

Voestalpine Coil Coating Line

1. General Plant Data

- **Manufacturer / Type / Model:** VA Industrienanlagenbau Linz
 - **Year of Construction / Commissioning:** Commissioned in July 1989
 - **Commissioning and Decommissioning Dates:**
Since November 2014, no strip coating has been carried out anymore. The plant was converted into a repair facility.
This means that both furnaces, the RNV, the water coolers, the inline measuring systems, and the film laminating unit were shut down. From this date onward, the plant was operated in a “cold” condition.
The plant was finally shut down in May 2025.
 - **Status (operational, shut down, partially modernized):** See above.
The last major modernization of the plant took place in 2005.
During this modernization, the RNV was renewed, the complete safety system was implemented, the scrap handling system was renewed, a side trimmer was installed, the main control pulpit was renewed, and the ventilation and fire protection systems were upgraded.
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2. Production Capacity

- **Strip width (e.g. 600–1,600 mm):** Production up to 1,625 mm is possible
 - **Strip thickness (e.g. 0.3–2.0 mm):** Maximum strip weight is 20 kg per linear meter. At a strip thickness of 2.0 mm, the strip width already has to be reduced. A limit curve is available.
 - **Maximum strip speed (m/min):** 120 m/min in the treatment section
 - **Capacity per day / year (tons or m²):** Depending on the product mix; ranged from 500 tons up to more than 1,000 tons per day
 - **Material types (steel, aluminum, galvanized, etc.):** Exclusively steel strips (cold-rolled strip, electrolytically galvanized, hot-dip galvanized)
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3. Process Data

- **Number and type of coating stations (primer, topcoat, backside coating):**
A total of 5 coating stations are available (Primer top side + bottom side, Finish A Coater top side, Finish B Coater top side + bottom side).
Quick changeovers are possible.
- **Drying systems (furnace type, temperature ranges):**
Hot-air furnaces with a maximum circulating air temperature of 400 °C, 5 zones
- **Cooling zones:**
At the end of the furnaces, there is a short cooling zone which is no longer heated. This is followed by the water cooler with 14 spray bars on the top and bottom (primer and finish water coolers).

- **Pretreatment systems (degreasing, chemical treatment):**

In total, the pretreatment section consists of 12 separate zones, including one brushing zone.

These are divided into treatment zones and rinsing zones.

All components are made of stainless steel.

4. Technical Equipment

- **Drive and control systems (degree of automation, PLC type):**

- Control system: Reliance Automax
- Control system (DCS): ABB Freelance
- Safety system: Siemens S7-400
- Drive technology for controlled strip drives: DC motors with Reliance SCL converters
- Drive technology for frequency-controlled drives: Vacon AC motors
- Coil handling basic automation: approx. 30% automation level
- Strip run basic automation: approx. 90% automation level
- Coating and drying process supported by control loops; no technological controls and no process automation

The existing automation and drive systems are no longer functional.

- **Measuring and control systems (coating thickness measurement, color control):**

These systems are no longer operational and in some cases are no longer available.

- **Energy supply (gas, electrical demand):**

No values can be provided anymore. Energy demand was always dependent on the product mix.

- **Exhaust gas and environmental technology (VOC incineration, filter systems):**

Provided by the RNV (regenerative thermal oxidizer, built in 2005), which has been out of operation since 2014.

5. Additional Information

- **Modernizations / upgrades:**

No modernizations or upgrades in the last 10 years. The last major rebuild was in 2005.

- **Maintenance history:**

Regular maintenance according to our maintenance plans. Maintenance intervals were carried out until complete shutdown in May 2025.

- **Safety equipment:**

The plant complies with EN 12100 and the state of the art in safety technology according to the TÜV assessment from November 2008.

- **Availability of spare parts:**

New or as-new spare parts for the automation system and drive technology are no longer available.

Most mechanical spare parts are still available.

- **Existing spare parts:**

Spare parts can be prepared if required; however, from my current perspective, this is not yet an issue.

Many mechanical spare components are in stock. Whether these will still be used internally or not cannot be determined at this time and must be clarified internally.