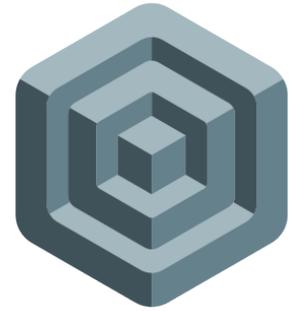


LightMAT



Lightweight Materials Consortium

Call for White Papers - Directed Funding Assistance for Collaboration with National Laboratories

The Lightweight Materials National Laboratory Consortium, or [LightMAT](#), is a network of 11 national laboratories with technical capabilities highly relevant to lightweight materials development and utilization. LightMAT provides straightforward access to resources and capabilities in this network via a single point of contact and works to match industry research teams with expertise and equipment found only at national laboratories.

To accelerate innovation and adoption of new lightweighting technologies for on-highway vehicles, [LightMAT](#) is releasing its third-round opportunity for directed funding assistance (DFA). Interested industry partners wanting to collaborate with research experts and leverage unique materials capabilities at U.S. Department of Energy (DOE) national laboratories are encouraged to apply. Interested organizations are encouraged to prioritize and submit white papers addressing the most pressing lightweighting challenges and associated research needs.

Topic 1: Industry Challenges in Lightweighting

Lightweight materials such as carbon fiber composites, magnesium alloys, aluminum alloys, and advanced high-strength steels have the potential to greatly improve fuel efficiency through mass reduction. Each of these materials, however, face technical challenges that prevent or limit their incorporation into mass-produced on-highway vehicles. These challenges not only exist in developing and producing these materials, but in the design, prediction of performance, fabrication, and assembly of automotive components using lightweight materials.

LightMAT seeks proposals that identify key technical challenges limiting the applicant's use of lightweight materials in vehicles and the research needed to overcome these challenges. Proposals should address specific applications for lightweighting vehicle structures and powertrain components (excluding power electronics, battery systems, and packaging systems) that will directly benefit from an advanced material or manufacturing process to enable significant weight reduction.

Selected projects will receive up to \$500,000* of LightMAT national laboratory assistance over the project duration of two years or less. LightMAT anticipates a total of five funded projects as part of this DFA opportunity. Industry partners will fund their own labor, materials,

and other expenses directly, which will contribute towards a 50% minimum cost-share requirement.

Contractual terms will be managed through a pre-established LightMAT [Cooperative Research and Development Agreement \(CRADA\)](#).

**Federal funds allocated to DOE national laboratories for providing LightMAT resources only, subject to available DOE and LightMAT budget. Industry cost share ≥ 50 percent.*

Timeline of Round Three LightMAT Direct Funding Assistance

<i>Date</i>	<i>Action</i>
June 19, 2018	LightMAT DFA#3 announcement
July 10, 2018	Webinar describing LightMAT opportunity
July 31, 2018 (5:00 pm ET)	Proposal submission deadline
August 31, 2018	Final selection decision and notification
October 7, 2018	Targeted project kickoff

Who is Eligible?

All U.S. domestic businesses serving the automotive market are eligible.

Foreign entities, whether for-profit or otherwise, including U.S. incorporated subsidiaries with a foreign-owned parent company, are eligible to apply; however, a waiver request will be required. Approval of this waiver is subject to DOE discretion, and is necessary to complete the CRADA contract. All project work (100%) under this DFA must be performed in the United States (100% of all direct labor).

How to Apply

To apply, industry applicants are asked to submit a [concept white paper](#) identifying a technical materials challenge that is impeding progress towards vehicle lightweighting as well as the LightMAT [capabilities](#) that can assist in accelerating the development of solutions. All submissions should be no more than six pages in length and should succinctly describe the technical problem, the approach to developing a solution, what LightMAT capabilities are needed, why DOE resources are necessary, and the impact anticipated towards vehicle lightweighting goals.

Questions?

For more information about LightMAT, please refer to the [LightMAT website](#) or contact the [LightMAT Director](#).