

AVL, FEV and Ricardo: Consensus on the need for CGI in heavy duty commercial vehicle engines

AVL in Austria, FEV in Germany, and Ricardo in the UK – the global Big-3 for automotive engine design – all share the same consensus on the future of heavy duty diesel engines. Reinforcing the longstanding SinterCast conviction, recent publications from each of the Big-3 have converged on the need for higher peak firing pressure, and therefore, the need for Compacted Graphite Iron. With current-generation engines operating at approximately 230 bar peak firing pressure, the engine design consultants all forecast the need for increases to approximately 280 bar – and the need for CGI cylinder blocks and heads – to meet the upcoming requirements for performance, fuel economy and CO₂ emissions. For SinterCast, commercial vehicles remain the largest long-term opportunity, providing growth potential over the next 20 years.

