Application of advanced information and communication technologies in manufacturing

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**THE MAAC PROJECT**

Solving the car industry's problems

In 2013, a major car producer recalled 370,000 vehicles after a fault in their steering columns, a severe form of corrosion, was identified. The cost of the recall was said to be enormous. To avoid repeat scenarios, manufacturers now perform a battery of tests on materials and components. The aim of international research project MAAC was to improve on existing test procedures, with a focus on corrosion and ageing.

In recent years, testing has taken on a new dimension, becoming a permanent, ongoing process. But longer testing procedures mean that products take longer to get to the market and costs increase. Time-to-market is especially critical in innovative industries, where technology evolves rapidly.

‘We wanted to enhance testing methods,’ says Christian Olausson, manager of the MAAC project. ‘We wanted the same results, but in a shorter time and to achieve through technical collaboration with foundries.’ Testing methods were also compared across various industry sectors and types of products. ‘A good output of this project was that we had testing facilities talking to each other,’ Olausson adds.

**THE FUNIF PROJECT**

High impact innovation

When it came to stamping sheet metal into car body parts, until now, automobile manufacturers were facing a dilemma - use expensive but durable steel, or use less expensive nodular iron and tolerate a shorter life and more maintenance to combat a higher wear.

The participants in the FUNIF research project, SMEs specialised in metallurgy, research institutes and Swedish car manufacturer Volvo, have resolved the dilemma, by revolutionising the surface structure in dies through the development of a new type of nodular iron for casting. Kenneth Kjellsson is Technology Area Leader for dies at Volvo and the project’s coordinator: ‘With this new technology, the sheet material stamped in the die will be smoother and the wear will be more effectively controlled.’

‘Thanks to the project, we now know what we can achieve through technical collaboration with foundries. To gather all this new knowledge on our own in Sweden wouldn’t have been possible,’ says Kjellsson. The innovative research data gathered during the FUNIF project is expected to become a reference for the car industry.

**THE LRF PROJECT**

Winning a contract with AUDI

In recent years, LWPT, or Light Weight Production Technology, has made a significant impact on how cars and planes are manufactured. As a result of the LRF research project, FlexProp, a four-employee company, has established itself as the leading supplier of LWPT in both the automotive and aerospace industries.

FlexProp’s main customer today is Audi, its partner in the transnational LRF project. The project has resulted in orders from the car manufacturer to a value of €840,000, while Flexprop remained the sole owner of all rights, intellectual and other, to its carbon fibre technology. Total orders to end-2014 total some €2.2 million, thanks to deals with Airbus, Saab Aeronautics, Jaguar Land Rover and Volvo.

The test ground for the technology was roof fixturing, an essential process which generally defines the features of a vehicle, depending on its brand. LWPT has now become the new standard for roof fixturing at Audi and its majority owner, Volkswagen. The drop in weight by a factor of 10 that the technology has resulted in orders from the car manufacturer to a value of €840,000, while Flexprop remained the sole owner of all rights, intellectual and other, to its carbon fibre technology. Total orders to end-2014 total some €2.2 million, thanks to deals with Airbus, Saab Aeronautics, Jaguar Land Rover and Volvo.

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