



Fall 2020 Members Meeting

October 7 - 8 | VIRTUAL

AGENDA

Agenda is subject to change. Visit the iacmi.org/fall2020 for more details.

WEDNESDAY, OCTOBER 7		
All activity for October 7 will be on Remo platform		
7:45am – 8:30am	Registration, sign in, breakfast networking	Main meeting room/Remo
8:30am – 8:45am	Welcome and Maximizing Your Member Meeting Experience Dale Brosius, IACMI Mark Morrison, IACMI	Main meeting room/Remo
8:45 – 9:30am	Opening Remarks and IACMI's First Five Years – A Recap John Hopkins, IACMI Alexander N. Fitzsimmons, Deputy Assistant Secretary for Energy Efficiency, U.S. Department of Energy	Main meeting room/Remo
9:30am – 10:00am	Featured Presentation: Transitioning to a Circular Economy for Automotive Plastics and Polymer Composites Jose Chirino, Lanxess Corp., Chair of the American Chemistry Council Automotive Team	Main meeting room/Remo
10:00am – 10:30am	Networking Break	Main meeting room /Remo
10:30am – 11:30am	Project Reports/Presentations Airbus-IACMI projects for Future Aviation Lei-Ann Chang, Airbus Wind Blade Thermal Welding Project Steve Nolet, TPI Composites Co-molded Exterior Closure Panel Project Shane Skop, Michigan State University	Main meeting room/Remo
11:30am – Noon	Growth Markets for Composites Post-COVID Julia Attwood, Head of Advanced Materials, Bloomberg NEF	Main meeting room/Remo
Noon – 1:00pm	Lunch and Networking	Main meeting room/Remo
1:00pm – 1:30pm	Elevate™ by IACMI: Strengthening the Present. Building the Future Joannie Harmon, IACMI	Main meeting room/Remo
1:30pm – 2:15pm	Composites Industry Economic Picture Michael Guckes, Gardner Intelligence	Main meeting room/Remo
2:15pm – 3:00pm	Panel Discussion: How Does Industry Move New Technology into the Marketplace? Moderator: Dale Brosius Panelists: Steve Nolet, TPI Composites Tom Drye, Techmer PM Andrew Maxey, Vartega Mohamed Bouguettaya, BASF	Main meeting room/Remo
3:00PM – 3:30PM	Networking Break	Main meeting room/Remo
3:30pm – 4:00pm	Roadmap Update/Working Group Introductions Uday Vaidya, IACMI	Main meeting room/Remo
4:00pm – 4:30pm	Automotive Performance Standards Working Group Thomas Hollowell, American Chemistry Council	Main meeting room/Remo
4:30pm – 5:00pm	IACMI Vision 2025 Dale Brosius, IACMI Uday Vaidya, IACMI	Main meeting room/Remo
5:00pm – 5:15pm	Closing Comments, Virtual Limo to Reception	
5:15pm – 6:30pm	Networking Reception at IACMI Rooftop	IACMI Rooftop/Remo

THURSDAY, OCTOBER 8

Working Group Meetings

All activity for October 8 will be on Microsoft Teams platform

Each meeting will have a separate invitation

All meetings open 10 minutes early and close 10 minutes after to allow attendee networking

8:30am – 9:30am	Infrastructure and Construction Leaders: John Unser, IACMI Joe Fox, FX Consulting Advisor: Dale Brosius, IACMI	Microsoft Teams Platform
10:00am – 11:00am	Recycling/Circular Economy Leaders: Soydan Ozcan, ORNL Cliff Eberle, IACMI Advisor: Uday Vaidya, IACMI	Microsoft Teams Platform
11:30am – 12:30pm	High Rate Aerostructures Fabrication Leader: Brian Rice, UDRI Advisor: Dale Brosius, IACMI	Microsoft Teams Platform
1:00pm – 2:00pm	Simulation/Digital Twin Leader: Johnathan Goodsell, Purdue Advisor: Uday Vaidya, IACMI	Microsoft Teams Platform
2:30pm – 3:30pm	Future Mobility/Vehicles Technology Leader: Ray Boeman, MSU Advisor: Uday Vaidya, IACMI	Microsoft Teams Platform
4:00pm – 5:00pm	Wind Energy Leaders: Derek Berry, NREL Steve Nolet, TPI Composites Advisor: Dale Brosius, IACMI	Microsoft Teams Platform

Working Group Descriptions

Infrastructure and Construction – 8:30 AM to 9:30 AM

Composites are well known for corrosion resistance, high specific strength, and low weight, which make them ideal for construction and infrastructure applications. However, market penetration relative to steel and concrete is very low. What technical limitations need to be overcome and what demonstrations and education need to happen to encourage greater adoption?

Recycling/Circular Economy – 10:00 AM to 11:00 AM

Compared to five years ago, composites recycling technologies have come a long way - but also have a long way to go to achieve full commercial success. At the same time, there is increasing effort to define and achieve a "circular economy," focusing on composites incorporating recycled streams and designed to be recycled. How can we increase confidence in using recycled composites in new components? What testing or standards need to be completed, and how do we measure circularity?

High Rate Aerostructures Fabrication – 11:30 AM to 12:30 PM

The rise of Unmanned Aerial Vehicles and the forthcoming market for Urban Air Mobility, or "flying taxis" requires producing thousands of aircraft per year rather than hundreds. Future single aisle commercial aircraft will only be composite intensive if fabrication times and costs come down. What are the materials and processes likely to prevail for high rate aerostructures? What are the technical challenges that need to be addressed?

Simulation/Digital Twin – 1:00 PM to 2:00 PM

Increasing computing power is changing the world of design and simulation. It is becoming possible to model materials at multiple scales and associated manufacturing processes to aid in decision making. The ability to create "digital twins" of physical reality points toward integrating such tools into future manufacturing lines using Industry 4.0 technologies and Machine Learning. What demonstrations can help validate this shift? Where can IACMI and industry work together to accelerate this transformation?

Future Mobility/Vehicles Technology – 2:30 PM to 3:30 PM

The world of ground transportation is being disrupted, driven by the themes of electrification, autonomy, and personal mobility. What role can/should composites play in future vehicles? What technical hurdles need to be overcome? How can we continue to drive down cycle time and cost so composites earn their way onto these changing platforms?

Wind Energy – 4:00 PM to 5:00 PM

The wind turbine market is already the largest consumer of composite materials, with significant growth forecast for decades to come. As blades become longer, and therefore more efficient, what technical advancements might allow for field fabrication or assembly? What can be done to avoid landfill for end-of-life blades? What are other challenges that need to be addressed?