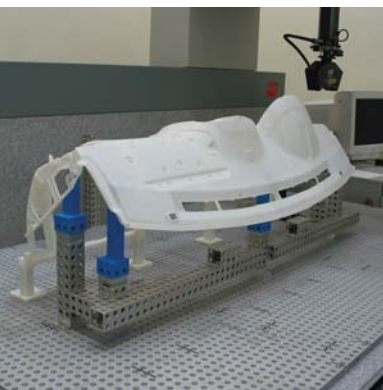




“Dimensional accuracy and dimensional stability were critical for design verification. FDM gave us both.”

– Tae Sun Byun, Hyundai Mobis

CASE STUDY: FIT TO DRIVE



FDM Dashboard Prototype Holds Tight Tolerances; Improves Design

Korean-based Hyundai Mobis makes original and aftermarket equipment for the automotive industry, including Hyundai and Kia. In its drive to be best in class and a global top 10 supplier, it depends on rapid prototyping (RP) for design verification, airflow evaluation, and functional testing. The company uses an FDM[®] (fused deposition modeling) RP system for components such as instrument panels, air ducts, gear-frame bodies, front-end modules, and stabilizer-bar assemblies.

Consumers judge the quality of a vehicle on many factors, but none is more important than component fit and finish. Using rapid prototypes, Hyundai Mobis evaluates the smallest details to ensure the fit conveys a sense of quality. The design verification of an instrument panel for Kia's *Spectra* demonstrates this commitment to detail. The instrument panel exceeded the large build area of the company's RP system, a Stratasys FDM Maxum,[™] so it was modeled in four pieces and assembled to measure 498 x 454 x 1382 mm (20 x 18 x 54 in.).

Before installing the instrument panel model in a cockpit assembly, the design team mounted it on a fixture and scrutinized it with a CMM (coordinate measuring machine), and captured hundreds of measurements. According to Tae Sun Byun, principal research engineer for the Hyundai Mobis Auto-Tech division, “Dimensional accuracy and dimensional stability were critical for the design verification. The FDM Maxum, with its ABS plastic, gave us both. Over a length of 1382 mm, the greatest deviation was just 0.75 mm.”

Mounted in the cockpit mock-up, the instrument panel revealed 27 design flaws. Although all were minor, collectively the errors would have added cost and delayed the project. “The rapid prototype allowed us to find design issues that were challenging to see in 3D CAD,” says Mr. Byun. “When the FDM part was combined with mating components and sub-assemblies, the design flaws were quickly detected and repaired.” As a result of this attention to detail, Kia has garnered accolades from *Car and Driver* magazine, which wrote of the *Spectra* “...its interior fit and finish is premium.”

In addition to the tight modeling tolerance of the FDM Maxum, Hyundai Mobis also values its other advantages. “It gives us the durable parts we need for assembly and functional

CAD Image: Design rendering of Kia Spectra dashboard. Component fit is very important to Hyundai. **Model:** The CMM scan showed the ABS Prototype was within tolerance. **Product:** Production Kia Spectra dashboard.

DRIVE DESIGN. CONTROL RP.



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testing," says Mr. Byun. "And it's easy to use. The water-soluble support structure is very important due to our time pressures. Without this, a complex component like the instrument panel would take us many hours, if not days, just to post-process."

Hyundai's Maxum has been operating at 91 percent of capacity – roughly 8,000 hours per year – yet the company has been outsourcing 60 percent of its RP work. Outsourcing increases delivery time and decreases the number of design iterations, so the company plans to install a second RP system. Although there are many options, the company will install another FDM Maxum. Says Mr. Byun, "The system is perfect for our design needs, and the first one paid for itself in under 30 months."

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