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NEWS: One51 gets green light for Straight buy **Page 2**
Wrap members back move to charitable status **Page 3**

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INJECTION MOULDING
Moulders investing in new machinery **Pages 6-1**

Cinpres ceases gas system production

BUSINESS: 'Investment decision' to focus on licensing IP

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npres has ceased manacturing its gas injecn moulding systems. e move was described an "investment decin" by the company's naging director Jon tler.

According to But- the Coventry-based mpany will continue trade but only in or- to license its intellecl property (IP).

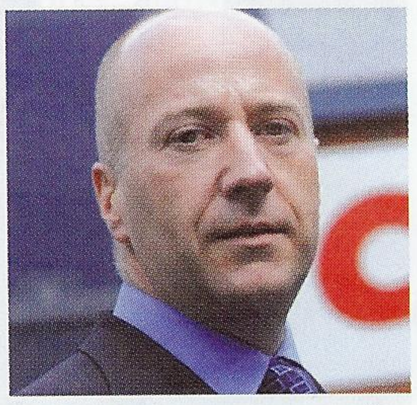
An industry insider, o wished to remain onymous, told *PRW*: have heard on good thority that the instment group that ns Cinpres has deled to shut down the npres operation.

"I believe this means that any existing warranties will expire.

"I also believe that Maximator from Germany will then open an office in the UK and employ all the Cinpres personnel. They will then supply support and sales for any existing Cinpres customers."

PRW could not verify these claims as Butler failed to respond to the magazine's calls.

Cinpres signed a deal with Germany's Maximator in 2010 that saw the two companies develop a single global product range. Cinpres contributed its gas controllers and liquid cooling systems while Maximator concentrated on compressors, dosing systems, nozzles and injectors.



Butler: Firm to continue trading

At the time of the deal Butler told *PRW*: "We had the strongest global presence in the industry but weren't matching that in Germany."

The firm's gas injection moulding technology was the subject of a lengthy UK patent dispute between Cinpres and rival firm Melea – an action that was resolved in Cinpres' favour in January 2008 after James Hendry, a Melea employee and supposed inventor of the process, admitted perjury.

It was eventually ruled that Hendry had learnt of the technique while previously working for Cinpres and had misappropriated it for his new employer.

The Right Honourable Sir Igor Judge, president of the Queen's Bench Division, called Hendry and Melea owner Michael Ladney "liars" in his summing up. "Neither deserves the courtesy of a 'Mister'," he added.

In August 2010 Cinpres announced that it had purchased all remaining patents from Gibraltar-based Melea along with its trading name.

Sidel targeted in web fraud attack

BUSINESS

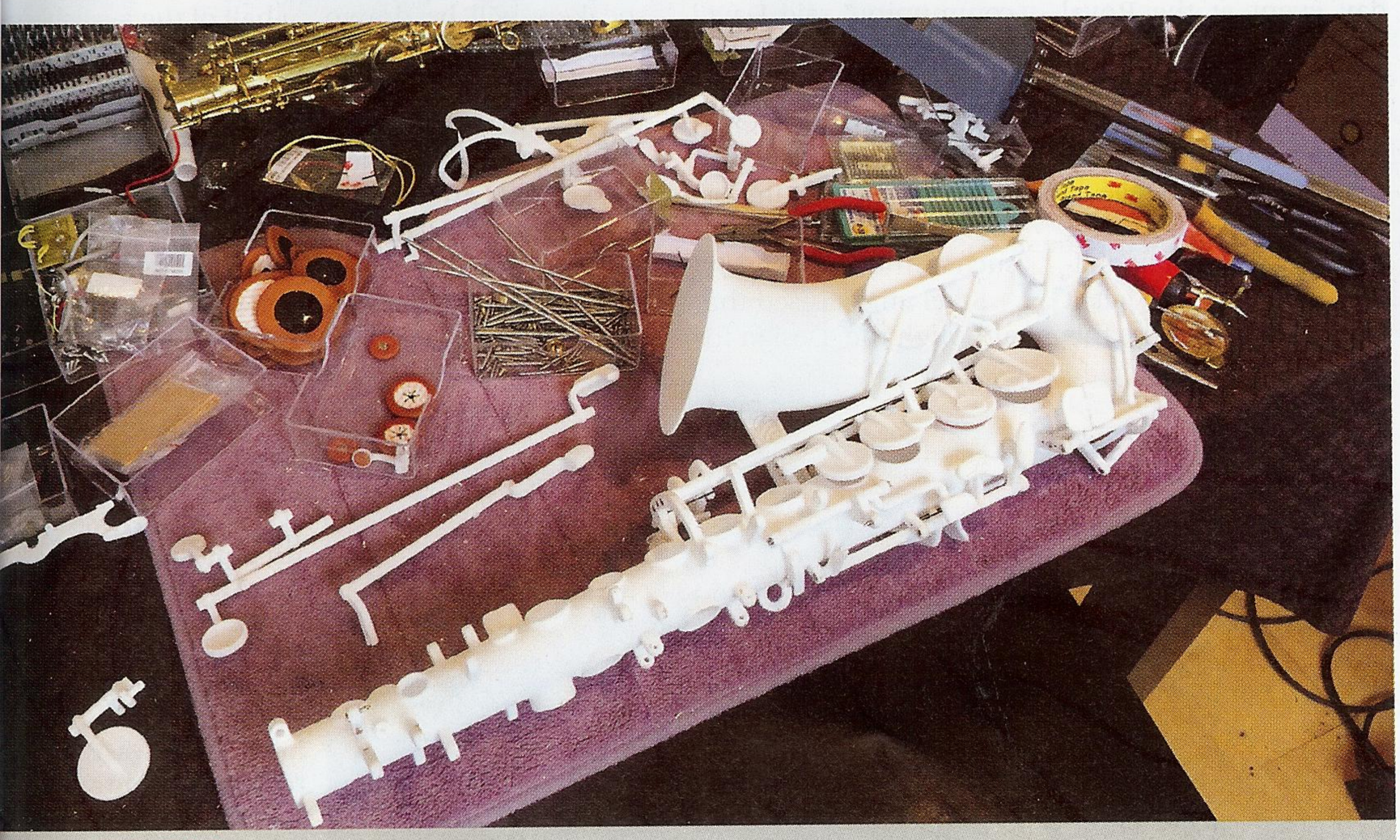
A number of Sidel customers, suppliers and key partners were target of Internet-based fraud attempts, according to the plastics drinks packaging company.

"They received fake emails or phone calls from so-called Sidel employees, requesting or providing business sensitive information such as usernames, passwords, banking details and/or invoice information with the objective of using this information to divert payments from the pre-agreed payment methods," the compar said in a statement.

A number of tech niques were used the attempted fraud including bogus ema and phone calls.

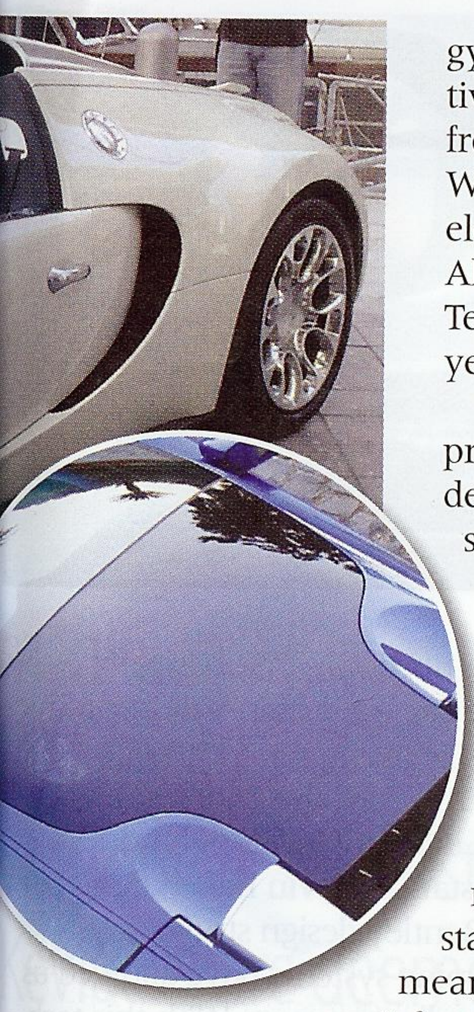
"Please remain vig lant and verify any un sual request with yo trusted business partn in Sidel. If you belie you have been a targ of an attempted fra using Sidel informati (real or false), please us know," the compa added.

Concerned custom should contact Sidel governance@sidel.com



SAX APPEAL Swedish musician and designer, Olaf Diegel, has produced a 3D-printed lto saxophone, which consists of 41 nylon components. "Surprisingly to me, the sax sounds ery much like a sax," said Diegel, who used a traditional saxophone as his template. Diegel s still perfecting its mechanical function and fixing air leak problems, which are causing ome notes to be out of tune.

● See cartoon back page



gy used with an innovative multi-timed mould from Germany-based Weber Esslinger on an electric two-component Allrounder during its Technology Days this year.

The automated production cell was developed as a demonstration application by Arburg, Weber, Bayer MaterialScience and Iken. The multi-timed rotary mould features several injection and cooling stations, as well as a removal station. The stations are moved to by means of an electric rotary unit from Weber in 45° steps. The polycarbonate material for the 25mm thick lens is injected in several layers. It is subsequently cooled. The high-precision multi-layer lens is then removed at the eighth and final station while the mould is closed.

Arburg says in conventional production, the cycle time for a multi-layer component is around 180 seconds. If the lens is produced in a single operation, a total cycle time of 600 seconds is necessary. During the multi-component production using the multi-timed mould, all the individual processes occur simultaneously in the mould. This enables a cycle time reduction to around 60 seconds. The complete mould sequence, including the rotational movement, is fully integrated in the Selogica control system on the Allrounder.

Jaguar Land Rover wins 2014 Altair Enlighten Awa

INNOVATION

The Land Rover Discovery Sp
features innovative lightwei

Jaguar Land Rover (JLR) has won the 2014 Altair Enlighten Award competition for the development and implementation of its premium lightweight architecture design concept on the latest Range Rover vehicles.

The award, presented in collaboration with the Centre for Automotive Research (Car), is the automotive industry's first award programme created specifically to acknowledge innovations in vehicle lightweighting.

As part of JLR's approach to sustainability, its lightweight vehicle strategy takes a holistic approach to CO_2 reduction, linking strategies of weight reduction in the body and chassis systems to powertrain and related secondary weight savings, while maximising recycled material use and lowering energy consumption during the manufacturing stage.

Body and chassis weight savings are focused on the use of lightweight metals (primarily aluminium and magnesium) and plastics (both composites and thermoplastics), as well as an overall target of 40% weight savings over a conventional steel spot-welded body with equivalent or improved attributes.

As an example of the premium lightweight architecture in action, the new lightweight vehicle Range Rover body weighs only 288 kg, compared to the previous model body weight of 498 kg, a reduction of more than 40%. Significant savings were also achieved for the chassis (70 kg) and powertrain (130 kg).

JLR developed new computer-aided engineering techniques to simulate crash, durability, noise, vibration, and harshness attributes. In parallel, new manufacturing simulation techniques for stamping, casting and joining the lightweight vehicle structures were created.

These new simulati
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David Mason, vic
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