

Automotive Textiles Market Report

Preparing for total transformation

There is currently frenzied activity and investment taking place to commercialise self-driving vehicles, involving both the established car makers and the technology giants of Silicon Valley. This could completely reshape the global automotive industry.

An authoritative new report from Textile Media Services – Automotive Textiles: Preparing for total transformation (5th edition) examines in detail the current global structure of the industry, with profiles of more than 80 of the most influential Tier 1 and Tier 2 players, and explains where the growth will be in the next 25 years, and why.

Written by Adrian Wilson, this in-depth report, with more than 130 tables:

- examines the global automotive industry
- defines automotive fabrics and textiles
- identifies key areas of application
- contains profiles of more than 80 key users and producers of automotive textiles

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Automotive Textiles: Preparing for total transformation (5th edition)

The value of textile materials going into the 91.5m cars and light vehicles manufactured globally in 2018 was more than US\$90bn and textile content continues to increase as manufacturers seek further means of lightweighting to reduce emissions and improve fuel consumption.

This new report breaks down the application of these materials into seven key categories:

- carpet, interior trim and headliners
- passive safety (airbags and seatbelts)
- insulation, NVH materials and exterior textile parts
- tyre cord, belts, tubes and tapes
- seating
- textile reinforcements in composite parts
- filtration (cabin and engine)

As a result of higher demand for increased comfort and improved safety, the use of textile materials has increased from 20 kg in a mid-size car in 2000 to around 35 kg today, most notably from the industry-wide adoption of textile and composite underbodies as replacements for metal, but with other successful substitutions too.

In the drive towards lowering weight for reducing both fuel consumption and carbon dioxide emissions, many current developments are including new uses for fabrics and other fibre-based materials.

There have been tremendous changes to the global structure of the automotive textiles industry since the last edition of this report was published in 2016.

Over the past three years there has been major consolidation among manufacturers of both fabrics and finished components for automotive interiors, not least among the Tier 1 suppliers to the OEMs.

More disruptive change is likely with the introduction of autonomous driving, electric vehicles and car-sharing in urban cities, while end-of-life recycling, sustainability and the need for lightweight materials will increasingly affect suppliers' strategies.

Company profiles

The report features more than 80 company profiles of leading players in the automotive textiles sector, including:

Tier 1 suppliers	Parker Hannifin	Gentherm
Adient	Röchling	Global Safety
Adler Pelzer	SGL Carbon	Textiles
Asahi Kasei	Sogefi	Grupo Copo
Aunde	Tachi-S	Haartz
Auria	Teijin	HKO
Autoliv	Toray Industries	Hollingsworth & Vose
Autoneum	Toyobo	Janesville
Benecke-Hornschuch	Toyota Boshoku	John Cotton
Bridgewater Interiors	TS Tech	Johns Manville
Cummins	Yanfeng Automotive Interiors	KAP Automotive
Donaldson	ZF TRW	Kasai Kogyo
Dual Borgstena	Tier 2 suppliers	Kolon Glotech
Faurecia	3M	Lydall
Freudenberg	Acme Group	Mattes & Ammann
Grammer	Ahlstrom-Munksjö	Motus
Grupo Antolin	Alcantara	Prevent
Hyosung	Arville Textiles	Rökona
Indorama Ventures	Asten Johnson	Sandler
International Automotive Components	Autins	Seiren
Joyson Safety Systems	Berry	Shawmut
Kordsa	Borgers	Sotera
Kümpers	BWF	Suminoe Textile
Lear Corporation	Carcoustics	TB Kawashima
Magna International	Delfingen	Tenowo
Mahle	DuPont	Tesca
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