
Porsche wants to use more environmentally friendly aluminum

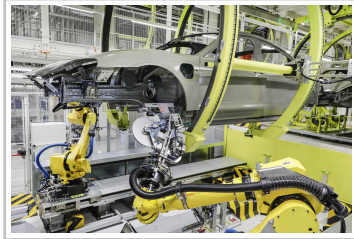
Porsche and the Norwegian company Norsk Hydro have fundamentally agreed on the supply of CO₂-reduced primary aluminum as well as secondary aluminum with a high proportion of recycled material for production. In addition, both companies are examining where aluminum with an even higher proportion of recycled material can be used. Porsche aims to make the value chain of its newly built cars CO₂-neutral by 2030.

For large-scale use in sports car production, Porsche and its suppliers have access to CO₂-reduced aluminum with an ecological footprint of less than four kilograms of carbon dioxide per kilogram of aluminum. Renewable energy is used to produce this primary material. Hydro produces the primary metal in Norway using electricity mainly from hydropower. This reduces the CO₂ footprint of the light metal by around 75 percent compared to the global average for primary aluminum production.

The two companies not only want to further reduce overall emissions. They also want to make greater use of secondary materials from post-consumer scrap. These are materials that private households or commercial, industrial and institutional facilities dispose of after using a product. Hydro is expected to supply CO₂-reduced aluminum with at least 75 percent recycled content from 2027 or 2028.

As a lightweight material, aluminum is playing an increasingly important role, especially for electric vehicles. For example, the material accounts for around 30 percent of the total weight of the Taycan. Apart from the front and rear panels, the entire body of the model is made of aluminum. (aum)

Images for article



Production of the Porsche Taycan in Stuttgart.

Photo: Autoren-Union Mobilität/Porsche



Barbara Frenkel, Member of the Executive Board for Procurement at Porsche, and Eivind Kallevik, CEO of Norsk Hydro

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