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FOR IMMEDIATE RELEASE

HSLA-V Steel Shown to Reduce Structure Weight and Lower Costs

-- Cost savings could positively impact “shovel ready” stimulus projects now underway in many states --

April 13, 2009 – As \$28 billion of transportation infrastructure stimulus projects funded by the American Recovery and Reinvestment Act (ARRA) get underway across the U.S., the use of high-strength, low-alloy steel microalloyed with vanadium (HSLA-V steel) may be a cost-effective alternative to traditional low-carbon manganese steel.

According to Robert Glodowski, Director of Technical Services at Stratcor, a member of the Vanadium Technology Partnership, “Study after study indicates

that the use of HSLA-V steel versus traditional low-carbon manganese steel can result in reduced weight and lower fabrication costs while maintaining exceptional strength.”

Of the \$111 billion slated to be used for infrastructure and science by the ARRA, \$28 billion has already been dispersed to begin re-building roads, bridges, tunnels, levees, railways and other construction-related projects across the country; more than 200 projects have already begun or soon will. Several states have “fast tracked” these projects with six months time to plan and execute. Case studies involving HSLA-V steel in industries including bridge construction, building construction, military applications, and vehicle design and fabrication indicate HSLA-V steel related cost savings can be as much as ten percent or more, thereby extending federal dollars even more.

“We believe that HSLA-V steel can play a key role in infrastructure projects as state leaders begin to green light projects and requisition the raw materials needed to make these projects happen,” said Glodowski. “With generally less than 0.12% of vanadium added to the chemistry of the steel, the strength is enhanced to meet or exceed requirements for ductility, weldability and elongation,” he says.

Steel-manufacturing facilities that produce HSLA-V steel experience lower operating costs compared with producing conventional carbon manganese steel, due to the unique metallurgical characteristics of vanadium in the microstructure and metalworking technology. These technologies can be readily incorporated into existing steel manufacturing plants and are applicable to current steel fabrication processes.

The Vanadium Technology Partnership has recently launched the website www.hsla-v.org to meet industry demand and interest in HSLA-V steel.

About the Vanadium Technology Partnership

The Vanadium Technology Partnership (VTP) is fostering a cooperative relationship in the vanadium microalloyed steel industry. The VTP is comprised of representatives from the Advanced Technology Institute, Bear Metallurgical Company, Gulf Chemical & Metallurgical Corporation, Metallurg Vanadium Corporation, Stratcor, Vanadium Producers & Reclaimers Association, and Vanitec. Carnegie Mellon University, the Colorado School of Mines, Lehigh University, the University of South Carolina, and the University of Washington also contribute to the research process. These teams of representatives along with key industry members are guiding the program through the stages of investigation and deployment through projects funded by the U.S. Army Research Laboratory and the U.S. Army Corp of Engineers. HSLA-V.org will be hosted by the Vanadium Producers & Reclaimers Association (VPRA). The VPRA focuses on the environment, trade, technology, and health and safety in the vanadium industry.

For more information on HSLA-V, visit www.hsla-v.org.

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