PRESENTED BY ALTAIR

Under constraints of the existing body structure and material of the DX3, global lightweight thinking was required to reduce its weight. To simplify the process, a 1D model replaced a finite element model in the body-in-white simulation, resulting in a body structure that is 7.3% lighter. In addition, each bracket in the suspension system was analyzed independently using topology optimization, and cast-iron was replaced with aluminum alloy to provide 63% weight savings.

**Soueast Motor**

2016 Soueast DX3

Category: **Full Vehicle**

Application: **2016 Soueast DX3**

Weight Savings: **23 kg**

lighter than the baseline design

Methodology: **Design Optimization**

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