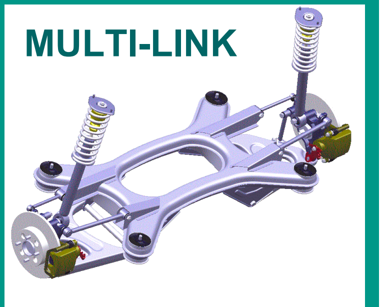
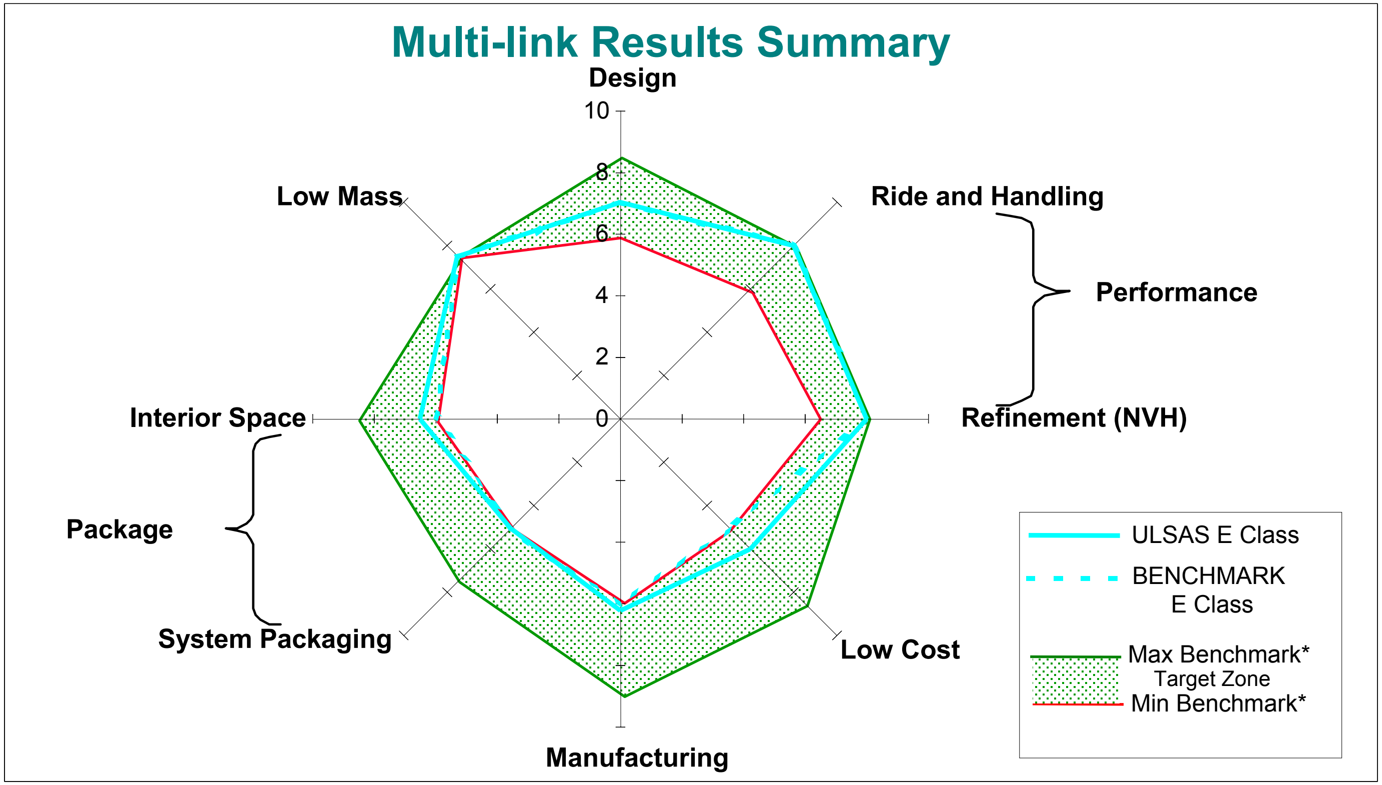
MULTI-LINK: RESULTS SUMMARY

MULTI-LINK



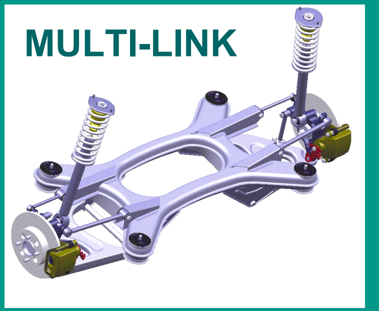


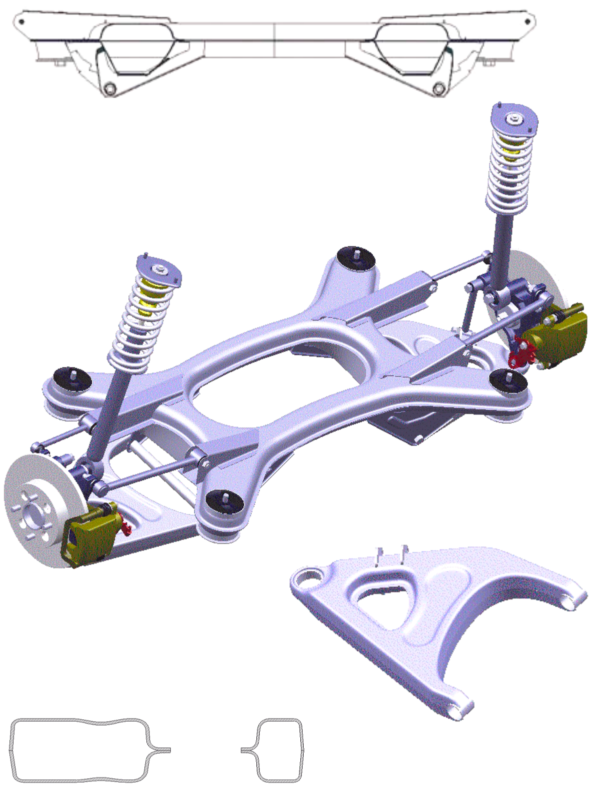
- STEEL INTENSIVE DESIGN DEMONSTRATES SIGNIFICANT COST ADVANTAGE WITH NO MASS PENALTY
- BENCHMARK SYSTEM LEVELS OF PERFORMANCE AND PACKAGE MATCHED

*Maximum and Minimum benchmark scores are for all the systems benchmarked

MULTI-LINK: DESIGN

MULTI-LINK



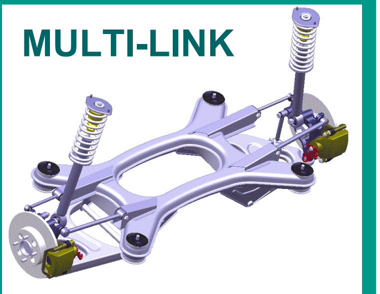


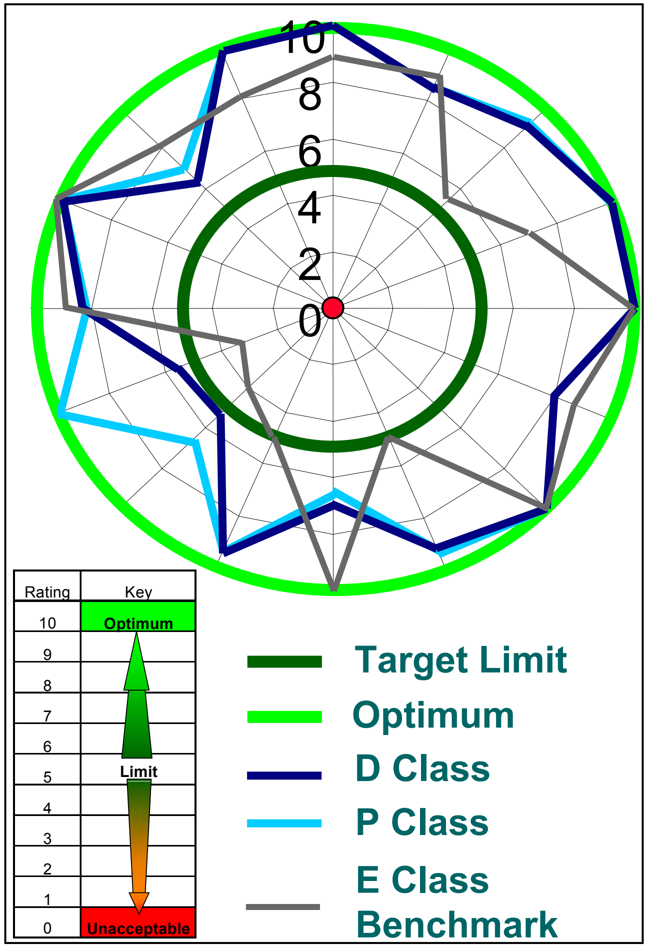
- The Multi-link system was evaluated against identical design criteria as the Benchmarking Phase, including:
  - Potential Technical Development
  - Potential for System/Component Integration
  - System Image/Marketability
  - Structural Efficiency & Elegance
- The ULSAS solution matches the Benchmark system in all areas of design.

SUMMARY OF OVERALL SCORES & RATINGS		
	ULSAS E CLASS	BENCHMARK E CLASS
Design	7	7

MULTI-LINK: PERFORMANCE

MULTI-LINK



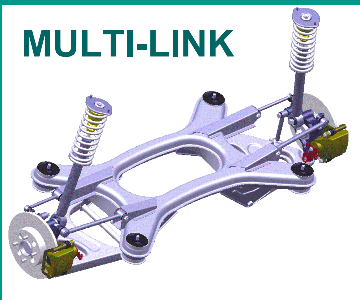


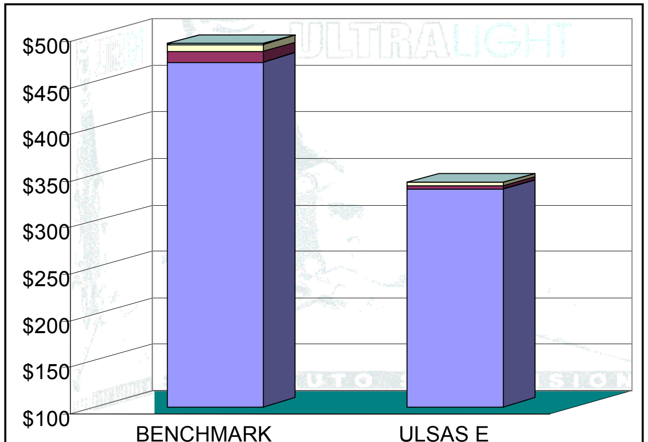
- The Multi-link solution demonstrates excellent levels of performance.
- The performance levels achieved by the ULSAS Multi-link all fall within the target acceptance limits.
- Overall score in this area matches the Benchmark for both Ride & Handling and NVH.

SUMMARY OF OVERALL SCORES & RATINGS		
	ULSAS E CLASS	BENCHMARK E CLASS
Ride and Handling	8	8
Refinement (NVH)	8	8

MULTI-LINK: COST

MULTI-LINK





(US$)	Multi- link	
	Benchmark E Class	ULSAS E Class
PIECE COST	**$470.8**	**$334.4**
TOTAL TOOLING COST ($,000)	**$12,211**	**$5,855**
5 YEAR Volume (Assumptions)	1,075,000	1,000,000
TOOLING COST	$11.4	$5.9
TOTAL SYSTEM COST	$482.2	$340.2
SYSTEM ASSY		
Labour Rate (US$/min on $44/Hr)	$0.73	$0.73
Assembly Mins	9.93	5.03
SYSTEM ASSEMBLY COST	$7.28	$3.69
VEHICLE FITTING		
Labour Rate (US$/min on $44/Hr)	$0.73	$0.73
Fitting Mins	1.35	0.64
VEHICLE FITTING COST	$0.99	$0.47

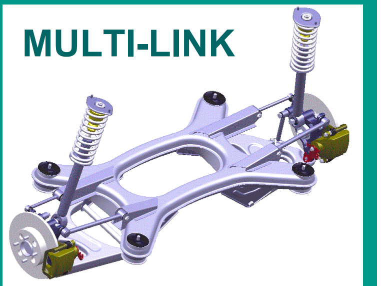
Total Cost ($)	**$490.5**	**$344.4**
Cost Saving($)		$146.1
Cost Saving %		**30%**

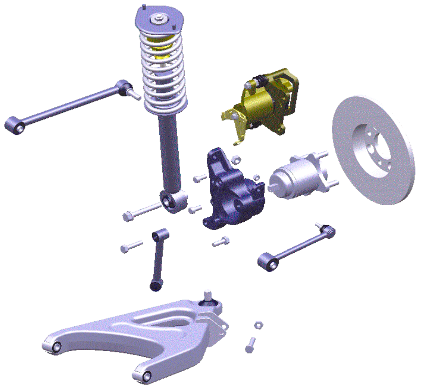
- The cost of the ULSAS solution is significantly lower than the existing benchmarked Aluminium suspension.
- The overall cost saving is 30%.
- The overall cost is still high compared to other benchmarked systems, partly due to the addition of the subframe.
- This is reflected in the relatively low cost score.
- Reduction in assembly time is due mainly to greater levels of parts integration in the ULSAS design.

SUMMARY OF OVERALL SCORES & RATINGS		
	ULSAS E CLASS	BENCHMARK E CLASS
Cost	6	5

MULTI-LINK: MANUFACTURING

MULTI-LINK





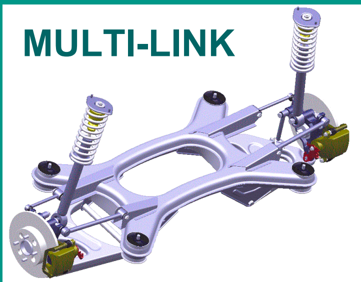
Cost of ULSAS Solutions Vs Benchmark Vehicles		
(US$)	Multi-link	
	Benchmark E Class	ULSAS E Class
SYSTEM ASSY		
Labour Rate (US$/min on $44/Hr)	$0.73	$0.73
Assembly Mins	9.93	5.03
SYSTEM ASSEMBLY COST	$7.28	$3.69
VEHICLE FITTING		
Labour Rate (US$/min on $44/Hr)	$0.73	$0.73
Fitting Mins	1.35	0.64
VEHICLE FITTING COST	$0.99	$0.47
Total Cost ($)	**$8.3**	**$4.2**
Cost Saving($)	$4.1	
Cost Saving %		**50%**

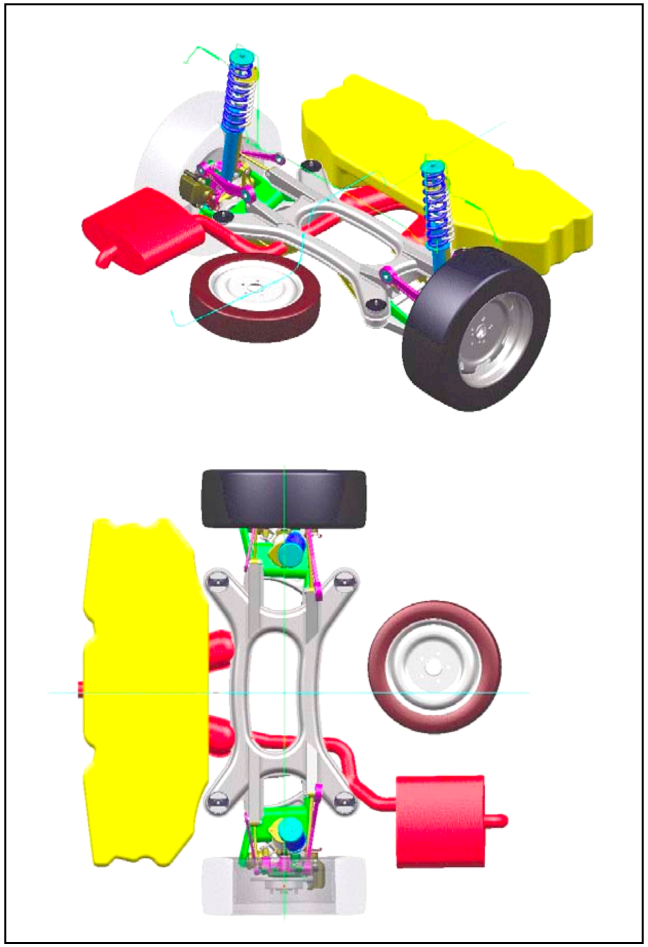
- The ULSAS solution compares favourably with the Benchmarked system in terms of assembly and fitting times.
- An appropriate level of manufacturing feasibility has been engineered into the parts and assemblies.
- Overall score in this area is therefore slightly higher than the Benchmark.

SUMMARY OF OVERALL SCORES & RATINGS		
	ULSAS E CLASS	BENCHMARK E CLASS
Manufacturing	6.2	6

MULTI-LINK: PACKAGING

MULTI-LINK



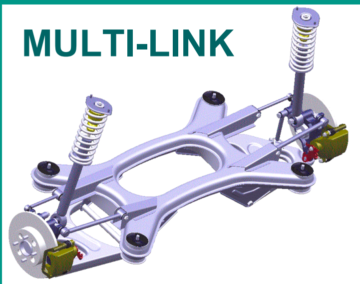


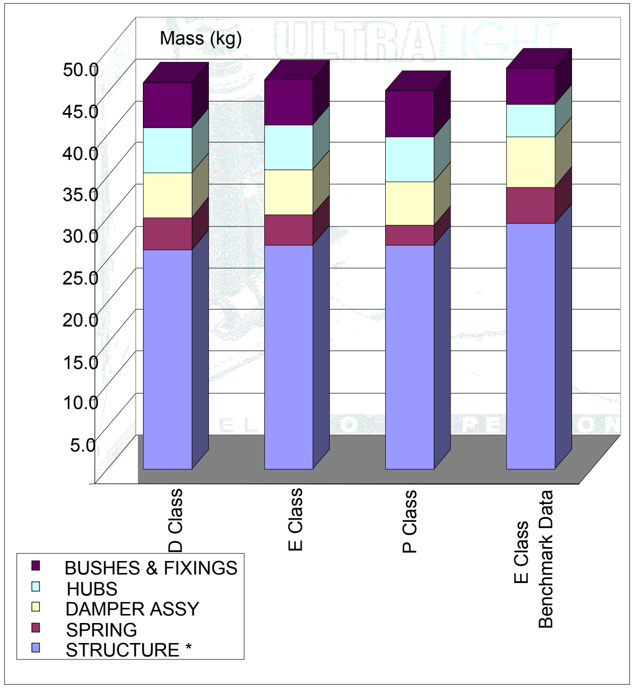
- The ULSAS solution compares the underfloor layout of the Benchmark vehicle well.
- The interior space package of the ULSAS solution is superior to that of the Benchmark vehicle due to lower damper top mount.
- Overall score for systems packaging therefore matches the Benchmark.
- The score for Interior Space is higher than the Benchmark.

SUMMARY OF OVERALL SCORES & RATINGS		
	ULSAS E CLASS	BENCHMARK E CLASS
System Packaging	5	5
Interior Space	6.5	6

MULTI-LINK: MASS

MULTI-LINK





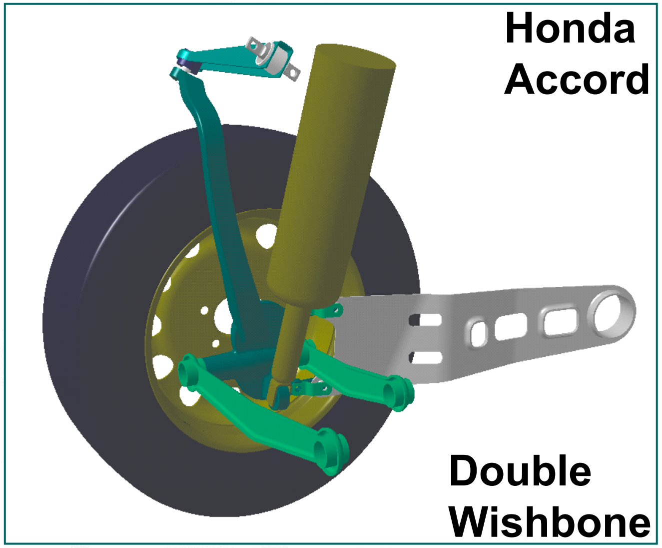
* Structure includes sub-frame knuckle and links

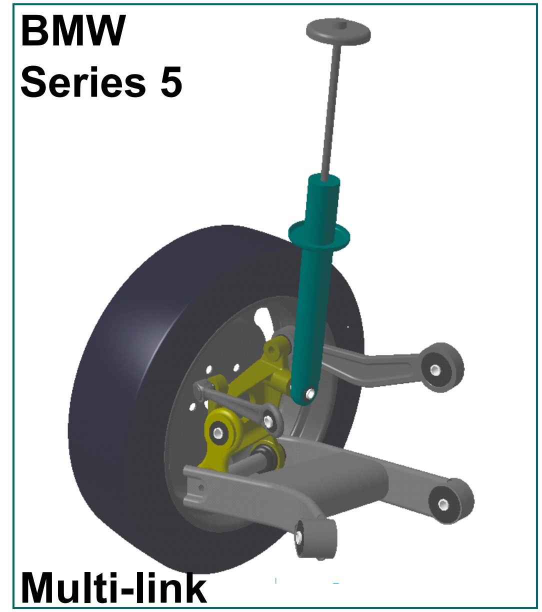
- The ULSAS solution compares very well being 3% lighter than the aluminium intensive Benchmarked system.
- Overall score for system mass therefore matches that of the Benchmark.

Mass Of ULSAS Solutions Vs Benchmark Vehicles					
Description	**B**	**C**	**D**	**E**	**P**
Benchmark (Kg)				**48.00**	
ULSAS Solution (Kg)			**46.34**	**46.67**	**45.34**
Saving vs Benchmark				**3%**	

SUMMARY OF OVERALL SCORES & RATINGS		
	ULSAS E CLASS	BENCHMARK E CLASS
Mass	7.5	7.5

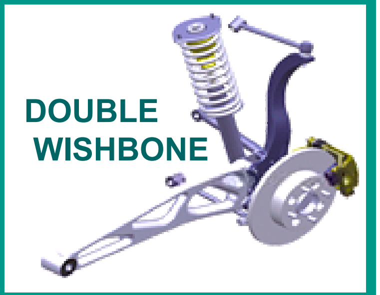
DOUBLE WISHBONE & MULTI-LINK SYSTEM PHILOSOPHY

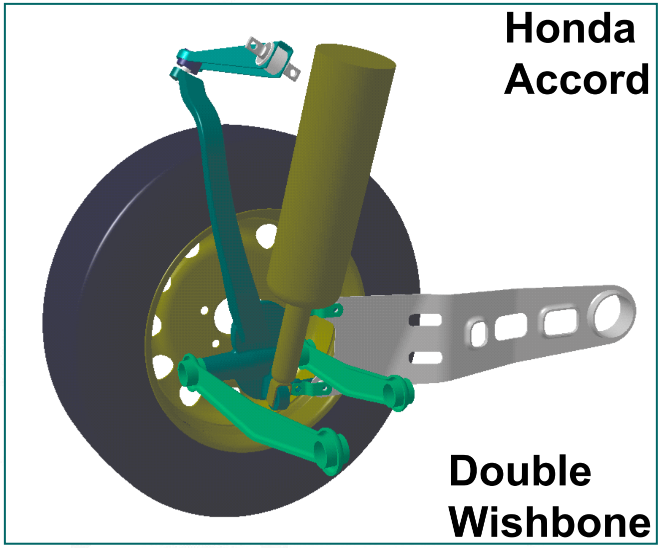


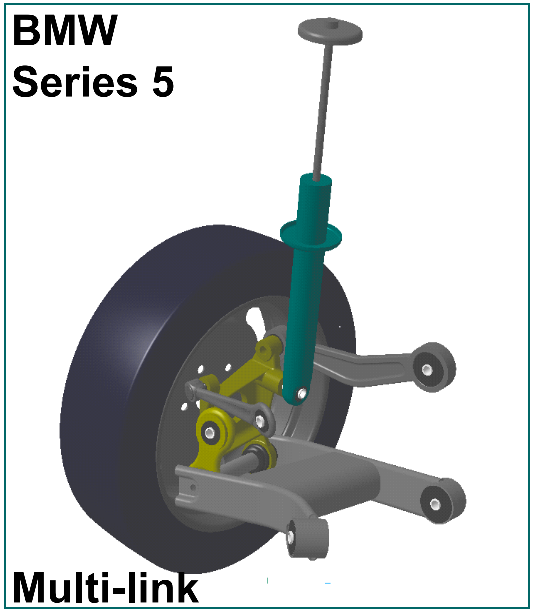


The ‘true’ multi-link suspension concept provides the greatest flexibility in the design of the static geometry and kinematic behaviour of the road wheel. The term 'multi-link system’ encompasses a wide variety of configurations. The systems fitted to the Vauxhall Vectra, Honda Accord and the BMW Series 5, can all be defined as ‘true’ multi-link systems but are very different in layout, performance and appearance. For this reason a generic description of multi-link systems is not appropriate. A review of the main criteria that are used to develop the design of such a system is of greater benefit.

DOUBLE WISHBONE & MULTI-LINK SYSTEM PHILOSOPHY

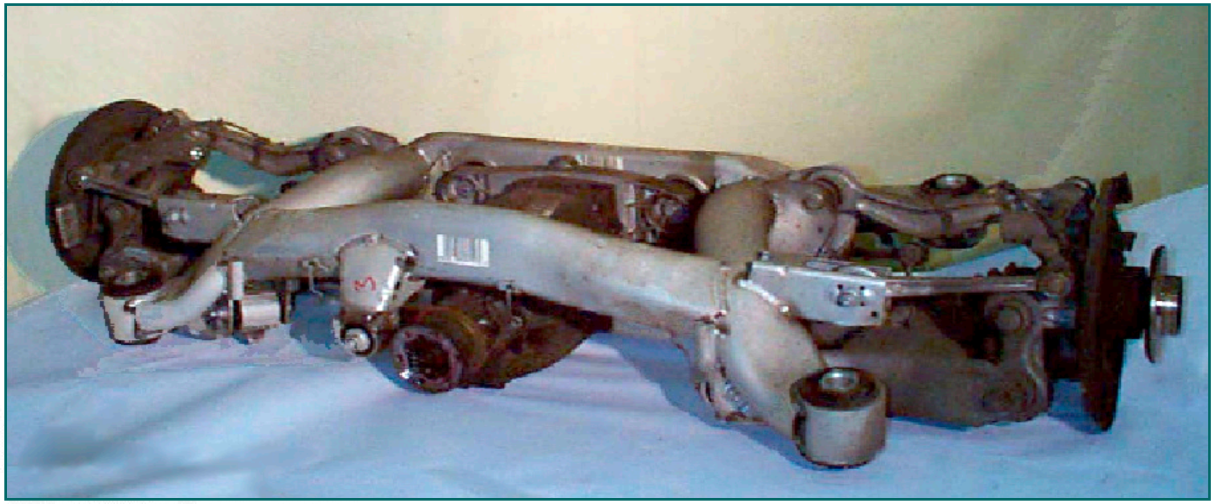






During cornering manoeuvres, the vehicle is subjected to a lateral acceleration that causes the body to roll. To ensure an effective contact between the tyre and the road surface, and therefore maximise the grip available, the tyre should be essentially vertical, with a near zero camber angle with respect to the ground. To obtain a near zero camber angle, an angle must be created between the tyre and the body as the body rolls. Viewed from the body, the top of the outer wheel should lean inwards and the top of the inner wheel should lean outwards. The angles of inclination of the wheels could be arranged such that they fully cancel the inclination due to body roll. An installation of this type would provide full (100%) camber compensation with roll. It is not appropriate to design a system with such a high level of camber compensation. The system behaviour would be sensitive to ride height and would produce large changes in camber when subjected to single wheel inputs. However a limited level of camber compensation during roll is desirable. In terms of suspension design parameters the requirements are for a camber change that produces negative camber during bump and positive camber during rebound. The priority being to produce the required camber on the outer wheel (in bump) as this wheel experiences the greater cornering force. By using a set of lateral links locating the top and bottom of the hub carrier it is possible to optimise the camber change behaviour.

DOUBLE WISHBONE & MULTI-LINK SYSTEM PHILOSOPHY



Typical example of a Multi-link Rear Suspension System

In addition to camber change considerations, the design arrangement of the lateral links influences the roll behaviour of the vehicle and ultimately the roll stability of the rear axle. The roll behaviour is a function of the lateral acceleration, the relative position of the kinematic instantaneous centre of the system (roll centre) and the vehicle centre of mass. In a suspension system with a link arrangement in which the roll centre is permitted to move upwards and outwards during cornering, a roll motion is produced which lifts the vehicle body. This is referred to as jacking. Jacking also occurs when the kinematic instantaneous centre of the system is at the mass centre. When jacking occurs the suspension mechanism on each side of the vehicle moves into rebound by the amount that the body rises. Depending on the camber characteristics the wheels can adopt a positive camber with the consequential loss of grip with the road. Pronounced jacking can result in the lifting of the inside rear wheel and the introduction of instability to the rear of the vehicle. To suppress the jacking effect it is necessary to establish a linkage geometry in which the jacking thrust is neutralised. For zero jacking the instantaneous roll centre must move towards the inside of the turn as the angle of body roll increases.

DOUBLE WISHBONE & MULTI-LINK SYSTEM PHILOSOPHY

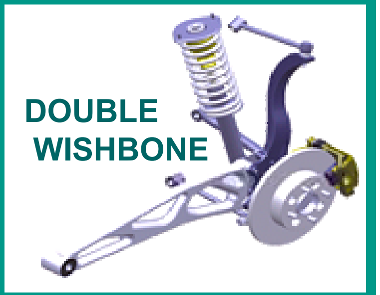
The control of the rear track of the vehicle is also a function of the design configuration of the lateral links. During single wheel vertical inputs the wheel can move laterally with respect to the body producing a lateral force at the tyre contact patch which opposes the direction of motion. This force is reacted by the body and the direction of travel of the vehicle is affected. To improve straight line stability it is necessary to minimise the track change about the system design ride height. In a suspension mechanism comprising upper and lower lateral links, the link lengths and their mounting configuration can be chosen to both optimise the camber change and minimise the track change. However the track change has a direct influence on the behaviour of the roll centre, and the two parameters cannot be tuned independently.

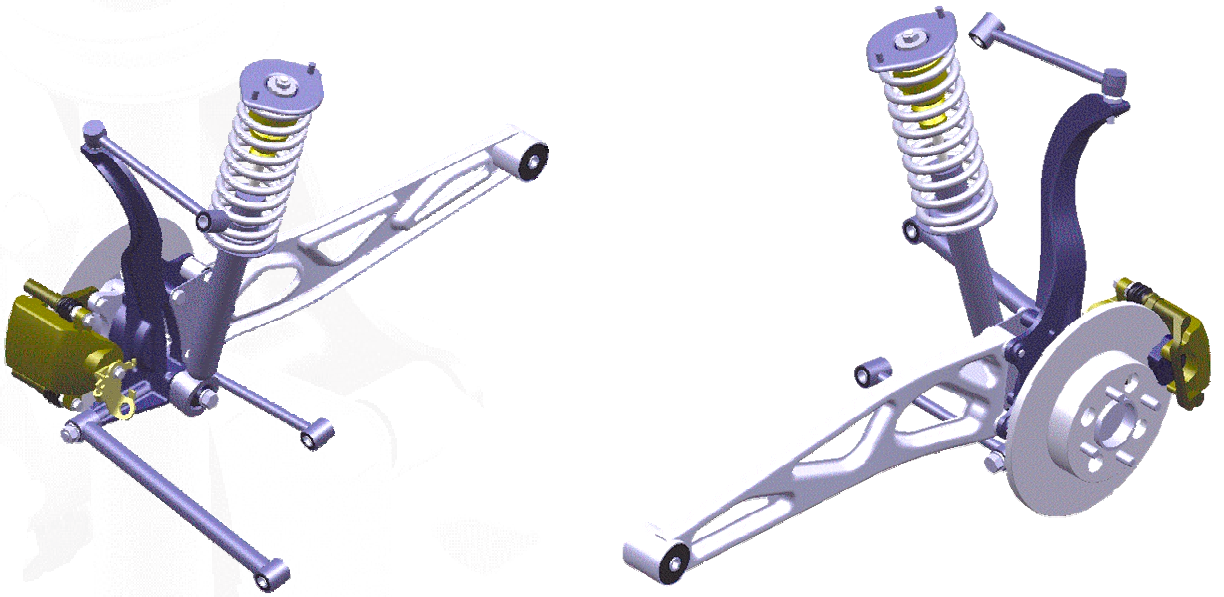
Example of a Double Wishbone Rear Suspension System

DOUBLE WISHBONE & MULTI-LINK SYSTEM PHILOSOPHY

The toe change behaviour can have a similar effect on the vehicle directional stability as excessive track change. If the steer angle of the wheel changes with vertical wheel travel whilst the car is directed to travel in a straight line, the tyre will adopt a slip angle and a side force will be generated. This force will act on the body in the direction of the toe angle change, disturbing the vehicle direction of travel. However producing a toe change during cornering can be used to enhance the dynamic performance of the vehicle. A number of ways of producing a toe change can be adopted. The most common approach is to focus on obtaining the required toe change characteristic during roll, i.e. linking the toe change behaviour to the suspension wheel travel. This can produce satisfactory results, but if the toe change with wheel travel produces large amounts of steer it will have a negative effect on straight line stability and can result in an oscillatory motion. Consequently in such instances it is desirable to use some other independent means to control the toe change. It is this aspect of multi link suspension design that produces the largest variety of design solutions.

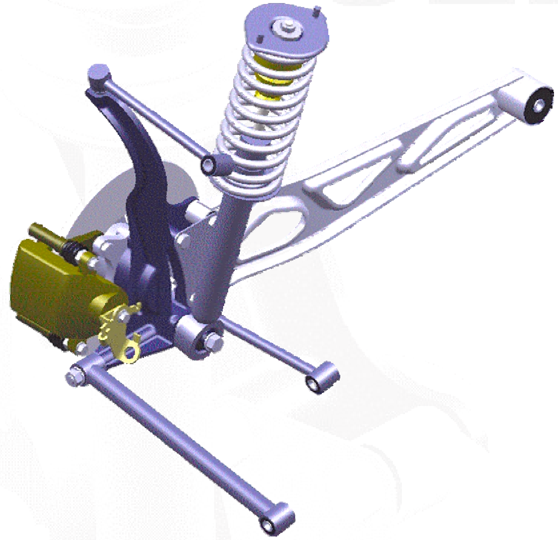
DOUBLE WISHBONE & MULTI-LINK SYSTEM PHILOSOPHY

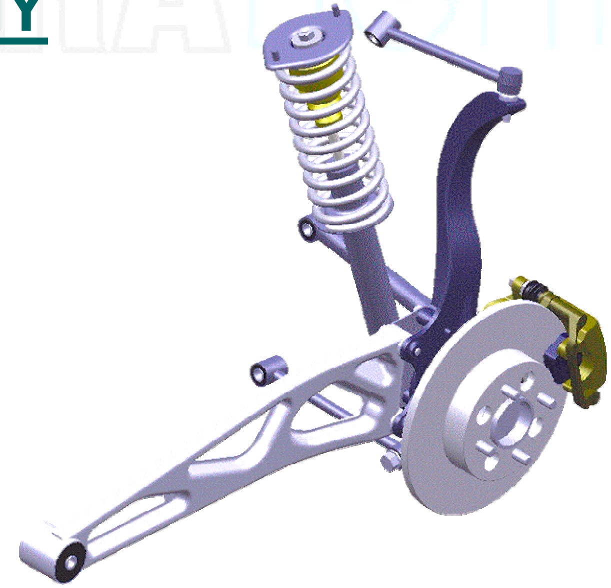




Pitch control is another factor that must be considered in the layout of the system linkage. When a rear wheel drive car accelerates, traction forces are generated at the hub centre. As a consequence the hub moves forward and into bump with respect to the body and the rear of the vehicle can drop, i.e. squat. A converse situation arises during braking. In this instance the forces are generated at the tyre contact patch. The tyre contact patch moves rearwards and into rebound and the rear of the vehicle rises. Attitude changes due to acceleration and braking can be suppressed through the design of the suspension geometry. The positioning of the side view instantaneous pivot centre of the system can be used to minimise the pitching motion. For minimum pitch the ideal position for the centre is substantially forward and above the axle centreline at the intersection of the zero squat and zero lift lines. This position is usually within the occupant space. Consequently, packaging considerations prevent a real pivot axis to be created in this ideal position. As an alternative, a virtual pivot axis can be created by manipulating the orientation of the pivot axes of the upper and lower links to obtain the desired system pitch behaviour.

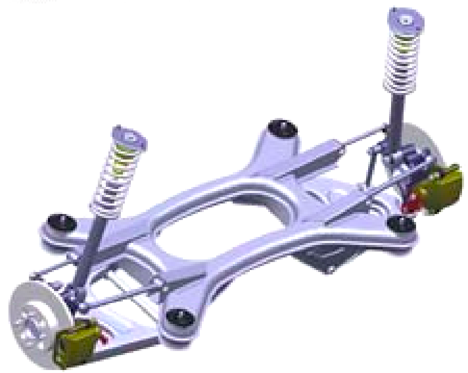
DOUBLE WISHBONE & MULTI-LINK SYSTEM PHILOSOPHY

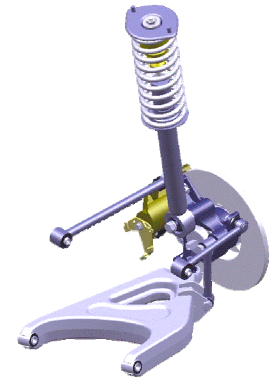




The toe control of the system is an important factor when considering the dynamic behaviour of the vehicle. The kinematic effects of toe change on straight line stability have already been discussed. The effect of forces on the system and the resulting behaviour as a result of bush deflection must also be considered. This is referred to as compliance steer. Rubber bushings are incorporated into the suspension mechanism to isolate the body from the high frequency low amplitude wheel loading that typically results from the texture of the road surface. This loading acts predominantly in the longitudinal and vertical directions. In order to accurately position the wheel with respect to the vehicle motion it is necessary to ensure that the system is stiff in the lateral direction. The basic compliance requirements of a rear suspension system are that they are supple in the longitudinal direction and stiff in the lateral direction. Obtaining the correct balance between the bush requirements, the toe change characteristics and the system dynamic behaviour is a complex problem. By introducing an additional link into the system, further opportunities can be created to tune the system characteristics. The additional link is arranged such that it guides the steer motion of the wheel in response to the direction in which the wheel loading is applied. The additional link is generally attached to the hub carrier at one end and then can be either attached to one of the existing links in the system or directly to the body structure. Kinematically the mechanism is over constrained, and it is necessary to use the compliance of the linkage system bushes to provide the required additional degrees of freedom. To achieve the optimum characteristics requires detailed design analysis supported by a development and test process during which the design can be refined.

DOUBLE WISHBONE & MULTI-LINK SYSTEM PHILOSOPHY





Multi-link systems comprise a complex arrangement of components that require several points of attachment to the vehicle body. To ease the assembly process and also to maintain high standards of build consistency the systems are often fully or partially mounted to a subframe. The subframes can be rigidly or resiliently mounted to the vehicle body. The reduced number of attachment points to the body and the use of resilient mounts allows greater control over the NVH transmission paths. The behaviour of the resilient mounts also contributes to the system compliance behaviour.

The complexity of the linkages and the use of a subframe is spatially demanding. Spring media selection and the integration of the spring media within the system also have an effect on vehicle boot volume and occupant space. The use of separate spring and damper units removes the side loading concerns associated with a strut unit and can also be used to re-distribute the spring and damper load paths into the vehicle. This further enhances the opportunities to refine the system performance.

Multi-link systems can be used on both driven and non driven rear axle arrangements. It is important to identify the expected applications at the start of the design process to ensure that the effects of drivetrain torque and traction loading are considered in the development of the system design.

Multi-link systems are complex, and with the increased part count they can be costly. To exploit fully the potential of such a system a considerable investment is required in the system concept design during the early stages of the vehicle design process.

DOUBLE WISHBONE & MULTI-LINK SYSTEM PHILOSOPHY

ULTRALIGHT STEEL AUTO SUSPENSION

Basic Forces Acting on the Suspension

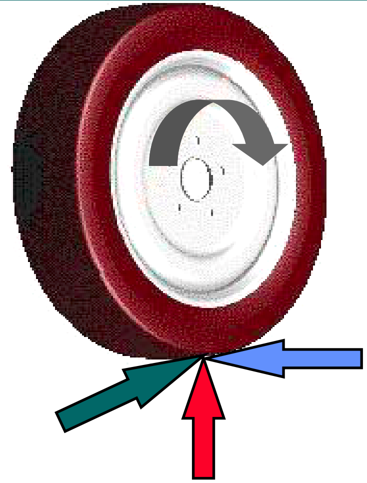
3 primary forces at tyre contact patch

- **Longitudinal**
- **Lateral**
- **Vertical**

Additional Torque Loading

- **From Braking (Combined with a Longitudinal Force**

Also acceleration loadings on RWD



To better understand the complex loading in the suspension system we must first look at the fundamental forces that are generated at the tyre contact patch. These forces act in the three primary directions as shown and there is an additional torque loading from brake reaction, there are also torque's generated about the other two axes due to offset loading, trail, etc but these are of less significance. From these forces we can look at the movements in the suspension system and also examine how the forces are controlled by the suspension system.

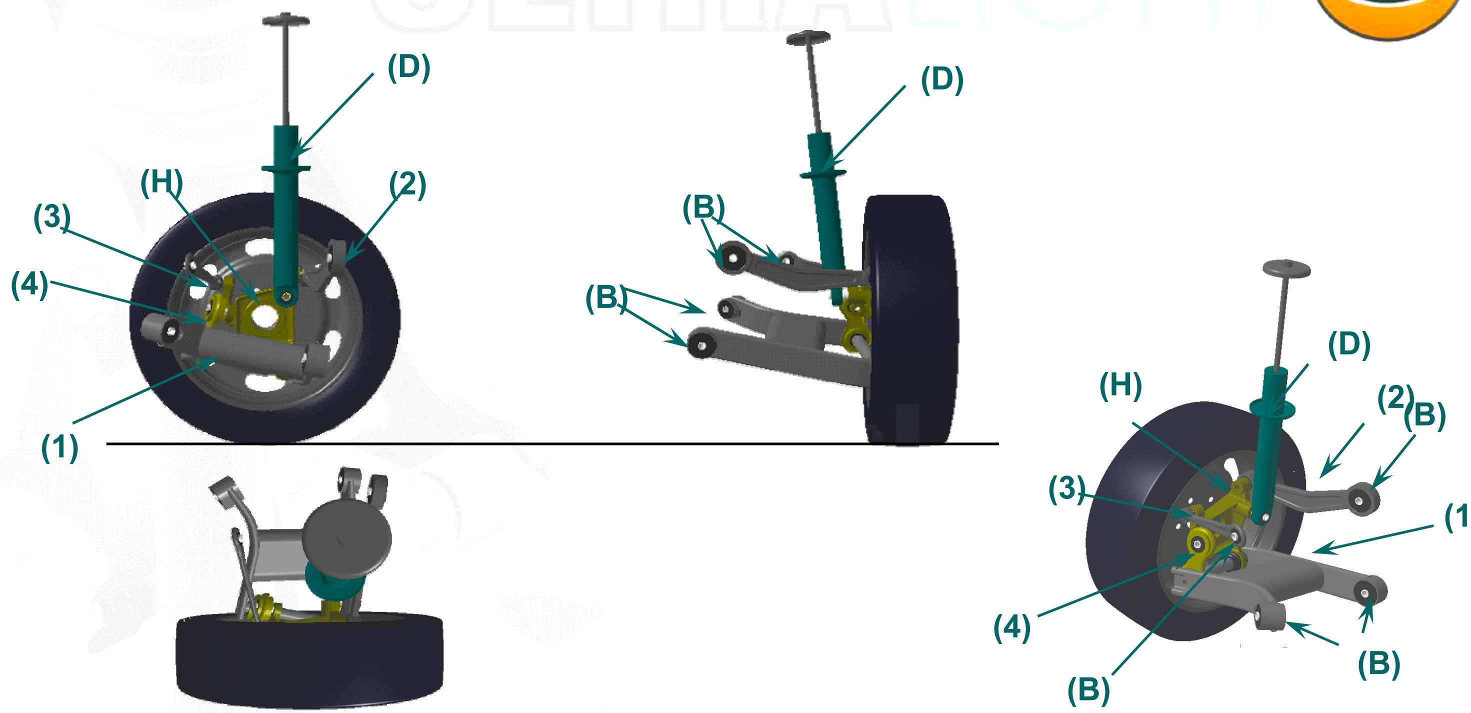
Movements

- Longitudinal
- Lateral
- Ride
- Steer
- Camber
- Rolling

Forces

- Longitudinal
- Lateral
- Vertical
- Braking/ Acceleration

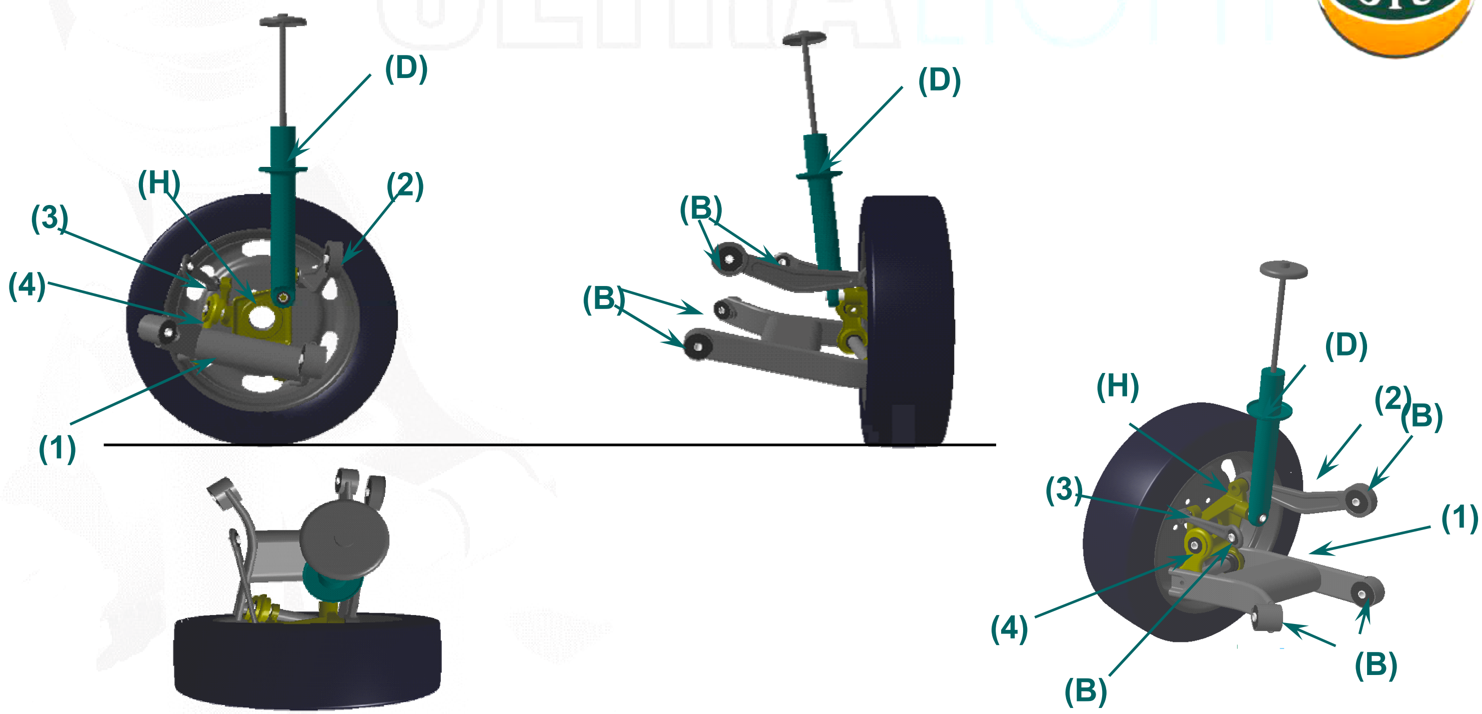
MULTI-LINK: SUSPENSION



MOVEMENTS

Longitudinal:- Deflection and articulation of bushes (B) allow fore and aft movement of the wheel.
Lateral:- Radial stiffness of bushes (B) controls track change due to lateral forces. Links (2) & (3) and arm (1) control track change during suspension travel.
Ride:- The wheel moves vertically by links (2) & (3) and arm (1) rotating about bushes (B) . and compressing the spring and damper (D).
Steer: - Steer is controlled by the interactions of links (2) (3) & (4) and arm (1) during changes in suspension travel and by bushes (B) under lateral and longitudinal forces.
Camber: - Camber is controlled by the interactions of links (2) (3) & (4) and arm (1) during changes in suspension travel and by bushes (B) under lateral forces.
Rolling:- The wheel is able to rotate on bearings in the hub carrier (H).

MULTI-LINK: SUSPENSION



FORCES

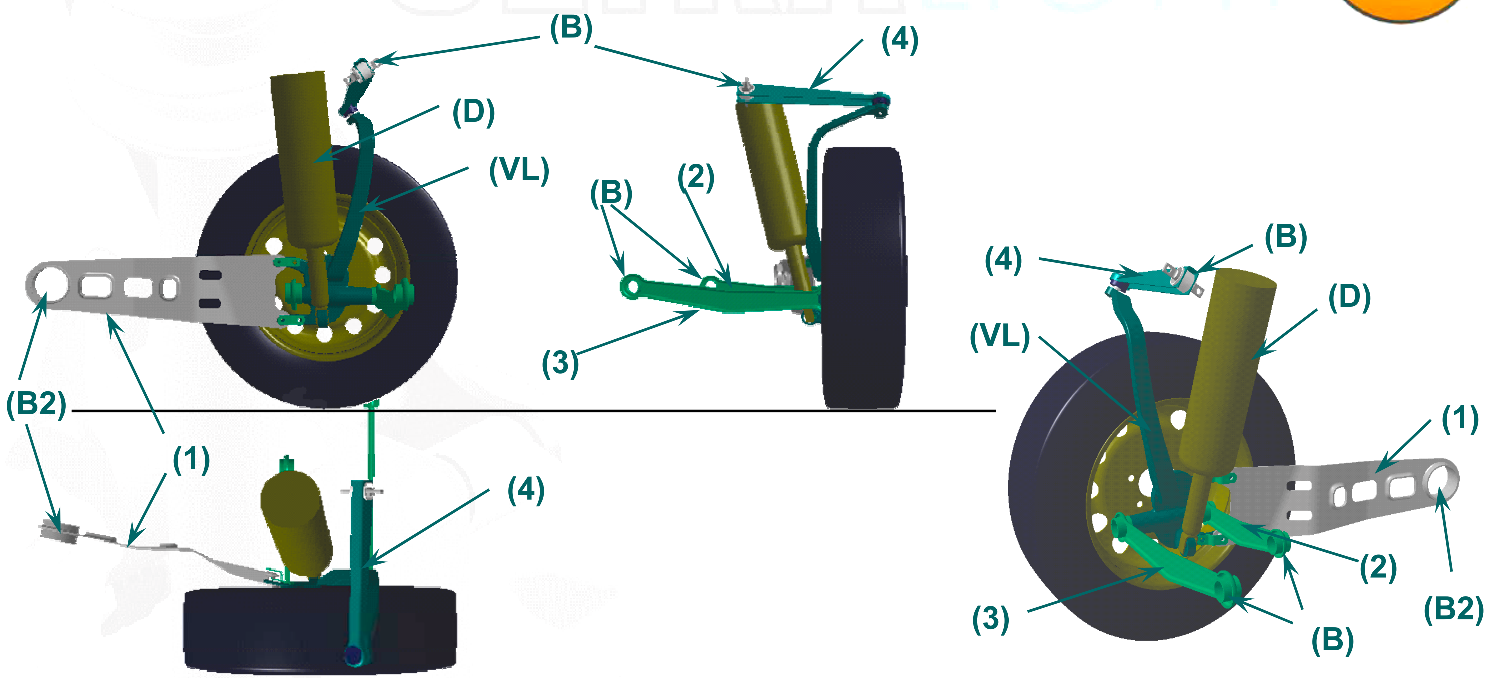
Longitudinal : Forces are resisted by tension and compression loads in links (2) (3) & (4) and . by tension, compression and bending in arm (1).

Lateral :-Forces are resisted by tension and compression loads in links (2) (3) & (4) and in . arm (1).

Vertical :-Forces are resisted by loads in the spring / damper unit (D) and by tension and . compression loads in links (2) (3) & (4) and in arm (1).

Braking/ :-Torque is taken by tension and compression loads in links (2) (3) & (4) and by acceleration torsion in arm (1).

DOUBLE WISHBONE: SUSPENSION



MOVEMENTS

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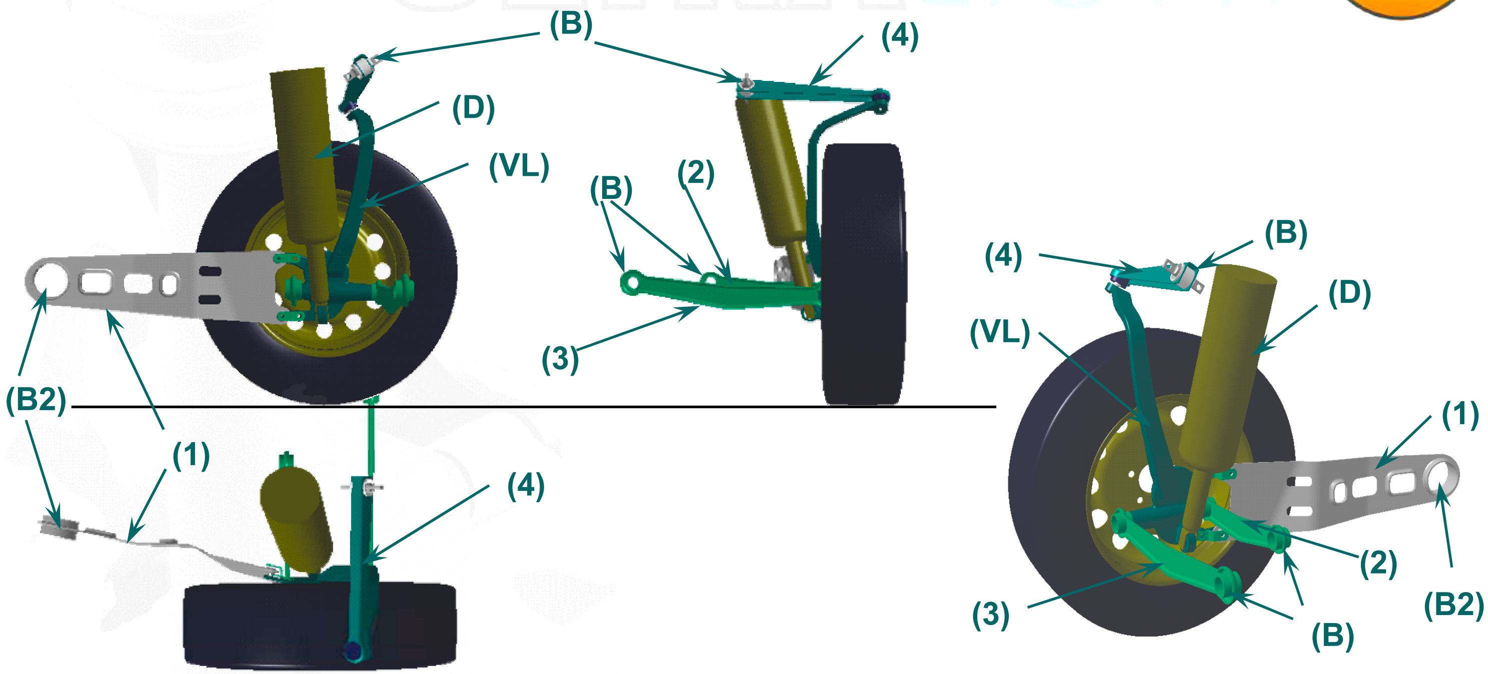
Rolling:- The wheel is able to rotate on bearings in the hub carrier (H).

DOUBLE WISHBONE: SUSPENSION



FORCES

Longitudinal:- Forces are resisted by tension, compression and bending in arm (1) and by tension and compression loads in links (2) (3) & (4).

Lateral:- Forces are resisted by tension and compression loads in links (2) (3) & (4) and bending in the vertical link (VL).

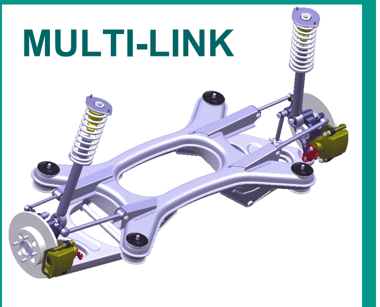
Vertical:- Forces are resisted by loads in the spring / damper unit (D) and by tension and compression loads in links (2) (3) & (4) and bending in the vertical link (VL).

Braking:- Torque is taken by tension and bending in arm (1).

MULTI-LINK: MASS

D Class

MULTI-LINK

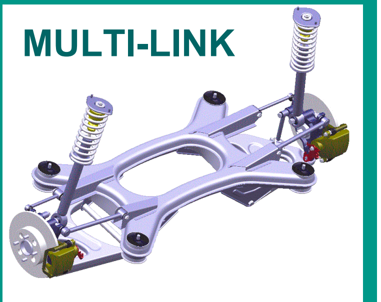


PARTS LIST			D Class			E Class Benchmark Data		
ITEM No.	DESCRIPTION	QTY Veh	System (kg)	Sub Assy (kg)	Parts (kg)	System (kg)	Sub Assy (kg)	Parts (kg)
1	ASSEMBLY, MULTI LINK	1	46.34			48.00		
2	ASSEMBLY, SUBFRAME	1	13.72	13.716		14.37	14.365	14.365
3	PRESSING, SUBFRAME, UPPER	1		4.220	4.220			
4	PRESSING, SUBFRAME , LOWER	1		3.360	3.360			
5	PRESSING, SUBFRAME , LOWER	1						
6	PRESSING, INTERMEDIATE,	2		2.180	1.090			
7	PRESSING , CLOSING ,FRONT	2		0.396	0.198			
8	BRKT, LWR ARM, STIFFENER Fr	2		0.384	0.192			
9	BRKT, LWR ARM, STIFFENER Rr	2		0.336	0.168			
10	BRKT, LWR ARM, PLATE Fr,	2		0.190	0.095			
11	BRKT, LWR ARM, PLATE Rr	2		0.226	0.113			
12	BRKT, UPR ARM, REAR,	2		0.886	0.443			
13	BRKT, UPR ARM, FRONT	2		0.642	0.321			
14	PRESSING , CLOSING ,REAR	2		0.896	0.448			
15	ASSY CONTROL ARM, LWR	2	5.54	5.538		5.82	2.910	2.910
16	PRESSING, HALF, CONTROL ARM	2		2.584	1.292			
17	PRESSING, HALF, CONTROL ARM	2		2.584	1.292			
18	SLEEVE, PIVOT BUSH	4		0.084	0.021			
19	SLEEVE, OUTER BALLJOINT	2		0.042	0.021			
20	BRKT, CLEVIS	4		0.244	0.061			
21	BALLJOINT, LOWER ARM OUTER	2	0.34	0.170				
22	KNUCKLE, LH	1	3.00	3.000		2.70	2.700	2.700
23	KNUCKLE, RH	1	3.00	3.000		2.70	2.700	2.700
24	HUB BEARING UNIT	2	5.40	2.700		3.90	1.950	1.950
25	CALIPER, BRAKE	2						
26	DISC, BRAKE, REAR	2						
27	ASSY, LINK, TORQUE REACTION	2	0.15	0.074		0.96	0.480	0.480
28	HOUSING, BUSH, UPR, LWR	4						
29	LINK	2						
30	SPRING	2	3.94	1.970		4.38	2.190	2.190
31	DAMPER	2	4.20	2.100		4.47	2.235	2.235
32	MOUNT, UPR, SPRING & DAMPER	2	1.10	0.550		1.56	0.780	0.780
33	ASSY, LINK, CONTROL, CAMBER	2	0.56	0.280		1.99	0.995	0.995
34	HOUSING, BUSH, INBD	2						
35	LINK	2						
36	BALLJOINT, OUTER	2						
37	ASSY, LINK, CONTROL, TOE	2	0.29	0.147		0.91	0.455	0.455
38	HOUSING, BUSH, INBD	2						
39	LINK	2						
40	BALLJOINT, OUTER	2						
41	VARIOUS BUSHES AND JOINTS		2.84					
42	ASSORTED FIXINGS		2.26			4.24		

MULTI-LINK: MASS

E Class

MULTI-LINK

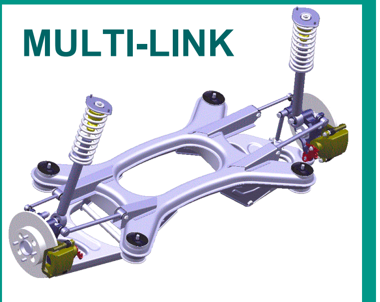


PARTS LIST			E Class			E Class Benchmark Data		
ITEM No.	DESCRIPTION	QTY Veh	System (kg)	Sub Assy (kg)	Parts (kg)	System (kg)	Sub Assy (kg)	Parts (kg)
1	ASSEMBLY, MULTI LINK	1	46.67			48.00		
2	ASSEMBLY, SUBFRAME	1	14.32	14.316		14.37	14.365	14.365
3	PRESSING, SUBFRAME, UPPER	1		4.520	4.520			
4	PRESSING, SUBFRAME , LOWER	1		3.660	3.660			
5	PRESSING, SUBFRAME , LOWER	1						
6	PRESSING, INTERMEDIATE,	2		2.180	1.090			
7	PRESSING , CLOSING ,FRONT	2		0.396	0.198			
8	BRKT, LWR ARM, STIFFENER Fr	2		0.384	0.192			
9	BRKT, LWR ARM, STIFFENER Rr	2		0.336	0.168			
10	BRKT, LWR ARM, PLATE Fr,	2		0.190	0.095			
11	BRKT, LWR ARM, PLATE Rr	2		0.226	0.113			
12	BRKT, UPR ARM, REAR,	2		0.886	0.443			
13	BRKT, UPR ARM, FRONT	2		0.642	0.321			
14	PRESSING , CLOSING ,REAR	2		0.896	0.448			
15	ASSY CONTROL ARM, LWR	2	5.54	5.538		5.82	2.910	2.910
16	PRESSING, HALF, CONTROL ARM	2		2.584	1.292			
17	PRESSING, HALF, CONTROL ARM	2		2.584	1.292			
18	SLEEVE, PIVOT BUSH	4		0.084	0.021			
19	SLEEVE, OUTER BALLJOINT	2		0.042	0.021			
20	BRKT, CLEVIS	4		0.244	0.061			
21	BALLJOINT, LOWER ARM OUTER	2	0.34	0.170				
22	KNUCKLE, LH	1	3.00	3.000		2.70	2.700	2.700
23	KNUCKLE, RH	1	3.00	3.000		2.70	2.700	2.700
24	HUB BEARING UNIT	2	5.40	2.700		3.90	1.950	1.950
25	CALIPER, BRAKE	2						
26	DISC, BRAKE, REAR	2						
27	ASSY, LINK, TORQUE REACTION	2	0.15	0.074		0.96	0.480	0.480
28	HOUSING, BUSH, UPR, LWR	4						
29	LINK	2						
30	SPRING	2	3.67	1.837		4.38	2.190	2.190
31	DAMPER	2	4.20	2.100		4.47	2.235	2.235
32	MOUNT, UPR, SPRING & DAMPER	2	1.10	0.550		1.56	0.780	0.780
33	ASSY, LINK, CONTROL, CAMBER	2	0.56	0.280		1.99	0.995	0.995
34	HOUSING, BUSH, INBD	2						
35	LINK	2						
36	BALLJOINT, OUTER	2						
37	ASSY, LINK, CONTROL, TOE	2	0.29	0.147		0.91	0.455	0.455
38	HOUSING, BUSH, INBD	2						
39	LINK	2						
40	BALLJOINT, OUTER	2						
41	VARIOUS BUSHES AND JOINTS		2.84					
42	ASSORTED FIXINGS		2.26			4.24		

MULTI-LINK: MASS

P Class

MULTI-LINK



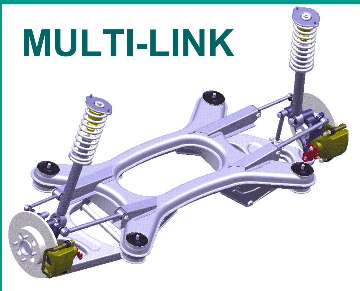
PARTS LIST			P Class			E Class Benchmark Data		
ITEM No.	DESCRIPTION	QTY Veh	System (kg)	Sub Assy (kg)	Parts (kg)	System (kg)	Sub Assy (kg)	Parts (kg)
1	ASSEMBLY, MULTI LINK	1	**45.34**			**48.00**		
2	ASSEMBLY, SUBFRAME	1	**14.32**	**14.316**		**14.37**	**14.365**	14.365
3	PRESSING, SUBFRAME, UPPER	1		**4.520**	4.520			
4	PRESSING, SUBFRAME , LOWER	1		**3.660**	3.660			
5	PRESSING, SUBFRAME , LOWER	1						
6	PRESSING, INTERMEDIATE,	2		**2.180**	1.090			
7	PRESSING , CLOSING ,FRONT	2		**0.396**	0.198			
8	BRKT, LWR ARM, STIFFENER Fr	2		**0.384**	0.192			
9	BRKT, LWR ARM, STIFFENER Rr	2		**0.336**	0.168			
10	BRKT, LWR ARM, PLATE Fr,	2		**0.190**	0.095			
11	BRKT, LWR ARM, PLATE Rr	2		**0.226**	0.113			
12	BRKT, UPR ARM, REAR,	2		**0.886**	0.443			
13	BRKT, UPR ARM, FRONT	2		**0.642**	0.321			
14	PRESSING , CLOSING ,REAR	2		**0.896**	0.448			
15	ASSY CONTROL ARM, LWR	2	**5.54**	**5.538**		**5.82**	**2.910**	2.910
16	PRESSING, HALF, CONTROL ARM	2		**2.584**	1.292			
17	PRESSING, HALF, CONTROL ARM	2		**2.584**	1.292			
18	SLEEVE, PIVOT BUSH	4		**0.084**	0.021			
19	SLEEVE, OUTER BALLJOINT	2		**0.042**	0.021			
20	BRKT, CLEVIS	4		**0.244**	0.061			
21	BALLJOINT, LOWER ARM OUTER	2	**0.34**	**0.170**				
22	KNUCKLE, LH	1	**3.00**	**3.000**		**2.70**	**2.700**	2.700
23	KNUCKLE, RH	1	**3.00**	**3.000**		**2.70**	**2.700**	2.700
24	HUB BEARING UNIT	2	**5.40**	**2.700**		**3.90**	**1.950**	1.950
25	CALIPER, BRAKE	2						
26	DISC, BRAKE, REAR	2						
27	ASSY, LINK, TORQUE REACTION	2	**0.15**	**0.074**		**0.96**	**0.480**	0.480
28	HOUSING, BUSH, UPR, LWR	4						
29	LINK	2						
30	SPRING	2	**2.34**	**1.170**		**4.38**	**2.190**	2.190
31	DAMPER	2	**4.20**	**2.100**		**4.47**	**2.235**	2.235
32	MOUNT, UPR, SPRING & DAMPER	2	**1.10**	**0.550**		**1.56**	**0.780**	0.780
33	ASSY, LINK, CONTROL, CAMBER	2	**0.56**	**0.280**		**1.99**	**0.995**	0.995
34	HOUSING, BUSH, INBD	2						
35	LINK	2						
36	BALLJOINT, OUTER	2						
37	ASSY, LINK, CONTROL, TOE	2	**0.29**	**0.147**		**0.91**	**0.455**	0.455
38	HOUSING, BUSH, INBD	2						
39	LINK	2						
40	BALLJOINT, OUTER	2						
41	VARIOUS BUSHES AND JOINTS		**2.84**					
42	ASSORTED FIXINGS		**2.26**			**4.24**		

MULTI-LINK: COST

E Class

N.B. All Costs in US $ Tooling in US$(,000)

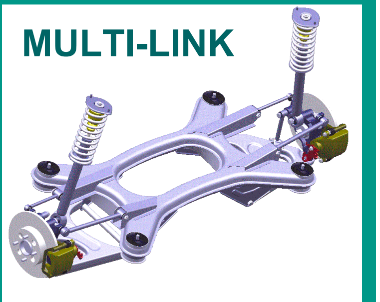
MULTI-LINK



PARTS LIST			E Class			E Class Benchmark Data		
ITEM No.	DESCRIPTION	QTY Veh	PART COST	SYSTEM COST	TOOLING COST	PART COST	SYSTEM COST	TOOLING COST
1	ASSEMBLY, MULTI LINK	1		334.36	5855.00		470.80	12211.00
2	ASSEMBLY, SUBFRAME	1	$35.0	$111.5	$1,250	$168.3	$168.3	$8,250
3	PRESSING, SUBFRAME, UPPER	1	$17.0		$360			
4	PRESSING, SUBFRAME , LOWER	1	$8.5		$190			
5	PRESSING, SUBFRAME , LOWER	1	$8.5		$190			
6	PRESSING, INTERMEDIATE,	2	$8.5		$145			
7	PRESSING , CLOSING ,FRONT	2	$3.0		$80			
8	BRKT, LWR ARM, STIFFENER Fr	2	$3.0		$150			
9	BRKT, LWR ARM, STIFFENER Rr	2	$3.0					
10	BRKT, LWR ARM, PLATE Fr,	2	$3.0		$40			
11	BRKT, LWR ARM, PLATE Rr	2	$3.0					
12	BRKT, UPR ARM, REAR,	2	$11.0		$120			
13	BRKT, UPR ARM, FRONT	2	$5.0		$80			
14	PRESSING , CLOSING ,REAR	2	$3.0		$80			
15	ASSY CONTROL ARM, LWR	2	$12.0	$24.0	$1,200	$29.7	$59.4	$1,815
16	PRESSING, HALF, CONTROL ARM	2						
17	PRESSING, HALF, CONTROL ARM	2						
18	SLEEVE, PIVOT BUSH	4						
19	SLEEVE, OUTER BALLJOINT	2						
20	BRKT, CLEVIS	4						
21	BALLJOINT, LOWER ARM OUTER	2	$8.2	$16.4	$0	$8.2	$16.4	$0
22	KNUCKLE, LH	1	$21.0	$21.0	$560	$29.7	$29.7	$990
23	KNUCKLE, RH	1	$21.0	$21.0	$560	$29.7	$29.7	
24	HUB BEARING UNIT	2	$15.0	$30.0	$0	$9.9	$19.8	$165
25	CALIPER, BRAKE	2						
26	DISC, BRAKE, REAR	2						
27	ASSY, LINK, TORQUE REACTION	2	$4.1	$8.2	$100	$8.3	$16.6	$149
28	HOUSING, BUSH, UPR, LWR	4						
29	LINK	2						
30	SPRING	2	$5.2	$10.4	$0	$5.8	$11.6	$0
31	DAMPER	2	$16.0	$32.0	$300	$17.3	$34.6	$429
32	MOUNT, UPR, SPRING & DAMPER	2	$1.6	$3.2	$250			
33	ASSY, LINK, CONTROL, CAMBER	2	$4.3	$8.6	$100	$12.4	$24.8	$248
34	HOUSING, BUSH, INBD	2						
35	LINK	2						
36	BALLJOINT, OUTER	2						
37	ASSY, LINK, CONTROL, TOE	2	$4.3	$8.5	$100	$8.3	$16.6	$165
38	HOUSING, BUSH, INBD	2						
39	LINK	2						
40	BALLJOINT, OUTER	2						
41	VARIOUS BUSHES AND JOINTS		$35.0	$35.0		$40.0	$40.0	$0
42	ASSORTED FIXINGS			$4.5		$3.3	$3.3	$0

ULTRALIGHT STEEL AUTO SUSPENSION

MULTI-LINK



MULTI-LINK: MATERIAL

D Class

PARTS LIST				MATERIAL	
ITEM No.	DESCRIPTION	QTY Veh	REMARKS	Gauge (mm)	Grade (MPA)
1	ASSEMBLY, MULTI LINK	1	FULL SUSPENSION ASSEMBLY		
2	ASSEMBLY, SUBFRAME	1	FABRICATION. (items 3-14 inc.)		
3	PRESSING, SUBFRAME, UPPER	1	PRESSING	1.5	250
4	PRESSING, SUBFRAME , LOWER	1	PRESSING	1.5	300
5	PRESSING, SUBFRAME , LOWER	1	PRESSING	1.5	300
6	PRESSING, INTERMEDIATE,	2	PRESSING	1.5	400
7	PRESSING , CLOSING ,FRONT	2	PRESSING	2	550
8	BRKT, LWR ARM, STIFFENER Fr	2	PRESSING	2	450
9	BRKT, LWR ARM, STIFFENER Rr	2	PRESSING	2	250
10	BRKT, LWR ARM, PLATE Fr,	2	BLANK & PIERCE	1.2	200
11	BRKT, LWR ARM, PLATE Rr	2	BLANK & PIERCE	1.2	300
12	BRKT, UPR ARM, REAR,	2	PRESSING	1.5	400
13	BRKT, UPR ARM, FRONT	2	PRESSING	1.5	250
14	PRESSING , CLOSING ,REAR	2	PRESSING	2	200
15	ASSY CONTROL ARM, LWR	2	FABRICATION (items 16-20 inc.)		
16	PRESSING, HALF, CONTROL ARM	2	PRESSING	2	300
17	PRESSING, HALF, CONTROL ARM	2	SYMMETRICALLY OPPOSITE OF ITEM 16	2	300
18	SLEEVE, PIVOT BUSH	4	TUBE	Ø 30 x 1.0	300
19	SLEEVE, OUTER BALLJOINT	2	TUBE	Ø 40 x 1.5	300
20	BRKT, CLEVIS	4	CONNECTS TORQUE LINK	4	300
21	BALLJOINT, LOWER ARM OUTER	2	SPHERICAL TYPE		
22	KNUCKLE, LH	1	FORGED PART	na	750
23	KNUCKLE, RH	1	FORGED PART	na	750
24	HUB BEARING UNIT	2	INCL ACTIVE ABS SENSOR		
25	CALIPER, BRAKE	2	INTEGRATED HANDBRAKE MECHANISM		
26	DISC, BRAKE, REAR	2	SOLID, CAST IRON		
27	ASSY, LINK, TORQUE REACTION	2	FABRICATION (items 28,29)		
28	HOUSING, BUSH, UPR, LWR	4	TUBE		
29	LINK	2	TUBE	Ø 16 x 1.5	250
30	SPRING	2	SHEAR STRENGTH 1300MPa	Ø 10.78	1300
31	DAMPER	2	INCL SPRING SEAT & BUMP RUBBER	See Note	
32	MOUNT, UPR, SPRING & DAMPER	2	2 BOLT FIXING TO BIW.		
33	ASSY, LINK, CONTROL, CAMBER	2	FABRICATION (items 34-36 inc.)		
34	HOUSING, BUSH, INBD	2	TUBE	Ø 34 x 1.0	250
35	LINK	2	TUBE	Ø 17.5 x 1.5	250
36	BALLJOINT, OUTER	2	SPHERICAL TYPE		
37	ASSY, LINK, CONTROL, TOE	2	FABRICATION (items 38-40 inc.)		
38	HOUSING, BUSH, INBD	2	TUBE	Ø 36 x 1.0	250
39	LINK	2	TUBE	Ø 13.1 x 1.5	250
40	BALLJOINT, OUTER	2	SPHERICAL TYPE		
41	VARIOUS BUSHES AND JOINTS		RUBBER BUSHES & SPHERICAL JOINTS		
42	ASSORTED FIXINGS		NUTS, BOLTS & WASHERS ETC		

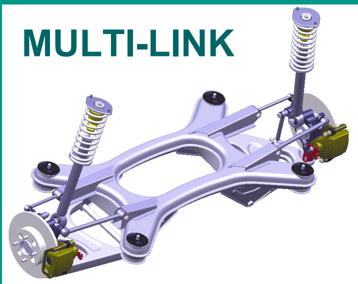
Note : Damper Assembly Consists of 4 Main Components

Damper Body:	350 MPa Material
Damper Rod:	Dia 13mm x 3mm tube
Spring Pan:	350 Mpa Material
Bump Stop Rubber:	Polyurethane Material

MULTI-LINK: MATERIAL

E Class

MULTI-LINK



ITEM No.	DESCRIPTION	QTY Veh	REMARKS	Gauge (mm)	Grade (MPA)
1	ASSEMBLY, MULTI LINK	1	FULL SUSPENSION ASSEMBLY		
2	ASSEMBLY, SUBFRAME	1	FABRICATION. (items 3-14 inc.)		
3	PRESSING, SUBFRAME, UPPER	1	PRESSING	1.5	250
4	PRESSING, SUBFRAME , LOWER	1	PRESSING	1.5	300
5	PRESSING, SUBFRAME , LOWER	1	PRESSING	1.5	300
6	PRESSING, INTERMEDIATE,	2	PRESSING	1.5	400
7	PRESSING , CLOSING ,FRONT	2	PRESSING	2	550
8	BRKT, LWR ARM, STIFFENER Fr	2	PRESSING	2	450
9	BRKT, LWR ARM, STIFFENER Rr	2	PRESSING	2	250
10	BRKT, LWR ARM, PLATE Fr,	2	BLANK & PIERCE	1.2	200
11	BRKT, LWR ARM, PLATE Rr	2	BLANK & PIERCE	1.2	300
12	BRKT, UPR ARM, REAR,	2	PRESSING	1.5	400
13	BRKT, UPR ARM, FRONT	2	PRESSING	1.5	250
14	PRESSING , CLOSING ,REAR	2	PRESSING	2	200
15	ASSY CONTROL ARM, LWR	2	FABRICATION (items 16-20 inc.)		
16	PRESSING, HALF, CONTROL ARM	2	PRESSING	2	300
17	PRESSING, HALF, CONTROL ARM	2	SYMMETRICALLY OPPOSITE OF ITEM 16	2	300
18	SLEEVE, PIVOT BUSH	4	TUBE	Ø 30 x 1.0	300
19	SLEEVE, OUTER BALLJOINT	2	TUBE	Ø 40 x 1.5	300
20	BRKT, CLEVIS	4	CONNECTS TORQUE LINK	4	300
21	BALLJOINT, LOWER ARM OUTER	2	SPHERICAL TYPE		
22	KNUCKLE, LH	1	FORGED PART	na	750
23	KNUCKLE, RH	1	FORGED PART	na	750
24	HUB BEARING UNIT	2	INCL ACTIVE ABS SENSOR		
25	CALIPER, BRAKE	2	INTEGRATED HANDBRAKE MECHANISM		
26	DISC, BRAKE, REAR	2	SOLID, CAST IRON		
27	ASSY, LINK, TORQUE REACTION	2	FABRICATION (items 28,29)		
28	HOUSING, BUSH, UPR, LWR	4	TUBE		
29	LINK	2	TUBE	Ø 16 x 1.5	250
30	SPRING	2	SHEAR STRENGTH 1300MPa	Ø 10.42	1300
31	DAMPER	2	INCL SPRING SEAT & BUMP RUBBER	See Note	
32	MOUNT, UPR, SPRING & DAMPER	2	2 BOLT FIXING TO BIW.		
33	ASSY, LINK, CONTROL, CAMBER	2	FABRICATION (items 34-36 inc.)		
34	HOUSING, BUSH, INBD	2	TUBE	Ø 34 x 1.0	250
35	LINK	2	TUBE	Ø 17.5 x 1.5	250
36	BALLJOINT, OUTER	2	SPHERICAL TYPE		
37	ASSY, LINK, CONTROL, TOE	2	FABRICATION (items 38-40 inc.)		
38	HOUSING, BUSH, INBD	2	TUBE	Ø 36 x 1.0	250
39	LINK	2	TUBE	Ø 13.1 x 1.5	250
40	BALLJOINT, OUTER	2	SPHERICAL TYPE		
41	VARIOUS BUSHES AND JOINTS		RUBBER BUSHES & SPHERICAL JOINTS		
42	ASSORTED FIXINGS		NUTS, BOLTS & WASHERS ETC		

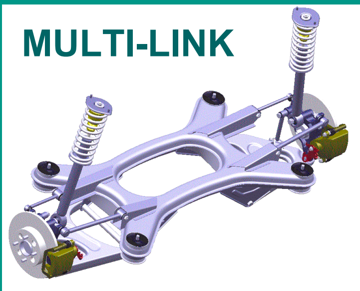
Note : Damper Assembly Consists of 4 Main Components

Damper Body:	350 MPa Material
Damper Rod:	Dia 13mm x 3mm tube
Spring Pan:	350 Mpa Material
Bump Stop Rubber:	Polyurethane Material

MULTI-LINK: MATERIAL

P Class

MULTI-LINK



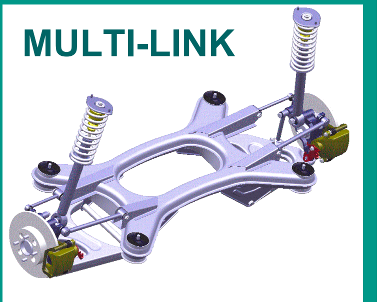
PARTS LIST				MATERIAL	
ITEM No.	DESCRIPTION	QTY Veh	REMARKS	Gauge (mm)	Grade (MPA)
1	ASSEMBLY, MULTI LINK	1	FULL SUSPENSION ASSEMBLY		
2	ASSEMBLY, SUBFRAME	1	FABRICATION. (items 3-14 inc.)		
3	PRESSING, SUBFRAME, UPPER	1	PRESSING	1.5	250
4	PRESSING, SUBFRAME , LOWER	1	PRESSING	1.5	300
5	PRESSING, SUBFRAME , LOWER	1	PRESSING	1.5	300
6	PRESSING, INTERMEDIATE,	2	PRESSING	1.5	400
7	PRESSING , CLOSING ,FRONT	2	PRESSING	2	550
8	BRKT, LWR ARM, STIFFENER Fr	2	PRESSING	2	450
9	BRKT, LWR ARM, STIFFENER Rr	2	PRESSING	2	250
10	BRKT, LWR ARM, PLATE Fr,	2	BLANK & PIERCE	1.2	200
11	BRKT, LWR ARM, PLATE Rr	2	BLANK & PIERCE	1.2	300
12	BRKT, UPR ARM, REAR,	2	PRESSING	1.5	400
13	BRKT, UPR ARM, FRONT	2	PRESSING	1.5	250
14	PRESSING , CLOSING ,REAR	2	PRESSING	2	200
15	ASSY CONTROL ARM, LWR	2	FABRICATION (items 16-20 inc.)		
16	PRESSING, HALF, CONTROL ARM	2	PRESSING	2	300
17	PRESSING, HALF, CONTROL ARM	2	SYMMETRICALLY OPPOSITE OF ITEM 16	2	300
18	SLEEVE, PIVOT BUSH	4	TUBE	Ø 30 x 1.0	300
19	SLEEVE, OUTER BALLJOINT	2	TUBE	Ø 40 x 1.5	300
20	BRKT, CLEVIS	4	CONNECTS TORQUE LINK	4	300
21	BALLJOINT, LOWER ARM OUTER	2	SPHERICAL TYPE		
22	KNUCKLE, LH	1	FORGED PART	na	750
23	KNUCKLE, RH	1	FORGED PART	na	750
24	HUB BEARING UNIT	2	INCL ACTIVE ABS SENSOR		
25	CALIPER, BRAKE	2	INTEGRATED HANDBRAKE MECHANISM		
26	DISC, BRAKE, REAR	2	SOLID, CAST IRON		
27	ASSY, LINK, TORQUE REACTION	2	FABRICATION (items 28,29)		
28	HOUSING, BUSH, UPR, LWR	4	TUBE		
29	LINK	2	TUBE	Ø 16 x 1.5	250
30	SPRING	2	SHEAR STRENGTH 1300MPa	Ø 9.00	1300
31	DAMPER	2	INCL SPRING SEAT & BUMP RUBBER	See Note	
32	MOUNT, UPR, SPRING & DAMPER	2	2 BOLT FIXING TO BIW.		
33	ASSY, LINK, CONTROL, CAMBER	2	FABRICATION (items 34-36 inc.)		
34	HOUSING, BUSH, INBD	2	TUBE	Ø 34 x 1.0	250
35	LINK	2	TUBE	Ø 17.5 x 1.5	250
36	BALLJOINT, OUTER	2	SPHERICAL TYPE		
37	ASSY, LINK, CONTROL, TOE	2	FABRICATION (items 38-40 inc.)		
38	HOUSING, BUSH, INBD	2	TUBE	Ø 36 x 1.0	250
39	LINK	2	TUBE	Ø 13.1 x 1.5	250
40	BALLJOINT, OUTER	2	SPHERICAL TYPE		
41	VARIOUS BUSHES AND JOINTS		RUBBER BUSHES & SPHERICAL JOINTS		
42	ASSORTED FIXINGS		NUTS, BOLTS & WASHERS ETC		

Note : Damper Assembly Consists of 4 Main Components

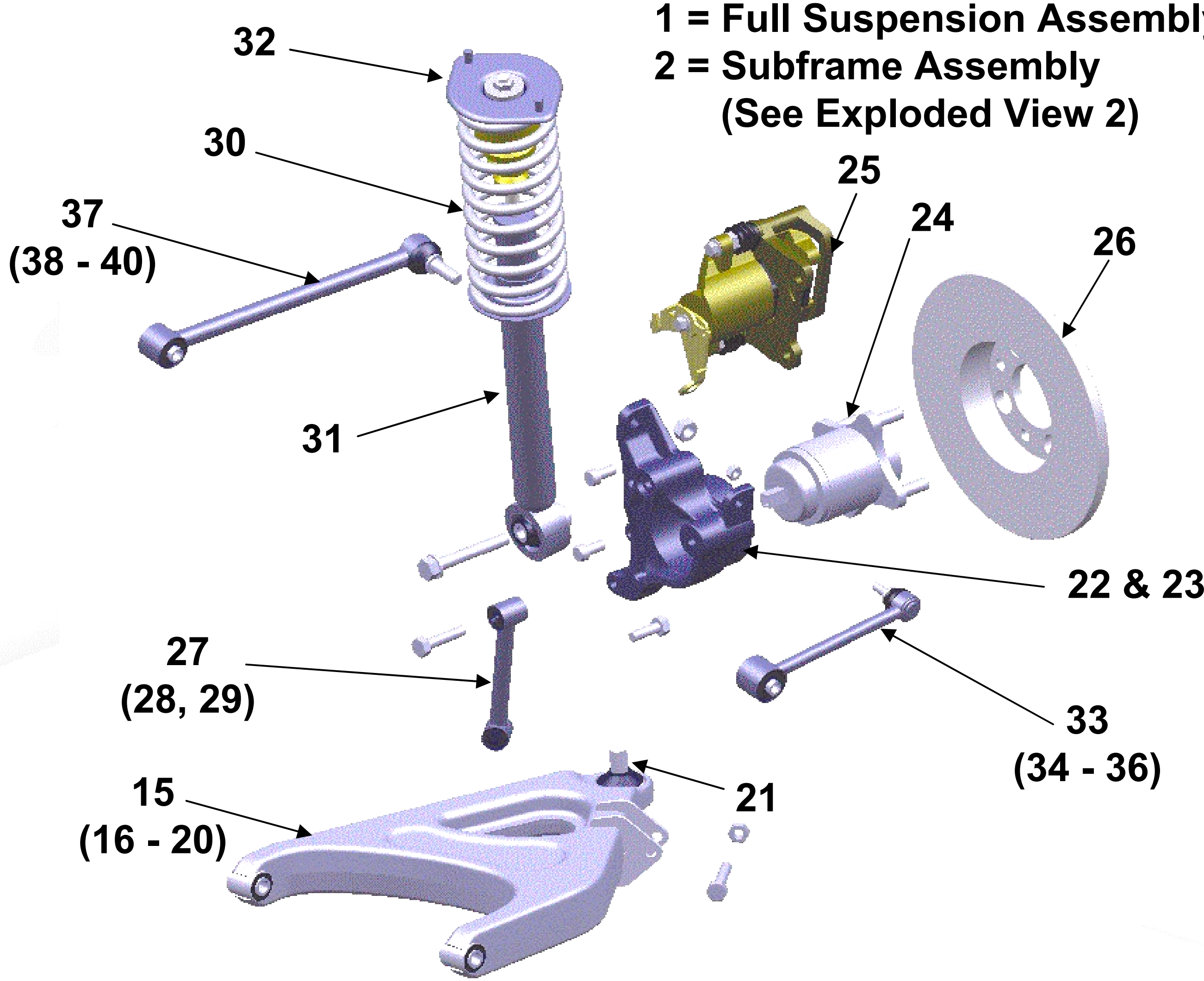
Damper Body:	350 MPa Material
Damper Rod:	Dia 13mm x 3mm tube
Spring Pan:	350 Mpa Material
Bump Stop Rubber:	Polyurethane Material

MULTI-LINK: EXPLODED VIEW

MULTI-LINK



1 = Full Suspension Assembly
2 = Subframe Assembly
(See Exploded View 2)



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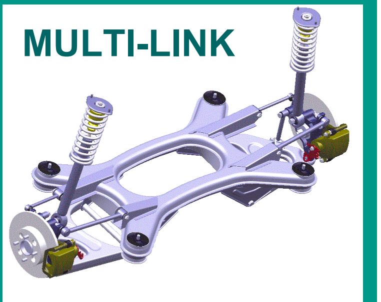
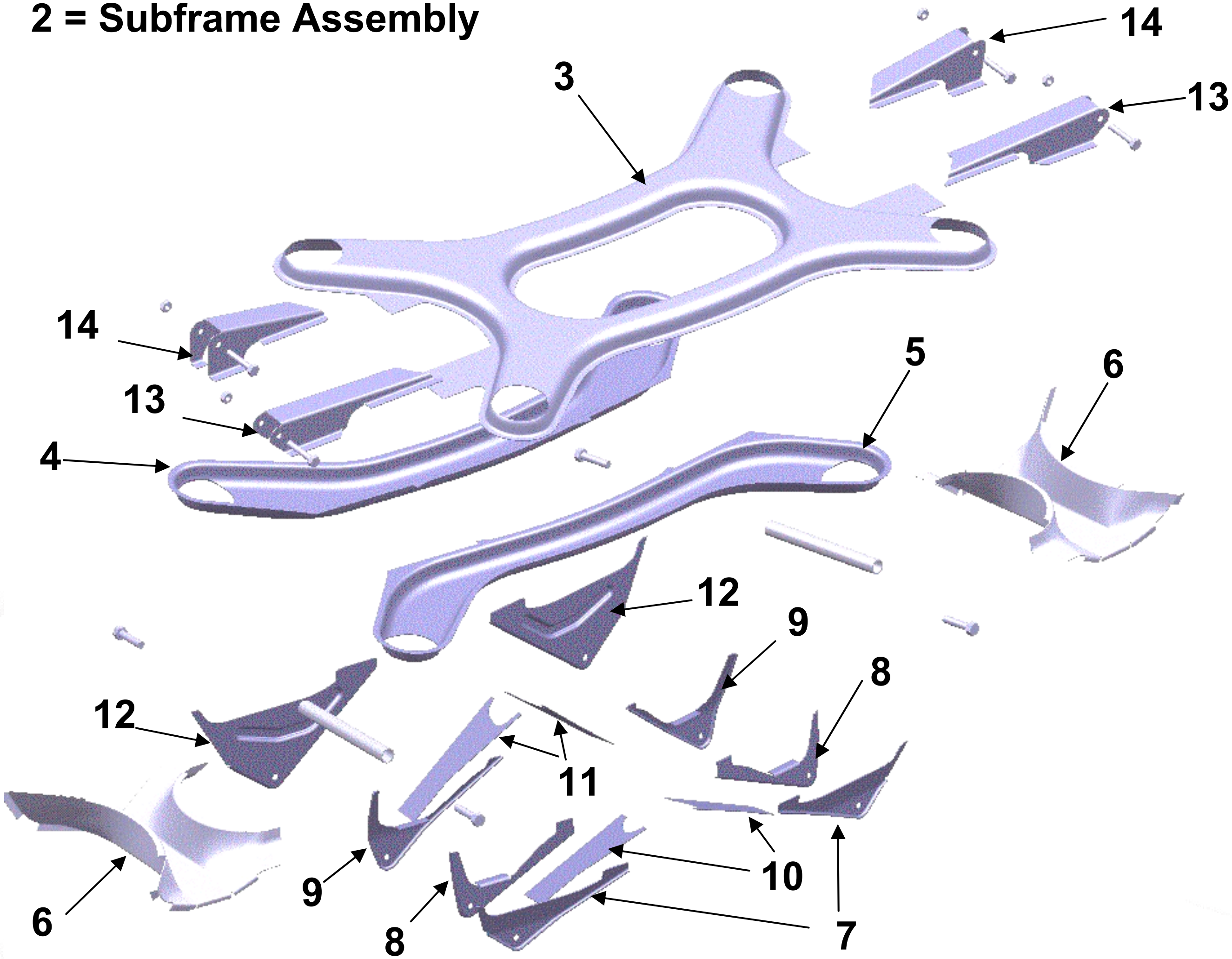
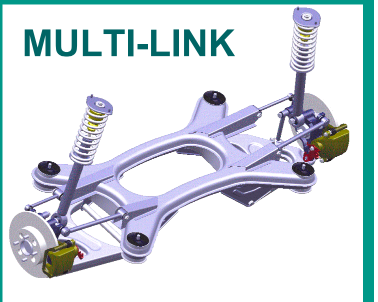


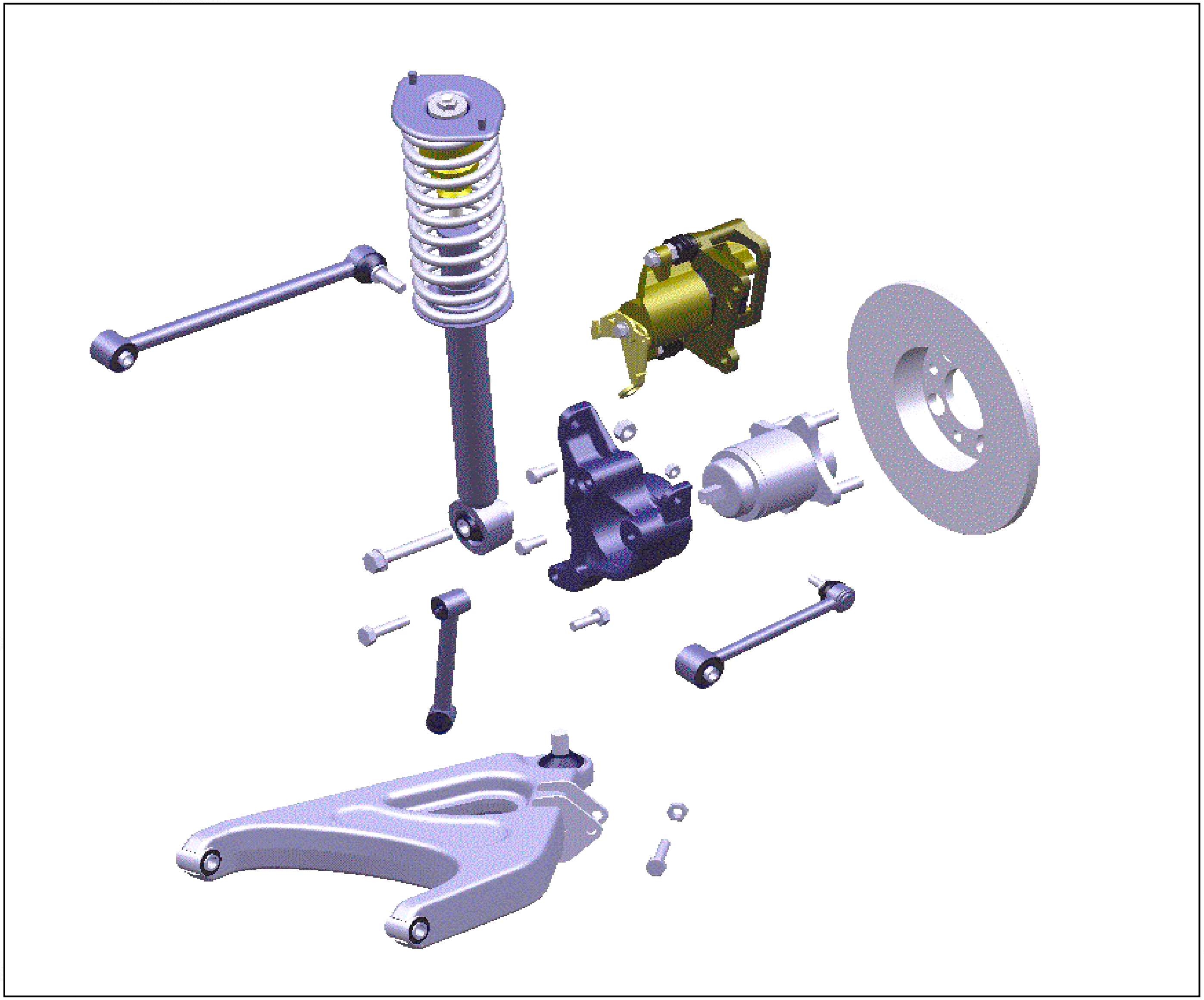
2 = Subframe Assembly



MUTLI-LINK: DESIGN

MULTI-LINK

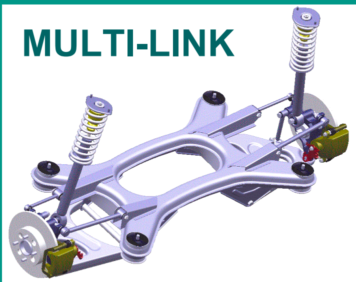




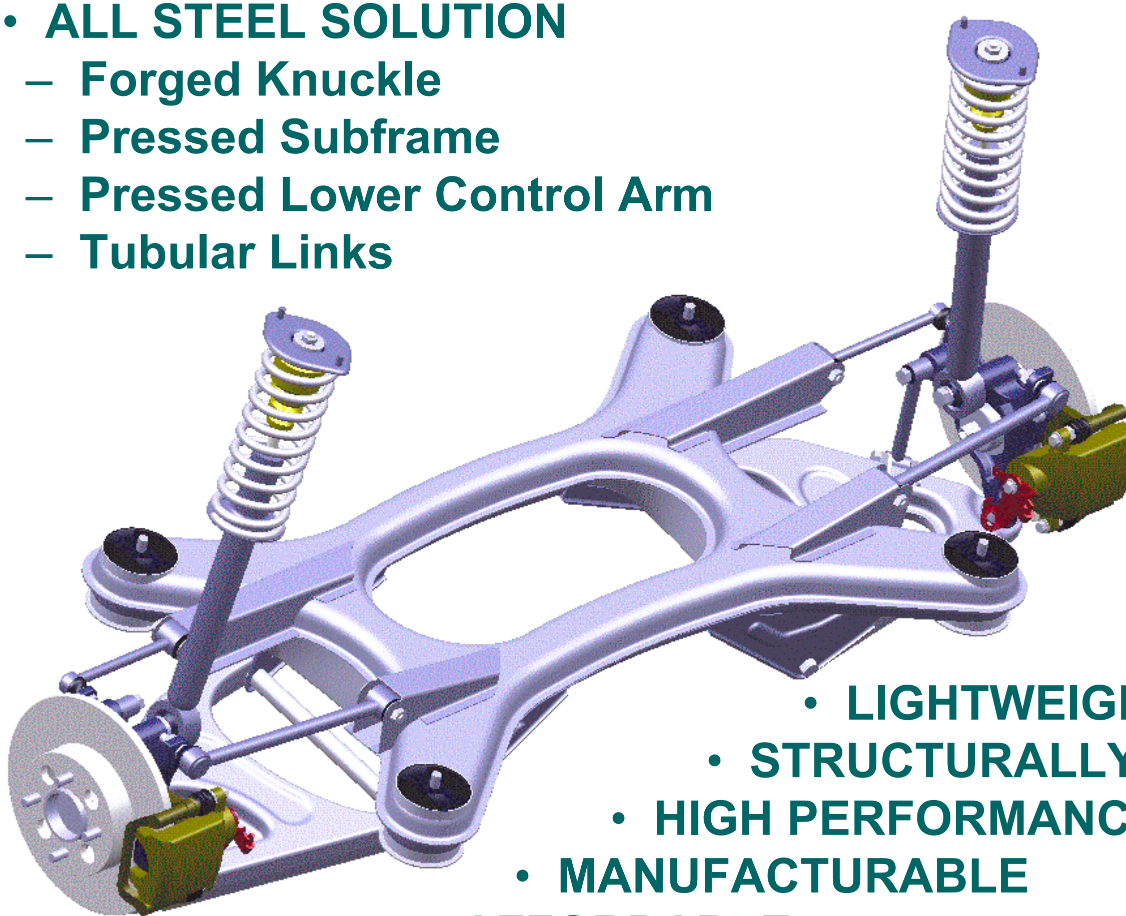
MULTI-LINK: DESIGN

Overview

MULTI-LINK



- COMPARABLE WITH ALUMINIUM BENCHMARK
- STATE OF THE ART COMPONENTRY
- ALL STEEL SOLUTION
  - Forged Knuckle
  - Pressed Subframe
  - Pressed Lower Control Arm
  - Tubular Links

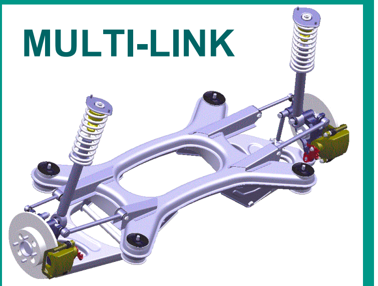


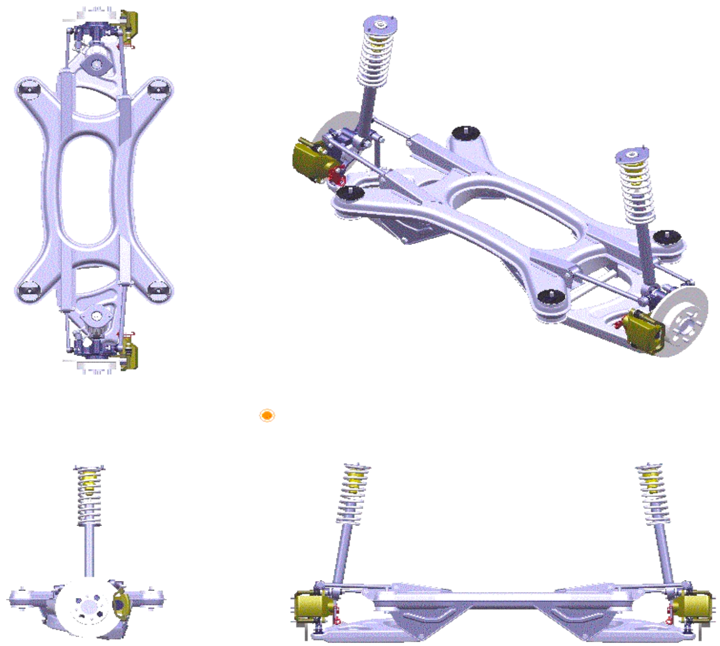
- LIGHTWEIGHT
- STRUCTURALLY SOUND
- HIGH PERFORMANCE
- MANUFACTURABLE
- AFFORDABLE

MULTI-LINK: DESIGN

Overview

MULTI-LINK

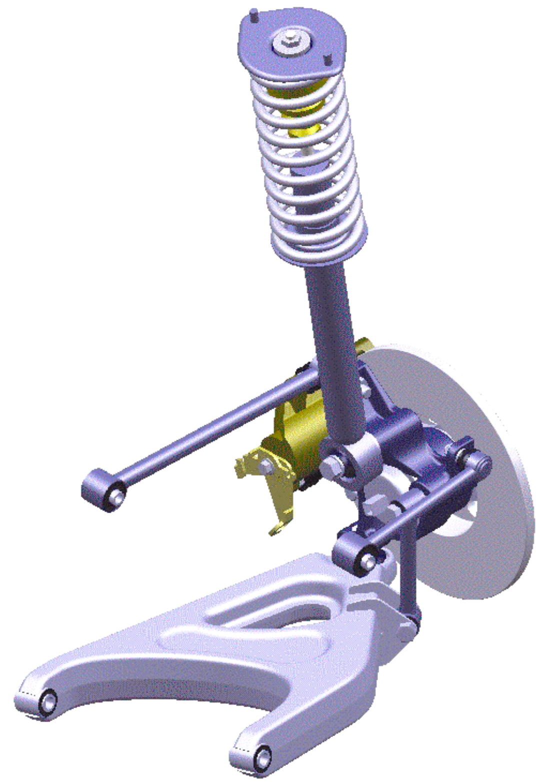




D Class Solution

E Class Solution

P Solution



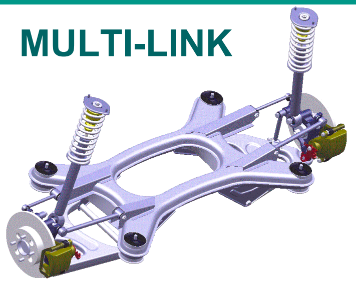
THE SOLUTION IS DIRECTLY COMPARABLE TO THE ALUMINIUM INTENSIVE BENCHMARKED SYSTEM.

THE OUTER ASSEMBLIES ARE TREATED AS MODULES WHICH APPLY ACROSS THE D, E & CLASSES. THE SUBFRAME REQUIRES ONLY A WIDTH CHANGE TO COVER THIS RANGE.

MULTI-LINK: DESIGN

Approach

MULTI-LINK

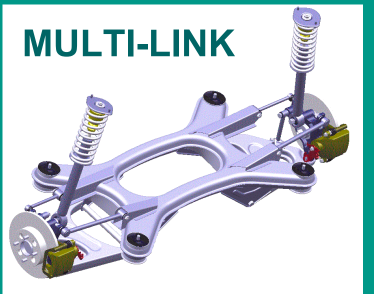


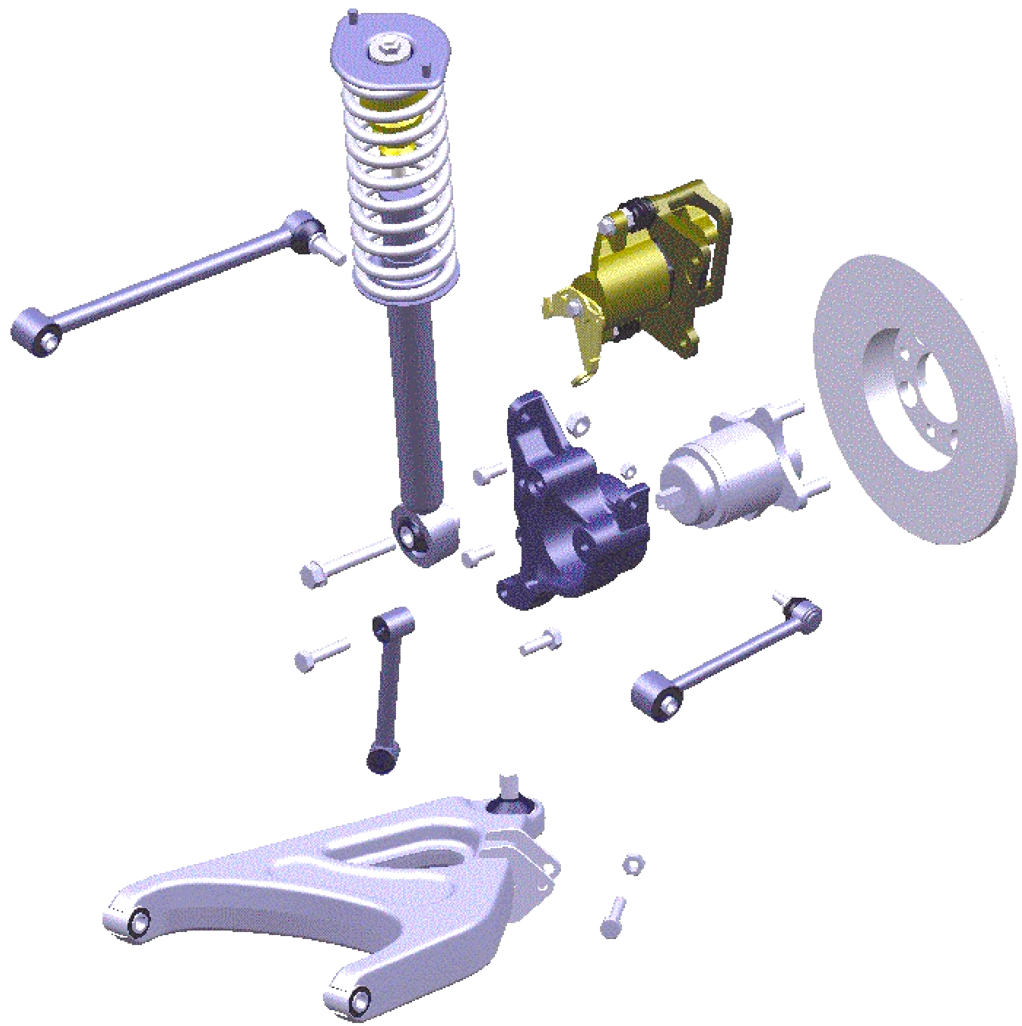
- The initial package layout was created with 3D models developed in the CAD system. These were based upon sections and shape that exhibit appropriate properties.
- Structural analysis optimisation techniques were utilised to establish idealised material gauges for each of the main structural components, so as to meet both stiffness and strength requirements.
- More detailed analysis was carried out to validate the design. This included accounting for bush effects plus non-linear effects of geometry and material. Some individual design features which significantly influenced peak stresses were identified and further refined.

MULTI-LINK: DESIGN

Parts Review

MULTI-LINK

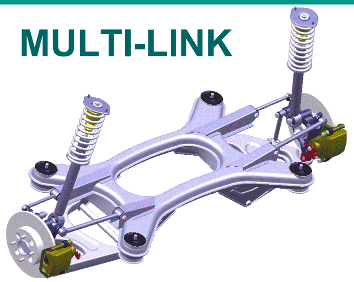


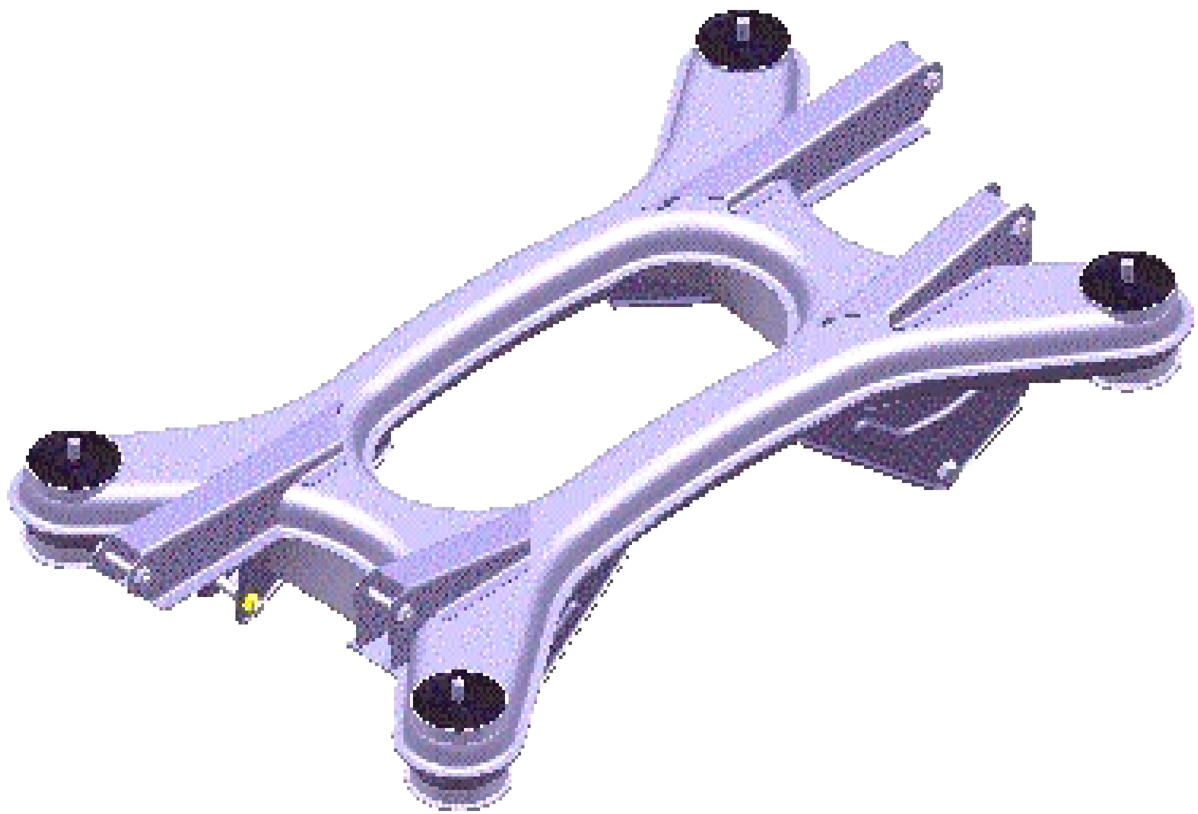


MULTI-LINK: DESIGN

Parts Review

MULTI-LINK



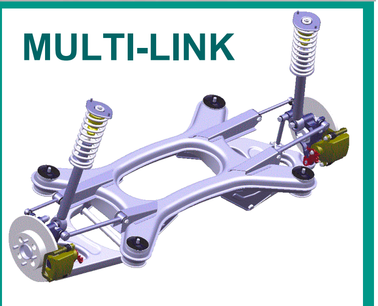


ULTRALIGHT STEEL AUTO SUSPENSION

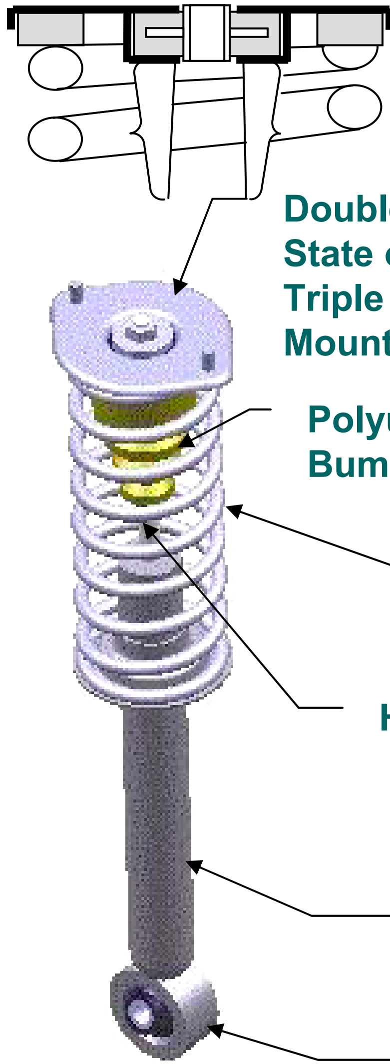
MULTI-LINK: DESIGN

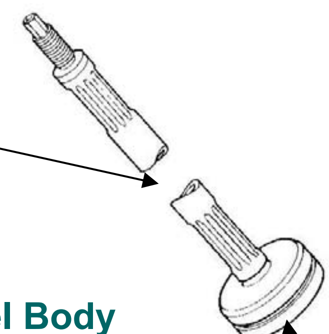
Spring Damper

MULTI-LINK



			D Class	E Class	P Class
Outer Diameter	Do	mm	91.35	90.64	89.57
Inner diameter	Di	mm	69.79	69.79	71.57
Design length	Ld	mm	243.30	243.30	243.30
Bump length	Lb	mm	134.43	143.25	141.53
Rebound length	Lr	mm	334.76	339.00	340.65
Load at Design length	Pd	N	3736.47	205.95	2383.22
Number of working coils	n	-	9.32	9.32	7.70
Total number of coils	N		10.82	10.82	9.20
Maximum Allowable Sress		N/mm^2	1300	1300	1300
Mean coil diameter	D	mm	80.57	80.22	80.57
Wire diameter	d	mm	10.78	10.42	9.00
Spring rate	**S**	**N/mm**	**27.15**	**24.06**	**15.96**
Wire length	Lw	mm	2754.12	2742.11	2345.93
Spring mass	m	kg	**1.97**	**1.84**	**1.17**



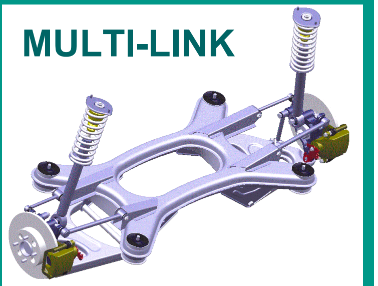


STEEL AUTO SUSPENSION

MULTI-LINK: DESIGN

Links

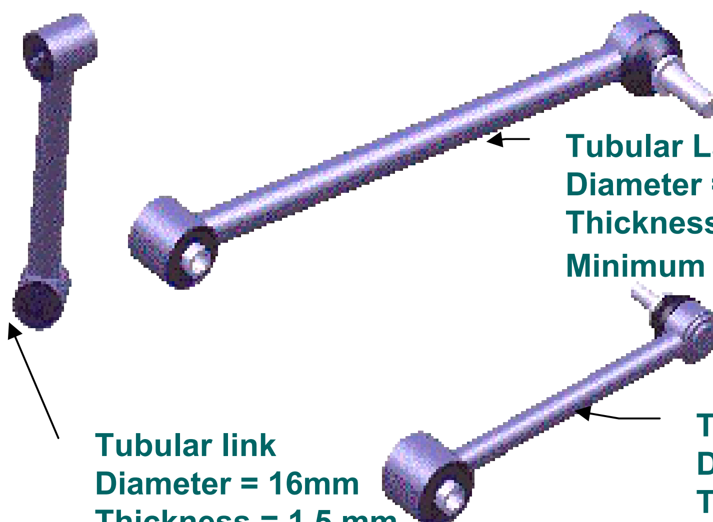
MULTI-LINK



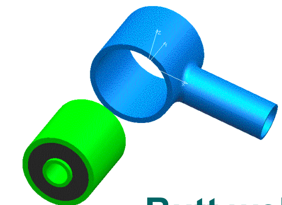
Analysis demonstrated that a ‘cigar’ shaped member holds a marginal structural advantage over a parallel thin walled tube.

However, the manufacturing cost penalty of adopting such a configuration is significant. Therefore the links employed throughout the ULSAS programme are all parallel thin walled tubes.

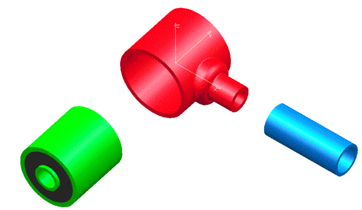
Nevertheless, a variety of compatible end fittings have been considered & employed in the design solutions, examples of which are depicted.



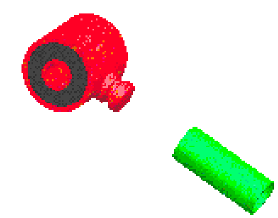
Alternative End fixings



Butt welded



Hydro-formed T Piece clinched or welded

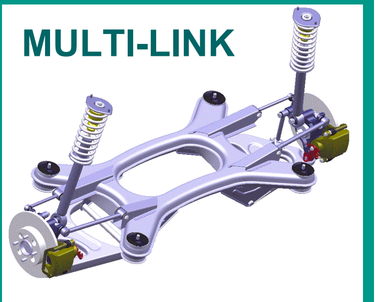


Cold Rotary swage

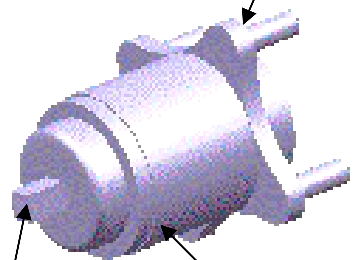
MULTI-LINK: DESIGN

Hub & Bearing Unit

MULTI-LINK



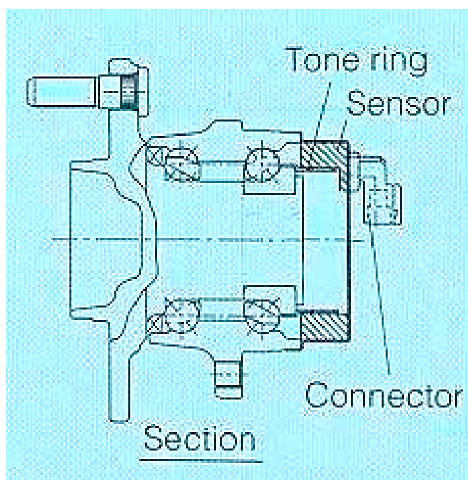
GENERATION 2 TYPE HUB & BEARING UNIT



Integrated Wheel Hub Flange

Integral ABS Sensor (Anti-Lock Brake System)

Bearing Unit pressed and retained by a circlip.

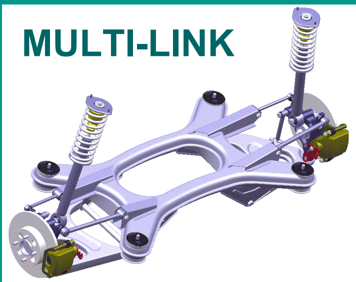


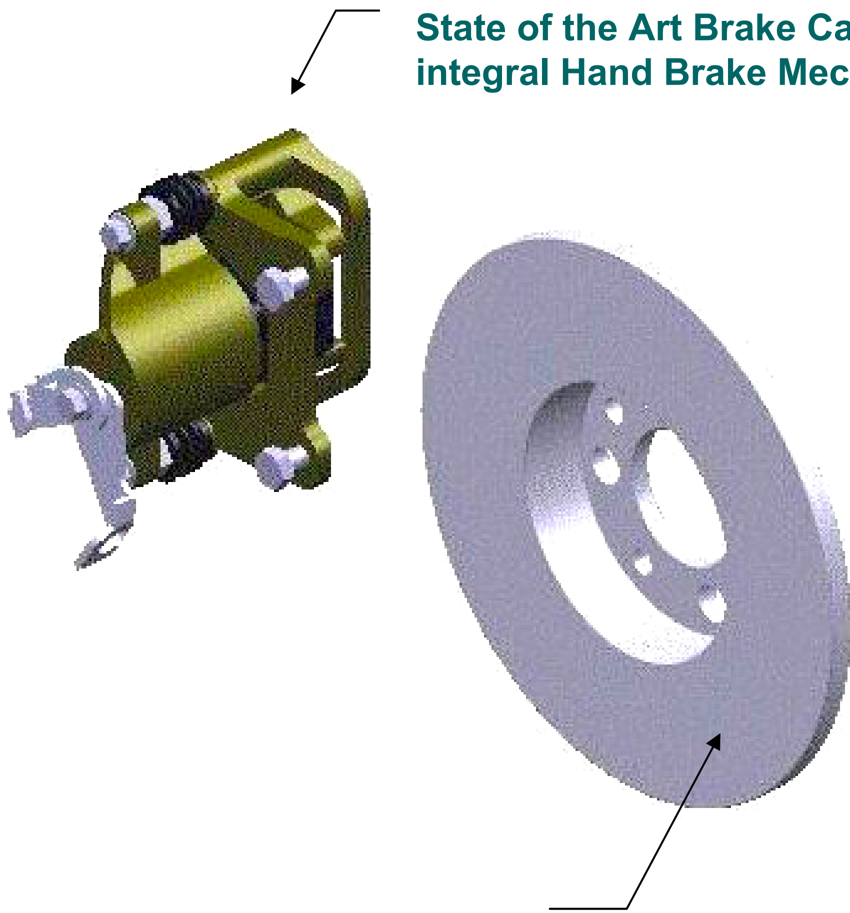
Typical Cross Section of Bearing

MULTI-LINK: DESIGN

Brakes & Bushes

MULTI-LINK

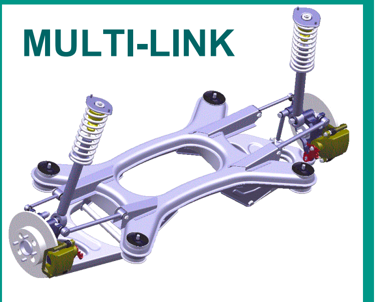




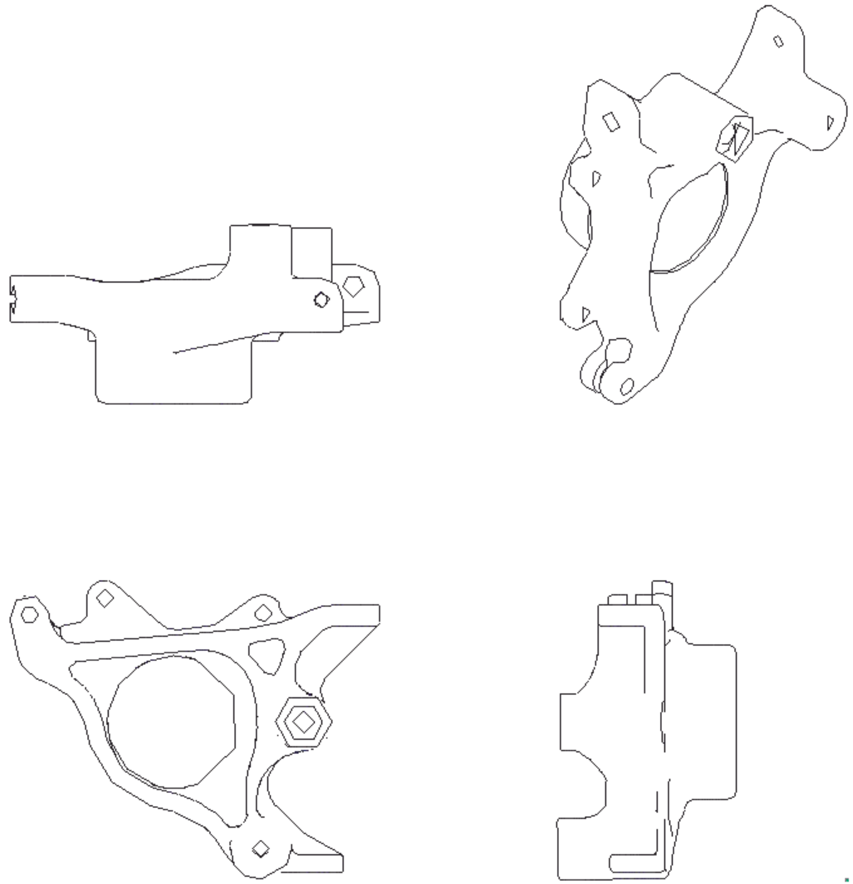
MULTI-LINK: DESIGN

Optimised Forged Steel Knuckle

MULTI-LINK



Part	Knuckle		
Process	Forging		
Class	D	E	P
Material Gauge (mm)	na	na	na
Material Grade (MPa)	750	750	750
Mass (kg)	3	3	3



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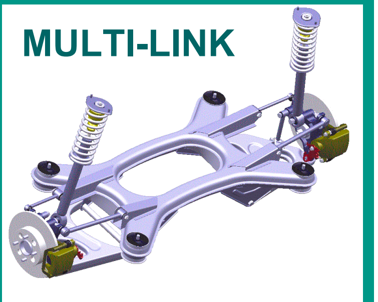
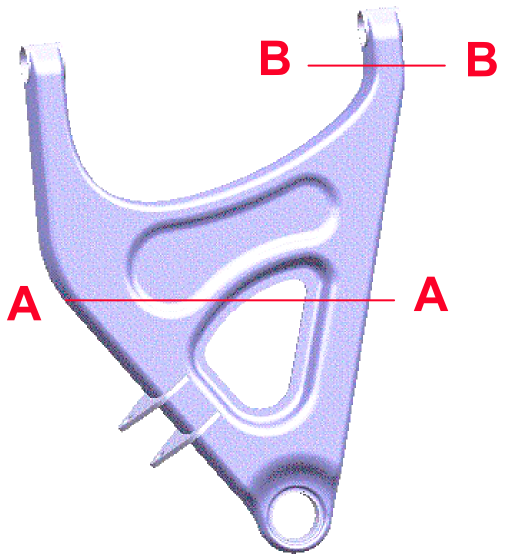
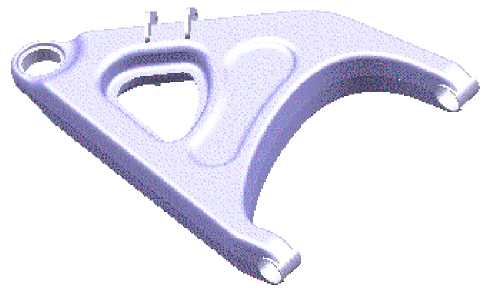


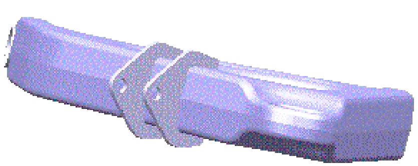
MULTI-LINK: DESIGN

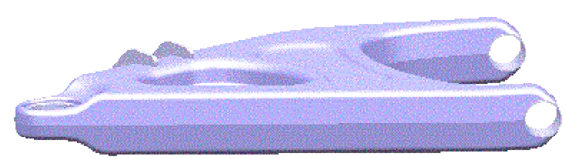
Lower Control Arm

Part	Control Arm		
Process	Pressing		
	D	E	P
Material Gauge (mm)	2	2	2
Material Grade (MPa)	300	300	300
Mass (kg)	2.77	2.77	2.77





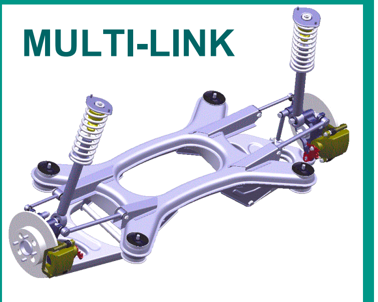




MULTI-LINK: DESIGN

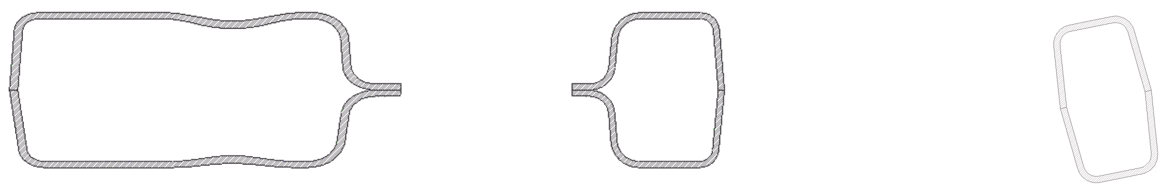
Lower Control Arm

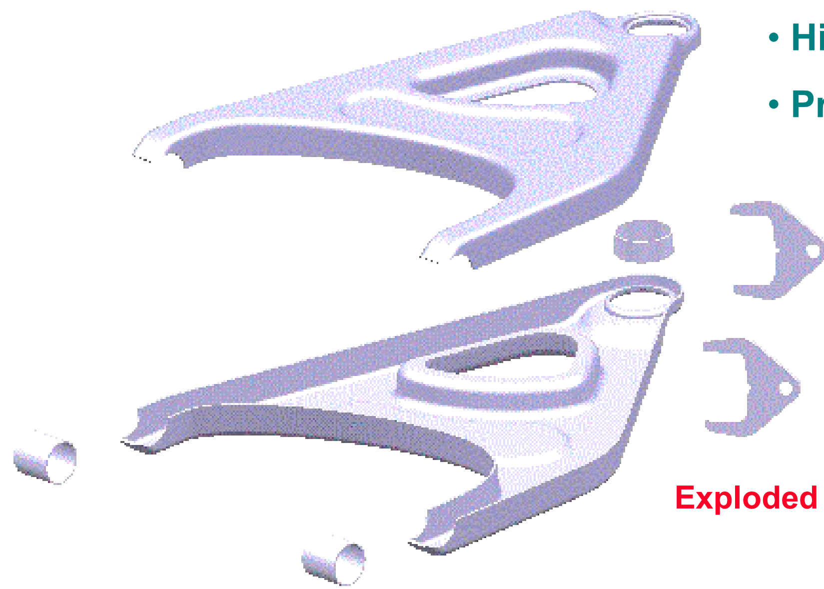
MULTI-LINK



Section A-A

Section B-B





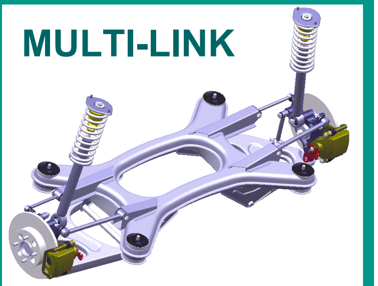
- High Strength Steel
- Pressed Upper & Lower

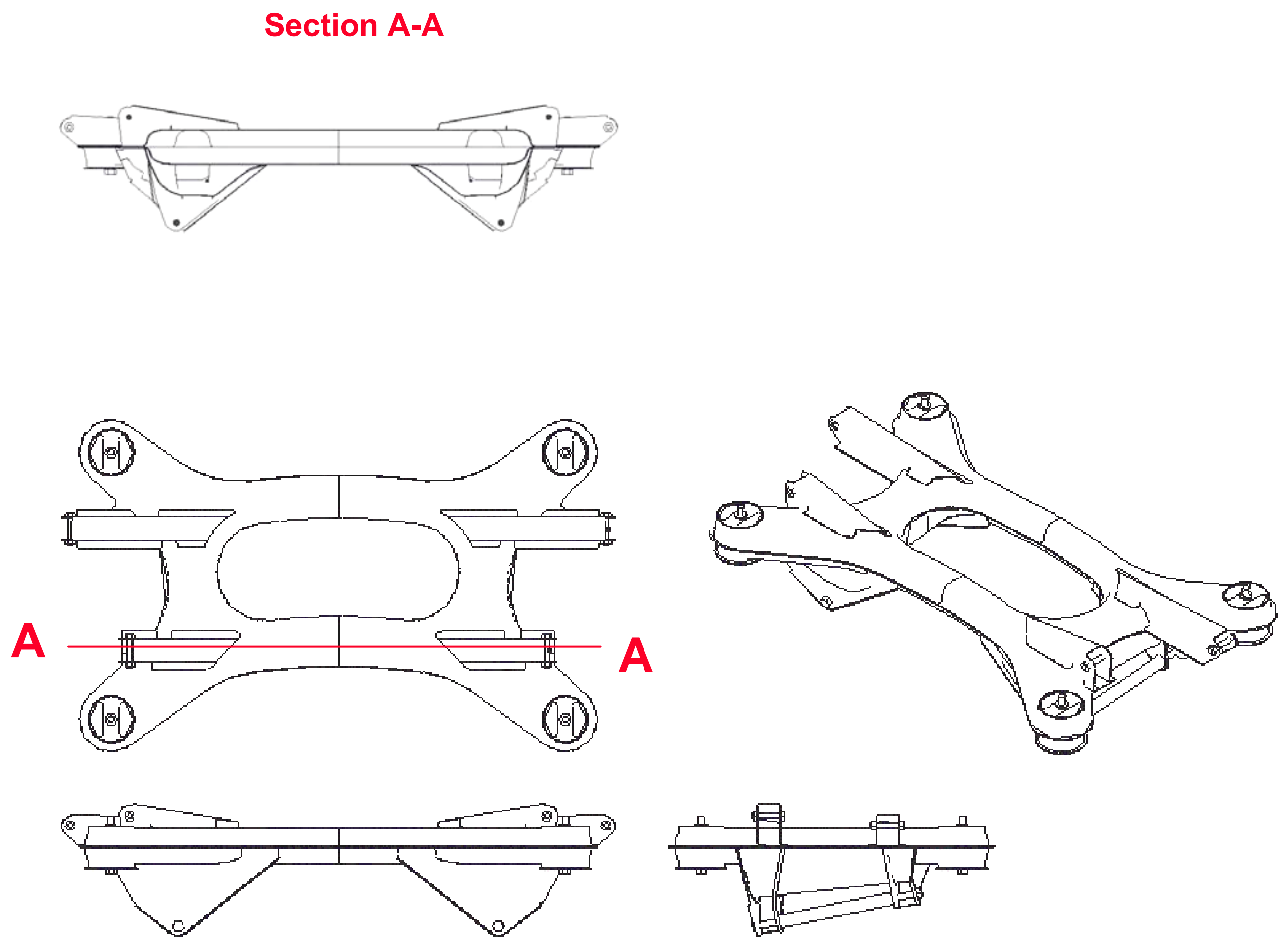
Exploded View

MULTI-LINK: DESIGN

Subframe Structure

MULTI-LINK

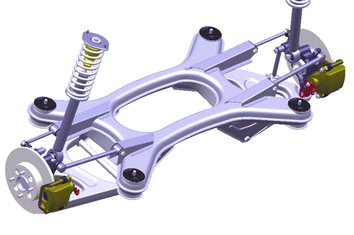




MULTI-LINK: DESIGN

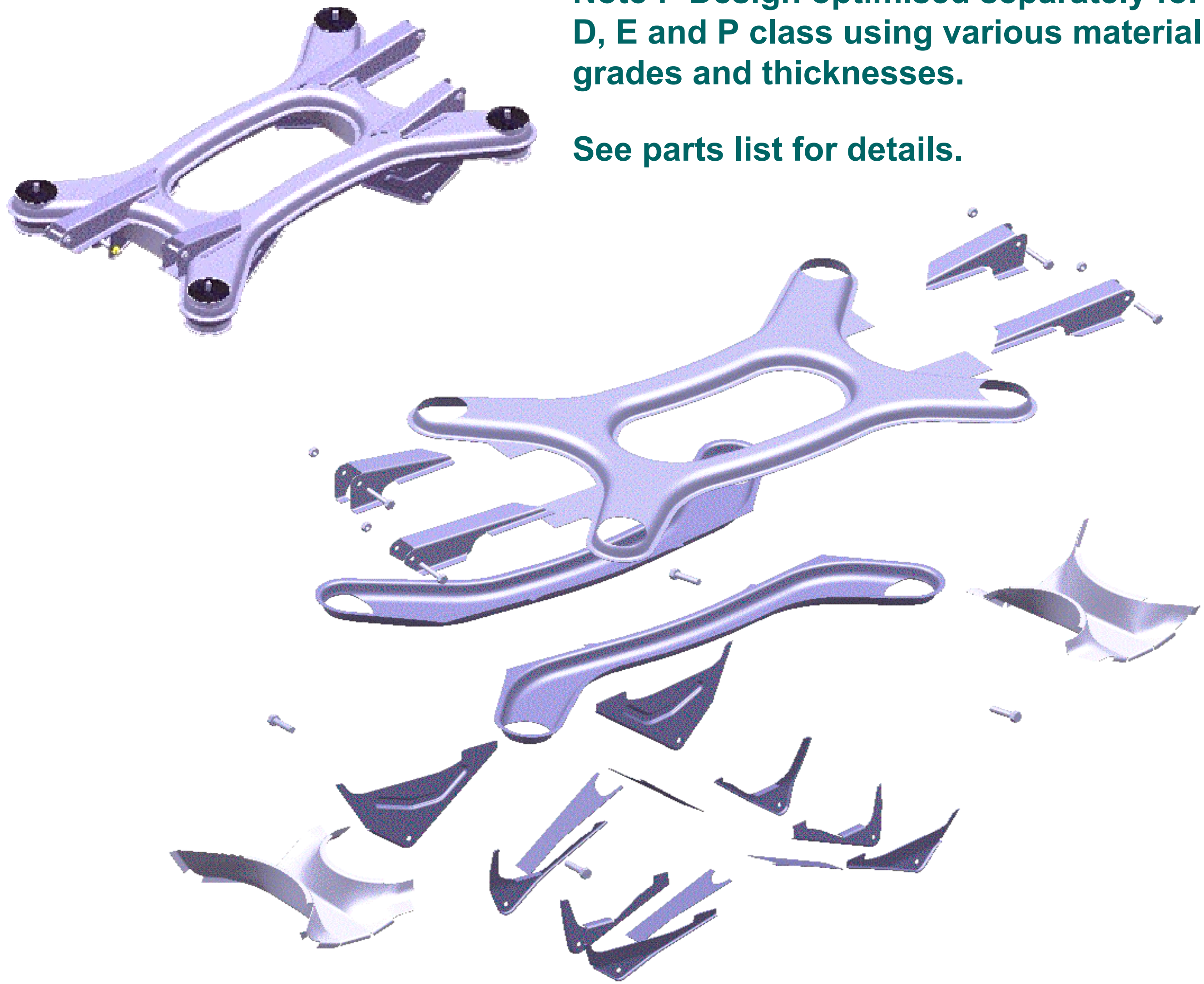
Subframe Structure

MULTI-LINK



Note :- Design optimised separately for D, E and P class using various material grades and thicknesses.

See parts list for details.

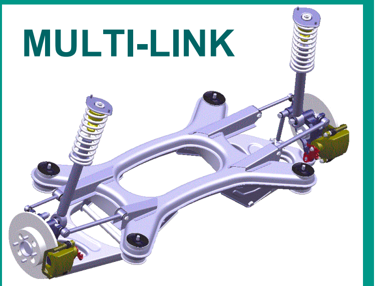


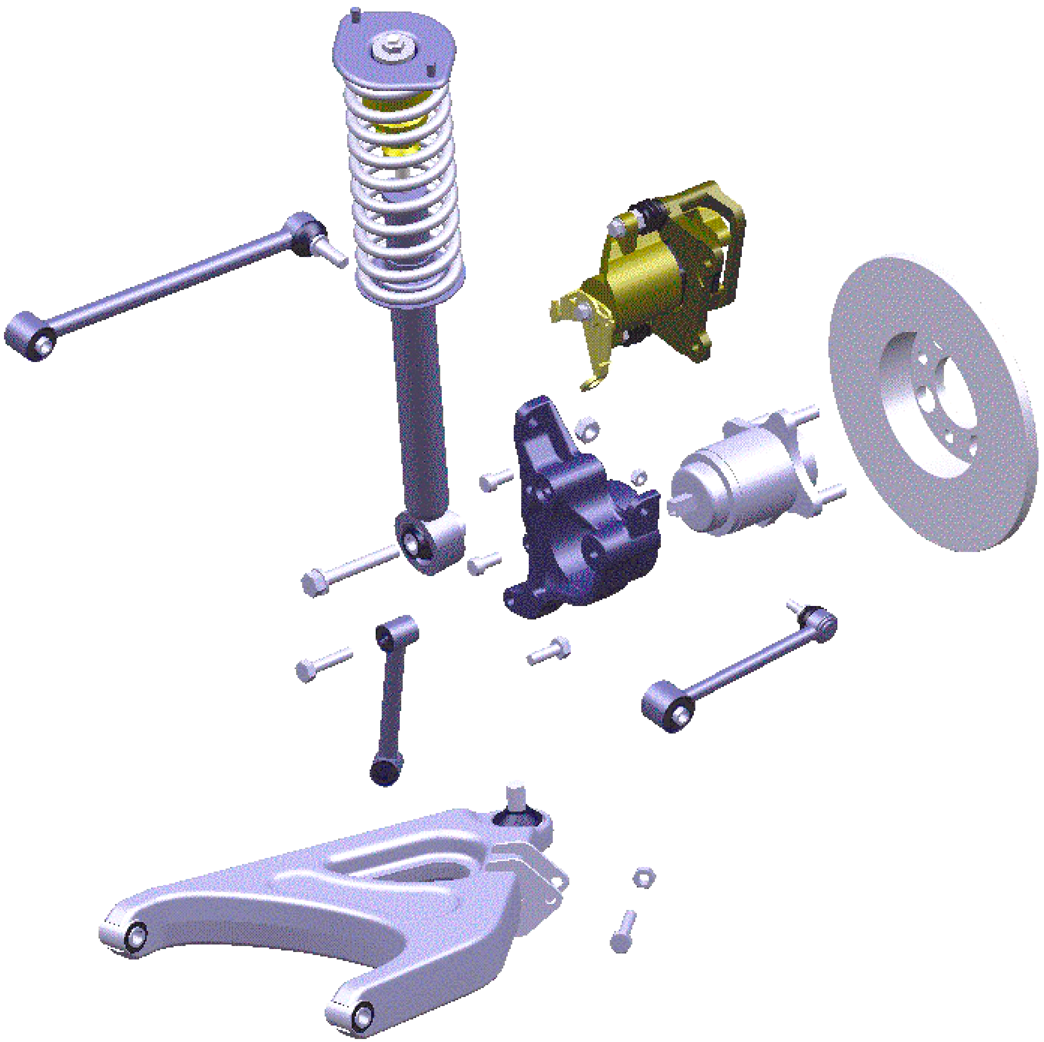
MULTI-LINK

Finite Element Analysis

ULTRALIGHT STEEL AUTO SUSPENSION

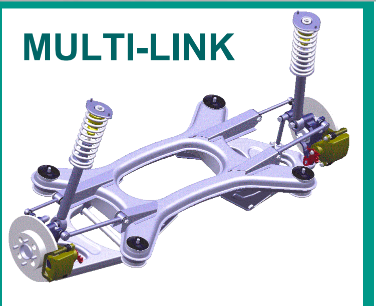
MULTI-LINK





MULTI-LINK
Finite Element Analysis

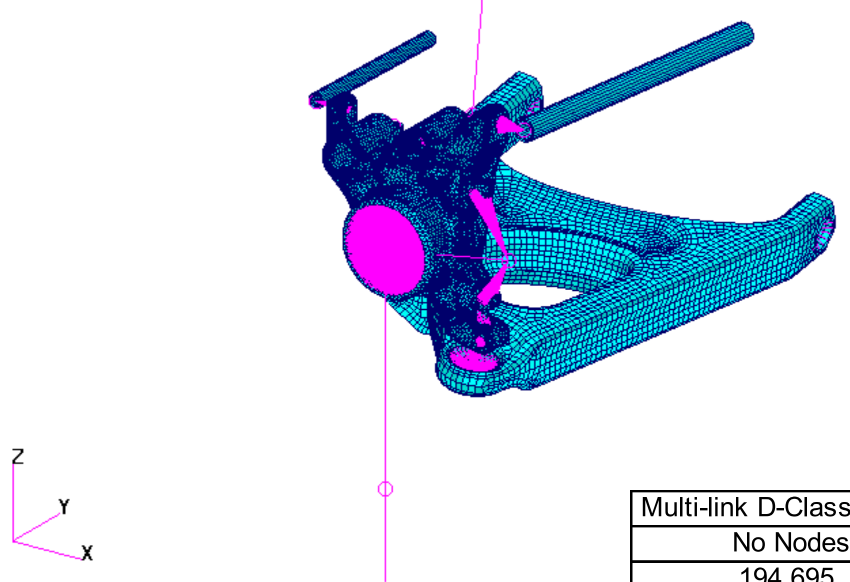
MULTI-LINK



Finite Element Model of Multi-link System:

•The shell element mesh of the structural components is shown in blue.

•The constraints applied are illustrated in pink.

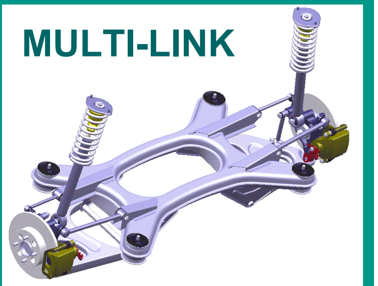


Multi-link D-Class Knuckle and Lower Control Arm	
No Nodes	No Elements
194,695	127,323

MULTI-LINK: STRESS RESULTS

D Class

MULTI-LINK

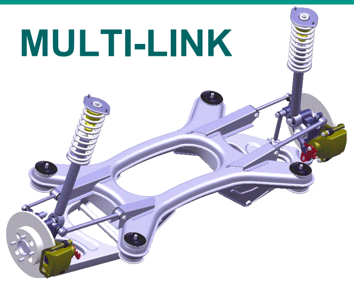


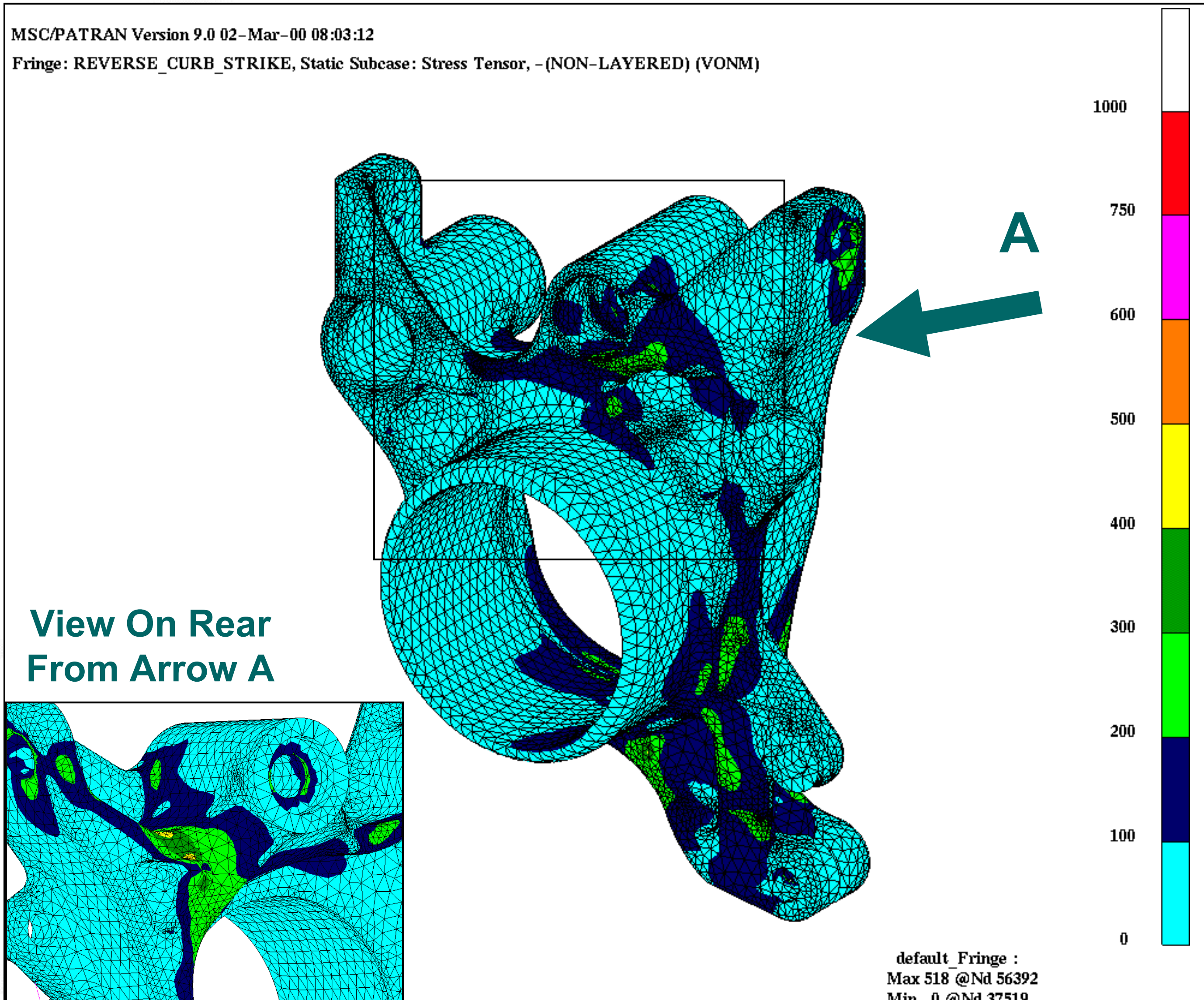
Load Case	Max stress (Von Mises)	Max stress (Von Mises)
	Knuckle	Lower Control Arm
Reverse Curb Strike (TCP)	518 MPa	166 MPa
Lateral Curb Strike 1 with load transfer	630 MPa	154 MPa
Lateral Curb Strike 2 with NO load transfer	771 MPa	189 MPa
Vertical Bump (TCP)	649 MPa	129 MPa
Forward Braking with ABS (TCP)	550 MPa	318 MPa
Combined Bump and Cornering (TCP)	555 MPa	259 MPa
Pothole Brake (TCP)	554 MPa	270 MPa

ULTRALIGHT STEEL AUTO SUSPENSION

MULTI-LINK: KNUCKLE
Reverse Curb Strike, D Class

MULTI-LINK

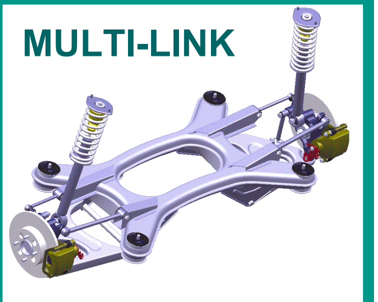


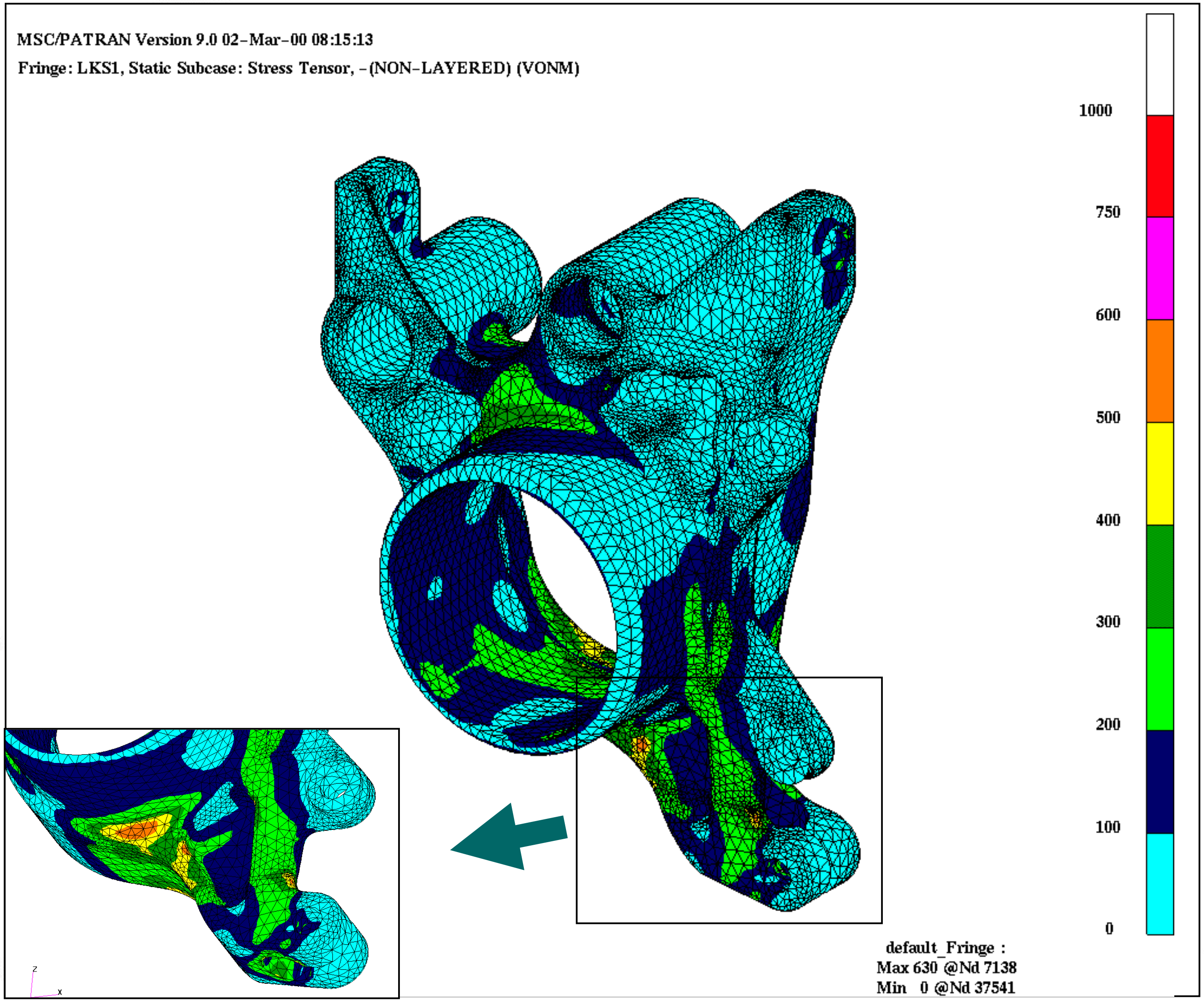


MULTI-LINK: KNUCKLE

Lateral Curb Strike 1, D Class

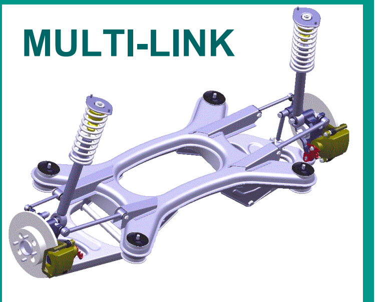
MULTI-LINK

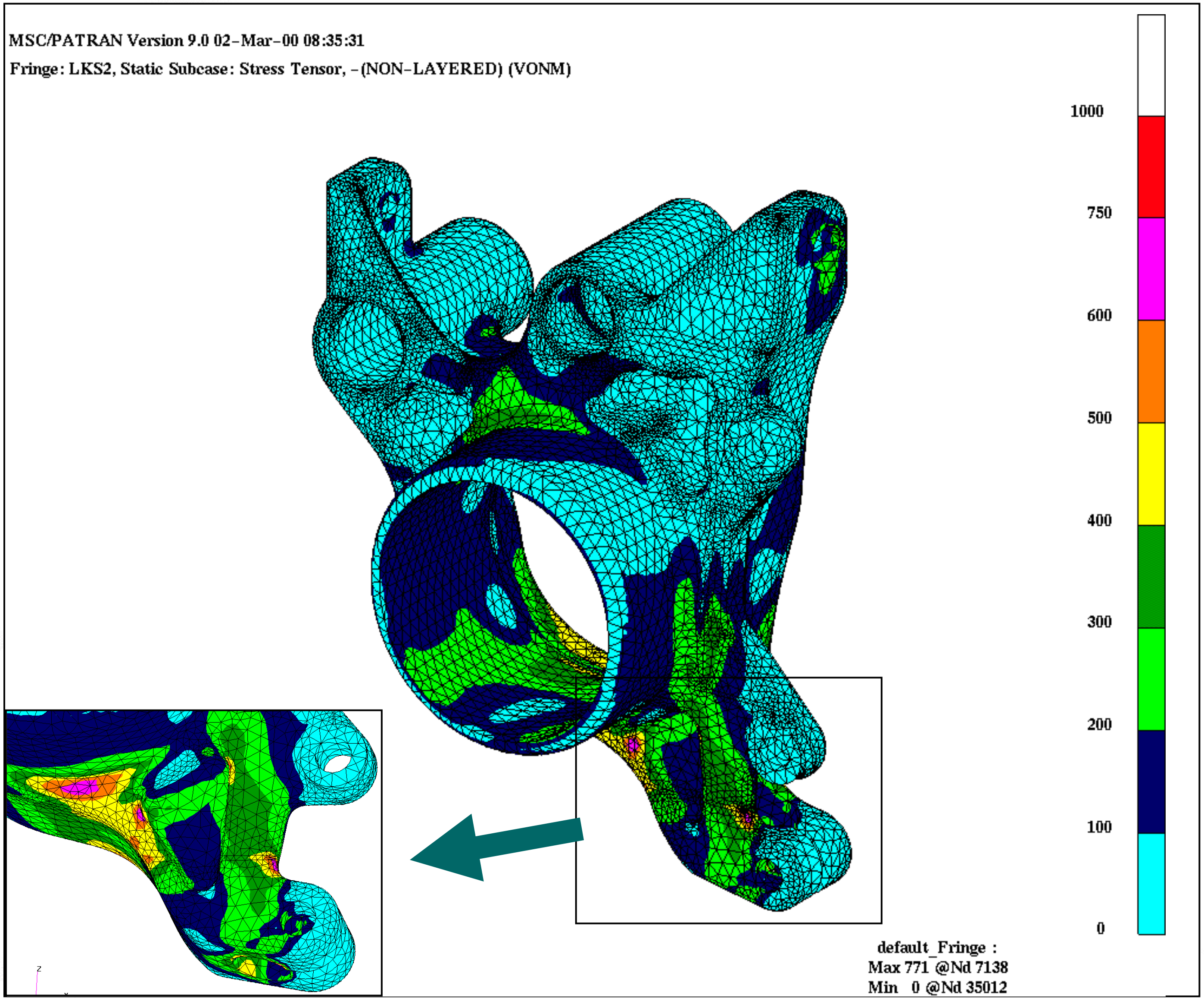




MULTI-LINK: KNUCKLE
Lateral Curb Strike 2, D Class

MULTI-LINK

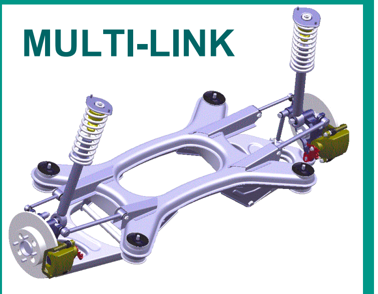


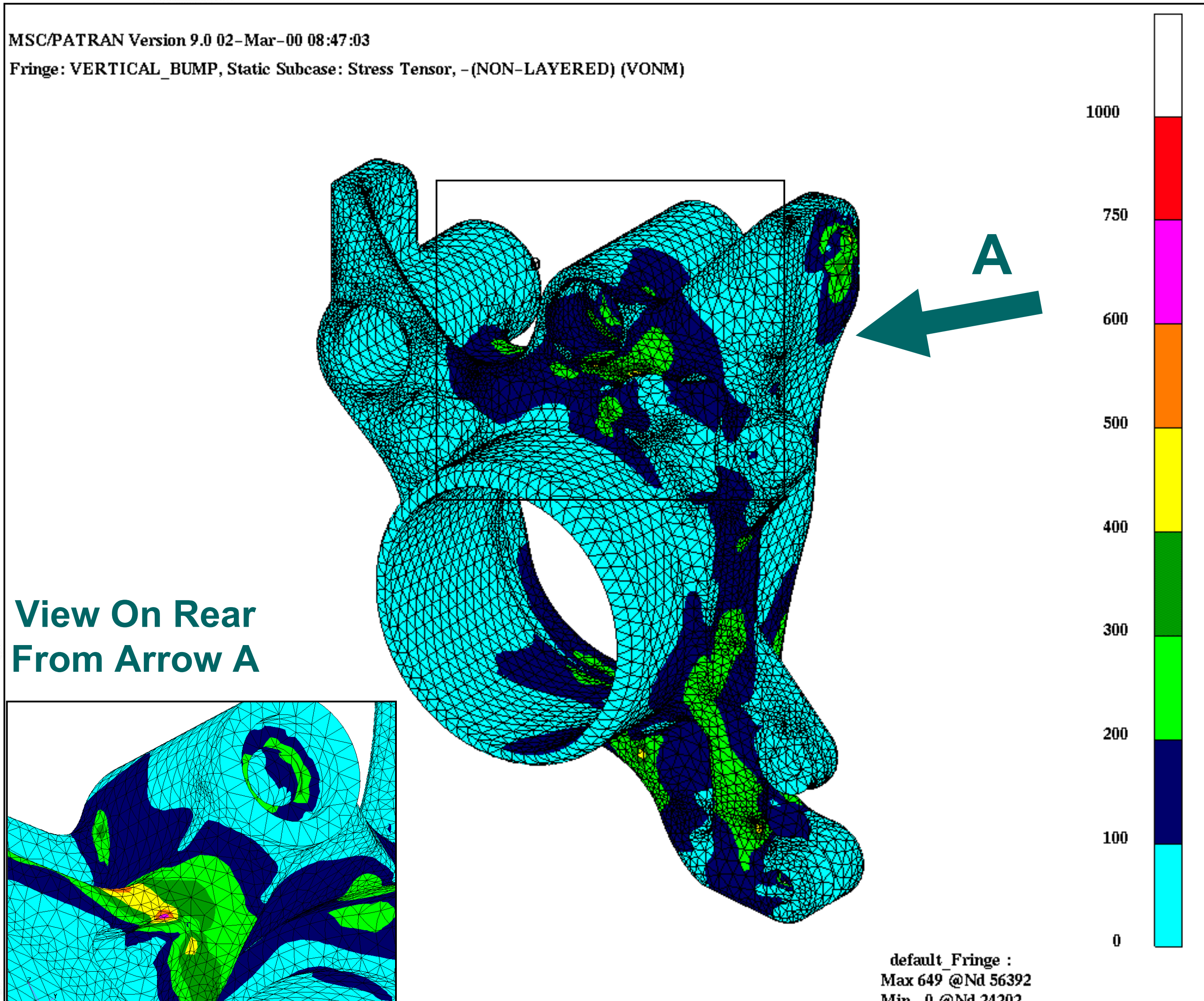


MULTI-LINK: KNUCKLE

Vertical Bump, D Class

MULTI-LINK

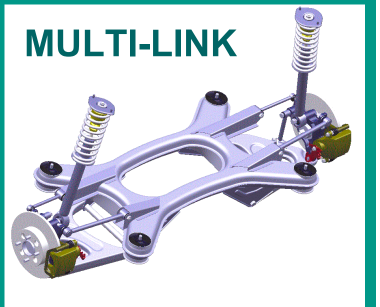


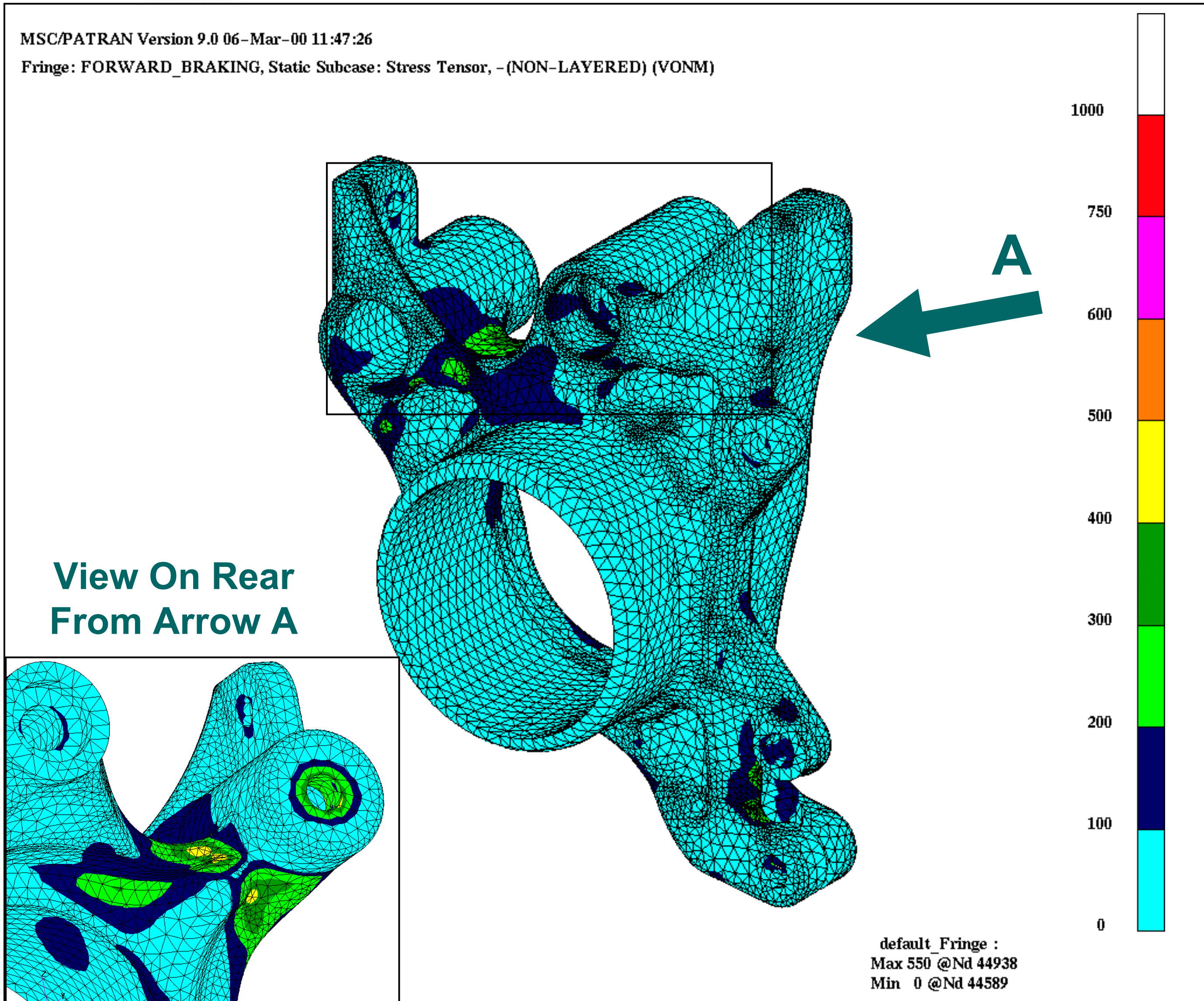


MULTI-LINK: KNUCKLE

Forward Braking, D Class

MULTI-LINK

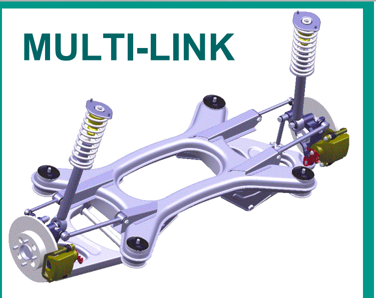


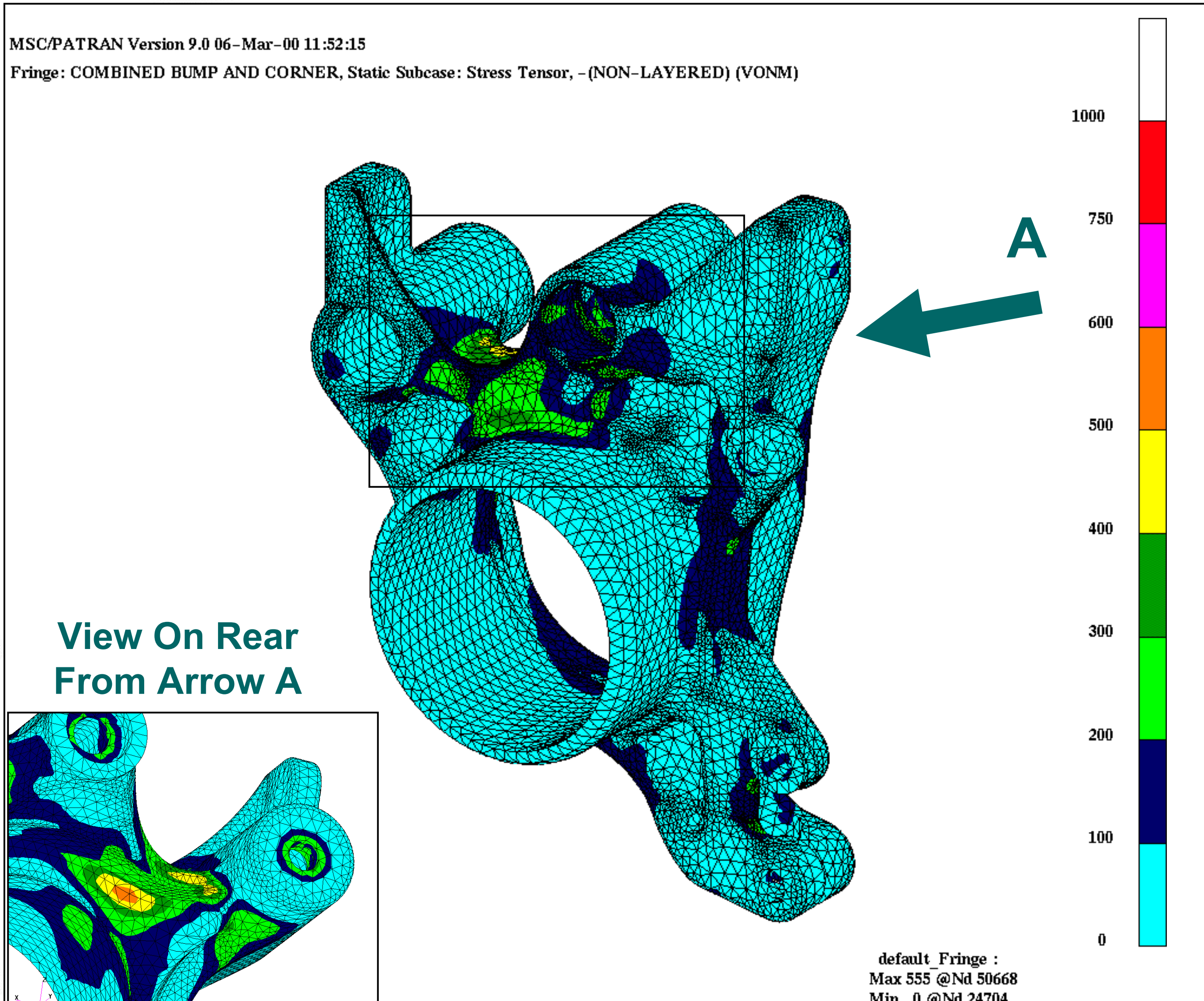


MULTI-LINK: KNUCKLE

Combined Bump & Corner, D Class

MULTI-LINK





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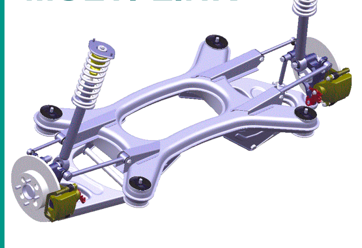
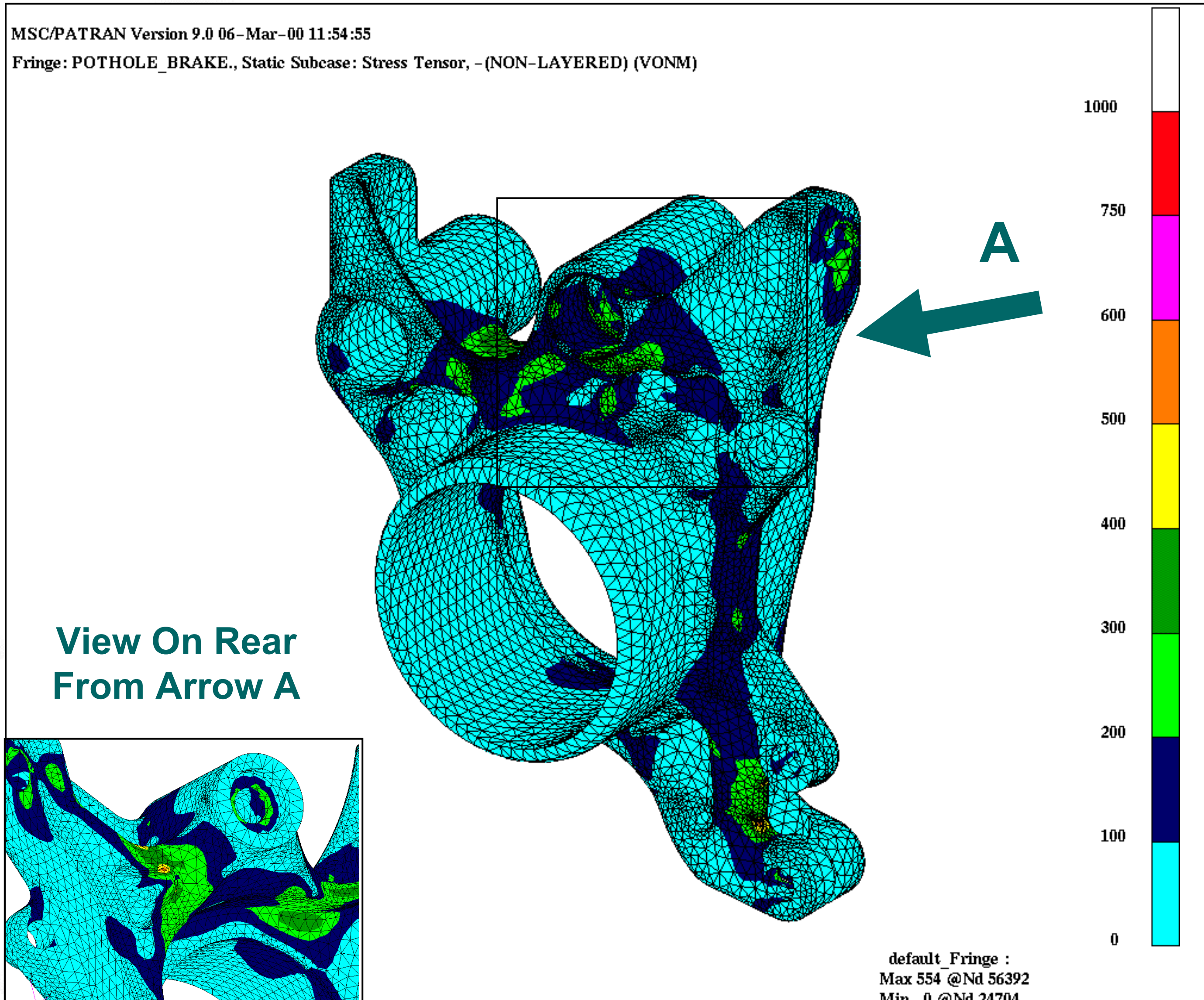
Pothole Brake, D Class

MULTI-LINK



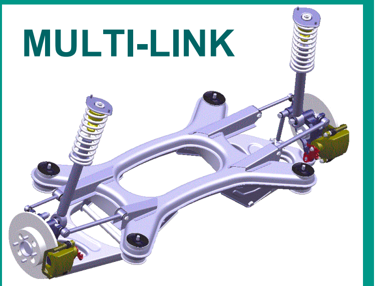


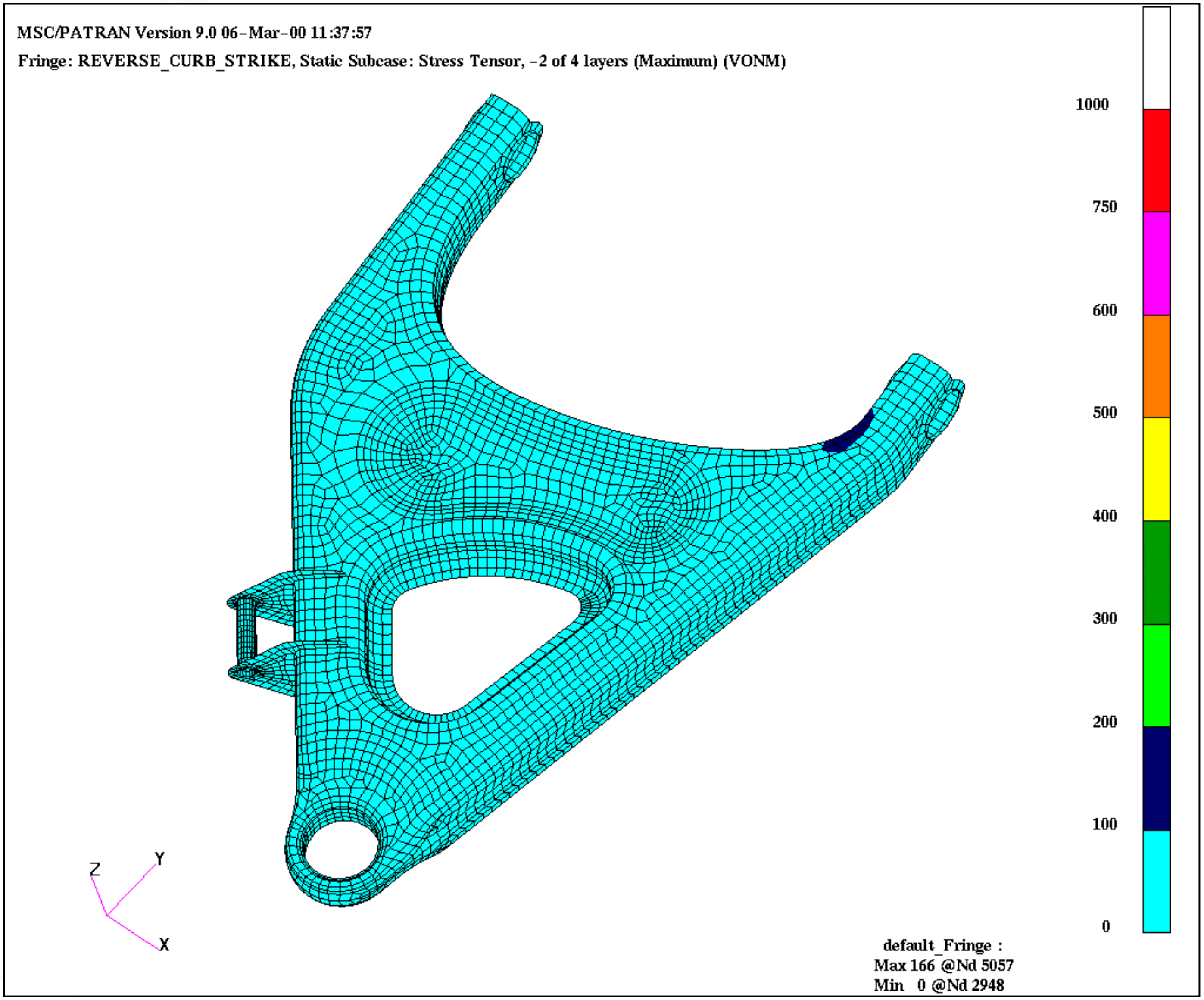
MULTI-LINK: LOWER CONTROL ARM

Reverse Curb Strike, D Class

ULTRALIGHT STEEL AUTO SUSPENSION

MULTI-LINK





STEEL AUTO SUSPENSION

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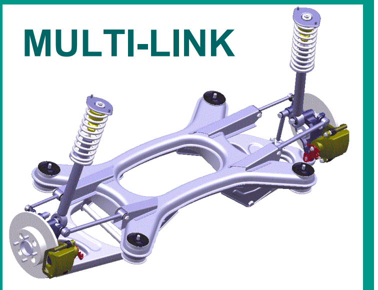
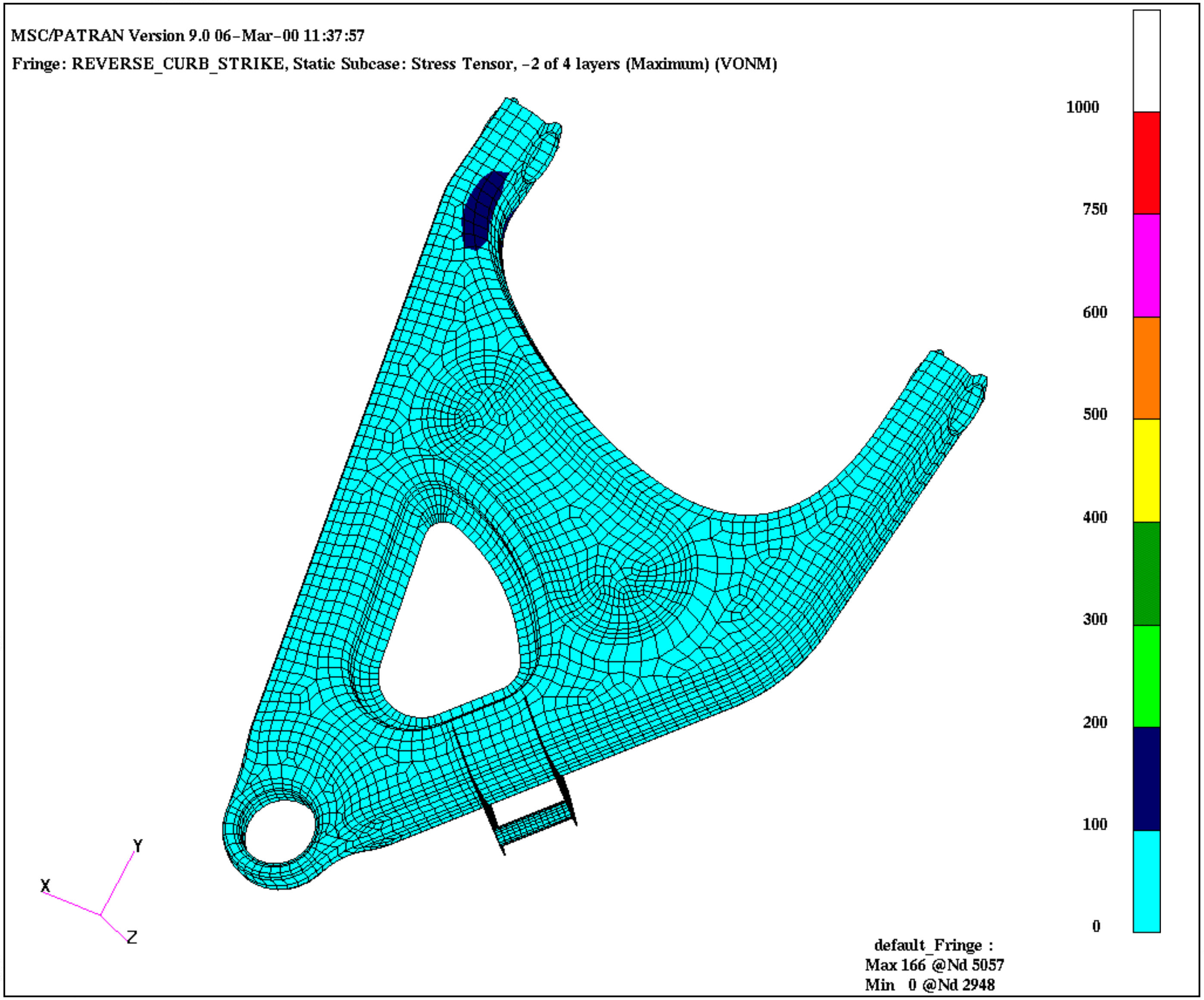
Reverse Curb Strike, D Class

MULTI-LINK





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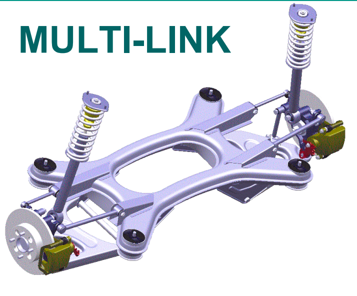
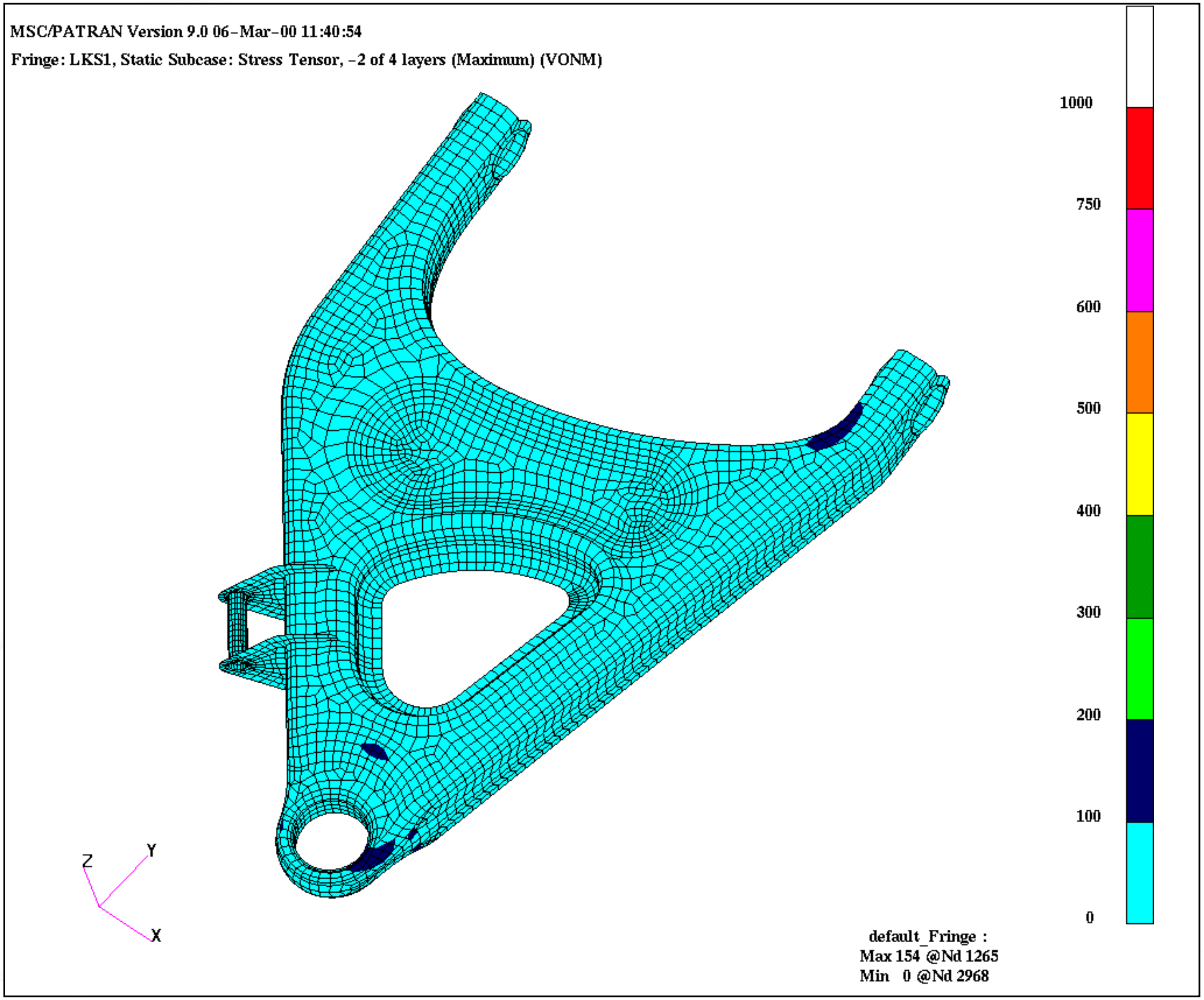
Lateral Curb Strike 1, D Class

MULTI-LINK





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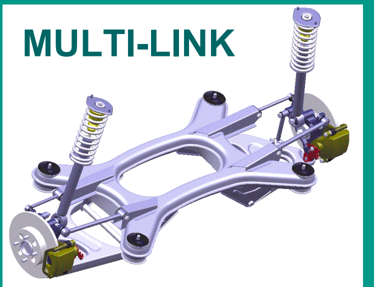
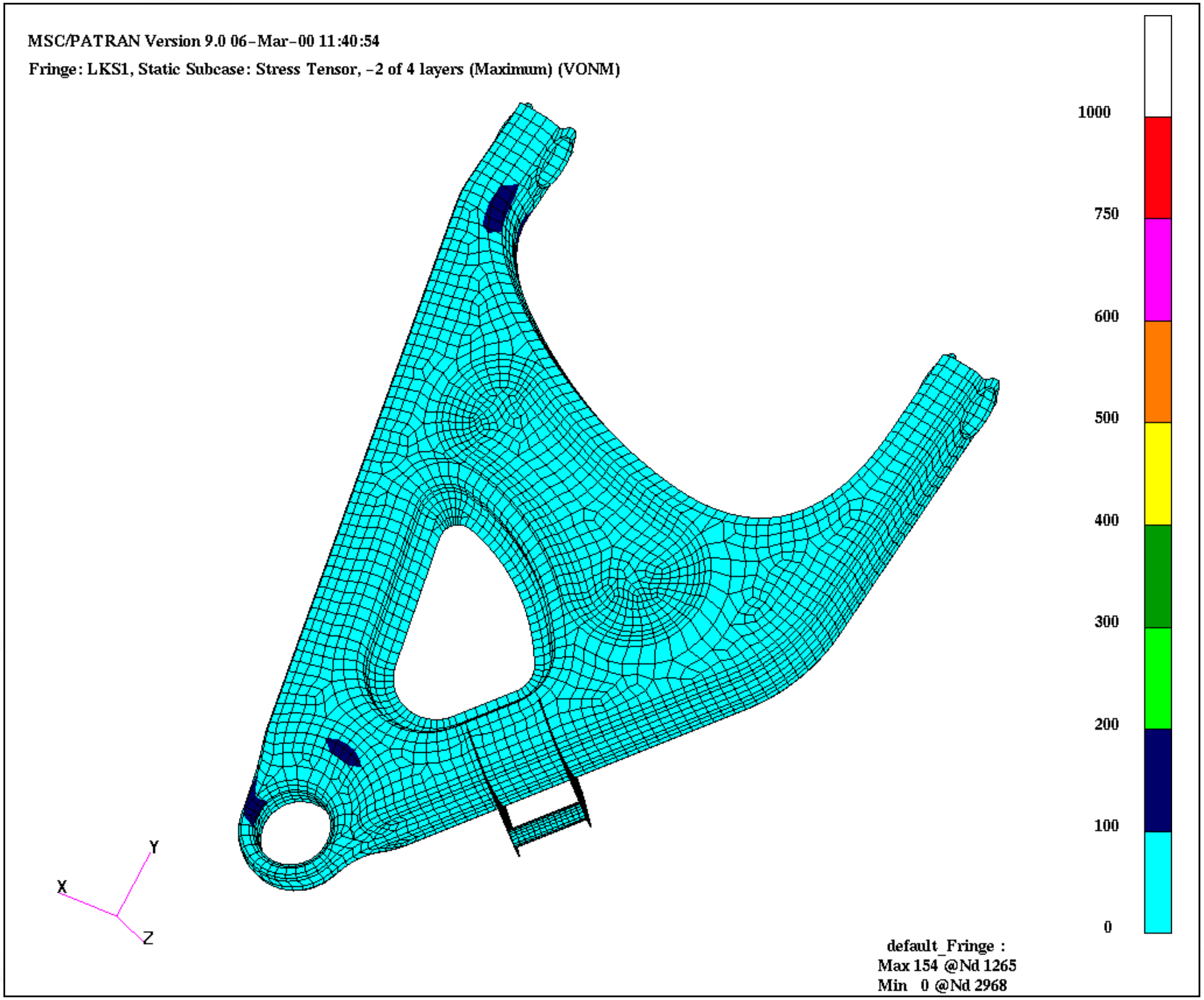
Lateral Curb Strike 1, D Class

MULTI-LINK





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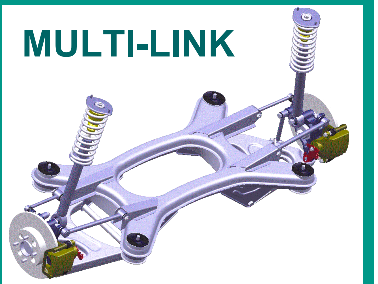
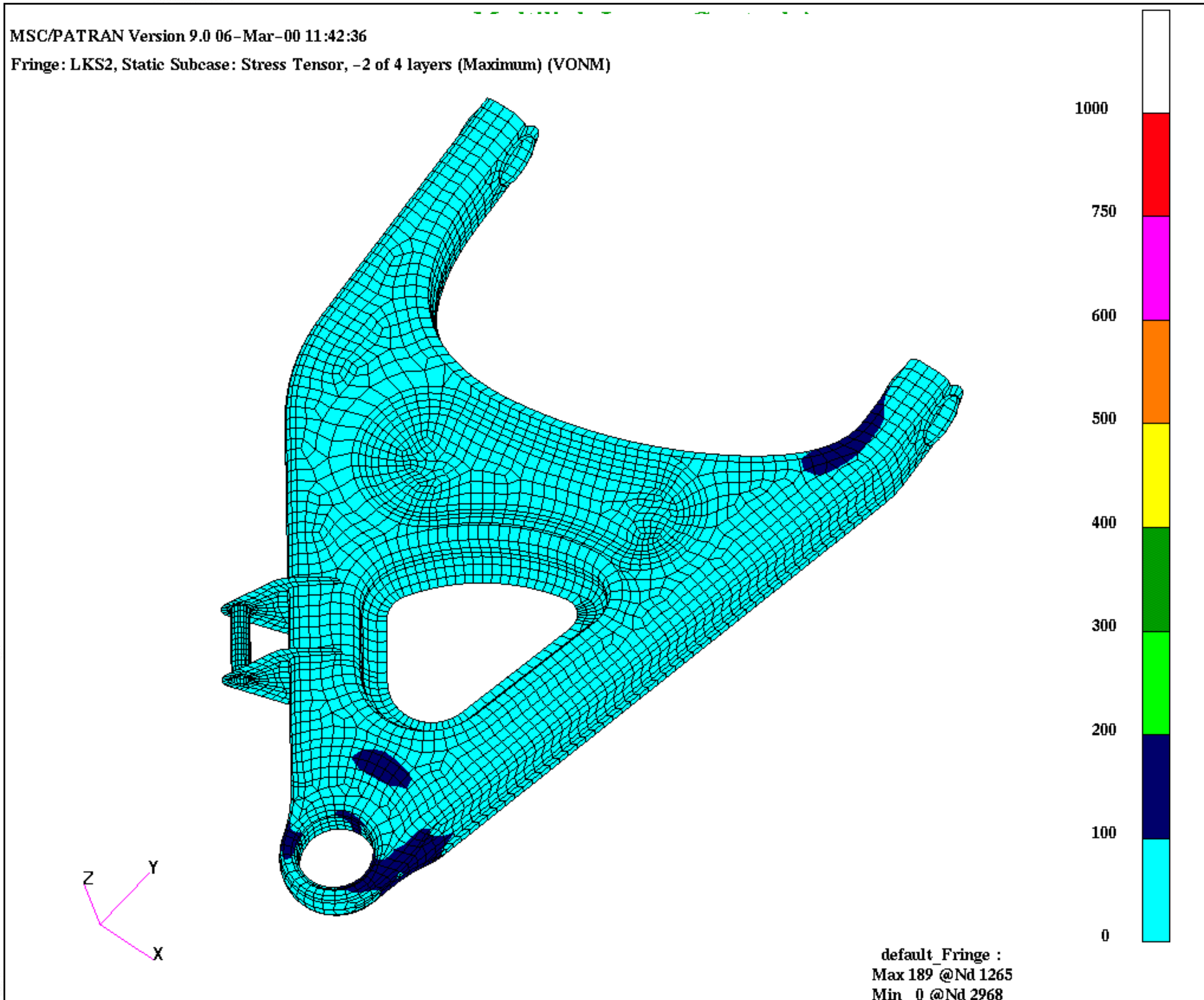
Lateral Curb Strike 2, D Class

MULTI-LINK





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Lateral Curb Strike 2, D Class

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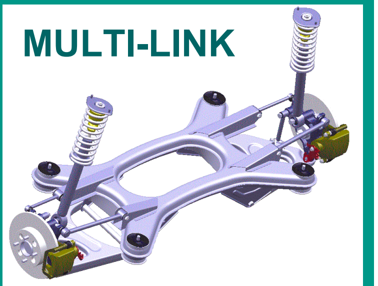
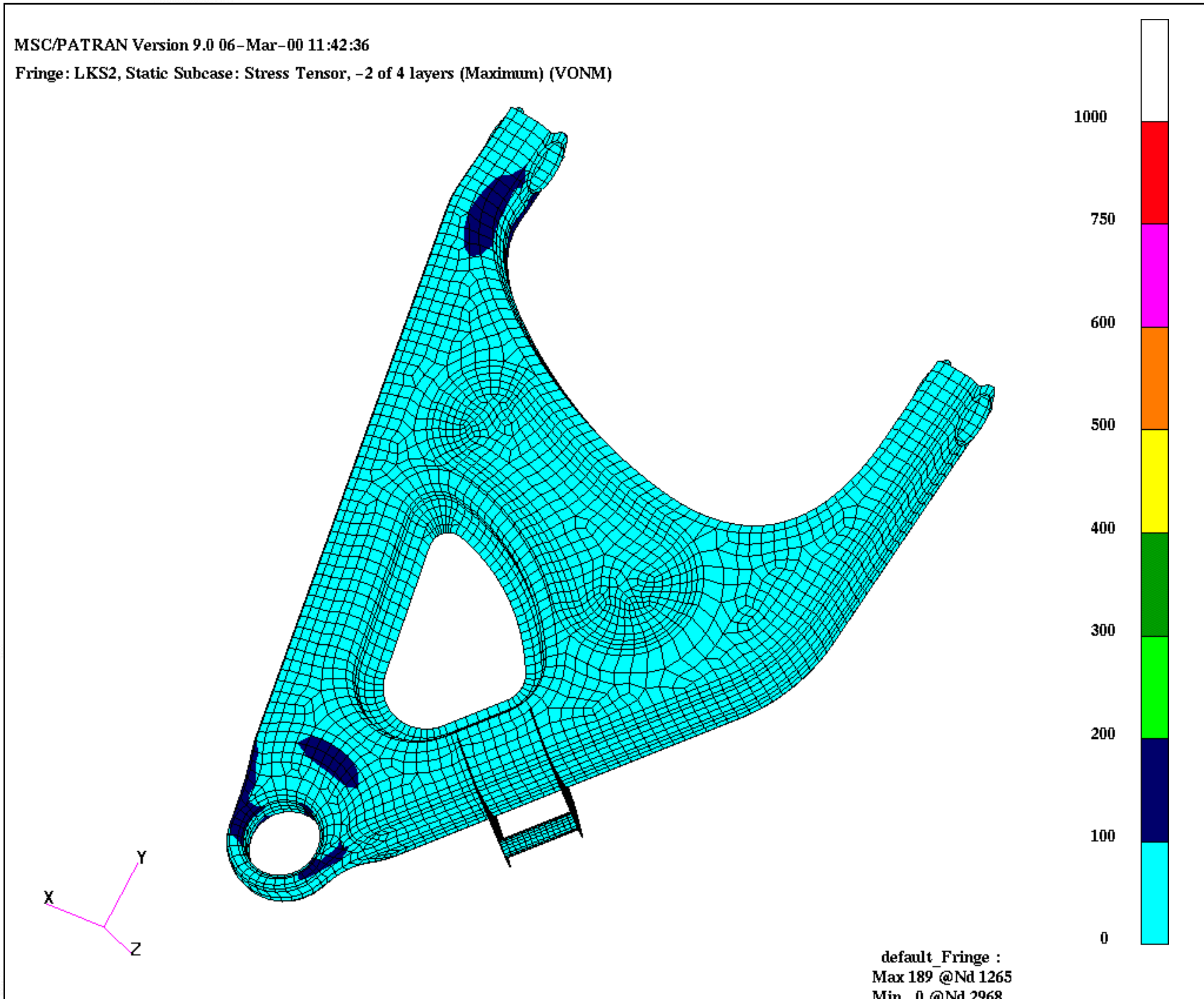


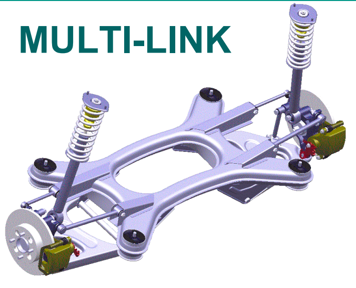


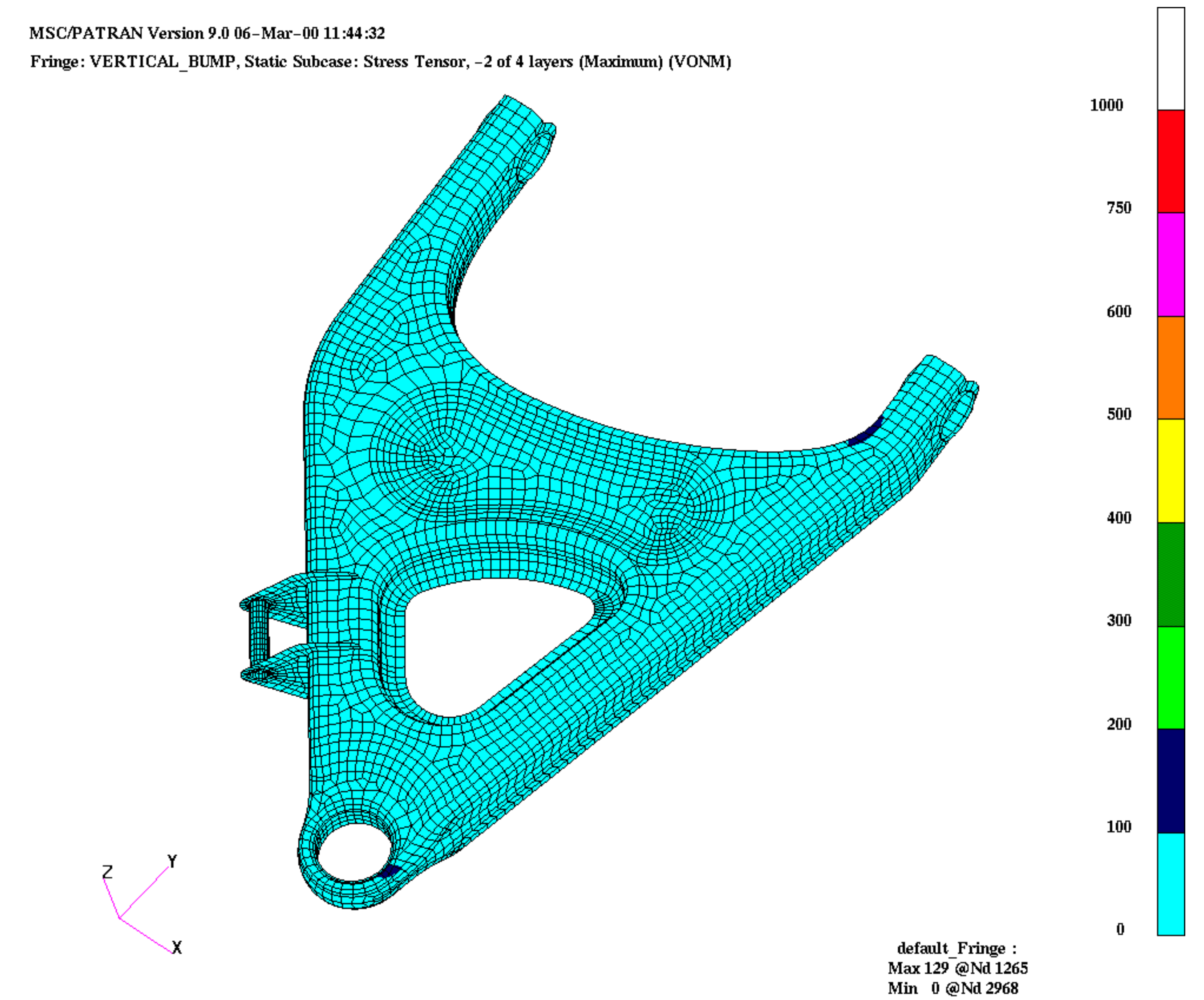
ULTRALIGHT STEEL AUTO SUSPENSION

MULTI-LINK: LOWER CONTROL ARM

Vertical Bump, D Class

MULTI-LINK





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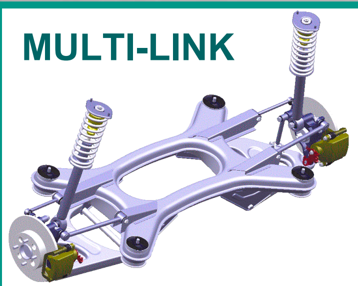
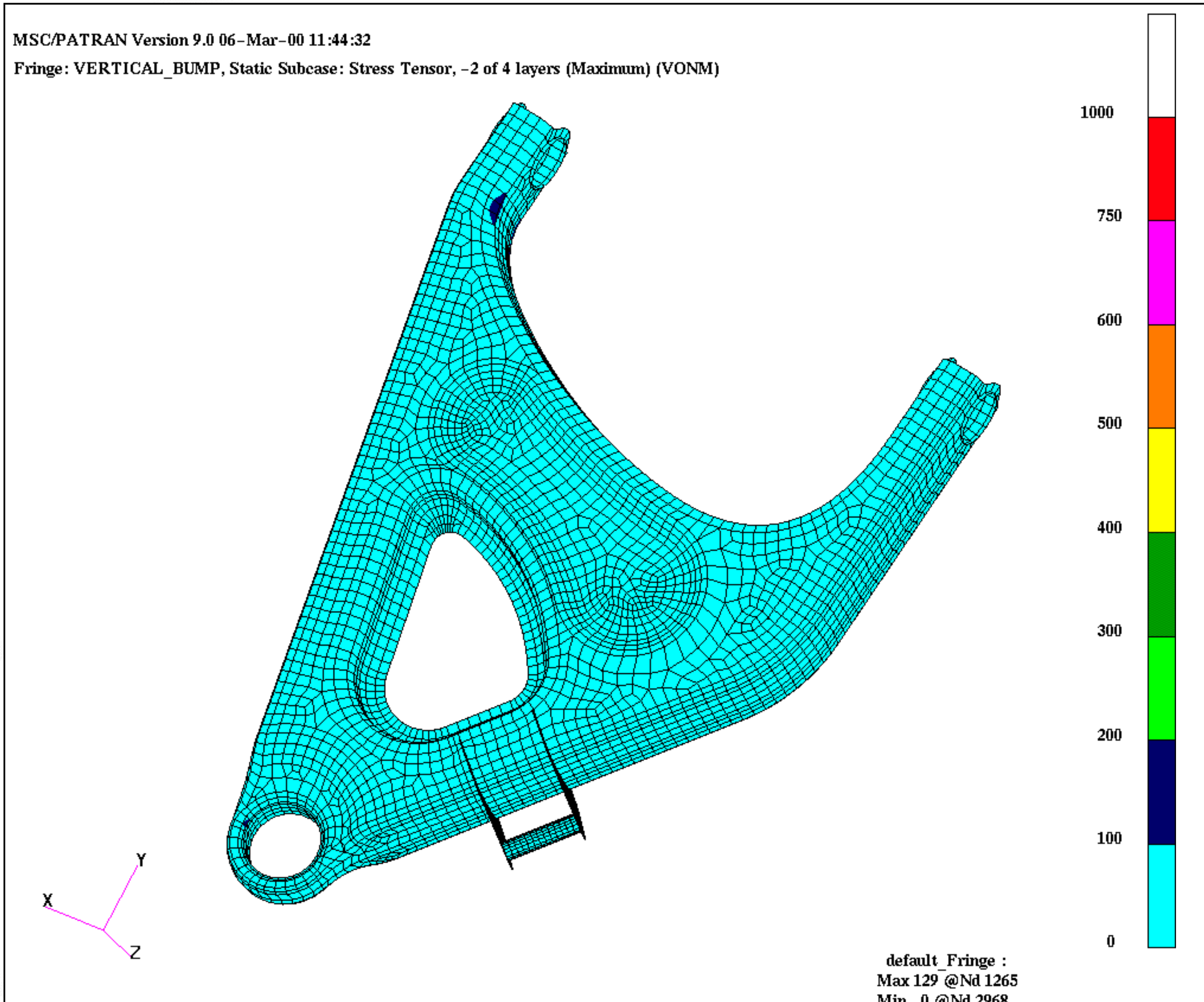
Vertical Bump, D Class

ULTRALIGHT STEEL AUTO SUSPENSION

MULTI-LINK





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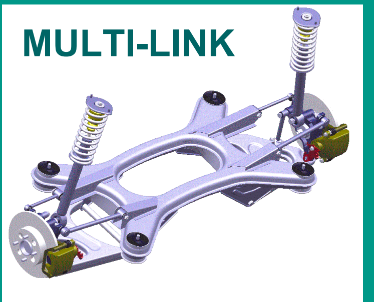
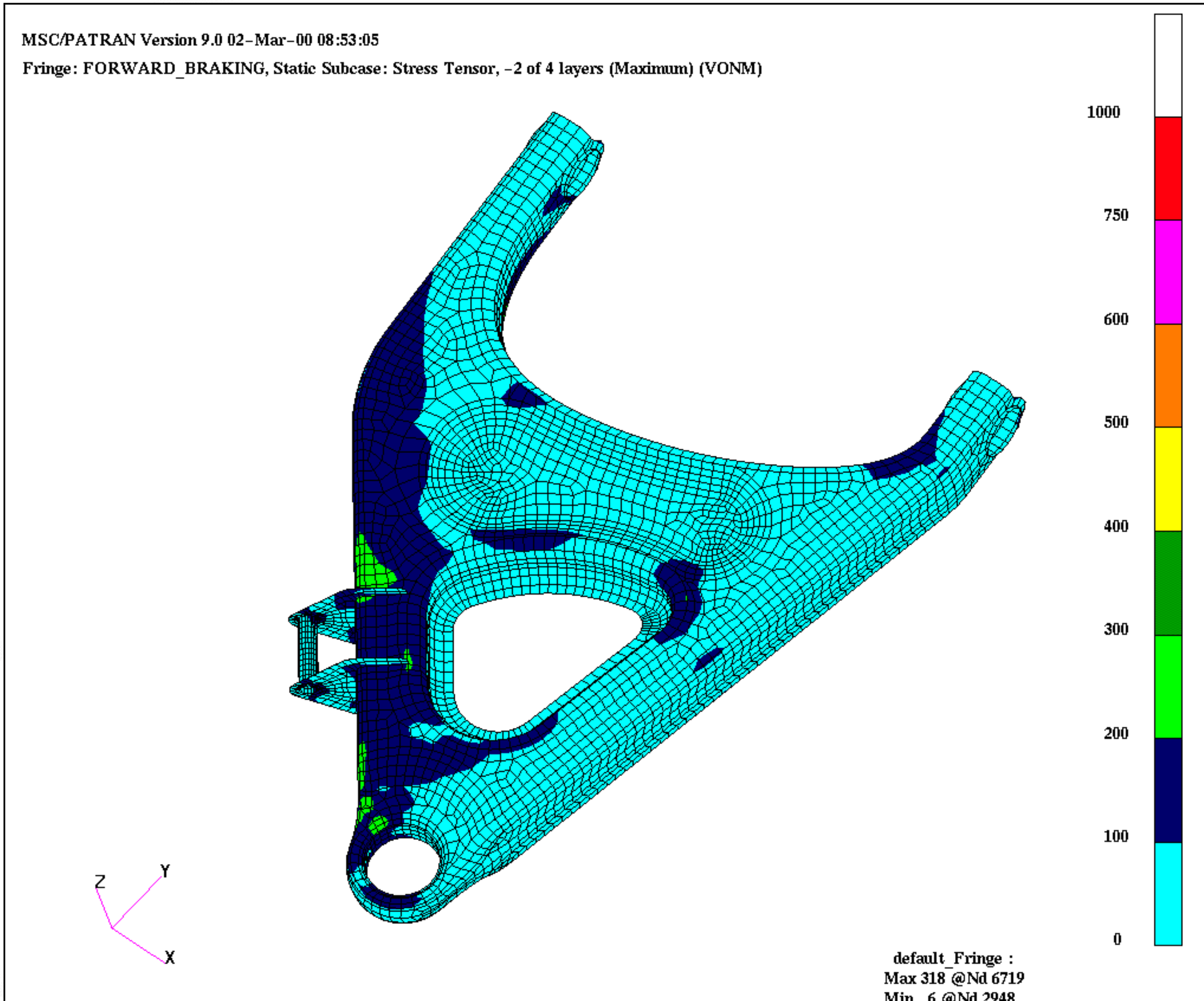
Forward Braking, D Class

MULTI-LINK





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Forward Braking, D Class

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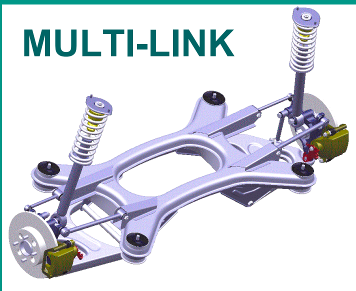
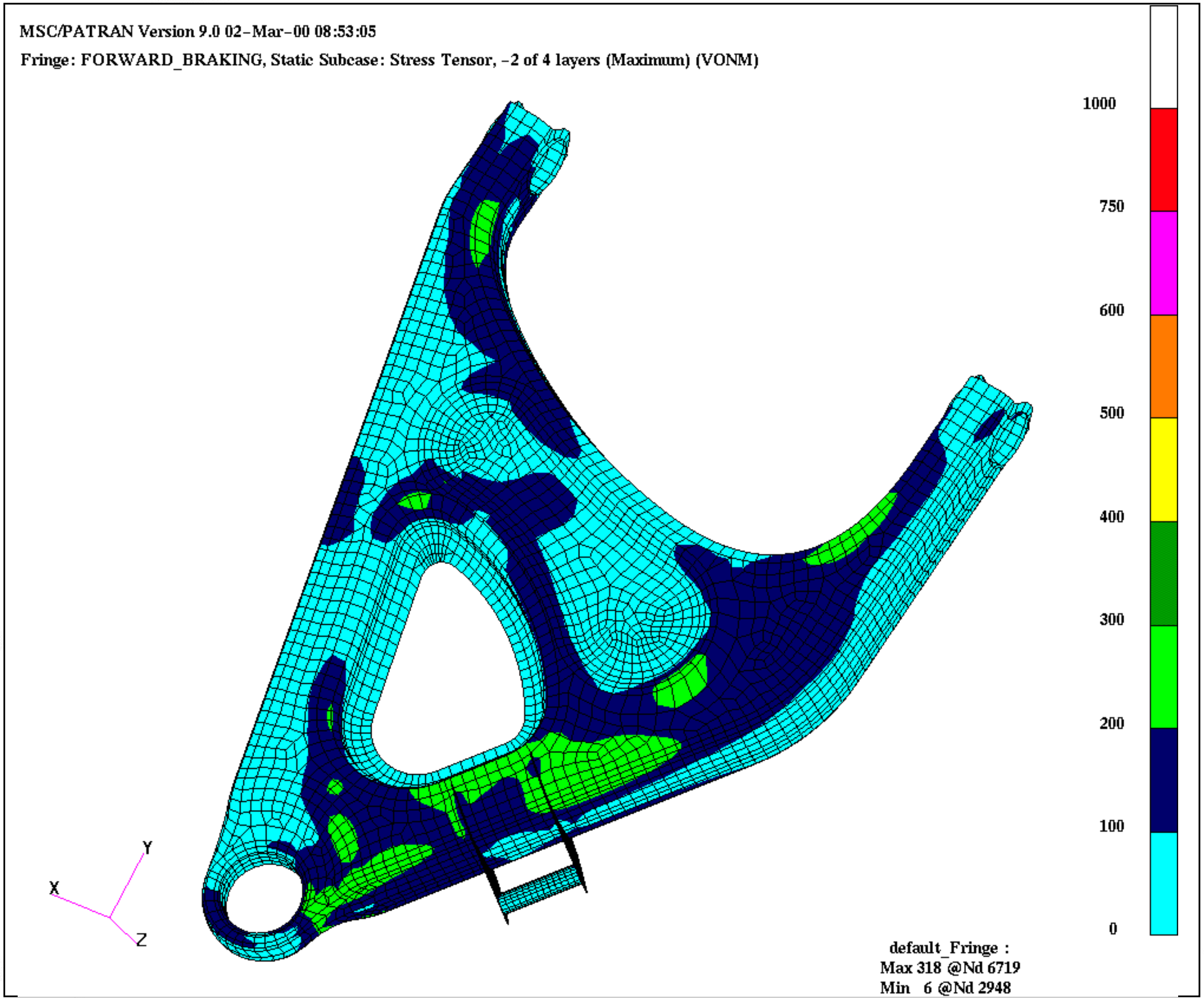
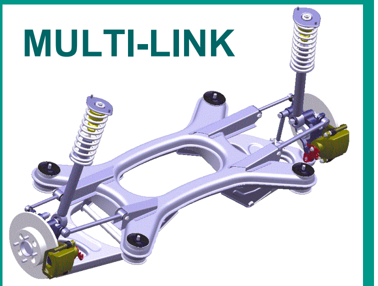


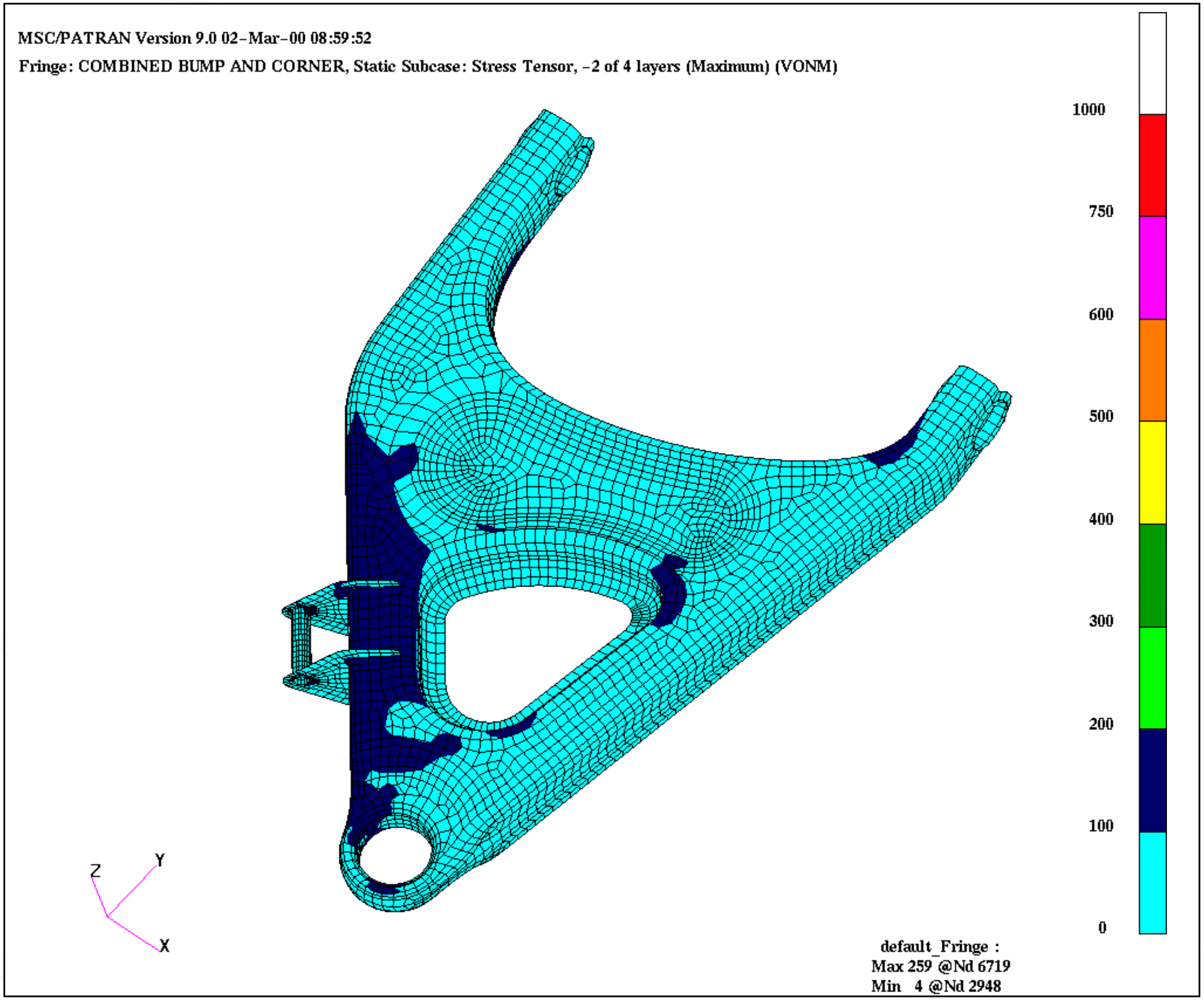


MULTI-LINK: LOWER CONTROL ARM

Combined Bump & Corner, D Class

MULTI-LINK





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Combined Bump & Corner, D Class

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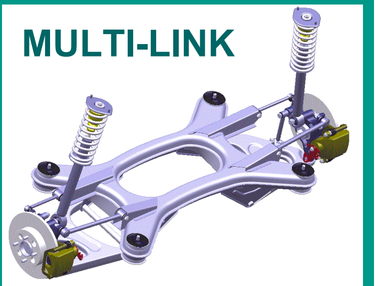
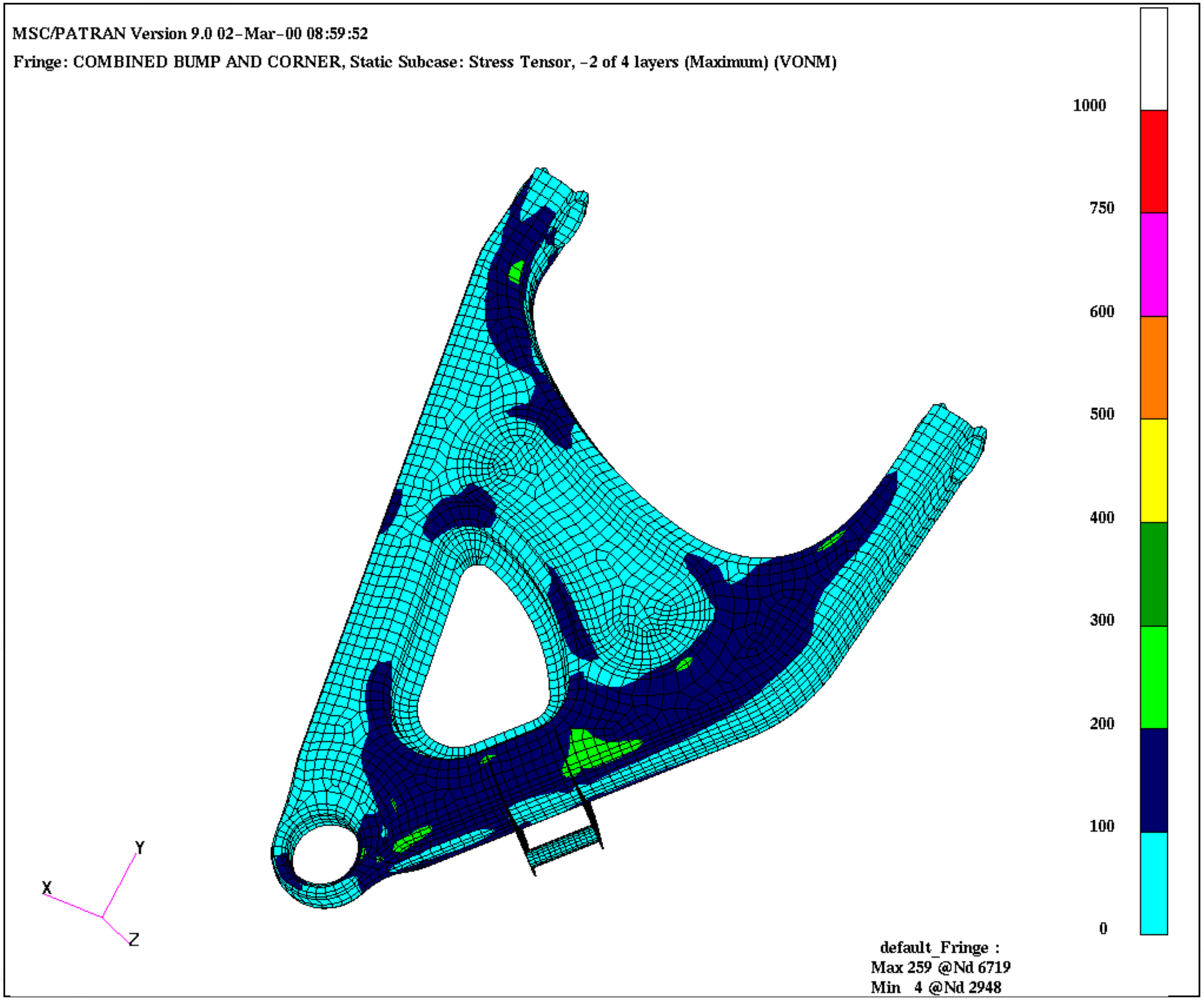
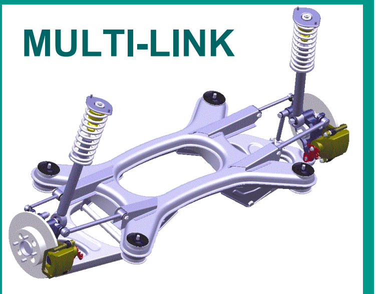


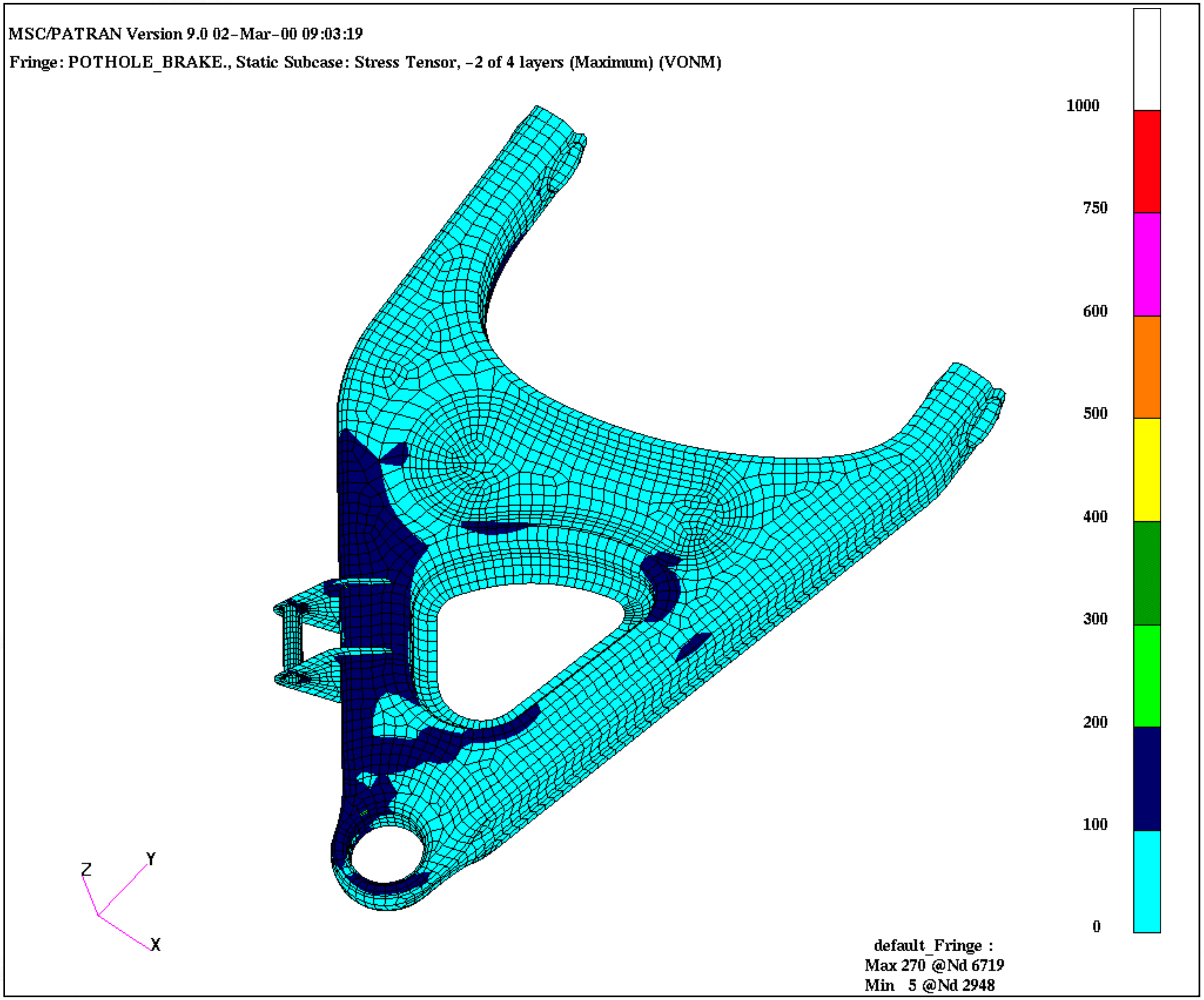


MULTI-LINK: LOWER CONTROL ARM

Pothole Brake, D Class

MULTI-LINK



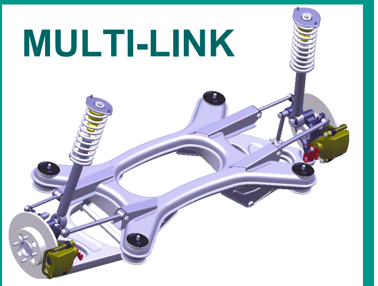


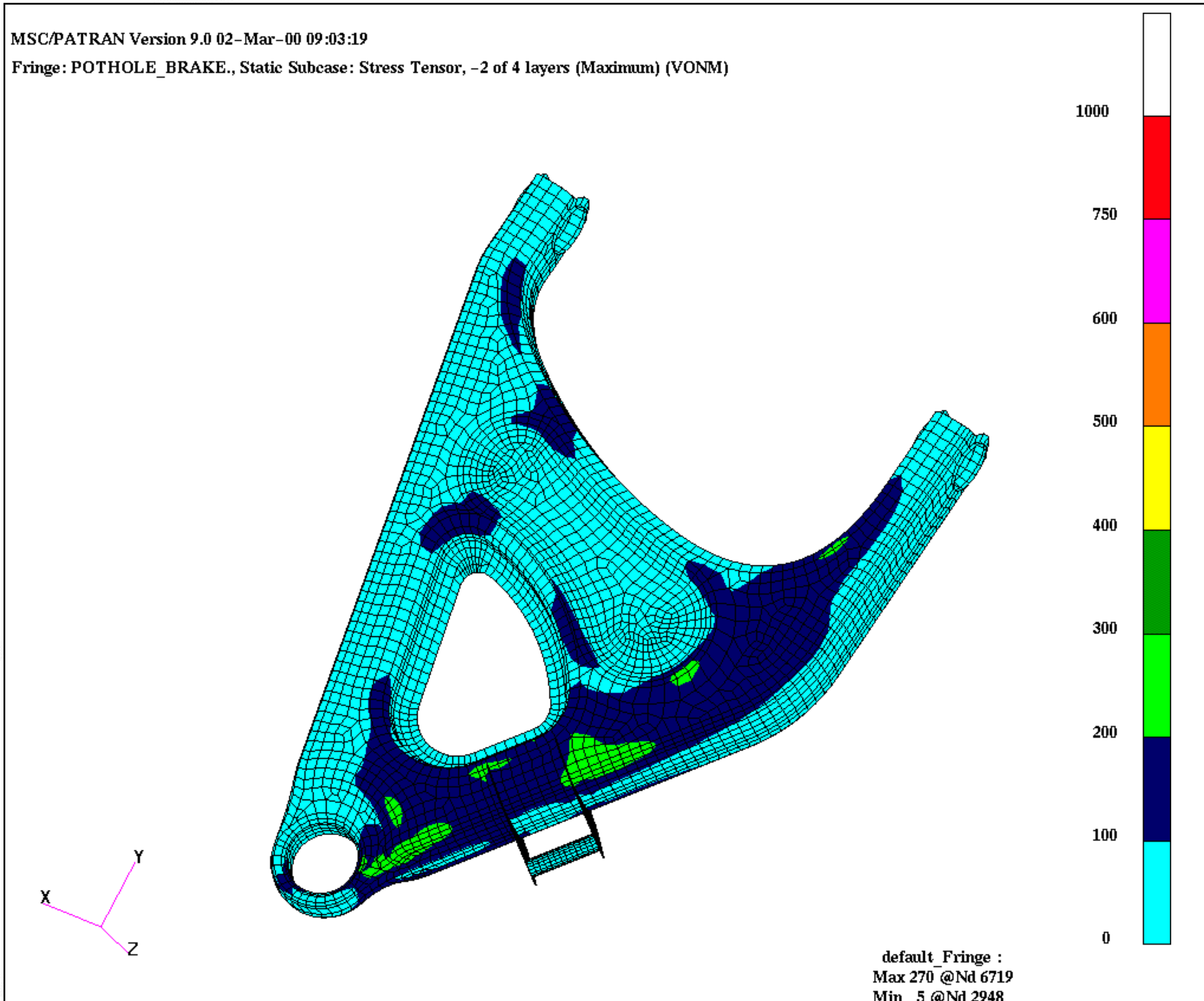
ULTRALIGHT STEEL AUTO SUSPENSION

MULTI-LINK: LOWER CONTROL ARM

Pothole Brake, D Class

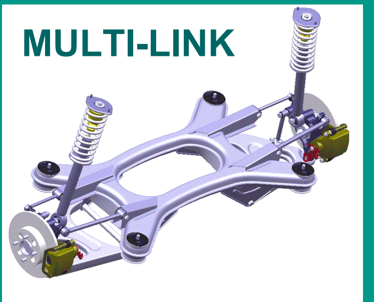
MULTI-LINK





MULTI-LINK:
D Class Subframe

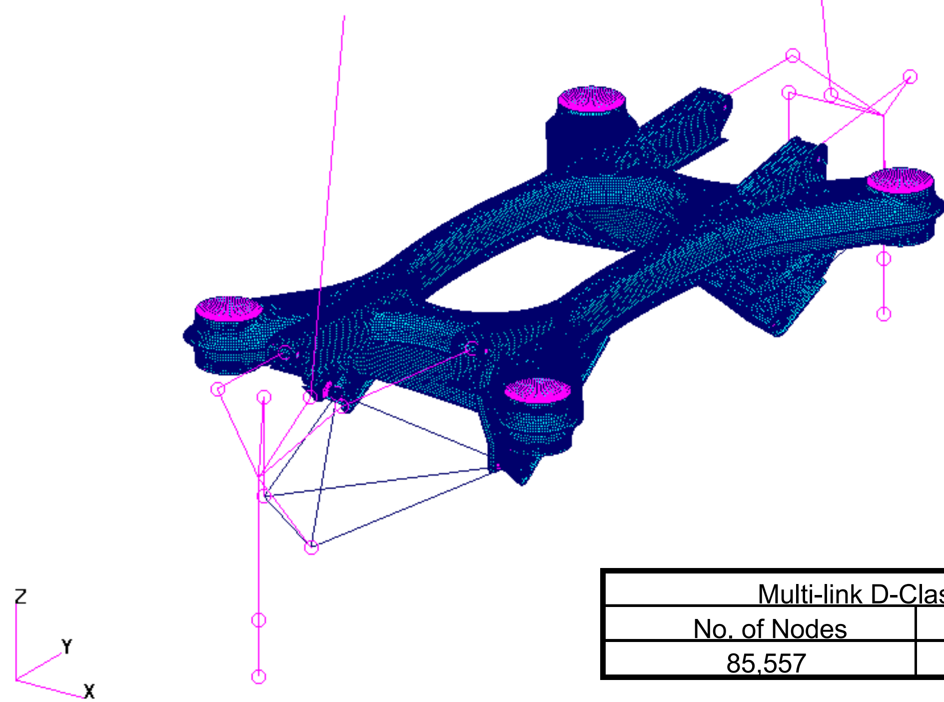
MULTI-LINK



Finite Element Model of Multi-link System:

•The shell element mesh of the structural components is shown in blue.

•The constraints applied are illustrated in pink.

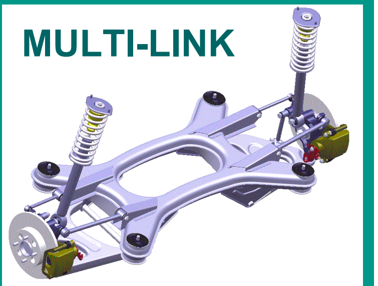


Multi-link D-Class Subframe	
No. of Nodes	No. of Elements
85,557	91,304

MULTI-LINK: STRESS RESULTS

Subframe, D Class

MULTI-LINK

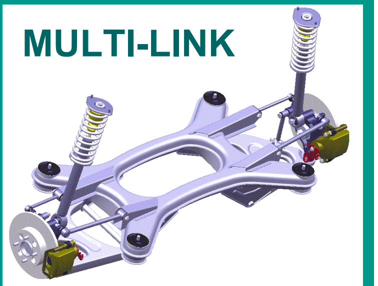


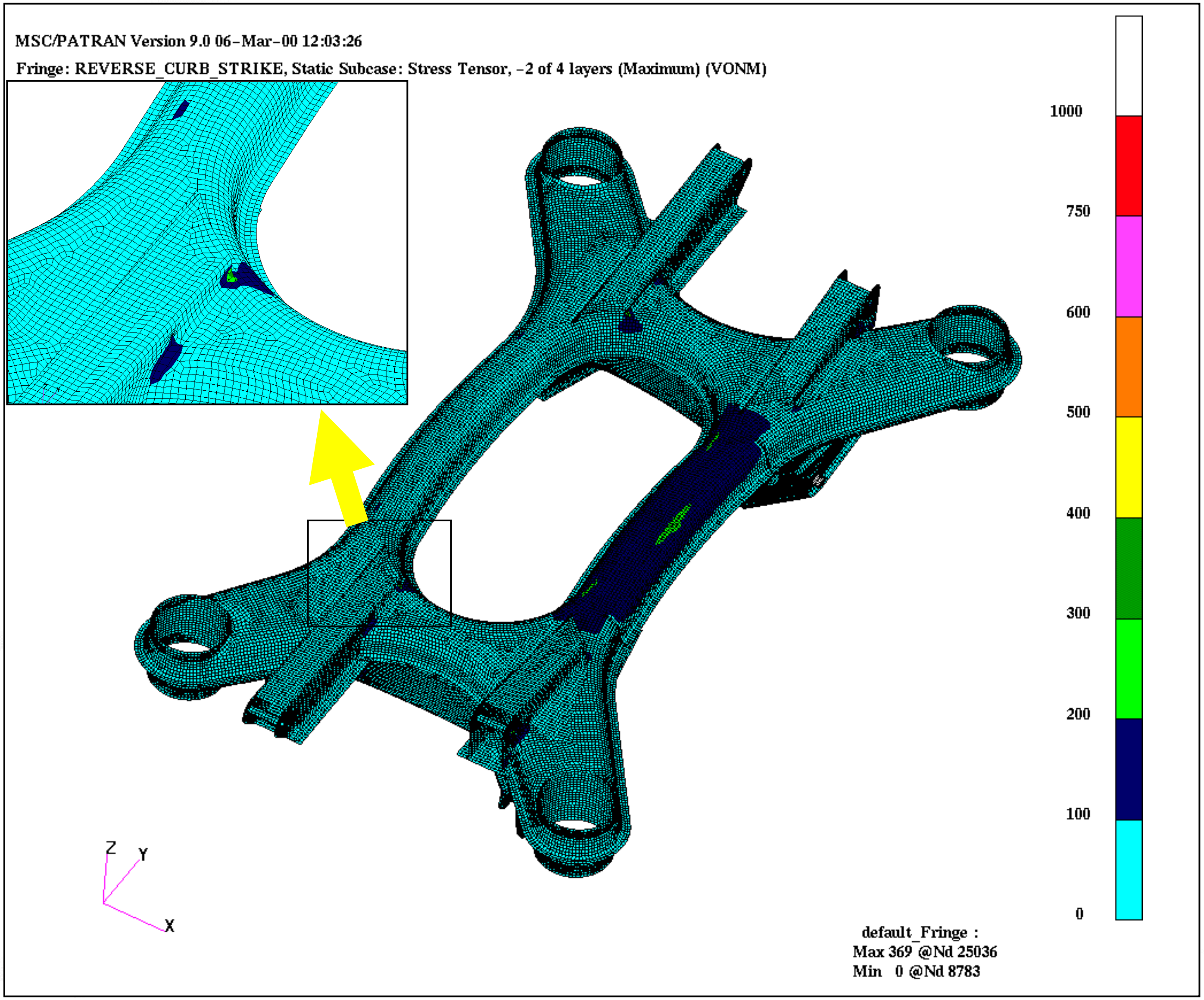
Load Case	Max stress (Von Mises)
	Sub-frame
Reverse Curb Strike (TCP)	369 MPa
Lateral Curb Strike 1 with load transfer	257 MPa
Lateral Curb Strike 2 with NO load transfer	309 MPa
Vertical Bump (TCP)	394 MPa
Forward Braking with ABS (TCP)	540 MPa
Combined Bump and Cornering (TCP)	396 MPa
Pothole Brake (TCP)	307 MPa

MULTI-LINK: SUBFRAME

Reverse Curb Strike, D Class

MULTI-LINK





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Reverse Curb Strike, D Class

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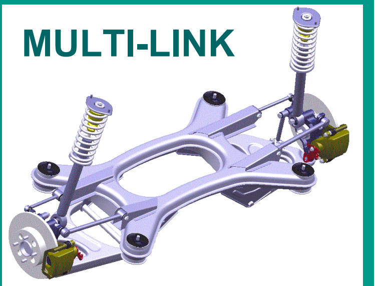

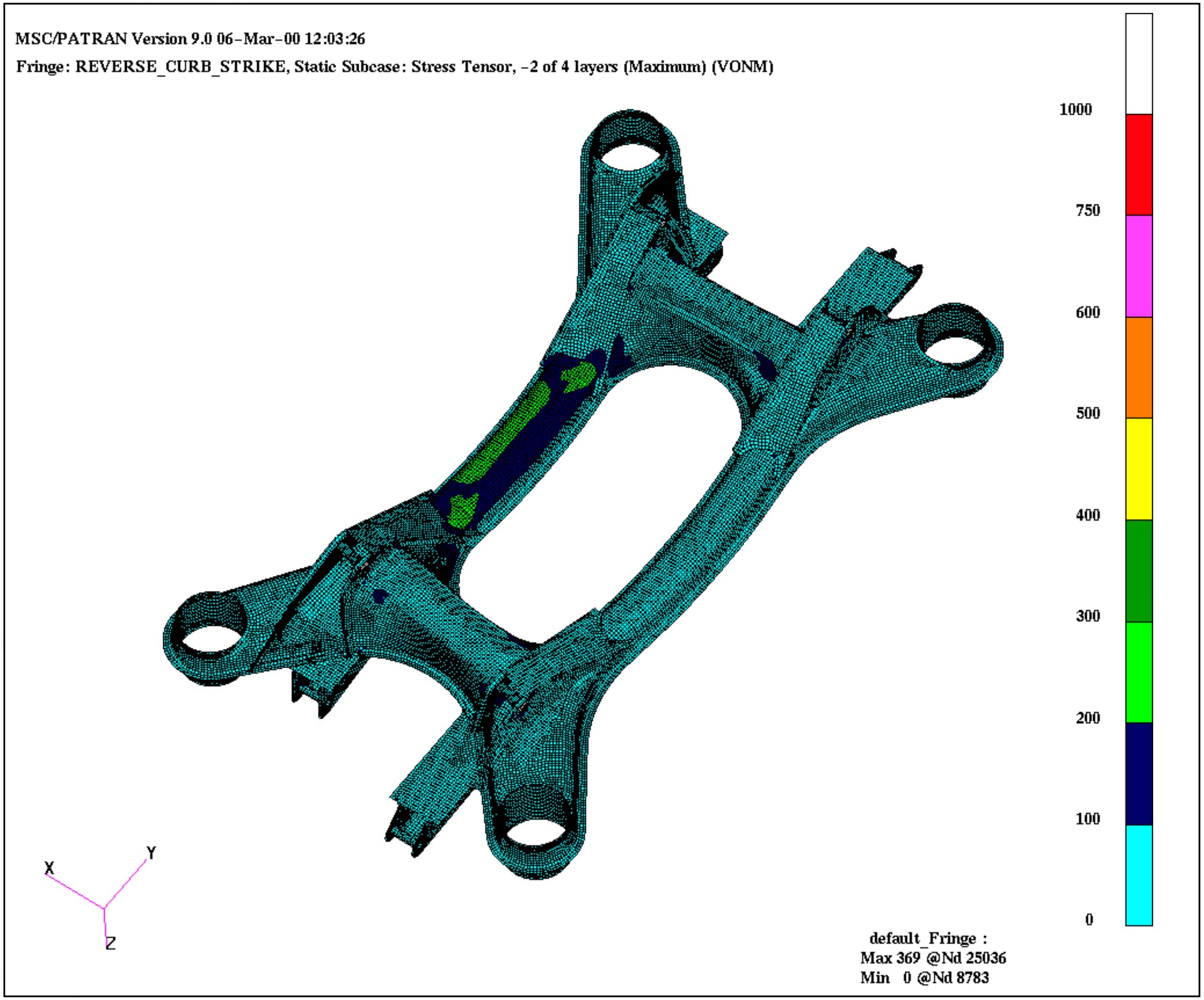

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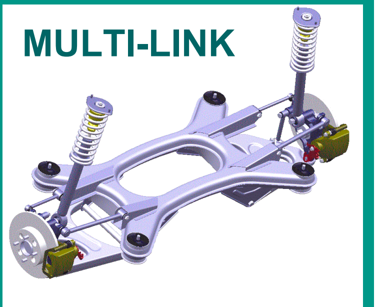
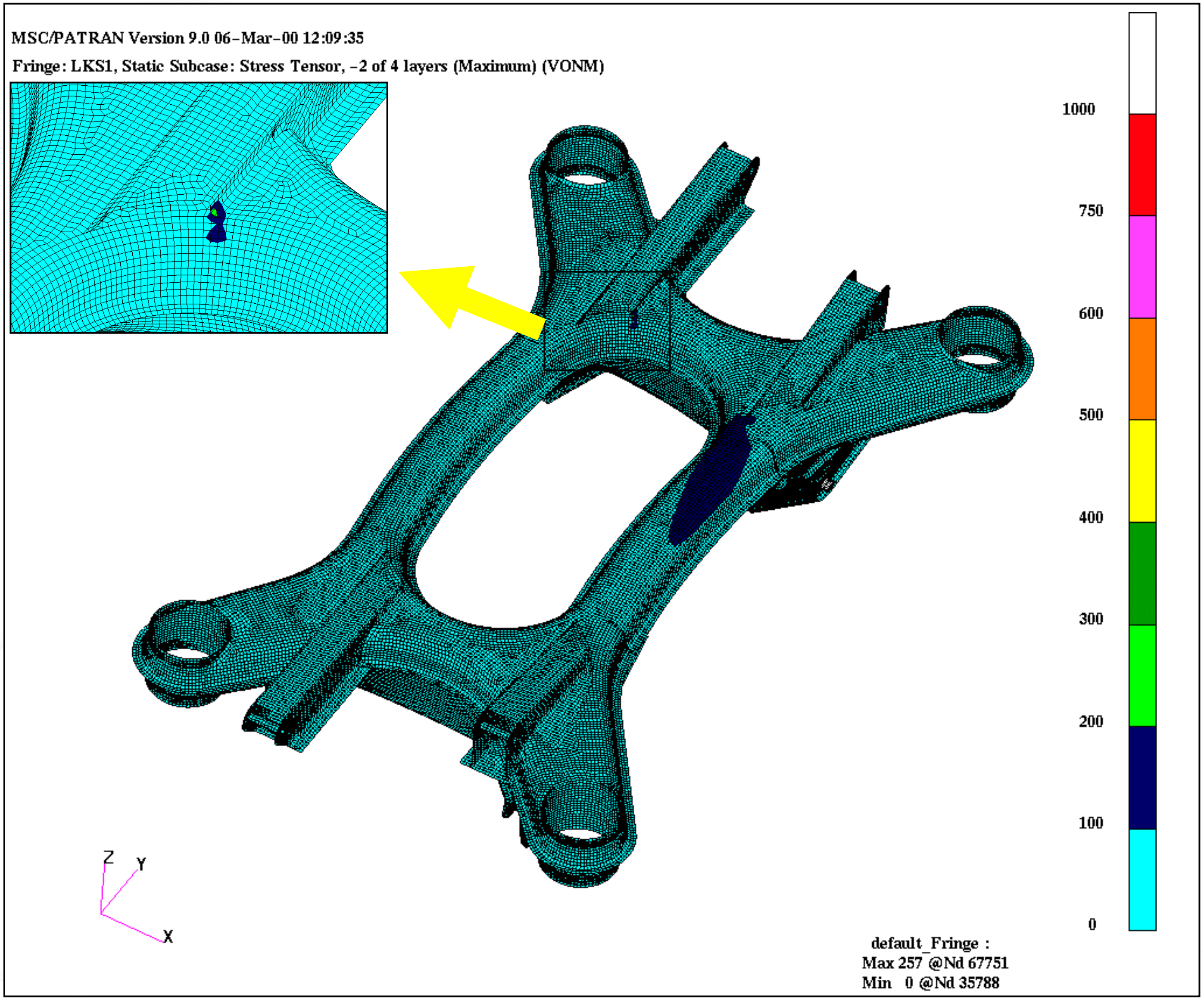
Lateral Curb Strike 1, D Class

MULTI-LINK





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Lateral Curb Strike 1, D Class

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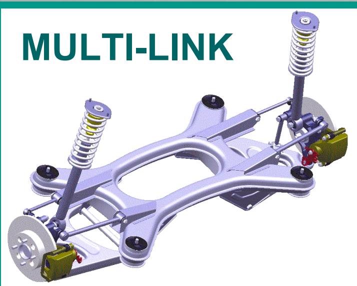

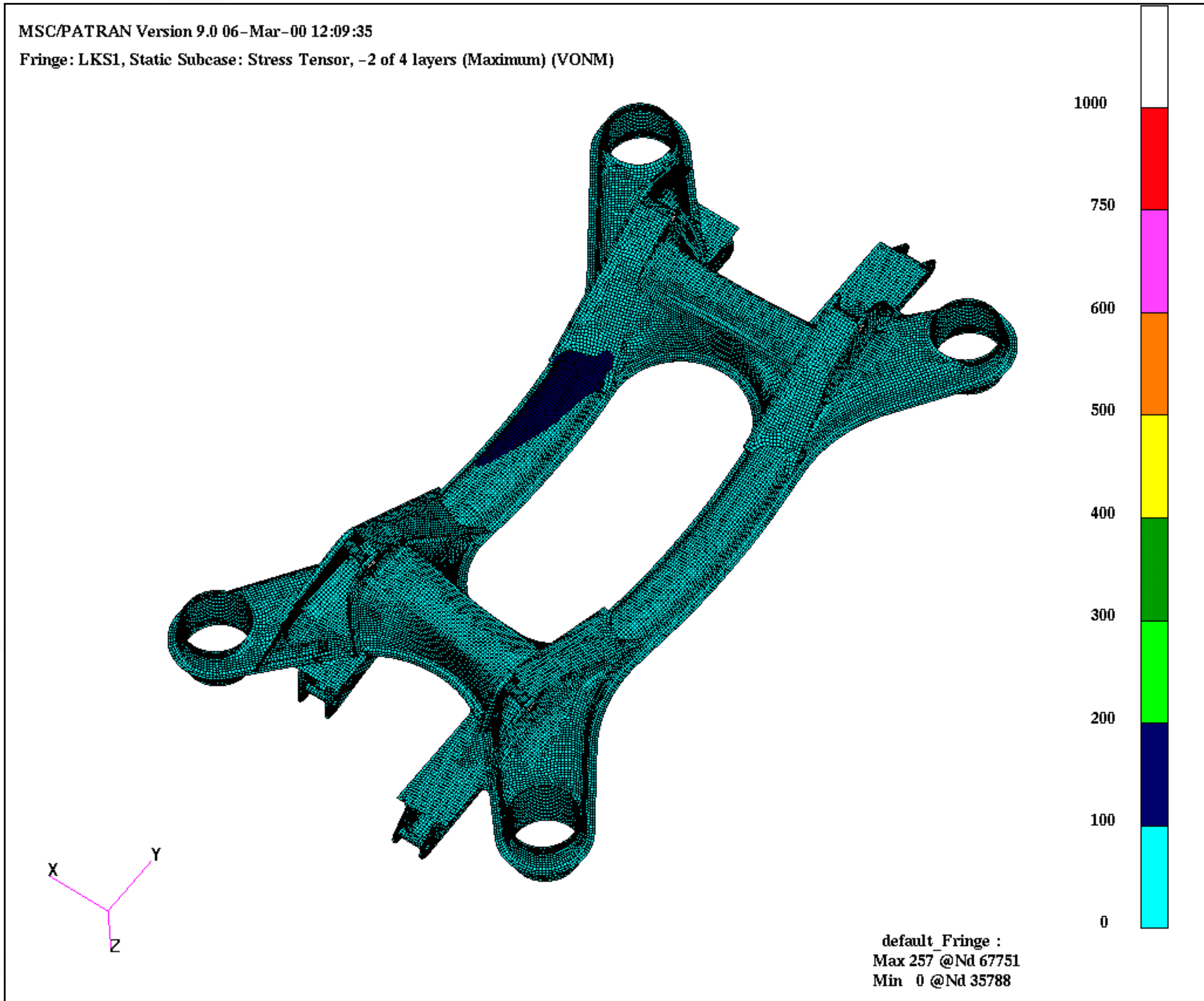

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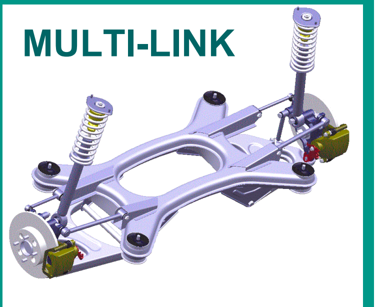
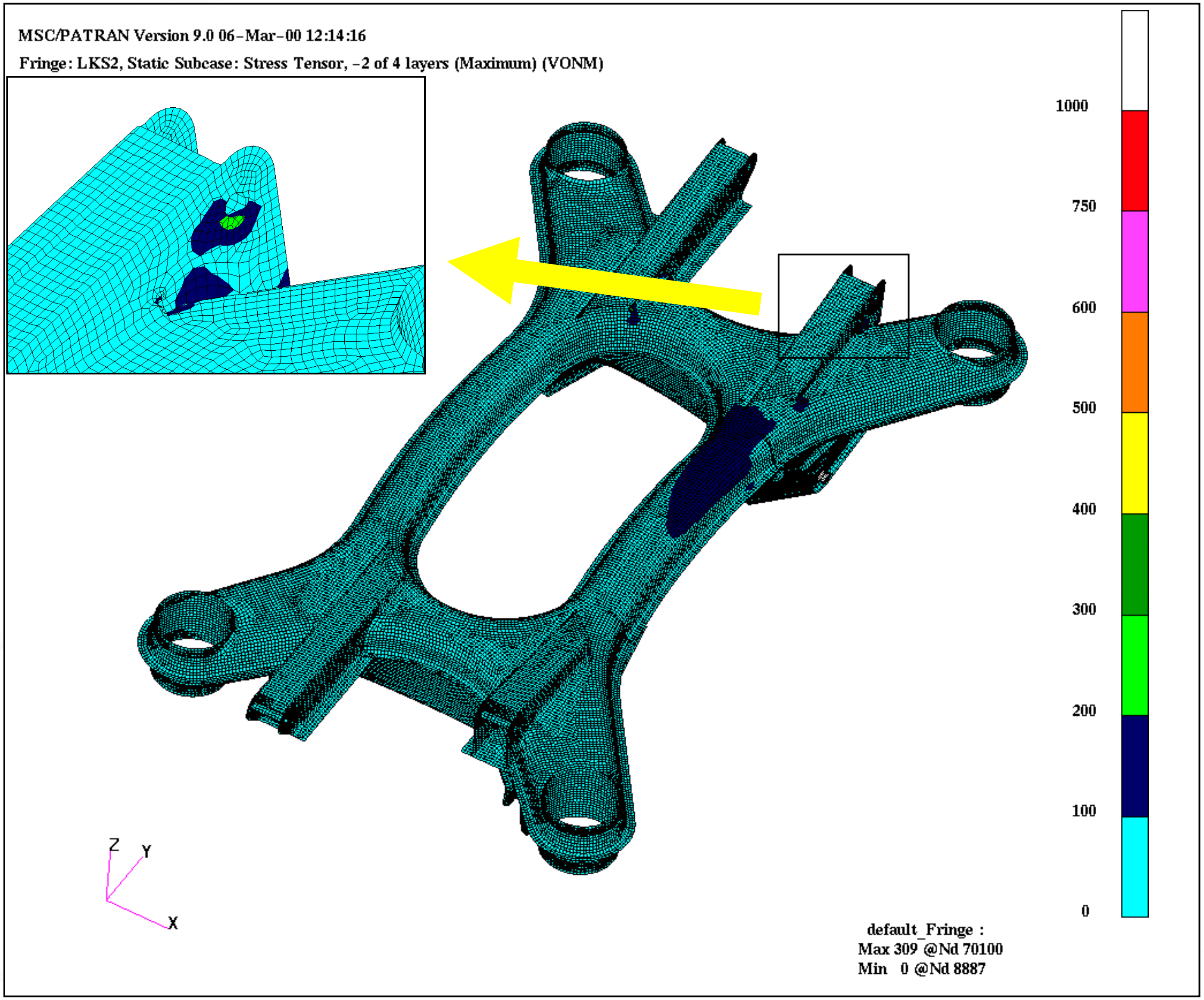
Lateral Curb Strike 2, D Class

MULTI-LINK





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Lateral Curb Strike 2, D Class

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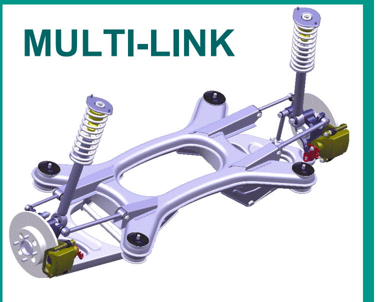

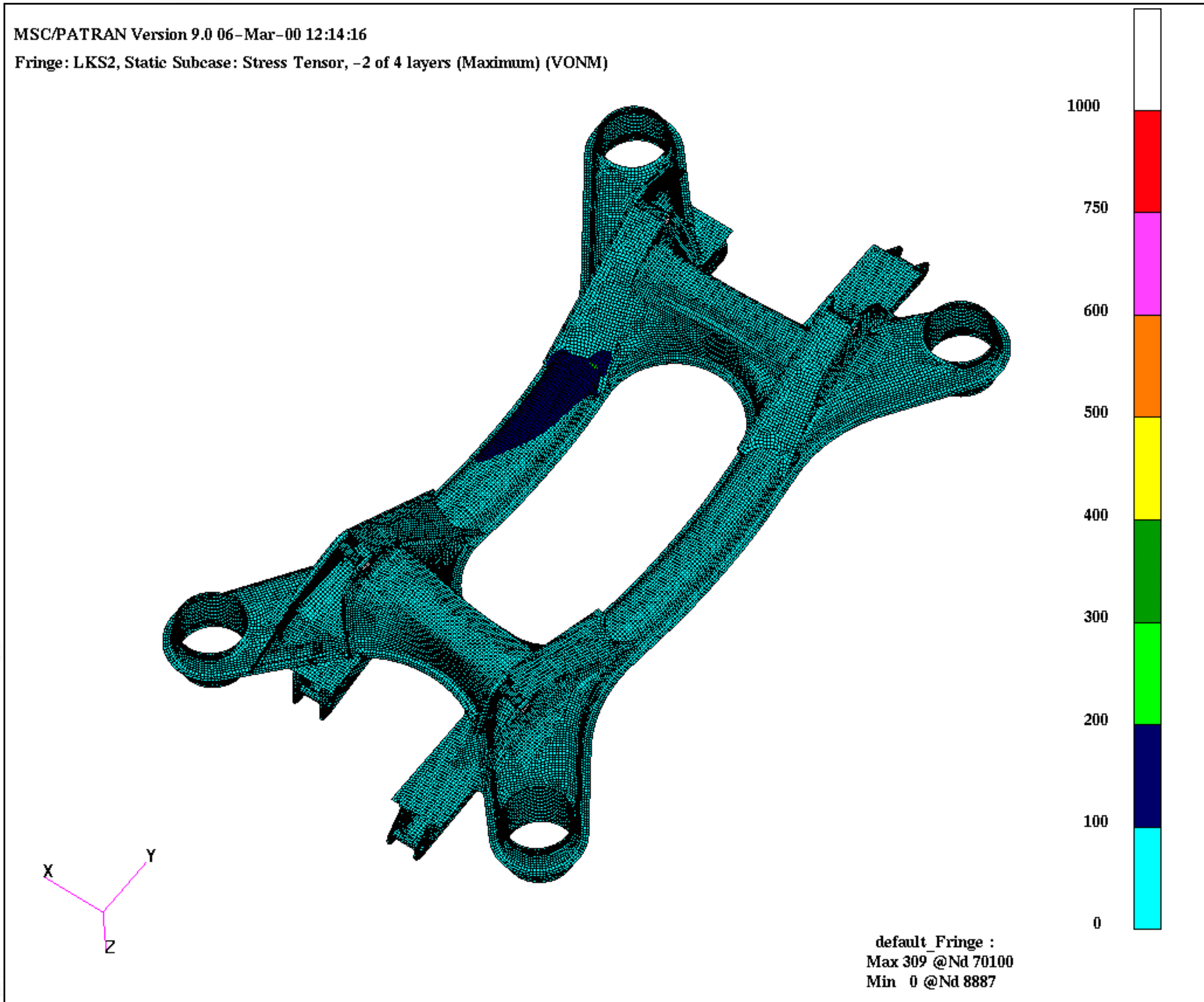

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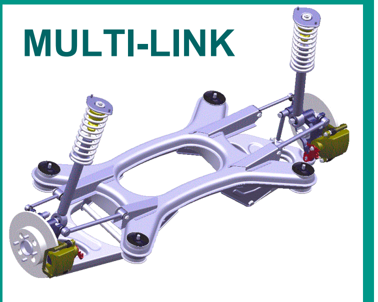
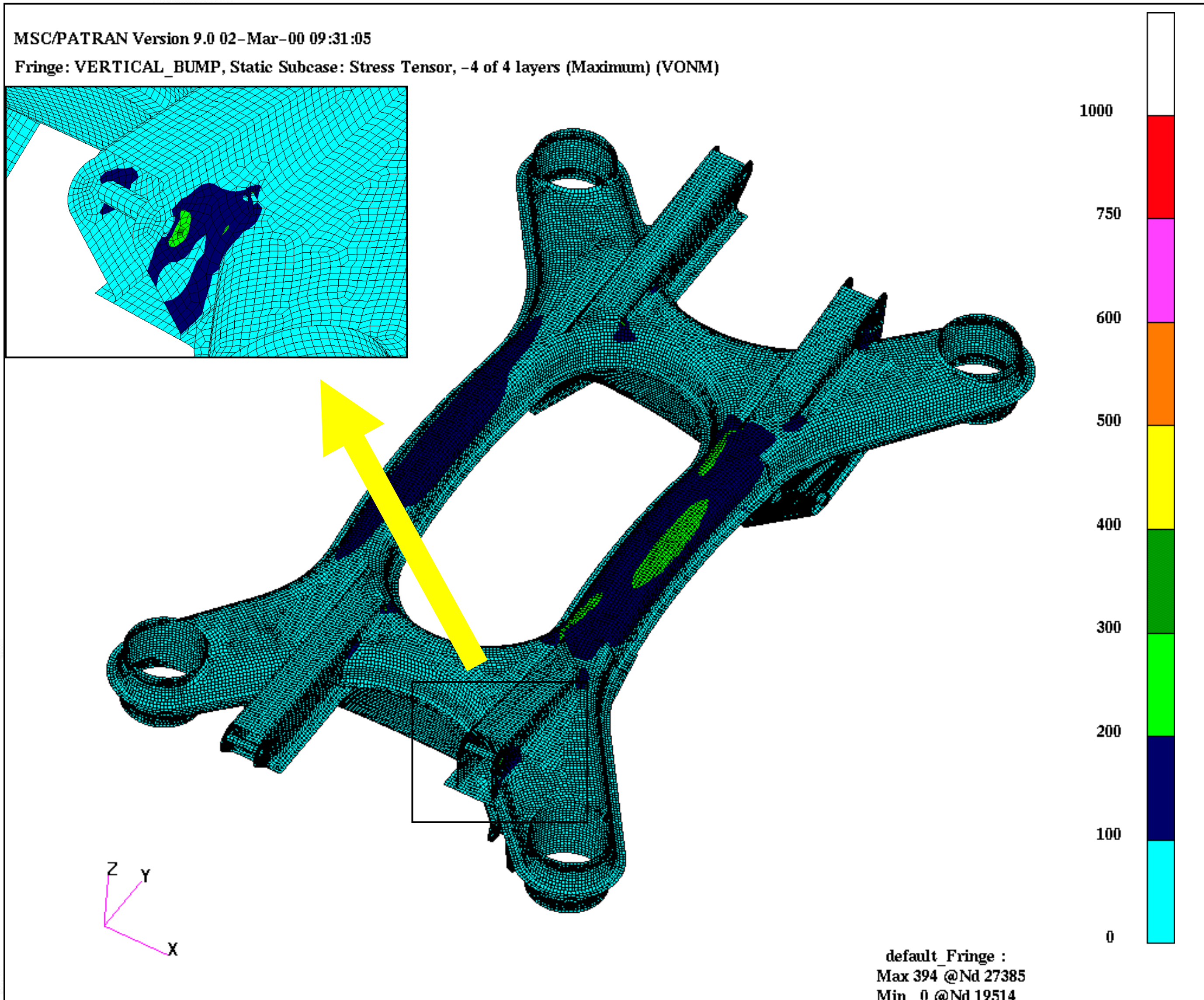
Vertical Bump, D Class

MULTI-LINK





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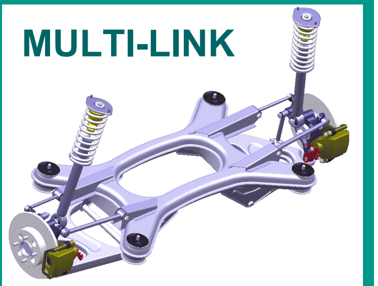
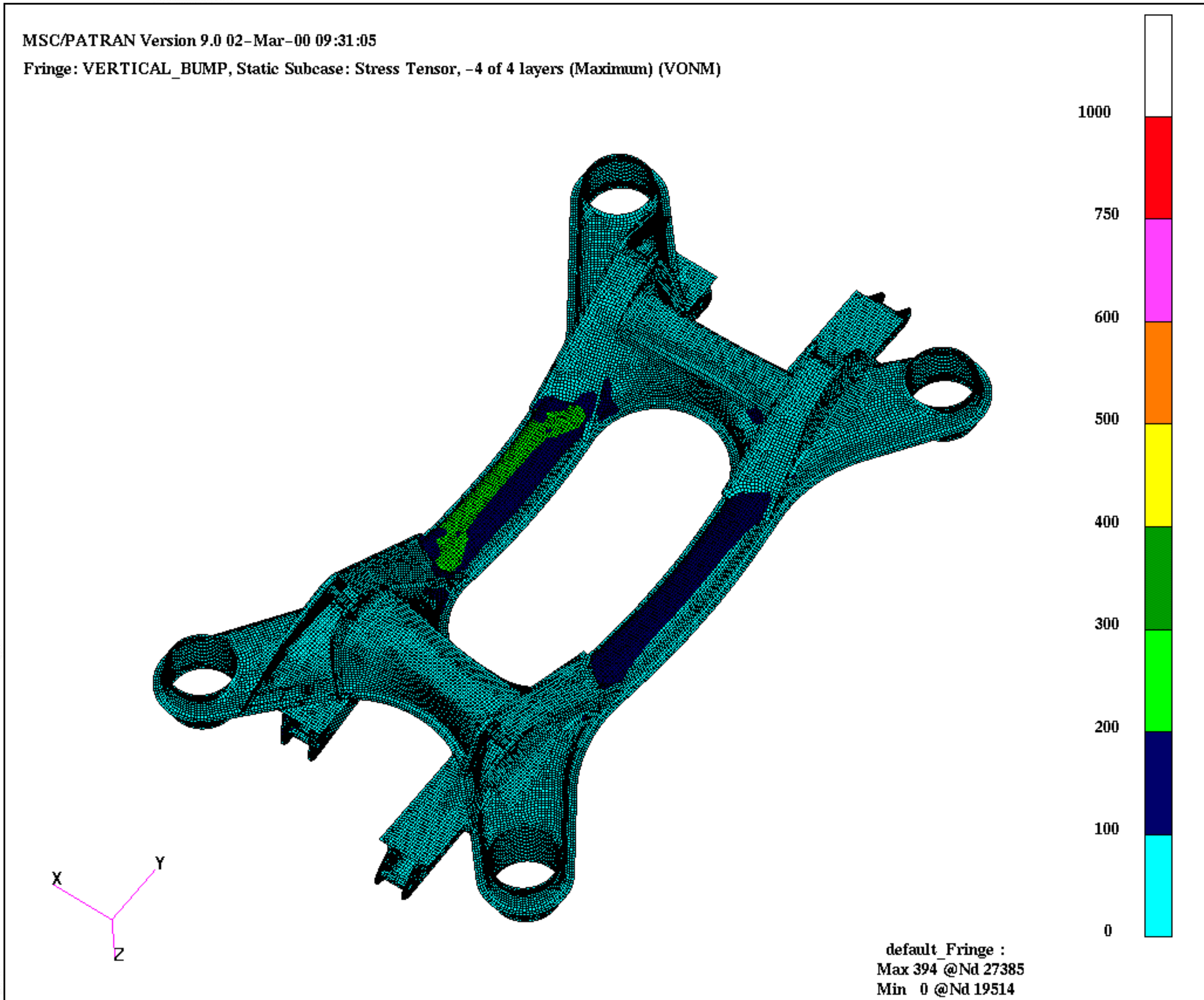
Vertical Bump, D Class

ULTRALIGHT STEEL AUTO SUSPENSION

MULTI-LINK

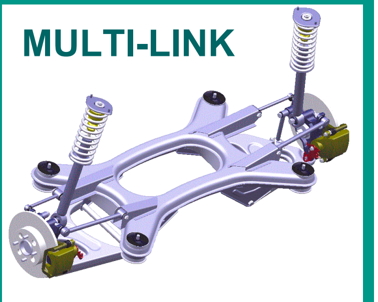


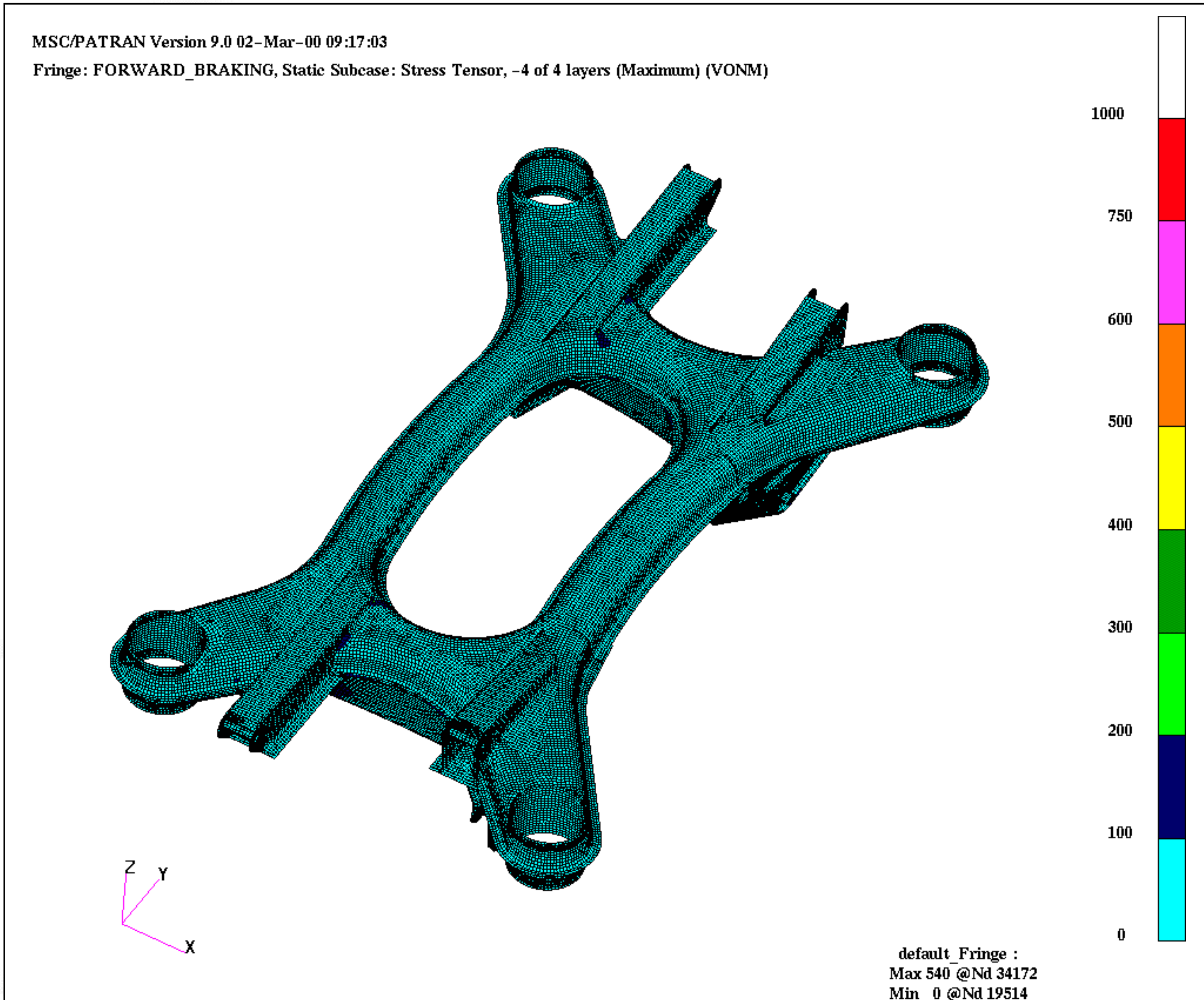


MULTI-LINK: SUBFRAME

Forward Braking, D Class

MULTI-LINK





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Forward Braking, D Class

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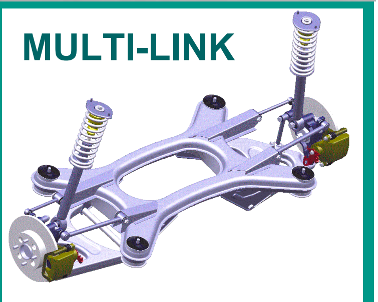

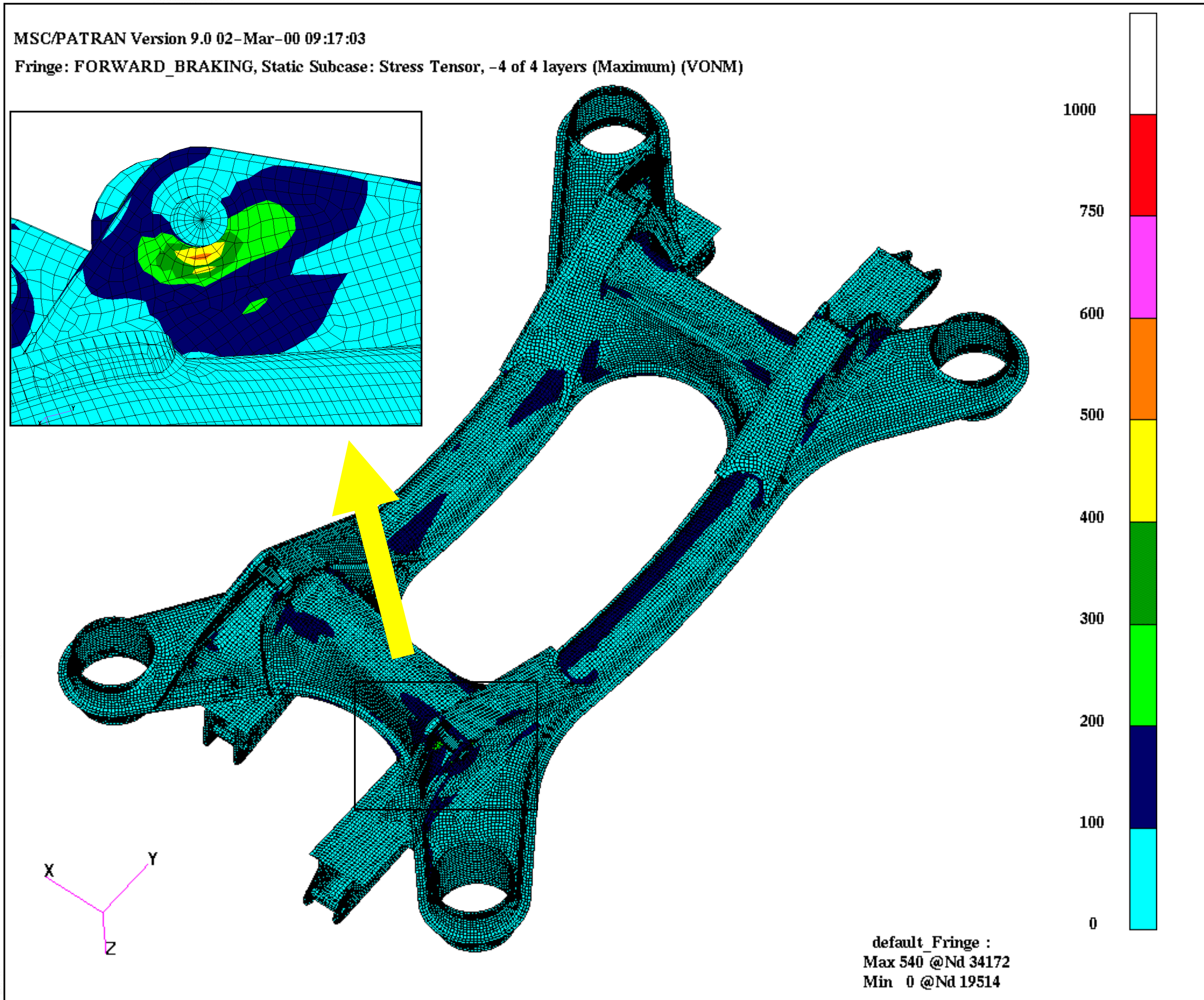

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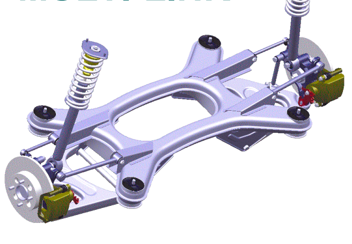
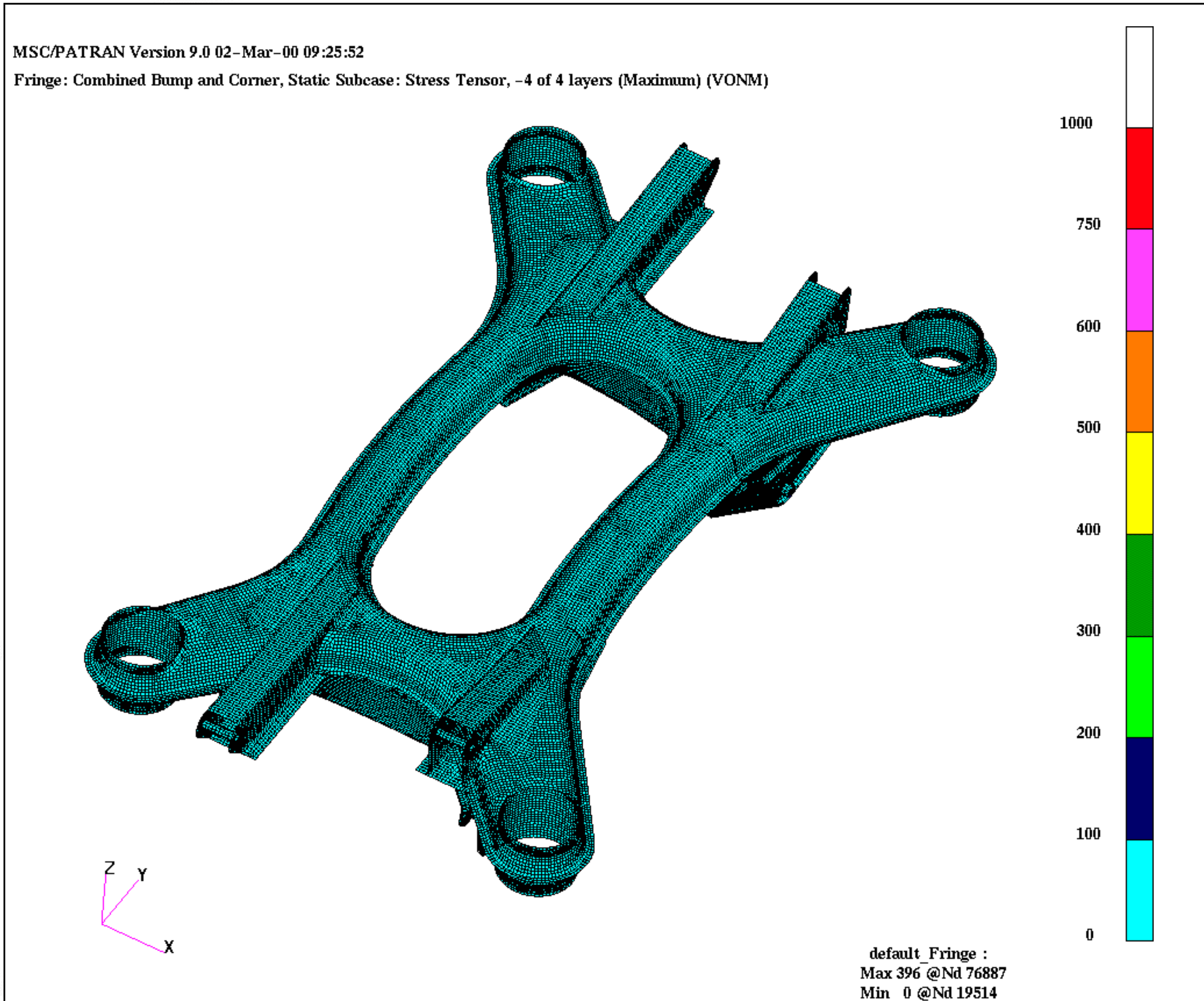
Combined Bump & Corner, D Class

MULTI-LINK





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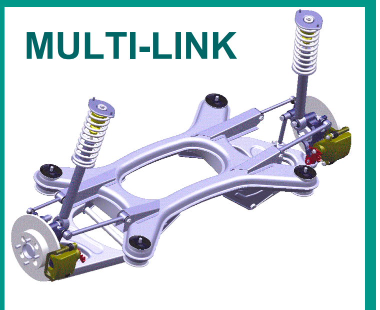
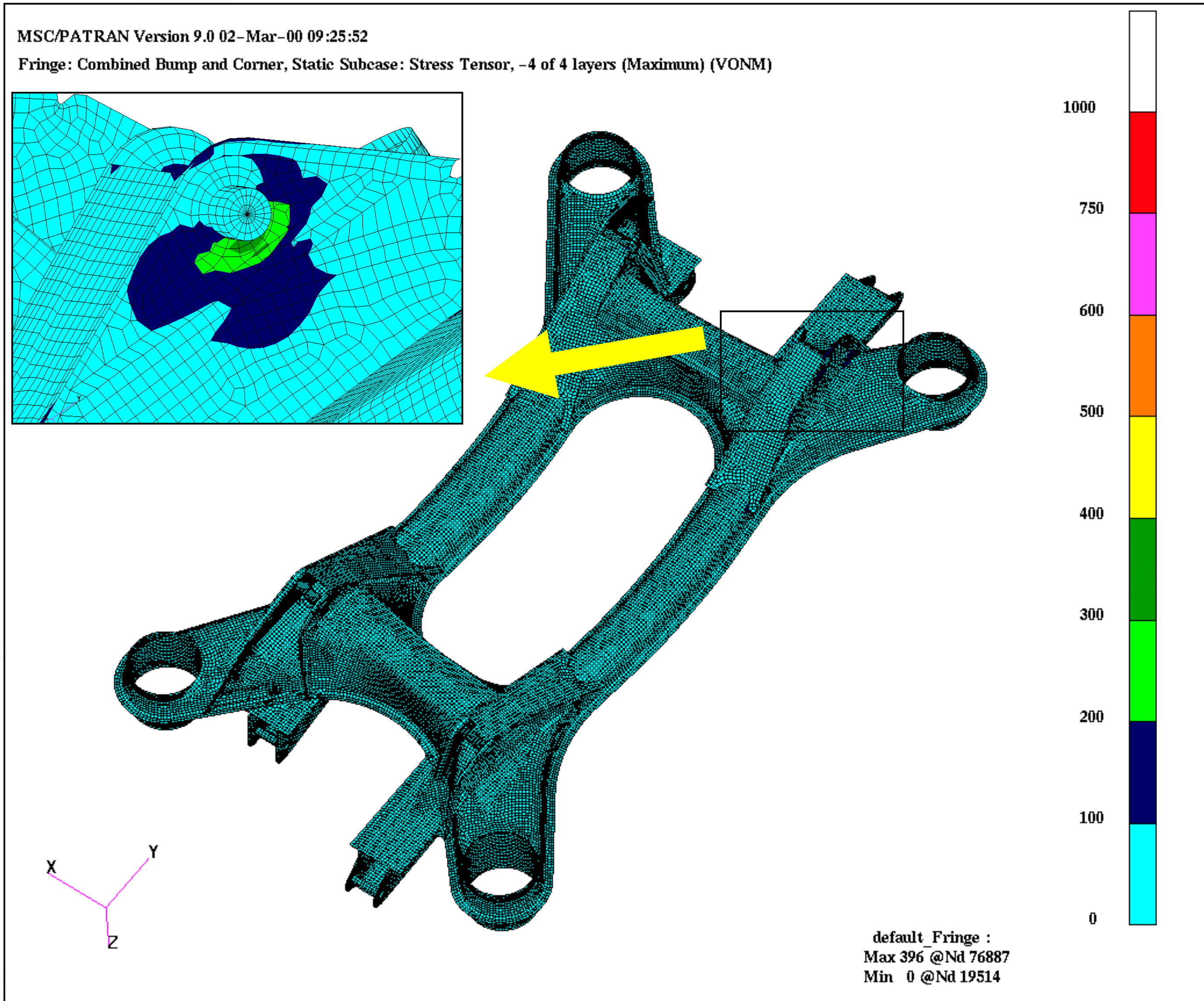
Combined Bump & Corner, D Class

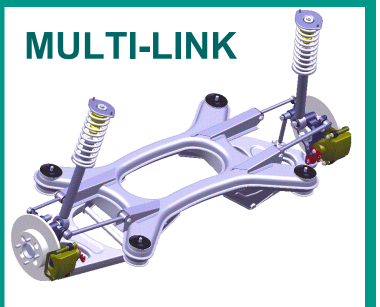


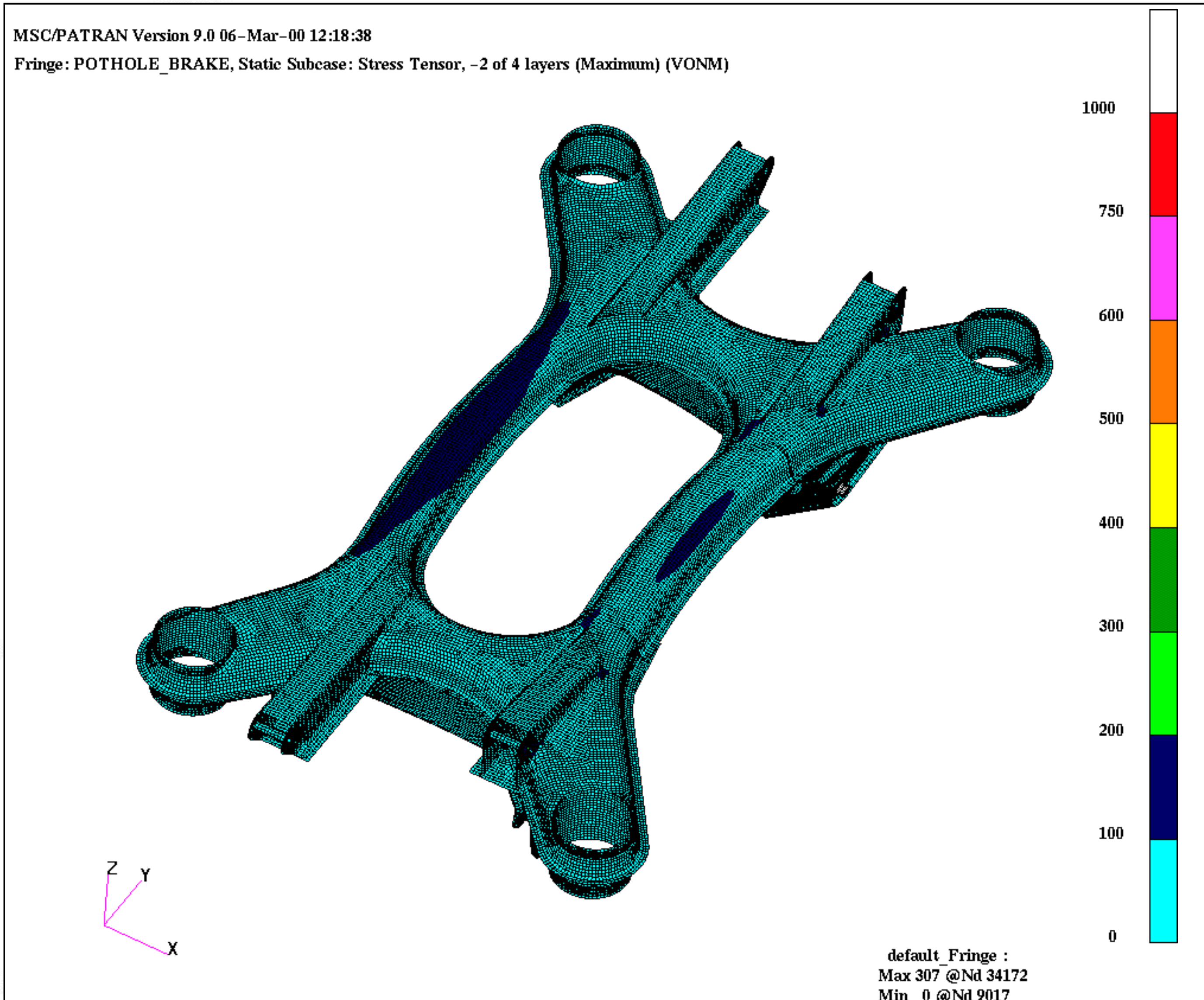


STEEL AUTO SUSPENSION

MULTI-LINK: SUBFRAME

Pothole Brake, D Class





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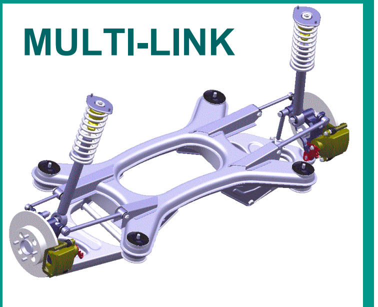
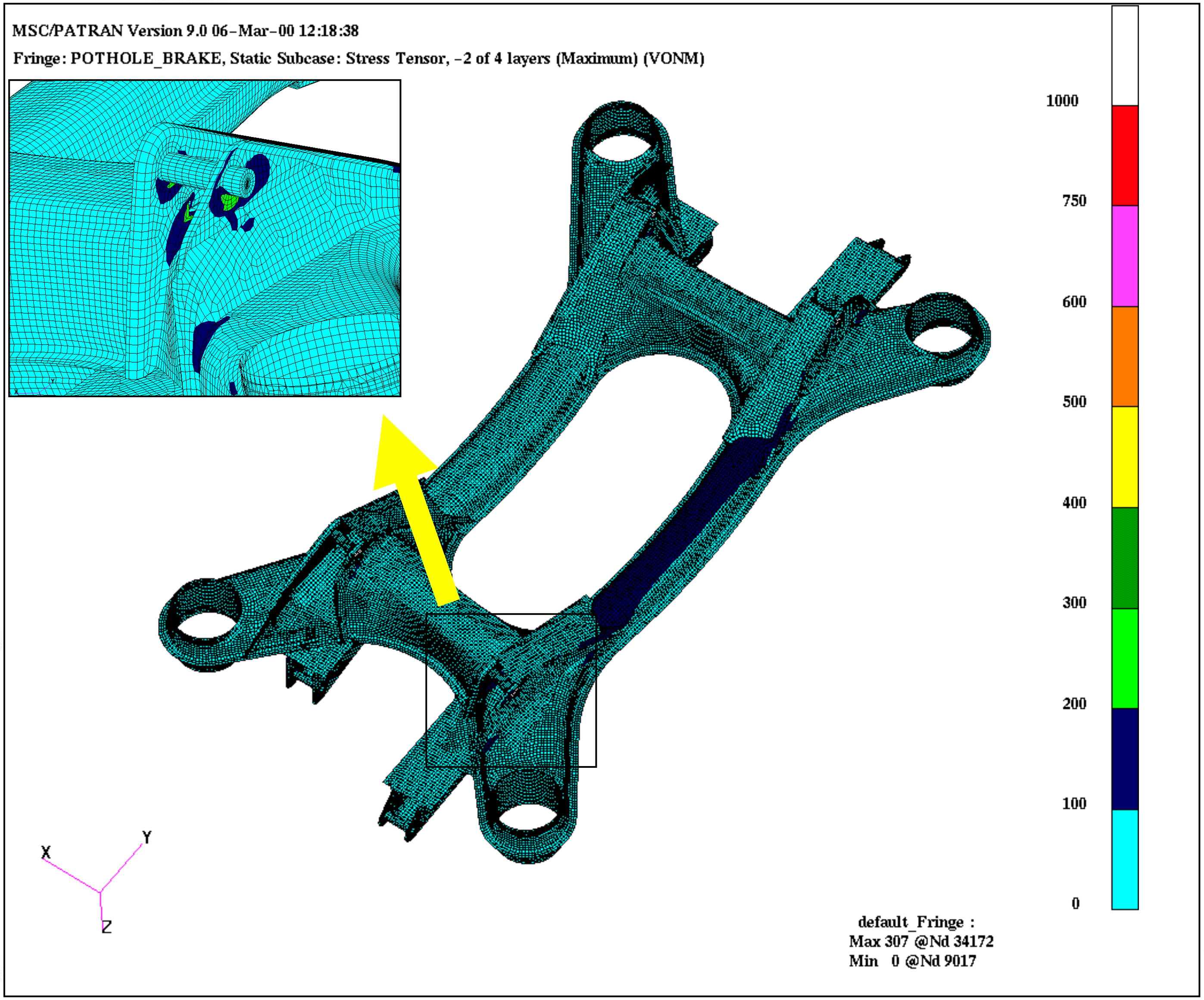
Pothole Brake, D Class

MULTI-LINK

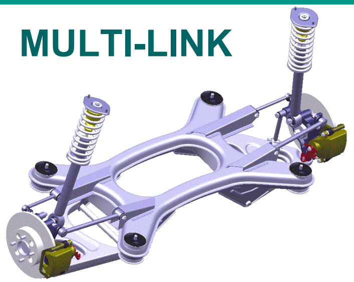




MULTI-LINK: STRESS RESULTS

E Class

MULTI-LINK

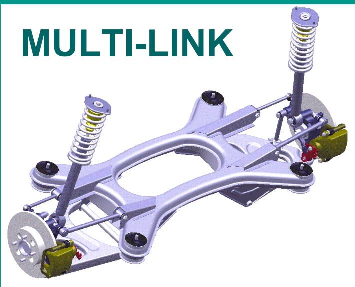


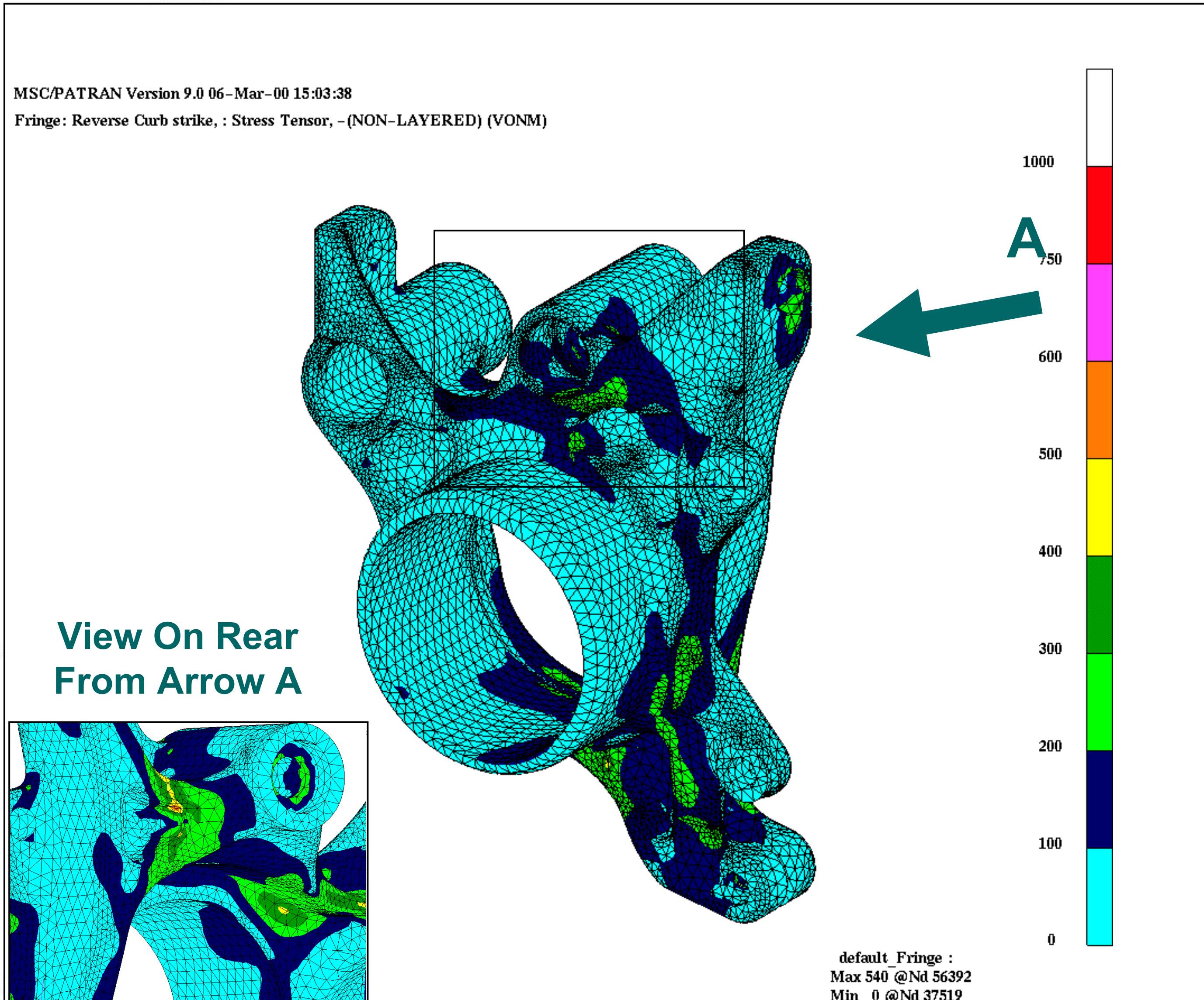
Load Case	Max stress (Von Mises)	Max stress (Von Mises)
	Knuckle	Lower Control Arm
Reverse Curb Strike (TCP)	540 MPa	176 MPa
Lateral Curb Strike 1 with load transfer	658 MPa	161 MPa
Lateral Curb Strike 2 with NO load transfer	802 MPa	197 MPa
Vertical Bump (TCP)	674 MPa	135 MPa
Forward Braking with ABS (TCP)	571 MPa	327 MPa
Combined Bump and Cornering (TCP)	589 MPa	278 MPa
Pothole Brake (TCP)	574 MPa	288 MPa

MULTI-LINK: KNUCKLE

Reverse Curb Strike, E Class

MULTI-LINK





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Lateral Curb Strike 1, E Class

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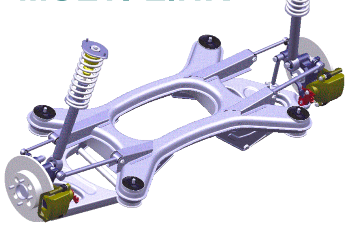

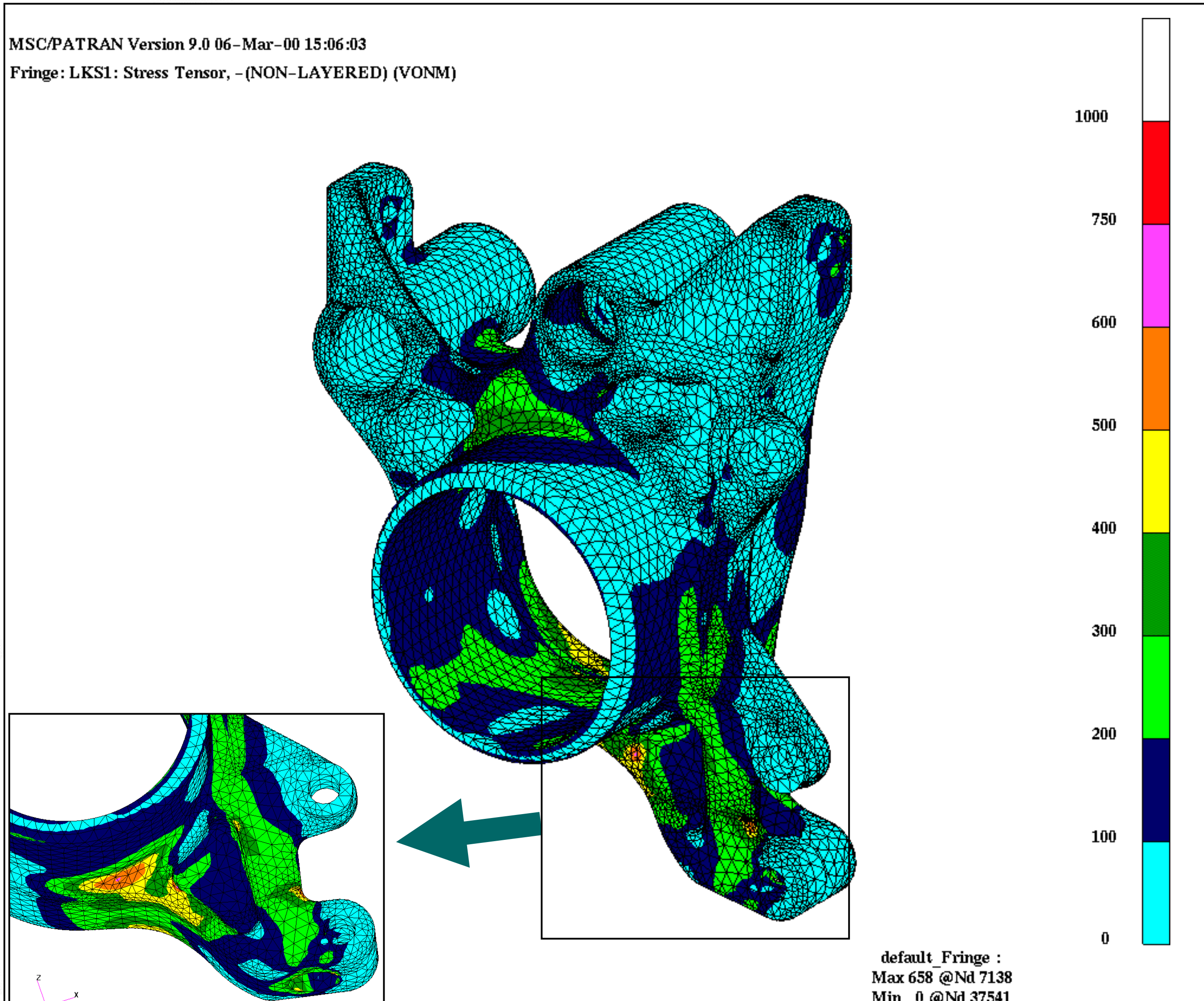

ULTRALIGHT STEEL AUTO SUSPENSION

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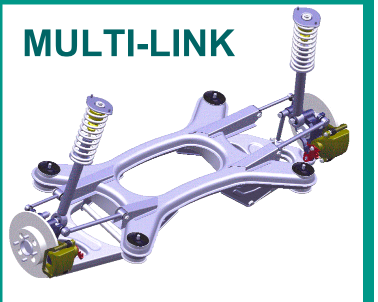
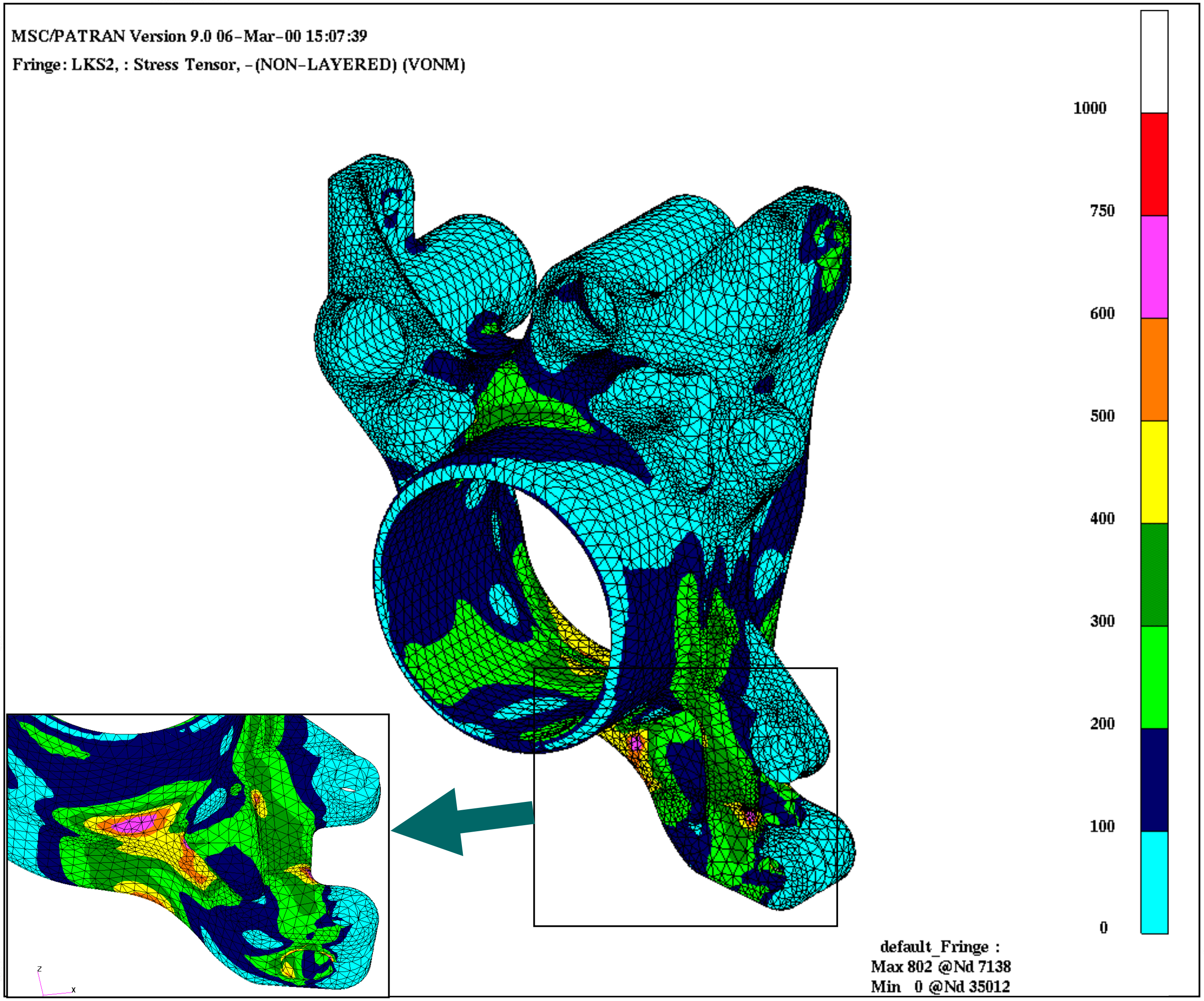
Lateral Curb Strike 2, E Class

MULTI-LINK





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Vertical Bump, E Class

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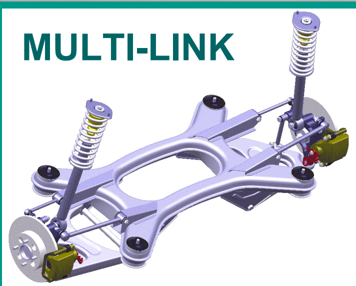

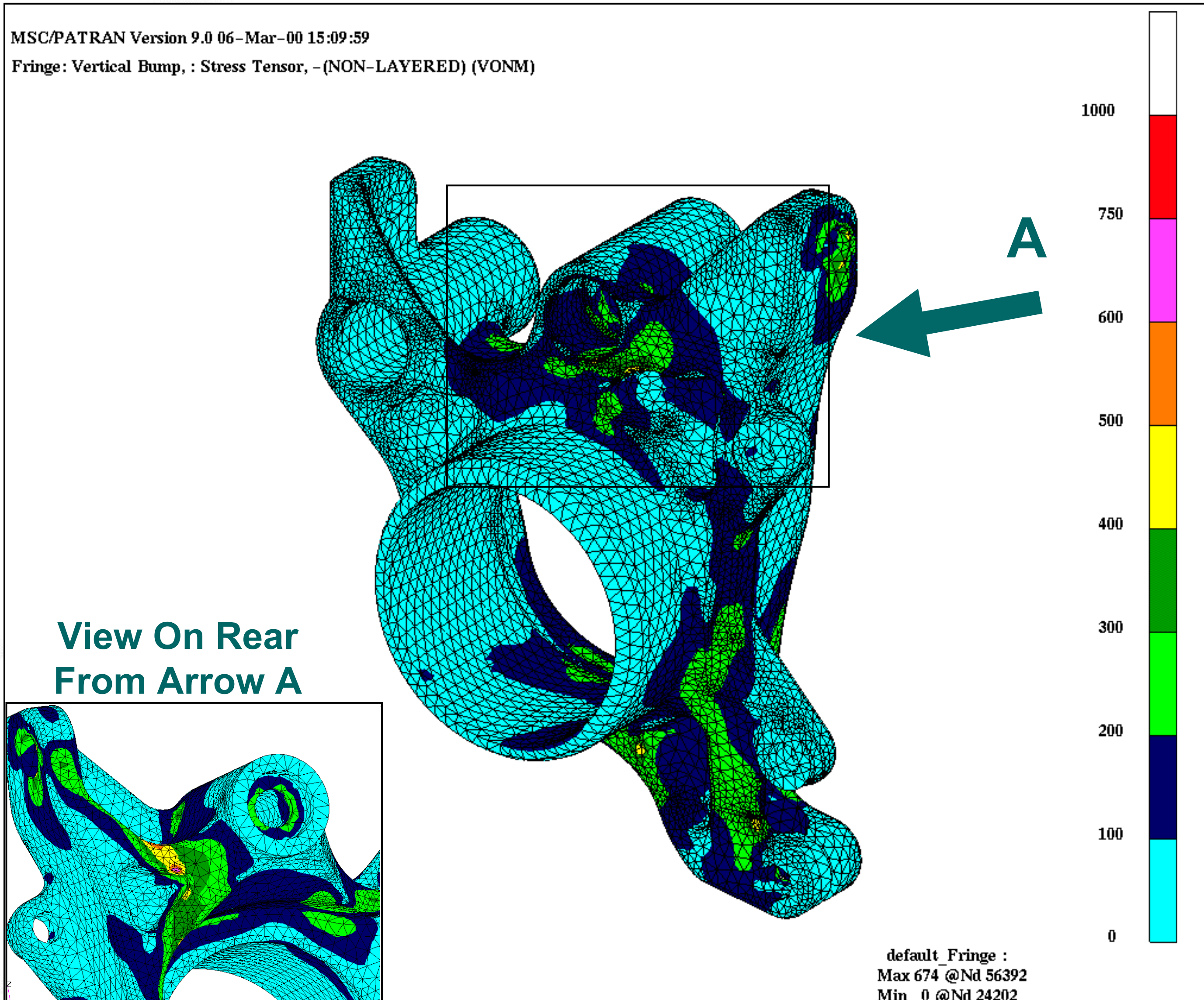

ULTRALIGHT STEEL AUTO SUSPENSION

ULTRALIGHT STEEL AUTO SUSPENSION

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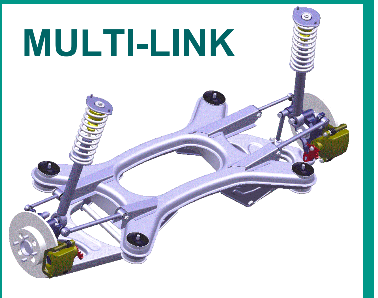
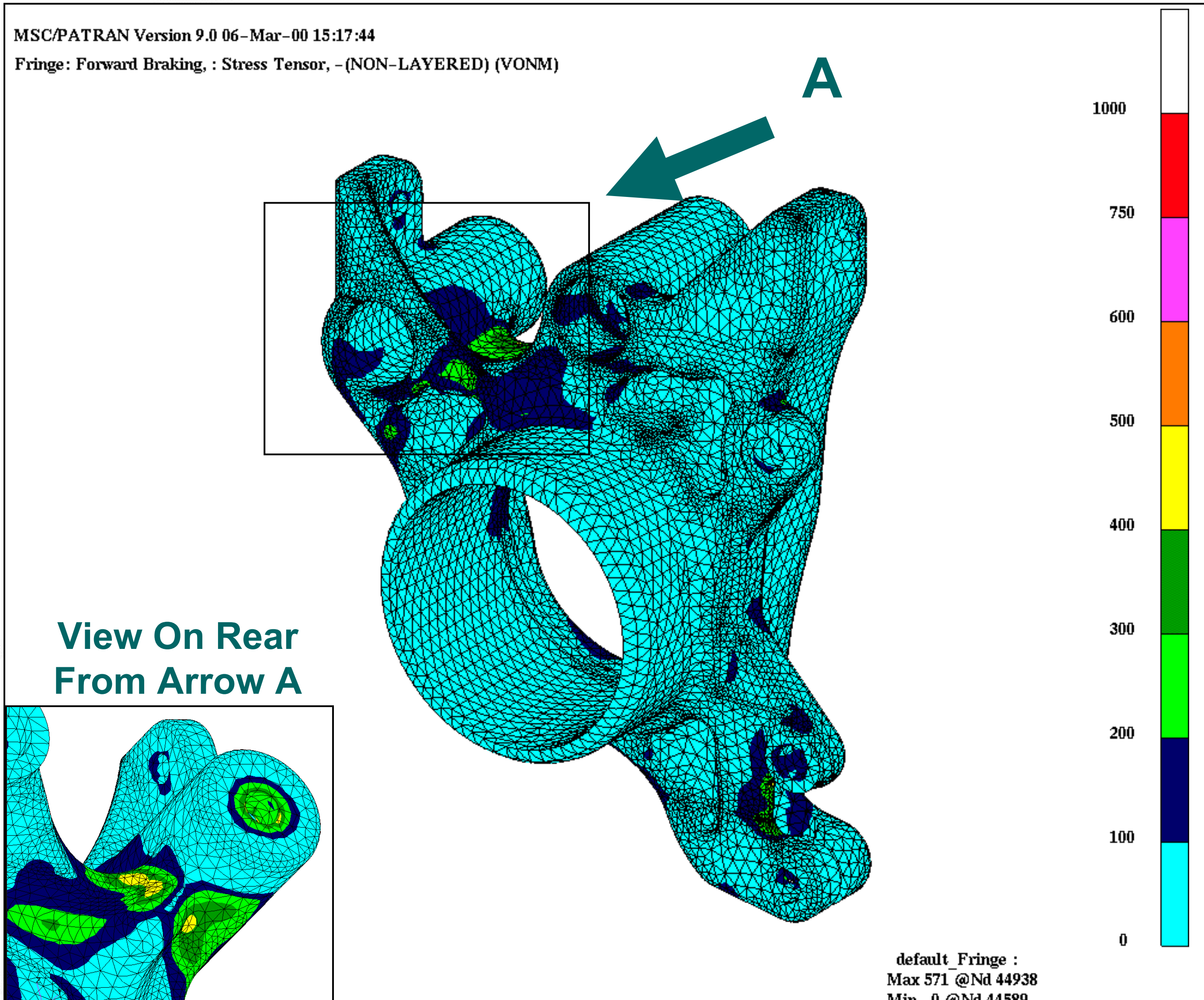
Forward Braking, E Class

MULTI-LINK





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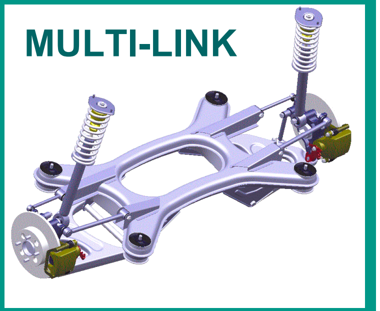
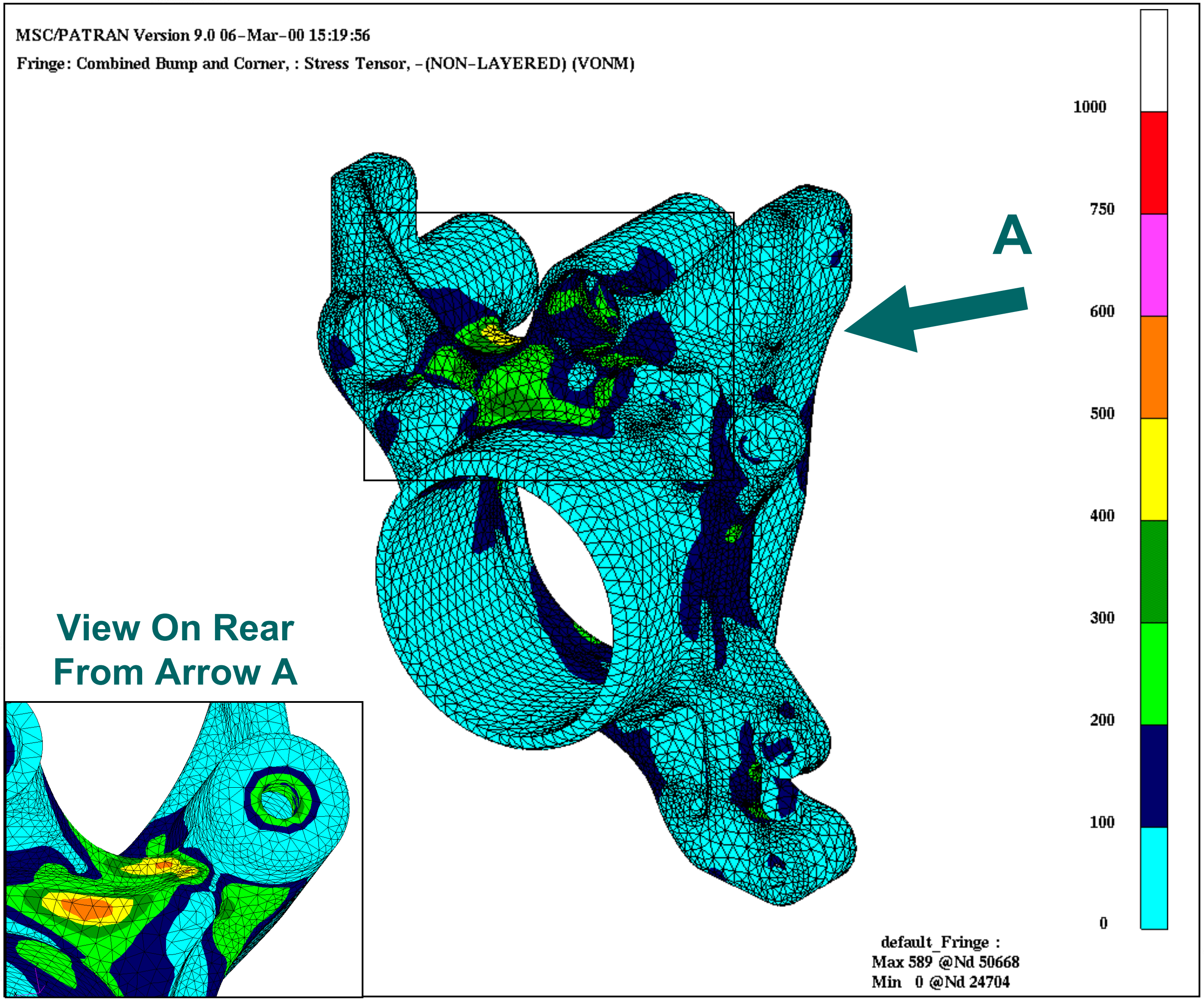
Combined Bump & Corner, E Class





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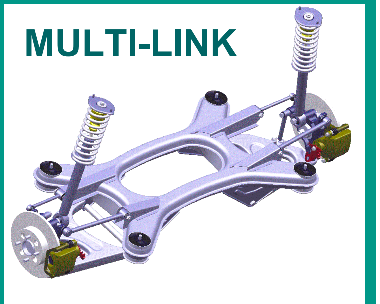
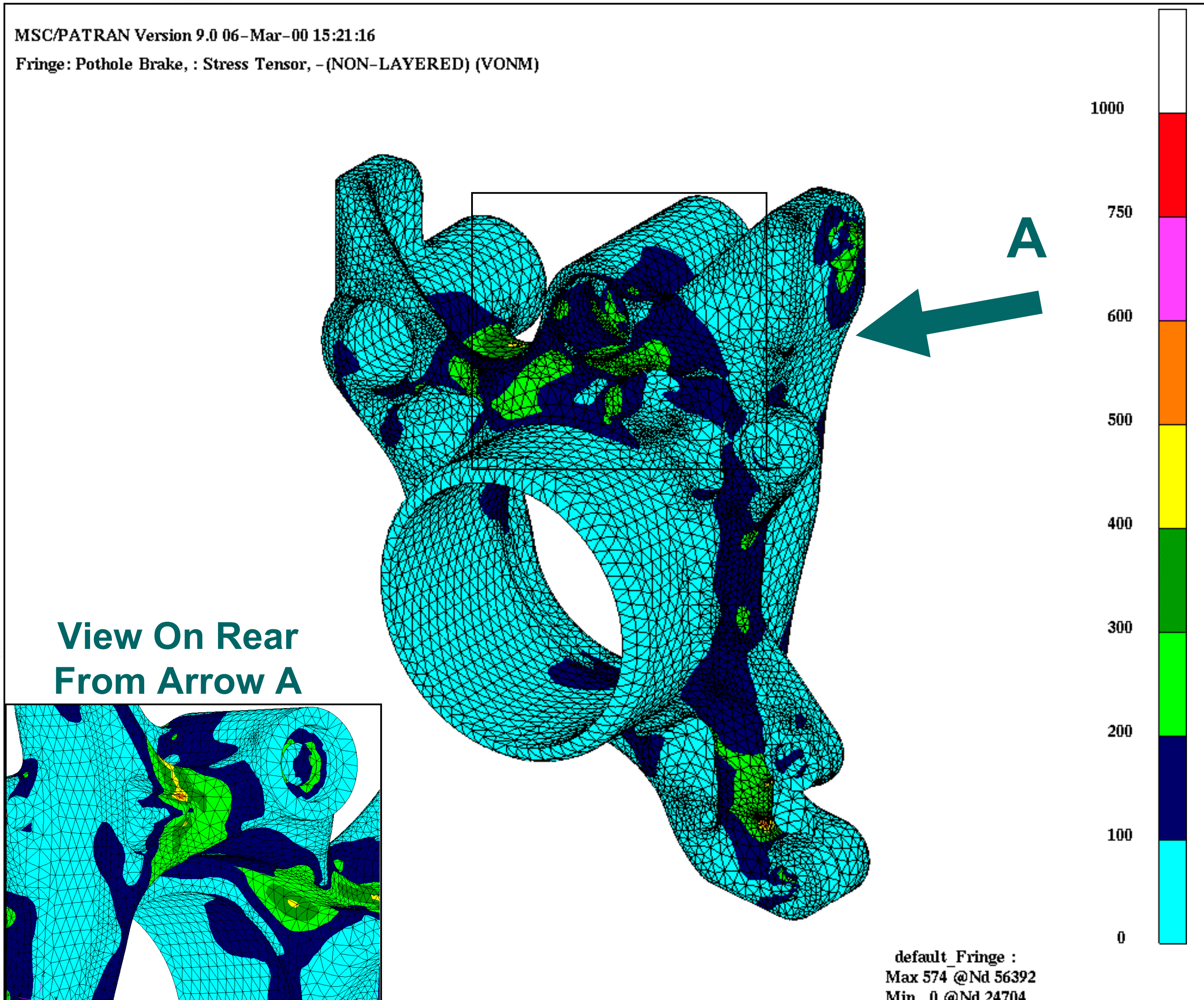
Pothole Brake, E Class





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Reverse Curb Strike, E Class

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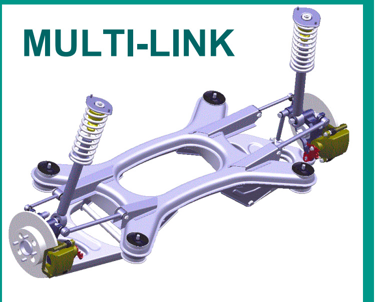

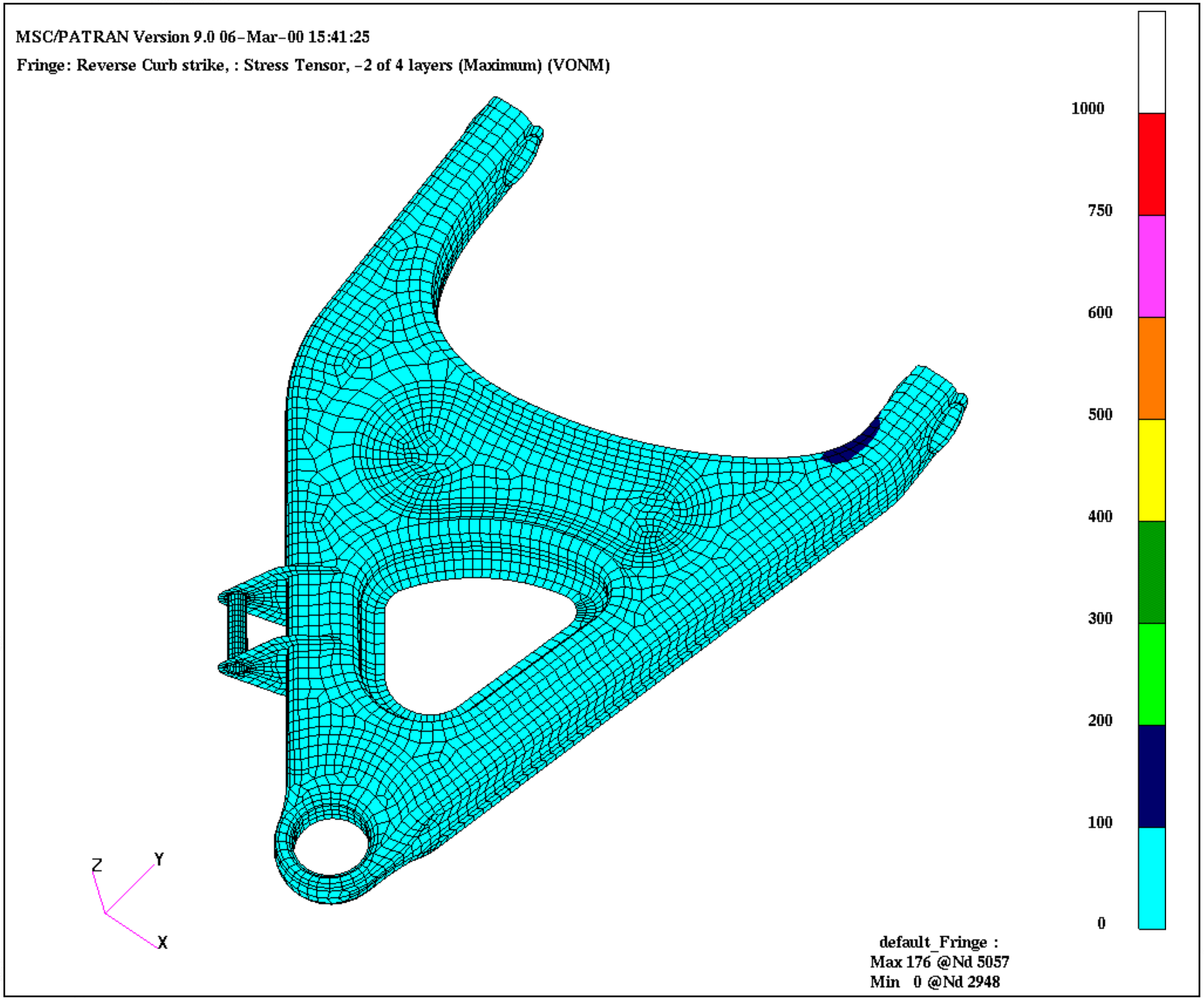

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Reverse Curb Strike, E Class

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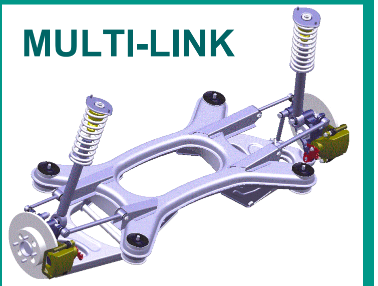

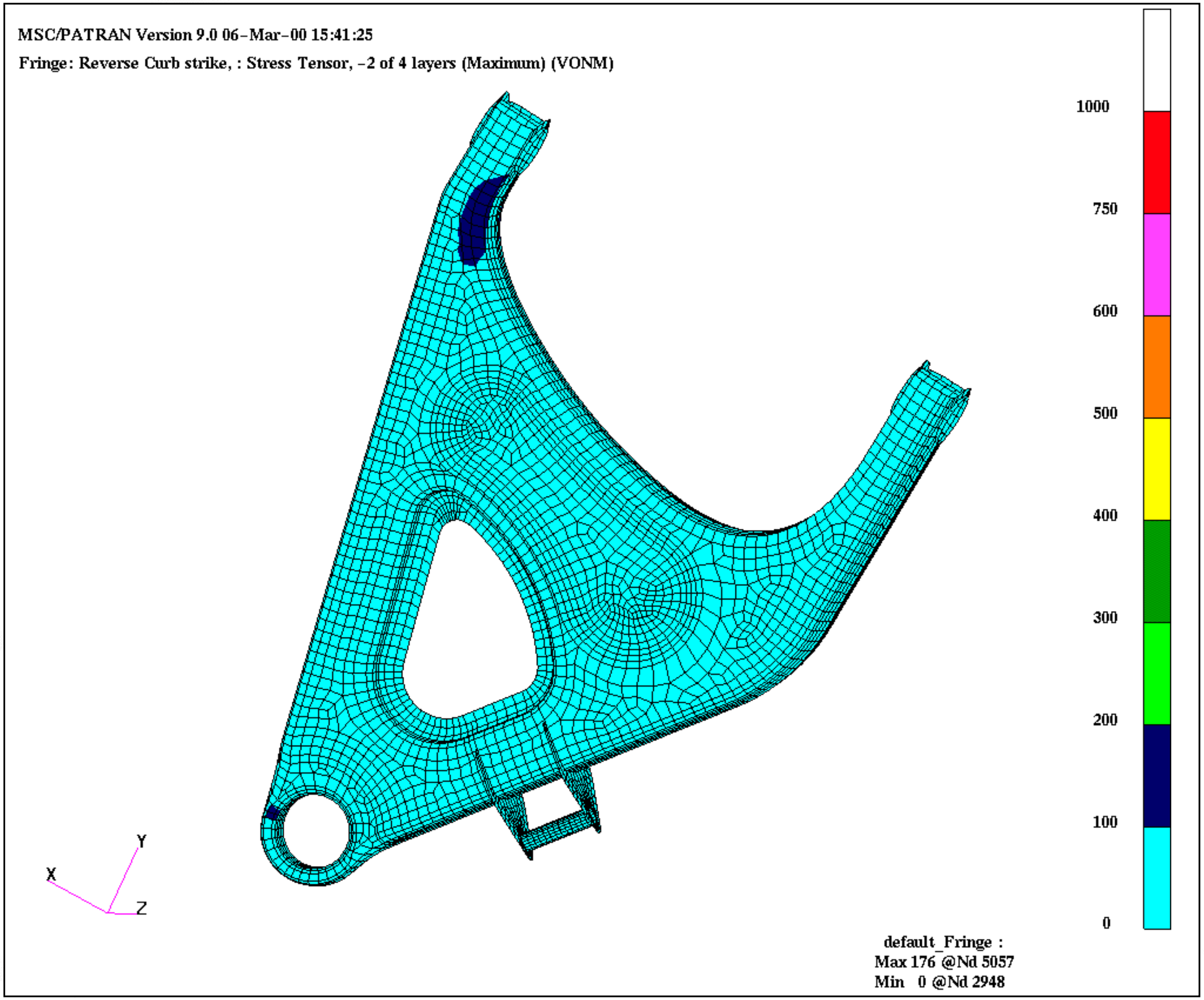

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Lateral Curb Strike 1, E Class

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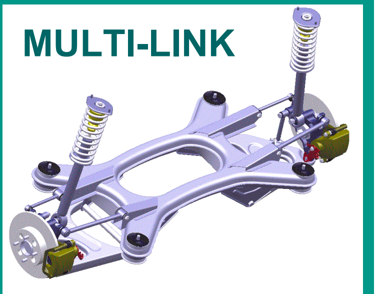

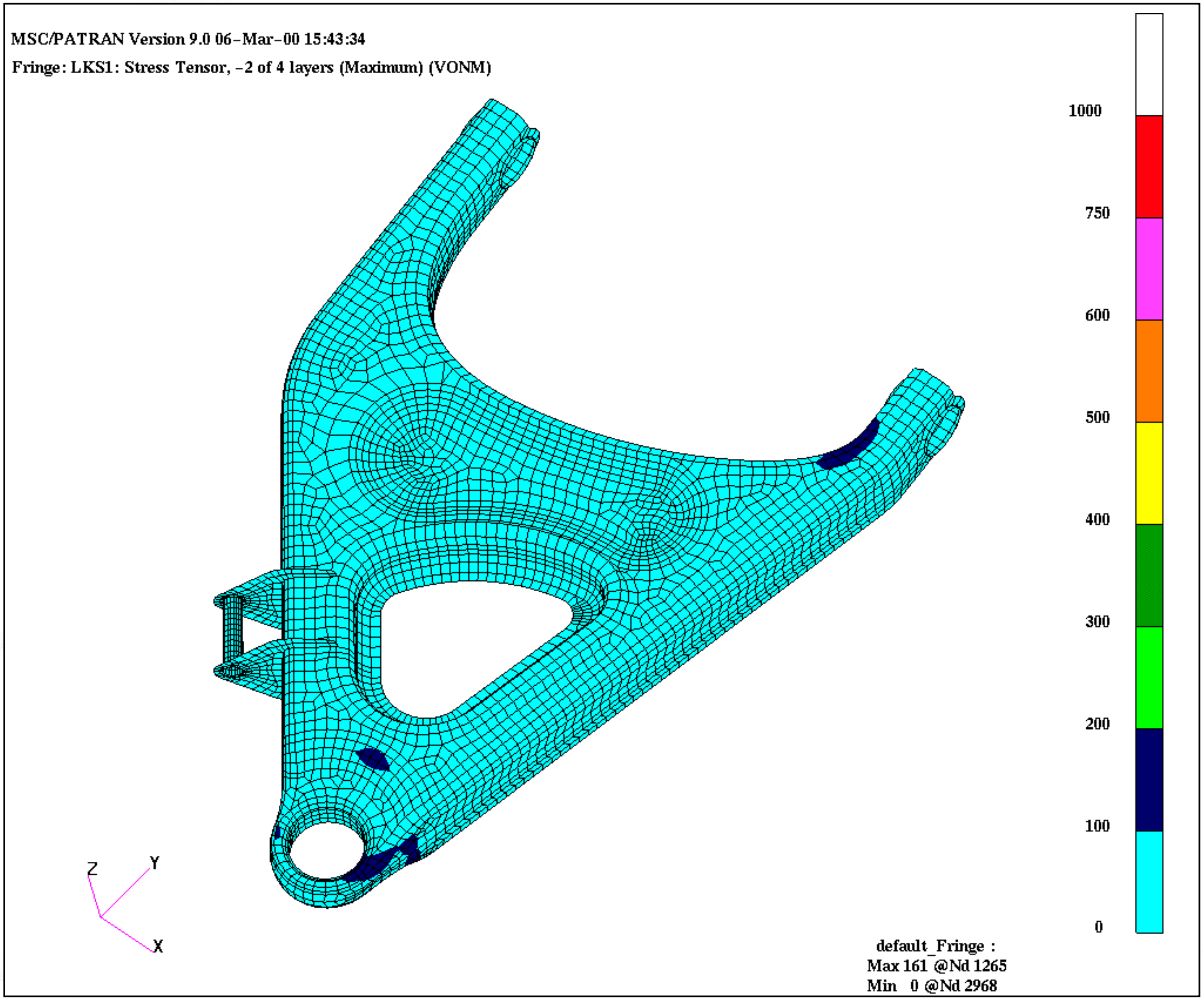

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Lateral Curb Strike 1, E Class

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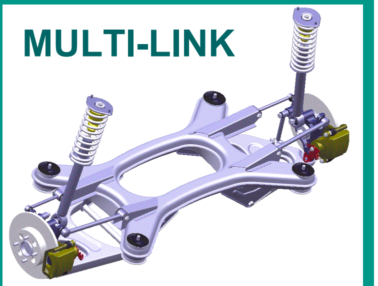

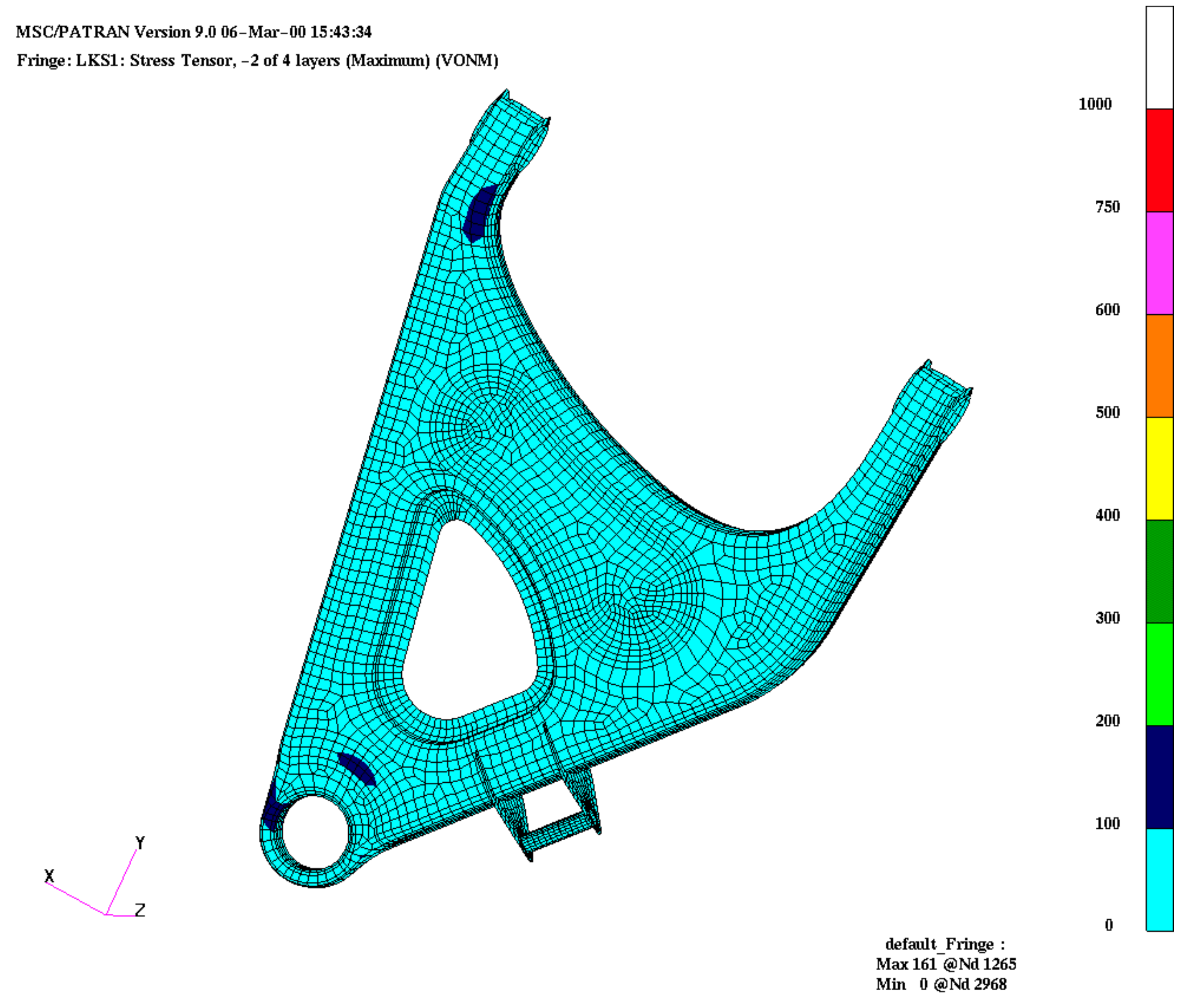

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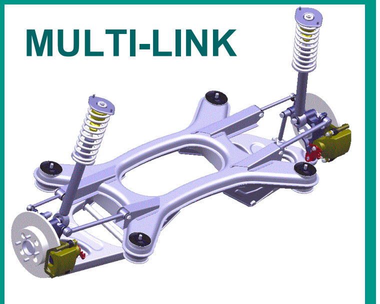
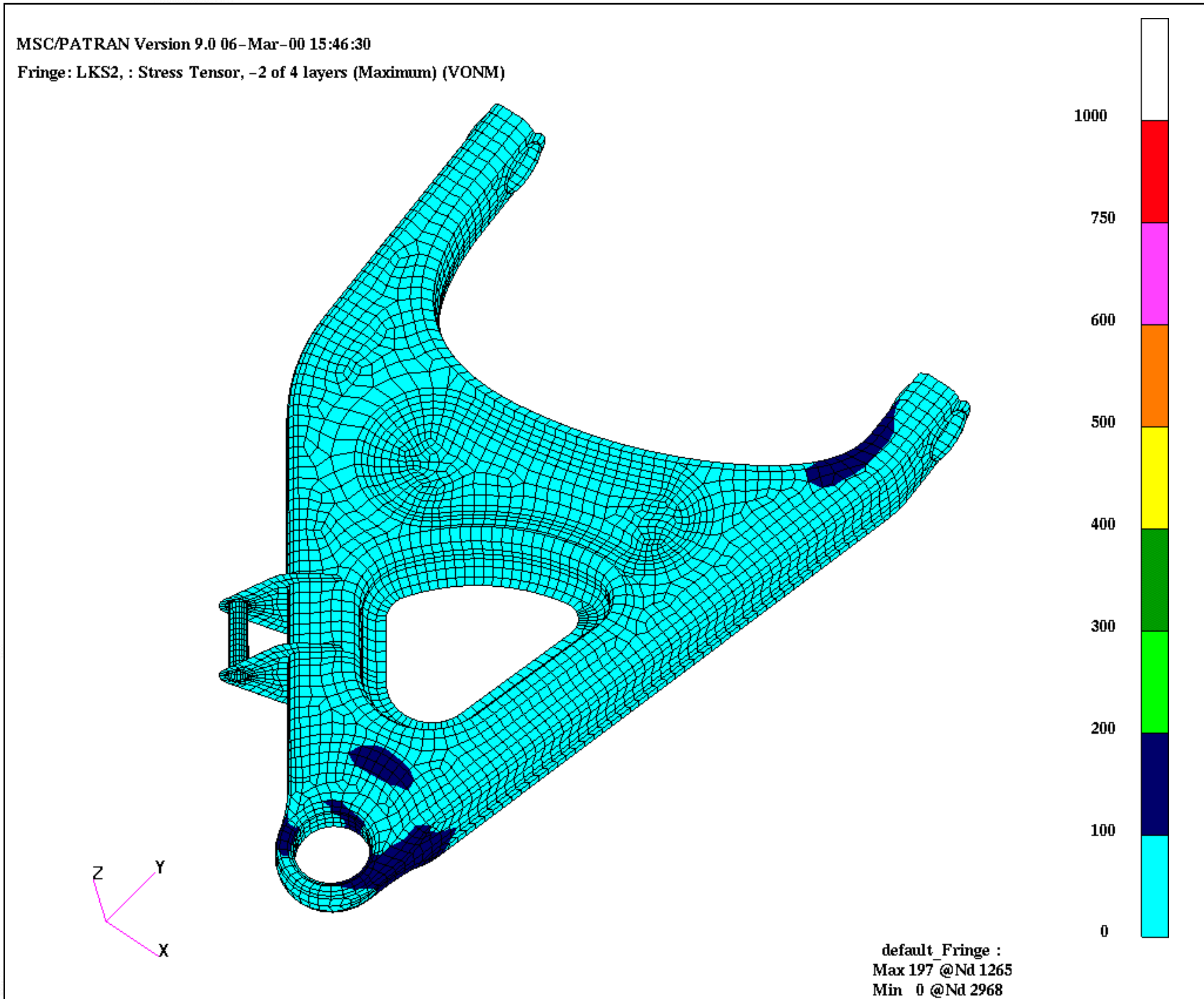
Lateral Curb Strike 2, E Class





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Lateral Curb Strike 2, E Class

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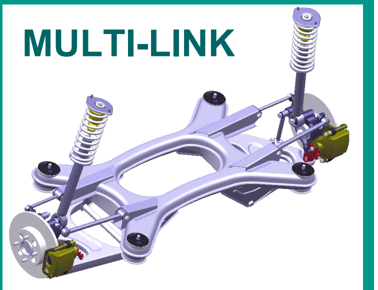

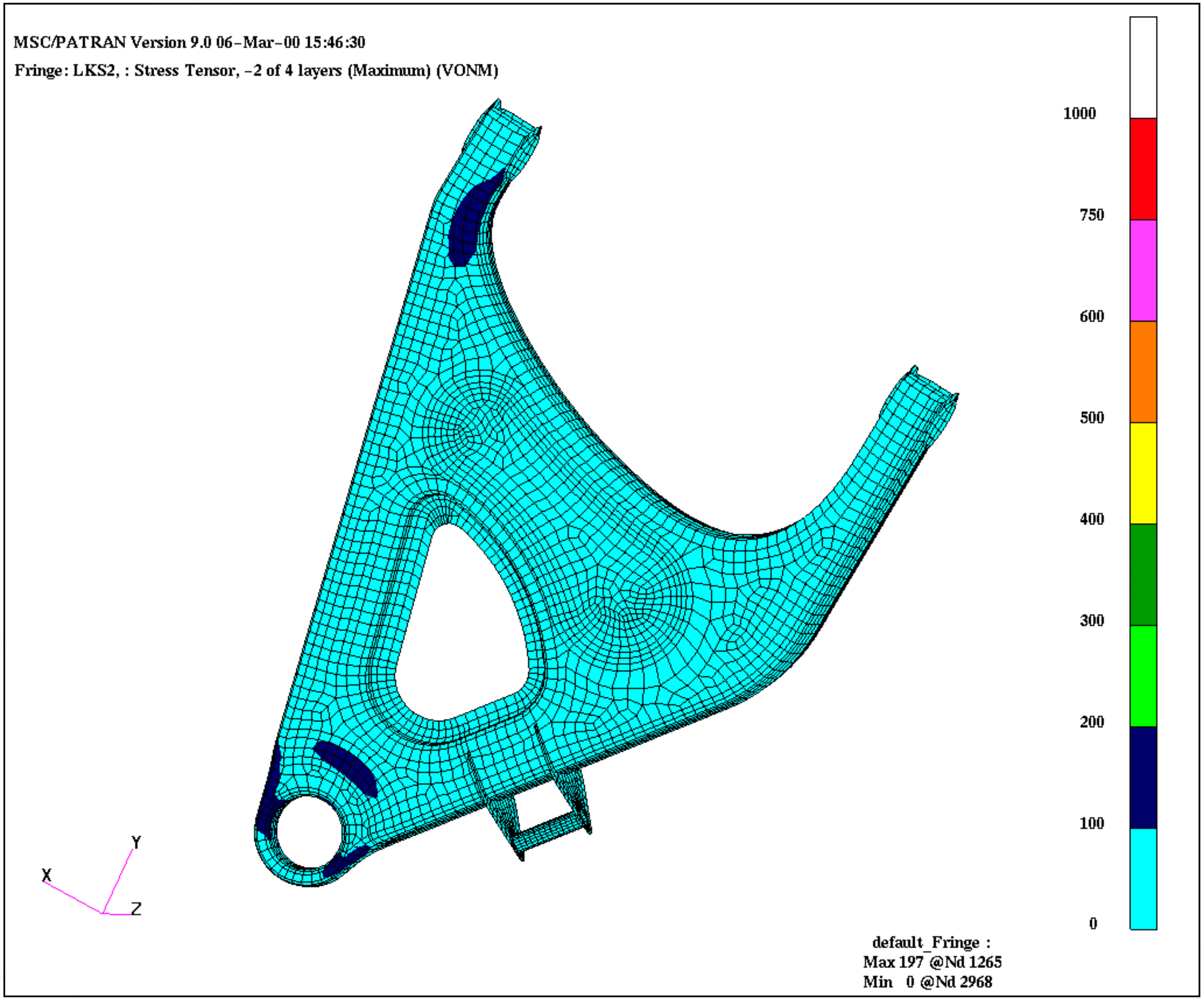

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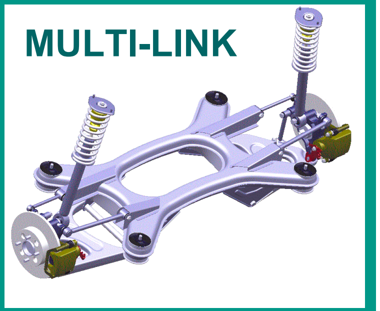
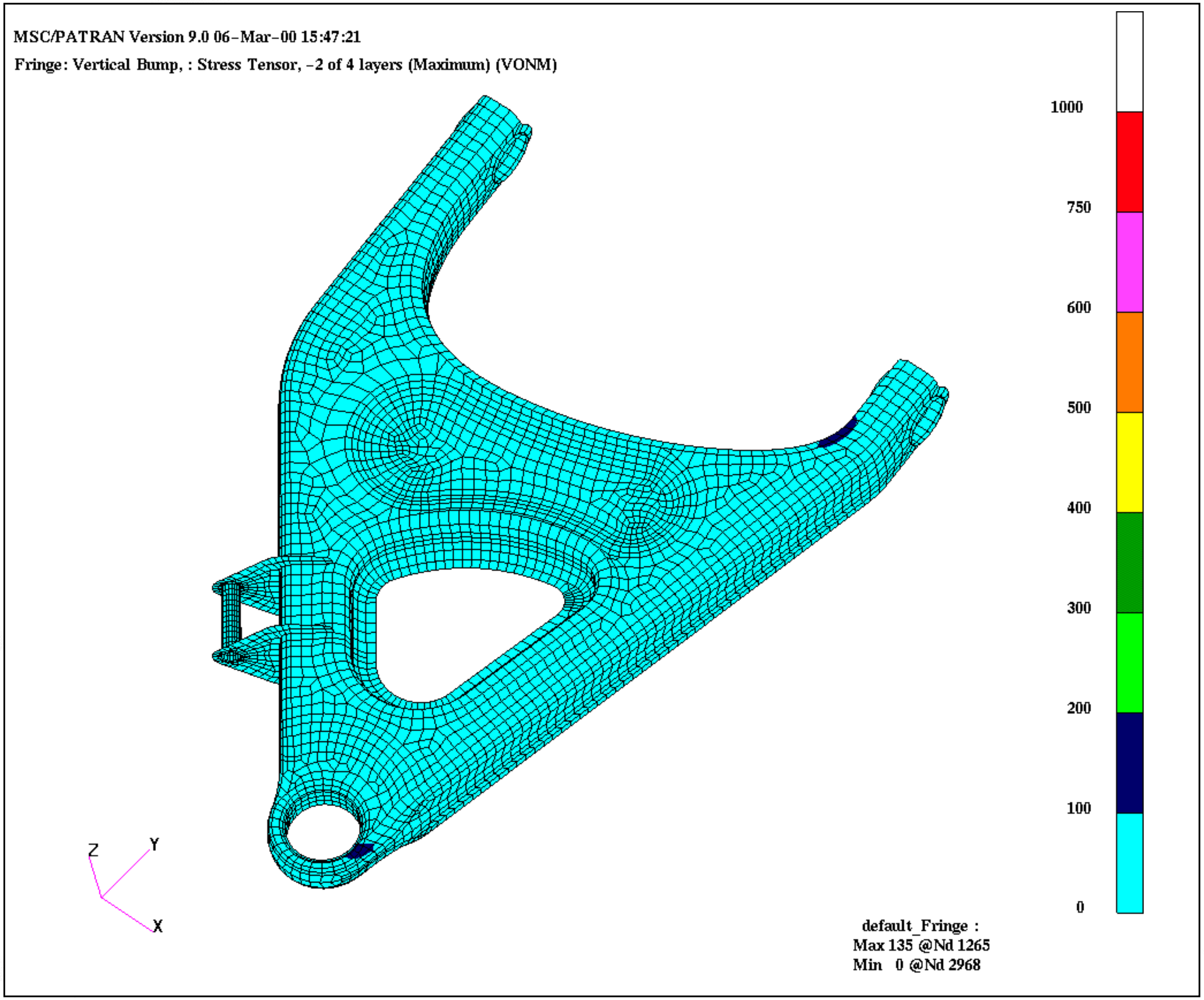
Vertical Bump, E Class





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Vertical Bump, E Class

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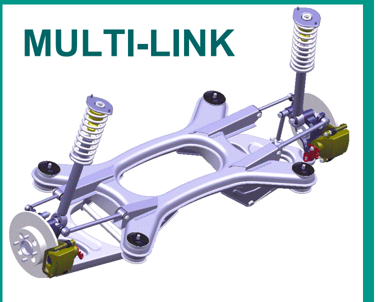

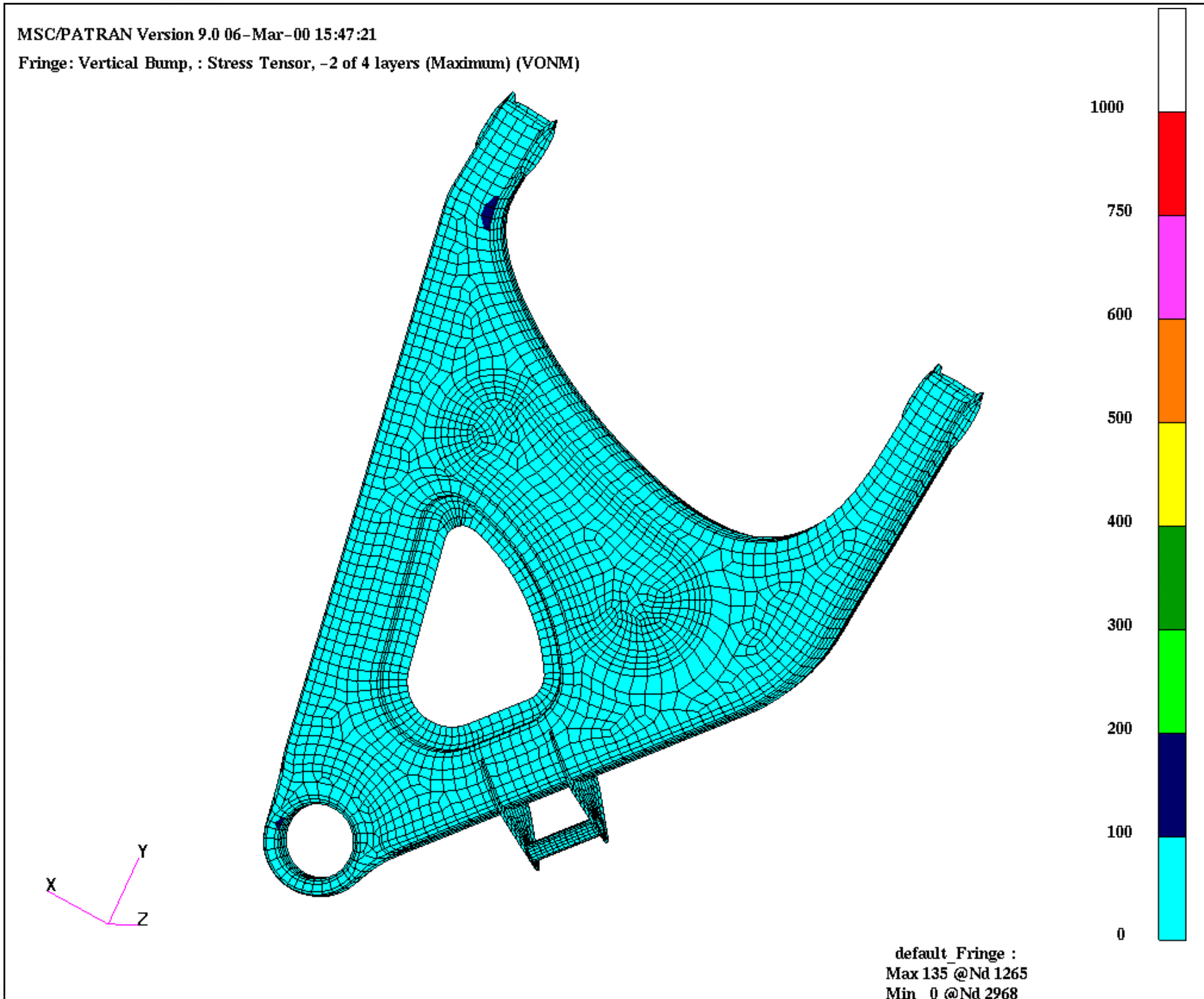

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Forward Braking, E Class

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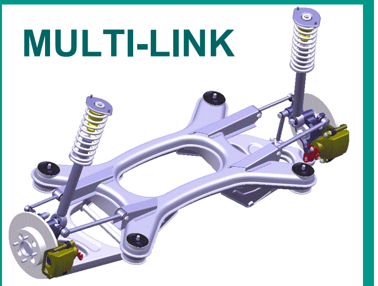

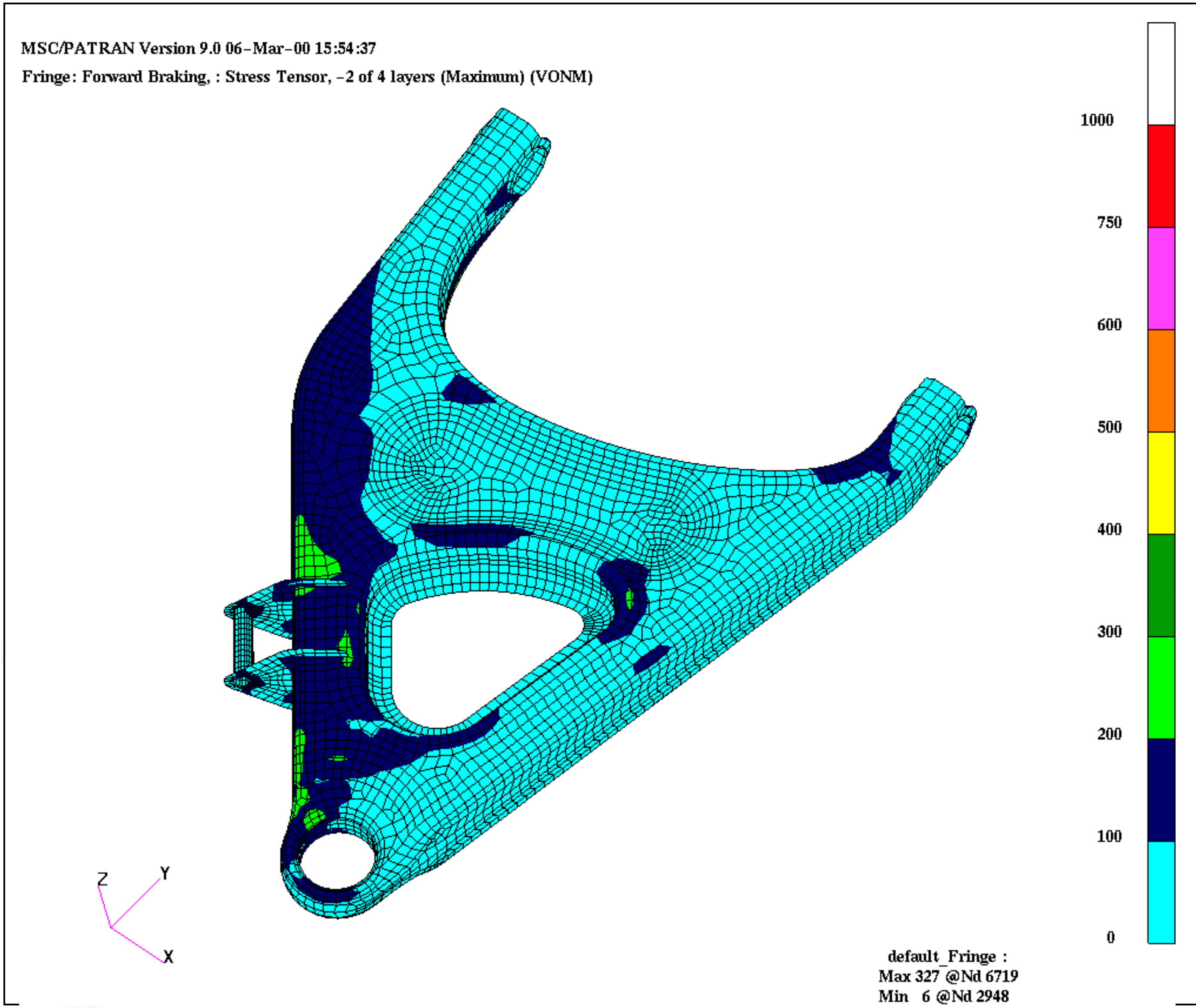

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Forward Braking, E Class

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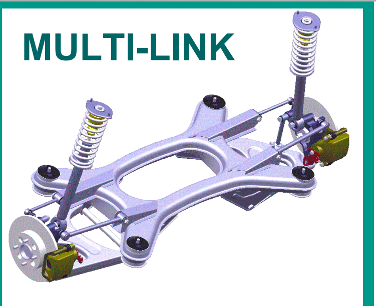

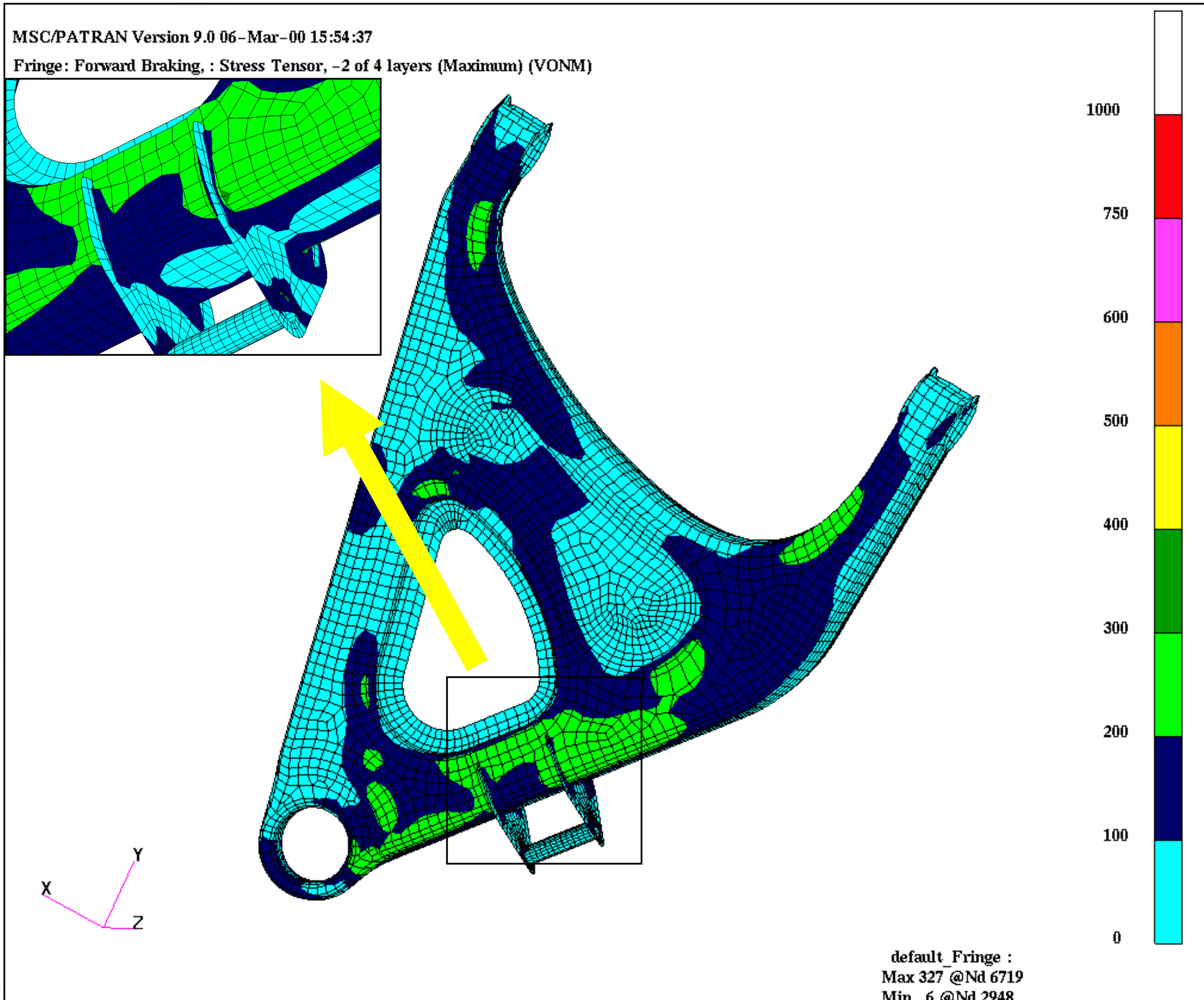

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Combined Bump & Corner, E Class

ULTRALIGHT STEEL AUTO SUSPENSION

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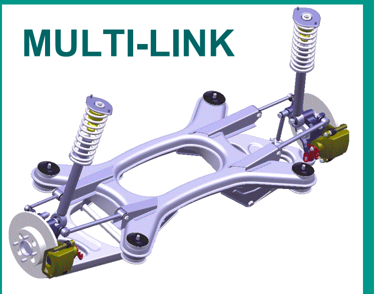

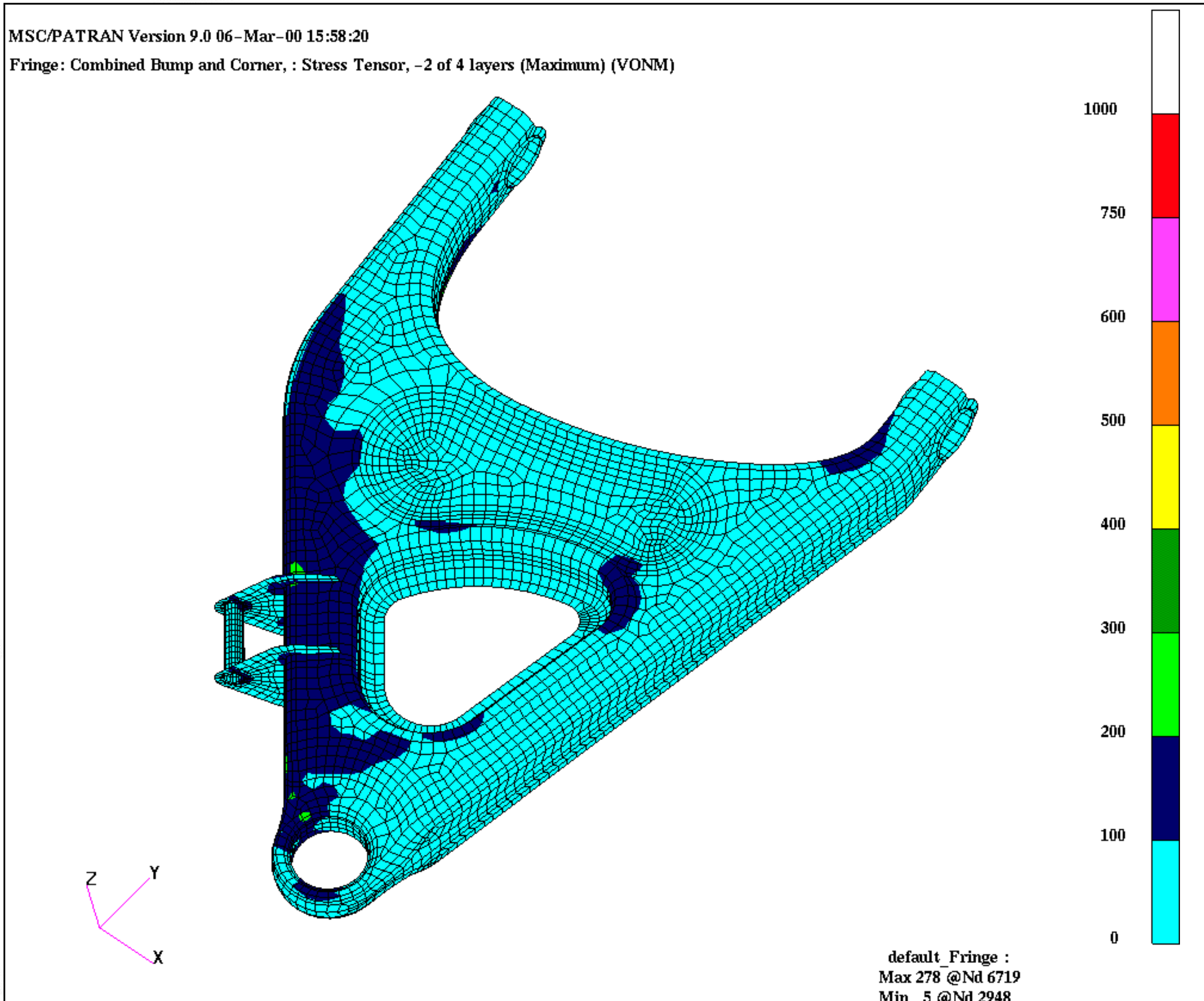

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Combined Bump & Corner, E Class

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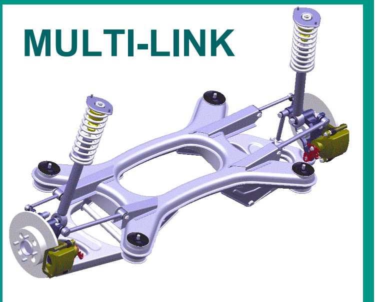

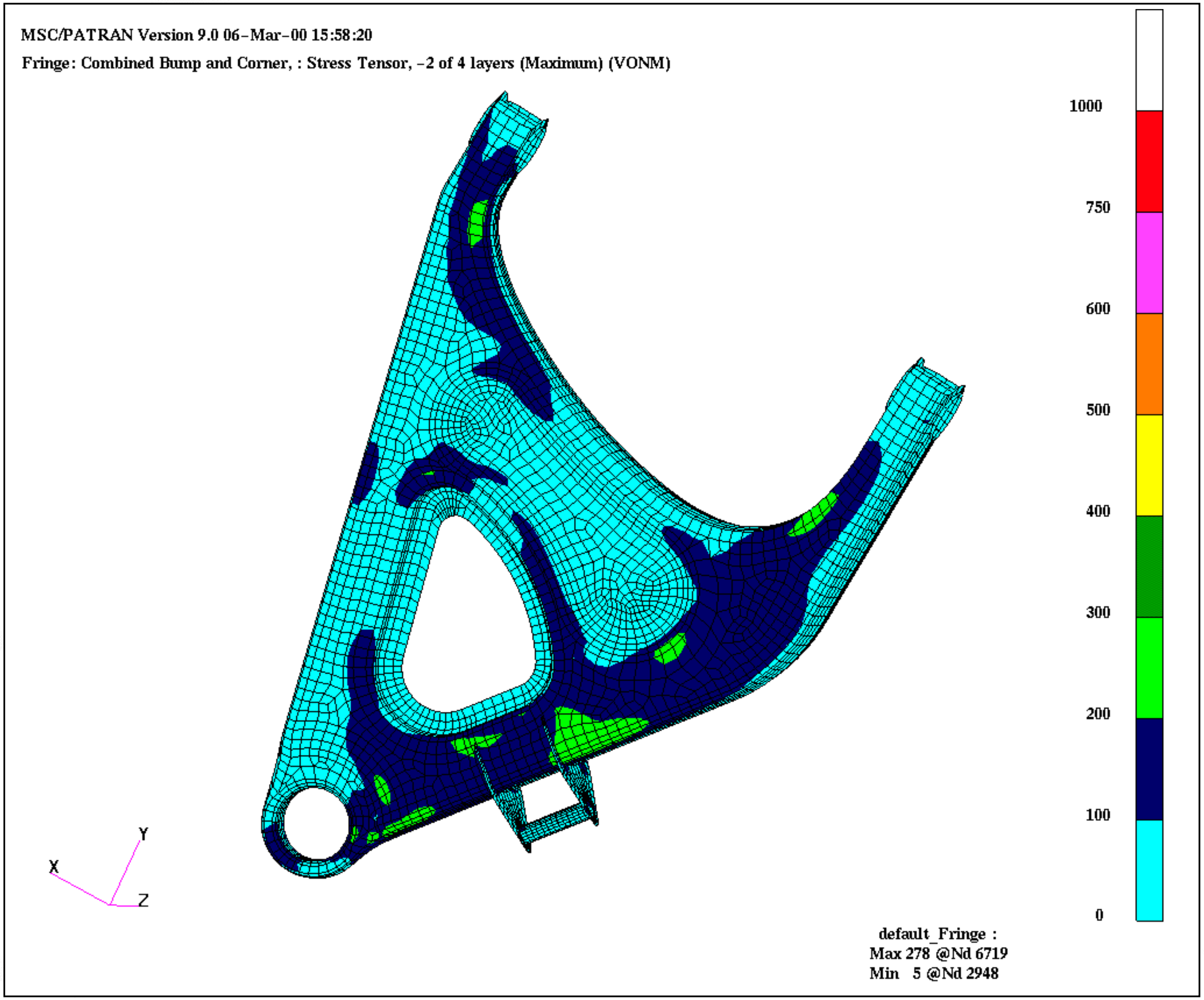

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Pothole Brake, E Class

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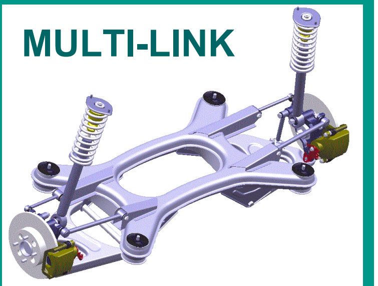

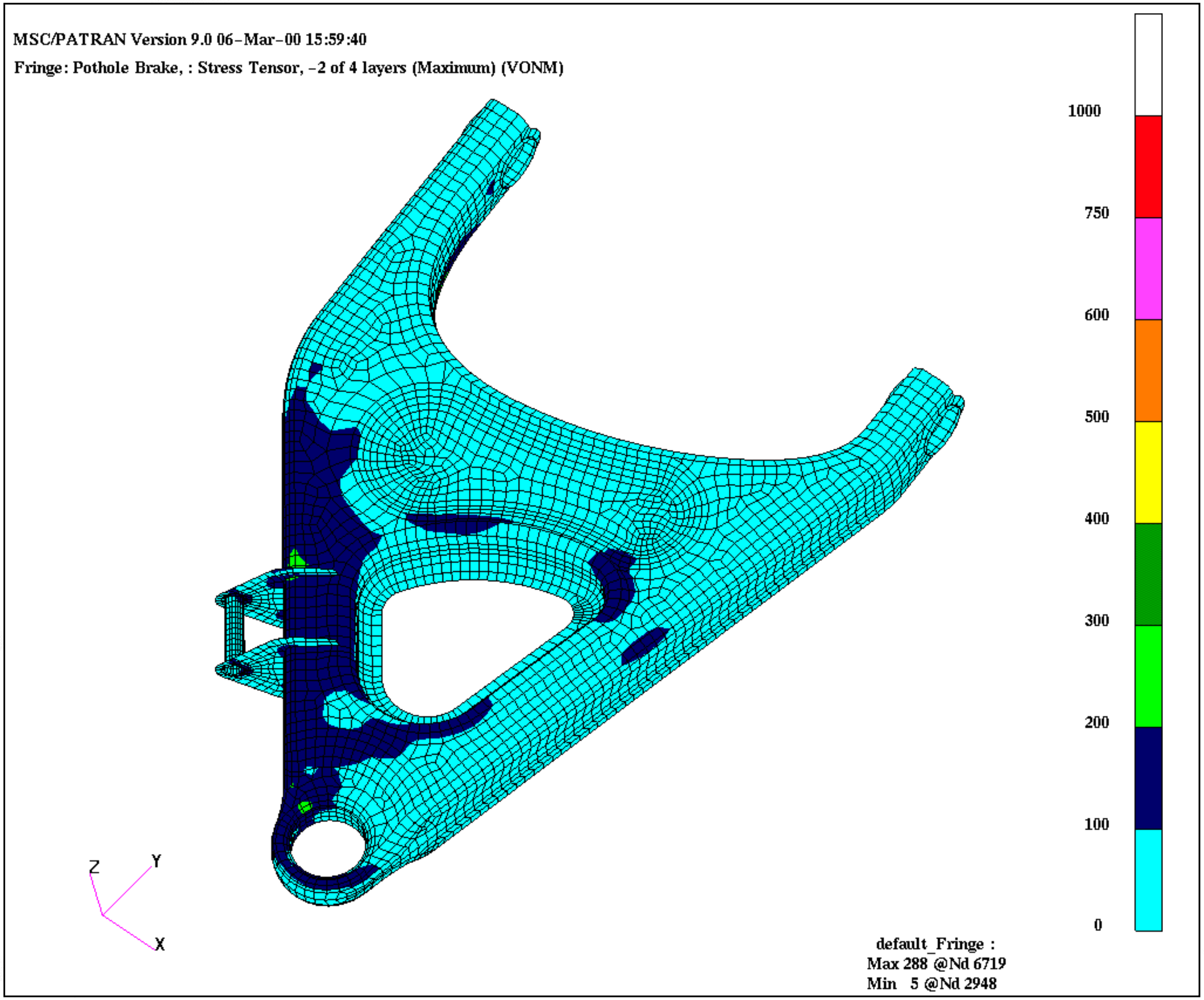

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Pothole Brake, E Class

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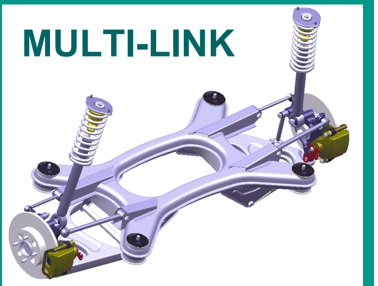
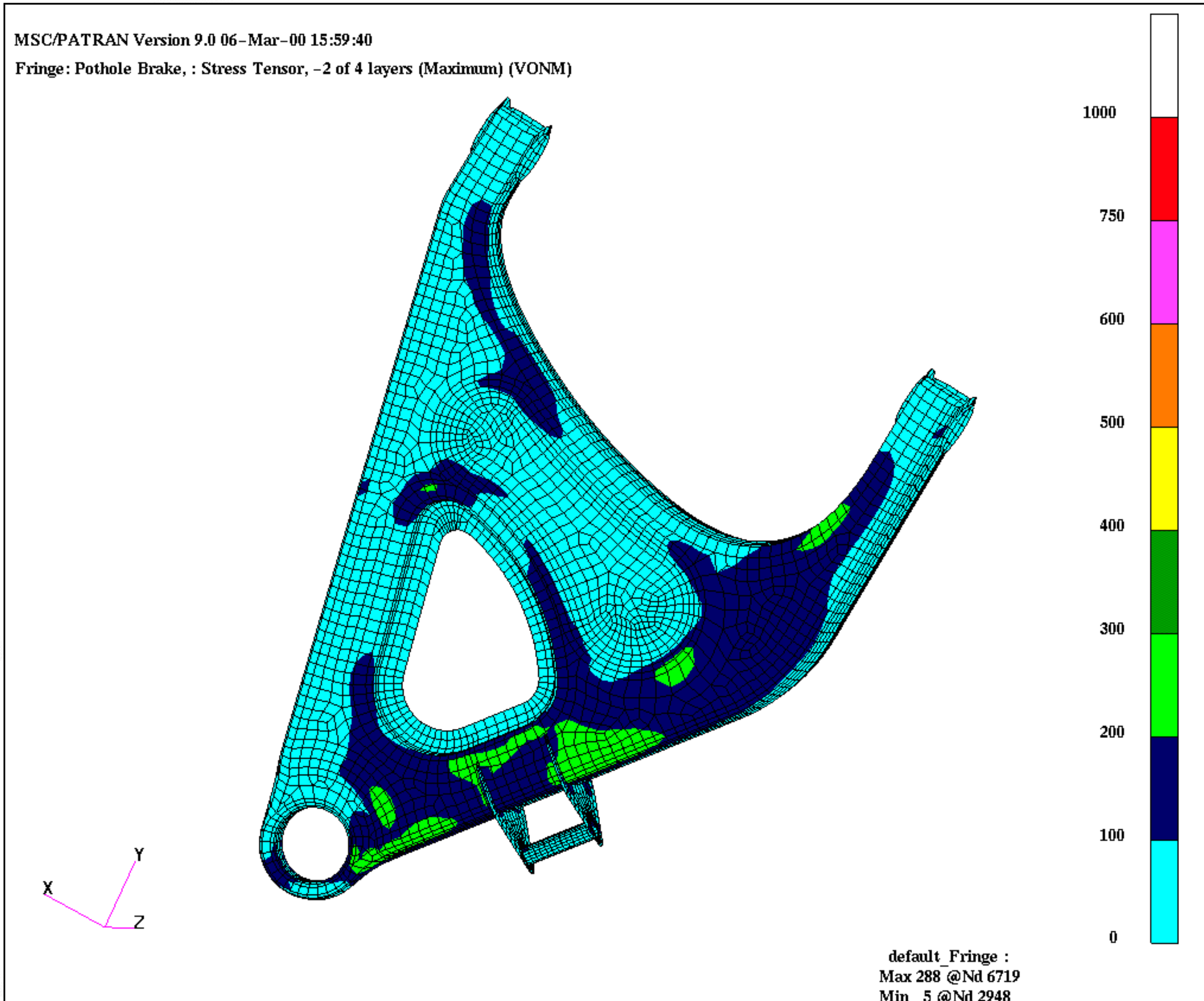
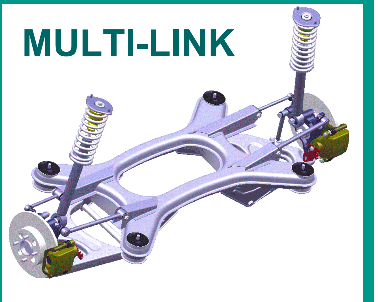


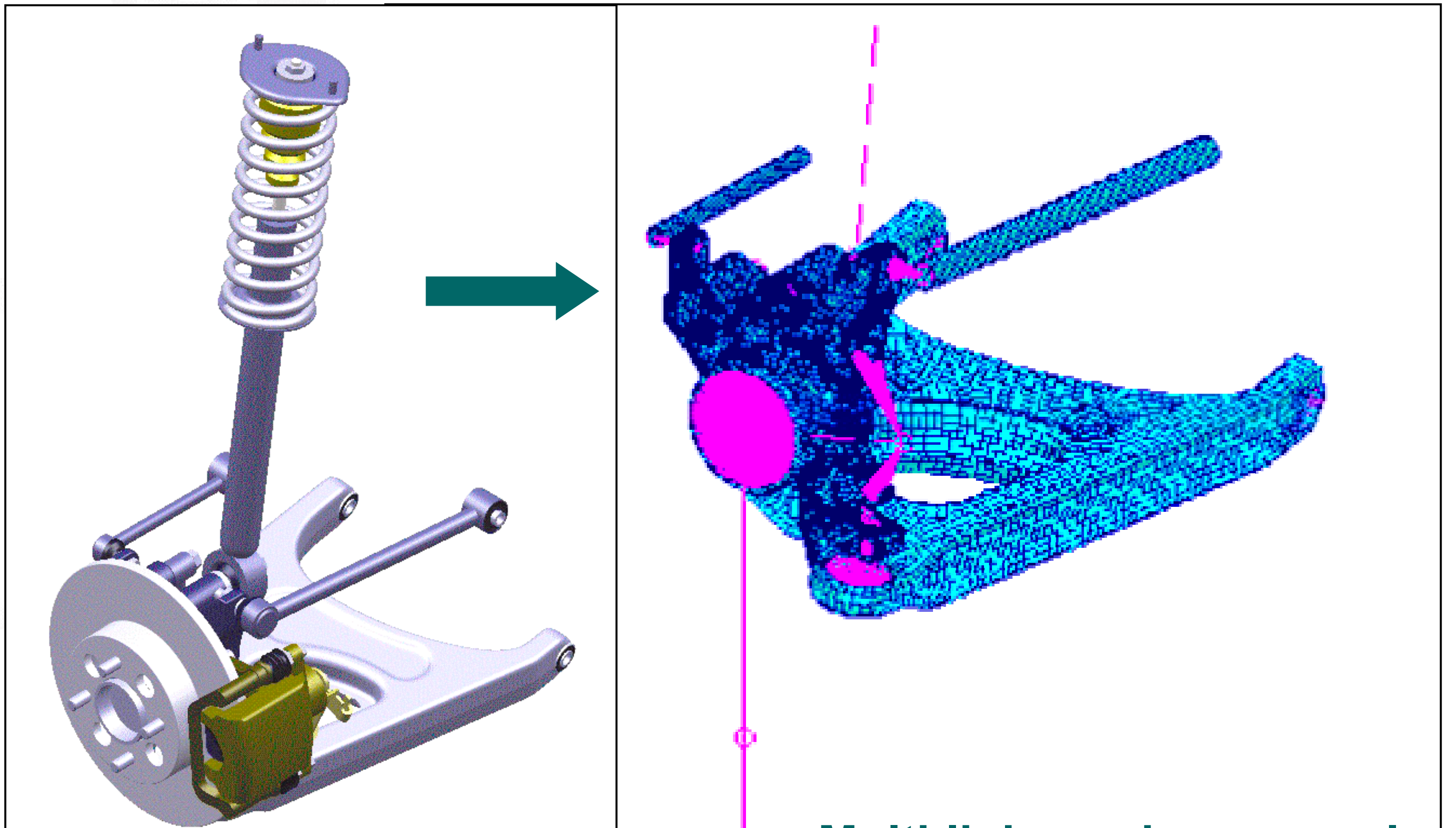


MUTLI-LINK: CAE STRUCTURAL APPROACH

Part Physical Geometry

MULTI-LINK





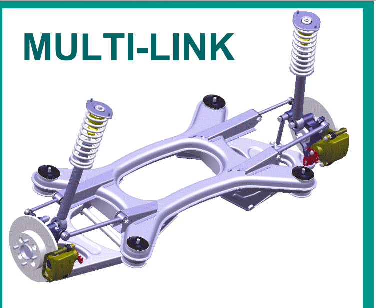
Multi-link used as example

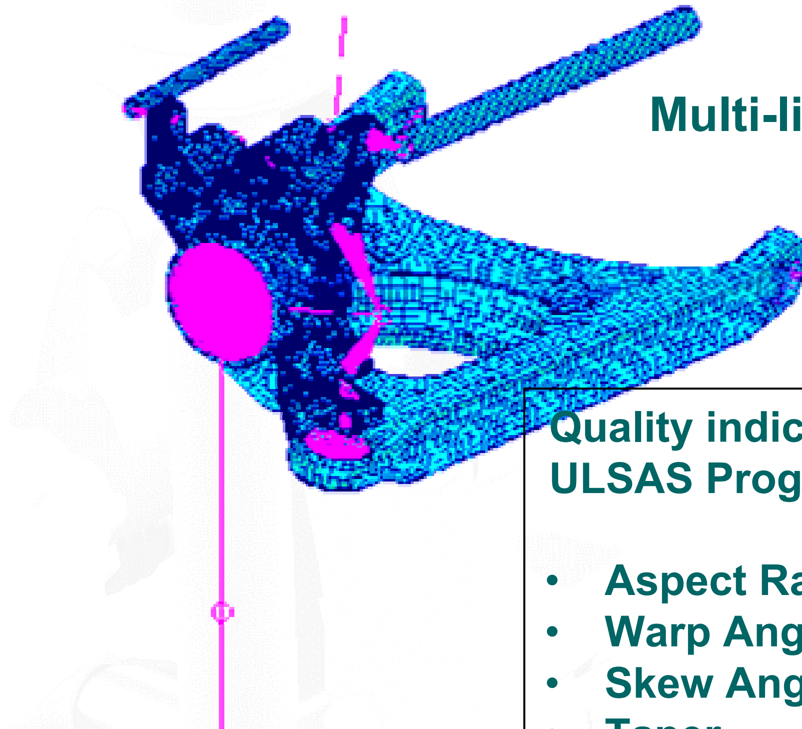
The physical geometry of the parts used to create the finite element model was imported from the CAD environment. This was changed or modified within the FE environment using the many tools available.

MULTI-LINK: CAE STRUCTURAL APPROACH

Finite Elements

MULTI-LINK





Multi-link used as example

Quality indices adapted throughout the ULSAS Programme for shell elements :

- **Aspect Ratio < 5:1**
- **Warp Angle < 7 degrees**
- **Skew Angle < 30 degrees**
- **Taper > 0.8**

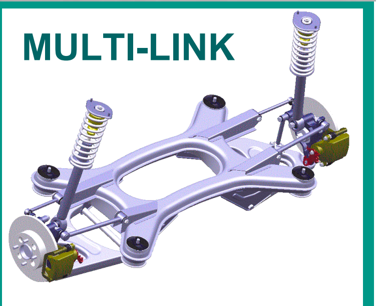
An FE mesh was created using the imported CAD geometry. This was undertaken by using either manual or auto meshing techniques. Beam, shell or solid elements are used depending upon the underlying geometry. Once the mesh has been created, it is checked for free edges duplicates and normals. The element's quality is also checked for aspect ratio, warp angle, skew angle, and taper. Typical values for these are:

Aspect Ratio	<	5:1.
Warp Angle	<	7 degrees.
Skew Angle	<	30 degrees.
Taper	<	0.8.

These values can be doubled, but for only 10% of the FE model, and only in areas of little concern.

MUTLI-LINK: CAE STRUCTURAL APPROACH
Loads and Boundary Conditions

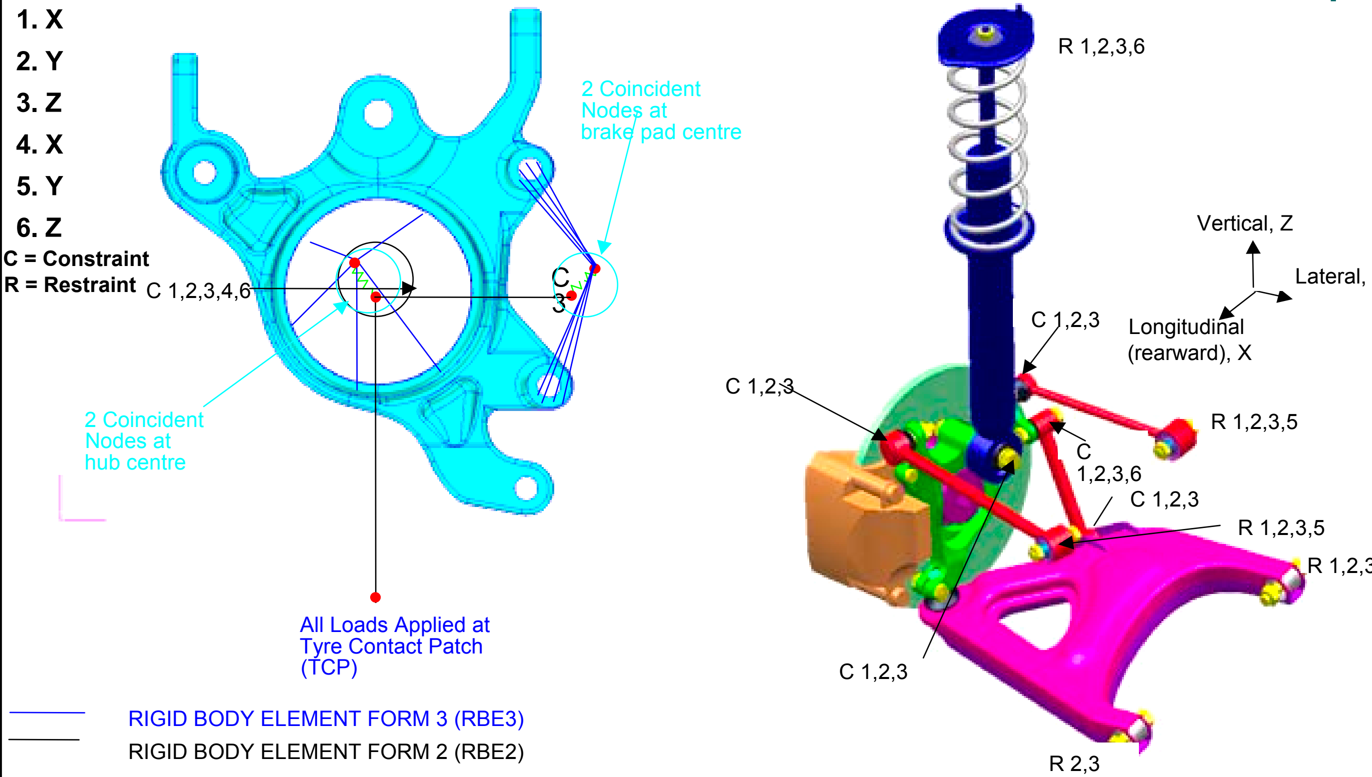
MULTI-LINK



Key:
1. X
2. Y
3. Z
4. X
5. Y
6. Z

C = Constraint
R = Restraint

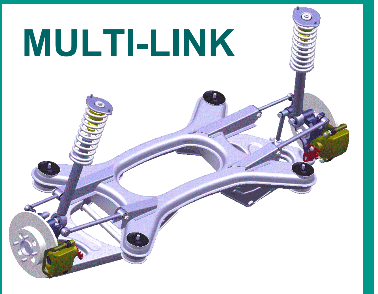
Multi-link used as example



Restraints, constraints and loads are applied to the FE model using appropriate rigid elements and springs, with the necessary degrees of freedom carefully defined. Restraints are normally RBE3s from a hole to a fixing point, and then a spring to ground. Constraints connect two components using RBE3s from holes to a common point, which is joined using springs. Loads are applied through RBE2s and RBE3s to the structure.

NB. RBE3s are defined as the motion at a reference grid point as the weighted average of the motions at a set of other grid points and RBE2s are defined as a rigid body whose independant degrees of freedom are specified at a single grid point and whose dependant degrees of freedom are specified at an arbitrary number of grid points.

MULTI-LINK



MULTI-LINK: CAE STRUCTURAL APPROACH

Materials

Material models are obtained from the FE software database, or else are created explicitly. Linear analysis only requires the elastic modulus and Poisson ratio. A non linear analysis also requires the yield point and a hardening slope.

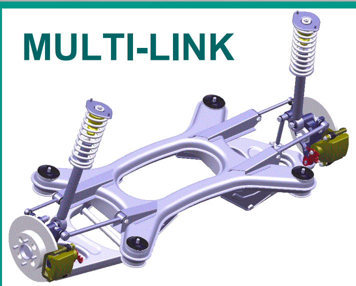
Properties

Spring, beam and shell properties are defined for each type of element. Springs require stiffnesses and degrees of freedom, beams require section properties and orientations, and shells require thicknesses.

MULTI-LINK: CAE STRUCTURAL APPROACH

Load Cases

MULTI-LINK



ULSAS Standard Load Cases

Load Case Description (2)	X direction	Y direction	Z direction (1)	Position of force Application
Reverse Curb Strike	- 0.5 g	0	3 g	Tyre contact patch
Lateral Curb Strike 1	0	(-) 1.5 g (based on axle weight)	1g with weight transfer	Wheel rim lower position
Lateral Curb Strike 2	0	(-) 1.5 g (based on xle weight)	1g with no weight transfer	Wheel rim lower position
Vertical Bump	0	0	4 g	Tyre contact patch
Forward Braking (With ABS)	1.1 g	0	1g with no weight transfer	Tyre contact patch
Combined Bump and Cornering	0.316 g at wheel including yaw and longitudinal	(-) 0.58 g (based on axle weight)	3g with weight transfer	Tyre contact patch
Pot hole	1.5 g	0	4 g	Tyre contact patch

Actual forces are calculated including dynamic effects (e.g. weight transfer for lateral acceleration) unless stated.

Sign Convention:

X =Positive rearward
Y =Positive to the right
Z =Positive upwards

Notes:

(1) Z direction loading includes 1g static load

(2) Loads to be calculated assuming that the vehicle is in the Gross Mass condition.

Unit loads are applied to the FE models at the tyre contact patch and any other specific application areas. These are then combined to produce the standard proof load cases for stiffness and strength assessment. The proof load cases are obtained from Lotus' in house software and are listed above in the chart.

MULTI-LINK: CAE STRUCTURAL APPROACH

Analysis

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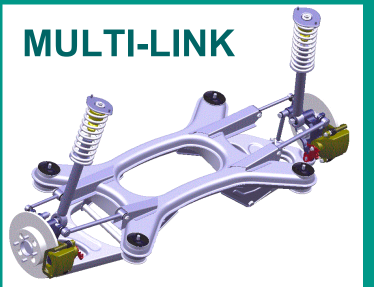

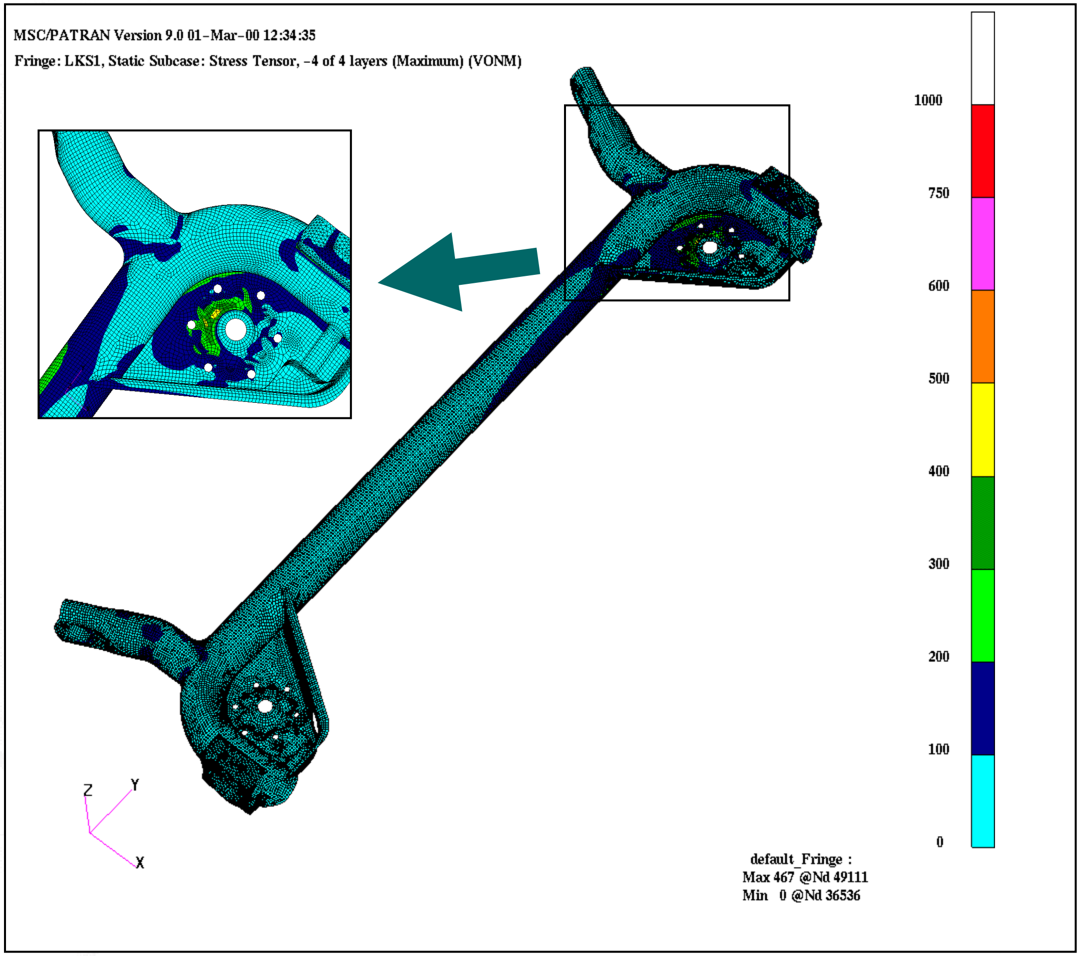

The two main types of analysis performed are linear static, and nonlinear static. For the nonlinear static analysis the nonlinear material model has to be specified, and the nonlinear load case must also be defined. (It is not possible to combine nonlinear static results.)

MULTI-LINK: CAE STRUCTURAL APPROACH

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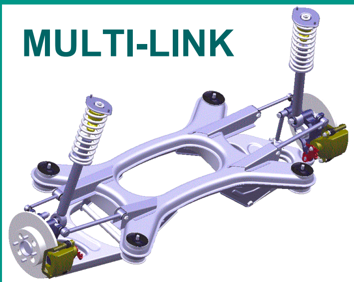

Load Case	Max stress (Von Mises)	Location
Reverse Curb Strike (TCP)	468 MPa	Spring pan
Lateral Curb Strike 1 with load transfer	472 MPa	Spring pan
Lateral Curb Strike 2 with NO load transfer	416 MPa	Knuckle join
Vertical Bump (TCP)	592 MPa	Tube
Forward Braking with ABS (TCP)	355 MPa	Knuckle join
Combined Bump and Cornering (TCP)	445 MPa	Spring pan
Pothole Brake (TCP)	589 MPa	Tube

Example of Results table

For the linear static analysis, after combining the unit load cases, the deformation of the FE model is checked to make sure the model is behaving correctly, and to obtain any stiffness values. The Von Mises stress value for each load case is then compared against the yield stress of the material. The element averaging definition domain should be compared between all entities and none. This gives an indication as to how good the mesh density and stress convergence is. If the stress value goes above the yield stress for very localised areas, this is acceptable. However, if there are considerable areas above the yield stress, then the part design needs to be redefined. If this is not possible then nonlinear static analysis may be performed to further evaluate the behavior of the component under stress.

MULTI-LINK: PACKAGING

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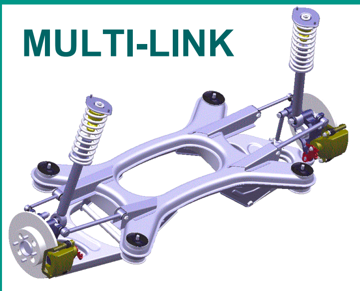

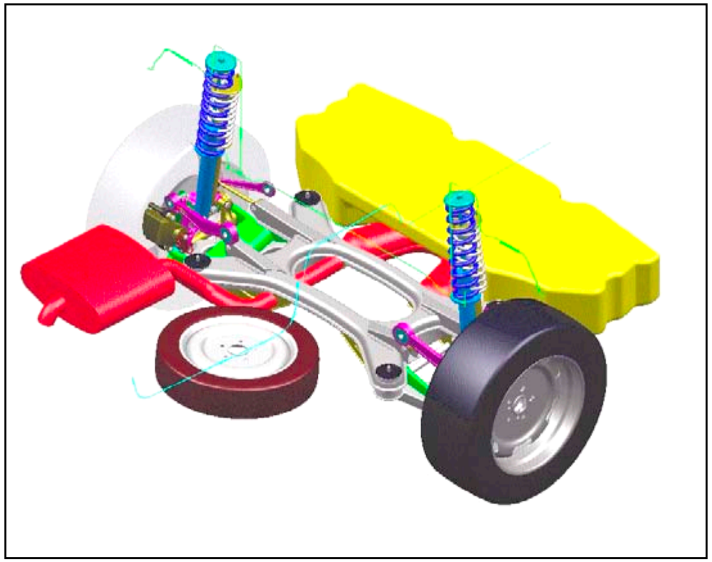

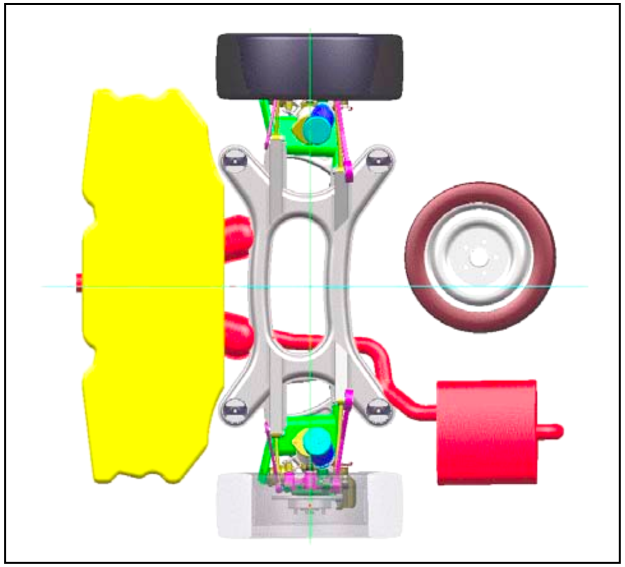

An evaluation of the packaging implications of the proposed suspension system was carried out. This compared the ULSAS system to the benchmarked vehicle in the following areas:

- **Systems Packaging**
- **Interior Space**

ULTRALIGHT STEEL AUTO SUSPENSION

MULTI-LINK: PACKAGING

Systems

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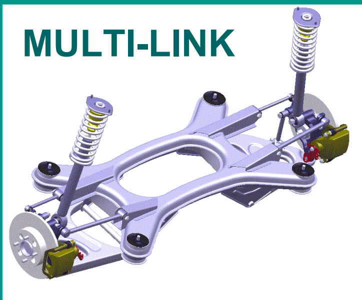
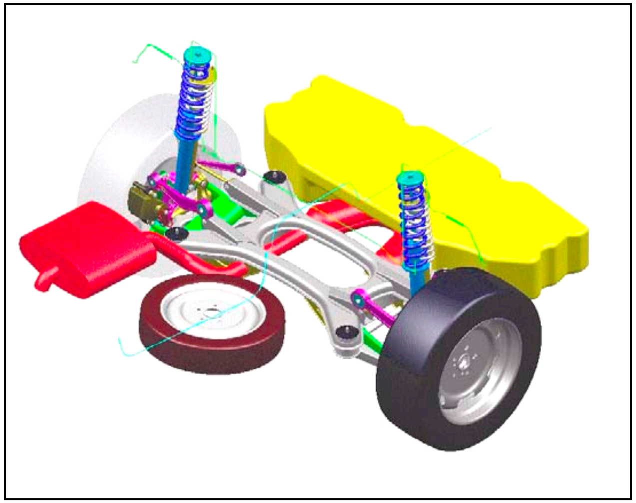
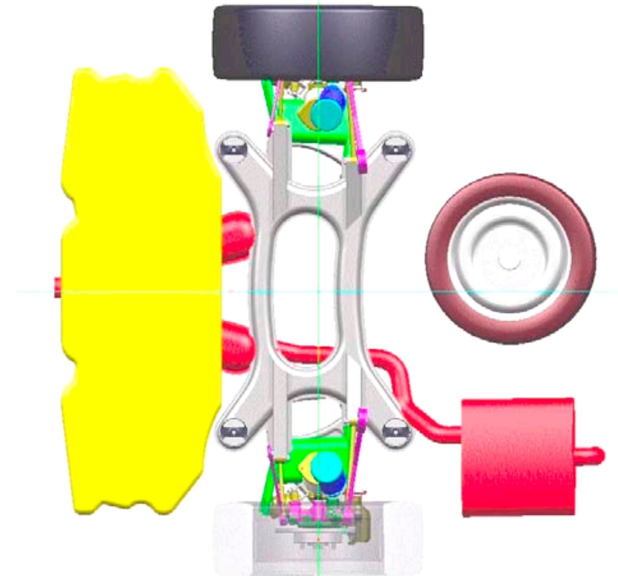
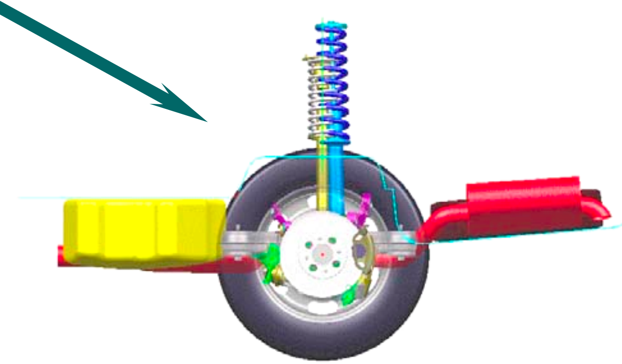








The Package of the ULSAS solution closely matches that of the benchmarked system package.
When compared to benchmark the ULSAS solution has no package implications upon the fuel tank or the spare wheel. The exhaust system would require a minor revision to its routing past the subframe.

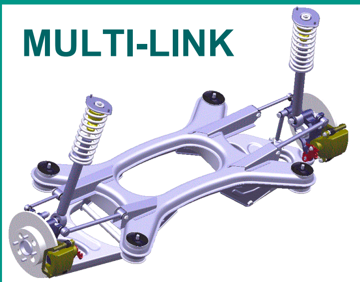
- Benchmark Vehicle
- ULSAS Solution

MULTI-LINK: PACKAGING

Interior

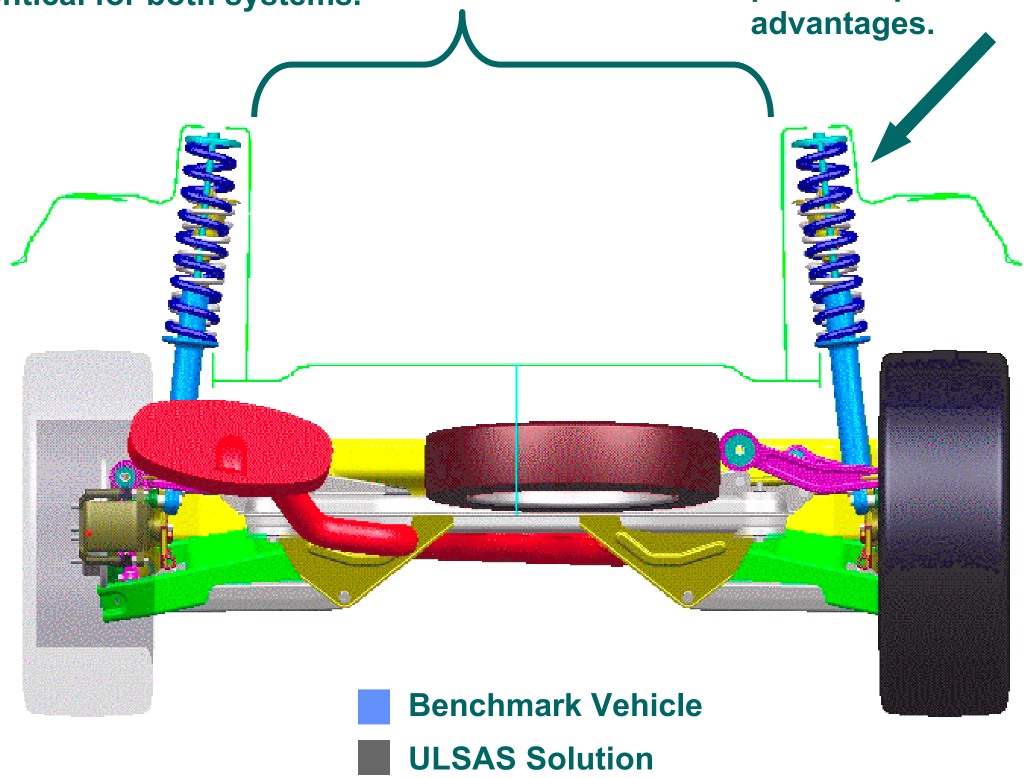
ULTRALIGHT STEEL AUTO SUSPENSION

MULTI-LINK



The ULSAS solution has no package disadvantages over the benchmark system in respect of luggage compartment. This is best illustrated in the spacing of the damper units which is virtually identical for both systems.

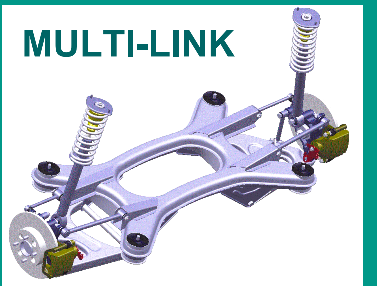
The position of the damper top mount is lower in the ULSAS design than benchmark due to the application of compact UHSS springs, despite ULSAS featuring longer stroke dampers. This provides potential interior package advantages.

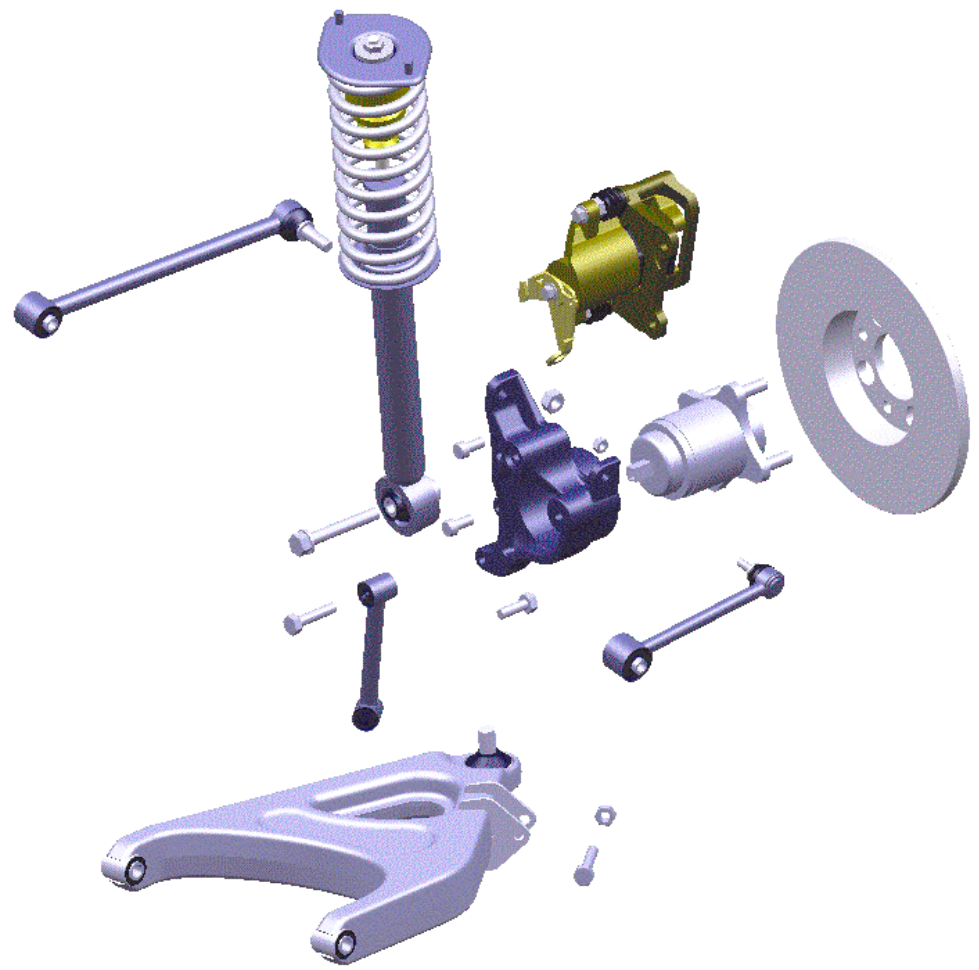


STEEL AUTO SUSPENSION

MULTI-LINK: MANUFACTURING

MULTI-LINK

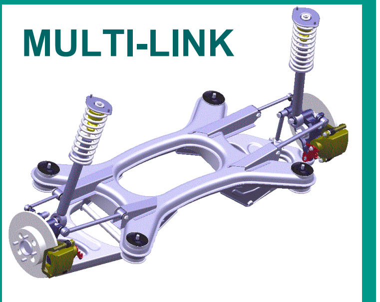




MULTI-LINK: MANUFACTURING

Sub-Assembly

MULTI-LINK



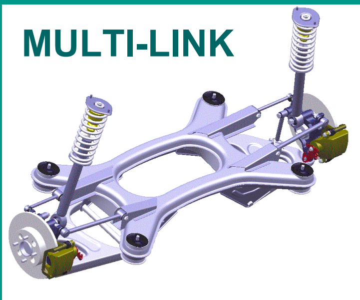
BREAKDOWN OF TIMING FOR SUB-ASSEMBLY OF MULTI-LINK SUSPENSION SYSTEM

SUB-ASSEMBLY Operation	Number	Code	First Time (man minutes)	Subsequent (man minutes)	Total Time (man minutes)
LOAD SUBFRAME	1	FIXLG	0.60		0.60
FIT LOWER WISHBONE	2	FIX1H	0.05	0.05	0.10
FIT LOWER WISHBONE RWD BOLT	2	FITFN	0.07	0.04	0.11
FIT LOWER WISHBONE FWD BOLT	2	FITFN	0.07	0.04	0.11
FIX LOWER WISHBONE RWD NUT	2	TFPTN	0.11	0.07	0.18
FIX LOWER WISHBONE FWD NUT	2	TFPTN	0.11	0.07	0.18
FIT UPPER RWD LINK TO KNUCKLE	2	FIT1H	0.19	0.13	0.32
FIT UPPER FWD LINK TO KNUCKLE	2	FIT1H	0.19	0.13	0.32
FIX UPPER RWD BALL JNT NUT	2	TFPTN	0.11	0.07	0.18
FIX UPPER FWD BALL JNT NUT	2	TFPTN	0.11	0.07	0.18
LOAD KNUCKLE ASSY.	2	FIX2H	0.09	0.09	0.18
FIT UPPER RWD LINK BOLT	2	FITFN	0.07	0.04	0.11
FIT UPPER FWD LINK BOLT	2	FITFN	0.07	0.04	0.11
FIX UPPER RWD LINK NUT	2	TFPTN	0.11	0.07	0.18
FIX UPPER FWD LINK NUT	2	TFPTN	0.11	0.07	0.18
FIX PINCH BOLT	2	TFPTN	0.11	0.07	0.18
FIT TOE LINK	2	FIX1H	0.05	0.05	0.10
FIT LOWER TOE LINK BOLT	2	FITFN	0.07	0.04	0.11
FIX LOWER TOE LINK NUT	2	TFPTN	0.11	0.07	0.18
FIX UPPER TOE LINK BOLT	2	TFPTN	0.11	0.07	0.18
FIT DAMPER	2	FIX1H	0.05	0.05	0.10
FIX DAMPER BOLT	2	TFPTN	0.11	0.07	0.18
FIT BRAKE DISK	2	FIT1H	0.19	0.13	0.32
LOAD BRAKE CALIPER	2	FIT1H	0.19	0.13	0.32
FIX BRAKE CALIPER	4	TFPTN	0.11	0.21	0.32
				TOTAL	**5.03**

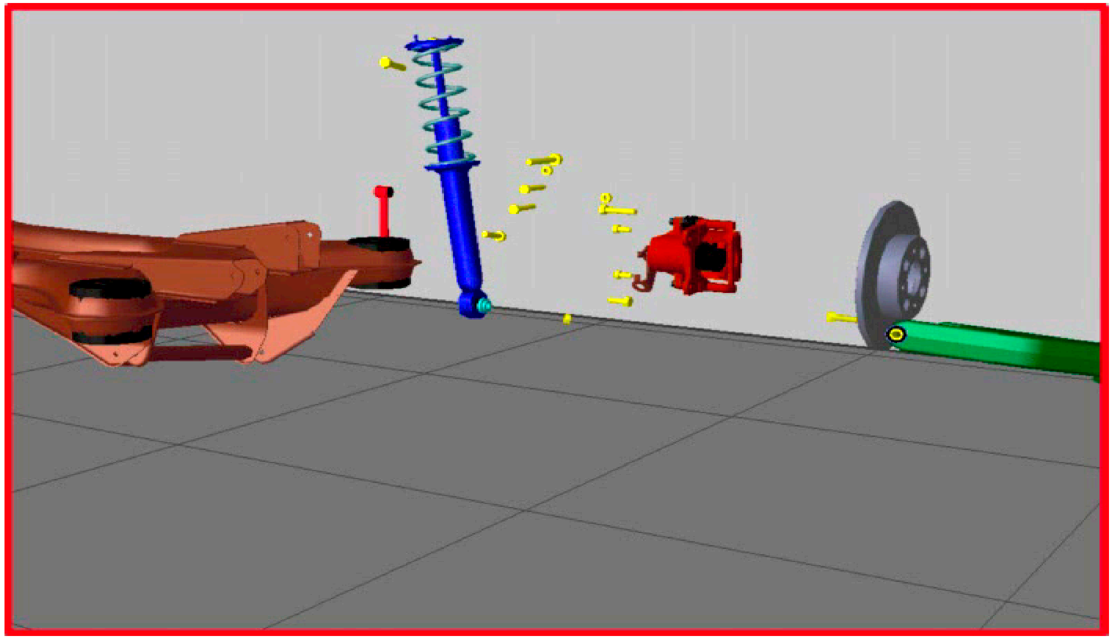
MULTI-LINK: MANUFACTURING

Vehicle Assembly

MULTI-LINK



BREAKDOWN OF TIMING FOR FINAL ASSEMBLY OF MULTI-LINK SUSPENSION TO THE VEHICLE



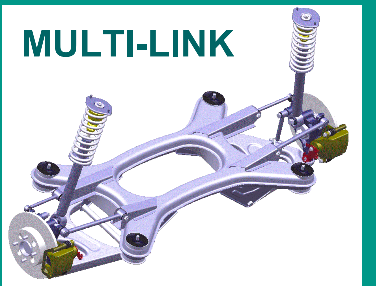
Select Picture to View Assembly Animation

FINAL ASSEMBLY			First Time	Subsequent	Total Time
Operation	Number	Code	(man minutes)	(man minutes)	(man minutes)
FIX MAIN BOLTS	4	TFPTN	0.11	0.21	0.32
FIX DAMPER NUTS	4	TFPTN	0.11	0.21	0.32
				TOTAL	**0.64**

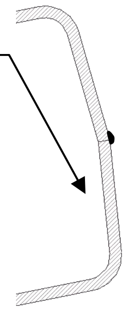
MULTI-LINK: MANUFACTURING

Feasibility

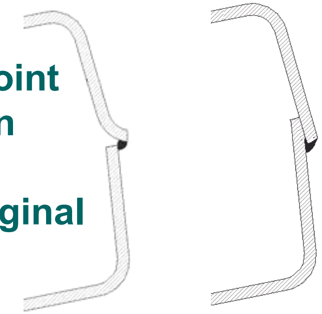
MULTI-LINK



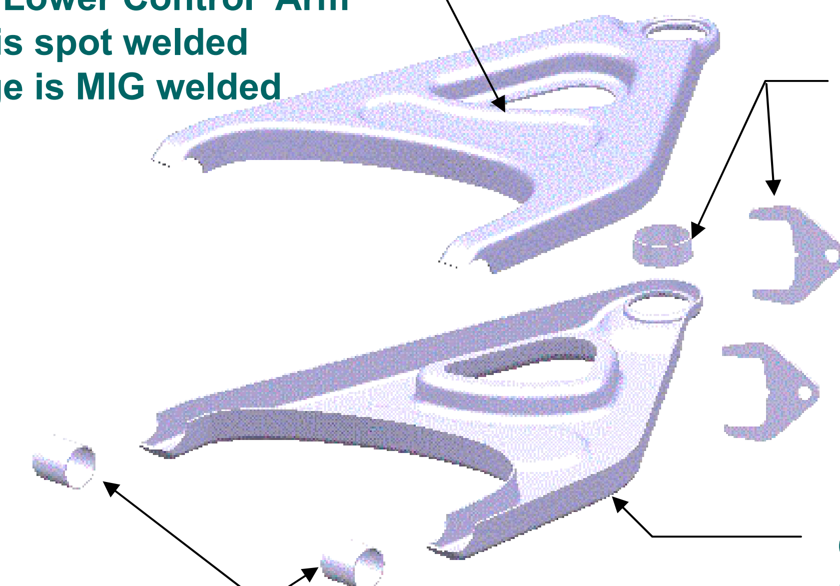
The butt edge joint is the optimum solution for mass and stiffness



Alternative overlap joint conditions have been examined. The implications are marginal



Fabricated Lower Control Arm
- Aperture is spot welded
- Outer edge is MIG welded



Outer balljoint sleeve & link brackets MIG welded onto assembly

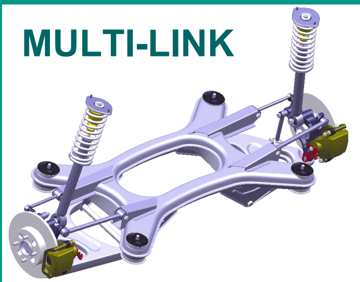
Common pressed upper & lower panels

Bush sleeve MIG welded to main pressings

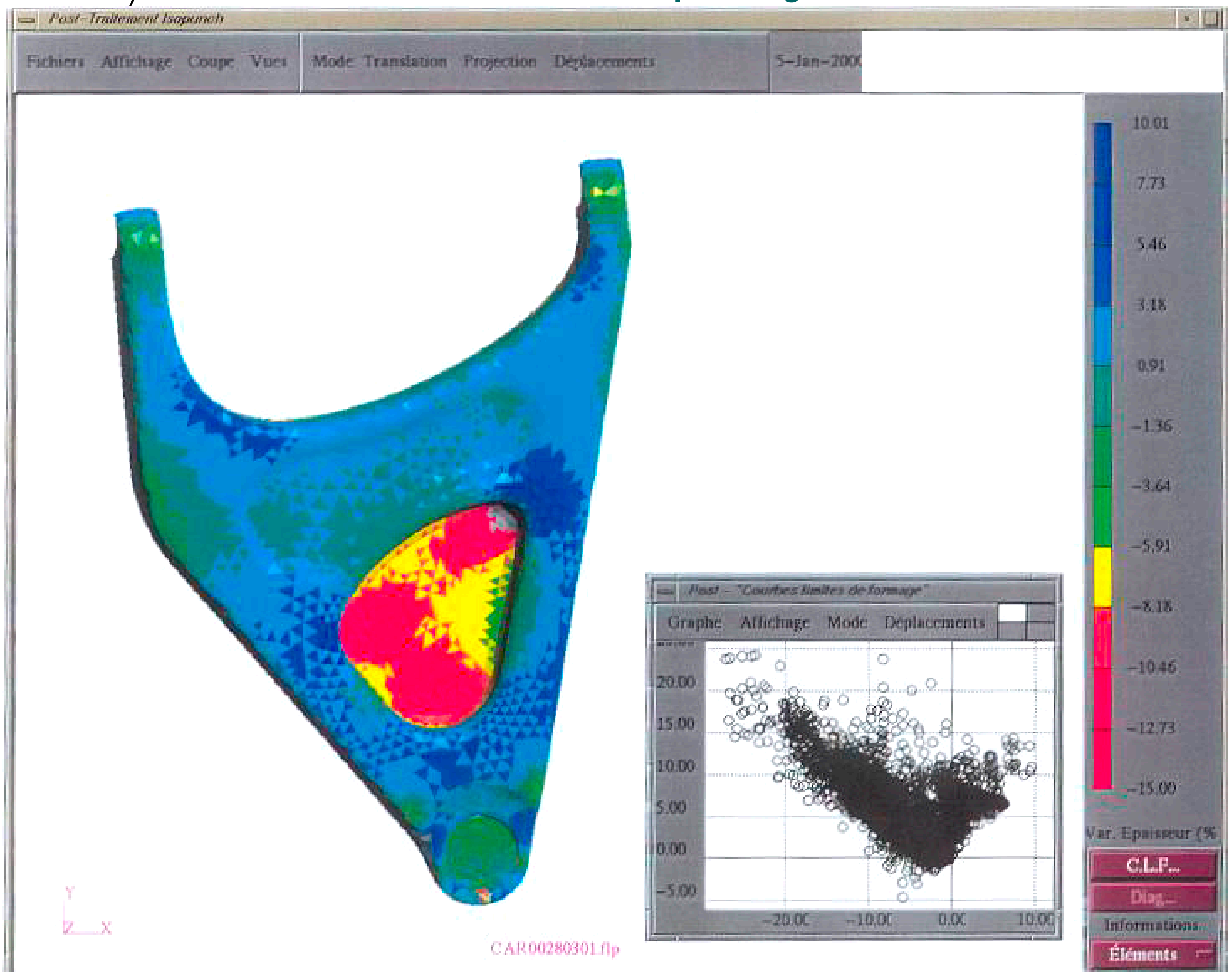
MULTI-LINK: MANUFACTURING

Forming Feasibility

MULTI-LINK



Lower Control Arm :- Manufacturing feasibility was carried out on the main pressings

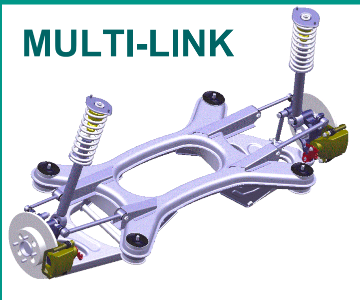


STEEL AUTO SUSPENSION

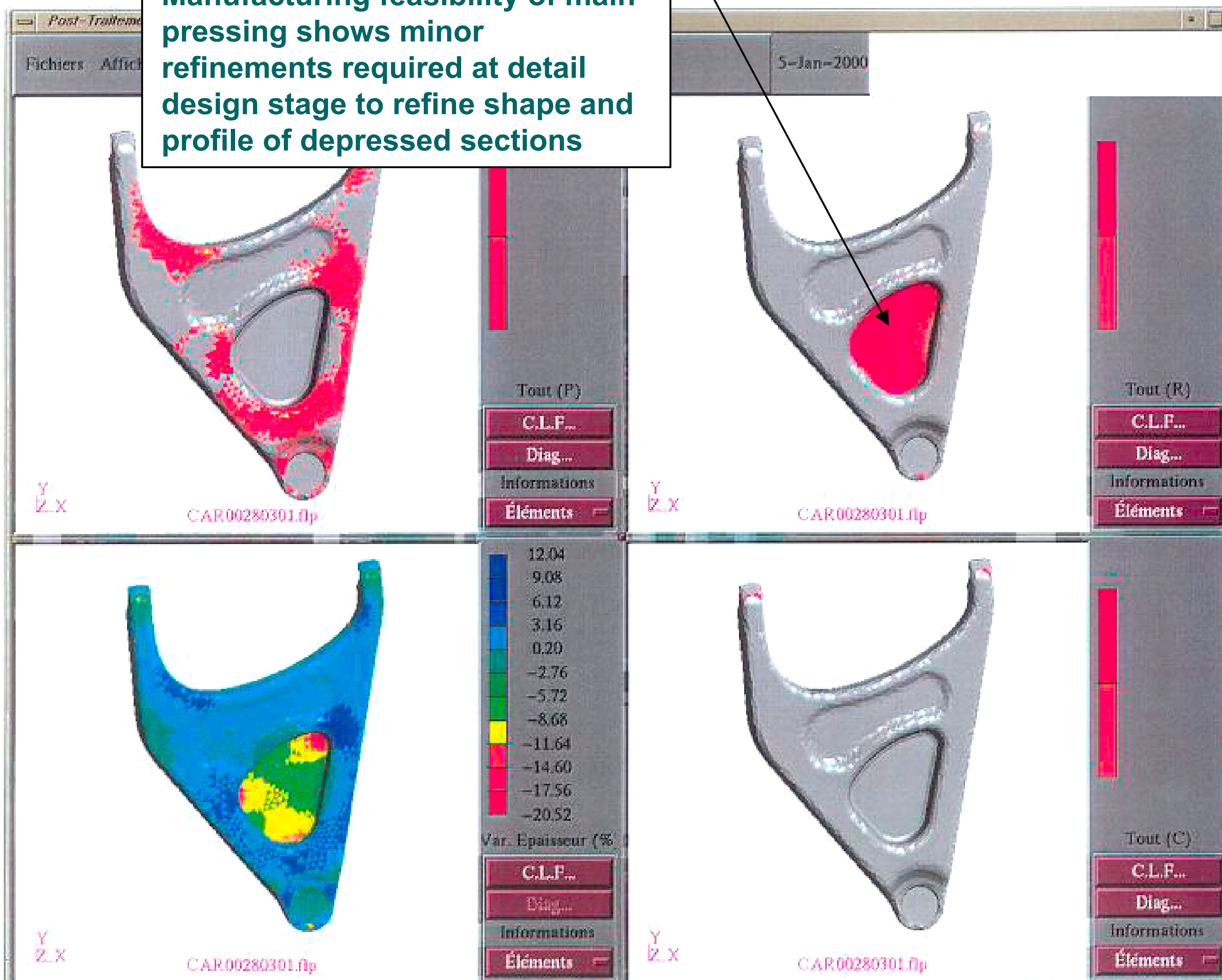
MULTI-LINK: MANUFACTURING

Forming Feasibility

MULTI-LINK



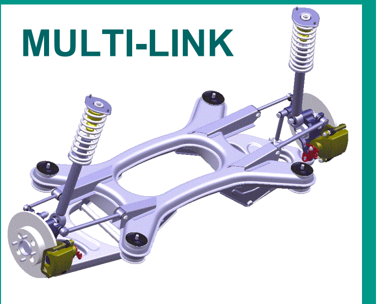
Lower Control Arm:-
Manufacturing feasibility of main pressing shows minor refinements required at detail design stage to refine shape and profile of depressed sections

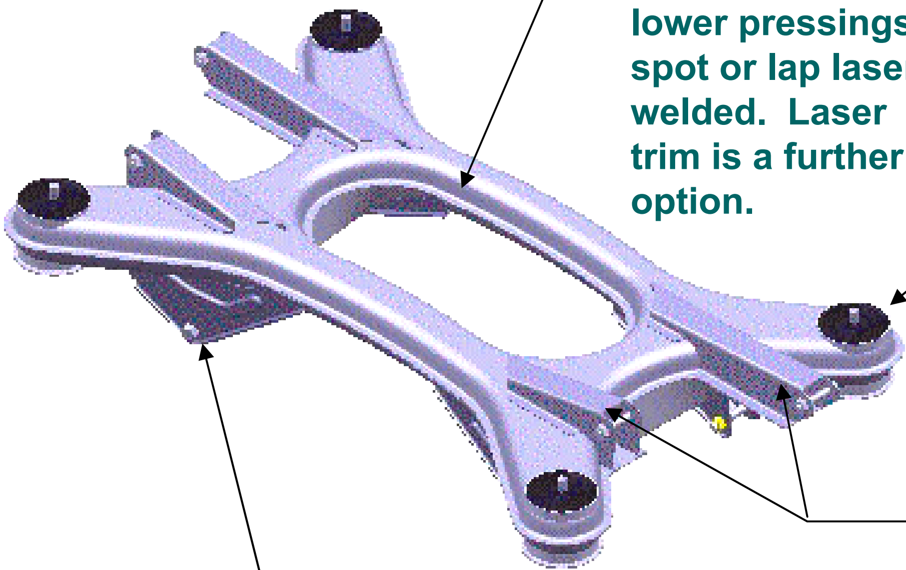


MULTI-LINK: MANUFACTURING

Forming Feasibility

MULTI-LINK

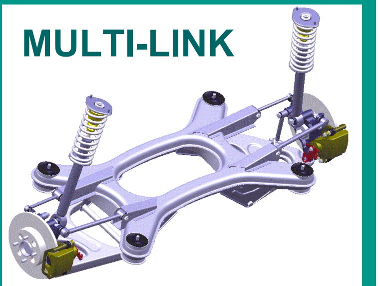




Detail flange and welding conditions would be further developed and optimised during a detail design phase prior to production.

MULTI-LINK: MANUFACTURING APPROACH
ULSAS MANUFACTURING SUPPORT

MULTI-LINK



- **Manufacturing Feasibility**
- **Material Requirement Analysis**
- **Assembly Analysis**
- **Assembly Time Estimates for input into the Costing Analysis**
- **Consortium Member Input**

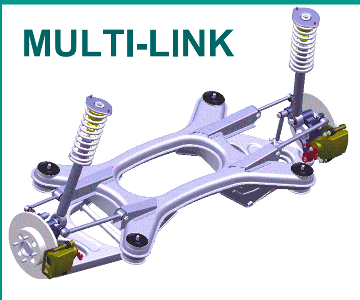
Throughout the ULSAS Programme the manufacturing implications of the designs were reviewed. Close liaison between the Lotus design team, manufacturing department and Consortium Members ensured the ULSAS systems are lightweight, safe, affordable and manufacturable.

Reviewing the manufacturing feasibility of the designs is an integral part of the iterative design process. This has resulted in a high level of confidence in the manufacturing feasibility of the ULSAS concept designs.

The material requirements of the components were reviewed on an individual basis throughout the design process. Where applicable, i.e. beneficial to mass or cost, high strength near reach materials have been incorporated. Combinations of high and extra high strength steel sheet and forging grades were considered to satisfy perfomance requirements.

The assembly processes and orders for each of the solutions has been considered throughout. This has resulted in estimation of the time taken to assemble the sub-assemblies, assemblies and the fixation to the vehicle. This data has been input into the costing analysis exercise.

Consortium members contributed by attending periodic design reviews and providing details of appropriate near reach materials and technologies. Additional support was available in the form of the latest manufacturing forming simulation techniques, a process utilised on several of the components.



MULTI-LINK: MANUFACTURING APPROACH

ULSAS MANUFACTURING PROCEDURE

- Manufacturing Component Feasibility
- Material Requirements
- Assembly
- Timing Study
- Welding

Feasibility studies of pressed sheet, forged and fabricated components commenced at the earliest possible stage in the design loop and continued on a simultaneous basis throughout the design process. Detailed formability evaluation was carried out in conjunction with forming simulation analysis on selected parts to further enhance manufacturing input into component design. Simplification of component design was considered at all stages to aid ease of manufacture and reduce the associated tooling costs. This was done whilst avoiding, where possible, compromises to the components performance for example non-handed parts. Consideration was also given to commercial availability of grades and target volume requirements.

Detailed finite element analysis (FEA) techniques were used to validate part stiffness properties and structural integrity performance, which provided data to support material requirements, in terms of material properties for the components. Prior to FEA, an estimation of the applicable material properties was made to enable feasibility studies to commence. In addition to structural demands, each unique component was reviewed on an individual basis in order to consider manufacturing requirements based on the component design.

MULTI-LINK: MANUFACTURING APPROACH
ULSAS MANUFACTURING PROCEDURE

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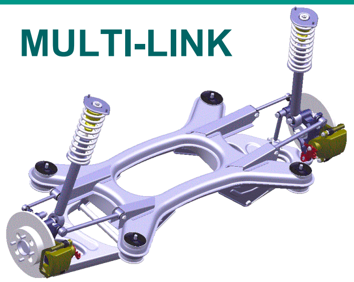


- Manufacturing Component Feasibility
- Material Requirements
- Assembly
- Timing Study
- Welding

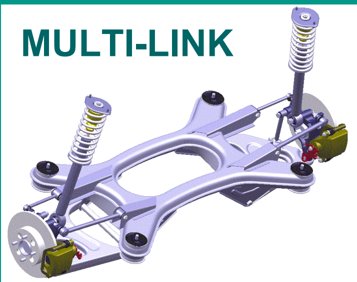
Detailed drawings of the designs were studied both in hardcopy and on the CAD workstations. This formed the basis of the assembly analysis. The complex multi link system was subjected to a detailed assembly analysis using a industry recognised software package. This has the advantage of linking with the Catia generated design files to ensure assembly feasibility.

The timing study was carried out using the industry recognised manual assembly data manual assembly data system PMTS (Pre Determined Motion Time System). A manual system was used to ensure equality for comparison purposes. A more detailed procedure is available on the following page.

Welding feasibility studies were carried out in conjunction with The Welding Institute Cambridge, UK.

MULTI-LINK: MANUFACTURING APPROACH
ULSAS TIMING STUDY ASSUMPTIONS

MULTI-LINK



During assembly, the largest possible unit is fitted.

- **Torque sensing power tools utilised wherever possible.**
- **No confirmation actions such as paint marking are carried out.**
- **Bolts would be supplied complete with any washers required.**
- **For the fitting operation the unit or units are already lifted in place.**
- **The systems have been assembled on a single site.**
- **All parts and tools are ergonomically situated for optimum performance.**
- **Estimates are for total system including fitment of brakes and calipers.**

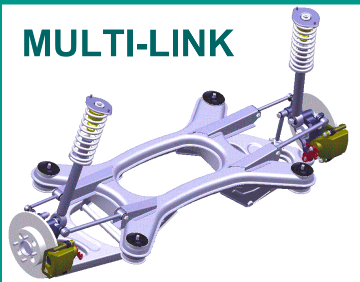
In order to make a labour cost analysis of the systems investigated and to compare this with the benchmarked systems, it was necessary to establish the time taken for fitting and sub assembly.

For the purposes of this investigation Lotus has chosen to use the Integrated Business Controls, Motor Industry Assembly Data system. This system was developed for quick estimating, particularly in pre-production or design office situations. IBC uses data blocks of work that can be described in simple terms, be easily recognised and counted with a known statistical variation. The IBC data blocks look at each individual operation as a whole. Therefore the times quoted include elements such as picking up parts and tools, aligning, fitting together and putting down any tools required.

In order to carry out this study the above assumptions, in common with those used on the benchmark vehicles, have been made.

MULTI-LINK: MANUFACTURING APPROACH
ULSAS MATERIAL SELECTION ASSUMPTIONS

MULTI-LINK



Sheet Grades

Sheet steel grades would be specified to meet the strength requirements as determined by CAE analysis. The nearest available grade with a strength level equal to or higher than the minimum requirement would need to be selected. Commercially available high strength grades would meet many of the requirements for high strength combined with good formability. There are a number of considerations when specifying appropriate sheet grades:

Allowance should be made on parts where springback/shape problems could be an issue following forming. Material influences such as gauge reduction and high yield requirements, in addition to geometrical influences such as open ended panel designs, can promote the susceptibility to panel shape loss through springback. Consideration of these influences should be included in material selection. For example, grades with a lower yield to UTS ratio for a given strength reduce the potential for springback.

Stretched flanges or holes require good edge ductility, an influence not only of the quality of cut edge, but also the edge forming characteristics of the material. Certain grades delivering equal strength can offer superior edge ductility.

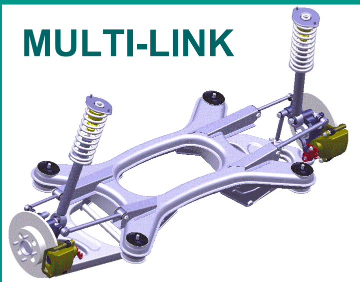
Weight reduction requirements dictate grades of thinner gauge offering high strength characteristics. A consequence of these extremes of grade is the current limited commercial availability. Opportunities exist for availability of such grades to be made more widespread, in line with promoting opportunities for near reach high and ultra-high strength grades.

Specific requirements and commercial availability should be discussed in detail with the appropriate Consortium Member Companies.

NB:All material strength requirements quoted are for minimum yield levels

MULTI-LINK: MANUFACTURING APPROACH
ULSAS MATERIAL SELECTION ASSUMPTIONS

MULTI-LINK



Tube Grades

Tube steel grades would be specified to meet the strength requirements as determined by CAE analysis. The nearest available grade with a strength level equal to or higher than the minimum requirement would need to be selected. Commercially available high strength grades would meet many of the requirements for high strength and good weldability. Specification of appropriate tube grades would be as follows:

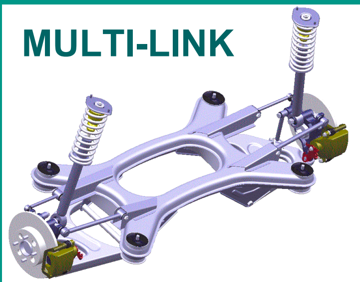
-Tube requirements would primarily be met with conventional welded tube.
-Extreme requirements for combinations of high gauge/small diameters may need to be specified as cold drawn tube.

Specific requirements and commercial availability should be discussed in detail with the appropriate steel supplier(s).

NB: All material strength requirements quoted are for minimum yield level

MULTI-LINK: MANUFACTURING APPROACH
ULSAS MATERIAL SELECTION ASSUMPTIONS

MULTI-LINK



Forging Grades

Forging grades would be specified to meet the strength requirements as determined by CAE analysis. The nearest available grade with a strength level equal to or higher than the minimum requirement would need to be selected. There are a number of considerations when specifying appropriate forging grades:

-Air cooled forging grades are preferable through elimination of secondary heat treatment operations for lower strength requirements.
-The associated increase in carbon content for the higher strength grades could cause weldability issues. Preheat and possibly post weld heat treatment of the components following welding could be carried out in order to achieve higher strength levels, but would be unacceptable on the basis of the volume requirements for these parts.
-Strength levels can vary with the section size of the individual forged components.

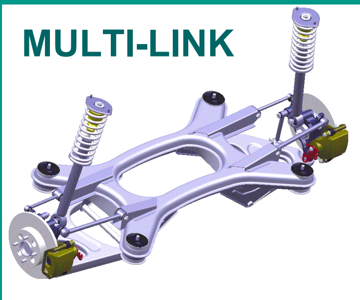
There is ongoing research on air cooled forging steels in the steel industry to offer grades to meet higher strength requirements, while maintaining a lower carbon content to avoid the need for pre/post weld heat treatment.

There is a specific requirement for a high strength forging grade with a minimum yield >750MPa, for the Multi Link configuration. Heat treatment following forging would be required to obtain this strength level. However, for production purposes, it is favourable to avoid post operations such as heat treating. Unfortunately, air cooled grades are not currently commercially available to meet these high strength requirements, signalling a real opportunity for grades of this type to be developed to meet customer needs in the longer term.

These issues would need to be investigated further at the detailed design stage with trials being carried out where necessary to validate fully. All requirements should be discussed in detail with the appropriate steel supplier(s).

MULTI-LINK: MANUFACTURING APPROACH
ULSAS MATERIAL COATING ASSUMPTIONS

MULTI-LINK



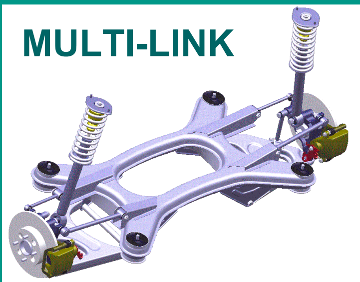
Coating/Corrosion Considerations

Opportunities exist for extensive use of pre-zinc coated steels. Coated steels will help to meet warranty requirements and place less reliance on protection offered by secondary coatings. Further weight/cost savings may be achieved through avoidance of wax injecting and/or the use of thinner additional coatings.

Organic coating methods such as Electrocoating, are commonly applied to provide a barrier against corrosion. Internal coating of the assembly would require access holes for the in-flow and out-flow of the fluid. The addition of tooling holes (added at the detailed design stage) could also benefit the coating process.

Clearly the type and level of corrosion protection required would be dictated by the manufacturers own corrosion requirements. Allowance for the type and method of corrosion protection to be employed would need to be considered at the detailed design stage.

MULTI-LINK



MULTI-LINK: MANUFACTURING APPROACH
ULSAS WELDING ASSUMPTIONS

Laser Welding/Trimming

Edge Welding Panels/Blanks

Edge or butt laser welding requires very close control of gap and offset tolerances. As a guide, the requirement for welding panels is as follows (assuming 2mm gauge material):

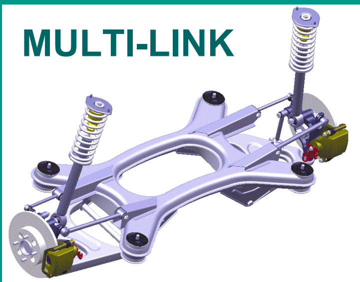
Offset tolerance 1mm max
Gap tolerance 0.2mm max.

Control to these tolerances when welding together finished panels in volume production is difficult, particularly with application of thinner high strength grades were shape/springback issues increase dimensional inconsistency of parts. It is recommended that MIG welding be used as an alternative for joining butt edges in these instances where appropriate.

Laser welding of sheet/blanks is a well-developed technology, where significantly tighter offset tolerances can be achieved providing accurate edge treatment is carried out prior to welding.

MULTI-LINK: MANUFACTURING APPROACH
ULSAS WELDING ASSUMPTIONS

MULTI-LINK



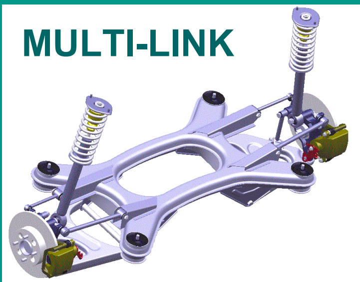
Flange/Lap Welding

Through-wall lap welding from one side can be achieved on flanges. Welding can occur just off the radius of the flange where two flat surfaces can be guaranteed. A weld width of 1.0 to 1.5mm should be deposited onto the flange. A gap tolerance between the laps of 0.2mm maximum can be tolerated and is ordinarily achieved by clamping the flange during welding. It is possible to increase this tolerance through the use of feed wire, but this would be at the expense of welding speed and mass. Gauge limitations for laser lap welding are well in excess of normal automotive gauge requirements.

The size of flange is primarily a clamping requirement as opposed to a welding limitation. The force/area required to maintain a flat area within the aforementioned 0.2mm max. tolerance would need to be determined. The required flange width may fall inside that conventionally required for spot welding to the advantage of weight reduction, although trial work would be required to validate this (laser trimming the flange back to the weld would reduce the flange size further - see following passage). This method is further limited by the geometrical design of the component and allowing access for clamp tooling.

MULTI-LINK: MANUFACTURING APPROACH
ULSAS WELDING ASSUMPTIONS

MULTI-LINK



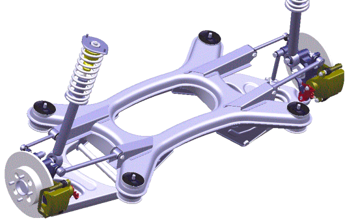
Panel Trimming

Laser trimming of panels is primarily suited to low volume production. However, laser welding offers the design flexibility of producing complex trim conditions and reducing flange sizes. The type of robot (3 or 5-axis) would be determined by the complexity of the trim conditions on the panel designs. A trimmed flange width of 1.5 to 2mm beyond the radius may be achievable, allowing a significant reduction in flange width over that required for conventional spot welding. However, the addition of a laser trim would ultimately come at the expense of higher initial investment, and more significantly, the addition of an extra stage in the process.

Industry studies suggest that significant cost penalties will be associated with this route over more conventional trimming methods. Consideration should be given to the fact that most fabricators do not already possess a laser facility to deal with the projected volumes. It is likely that several laser booths would be required to maintain production throughput on high volume parts. A dedicated automated facility would cater more effectively for high volumes. A detailed study would need to be carried out by the manufacturer to consider investment needs relating to specific manufacturing requirements to assess the overall viability.

MULTI-LINK: MANUFACTURING APPROACH
ULSAS WELDING ASSUMPTIONS

MULTI-LINK



MIG Welding

MIG welding with the associated filler requires control of gap and offset tolerances within the following limits (assuming 2mm gauge material):

Offset tolerance is 2mm max
Gap tolerance is 2mm max.
(Total offset and gap tolerances together should not exceed 2mm - i.e. 1mm offset and 1mm gap tolerance is acceptable or any variation as long as the total remains at 2mm or below)

Welding rates for MIG are approximately 0.75 to 1.2m/min, depending on the thickness of the material being welded. Distortion created by welding due to the greater heat input over spot and laser weld is a consideration, particularly where dimensional control is critical. Trials may need to be carried out to fully validate implications.

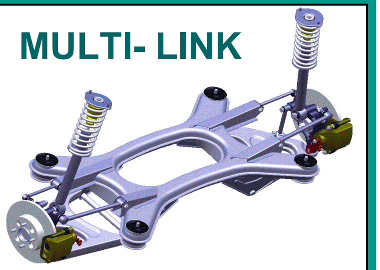
Spot-Welding/Flange Welding

A minimum flange width (typically around 16mm) is required to allow electrode access. Wide variations in gauge thicknesses can be tolerated with spot welding. Ratios of 3:1 are typically used.

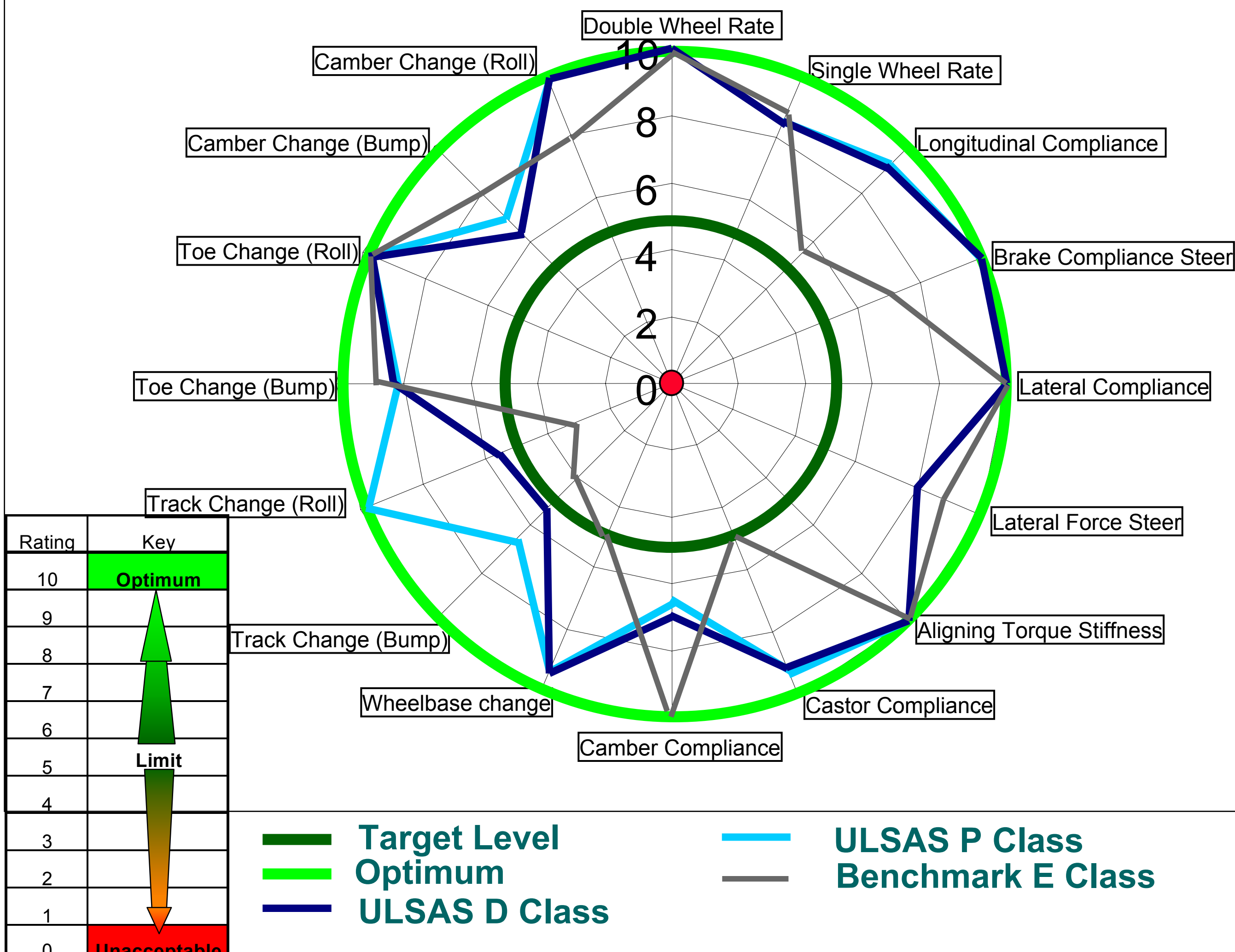
Please note: Welding feasibility studies were carried out in conjunction with The Welding Institute, Cambridge, UK.

MULTI-LINK: Performance

MULTI- LINK



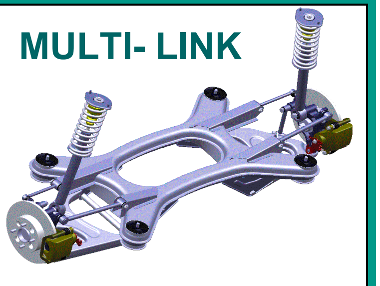
MULTI-LINK SYSTEM PERFORMANCE RATING Vs TARGETS



ULTRALIGHT STEEL AUTO SUSPENSION

ULSAS CAE DYNAMICS APPROACH

MULTI- LINK



Mechanical Dynamics Industries ADAMS software.

- System structural components represented as rigid elements.
- Compliant joints represented by ADAMS Bushing statements.
- Ball joints represented by ADAMS Spherical Joint statements.
- Wheel bearing and strut bending compliances were represented using ADAMS Bushing statements.

The suspension geometries for the ULSAS programme suspensions were developed using Mechanical Dynamics Industries ADAMS software, version 9.1.

System structural components (links, arms, hub carriers, etc) were represented as rigid elements.

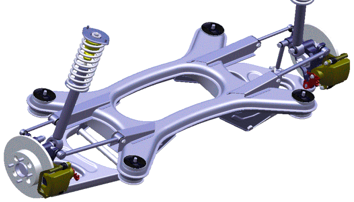
Compliant joints (bushes) were represented by ADAMS BUSHING statements.

Ball joints were represented by ADAMS SPHERICAL JOINT statements.

Wheel bearing, and where appropriate strut bending, compliances were represented using ADAMS BUSHING statements.

ULSAS CAE DYNAMICS APPROACH

MULTI- LINK



The models were used to:

- Generate the kinematic characteristics of the suspensions with respect to vertical wheel displacement.
- Establish the contribution of non-structural components of the system to overall system compliance characteristics.
- The system geometry and compliant joint stiffnesses were carefully tuned to obtain a solution which satisfied the programme kinematic and compliance targets.

Analysis results were subsequently converted to predicted ratings (0 to 10) using Lotus in-house algorithms.

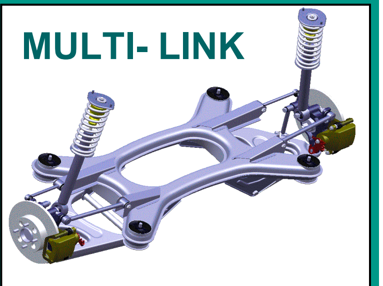
The models were used to generate the kinematic characteristics of the suspensions with respect to vertical wheel displacement, and to establish the contribution of non-structural components of the system to overall system compliance characteristics with respect to lateral and longitudinal forces applied at the tyre contact patch centre, and torque applied about a vertical axis through the tyre contact patch centre.

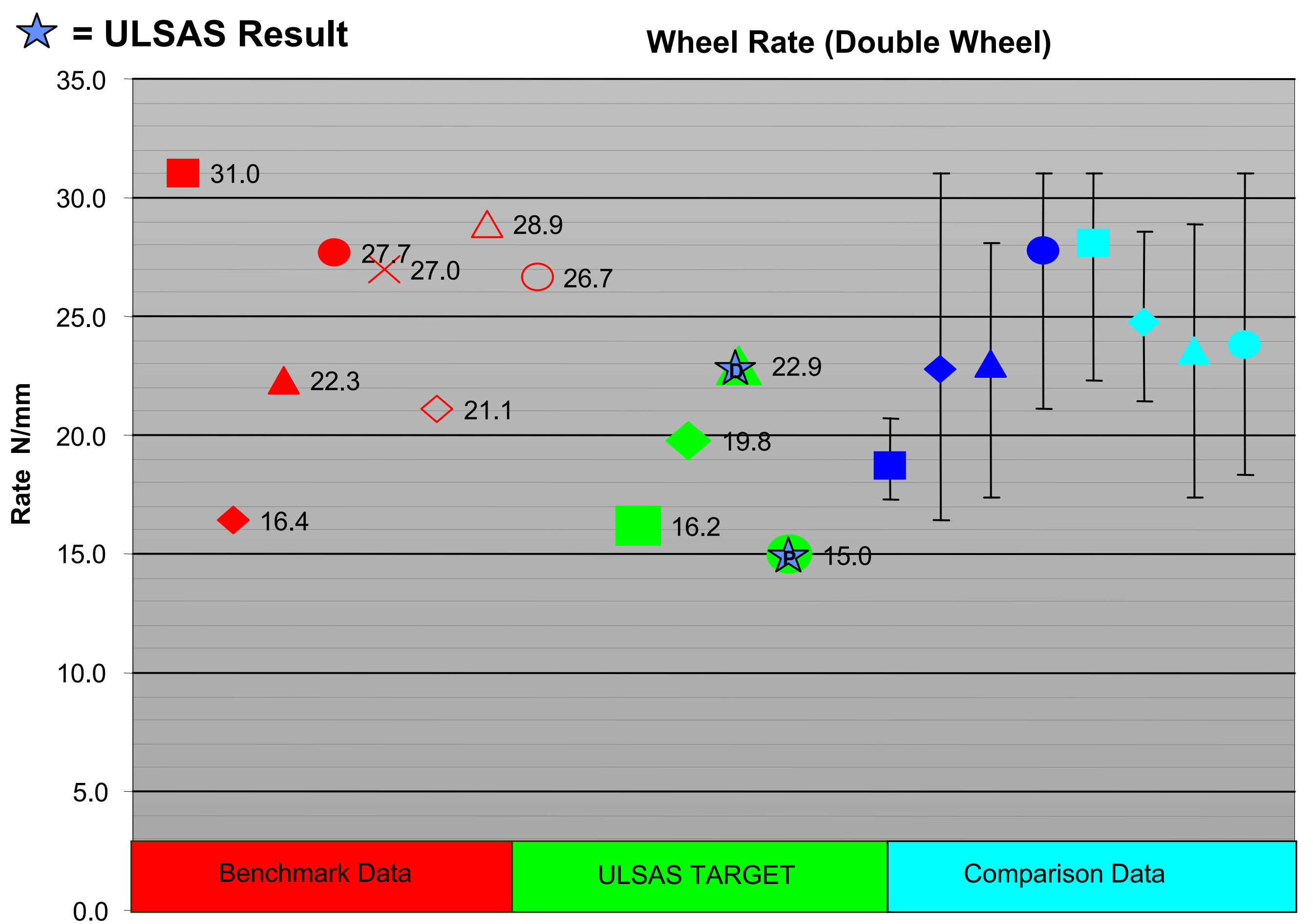
The system geometry and compliant joint stiffnesses were varied to obtain a solution which satisfied the kinematic and compliance targets generated by the target setting process.

Potential NVH ratings were estimated from the models by considering the relationship between bush stiffnesses, component stiffnesses and body mounting point stiffnesses and positions.

MULTI-LINK: Performance

MULTI- LINK

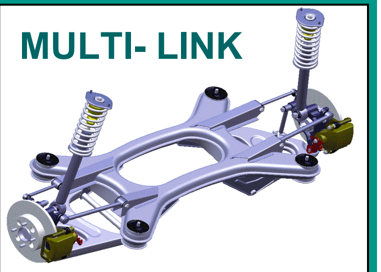


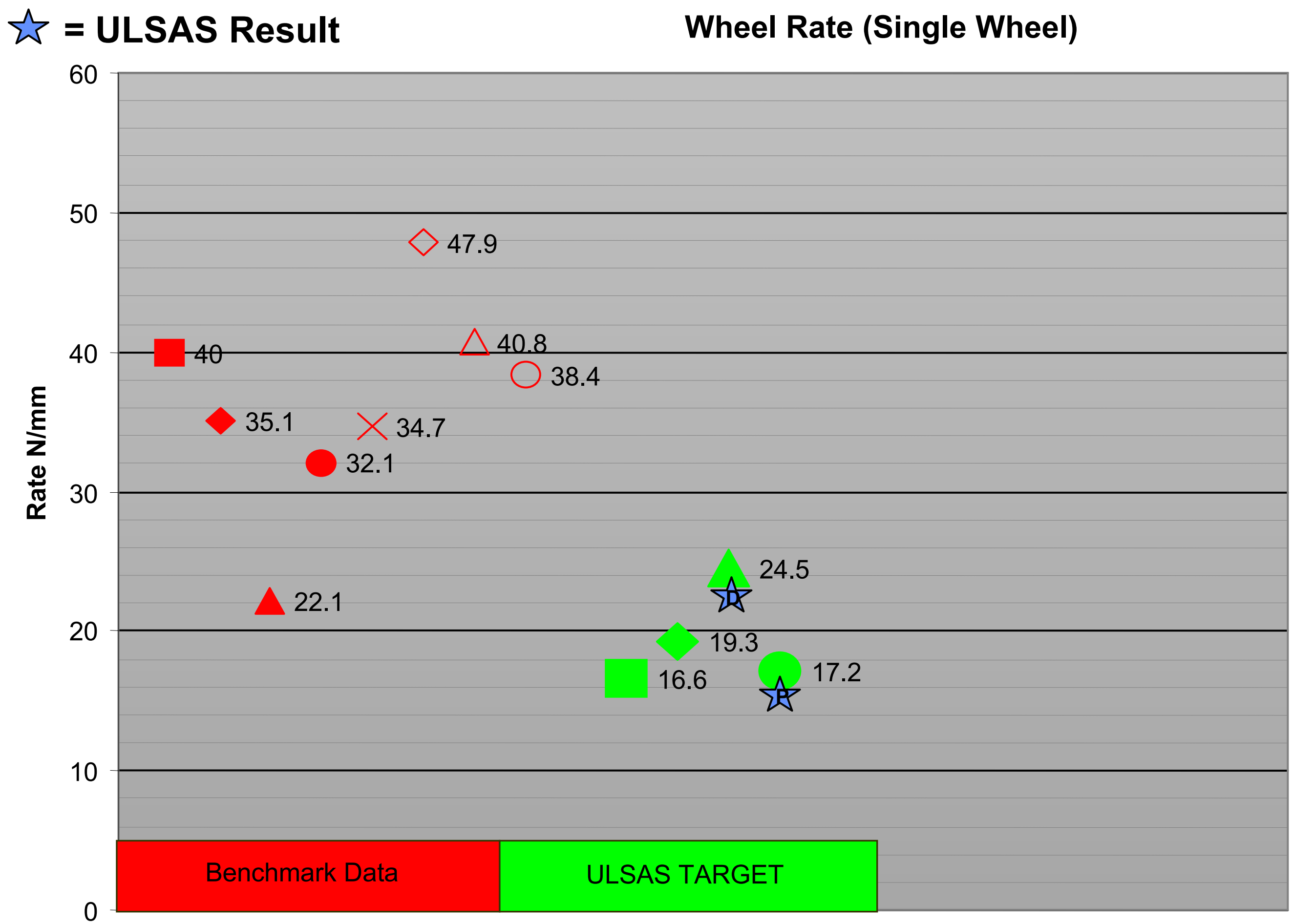


Comments:
Wheel rates have exactly matched targets by a combination of spring design and suspension parasitic rate. The rate for single wheel bump will be the same as for double wheel bump in this independent system.

MULTI-LINK: Performance

MULTI- LINK



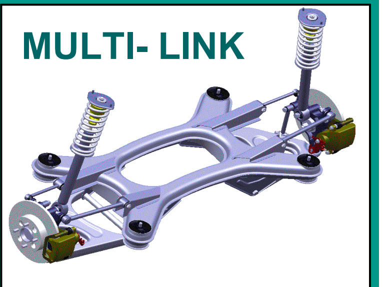


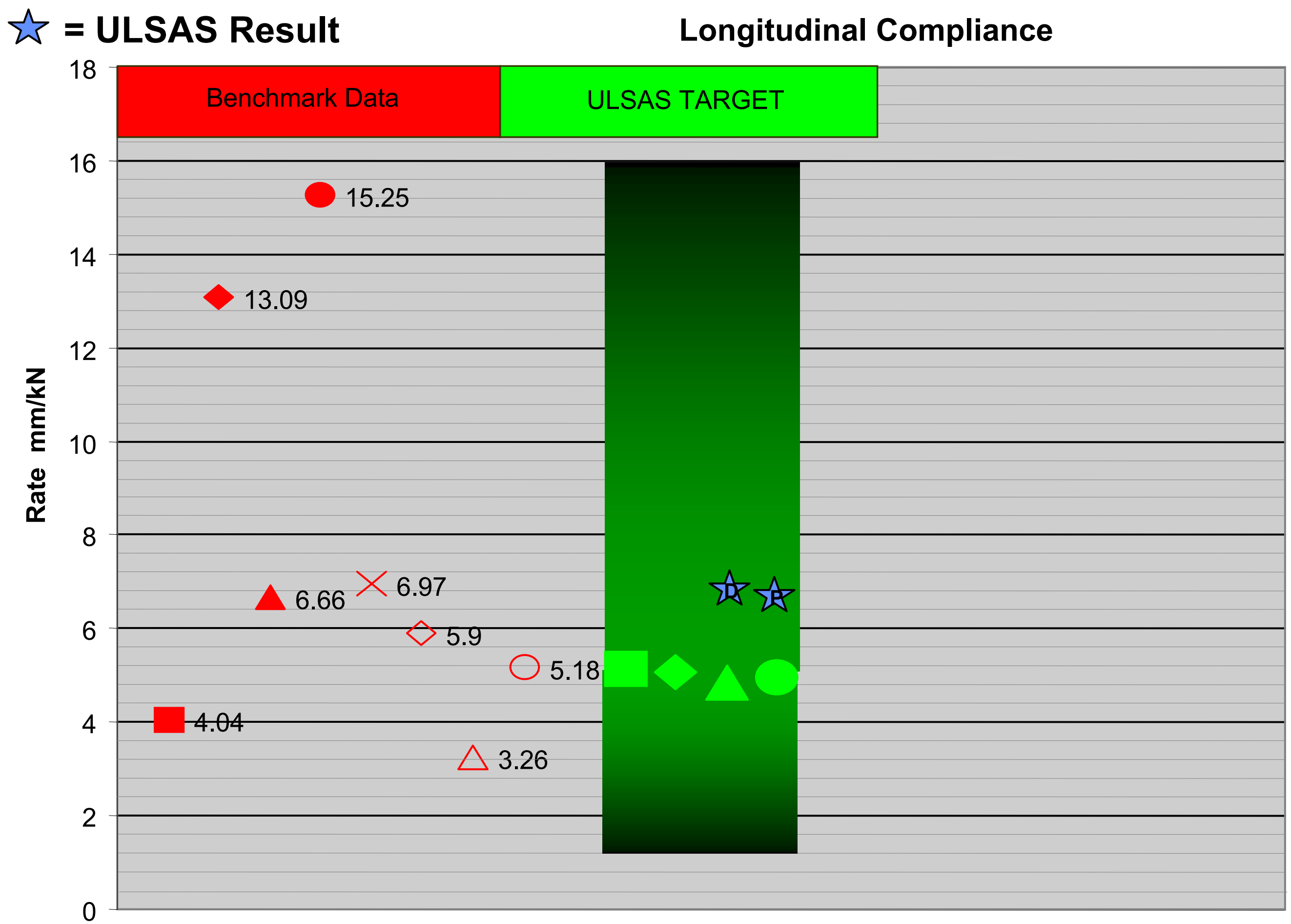
Comments:

Single wheel rate is slightly low therefore an additional anti-roll bar may be required. The additional rate however is fairly small and so many manufacturers would not add an anti-roll bar for reasons of cost and weight whilst others may add one for the purpose of giving some vehicle characterisation.

MULTI-LINK: Performance

MULTI- LINK



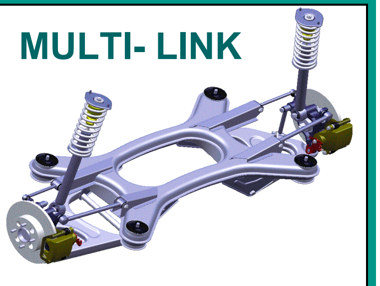


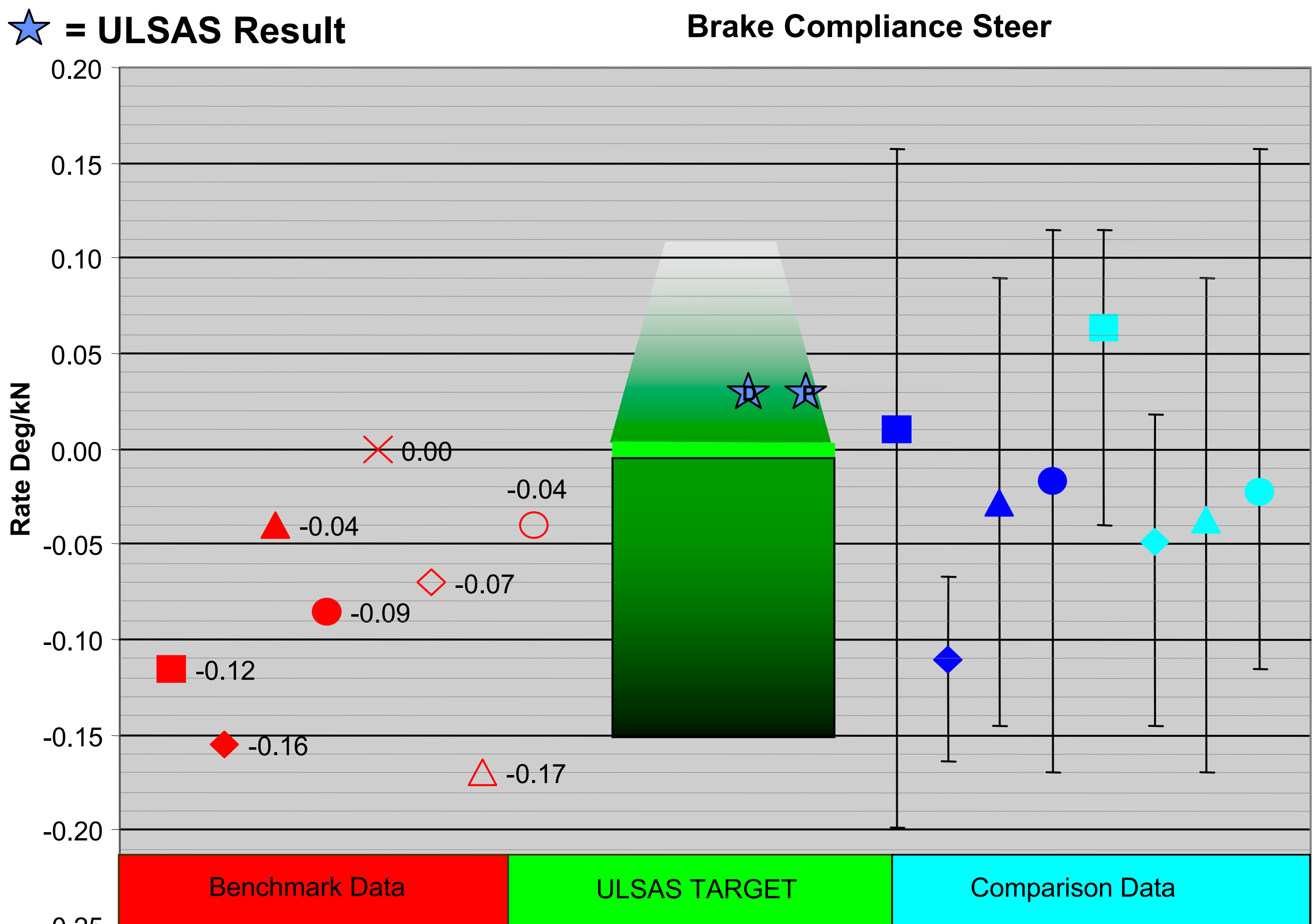
Comments:

The longitudinal compliance is slightly above the ideal target but within the defined tolerance band. It is very similar to most of the benchmark vehicles and is significantly lower than the BMW system. This lower rate reduces the risk of problems associated with shake.

MULTI-LINK: Performance

MULTI- LINK

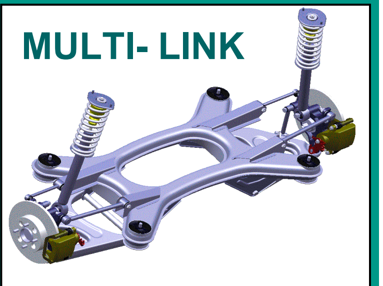


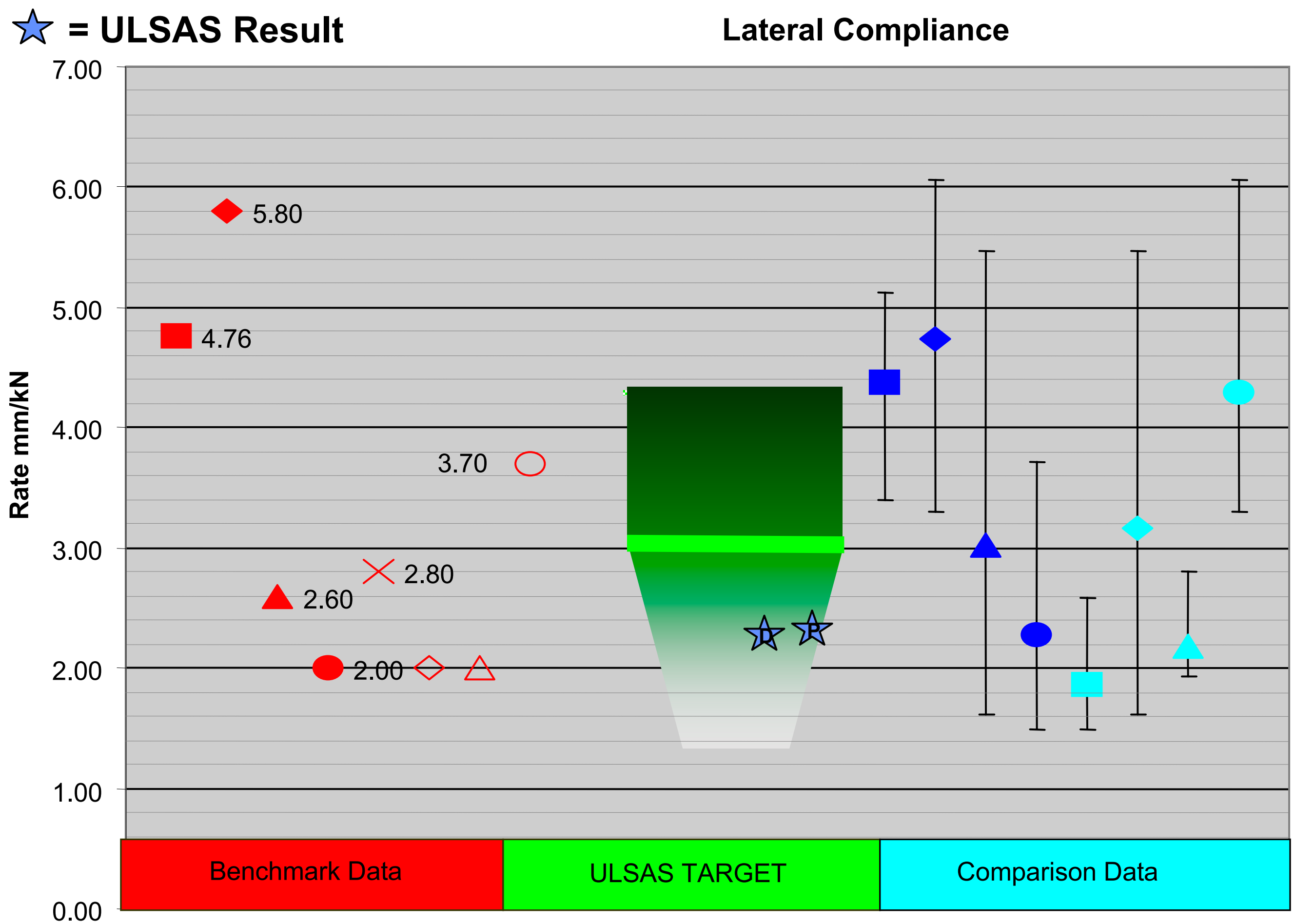


Comments:
A good level of control has been achieved. The final result giving a better than target characteristic with a small amount of Toe-in under braking.

MULTI-LINK: Performance

MULTI- LINK

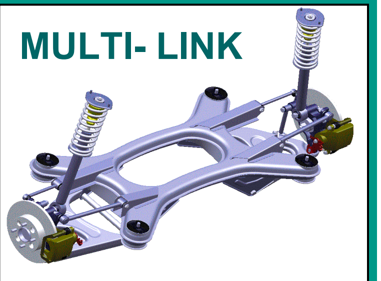


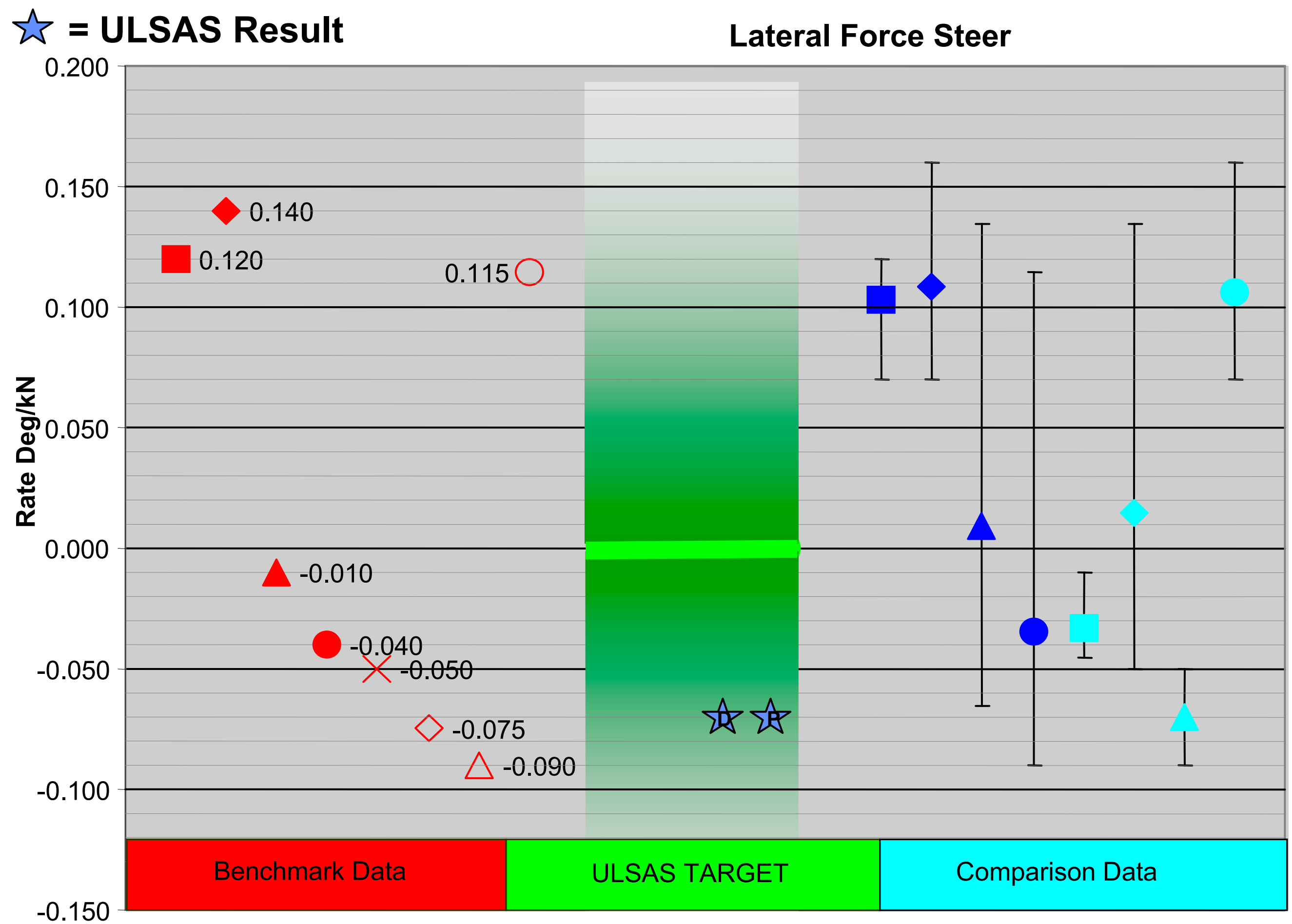


Comments:
Good control has been achieved with a level similar to the BMW and better than the target set.

MULTI-LINK: Performance

MULTI- LINK



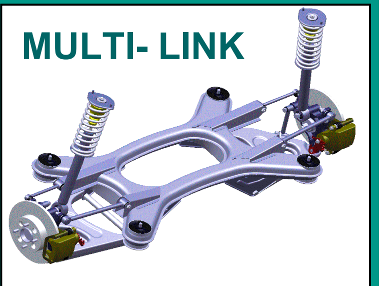


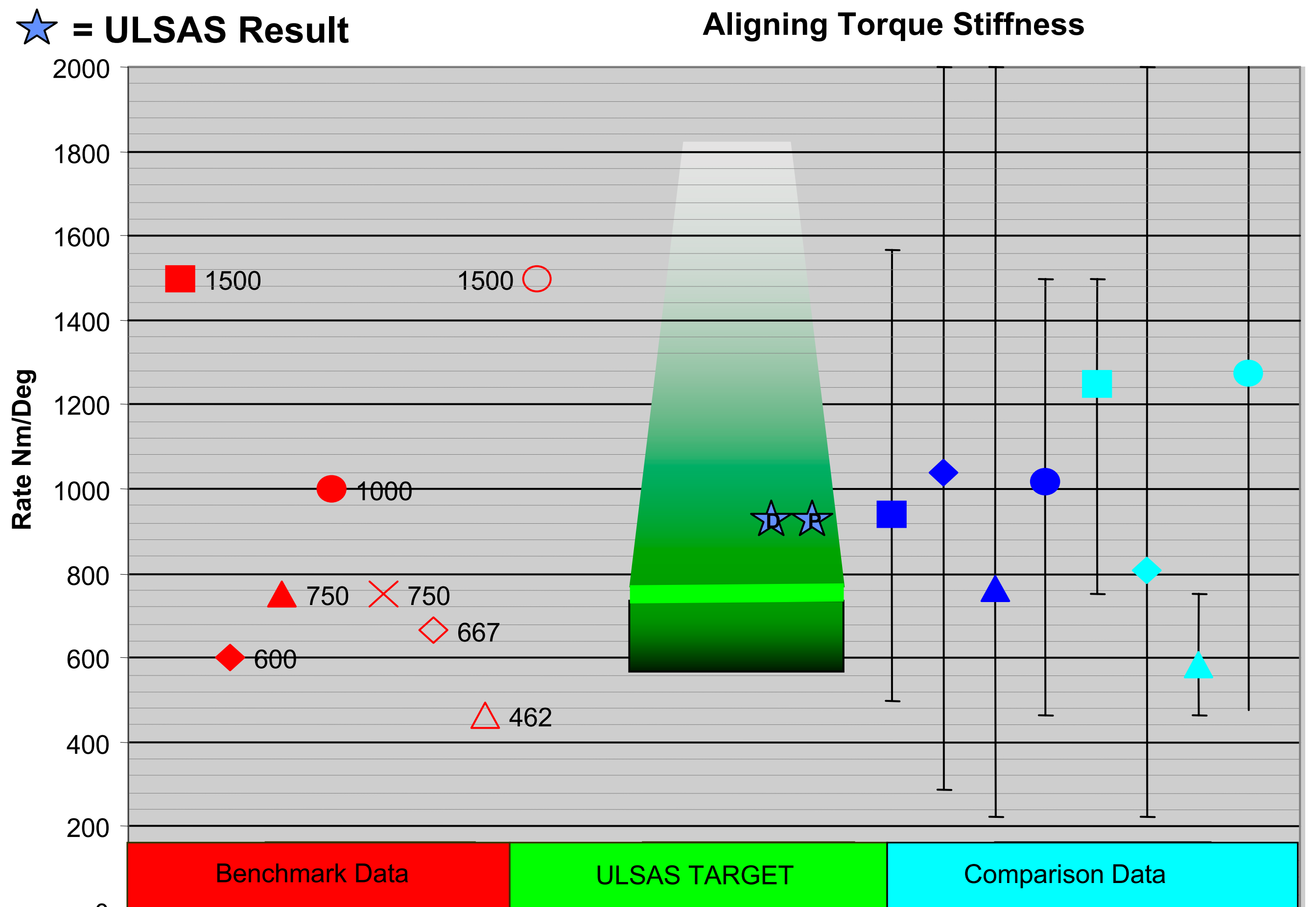
Comments:

Sufficient control has been achieved within the range of the set target tolerance.

MULTI-LINK: Performance

MULTI- LINK



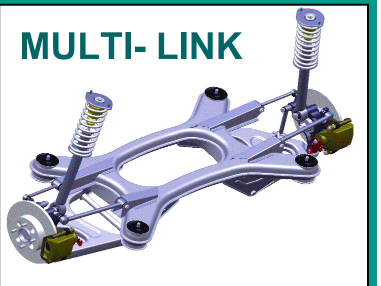


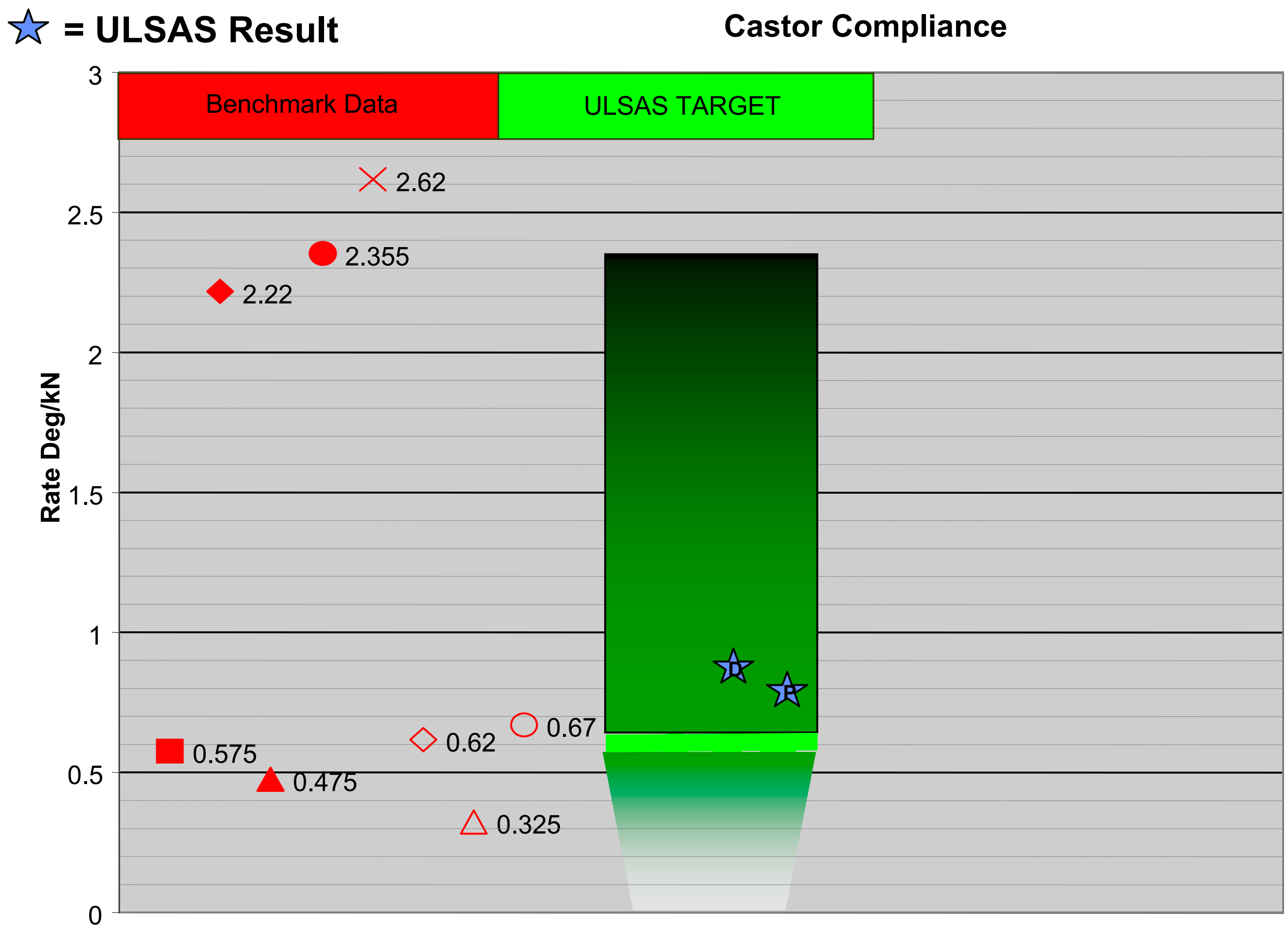
Comments:
A good level of stiffness has been achieved to ensure that the suspension is able to control toe changes under all conditions.

MULTI-LINK: Performance

ULTRALIGHT STEEL AUTO SUSPENSION

MULTI- LINK



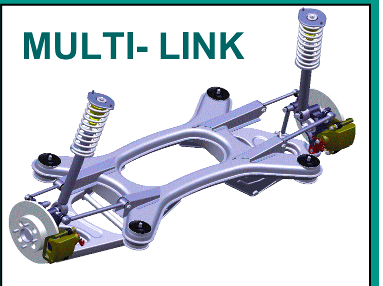


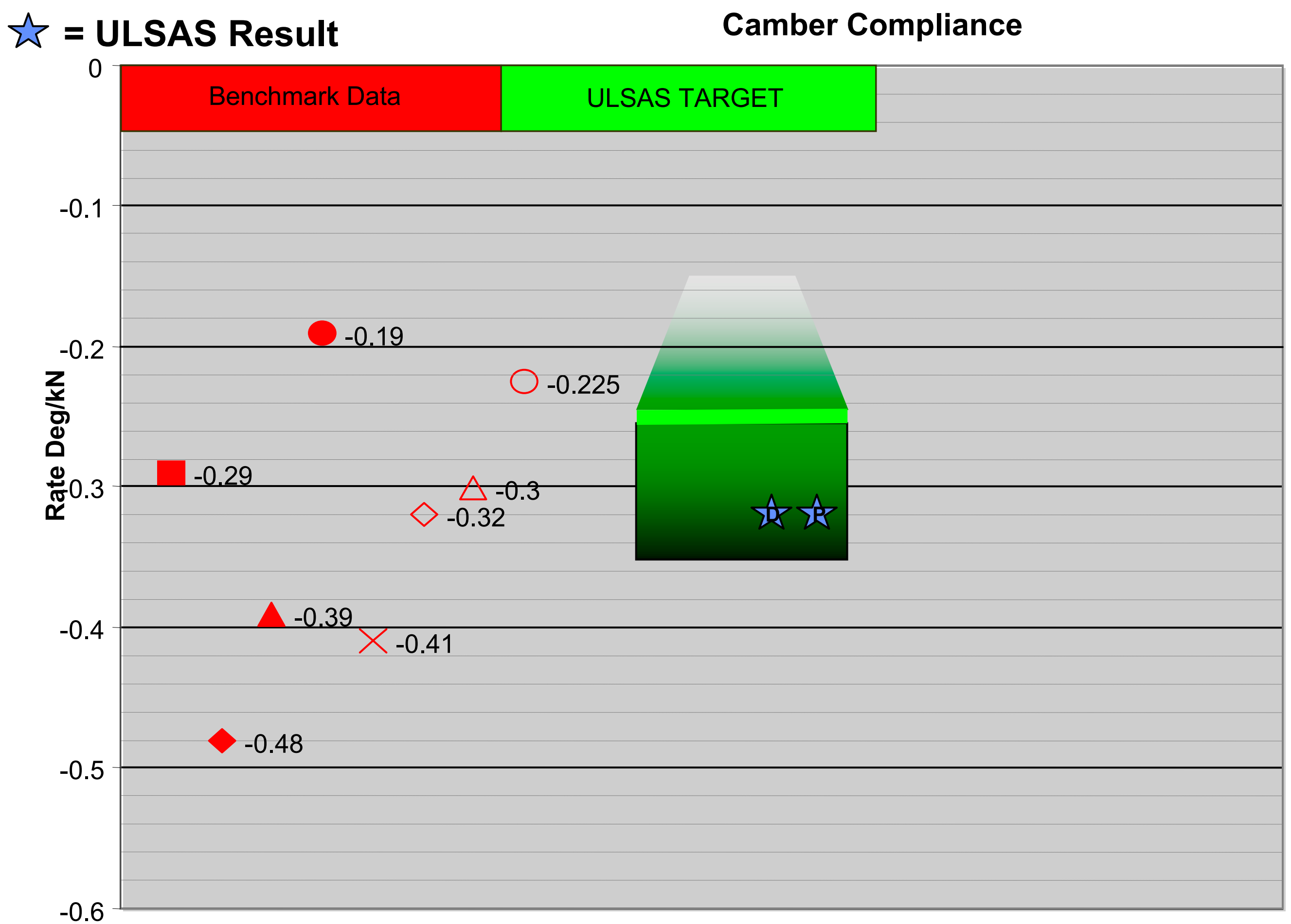
Comments:
The Rate is a little high compared to the target although well within the required range. Of note however is the fact that the comparable BMW Multi-link system has much higher levels of castor compliance which could have some refinement implications e.g. brake judder.

STEEL AUTO SUSPENSION

MULTI-LINK: Performance

MULTI- LINK



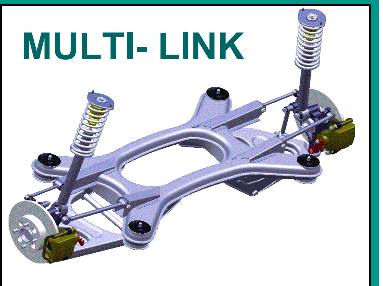


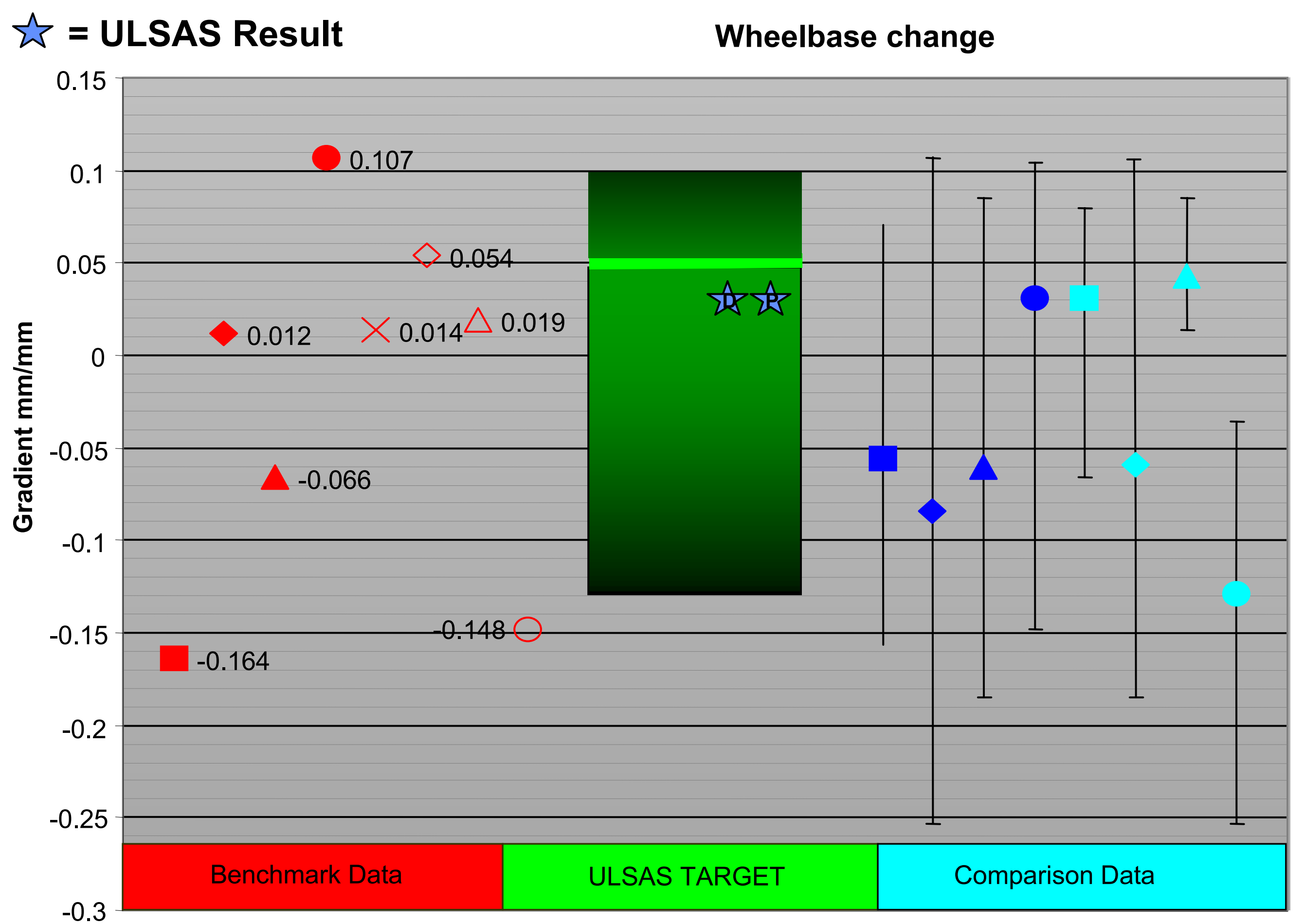
Comments:

Sufficient Camber stiffness has been achieved, within the required tolerance bands.

MULTI-LINK: Performance

MULTI- LINK



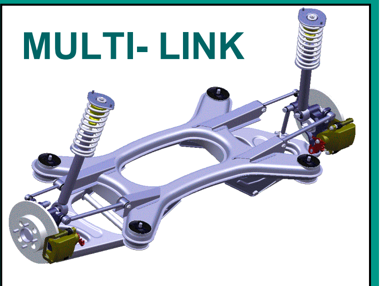


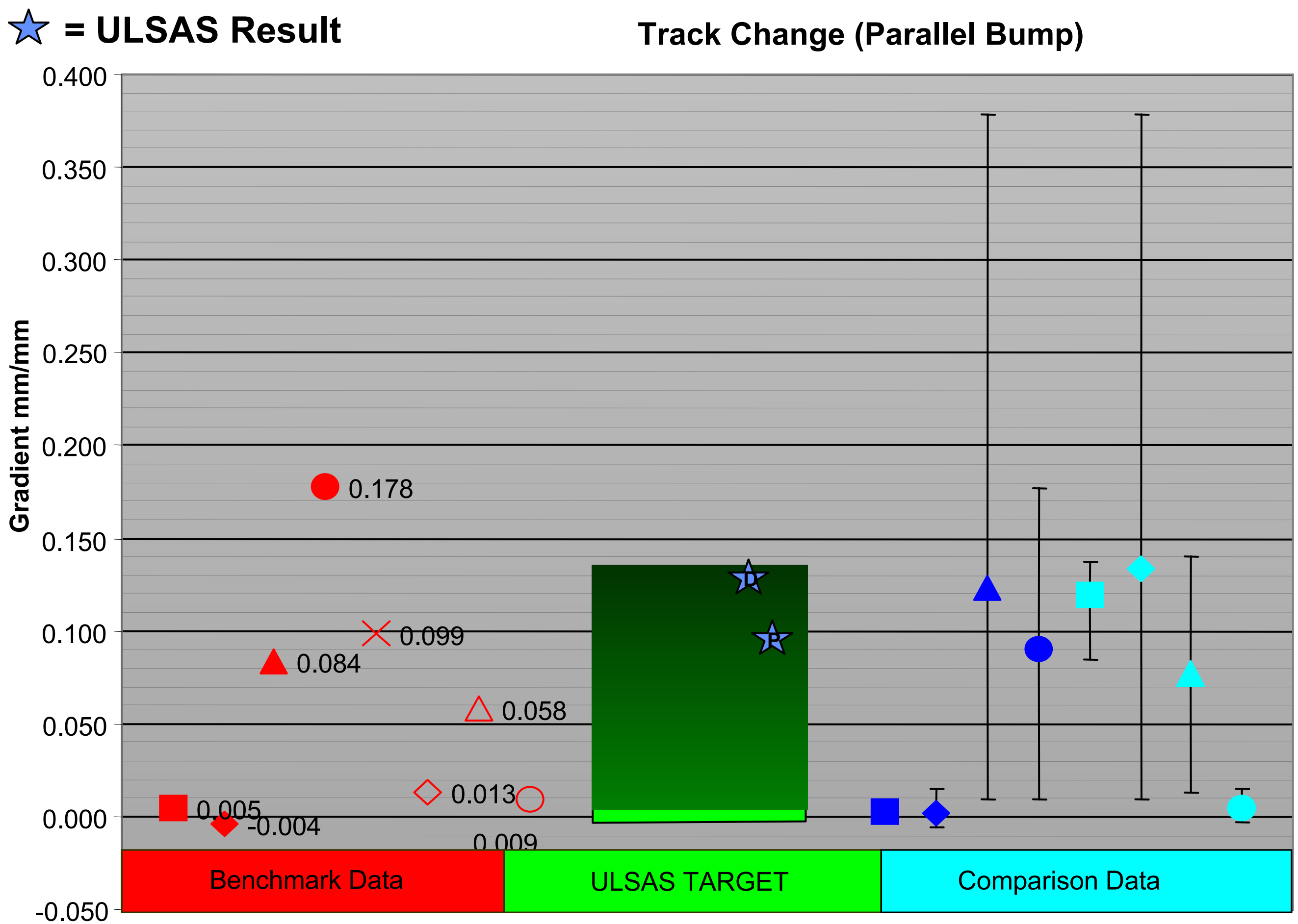
Comments:

Good characteristics have been achieved close to the targets which will help maximise ride quality. The BMW has larger values primarily due to the fact that rearward motion also promotes anti squat which is a desirable characteristic for rear wheel drive.

MULTI-LINK: Performance

MULTI- LINK



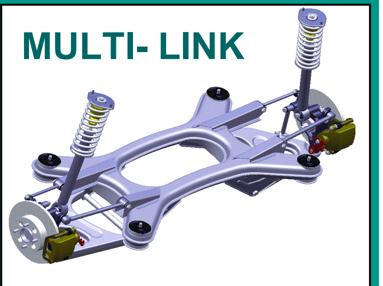


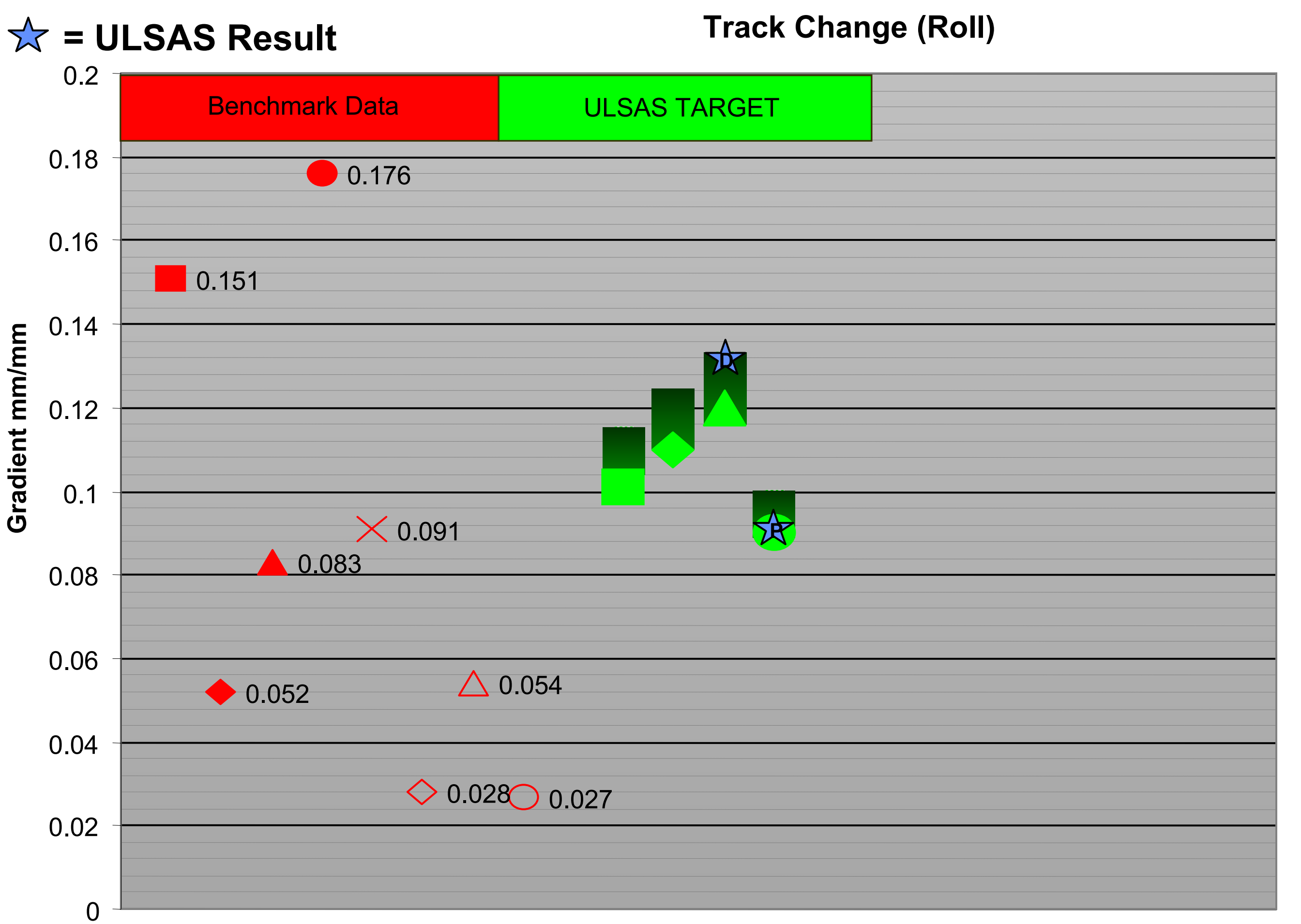
Comments:

Control of track in parallel bump is the same as in roll for the Multi-link system. The level achieved is within the required tolerance.

MULTI-LINK: Performance

MULTI- LINK

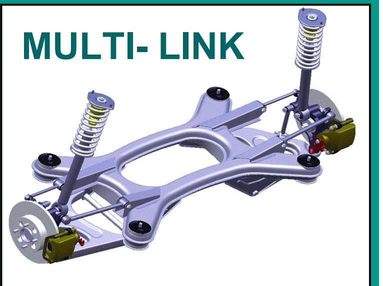


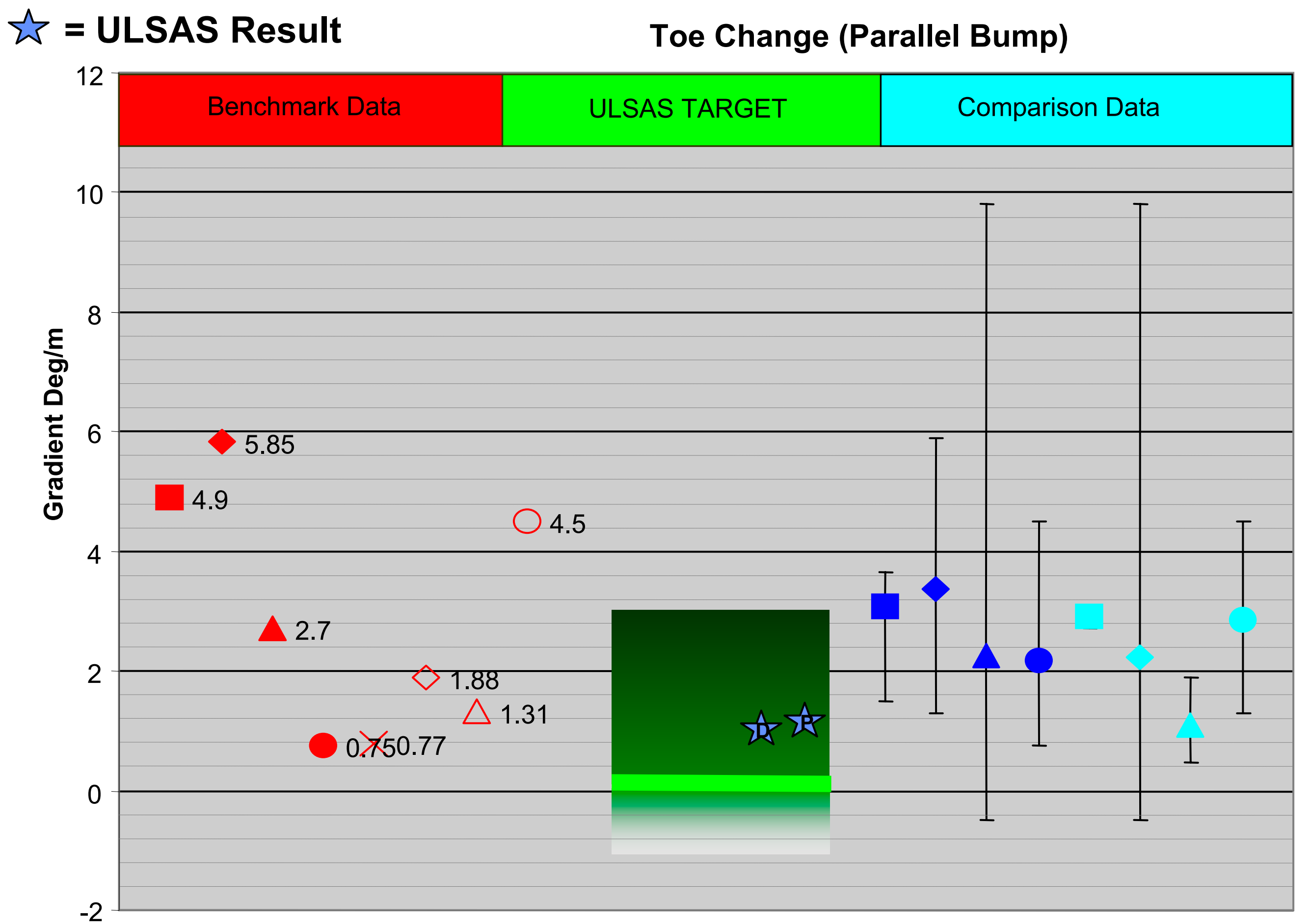


Comments:
Close tolerances are required to control Roll Centre position. Characteristics achieved are within the Target tolerances.

MULTI-LINK: Performance

MULTI- LINK

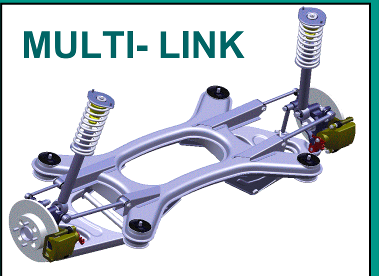


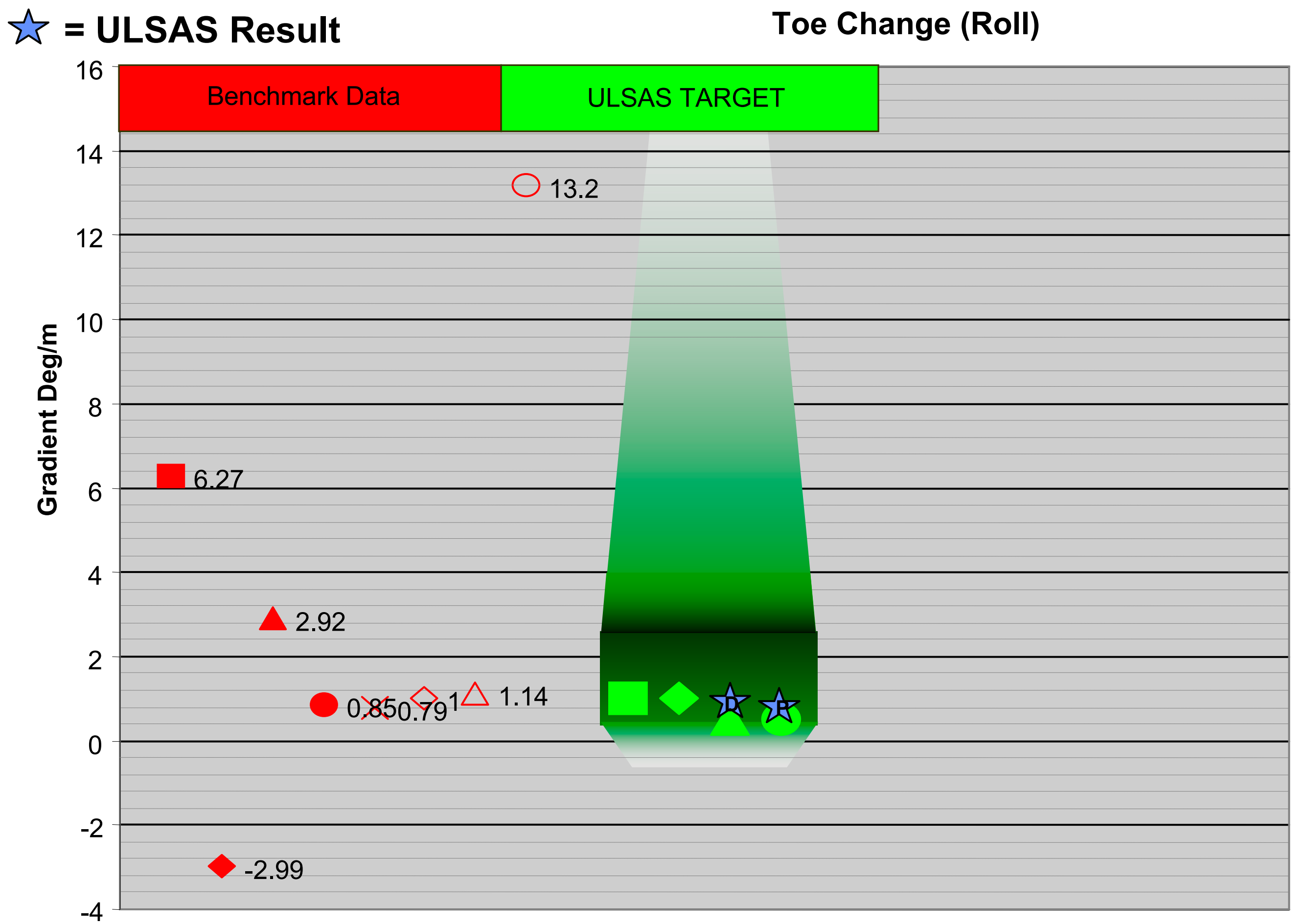


Comments:
Good control has been achieved with a small amount of Toe-in in bump.

MULTI-LINK: Performance

MULTI- LINK





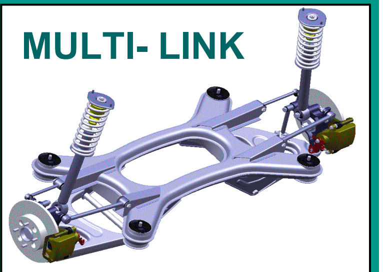
Comments:

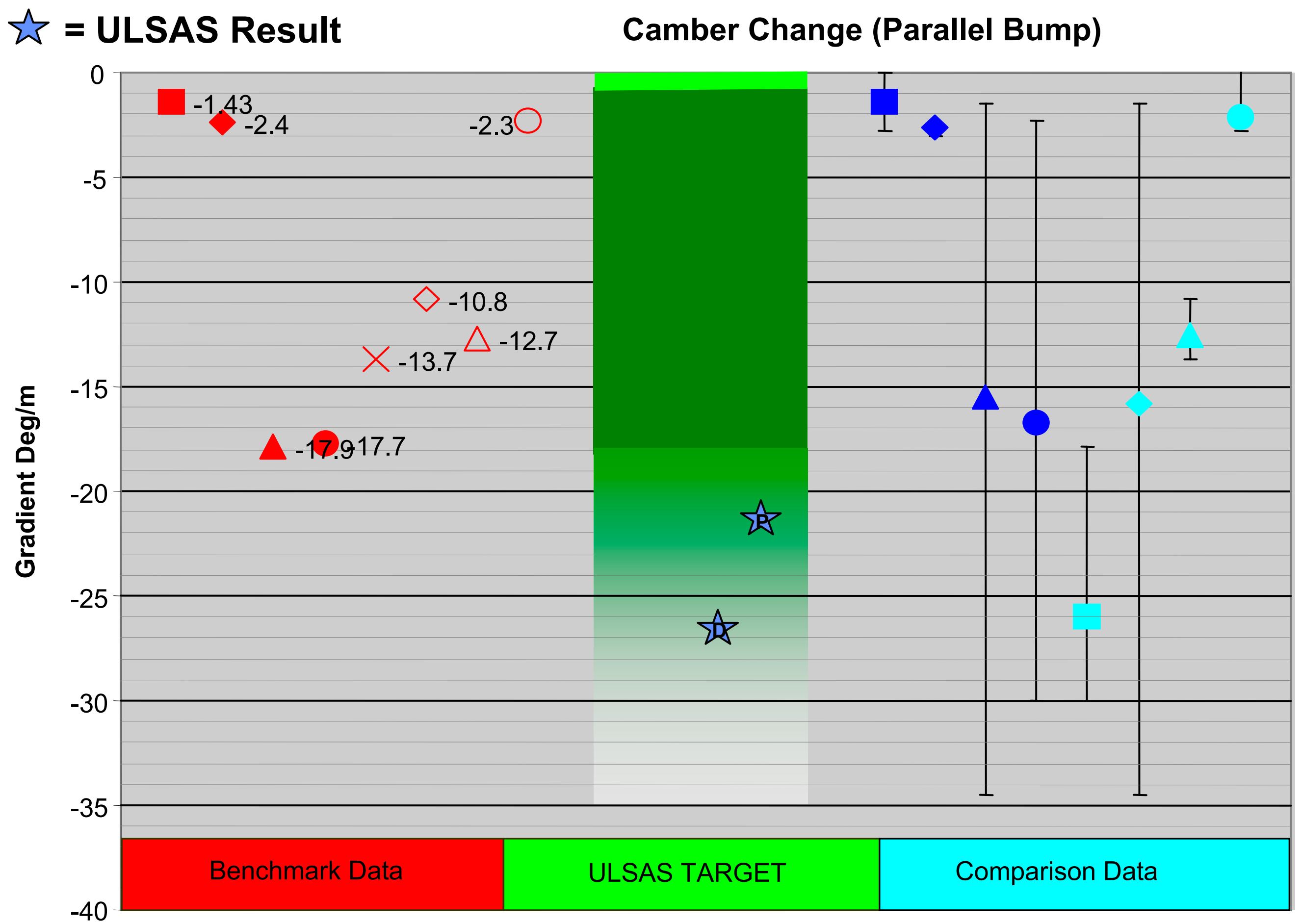
Toe change in roll is the same as in parallel bump for the Multi-link system. Good balance has been achieved between these two requirements, with both results close to the Targets

ULTRALIGHT STEEL AUTO SUSPENSION

MULTI-LINK: Performance

MULTI- LINK



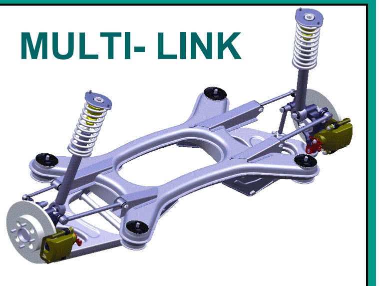


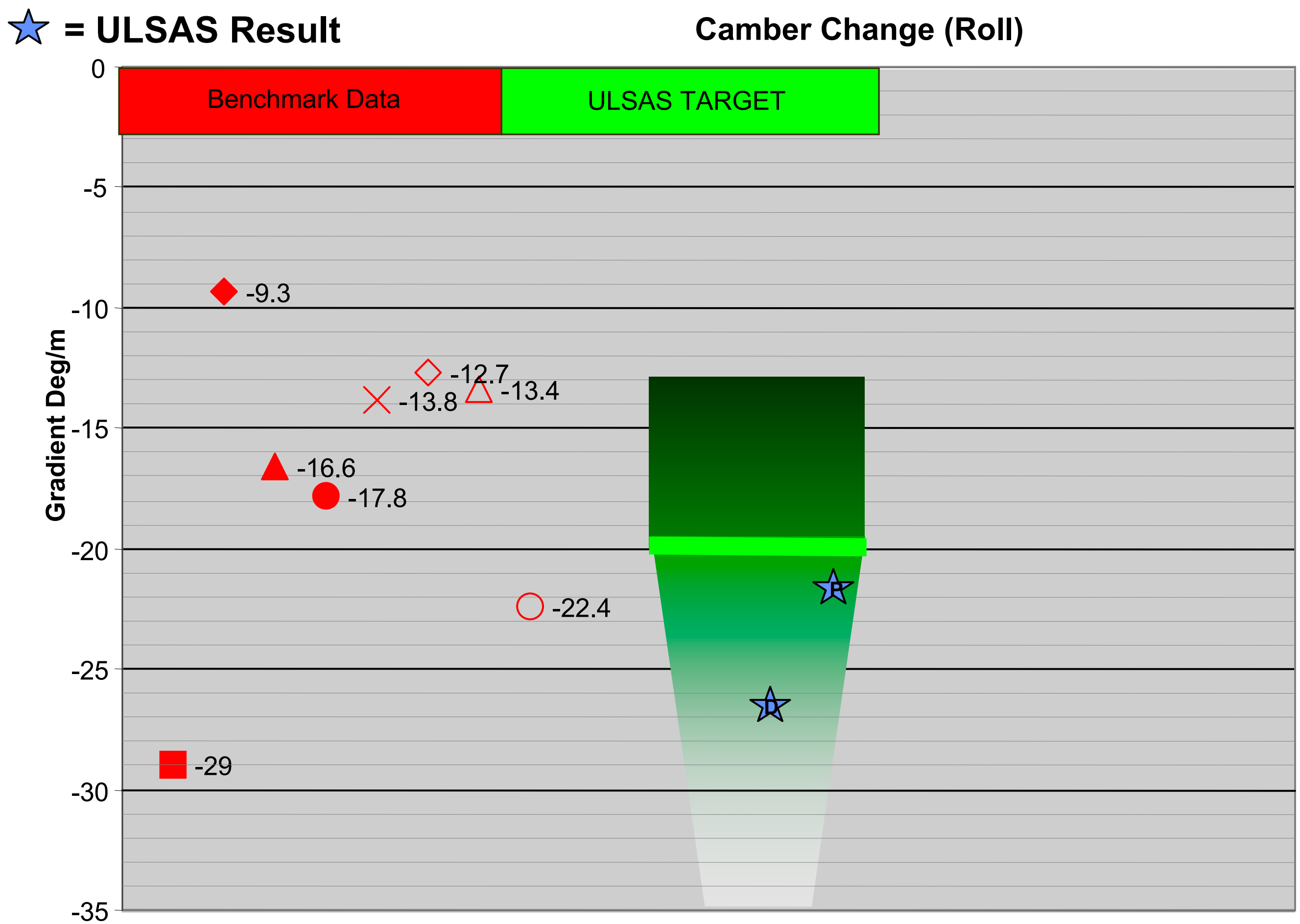
Comments:

The characteristics achieved are within the acceptable levels of the tolerance band. A balance has been achieved with the requirements in roll.

MULTI-LINK: Performance

MULTI- LINK

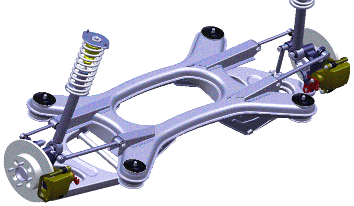




Comments:
Camber change in roll is the same as in parallel bump for the Multi-link system. The higher levels of Camber change in roll will give enhanced cornering performance.

MULTI-LINK: Performance

MULTI- LINK



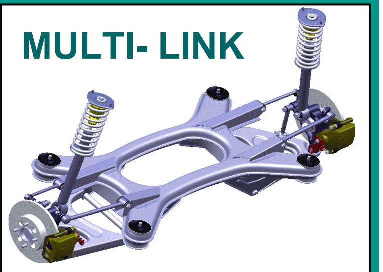
SYSTEM COMPLIANCES : Detailed Results Breakdown

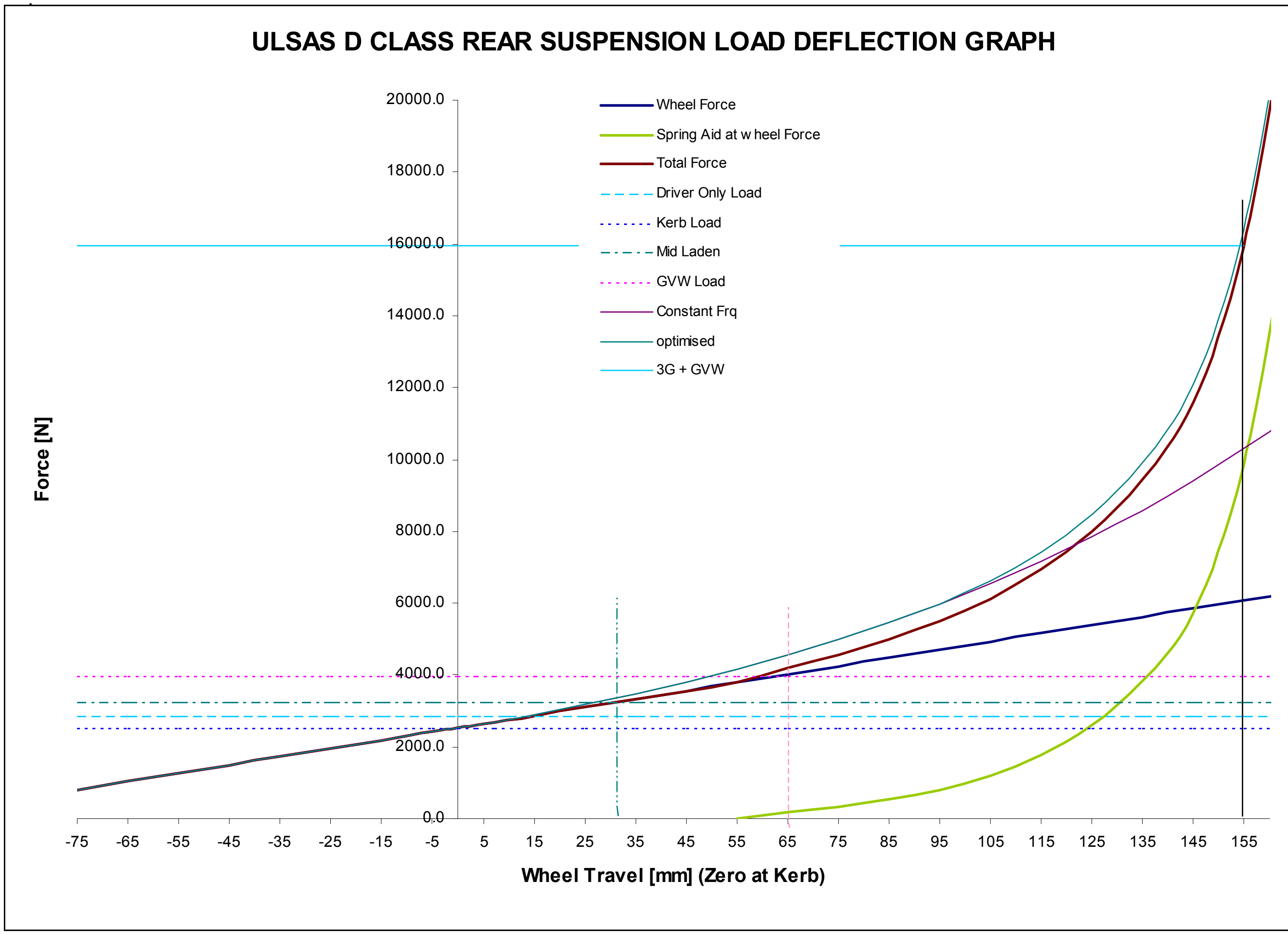
(Bushes Vs Structural Contributions)

Characteristic	Units	Bush & Subframe D Class	Bush & Subframe P Class	Structural	TOTAL D Class	TOTAL P Class
Longitudinal Force at TCP						
TCP Longitudinal Compliance	mm/kN	6.10	6.00	0.67	6.77	6.67
Steer Compliance	deg/kN	0.04	0.04	-0.01	0.03	0.03
Castor Compliance	deg/kN	0.70	0.63	0.17	0.87	0.80
Lateral Force at TCP						
TCP Lateral Compliance	mm/kN	1.91	2.00	0.37	2.27	2.36
Steer Compliance	deg/kN	-0.04	-0.04	-0.02	-0.06	-0.06
Camber Compliance	deg/kN	0.25	0.26	0.06	0.31	0.32
Aligning Torque at TCP						
Steer Stiffness	Nm / deg	1247.00	1225.00	3886.00	944.06	931.39

MULTI-LINK: Performance

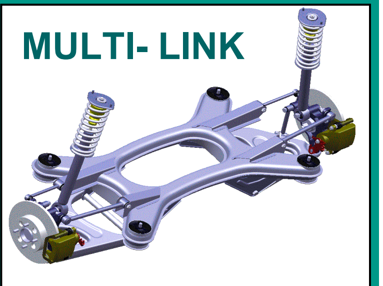
MULTI- LINK

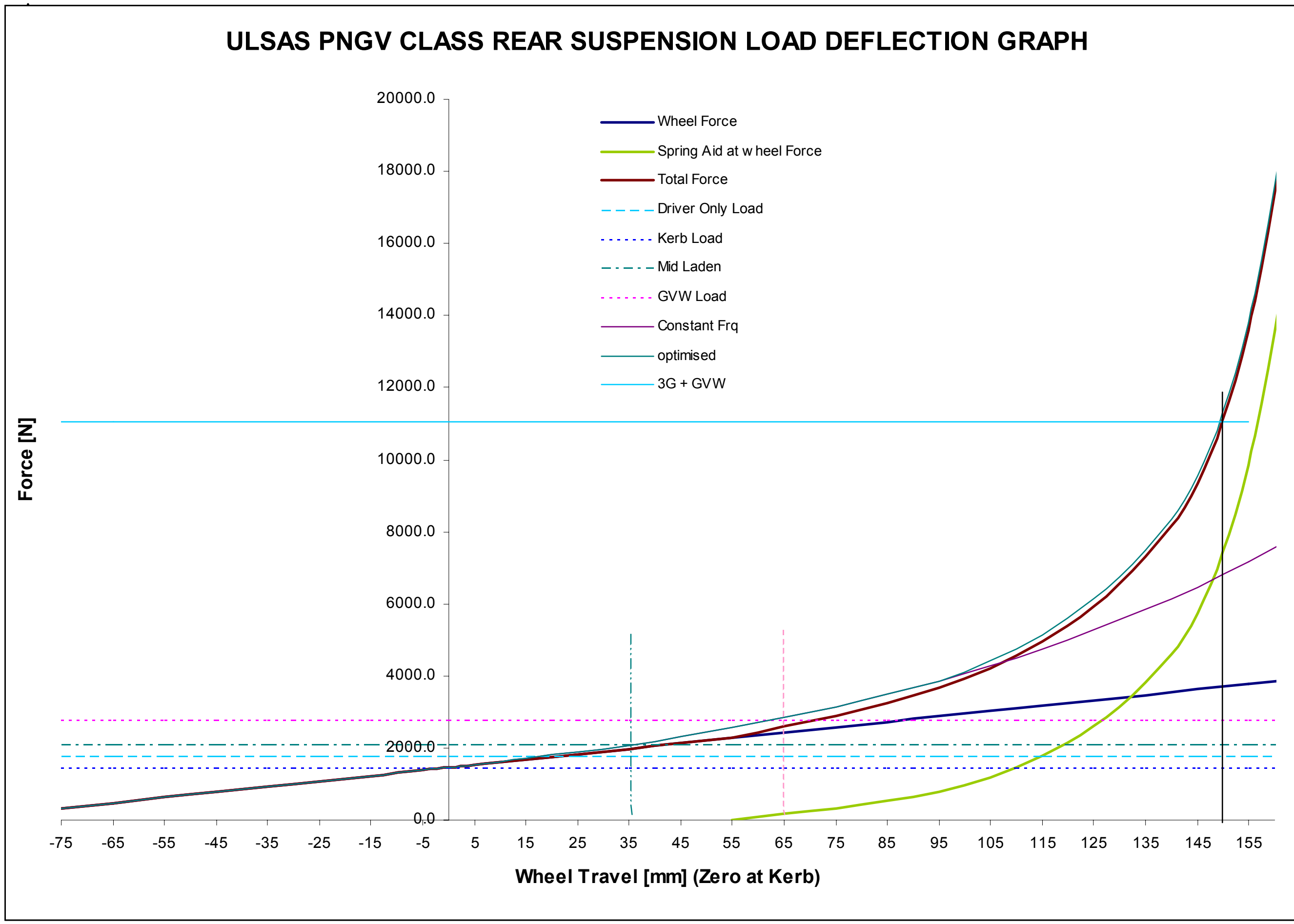




MULTI-LINK: Performance

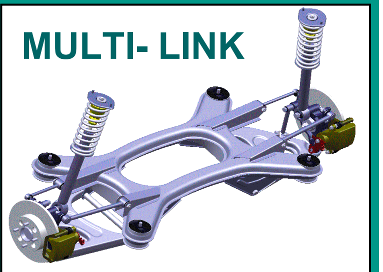
MULTI- LINK

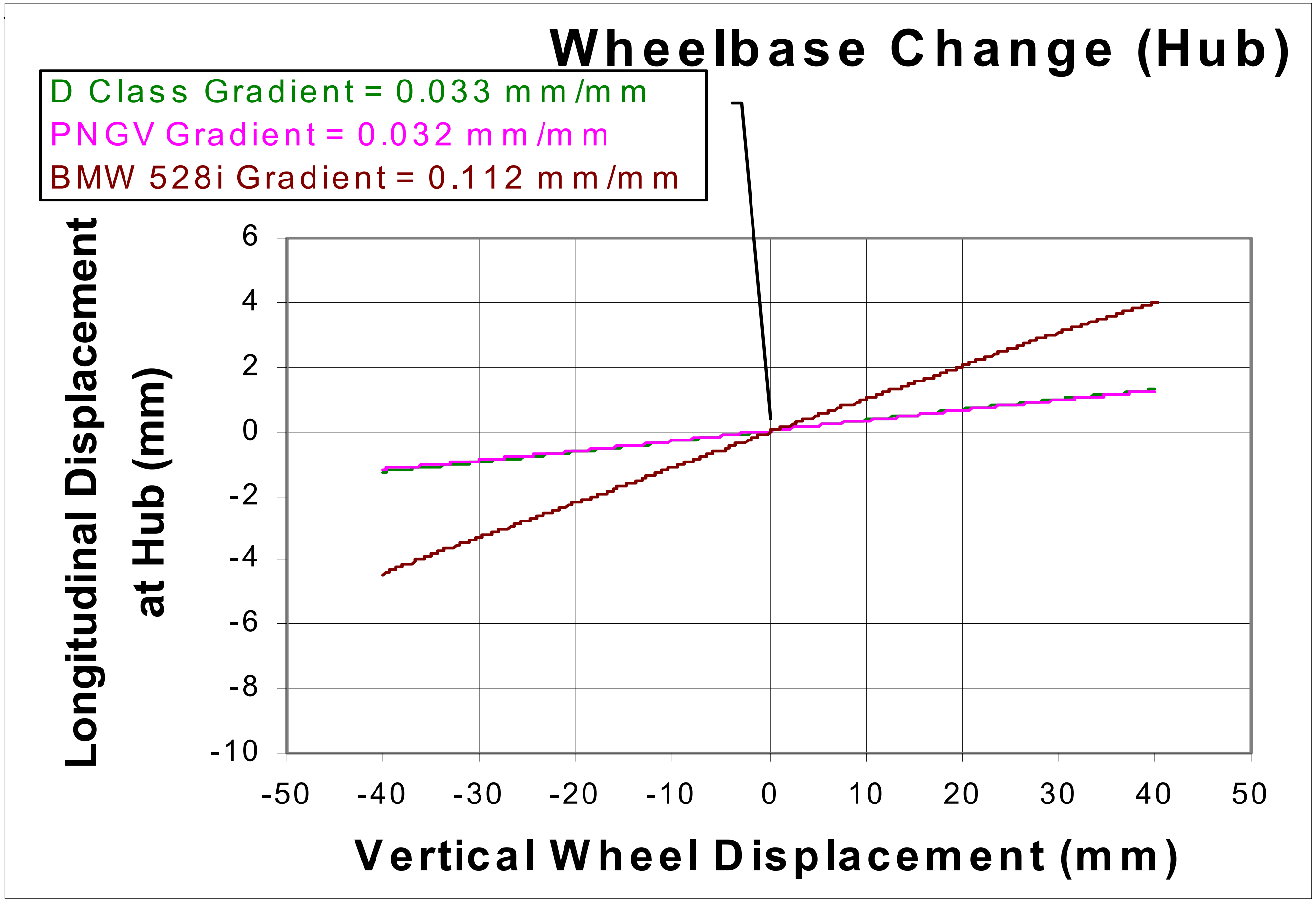




MULTI-LINK: Performance

MULTI- LINK

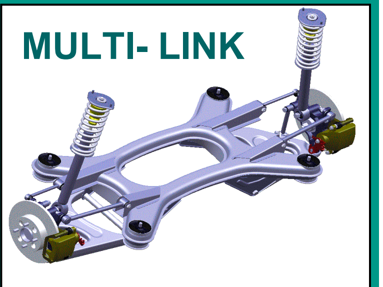


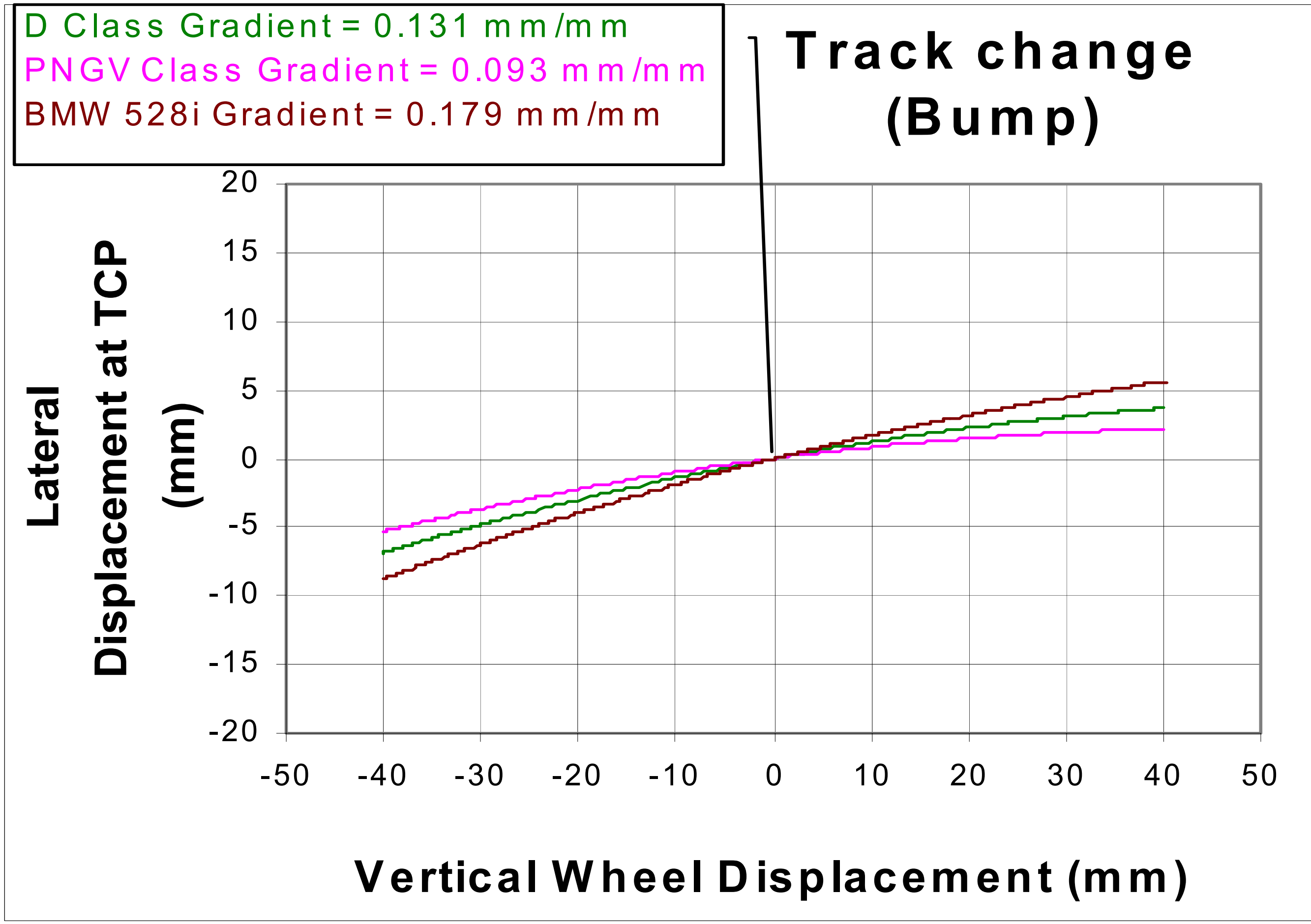


Instantaneous gradient taken at wheel displacement zero

MULTI-LINK: Performance

MULTI- LINK

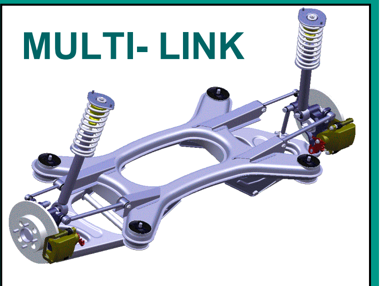


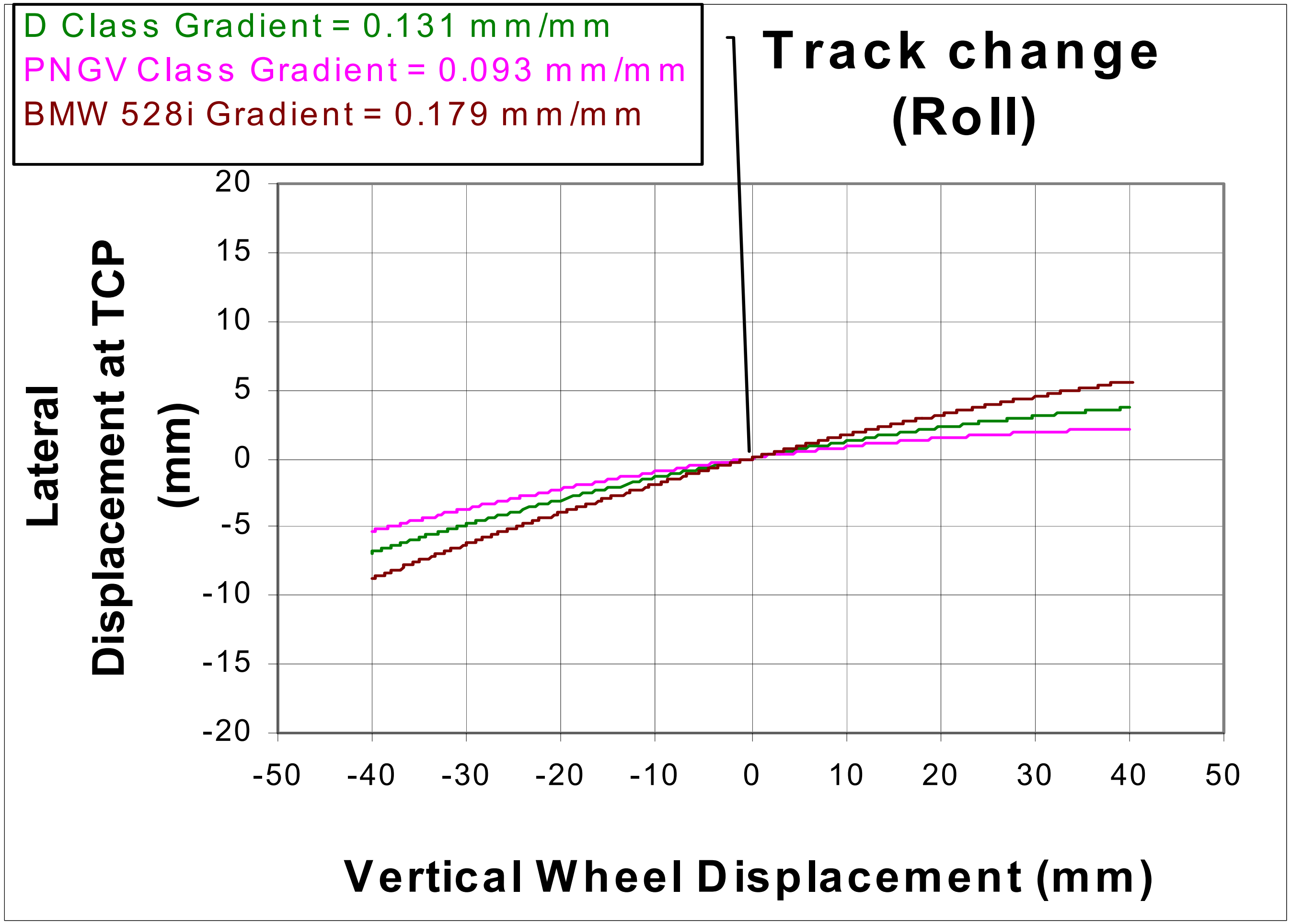


Instantaneous gradient taken at wheel displacement zero

MULTI-LINK: Performance

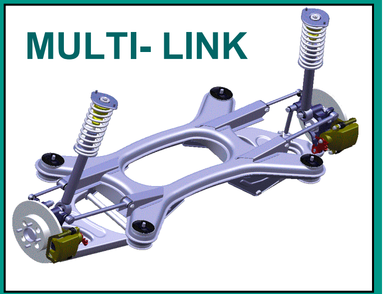
MULTI- LINK

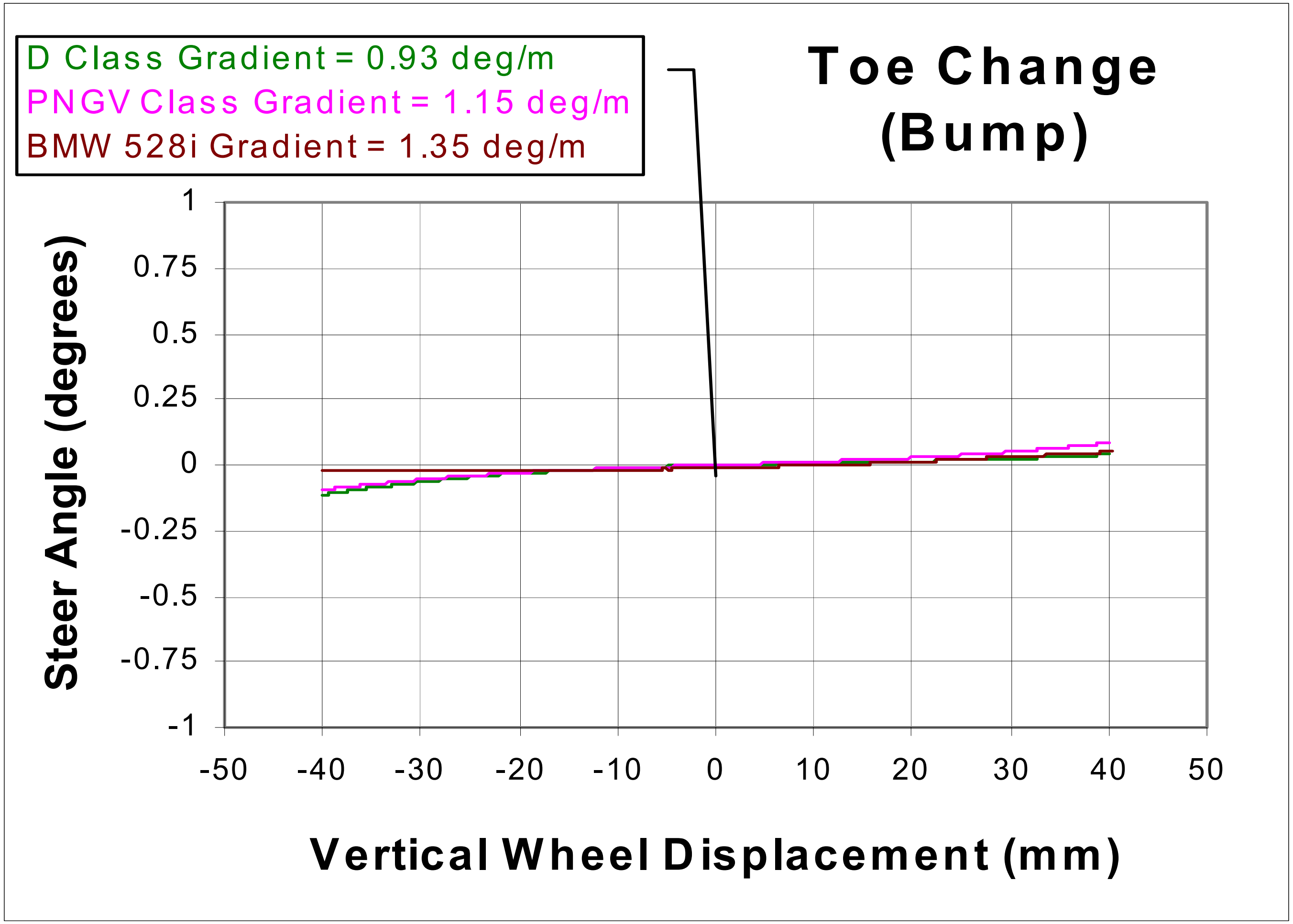




Instantaneous gradient taken at wheel displacement zero

MULTI-LINK: Performance

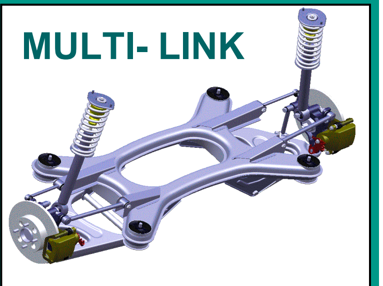


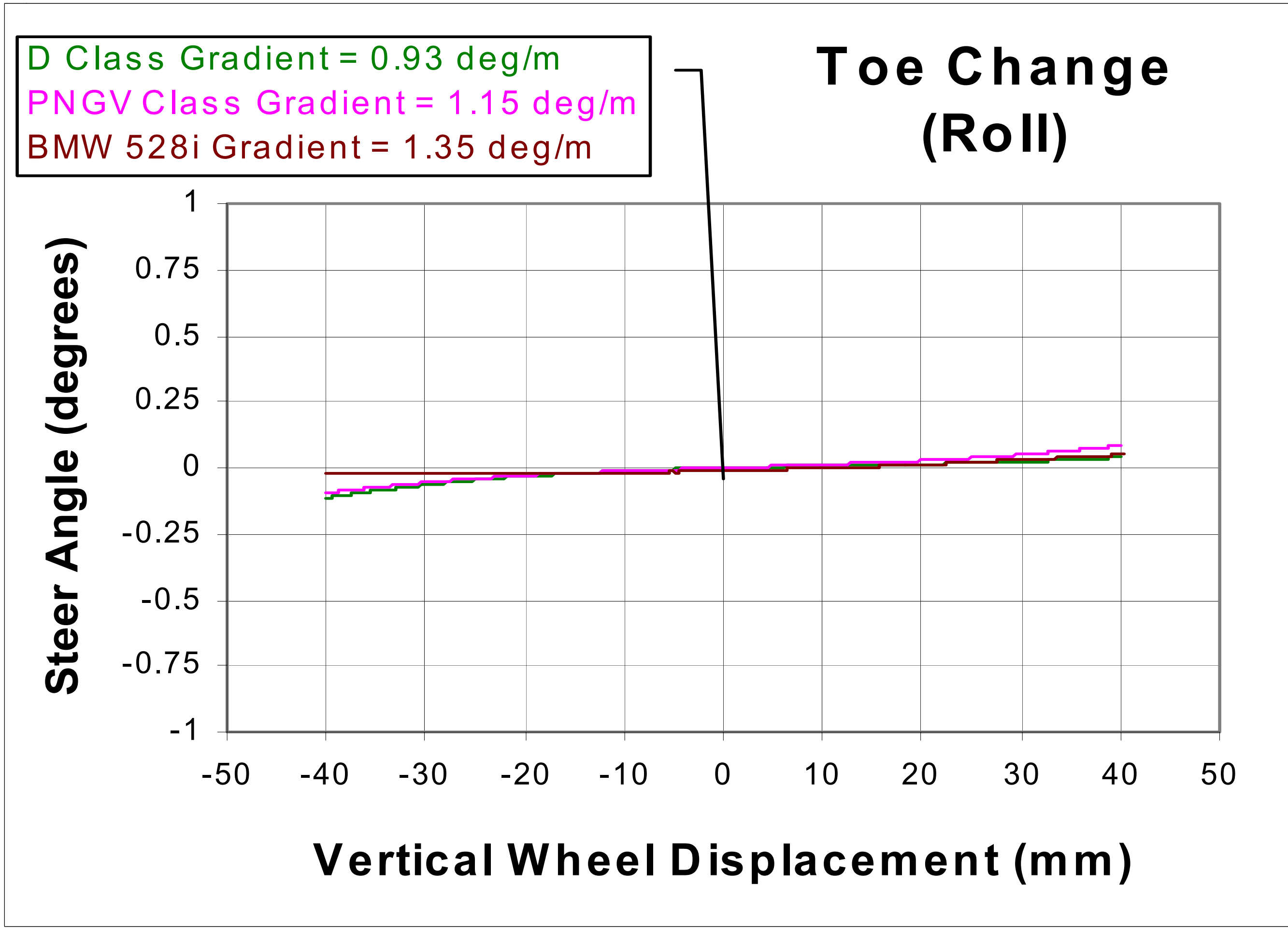


Instantaneous gradient taken at wheel displacement zero

MULTI-LINK: Performance

MULTI- LINK



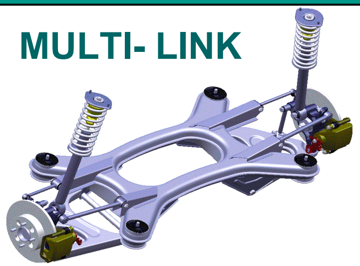


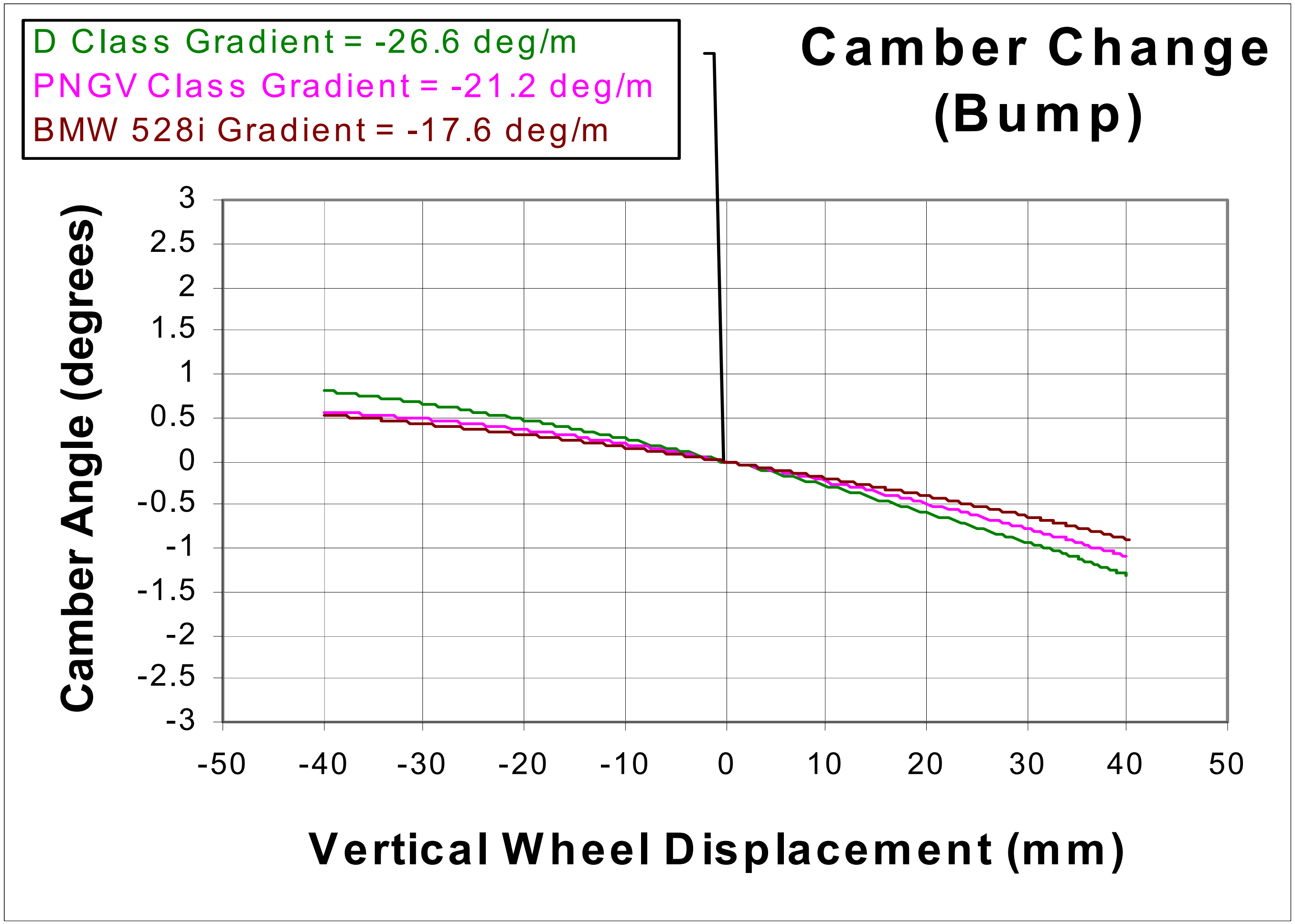
Instantaneous gradient taken at wheel displacement zero

ULTRALIGHT STEEL AUTO SUSPENSION

MULTI-LINK: Performance

MULTI- LINK

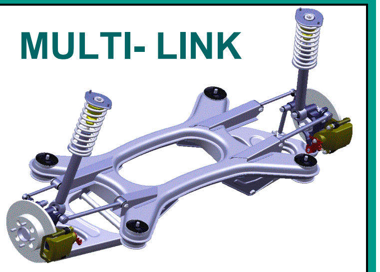


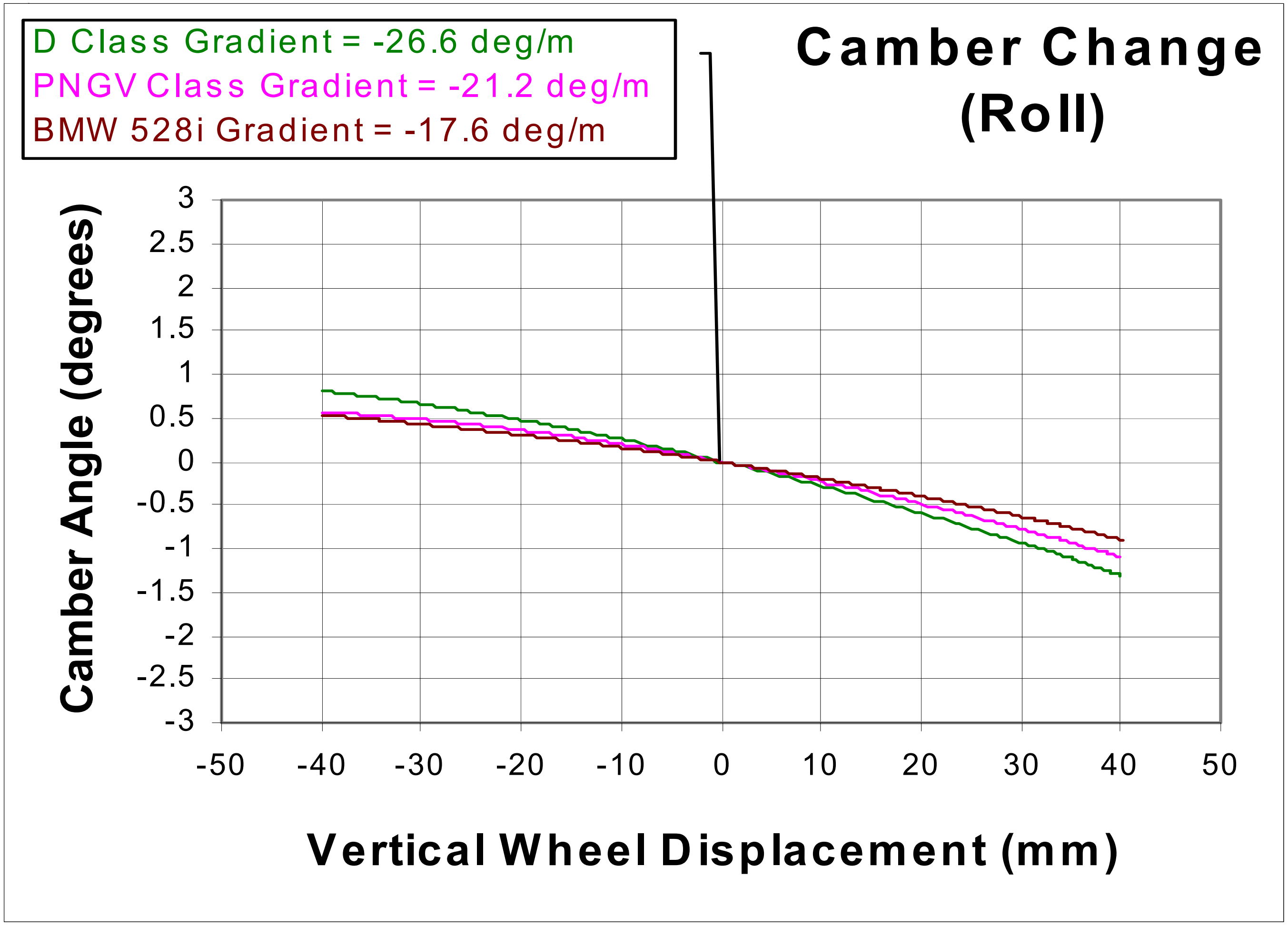


Instantaneous gradient taken at wheel displacement zero

MULTI-LINK: Performance

MULTI- LINK



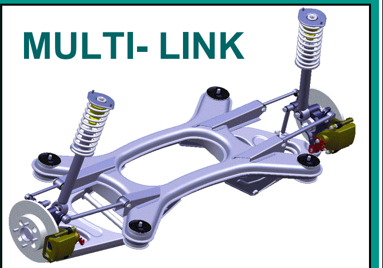


Instantaneous gradient taken at wheel displacement zero

ULTRALIGHT STEEL AUTO SUSPENSION

PERFORMANCE RESULTS GRAPHS KEY

MULTI- LINK



Key to Objective Targets Graphs:

Optimum value (ULSAS Target)

= ULSAS Result

Tolerance Bands

Min Performance

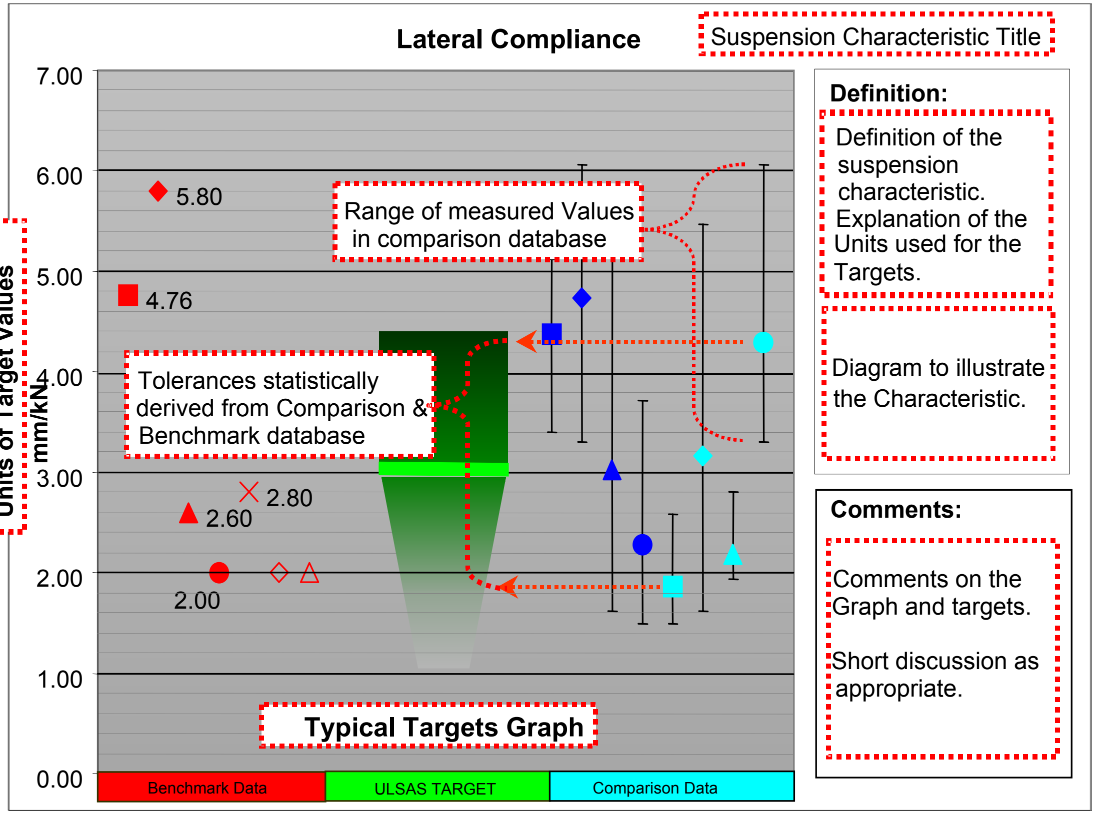
Band showing areas of acceptable Performance. Darker areas show Min Performance levels.

Band showing areas of acceptable Performance. Lighter areas indicate reduced performance levels with no clear minimum.

Low Performance

Diminishing Efficiency

Band showing areas of Performance above the required optimum level. Lighter areas indicate diminishing efficiency, ie: levels of performance that are beyond those required, but at the expense of Mass or Cost.

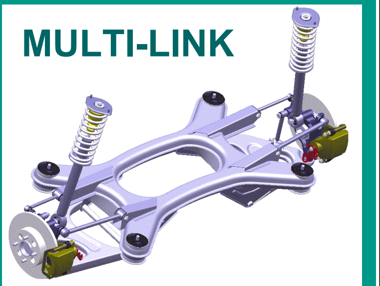


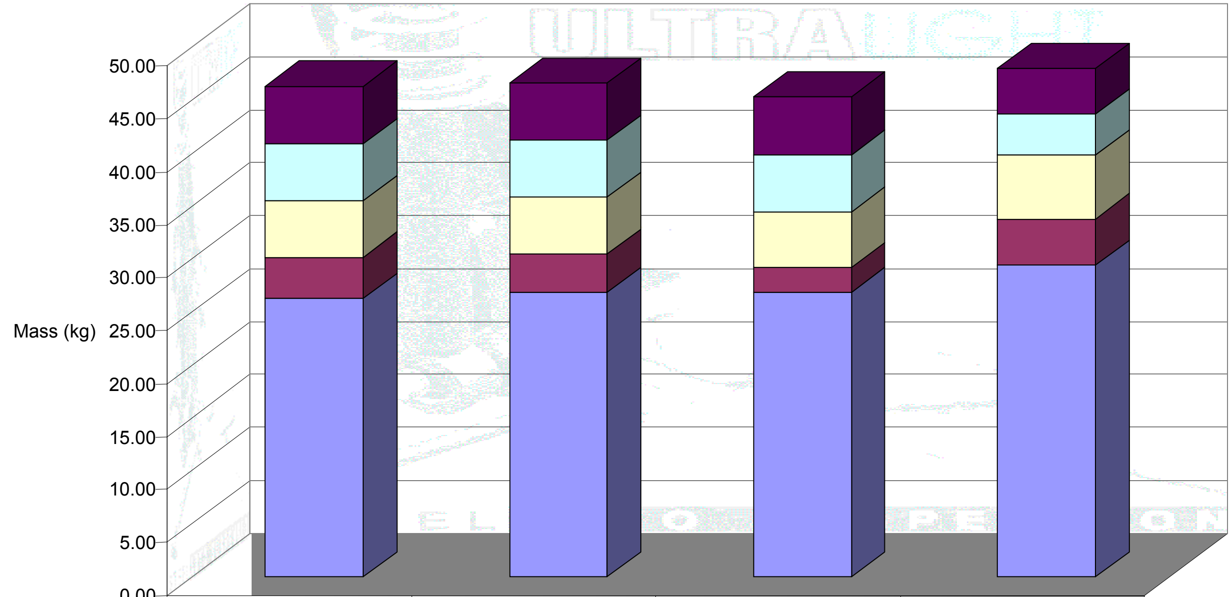
- VW Golf
- Peugeot 306
- Honda Accord
- BMW 528
- Dodge Intrepid
- Ford Taurus
- Chevrolet Lumina
- Audi A6
- ULSAS TARGET B
- ULSAS TARGET C
- ULSAS TARGET D
- ULSAS TARGET PNGV
- B Class Typical
- C Class Typical
- D Class Typical
- E Class Typical
- Double Wishbone Typical
- Multilink Typical
- Struts&Links Typical
- Twistbeam Typical

STEEL AUTO SUSPENSION

MULTI-LINK: MASS
Comparison

MULTI-LINK





	D Class	E Class	P Class	E Class Benchmark Data
BUSHES & FIXINGS	5.44	5.44	5.44	4.24
HUB/ BEARING	5.40	5.40	5.40	3.90 (hub only)
DAMPER ASSY	5.30	5.30	5.30	6.03
SPRING	3.94	3.67	2.34	4.38
STRUCTURE *	26.26	26.86	26.86	29.45
SYSTEM	**46.34**	**46.67**	**45.34**	**48.00**

Mass Of ULSAS Solutions Vs Benchmark Vehicles

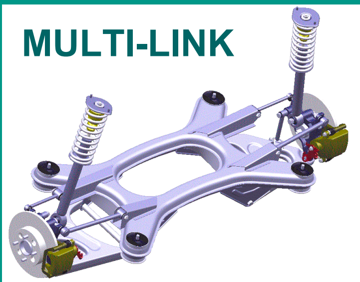
Description	B	C	D	E	P
Benchmark (Kg)				48.00	
ULSAS Solution (Kg)			46.34	46.67	45.34
Saving vs Benchmark				3%	

*** Structure includes sub-frame knuckle and links**

MULTI-LINK: MASS

Approach

MULTI-LINK

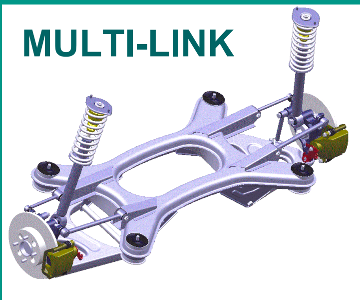


- Mass estimations were established for:
  - System complete
  - Sub-assemblies
  - Lotus designed components
  - Proprietary parts
- Mass estimates for Lotus designed parts were derived from Mass Property Tables in the C.A.D software or the analysis C.A.E software.
- For Proprietary Parts the results were generated using a combination of Lotus experience supported by confirmation from suppliers and consortium members.

MULTI-LINK: MASS

D Class

MULTI-LINK



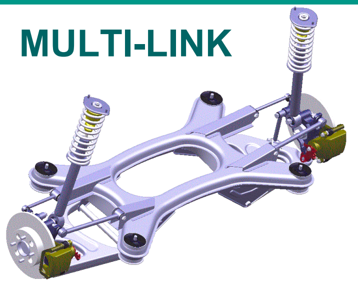
PARTS LIST			D Class			E Class Benchmark Data		
ITEM No.	DESCRIPTION	QTY Veh	System (kg)	Sub Assy (kg)	Parts (kg)	System (kg)	Sub Assy (kg)	Parts (kg)
1	ASSEMBLY, MULTI LINK	1	46.34			48.00		
2	ASSEMBLY, SUBFRAME	1	13.72	13.716		14.37	14.365	14.365
3	PRESSING, SUBFRAME, UPPER	1		4.220	4.220			
4	PRESSING, SUBFRAME , LOWER	1		3.360	3.360			
5	PRESSING, SUBFRAME , LOWER	1						
6	PRESSING, INTERMEDIATE,	2		2.180	1.090			
7	PRESSING , CLOSING ,FRONT	2		0.396	0.198			
8	BRKT, LWR ARM, STIFFENER Fr	2		0.384	0.192			
9	BRKT, LWR ARM, STIFFENER Rr	2		0.336	0.168			
10	BRKT, LWR ARM, PLATE Fr,	2		0.190	0.095			
11	BRKT, LWR ARM, PLATE Rr	2		0.226	0.113			
12	BRKT, UPR ARM, REAR,	2		0.886	0.443			
13	BRKT, UPR ARM, FRONT	2		0.642	0.321			
14	PRESSING , CLOSING ,REAR	2		0.896	0.448			
15	ASSY CONTROL ARM, LWR	2	5.54	5.538		5.82	2.910	2.910
16	PRESSING, HALF, CONTROL ARM	2		2.584	1.292			
17	PRESSING, HALF, CONTROL ARM	2		2.584	1.292			
18	SLEEVE, PIVOT BUSH	4		0.084	0.021			
19	SLEEVE, OUTER BALLJOINT	2		0.042	0.021			
20	BRKT, CLEVIS	4		0.244	0.061			
21	BALLJOINT, LOWER ARM OUTER	2	0.34	0.170				
22	KNUCKLE, LH	1	3.00	3.000		2.70	2.700	2.700
23	KNUCKLE, RH	1	3.00	3.000		2.70	2.700	2.700
24	HUB BEARING UNIT	2	5.40	2.700		3.90	1.950	1.950
25	CALIPER, BRAKE	2						
26	DISC, BRAKE, REAR	2						
27	ASSY, LINK, TORQUE REACTION	2	0.15	0.074		0.96	0.480	0.480
28	HOUSING, BUSH, UPR, LWR	4						
29	LINK	2						
30	SPRING	2	3.94	1.970		4.38	2.190	2.190
31	DAMPER	2	4.20	2.100		4.47	2.235	2.235
32	MOUNT, UPR, SPRING & DAMPER	2	1.10	0.550		1.56	0.780	0.780
33	ASSY, LINK, CONTROL, CAMBER	2	0.56	0.280		1.99	0.995	0.995
34	HOUSING, BUSH, INBD	2						
35	LINK	2						
36	BALLJOINT, OUTER	2						
37	ASSY, LINK, CONTROL, TOE	2	0.29	0.147		0.91	0.455	0.455
38	HOUSING, BUSH, INBD	2						
39	LINK	2						
40	BALLJOINT, OUTER	2						
41	VARIOUS BUSHES AND JOINTS		2.84					
42	ASSORTED FIXINGS		2.26			4.24		

MULTI-LINK: MASS

E Class

ULTRALIGHT STEEL AUTO SUSPENSION

MULTI-LINK



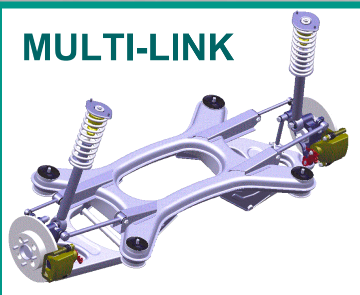
PARTS LIST			E Class			E Class Benchmark Data		
ITEM No.	DESCRIPTION	QTY Veh	System (kg)	Sub Assy (kg)	Parts (kg)	System (kg)	Sub Assy (kg)	Parts (kg)
1	ASSEMBLY, MULTI LINK	1	46.67			48.00		
2	ASSEMBLY, SUBFRAME	1	14.32	14.316		14.37	14.365	14.365
3	PRESSING, SUBFRAME, UPPER	1		4.520	4.520			
4	PRESSING, SUBFRAME , LOWER	1		3.660	3.660			
5	PRESSING, SUBFRAME , LOWER	1						
6	PRESSING, INTERMEDIATE,	2		2.180	1.090			
7	PRESSING , CLOSING ,FRONT	2		0.396	0.198			
8	BRKT, LWR ARM, STIFFENER Fr	2		0.384	0.192			
9	BRKT, LWR ARM, STIFFENER Rr	2		0.336	0.168			
10	BRKT, LWR ARM, PLATE Fr,	2		0.190	0.095			
11	BRKT, LWR ARM, PLATE Rr	2		0.226	0.113			
12	BRKT, UPR ARM, REAR,	2		0.886	0.443			
13	BRKT, UPR ARM, FRONT	2		0.642	0.321			
14	PRESSING , CLOSING ,REAR	2		0.896	0.448			
15	ASSY CONTROL ARM, LWR	2	5.54	5.538		5.82	2.910	2.910
16	PRESSING, HALF, CONTROL ARM	2		2.584	1.292			
17	PRESSING, HALF, CONTROL ARM	2		2.584	1.292			
18	SLEEVE, PIVOT BUSH	4		0.084	0.021			
19	SLEEVE, OUTER BALLJOINT	2		0.042	0.021			
20	BRKT, CLEVIS	4		0.244	0.061			
21	BALLJOINT, LOWER ARM OUTER	2	0.34	0.170				
22	KNUCKLE, LH	1	3.00	3.000		2.70	2.700	2.700
23	KNUCKLE, RH	1	3.00	3.000		2.70	2.700	2.700
24	HUB BEARING UNIT	2	5.40	2.700		3.90	1.950	1.950
25	CALIPER, BRAKE	2						
26	DISC, BRAKE, REAR	2						
27	ASSY, LINK, TORQUE REACTION	2	0.15	0.074		0.96	0.480	0.480
28	HOUSING, BUSH, UPR, LWR	4						
29	LINK	2						
30	SPRING	2	3.67	1.837		4.38	2.190	2.190
31	DAMPER	2	4.20	2.100		4.47	2.235	2.235
32	MOUNT, UPR, SPRING & DAMPER	2	1.10	0.550		1.56	0.780	0.780
33	ASSY, LINK, CONTROL, CAMBER	2	0.56	0.280		1.99	0.995	0.995
34	HOUSING, BUSH, INBD	2						
35	LINK	2						
36	BALLJOINT, OUTER	2						
37	ASSY, LINK, CONTROL, TOE	2	0.29	0.147		0.91	0.455	0.455
38	HOUSING, BUSH, INBD	2						
39	LINK	2						
40	BALLJOINT, OUTER	2						
41	VARIOUS BUSHES AND JOINTS		2.84					
42	ASSORTED FIXINGS		2.26			4.24		

MULTI-LINK: MASS

P Class

ULTRALIGHT STEEL AUTO SUSPENSION

MULTI-LINK



PARTS LIST			P Class			E Class Benchmark Data		
ITEM No.	DESCRIPTION	QTY Veh	System (kg)	Sub Assy (kg)	Parts (kg)	System (kg)	Sub Assy (kg)	Parts (kg)
1	ASSEMBLY, MULTI LINK	1	**45.34**			**48.00**		
2	ASSEMBLY, SUBFRAME	1	**14.32**	**14.316**		**14.37**	**14.365**	14.365
3	PRESSING, SUBFRAME, UPPER	1		**4.520**	4.520			
4	PRESSING, SUBFRAME , LOWER	1		**3.660**	3.660			
5	PRESSING, SUBFRAME , LOWER	1						
6	PRESSING, INTERMEDIATE,	2		**2.180**	1.090			
7	PRESSING , CLOSING ,FRONT	2		**0.396**	0.198			
8	BRKT, LWR ARM, STIFFENER Fr	2		**0.384**	0.192			
9	BRKT, LWR ARM, STIFFENER Rr	2		**0.336**	0.168			
10	BRKT, LWR ARM, PLATE Fr,	2		**0.190**	0.095			
11	BRKT, LWR ARM, PLATE Rr	2		**0.226**	0.113			
12	BRKT, UPR ARM, REAR,	2		**0.886**	0.443			
13	BRKT, UPR ARM, FRONT	2		**0.642**	0.321			
14	PRESSING , CLOSING ,REAR	2		**0.896**	0.448			
15	ASSY CONTROL ARM, LWR	2	**5.54**	**5.538**		**5.82**	**2.910**	2.910
16	PRESSING, HALF, CONTROL ARM	2		**2.584**	1.292			
17	PRESSING, HALF, CONTROL ARM	2		**2.584**	1.292			
18	SLEEVE, PIVOT BUSH	4		**0.084**	0.021			
19	SLEEVE, OUTER BALLJOINT	2		**0.042**	0.021			
20	BRKT, CLEVIS	4		**0.244**	0.061			
21	BALLJOINT, LOWER ARM OUTER	2	**0.34**	**0.170**				
22	KNUCKLE, LH	1	**3.00**	**3.000**		**2.70**	**2.700**	2.700
23	KNUCKLE, RH	1	**3.00**	**3.000**		**2.70**	**2.700**	2.700
24	HUB BEARING UNIT	2	**5.40**	**2.700**		**3.90**	**1.950**	1.950
25	CALIPER, BRAKE	2						
26	DISC, BRAKE, REAR	2						
27	ASSY, LINK, TORQUE REACTION	2	**0.15**	**0.074**		**0.96**	**0.480**	0.480
28	HOUSING, BUSH, UPR, LWR	4						
29	LINK	2						
30	SPRING	2	**2.34**	**1.170**		**4.38**	**2.190**	2.190
31	DAMPER	2	**4.20**	**2.100**		**4.47**	**2.235**	2.235
32	MOUNT, UPR, SPRING & DAMPER	2	**1.10**	**0.550**		**1.56**	**0.780**	0.780
33	ASSY, LINK, CONTROL, CAMBER	2	**0.56**	**0.280**		**1.99**	**0.995**	0.995
34	HOUSING, BUSH, INBD	2						
35	LINK	2						
36	BALLJOINT, OUTER	2						
37	ASSY, LINK, CONTROL, TOE	2	**0.29**	**0.147**		**0.91**	**0.455**	0.455
38	HOUSING, BUSH, INBD	2						
39	LINK	2						
40	BALLJOINT, OUTER	2						
41	VARIOUS BUSHES AND JOINTS		**2.84**					
42	ASSORTED FIXINGS		**2.26**			**4.24**		

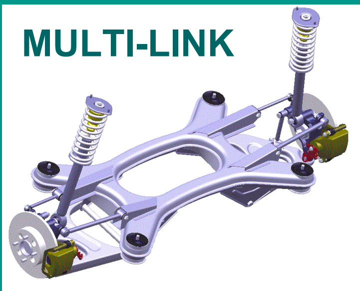
STEEL AUTO SUSPENSION

ULTRALIGHT STEEL AUTO SUSPENSION

MULTI-LINK: MATERIAL

D Class

MULTI-LINK



PARTS LIST				MATERIAL	
ITEM No.	DESCRIPTION	QTY Veh	REMARKS	Gauge (mm)	Grade (MPA)
1	ASSEMBLY, MULTI LINK	1	FULL SUSPENSION ASSEMBLY		
2	ASSEMBLY, SUBFRAME	1	FABRICATION. (items 3-14 inc.)		
3	PRESSING, SUBFRAME, UPPER	1	PRESSING	1.5	250
4	PRESSING, SUBFRAME , LOWER	1	PRESSING	1.5	300
5	PRESSING, SUBFRAME , LOWER	1	PRESSING	1.5	300
6	PRESSING, INTERMEDIATE,	2	PRESSING	1.5	400
7	PRESSING , CLOSING ,FRONT	2	PRESSING	2	550
8	BRKT, LWR ARM, STIFFENER Fr	2	PRESSING	2	450
9	BRKT, LWR ARM, STIFFENER Rr	2	PRESSING	2	250
10	BRKT, LWR ARM, PLATE Fr,	2	BLANK & PIERCE	1.2	200
11	BRKT, LWR ARM, PLATE Rr	2	BLANK & PIERCE	1.2	300
12	BRKT, UPR ARM, REAR,	2	PRESSING	1.5	400
13	BRKT, UPR ARM, FRONT	2	PRESSING	1.5	250
14	PRESSING , CLOSING ,REAR	2	PRESSING	2	200
15	ASSY CONTROL ARM, LWR	2	FABRICATION (items 16-20 inc.)		
16	PRESSING, HALF, CONTROL ARM	2	PRESSING	2	300
17	PRESSING, HALF, CONTROL ARM	2	SYMMETRICALLY OPPOSITE OF ITEM 16	2	300
18	SLEEVE, PIVOT BUSH	4	TUBE	Ø 30 x 1.0	300
19	SLEEVE, OUTER BALLJOINT	2	TUBE	Ø 40 x 1.5	300
20	BRKT, CLEVIS	4	CONNECTS TORQUE LINK	4	300
21	BALLJOINT, LOWER ARM OUTER	2	SPHERICAL TYPE		
22	KNUCKLE, LH	1	FORGED PART	na	750
23	KNUCKLE, RH	1	FORGED PART	na	750
24	HUB BEARING UNIT	2	INCL ACTIVE ABS SENSOR		
25	CALIPER, BRAKE	2	INTEGRATED HANDBRAKE MECHANISM		
26	DISC, BRAKE, REAR	2	SOLID, CAST IRON		
27	ASSY, LINK, TORQUE REACTION	2	FABRICATION (items 28,29)		
28	HOUSING, BUSH, UPR, LWR	4	TUBE		
29	LINK	2	TUBE	Ø 16 x 1.5	250
30	SPRING	2	SHEAR STRENGTH 1300MPa	Ø 10.78	1300
31	DAMPER	2	INCL SPRING SEAT & BUMP RUBBER	See Note	
32	MOUNT, UPR, SPRING & DAMPER	2	2 BOLT FIXING TO BIW.		
33	ASSY, LINK, CONTROL, CAMBER	2	FABRICATION (items 34-36 inc.)		
34	HOUSING, BUSH, INBD	2	TUBE	Ø 34 x 1.0	250
35	LINK	2	TUBE	Ø 17.5 x 1.5	250
36	BALLJOINT, OUTER	2	SPHERICAL TYPE		
37	ASSY, LINK, CONTROL, TOE	2	FABRICATION (items 38-40 inc.)		
38	HOUSING, BUSH, INBD	2	TUBE	Ø 36 x 1.0	250
39	LINK	2	TUBE	Ø 13.1 x 1.5	250
40	BALLJOINT, OUTER	2	SPHERICAL TYPE		
41	VARIOUS BUSHES AND JOINTS		RUBBER BUSHES & SPHERICAL JOINTS		
42	ASSORTED FIXINGS		NUTS, BOLTS & WASHERS ETC		

Note : Damper Assembly Consists of 4 Main Components

Damper Body Assumes 350 Mpa Material

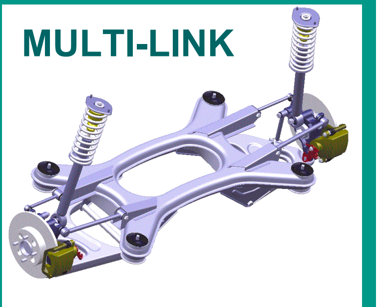
Damper Rod Assumes Dia 13mm x 3mm tube

Spring Pan Assumes 350 Mpa Material

Bump Rubber Assumes Polyurethane Material

ULTRALIGHT STEEL AUTO SUSPENSION

MULTI-LINK



MULTI-LINK: MATERIAL

E Class

ITEM No.	DESCRIPTION	QTY Veh	REMARKS	Gauge (mm)	Grade (MPA)
1	ASSEMBLY, MULTI LINK	1	FULL SUSPENSION ASSEMBLY		
2	ASSEMBLY, SUBFRAME	1	FABRICATION. (items 3-14 inc.)		
3	PRESSING, SUBFRAME, UPPER	1	PRESSING	1.5	250
4	PRESSING, SUBFRAME , LOWER	1	PRESSING	1.5	300
5	PRESSING, SUBFRAME , LOWER	1	PRESSING	1.5	300
6	PRESSING, INTERMEDIATE,	2	PRESSING	1.5	400
7	PRESSING , CLOSING ,FRONT	2	PRESSING	2	550
8	BRKT, LWR ARM, STIFFENER Fr	2	PRESSING	2	450
9	BRKT, LWR ARM, STIFFENER Rr	2	PRESSING	2	250
10	BRKT, LWR ARM, PLATE Fr,	2	BLANK & PIERCE	1.2	200
11	BRKT, LWR ARM, PLATE Rr	2	BLANK & PIERCE	1.2	300
12	BRKT, UPR ARM, REAR,	2	PRESSING	1.5	400
13	BRKT, UPR ARM, FRONT	2	PRESSING	1.5	250
14	PRESSING , CLOSING ,REAR	2	PRESSING	2	200
15	ASSY CONTROL ARM, LWR	2	FABRICATION (items 16-20 inc.)		
16	PRESSING, HALF, CONTROL ARM	2	PRESSING	2	300
17	PRESSING, HALF, CONTROL ARM	2	SYMMETRICALLY OPPOSITE OF ITEM 16	2	300
18	SLEEVE, PIVOT BUSH	4	TUBE	Ø 30 x 1.0	300
19	SLEEVE, OUTER BALLJOINT	2	TUBE	Ø 40 x 1.5	300
20	BRKT, CLEVIS	4	CONNECTS TORQUE LINK	4	300
21	BALLJOINT, LOWER ARM OUTER	2	SPHERICAL TYPE		
22	KNUCKLE, LH	1	FORGED PART	na	750
23	KNUCKLE, RH	1	FORGED PART	na	750
24	HUB BEARING UNIT	2	INCL ACTIVE ABS SENSOR		
25	CALIPER, BRAKE	2	INTEGRATED HANDBRAKE MECHANISM		
26	DISC, BRAKE, REAR	2	SOLID, CAST IRON		
27	ASSY, LINK, TORQUE REACTION	2	FABRICATION (items 28,29)		
28	HOUSING, BUSH, UPR, LWR	4	TUBE		
29	LINK	2	TUBE	Ø 16 x 1.5	250
30	SPRING	2	SHEAR STRENGTH 1300MPa	Ø 10.42	1300
31	DAMPER	2	INCL SPRING SEAT & BUMP RUBBER	See Note	
32	MOUNT, UPR, SPRING & DAMPER	2	2 BOLT FIXING TO BIW.		
33	ASSY, LINK, CONTROL, CAMBER	2	FABRICATION (items 34-36 inc.)		
34	HOUSING, BUSH, INBD	2	TUBE	Ø 34 x 1.0	250
35	LINK	2	TUBE	Ø 17.5 x 1.5	250
36	BALLJOINT, OUTER	2	SPHERICAL TYPE		
37	ASSY, LINK, CONTROL, TOE	2	FABRICATION (items 38-40 inc.)		
38	HOUSING, BUSH, INBD	2	TUBE	Ø 36 x 1.0	250
39	LINK	2	TUBE	Ø 13.1 x 1.5	250
40	BALLJOINT, OUTER	2	SPHERICAL TYPE		
41	VARIOUS BUSHES AND JOINTS		RUBBER BUSHES & SPHERICAL JOINTS		
42	ASSORTED FIXINGS		NUTS, BOLTS & WASHERS ETC		

Note : Damper Assembly Consists of 4 Main Components

Damper Body Assumes 350 Mpa Material

Damper Rod Assumes Dia 13mm x 3mm tube

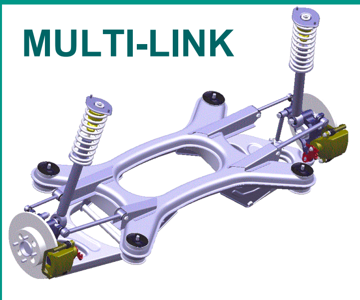
Spring Pan Assumes 350 Mpa Material

Bump Rubber Assumes Polyurethane Material

MULTI-LINK: MATERIAL

P Class

MULTI-LINK



PARTS LIST				MATERIAL	
ITEM No.	DESCRIPTION	QTY Veh	REMARKS	Gauge (mm)	Grade (MPA)
1	ASSEMBLY, MULTI LINK	1	FULL SUSPENSION ASSEMBLY		
2	ASSEMBLY, SUBFRAME	1	FABRICATION. (items 3-14 inc.)		
3	PRESSING, SUBFRAME, UPPER	1	PRESSING	1.5	250
4	PRESSING, SUBFRAME , LOWER	1	PRESSING	1.5	300
5	PRESSING, SUBFRAME , LOWER	1	PRESSING	1.5	300
6	PRESSING, INTERMEDIATE,	2	PRESSING	1.5	400
7	PRESSING , CLOSING ,FRONT	2	PRESSING	2	550
8	BRKT, LWR ARM, STIFFENER Fr	2	PRESSING	2	450
9	BRKT, LWR ARM, STIFFENER Rr	2	PRESSING	2	250
10	BRKT, LWR ARM, PLATE Fr,	2	BLANK & PIERCE	1.2	200
11	BRKT, LWR ARM, PLATE Rr	2	BLANK & PIERCE	1.2	300
12	BRKT, UPR ARM, REAR,	2	PRESSING	1.5	400
13	BRKT, UPR ARM, FRONT	2	PRESSING	1.5	250
14	PRESSING , CLOSING ,REAR	2	PRESSING	2	200
15	ASSY CONTROL ARM, LWR	2	FABRICATION (items 16-20 inc.)		
16	PRESSING, HALF, CONTROL ARM	2	PRESSING	2	300
17	PRESSING, HALF, CONTROL ARM	2	SYMMETRICALLY OPPOSITE OF ITEM 16	2	300
18	SLEEVE, PIVOT BUSH	4	TUBE	Ø 30 x 1.0	300
19	SLEEVE, OUTER BALLJOINT	2	TUBE	Ø 40 x 1.5	300
20	BRKT, CLEVIS	4	CONNECTS TORQUE LINK	4	300
21	BALLJOINT, LOWER ARM OUTER	2	SPHERICAL TYPE		
22	KNUCKLE, LH	1	FORGED PART	na	750
23	KNUCKLE, RH	1	FORGED PART	na	750
24	HUB BEARING UNIT	2	INCL ACTIVE ABS SENSOR		
25	CALIPER, BRAKE	2	INTEGRATED HANDBRAKE MECHANISM		
26	DISC, BRAKE, REAR	2	SOLID, CAST IRON		
27	ASSY, LINK, TORQUE REACTION	2	FABRICATION (items 28,29)		
28	HOUSING, BUSH, UPR, LWR	4	TUBE		
29	LINK	2	TUBE	Ø 16 x 1.5	250
30	SPRING	2	SHEAR STRENGTH 1300MPa	Ø 9.00	1300
31	DAMPER	2	INCL SPRING SEAT & BUMP RUBBER	See Note	
32	MOUNT, UPR, SPRING & DAMPER	2	2 BOLT FIXING TO BIW.		
33	ASSY, LINK, CONTROL, CAMBER	2	FABRICATION (items 34-36 inc.)		
34	HOUSING, BUSH, INBD	2	TUBE	Ø 34 x 1.0	250
35	LINK	2	TUBE	Ø 17.5 x 1.5	250
36	BALLJOINT, OUTER	2	SPHERICAL TYPE		
37	ASSY, LINK, CONTROL, TOE	2	FABRICATION (items 38-40 inc.)		
38	HOUSING, BUSH, INBD	2	TUBE	Ø 36 x 1.0	250
39	LINK	2	TUBE	Ø 13.1 x 1.5	250
40	BALLJOINT, OUTER	2	SPHERICAL TYPE		
41	VARIOUS BUSHES AND JOINTS		RUBBER BUSHES & SPHERICAL JOINTS		
42	ASSORTED FIXINGS		NUTS, BOLTS & WASHERS ETC		

Note : Damper Assembly Consists of 4 Main Components

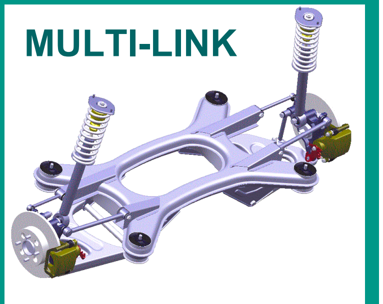
Damper Body Assumes 350 Mpa Material

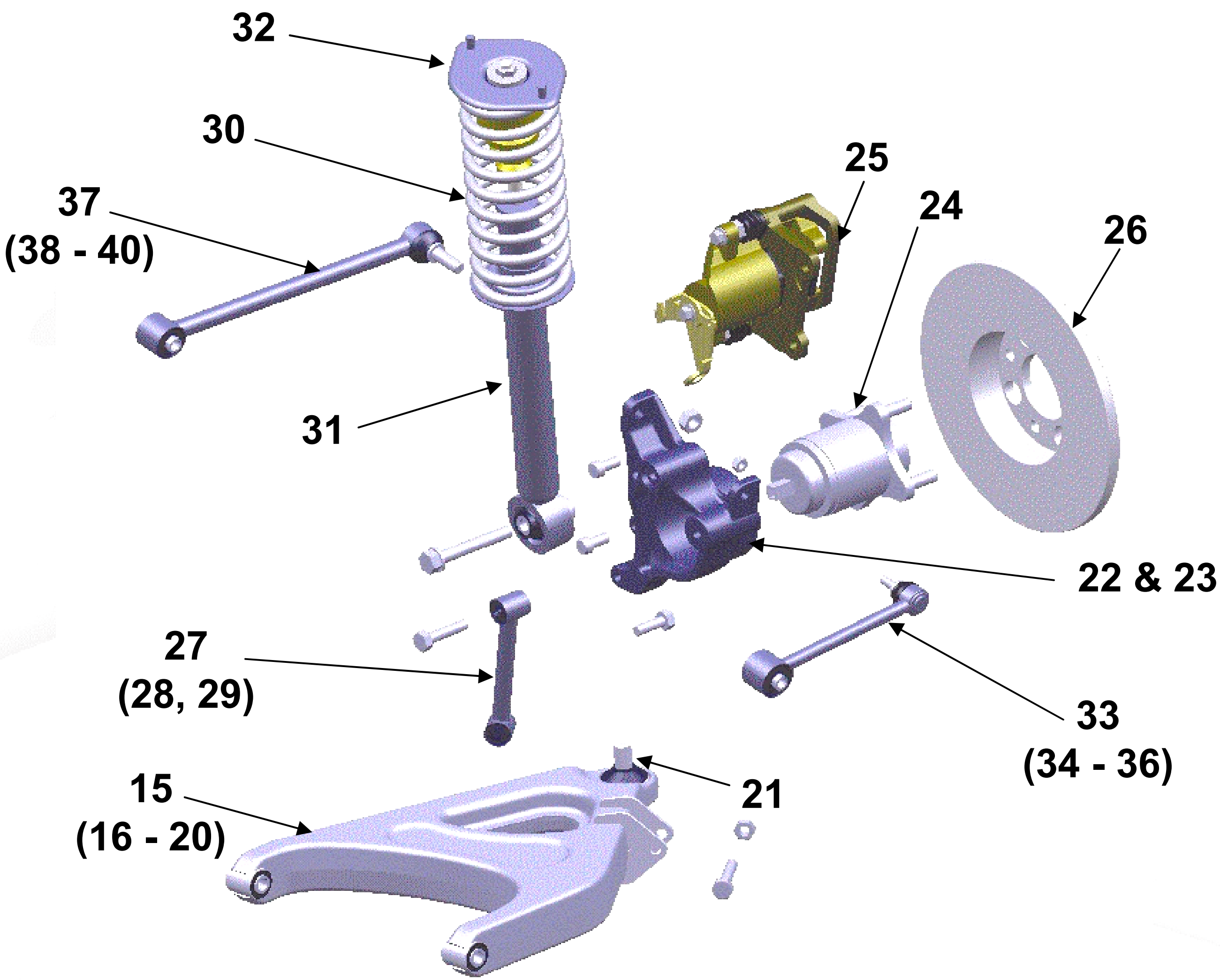
Damper Rod Assumes Dia 13mm x 3mm tube

Spring Pan Assumes 350 Mpa Material

Bump Rubber Assumes Polyurethane Material

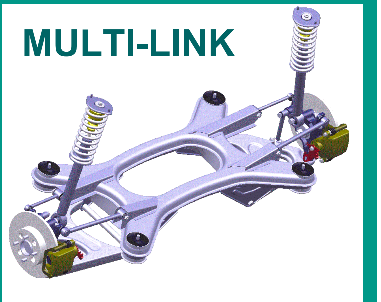
MULTI-LINK: EXPLODED VIEW

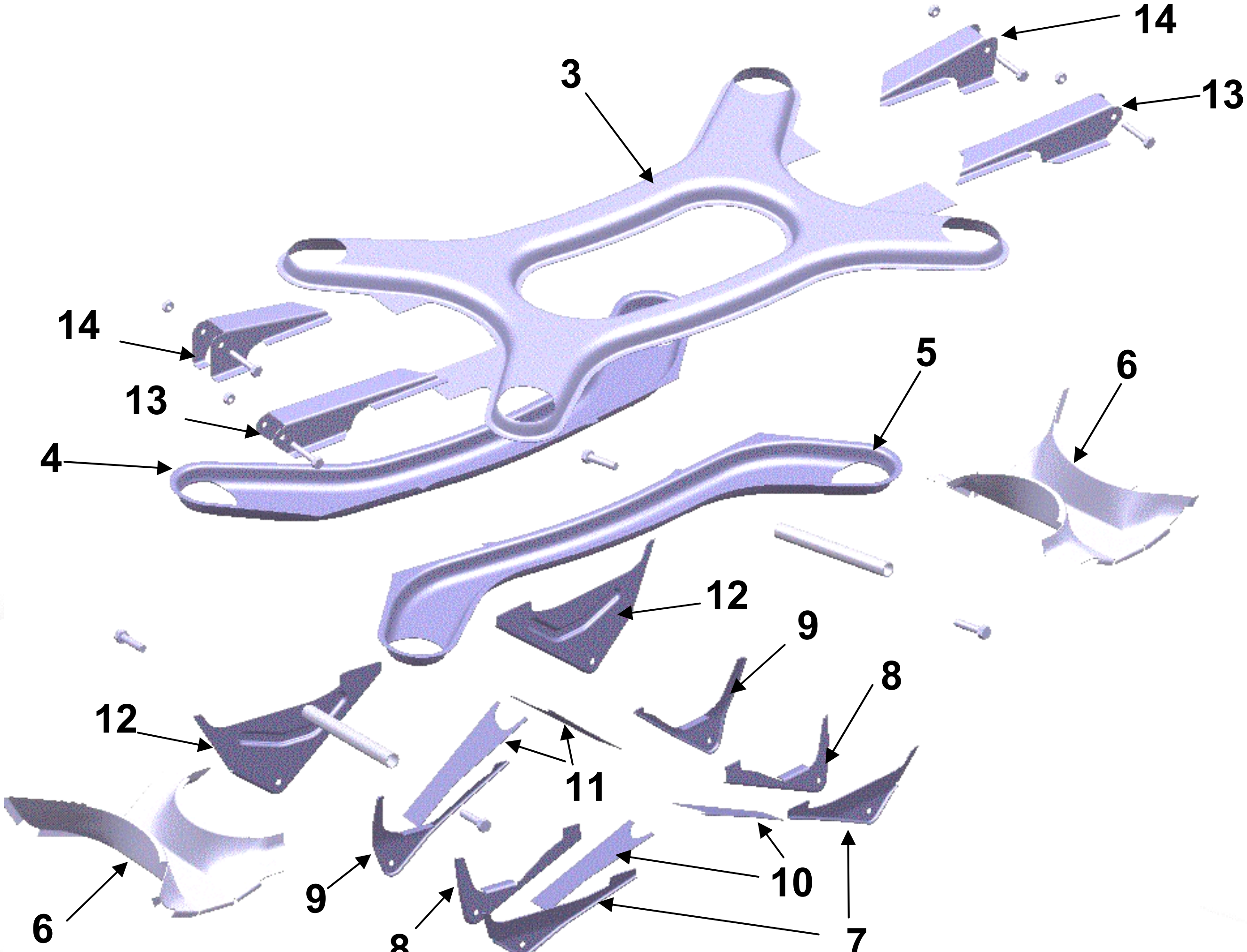




MULTI-LINK: EXPLODED VIEW

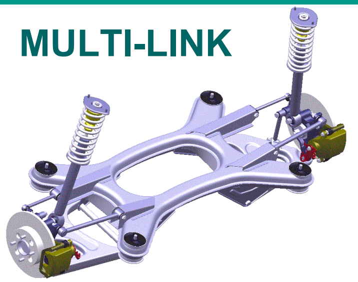
MULTI-LINK



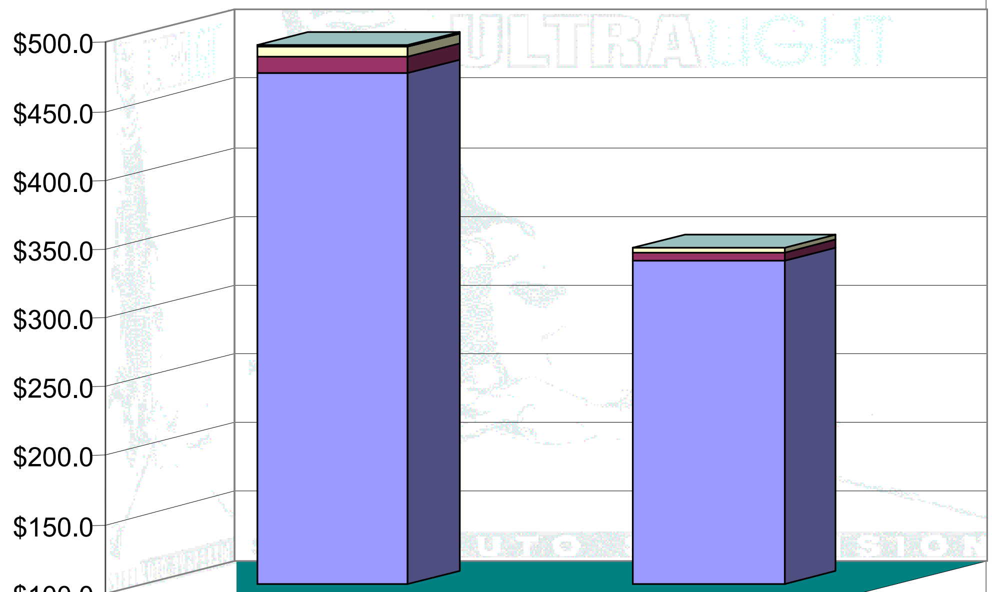


MULTI-LINK: COST

MULTI-LINK



COST BREAKDOWN
MULTI-LINK

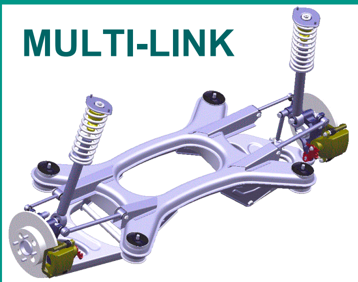


	BENCHMARK (E Class)	ULSAS EClass
VEHICLE FITTING COST	$1.0	$0.5
SYSTEM ASSEMBLY COST	$7.3	$3.7
TOOLING COST	$11.4	$5.9
PIECE COST	$470.8	$334.4
TOTAL COST	**$490.5**	**$344.5**

MULTI-LINK: COST

ULTRALIGHT STEEL AUTO SUSPENSION

MULTI-LINK



(US$)	Multi-link	
	Benchmark E Class	ULSAS E Class
COMPONENT COST	**$470.8**	**$334.4**
TOTAL TOOLING COST ($,000)	**$12,211**	**$5,855**
5 YEAR Volume (Assumptions)	1,075,000	1,000,000
TOOLING COST	$11.4	$5.9
TOTAL SYSTEM COST	$482.2	$340.2
SYSTEM ASSY		
Labour Rate (US$/min on $44/Hr)	$0.73	$0.73
Assembly Mins	9.93	5.03
SYSTEM ASSEMBLY COST	$7.28	$3.69
VEHICLE FITTING		
Labour Rate (US$/min on $44/Hr)	$0.73	$0.73
Fitting Mins	1.35	0.64
VEHICLE FITTING COST	$0.99	$0.47

Total Cost ($)	**$490.5**	**$344.5**
Cost Saving($)		$146.1
Cost Saving %		**30%**

Reduction in assembly time is due mainly to greater levels of parts integration in the ULSAS design.

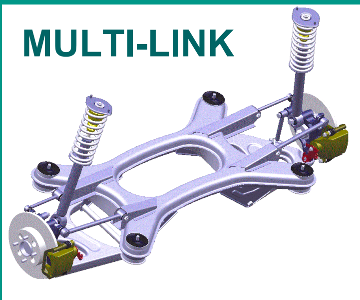
STEEL AUTO SUSPENSION

MULTI-LINK: COST

Bill of Materials

N.B. All Costs in US $ Tooling in US$(,000)

MULTI-LINK

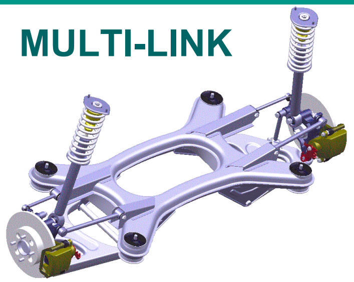


PARTS LIST			D & P Class			Benchmark Data		
ITEM No.	DESCRIPTION	QTY Veh	PART COST	SYSTEM COST	TOOLING COST	PART COST	SYSTEM COST	TOOLING COST
1	ASSEMBLY, MULTI LINK	1		334.36	5855.00		470.80	12211.00
2	ASSEMBLY, SUBFRAME	1	$35.0	$111.5	$1,250	$168.3	$168.3	$8,250
3	PRESSING, SUBFRAME, UPPER	1	$17.0		$360			
4	PRESSING, SUBFRAME , LOWER	1	$8.5		$190			
5	PRESSING, SUBFRAME , LOWER	1	$8.5		$190			
6	PRESSING, INTERMEDIATE,	2	$8.5		$145			
7	PRESSING , CLOSING ,FRONT	2	$3.0		$80			
8	BRKT, LWR ARM, STIFFENER Fr	2	$3.0		$150			
9	BRKT, LWR ARM, STIFFENER Rr	2	$3.0					
10	BRKT, LWR ARM, PLATE Fr,	2	$3.0		$40			
11	BRKT, LWR ARM, PLATE Rr	2	$3.0					
12	BRKT, UPR ARM, REAR,	2	$11.0		$120			
13	BRKT, UPR ARM, FRONT	2	$5.0		$80			
14	PRESSING , CLOSING ,REAR	2	$3.0		$80			
15	ASSY CONTROL ARM, LWR	2	$12.0	$24.0	$1,200	$29.7	$59.4	$1,815
16	PRESSING, HALF, CONTROL ARM	2						
17	PRESSING, HALF, CONTROL ARM	2						
18	SLEEVE, PIVOT BUSH	4						
19	SLEEVE, OUTER BALLJOINT	2						
20	BRKT, CLEVIS	4						
21	BALLJOINT, LOWER ARM OUTER	2	$8.2	$16.4	$0	$8.2	$16.4	$0
22	KNUCKLE, LH	1	$21.0	$21.0	$560	$29.7	$29.7	$990
23	KNUCKLE, RH	1	$21.0	$21.0	$560	$29.7	$29.7	
24	HUB BEARING UNIT	2	$15.0	$30.0	$0	$9.9	$19.8	$165
25	CALIPER, BRAKE	2						
26	DISC, BRAKE, REAR	2						
27	ASSY, LINK, TORQUE REACTION	2	$4.1	$8.2	$100	$8.3	$16.6	$149
28	HOUSING, BUSH, UPR, LWR	4						
29	LINK	2						
30	SPRING	2	$5.2	$10.4	$0	$5.8	$11.6	$0
31	DAMPER	2	$16.0	$32.0	$300	$17.3	$34.6	$429
32	MOUNT, UPR, SPRING & DAMPER	2	$1.6	$3.2	$250			
33	ASSY, LINK, CONTROL, CAMBER	2	$4.3	$8.6	$100	$12.4	$24.8	$248
34	HOUSING, BUSH, INBD	2						
35	LINK	2						
36	BALLJOINT, OUTER	2						
37	ASSY, LINK, CONTROL, TOE	2	$4.3	$8.5	$100	$8.3	$16.6	$165
38	HOUSING, BUSH, INBD	2						
39	LINK	2						
40	BALLJOINT, OUTER	2						
41	VARIOUS BUSHES AND JOINTS		$35.0	$35.0		$40.0	$40.0	$0
42	ASSORTED FIXINGS			$4.5		$3.3	$3.3	$0

MULTI-LINK: TIMING

Sub-Assembly

MULTI-LINK



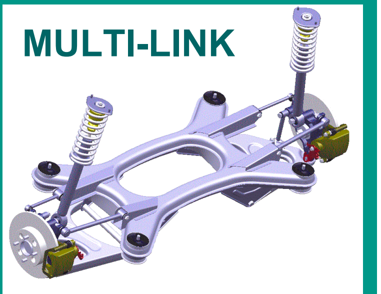
BREAKDOWN OF TIMING FOR SUB-ASSEMBLY OF MULTI-LINK SUSPENSION SYSTEM

SUB-ASSEMBLY Operation	Number	Code	First Time (man minutes)	Subsequent (man minutes)	Total Time (man minutes)
LOAD SUBFRAME	1	FIXLG	0.60		0.60
FIT LOWER WISHBONE	2	FIX1H	0.05	0.05	0.10
FIT LOWER WISHBONE RWD BOLT	2	FITFN	0.07	0.04	0.11
FIT LOWER WISHBONE FWD BOLT	2	FITFN	0.07	0.04	0.11
FIX LOWER WISHBONE RWD NUT	2	TFPTN	0.11	0.07	0.18
FIX LOWER WISHBONE FWD NUT	2	TFPTN	0.11	0.07	0.18
FIT UPPER RWD LINK TO KNUCKLE	2	FIT1H	0.19	0.13	0.32
FIT UPPER FWD LINK TO KNUCKLE	2	FIT1H	0.19	0.13	0.32
FIX UPPER RWD BALL JNT NUT	2	TFPTN	0.11	0.07	0.18
FIX UPPER FWD BALL JNT NUT	2	TFPTN	0.11	0.07	0.18
LOAD KNUCKLE ASSY.	2	FIX2H	0.09	0.09	0.18
FIT UPPER RWD LINK BOLT	2	FITFN	0.07	0.04	0.11
FIT UPPER FWD LINK BOLT	2	FITFN	0.07	0.04	0.11
FIX UPPER RWD LINK NUT	2	TFPTN	0.11	0.07	0.18
FIX UPPER FWD LINK NUT	2	TFPTN	0.11	0.07	0.18
FIX PINCH BOLT	2	TFPTN	0.11	0.07	0.18
FIT TOE LINK	2	FIX1H	0.05	0.05	0.10
FIT LOWER TOE LINK BOLT	2	FITFN	0.07	0.04	0.11
FIX LOWER TOE LINK NUT	2	TFPTN	0.11	0.07	0.18
FIX UPPER TOE LINK BOLT	2	TFPTN	0.11	0.07	0.18
FIT DAMPER	2	FIX1H	0.05	0.05	0.10
FIX DAMPER BOLT	2	TFPTN	0.11	0.07	0.18
FIT BRAKE DISK	2	FIT1H	0.19	0.13	0.32
LOAD BRAKE CALIPER	2	FIT1H	0.19	0.13	0.32
FIX BRAKE CALIPER	4	TFPTN	0.11	0.21	0.32
				TOTAL	5.03

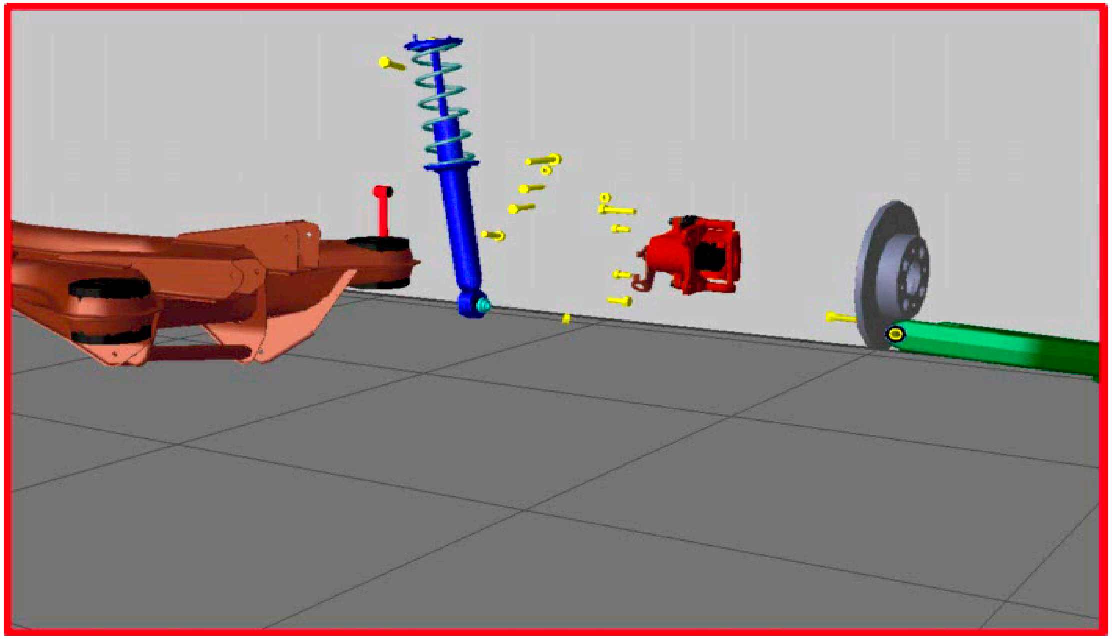
MULTI-LINK: TIMING

Final Vehicle Assembly

MULTI-LINK



BREAKDOWN OF TIMING FOR FINAL ASSEMBLY OF MULTI-LINK SUSPENSION TO THE VEHICLE



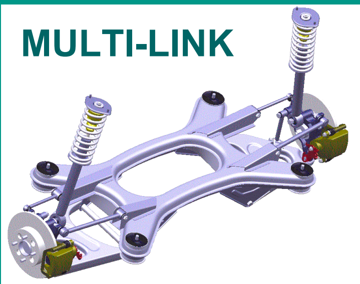
Select Picture to View Assembly Animation

FINAL ASSEMBLY Operation	Number	Code	First Time (man minutes)	Subsequent (man minutes)	Total Time (man minutes)
FIX MAIN BOLTS	4	TFPTN	0.11	0.21	0.32
FIX DAMPER NUTS	4	TFPTN	0.11	0.21	0.32
				TOTAL	**0.64**

MULTI-LINK: COSTING

Benchmarking Phase

MULTI-LINK

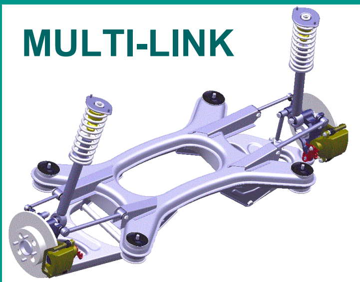


Costing Exercise Deliverables for both the Benchmarking Phase and the Design Phase include:

- Costed Bill of Materials
- Tooling cost estimates for each of the major components and sub-assemblies.

ULTRALIGHT STEEL AUTO SUSPENSION

MULTI-LINK



MULTI-LINK: COSTING

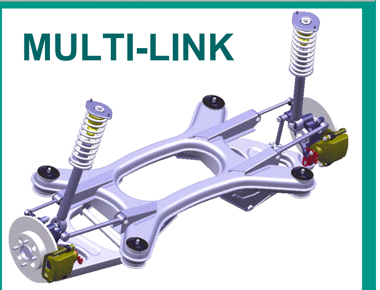
Benchmarking Phase

- Results were generated via a combination of Lotus experience supported by cost confirmation from suppliers and consortium members.
- Indicative quotations were obtained through Lotus relationships with suppliers.
- Potential for negotiated preferential supply rates is excluded.
- Variances between ULSAS Benchmark estimates and OEM costs exist - due to the following:
  - » Process variations
  - » Special supplier / manufacturer relationships
  - » Availability of existing tooling and facilities to the manufacturer.

STEEL AUTO SUSPENSION

ULTRALIGHT STEEL AUTO SUSPENSION

MULTI-LINK



MULTI-LINK: COSTING
Benchmarking Assumptions

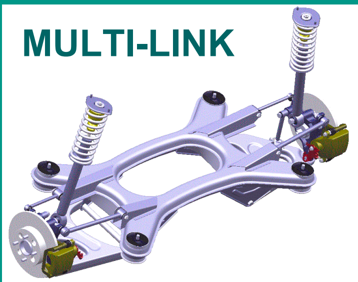
- 1998 economics.
- Costs are shown in US Dollars (US$).
- Ex-works prices for sub-assemblies.
- Tooling recovery over 5 years full production.
- Supplier base cost, not OEM based.
- No capital equipment cost included.
- Component costs are shown fully finished (including coatings etc. where applicable).
- Estimated production volumes:

Manufacturer	Model	Suspension System	Volume	Assumptions
Audi	A6	Twistbeam	110,000	(2)
Ford	Taurus	Strut & Links	380,000	(1)
Honda	Accord	Double Wishbone	415,000	(1)
BMW	5 Series	Multi-link	215,000	(2)

(1)= 1997 North America **(2) = 1997 European**

ULTRALIGHT STEEL AUTO SUSPENSION

MULTI-LINK



MULTI-LINK: COSTING

Design Phase

Identical assumptions and similar rationale to the Benchmarking Phase to ensure compatibility.

- 1998 economics - for consistency with Benchmark data.
- Lotus Manufacturing Engineering costing experience and judgement used throughout for consistency.
- Benchmarking against known costs for components.
- Close collaboration with consortium members.
- Elegance of design reduces cost.
- Optimising tool utilisation reduces cost.
- Costs developed simultaneously with the designs.
- Volume assumptions :

SUSPENSION TYPE	VOLUME (per annum)
Twistbeam	400,000
Strut & Links	400,000
Double Wishbone	400,000
Multi-link	200,000
Lotus Unique	400,000